

2017

SERVICE MANUAL



ALTERRA TRV®
500/550/700/1000

2017 Alterra TRV 500/550/700/1000

Service Manual

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General Information/Foreword

This Arctic Cat Service Manual contains service, maintenance, and troubleshooting information for the 2017 Arctic Cat Alterra TRV models (see cover). The complete manual is designed to aid service personnel in service-oriented applications.

This manual is divided into sections. Each section covers a specific 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.

This service manual is designed primarily for use by an Arctic Cat CatMaster Basic Level technician. The procedures found in this manual are of varying difficulty, and certain service procedures in this manual require one or more special tools to be completed. The technician should use sound judgement when determining which procedures can be completed based on skill level and access to appropriate special tools.

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

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.

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 severe personal injury or even death. A **CAUTION** identifies unsafe practices which may result in ATV-related damage. Follow the directive because it deals with the possibility of damaging part or parts of the TRV. 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.

Product Service and
Warranty Department
Arctic Cat Inc.

Specifications

■NOTE: Specifications subject to change without notice.

MISCELLANY	
Tire Size	Front - 25 x 8-12 Rear - 25 x 10-12
Tire Inflation Pressure	10 psi (68.9 kPa)
Spark Plug Type	(500) NGK CR7E (550/700/1000) NGK CPR8E
Spark Plug Gap	(500) 0.7-0.8 mm (0.028-0.031 in.) (550/700/1000) 0.5-0.6 mm (0.019-0.024 in.)
Gas Tank Capacity	22.3 L (5.91 U.S. gal.)
Coolant Capacity	(500/550/700) 1.97 L (2.08 U.S. qt) (1000) 3.02 L (3.19 U.S. qt)
Rear Drive Capacity	269 ml (9.1 fl oz)
Front Differential Capacity	269 ml (9.1 fl oz)
Engine Oil Capacity (approx)	(500) 2.4 L (2.53 U.S. qt) (550/700) 2.2 L (2.32 U.S. qt) (1000) 2.6 L (2.75 U.S. qt)
Gasoline (recommended)	87 Octane Regular Unleaded
Engine Oil (recommended)	Arctic Cat ACX All Weather (Synthetic)
Differential/Rear Drive Lubricant	SAE Approved 80W-90 Hypoid
Drive Belt Width	(500) 28.5 mm (1.12 in.) (550/700) 35.0 mm (1.38 in.) (1000) 35.1 mm (1.38 in.)
Brake Fluid	DOT 4
Taillight/Brakelight	LED
Headlight	(500) 12V/55W/60W (550/700/1000) 12V/55W/60W/Lightbar
ELECTRICAL SYSTEM	
Ignition Timing	(500) 14° BTDC @ 1300 RPM (550) 16° BTDC @ 1300 RPM (700) 14° BTDC @ 1350 RPM (1000) 15° BTDC @ 1300 RPM
Spark Plug Cap	4000-6000 ohms
Ignition Coil Resistance	(primary) 0.75 ohms ± 10% (secondary) N/A
Ignition Coil Primary Voltage	Battery Voltage
Stator Coil Resistance	(CKP sensor) 104-156 ohms (AC generator) Less than 1 ohm
Crankshaft Position Sensor AC Voltage	2.0 volts or more
AC Generator Output	(no load) 75 AC volts @ 5000 RPM

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	Engine	20	27.2
Heat Shield	Muffler	8	11
Spark Arrester	Muffler	50 in.-lb	6
O ₂ Sensor	Exhaust Pipe	18	25

ELECTRICAL COMPONENTS			
Ignition Coil	Air Filter Housing	10 in.-lb	1
Ground Wire	Engine	8	11
Voltage Regulator	Frame	8	11
Starter Relay	Electrical Tray	8	11
Fuel Pump	Fuel Tank	10 in.-lb	1

COOLING SYSTEM COMPONENTS			
Part	Part Bolted To	Torque	
		ft-lb	N-m
Coolant Hose	Engine/Radiator	40 in.-lb	4.5
Radiator/Oil Cooler	Frame	12	16
Coolant Temperature Sensor	Engine	8	11
STEERING COMPONENTS			
Bearing Housing/Flange	Frame	20	27.2
Steering Post Support	Frame	20	27.2
Tie Rod End**	Knuckle/Steering Shaft	30	41
Jam Nut	Tie Rod	35	47.6
Steering Post	EPS Unit	11	15
Lower Steering Arm	EPS Unit	11	15
Steering Shaft	Frame	20	27.2
Steering Shaft Flange	Frame	20	27.2
Frame	EPS Unit	35	47.6
Handlebar Blocks	Steering Post	20	27.2
LHCA/Throttle Control Assembly	Handlebar	7	9.5
Handlebar End Cap	Handlebar	8	11
BRAKE COMPONENTS			
Brake Disc*	Hub	15	20.4
Brake Hose	Caliper/Master Cylinder	20	27.2
Rear Master Cylinder	Frame	12	16.3
Caliper	Knuckle	20	27.2
Master Cylinder Clamp	Master Cylinder	80 in.-lb	9
Brake Hose	Frame	12	16.3
Master Cylinder Cover	Master Cylinder	10 in.-lb	1
Foot Brake Lever	Lever Axle	25	34
Brake Hose	Rear Master Cylinder	20	27.2
Rear Brake Reservoir	Electrical Tray	10 in.-lb	1
Brake Clip	A-Arm	40 in.-lb	4.5
Brake Pedal	Pedal Axle	25	34
CHASSIS/MISC. COMPONENTS			
Footrest	Frame (8 mm)	20	27.2
Footrest	Frame (10 mm) (weld nut)	40	54.4
Shift Lever	Shift Linkage	20	27.2
Shift Arm	Engine	8	11
Fuel Tank	Frame	6	8.2
Front Bumper	Frame (upper mounts)	35	47.6
Front Rack/Rear Rack	Bumper/Frame	20	27.2
Skid Plate	Frame	6	8.2
Boot Guard (Left/Right)	Lower A-arm	8	11
Foot Peg	Foot Rest	8	11
SUSPENSION COMPONENTS (Front)			
A-Arm Upper Lower	Frame	50	68
Knuckle	Ball Joint	35	47.6
Shock Absorber	Frame/Upper A-Arm	50	68
Ball Joint	Knuckle	35	47.6
A-Arm Brace	Frame	50	68
SUSPENSION COMPONENTS (Rear)			
Shock Absorber (Upper)	Frame	50	68
A-Arm	Frame	50	68
Shock Absorber (Lower)	Lower A-Arm	20	27.2
Knuckle	A-Arm	50	68
Fuel Tank Mount Bracket	Frame	20	27.2

DRIVE TRAIN COMPONENTS			
Part	Part Bolted To	Torque	
		ft-lb	N-m
Front Differential/Rear Gear Case	Frame/Differential Bracket	38	52
Fill Plug	Front Differential/Rear Gear Case	16	22
Wheel (Steel)	Hub	45	61.2
Wheel (Aluminum w/black nuts)	Hub	60	81
Wheel (Aluminum w/chrome nuts)	Hub	80	108
Front Hub/Rear Hub	Front Axle/Rear Axle	200	272
Oil Drain Plug/Oil Inspection Plug	Front Differential/Rear Gear Case	45 in.-lb	5
Pinion Housing	Differential Housing	22	30
Differential Housing Cover***	Differential Housing	22	30
Input Shaft Assembly	Differential Housing	22	30
Thrust Button**	Gear Case Cover	8	11
Input Shaft/Housing	Gear Case	22	30
Output Shaft**	Rear Gear Case Flange	20	27.2
Oil Drain Plug	Engine	16	21.8
Engine	Frame	35	47.6
ENGINE/TRANSMISSION (500)			
Part	Part Bolted To	Torque	
		ft-lb	N-m
Intake Manifold	Cylinder Head	6	8.2
Intake Manifold	Throttle Body (clamp)	30 in.-lb	3.3
Cam Chain Tensioner Guide	Cylinder Head	11	15
Cam Chain Tensioner	Cylinder	9	12
Cam Sprocket**	Camshaft	10.8	14.6
Cylinder Head (Cap Screw)	Crankcase	28	38
Cylinder Head (Nut)	Cylinder	8	11
Valve Cover	Cylinder Head	8	11
Tappet Cover	Valve Cover	8	11
Oil Pump Drive Gear**	Crank Balancer	36	49
Water Pump Drive Gear	Crankshaft	36	49
Water Pump Cover	Water Pump Housing	9.5	13
Clutch Shoe**	Crankshaft	147	199
Driven Pulley**	Driveshaft	84.8	115
Movable Drive Face	Centrifugal Clutch Housing	84.8	115
Oil Pump**	Crankcase Half	26 in.-lb	3
Water Pump/Housing	Magneto Cover	9.5	13
Magneto Cover	Crankcase	10	14
V-Belt Cover	Clutch Cover/Housing	8	11
Starter Clutch**	Flywheel	26	35
Stator Coil** (New)	Magneto Cover	13	18
Stator Coil (Existing)	Magneto Cover	11	15
Shift Cam Plate	Shift Cam Shaft	8	11
Rotor	Crankshaft	107	145
Drive Bevel Gear Nut	Output Shaft	72	98
Drive Bevel Gear Nut	Secondary Driven Shaft	101	137
Output Shaft Nut**	Output Shaft	59	80
Oil Drain Plug	Engine	16	22
Oil Strainer	Crankcase	54 in.-lb	6
Crankcase Half (6 mm)	Crankcase Half	10	14
Crankcase Half (8 mm)	Crankcase Half	21	28.6
Starter Motor	Crankcase	10	14

ENGINE/TRANSMISSION (550/700/1000)			
Part	Part Bolted To	Torque	
		ft-lb	N-m
Intake Manifold	Cylinder	6	8.2
Cylinder Head (Cap Screw)	Crankcase	(step 1) (step 2) (final)	20 30 37 50
Cylinder Head Nut (6 mm)	Cylinder	10	13.5
Cylinder Head Nut (8 mm)	Cylinder	18.5	25
Cylinder (Nut)	Crankcase	10	13.5
Valve Cover	Cylinder Head	8.5	11.5
Tappet Cover	Valve Cover	8.5	11.5
Crankshaft Bushing (550/700)	Crankshaft	28	38.1
Oil Pump Drive Gear**	Crank Balancer Shaft	63	85
Outer Magneto Cover	Left-Side Cover	8.5	11.5
Inner CVT Cover	Crankcase	10.5	14
Oil Pump Cover*	Crankcase	8.5	11.5
Shift Cam Stopper Spring	Shift Cam Stopper	8.5	11.5
Shifter Housing (1000)	Crankcase	10	13.5
Clutch Shoe**	Crankshaft	221	300
Driven Pulley**	Driveshaft	162	220
Speed Sensor Housing (550/700)	Crankcase	8.5	11.5
Speed Sensor Housing (1000)	Crankcase	10	14
Inner Clutch Cover/Housing (1000)	Crankcase	10	14
Movable Drive Face** (1000)	Centrifugal Clutch Housing	162	220
Shift Cam Stopper (700/1000)	Crankcase	8.5	11.5
Rotor/Flywheel**	Crankshaft	107	145
Water Pump/Housing	Magneto Cover	8.5	11.5
Magneto Cover	Crankcase	10	14
Oil Drain Plug	Engine	16	22
V-Belt Cover	Clutch Cover/Housing	9.5	13
Starter Clutch**	Flywheel	26	35
Stator Coil** (New)	Magneto Cover	13	18
Stator Coil (Existing)	Magneto Cover	11.5	15
Starter Motor	Crankcase	10	14
Shift Cam Plate	Shift Cam Shaft	8.5	11.5
Outer CVT Cover (550/700)	Inner CVT Cover	44 in.-lb	5
Secondary Shaft Bearing Housing**	Crankcase Half	25	34
Crankcase Lower Cover (6 mm)	Crankcase	10.5	14
Crankcase Lower Cover (8 mm)	Crankcase	21	28.6
Oil Filler Cover	Crankcase	10	13.5
Secondary Drive Gear Nut	Gear	200	271
Engine Mounting Through-Bolt	Frame	35	47.6
Output Yoke Nut**	Output Shaft	200	271
Oil Strainer	Crankcase	54 in.-lb	6
Crankcase Half (6 mm)	Crankcase Half	10	14
Crankcase Half (8 mm)	Crankcase Half	21	28.6

* w/Blue Loctite #243 ** w/Red Loctite #271 *** w/Green Loctite #609
**** w/Three Bond Sealant ***** 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

Gasoline - Oil - Lubricant

FILLING GAS TANK

⚠ WARNING

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

Since gasoline expands as its temperature rises, the gas tank must be filled to its rated 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.

Tighten the gas tank cap securely after filling the tank.

⚠ 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.

⚠ WARNING

Do not over-fill the gas tank.

RECOMMENDED GASOLINE

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

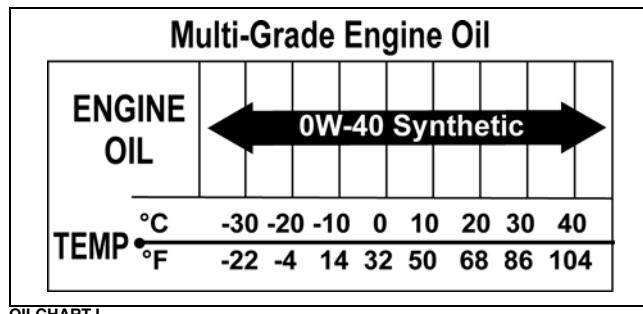
Do not use white gas. Only Arctic Cat approved gasoline additives should be used.

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 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.



OILCHARTJ

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 ATV front differentials and rear drives.

CAUTION

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

Preparation For Storage

CAUTION

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

Arctic Cat recommends the following procedure to prepare the ATV for storage. An authorized Arctic Cat ATV dealer should perform this service; however, the owner/operator may perform this service if desired.

1. Clean the seat cushion (cover and base) with a damp cloth and allow to dry.

2. Clean the ATV thoroughly by washing dirt, oil, grass, and other foreign matter from the entire ATV. Allow the ATV to dry thoroughly. DO NOT get water into any part of the engine or air intake.

3. Either drain the gas tank or add a fuel stabilizer to the gas in the gas tank.

4. Clean the interior of the air filter housing.

5. Plug the hole in the exhaust system with a clean cloth.

6. Apply light oil to the upper steering post bushing and plungers of the shock absorbers.

7. 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.

8. Fill the cooling system to the bottom of the stand pipe in the radiator neck with properly mixed coolant.

9. Disconnect the battery cables (negative cable first); then remove the battery, clean the battery posts and cables, and store in a clean, dry area.

■NOTE: For storage, use a battery maintainer or make sure the battery is fully charged (see Battery section in this manual).

10. Store the ATV indoors in a level position.

CAUTION

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

Preparation After Storage

Taking the ATV out of storage and correctly preparing it will assure many miles and hours of trouble-free riding. Arctic Cat recommends the following procedure to prepare the ATV.

1. Clean the ATV 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 making sure to connect the positive cable first.

CAUTION

Before installing the battery, make sure the ignition switch is in the OFF position.

7. Check the entire brake systems (fluid level, pads, etc.), all controls, headlights, taillight, brakelight, and headlight aim; adjust or replace if necessary.
8. Check the tire pressure. Inflate to recommended pressure as necessary.

9. Tighten all nuts, bolts, cap screws, and screws making sure all calibrated nuts, cap screws, and bolts are tightened to specifications.
10. Make sure the steering moves freely and does not bind.
11. Check the spark plug. Clean or replace as necessary.
12. Check the air filter and the air filter housing. Clean or replace as necessary.

Periodic Maintenance/Tune-up

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 (see General Information/Foreword).

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. Throttle Lever Pivot
- B. Brake Lever Pivot
- C. Auxiliary Brake Pedal Pivot

■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.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Compression Tester Kit	0444-213
Drive Belt Gauge	0444-177
Oil Filter Wrench	0644-389
Spanner Wrench	0444-240
Valve Clearance Adjuster	0444-255

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

Air Filter

The air filter inside the air filter housing must be clean to provide good engine power and gas mileage. If the ATV is used under normal conditions, service the filter at the intervals specified in the Maintenance Schedule. If operated in dusty, wet, or muddy conditions, inspect and service the filter more frequently.

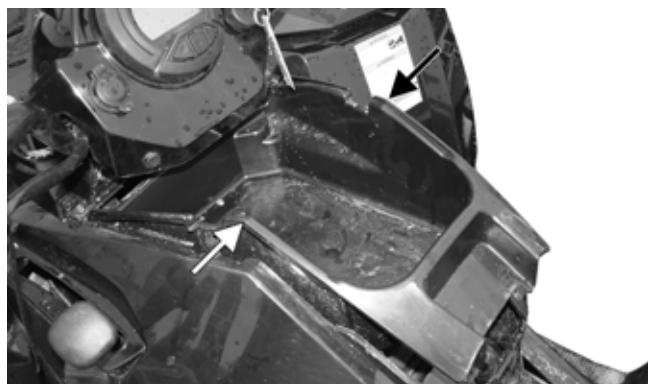
CAUTION

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

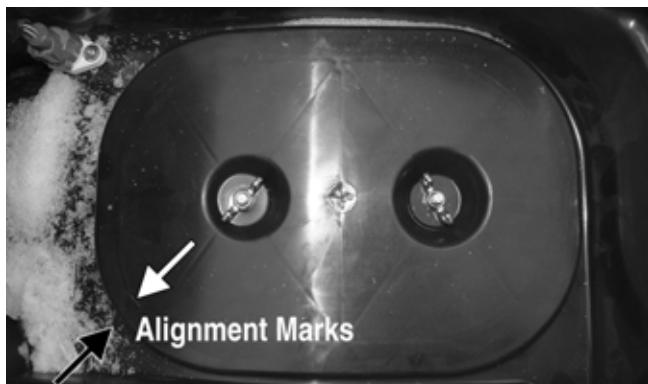
1. Remove the seat; then lift the front storage box lid. Gently pull out on the side panel plastics to free the storage box lid base tabs from the side panel plastics. Repeat for opposite side. Remove the storage box lid and base.



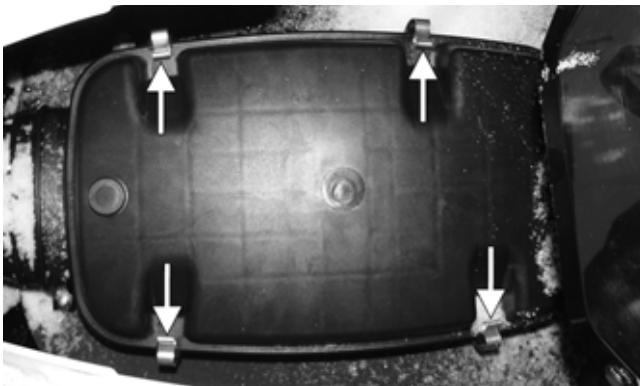
2. Release the front storage tray by lightly squeezing the left and right outside edges inward.



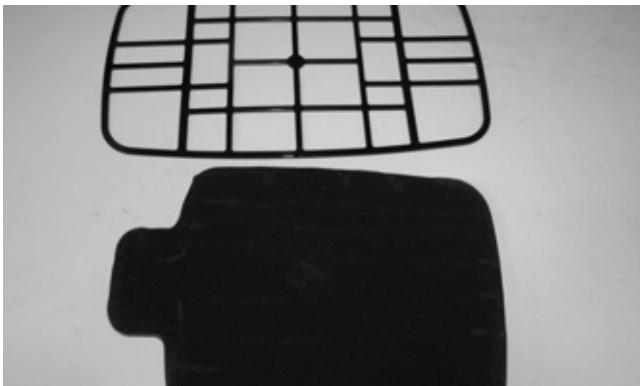
3. On the 1000, remove the two wing nuts securing the air box lid to the air box. Remove the air filter from the frame. Note the orientation of the air box lid, air filter, and frame for assembly purposes.



4. On the 550/700, release the four retaining clips to remove the air box lid. Remove the air filter frame and air filter. Note the orientation of the air box lid, air filter, and frame for assembly purposes.



XR239A



FI705

5. On the 500, remove the three screws securing the air box lid to the air box. Compress the air filter rearward to remove.



XR240

6. With the filter removed, place the filter in a pan larger than the element and spray both sides generously with Cleaning Solvent; then let sit approximately three minutes.
7. In a pan larger than the element, with a mild detergent (dish soap) and water, wash all the dirt and oil off by squeezing the element, not twisting it (wringing out or twisting the filter can cause damage).
8. Rinse off any remaining soap.
9. Remove any excess water from the element by mopping with a towel.
10. Allow the element to dry completely.
11. Spray oil generously onto air filter and work the oil into the element.
12. Squeeze the element to remove excess oil.

13. Install the air filter and frame back into the air box; then secure with the air filter lid.

14. Install the storage tray, storage tray base, and lid; then install the seat.

CHECKING AND CLEANING DRAINS

1. Inspect the drains beneath the main housing for water/oil and for proper sealing.



XR260

2. Replace any drain that is cracked or shows any signs of hardening or deterioration.

CAUTION

The drain to the rear of the airbox is the clean air section of the filter housing. Any leak of this drain will allow dirt into the engine intake causing severe engine damage.

3. Wipe any accumulation of oil or gas from the filter housing and drains.

Valve/Tappet Clearance

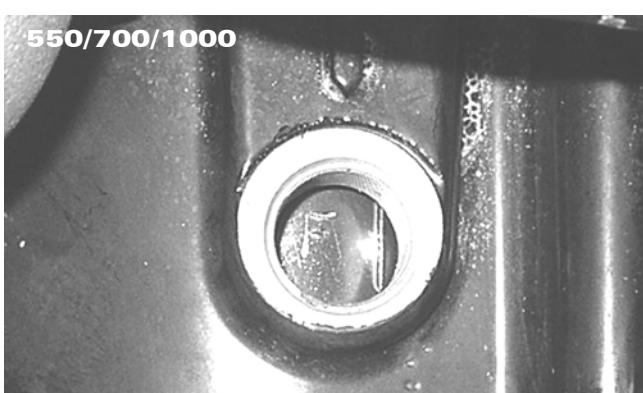
■**NOTE: The seat, storage compartment cover assembly, compartment box, air filter/filter housing, and left-side/right-side splash panels must be removed for this procedure.**

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

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

■**NOTE: On the 1000 models, 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 (front cylinder on the 1000 models).



GZ063

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

3. Align the timing mark to the magneto cover mark.

CHECKING

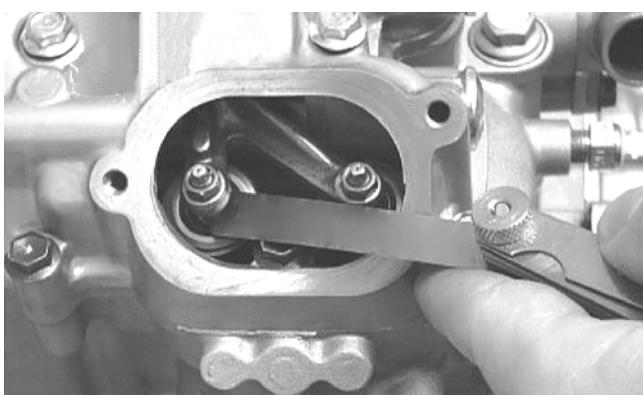
Using a feeler gauge, check each valve/tappet clearance. If clearance is not within specifications, loosen the jam nut and rotate the tappet adjuster screw until the clearance is within specifications. Tighten each jam nut securely after completing the adjustment.

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

500	0.08-0.12 mm (0.003-0.005 in.) - Intake 0.15-0.20 mm (0.006-0.008 in.) - Exhaust
550/700/1000	0.08-0.12 mm (0.003-0.005 in.) - Intake 0.13-0.17 mm (0.005-0.007 in.) - Exhaust



ADJUSTING

- A. Place 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 CHECKING 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. On the 1000, rotate the engine 270° to the TDC position of the rear cylinder (the stamped "R" must be visible); then repeat steps A-E for the rear cylinder.



4. Install the spark plugs and timing inspection plug; then on the 1000 models, remove the special cap screw and install the crankcase end cap.

■NOTE: Apply grease to the end cap to aid in installation.

5. Place the tappet covers into position making sure the proper cap screws are with the proper cover. Tighten the cap screws securely.

Testing Engine Compression

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

⚠ WARNING

Always wear safety glasses when using compressed air.

3. Remove the spark plug; then attach the high tension lead to the plug and ground the plug on the cylinder head well away from the spark plug hole.

4. Attach the Compression Tester Kit.

■NOTE: The engine should be warm (operating temperature) and the battery fully charged for an accurate compression test. Throttle must be in the wide-open throttle (WOT) position. In the event the engine cannot be run, cold values are included.

5. While holding the throttle lever in the full-open position, crank the engine over with the electric starter until the gauge shows a peak reading (five to 10 compression strokes).

COMPRESSION		
Model	PSI Hot (WOT)	PSI Cold (WOT)
500	95-115	N/A
550	120-140	80-120
700	125-145	100-140
1000 (Front)	125-145	80-120
1000 (Rear)	165-185	150-190

6. If compression is abnormally low, inspect the following items.

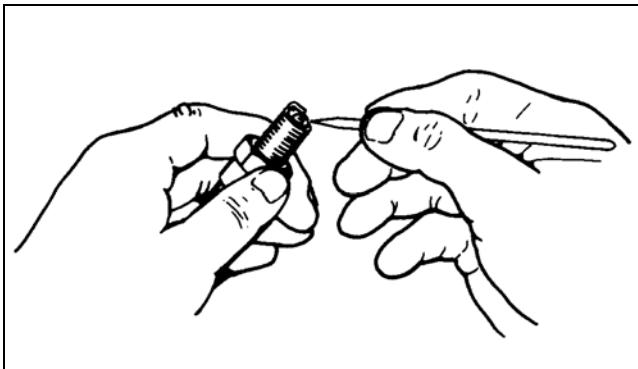
- A. Verify starter cranks engine over at normal speed (approximately 400 RPM).
- B. Gauge functioning properly.
- C. Throttle lever in the full-open position.
- D. Valve/tappet clearance correct.
- E. Engine warmed up.
- F. Intake not restricted.

■NOTE: To service valves, see Engine/Transmission.

- 7. Pour 29.5 ml (1 fl oz) of oil into the spark plug hole, reattach the gauge, and retest compression.
- 8. If compression is now evident, service the top end (see Engine/Transmission).

Spark Plug

A light brown insulator indicates that a plug and the fuel/air ratio are correct. A white insulator indicates a lean running condition. A dark insulator indicates a rich running condition and that the engine may need to be serviced. To maintain a hot, strong spark, keep the plug free of carbon.

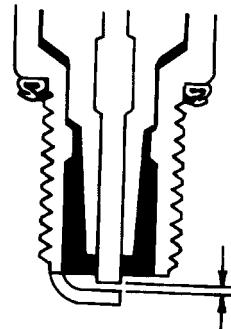


ATV-0051

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 correct specification (see General Information/Foreword for proper type and gap). Use a feeler gauge to check the gap.



ATV0052

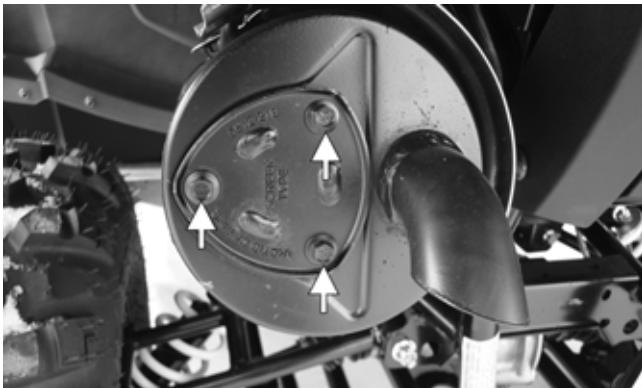
A new spark plug should be tightened 1/2 turn once the washer contacts the cylinder head. A used spark plug should be tightened 1/8 - 1/4 turn once the washer contacts the cylinder head.

Muffler/Spark Arrester

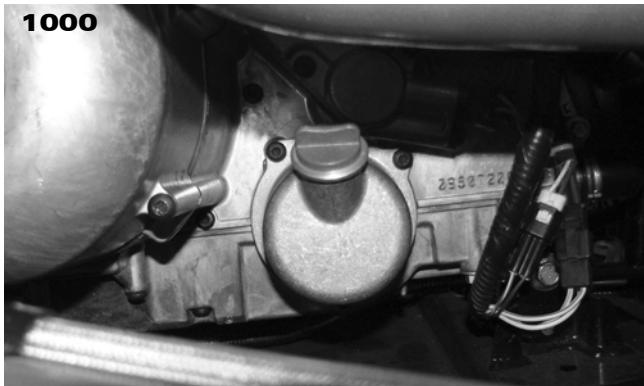
WARNING

Wait until the muffler cools to avoid burns.

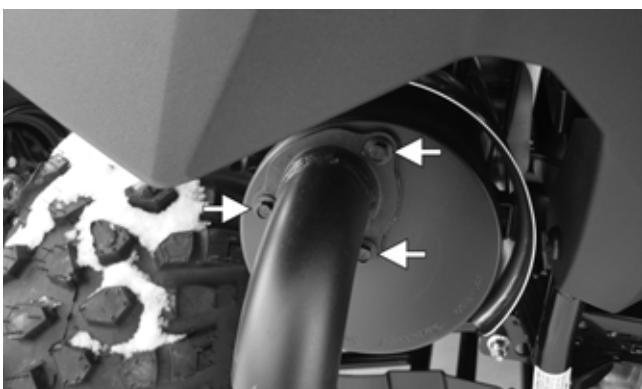
1. Remove the three cap screws securing the spark arrester assembly to the muffler; then loosen and remove the arrester. Account for the gasket and wave washer.



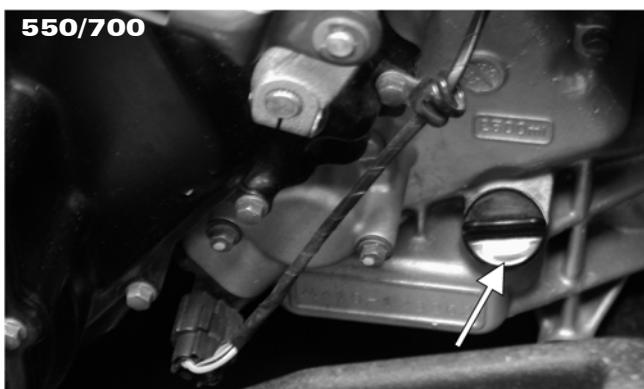
XR242A



WC007



XR243A



CF109M

- Using a suitable brush, clean the carbon deposits from the screen taking care not to damage the screen.

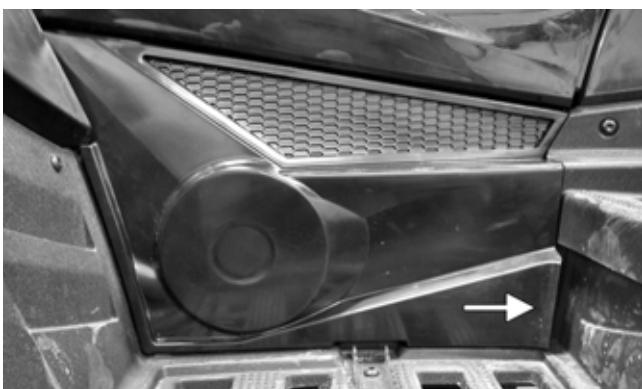
■NOTE: If the screen or gasket is damaged in any way, it must be replaced.

- Install the spark arrester assembly with gasket; then secure with the three cap screws. Tighten to 48 in.-lb.

Engine/Transmission Oil - Filter

The engine should always be warm when the oil is changed so the oil will drain easily and completely.

- Park the ATV on level ground. Remove the left side access panel by pulling outward on the bottom right side.



XR218A

- Remove the oil level stick/filler plug.

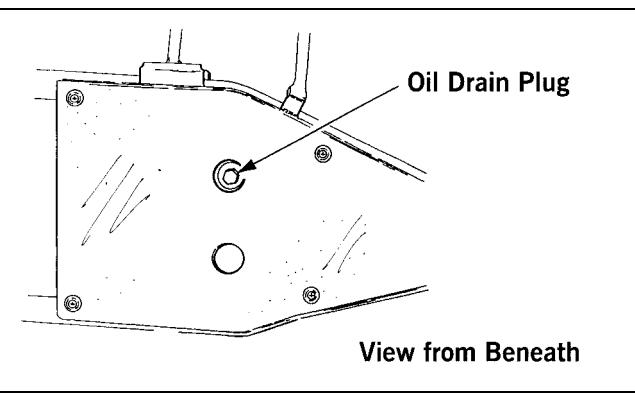


KC372A

- Remove the drain plug from the bottom of the engine and drain the oil into a drain pan. Account for and discard the drain plug gasket.

⚠ WARNING

Use extreme caution when removing the oil drain plug. Hot oil can cause severe injury and skin burns.



733-441A

4. Using the adjustable Oil Filter Wrench and a suitable wrench, remove the old oil filter. Account for and discard the O-ring.

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

5. Apply oil to the 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 with new gasket 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 ATV 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. Remove the oil level stick and wipe it with a clean cloth.
10. Install the oil level stick and thread into the engine case.
11. Remove the oil level stick; the oil level must be within the operating range but not exceeding the upper mark.

500



GZ461A

550/700/1000



XR234A

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. Install the access panel.

Front Differential/Rear Drive Lubricant

CAUTION

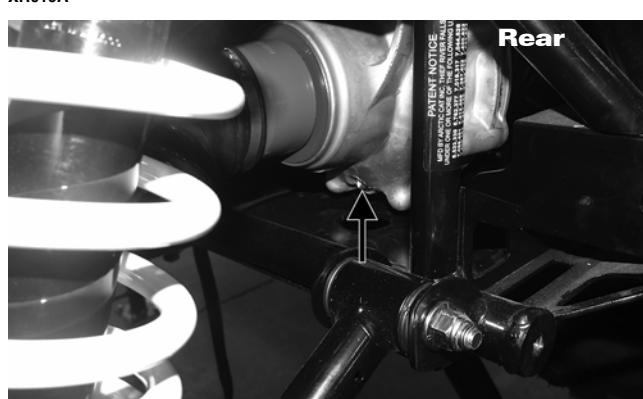
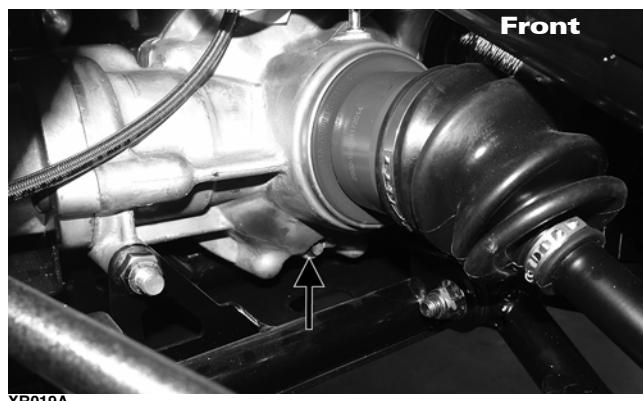
Any lubricant used in place of the recommended gear lube could result in premature failure of the shock limiter. Do not use any lubricant containing graphite or molybdenum additives or other friction-modified lubricants as these may cause severe damage to shock limiter components.

When changing the lubricant, use approved SAE 80W-90 hypoid gear lube.

To check lubricant, remove the fill plug; the lubricant level should be 1 in. below the threads of the plug. If low, add SAE approved 80W-90 hypoid gear lubricant as necessary.

To change the lubricant, use the following procedure.

1. Place the ATV on level ground.
2. Remove the oil filler and oil level plugs.
3. Drain the oil into a drain pan by removing in turn the drain plug from each.

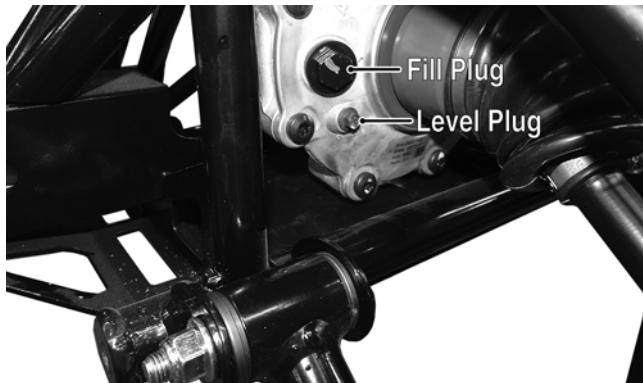


4. After all the oil has been drained, install the drain plugs and tighten securely.

CAUTION

Inspect the oil for any signs of metal filings or water. If found, take the ATV to an authorized Arctic Cat ATV dealer for servicing.

5. Pour recommended oil into each filler hole. The correct oil level is achieved when the oil level is flush with the bottom threads of the level plug hole.

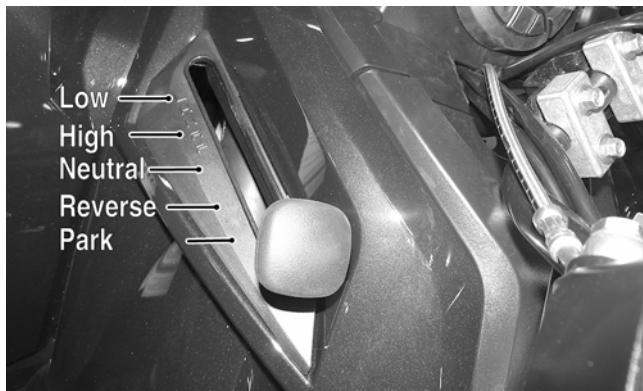


■**NOTE:** Arctic Cat recommends the use of genuine Arctic Cat lubricants.

6. Install the oil level and oil filler plugs.

Shift Lever

CHECKING ADJUSTMENT

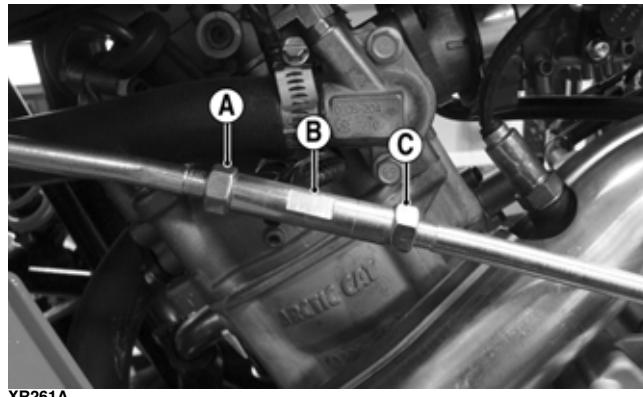


WARNING

Never shift the ATV into reverse gear when the ATV is moving as it could cause the ATV to stop suddenly throwing the operator from the ATV.

ADJUSTING SHIFT LEVER

1. Remove the seat and left side panel.
2. With the ignition switch in the ON position, loosen jam nut (A) (left-hand threads); then loosen jam nut (C) and with the shift lever in the reverse position, adjust the coupler (B) until the transmission is in reverse and the (R) icon appears on the LCD.



3. Tighten the jam nuts securely; then shift the transmission to each position and verify correct adjustment.
4. Install the left-side engine cover and seat making sure the seat locks securely in place.

■**NOTE:** An E (Error) in the gear position icon indicates no signal or a poor ground wire connection in the circuit. Troubleshoot the harness connectors, gear position switch connector, gear position switch, and LCD connector.

Hydraulic Brake Systems

CHECKING/BLEEDING

The hydraulic brake systems have 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. On the hand brake if the level in the reservoir is adequate, the sight glass will appear dark. If the level is low, the sight glass will appear clear. On the auxiliary brake, the level must be between the MIN and MAX lines on the reservoir.





2. Compress the brake lever/pedal several times to check for a firm brake. If the brake is not firm, the system must be bled.
3. To bleed the main brake system, use the following procedure.
 - A. Remove the cover and fill the reservoir with DOT 4 Brake Fluid; then install and secure the cover.
 - B. Slowly compress the brake lever several times.
 - C. Remove the protective cap, install one end of a clear hose onto the REAR bleeder screw, and direct the other end into a container; then while holding slight pressure on the brake lever, open the bleeder screw and watch for air bubbles. Close the bleeder screw before releasing the brake lever. Repeat this procedure until no air bubbles are present.



■NOTE: During the bleeding procedure, watch the sight glass very closely to make sure there is always a sufficient amount of brake fluid. If low, refill the reservoir before the bleeding procedure is continued. Failure to maintain a sufficient amount of fluid in the reservoir will result in air in the system.

- D. At this point, perform step B and C on the FRONT RIGHT bleeder screw; then move to the FRONT LEFT bleeder screw and follow the same procedure.
- E. Repeat step D until the brake lever is firm.
4. To bleed the auxiliary brake system, use the following procedure.
 - A. Remove the cover and fill the reservoir with DOT 4 Brake Fluid; then install and secure the cover.
 - B. Slowly compress the brake pedal several times.

- C. Remove the protective cap, install one end of a clear hose onto the rear bleeder screw, and direct the other end into a container; then while holding slight pressure on the brake pedal, open the bleeder screw and watch for air bubbles. Close the bleeder 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 low, refill the reservoir before the bleeding procedure is continued. Failure to maintain a sufficient amount of fluid in the reservoir will result in air in the system.

- D. Repeat step B and C until the brake pedal is firm.
5. 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

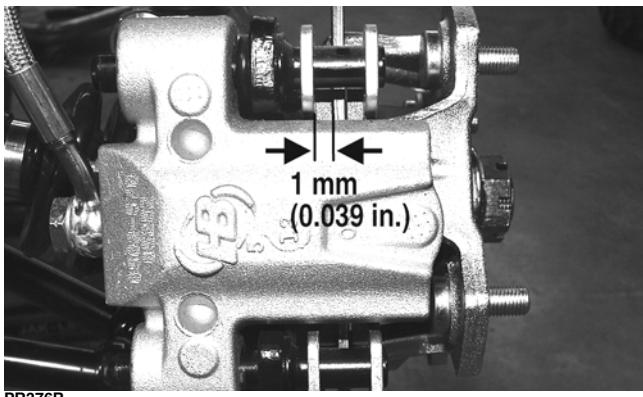
Carefully inspect the hydraulic brake hoses for cracks or other damage. If found, the brake hoses must be replaced.

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.

■NOTE: As brake pads wear, it may be necessary to "top-off" the brake fluid in the reservoir.

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.

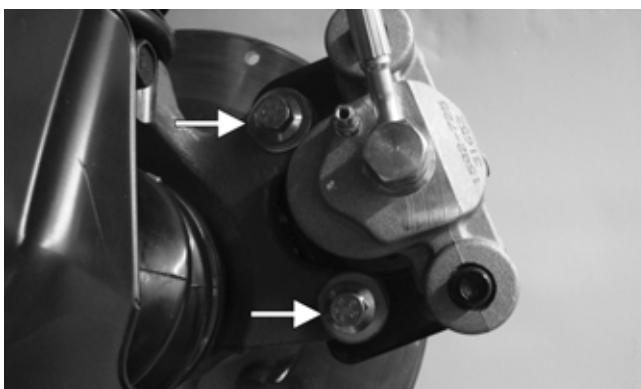


■**NOTE:** The brake pads should be replaced as a set.

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.



- C. Install the new brake pads.
- D. Secure the caliper to the knuckle and/or axle housing 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 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
5. Burnish the brake pads (see Burnishing Brake Pads in this section).

Burnishing Brake Pads

Brake pads (both main and auxiliary) must be burnished to achieve full braking effectiveness. Braking distance will be extended until brake pads are properly burnished.

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 or death.

1. Choose an area large enough to safely accelerate the ATV to 30 mph and to brake to a stop.
2. Accelerate to 30 mph; then release the throttle lever and compress brake lever or apply the auxiliary brake to decelerate to 0-5 mph.
3. Repeat procedure on each brake system twenty times.
4. Verify that the brakelight illuminates when the hand lever is compressed or the brake pedal is depressed.

Checking/Replacing V-Belt

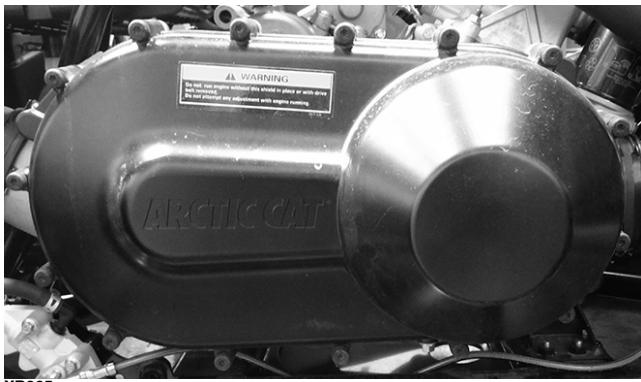
REMOVING

1. Remove the right side panel, right side footrests and footwell, and brake pedal (see Steering/Body/Controls).



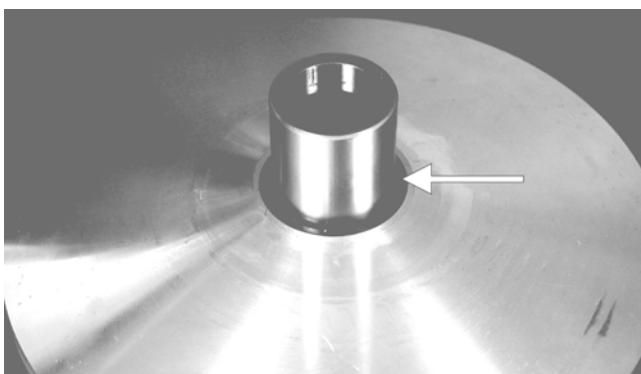
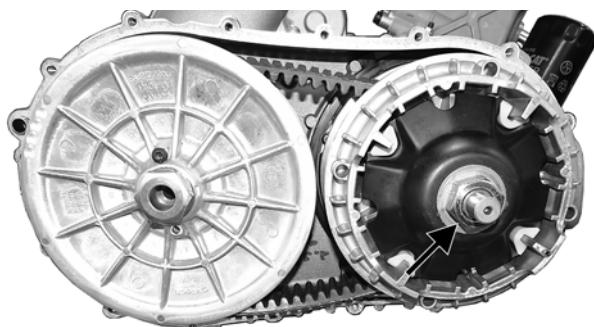
2. Remove the cap screws securing the CVT cover; then using a rubber mallet, gently tap on the cover tabs to loosen the cover. Remove the cover. Account for two dowel pins.

■**NOTE:** Some models use fibrous washers; account for these when used.

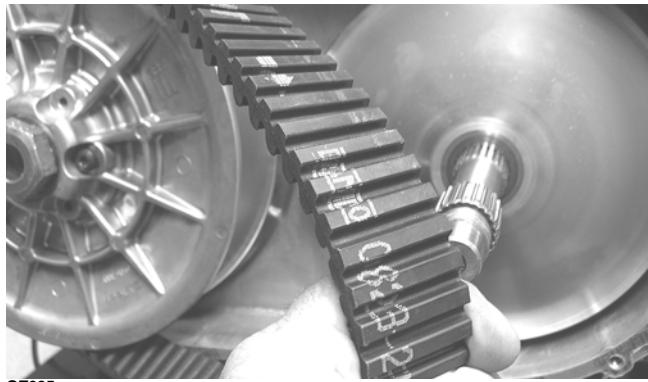


3. Remove the nut securing the movable drive face; then remove the face. Account for the flat washer and spacer.

■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.



4. Install the cap screw from the tool kit into the driven pulley fixed face; then turn the cap screw clockwise to spread the pulley faces. Remove the V-belt.

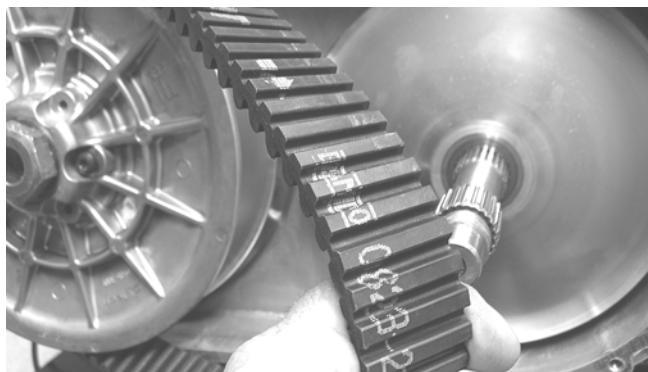


CHECKING

Use the Drive Belt Gauge to identify any abnormal wear. Measure across the top of the V-belt (in multiple locations) using a Vernier caliper. Do not squeeze the belt as doing so may produce an inaccurate measurement. The V-belt must be at least 28.5 mm (500) or 35.0 mm (550/700) at any point.

INSTALLING

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

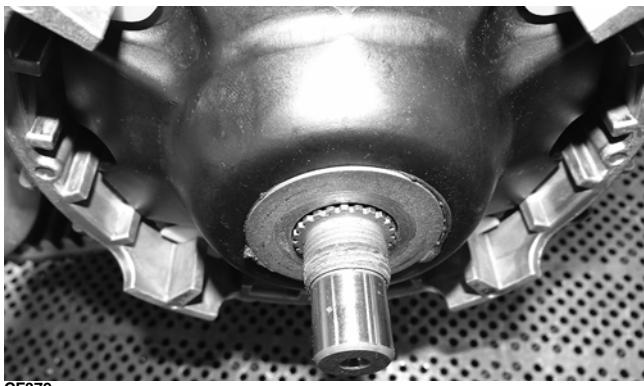


■NOTE: The arrows on the V-belt should point in direction of engine rotation (forward).

2. Pinch the V-belt together near its center and slide the spacer and movable drive face onto the front shaft. Secure the drive face with a washer and nut (coated with red Loctite #271). Using an appropriate spanner wrench, tighten the nut to 147 ft-lb (500), 60 ft-lb (550), or 162 ft-lb (700/1000).

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.



CF379

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

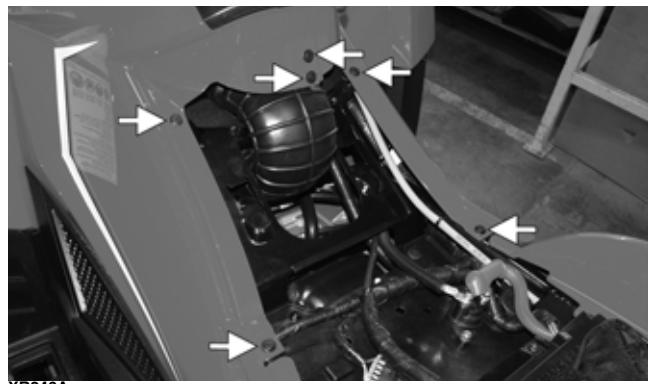
3. With the vehicle in neutral, rotate the V-belt and clutches counterclockwise until the V-belt is flush with the top of the driven pulley.
4. Place the CVT cover gasket into position; then install the cover and secure with the cap screws. Tighten to 45 in.-lb (5 mm shouldered fibrous washers) or 9.5 ft-lb (6 mm cap screws).
5. Install the right side footwell, footrests, and right side panel (see Steering/Body/Controls). Tighten the brake pedal cap screw to 25 ft-lb.

Steering/Body/Controls

The following steering components should be inspected periodically to ensure safe and proper operation.

- A. Handlebar grips not worn, broken, or loose.
- B. Handlebar not bent, cracked, and has equal and complete full-left and full-right turning capability.
- C. Steering post bearing assembly/bearing housing not broken, worn, or binding.
- 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.

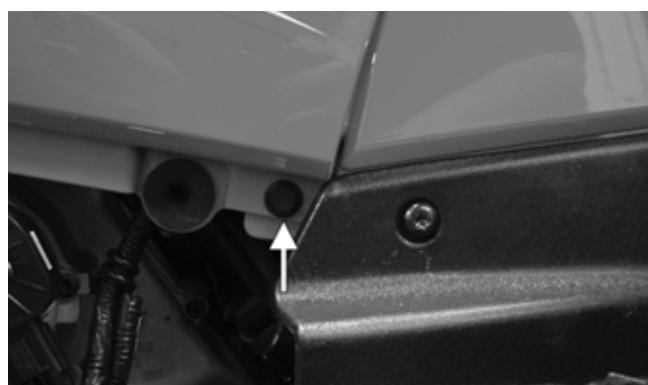
The frame, welds, and racks should be checked periodically for damage, bends, cracks, deterioration, broken components, and missing components.



4. Remove the cap screws securing the steering post cover to the side panels; then remove the steering post cover. Remove the cap screws securing both side panels to the front body panel.



5. From the left side, remove the shift lever knob and the remaining reinstallable rivet to remove the left side panel.



6. From the right side, remove the remaining cap screw to remove the right side panel.

XR218A

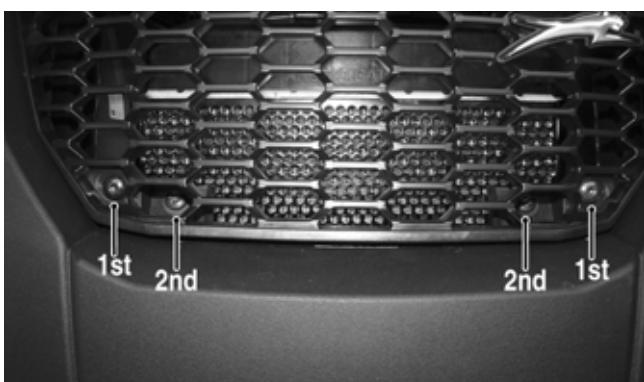
3. Remove the reinstallable rivets securing both side panels to each other and to the frame.



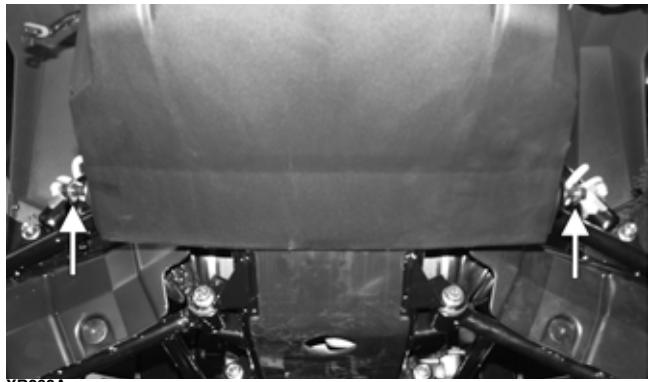
7. Remove the four lock nuts securing the front rack assembly to the frame.



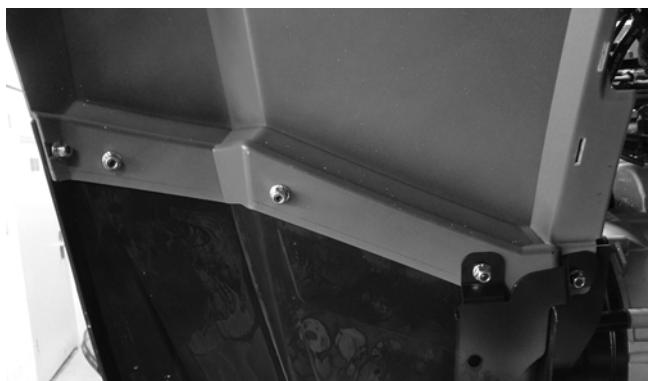
8. Remove the two self-tapping screws securing the front grille and the two cap screws located behind the grille securing the front fascia to the bumper frame.



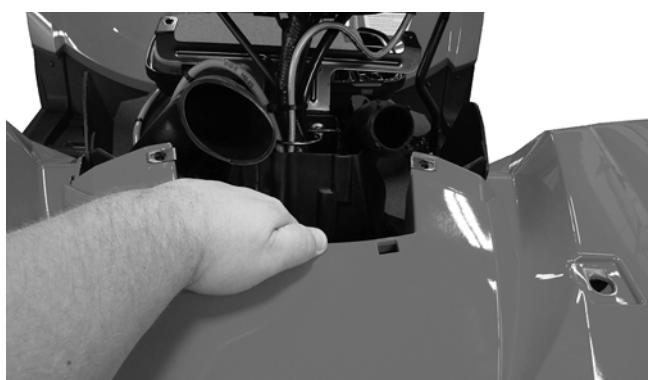
9. Disconnect the headlight connectors from the back of the headlights; then remove the two lower cap screws securing the bottom of the front fascia to the front of the frame. Release the front fascia from the front of the frame.



10. On each side of the vehicle, remove the cap screws and lock nuts securing the front fender plastics to the front of the footwells.



11. From the front of the vehicle, grasp the top of the fender assembly and the bottom of the front fascia. Remove by pulling up and away from the vehicle.



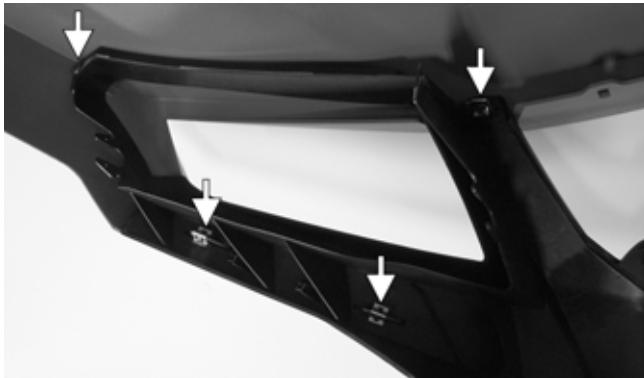
■NOTE: The following steps are used to remove the headlights, front fascia, and front bumper.

12. To remove the headlights from the front fascia, remove the two rubber bands and the adjuster screw from each headlight assembly. To free the headlight assembly, pull rearward away from the front fascia.



XR271A

13. Remove the six remaining retaining clips and two self-tapping cap screws to remove the front fascia from the front fender assembly.



XR272A

14. Remove the two headlight wire-forms from the frame; then remove the two remaining cap screws and lock nuts securing the front bumper to the frame.



XR273

CLEANING AND INSPECTING

1. Clean all components with warm soap and water.
2. Inspect for cracks and/or loose rivets.
3. Inspect for any missing decals.

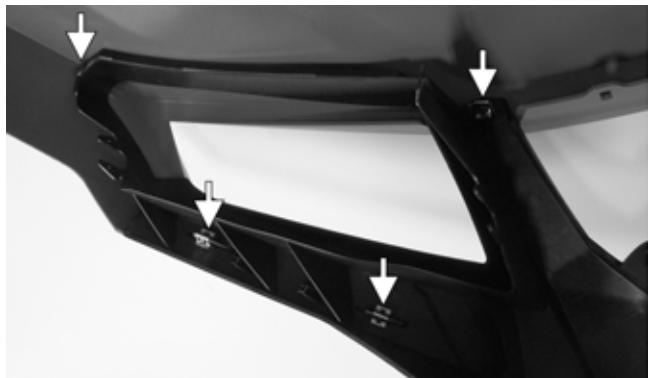
INSTALLING

1. Place the front bumper onto the frame; then install the cap screws with new lock nuts. Finger tighten only at this point.



XR273

2. Secure the front fascia to the front fender and secure using the six retaining clips and two self-tapping screws.



XR272A

3. Secure the headlight assemblies into the front fascia using the two rubber bands and the adjuster screws.



XR271A

4. Place the front fender assembly onto the vehicle. Spread the bottom of the front fascia outward to seat over the bottom of the front bumper. Tighten the cap screws securing the front fascia/front bumper to the frame.



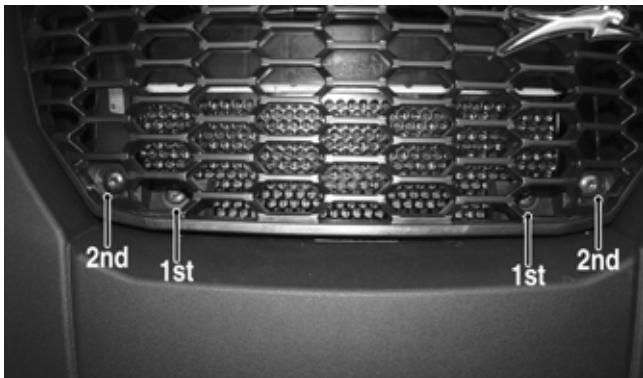
XR281

5. Tighten the bumper cap screws (from step 1) to 35 ft-lb.
6. Align the front fender to the front side of the footwells; then secure the cap screws and lock nuts.



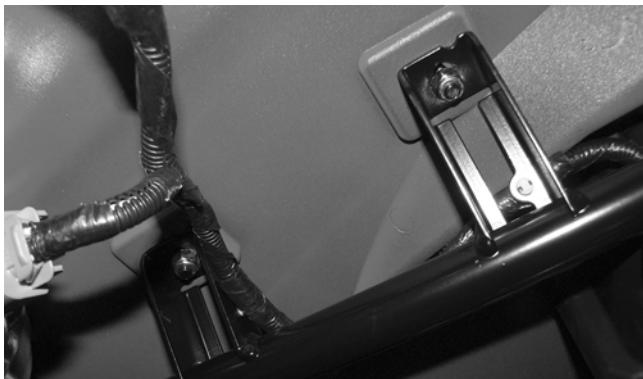
XR269

7. Secure the front fascia to the bumper frame using the two cap screws; then place the grille into position and secure with the two self-tapping screws.



XR267B

8. Place the front rack assembly over the front fender. Guide the threaded studs through the frame; then secure the rack with new lock nuts. Tighten the nuts to 20 ft-lb.



XR266

9. Install both side panels. Secure the side panels to the front fender assembly with two cap screws. Install the steering post cover and secure with the two cap screws.

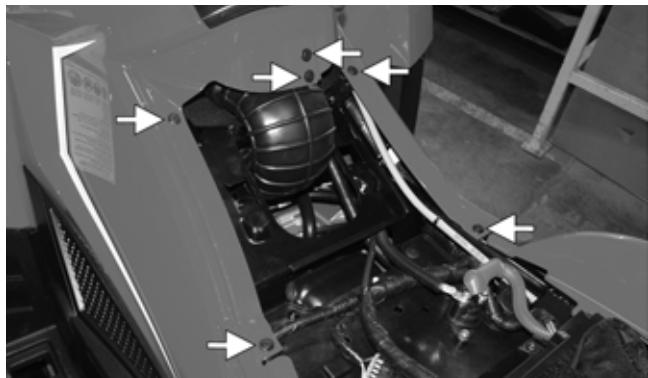


XR248



XR247A

10. Install the plastic rivets to secure each side panel together and to the frame.



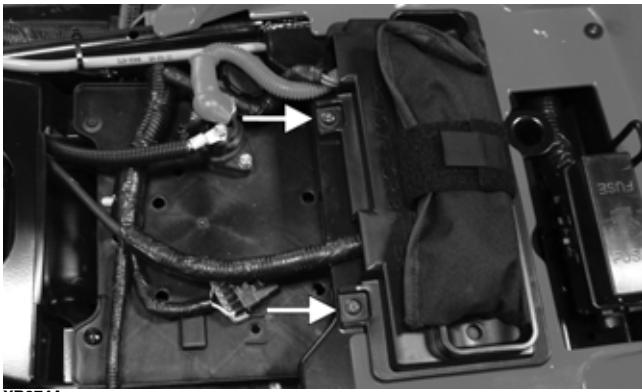
XR246A

11. Install the left access panel, front storage tray, storage tray lid/base, and both seats; then connect the headlights to the wiring harness.
12. Check headlight alignment (see Headlights - Tailights/Brakelights).

Rear Body Panel/Rack

REMOVING

1. Remove the seats; then remove the gas tank cap. Remove both side panels (see Steering/Body/Controls).
2. Remove the battery cover. Disconnect the negative cable; then disconnect the positive cable. Remove the battery. Remove the steel battery support from the battery tray.



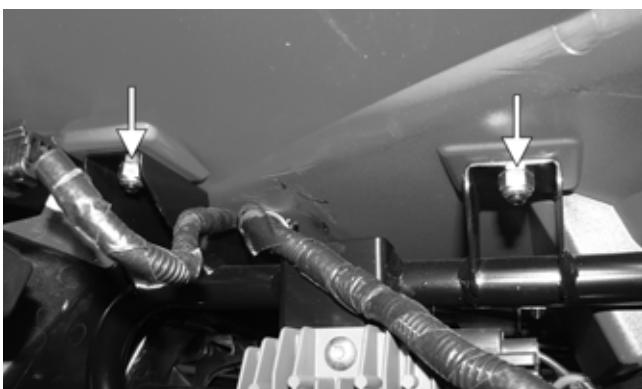
XR274A

3. Remove the two cap screws securing the top of the rear body panel to the frame located behind the PDM.



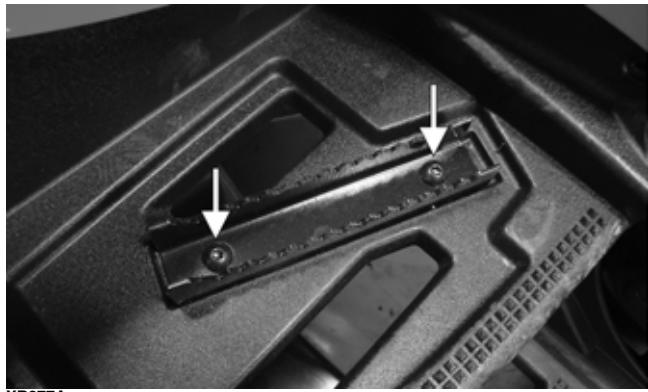
XR275A

4. Remove the four lock nuts securing the rear rack assembly to the frame (two from each side); then remove the rear rack assembly.

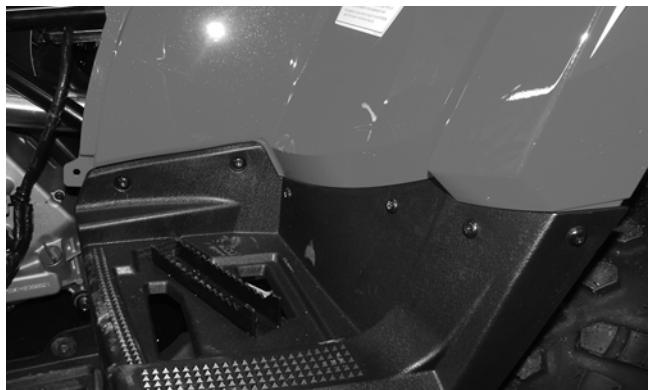


XR276A

5. Remove the cap screws and lock nuts securing both passenger footrests; then remove the cap screws and lock nuts securing the rear body panel to each passenger footwell. Remove each passenger footwell.

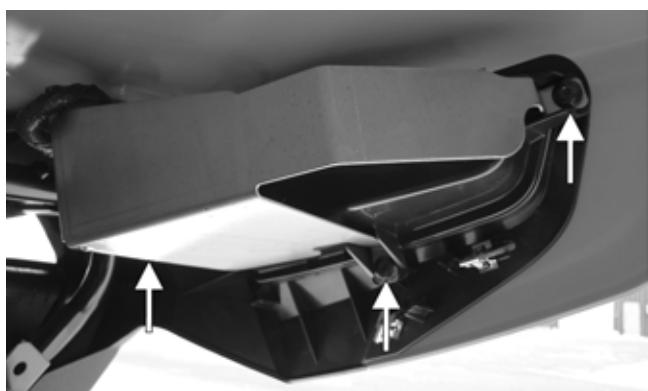


XR277A



XR278

6. Remove the three self-tapping screws securing each left and right taillight assembly to the rear fascia. Account for the left-side heat shield.



XR241A

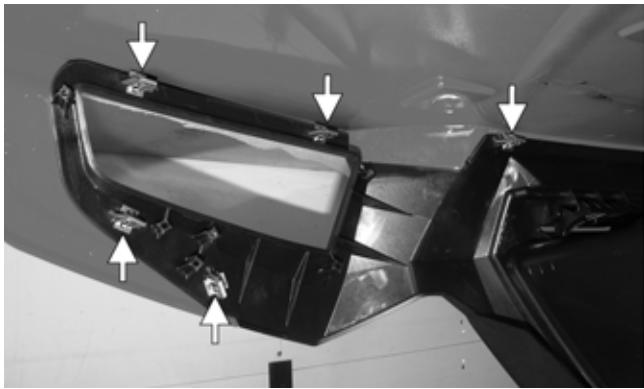
7. Remove the muffler; then remove the final two cap screws securing the rear fascia to the frame.



XR279A

8. From the rear of the vehicle, lift the rear body panel assembly up and towards the rear.

- To remove the rear storage/rear fascia assembly from the rear body panel, remove the remaining retaining clips from the rear body panel.



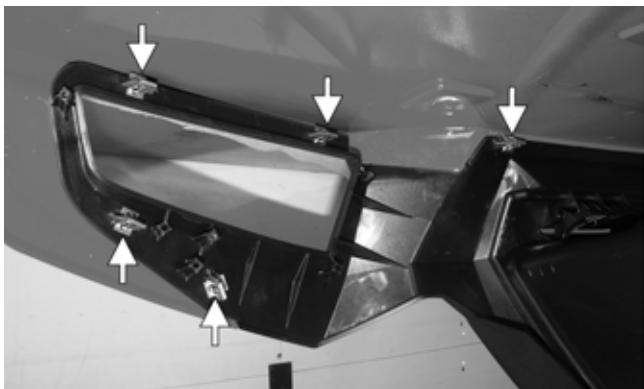
XR280A

CLEANING AND INSPECTING

- Clean all body panel components with warm soap and water.
- Inspect for cracks.
- Inspect for missing decals.

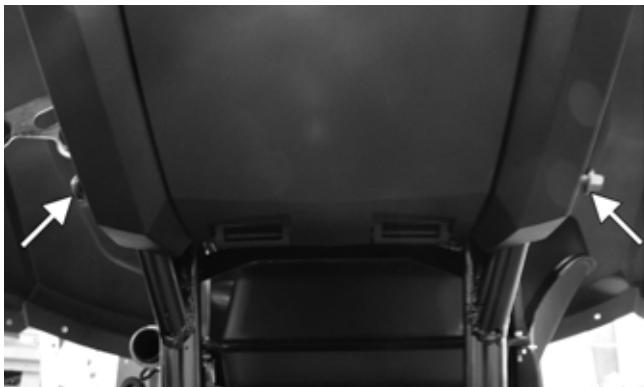
INSTALLING

- Secure the rear storage/rear fascia to the rear body panel using the retaining clips.



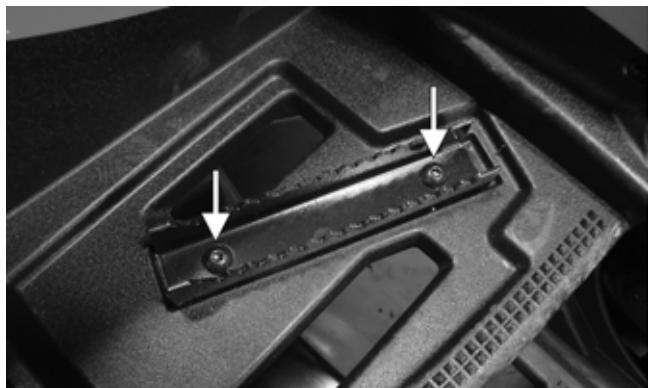
XR280A

- Place the rear body panel assembly onto the vehicle. Secure the bottom of the rear fascia to the frame using the two cap screws; then install the muffler.

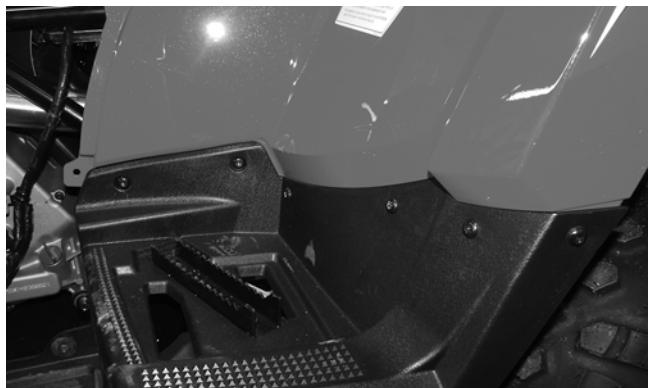


XR279A

- Place the passenger footwells into position. Secure the footwells to the rear body panel using the cap screws and new lock nuts. Secure the footrests onto the footwells.

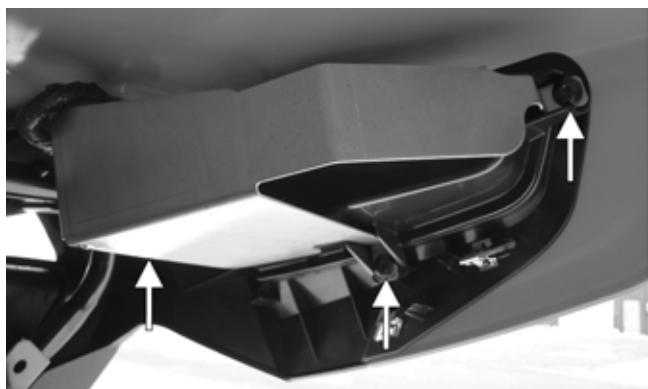


XR277A



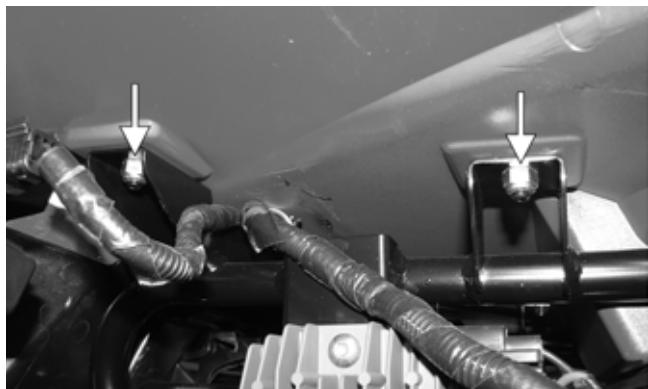
XR278

- Place the heat shield over the left rear taillight; then secure both taillight assemblies to the rear fascia using the self-tapping screws.



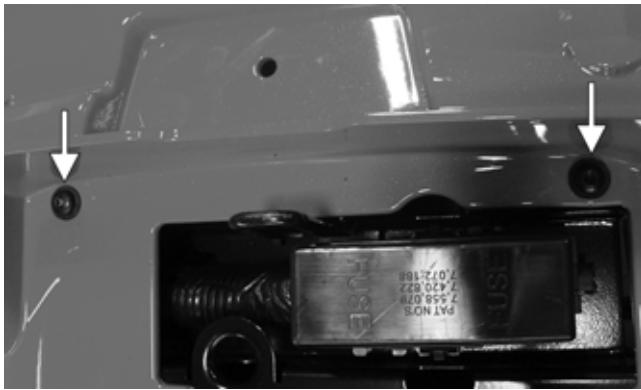
XR241A

- Guide the threaded studs of the rear rack through the frame; then secure the rack using new lock nuts.



XR276A

- Secure the two cap screws located behind the PDM.



XR275A

7. Place the steel battery support into the rear panel. Connect the battery (positive cable first); then install the battery cover.



XR274A

8. Install the side panels, gas tank cap, and seats.

LCD Gauge

REMOVING/INSTALLING

To remove the gauge, pull out on one side of it; then disconnect the multi-pin connector and remove the gauge.



XR283

To install the gauge, connect the multi-pin connector and press the gauge into the dash.

■NOTE: Ensure the rubber mounting ring is oriented correctly on the tab and seats fully through the pod.



WT601A

Steering Post/Tie Rods

REMOVING

1. Remove both seats, storage tray lid, front storage tray, and both side panels.
2. Remove the ignition switch retaining ring; then remove the reinstallable rivets securing the instrument pod to the mounting bracket and remove the pod and LCD gauge.



XR284A

3. Disconnect the accessory plug wires from the pod. Note the location of each wire.

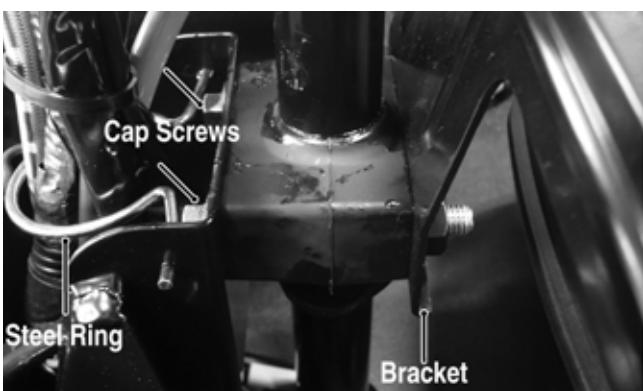


XR285

4. Remove the four cap screws securing the two handlebar clamps and LCD gauge bracket to the steering post; then move the handlebar and gauge out of the way. Account for four handlebar cap screws.



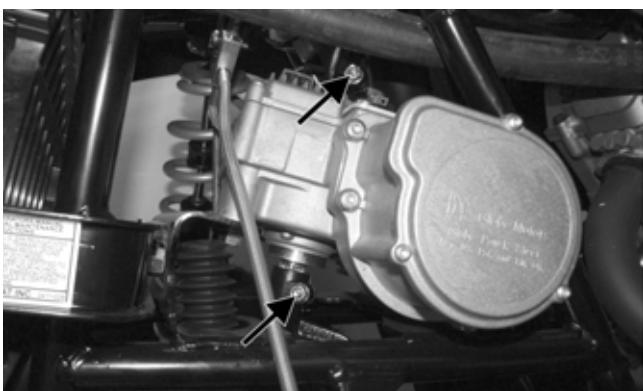
5. Remove the steel ring around the harness; then remove the two cap screws securing the upper steering post bushings to the frame. Account for two housings and steering post rear bracket.



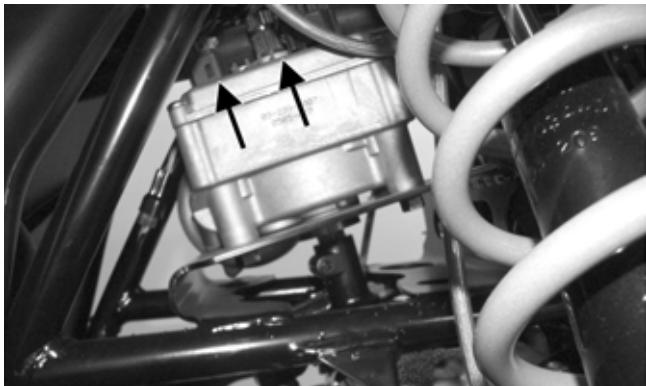
6. Using a suitable lift stand, raise the ATV enough to remove the front wheels.

■NOTE: For models not equipped with electronic power steering, proceed to step 11.

7. Remove the left front shock absorber; then remove the cap screws and nuts from the steering post to the EPS couplers.



8. Pull upward on the handlebar to disengage the upper coupler from the EPS assembly.
9. Disconnect the 2-pin and 8-pin connectors from the top of the EPS housing.

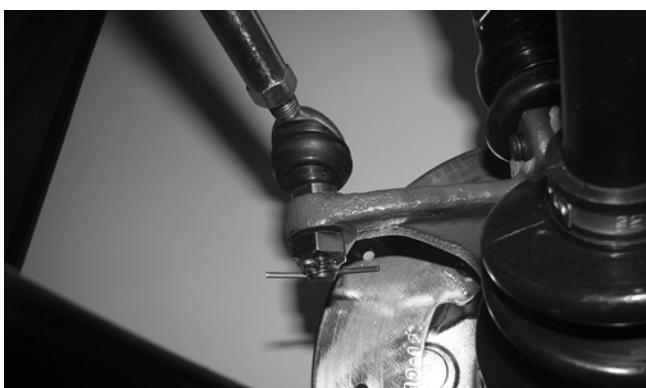
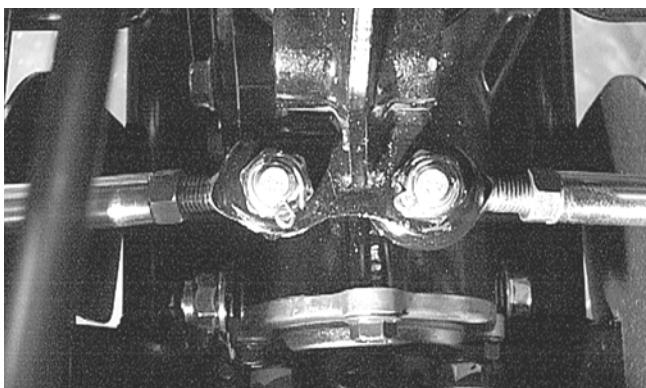


10. Remove four cap screws securing the EPS housing to the frame; then lift the assembly upward sufficiently to disengage the lower coupler and remove from the left side.

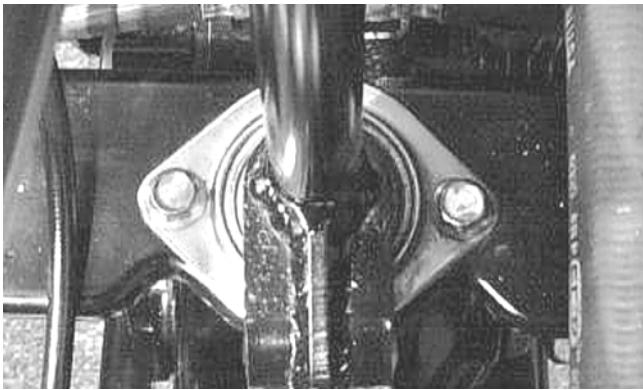
CAUTION

Do not attempt to disassemble the EPS assembly as there are no serviceable components within the assembly and damage will occur voiding the EPS warranty.

11. Remove the cotter pins and nuts from the inner and outer tie rod ends; then remove the tie rods from the steering post arm and the left-side and right-side steering knuckles.



12. Remove two cap screws securing the lower steering post bearing flange to the frame; then remove the steering post.



CLEANING AND INSPECTING

1. Clean and inspect the pivot area for wear. Apply a low-temperature grease to the ends.

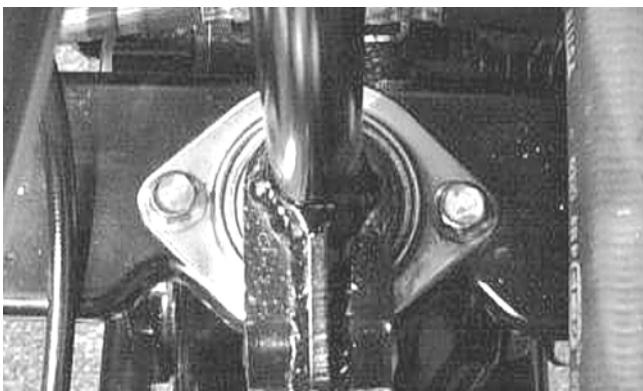
⚠️ WARNING

Always wear safety glasses when using compressed air.

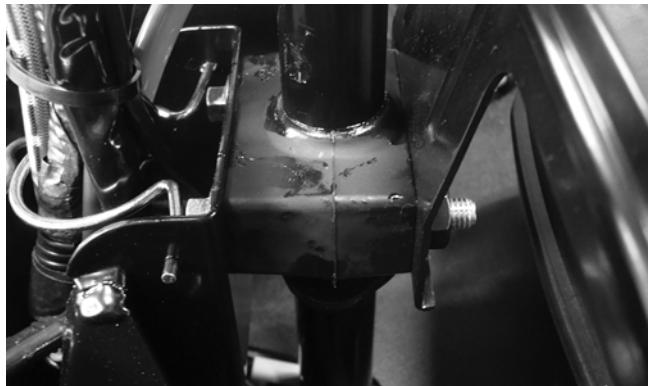
2. Inspect the tie rods for damaged threads or wear.
3. Inspect the tie rods for cracks or unusual bends.
4. Inspect all welded areas for cracks or deterioration.
5. Inspect the steering post and steering-post brackets for cracks, bends, or wear.
6. Inspect the bearing halves, bearing caps, and bearing housings for cracks or wear.
7. Inspect the handlebar tube for cracks, wear, or unusual bends.
8. Inspect the handlebar grips for damage or wear.

INSTALLING (Models Without Electronic Power Steering)

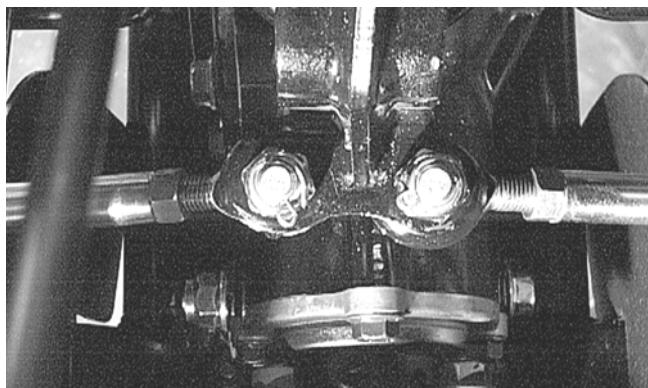
1. Place the steering post into position; then secure the lower bearing flange to the frame with two cap screws. Tighten to 20 ft-lb.



2. Place the thicker steering post bushing in front of the steering post and the thinner bushing behind it; then insert the two cap screws through the front and thread into the bracket. Tighten to 20 ft-lb.
3. Install the steel ring around the harness and into the frame.



4. Install the tie rods and secure with the new nuts. Tighten to 30 ft-lb; then install new cotter pins.



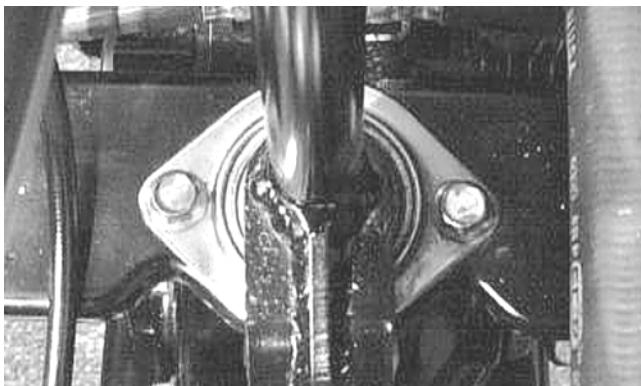
5. Install the front wheels using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
6. Lower the ATV and place the handlebar and caps into position on the steering post; then position the bracket on top of the caps and secure with the four cap screws. Tighten securely.
7. Install the side panels and the storage compartment box; then attach the storage compartment cover assembly by engaging the tabs into the slots and sliding forward. Lock the storage compartment lid to hold the assembly in place.
8. Connect the accessory plug. Place the instrument pod into position; then secure with two reinstallable rivets and the ignition switch retaining ring.





INSTALLING (Electronic Power Steering Models)

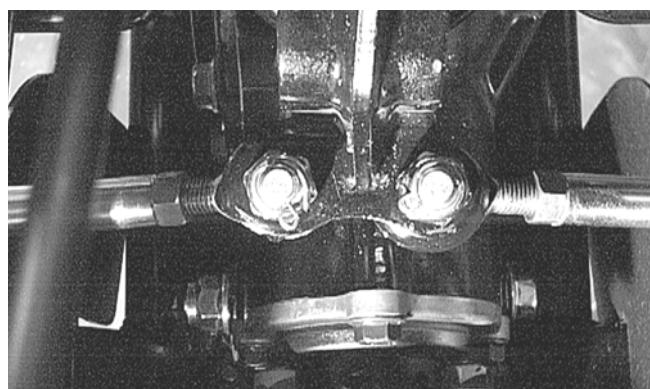
1. Place the lower steering post into position; then secure the lower bearing flange to the frame with two cap screws. Tighten to 20 ft-lb.



2. Making sure the double spline is aligned to the slot in the lower coupler, install the EPS output shaft into the lower coupler; then install the four caps screws securing the EPS housing to the frame. Tighten to 35 ft-lb.



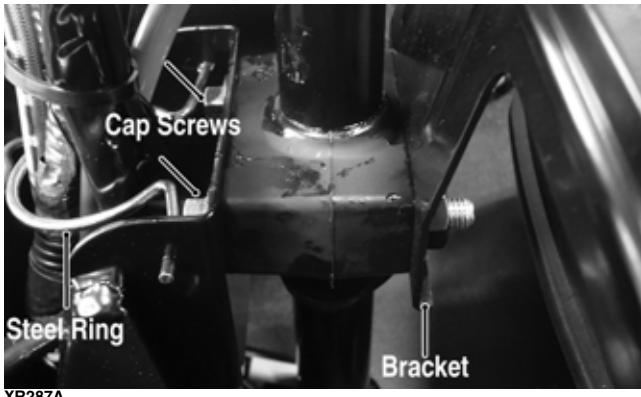
3. Install the tie rods and secure with the lock nuts. Tighten to 30 ft-lb; then install new cotter pins.



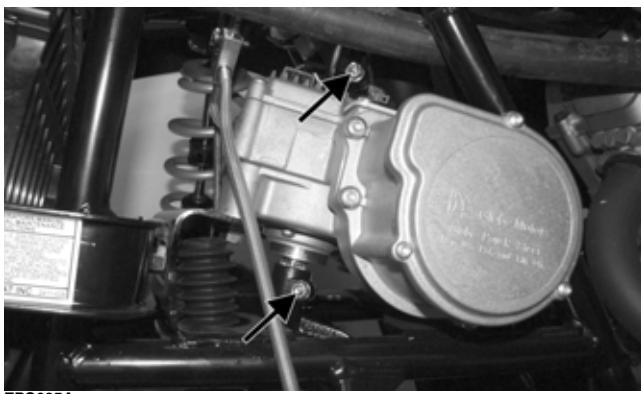
4. Connect the 2-pin and 8-pin connectors to the EPS assembly.



5. Align and engage the upper steering post couple to the top of the EPS unit.
6. Install the steel ring around the harness and into the frame. Secure the upper steering post to the frame using the two steering post bushings and rear support plate. Tighten to 20 ft-lb.



7. Tighten the upper and lower steering post coupler lock nuts and cap screws to 11 ft-lb.



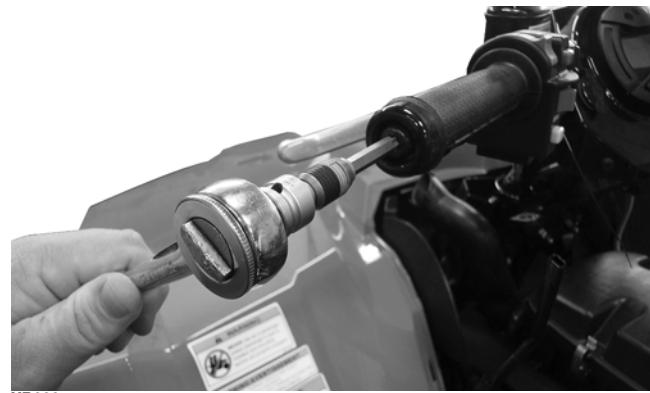
8. Install the side panels, steering post, access cover, storage compartment, and lid; then install the shock absorber and tighten to 50 ft-lb.
9. Install the front wheels using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
10. Lower the ATV and place the handlebar and handlebar clamps into position on the steering post; then position the bracket on top of the caps and secure with the four cap screws. Tighten securely.
11. Connect the accessory plug. Place the instrument pod into position; then secure with two reinstallable rivets and the ignition switch with retaining ring.



Handlebar Grip

REMOVING

1. Loosen but do not remove the cap screws in the end of the handlebar; then tap lightly on the head of the screw to dislodge the handlebar plug.



2. Grasp the end and remove the cap screw, plug, and end cap.

INSPECTING

1. Inspect the grip for wear, cuts, or cracks.
2. Inspect the grip for deterioration.
3. If a grip is damaged, cut the grip lengthwise using a sharp knife or box cutter; then peel off the grip.

INSTALLING

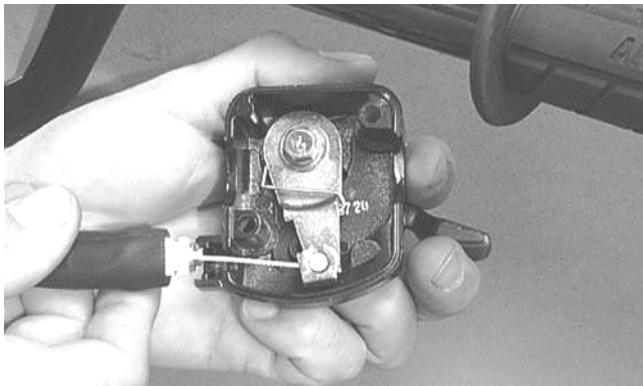
■NOTE: Before installing a grip, use contact removal spray or alcohol to clean the handlebar of glue residue, oil, or any other contaminant.

1. Apply a liberal amount of Handlebar Grip Adhesive to the inside of a new grip.
2. Slide the grip onto the handlebar until it is fully seated with the smooth part of the grip facing up.
3. Wipe off any excess glue; then secure the grip with the handlebar end-cap.

Throttle Control

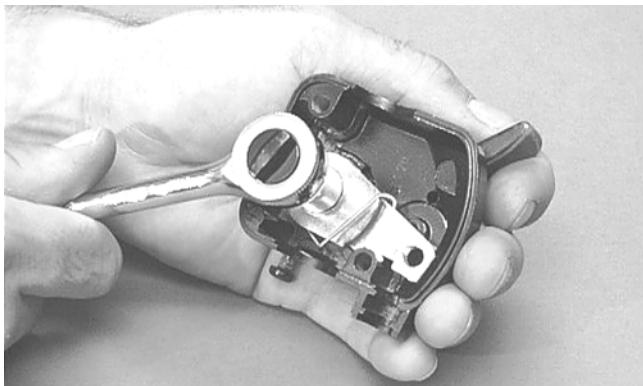
REMOVING

1. Remove the two machine screws securing the throttle control to the handlebar.
2. Slide the grommet out of the lower half of the throttle control; then remove the cable from the actuator arm.



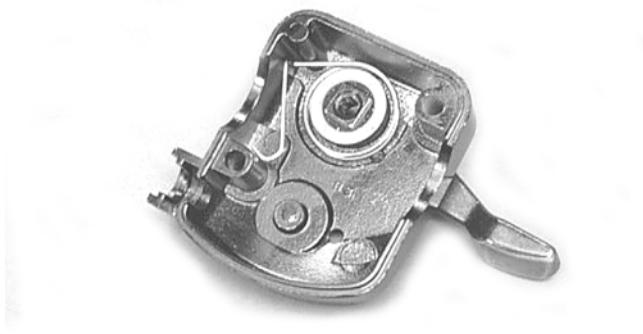
AF676D

3. Remove the cap screw, lock washer, and washer securing the actuator arm to the throttle control lever.



AF677D

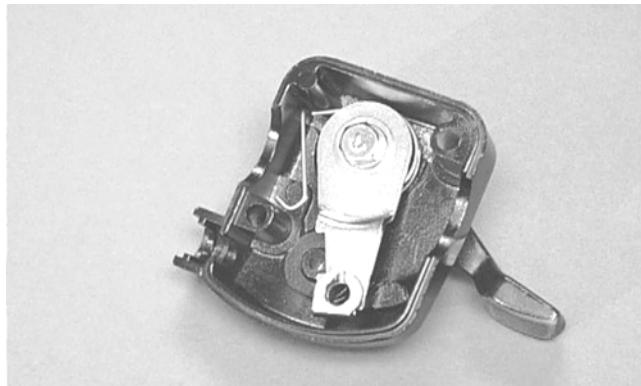
4. Remove the actuator arm and account for a bushing. Note the position of the return spring for installing purposes.



AF678D

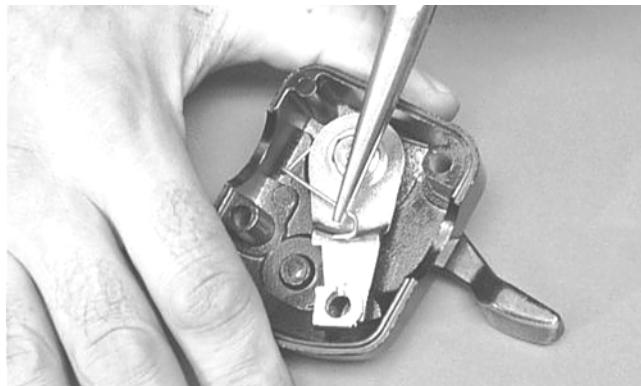
INSTALLING

1. Place the return spring into the throttle control; then place the bushing and actuator arm into position. Secure with the cap screw, lock washer, and washer.



AF679D

2. Using a pair of needle-nose pliers, place the spring into position on the actuator arm.



AF680D

3. Place the two halves of the throttle control onto the handlebar and secure with the two machine screws.

ADJUSTING

To adjust throttle cable free-play, see Fuel/Lubrication/Cooling.

Steering Knuckles

REMOVING AND DISASSEMBLING

1. Secure the ATV on a support stand to elevate the wheel; then remove the wheel.

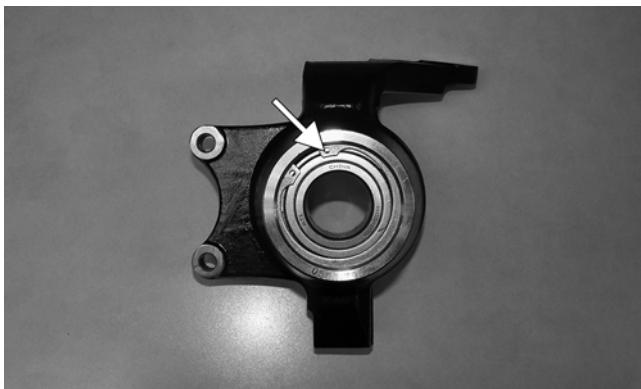
⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the cotter pin from the nut.
3. Remove the nut securing the hub.
4. Remove the brake caliper.
5. Remove the hub assembly.
6. Remove the cotter pin from the tie rod end and remove the tie rod end from the knuckle.
7. Remove the two cap screws securing the ball joints in the knuckle.

■NOTE: Do not allow the brake caliper to hang from the cable/hose.

8. Tap the ball joint end out of the knuckle; then remove the knuckle.
9. Remove the snap ring from the knuckle; then remove the bearing.



XR166A

CAUTION

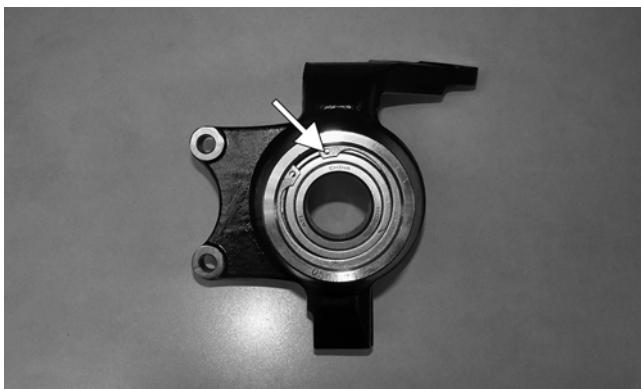
Use extreme care when removing the bearing. If the bearing is allowed to fall, it will be damaged and will have to be replaced.

CLEANING AND INSPECTING

1. Clean all knuckle components.
2. Inspect the bearing for pits, gouges, rusting, or premature wear.
3. Inspect the knuckle for cracks, breaks, or porosity.
4. Inspect threads for stripping or damage.

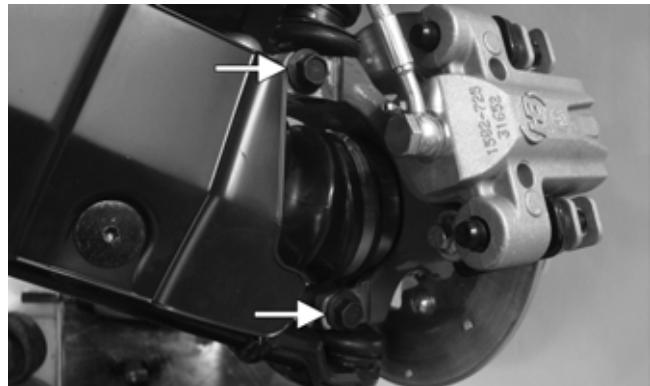
ASSEMBLING AND INSTALLING

1. Install the bearing; then install the snap ring making sure it seats into the knuckle.



XR166A

2. Install the knuckle to the upper and lower ball joints and secure with the two cap screws. Tighten to 35 ft-lb.



XR290A

3. Install the tie rod end and secure with the nut. Tighten to 30 ft-lb; then install a new cotter pin and spread the pin.



XR288

4. Apply a small amount of grease to the hub splines.



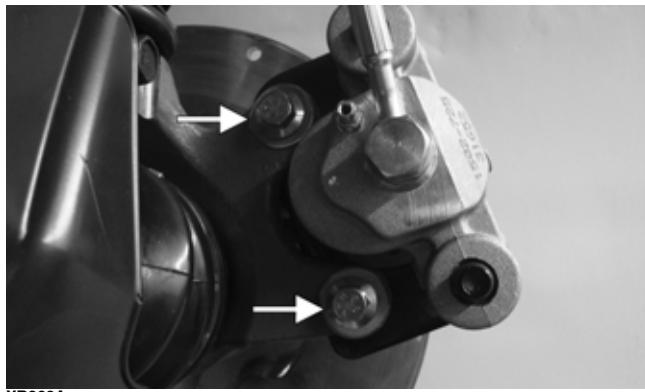
PR290A

5. Install the hub assembly onto the splines of the shaft.
6. Secure the hub assembly with the nut. Tighten only until snug.



XR291

- Secure the brake caliper to the knuckle with new "patch-lock" cap screws. Tighten to 20 ft-lb.



XR263A

- Pump the hand brake lever; then engage the brake lever lock.
- Using an appropriate hub retaining wrench, secure the hub nut (from step 6) to the shaft. Tighten to 200 ft-lb.
- Install a new cotter pin and spread the pin to secure the nut.
- Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
- Remove the ATV from the support stand.

■NOTE: When measuring and adjusting, there should be a normal operating load on the ATV (without an operator but with Arctic Cat approved accessories).

- Measure the distance from the outside edge of each handlebar grip to equal reference points on each side of the rear rack.



XR224

- Adjust the handlebar direction until the two measurements are equal; then secure the handlebar to the rear rack using tie-down straps.

■NOTE: Care must be taken not to allow the handlebar to turn while securing it.

- Measure the distance from the inside of each front rim to the bolt securing the front fascia to the front bumper. Repeat for the opposite side.



XR292A

■NOTE: The distances from the inside rims to the bolts should be equal. If the measurements are equal, proceed to step 8; if the measurements are not equal, proceed to step 7.

- To make the measurements equal, loosen the inner and outer tie rod jam nuts and adjust accordingly; then tighten the jam nuts and proceed to step 8.

Measuring/Adjusting Toe-Out

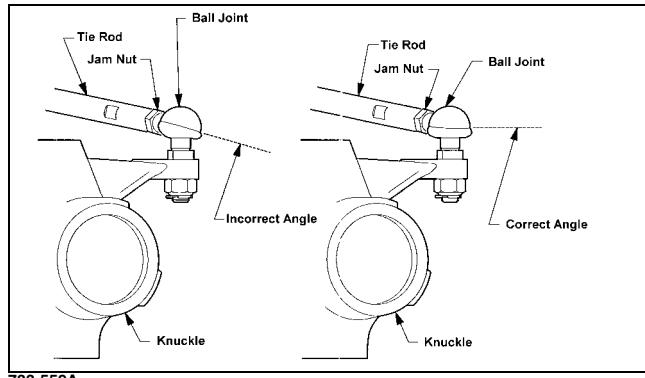
- Thoroughly wash the ATV to remove excess weight (mud, etc.).
- Refer to the specifications and ensure the tires are properly inflated to the recommended pressure.

■NOTE: Ensure the inflation pressure is correct in the tires or inaccurate measurements can occur.

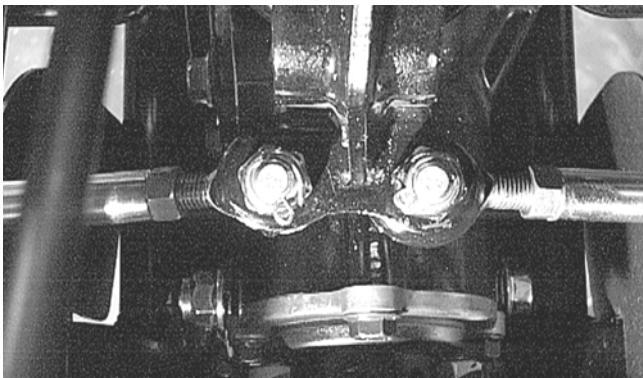
- Place the ATV in a level position taking care not to push down or lift up on the front end; then turn the handlebar to the straight ahead position.



XR213



733-559A



AF778D

■NOTE: The front wheels do not have to be removed to adjust the tie rod. Also, care should be taken not to disturb the handlebar position.

8. Using a permanent marker of some type, mark the center of each front tire (at a height parallel to the belly panel).



AF789D

9. Measure the distance between the marks (at a height parallel to the belly panel) at the front side; then record the measurement.
10. Push the ATV forward until the marks are parallel to the belly panel on the back side; then measure the distance between the marks.
11. The difference in the measurements must show 1/8-1/4 in. toe-out (the front measurement 1/8-1/4 in. more than the rear measurement).
12. If the difference in the measurements is not within specifications, adjust both tie rods equally until within specifications.

■NOTE: Prior to locking the jam nuts, make sure the ball joints are at the center of their normal range of motion and at the correct angle.

Shift Lever

REMOVING

1. Remove the seats, shift lever knob, and left side panel.
2. Remove the E-clip with washer securing the shift lever from the shift rod. Account for the bushing behind the shift linkage.



XR294

3. Remove the E-clip securing the shift lever to the shift lever axle.



XR295

INSTALLING

1. Ensure the O-rings are in place on the axle; then secure the shift lever to the arm with a new E-clip and washer.

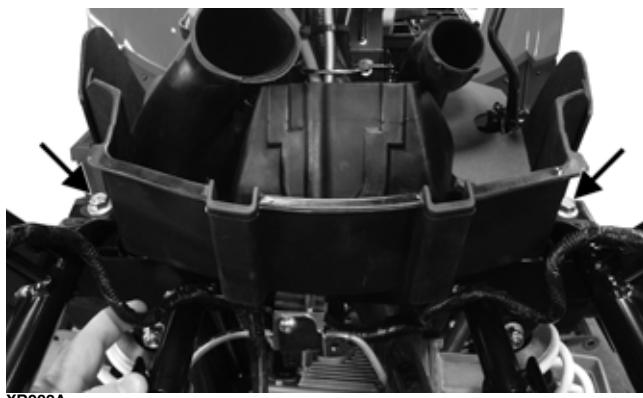
2. Place the bushing (shouldered side inward) onto the bottom of the shift lever. Position the eyelet of the shift linkage onto the shift lever bushing. Install the washer and a new E-clip to secure.
3. Check shift lever adjustment (see Periodic Maintenance/Tune-up); then tighten jam nut(s) securely.
4. Install the left side panel, shift lever knob, and seat.

Front Bumper

REMOVING

■**NOTE: To remove the front bumper, the front body panel/rack must be removed.**

Remove the two cap screws and nuts securing the upper tubes of the bumper to the frame.



XR282A

INSTALLING

1. Install the two cap screws and nuts to secure the upper tubes of the bumper to the frame; then tighten to 20 ft-lb.
2. Install the front body panel and rack.

Belly Panel

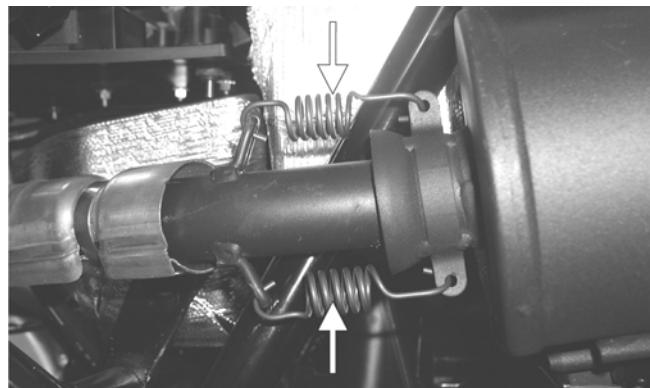
REMOVING/INSTALLING

1. Remove the machine screws securing the belly panel to the underside of the frame; then remove the belly panel.
2. Place the belly panel into position on the underside of the frame; then install the machine screws. Tighten to 6 ft-lb.

Muffler

REMOVING

1. Remove the two exhaust springs at the muffler/exhaust pipe juncture.



CF138A

2. Slide the muffler rearward to clear the mounting lugs and remove the muffler.

INSPECTING

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.

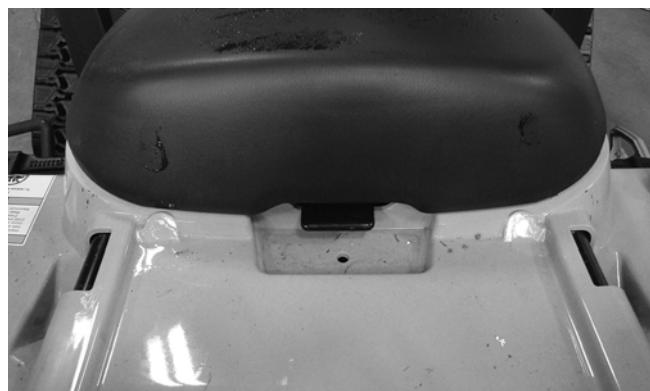
■**NOTE: For additional details on cleaning the muffler/spark arrester, see Periodic Maintenance/Tune-up.**

INSTALLING

1. Place the muffler into position engaging the mounting lugs into the grommets; then slide the muffler forward.
2. Install the two exhaust springs.

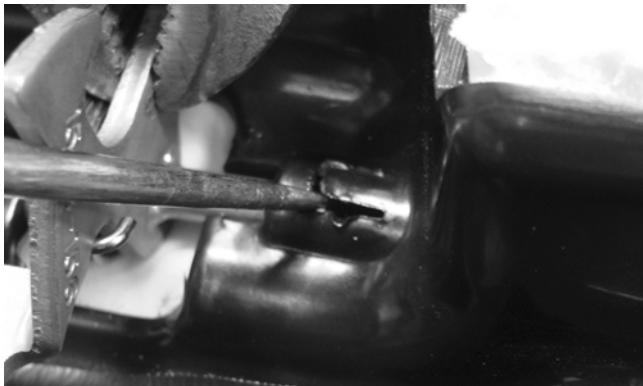
Seat

FRONT



XR254

1. To remove the seat, lift up on the latch release (located at the rear of the seat); then raise the rear of the seat and slide it rearward.
2. Flip the seat over; then, using a pick or small flat blade screwdriver, carefully pry the release tab up. Slide the latch to the right; then pivot the latch assembly up and out of the seat. Note the orientation of the return spring.



XR373

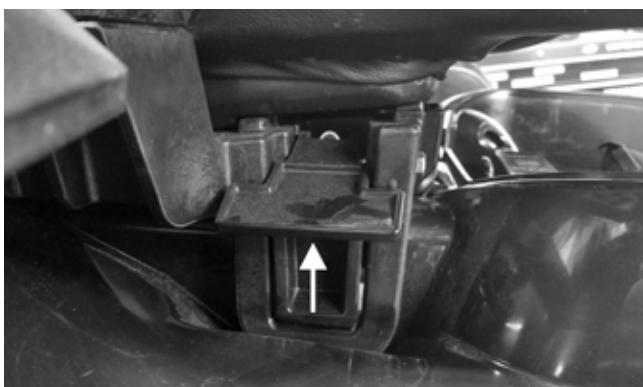
3. With the return spring installed, slide the latch post into the release tab side of the seat base; then slide the assembly to the left and lock into position.
4. To lock the seat into position, slide the front of the seat into the seat retainers and push down firmly on the rear of seat. The seat should automatically lock into position.

WARNING

Make sure the seat is secure before mounting the ATV. Severe personal injury may result if the seat is not properly secured.

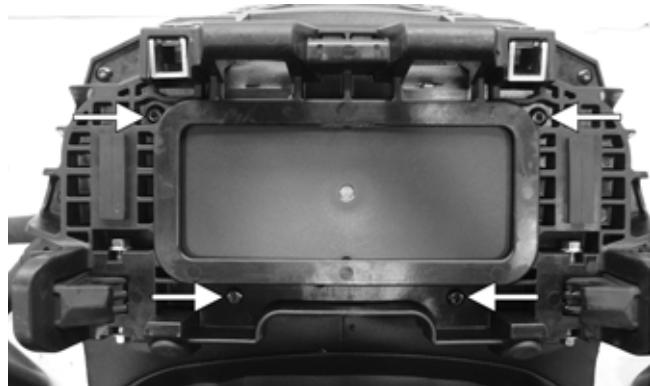
REAR

1. To remove the rear seat, pull the two latch handles upward.

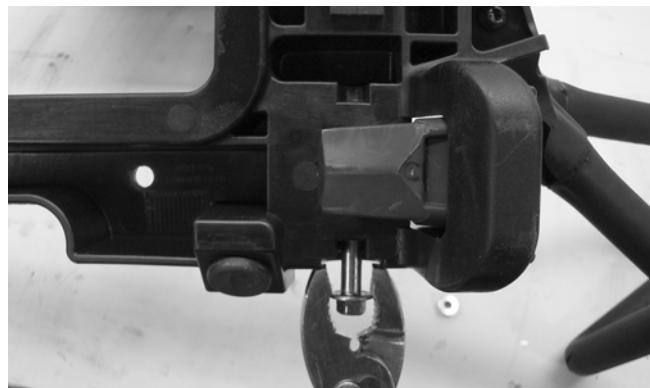


XR221A

2. Lift the front of the seat up; then pull slightly to the front and lift the seat off the mountings.
3. To remove the passenger seat latches, remove the seat base noting the installed position of the return spring. Flip the seat over and remove the cap screw and lock nut securing the latch to the seat base frame.

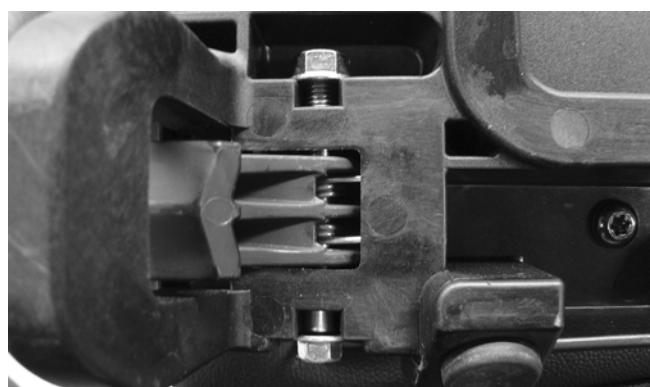


XR374A



XR376

4. With the return spring installed into the seat latch, place the latch into the seat base. Guide the cap screw through the seat base, latch, and return spring. Secure using a new lock nut.
5. Install the seat base and secure using the four cap screws.

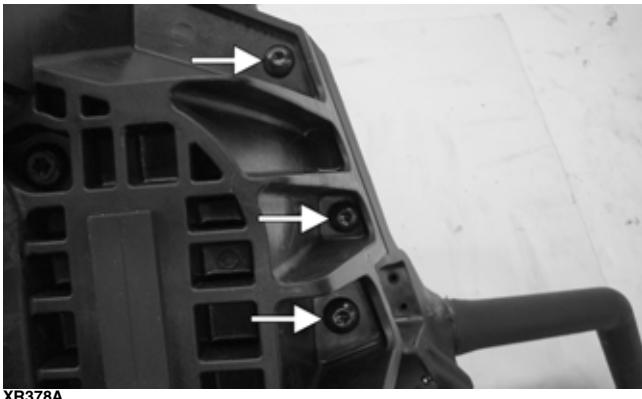


XR377

6. To lock the seat into position, engage the two rear mounting lugs into the mounting rack; then push down firmly on the front of the seat to securely lock in place.

HANDBOLD

1. Remove the three "patch-lock" cap screws securing the handhold to the seat base.



XR378A

2. Place the handhold onto the seat base; then secure using new "patch-lock" cap screws.

SEAT BACK

1. Remove the four shoulder screws securing both seat back posts to the seat base; then remove the six cap screws securing the seat back to the seat back posts.



XR335



XR379

2. With the clip nuts pre-installed into the aluminum seat posts, place the posts into the seat base. Loosely install the four shoulder screws.
3. Slide the seat back onto the posts. Install and secure the six cap screws; then secure the four shoulder screws to the seat base.

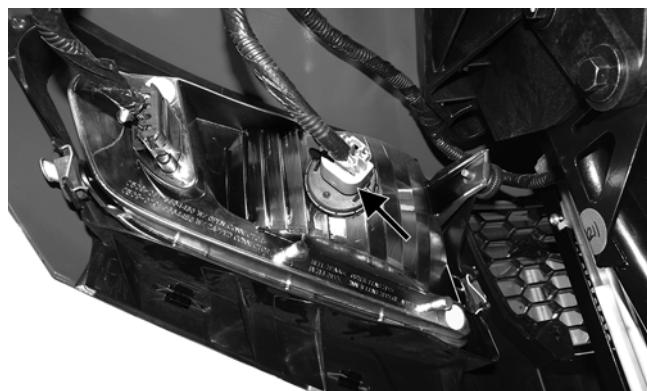
WARNING

Make sure the seat is secure before mounting the ATV. Severe personal injury may result if the seat is not properly secured.

Headlights - Taillights/Brakelights

To replace the headlight bulb on the Standard/XT models, use the following procedure.

1. Rotate the back of the headlight bulb counterclockwise, disconnect the wiring harness, and discard the bulb.



XR065C

2. Connect the new headlight bulb to the wiring harness and insert into headlight assembly. Turn clockwise to secure the bulb.

■NOTE: If equipped, the LED lightbar is a non-serviceable component; it must be replaced as an assembly.

1. Disconnect the wiring harness connectors (A), remove the headlight adjustment screw, and the rubber retaining straps; then remove the headlight assembly.

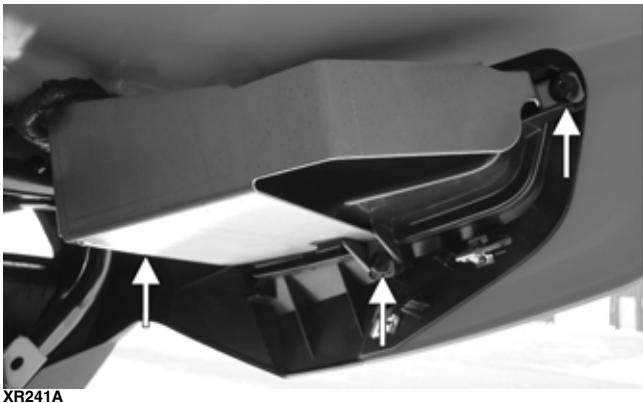


XR271A

2. Install the new headlight assembly, secure with rubber retaining straps and adjustment screw, and connect the wiring harness connectors.
3. Adjust the headlight (see Checking/Adjusting Headlight Aim in this sub-section).

■NOTE: The taillight is a non-serviceable component; it must be replaced as an assembly.

1. Disconnect the wiring harness and remove the three screws securing the heat shield (left side only) and taillight; then discard the taillight.



XR241A

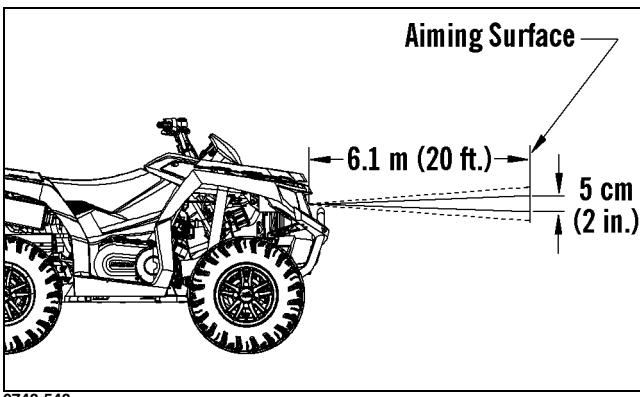
■NOTE: The heat shield will be removed as an assembly with the left taillight.

2. Insert the taillight into position and secure with existing screws. Tighten securely; then connect the wiring harness.

Checking/Adjusting Headlight Aim

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

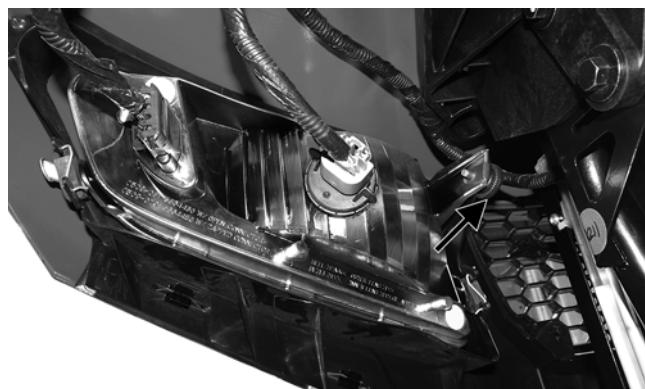
1. Position the ATV on a level floor so the headlights are approximately 6.1 m (20 ft) from an aiming surface (wall or similar aiming surface).



0748-548

■NOTE: There should be an average operating load on the ATV 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. Make vertical marks which intersect the horizontal marks on the aiming surface directly in front of the headlights.
5. Switch on the lights. Make sure the HIGH beam is on. DO NOT USE LOW BEAM.
6. Observe each headlight beam aim. Proper aim is when the most intense beam is centered on the vertical mark 5 cm (2 in.) below the horizontal mark on the aiming surface.
7. To adjust the headlights, loosen the adjustment knob. After proper adjustment is achieved, tighten the knob securely.



XR065B

Troubleshooting

Problem: Handling too heavy or stiff

Condition	Remedy
1. Front wheel alignment incorrect 2. Lubrication inadequate 3. Tire inflation pressure low 4. Tie rod ends seizing 5. Linkage connections seizing	1. Adjust alignment 2. Lubricate appropriate components 3. Adjust pressure 4. Replace tie rod ends 5. Repair - replace connections

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: Tire wear rapid or uneven

Condition	Remedy
1. Wheel hub bearings worn - loose 2. Front wheel alignment incorrect 3. Tire inflation pressure incorrect	1. Replace bearings 2. Adjust alignment 3. Adjust pressure

Problem: Steering noise

Condition	Remedy
1. Cap screws - nuts loose 2. Wheel hub bearings broken - damaged 3. Lubrication inadequate 4. Steering shaft bushing or bearing worn	1. Tighten cap screws - nuts 2. Replace bearings 3. Lubricate appropriate components 4. Lubricate or replace

Engine/Transmission

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

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

■**NOTE:** A new ATV and an overhauled ATV engine require a "break-in" period. The first 10 hours (or 200 miles) are most critical to the life of this ATV. Proper operation during this break-in period will help assure maximum life and performance from the ATV. Instruct the customer to follow the proper break-in procedure as described in the Operators Manual.

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.

■**NOTE:** When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Clutch Sleeve Hub Holder	0444-007
Connecting Rod Holder	0444-006
Crankcase Separator/Crankshaft Remover	0444-152
Driven Pulley Compressor	0444-121
Driven Pulley Compressor	0444-140
Magneto Rotor Remover Set	0444-254
Oil Filter Wrench	0644-389
Piston Pin Puller	0644-328
Seal Protector Tool	0444-252
Spanner Wrench	0444-240
Surface Plate	0644-016
Valve Clearance Adjuster	0444-255
V Blocks	0644-535

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

Specifications

CRANKSHAFT	
Connecting Rod (small end inside diameter) (max)	20.021 mm (500/1000) 23.021 mm (550/700)
Connecting Rod (big end side-to-side)	0.7 mm (500) 0.6 mm (550/700) 0.95 mm (1000)
Connecting Rod (small end deflection) (max)	3.0 mm (500) 0.3 mm (550/700/1000)
Crankshaft (web-to-web)	98 mm (1000) 60.8-60.9 mm (500) 71.0 mm (550/700)
Crankshaft Runout (max)	0.20 mm (0.008") PTO 0.25 mm (0.010") MAG
Oil Pump Gerotor - Clearance (1000)(max)	0.15 mm
VALVES AND GUIDES (500)	
Valve Face Diameter (max) (intake) (exhaust)	35.0 mm 30.5 mm
Valve/Tappet Clearance (cold engine) (intake) (exhaust)	0.08-0.12 mm 0.15-0.20 mm
Valve Guide/Stem Clearance (max) (intake) (exhaust)	0.1 mm 0.3 mm
Valve Guide Inside Diameter	5.000-5.012 mm
Valve Margin (min) (intake)	1.1 mm
Valve Seat Angle	45° +30'
Valve Spring Free Length (min)	44.73 mm
Valve Spring Tension @ 32.5 mm (outer)	17.23 kg (37.98 lb)
VALVES AND GUIDES (550/700/1000)	
Valve Face Diameter (max) (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)	0.013 mm
Valve Guide Inside Diameter	5.000-5.023 mm
Valve Head Thickness (min)	2.3 mm
Valve Seat Angle	45° +15°/+30'
Valve Spring Free Length (min)	38.7 mm
Valve Spring Tension @ 31.5 mm	19.0 kg (42 lb)
CAMSHAFT AND CYLINDER HEAD (500)	
Cam Lobe Height (min) (intake) (exhaust)	34.71 mm 34.48 mm
Camshaft Journal Holder Inside Diameter (right & center) (left)	22.01-22.04 mm 17.51-17.54 mm
Camshaft Journal Outside Diameter (right & center) (left)	21.966- 21.980 mm 17.466-17.480 mm
Camshaft Runout (max)	0.03 mm
Cylinder Head/Cover Distortion (max)	0.05 mm
CAMSHAFT AND CYLINDER HEAD (550/700/1000)	
Cam Lobe Height (min)	33.53 mm
Camshaft Journal Holder Inside Diameter (right & center) (left)	21.98-22.04 mm 17.48-17.53 mm
Camshaft Journal Outside Diameter (right & center) (left)	21.96-21.98 mm 17.48-17.53 mm
Camshaft Runout (max)	0.05 mm
Cylinder Head/Cover Distortion (max)	0.05 mm
CYLINDER, PISTON, AND RINGS (500)	
Piston Skirt/Cylinder Clearance	0.025-0.055 mm
Piston Diameter 8 mm from Skirt End	88.96-88.98 mm
Cylinder Bore	89.005-89.015 mm
Piston Ring Free End Gap (min) (1st) (2nd)	8.0 mm 8.3 mm
Bore x Stroke	89.0 x 71.2 mm
Cylinder Trueness (max)	0.01 mm
Piston Ring End Gap - Installed (min)	0.38 mm
Piston Ring to Groove Clearance (max) (1st/2nd)	0.06 mm
Piston Ring Groove Width (1st) (2nd) (oil)	1.01-1.03 mm 1.21-1.23 mm 2.01-2.03 mm

CYLINDER, PISTON, AND RINGS (500) (cont.)

Piston Ring Thickness	(1st) (2nd)	0.97-0.99 mm 1.17-1.19 mm
Piston Pin Bore (max)		20.008 mm
Piston Pin (min)		19.994 mm
Piston Pin Outside Diameter (min)		22.99 mm
CYLINDER, PISTON, AND RINGS (550/700/1000)		
Piston Skirt/Cylinder Clearance (max)		0.064 mm (550) 0.052 mm (700)
Cylinder Bore		91.988-92.012 mm (550) 101.992-102.008 mm (700) 91.992-92.008 mm (1000)
Piston Diameter 15 mm from Skirt End		91.948-91.962 mm (550) 101.956-101.994 mm (700) 91.940-92.975 mm (1000)
Piston Ring Free End Gap	(1st/2nd)	12.5 mm
Bore x Stroke		92 x 82 mm (550) 102 x 85 mm (700) 92 x 71.5 mm (1000)
Cylinder Trueness (max)		0.02 mm
Piston Ring End Gap - Installed (min)		0.30 mm (550) 0.15 mm (700)
Piston Ring to Groove Clearance (max)	(1st/2nd) (1st) (2nd) (3rd)	0.07 mm (500) 0.065 mm (700) 0.12 mm (1000) 0.10 mm (1000) 0.11 mm (1000)
Piston Ring Groove Width	(1st/2nd) (1st) (2nd) (3rd)	1.22-1.24 mm (550) 1.27-1.29 mm (700) 1.24-1.29 mm (1000) 1.24-1.27 mm (1000) 2.00-2.02 mm (1000)
Piston Ring Thickness	(1st/2nd) (3rd)	1.17-1.19 mm (550) 1.225-1.240 mm (700) 1.91-1.97 mm (1000)
Piston Pin Bore (max)		23.012 mm (550/700) 20.012 mm (1000)
Piston Pin O.D.		22.91-23 mm (550) 22.99 (700) 19.99-19.995 mm (1000)
Piston to Piston Pin (clearance)		0.102 mm (550) 0.022 mm (700/1000)

Troubleshooting

Problem: Engine will not start or is hard to start

Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Carbon build-up in combustion chamber excessive 3. Gasoline bad - contaminated 4. Valve clearance out of adjustment 5. Valve guides worn 6. Valve timing incorrect 7. Piston rings worn excessively 8. Cylinder bore worn 9. Starter motor cranks too slowly - does not turn 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Run combustion chamber cleaner or clean combustion chamber 3. Drain gas - replace with clean gas 4. Adjust clearance 5. Replace guides 6. Check/set valve timing 7. Replace rings 8. Replace cylinder 9. See Electrical System- Troubleshooting

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Spark plug fouled 3. Spark plug wet 4. Magneto defective 5. ECM defective 6. Ignition coil defective 7. High-tension lead open - shorted 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Clean - replace plug 3. Clean - dry plug 4. Replace stator coil 5. Replace ECM 6. Replace ignition coil 7. Replace high tension lead

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Gas tank vent hose obstructed 2. Fuel hose obstructed 3. Fuel screens obstructed 4. Fuel pump defective 	<ol style="list-style-type: none"> 1. Clean vent hose 2. Clean - replace hose 3. Clean 4. Replace fuel pump

Problem: Engine stalls easily

Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad - contaminated 2. Spark plug fouled 3. Magneto defective 4. ECM defective 5. Fuel injector obstructed 6. Valve clearance out of adjustment 	<ol style="list-style-type: none"> 1. Drain gas - replace with clean gas 2. Clean plug 3. Replace magneto 4. Replace ECM 5. Replace fuel injector 6. Adjust clearance

Problem: Engine noisy (Excessive valve chatter)

Condition	Remedy
<ol style="list-style-type: none"> 1. Valve clearance too large 2. Valve spring(s) weak - broken 3. Rocker arm - rocker arm shaft worn 4. Camshaft worn 5. Valve tappets worn 	<ol style="list-style-type: none"> 1. Adjust clearance 2. Replace spring(s) 3. Replace arm - shaft 4. Replace camshaft 5. Replace tappets

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Piston - cylinder worn 2. Combustion chamber carbon buildup 3. Piston pin - piston pin bore worn 4. Piston rings - ring groove(s) worn 	<ol style="list-style-type: none"> 1. Replace - service piston - cylinder 2. Clean cylinder head and piston 3. Replace - service pin - bore 4. Replace rings - piston

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Chain worn 2. Sprockets worn 3. Tension adjuster malfunctioning 	<ol style="list-style-type: none"> 1. Replace chain 2. Replace sprockets 3. Repair - replace adjuster

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Main bearings worn - burned 2. Lower rod-end bearing worn - burned 3. Connecting rod side clearance too large 	<ol style="list-style-type: none"> 1. Replace bearing(s) 2. Replace crankshaft assembly 3. Replace crankshaft assembly

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

Condition	Remedy
<ol style="list-style-type: none"> 1. Gears worn 2. Splines worn 3. Primary gears worn 4. Bearings worn 5. Bushing worn 	<ol style="list-style-type: none"> 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 incorrect 3. Tooth contact improper 4. Bearing damaged 5. Gears worn 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. Gasoline bad - contaminated 2. Valve clearance incorrect 3. Valve seating poor 4. Valve guides defective 5. Rocker arms - arm shaft worn 6. Magneto defective 7. ECM defective 8. Spark plug fouled - gap incorrect 9. Ignition coil defective 10. Fuel injector obstructed	1. Drain gas - replace with clean gas 2. Adjust clearance 3. Replace - service seats - valves 4. Replace guides 5. Replace arms - shafts 6. Replace stator coil 7. Replace ECM 8. Adjust gap - replace plug 9. Replace ignition coil 10. Replace fuel injector

Problem: Engine runs poorly at high speed

Condition	Remedy
1. Gasoline bad - contaminated 2. High RPM "cut out" against RPM limiter 3. Valve springs weak 4. Valve timing incorrect 5. Cams - rocker arms - tappets worn 6. Spark plug gap incorrect 7. Ignition coil defective 8. Fuel pump defective 9. Air cleaner element obstructed 10. Fuel hose obstructed	1. Drain gas - replace with clean gas 2. Shift into higher gear - decrease speed 3. Replace springs 4. Time valves 5. Replace cams - arms - tappets 6. Adjust gap 7. Replace ignition oil 8. Replace fuel pump 9. Clean element 10. Clean or replace hose

Problem: Exhaust smoke dirty or heavy

Condition	Remedy
1. Gasoline bad - contaminated 2. Engine oil overfilled - contaminated 3. Piston rings - cylinder worn 4. Valve guides worn 5. Cylinder wall scored 6. Valve stems worn 7. Stem seals defective	1. Drain gas - replace with clean gas 2. Drain excess oil - replace oil 3. Replace - service rings - cylinder 4. Replace guides 5. Replace - service cylinder 6. Replace valves 7. Replace seals

Problem: Engine lacks power

Condition	Remedy
1. Gasoline bad - contaminated 2. Valve and/or combustion chamber carbon build-up 3. Valve clearance incorrect 4. Valve springs weak 5. Valve timing incorrect 6. Piston ring(s) - cylinder worn 7. Valve seating poor 8. Spark plug fouled 9. Rocker arms - shafts worn 10. Spark plug gap incorrect 11. Fuel injector obstructed 12. Cam chain worn 13. Air cleaner element obstructed 14. Engine oil overfilled - contaminated 15. Intake manifold leaking air	1. Drain gas - replace with clean gas 2. Run combustion chamber cleaner or clean combustion chamber 3. Adjust clearance 4. Replace springs 5. Re-time valve gear 6. Replace - service rings - cylinder 7. Repair seats 8. Clean - replace plug 9. Replace arms - shafts 10. Adjust gap - replace plug 11. Replace injector 12. Replace cam chain 13. Clean element 14. Drain excess oil - change oil 15. Tighten - replace manifold

Problem: Engine overheats

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

Removing Engine/Transmission (500)

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.

AT THIS POINT

If the technician's objective is to service Top-Side Components, Left-Side Components, or Right-Side Components, the engine/transmission does not have to be removed from the frame.

AT THIS POINT

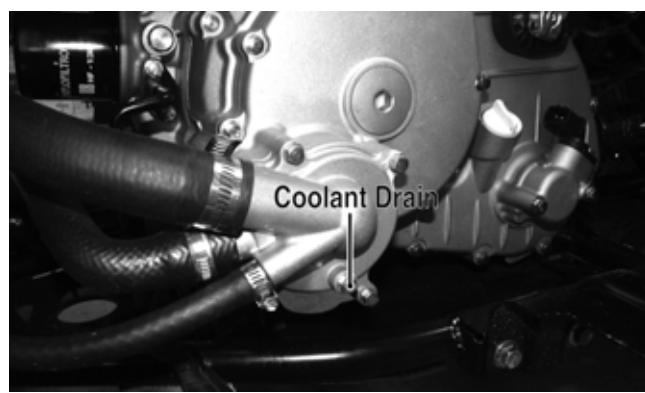
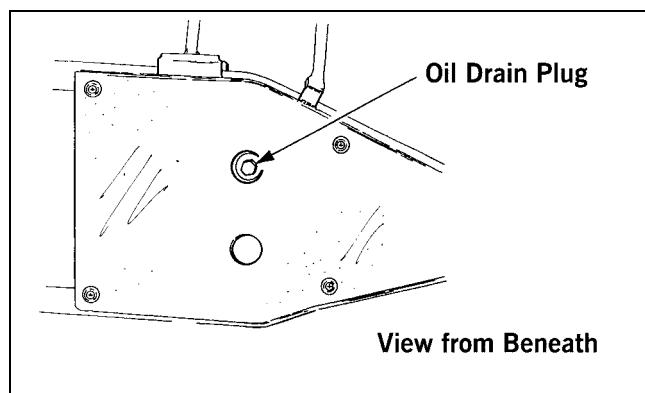
If the technician's objective is to service/replace left-side cover oil seals, front output joint oil seal, rear output joint oil seal, and/or the oil strainer (from beneath the engine/transmission), the engine/transmission does not have to be removed from the frame.

Secure the ATV on a support stand to elevate the wheels.

WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

1. Remove the left-side foot peg, footwell, and footwell support bracket (see Steering/Body/Controls).
2. Drain the oil from beneath the engine/transmission; then drain the coolant.



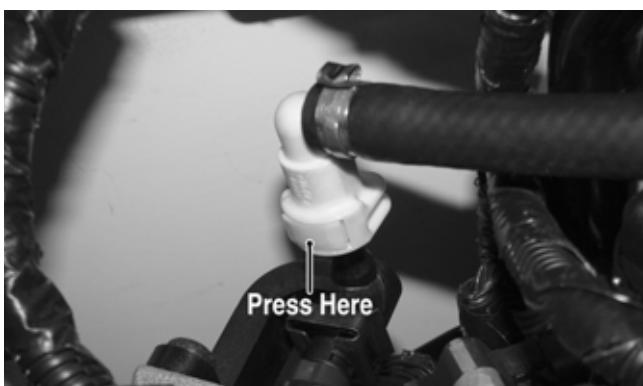
3. Remove the spark plug cap from the spark plug; then disconnect the primary lead on the ignition coil. Remove the clamps securing the throttle body intake duct to the air filter housing and throttle body; then remove the intake duct.



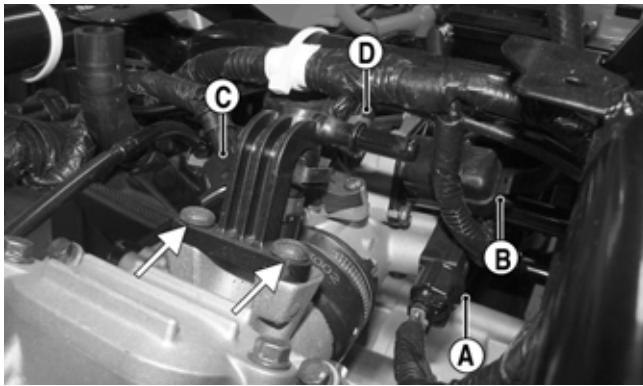
4. Disconnect the crankcase breather hose from the air filter housing; then remove the air filter housing.



5. Remove the gasoline hose connector from the fuel rail.



6. Disconnect the connectors from the TPS (A), ISC valve (B), fuel injector (C), and TMAP (D) sensor.



XR382A

7. Remove the two cap screws securing the fuel rail/fuel injector assembly to the cylinder head; then remove the assembly and account for the O-ring on the end of the fuel injector body.
8. Loosen the intake boot clamp; then move the throttle body out of the way.



XR383

9. Remove the cooling duct boot from the V-belt housing inlet; then remove the cooling duct boot from the V-belt housing outlet.

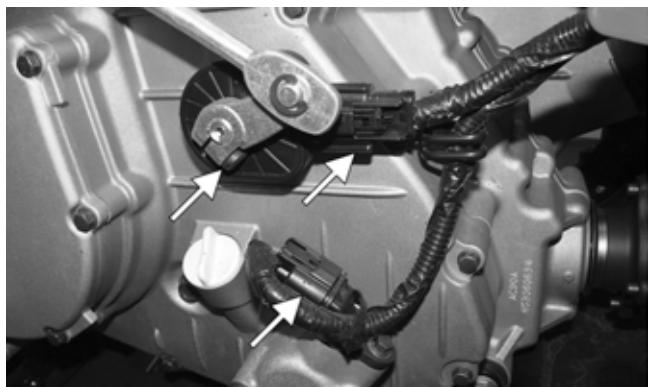


XR384



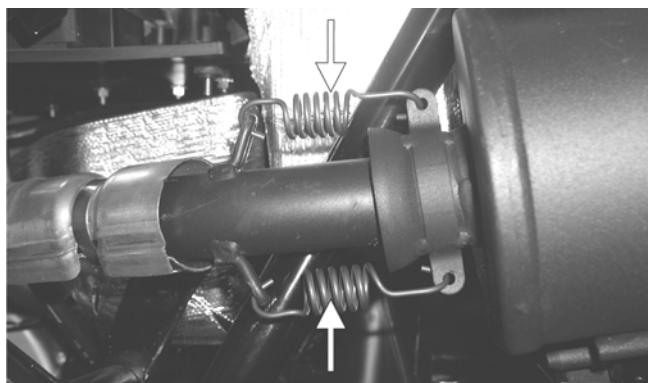
XR385

10. Disconnect the gear position switch and speed sensor connectors; then remove the cap screw securing the shift select arm to the shift shaft. Note the alignment marks on the end of the shift shaft and position the shift rod assembly out of the way.



XR386A

11. Remove the springs securing the muffler to the exhaust pipe; then remove the muffler. Account for the grafoil seal on the end of the exhaust pipe.



CF138A

12. Remove the two cap screws securing the exhaust pipe to the cylinder head. Note the locations of the cable ties securing the O2 sensor wires; then disconnect the O2 sensor connector and remove the pipe. Account for the grafoil gasket in the cylinder head.

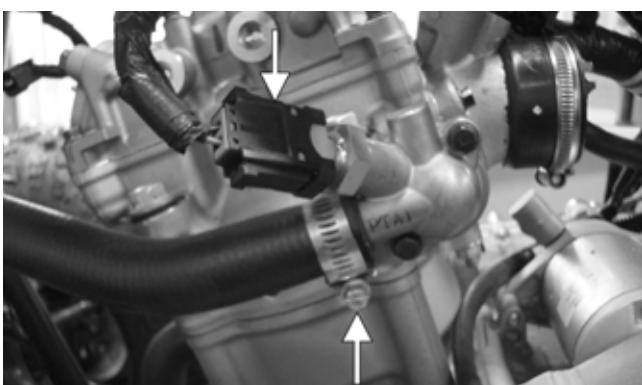


XR387



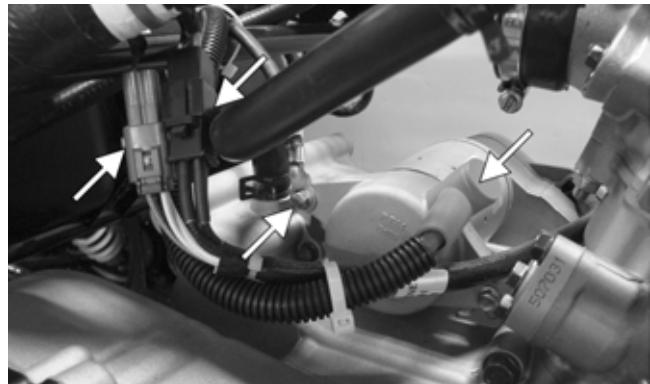
XR388

13. Remove the coolant hose connected to the cylinder head and three coolant hoses connected to the water pump assembly.
14. Remove the clamp from the hose connecting between the pump assembly and the front of the cylinder; then disconnect the ECT sensor connector.



XR389A

15. Disconnect the cable from the starter motor; then disconnect the ground cable from the rear starter motor mounting location. Loosely install the cap screw; then disconnect the CKP and ACG connectors from the harness.



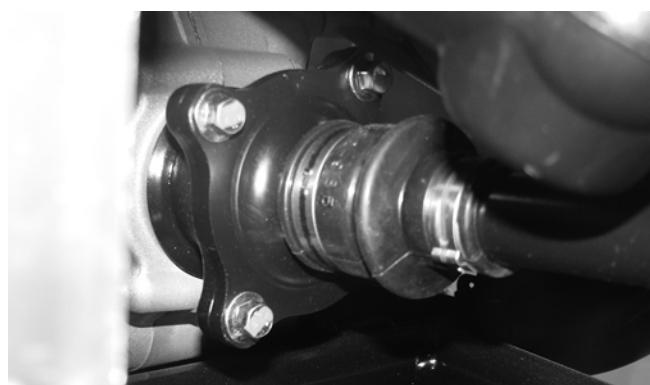
XR390A

16. Remove the right-side foot peg and footwell; then remove the cap screw and washer securing the foot brake lever. Note the orientation of the brake lever return spring.



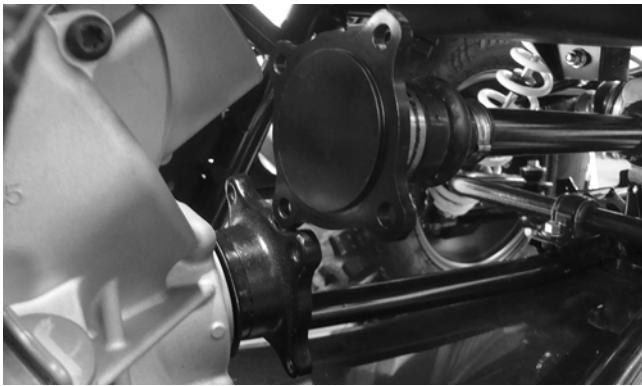
XR391

17. Remove the cap screws securing the rear driveshaft/output flange to the rear output joint flange.



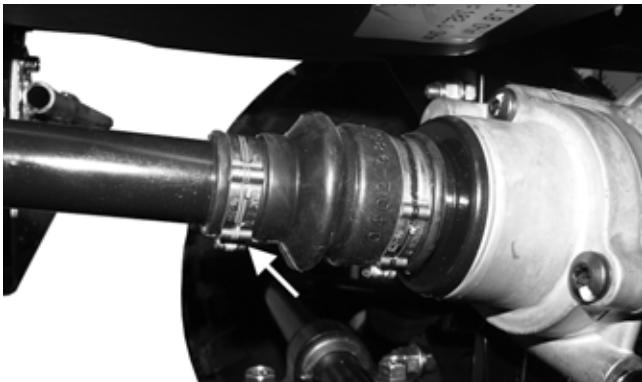
XR303

18. Remove the two cap screws and lock nuts securing the rear gear case to the frame. Account for the washers.
19. Disengage the rear engine flange from the rear driveshaft flange. Tilt the rear driveshaft and rear gear case assembly up and toward the left of the vehicle.



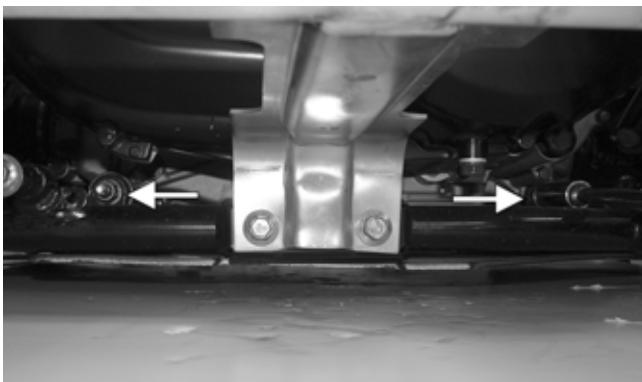
XR308

20. Remove the first small boot clamp at the front of the rear gear case; then remove the output flange and driveshaft from the rear drive coupler.



XR309A

21. Remove the engine mounting through-bolts. Account for the spacer located at the front left engine to frame mounting tab.

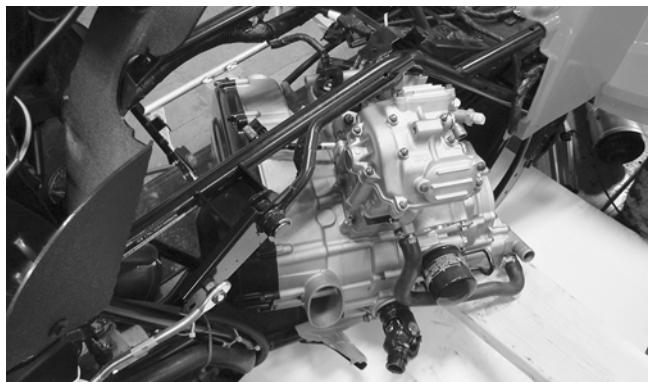


XR392A

22. Move the engine to the rear enough to allow the front driveshaft to clear the front output yoke. Account for the spring located inside the yoke; then move the engine forward and to the left. The engine will come out the left side of the frame.



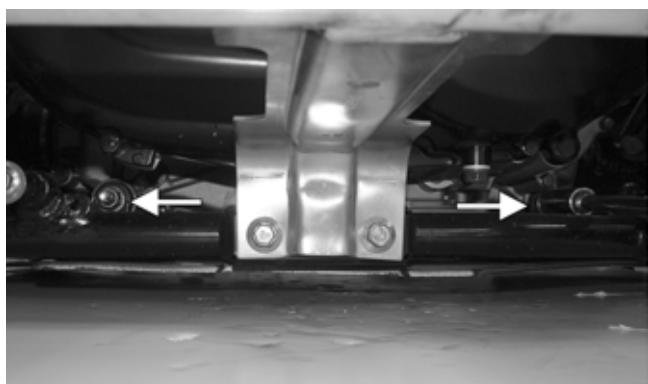
CD818



XR393

Installing Engine/Transmission (500)

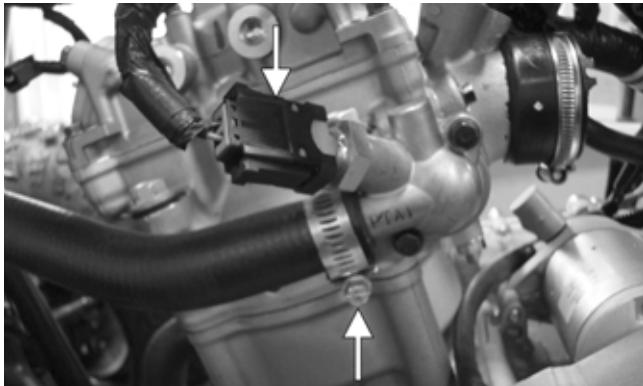
1. From the left, place the engine into the frame. Align the splines of the front driveshaft into the splined yoke of the U-joint at the front of the engine.
2. Install the rear driveshaft into the input coupler of the rear gearcase. Align the drive flanges. Secure the rear driveshaft boot with a clamp.
3. With the engine mount spacer in place (front left), install the engine through bolts. Tighten to 35 ft-lb.
4. Secure the rear driveshaft flange to the rear engine drive flange using the four cap screws. Tighten to 20 ft-lb.



XR392A

5. Install the two cap screws and lock nuts securing the rear gear case to the frame. Four washers should be installed outside of each frame mounting tab.

6. Connect the starter motor and ground cables; then connect the ACG and CKP connectors.
7. Connect the coolant hose to the cylinder head near the ECT sensor; then connect the ECT sensor connector.
8. Install the three remaining coolant hoses to the water pump assembly; then connect the feed hose to the front of the cylinder. Secure all clamps.



XR389A

9. Place a new grafoil gasket into the cylinder head; then place the exhaust pipe into the cylinder head and loosely install the two cap screws. Using the previously noted locations, secure the O2 sensor connector and the O2 sensor wires with cable ties.

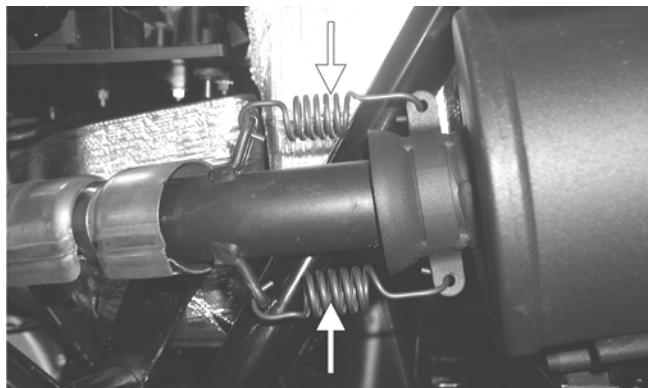


XR387



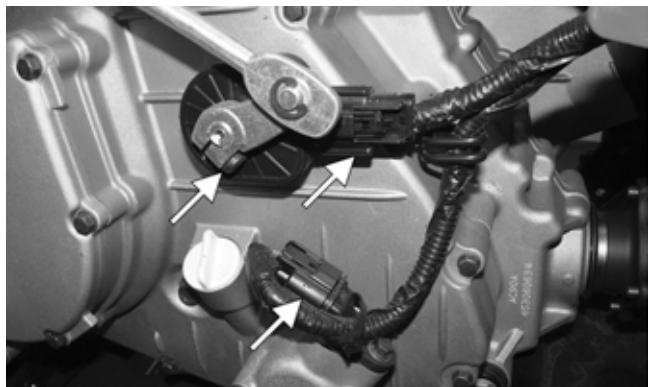
XR388

10. Place a grafoil seal on the end of the exhaust pipe; then guide the muffler hangers into the rubber grommets and mate the muffler to exhaust pipe. Secure with the two springs. Tighten the head pipe cap screws to 10 ft-lb.



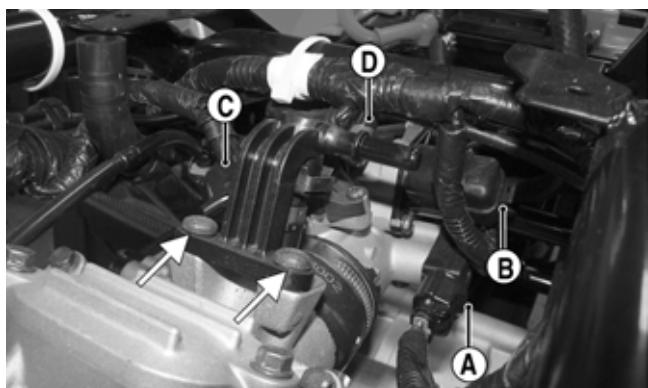
CF138A

11. Connect the gear position and speed sensor connectors. Using the alignment marks, install the shift select arm to the shift shaft.



XR386A

12. Connect both V-belt cooling inlet and outlet ducts to the engine. Fully seat the throttle body into the intake boot; then secure using the clamp.
13. With the O-ring installed to the injector, secure the fuel rail/injector assembly to the cylinder head using two cap screws. Connect the following electrical components to the wiring harness: TPS (A), ISC valve (B), fuel injector (C), and TMAP sensor (D).



XR382A



XR383

14. Connect the gasoline hose to the fuel rail.
15. Secure the crankcase breather hose to the bottom of the air filter housing. Install the clamps securing the throttle body intake duct to the air filter housing and throttle body; then connect the primary lead to the ignition coil and the spark plug cap to the spark plug.



XR381A

16. With an oil filter installed, pour the recommended amount of engine oil into the engine and the recommended amount of coolant into the radiator.
17. Verify all hose clamps, fasteners, and electrical connectors.
18. Start the engine and allow it to run for several minutes. Check the engine oil level; then let the engine cool.
19. Check the coolant level in the radiator. The coolant level should be one inch below the filler neck.
20. Install the brake pedal return spring and brake lever. Tighten to 25 ft-lb.
21. Install the brake switch spring to the brake pedal; then install the right side footwell and foot peg.



XR391

22. Install the left side footwell support bracket, footwell, and foot peg.
23. Install the front body panel, front composite rack, and side panels (see Steering/Body/Controls).
24. Connect the battery (positive cable first); then install the tool tray and seats.

Servicing Engine (500)

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

Removing Top-Side Components

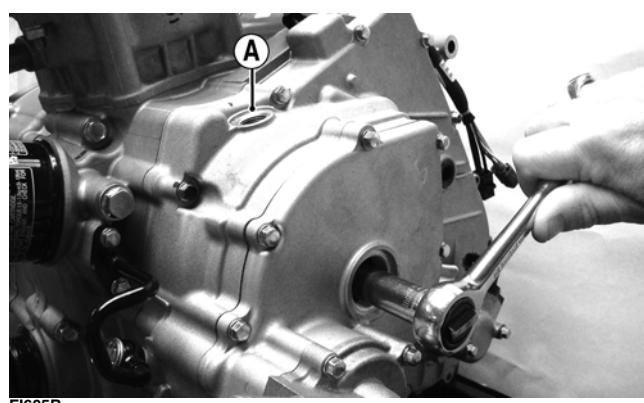
■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

A. Cylinder Head Cover/

Rocker Arms

B. Cylinder Head/Camshaft

■NOTE: Remove the spark plug, timing inspection plug (A), and outer magneto cover plug; then using an appropriate socket and ratchet, rotate the crankshaft counter-clockwise to top-dead-center of the compression stroke. Align the "T" mark on the rotor to the timing mark on the magneto cover.



FI605B



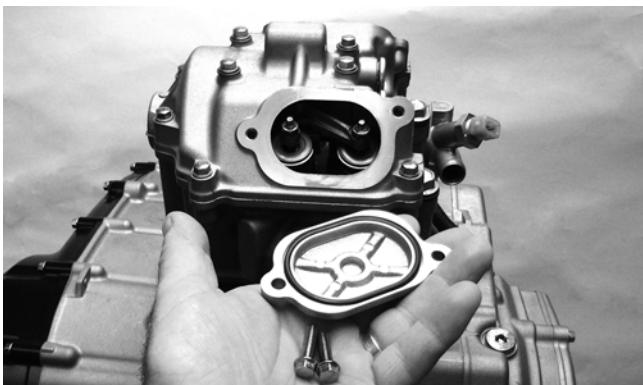
FI709

1. Remove the cap screws securing the two tappet covers. Remove the two tappet covers. Account for the O-rings.

AT THIS POINT

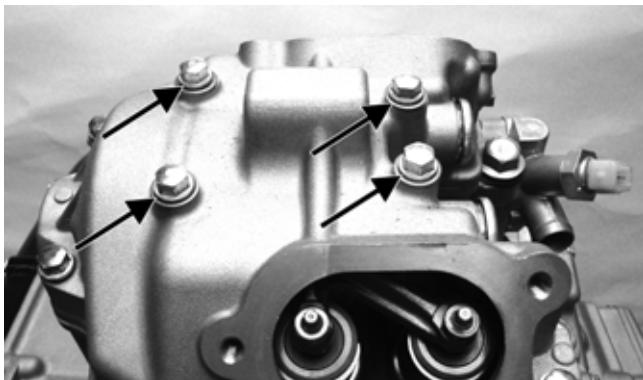
Verify the engine is at TDC by visually identifying the cam lobes are pointed down towards the piston. Both rocker arms should have a slight amount of free-play.

■NOTE: Keep the mounting hardware with the covers for assembly purposes.

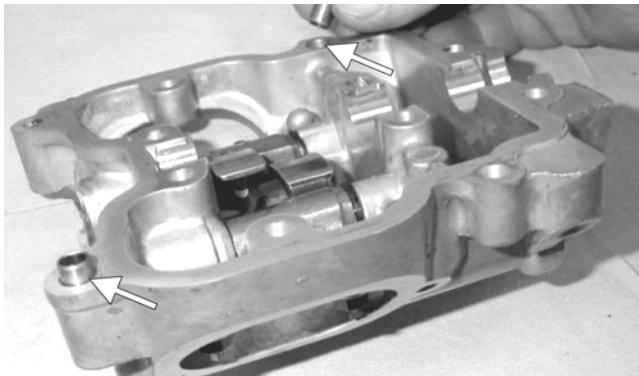


FI603

2. Remove the cylinder head cover cap screws. Note the rubber washers on the four top-side cap screws; remove the cylinder head cover. Note the orientation of the cylinder head plug and remove it. Note the location of the two alignment pins.

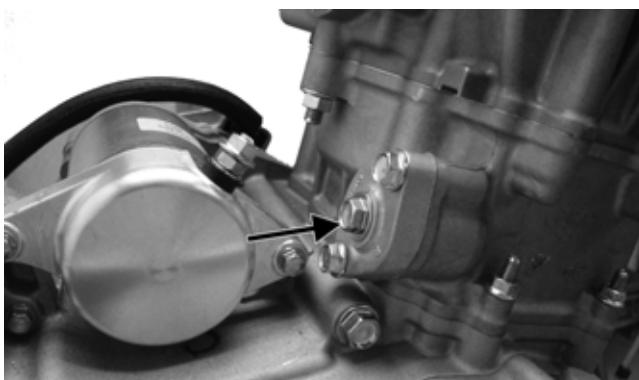


FI606A

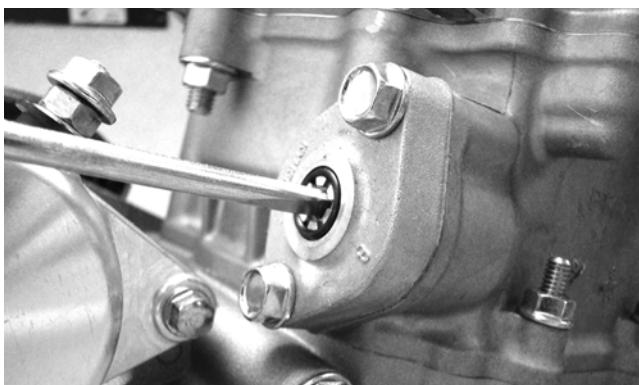


MD1354A

3. Remove the cap screw from the tension adjuster; then using a flat-blade screwdriver, relax the cam chain tension by rotating the adjuster screw clockwise until it locks.



FI607A



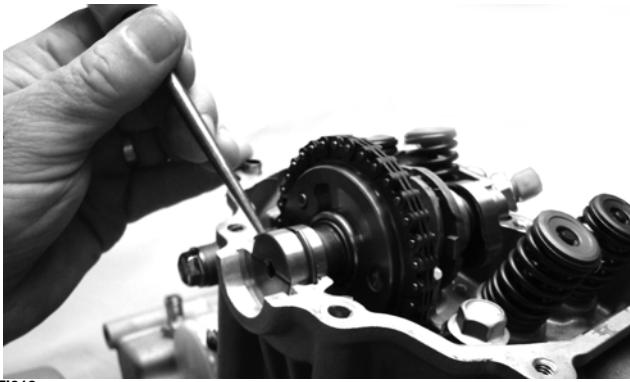
FI608

4. Bend the washer tabs and remove the two cap screws securing the sprocket to the camshaft.



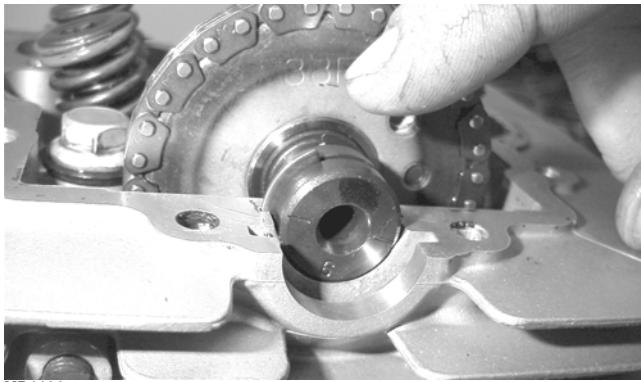
FI612

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



FI613

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



MD1131

6. Noting the timing marks for installing purposes, drop the sprocket off the camshaft. While holding the cam chain, slide the sprocket and camshaft out of the cylinder head. Account for an alignment pin.

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



FI620



FI617A

7. Remove the cam chain tensioner pivot bolt and remove the chain tensioner; then remove the two nuts securing the cylinder head to the cylinder.



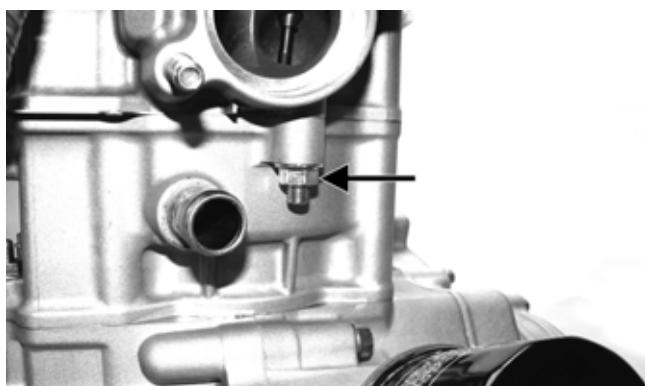
FI616



FI617

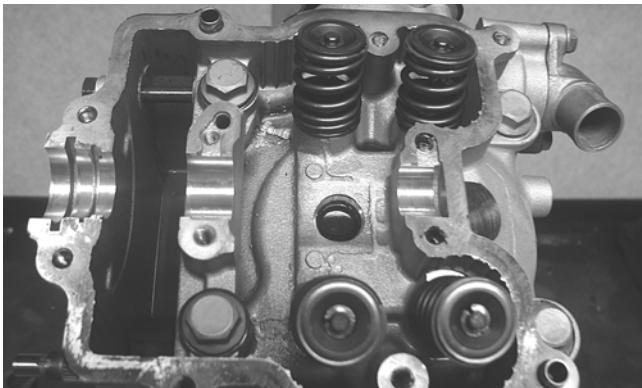


FI618A



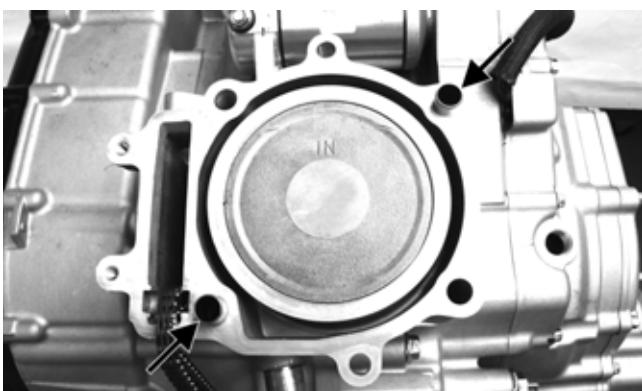
FI619A

8. Remove the four cylinder head cap screws and washers. Note that the two cap screws on the right side of the cylinder head nearest the cam sprocket are longer than the two cap screws on the left (spark plug) side.



CD211

9. Remove the cylinder head from the cylinder, remove the gasket, and account for two alignment pins.



FI623A

☞ AT THIS POINT

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

10. Remove the cam chain guide.

☞ AT THIS POINT

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

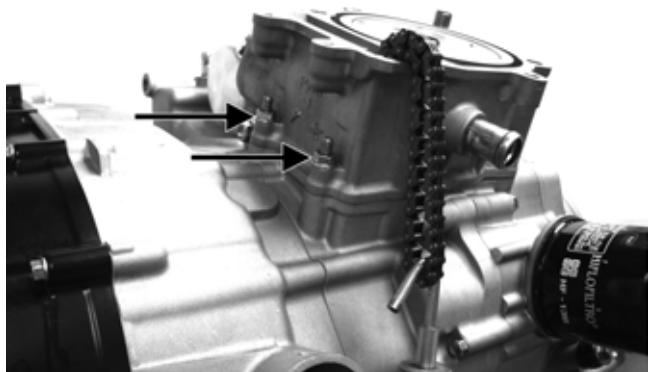


C. Cylinder

D. Piston

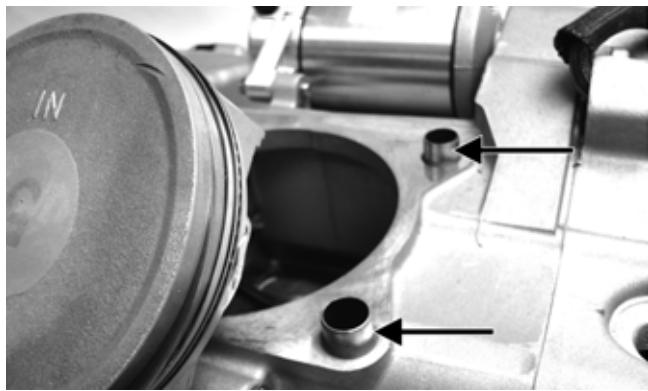
■NOTE: Steps 1-10 in the preceding sub-section must precede this procedure.

11. Remove the two nuts securing the right side of the cylinder to the right-side crankcase half.



FI622A

12. 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.



FI624A

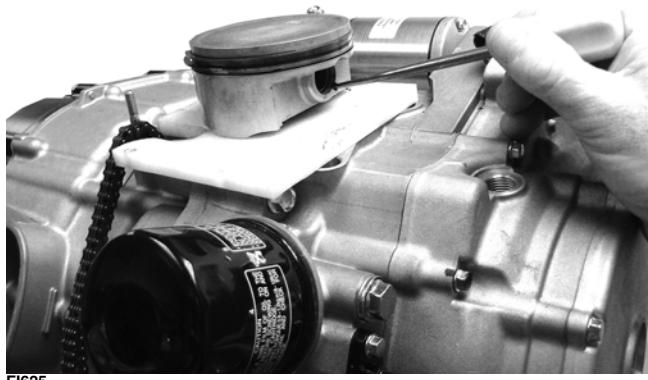
☞ AT THIS POINT

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.

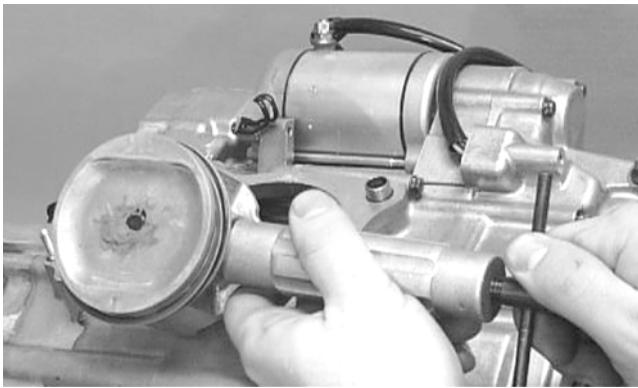
13. Using an awl, remove one piston-pin circlip. Take care not to drop it into the crankcase.



FI625

14. Using 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.



MD1219

■**NOTE:** Support the connecting rod with rubber bands to avoid damaging the rod or install a 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.

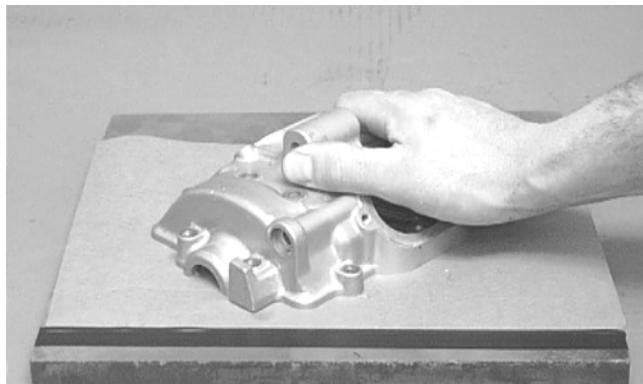
Cleaning/Inspecting Cylinder Head Cover

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

1. Wash the cylinder head cover in parts-cleaning solvent.
2. Place the cylinder head cover on the Surface Plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the cylinder head 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 cylinder head 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 cylinder head cover.



CC130D

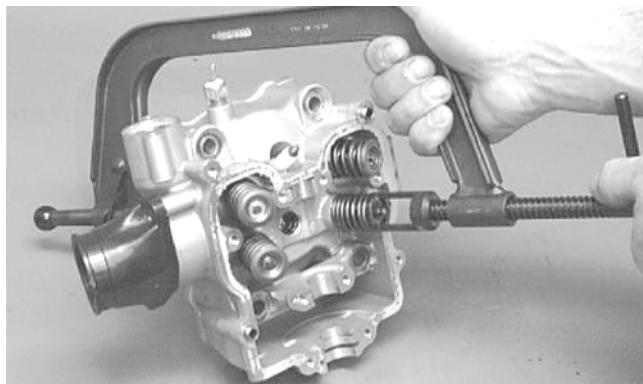
CAUTION

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

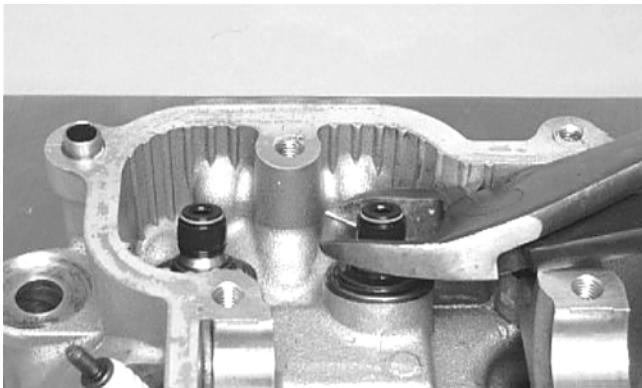
■**NOTE:** Index all valves, springs, and cotters to their original position when removing. When installing, all valve components should be installed in their original position.

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

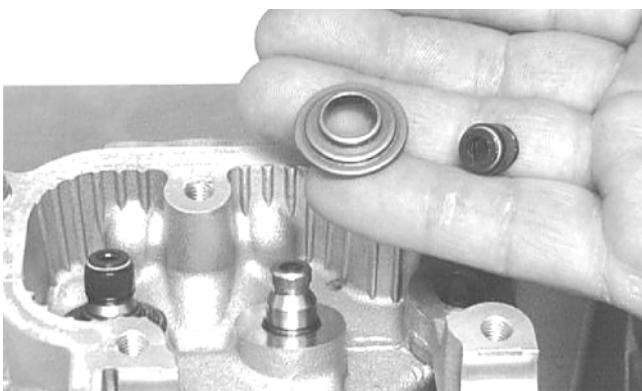


CC132D

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



CC134D



CC136D

■NOTE: The valve seals must be replaced.

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

Measuring Valve Guide (Bore)

1. Insert a snap gauge 1/2 way down into each valve guide bore; then remove the gauge and measure it with a micrometer.
2. Acceptable inside diameter range must be within specifications.
3. If a valve guide is out of tolerance, the cylinder head must be replaced.

Servicing Valves/Valve Guides/Valve Seats

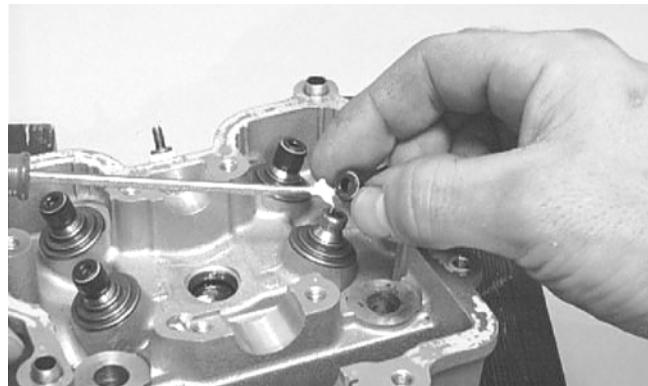
If valves, valve guides, or valve seats require servicing or replacement, Arctic Cat recommends that the components be taken to a qualified machine shop for servicing.

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.

Installing Valves

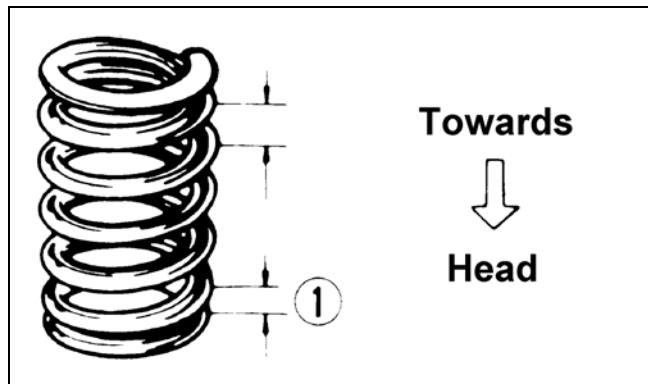
1. Apply grease to the inside surface of the valve seals; then place a lower spring seat and valve guide seal over each valve guide.



CC144D

2. Insert each valve into its original valve 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 keepers.



CC132D

PISTON ASSEMBLY

■NOTE: Whenever a piston, rings, or pin are out of tolerance, they must be replaced.

Inspecting Piston

1. Inspect the piston for cracks in the piston pin, boss, top, and skirt areas.
2. Inspect the piston for seizure marks or scuffing. If piston is scored or galled, replace it with a new one.

3. Inspect the perimeter of each piston for signs of "blowby" indicated by dark discoloration. "Blowby" is caused by worn piston rings, excessive carbon in ring grooves, or an out-of-round cylinder.

Removing Piston Rings

1. Starting with the top ring, slide one end of the ring out of the ring-groove.



CC400D

2. Remove each ring by working it toward the top of the piston while rotating it out of the groove.

■NOTE: When installing new rings, install as a complete set only.

Measuring Piston-Ring End Gap (Installed)

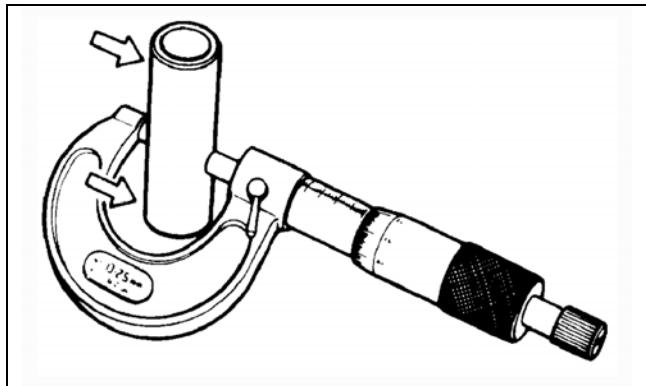
1. Place each piston ring in the wear portion of the cylinder. Use the piston to position each ring squarely in the cylinder.
2. Using a feeler gauge, measure each piston-ring end gap. Acceptable ring end gap must not exceed specifications.



FI711

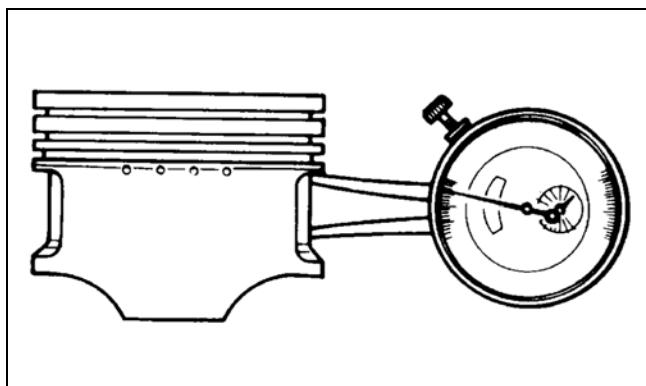
Measuring Piston Pin, Connecting Rod Small End, and Piston-Pin Bore

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



ATV-1070

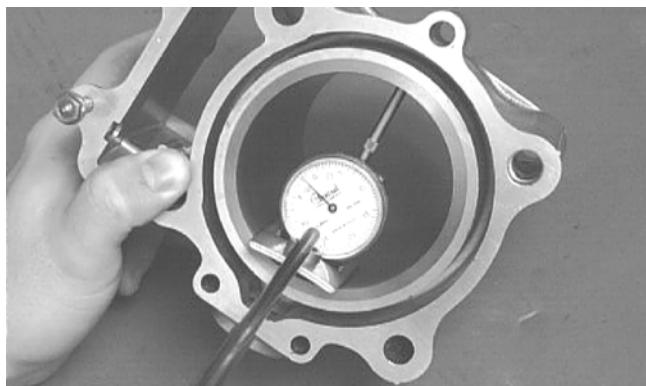
2. Inspect and measure the connecting rod small end inside diameter. If the measurement exceeds specifications, the connecting rod must be replaced (see Center Crankcase Components in this section).
3. Insert an inside dial indicator into the piston-pin bore. Take two measurements to ensure accuracy. The diameter must not exceed specifications. If the diameter exceeds specifications, the piston must be replaced.



ATV-1069

Measuring Piston Skirt/Cylinder Clearance

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



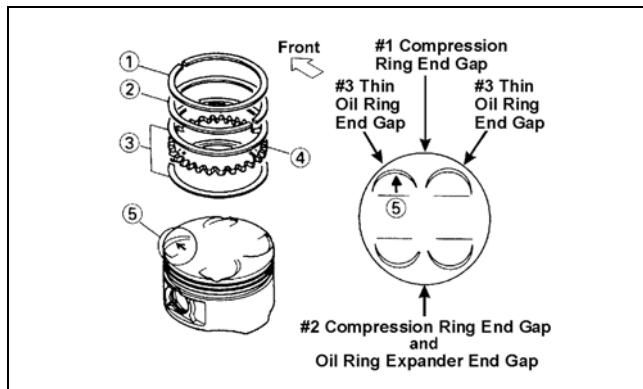
CC127D

2. Measure the corresponding piston diameter at a point 8 mm (0.3 in.) above the piston skirt at a right angle to the piston-pin bore. Subtract this measurement from the largest measurement in step 1. The difference (clearance) must be within specifications.

Installing Piston Rings

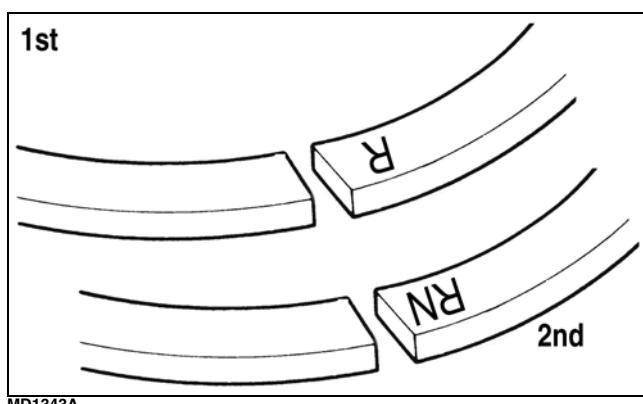
1. Install ring expander (4) in the bottom groove of the piston; then install the thin oil rings (3) over the expander making sure the expander ends do not overlap. Stagger the end gaps of the upper and lower thin oil rings according to the illustration.

■**NOTE:** Note the direction of the exhaust side of the piston (5) for correct ring end gap orientation.



2. Install the compression rings (1 and 2) so the letter(s) on the top surface of each ring faces the dome of the piston. Rotate the rings until the ring end gaps are on directly opposite sides of the piston according to the illustration.

■**NOTE:** The chrome (silver) ring should be installed in the top position.



CAUTION

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

CYLINDER/CYLINDER HEAD ASSEMBLY

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

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 factor between the head and the straightedge.
3. Maximum distortion must not exceed specifications.

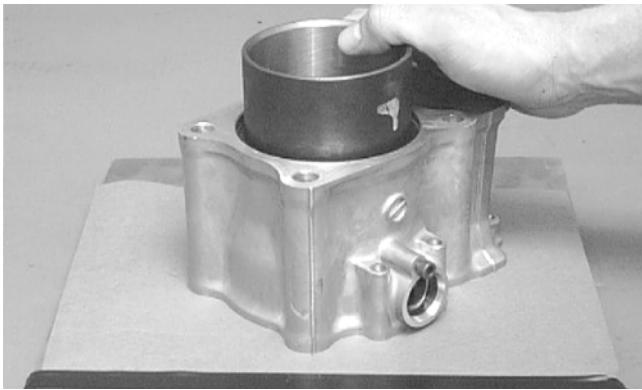


Cleaning/Inspecting Cylinder

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 Honing 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.



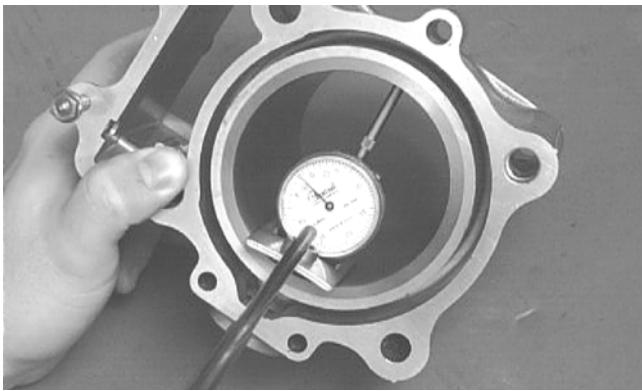
CC129D

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.

Honing Cylinder

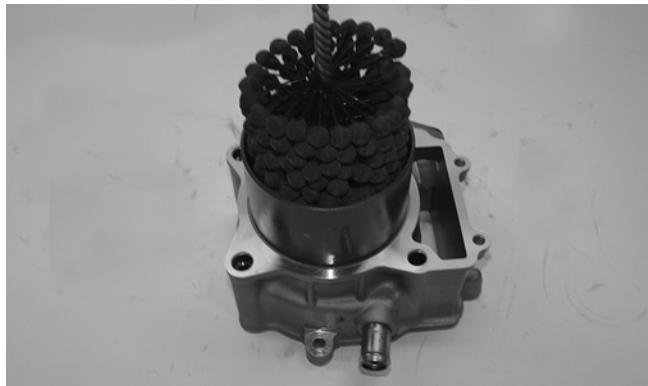
1. Using a slide gauge and a dial indicator or a snap gauge, measure the cylinder bore diameter in three locations from top to bottom and again from top to bottom at 90° from the first measurements for a total of six measurements. The trueness (out-of-roundness) is the difference between the highest 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.



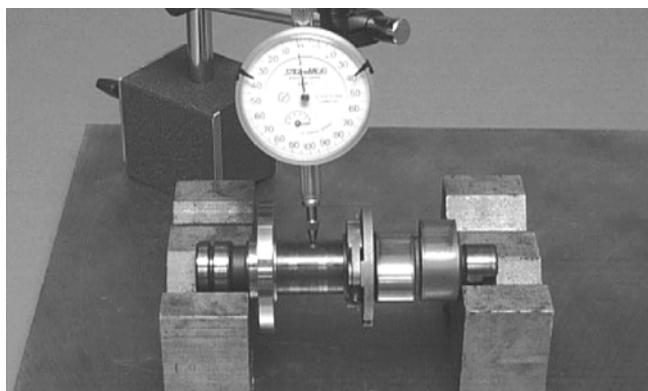
FI712

4. If any measurement exceeds the limit, the cylinder must be replaced.

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.

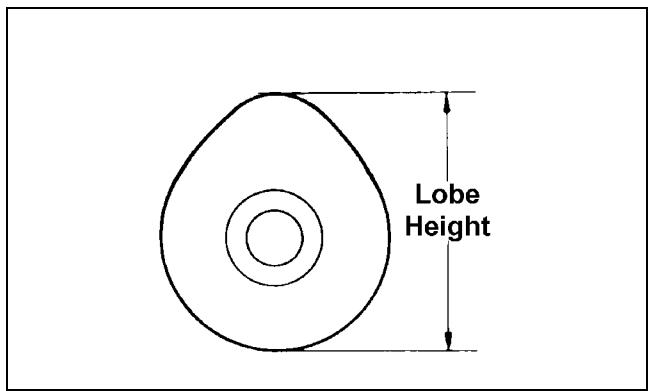


CC283D

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.



ATV1013A

2. The lobe heights must be greater than minimum specifications.

Inspecting Camshaft Bearing Journal

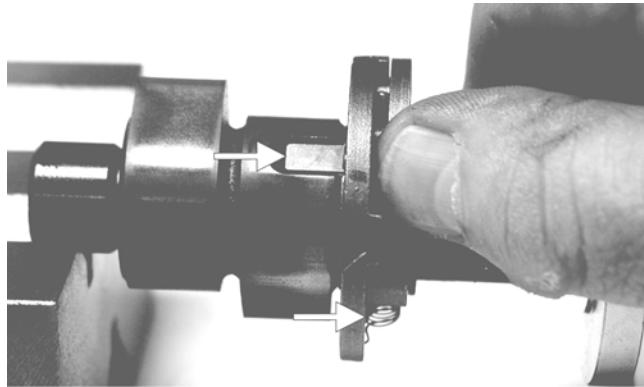
1. Inspect the bearing journal for scoring, seizure marks, or pitting.

2. If excessive scoring, seizure marks, or pitting is found, the cylinder head assembly must be replaced.

■NOTE: If the journals are worn, replace the cam-shaft.

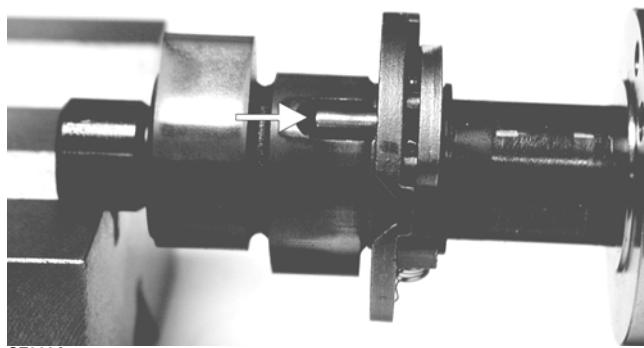
Inspecting Camshaft Spring/Drive Pin

1. Inspect the spring and unloader pin for damage.



CF061A

■NOTE: With the weight extended, the unloader pin should be flat-side out; with the weight retracted, the unloader pin should be round-side out.



CF060A

2. If damaged, the camshaft must be replaced.

Installing Top-Side Components

A. Piston

B. Cylinder

1. Lubricate the piston pin, connecting rod, and piston pin bore with motor oil; then install the piston on the connecting rod making sure there is a circlip on each side.



FI626

■NOTE: The piston should be installed so the IN points towards the intake side.

2. Place the two alignment pins into position. Place a new cylinder gasket into position; then place a piston holder (or suitable substitute) beneath the piston skirt and square the piston in respect to the crankcase.

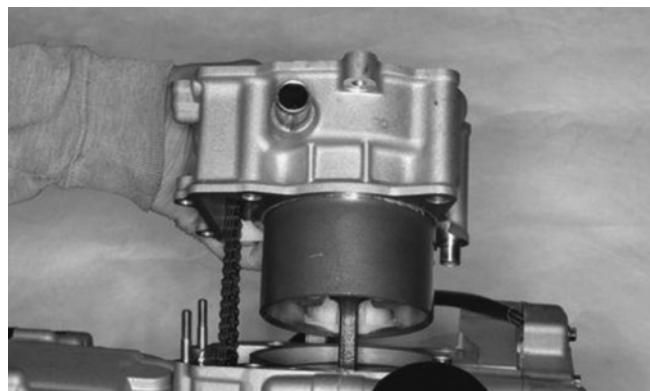


FI713

3. Lubricate the inside wall of the cylinder; then using a ring compressor or the fingers, 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

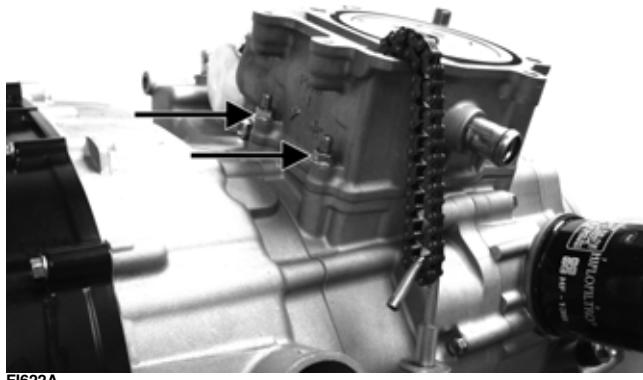
The cylinder should slide on easily. Do not force the cylinder or damage to the piston, rings, cylinder, or crankshaft assembly may occur.



FI710

4. Loosely install the two nuts securing the cylinder to the right-side crankcase half.

■NOTE: The two cylinder-to-crankcase nuts will be tightened in step 9.



FI622A

C. Cylinder Head/Camshaft
**D. Cylinder Head Cover/
Rocker Arms**

■NOTE: Steps 1-4 in the preceding sub-section must precede this procedure.

5. While keeping tension on the cam chain, place the front cam chain guide into the cylinder.

CAUTION

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

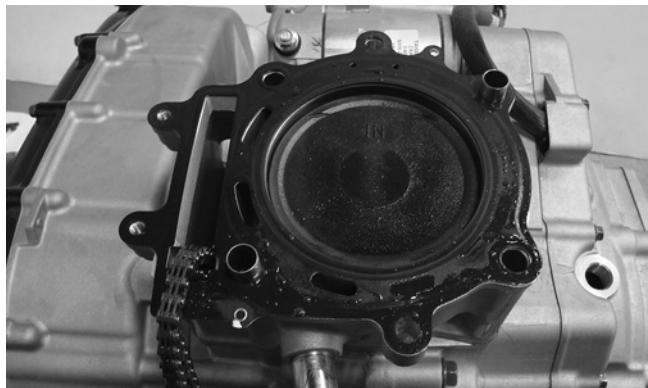


FI621

6. Place a new gasket into position on the cylinder. Place the alignment pins into position; then place the head assembly into position on the cylinder making sure the cam chain is routed through the chain cavity.

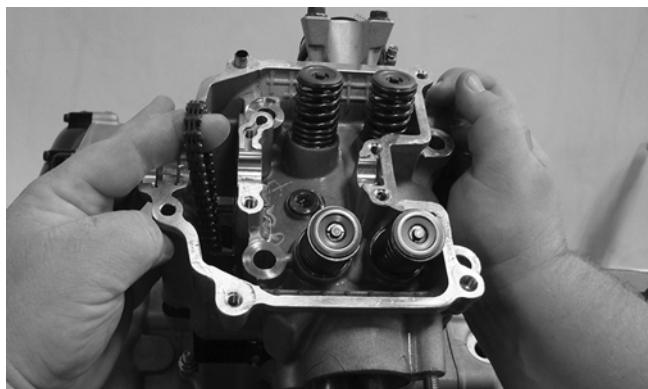
CAUTION

Keep tension on the cam chain to avoid damaging the crankcase boss.



FI714

7. Install the four cylinder head cap screws with washers. Tighten only until snug.



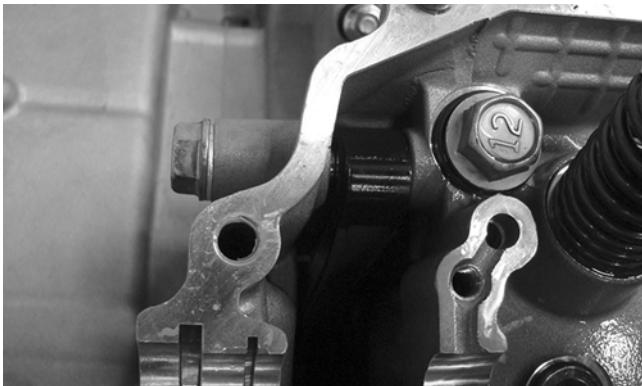
FI715

8. Install the two lower nuts securing the cylinder head to the cylinder, one in front and one in rear.
9. In a crisscross pattern, tighten the four cylinder head cap screws (from step 7) to 28 ft-lb. Tighten the two lower cylinder head nuts (from step 8) to 20 ft-lb and the cylinder-to-crankcase nuts (from step 4) to 8 ft-lb.
10. With the timing inspection plug removed and the cam chain held tight, rotate the crankshaft until the piston is at top-dead-center.



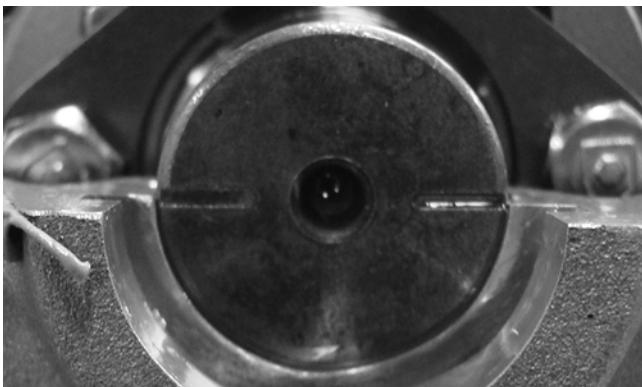
FI709

11. While holding the cam chain to the front, install the rear cam chain tensioner guide into the cylinder head. Install the pivot cap screw and washer. Tighten to 11 ft-lb.



FI716

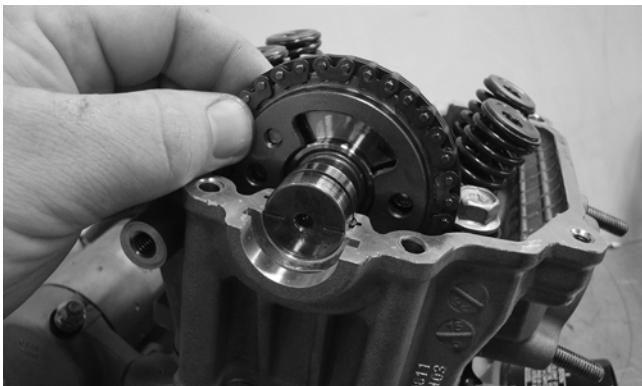
12. With the alignment pin installed in the camshaft and the cam lobes directed down (toward the piston), place the camshaft in position and verify that the timing mark on the magneto is visible through the inspection plug and that the timing marks on the camshaft sprocket are parallel with the valve cover mating surface.



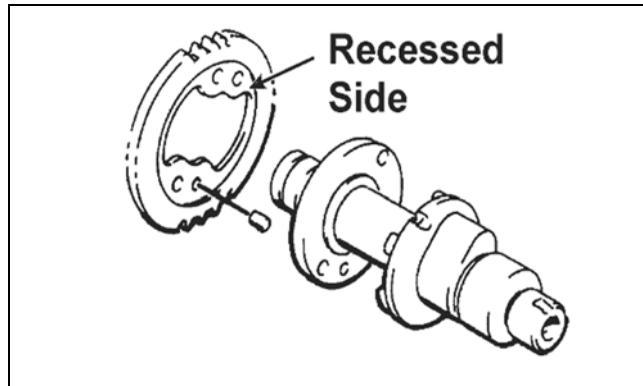
FI717

■**NOTE:** When the camshaft assembly is seated, make sure the alignment pin in the camshaft aligns with the smallest hole in the sprocket.

13. With the alignment pin installed in the camshaft, loosely place the cam sprocket (with the recessed side facing the camshaft lobes) onto the camshaft and place it into position with the cam chain over the sprocket.



FI718



MD1359

14. Place the C-ring into position in its groove in the cylinder head.



FI720

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

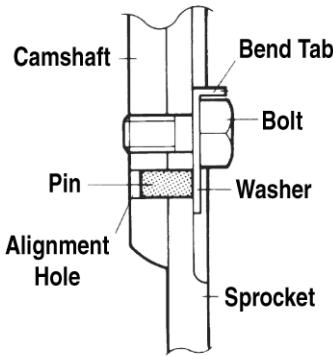
■**NOTE:** Note the position of the alignment marks on the end of the camshaft. They must be parallel with the valve cover mating surface. If rotating the cam-shaft and sprocket is necessary for alignment, do not allow the crankshaft to rotate and be sure the cam lobes end up in the down position.

15. When the camshaft assembly is seated, ensure the following.
 - Piston still at top-dead-center.
 - Camshaft lobes directed down (toward the piston).
 - Camshaft alignment marks parallel to the valve cover mating surface.
 - Recessed side of the sprocket directed toward the cam lobes.
 - 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 13 and carefully proceed.

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

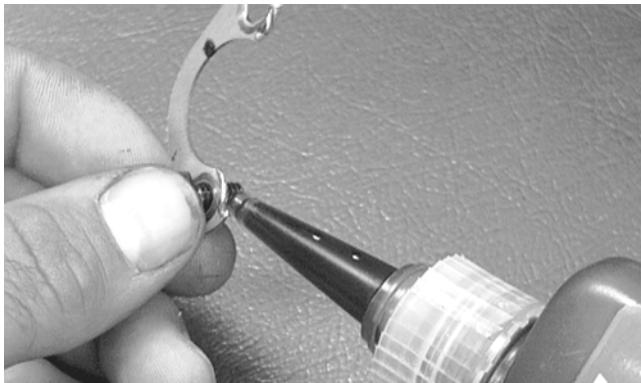


MD1363

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.

17. Apply red Loctite #271 to the first cap screw securing the sprocket and tab washer to the camshaft; then install the cap screw and tab washer. Tighten cap screw only until snug.



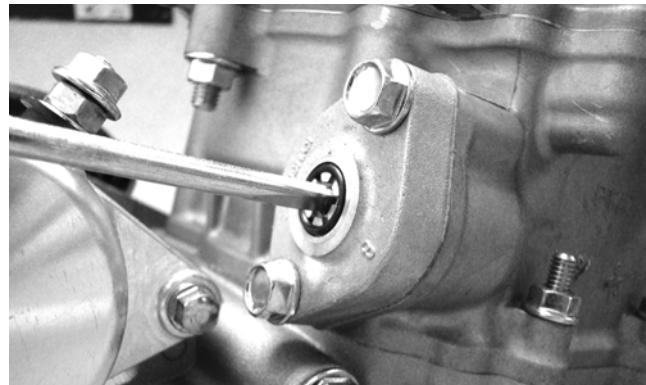
CC404D



FI612

18. 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). Tighten to 11 ft-lb; then bend the tab to secure the cap screw.
19. Rotate the crankshaft until the first cap screw (from step 17) securing the sprocket to the camshaft can be addressed; then tighten to 11 ft-lb. Bend the tab to secure the cap screw.

20. Install the cylinder head plug with the cupped end facing the camshaft and the opening directed downwards.
21. Retract the cam chain tensioner plunger by turning the adjuster clockwise. Place the cam chain tensioner assembly and gasket into the cylinder. Secure the assembly to the cylinder using two cap screws; then tighten to 11 ft-lb.
22. Using a flat-blade screwdriver, turn the tensioner screw counterclockwise to apply tension to the cam chain; then install the cap screw plug and O-ring and tighten securely.



FI608

23. Loosen the adjuster screw jam nuts; then loosen the adjuster screws on the rocker arms in the valve cover.
24. Apply a thin coat of Three Bond Sealant to the mating surface of the valve cover; then place the valve cover into position. Note that the two alignment pins are properly positioned.

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

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



FI719

26. In a crisscross pattern starting from the center and working outward, tighten the cap screws (from step 25) to 8.5 ft-lb.
27. Adjust valve/tappet clearance (see Periodic Maintenance/Tune-up).
28. Place the two tappet covers with O-rings into position; then install and tighten the cap screws to 8.5 ft-lb.



FI602

29. Install the spark plug and tighten securely; then install the timing inspection plug.

Removing Left-Side Components

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

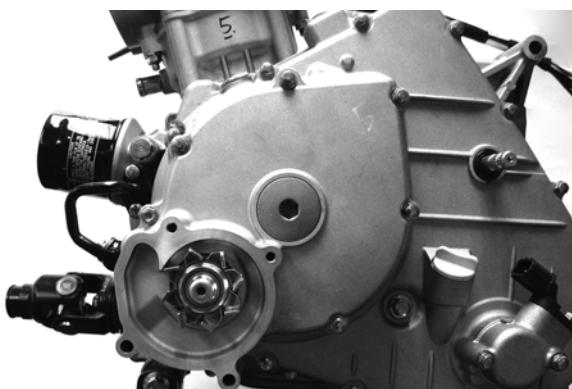
A. Water Pump B. Speed Sensor C. Magneto Cover/ Stator Assembly

1. Remove the coolant hose connecting the water pump to the cylinder; then remove the water pump cover.

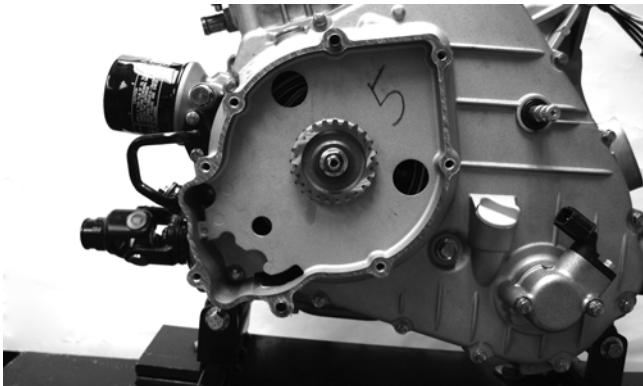


FI538

2. Remove the water pump housing assembly noting the location of the longer cap screw. Account for a gasket and two alignment pins.



FI539



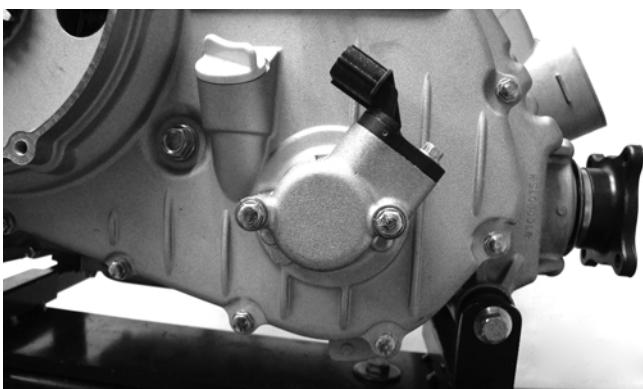
FI541

3. Remove two cap screws and the oil bolt securing the oil pressure relief line to the engine. Account for two crush washers and an O-ring.



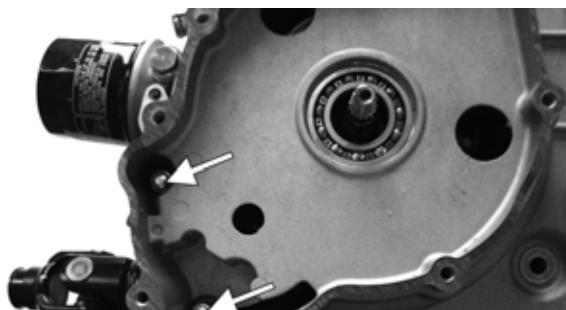
FI544

4. Remove the water pump drive gear; then remove the speed sensor housing assembly. Account for two alignment pins, a gasket, and two seal washers.



FI543

5. Remove the cap screws securing the magneto cover to the crankcase. Note the location of the two internal cap screws and the two longer cap screws.



FI596A

6. Remove the magneto cover and account for two alignment pins and the gasket.

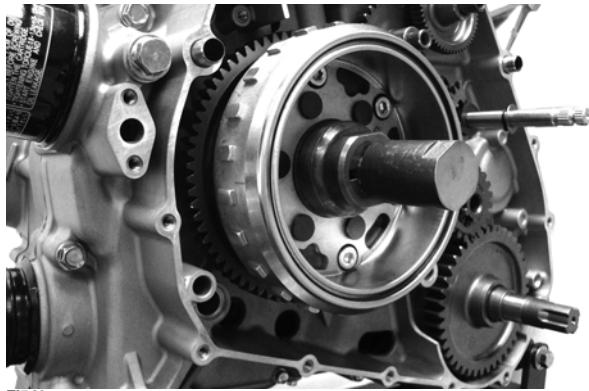
D. Rotor/Flywheel

E. Starter Clutch/Gear

F. Starter Motor

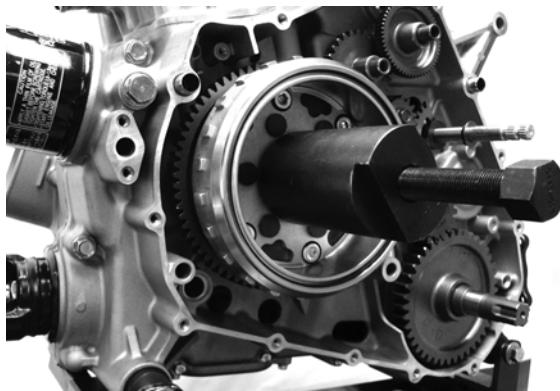
■**NOTE:** Steps 1-6 in the preceding sub-section must precede this procedure.

7. Remove the nut securing the rotor/flywheel on the crankshaft and install the crankshaft protector.



FI549

8. Using the Magneto Rotor Remover Set, break the rotor/flywheel loose from the crankshaft; then remove the puller and crankshaft protector and remove the rotor/flywheel.



FI550

9. Remove the flywheel key from the crankshaft; then remove the starter clutch gear.



FI551A

10. Remove starter idler gears and their respective shafts; then remove the starter motor. Account for an O-ring on the starter drive housing.



FI555

G. Shift Shaft

H. Drive Gear

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

11. Remove the shift shaft noting a washer on each end; then remove the cap screw securing the gear shift cam plate and remove the plate from the shaft.



FI559

12. Remove the shift detent cam arm and spring.



FI560

13. Remove the snap ring securing the output drive gear to the output shaft and remove the gear noting that the hub flange is directed toward the crankcase.



FI564



FI566

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 starter clutch assembly to the flywheel; then remove from the flywheel.



FI570

2. Thoroughly clean the rotor/flywheel; then install the new 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/MAGNETO COVER ASSEMBLY

1. Inspect the stator 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.

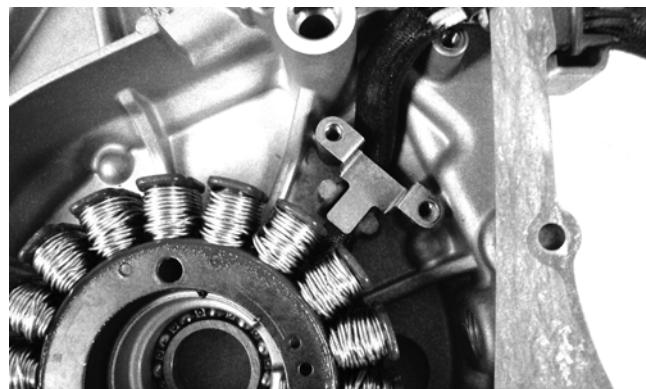
3. Inspect the oil pressure relief valve for evidence of metal chips or contamination. Do not disassemble the valve.



FI588

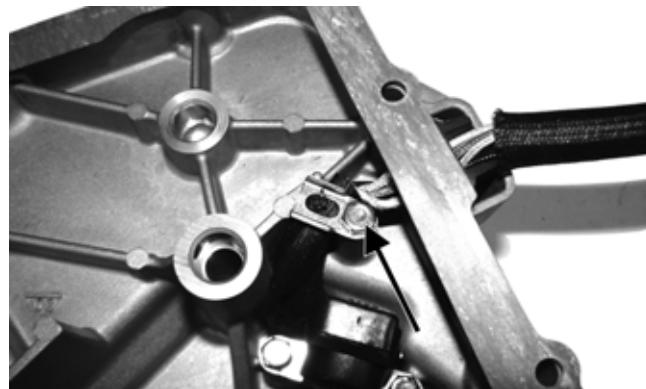
REPLACING STATOR COIL/CRANKSHAFT POSITION SENSOR

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. Tighten to 15 ft-lb.
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

REPLACING MAGNETO COVER BEARINGS

1. Using a suitable press and proper support, press the bearing from the housing as indicated (one from outside and one from inside).

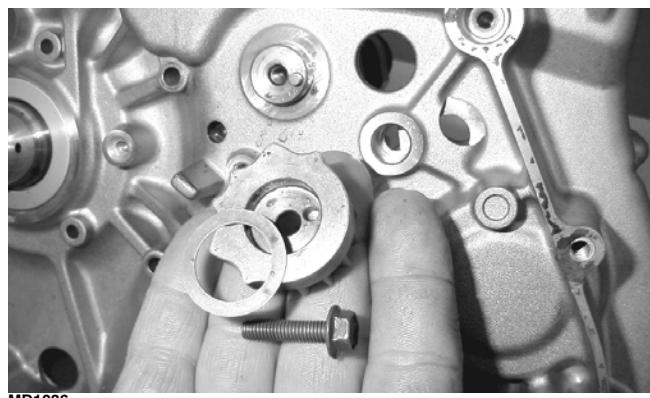


FI593



MD1122

2. Install the starter motor and tighten the two cap screws to 10 ft-lb.
3. Install the shift detent cam making sure the washer is installed.



MD1086

2. Clean the bearing bores in the housing and inspect closely for cracks or shiny areas indicating bearing movement. Replace the housing if any of the above are evident.
3. With a drop of red Loctite #271 around the bearing bore, press a new bearing into the magneto cover until the bearing is firmly seated in the bearing bore.

Installing Left-Side Components

A. Starter Clutch/Gear B. Rotor/Flywheel

1. If removed, place the crankshaft bearing retainer into position. Apply red Loctite #271 to the three cap screws. Install and tighten the three cap screws securely.



FI559

6. Install starter idler gears (1) and (2).



FI555A

7. Install the starter clutch gear onto the crankshaft; then install the rotor/flywheel key in the crankshaft.



FI551A

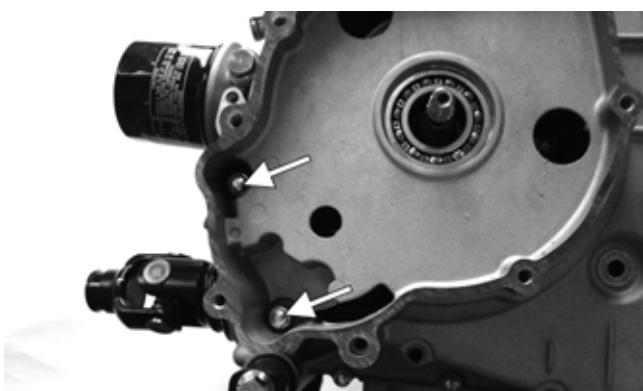
8. Install the rotor/flywheel and secure with the nut. Tighten to 107 ft-lb.

C. Magneto Cover

D. Water Pump

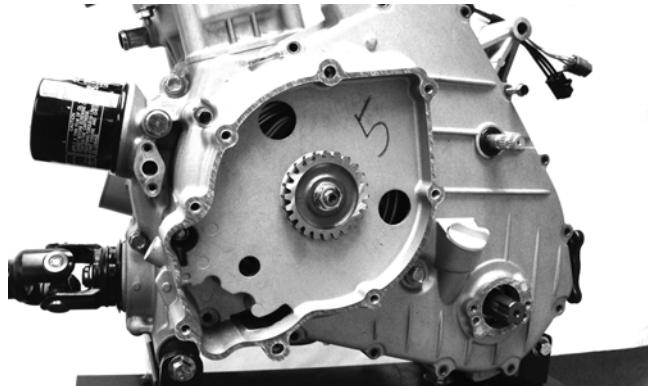
■NOTE: Steps 1-8 in the preceding sub-section must precede this procedure.

9. Install two alignment pins and place the magneto cover gasket into position. Install the magneto cover. Noting the different-lengthed 6 mm cap screws and the location of the two internal cap screws; then tighten the cap screws in a crisscross pattern to 8 ft-lb.



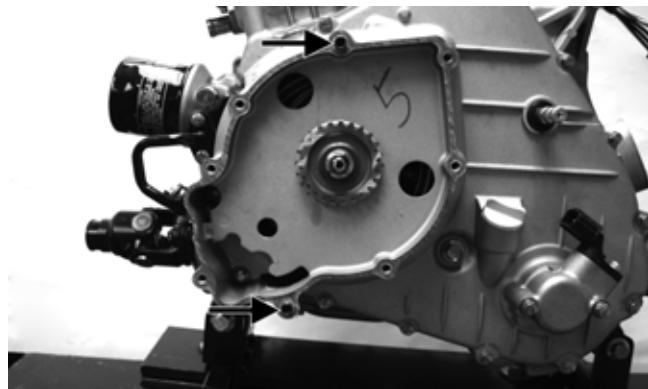
FI596A

10. Install the water pump drive gear and secure with the nut. Tighten to 36 ft-lb.

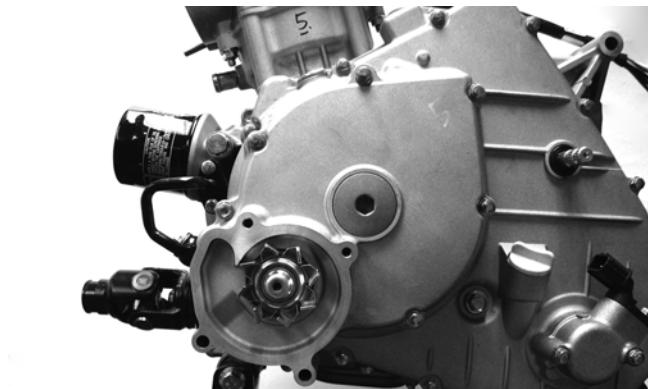


FI547

11. Install two alignment pins and a gasket on the magneto cover; then install the water pump housing assembly. Tighten the cap screws to 8 ft-lb.



FI541A



FI539

12. Install the water pump cover with a new O-ring and secure with the four cap screws. Tighten to 8 ft-lb.



FI538

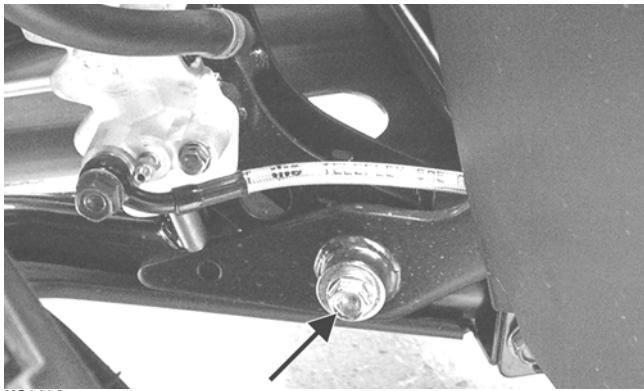
13. Connect the coolant hoses to the water pump and secure with the hose clamps. Tighten securely.

Removing Right-Side Components

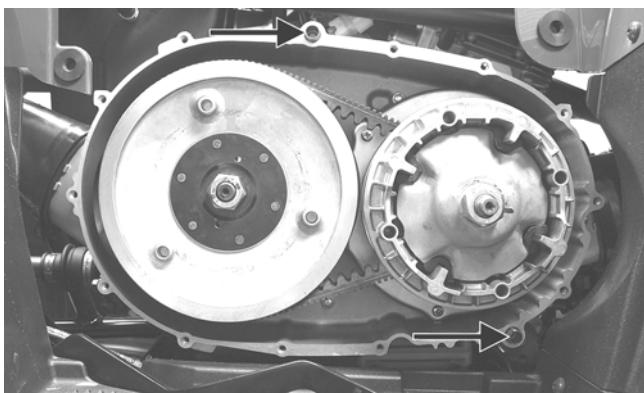
■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

A. V-Belt Cover B. Driven Pulley C. Clutch Cover

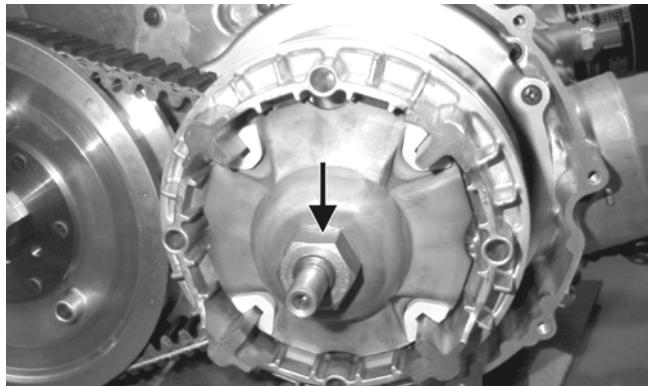
1. If the engine is still in the frame, remove the cap screw securing the brake pedal to the pedal axle. Account for a flat washer.



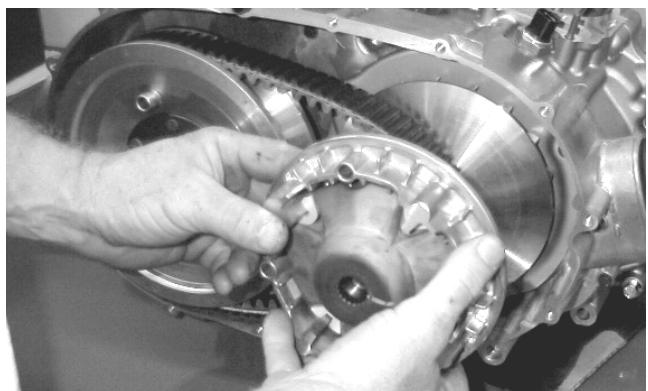
2. Remove the cap screws securing the V-belt cover to the clutch cover; then slide the brake pedal outward and remove the V-belt cover. Account for two alignment pins and a gasket.



3. Mark the movable drive face and the fixed drive face for installing purposes; then remove the nut holding the movable drive face onto the crankshaft.



4. Remove the movable drive face and spacer. Account for the movable drive face rollers and outer drive face cover.

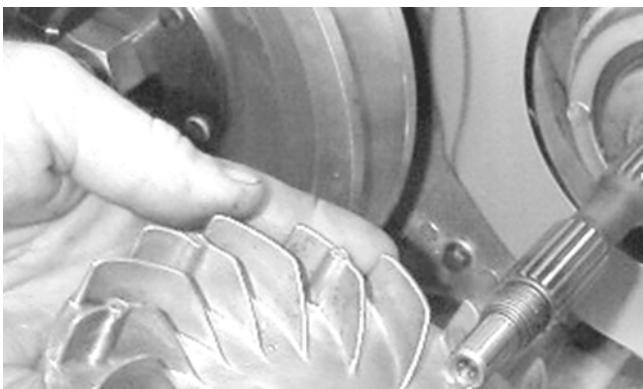


5. Using a 6 mm cap screw threaded into the fixed driven face, spread the driven pulley by turning the cap screw clockwise; then remove the V-belt.



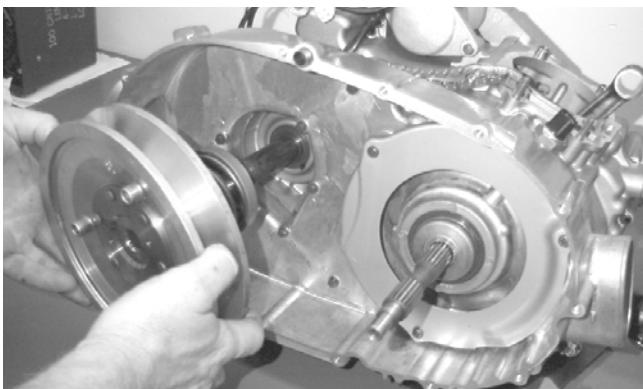
KC132

6. Remove the fixed drive face.



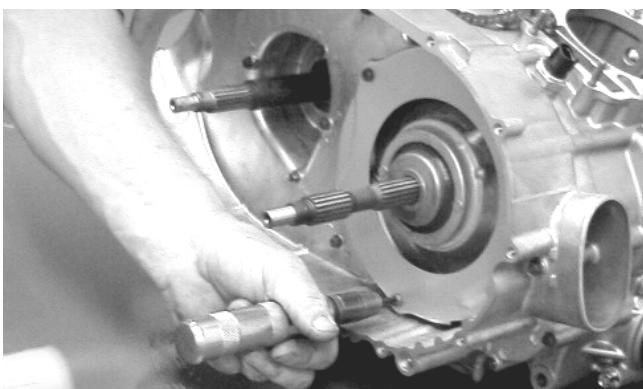
MD1094

7. Remove the nut holding the driven pulley assembly; then remove the driven pulley assembly.



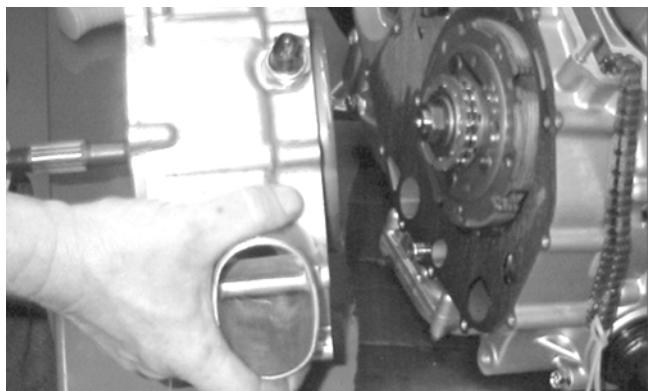
MD1068

8. Using an impact screwdriver, remove the three Phillips-head cap screws holding the air intake plate. Remove the air intake plate.



MD1092

9. Remove the cap screws holding the clutch cover onto the right-side crankcase half. Note the positions of the different-lengthed cap screws for installing purposes.
10. Using a rubber mallet, loosen the clutch cover; then pull it away from the right-side crankcase half. Account for two alignment pins and gasket.



MD1115

D. Centrifugal Clutch Assembly

E. Oil Pump Drive Gear

F. Oil Pump Driven Gear

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

11. Remove the one-way clutch noting the direction of the green dot or the word OUTSIDE for installing purposes.

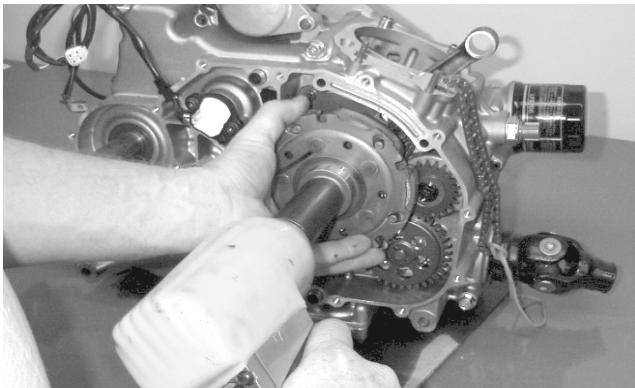


MD1286

12. Remove the left-hand threaded nut holding the centrifugal clutch assembly.

CAUTION

Care must be taken when removing the nut; it has "left-hand" threads.

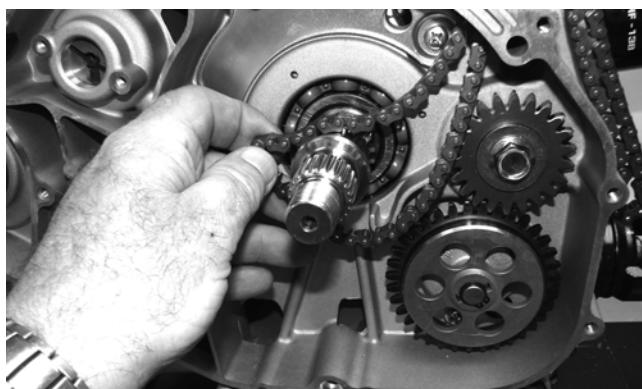


MD1014



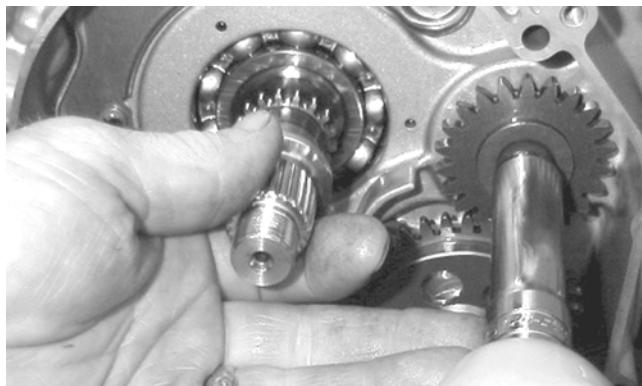
MD1016

13. Remove the cam chain.



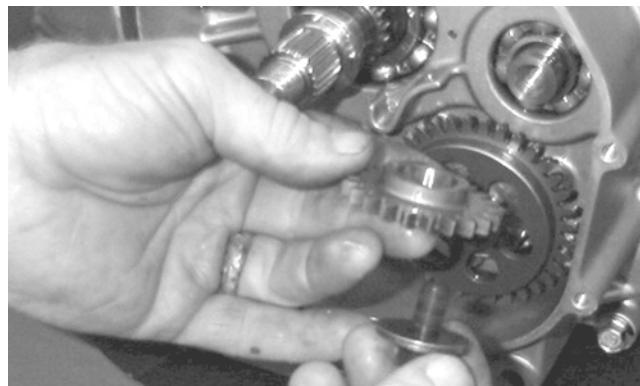
FI630

14. Remove the oil pump drive gear cap screw.



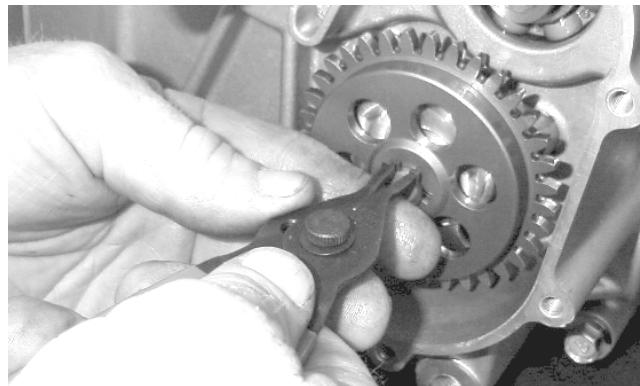
MD1018

15. Remove oil pump drive gear. Account for the pin.



MD1017

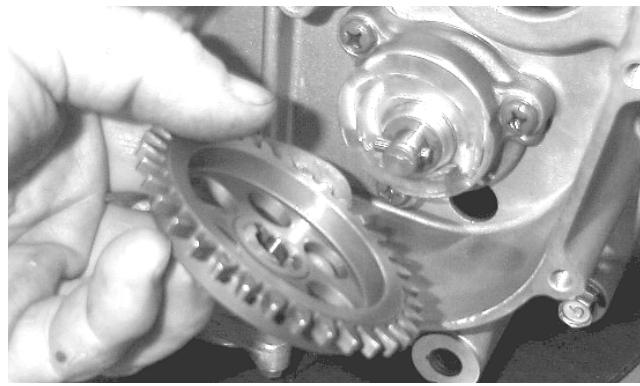
16. Remove the snap ring holding the oil pump driven gear.



MD1019

■**NOTE:** Always use a new snap ring when installing the oil pump driven gear.

17. Remove oil pump driven gear. Account for the drive pin and thrust washer.



MD1020

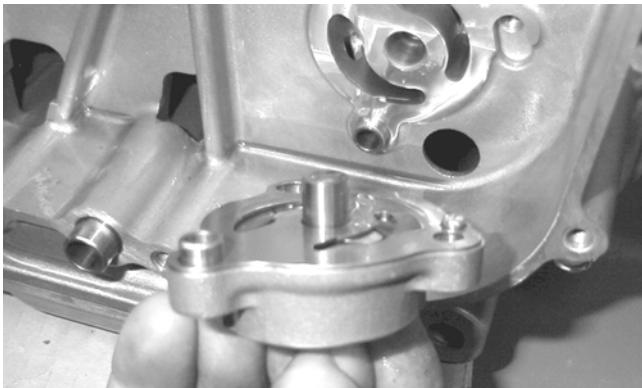
AT THIS POINT

To service clutch components, see Servicing Right-Side Components sub-section.

G. Oil Pump/Oil Strainer

■**NOTE:** Steps 1-17 in the preceding sub-sections must precede this procedure.

18. Remove three cap screws holding the oil pump and remove the oil pump. Account for two alignment pins.



MD1060

19. Remove the four cap screws securing the oil strainer cap; then remove the Phillips-head screws securing the oil strainer. Account for the O-ring.



MD1337



MD1208

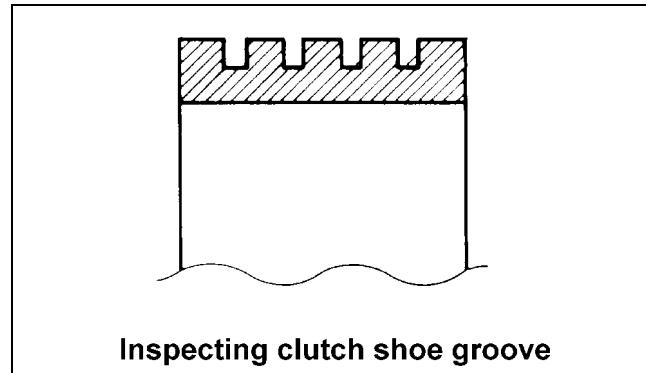
AT THIS POINT

To service center crankcase components only, proceed to Separating Crankcase Halves.

Servicing Right-Side Components

INSPECTING CENTRIFUGAL CLUTCH SHOE

Inspect the clutch shoe for uneven wear, chips, cracks, or discoloration. If wear is present, replace the clutch assembly.



Inspecting clutch shoe groove

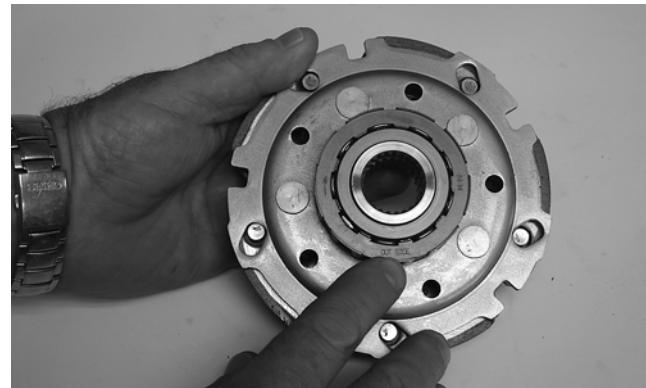
ATV1014

INSPECTING CENTRIFUGAL CLUTCH HOUSING

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

INSPECTING PRIMARY ONE-WAY DRIVE

1. Place the one-way clutch onto the clutch shoe assembly with the green dot or the word "OUTSIDE" directed away from the clutch shoe.



KC330

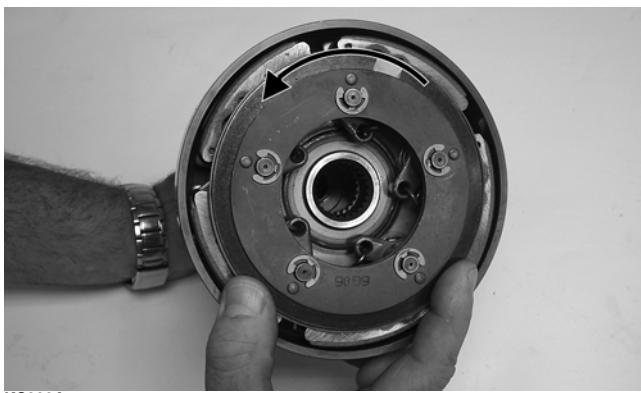
2. Place the clutch housing onto the clutch shoe/one-way clutch.

■NOTE: It will be necessary to rotate the clutch housing counterclockwise to properly seat the one-way clutch.



KC331A

- Check that the clutch shoe can only be rotated counterclockwise in respect to the clutch housing. If the clutch shoe locks up or turns in both directions, the one-way clutch must be replaced.



KC332A

INSPECTING OIL PUMP

- Inspect the pump for damage.
- It is inadvisable to remove the screw securing the pump halves. If the oil pump is damaged, it must be replaced.

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

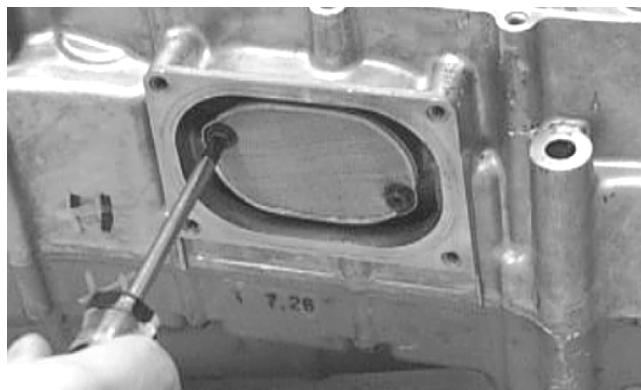
DRIVEN PULLEY ASSEMBLY

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

Installing Right-Side Components

A. Oil Strainer/Oil Pump

- Place the oil strainer into position beneath the crankcase. Tighten the Phillips-head screws securely.



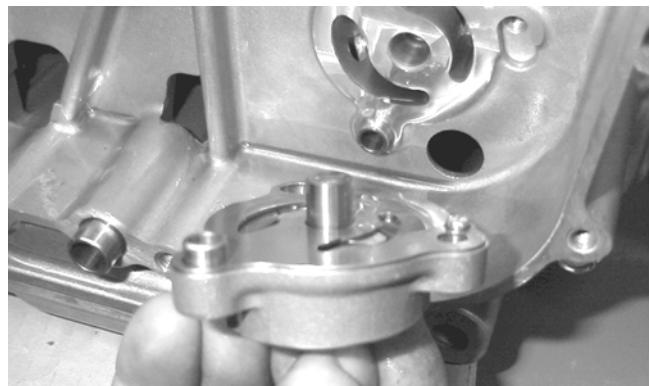
MD1337

- Place the strainer cap into position on the crankcase making sure the O-ring is properly installed and secure with the four cap screws. Tighten the cap screws to 10 ft-lb; then install the oil drain plug and tighten to 19.5 ft-lb.



MD1208

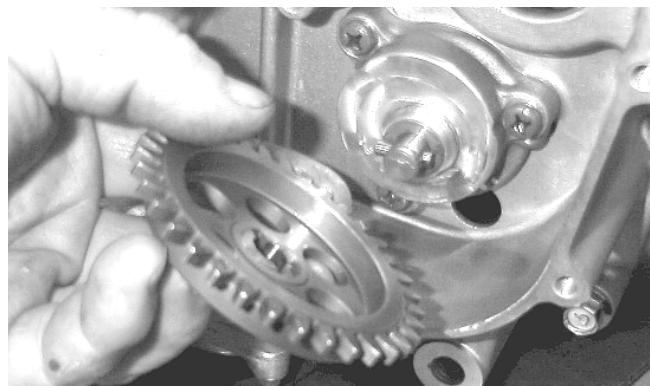
- Place two alignment pins and the oil pump into position on the crankcase and secure with the Phillips-head screws coated with red Loctite #271. Tighten to 8 ft-lb.



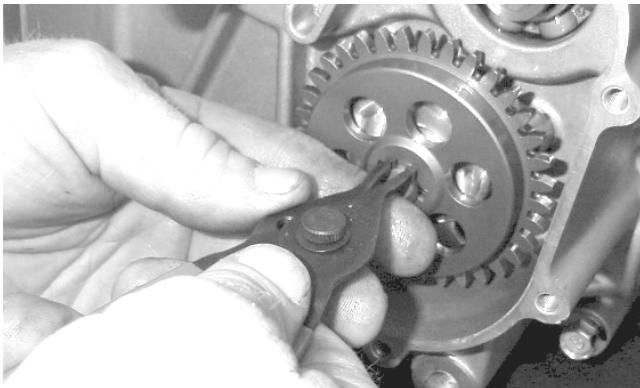
MD1060

- Place the thrust washer and drive pin into position on the oil pump shaft, install the oil pump driven gear making sure the recessed side of the gear is directed inward, and secure with a new snap ring.

■NOTE: Always use a new snap ring when installing the oil pump driven gear.



MD1020

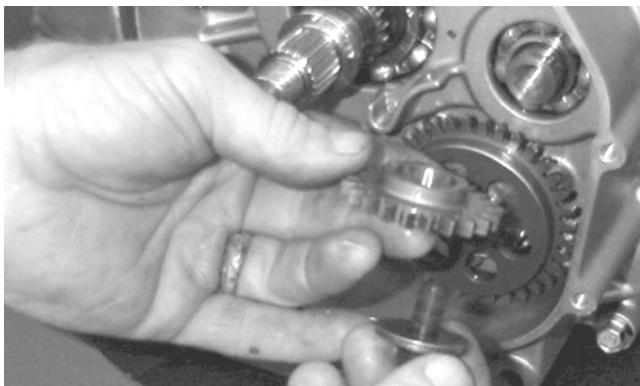


MD1019

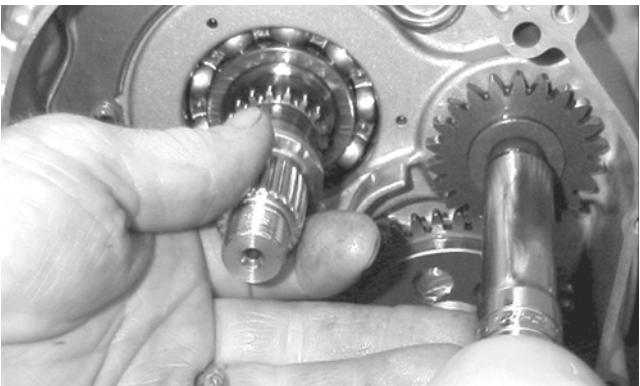
5. Install the cam chain.

■**NOTE:** Keep tension on the cam chain to avoid damaging the crankcase boss.

6. Place the pin into position, install the oil pump drive gear, and tighten the cap screw (coated with red Loctite #271) to 36 ft-lb.



MD1017



MD1018

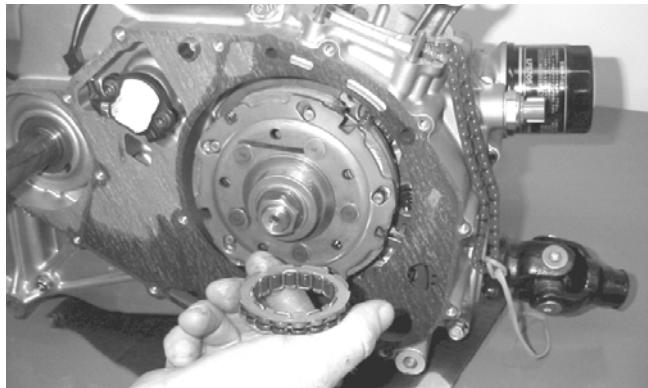
7. Install the clutch shoe assembly on the crankshaft; then install the flange nut (left-hand thread) (coated with red Loctite #271). Tighten to 147 ft-lb.

■**NOTE:** The flat side of the flange nut should be directed towards the clutch shoe.

CAUTION

Care must be taken when installing the flange nut; it has "left-hand" threads.

8. Install the one-way clutch making sure that the green dot or the word OUTSIDE is directed away from the crankcase.

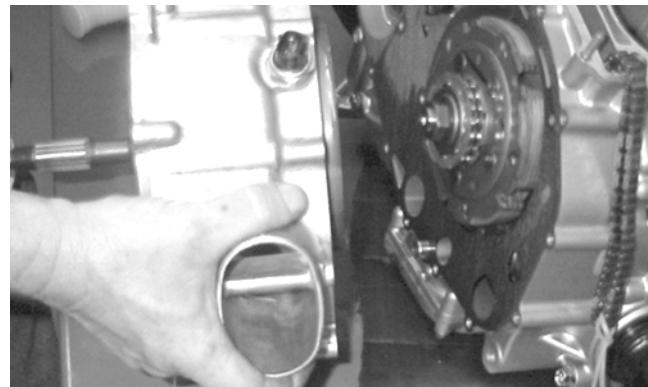


MD1286

B. Clutch Cover **C. Fixed Drive Face** **D. Movable Drive Face**

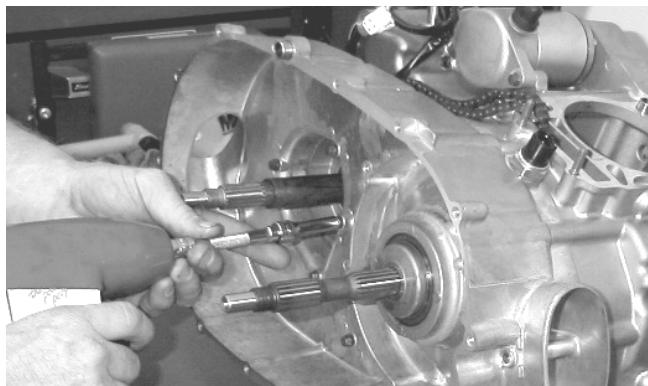
■**NOTE:** Steps 1-8 in the preceding sub-section must precede this procedure.

9. Install two alignment pins and place the clutch cover gasket into position. Install the clutch cover.



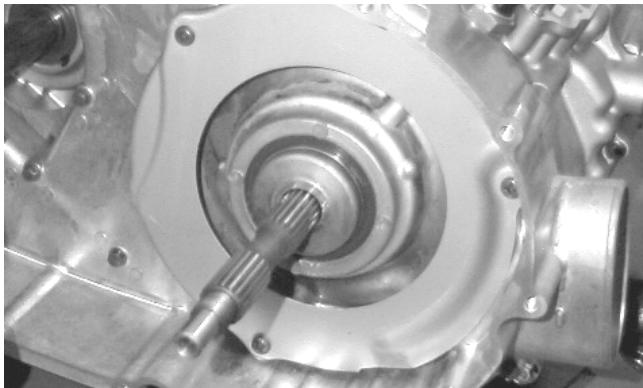
MD1115

10. Tighten the clutch cover cap screws to 8 ft-lb.



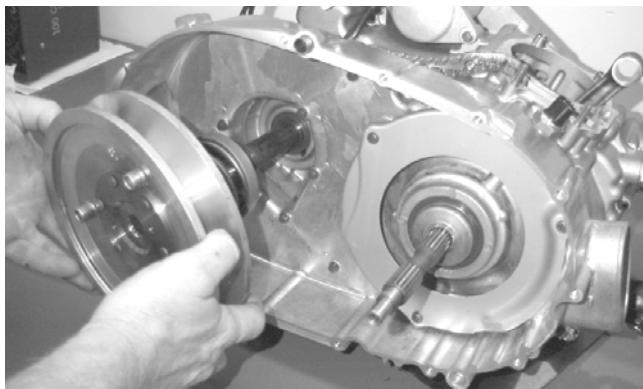
MD1117

11. Install the air intake plate. Apply red Loctite #271 to the threads of the three Phillips-head cap screws; then install and tighten securely.

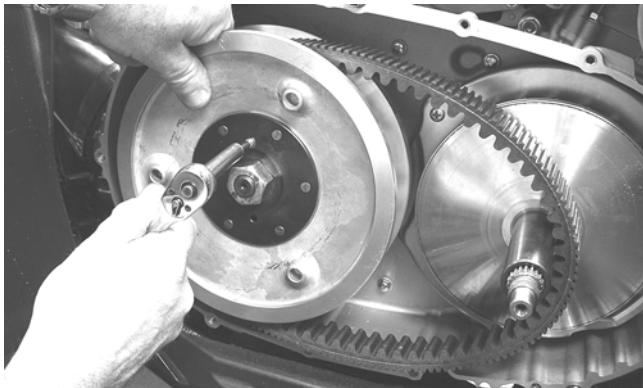


MD1342

12. Place the driven pulley assembly into position and secure with the nut (threads coated with red Loctite #271). Tighten to 84.8 ft-lb.



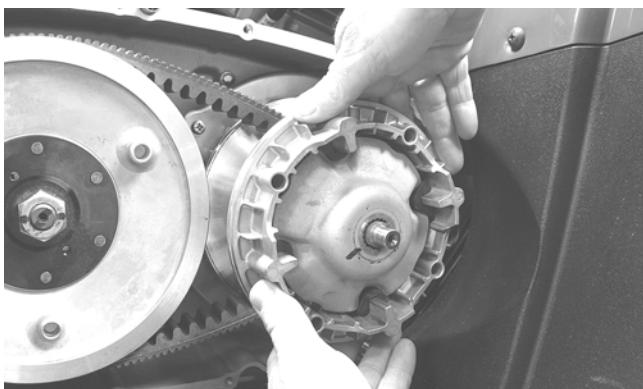
MD1068



KC137

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

15. Making sure the movable drive face rollers are in position, pinch the V-belt together near its center and slide the spacer and movable drive face onto the shaft.



KC127

16. Coat the threads of the nut with red Loctite #271; then making sure the splines of the clutch shaft protrude through the cover plate, secure with the nut and tighten to 84.8 ft-lb.

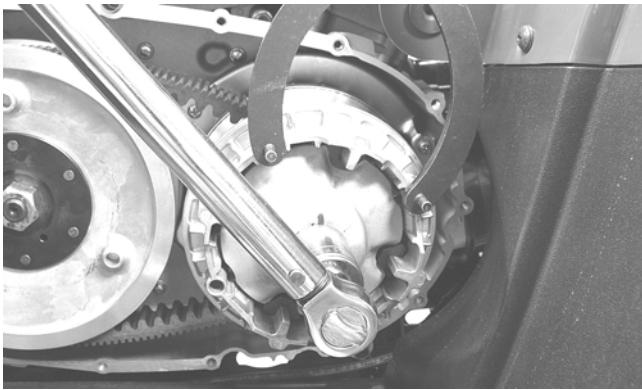


KC134

13. Slide the fixed drive face assembly onto the front shaft.
14. Spread the faces of the driven pulley by threading a V-belt cover cap screw into the fixed driven face and tightening until the faces open sufficiently to allow the V-belt to drop into the pulley approximately 3/4 in.

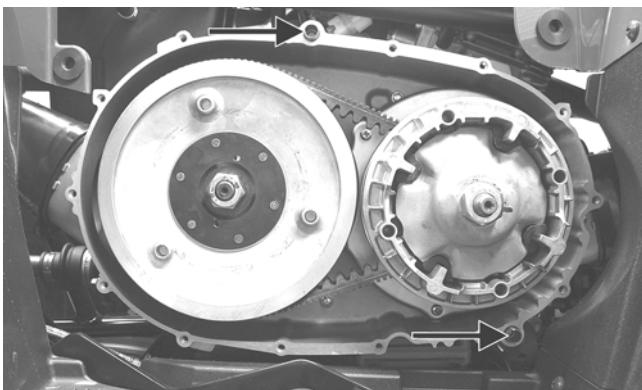


KC138



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

17. Rotate the V-belt and drive/driven assemblies until the V-belt is flush with the top of the driven pulley.
18. Install two alignment pins and place a new V-belt cover gasket into position on the clutch cover. In a crisscross pattern, tighten cap screws to 8 ft-lb.



19. If removed, install the brake pedal and tighten to 25 ft-lb.

Center Crankcase Components

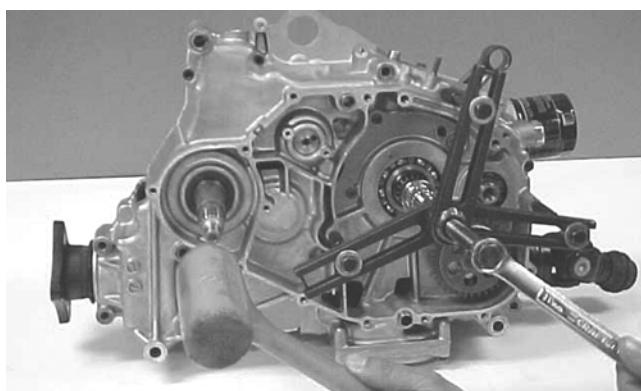
■NOTE: This procedure cannot be done with the engine/transmission in the frame. Complete Removing procedures for Top-Side, Left-Side, and Right-Side must precede this procedure.

Separating Crankcase Halves

1. Remove the left-side and right-side cap screws securing the crankcase halves noting the position of the different-sized cap screws for joining purposes.



2. Using Crankcase Separator/Crankshaft Remover and tapping lightly with a rubber mallet, separate the crankcase halves. Account for two alignment pins.



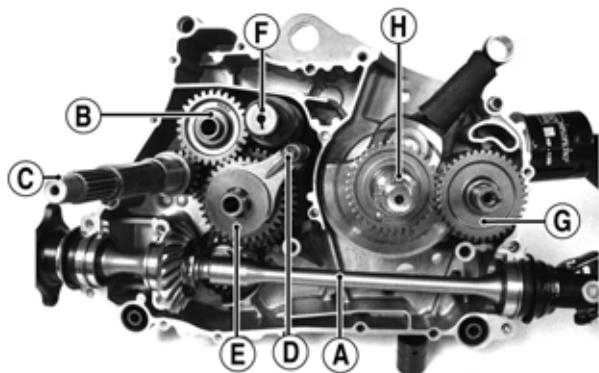
■NOTE: To keep the shaft/gear assemblies intact for identification, tap the shafts toward the left-side crankcase half when separating the halves.



Disassembling Crankcase Half

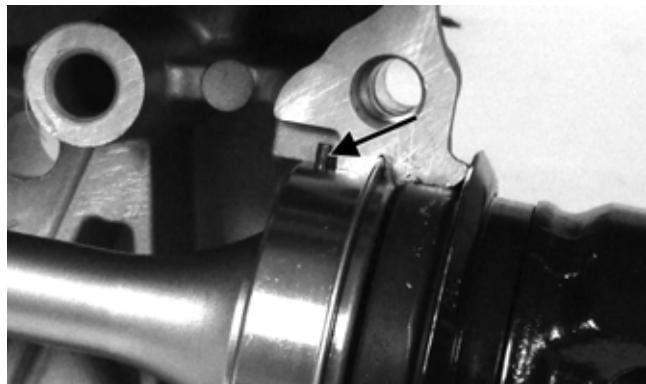
■NOTE: To aid in installing, it is recommended that the assemblies be kept together and in order.

■NOTE: For steps 1-6, refer to illustration FI639A.

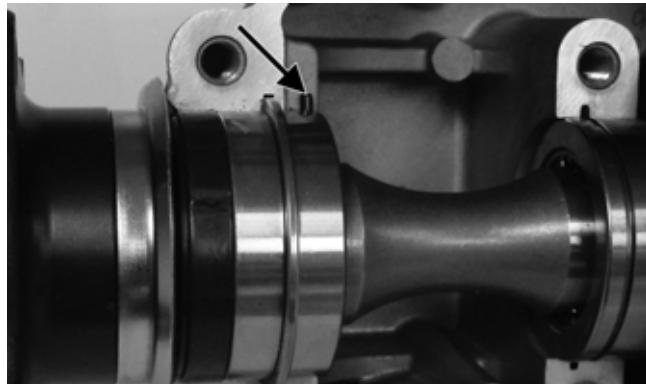


FI639A

1. Remove the secondary driven shaft assembly (A) noting the location of the front and rear bearing locating pins and the center bearing locating ring.



FI660A

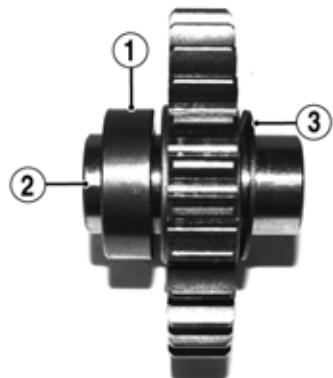


FI659A



FI661A

2. Remove the reverse idler assembly (B). Account for and note the location of the inner bushing (1), idler shaft (2), and outer washer (3).

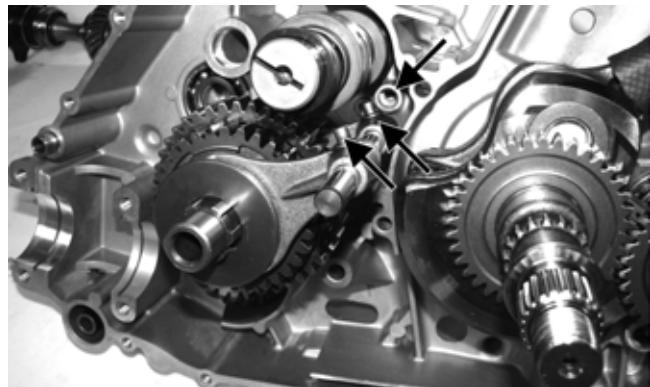


FI641A

3. Remove the driveshaft (C); then pull the shift fork locating shaft (D) out of the crankcase locating boss and allow the shift forks to disengage from the gear shift shaft (F).



FI646



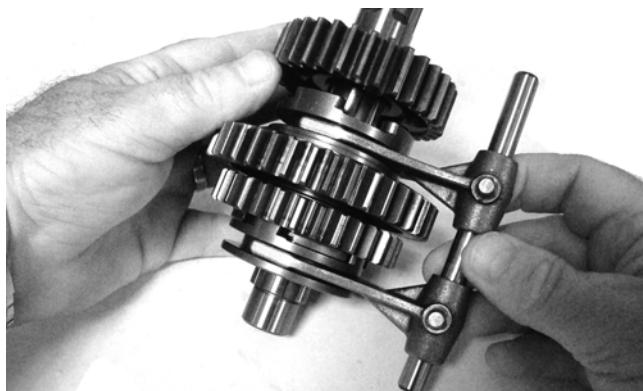
FI653A

4. Remove the gear shift shaft (F) noting the inner and outer washers.



FI650A

5. Remove the countershaft assembly (E) along with the shift fork assembly.



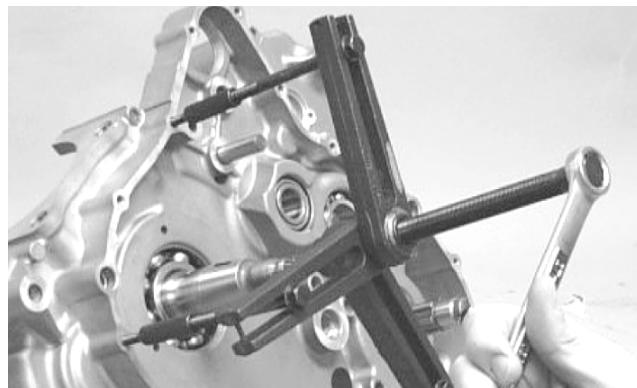
FI662

6. Remove the crank balancer driven gear (G) and account for a key; then remove the crankshaft balancer shaft.



MD1024

7. Using Crankcase Separator/Crankshaft Remover with the appropriate crankshaft protector, remove the crankshaft.



MD1330

CAUTION

Do not remove the remaining output shaft assembly unless absolutely necessary. If the shaft is removed, the shaft nut must be replaced with a new one and the shaft must be re-shimmed.

8. Remove the secondary drive gear/secondary driven gear retaining nut. From inside the crankcase using a rubber mallet, drive out the output shaft assembly. Account for the output shaft, a shim, a washer, and the nut.

AT THIS POINT

To service crankshaft assembly, see Servicing Center Crankcase Components sub-section.

Servicing Center Crankcase Components

SECONDARY GEARS

■**NOTE:** When checking and correcting secondary gear backlash and tooth contact, the universal joint must be secured to the front shaft or false measurements will occur.

Checking Backlash

■**NOTE:** The rear shaft and bevel gear must be removed for this procedure. Also, always start with the original shims on the rear shaft.

1. Place the left-side crankcase cover onto the left-side crankcase half to prevent runout of the secondary transmission output shaft.
2. Install the secondary driven output shaft assembly onto the crankcase.
3. Mount the indicator tip of the dial indicator on the secondary driven bevel gear (centered on the gear tooth).
4. While rocking the driven bevel gear back and forth, note the maximum backlash reading on the gauge.
5. Acceptable backlash range is 0.05-0.33 mm (0.002-0.013 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.
2. If backlash measurement is more than specified, remove an existing shim, measure it, and install a thicker shim.

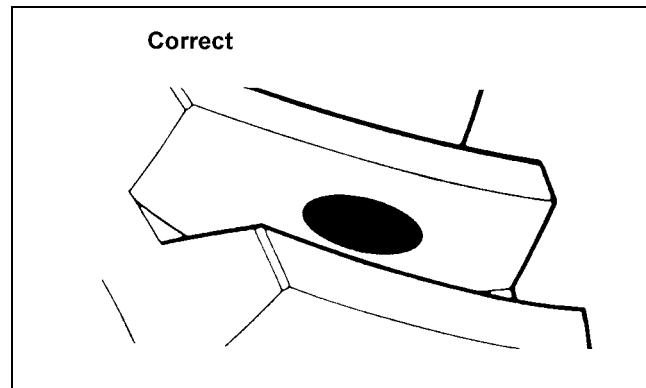
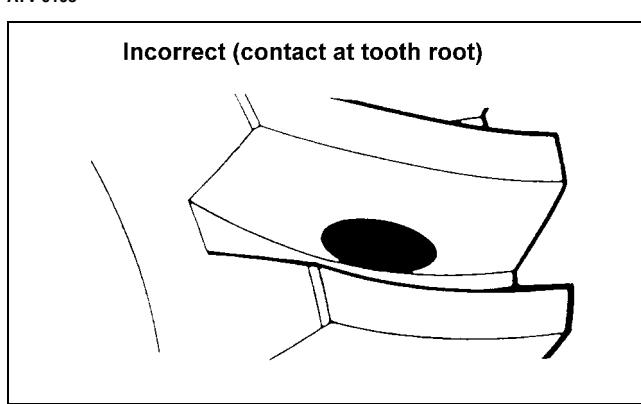
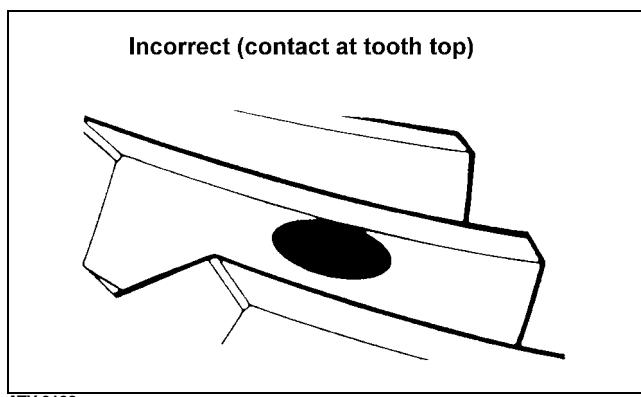
■NOTE: Continue to remove, measure, and install until backlash measurement is within tolerance. Note the following chart.

Backlash Measurement	Shim Correction
Under 0.05 mm (0.002 in.)	Decrease Shim Thickness
At 0.05-0.33 mm (0.002-0.013 in.)	No Correction Required
Over 0.33 mm (0.013 in.)	Increase Shim Thickness

Checking Tooth Contact

■NOTE: After correcting backlash of the secondary driven bevel gear, it is necessary to check tooth contact.

1. Remove the secondary driven output shaft assembly from the left-side crankcase half.
2. Clean the secondary driven bevel gear teeth of old oil and grease residue.
3. Apply a thin, even coat of a machinist-layout dye to several teeth of the gear.
4. Install the secondary driven output shaft assembly.
5. Rotate the secondary driven bevel gear several revolutions in both directions.
6. Examine the tooth contact pattern in the dye and compare the pattern to the illustrations.



Correcting Tooth Contact

■NOTE: If tooth contact pattern is comparable to the correct pattern illustration, no correction is necessary.

If tooth contact pattern is comparable to an incorrect pattern, correct tooth contact according to the following chart.

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

■NOTE: To correct tooth contact, steps 1 and 2 (with NOTE) of "Correcting Backlash" must be followed and the above "Tooth Contact/Shim Correction" chart must be consulted.

CAUTION

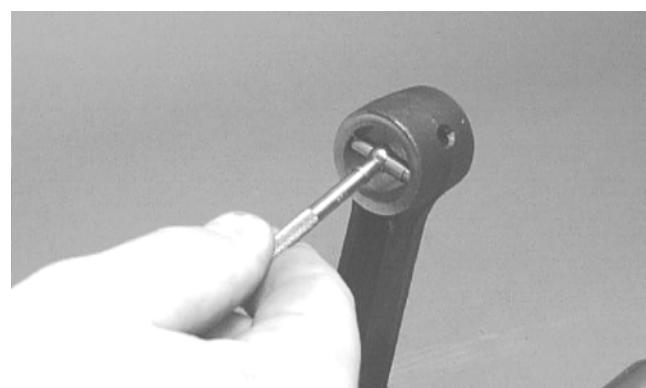
After correcting tooth contact, backlash must again be checked and corrected (if necessary). Continue the correcting backlash/correcting tooth contact procedures until they are both within tolerance values.

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 Bore)

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



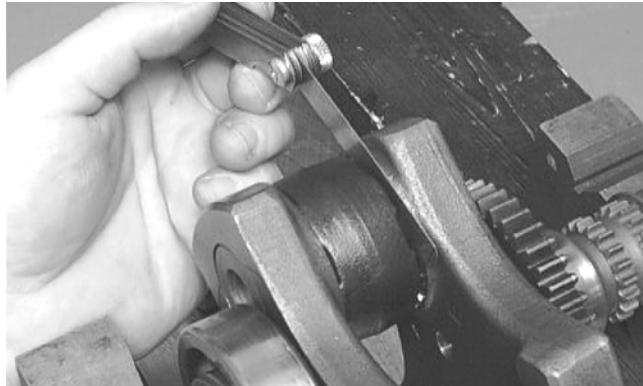
2. Maximum diameter must not exceed specifications.

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.

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.

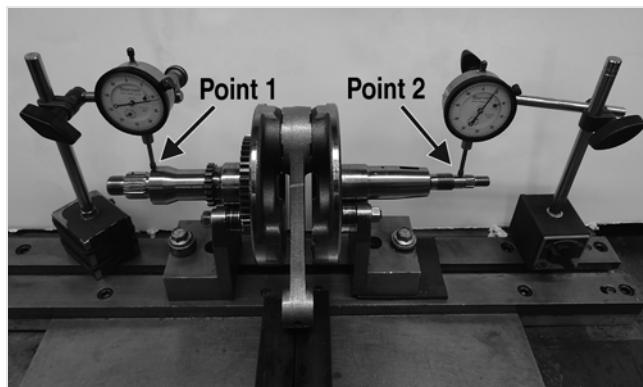


CC289D

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.



H1-003A

3. Zero the indicator and rotate the crankshaft slowly.

CAUTION

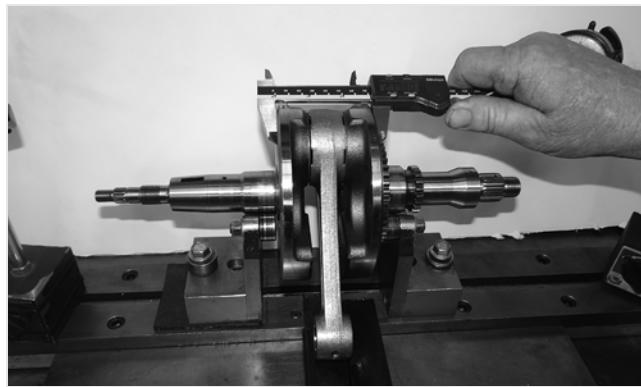
Care should be taken to support the connecting rod when rotating the crankshaft.

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.



H1-006

2. Acceptable width range must be within specifications.

COUNTERSHAFT

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 reverse driven gear dog; then remove the circlip securing the reverse driven gear.



FI663



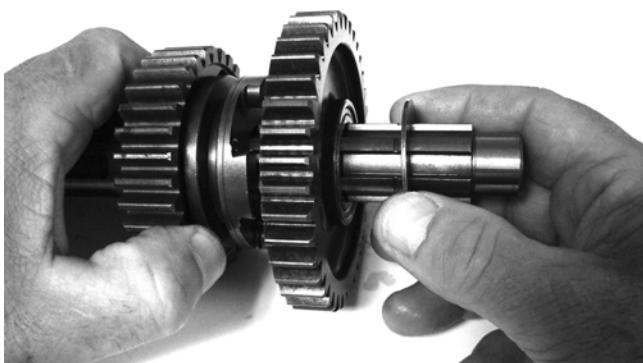
FI664

2. Remove the splined washer; then remove the reverse driven gear along with the bearing and bushing.



FI665

3. Remove the low driven gear washer; then remove the low driven gear along with the bearing and bushing.



FI666



FI669

5. Remove the circlip securing the high driven gear; then remove a washer, the high driven gear along with the bearing and bushing, and remove the high driven washer.



FI670



FI667

4. Remove the splined washer; then remove the circlip securing the high-low sliding dog. Remove the sliding dog.



FI668



FI671

ASSEMBLING

1. With the high driven washer (1) on the countershaft, install the high driven gear bushing (3), bearings (2), and gear (4) on the countershaft; then install the washers (5) and secure with the snap-ring.

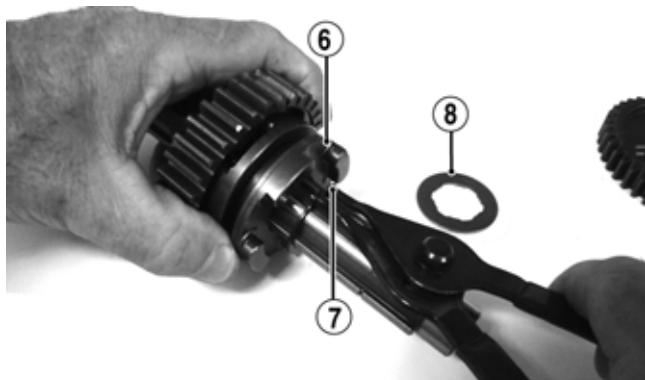


FI671A



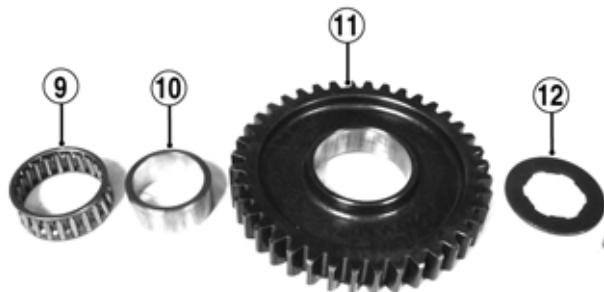
FI670

2. Install the high/low shift dog (6) on the countershaft and secure with snap-ring (7); then install the splined washer (8).



FI668A

3. Install the low driven bushing (10), bearing (9), and gear (11) on the countershaft; then install splined washer (12).



FI667A



FI666

4. Place the reverse driven bushing (13) onto the shaft; then install the bearing (14), gear (15), and splined washer (16). Secure with a snap-ring.



FI665A

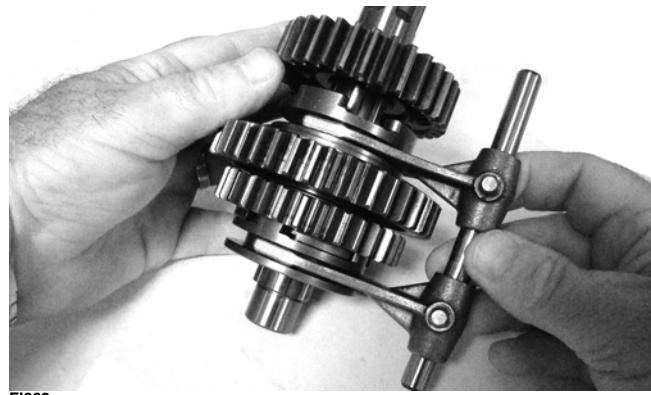


FI664

5. Install the reverse dog on the shaft; then place the shift forks and shift shaft into position.



FI663



FI662

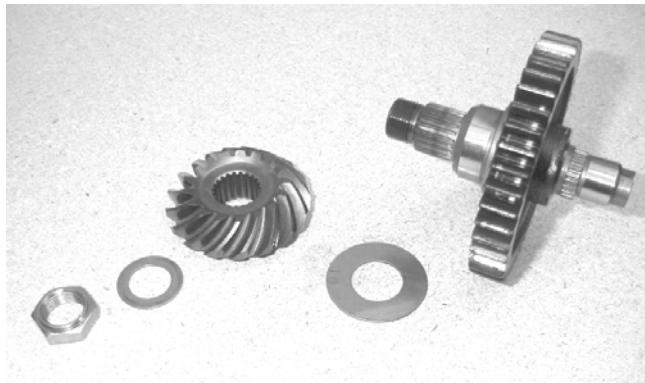
■**NOTE:** The countershaft assembly is now ready to be installed.

Assembling Crankcase Half

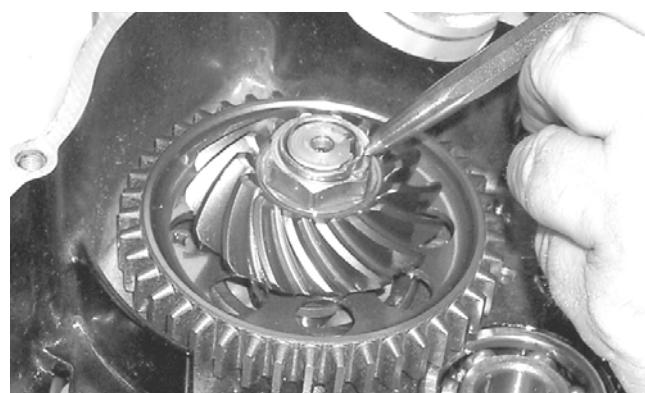
■**NOTE:** For ease of assembly, install components on the right-side crankcase half.

■**NOTE:** If the output shaft was removed, make sure that the proper shim is installed.

1. Install the output shaft into the crankcase making sure the two gears, shim, washer, and nut are in the correct order.



2. Install and tighten the output shaft flange nut to 59 ft-lb. Using a punch, peen the nut.

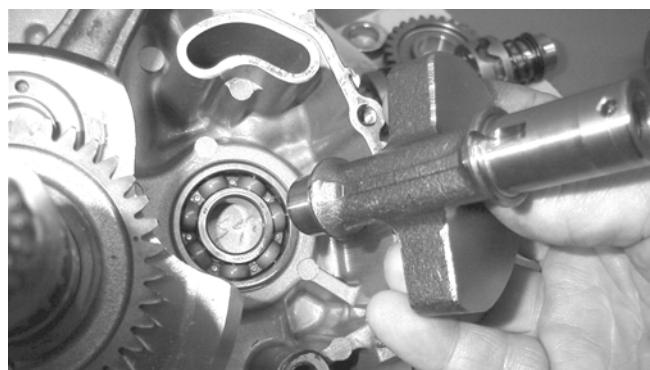


3. Apply a liberal amount of oil to the crankshaft bearing. Using a propane torch, heat the bearing until the oil begins to smoke; then slide the crankshaft assembly into place.



■**NOTE:** If heating the bearing is not possible, the crankshaft can be installed using a crankshaft installer.

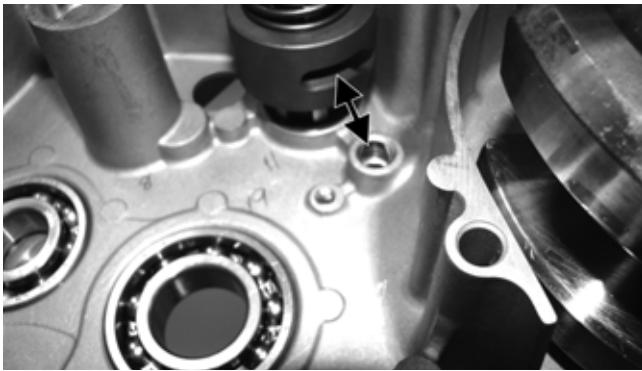
4. Rotate the crankshaft so the counterweight is toward the rear of the engine. Install the crank balancer shaft.



5. Install the key in the crank balancer shaft; then install the gear and aligning the timing marks, slide the gear into place.

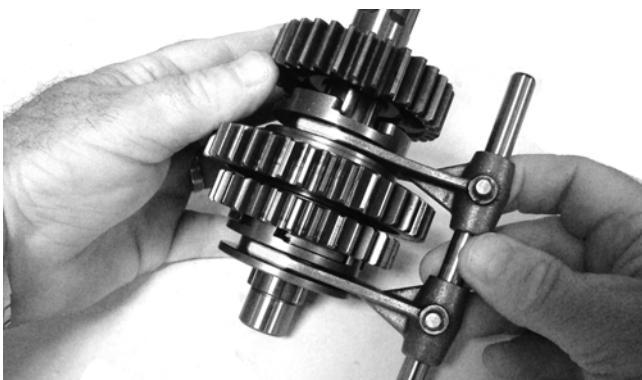


6. Align the shift cam fork slots with the shift fork shaft locating boss and with a washer on each end, install in the crankcase.



FI652A

7. Place the shift forks into position on the assembled countershaft and install into the crankshaft as an assembly.

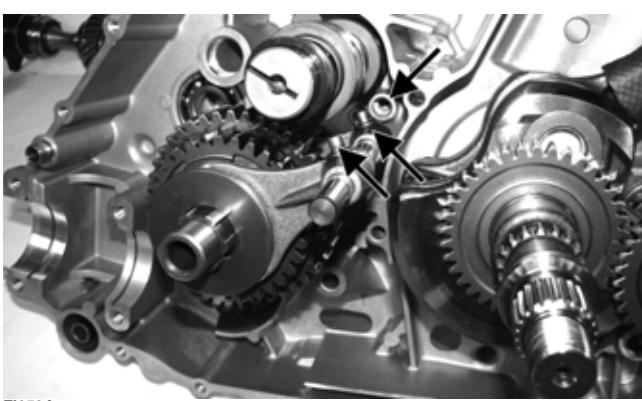


FI662



FI653

8. Align the shift forks to allow engagement with the shift cam; then engage the shift forks and slide the shift fork shaft into the locating boss in the crankcase.

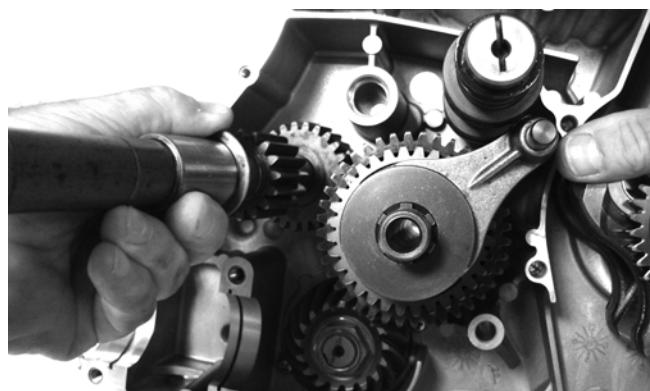


FI653A



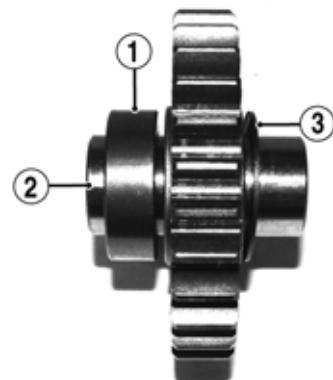
FI655A

9. Install the input driveshaft.

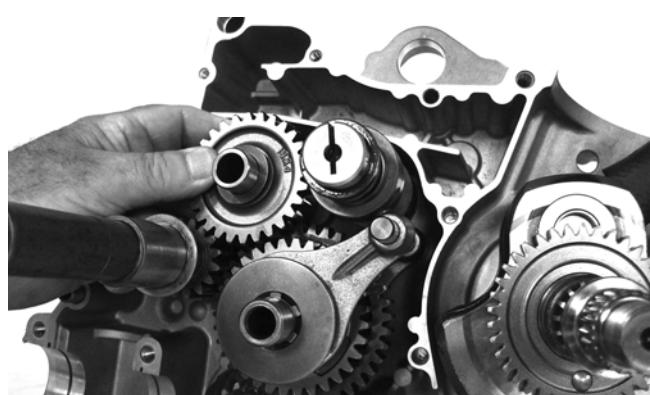


FI646

10. Install the spacer (1), shaft (2), reverse idler gear, and washer (3).

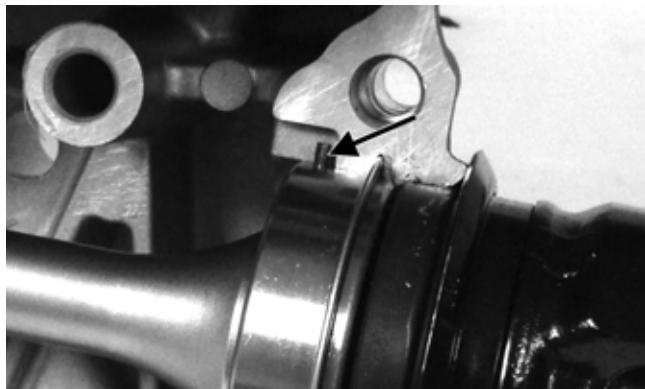


FI641A

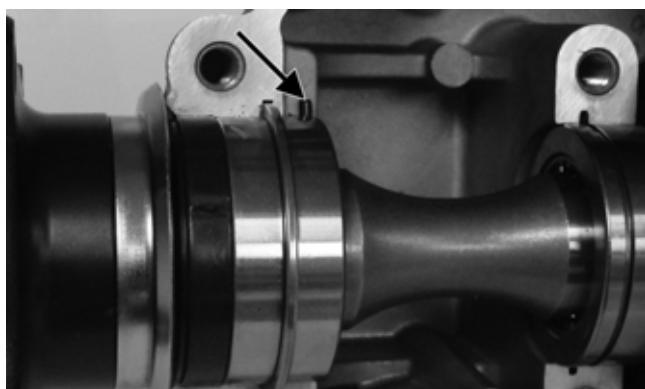


FI645

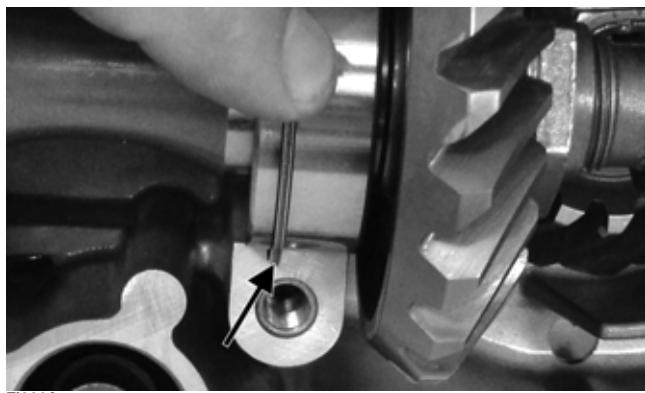
11. Install the secondary output driveshaft assembly into the crankcase half making sure the front and rear bearing alignment pins are seated in the recesses; then install the center carrier bearing alignment C-ring.



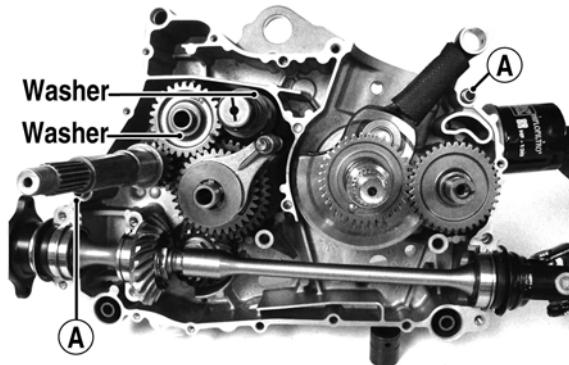
FI660A



FI659A

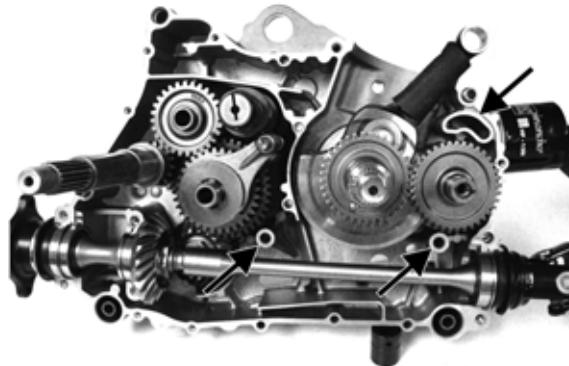


FI661A



FI639B

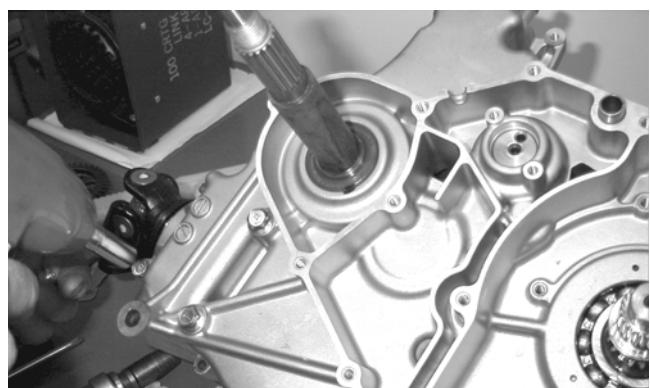
■**NOTE:** Be sure to apply silicone to the inside radius of all cap screw locations and the entire surface of the internal cap screw bosses.



FI639D

2. Using a plastic mallet, lightly tap the case halves together until cap screws can be installed.
3. From the right side, install the crankcase cap screws noting the location of the different-sized cap screws; then tighten only until snug.

■**NOTE:** Rotate the shafts back and forth to ensure no binding or sticking occurs while tightening the cap screws.



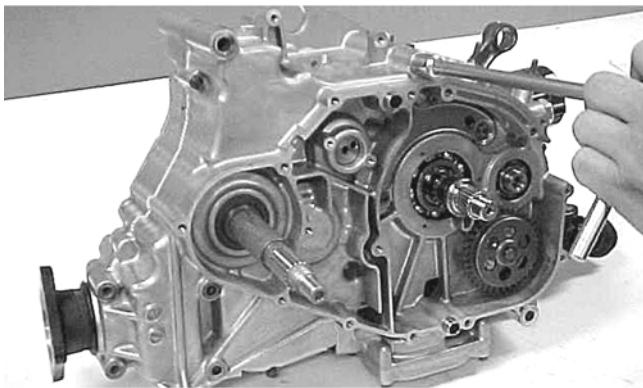
MD1008

4. From the left side, install the remaining crankcase cap screws; then tighten only until snug.

■**NOTE:** Rotate the shafts back and forth to ensure no binding or sticking occurs while tightening the cap screws.

Joining Crankcase Halves

1. Verify that the two alignment pins (A) are in place and that both case halves are clean and grease free. Apply Loctite #5900 or suitable substitute sealant to the mating surfaces. Place the right-side half onto the left-side half.



5. In a crisscross pattern, tighten the 8 mm cap screws until the halves are correctly joined; then tighten to 21 ft-lb.

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

6. In a crisscross pattern, tighten the 6 mm cap screws to 10.8 ft-lb.

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

 **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](#).

Removing Engine/Transmission (550/700)

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.

AT THIS POINT

If the technician's objective is to service Top-Side Components, Left-Side Components, or Right-Side Components, the engine/transmission does not have to be removed from the frame.

AT THIS POINT

If the technician's objective is to service/replace left-side cover oil seals, front output joint oil seal, rear output joint oil seal, and/or the oil strainer (from beneath the engine/transmission), the engine/transmission does not have to be removed from the frame.

Secure the ATV on a support stand to elevate the wheels.

WARNING

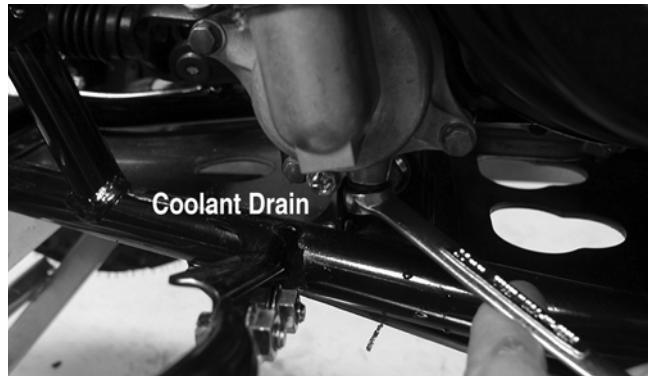
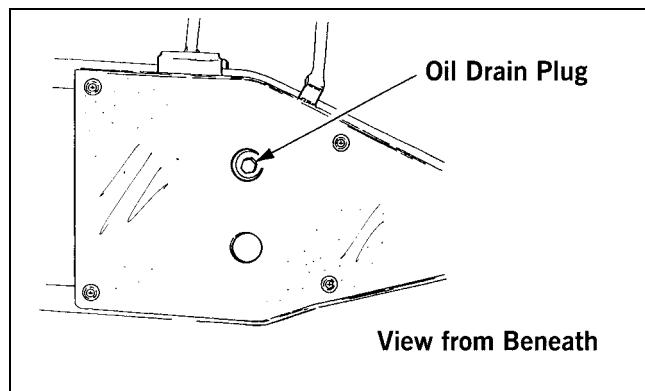
Make sure the ATV is solidly supported on the support stand to avoid injury.

1. Remove the seats.
2. Remove the negative cable from the battery; then remove the positive cable. Remove the battery.

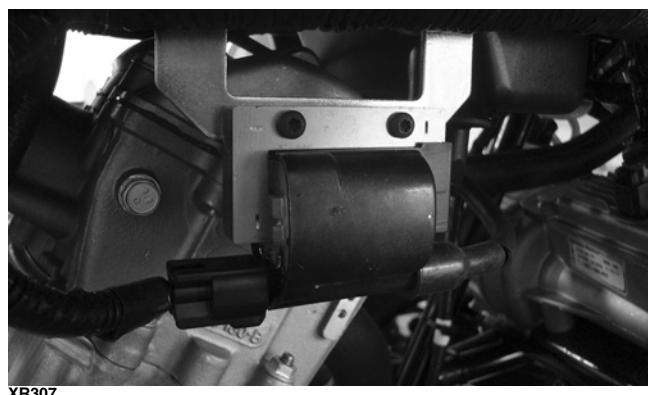
CAUTION

Battery acid is harmful if it contacts eyes, skin, or clothing. Care must be taken whenever handling a battery.

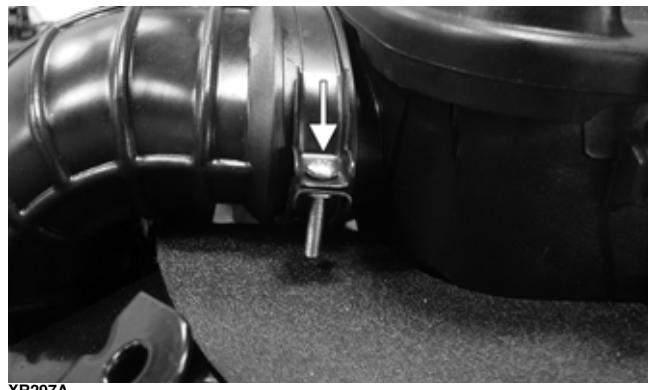
3. Remove the front composite rack and front body panel (see Steering/Body/Controls).
4. Remove the left-side foot peg, footwell, and footwell brackets (see Steering/Body/Controls).
5. Drain the oil from beneath the engine/transmission; then drain the coolant.



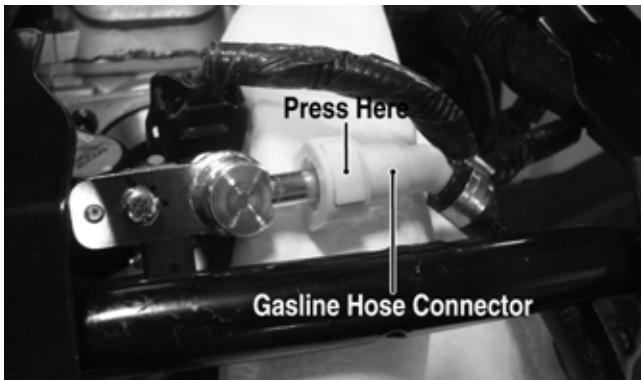
6. Remove the spark plug cap from the spark plug and disconnect the primary lead from the ignition coil.



7. Disconnect the air temperature sensor from the air filter housing; then remove the clamps securing the throttle body intake duct to the air filter housing and throttle body. Remove the duct. Disconnect the crankcase vent hose from the air filter assembly; then remove the air filter assembly.

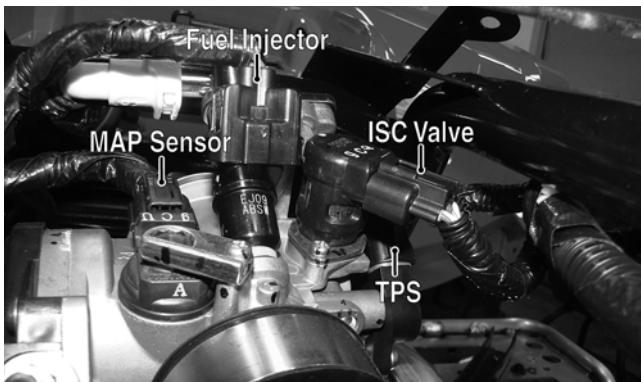


8. Remove the gasoline hose connector from the fuel rail.



XR296A

9. Disconnect the connectors from the TPS, ISC valve, fuel injector, and MAP sensor. Loosen the intake boot clamp; then move the throttle body out of the way.

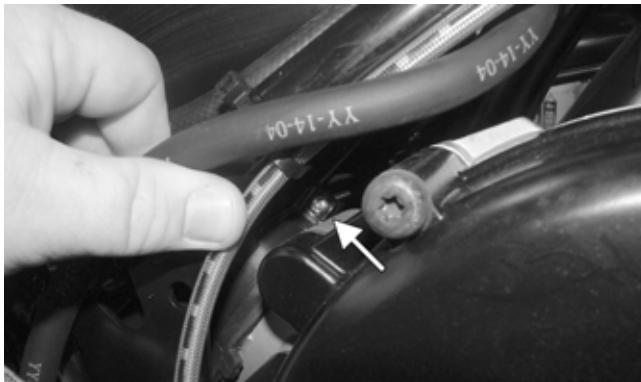


XR298A

10. Remove cooling duct boot from the V-belt housing inlet; then remove the cooling duct boot from the V-belt housing outlet.



CD793



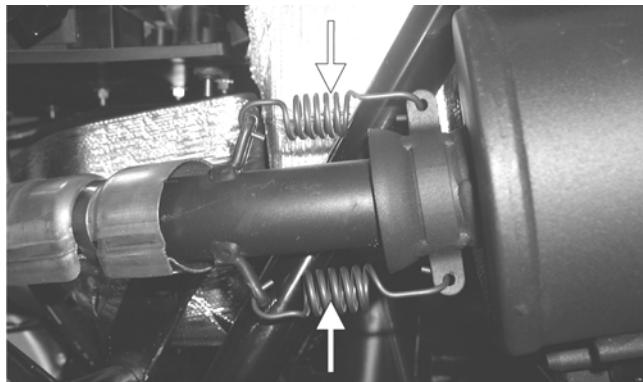
XR299A

11. Remove the E-clip securing the shift rod to the shift select arm. Account for the E-clip, washer, and bushing; then position the shift rod up and away from the engine.



XR302

12. Remove the springs securing the muffler to the exhaust pipe; then remove the muffler. Account for the grafoil seal at the end of the pipe.



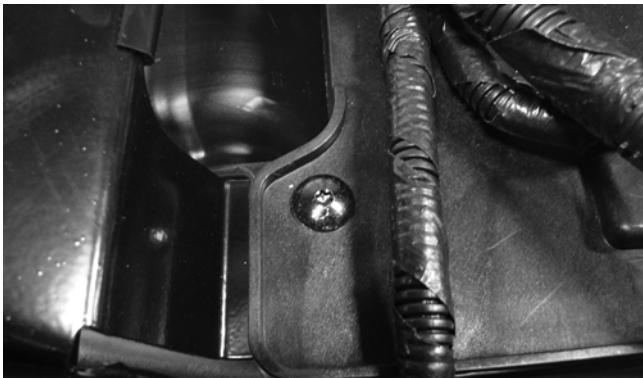
CF138A

13. Remove the two cap screws securing the exhaust pipe to the cylinder head. Note the locations of the cable ties securing the O2 sensor wires. Disconnect the O2 sensor and remove the pipe. Account for the grafoil gasket in the cylinder head.



CD803

14. Remove the screw and cable tie securing the V-belt housing outlet duct; then remove the duct.



XR300



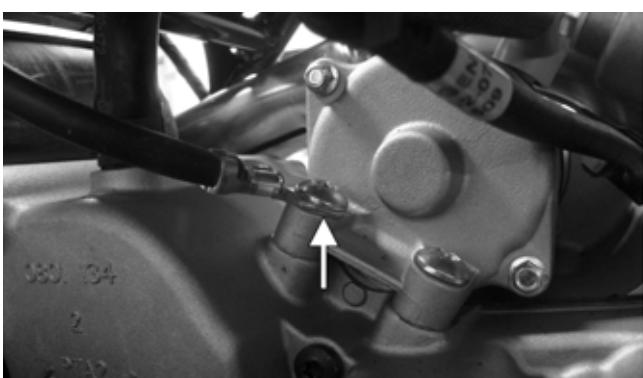
XR301

15. Remove the two coolant hoses from the engine; then route the hoses out of the way. One coolant hose is located on the outer water pump cover. The second coolant hose is connected to the thermostat housing.
16. Remove the positive cable from the starter motor and route it out of the way.



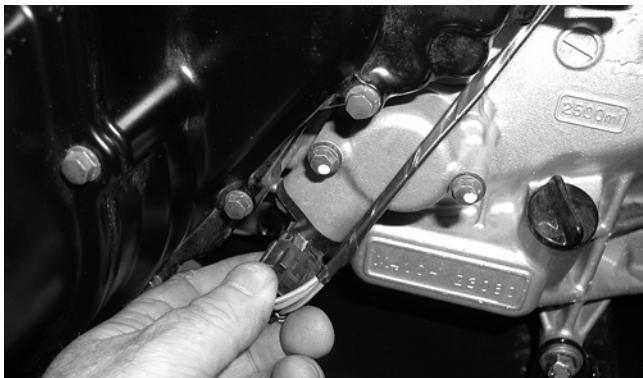
XR304

17. Remove the cap screw securing the engine ground wire to the engine.



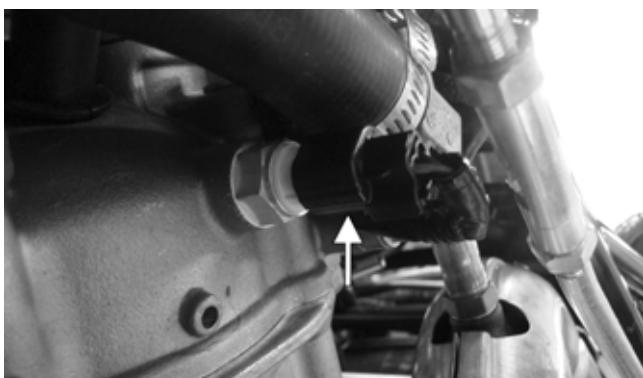
XR305A

18. Disconnect the speed sensor connector from the sensor housing.



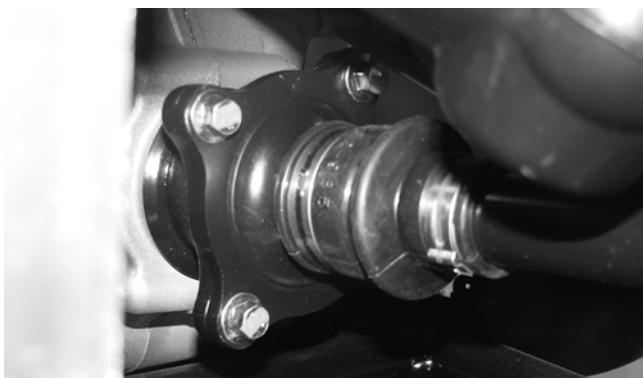
CD794

19. On the right-side, disconnect the stator coil and CKP sensor.
20. Disconnect the coolant temperature sensor lead from the wiring sensor.



XR306A

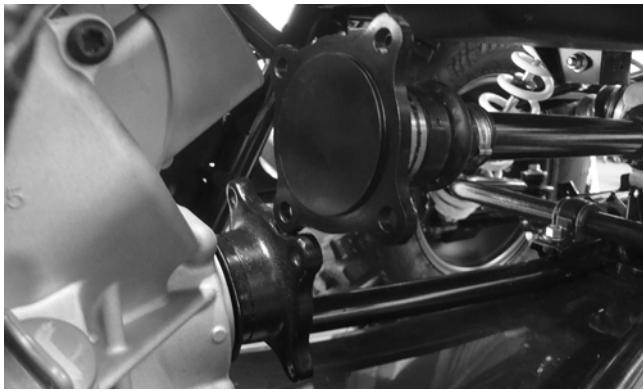
21. Remove the cap screws securing the rear driveshaft/output flange to the rear output joint flange.



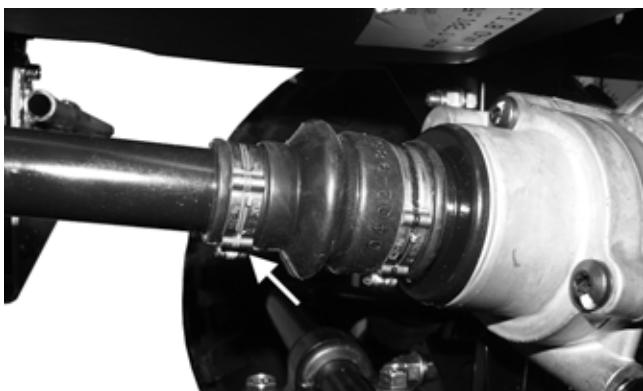
XR303

■**NOTE: Lock the brake when loosening the cap screws securing the rear driveshaft.**

22. Remove the two cap screws and lock nuts securing the rear gear case to the frame. Account for the washers. Disengage the rear engine flange from the rear driveshaft flange. Tilt the rear driveshaft and rear gear case assembly up and toward the left of the vehicle.



23. Remove the first small boot clamp at the front of the rear gear case; then remove the output flange and driveshaft from the rear drive coupler.



24. Remove the engine mounting through-bolts. Account for all mounting hardware.



25. Move the engine to the rear enough to allow the front driveshaft to clear the front output yoke. Account for the spring; then move the engine forward and to the left. The engine will come out the left side of the frame.



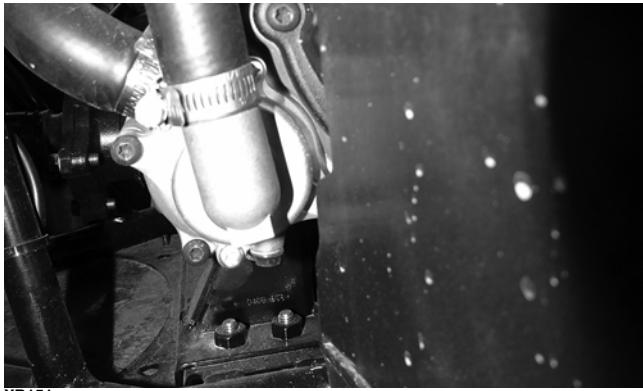
Installing Engine/Transmission (550/700)

1. From the left side, place the engine into the frame (rear of engine first) tilting the rear up to allow the cylinder head to clear frame.
2. Install the tension spring into the front yoke; then install the output shafts to the front differential and align the rear gear case flanges.

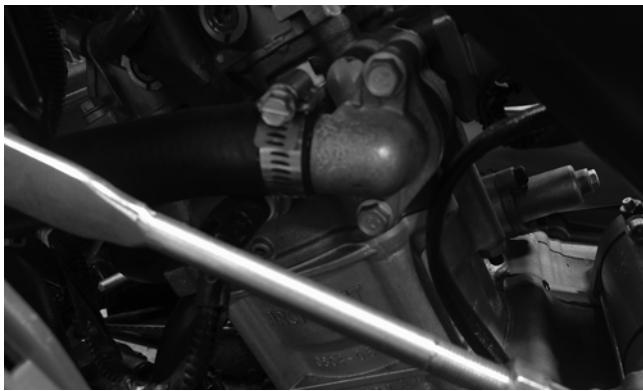


3. Install the two through-bolts. Secure with lock nuts and tighten to 35 ft-lb. Tighten the rear drive flanges to 20 ft-lb; then tighten the rear gear case through-bolts to 35 ft-lb.
4. Connect the following electrical component connectors: ECT sensor, CKP sensor, speed sensor, and ACG.

5. Secure the ground cable to the engine and the positive starter motor cable to the starter motor.
6. Connect the coolant hoses - one to the water pump and the other to the thermostat housing. If the cross-over coolant hose from the cylinder to the water pump was previously removed, connect it. Tighten all clamps securely.

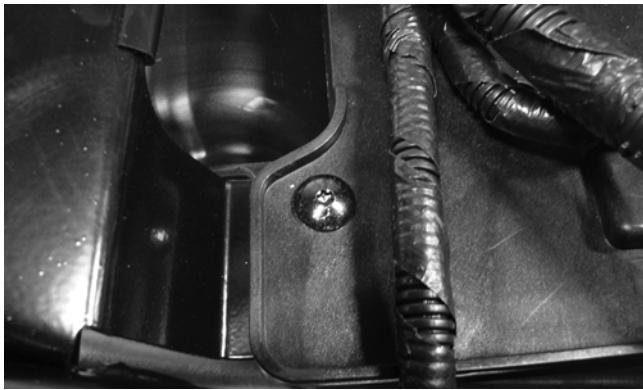


XR151



XR157

7. Install the V-belt housing outlet duct. Secure with the clamp, self-tapping screw, and cable tie. Install the V-belt housing inlet duct to the front of the engine.



XR300

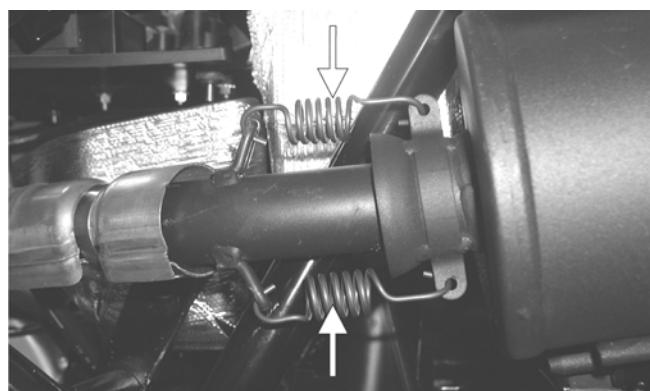


XR301

8. Using a new grafoil gasket in the cylinder head, install and secure the exhaust pipe to the cylinder head; then tighten to 20 ft-lb. With a new grafoil seal on the end of the exhaust pipe, install the muffler and secure with the exhaust springs. Connect the O2 sensor connector.



CD803



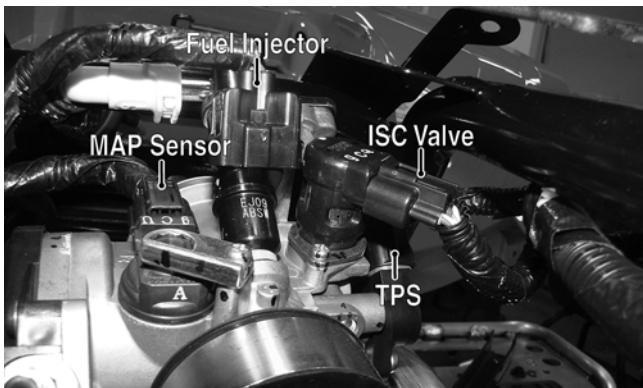
CF138A

9. Install the bushing onto the shift select arm; then place the shift linkage eyelet (engine side) onto the bushing. With the other washer in place, secure with an E-clip.

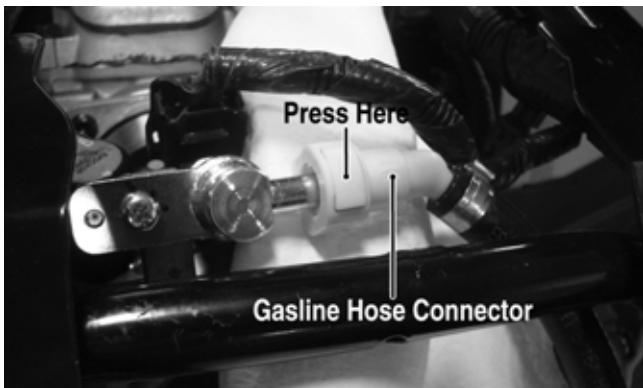


XR302

10. Fully seat the throttle body into the intake boot and secure with the large clamp. Connect the TPS sensor, ISC valve, MAP sensor, and fuel injector; then install the gasline hose connector to the fuel rail.



XR298A



XR296A

11. Position the air filter assembly; then connect the crankcase breather hose. Install the intake tube connecting the air box to the throttle body and secure the clamps.



CD787



XR297A

12. Connect the primary lead to the ignition coil; then install the spark plug cap to the spark plug.

13. Pour the recommended amount of engine oil into the engine and the recommended amount of coolant into the radiator.

14. Bleed the cooling system by using the bleed screw located at the top of the thermostat housing. Double check all hose clamps, fasteners, and electrical connectors. Start the engine and allow it to run for several minutes. Check the engine oil level; then, when the engine cools, check the coolant level in the radiator. Coolant level should be one inch below the filler neck.

15. Install the footwell brackets, footwells, foot pegs, front body panel, composite rack, side panels, front storage tray, battery (connect positive first), and seats.

CAUTION

If the engine had a major overhaul or if any major part was replaced, proper engine break-in procedures must be followed (see General Information/Foreword). If the proper engine break-in procedures are not followed, severe engine damage may result.

Servicing Engine (550/700)

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Removing Top-Side Components

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

A. Valve Cover/Rocker Arms

B. Cylinder Head/Camshaft

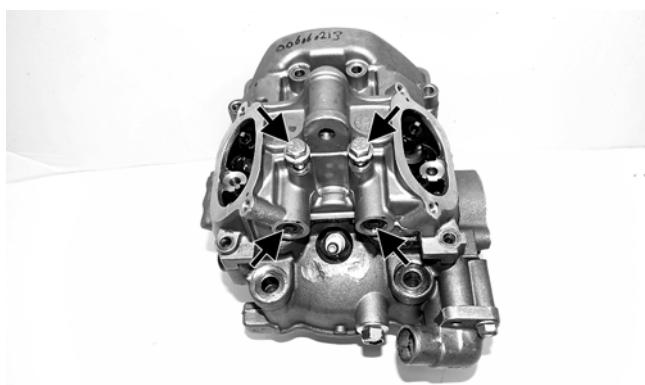
■NOTE: Remove the spark plug and timing inspection plug; then using a socket and ratchet, rotate the crankshaft to top-dead-center of the compression stroke.

1. Remove the two tappet covers.

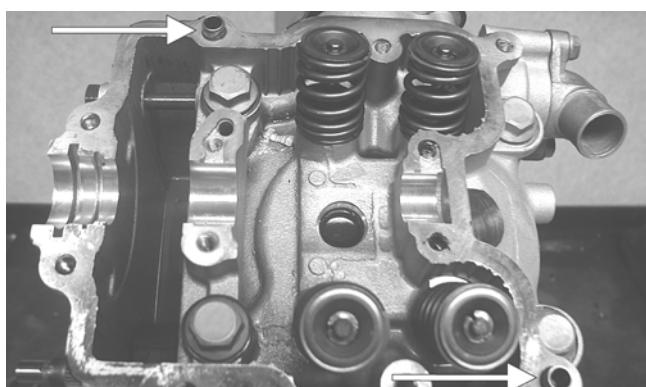
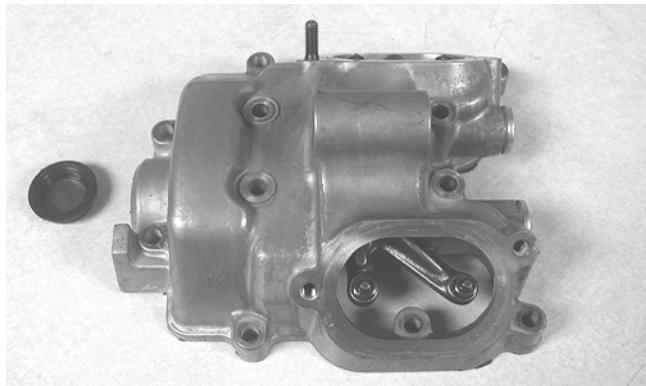


■NOTE: Keep the mounting hardware with the covers for assembly purposes or thread them back into the head to keep them separated.

2. Remove the twelve cap screws securing the valve cover to the head.
3. Remove all cap screws except the two top-side cap screws next to the spark plug. These will keep the alignment pins in place. Note the two rubber washers on the remaining cap screws.



4. Remove the valve cover. Account for and note the orientation of the cylinder head plug. Note the location of the two alignment pins.

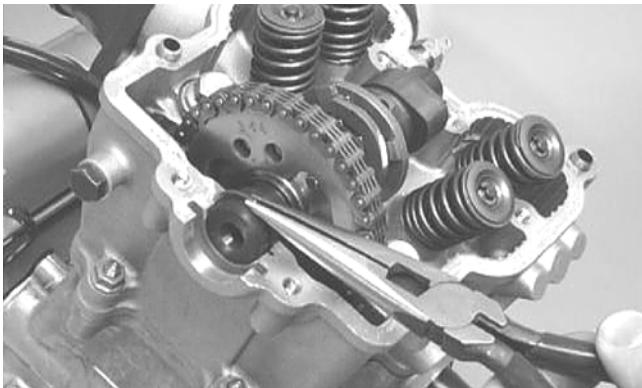


5. Loosen the cap screw on the end of the tensioner; then remove the two cap screws securing the tensioner adjuster assembly and remove the assembly. Account for a gasket.



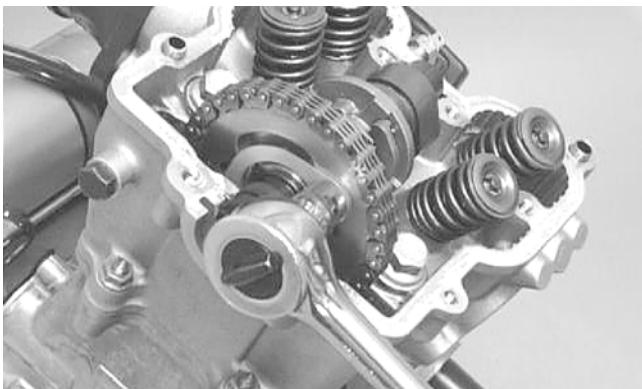
6. Using an awl, rotate the C-ring in its groove until it is out of the cylinder head; then remove the C-ring.

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



CC012D

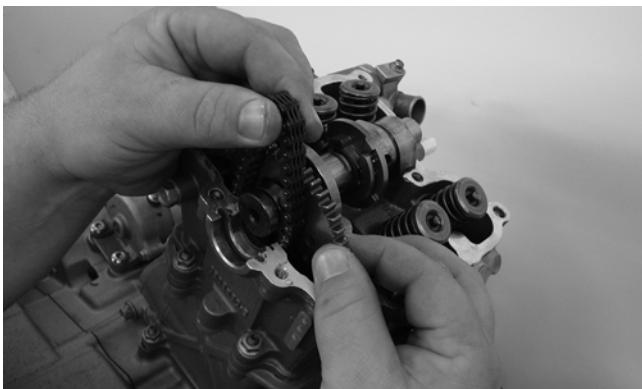
7. Bend the washer tabs down and remove the two cap screws securing the sprocket to the camshaft; then drop the sprocket off the camshaft.



CC013D

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

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



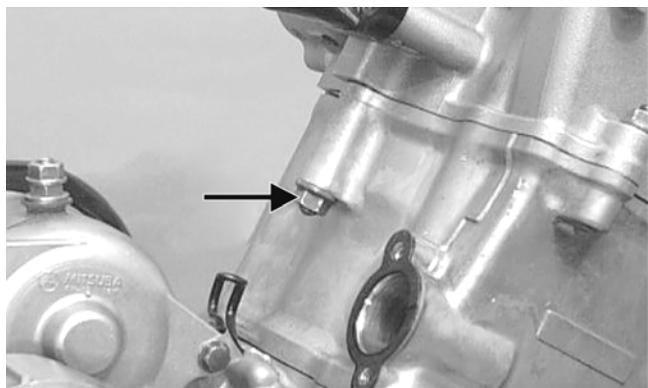
H1-036

9. Remove the cap screw securing the chain tensioner (account for a washer); then remove the tensioner.

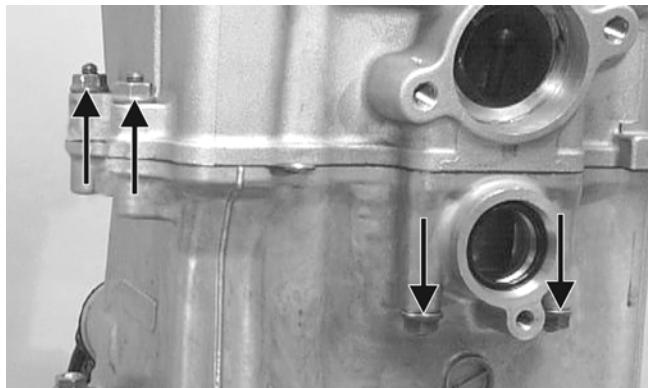


H1-037

10. Remove the five nuts securing the cylinder head to the cylinder.

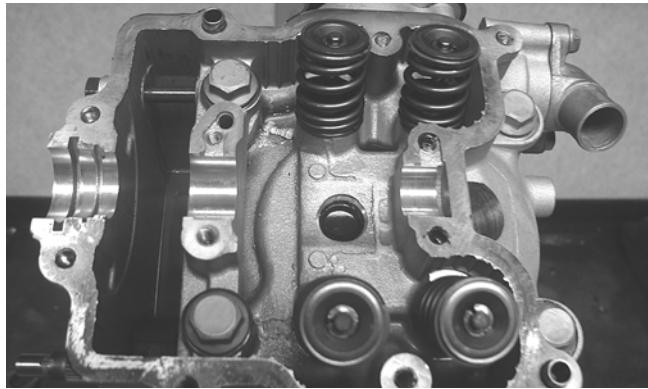


CC017D



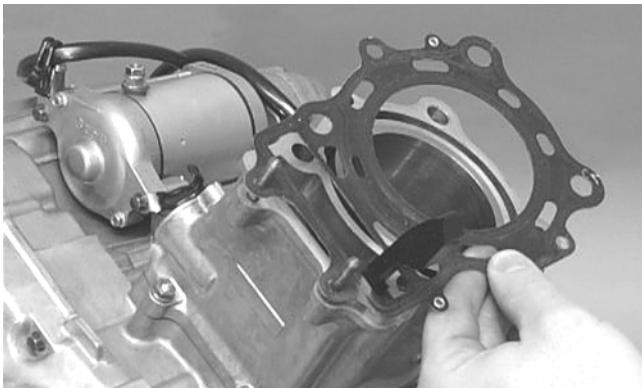
CC018D

11. Remove the four cylinder head bolts.

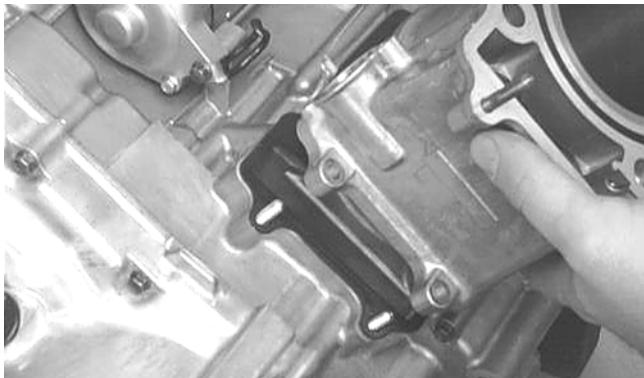


CD211

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



CC020D



CC024D

☞ 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.

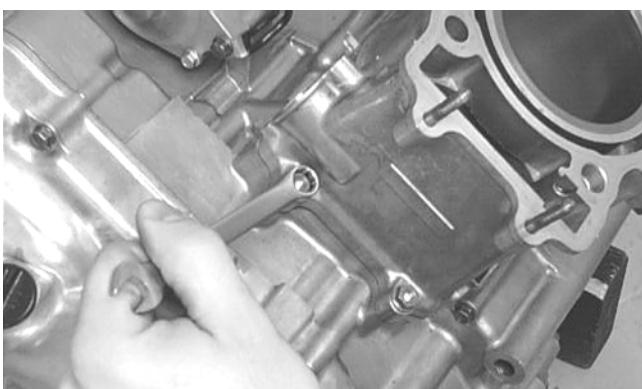


CC022D

C. Cylinder
D. Piston

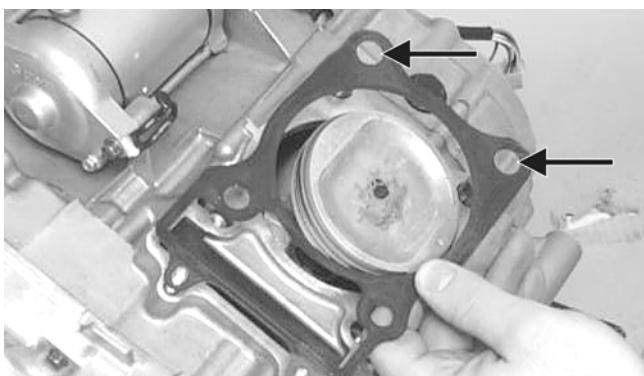
■NOTE: Steps 1-12 in the preceding sub-section must precede this procedure.

13. Loosen the clamp securing the coolant hose to the union; then detach the hose.
14. Remove the two nuts securing the cylinder to the crankcase.



CC023D

15. 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.



CC025D



CC026D

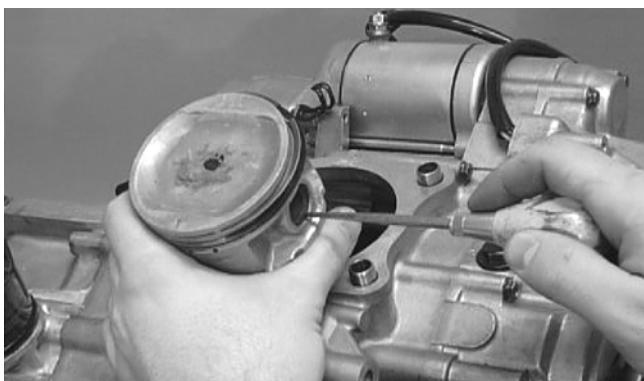
☞ AT THIS POINT

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.

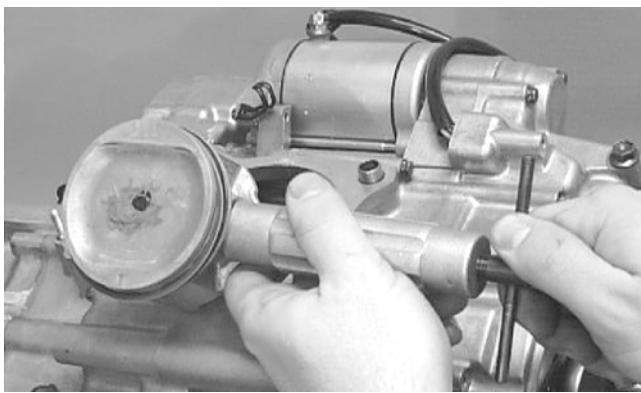
16. Using an awl, remove one piston-pin circlip.



CC032D

17. 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 to avoid damaging the rod or install the 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.

■**NOTE:** If the existing rings will not be replaced with new rings, note the location of each ring for proper installation. When replacing with new rings, replace as a complete set only. If the piston rings must be removed, remove them in this sequence.

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

☞ 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

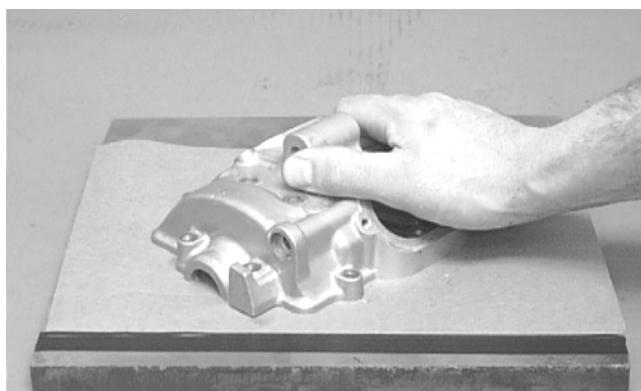
■**NOTE:** If the valve cover cannot be trued, the cylinder head assembly must be replaced.

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

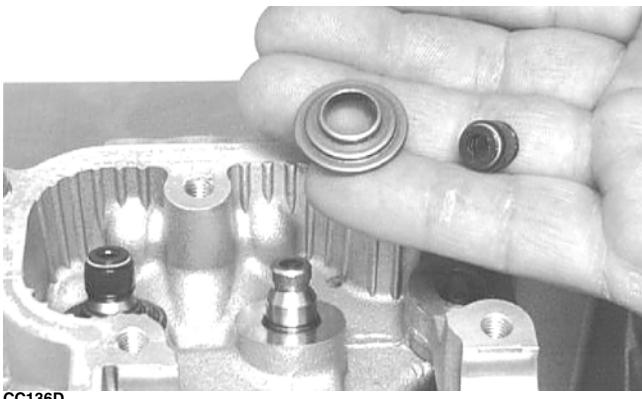
■**NOTE:** Index all valves, springs, and cotters to their original position when removing. When installing, all valve components should be installed in their original position.

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.



■NOTE: The valve seals must be replaced.

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

Measuring Valve Guide (Bore)

1. Insert a snap gauge 1/2 way down into each valve guide bore; then remove the gauge and measure it with a micrometer.
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 that 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.

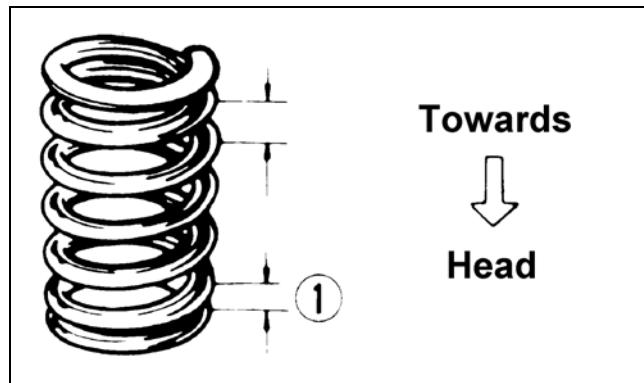
Installing Valves

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.



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.



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, rings, or pin are out of tolerance, they must be replaced.

Inspecting Piston

1. Inspect the piston for cracks in the piston pin, dome, and skirt areas.
2. Inspect the piston for seizure marks or scuffing. Repair with #400 grit wet-or-dry sandpaper and water or honing oil.

■NOTE: If scuffing or seizure marks are too deep to correct with the sandpaper, replace the piston.

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

Removing Piston Rings

1. Starting with the top ring, slide one end of the ring out of the ring-groove.



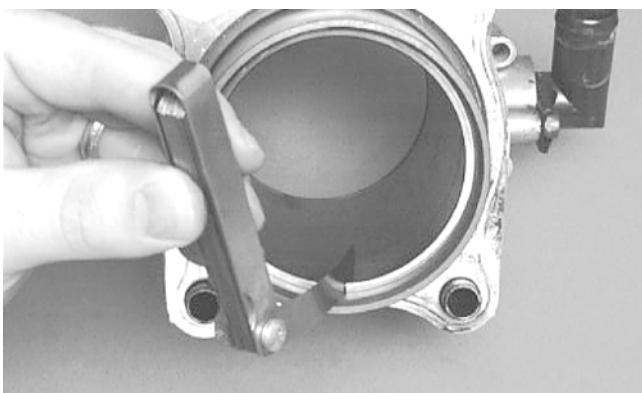
CC400D

2. Remove each ring by working it toward the dome of the piston while rotating it out of the groove.

■NOTE: If the existing rings will not be replaced with new ones, note the location of each ring for proper installation. When installing new rings, install as a complete set only.

Measuring Piston-Ring End Gap (Installed)

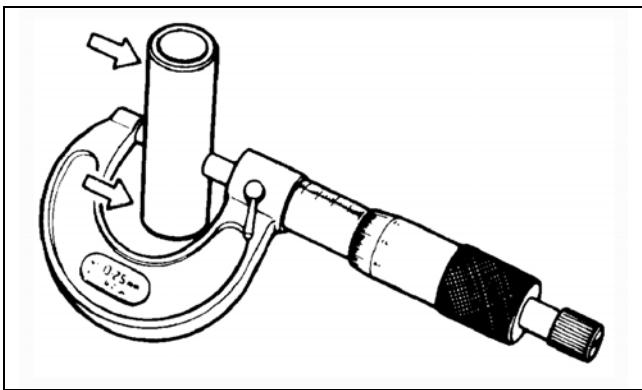
1. Place each compression ring in the wear portion of the cylinder. Use the piston to position each ring squarely in the cylinder.
2. Using a feeler gauge, measure each piston-ring end gap. Acceptable ring end gap must not exceed specifications.



CC280D

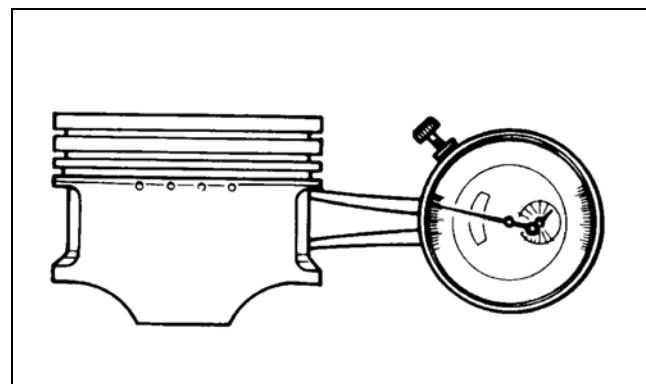
Measuring Piston Pin (Outside Diameter) and Piston-Pin Bore

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

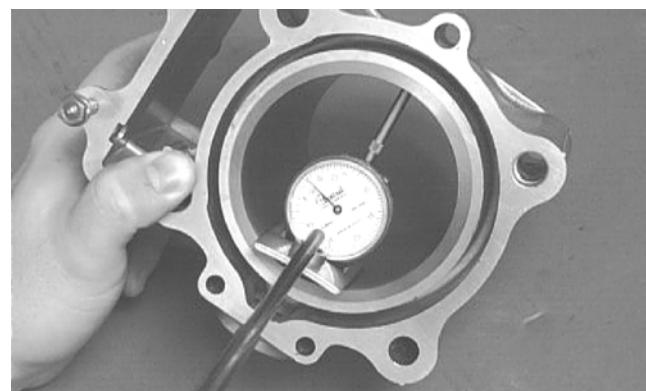
2. Insert an inside dial indicator into the piston-pin bore. The diameter must not exceed specifications. Take two measurements to ensure accuracy.



ATV-1069

Measuring Piston Skirt/Cylinder Clearance

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

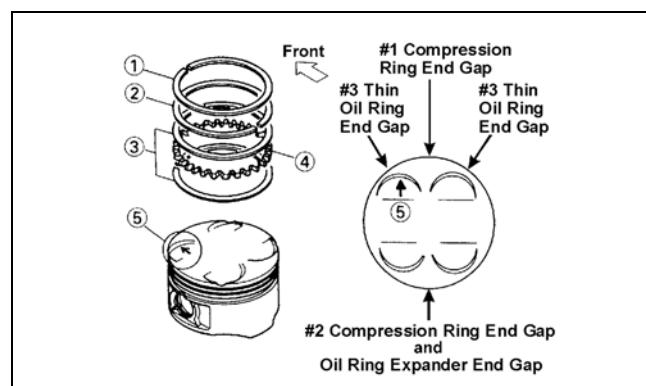


CC127D

2. Measure the corresponding piston diameter at the recommended point above the piston skirt at a right angle to the piston-pin bore. Subtract this measurement from the largest measurement in step 1. The difference (clearance) must not exceed specifications.

Installing Piston Rings

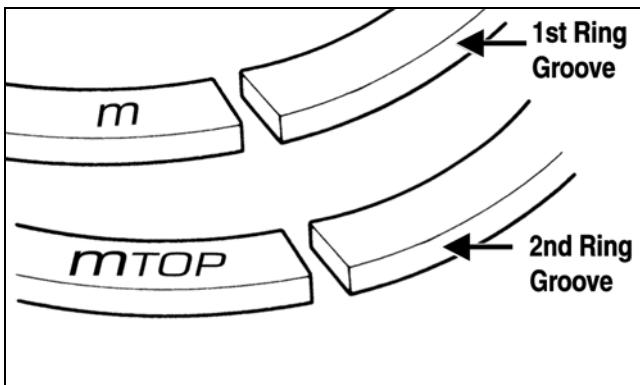
1. Install ring expander (4) in the bottom groove of the piston; then install the thin oil rings (3) over the expander making sure the expander ends do not overlap. Stagger the end gaps of the upper and lower thin oil rings according to the illustration.



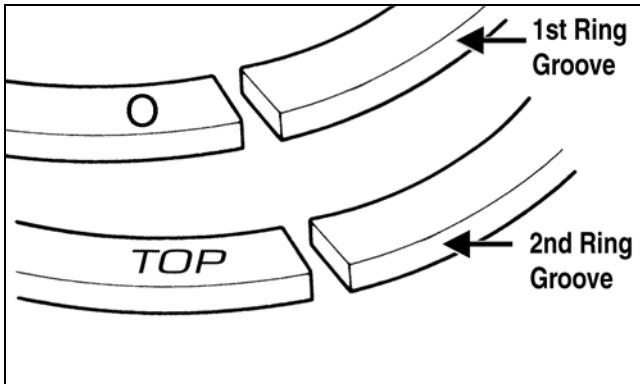
ATV-1085B

■NOTE: Note the direction of the exhaust side of the piston (5) for correct ring end gap orientation.

2. The ring with the orientation mark (MTOP or TOP) should be installed in the second (middle) groove and the ring with the orientation mark (M or O) should be installed in the first (top) groove.



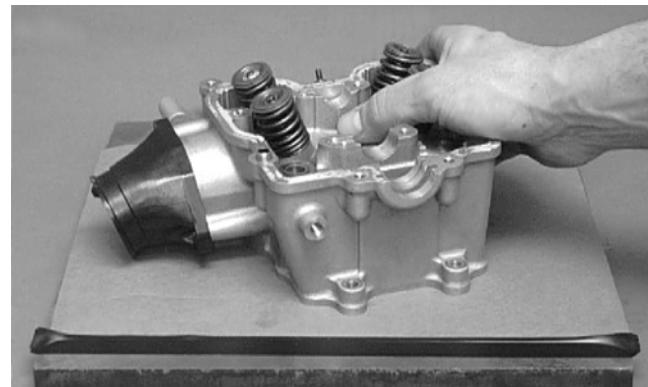
ATV-1024A



ATV-1024B

CAUTION

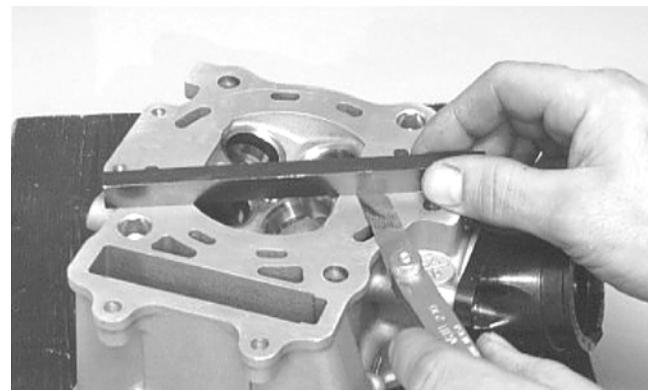
Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.



CC128D

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 factor between the head and the straightedge.
3. Maximum distortion must not exceed specifications.



CC141D

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.

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.



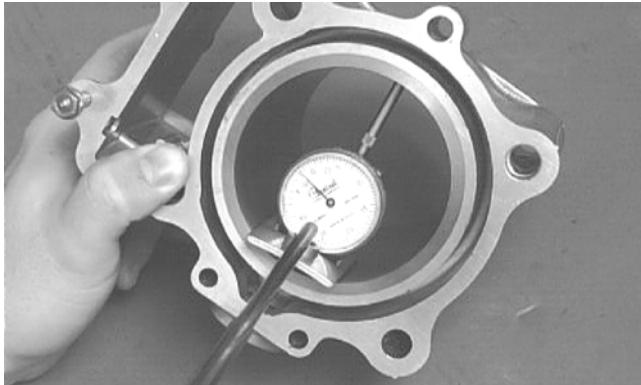
H1-039

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.



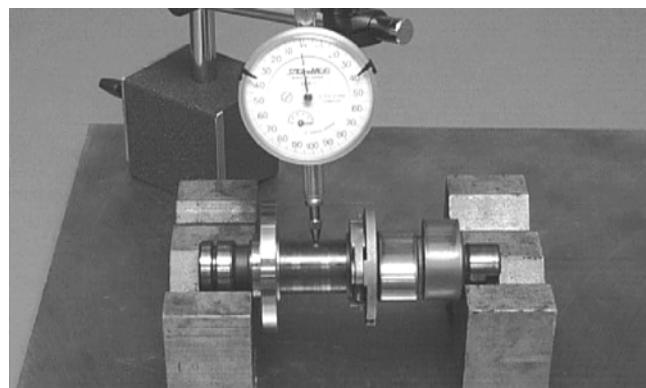
H1-038

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.

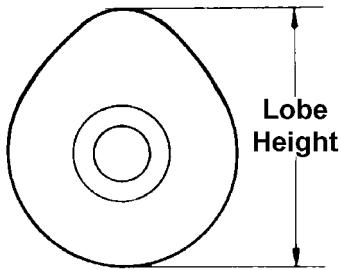


CC283D

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

Measuring Camshaft Lobe Height

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



ATV1013A

2. The lobe heights must be greater than minimum specifications.

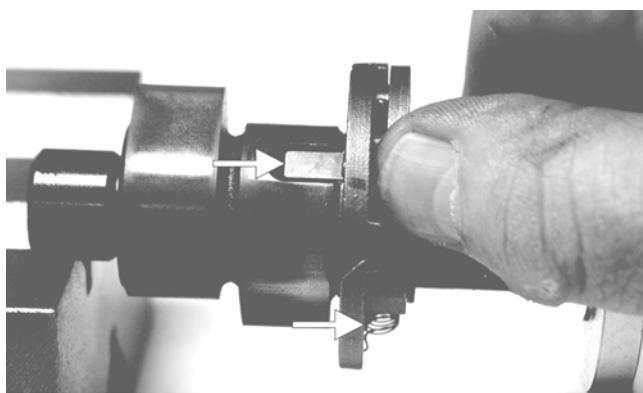
Inspecting Camshaft Bearing Journal

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.

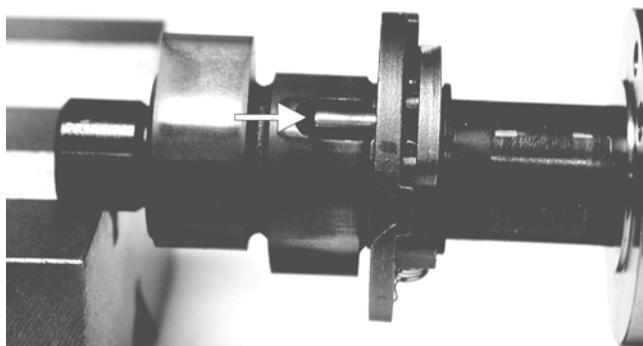
■NOTE: If the journals are worn, replace the camshaft.

Inspecting Camshaft Spring/Drive Pin

1. Inspect the spring and drive pin for damage.



CF061A



CF060A

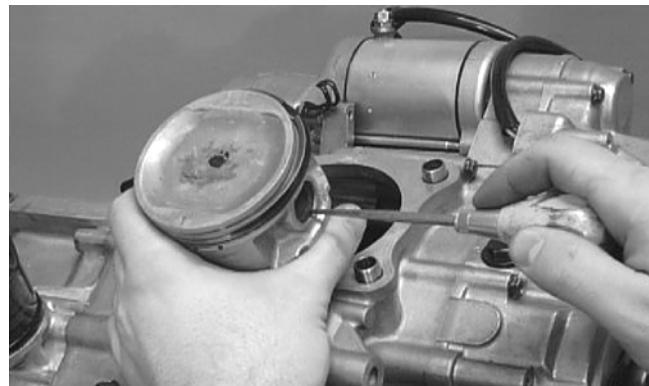
2. If damaged, the camshaft must be replaced.

Installing Top-Side Components

A. Piston B. Cylinder

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.



CC032D

2. Place the two alignment pins into position. Place the cylinder gasket into position; then place a piston holder (or suitable substitute) beneath the piston skirt and square the piston in respect to the crankcase.



CF083

3. Lubricate the inside wall of the cylinder; then using a ring compressor or the fingers, 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

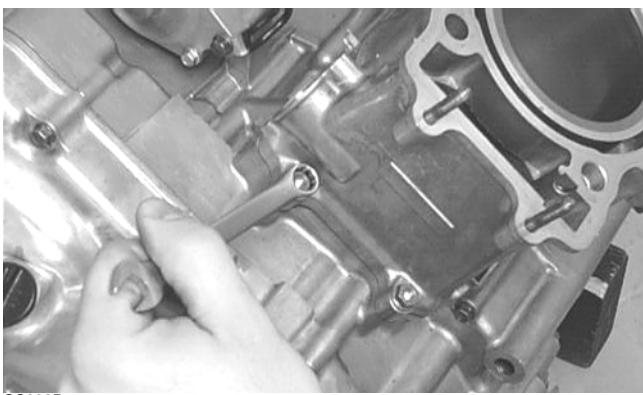
The cylinder should slide on easily. Do not force the cylinder or damage to the piston, rings, cylinder, or crankshaft assembly may occur.



CC024D

4. Loosely install the two nuts which secure the cylinder to the crankcase.

■NOTE: The two cylinder-to-crankcase nuts will be tightened in step 11.



CC023D

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

C. Cylinder Head

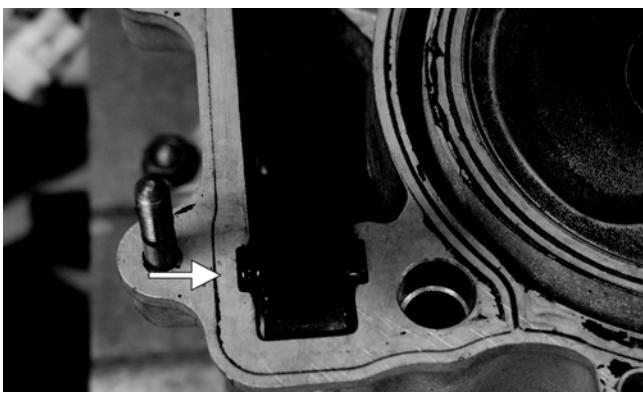
D. Valve Cover

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

6. Place the chain guide into the cylinder.

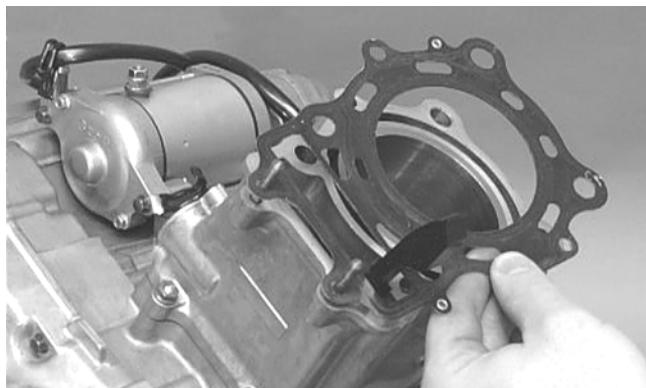
CAUTION

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

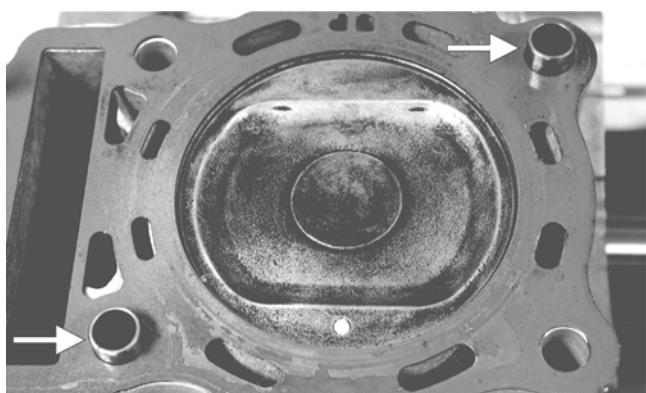


CF058A

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.

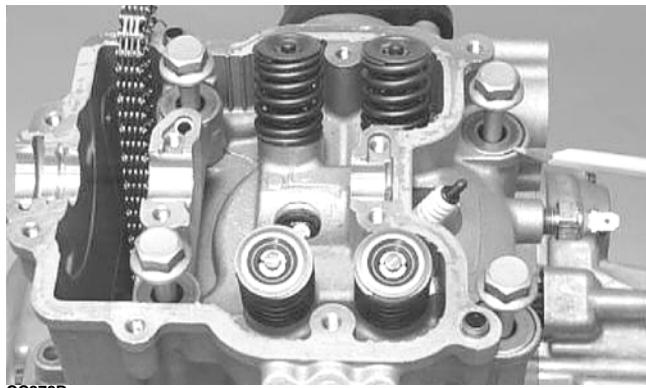


CC020D



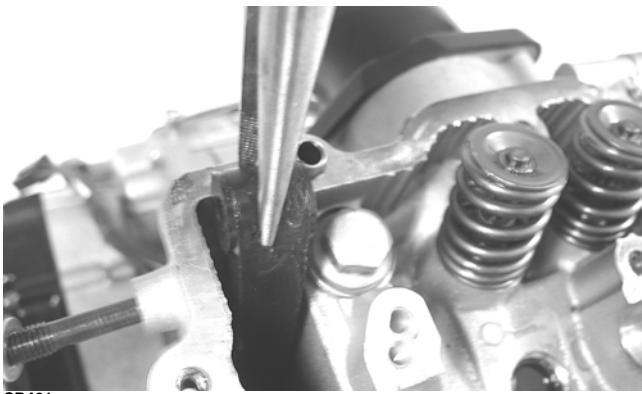
CF057A

8. Install the four cylinder head cap screws and washers. Tighten only until snug.



CC272D

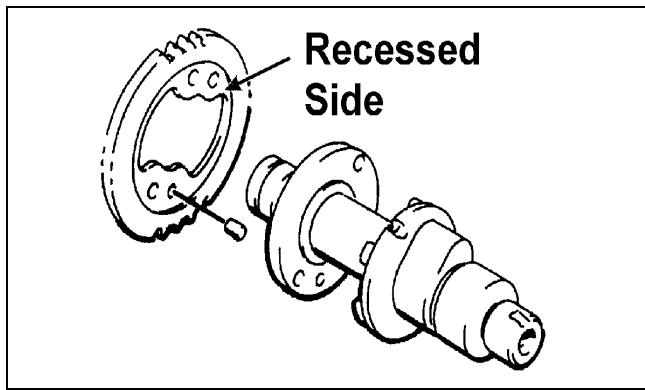
9. Loosely install the five cylinder head nuts.
10. Using a crisscross pattern, tighten the four cap screws (from step 8) initially to 20 ft-lb; then in 10 ft-lb increments, tighten to a final torque of 37 ft-lb.
11. Tighten the 8 mm nuts from step 9 to 21 ft-lb and the 6 mm nuts to 8.5 ft-lb; then tighten the two cylinder-to-crankcase nuts (from step 4) securely.
12. With the timing inspection plug removed and the chain held tight, rotate the crankshaft until the piston is at top-dead-center.
13. Install the rear cam chain tensioner guide into the cylinder head. Install the pivot cap screw and washer.



CD461

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

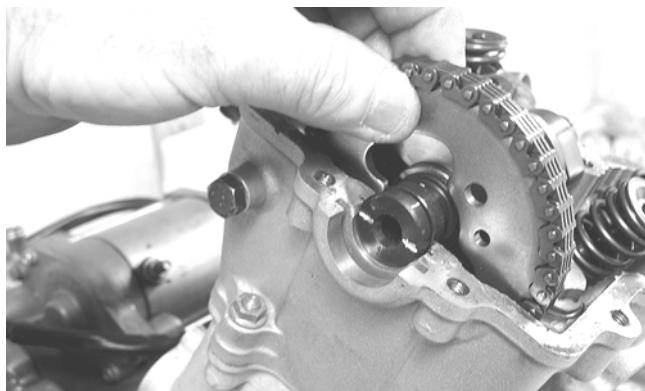
14. With the alignment pin installed in the camshaft, loosely place the cam sprocket (with the recessed side facing the cam shaft lobes) onto the camshaft. At this point, do not “seat” the sprocket onto the shaft.



732-307B

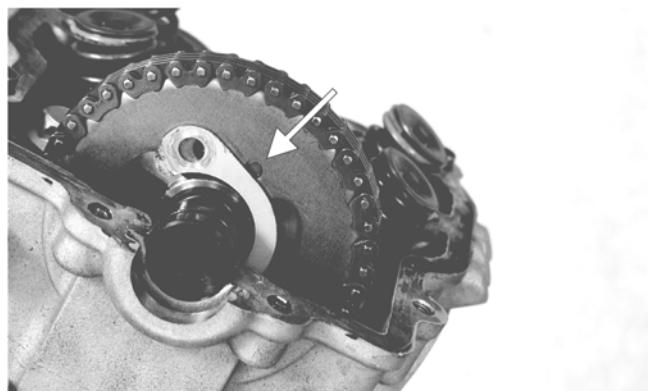
15. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and towards its seating position; then loop the chain over the sprocket.

■**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 and sprocket is necessary for alignment, do not allow the crankshaft to rotate and be sure the cam lobes end up in the down position.**



CD463

16. 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 cam-shaft/sprocket assembly onto the cylinder ensuring the following.



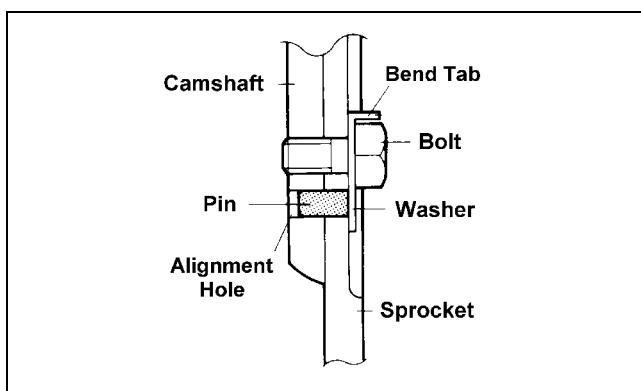
CF013A

- Piston still at top-dead-center.
- Camshaft lobes directed down (toward the piston).
- Camshaft alignment marks parallel to the valve cover mating surface.
- Recessed side of the sprocket directed toward the cam lobes.
- 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 12 and carefully proceed.

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

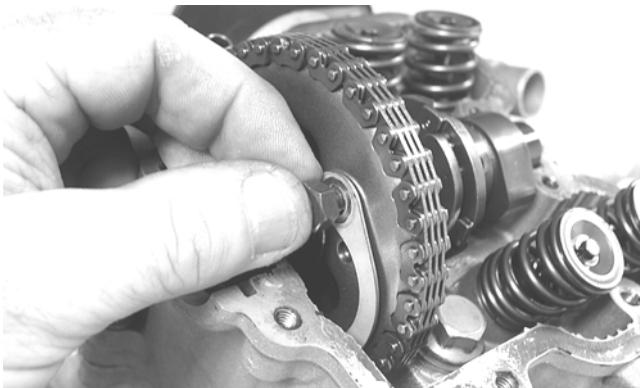


ATV1027

CAUTION

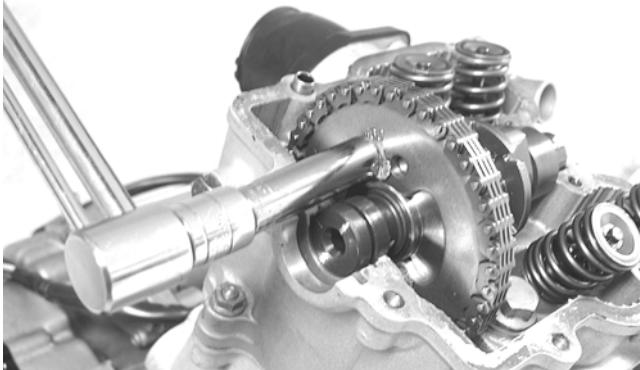
Care must be taken that the tab-washer is installed correctly to cover the alignment hole on the sprocket. If the alignment pin falls out, severe engine damage will result.

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



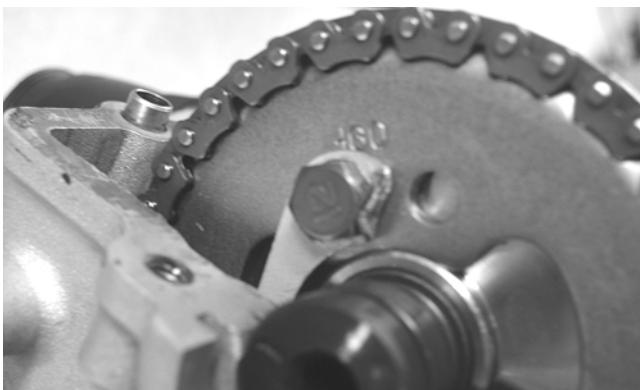
CD464

19. 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 10 ft-lb. Bend the tab to secure the cap screw.



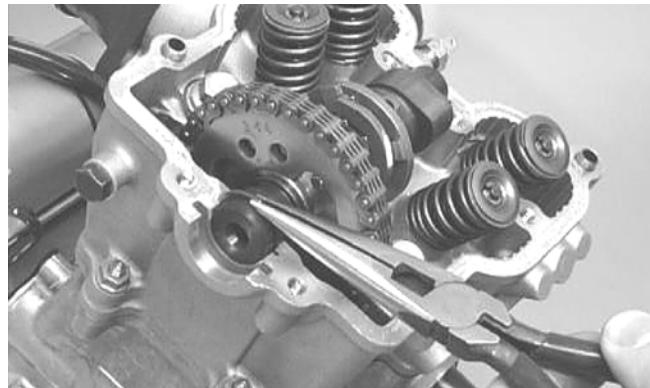
CD465

20. Rotate the crankshaft until the first cap screw (from step 18) can be accessed; then tighten to 10 ft-lb. Bend the tab to secure the cap screw.



CD466

21. Place the C-ring into position in its groove in the cylinder head.

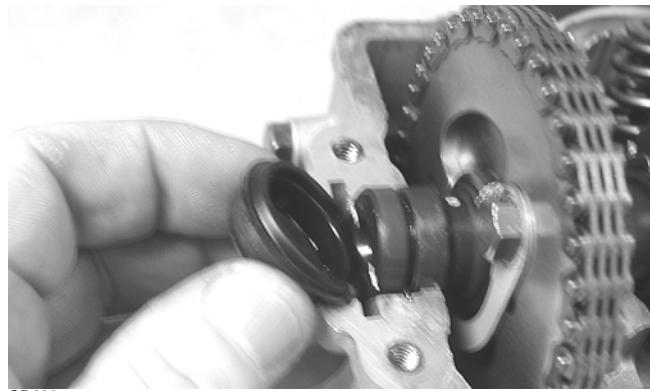


CC012D

22. Install the cylinder head plug in the cylinder head with the open end facing downward and toward the inside.

CAUTION

The open end of the plug must be positioned downward.



CD468

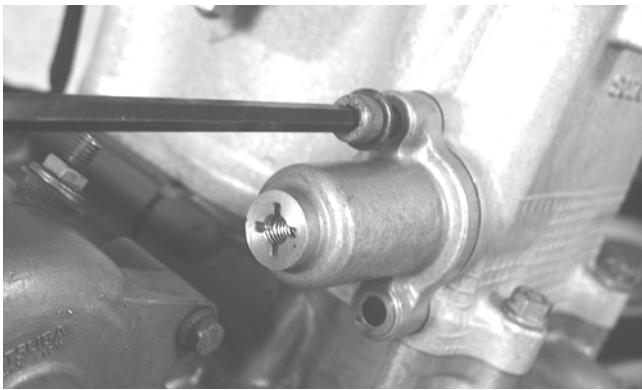
23. Remove the cap screw from the end of the chain tensioner; then using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner clockwise until the screw bottoms.



CD501

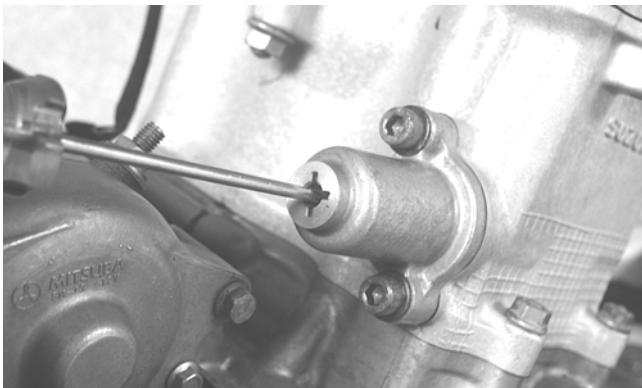
■NOTE: The adjuster shaft will be drawn into the tensioner as the adjuster screw is rotated clockwise. The adjuster shaft tension will be released in step 25.

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

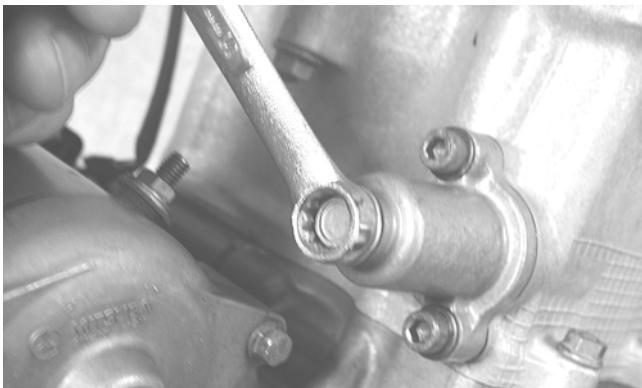


CD469

25. 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.

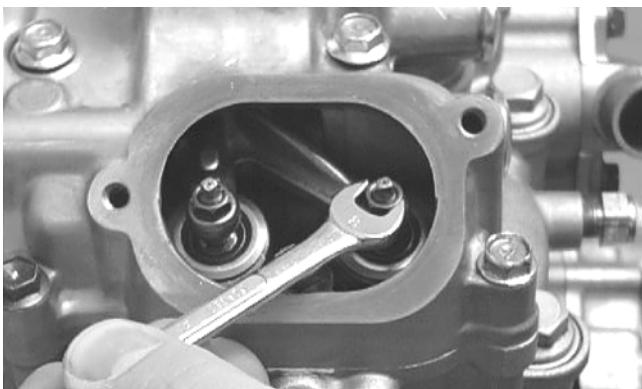


CD470

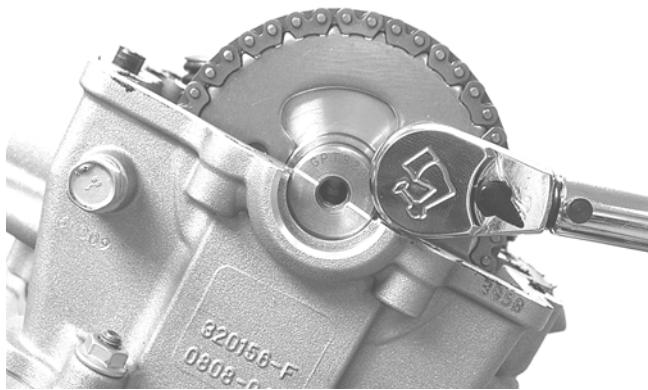


CD471

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



CC005D



GZ194

27. Apply a thin coat of Three Bond Sealant to the mating surfaces of the cylinder head and valve cover.

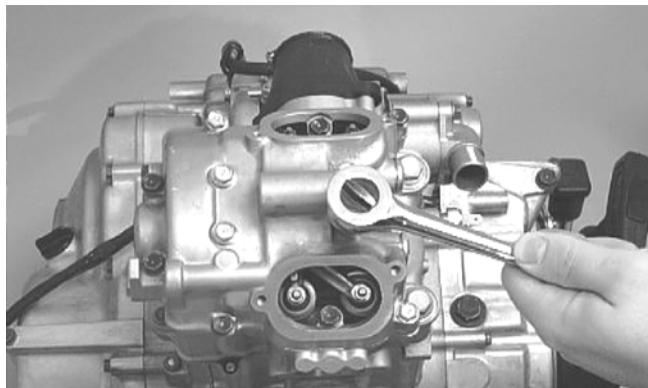


CC275D

28. Place the valve cover into position.

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

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



CC003D

30. In a crisscross pattern starting from the center and working outward, tighten the cap screws (from step 29) to 8.5 ft-lb.

31. Adjust valve/tappet clearance (see Periodic Maintenance/Tune-up).

32. Place the two tappet covers into position making sure the proper cap screws are with the proper cover. Tighten to 8.5 ft lb.



CC001D

33. If removed, install the spark plug. Tighten securely.



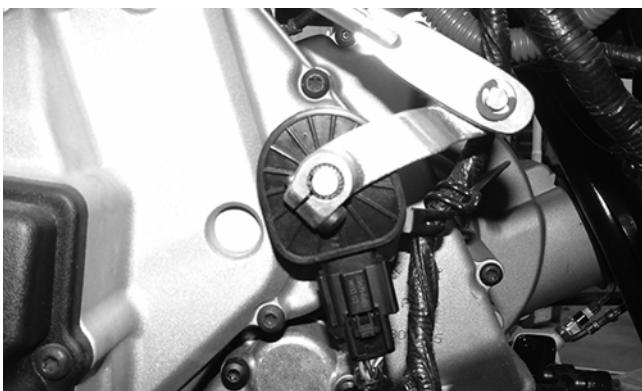
CD920

Removing Left-Side Components

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

A. Outer Magneto Cover B. Water Pump C. Cover D. Rotor/Flywheel

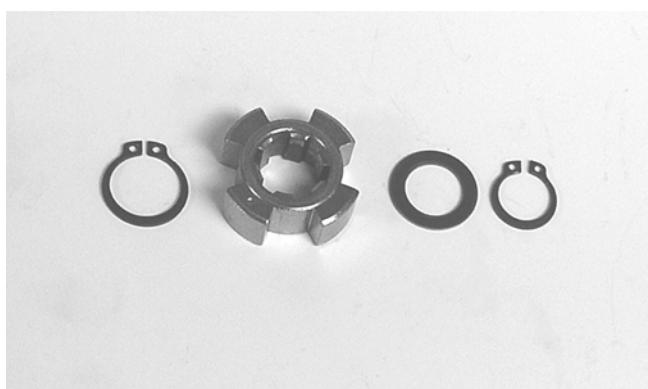
1. Remove the four cap screws securing the outer magneto cover to the left-side cover; then remove the outer magneto cover.
2. Remove the flange nut securing the bushing to the crankshaft; then remove the bushing. Account for the O-ring inside the spacer.
3. Using a cold chisel, scribe a mark showing the relative position of the shift arm to the shift arm shaft to aid in installing; then remove the shift arm. Unplug and remove the gear position switch, noting the location.



XR210

4. 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 and thrust washer to the shaft and remove the trigger. Account for the gasket, snap ring, and dowel pins.

■**NOTE:** It may be necessary to use a small two-jaw puller to remove the trigger.



GZ254

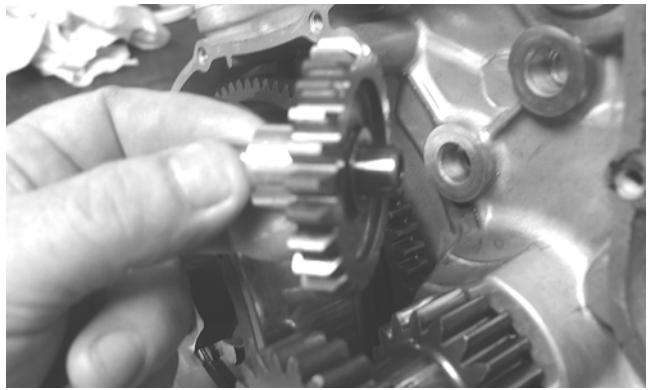
5. Loosen the clamps securing the coolant hose to the water pump; then remove the crossover tube from the cylinder head. Account for an O-ring.
6. Remove the two cap screws securing the water pump to the engine; then remove the water pump.
7. Remove the cap screws securing the left-side cover to the crankcase noting the location of the different-sized cap screws for installing purposes.
8. Using an appropriate side case puller, remove the side cover. Account for a gasket and two alignment pins.
9. Remove the nut securing the magneto rotor to the crankshaft; then install the magneto rotor puller adapter.

■**NOTE:** The puller has left-hand threads.

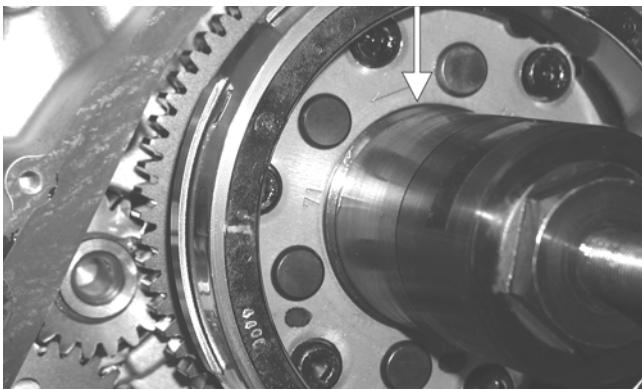
10. Using Magneto Rotor Remover Set and the appropriate crankshaft protector, remove the rotor/flywheel assembly from the crankshaft. Account for the key; then remove the starter clutch gear assembly and washer.



PR441



CD140

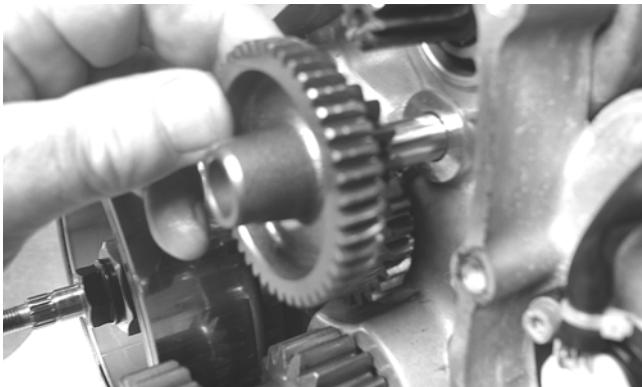


CD939A



CD940A

11. Remove the two starter gears from the crankcase noting the direction of the gears for installing purposes; then remove the two starter gear shafts.

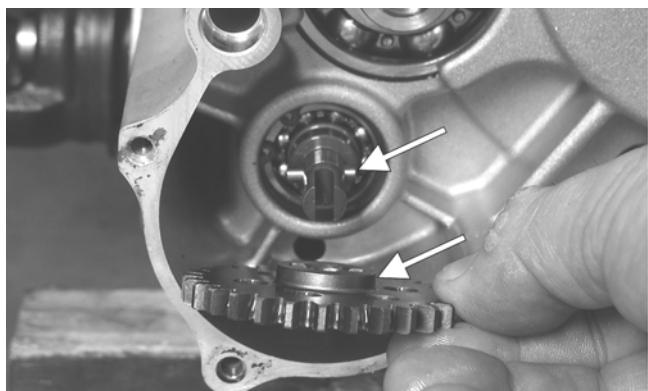


CD136



CD944

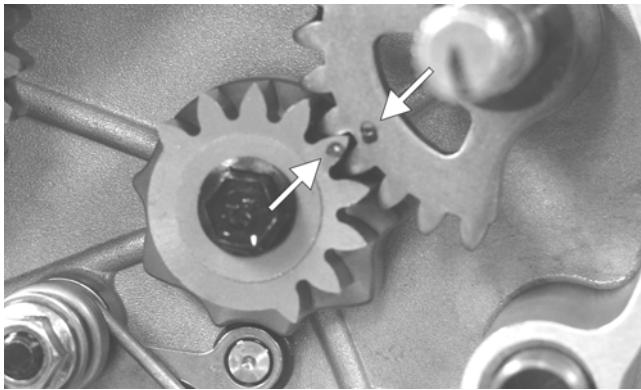
12. Remove the snap ring securing the water pump drive gear; then remove the gear noting the direction of the sides of the gear for installing purposes. Account for the drive gear alignment pin.



CD952A

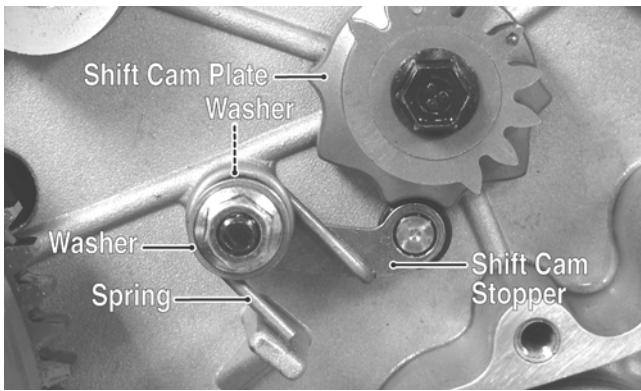
■NOTE: There is an oil passage beneath the driven gear/drive gear assembly. This passage should be plugged prior to removing the driven gear and drive gear. Failure to do so could result in the loss of an alignment pin into the crankcase.

14. Remove the shift shaft noting the timing marks for assembling purposes. Account for two washers.



PR430A

15. Remove the gear shift cam plate and account for a washer; then remove the cam stopper and cam stopper spring. Account for two washers.



PR434A

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 starter clutch assembly to the flywheel; then remove from the flywheel.



FI570

2. Thoroughly clean the rotor/flywheel; then install the new 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.



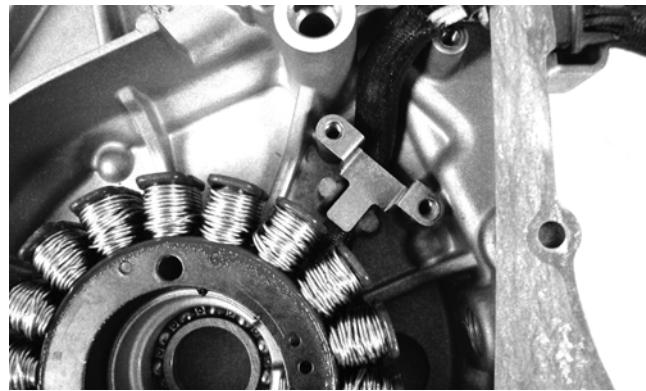
FI580

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.

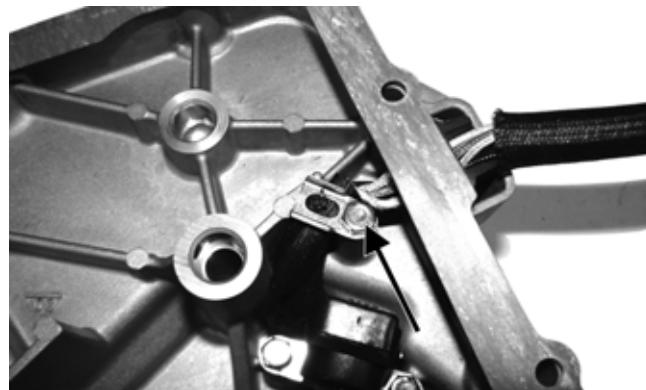
REPLACING STATOR COIL/CRANKSHAFT POSITION SENSOR

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 new "patch-lock" cap screws. Tighten to 13 ft-lb.
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.

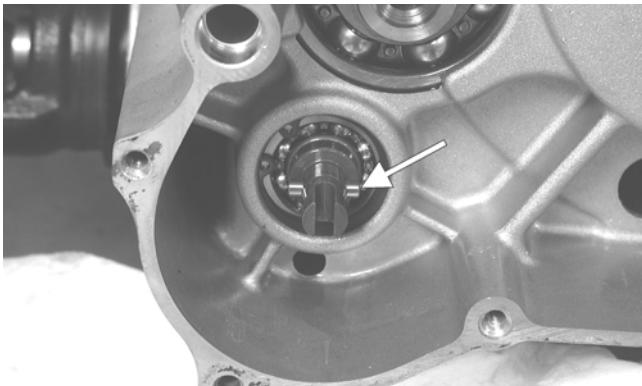


FI595A

Installing Left-Side Components

■NOTE: Plug the oil passage in the crankcase housing prior to installing the drive gear/driven gear assembly to prevent loss of an alignment pin.

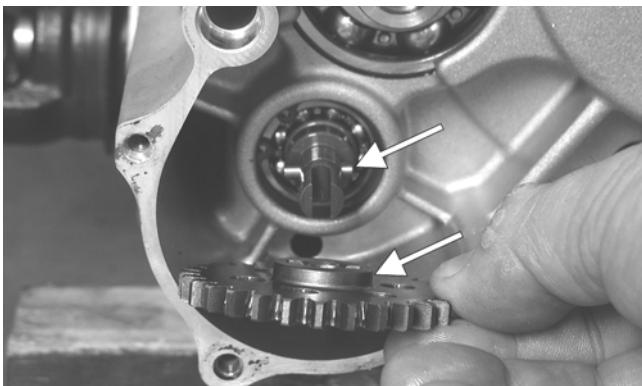
1. Install the water pump driven gear alignment pin and the driven gear (with the beveled side of the gear facing outward as noted in removing); then secure with the snap ring.



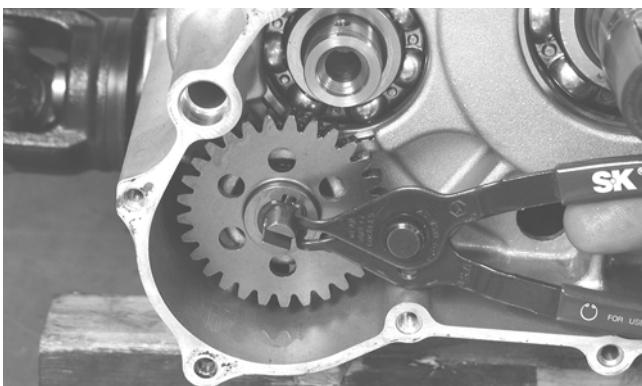
CD950A



CD944



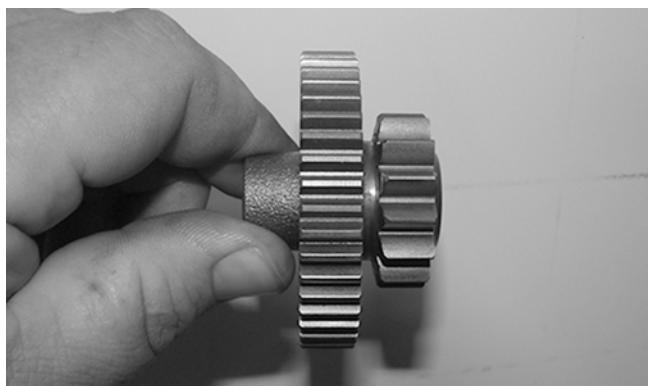
CD952A



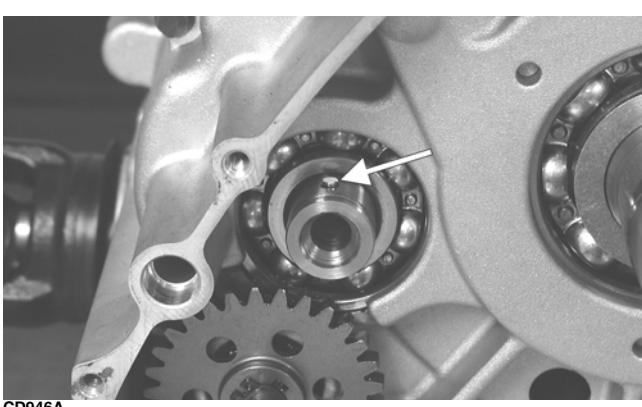
CD949



CD139



H2-045

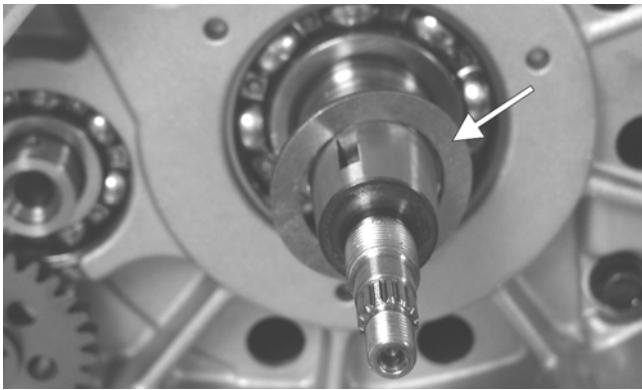


CD946A

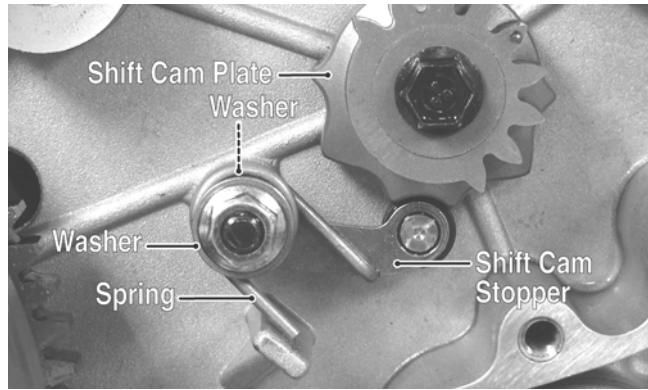
■**NOTE: The sharp side of the snap ring should be facing outward.**

■**NOTE: Once the gears are secured, remove the oil passage plug from the crankcase.**

3. Install the two starter gear shafts; then install the two starter gears (with the beveled side of the intermediate gear facing inward as noted in removing).



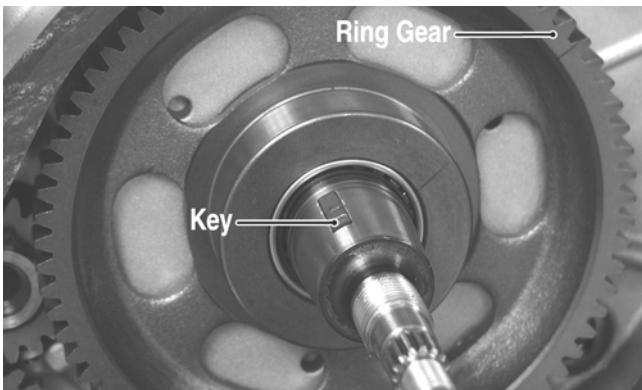
CD948A



PR434A

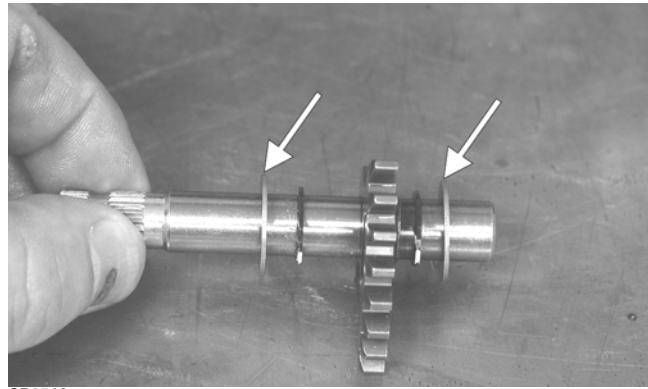
■**NOTE: Rotate the shift cam plate to ensure it ratchets with no binding.**

7. Install the shift shaft with two washers making sure to align the timing mark on the shift shaft with the mark on the shift cam plate.

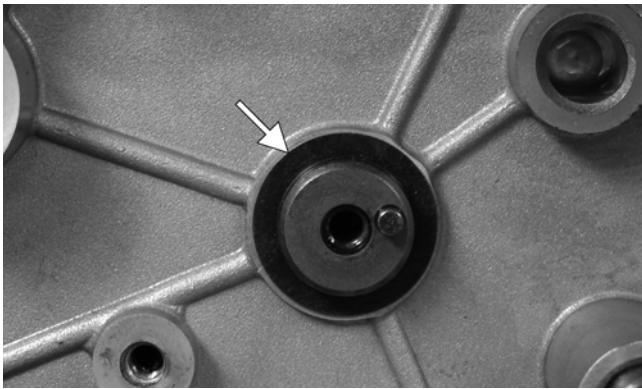


CD940B

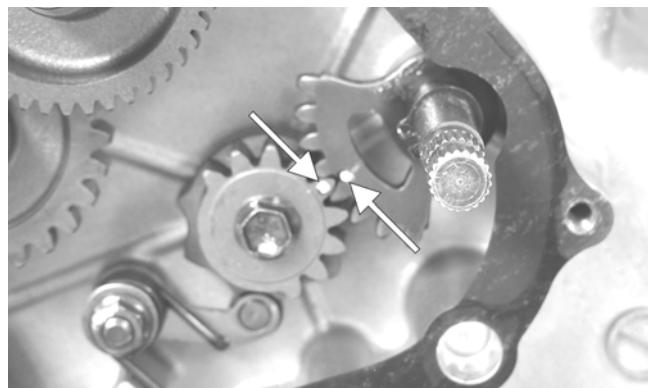
5. Install the thrust washer and shift cam plate onto the shift cam shaft; then coat the cap screw threads with red Loctite #271 and tighten to 8 ft-lb.



CD954A



PR433A



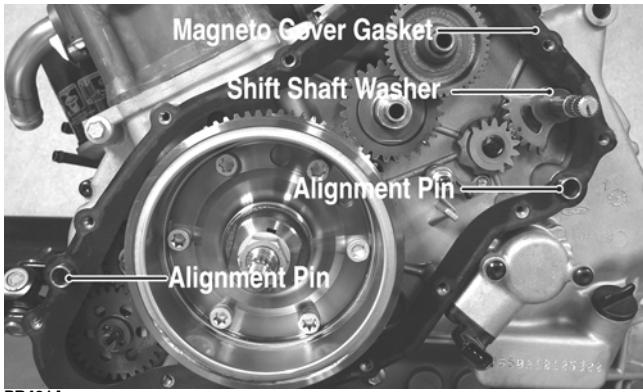
CD927A

8. Lubricate the magneto cover gasket with fresh engine oil; then place it into position on the two alignment pins. Make sure the outer shift shaft washer is in place.



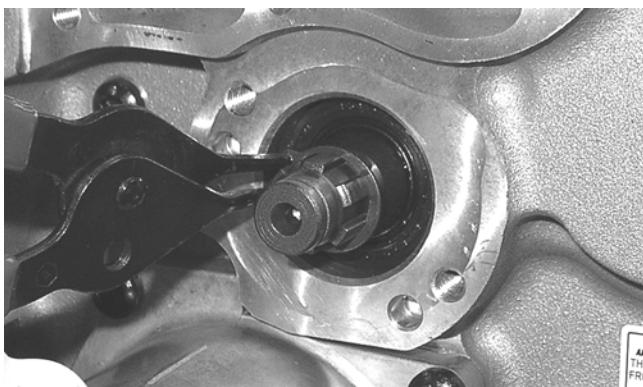
CD934

6. Install the shift cam stopper, spring, and two washers (thick washer closest to the nut); then coat the threads on the mounting stud with red Loctite #271 and install the nut. Tighten to 8 ft-lb.

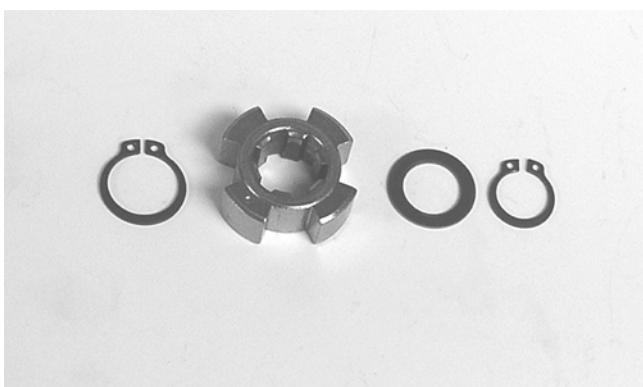


PR431A

9. Install the magneto cover and secure with the cap screws. Tighten only until snug.
10. Place the bushing into position on the crankshaft making sure a new, lubricated O-ring is inside the bushing. Tighten the flange nut to 25 ft-lb.
11. Using a crisscross pattern, tighten the cap screws (from step 9) to 8 ft-lb.
12. 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 countershaft splines and install the trigger. Secure with a flat washer and outer snap ring.

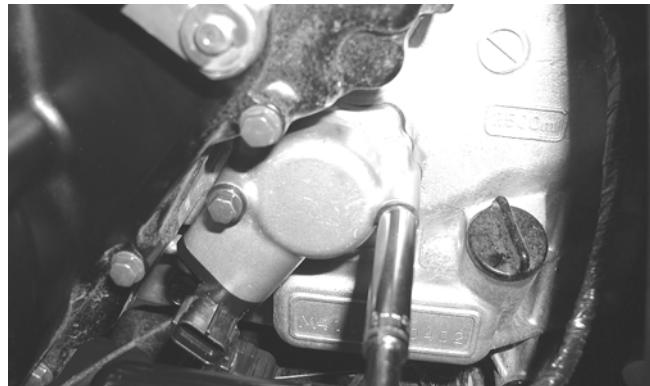


GZ253



GZ254

13. Using a new gasket, install the speed sensor housing onto the crankcase and secure with two cap screws. Tighten to 8.5 ft-lb.



CD069

14. Place the water pump into position and secure with two cap screws. Tighten to 8.5 ft-lb.

■NOTE: Ensure the slotted water pump shaft is aligned with the groove in the counter balancer shaft.

15. Install the crossover tube on the water pump and cylinder head making sure the O-ring is properly positioned.
16. Install the gear position switch.
17. Install the shift arm on the shift arm shaft making sure the scribed marks (from removing) are aligned. Tighten securely.
18. Place the outer magneto cover into position on the left-side cover; then tighten four cap screws to 6 ft-lb.

Removing Right-Side Components

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

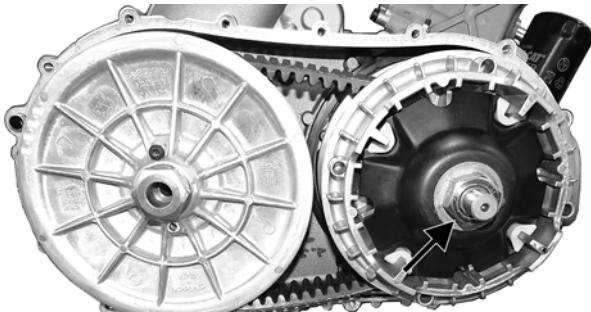
- A. V-Belt Cover**
- B. Driven Pulley**
- C. Clutch Cover**
- D. Oil Pump**

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 two alignment pins.

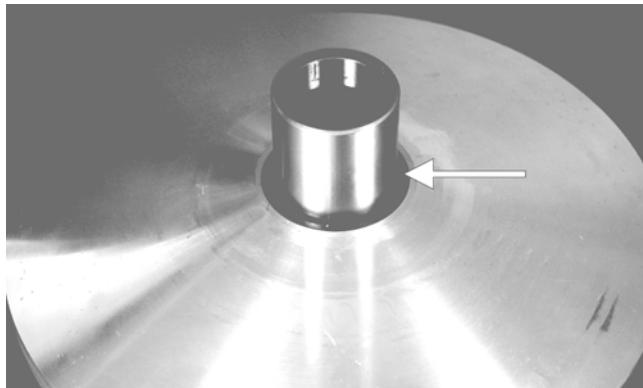


XR089

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



CF364A



CD966A

3. Remove the V-belt.

4. Remove the bolt (550) or nut (700) securing the fixed driven assembly; then remove the assembly.



H1-019



PR388

5. Remove the fixed drive face.

6. Remove the cap screws securing the clutch cover. Note the location of the different-lengthed cap screws for installing purposes. Using a rubber mallet, carefully remove the cover. Account for two alignment pins.



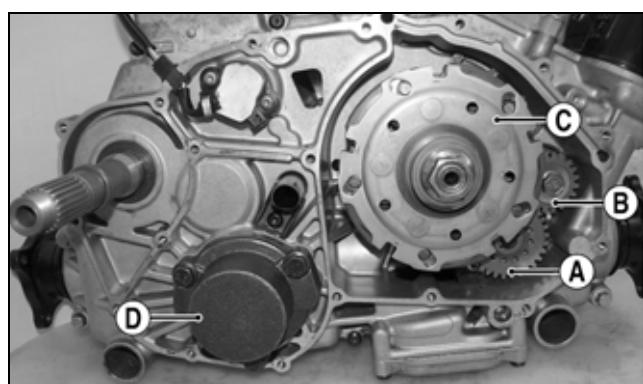
CD973A

CAUTION

Care must be taken when removing the cover so the cover gasket is not damaged.

■NOTE: For steps 7-12, refer to illustration H1-029A.

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



KEY

A. Oil Pump Driven Gear
B. Oil Pump Drive Gear

C. Clutch Shoe Assembly
D. Final Drive Carrier Bearing Housing

H1-029A

7. 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.



CF085



CC596

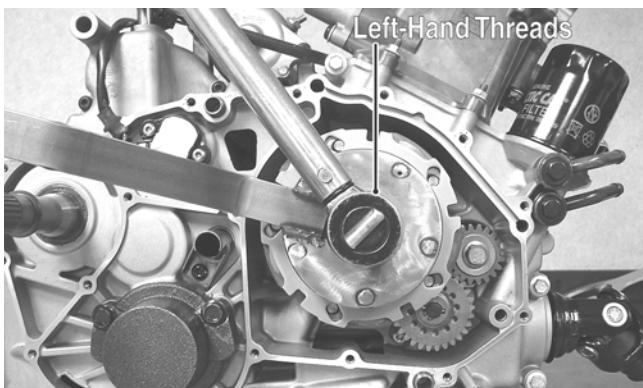
■**NOTE: Account for and inspect the clutch housing seal.**



CF088A

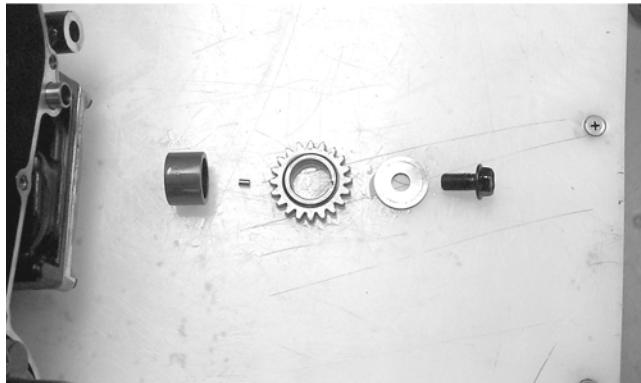
8. Remove the two cap screws securing the gear position switch; then remove the switch.

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



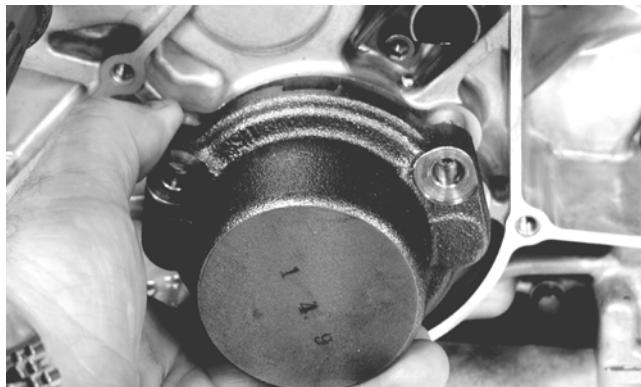
PR410A

10. Remove the cap screw securing the oil pump drive gear (B). Account for a cap screw, washer, pin, and spacer.



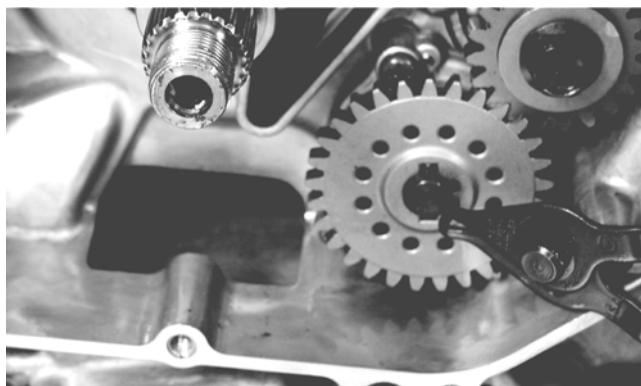
CC606

11. Using an impact wrench, remove the cap screws securing the final drive carrier bearing housing (D); then remove the housing and account for two alignment pins.

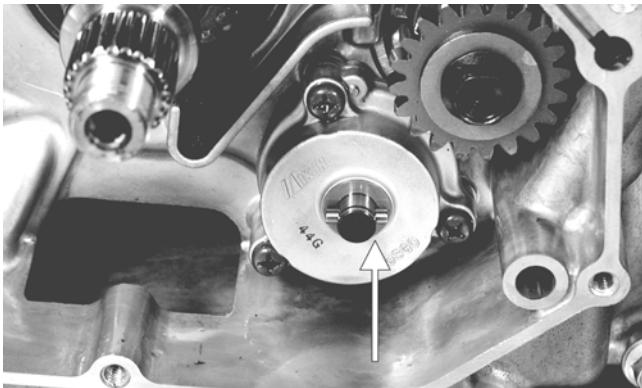


CD999

12. Remove the snap ring securing the oil pump driven gear (A); then remove the gear noting the direction of the sides of the gear for installing purposes. Account for a pin and a washer.



CD984



CD985A

13. Using an impact driver, remove the three torx-head screws securing the oil pump; then remove the pump.

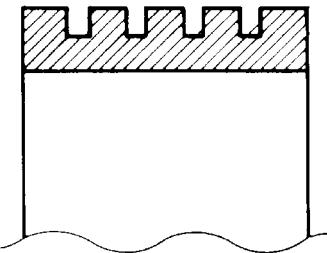


CD988

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 clutch assembly.



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.

INSPECTING OIL PUMP

1. Inspect the pump for damage.
2. It is inadvisable to remove the screw securing the pump halves. If the oil pump is damaged, it must be replaced.



CC446D

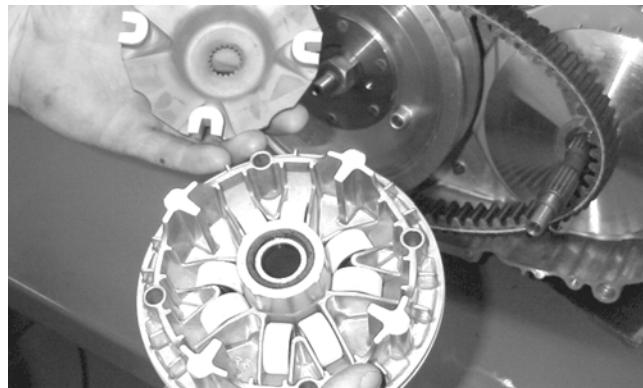
DRIVE CLUTCH ASSEMBLY

Disassembling and Inspecting

1. Slide the sheave plate out of the movable drive sheave. Make note of each drive face plate damper orientation before removing. Check for excessive wear, warping or any cracks. Replace as necessary. Check the internal splines of the sheave plate for excessive or abnormal wear. Inspect the roller surface of the sheave plate for abnormal wear or pitting. Replace as necessary.



CF378



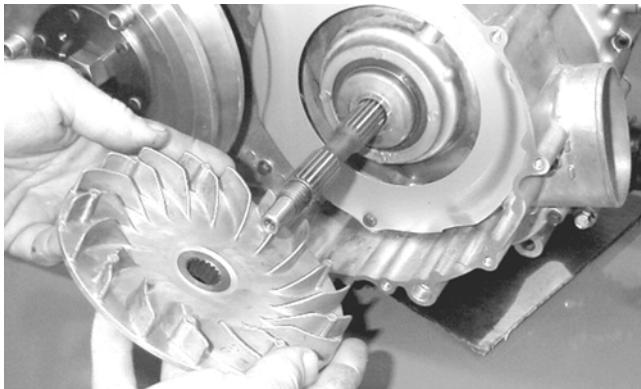
MD1036

2. Note the roller locations; then remove the rollers. Check for flat spots or abnormal wear. Measure the outside diameter; standard measurement is 30 mm. If excessively worn, replace as necessary.



ATV1152A

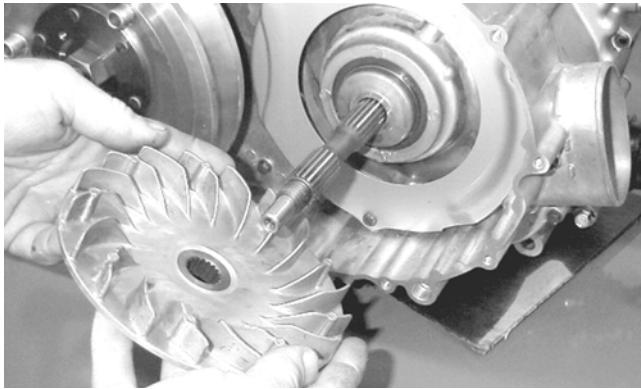
3. Check the internal bushing of the movable drive sheave and surface of the spacer. Replace as necessary. Check the fixed drive sheave internal splines for excessive wear. Check for any broken cooling fins and replace as necessary.



MD1094

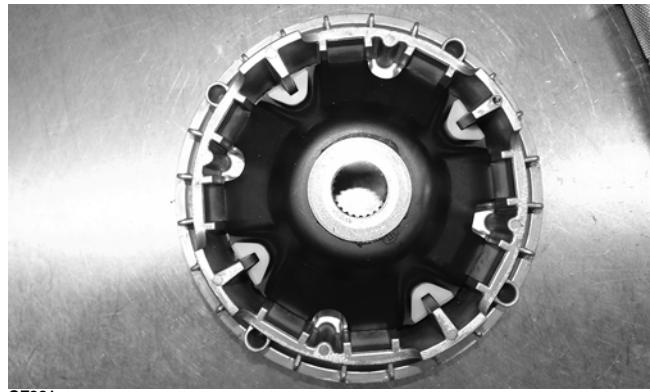
Assembling

1. Install the fixed drive sheave to the centrifugal clutch housing shaft.



MD1094

2. As noted during disassembling, place each roller into each valley of the movable drive sheave. With the dampers installed onto the sheave plate, install the sheave plate into the movable drive sheave.



CF381

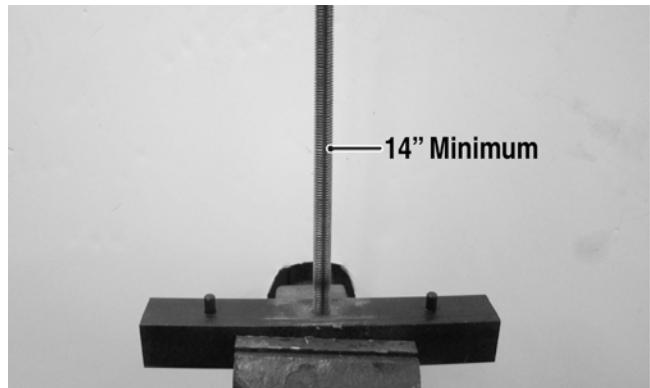
DRIVEN PULLEY ASSEMBLY

Disassembling

1. Secure the clutch spring compressor base in a work vise attached to a stable work table or work bench.

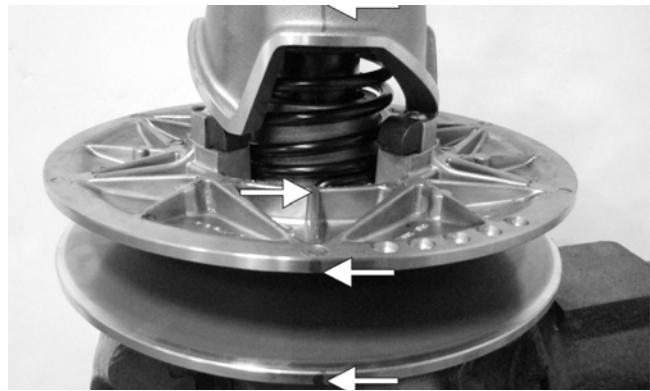
⚠ WARNING

Use only a spring compressor tool base with a screw length of 14" or greater or serious injury could occur.



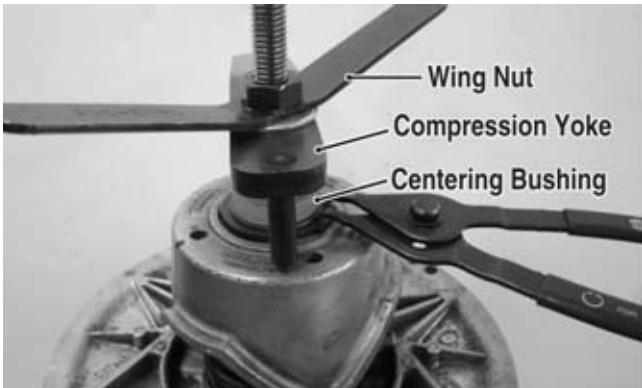
WC422A

2. Place the driven pulley assembly onto the base and mark the fixed sheave, movable sheave, and cam; then note the location of the spring anchors in the movable sheave and cam and mark them for assembly purposes.



WC371A

3. With the centering bushing, compression yoke, and wing nut in place, tighten the wing nut sufficiently to relax pressure on the snap ring and remove the snap ring.



WC418A

4. Turn the wing nut counterclockwise to relax the spring. As the cam clears the key in the fixed driven shaft, there will be a slight clockwise rotation of the cam. This is normal due to spring preload.

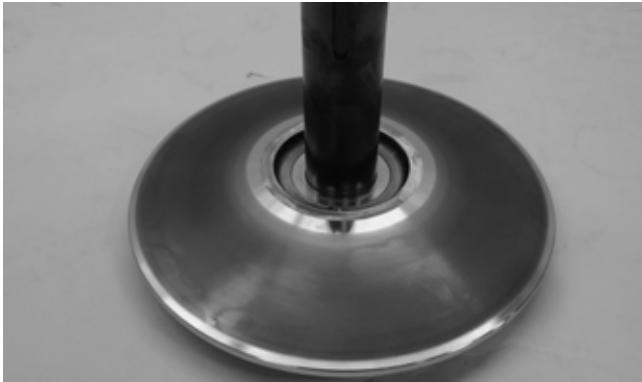
⚠️ WARNING

If at anytime the cam hangs up or the tool feels slack and the spring is not completely extended, stop and determine the cause. Failure to do so could result in the driven pulley assembly suddenly coming apart and severe injury or death could occur.

5. Completely relax the spring until all pressure is removed from the compression yoke; then remove the wing nut, compression yoke, snap ring, and centering bushing.
6. Remove the cam and spring; then remove the movable driven sheave. Account for a square key.
7. Remove the fixed driven sheave from the compression tool base.

Inspecting

1. Inspect the sheave faces for cracks, grooving, or "checking."



WC381



WC383

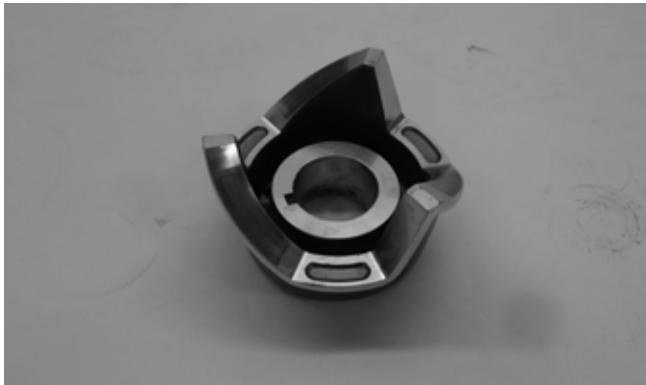
2. Inspect the cam shoes on the movable driven sheave for chipping, excessive scoring, or general condition.



WC384A

■**NOTE:** Always replace the cam shoes as a complete set.

3. Inspect the cam ramp faces for galling, scoring, or excessive wear.



WC382

4. Inspect the key and keyways in the cam and fixed driven sheave for excessive wear.
5. Inspect the wear bushings in the movable driven sheave for wear or loose fit in the sheave. Replace as a set.



WC383A

6. Inspect the spring for kinks by rolling on a flat surface. The spring should roll freely with no irregularities.
7. Inspect spring ends and spring anchors in cam and movable driven sheave for wear or enlarged spring anchor holes.

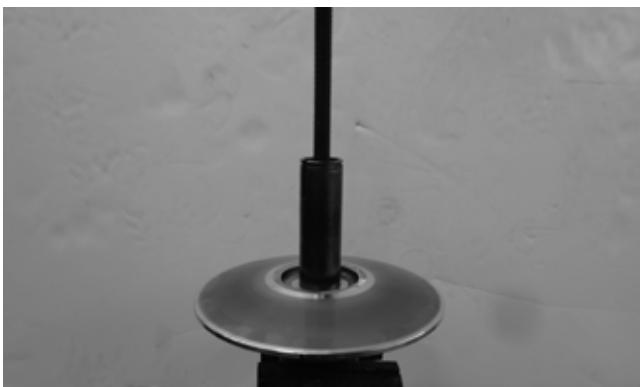
■NOTE: If any of the components fail the above inspection, the driven pulley must be replaced.

Assembling

WARNING

The clutch assemblies are under extreme spring pressure, and only experienced technicians using the proper tools should perform service on these components. Failure to follow proper procedures could result in serious injury or death. Always wear safety glasses and observe proper shop techniques. Keep bystanders clear of work area at all times.

1. Clamp the Clutch Spring Compressor in a suitable work vise; then set the fixed driven sheave on the base.



WC387

2. Install the movable driven sheave onto the fixed sheave shaft and align the match marks.



WC388

3. Install the spring over the hub of the movable driven sheave engaging the spring into the previously marked spring anchor hole.



WC391A

4. Place the cam over the spring and align the spring tip to the previously marked anchor hole.



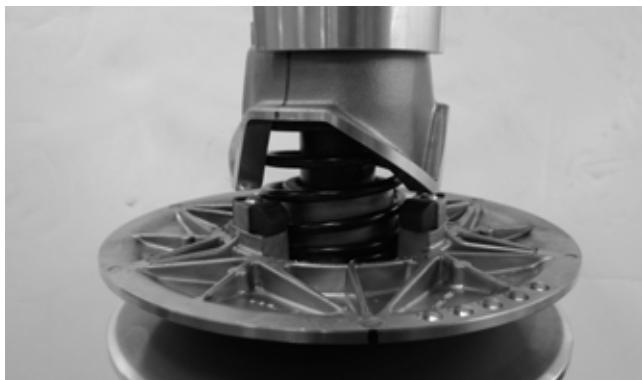
WC753

5. Install the centering bushing into the fixed driven hub; then with the sharp side upward, place the snap ring onto the assembly and install the compression yoke and wing nut.



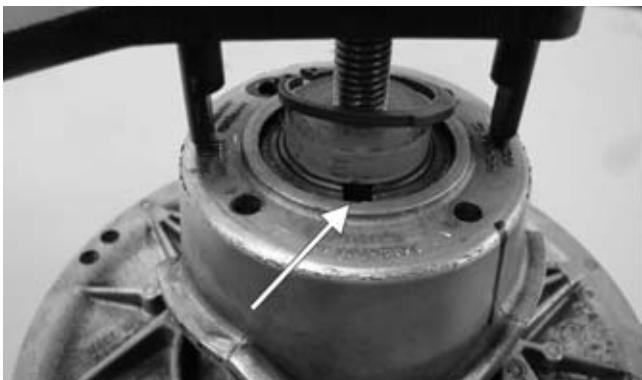
WC414

6. Turn the wing nut clockwise to compress the spring being very careful that the cam correctly engages the fixed driven hub; then continue to tighten until the cam ramps are just above the cam shoes.



WC398

7. Rotate the cam counterclockwise by hand enough to get the cam ramps on the correct side of the cam shoes; then continue to tighten the wing nut until the keyways align.



WC411A

8. Install the square key making sure it fits flush and clear of the snap ring groove; then install the snap ring making sure it is seated properly.



WC412



WC419

9. Turn the wing nut counterclockwise slowly allowing the cam to contact the snap ring; then loosen slightly and tap the cam with a plastic mallet to ensure the snap ring is securely seated.



WC408

10. Remove the wing nut, compression yoke, and centering bushing; then remove the driven pulley assembly from the Clutch Spring Compressor.

Installing Right-Side Components

1. Install the gear position switch. Tighten the cap screws securely.



CD994

2. Install the secondary shaft bearing housing making sure the two alignment pins are properly positioned. Tighten the new "patch-lock" cap screws to 25 ft-lb.



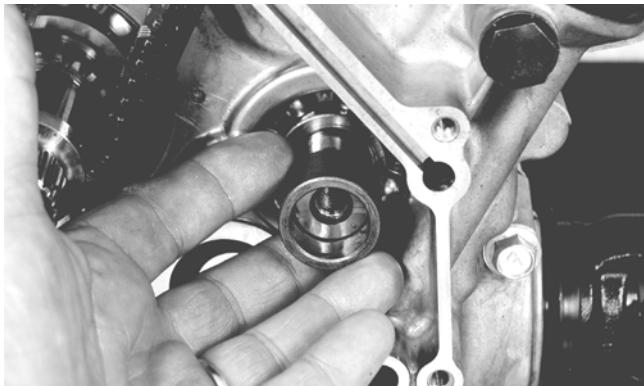
CD999

3. Install the oil pump onto the engine; then tighten the screws (coated with red Loctite #271) to 8.5 ft-lb.



CD988

4. Install the oil pump drive gear spacer onto the crank balancer shaft. Grease the pin and insert it into the shaft; then install the drive gear making sure the raised side of the gear is facing toward the inside. Secure the gear with the cap screw (threads coated with red Loctite #271) and the washer. Tighten the cap screw to 63 ft-lb.



CD992

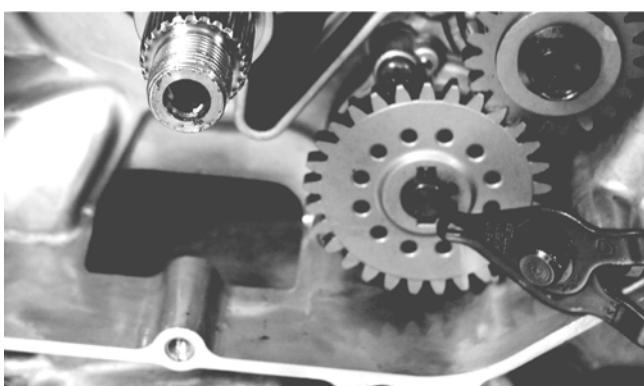


CD991

5. Grease the driven gear pin and insert the oil pump into the case. Tighten the oil pump screws to 8 ft-lb. Install the washer and pin; then install the driven gear noting the direction on the sides of the gear from removing). Secure with a snap ring.



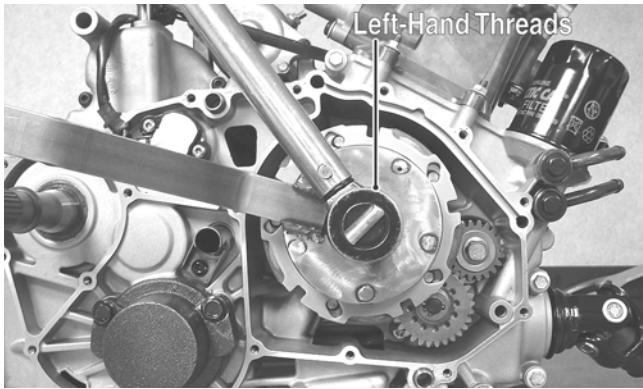
CD985A



CD984

■**NOTE:** When installed correctly, the sides of the drive and driven gears will be flush with each other.

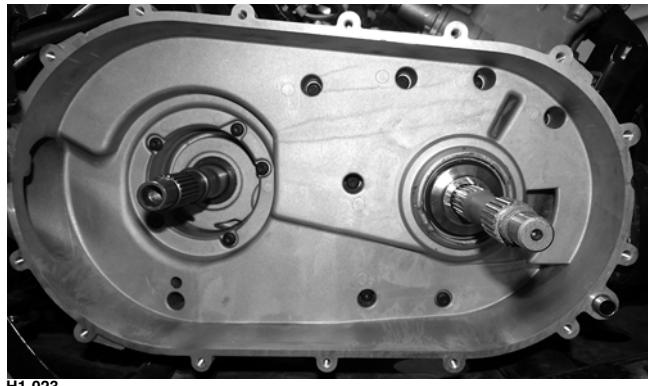
6. Install the clutch shoe assembly and secure with the flange nut (threads coated with red Loctite #271). Tighten to 221 ft-lb.



7. Install the clutch cover alignment pins into the crankcase, apply oil to the cover gasket, and install the gasket onto the crankcase.
8. Lightly grease the clutch housing seal; then insert the left fixed-drive spacer.



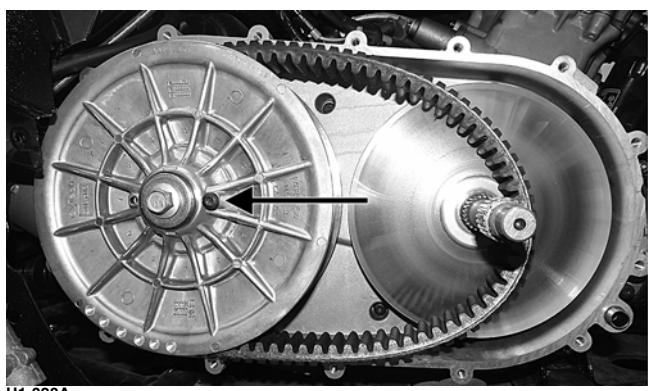
9. Apply grease to the outer edges of the clutch housing; then from inside the clutch cover, install the clutch housing into the cover using a rubber mallet.
10. Place the clutch cover/housing assembly into position on the crankcase; then secure with the cap screws making sure the different-lengthed cap screws are in their proper location. Tighten to 8 ft-lb.



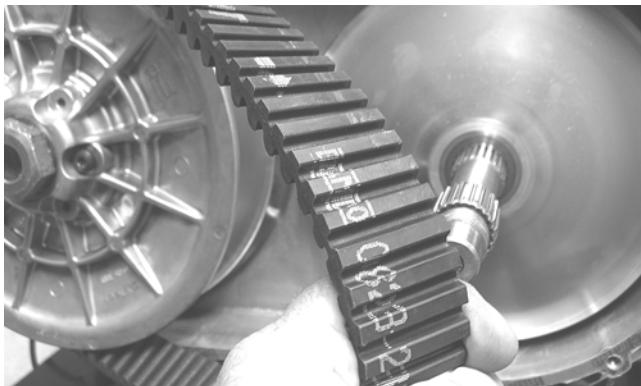
11. Place the driven pulley assembly into position and secure with the bolt (550) or nut (700). Tighten to 60 ft-lb (550) or 162 ft-lb (700).



12. Slide the fixed drive face onto the clutch shaft.
13. Spread the faces of the driven pulley by threading the cap screw from the tool kit into one of the bosses of the driven fixed face; then tighten the cap screw until the V-belt drops into the driven pulley 1/2 to 3/4 inch.



14. 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 rotation.

15. Pinch the V-belt together near its center and slide the spacer and movable drive face onto the front shaft. Secure the drive face with a washer and nut (coated with red Loctite #271). Using an appropriate spanner wrench, tighten the nut to 162 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.



CF379

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

16. With the vehicle in neutral, rotate the V-belt and clutches counterclockwise until the V-belt is flush with the top of the driven pulley.

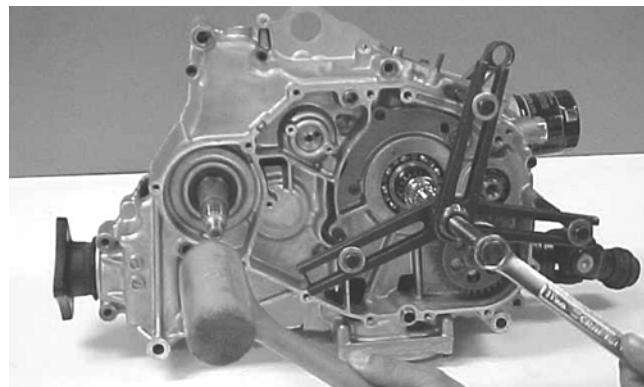
17. Place the CVT cover gasket into position; then install the cover and secure with the cap screws. Tighten the cap screws to 45 in.-lb.

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.

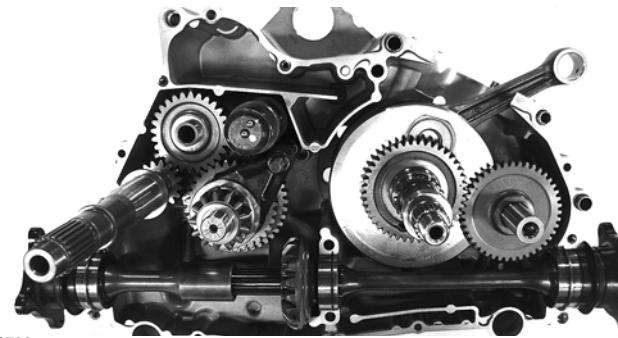
Separating Crankcase Halves

1. Remove the right-side cap screws securing the crankcase halves. Note the location of the different-lengthed cap screws.
2. Remove the left-side cap screws securing the crankcase halves. Note the location of the different-lengthed cap screws.
3. Using the Crankcase Separator/Crankshaft Remover and tapping lightly with a rubber mallet, separate the crankcase halves. Account for two alignment pins.



CC869

■**NOTE:** To keep the shaft/gear assemblies intact for identification, tap the shafts toward the left-side crankcase half when separating the halves.

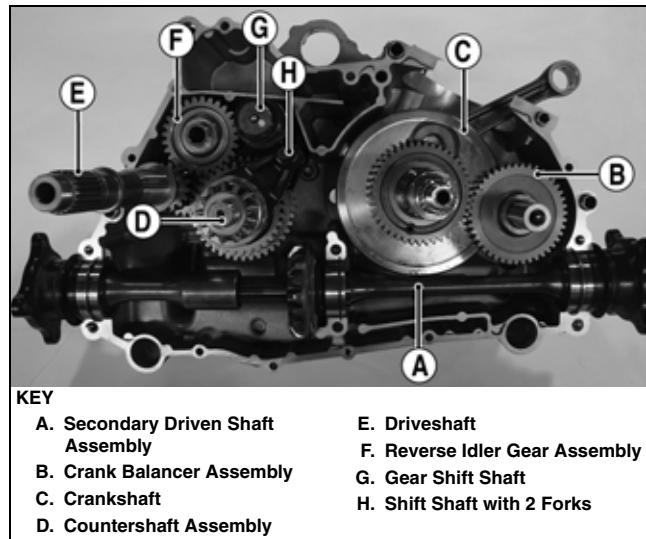


PR786

Disassembling Crankcase Half

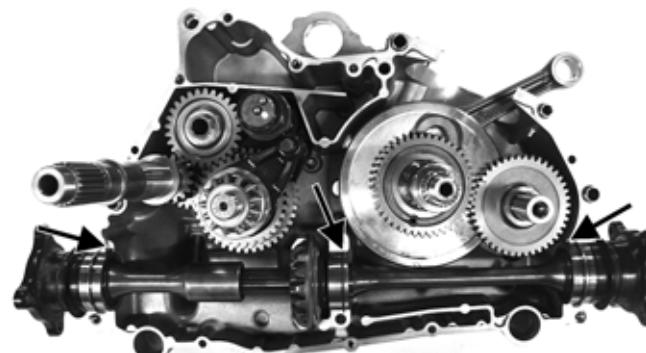
■**NOTE:** For steps 1-7, refer to illustration PR787A.

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



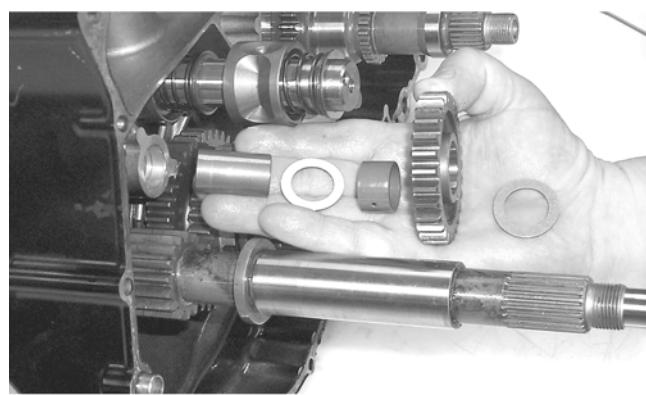
PR787A

1. Remove the secondary driven shaft assembly (A) noting the location of the bearing locating pins. Account for the bearing C-ring.



PR787B

2. Remove the reverse idler gear assembly (F). Account for all washers, shaft, bushing, and the gear.



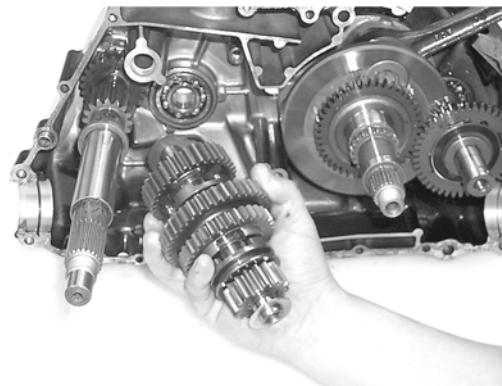
CC668

3. Remove the shift shaft (H); then remove the two forks taking note of the direction of the tabs on the forks for assembling purposes.
4. Remove the gear shift shaft (G) noting the location of the two holes on the end of the shaft. Account for a spacer and a washer.



DE677A

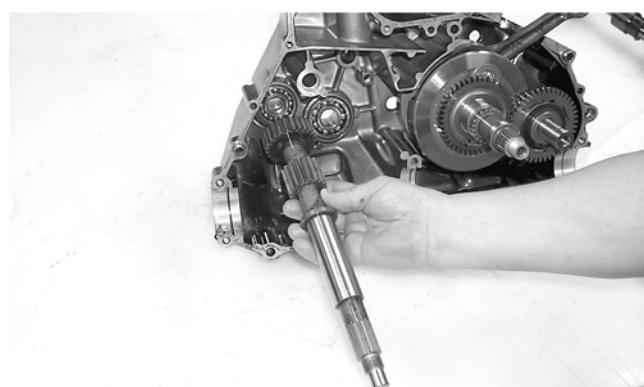
5. Remove the countershaft assembly (D). Account for a washer on each end of the countershaft.



CC674

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

6. Using a rubber mallet, tap on the crankcase to remove the driveshaft.



CC675

7. Note the timing marks on the crank balancer assembly (B) gear and crankshaft (C) gear for assembling purposes; then slide the crank balancer gear off the crank balancer. Account for the key in the keyway.



CD826

8. Remove the crank balancer.

■**NOTE:** There is a flat spot on the crank balancer bearing flange to allow clearance past the crankshaft.



CD832B

9. Remove the snap ring securing the water pump driven gear shaft.

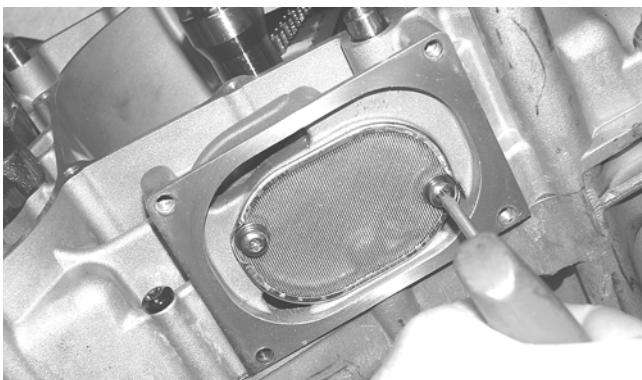
10. Using a hydraulic press, remove the crankshaft assembly.

■**NOTE:** Use a protective end cap to prevent damage to the crankshaft threads.

11. Remove the cap screws securing the oil strainer cap; then remove the cap.

12. Remove the two cap screws securing the oil strainer; then remove the strainer.

■**NOTE:** Thoroughly clean any sealant from the oil strainer cap.



PR406

CAUTION

Unless the secondary drive gear, bevel gear, or bearings require service, do not remove the secondary drive assembly from the case. If removed, bevel gear backlash will have to be adjusted requiring re-shimming of the drive bevel gear shaft.

13. To remove the secondary drive/bevel gear, remove the secondary drive bearing housing; then remove the nut securing the drive/bevel gear shaft in the bearing and using a plastic mallet, drive the shaft out of the bearing. Account for shim/shims.

■**NOTE:** Shims should be measured and kept for a starting point in adjusting backlash.

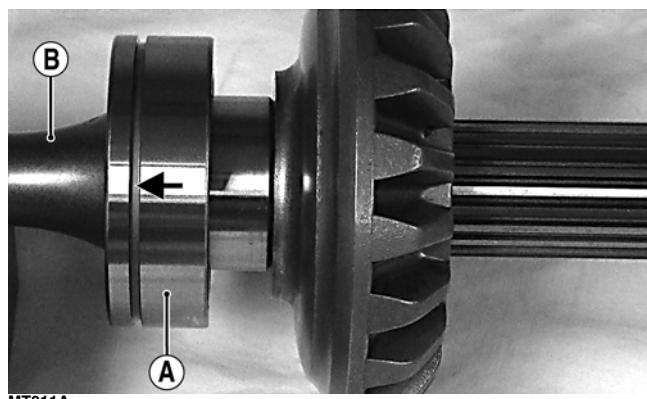
Servicing Center Crankcase Components

SECONDARY OUTPUT DRIVE GEARS

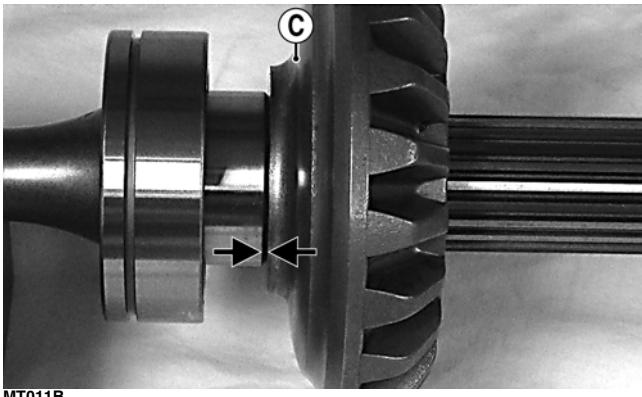
Initial Set-Up

■**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 is 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.

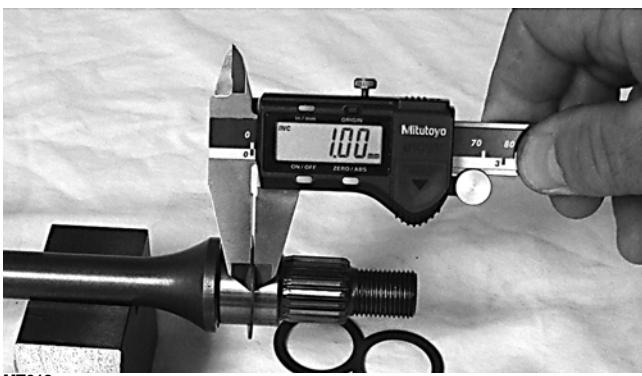


2. Using a suitable press, install the driven gear (C) on the shaft until the gear firmly seats on the shoulder of the shaft.

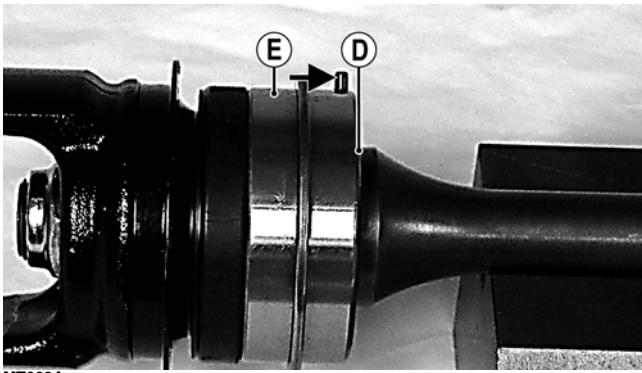


MT011B

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.

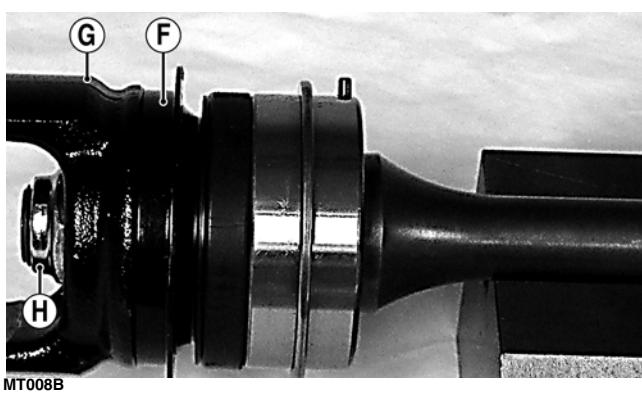


MT012



MT008A

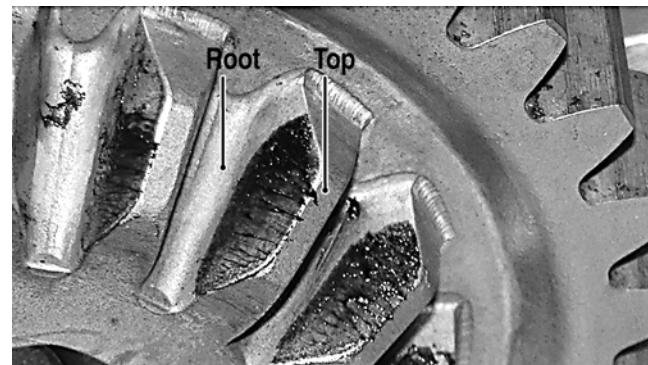
4. Install a new seal (F), output yoke (G), and existing nut (H) and tighten to 74 ft-lb.



MT008B

■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 lay-out 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

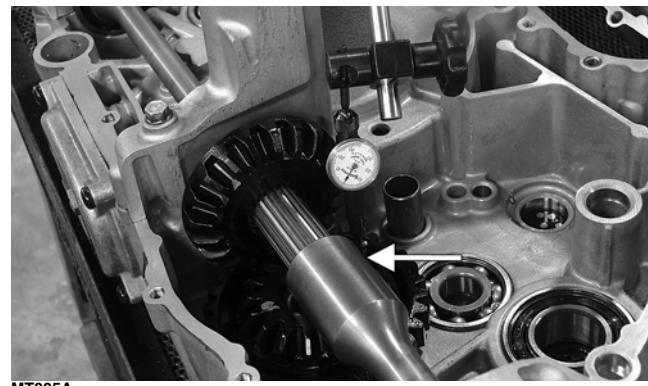
6. To adjust tooth contact, use the following chart to correctly shim the driven shaft.

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. If removed, install the secondary drive/bevel gear shaft into the crankcase; then tighten the nut to 59 ft-lb.
2. Install the secondary drive bearing support; then install the secondary driven output shaft into the crankcase.
3. Mount the dial indicator so the tip is contacting a tooth on the secondary drive bevel gear.
4. While rocking the drive bevel gear back and forth, note the maximum backlash reading on the gauge.



MT005A

5. 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.
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

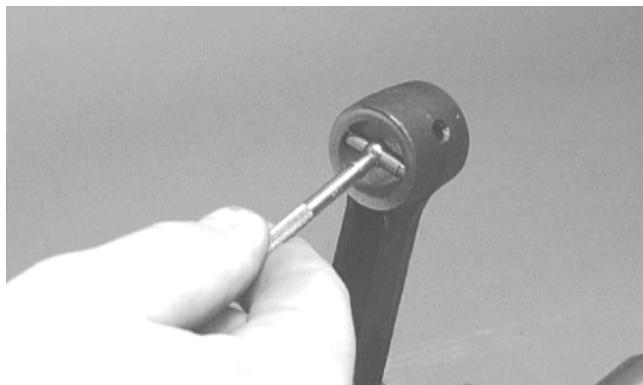
After backlash and tooth contact are within specifications, apply red Loctite #271 to the driveshaft threads and driven output shaft threads; then using new nuts, tighten the output shaft nut to 59 ft-lb and the output yoke nut to 74 ft-lb.

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.

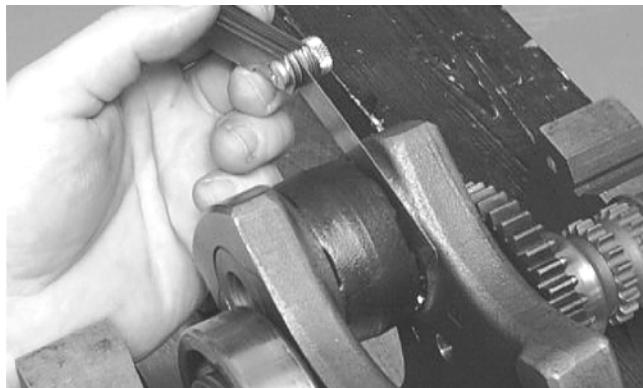
Measuring Connecting Rod (Small End Deflection)

1. Place the crankshaft on a set of V blocks and mount 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.

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.

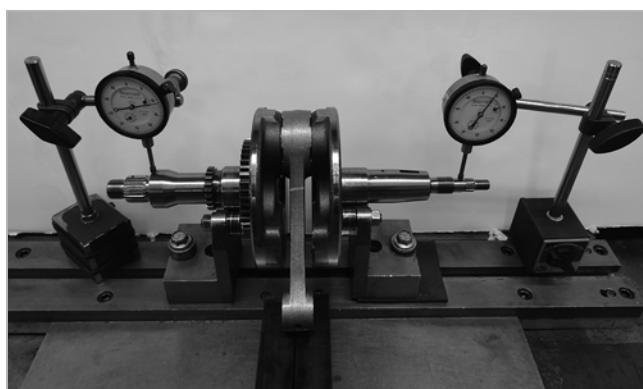


CC289D

3. Acceptable gap range must not exceed 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.



H1-003

3. Zero the indicator and rotate the crankshaft slowly.

CAUTION

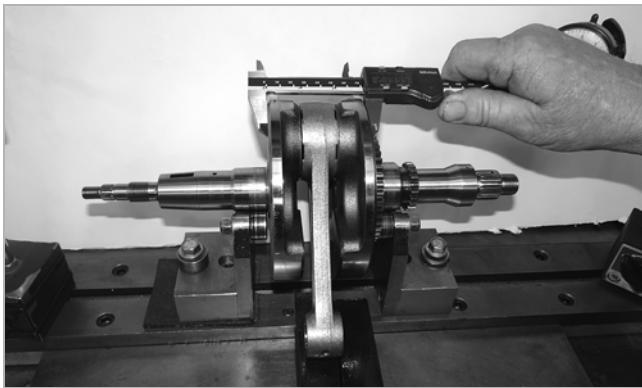
Care should be taken to support the connecting rod when rotating the crankshaft.

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)

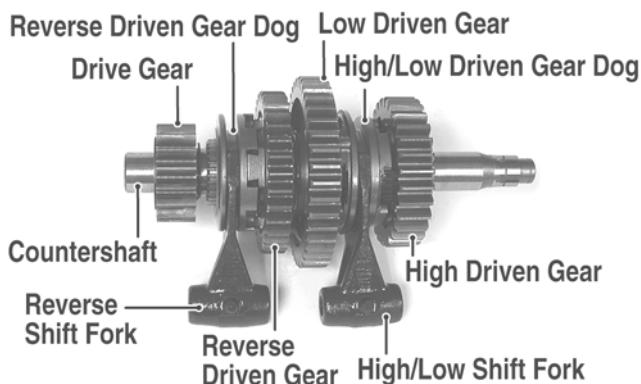
1. Using a calipers, measure the distance from the outside edge of one web to the outside edge of the other web.



H1-005

- Acceptable width range must not exceed specifications.

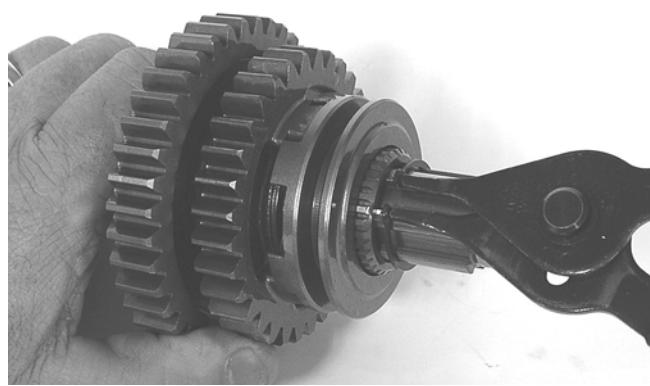
COUNTERSHAFT



GZ281A



GZ296



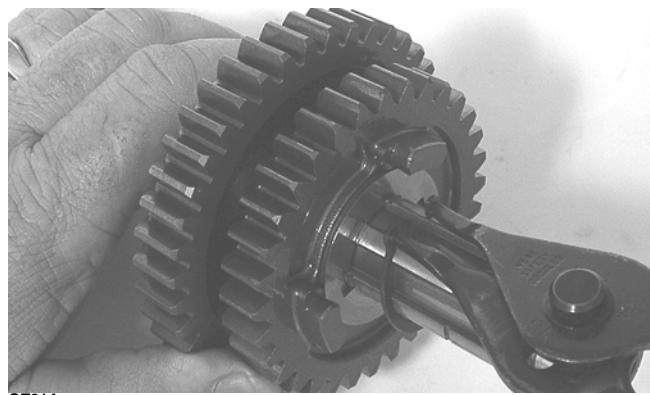
GZ312

- Remove the reverse driven gear dog.



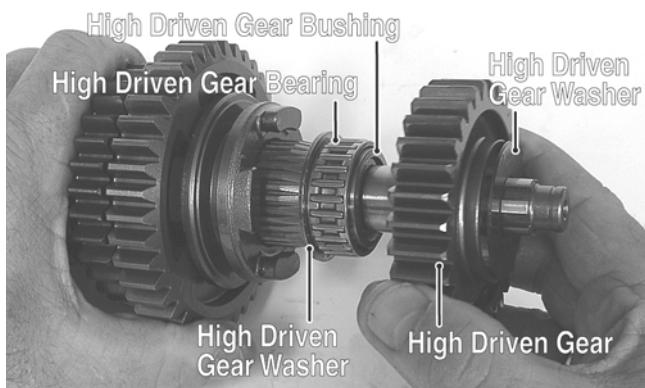
GZ313A

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



GZ314

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

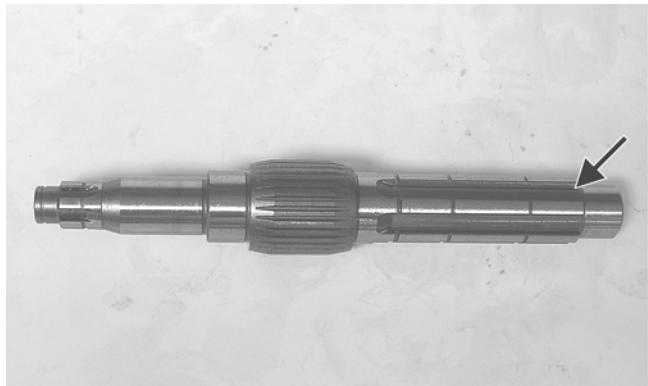


GZ283A

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



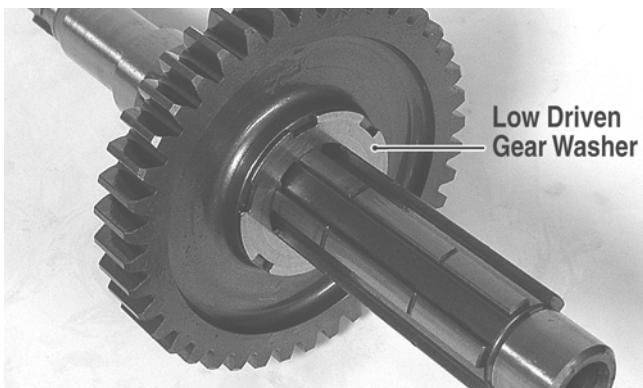
GZ320



GZ317A

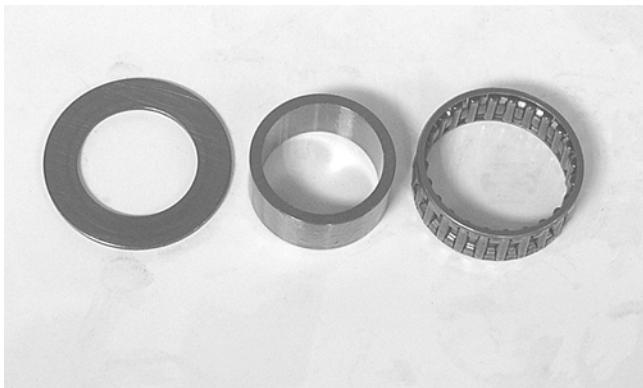


GZ319



GZ318A

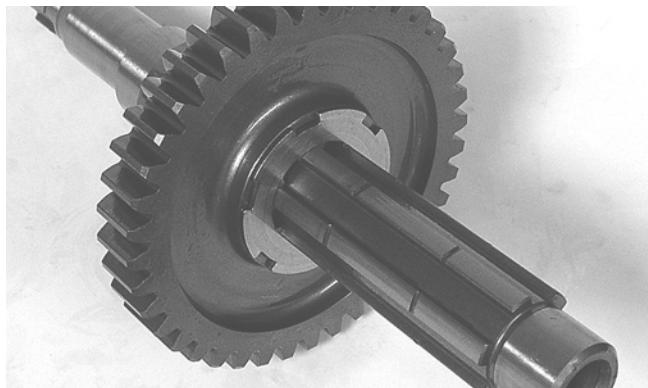
6. Remove the low driven gear. Account for a bearing, bushing, and thrust washer.



GZ316

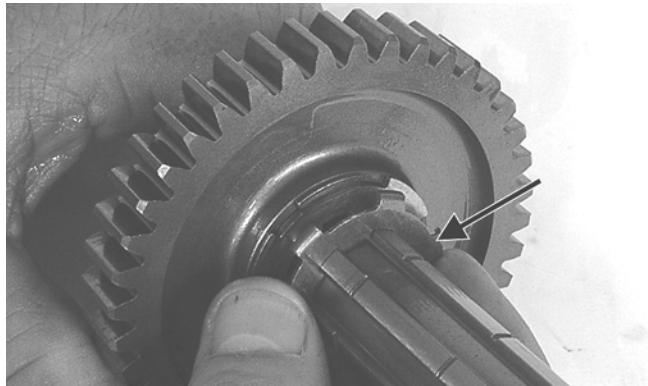
Assembling

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

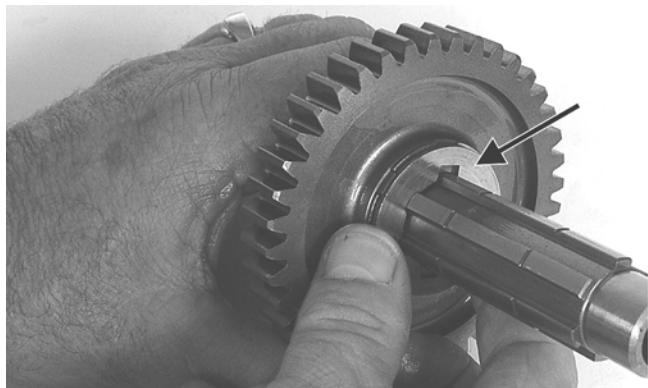


GZ318

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

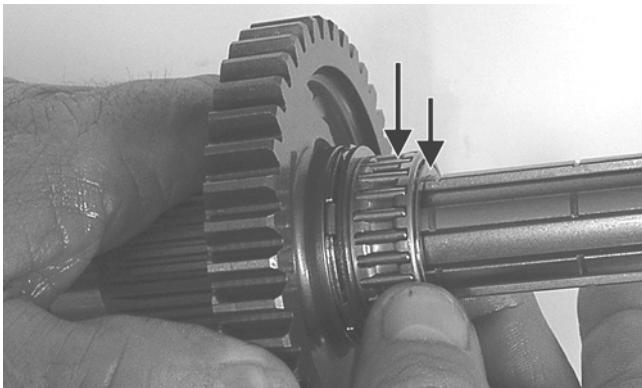


GZ319B



GZ320B

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



GZ286A

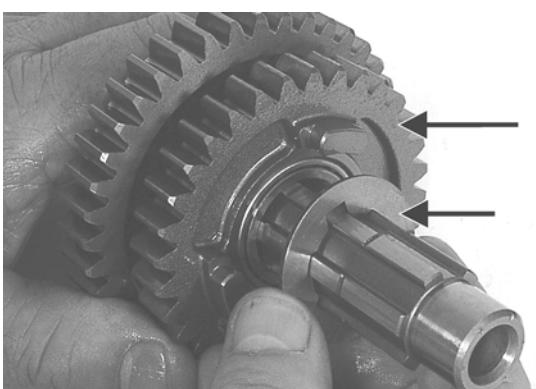


GZ313A



GZ287

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



GZ288A



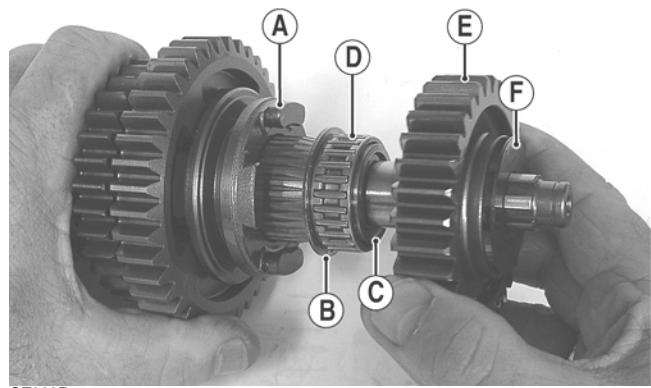
GZ314

5. Install the reverse driven gear dog onto the countershaft and secure with a snap ring.



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).



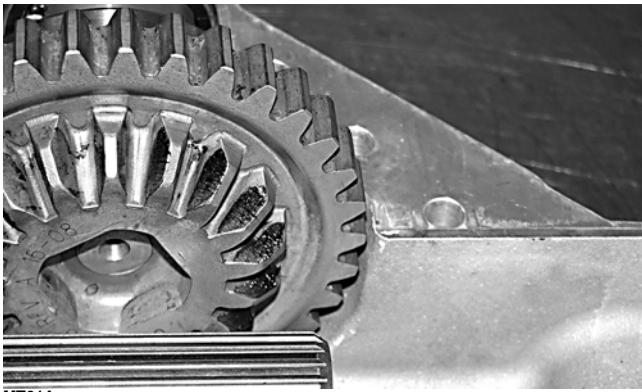
GZ283B

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

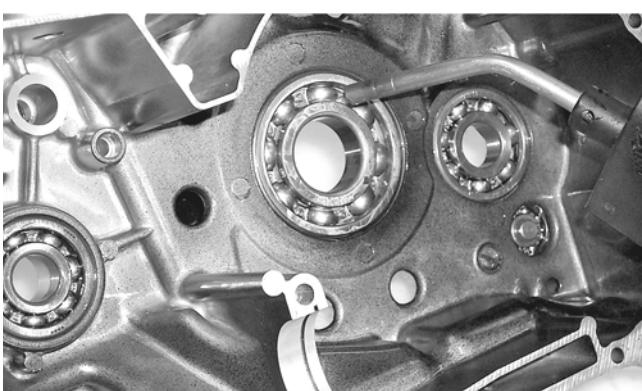
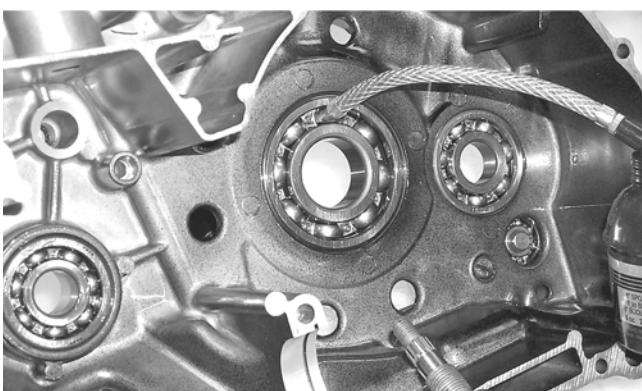
■NOTE: When installing the countershaft assembly, account for the washer on each end of the shaft.

Assembling Crankcase Half

1. Install the secondary drive gear assembly into the crankcase.

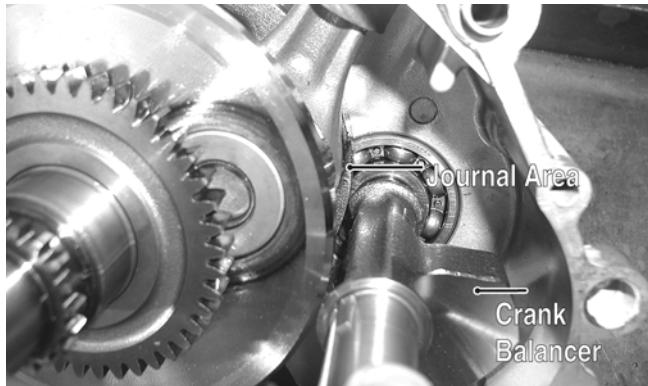


2. Apply a liberal amount of engine oil to the crankshaft bearing. Using a propane torch, heat the bearing until the oil begins to smoke; then slide the crankshaft assembly into place.



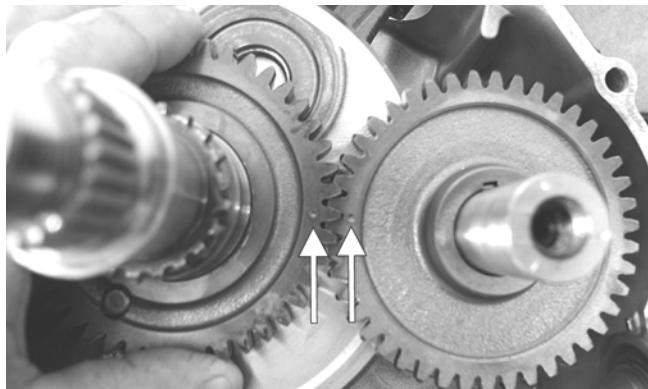
■**NOTE: If heating the bearing is not possible, the crankshaft can be installed using a crankshaft installing tool.**

3. Install the crank balancer.

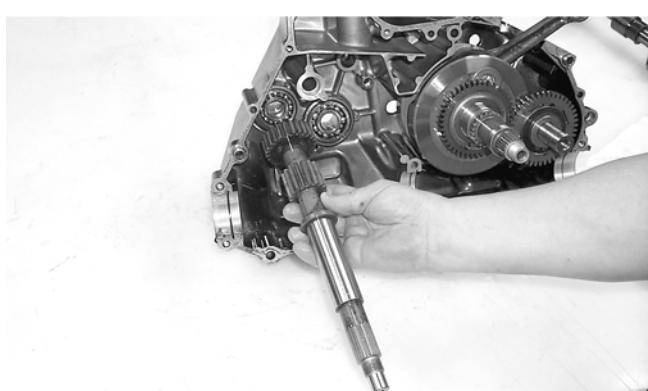


■**NOTE: It will be necessary to rotate the crank balancer until the counterweight is facing away from the crankshaft; then rotate the crankshaft clockwise into the journal area to allow the crank balancer to be fully seated.**

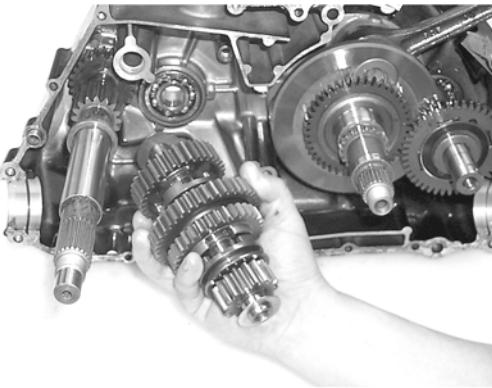
4. Place the key into the crank balancer keyway; then install the crank balancer gear making sure the alignment dots on the crank balancer gear and the crankshaft gear align.



5. Install the driveshaft.



6. Place a washer on each end of the countershaft assembly; then install the assembly.



CC674

7. Place a washer on the end of the gear shift shaft; then install the shaft assembly making sure the two holes on the end of the shaft are positioned vertically. Install the spacer on the shift shaft.



DE677A

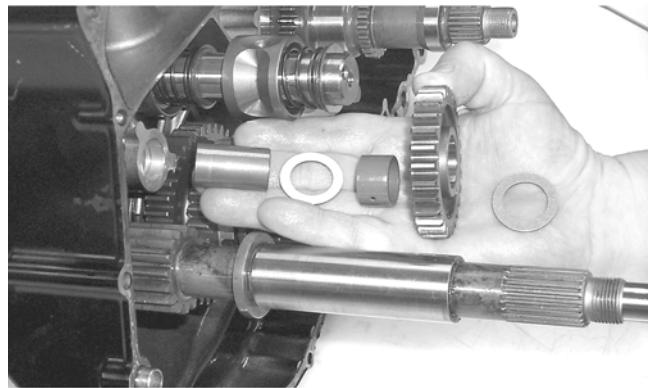
8. Insert the two shift forks into the sliding dogs noting the direction of the tabs from disassembling; then install the shift fork shaft.

■NOTE: Make sure the shift fork tabs face upward and that they are properly seated into the shift cams.



CC669

9. Install the reverse idler gear assembly noting the positioning of the two washers, gear, bushing, and shaft.



CC668

10. Install the front and rear secondary driven shaft assemblies into the left side of the crankcase making sure the bearing locating pins are toward the top of the crankcase and the bearing C-ring is fully seated in the crankcase.



PR787B

11. Place the oil strainer into position; then secure with the two screws.
12. Place the oil strainer cap into position making sure silicone sealant is applied; then secure the cap with cap screws. Tighten to 10.5 ft-lb.

Joining Crankcase Halves

1. Apply High-Temp Sealant to the left-side mating surface smoothing out any build-up or bumps.
2. Lightly oil all bearings and grease all shafts in the right-side crankcase.
3. Using a plastic mallet, lightly tap the case halves together until cap screws can be installed.
4. From the right side, install the 8 mm cap screws; then tighten only until snug.

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

5. From the left side, install the remaining 8 mm cap screws (two inside the case); then tighten only until snug.

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

6. From the left side, install the case half 6 mm cap screws; then tighten only until snug.

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

7. From the right side, install the 6 mm cap screws; then tighten only until snug.

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

8. In a crisscross/case-to-case pattern, tighten the 8 mm cap screws (from steps 4-5) until the halves are correctly joined; then tighten to 21 ft-lb.

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

9. In a crisscross/case-to-case pattern, tighten the 6 mm cap screws (from steps 6-7) to 10 ft-lb.

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

 **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**.

Removing Engine/Transmission (1000)

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.

☞ AT THIS POINT

If the technician's objective is to service front Top-Side Components, Left-Side Components, or Right-Side Components, the engine/transmission does not have to be removed from the frame.

☞ AT THIS POINT

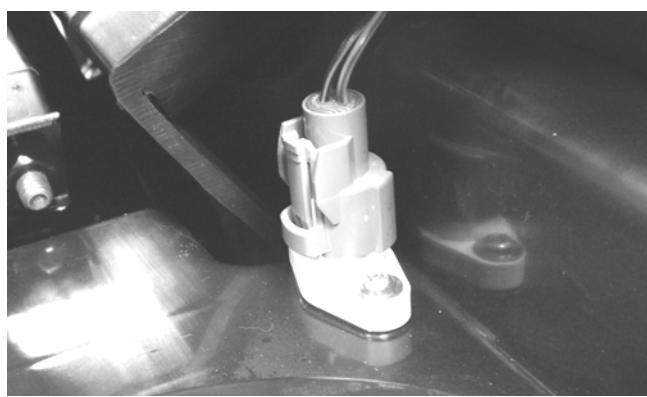
If the technician's objective is to service/replace the oil strainer (from beneath the engine/transmission), the engine/transmission does not have to be removed from the frame.

Secure the ATV on a support stand to elevate the wheels.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

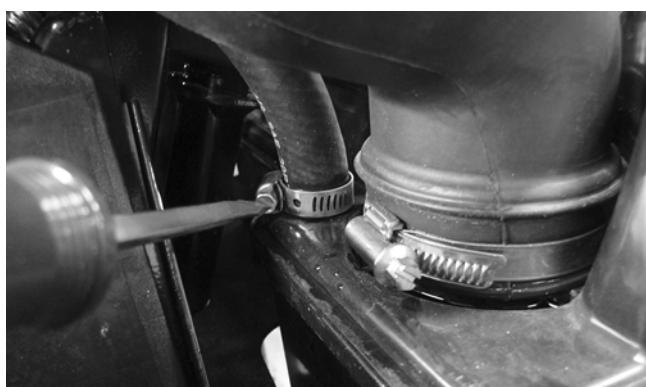
1. Remove the seats and tool tray; then remove the negative battery cable.
2. Remove the front storage tray, steering post cover, both side panels, footwells, footrests and brake pedal; then remove the front rack and front body panel (see Steering/Body/Controls).
3. Disconnect the IAT sensor connector; then loosen the clamp securing the inlet air boot to the throttle body and breather hose to the front of the air box. Remove the air filter housing assembly.



GZ013



XR394



XR395

4. Using an absorbent towel, press the release tab to disconnect each gasline hose connector from the associated fuel rails. Clean any spilled gasoline.



5. Disconnect the TPS (A), MAP sensor (B), and ISC valve (C) from the throttle body; then route the harness and connectors away from the engine.



6. Disconnect the fuel injector wiring connectors, leaving the injectors installed.

■NOTE: Using a suitable marker, mark the locations of any ties that are removed to relocate wiring out of the way.

7. Remove the cap screws securing the throttle body to the intake manifold; then remove the throttle body, leaving the throttle cable connected, and lay the assembly over the handlebar. Account for the O-ring.
8. Remove the four cap screws securing the intake manifold to the cylinder heads. Remove the manifold. Account for the O-rings and routing clamp.

■NOTE: Match mark the manifold to each cylinder head for assembly purpose.

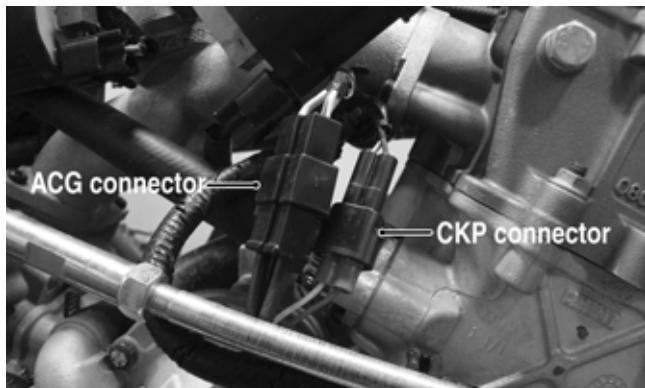


GZ106

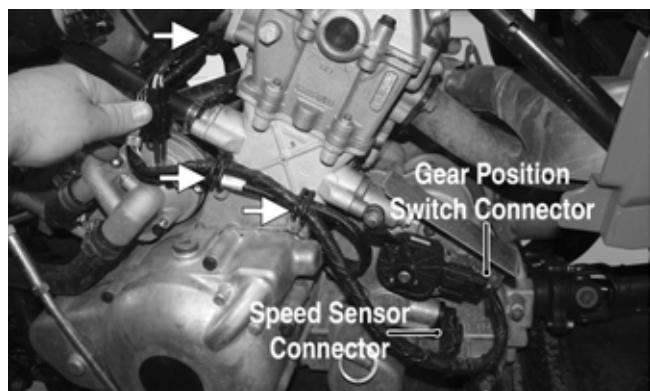


GZ107

9. Disconnect the ACG connector and the CKP sensor connector; then disconnect the gear position switch and speed sensor connectors. Note the routing and routing clamp locations.



XR396A

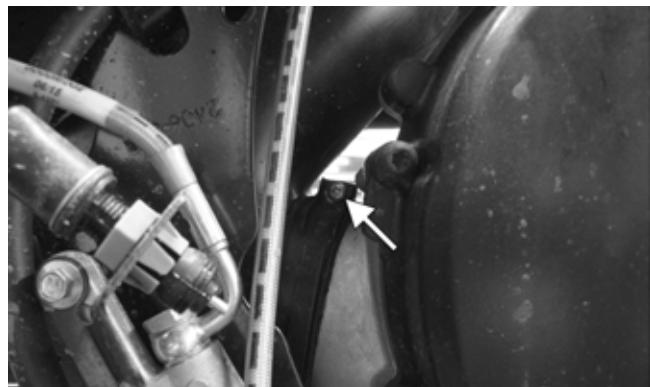


XR397A

10. Loosen the clamps securing the V-belt cooling ducts to the V-belt housing; then disconnect the cooling ducts.



XR398



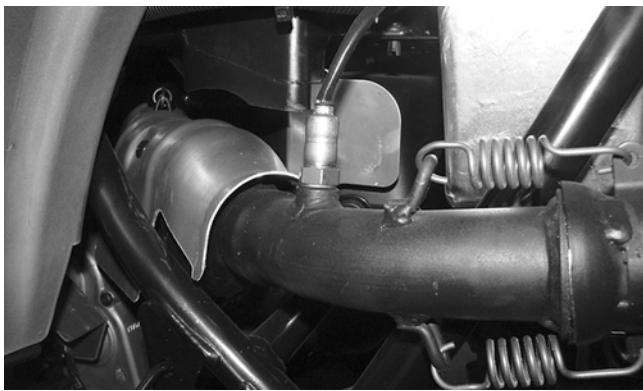
XR399A

11. Remove the E-clips securing the shift linkage to the shift lever and shift shaft; then remove the shift linkage. Account for two bushings and two flat washers.
12. Remove the cap screws securing the rear driveshaft yoke flange to the rear output flange.



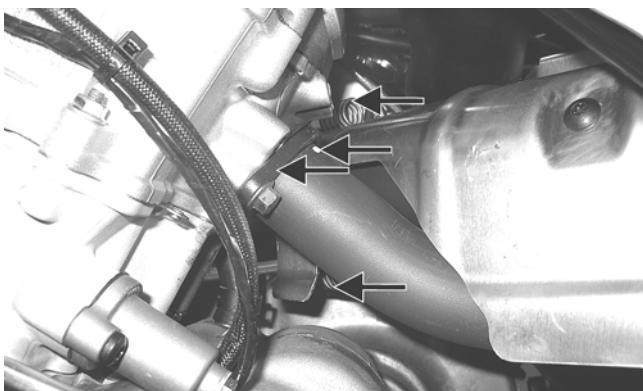
GZ374

13. Remove the exhaust pipe springs at the muffler and remove the muffler. Account for the grafoil seal. Disconnect the O2 sensor.



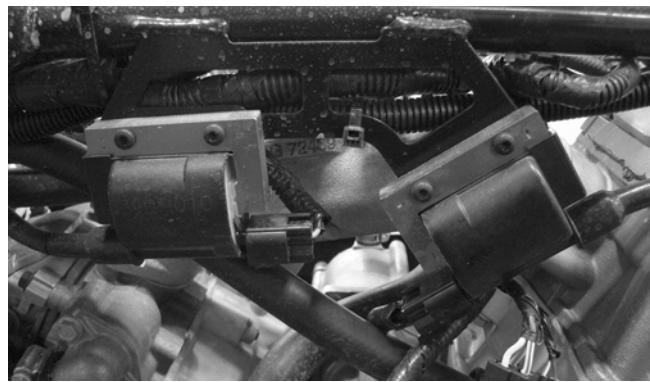
GZ535

14. Remove the cap screws securing the rear exhaust pipe to the cylinder head; then remove the springs securing the rear exhaust pipe to the front exhaust pipe. Remove the rear exhaust pipe. Account for a grafoil seal on the pipe juncture and a seal in the cylinder head.



GZ099A

15. Remove the front and rear spark plug wires from the spark plugs; then disconnect the primary wire connectors from the coils and remove the coils from the left side of the frame.



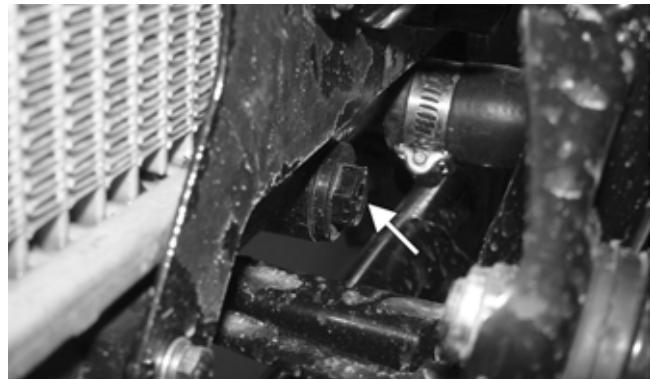
XR400

16. Remove the cap screw securing the engine; then remove the starter motor cable from the starter motor found at the front of the engine.



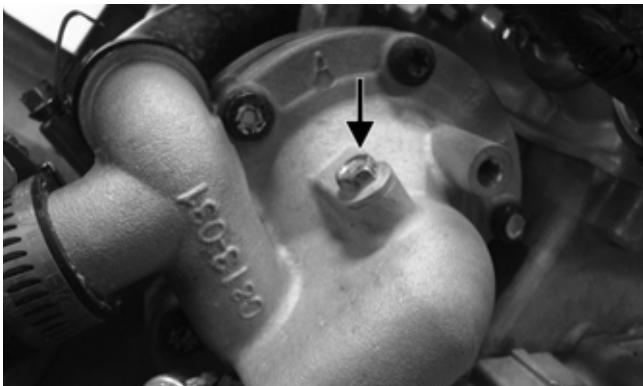
XR401

17. Place a suitable drain pan under the radiator; then remove the radiator drain plug. Do not loosen the radiator cap at this time.



XR402A

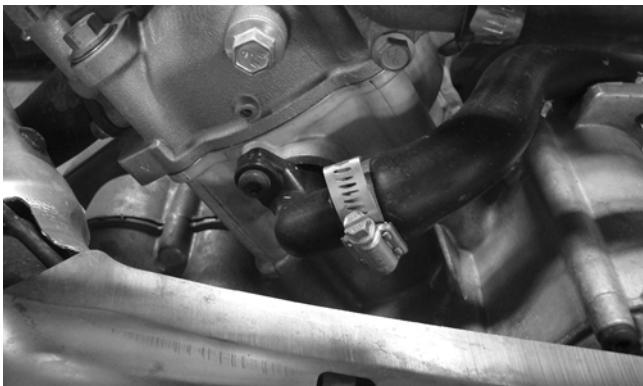
18. Remove the bleed screw from the water pump; then after coolant has drained, apply compressed air to the bleed opening to purge the remaining coolant from the system. Install the bleed screw and radiator drain plug and tighten securely.



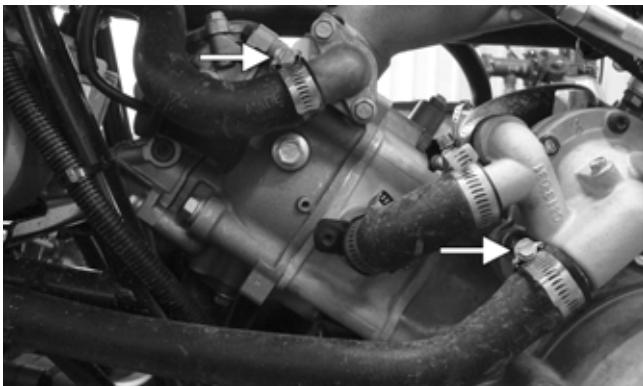
XR403A

WARNING
Always wear safety glasses when using compressed air.

19. Remove the coolant hoses from the upper engine coolant outlet pipes; then remove the lower coolant hose from the water pump.

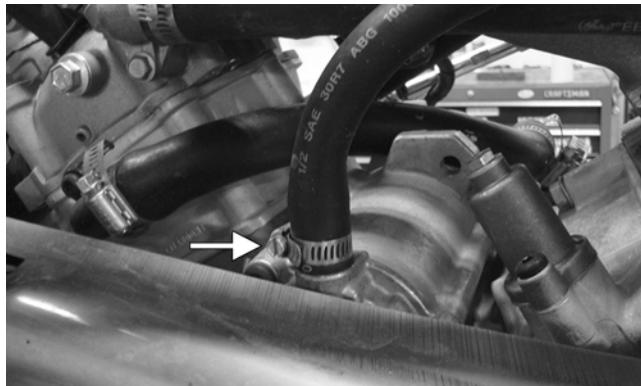


XR405



XR404A

20. Using suitable hose clamp pliers, remove the oil lines from the front of the engine. Remove the crank case breather hoses, one from the right side of the engine and one on the front left side of the rear cylinder.

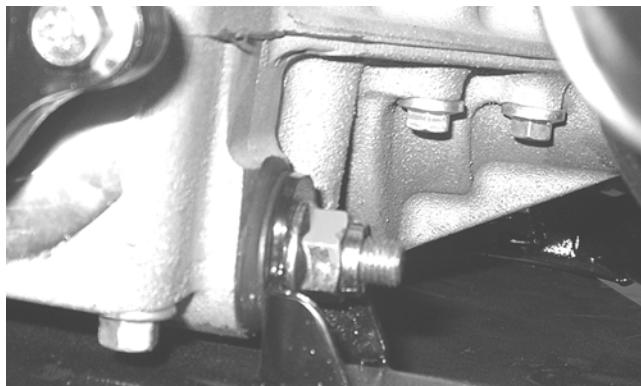


XR406A

21. Remove the flange nuts from the front and rear engine through-bolts; then rock the engine slightly to relieve engine mount pressure and remove the through-bolts.

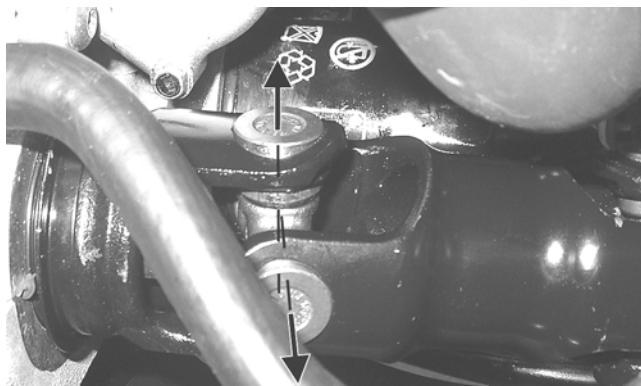


XR407



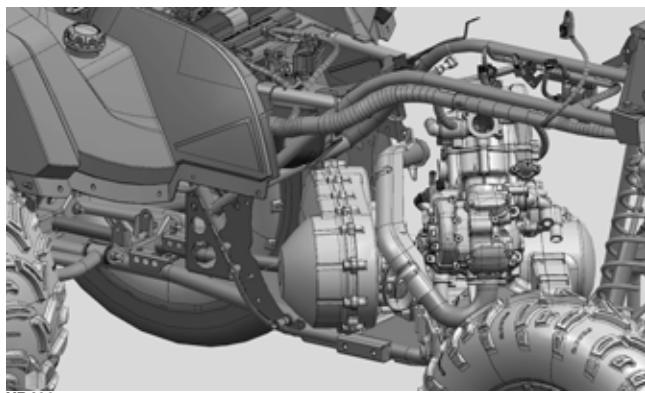
GZ104

22. Rotate the front driveshaft until the output yoke universal joint is in the vertical plane; then raise the front of the engine/transmission until the front drive splines disengage from the differential.

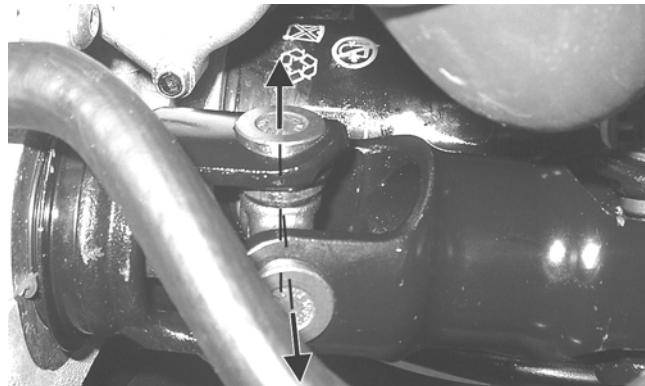


GZ 110A

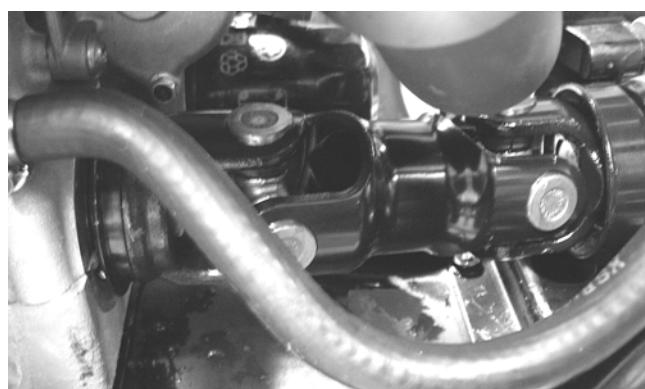
23. Fold the front drive line up and secure against the front of the engine; then lift the engine clear of the mountings and remove from the right side of the frame.



XR408



GZ110A

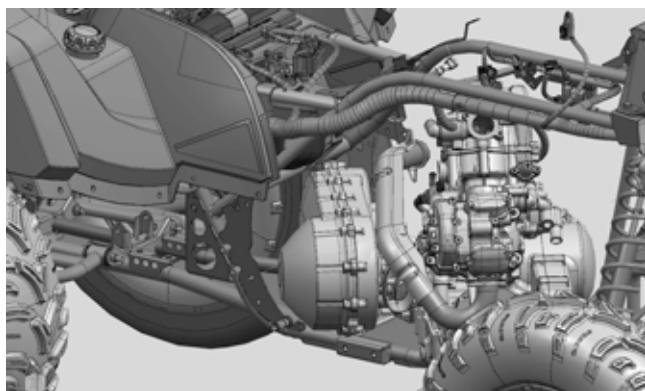


GZ111

Installing Engine/Transmission (1000)

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

1. Turn the front driveline to place the output drive yoke universal joint in the horizontal plane; then secure the driveshaft to the right and against the engine.



XR408

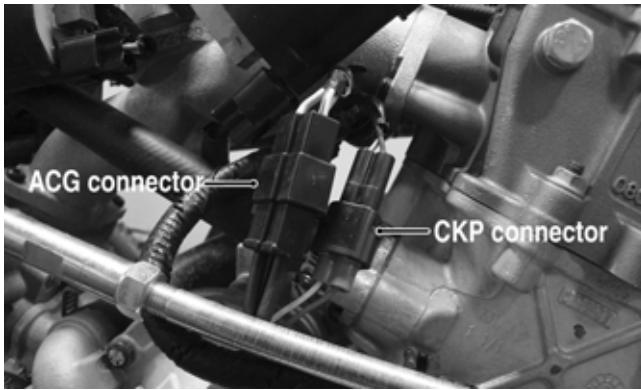
2. Install the engine/transmission into the frame from the right side.
3. Rotate the driveshaft 90°; then lift the front of the engine sufficiently to engage the splined shaft into the front differential. Lower the front of the engine.

4. Align the rear output shaft and the rear gear case flange and install the cap screws. Tighten to 20 ft-lb.
5. Align the engine with the mounting brackets and install the through-bolts with flat washers; then install the flange nuts and tighten to 35 ft-lb.
6. Connect the coolant, oil, and crankcase breather hoses and tighten the clamps securely.
7. Secure the engine ground wire to the engine and tighten the cap screw to 8 ft-lb. Install the starter motor cable.

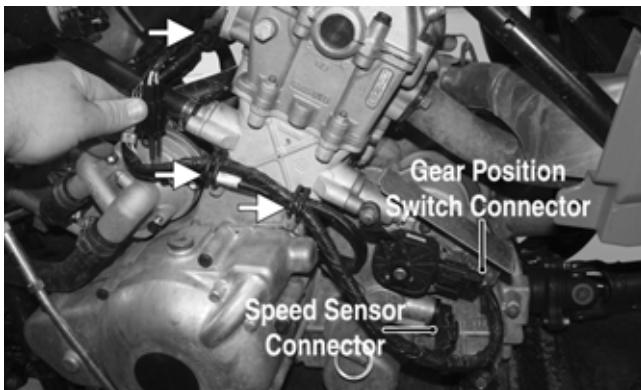


XR401

8. Using the cap screws and nuts, secure the ignition coils to the frame; then connect the primary wires and spark plug caps.
9. Connect ACG connector and CKP sensor connector; then connect the gear position switch and speed sensor connectors.

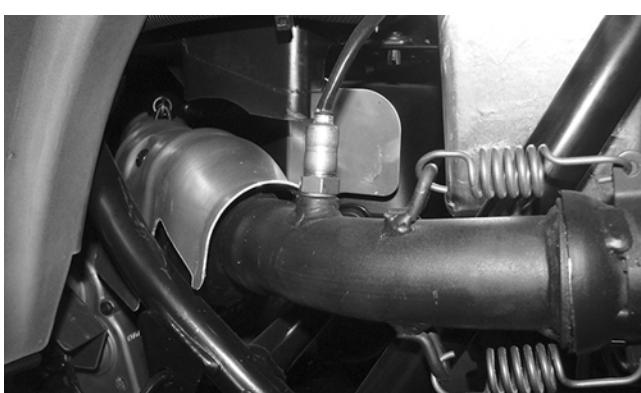
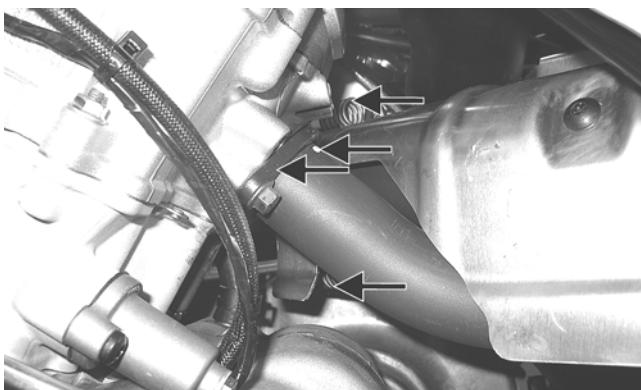


XR396A



XR397A

10. Install the front and rear exhaust pipes with new gra-foil seals and tighten the retaining cap screws to 20 ft-lb; then install the muffler and connect all exhaust juncture springs. Connect the O2 sensor.



11. Install the intake manifold to the cylinder heads and torque the cap screws to 6 ft-lb. Install the throttle body onto the manifold and torque to 30 in.-lb.



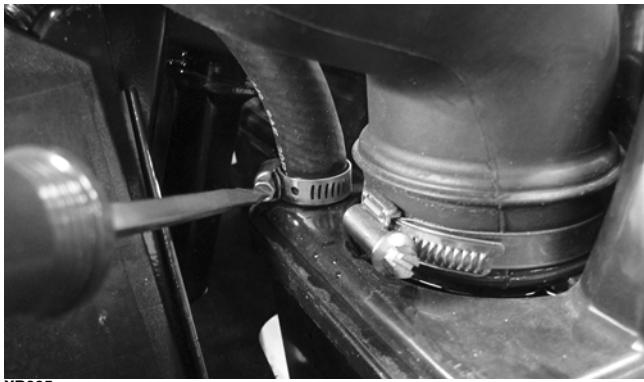
12. Connect the fuel injectors (A), TPS (B), MAP sensor (C), and ISC valve (D).



13. Install the shift linkage with bushings and secure with E-clips.

14. Connect the gasoline hose connectors to the fuel rails; then install any nylon ties that were removed during disassembly.

15. Install the air filter housing and secure to the throttle body with a hose clamp; then connect the IAT sensor connector and engine breather hose to the front of the air filter housing.



XR395

16. Install the V-belt cooling duct and boots. Tighten securely.
17. Install the radiator drain plug and water pump bleed screw.
18. Install the front body panel, footrests, footwells, and front rack (see Steering/Body/Controls).
19. Connect the negative battery cable; then secure the battery with the tool tray and install the seat.
20. Pour in the proper quantities of engine/transmission oil and coolant; then start the engine and warm up to operating temperature.
21. Check for proper fluid levels and any fluid leaks; then shut off engine and check fluid levels (see Periodic Maintenance/Tune-up).

Removing Top-Side Components

■NOTE: The engine/transmission must be removed to service the rear cylinder head, cylinder, and piston.

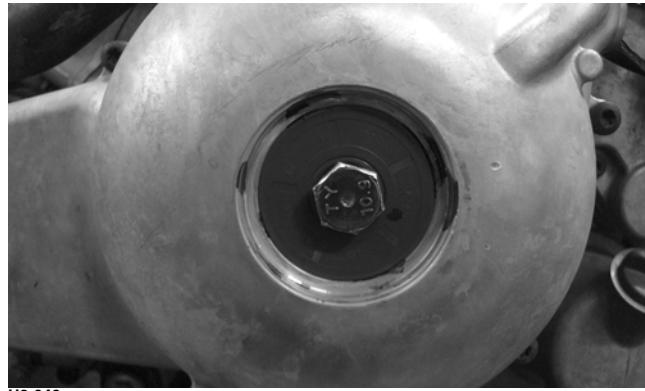
A. Valve Cover/Rocker Arms

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.



H2-047



H2-048

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

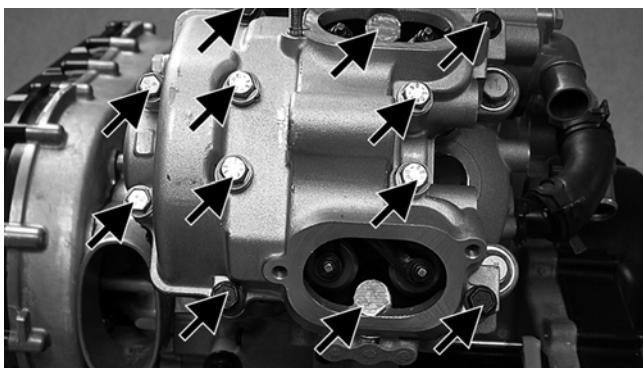


H2-049



H2-050

2. Remove the tappet covers on the cylinder being serviced. The tappets should not have pressure on them.
3. Loosen the cap screws securing the valve cover to the head.

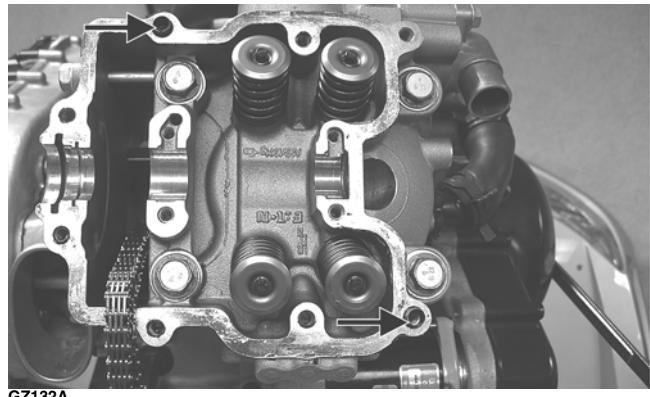


GZ126C

4. Remove all cap screws except the two top-side cap screws next to the spark plug. These will keep the alignment pins in place. Note the two rubber washers on the remaining cap screws.
5. Remove the valve cover. Account for and note the orientation of the cylinder head plug. Note the location of the two alignment pins.



GZ162



GZ132A

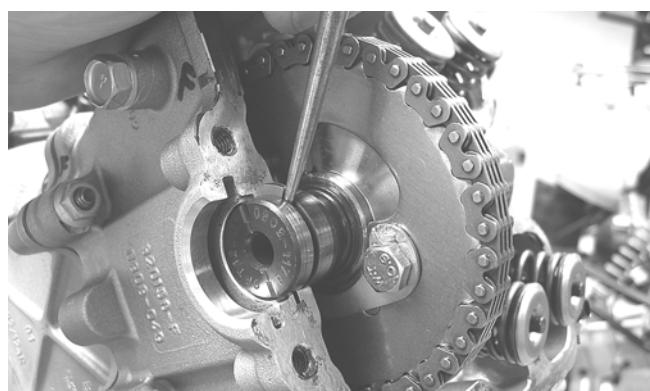
6. Remove the cap screw on the end of the tensioner; then using a flat-blade screwdriver, turn the tensioner clockwise to remove the tension. Remove the two cap screws securing the tensioner adjuster assembly and remove the assembly. Account for a gasket.



GZ405

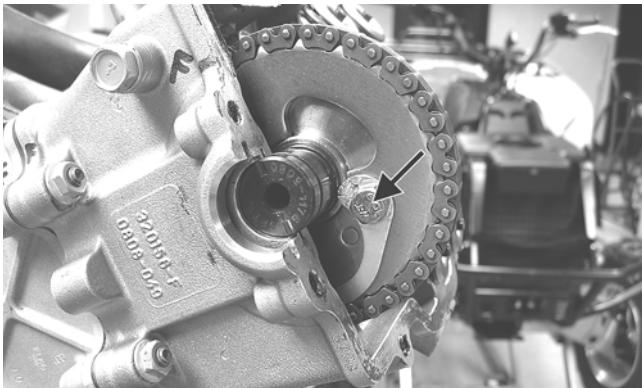
7. Using an awl, rotate the C-ring in its groove until it is out of the cylinder head; then remove the C-ring.

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



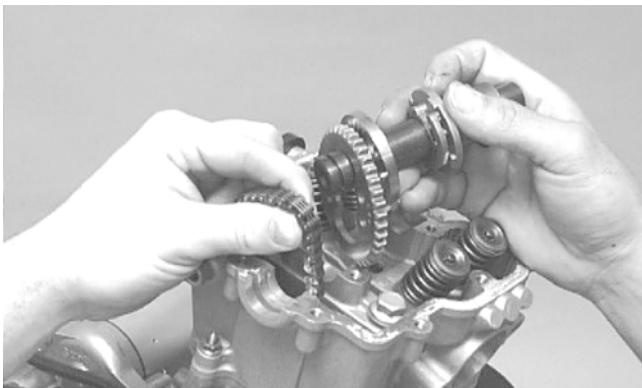
GZ155

8. 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.



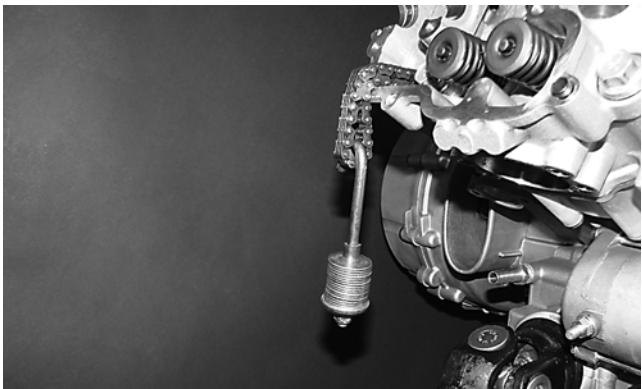
GZ154A

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



CC266D

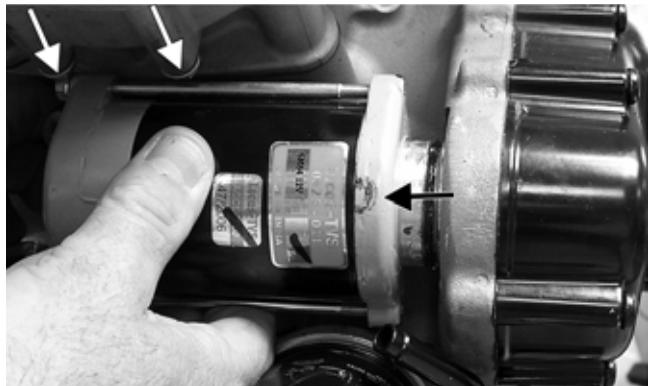
■**NOTE:** Loop the chain over the cylinder head and secure it to keep it from falling into the crankcase.



GZ408

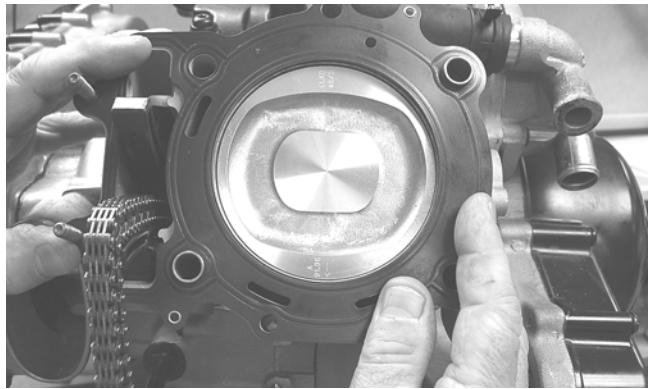
10. Remove the five nuts securing the cylinder head to the cylinder; then remove the four cylinder head cap screws and washers.

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

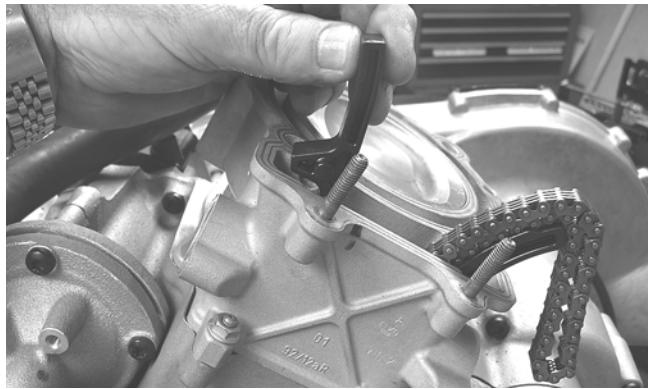


GZ209A

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



GZ151



GZ161

12. 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 2-11 on the other cylinder head.

☞ **AT THIS POINT**

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

☞ **AT THIS POINT**

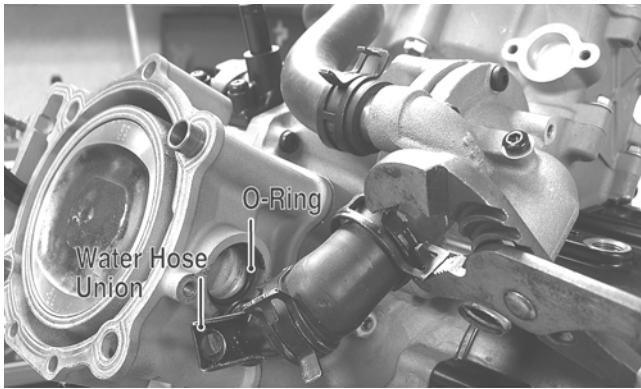
To inspect cam chain guide, see **Servicing Top-Side Components** sub-section.

C. Cylinders

D. Pistons

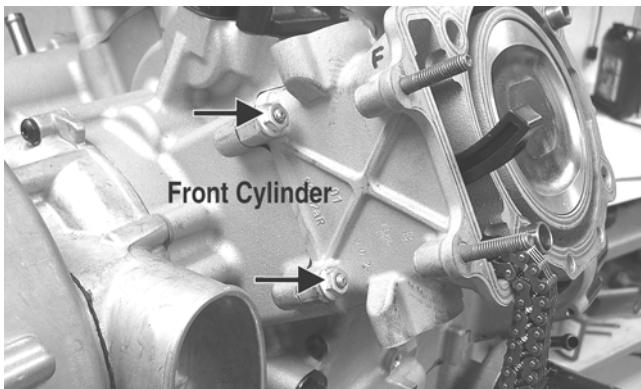
■**NOTE:** Steps 1-12 in the preceding sub-section must precede this procedure.

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

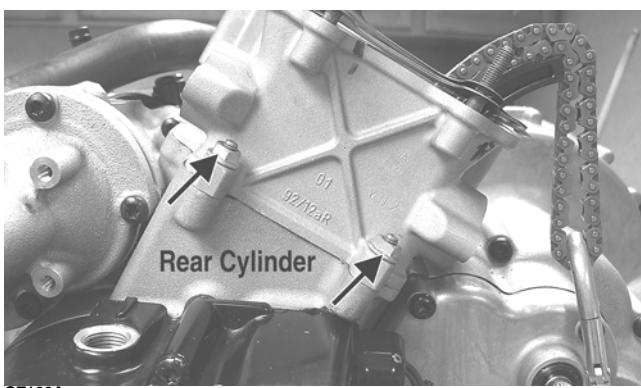


GZ140A

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

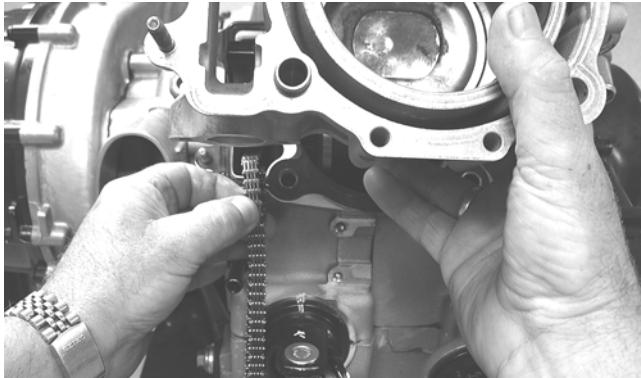


GZ141A



GZ160A

15. 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



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.

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

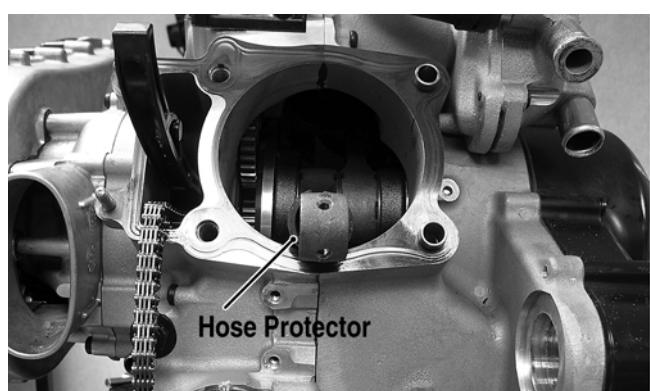


GZ145

17. 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.**



GZ146A

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.

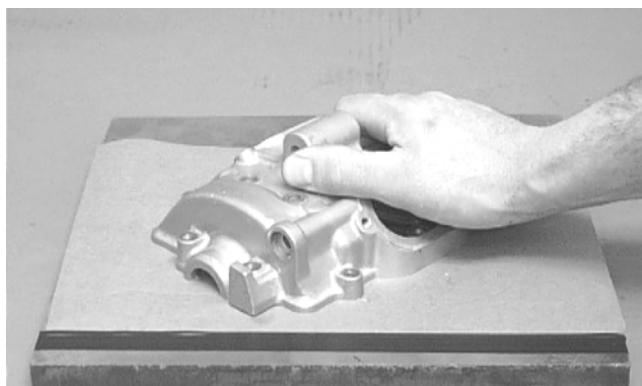
Cleaning/Inspecting Valve Cover

■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

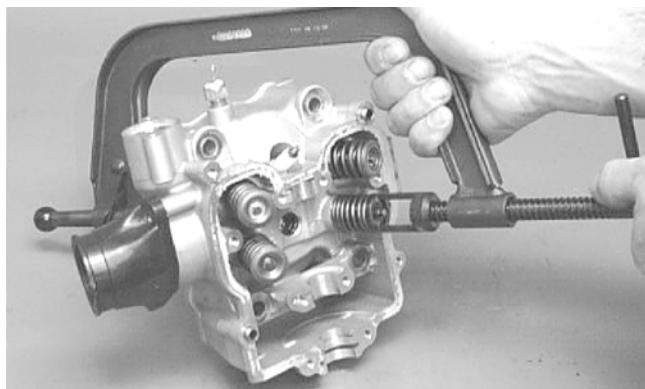
CAUTION

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

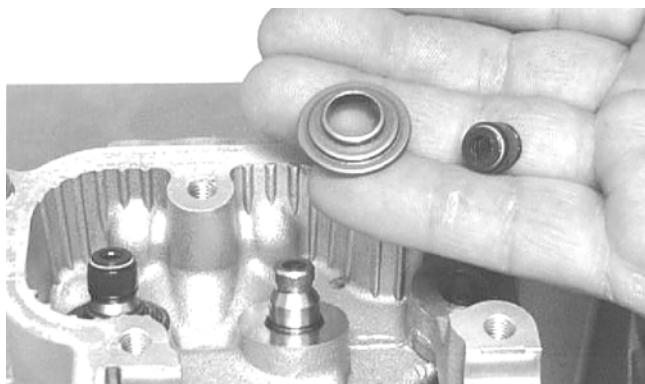
■NOTE: Index all valves, springs, and cotters to their original position when removing. When installing, all valve components should be installed in their original position.

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 Guide (Bore)

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

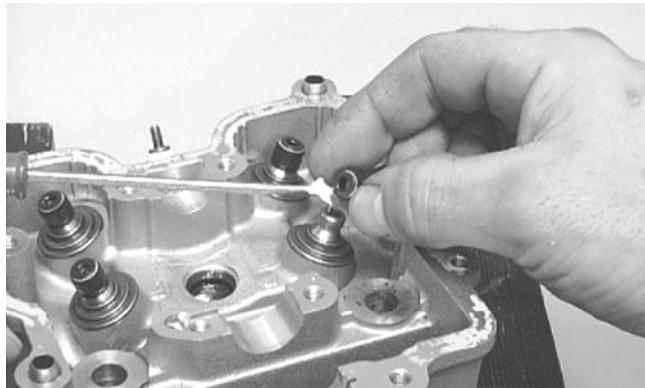
If valves, valve guides, or valve seats require servicing or replacement, Arctic Cat recommends the components be taken to a qualified machine shop for servicing.

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.

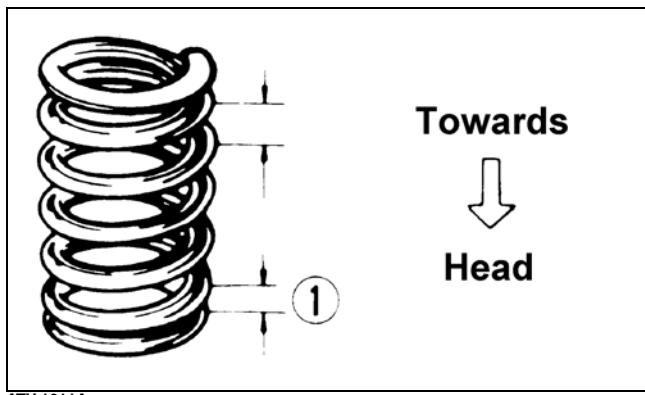
Installing Valves

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.



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.



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.



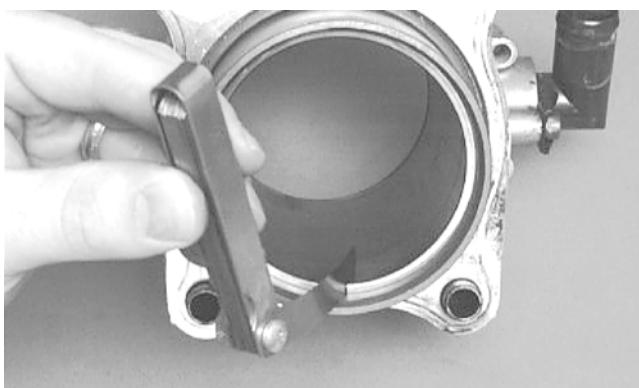
CC400D

Inspecting Piston

1. Inspect the piston for cracks in the piston pin, dome, and skirt areas.
2. Inspect the piston for seizure marks or scuffing.
3. 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)

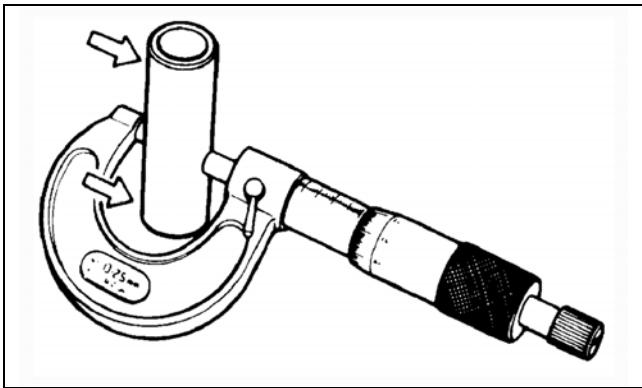
1. Place each compression ring in the wear portion of the cylinder. Use the piston to position each ring squarely in the cylinder.
2. Using a feeler gauge, measure each piston-ring end gap. Acceptable ring end gap must not exceed specifications.



CC280D

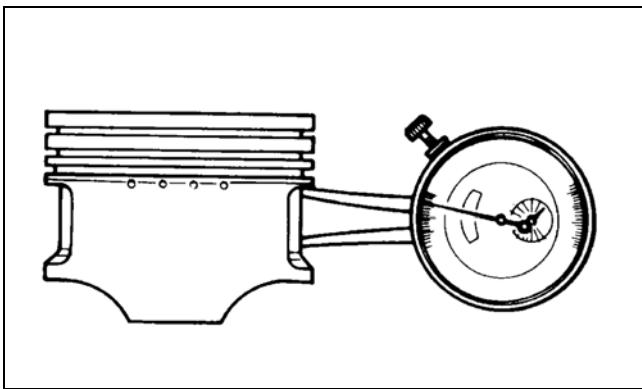
Measuring Piston Pin (Outside Diameter) and Piston-Pin Bore

1. Measure the piston pin outside diameter at each end and in the center. If measurement exceeds specifications, the piston pin must be replaced.



ATV-1070

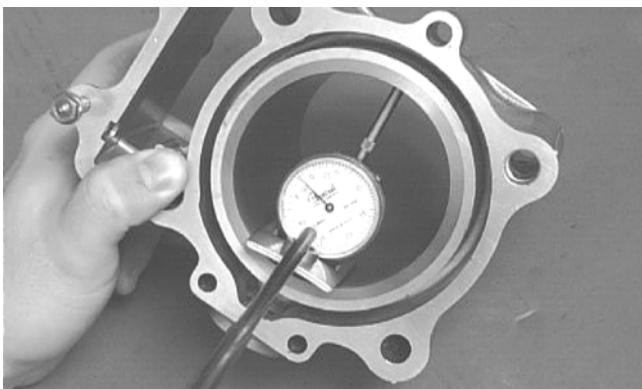
2. Insert an inside dial indicator into the piston-pin bore. The diameter must not exceed specifications. Take two measurements to ensure accuracy.



ATV-1069

Measuring Piston Skirt/Cylinder Clearance

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

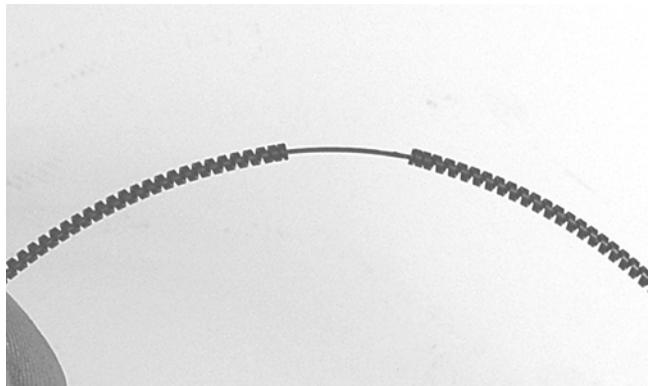


CC127D

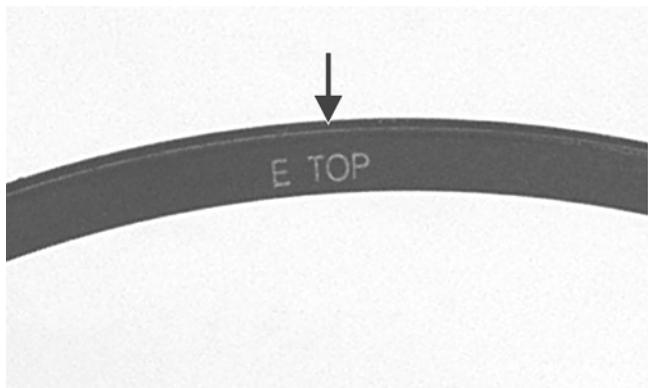
2. Measure the corresponding piston diameter at a point 15 mm (0.6 in.) above the piston skirt at a right angle to the piston-pin bore. Subtract this measurement from the largest measurement in step 1. The difference (clearance) must not exceed specifications.

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



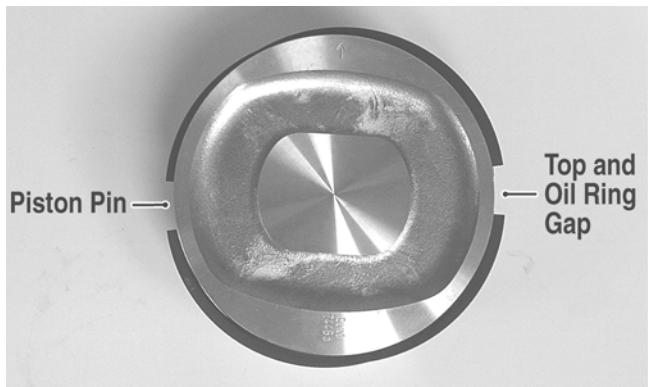
GZ169A

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.

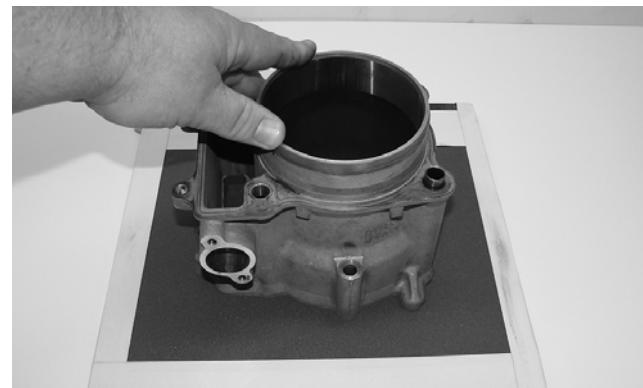


2. Inspect the cylinder for pitting, scoring, scuffing, warpage, and corrosion. If marks are found, repair the surface using a cylinder hone (see Inspecting Cylinder in this sub-section).

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.

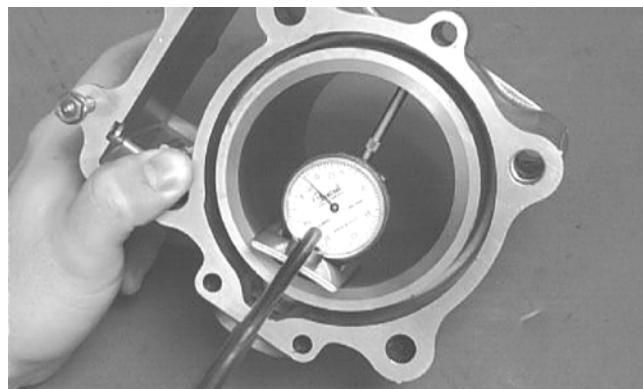
CAUTION

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



H1-039

4. 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

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

Cleaning/Inspecting Cylinder

1. Wash the cylinder in parts-cleaning solvent.

■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.



H1-038

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

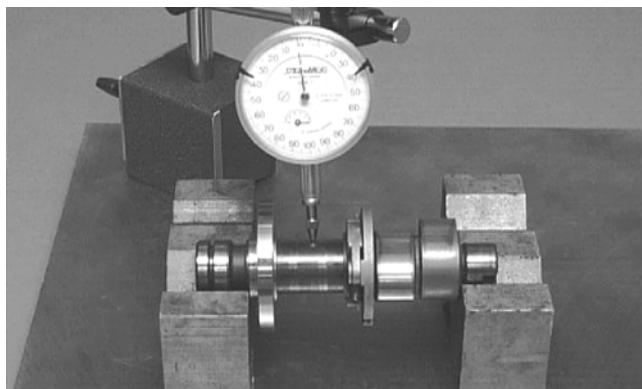
Inspecting Cam Chain Guide

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

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.

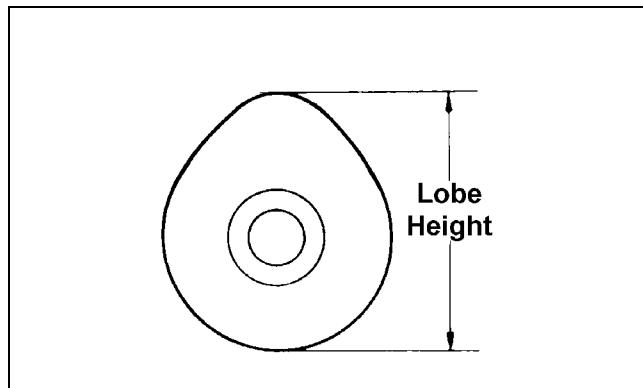


CC283D

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

Measuring Camshaft Lobe Height

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



ATV1013A

2. The lobe heights must be greater than minimum specifications.

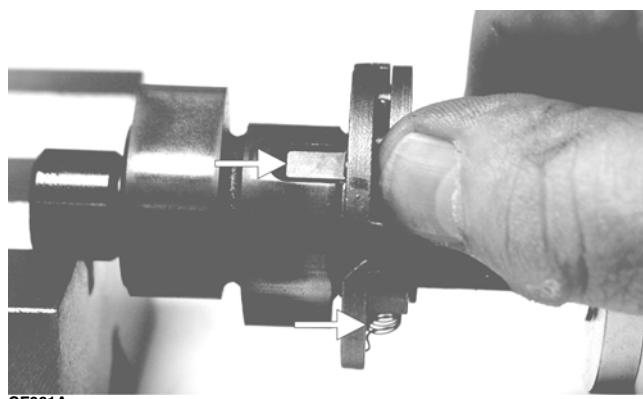
Inspecting Camshaft Bearing Journal

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.

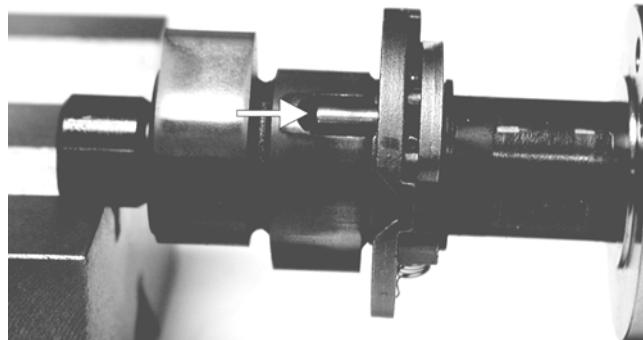
■NOTE: If the journals are worn, replace the cam-shaft.

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.

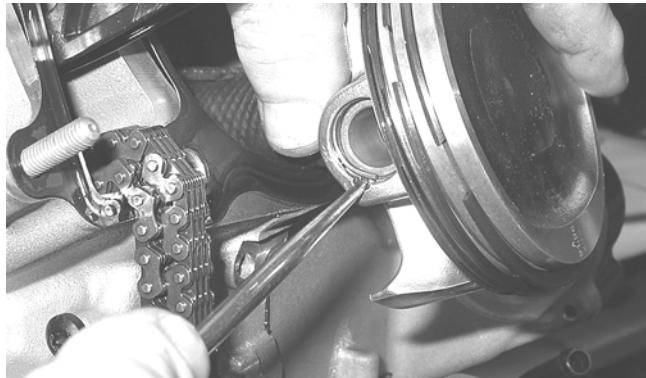
Installing Top-Side Components

A. Pistons

B. Cylinders

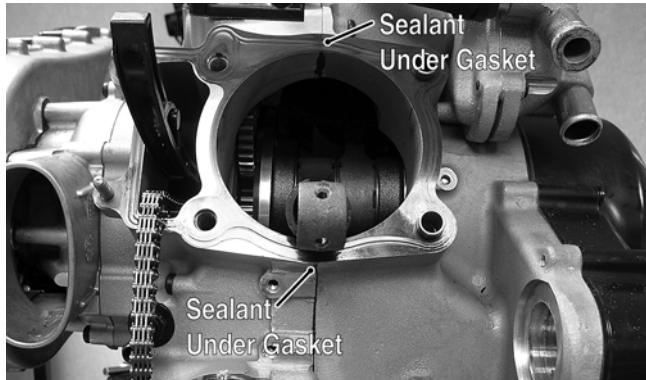
1. Install the piston on the connecting rod making sure the circlip on each side is fully seated in the piston.

■**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

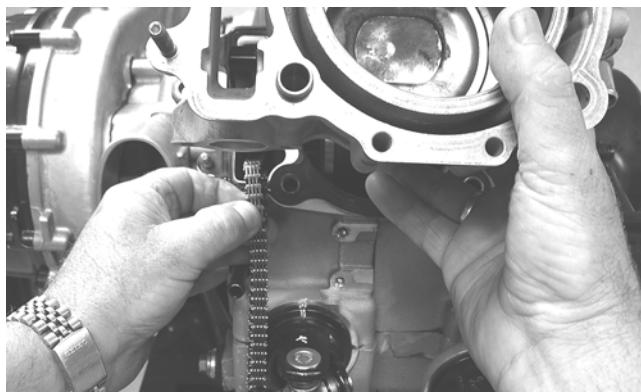


GZ159

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

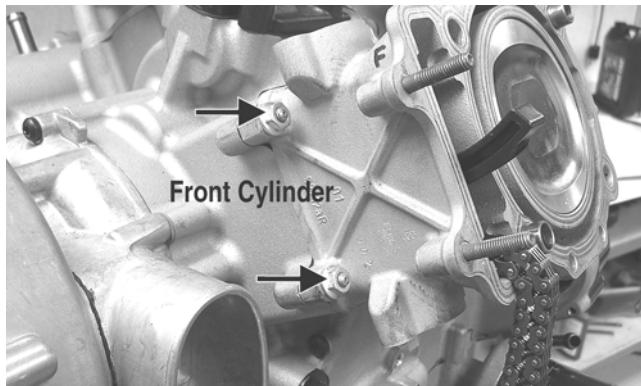
The cylinder should slide on easily. Do not force the cylinder or damage to the piston, rings, cylinder, or crankshaft assembly may occur.



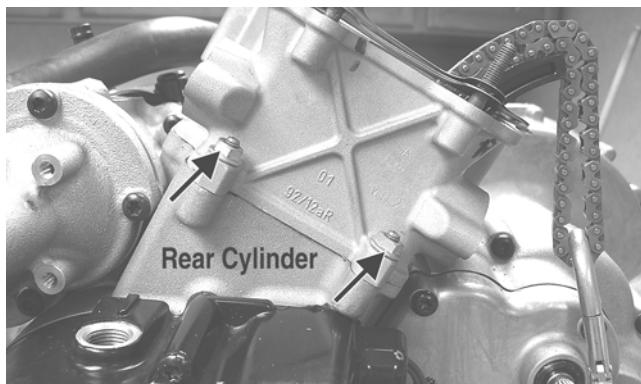
GZ142

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.

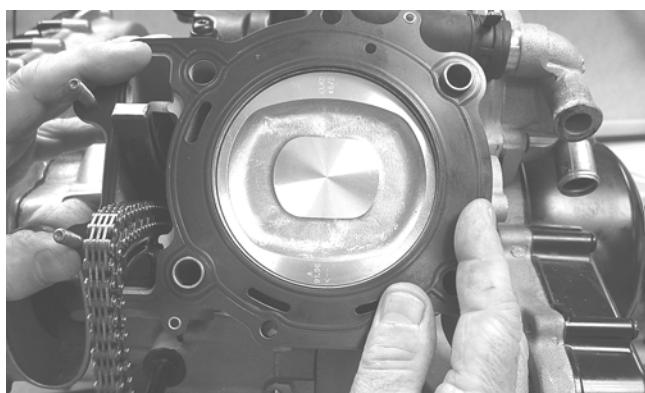
6. Place the chain guide into the cylinder.

CAUTION

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



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.



8. Install the cylinder head cap screws. Tighten only until snug.



9. Loosely install the five cylinder head nuts.

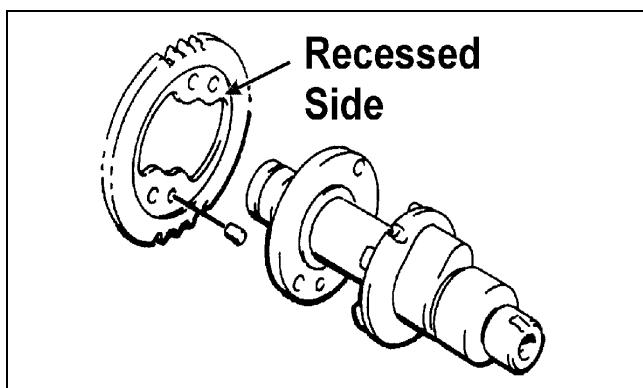
10. In a crisscross pattern, tighten the four cylinder head cap screws (from step 8) initially to 20 ft-lb; then increase to 30 ft-lb, and finally to 37 ft-lb. Tighten the 8 mm nut (from step 9) to 21 ft-lb; then using a crisscross pattern, tighten the 6 mm nuts (from step 9) to 8.5 ft-lb. Tighten the two cylinder-to-crankcase nuts (from step 4) to 8 ft-lb.

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

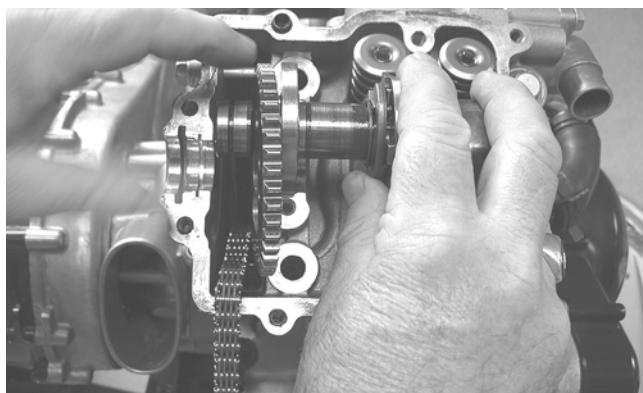
11. With the timing inspection plug removed and the front chain held tight, rotate the crankshaft until the front piston is at TDC indicated by timing mark F.



12. With the alignment pin installed in the front 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.



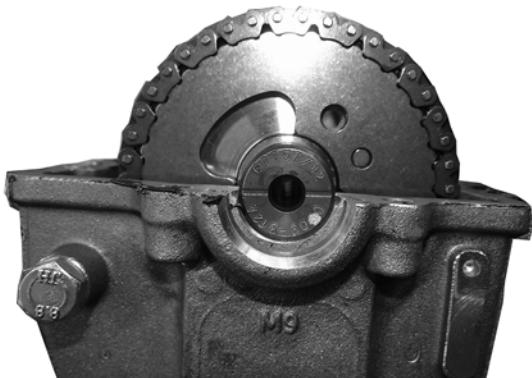
732-307B



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

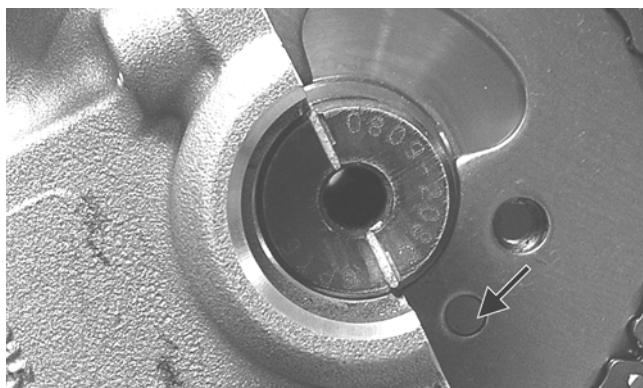
13. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and towards its seating position; then loop the chain over the sprocket.

■NOTE: Note the position of the alignment marks on the end of the camshaft. They must be parallel to the valve cover mating surface. If rotating the camshaft 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.



GZ519

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.



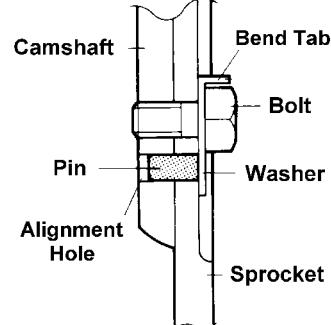
GZ190B

- Piston still at top-dead-center.
- Camshaft lobes directed down (toward the piston).
- Camshaft alignment marks parallel to the valve cover mating surface.
- Recessed side of the sprocket directed toward the cam lobes.
- 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.

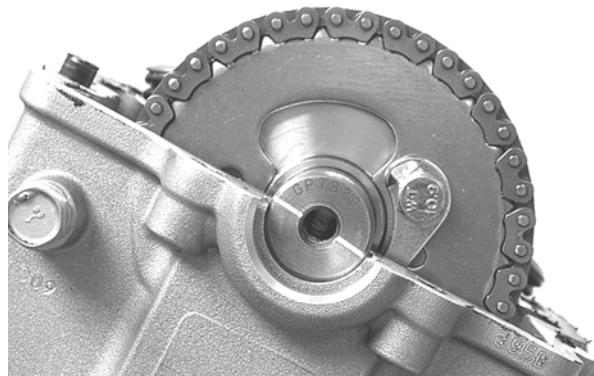


ATV1027

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.

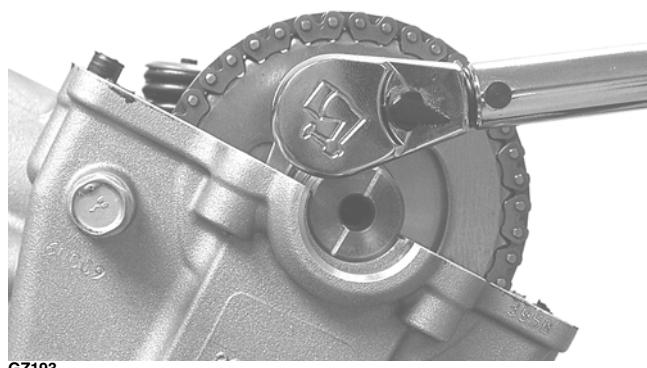


GZ195

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 10 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

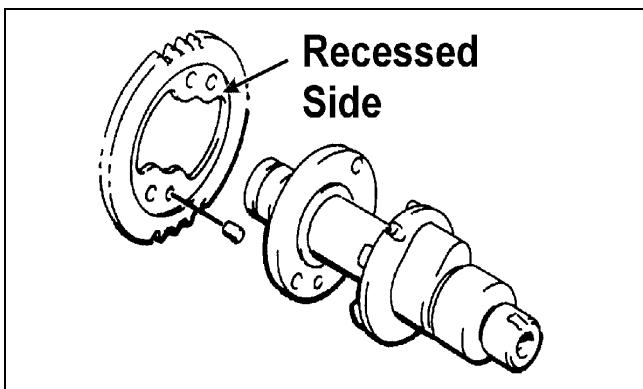
Return the engine to TDC on the front cylinder making sure the cam lobes are directed downward to ensure correct starting point for step 19.

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

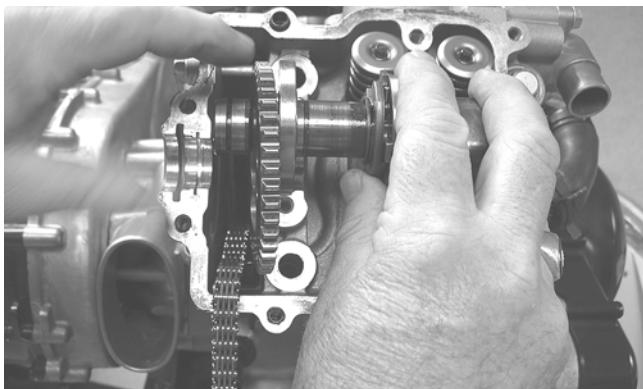


H2-050

20. With the alignment pin installed in the rear 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.



732-307B

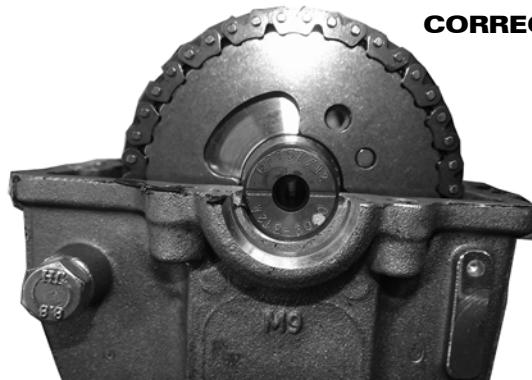


GZ130

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

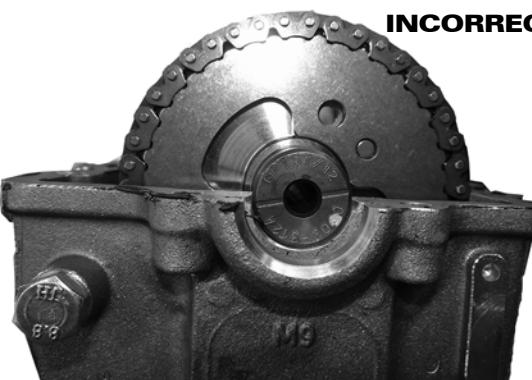
21. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and towards its seating position; then loop the chain over the sprocket.

■NOTE: Note the position of the alignment marks on the end of the camshaft. They should be parallel with the plane of the cylinder head. If rotating the camshaft is necessary for alignment, rotate the sprocket inside the chain until the alignment pin can be engaged in the sprocket with the camshaft in the nearest possible position to parallel.



GZ519

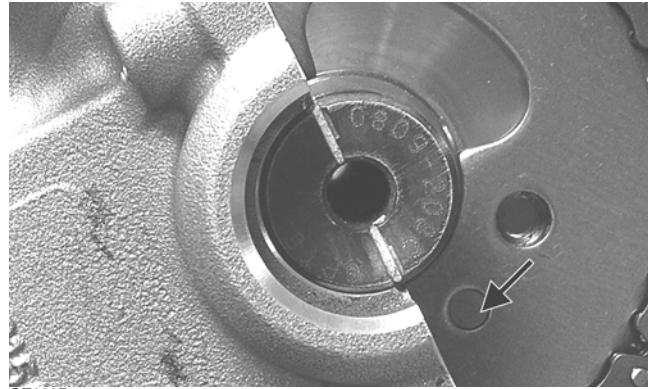
CORRECT



INCORRECT

GZ518

22. 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.



GZ190B

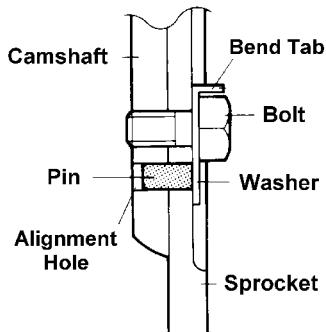
- Piston still at top-dead-center.
- Camshaft lobes directed down (toward the piston).
- Camshaft alignment marks parallel to the valve cover mating surface.

- 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.

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

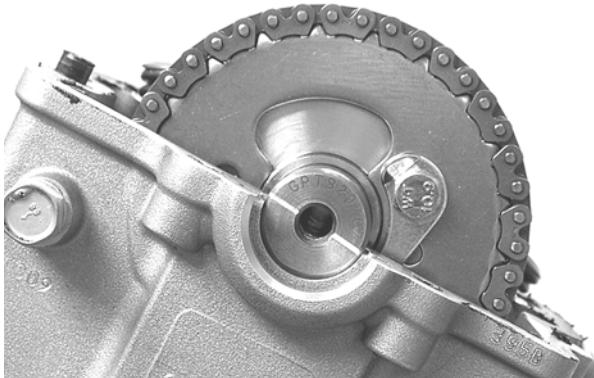


ATV-1027

CAUTION

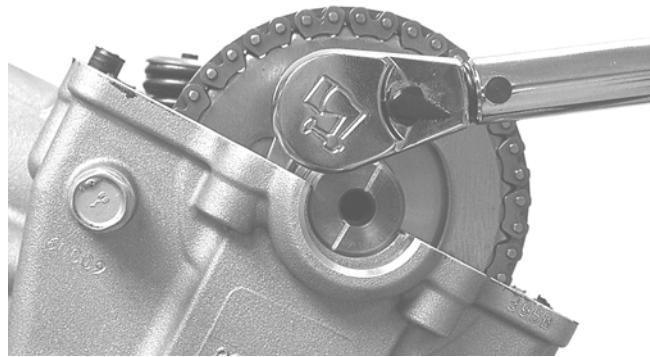
Care must be taken that the tab-washer is installed correctly to cover the alignment hole on the sprocket. If the alignment pin falls out, severe engine damage will result.

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



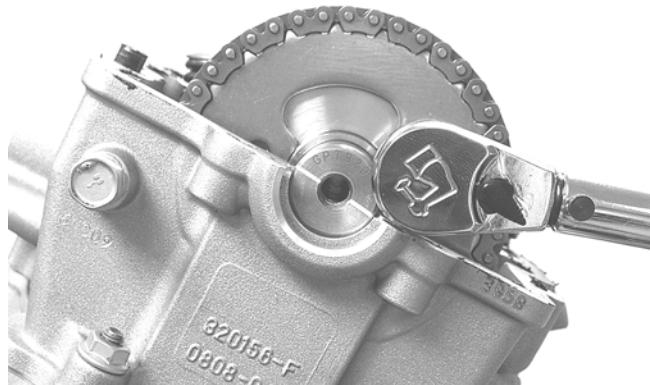
GZ195

25. 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

26. 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

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

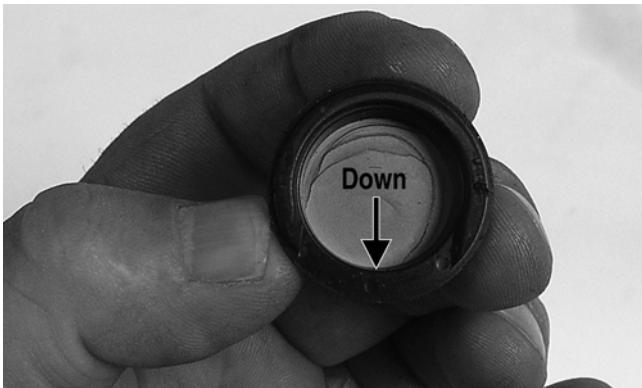


CC012D

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

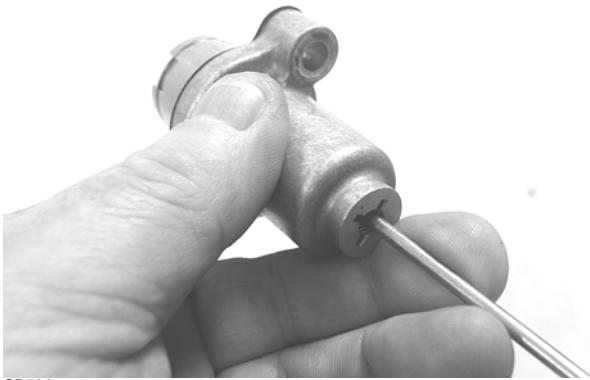
CAUTION

The open end of the plug must be positioned downward.



GZ162A

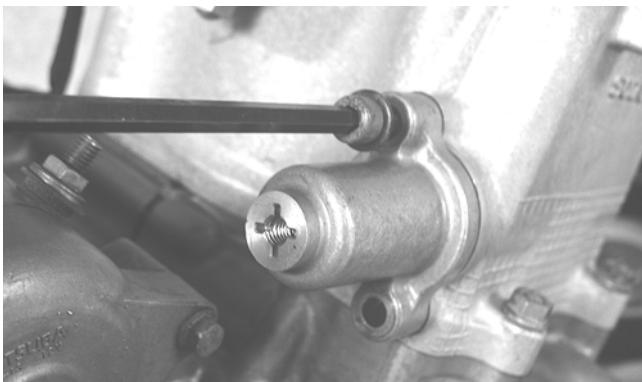
29. Remove the cap screw from the end of the chain tensioner; then using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner clockwise until the screw bottoms and the adjuster shaft is held in place.



CD501

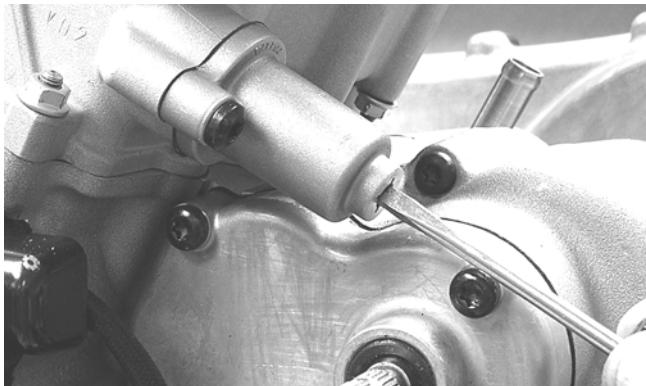
■NOTE: The adjuster shaft will be drawn into the tensioner as the adjuster screw is rotated clockwise. The adjuster shaft tension will be released in step 31.

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

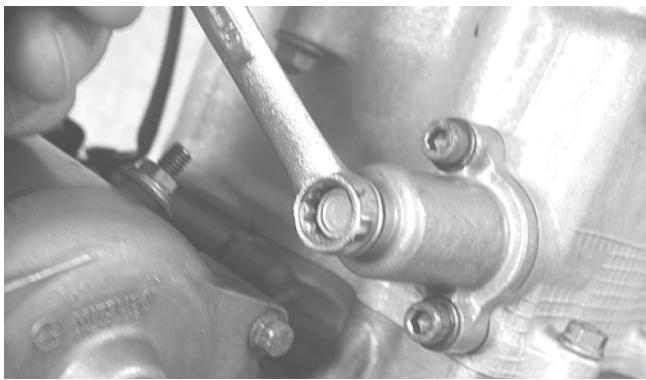


CD469

31. Using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner counter-clockwise until the tensioner spring bears tension; then remove the screw driver to apply tension to the cam chain. Install the cap screw into the end of the chain tensioner.

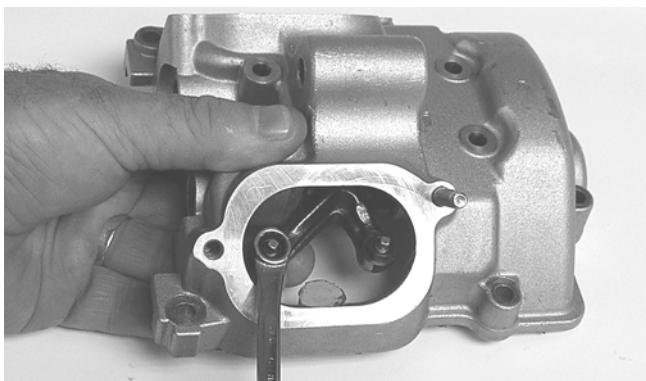


GZ201



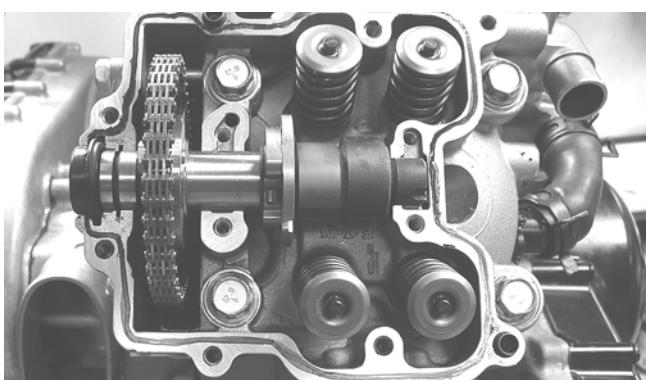
CD471

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



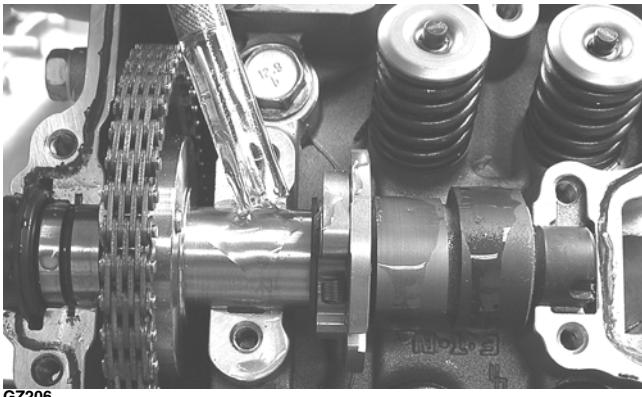
GZ199

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



GZ202

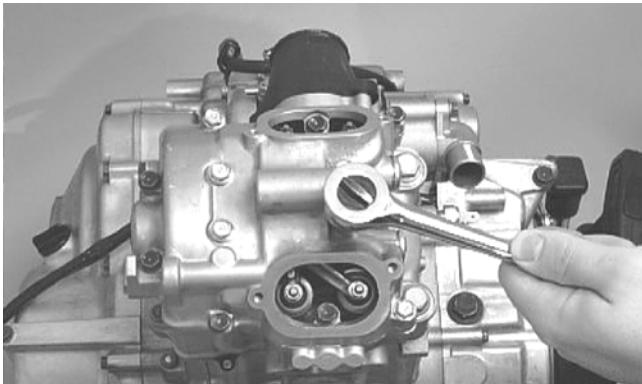
34. Lubricate the camshaft journals and lobes with engine oil; then place the valve cover into position.



GZ206

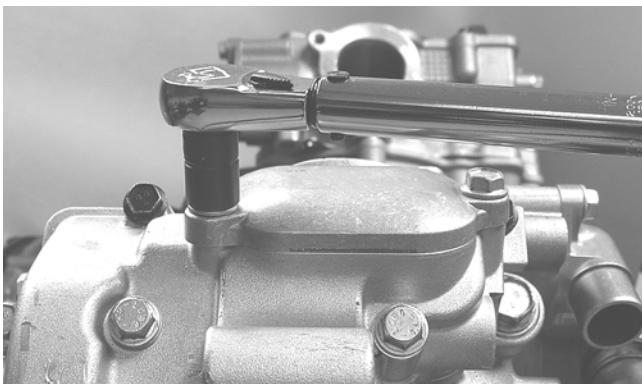
■NOTE: At this point, the rocker arms and adjuster screws must not have pressure on them.

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



CC003D

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



GZ208

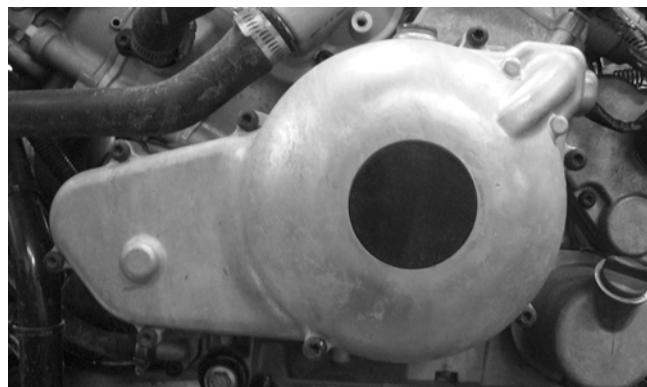
39. If removed, install the spark plugs. Tighten securely.

Removing Left-Side Components

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

- A. Magneto Cover/Stator Coils
- B. Water Pump
- C. Shifter Assembly
- D. Rotor/Flywheel/Starter Clutch
- E. Speed Sensor/Trigger Assembly

1. Remove the cap screws securing the magneto cover to the crankcase; then remove the magneto cover. Account for the gasket.

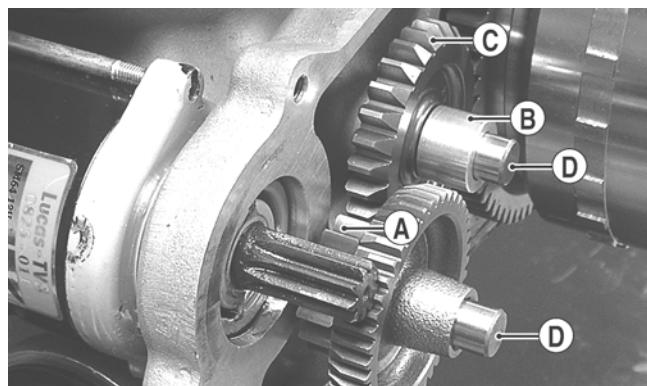


H2-051

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.



GZ224A

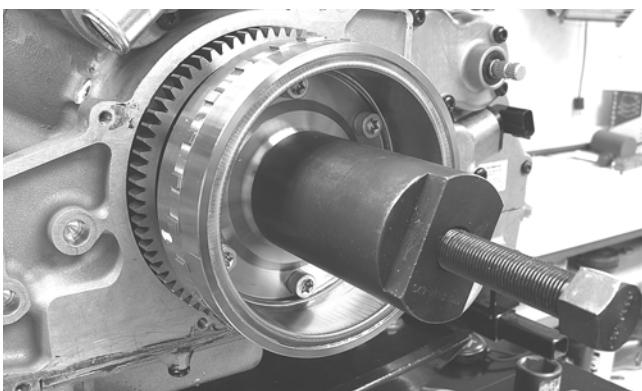
■NOTE: The starter is not serviceable and must be replaced as a complete assembly.

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



H2-018

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



GZ217

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

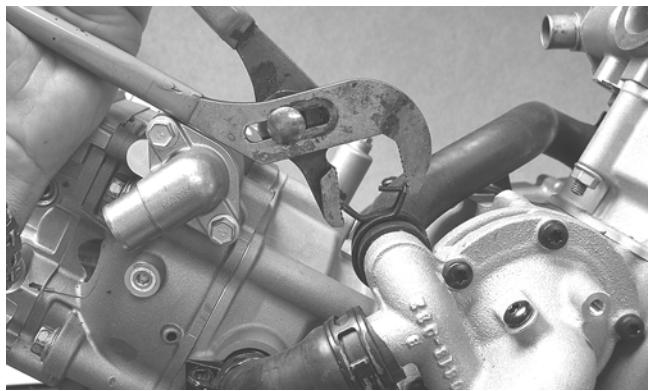


GZ226



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.

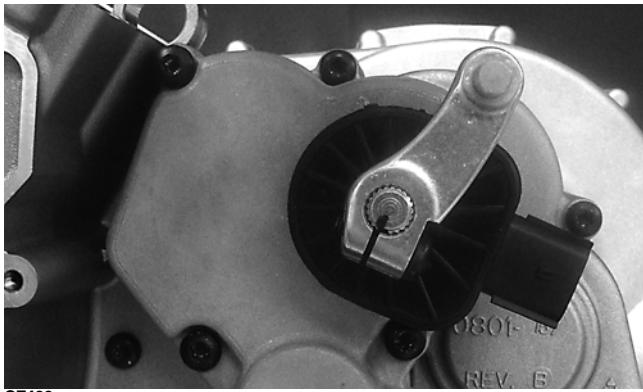


GZ230A

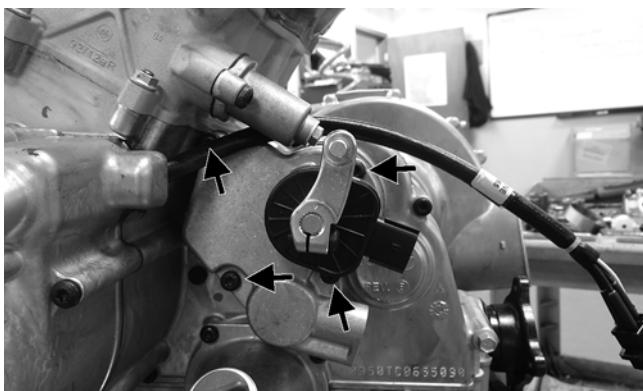
8. Remove the water pump. Account for an O-ring.

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

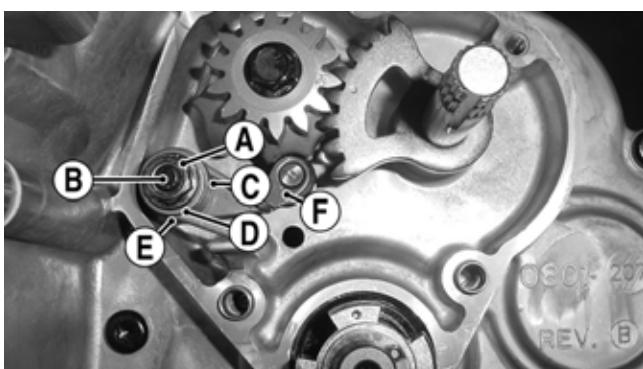
9. Match mark the shift select arm to the shift shaft for assembling. Remove the cap screw and shift select arm from the shift shaft; then remove the gear position switch.



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



11. Remove the nut (A) from the shift cam stopper support (B); then remove the cam stopper spring (C). Account for a flat washer (D), cam stopper (F), and shim (E).



12. 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.



13. Remove the snap ring securing the speed sensor trigger to the shaft. Remove the thrust washer; then remove the trigger using a suitable “two-jawed” puller. Account for a gasket.



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



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.

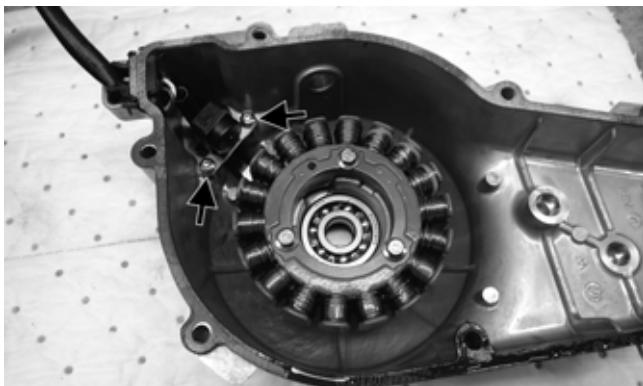


INSPECTING STATOR COIL/ MAGNETO COVER ASSEMBLY

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

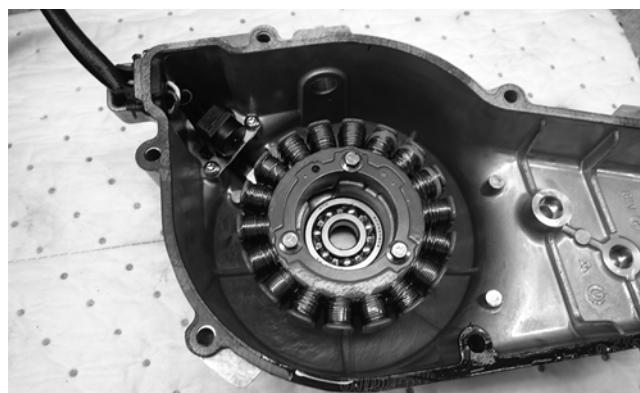
1. Remove the three cap screws securing the stator coil, two cap screws securing the crankshaft position sensor, and two cap screws from the harness hold-down.
2. Lift the rubber grommet out of the housing; then remove the stator coil/crankshaft position sensor. Account for and note the position of the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



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	Hex-Head	11.5	15
New	Hex-Head	13	18

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 the cap screws. Tighten securely.

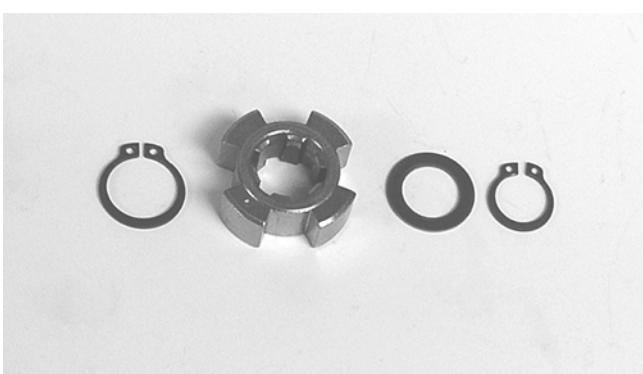


Installing Left-Side Components

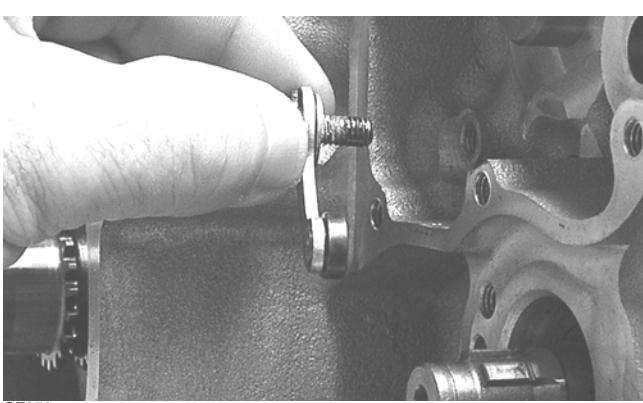
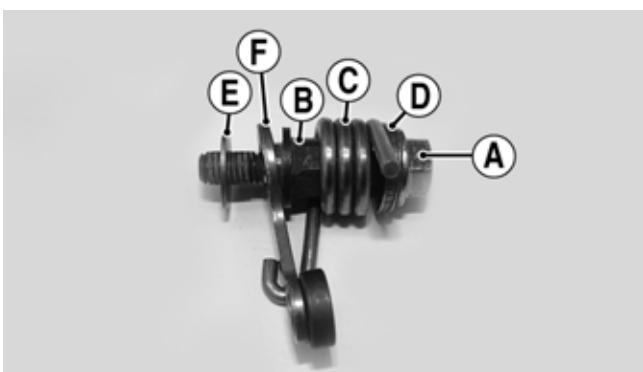
1. Thoroughly clean all gasket material and sealant from mating surfaces.
2. Install a new O-ring on the oil filler cover and coat it with clean engine oil; then install the oil filler cover into the crankcase and secure with the cap screws. Tighten to 8 ft-lb.



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 countershaft splines and install the trigger. Secure with a flat washer and outer snap ring.



4. If removed, install the shim (E) and cam stopper (F); then with the cam stopper support (B) in place, install the spring (C), washer (D), and nut (A). Tighten to 8.5 ft-lb.



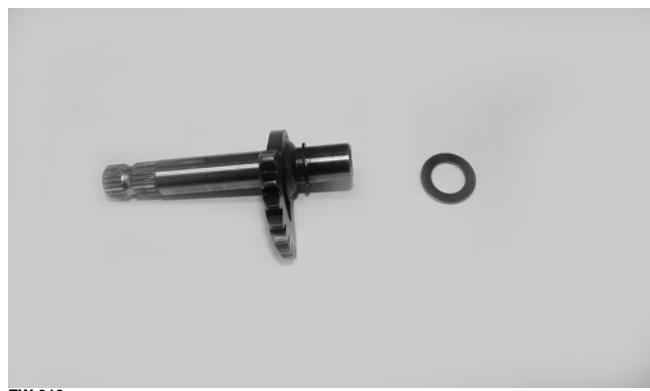
5. Install the shift cam stopper spring onto the shift cam stopper and secure with a flat washer and nut. Tighten to 8 ft-lb.



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



7. Install the shift shaft into the crankcase making sure the washer is properly located; then align the timing reference marks and completely seat the shift shaft.

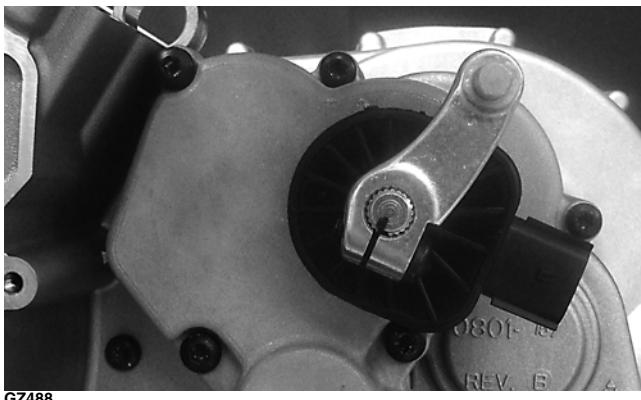


8. Apply grease to the lips of the shift shaft seal in the gear shift cover. Install the dowel pins; then using a new gasket, install the gear shift cover and secure with the cap screws. Tighten in a crisscross pattern to 8 ft-lb.



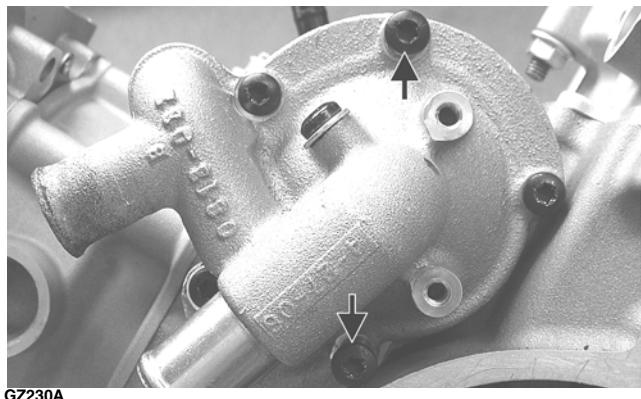
H2-020

9. Install the gear position switch; then align and install the shift select arm to the shift shaft with match marks.



GZ488

10. With the O-ring properly positioned, install the water pump. Secure using the two existing cap screws.



GZ230A

■NOTE: The longer cap screw goes on the top of the water pump.

11. Install the coolant hoses and secure with the hose clamps.
12. Install the spacer washer on the crankshaft; then install the starter ring gear.



GZ249



GZ226

13. 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 26 ft-lb.

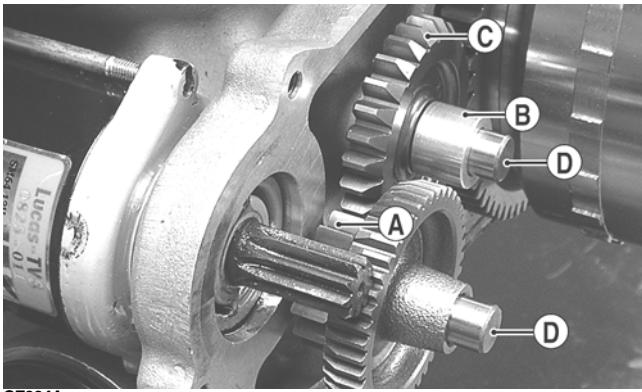


GZ225

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.

14. 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.



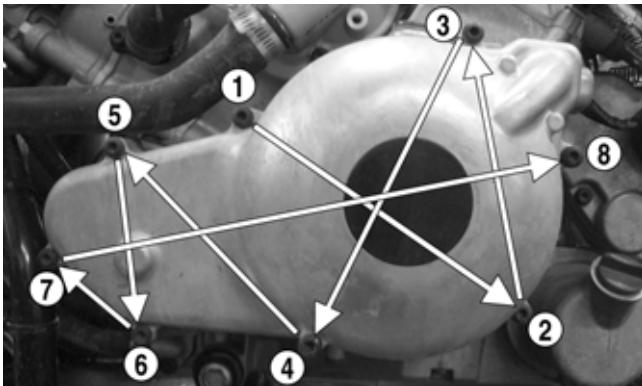
GZ224A

15. Install the starter motor with a new O-ring lightly lubricated with grease; then tighten the mounting cap screws to 10.5 ft-lb.



GZ251

16. 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 8.5 ft-lb.



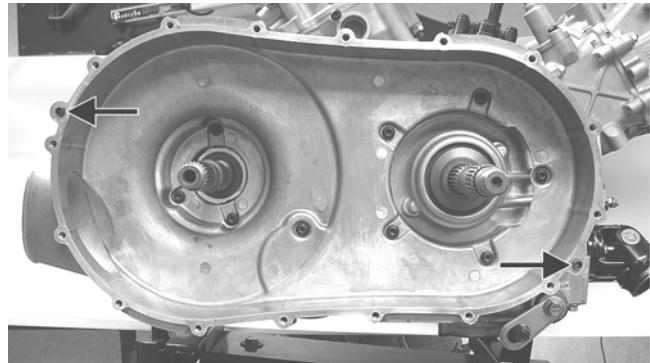
H2-051A

Removing Right-Side Components

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

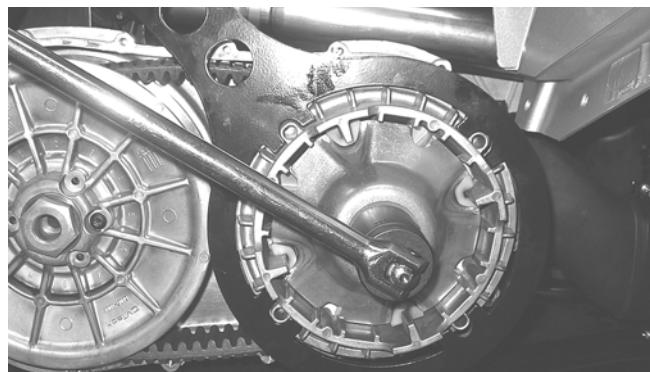
- A. CVT Cover**
- B. Driven Clutch**
- C. Clutch Cover**
- D. Centrifugal Clutch**

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.

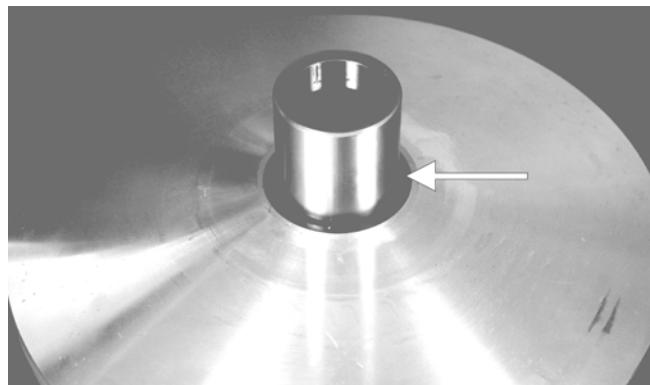


GZ244B

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



GZ704



CD966A

3. Remove the V-belt.

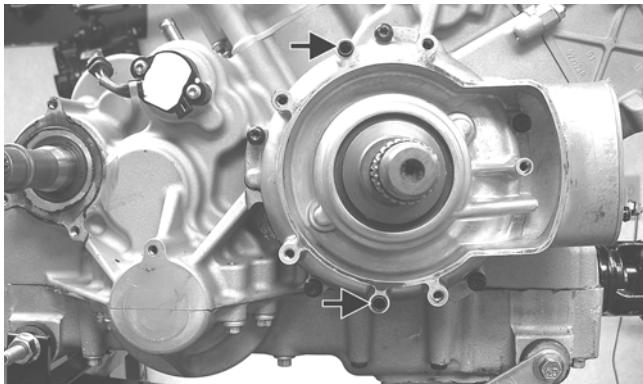
4. Remove the nut securing the fixed driven assembly; then remove the assembly.



PR388

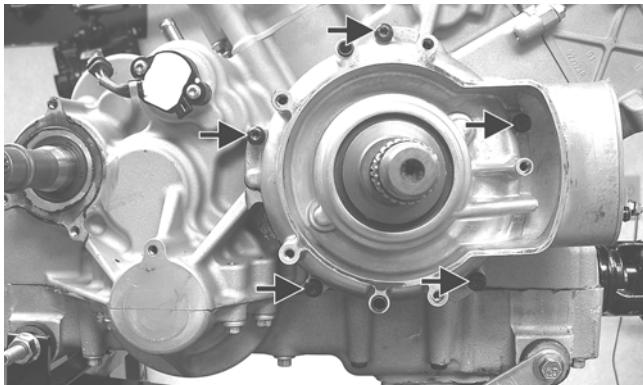
5. Remove the fixed drive face.

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



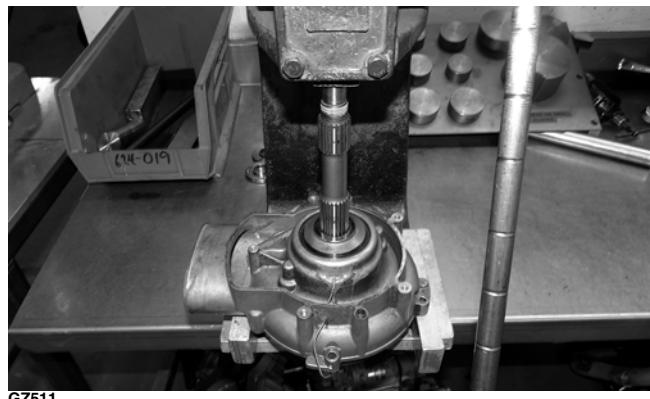
GZ246A

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



GZ246B

8. Using a suitable press, remove the clutch housing from clutch cover, account for fixed drive face spacer and O-ring.



GZ511



CC596

9. Remove and retain the two machine cap screws, and bearing retainers.



GZ500

10. Using a suitable press remove the bearing from the clutch cover.



GZ507

11. Carefully remove the existing clutch housing seal using caution not to damage the sealing surface of the cover.



GZ513

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



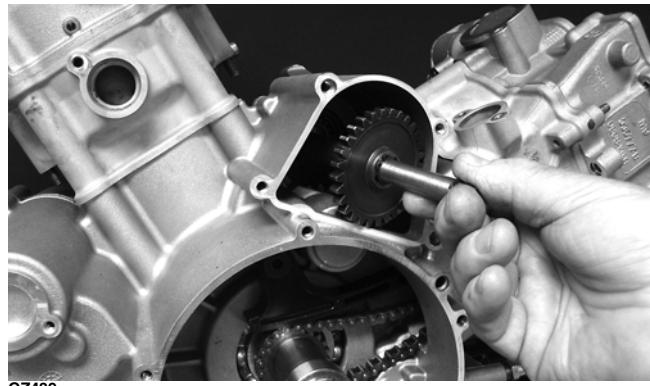
GZ438A

■NOTE: Heating the nut will aid in removal.

13. Remove the two cap screws securing the gear position switch; then remove the switch.
14. Remove the water pump drive housings. Account for a gasket and two locator pins.



15. Remove the water pump driveshaft and gear assembly from the engine.



GZ439

Servicing Right-Side Components

INSPECTING CENTRIFUGAL CLUTCH SHOES

Inspect the clutch shoes for wear, chips, cracks, damage, or discoloration. If any shoe is damaged, replace the centrifugal clutch.

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.

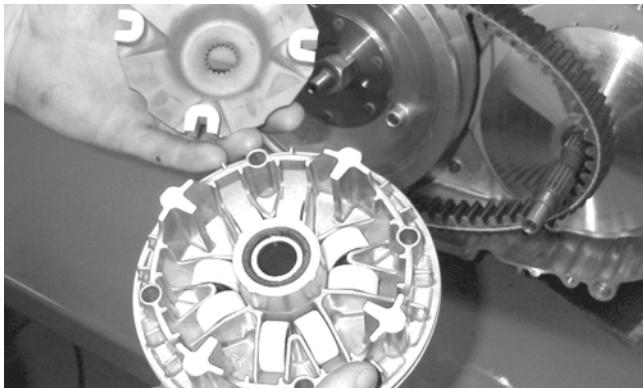
DRIVE CLUTCH ASSEMBLY

Disassembling and Inspecting

1. Slide the sheave plate out of the movable drive sheave. Make note of each drive face plate damper orientation before removing. Check for excessive wear, warping or any cracks. Replace as necessary. Check the internal splines of the sheave plate for excessive or abnormal wear. Inspect the roller surface of the sheave plate for abnormal wear or pitting. Replace as necessary.



CF378



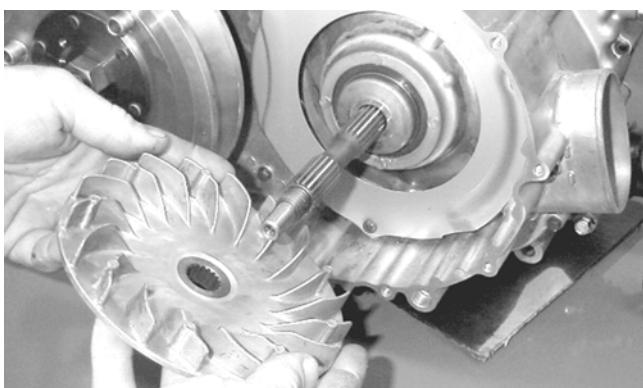
MD1036

2. Note the roller locations; then remove the rollers. Check for flat spots or abnormal wear. Measure the outside diameter; standard measurement is 30 mm. If excessively worn, replace as necessary.



ATV1152A

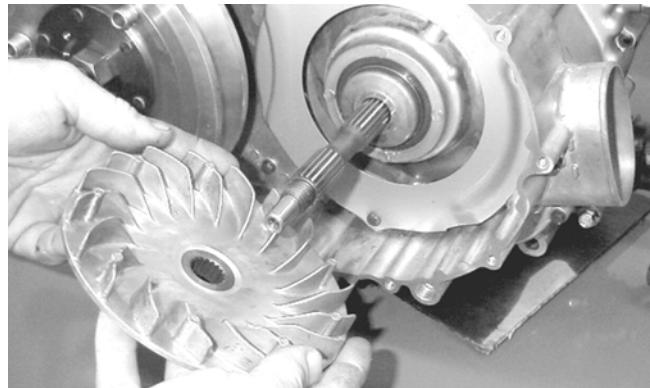
3. Check the internal bushing of the movable drive sheave and surface of the spacer. Replace as necessary. Check the fixed drive sheave internal splines for excessive wear. Check for any broken cooling fins and replace as necessary.



MD1094

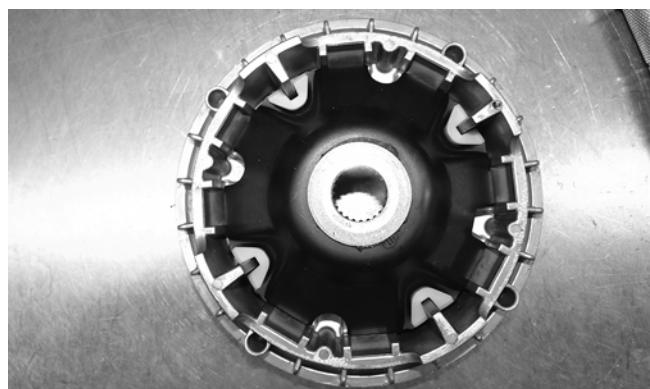
Assembling

1. Install the fixed drive sheave to the centrifugal clutch housing shaft.



MD1094

2. As noted during disassembling, place each roller into each valley of the movable drive sheave. With the dampers installed onto the sheave plate, install the sheave plate into the movable drive sheave.



CF381

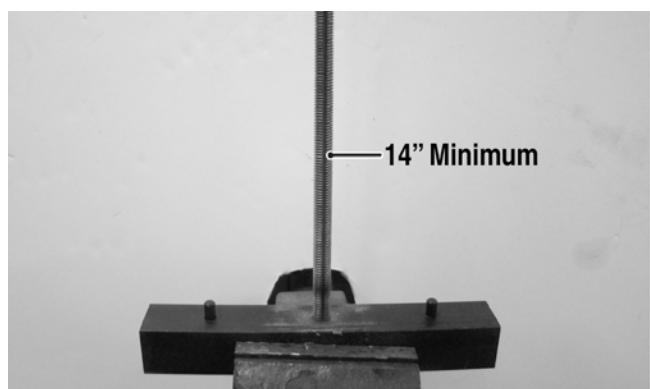
DRIVEN CLUTCH ASSEMBLY

Disassembling

1. Secure the clutch spring compressor base in a work vise attached to a stable work table or work bench.

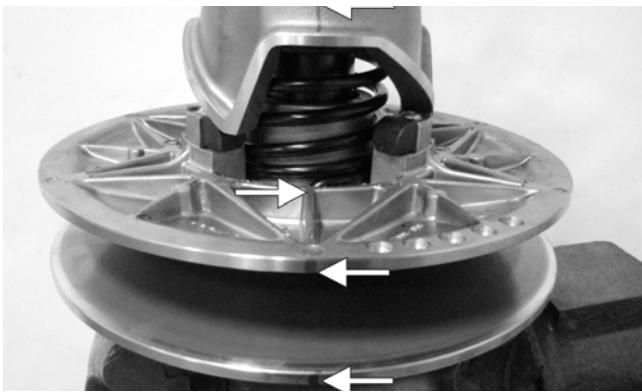
⚠ WARNING

Use only a spring compressor tool base with a screw length of 14" or greater or serious injury could occur.



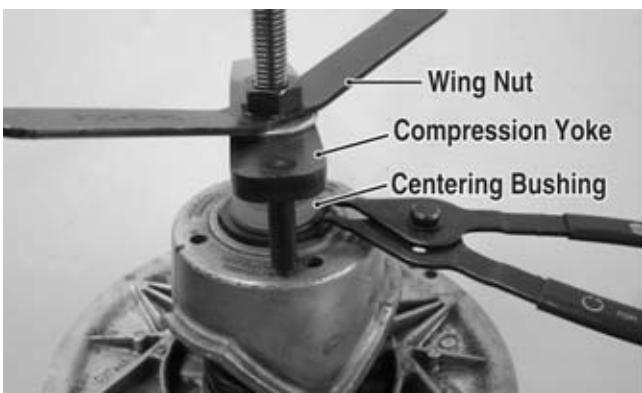
WC422A

2. Place the driven pulley assembly onto the base and mark the fixed sheave, movable sheave, and cam; then note the location of the spring anchors in the movable sheave and cam and mark them for assembly purposes.



WC371A

3. With the centering bushing, compression yoke, and wing nut in place, tighten the wing nut sufficiently to relax pressure on the snap ring and remove the snap ring.



WC418A

4. Turn the wing nut counterclockwise to relax the spring. As the cam clears the key in the fixed driven shaft, there will be a slight clockwise rotation of the cam. This is normal due to spring preload.

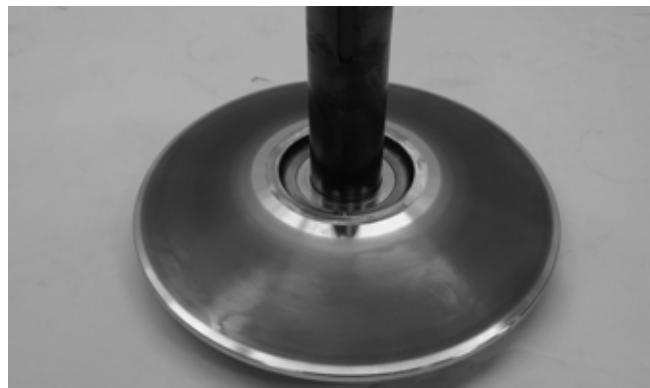
WARNING

If at anytime the cam hangs up or the tool feels slack and the spring is not completely extended, stop and determine the cause. Failure to do so could result in the driven pulley assembly suddenly coming apart and severe injury or death could occur.

5. Completely relax the spring until all pressure is removed from the compression yoke; then remove the wing nut, compression yoke, snap ring, and centering bushing.
6. Remove the cam and spring; then remove the movable driven sheave. Account for a square key.
7. Remove the fixed driven sheave from the compression tool base.

Inspecting

1. Inspect the sheave faces for cracks, grooving, or "checking."



WC381



WC383

2. Inspect the cam shoes on the movable driven sheave for chipping, excessive scoring, or general condition.



WC384A

■**NOTE: Always replace the cam shoes as a complete set.**

3. Inspect the cam ramp faces for galling, scoring, or excessive wear.



WC382

4. Inspect the key and keyways in the cam and fixed driven sheave for excessive wear.
5. Inspect the wear bushings in the movable driven sheave for wear or loose fit in the sheave. Replace as a set.



WC383A

6. Inspect the spring for kinks by rolling on a flat surface. The spring should roll freely with no irregularities.
7. Inspect spring ends and spring anchors in cam and movable driven sheave for wear or enlarged spring anchor holes.

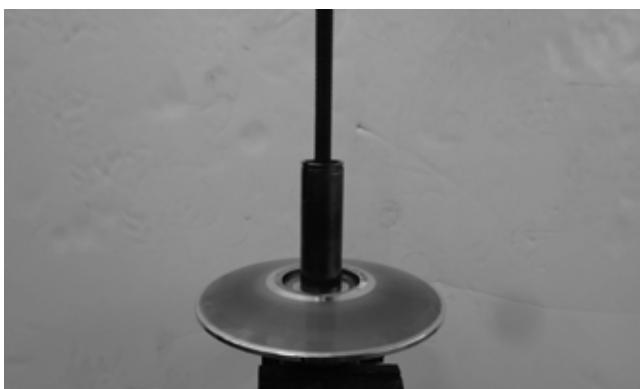
■NOTE: If any of the components fail the above inspection, the driven pulley must be replaced.

Assembling

WARNING

The clutch assemblies are under extreme spring pressure, and only experienced technicians using the proper tools should perform service on these components. Failure to follow proper procedures could result in serious injury or death. Always wear safety glasses and observe proper shop techniques. Keep bystanders clear of work area at all times.

1. Clamp the Clutch Spring Compressor in a suitable work vise; then set the fixed driven sheave on the base.



WC387

2. Install the movable driven sheave onto the fixed sheave shaft and align the match marks.



WC388

3. Install the spring over the hub of the movable driven sheave engaging the spring into the previously marked spring anchor hole.



WC391A

4. Place the cam over the spring and align the spring tip to the previously marked anchor hole.



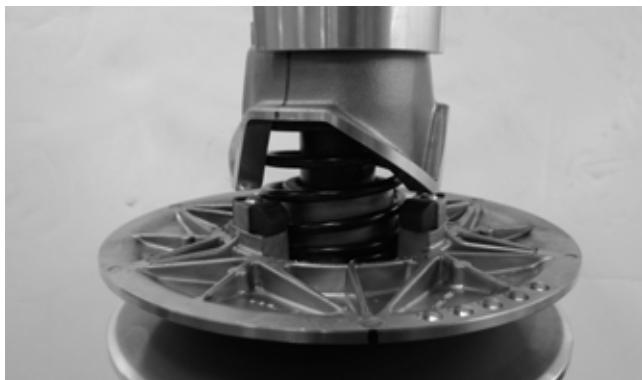
WC753

5. Install the centering bushing into the fixed driven hub; then with the sharp side upward, place the snap ring onto the assembly and install the compression yoke and wing nut.



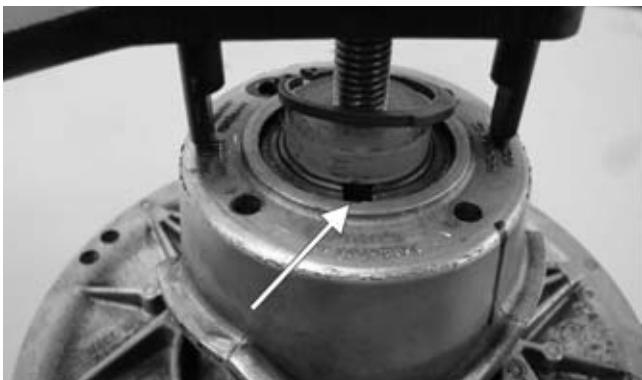
WC414

6. Turn the wing nut clockwise to compress the spring being very careful that the cam correctly engages the fixed driven hub; then continue to tighten until the cam ramps are just above the cam shoes.



WC398

7. Rotate the cam counterclockwise by hand enough to get the cam ramps on the correct side of the cam shoes; then continue to tighten the wing nut until the keyways align.



WC411A

8. Install the square key making sure it fits flush and clear of the snap ring groove; then install the snap ring making sure it is seated properly.



WC412



WC419

9. Turn the wing nut counterclockwise slowly allowing the cam to contact the snap ring; then loosen slightly and tap the cam with a plastic mallet to ensure the snap ring is securely seated.



WC408

10. Remove the wing nut, compression yoke, and centering bushing; then remove the driven pulley assembly from the Clutch Spring Compressor.

WATER PUMP DRIVE ASSEMBLY

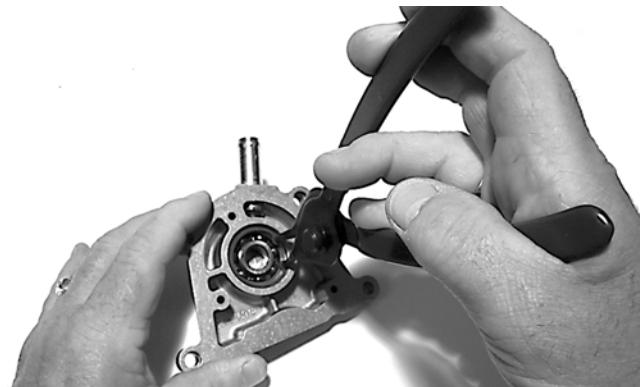
Disassembling

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

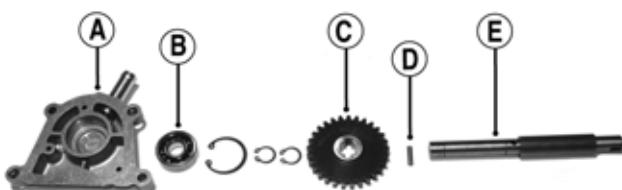
2. Remove the snap ring securing the bearing in the water pump drive cover; then remove the bearing using an appropriate blind bearing remover.



GZ441

Inspecting

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

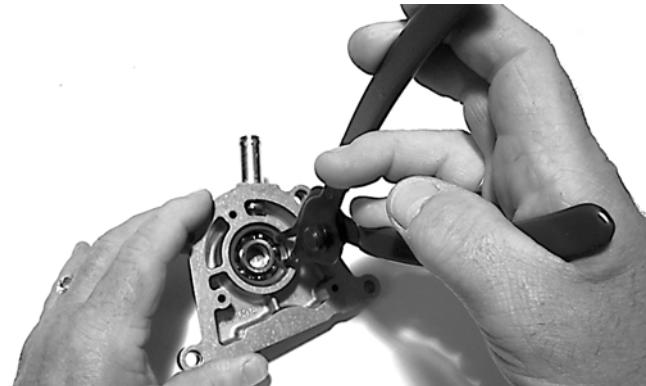


GZ440A

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).

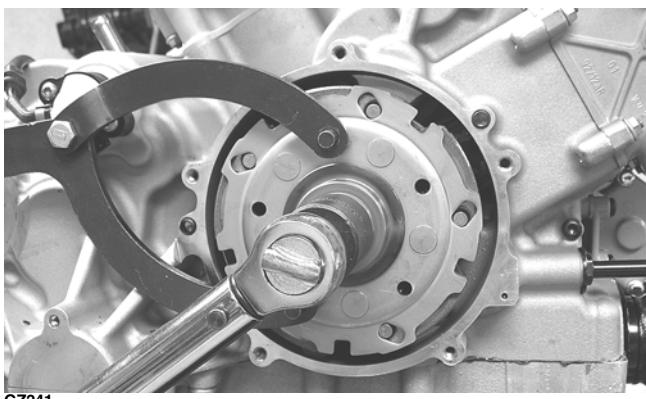


GZ442

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. Place a new clutch housing seal (with the spring side facing the clutch housing seal tool) into the clutch cover and secure with a rubber mallet or press.



GZ503

3. Using a suitable press, install the bearing into the clutch cover against the outer bearing face.



GZ501

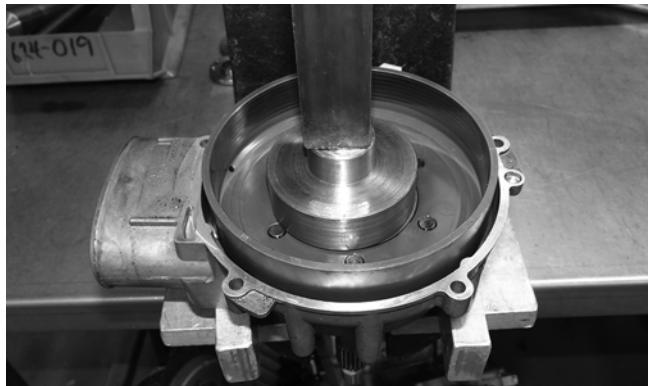
■NOTE: It is critical to verify the seal on the bearing faces the clutch cover seal before pressing in the new bearing.

4. Secure the bearing in the clutch cover using existing bearing retainers and machine screws (threads coated with blue Loctite #242). Tighten to 8 ft-lb.



GZ508

5. Press the clutch housing assembly into the clutch cover until it is seated against the bearing.



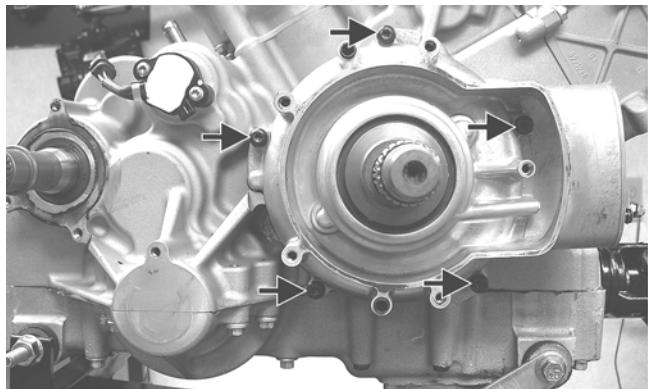
GZ512

6. Install a new O-ring into a new fixed drive spacer, then apply a thin coat of grease to the inner O-ring and outside sealing surface of the drive spacer. Place it over the clutch housing assembly.



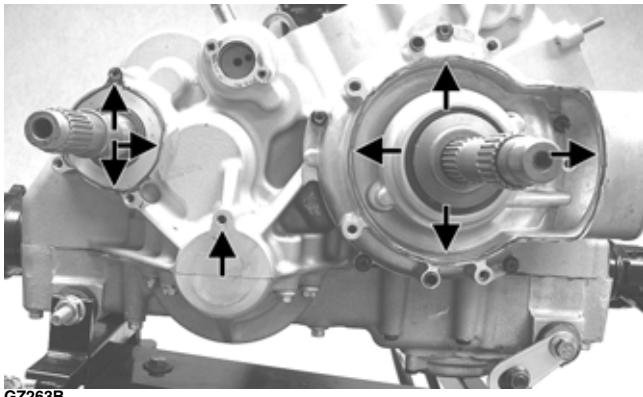
ATV2109

7. Place the clutch cover/clutch housing assembly into position on the crankcase; then secure with the cap screws. Tighten in a crisscross pattern to 10 ft-lb.

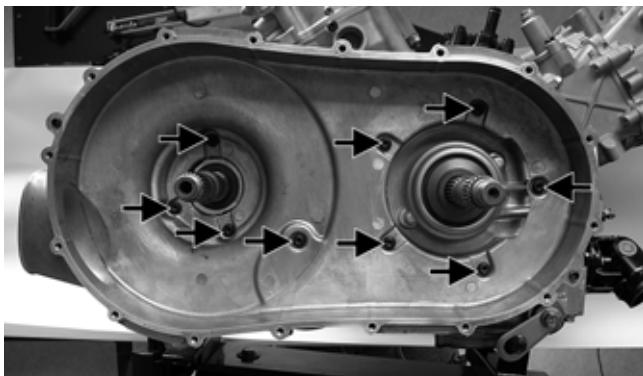


GZ246B

8. 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 new "patch-lock" cap screws tightened to 10 ft-lb.



GZ263B



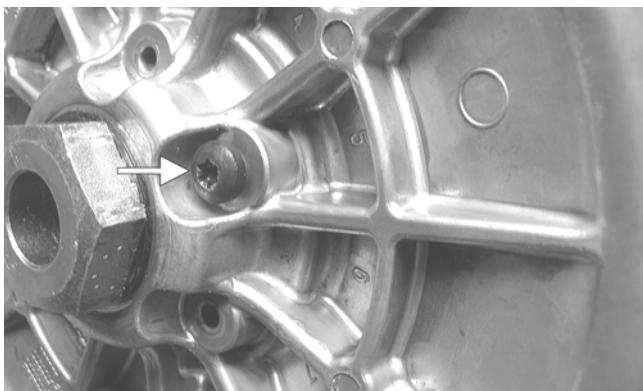
GZ244A

9. Place the driven clutch assembly into position and secure with the nut (coated with red Loctite #271). Tighten to 162 ft-lb.



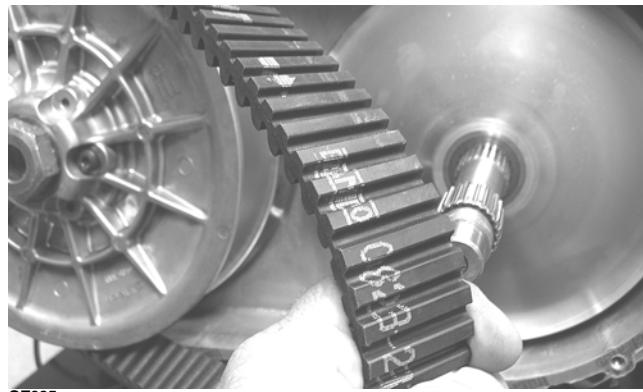
GZ066

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



GZ065A

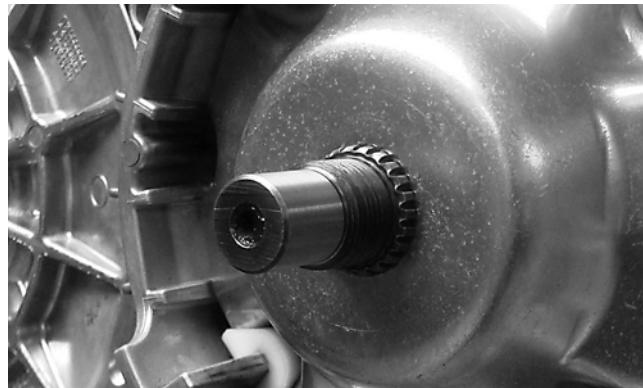
12. Place the V-belt into position on the driven clutch and over the front shaft.



GZ085

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.



GZ485

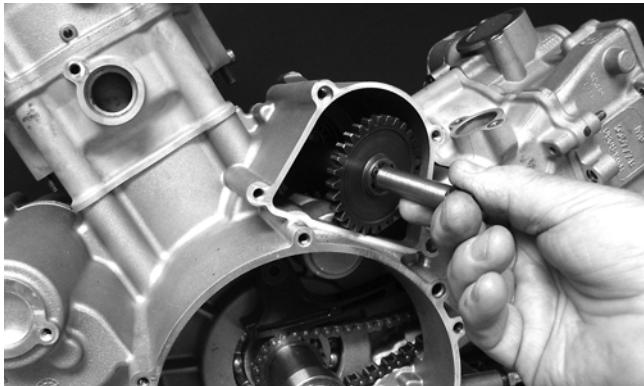
■NOTE: The arrows on the V-belt should point forward.

13. Pinch the V-belt together near its center and slide the spacer and movable drive face onto the shaft. Using an appropriate spanner wrench, secure the drive face with a flat washer and new nut. Tighten the nut to 162 ft-lb.

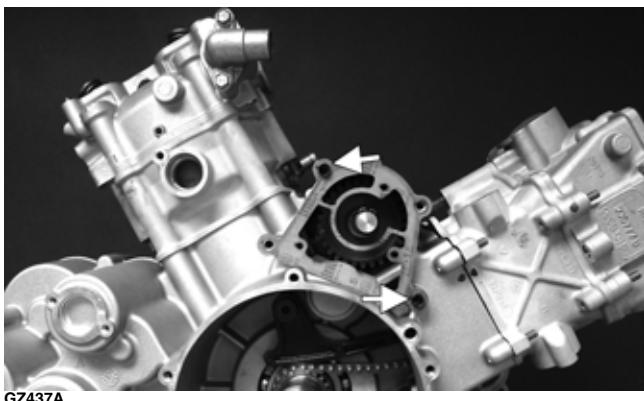


■NOTE: At this point, the cap screw can be removed from between the driven clutch faces.

14. With the engine in neutral, rotate the V-belt and clutches counterclockwise until the V-belt is flush with the top of the driven clutch.
15. 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.
16. Install the water pump driveshaft/gear assembly into the engine.



17. 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.

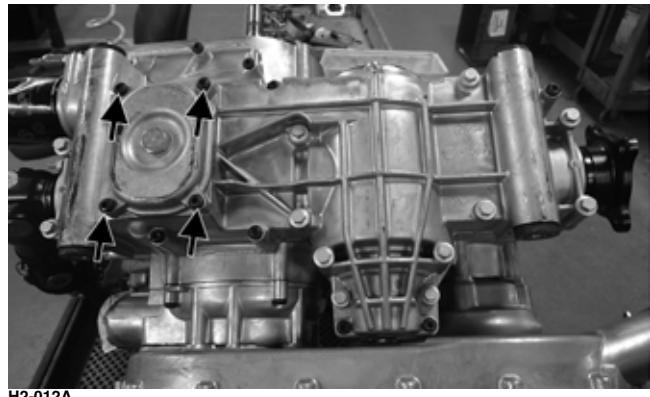


Center Crankcase Components

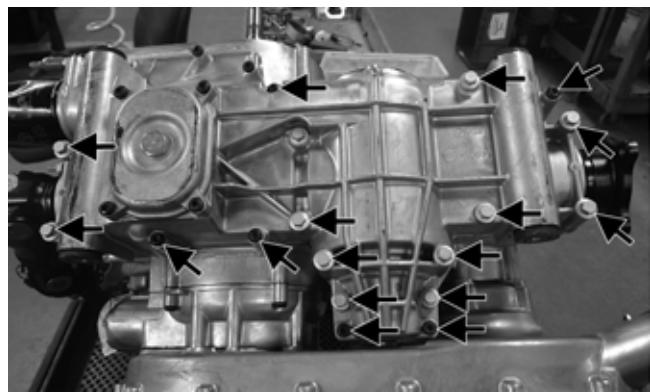
■NOTE: This procedure cannot be done with the engine/transmission in the frame. Complete Removing procedures for Top-Side, Left-Side, and Right-Side must precede this procedure.

Separating Crankcase Halves

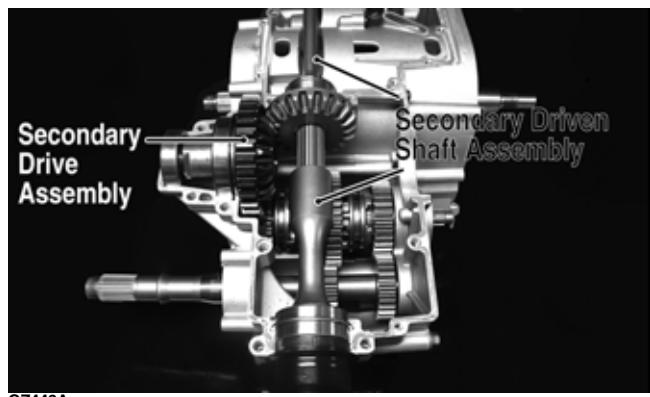
1. Remove the oil strainer cap; then remove the oil strainer.



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.



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





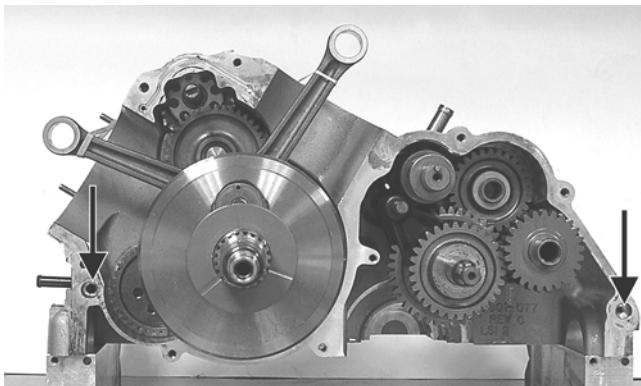
GZ269A

■**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.



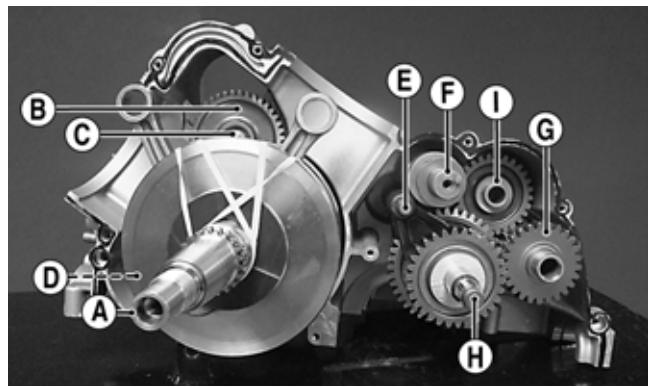
GZ454A



GZ272B

Disassembling Crankcase Half

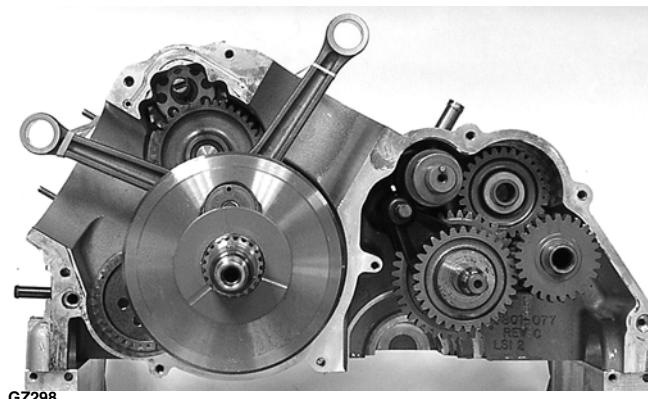
■**NOTE: For steps 1-8, refer to illustration GZ474A.**



GZ474A

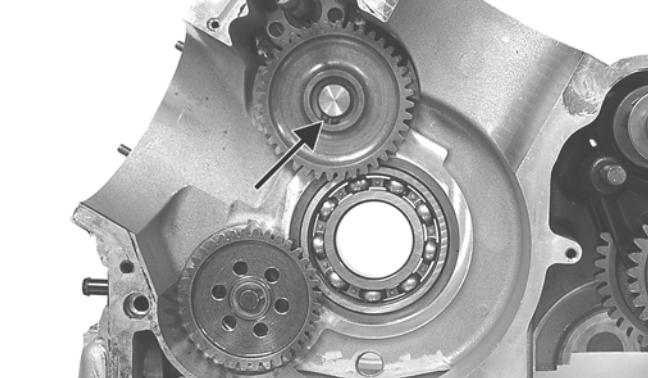
■**NOTE: To aid in installing, it is recommended the assemblies are kept together and IN ORDER.**

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



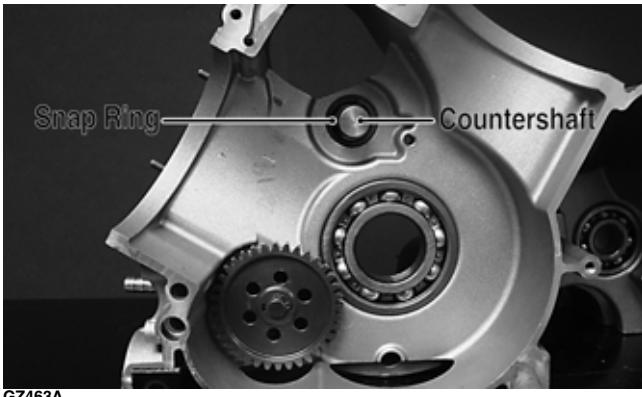
GZ298

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



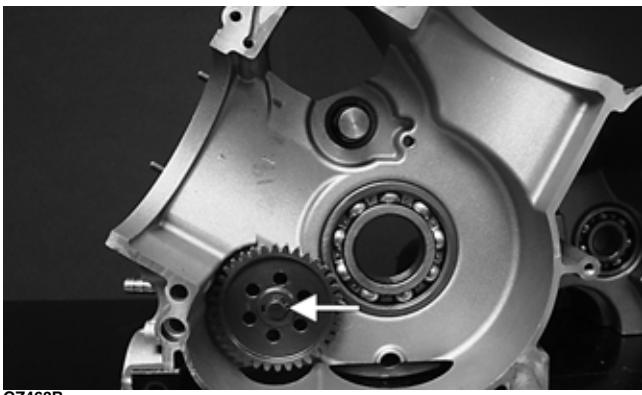
GZ299A

3. Rotate and align the flat surface of the water pump idler shaft towards the open end of the snap ring; then 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.

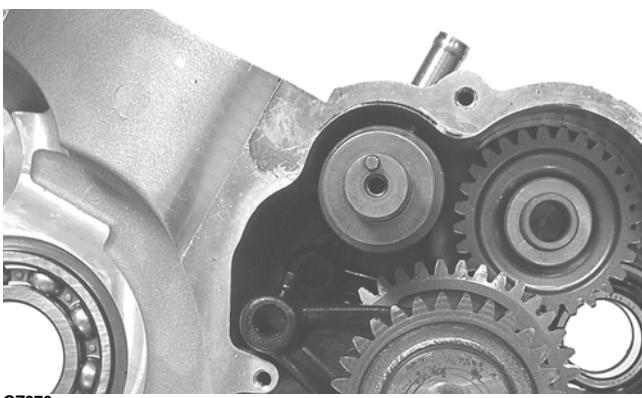


GZ463B

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

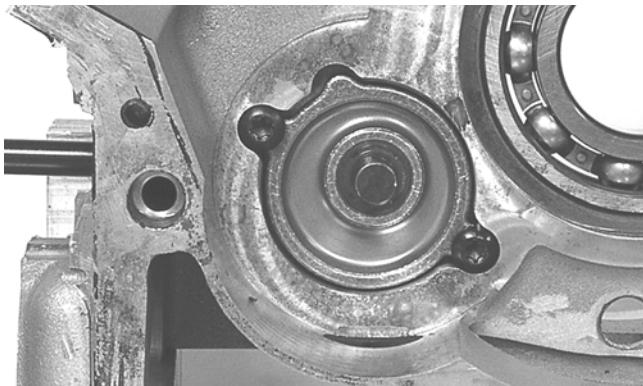


DE677A



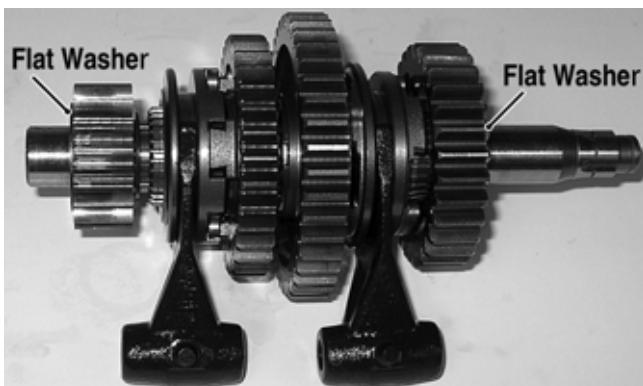
GZ276

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.



GZ280B

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



GZ279

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

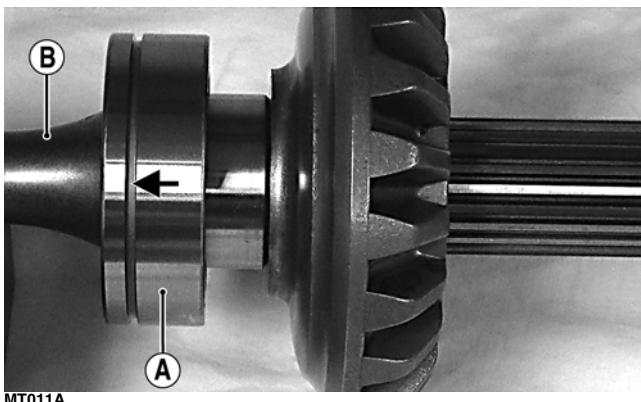
Servicing Center Crankcase Components

SECONDARY OUTPUT DRIVE GEARS

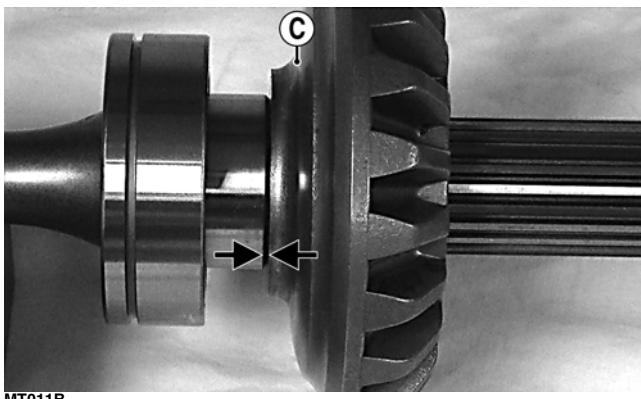
Initial Set-Up

■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.

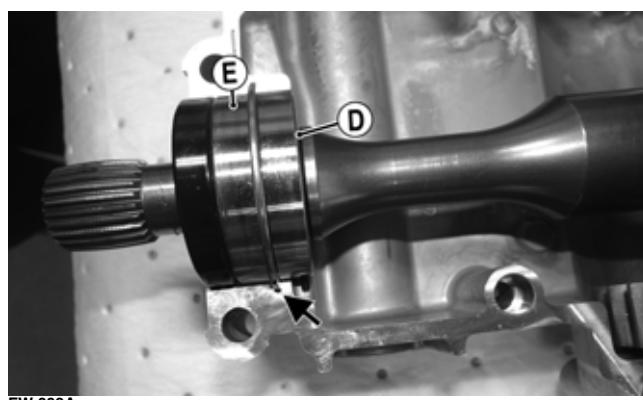
1. Install a new bearing (A) onto the secondary driven shaft (B) making sure the bearing locating groove is directed away from the driven gear splines.



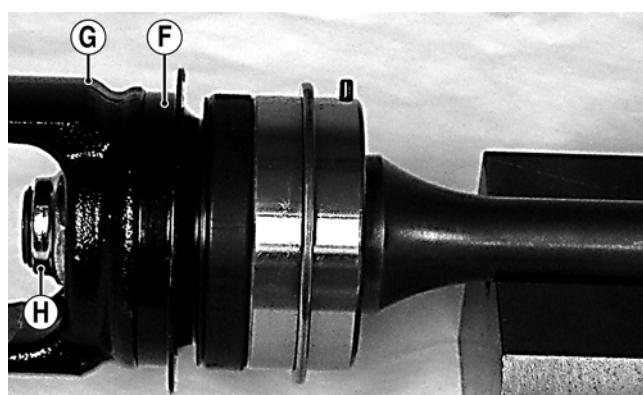
2. Using a suitable press, install the driven gear (C) on the shaft until the gear firmly seats on the shoulder of the shaft.



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.

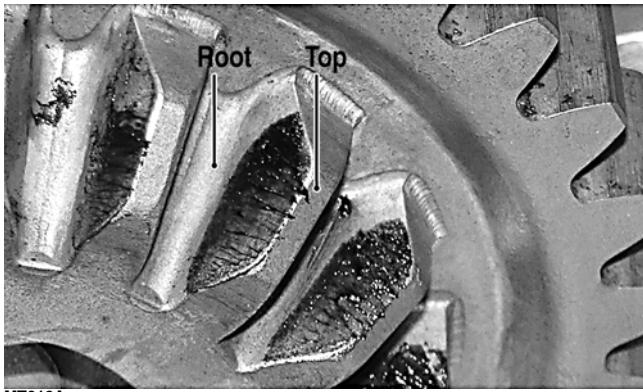


4. Install a new seal (F), output yoke (G), washer, and nut (H) and tighten to 200 ft-lb.



■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 lay-out 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

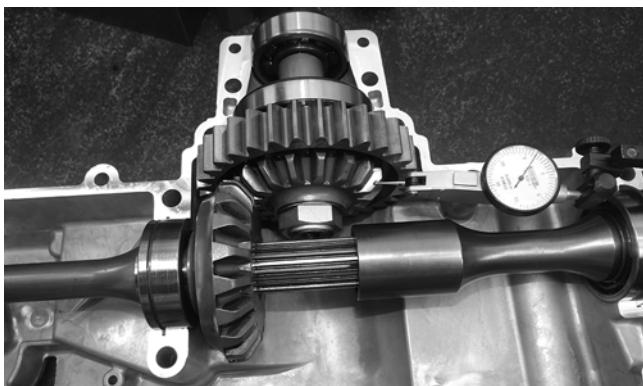
- To adjust tooth contact, use the following chart to correctly shim the driven shaft.

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

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

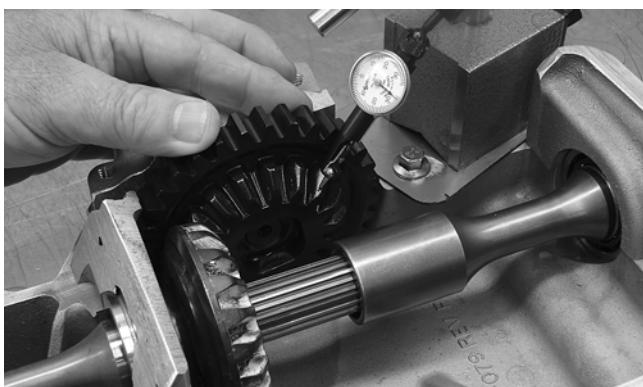
Checking Backlash

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



FW-008

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



GZ398

- 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.

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



GZ393A

- 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

- Once correct gear pattern and backlash are established, install a new lock nut (coated with red Loctite #271) on the output yoke and tighten to 200 ft-lb. Peen the lock nut to the shaft.



GZ393

- 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.



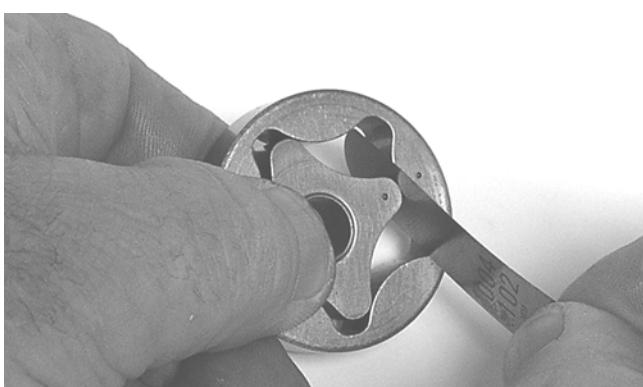
OIL PUMP ASSEMBLY

Disassembling and Inspecting

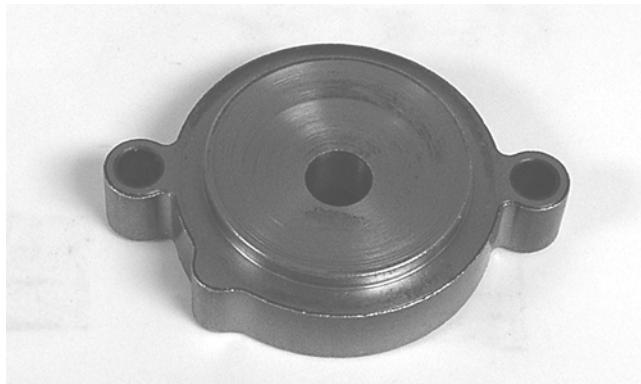
1. Remove the oil pump cover; then remove the gerotor set, shaft, and pin (see Disassembling Crankcase Half in this sub-section).
2. Inspect the crankcase for scoring, discoloration, or cracks in the gerotor bore. If scored, crankcase assembly must be replaced.



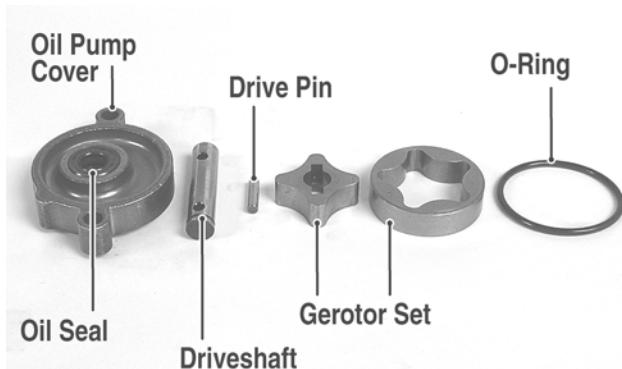
3. Inspect the gerotor set for scoring, discoloration, or cracks; then using a feeler gauge, check the inner to outer rotor clearance. If measurements exceed specifications, the gerotor set must be replaced.



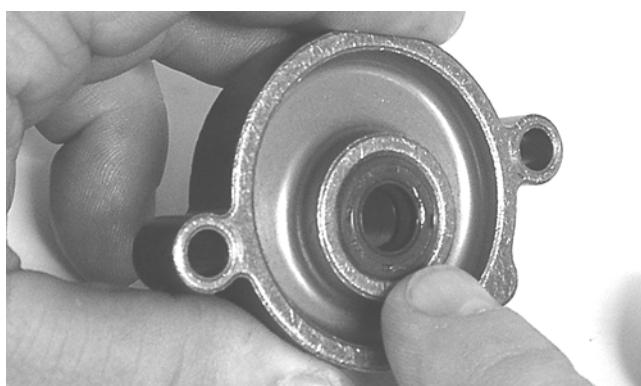
4. Inspect the oil pump cover for scoring, discoloration, or cracks. Replace if damaged.



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



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



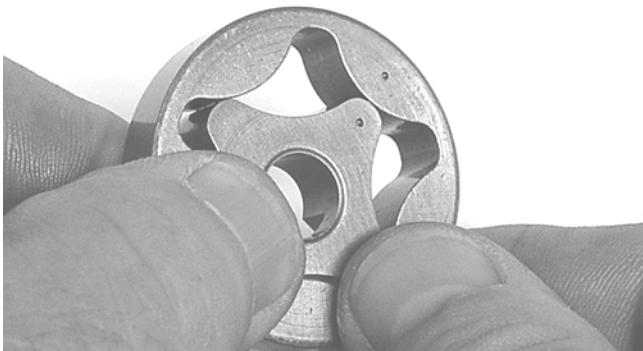
Assembling

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.

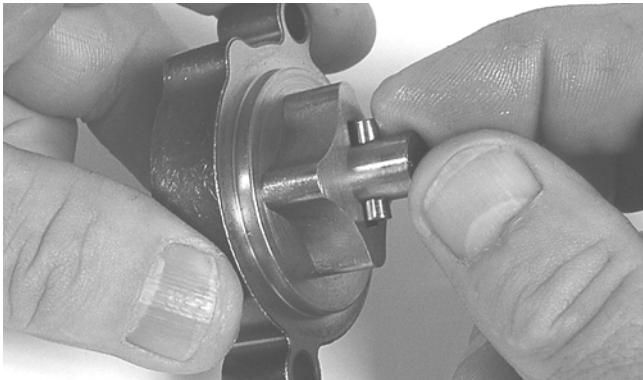


GZ359

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.



GZ366



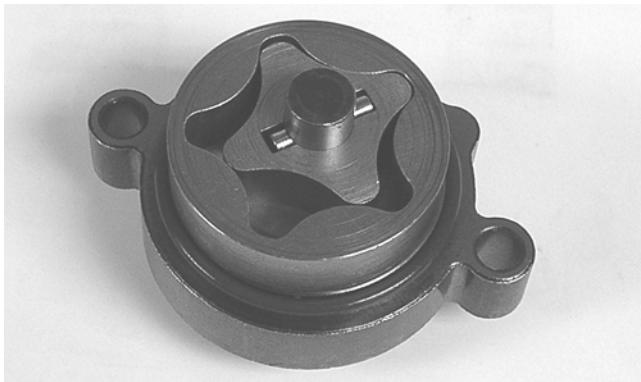
GZ363

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.



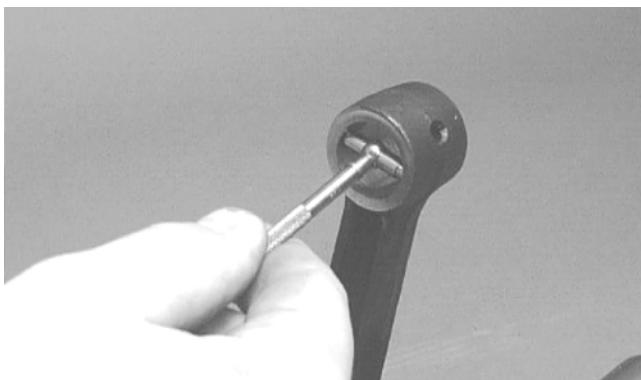
GZ362

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)

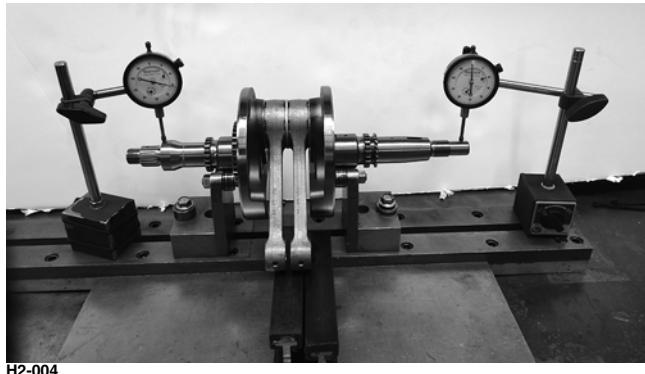
1. Place the crankshaft on a set of V blocks and mount a dial indicator and base on the surface plate. Position the indicator contact point against the center of the connecting rod small end journal.
2. Zero the indicator and push the small end of the connecting rod away from the dial indicator.
3. Maximum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

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.



H2-004

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)

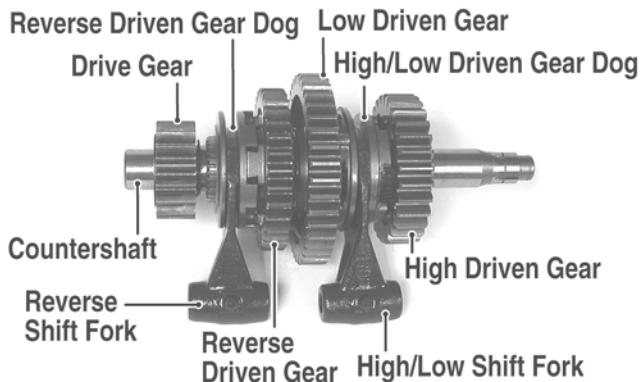
1. Using a calipers, measure the distance from the outside edge of one web to the outside edge of the other web.



H2-005

2. Acceptable width range must be within specifications.

COUNTERSHAFT



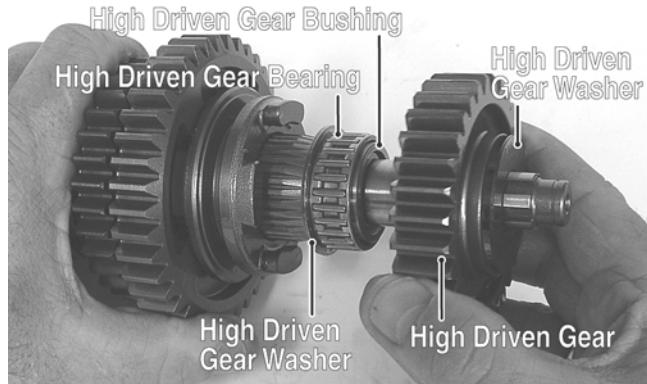
GZ281A

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.

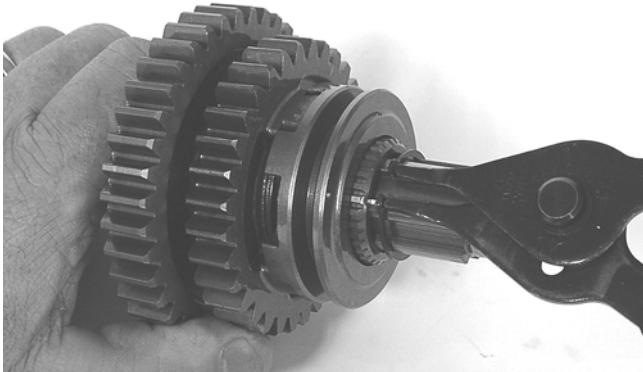


GZ283A

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



GZ296



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.

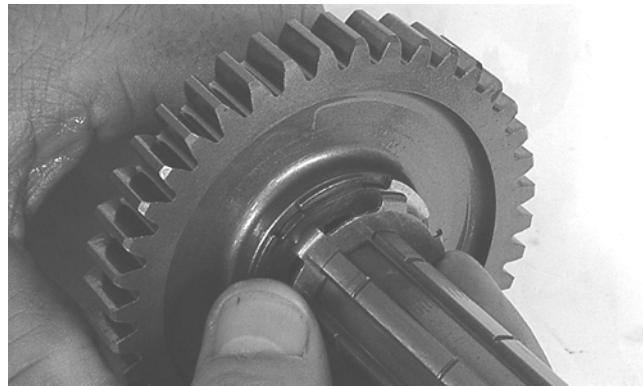


GZ314

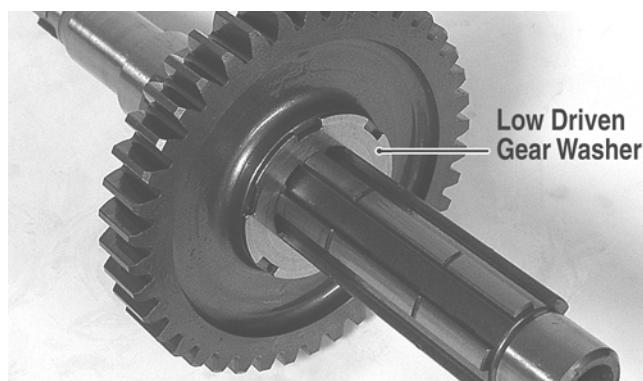
5. Remove the reverse driven washer; then remove the low driven gear locking washer.



GZ320

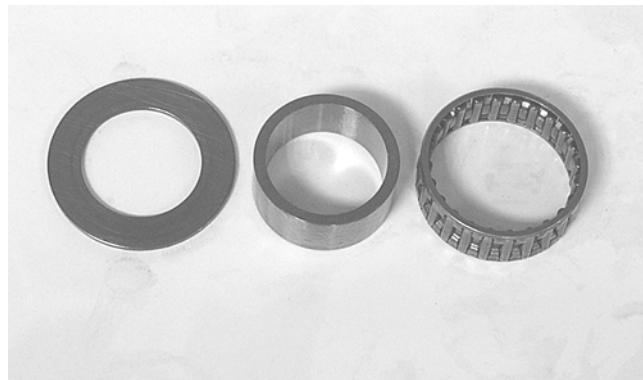


GZ319



GZ318A

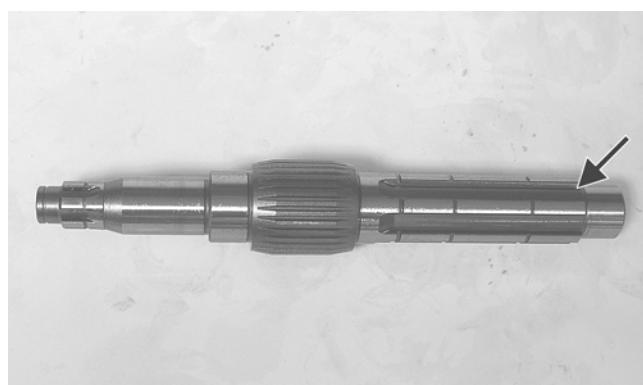
6. Remove the low driven gear. Account for a bearing, bushing, and thrust washer.



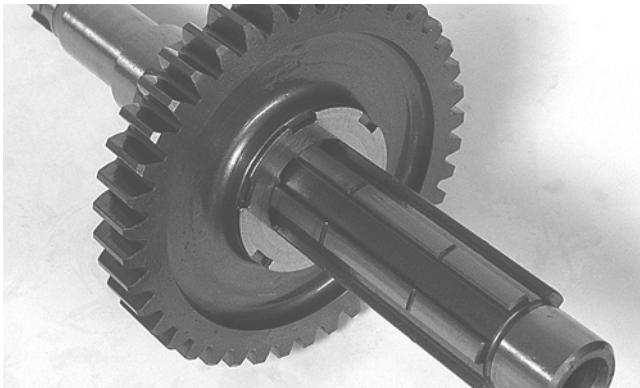
GZ316

Assembling

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

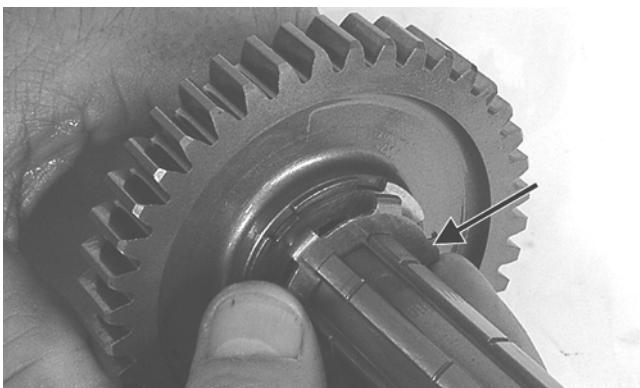


GZ317A

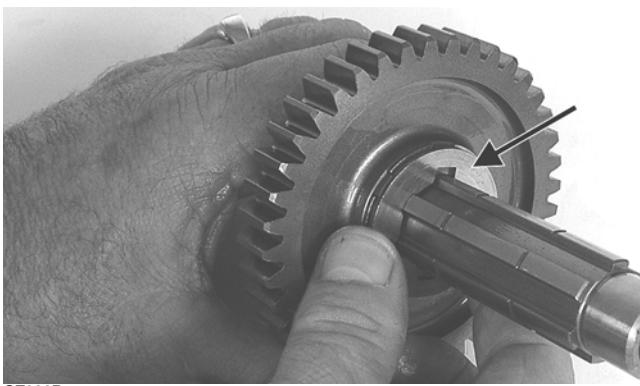


GZ318

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

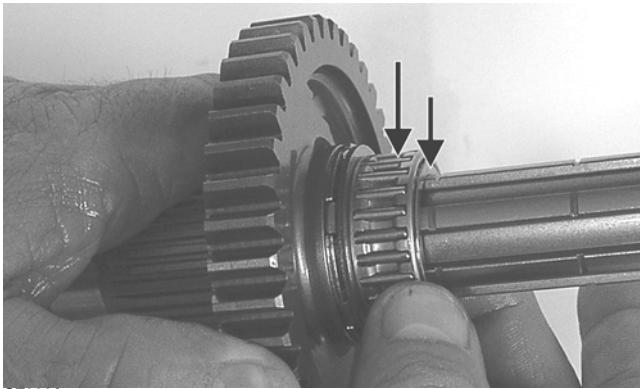


GZ319B



GZ320B

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

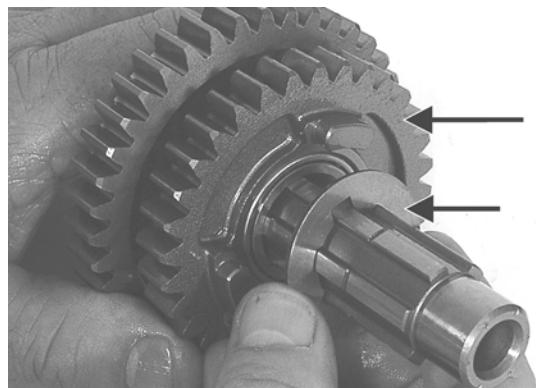


GZ286A



GZ287

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



GZ288A

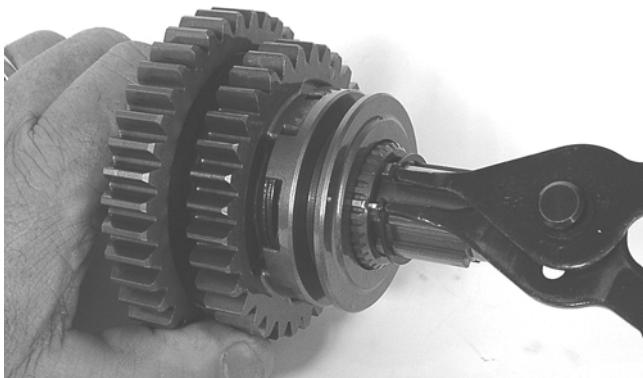


GZ314

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

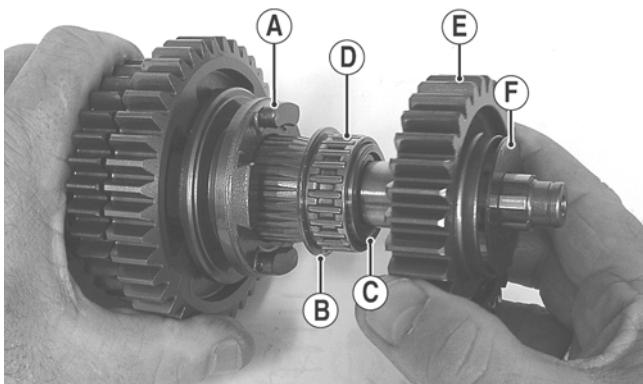


GZ313A



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).

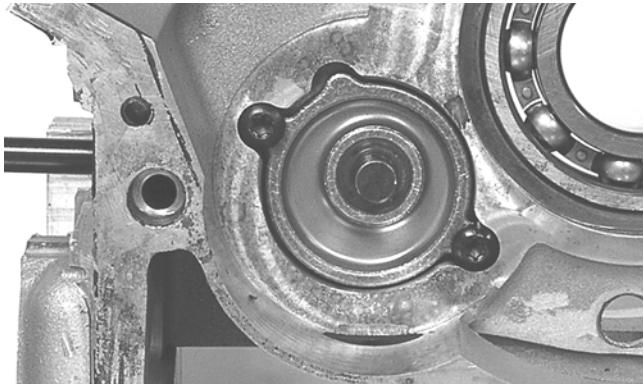


GZ283B

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

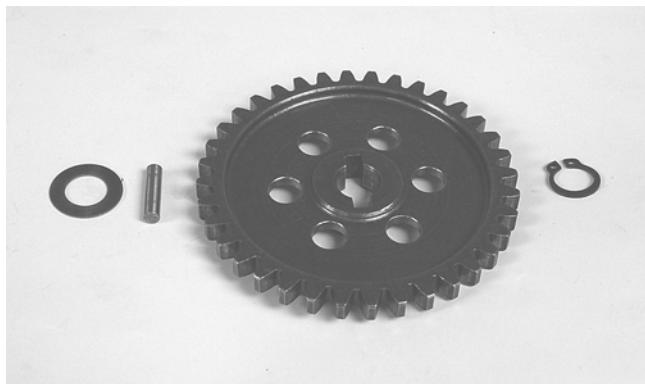
Assembling Crankcase Half

1. Install the oil pump gerotor assembly and oil pump cover into the crankcase and secure with two cap screws. Coat the threads with blue Loctite #243 and tighten securely to 8.5 ft-lb.



GZ305

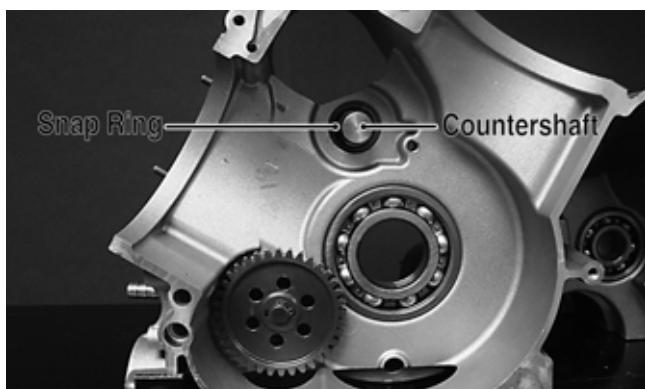
2. Install a flat washer, drive pin, and drive gear onto the oil pump shaft; then secure with a snap ring (flat-side away from the gear).



GZ347

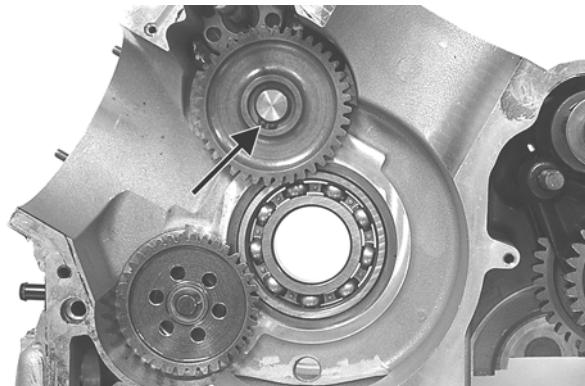
3. Install the countershaft into the crankcase and secure with the snap ring (flat side away from the bearing).

■NOTE: To aid in installation, install the open end of the snap ring over the flat surface of the water pump countershaft.



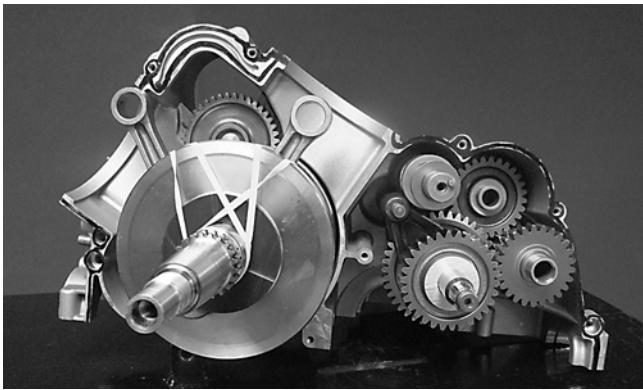
GZ463A

4. Install the countershaft gear onto the countershaft and secure with a snap ring (flat-side away from the gear).



GZ299A

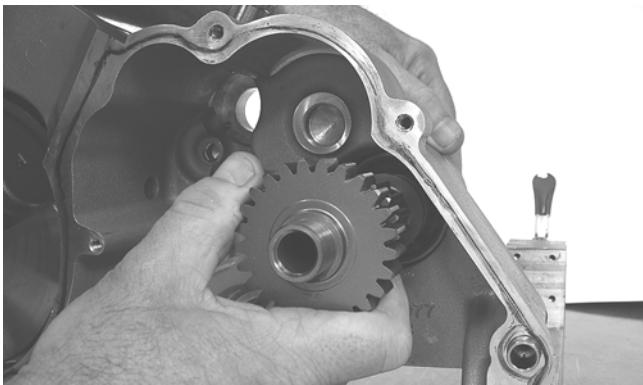
5. Using rubber bands to support the connecting rods, carefully install the crankshaft assembly into the crankcase.



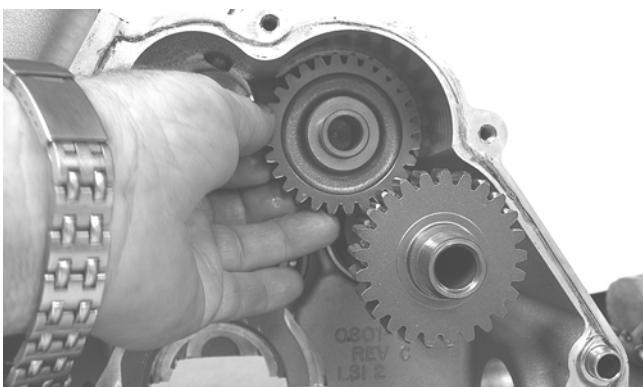
GZ474

■**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

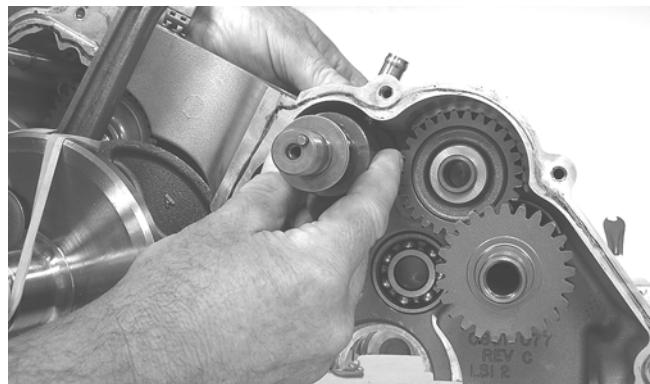


GZ333

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 bearing assembly on the gear shift stop end.

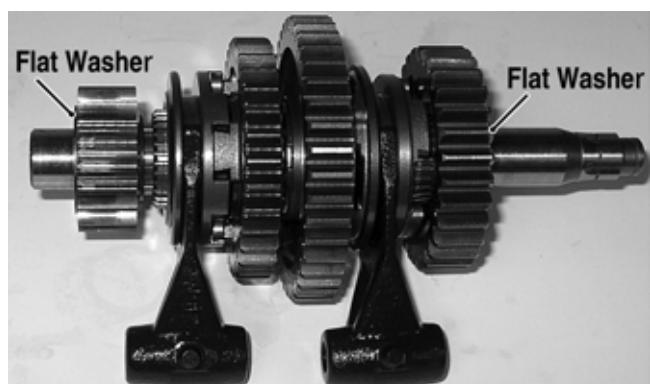


DE677A



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.

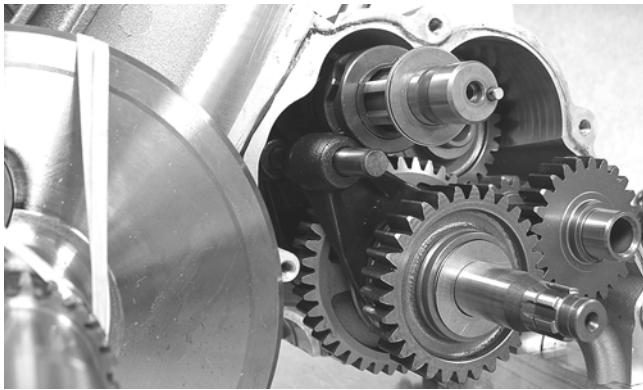


GZ280B



GZ336

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



GZ339

☞ AT THIS POINT

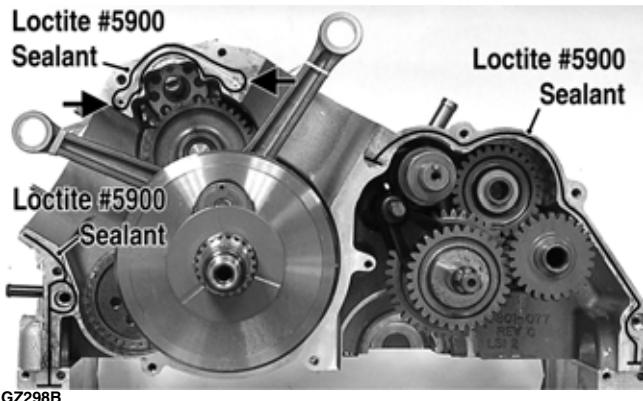
Proper transmission shifting should be verified by turning the gear shift shaft to select High, Low, Neutral, and Reverse while rotating the input shaft and observing the countershaft rotation.

☞ AT THIS POINT

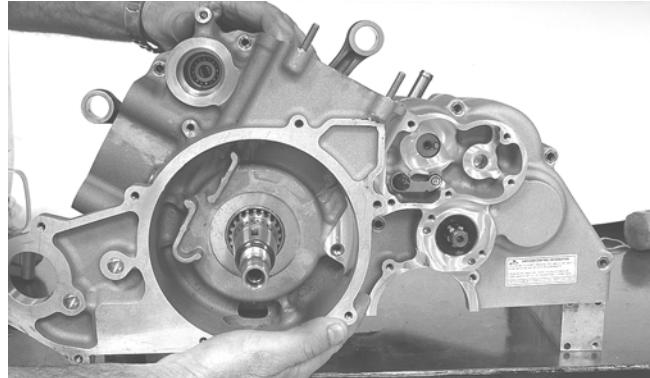
The right-side crankcase is now ready for installation to the left-side crankcase. Proceed to Joining Crankcase Halves.

3. Install the two alignment pins; then apply a thin bead of Loctite #5900 or suitable substitute sealant to the crankcase mating surface.

■**NOTE:** Apply sealant sparingly in areas depicted by arrows to avoid blocking the oil passage.

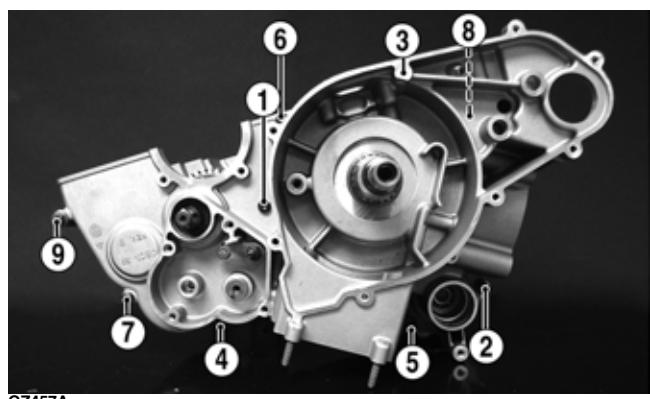


4. Carefully join the crankcase halves by placing the left-side crankcase onto the assembled right side. Secure with the cap screws (eight left side and one right side).



5. Tighten the 6 mm cap screws to 10 ft-lb and the 8 mm cap screws to 21 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.

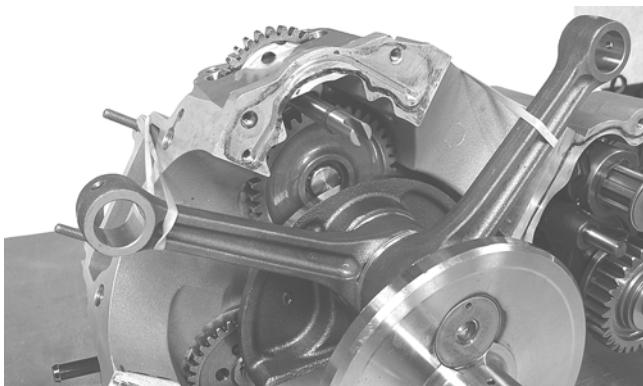


■**NOTE:** Cap screw number eight (8) is installed from the right side.

■**NOTE:** Cap screw number three (3) is installed from under the case halves on the magneto side.

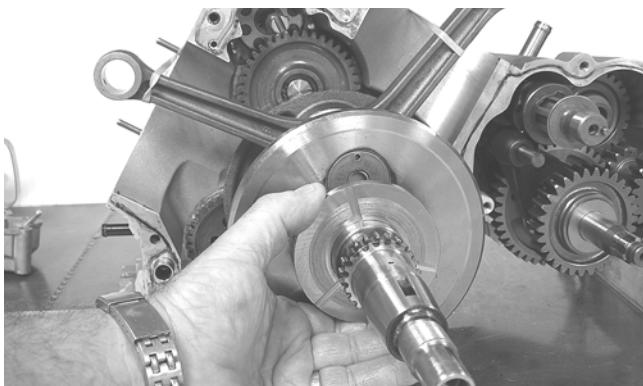
Joining Crankcase Halves

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

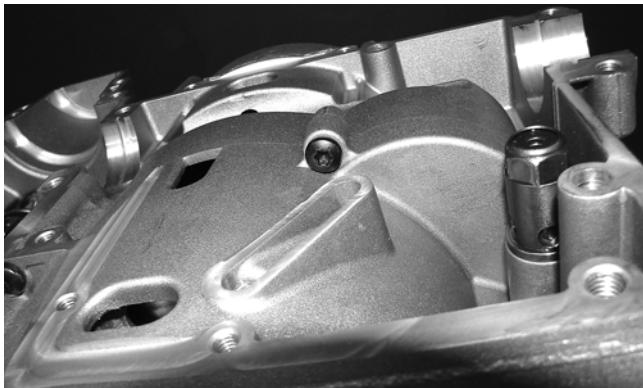


GZ340

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



GZ341



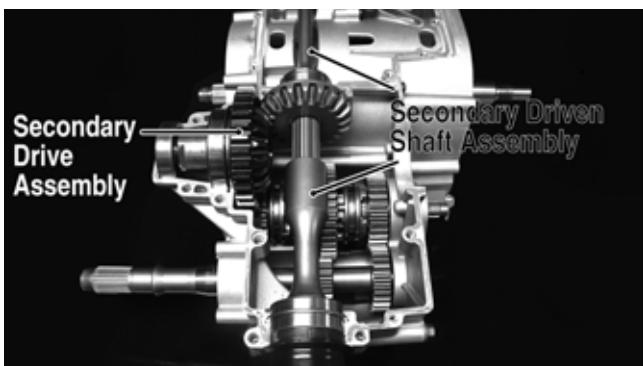
GZ455

■**NOTE: If the secondary drive/driven assemblies have been disassembled, refer to Servicing Center Crankcase Components 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.

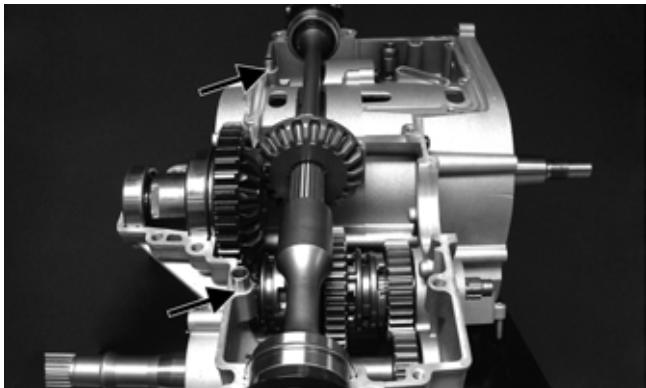


GZ269A

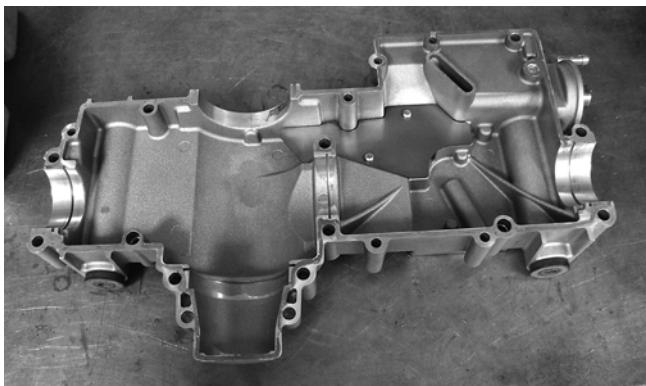


GZ448A

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 Loctite #5900 or suitable substitute sealant to the lower crankcase cover.

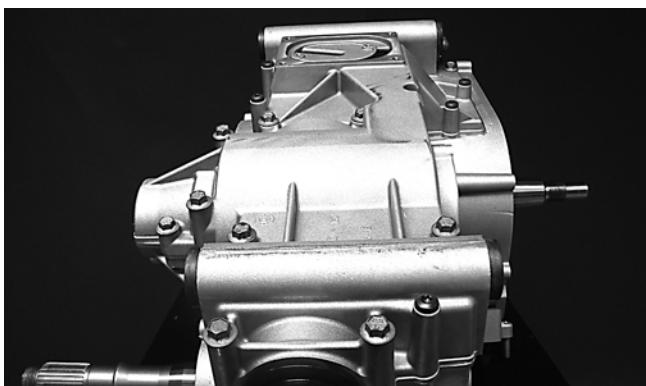


GZ452A



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 10 ft-lb and the 8 mm cap screws to 21 ft-lb.



GZ447

10. Install the oil strainer; then apply a thin bead of silicone sealant to the oil strainer cap and secure with the cap screws. Tighten to 54 in.-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](#).

Fuel/Lubrication/Cooling

⚠ 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.

■**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.

■**NOTE:** When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Oil Pressure Test Kit	0644-495
Seal Removal Tool	0644-072
Tachometer	0644-275

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

TROUBLESHOOTING

1. Verify that the electric fuel pump is operating by listening for a "whirring" sound for several seconds after the ignition switch is turned to the ON position. If no sound can be heard, see Electrical System - EFI Sensors/Components.
2. Check for a flashing DTC (Diagnostic Trouble Code) on the LCD. If a code is flashing, see EFI Sensors/Components in Electrical System.
3. Make sure there is sufficient, clean gas in the gas tank.

Throttle Body

⚠ 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.

REMOVING (500/550/700)

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

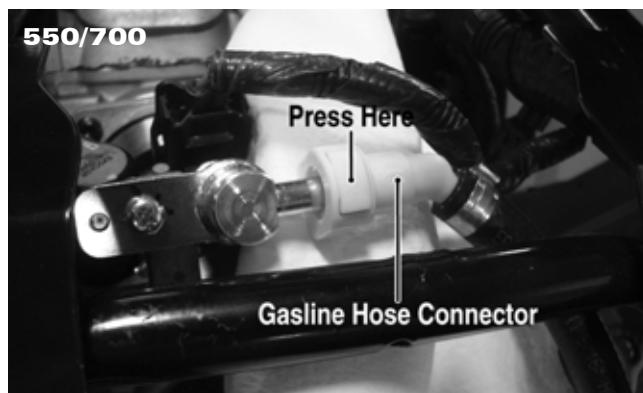
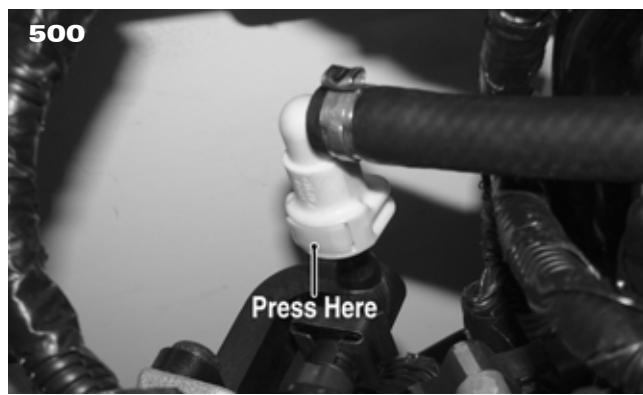
⚠ WARNING

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.

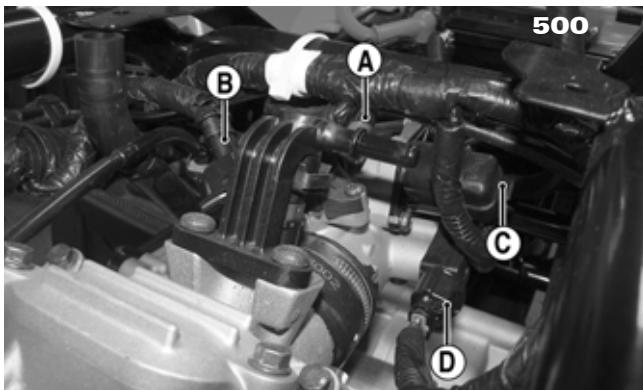
2. Remove the seats and tool tray; then disconnect the battery.
3. Remove the storage compartment cover, front storage compartment, and side panels.
4. Loosen the clamps securing the air filter housing boot to the throttle body inlet and air box; then remove the boot from the throttle body.
5. On the 550/700, disconnect the IAT sensor connector from the air box. Remove the spark plug cap from the spark plug; then disconnect the primary lead from the ignition coil. Remove the crankcase breather hose from the bottom right side of the air box; then remove the air box assembly.
6. Slowly disconnect the gasline hose connector from the fuel rail.

⚠ WARNING

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

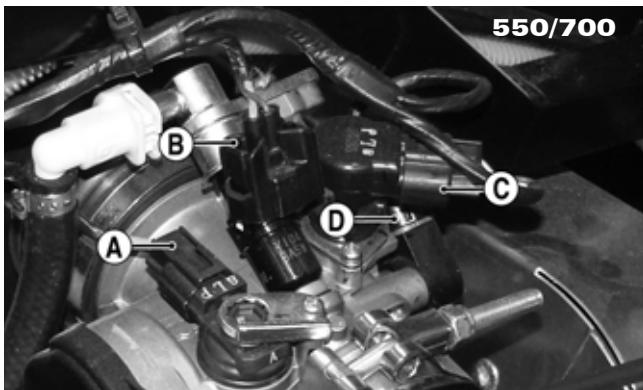


7. Remove the screws securing the throttle actuator cover to the throttle body; then remove the cover. Note the installed length of the throttle cable housing to the throttle body to aid in re-assembly.
8. Loosen the outer jam nut securing the throttle cable to the throttle body. Remove the throttle cable from the actuator arm; then route the cable out of the way.
9. Remove the MAP/TMAP sensor (A), fuel injector connector (B), ISC connector (C), and TPS connector (D).



XR382B

500



HDX136A

550/700

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

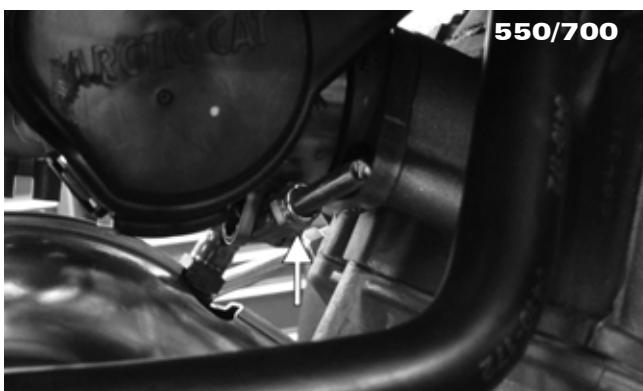
⚠️ WARNING

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.

- Remove the seats and tool tray; then disconnect the battery.
- Remove the storage compartment cover, front storage compartment, and side panels.
- Disconnect the wires from the IAT sensor; then remove the crankcase breather hose from the top left side of the air box assembly.



GZ379



XR310A

550/700

- Remove the two cap screws securing the intake pipe to the cylinder head. Account for O-ring.

- Use tape to cover and seal the intake opening.

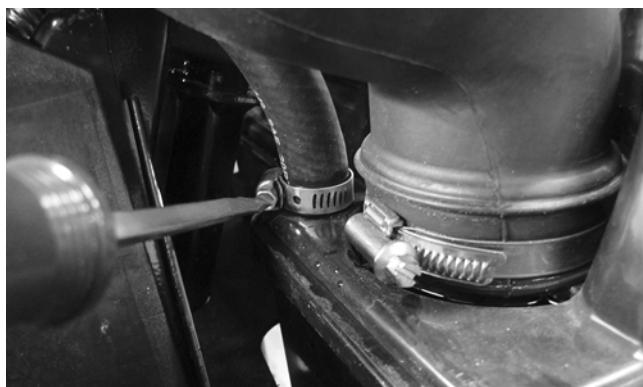
CAUTION

Any objects or liquid entering the intake opening will fall into the engine causing severe damage if the engine is turned over or started.

REMOVING (1000)

⚠️ 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.

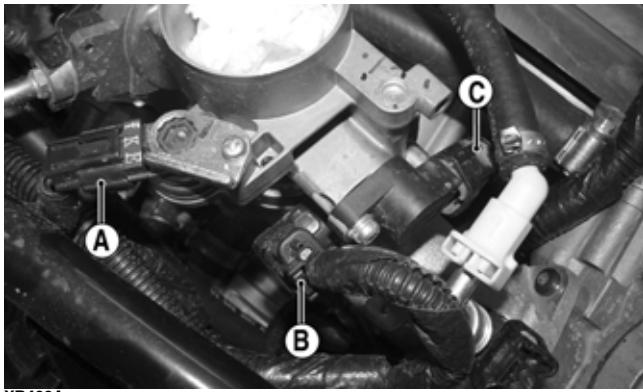


XR395

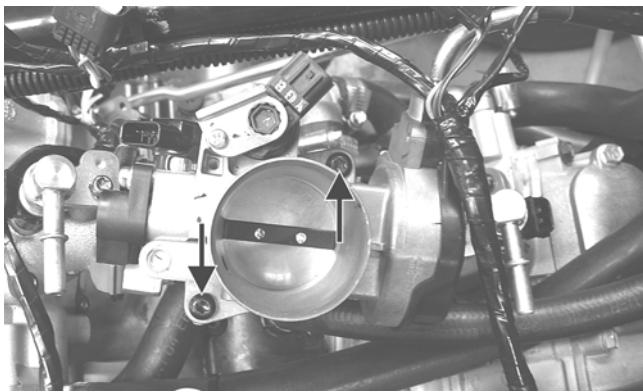


XR394

- Loosen the clamp on the throttle body intake boot; then remove the air filter housing from the ATV.
- Disconnect the MAP (A), ISC (B), and TPS (C) sensor connectors from the sensors on the throttle body; then remove the cap screws securing the throttle body to the intake manifold. Account for an O-ring.



XR409A



GZ381A

7. Remove the throttle arm cover and disconnect the throttle cable. Note the set length of the throttle cable housing; then remove the throttle body from the ATV.



GZ383A

8. Use tape to cover and seal the intake opening.

CAUTION

Any objects or liquid entering the intake opening will fall into the engine causing severe damage if the engine is turned over or started.

INSTALLING (500/550/700)

1. Apply a small amount of grease; then place a new O-ring in the intake pipe. Position the pipe onto the engine and secure with two cap screws. Tighten to 8.5 ft-lb.
2. Install the throttle body into the intake pipe and secure with the clamp. Tighten securely.
3. Connect the throttle cable to the throttle body and adjust throttle cable free-play (see Throttle Cable Free-Play); then connect the gasline hose.

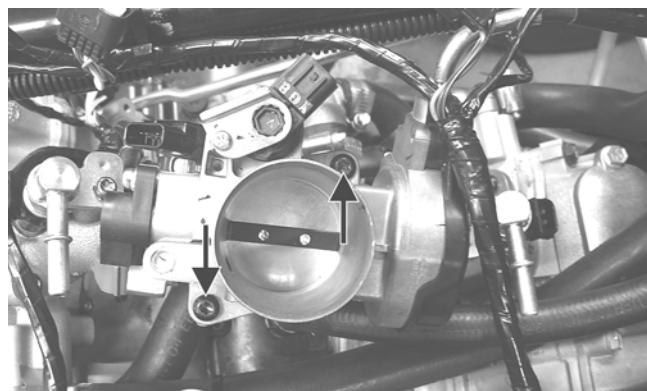
4. Connect the MAP/TMAP, ISC, and TPS connectors to the throttle body sensors.
5. Place the air box assembly into position. Connect the crankcase breather hose primary lead to the ignition coil and the spark plug cap to the spark plug. On the 550/700, connect the IAT sensor connector to the sensor.
6. Place the air box assembly to the throttle body connecting pipe into position; then secure the clamps.
7. Install the side panels, steering post cover, front storage tray, and cover.
8. Connect the battery (positive cable first); then install the seats making sure they lock securely in place.

■**NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure.**

1. With the key off, depress the throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

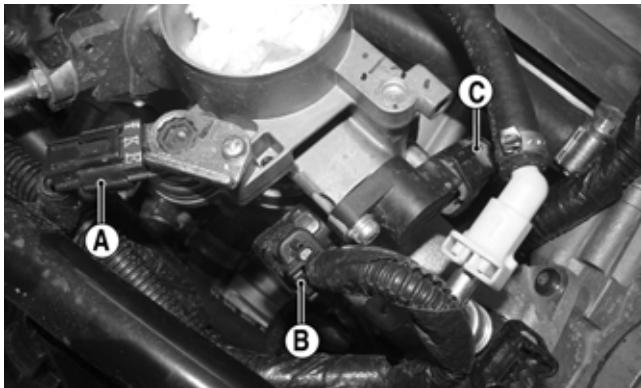
INSTALLING (1000)

1. Connect the throttle cable to the throttle body; then remove the tape from the intake manifold and install the throttle body using a new greased O-ring. Tighten the cap screws to 8.5 ft-lb. Check and/or adjust throttle cable free-play (see Throttle Cable Free-Play).



GZ381A

2. Connect the MAP, ISC, and TPS connectors to the sensors; then install the air filter housing and connect all hoses. Tighten all clamps securely.



XR409A



XR394

3. Connect the wiring connector to the IAT sensor.
4. Install the side panels, steering post cover, front storage tray, and cover.
5. Install the seats making sure they lock securely in place.

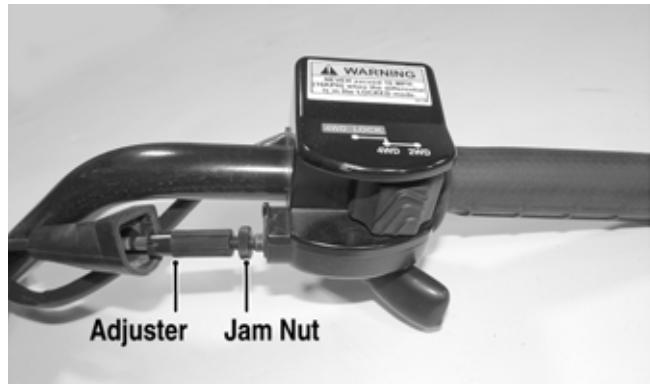
■NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure.

1. With the key off, depress the throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

Throttle Cable Free-Play

To adjust the throttle cable free-play, follow this procedure.

1. Slide the rubber boot away; then loosen the jam nut from the throttle cable adjuster.



CF297A

2. Turn the adjuster until the throttle cable has proper free-play of 3-6 mm (1/8-1/4 in.) at the lever.
3. Tighten the jam nut against the throttle cable adjuster securely; then slide the rubber boot over the adjuster.

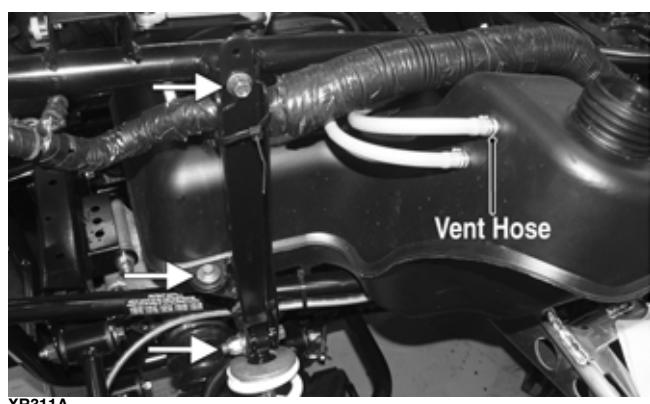
Gas Tank

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 both seats and side panels.
2. Remove the rear rack and rear body panel (see Steering/Body/Controls).
3. Remove the upper cap screw securing the support bracket to the frame and the cap screw securing the gas tank to the support bracket. Loosen the upper shock mount bolt and pivot the support bracket down; then remove the vent hose from the gas tank.

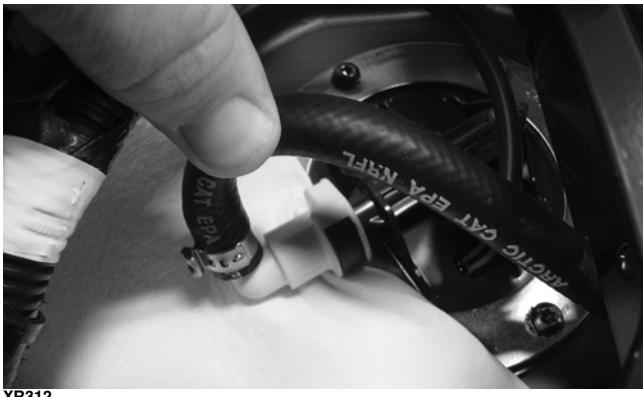


XR311A

CAUTION

The fuel line may be pressurized.

4. Place a shop towel under the fuel line connector at the fuel pump. Carefully rotate the connector to access the release tab. Disconnect the fuel line connector from the fuel pump.



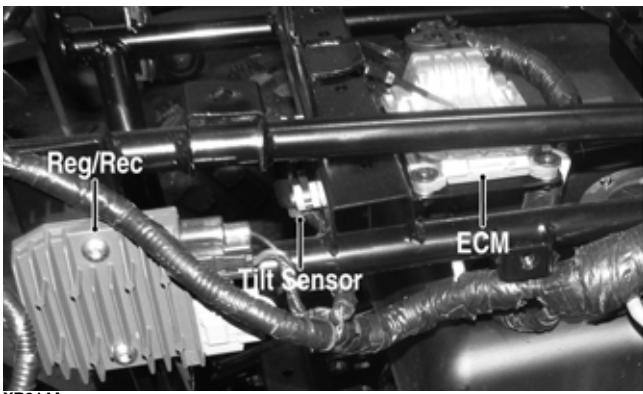
XR312

5. Remove the cap screw securing the left rear side of the gas tank to the frame.



XR313

6. Note the wire harness routing of the ECM, Tilt Sensor, and Regulator/Rectifier. Remove the fasteners securing each component to the frame; then position each component up and out of the way.



XR314A

7. Remove the gas tank.

■Note: Draining the gas tank of fuel will aid in removal.

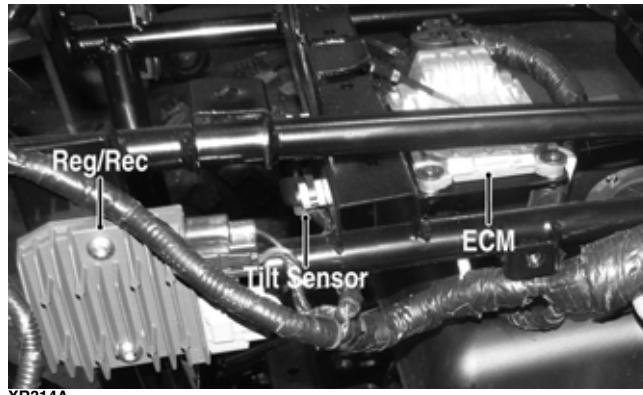
CLEANING AND INSPECTING

1. Clean all gas tank components with parts-cleaning solvent.
2. Inspect all hoses for cracks or leaks.
3. Inspect tank cap and tank for leaks, holes, and damaged threads.
4. Remove the fuel level sensor/fuel pick-up assembly and inspect the fuel level sensor and fuel screen.

■NOTE: If the fuel level sensor has failed or may be faulty, see Electrical System - EFI Sensors/Components.

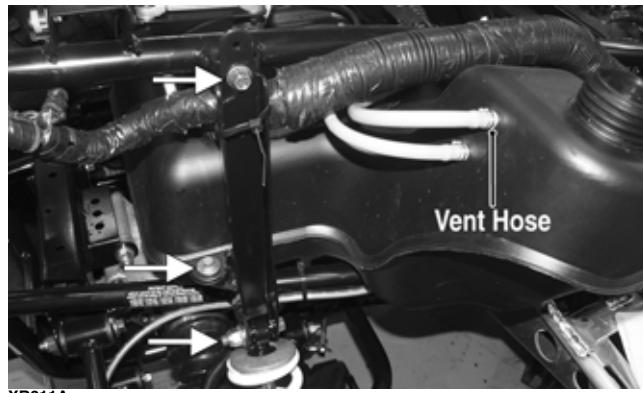
INSTALLING

1. Install the gas tank into the frame and guide the front mounting tabs into the rubber grommets that are installed in the frame.
2. As previously noted, route the wire harness into place; then install the ECM, Tilt Sensor, and Regulator/Rectifier to the frame. Connect the fuel line connector to the fuel pump.



XR314A

3. Tilt the support bracket up and secure it to the frame with the cap screw. Align the gas tank to the support bracket on the right and the frame on the left; then secure with the two cap screws. Using a new clamp, install the vent line to the gas tank. Using a new nut, tighten the upper shock mount to 50 ft-lb.



XR311A



XR313

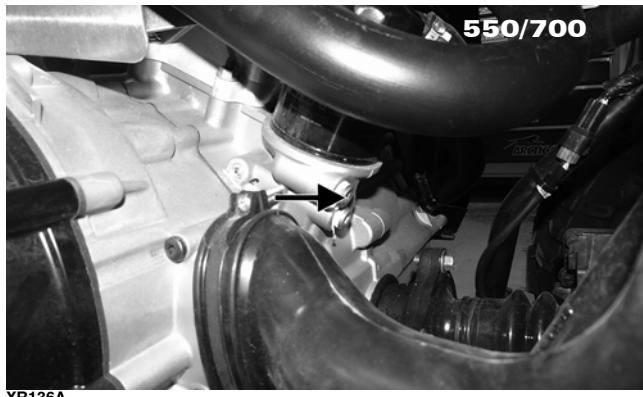
4. Install the rear body panel and rear rack (see Steering/Body/Controls).
5. Install the seats.

Oil Pump

TESTING OIL PUMP PRESSURE

■NOTE: The engine must be warmed up to the specified temperature for this test.

1. Connect the Tachometer to the engine or utilize the LCD (if equipped).
2. Connect the Oil Pressure Test Kit to the oil pressure test port.



■NOTE: Some oil seepage may occur when installing the oil pressure gauge. Wipe up oil residue with a cloth.

3. Start the engine and run at 3000 RPM. With the oil temperature at 60° C (140° F), the oil pressure gauge must read as specified.

500	0.6-0.7 kg/cm ² (8.5-10 psi)
550/700	1.2-1.5 kg/cm ² (17-21 psi)
1000	1.05-1.24 kg/cm ² (15-17 psi)

■NOTE: If the oil pressure is lower than specified, check for low oil level, or defective oil pump.

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

Oil Cooler (1000)

REMOVING

■NOTE: It is not necessary to drain the engine oil for this procedure.

1. Remove the input and output hoses from the fittings on the cooler.

CAUTION

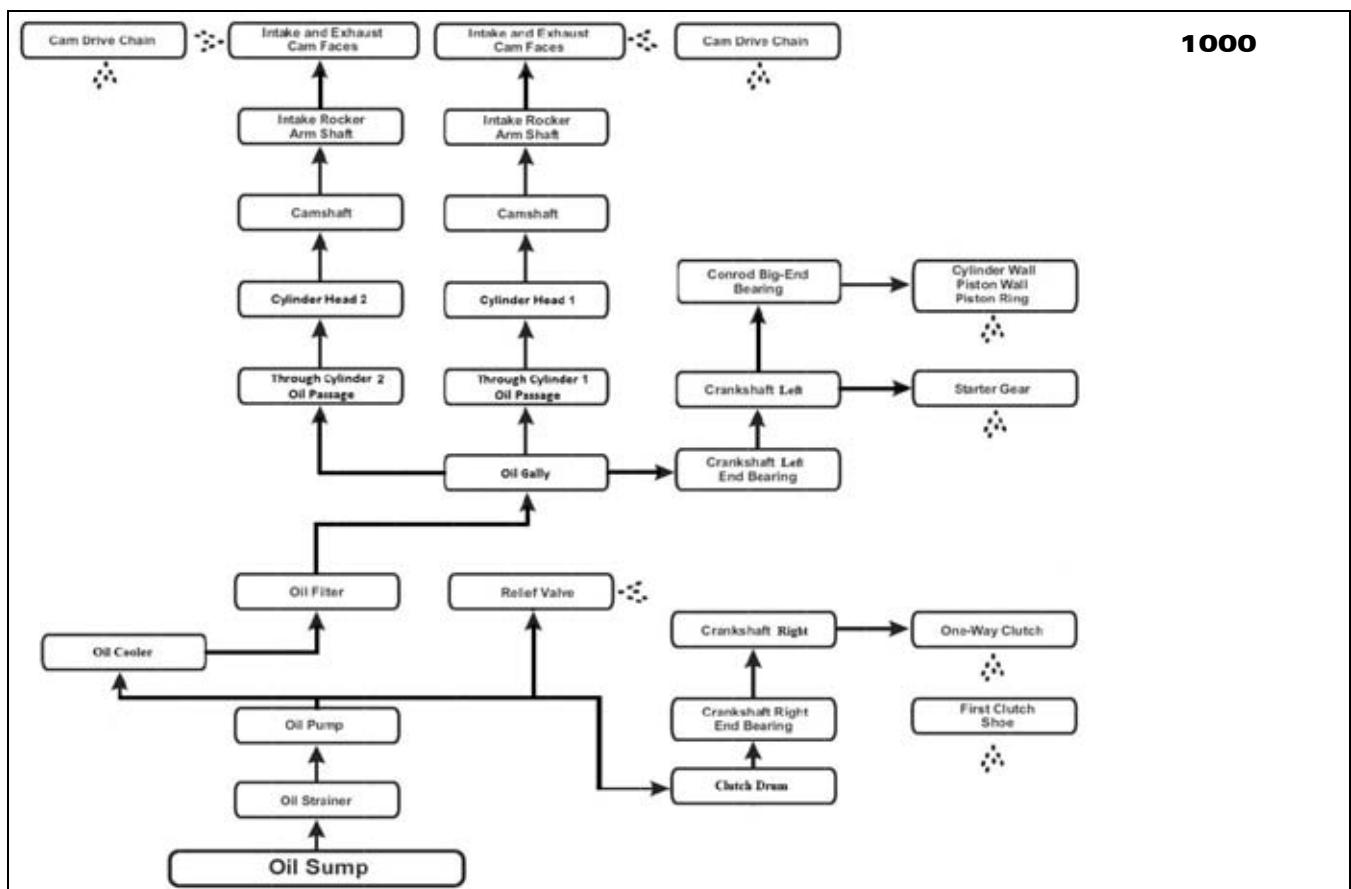
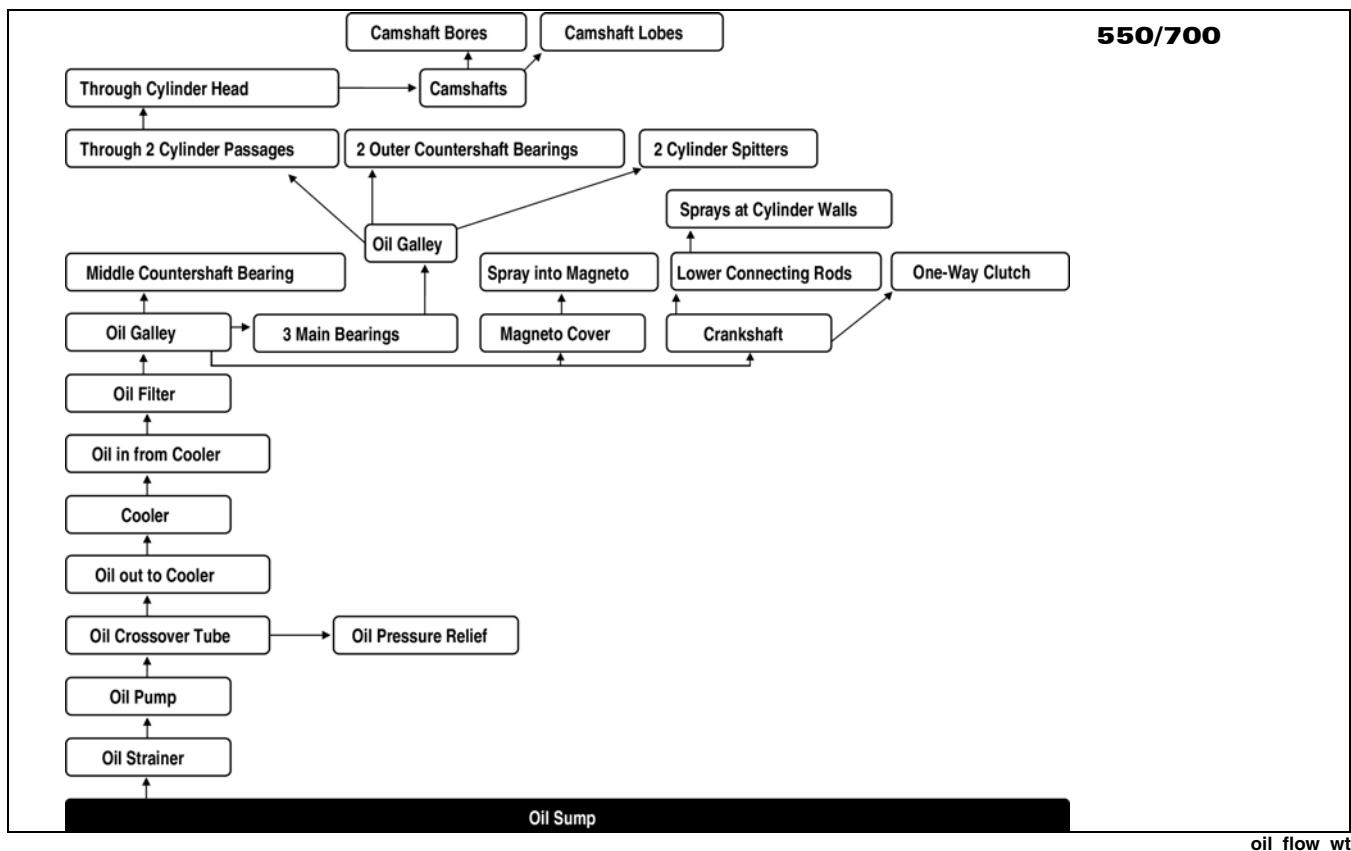
Elevate and secure the hoses to avoid oil spillage.

2. Remove the cap screws securing the oil cooler to the frame.
3. Remove the oil cooler from the frame.

INSTALLING

1. Place the cooler into position in the frame.
2. Secure the cooler to the frame with the cap screws.
3. Install the hoses onto their respective fittings and secure with the clamps.

Oil Flow Chart



Liquid Cooling System

Checking/Filling

1. Remove the rubber access plug from the front fender.



2. Carefully rotate the radiator cap counterclockwise to release pressure; then remove the cap.



3. Add coolant as necessary; then install the radiator cap and access plug.

■NOTE: Use a good quality, biodegradable glycol-based, automotive-type antifreeze. When filling the cooling system, use a coolant/water mixture which will satisfy the coldest anticipated weather conditions of the area in accordance with the coolant manufacturer's recommendations.

WARNING

Never check the coolant level when the engine is hot or the cooling system is under pressure.

CAUTION

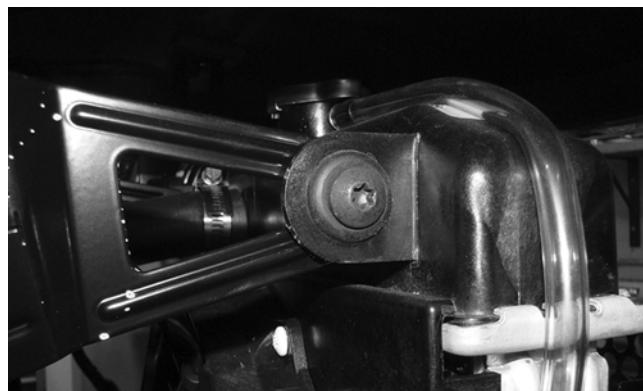
After operating the ATV for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

While the cooling system is being filled, air pockets may develop; therefore, run the engine for five minutes after the initial fill, shut the engine off, and then fill the cooling system to the bottom of the stand pipe in the radiator neck.

RADIATOR

Removing

1. On the 500/550/700, drain the coolant by removing the drain screw found on the water pump. On the 1000, the drain plug can be found on the bottom of the radiator.
2. Remove the front body panel/rack (see Steering/Body/Controls).
3. Remove the upper and lower coolant hoses.
4. Remove the cap screws and nuts securing the radiator to the frame.



5. Disconnect the fan wiring from the main wiring harness; then remove the radiator/fan assembly and account for the grommets and collars.
6. Remove the fan/fan shroud assembly from the radiator.

Cleaning and Inspecting

1. Flush the radiator with water to remove any contaminants.
2. Inspect the radiator for leaks and damage.
3. Inspect all hoses for cracks and deterioration.
4. Inspect all fasteners and grommets for damage or wear.

Installing

1. Position the fan/fan shroud assembly on the radiator; then secure with existing hardware.
2. Place the radiator with grommets and collars into position on the frame; then install the cap screws and nuts. Tighten to 12 ft-lb.
3. Install the upper and lower coolant hoses; then secure with hose clamps.



4. Fill the cooling system with the recommended amount of antifreeze (see Periodic Maintenance/Tune-up). Check for leakage.
5. On the 550/700, loosen the bleed screw on top of the thermostat housing to allow any trapped air to escape. On the 1000, the bleed screw is located on the water pump. Check coolant level in radiator neck. This process may need to be repeated.



6. Connect the fan wiring to the main wiring harness.
7. Install the front body panel/rack.

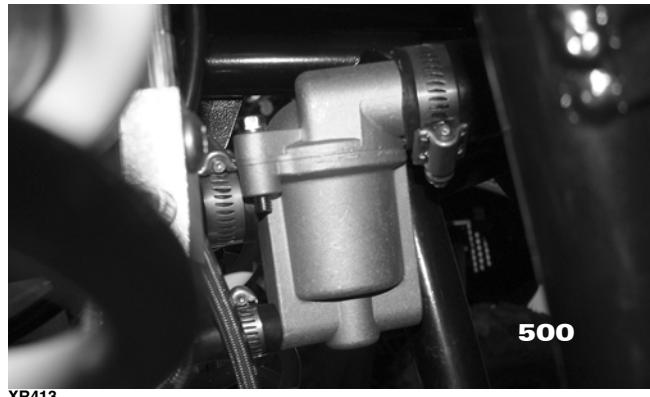
Thermostat

Removing (550/700)

1. Drain approximately one quart of coolant from the cooling system.
2. Remove the two cap screws securing the thermostat housing to the cylinder head. Account for an O-ring and a thermostat.

Removing (500/1000)

■NOTE: On the 1000, the thermostat is located in a housing in-line with the upper radiator hoses above the EPS unit. On the 500, the thermostat is located behind the front left shock assembly.



1. Drain approximately one quart of coolant from the cooling system.
2. Remove the 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 176-183°F (500), 146-151°F (550/700), or 157-162°F (1000).
 - 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 (550/700)

1. Place the thermostat and O-ring into the thermostat housing; then secure the thermostat housing to the cylinder head with the two cap screws.
2. Fill the cooling system with the recommended amount of antifreeze (see Periodic Maintenance/Tune-up). Check for leakage.

Installing (500/1000)

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

COOLING FAN

Removing

1. Remove the radiator (see RADIATOR in this sub-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 in the upper-right position.

2. Install the radiator.

WATER PUMP (500/550/700)

■NOTE: On the 550/700, the water pump is a non-serviceable component. It must be replaced as an assembly. On the 500 to service the water pump, see Servicing Left-Side Components.

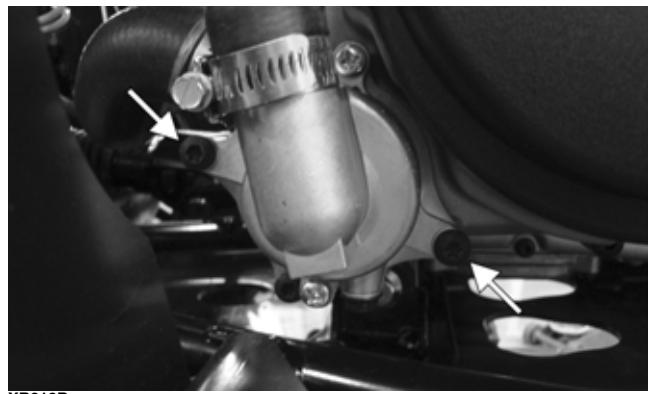
Removing

1. Remove the radiator cap; then remove the water pump drain and drain the coolant.



XR318A

2. Drain the oil from the engine/transmission.
3. Remove the left side engine covers and left side footwell.
4. Loosen the hose clamps and slide the clamps away from the hose ends approximately 2 in.; then remove both hoses from the water pump.
5. Remove the two cap screws securing the water pump to the engine; then remove the water pump.



XR318B

Installing

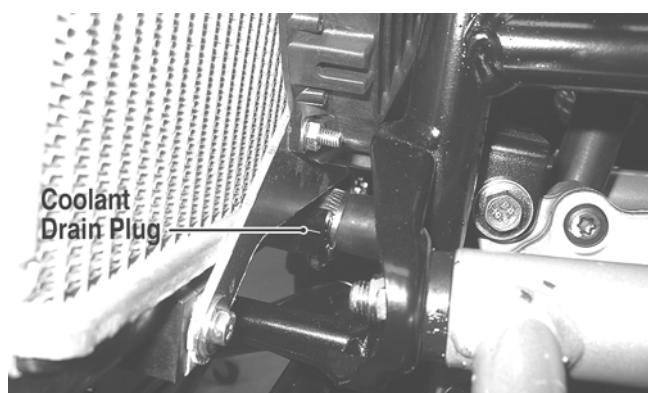
1. Secure the water pump to the engine with the two cap screws tightened securely. Tighten securely to 8.5 ft-lb.
2. Connect the two coolant hoses to the water pump and secure with the clamps. Tighten securely.
3. Install the left side footwell and left side engine covers.
4. Fill the engine/transmission with the proper amount of recommended oil.
5. Fill the cooling system with the proper amount of recommended coolant (see Periodic Maintenance/Tune-up). Check for leaks.

WATER PUMP (1000)

■NOTE: The water pump is a serviceable component.

Removing

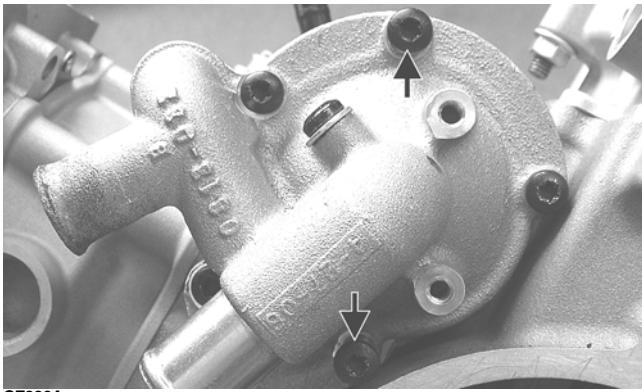
1. Remove the coolant drain plug; then remove the radiator cap and drain the coolant into a suitable container.



GZ093A

■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 coolant hoses from the water pump; then remove two cap screws securing the water pump to the crankcase.

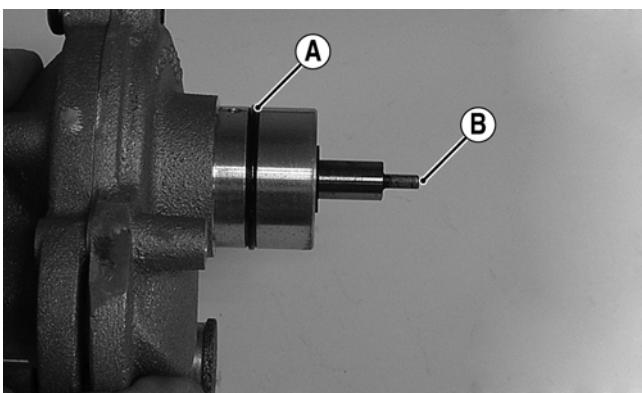


GZ230A

3. Remove the water pump from the engine.

Installing

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



GZ252E

2. Install the water pump assembly onto the engine aligning the flat drive on the water pump to the slot in the driveshaft (B).

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.
4. Install and tighten the coolant drain plug securely; then fill the cooling system with the proper amount of recommended 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 ATV for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

Troubleshooting

Problem: Starting impaired

Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Gas contaminated 3. Air filter/housing contaminated 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Drain gas tank and fill with clean gas 3. Clean or replace air filter/housing or replace

Problem: Idling or low speed impaired

Condition	Remedy
<ol style="list-style-type: none"> 1. Gas contaminated 2. TPS out of adjustment 3. Air filter/housing contaminated 4. ISC malfunction 	<ol style="list-style-type: none"> 1. Drain gas tank and fill with clean gas 2. Adjust TPS 3. Clean or replace air filter/housing or replace 4. Inspect/replace ISC

Problem: Medium or high speed impaired

Condition	Remedy
<ol style="list-style-type: none"> 1. Gas contaminated 2. Air filter/housing contaminated 	<ol style="list-style-type: none"> 1. Drain gas tank and fill with clean gas 2. Clean or replace air filter/housing or replace

Electrical System

The electrical connections should be checked periodically for proper function.

TESTING ELECTRICAL COMPONENTS

All electrical tests should be made using the CATT II or the Fluke Model 77 Multimeter. The CATT II can return data for certain components which are identified at the beginning of their respective sub-section. If any other type of meter is used, readings may vary due to internal circuitry. When troubleshooting a specific component, always verify first that the fuse(s) are good, that the LED(s) are good, that the connections are clean and tight, that the battery is fully charged, and that all appropriate switches are activated.

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

■**NOTE:** Certain components and sensors can be checked by using the EFI diagnostic system and digital gauge (see EFI Diagnostic System in this section for more information).

CAUTION

Do not insert a meter probe into a connector. Damage to the connector and pin will result, possibly causing loss of connection between the harness and electrical component. MaxiClips or probe adapters should be used.

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 Tool Catalog for the appropriate tool description.

■**NOTE:** When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Diagnostic Harness	0486-219
Fluke Model 77 Multimeter	0644-559
Fuel Pressure Tester	0644-587
MaxiClips	0744-041
Tachometer	0644-275
TPS Analyzer	0644-299
Timing Light	0644-296

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

Battery



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■**NOTE:** Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

After being in service, batteries require regular cleaning and recharging in order to deliver peak performance and maximum service life. The following procedure is recommended for cleaning and maintaining a sealed battery. 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.
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.

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

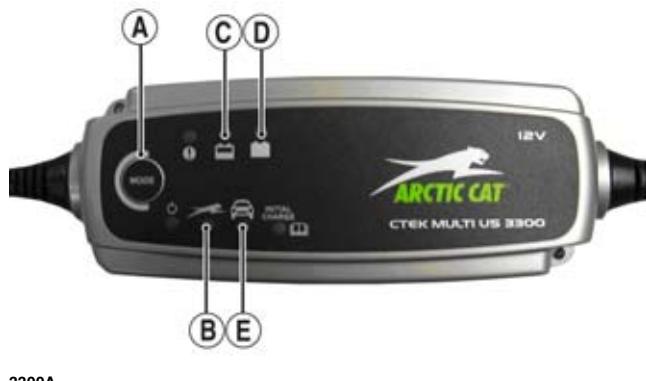
3. Be sure the charger and battery are in a well-ventilated area. Be sure the charger is unplugged from the 110-volt electrical outlet.

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.

■NOTE: If, after charging, the battery does not perform to operator expectations, bring the battery to an authorized Arctic Cat dealer for further troubleshooting.

Electronic Power Steering (EPS)



Component data and system updates can be retrieved/Performed using the CATT II. Navigate the screens as required.

■NOTE: Certain models have been produced with electronic power steering. The following information is intended to be used when servicing these models.

The electronic power steering (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 rider when rotating the handlebar. Rider 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 handlebar) is detected, no torque signal is generated, and no steering assist is provided by the motor.

If an electrical-related EPS system malfunction occurs, a diagnostic trouble code (DTC) will be displayed on the LCD gauge. Check for updates and verify any active DTCs using the most up-to-date CATT II software. The following is a list of DTCs, possible conditions, and causes.

■NOTE: If no active codes are present on the LCD or verified through CATT II and the vehicle is experiencing steering-related issues, there may be a mechanical steering-related issue. In this case, the EPS is not the cause of the issue. Components that may contribute to this type of issue could be abnormal tire wear, bad wheel bearings, ball joints, tie rod ends, tie rods, or bushings. Check the complete steering system for any sign of wear or misalignment.

■NOTE: If any code C1306-C1315 or C1317-C1325 are active and verified with CATT II, EPS replacement is not necessary. Follow the instructions listed in the chart to correct the malfunction.

Code	Fault Description	Fault Condition	Possible Cause	Fault Recovery Method
C1301	Over Current	EPS internal over-current condition has been detected	Internal EPS Condition	Correct EPS condition*
C1302	Excessive Current Error	EPS internal current measurement error has been detected	Internal EPS Condition	Correct EPS condition*
C1303	Torque Sensor Range Fault	EPS internal torque sensor range condition has been detected	Internal EPS Condition	Correct EPS condition*
C1304	Torque Sensor Linearity Fault	EPS internal torque sensor linearity condition has been detected	Internal EPS Condition	Correct EPS condition*
C1305	Rotor Position Encoder	EPS internal rotor position encoder condition has been detected	Internal EPS Condition	Correct EPS condition*
C1306	System Voltage Low	EPS battery power low-voltage condition has been detected	System voltage low (less than 11 VDC at the EPS). Wire harness issue, faulty voltage regulator, weak battery or loose battery terminals.	EPS will auto-recover when the battery supply returns to normal
C1307	System Voltage High	EPS battery power over-voltage condition has been detected	System voltage high (more than 16 VDC at the EPS). Wire harness issue, faulty voltage regulator or loose battery terminals.	EPS will auto-recover when the battery supply returns to normal
C1308	Temperature Above 110° C	EPS internal 110° C over-temp condition has been detected	Debris in EPS housing/cooling fan.	Clean the EPS housing and cooling fins. EPS will auto-recover when internal temperature drops below 105° C
C1309	Temperature Above 120° C	EPS internal 120° C over-temp condition has been detected	Debris in EPS housing/cooling fan.	Clean the EPS housing and cooling fins. EPS will auto-recover when internal temperature drops below 115° C
C1310	Vehicle Speed High	Vehicle speed signal received by the EPS exceeds the maximum speed specification	Intermittent main harness wires, defective speed-sensor, or intermittent speed sensor wires.	EPS will auto-recover when the vehicle speed signal drops below the maximum speed specification
C1311	Vehicle Speed Low	Vehicle speed signal received by the EPS is zero or missing	Broken main harness wires, defective speed-sensor, or broken speed sensor wires.	EPS will auto-recover when the vehicle speed signal returns to normal
C1312	Vehicle Speed Faulty	Vehicle speed CAN signal received by the EPS incorrect or missing	Broken main harness CAN wires, defective speed-sensor, or broken speed sensor wires.	EPS will auto-recover when the vehicle speed signal returns to normal
C1313	Engine RPM High	Engine RPM signal received by the EPS exceeds the maximum RPM specification	Intermittent main harness RPM wires, intermittent voltage regulator, intermittent ACG stator wires.	EPS will auto-recover when engine RPM signal drops below the maximum RPM specification
C1314	Engine RPM Low	Engine RPM signal received by the EPS suddenly dropped below 500 RPM	Handlebar switch in the "OFF" position, broken main harness RPM wires, defect voltage regulator, broken ACG stator wires.	EPS will auto-recover when engine RPM signal returns to normal
C1315	Engine RPM Faulty	Engine RPM CAN signal received by the EPS incorrect or missing	Broken main harness CAN wires or defective ECM.	EPS will auto-recover when engine RPM signal returns to normal
C1316	EEPROM Error	EPS internal memory error has been detected	Internal EPS condition	Correct EPS condition*
C1317	CAN Bus Error	The EPS has lost CAN communication with the EFI ECM	Broken CAN wires in the main harness, EFI ECM connector has been disconnected.	Correct EPS condition*
C1318	Internal CRC Error	EPS internal CRC calculation condition has been detected	EPS reflash has failed. Battery power was lost, or the key switch was turned off, during EPS reflash programming.	EPS must be reprogrammed
C1319	Boot Counter Exceeded	EPS internal application code condition has been detected	Intermittent power has prevented a successful application code launch.	Correct EPS power condition*
C1320	Incorrect Vehicle Speed-to-RPM Ratio	Vehicle speed signal received by the EPS exceeds 10 MPH, but the engine RPM signal less than 500 RPM	Intermittent or broken main harness RPM wires, intermittent voltage regulator, intermittent or broken ACG stator wires.	Correct EPS condition*
C1321	Vehicle Speed Erratic	Vehicle speed signal received by the EPS changing at an unrealistic rate	Intermittent main harness, intermittent speed sensor, dirty speed senor or trigger wheel.	Correct EPS vehicle speed signal condition*
C1322	Engine RPM Lost	Engine RPM signal received by the EPS exceeds 500 RPM and then is zero or missing	Handlebar switch in the "OFF" position, broken main harness RPM wires, defect voltage regulator, broken ACG stator wires.	EPS will auto-recover when engine RPM signal returns to normal
C1323	"EPS OFF" Gauge Display	Battery power has been applied to the EPS for more than 5-minutes, but no engine RPM signal has been detected	The EPS has been automatically disabled, after 5-minutes of inactivity, to conserve battery power.	EPS will auto-recover when engine is started or the key switch is cycled On-Off-On
C1324	Loss of CAN communication with EPS	The gauge has lost CAN communication with the EPS	Broken CAN wires in the main harness or disconnected EPS. This is not an EPS generated DTC; gauge DTC display only.	Gauge DTC display will clear when the EPS-to-gauge CAN communication is restored.
C1325	Dual Loss	EPS loss of both the vehicle speed and the engine RPM signals has been detected	Handlebar switch in the "OFF" position, the engine stalled (key switch "ON"), broken harness wires, loss of CAN data signal.	EPS will auto-recover when either the vehicle speed or engine RPM signal is restored.
C1326	Rotor Position Encoder	EPS internal rotor position encoder variance condition has been detected	Internal EPS Condition	Correct EPS condition*
C1327	Voltage Converter Error (Low)	EPS internal voltage converter low-voltage condition has been detected	Internal EPS Condition	Correct EPS condition*

Code	Fault Description	Fault Condition	Possible Cause	Fault Recovery Method
C1328	Voltage Converter Error (High)	EPS internal voltage converter over-voltage condition has been detected	Internal EPS Condition	Correct EPS condition*
C1329	Internal Data Error	EPS internal preloaded data condition has been detected	Internal EPS Condition	EPS must be reprogrammed

* After correcting condition, cycle key switch On-Off-On

TROUBLESHOOTING

■NOTE: The EPS assembly is not serviceable and must not be disassembled or EPS warranty will be voided.

1. Check 30-amp EPS fuse and EPS relay (primary coil: 150 ohms \pm 10%, secondary resistance < 1 ohm with primary energized).
2. With the ignition off, 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 in the ON position, the meter should read battery voltage (if correct voltage is not present, check connections and wiring harness).

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.

3. With ignition switch off, disconnect the 8-pin connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (red meter lead to the ORG wire and black meter lead to battery ground.) With the ignition switch in the on position, the meter should read battery voltage (if correct voltage is not present, check for loose fittings or connections in the wiring harness).

CAUTION

If CATT II has confirmed an active DTC relating to the CAN communication wires, use extreme caution when testing the wires. Do not probe the ECM connector with meter leads; instead use a small T-pin or other suitable testing component to make light and proper contact.

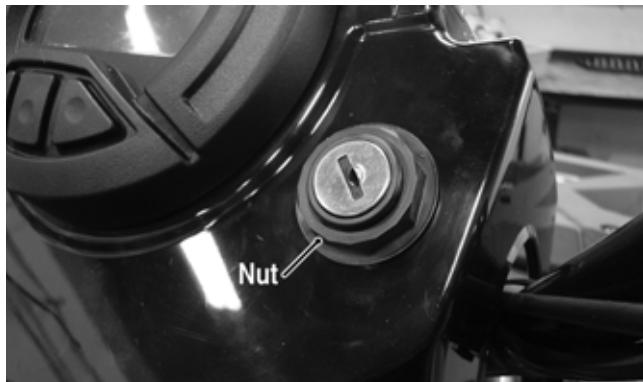
CAUTION

Never disconnect the ECM connector with the battery cables installed onto the battery.

■NOTE: If after completing the preceding tests and possible solutions with normal results an EPS issue persists with active DTCs C1301-C1305, 1316, or C1326-C1329 confirmed by CATT II, the EPS assembly must be replaced (see Steering/Body/Controls).

Ignition Switch

The ignition switch harness connects to the switch with a four-pin connector. To access the connector, remove the gauge; then remove the ignition switch nut, remove the switch, and press the connector release tab. Pull the connector from the switch.



XR319A



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VOLTAGE

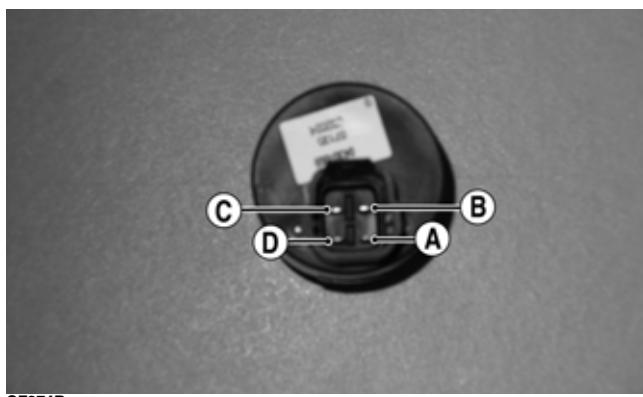
■NOTE: Perform this test on the harness connector.

1. Set the meter selector to the DC Voltage position.
2. Connect the red meter lead to either 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 battery or the main wiring harness.

RESISTANCE

■NOTE: Perform this test on the switch using the following procedure.



CF274B

1. Turn the ignition switch to the ON position.
2. Set the meter selector to the OHMS position.
3. Connect either tester lead to pin C; then connect the other tester lead to pin B.
4. The meter must show less than 1 ohm.
5. Turn the ignition switch to the LIGHTS position.
6. Connect either tester lead to pin A; then connect the other tester lead to pin D.
7. The meter must show less than 1 ohm.
8. Connect either tester lead to pin C; then connect the other tester lead to pin B.
9. The meter must show less than 1 ohm.
10. With the switch in the OFF position, connect the red tester lead and the black tester lead to each of the remaining pins. The meter must show an open circuit on all pins.

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

Ignition Coil

The ignition coil is located on a bracket to the right of the air box. To access the coil, the right side panel must be removed.

VOLTAGE

Primary Coil

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

Secondary Coil

1. Connect the primary ignition coil connector. Remove the spark plug cap from the spark plug.
2. Connect the spark plug cap to Ignition Test Plug or other suitable tool; then ground the tool away from the spark plug hole. While turning the engine over, check for sufficient spark.

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 and the primary connector should be removed from the ignition coil.**

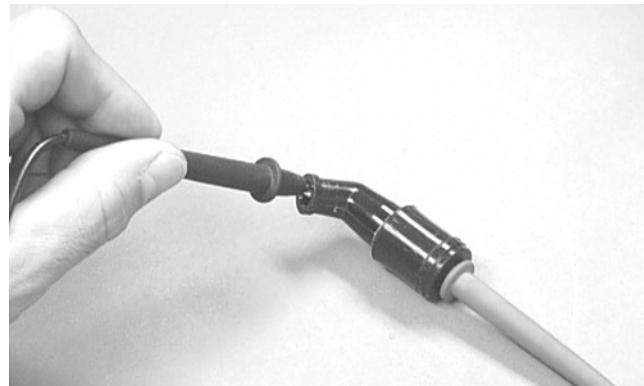
Primary Winding

1. Connect the red tester lead to either terminal; then connect the black tester lead to the other terminal.
2. The meter reading must be within specification.

■**NOTE: Secondary coil resistance checks are not recommended. An internal diode in the coil prevents accurate secondary resistance measurements.**

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 read as specified, replace the spark plug cap.**

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: The engine must be at full operating temperature to perform this procedure.**

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. Using the Tachometer, and with the engine running, test for value as shown:

Model	BTDC	RPM
500	14°	1300
550	16°	1300
700	14°	1350
1000	15°	1300

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/CKP sensor bracket may be bent or damaged, or the ECM may be faulty.

Accessory Receptacle/Connector

■**NOTE: This test procedure is for either the receptacle or the connector.**

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 red/white wire or the orange/black wire; then connect the black tester lead to ground.
3. The meter must show battery voltage.

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

Switches



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

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

VOLTAGE (Brakelight)

The two-prong switch connector is located in between the gas tank and frame on the right side.

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/blue wire.



XR333
3. The meter must show battery voltage.

■**NOTE: If the meter shows no battery voltage, troubleshoot the battery, fuses, 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, the connector, and the switch wiring harness for resistance.**

RESISTANCE (Brakelight)

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one black wire; then connect the black tester lead to the other black wire.
3. When the brake 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.**

RESISTANCE (HI Beam)

The six-pin connector is located next to the steering post. To access the connector, the steering post cover and right side panel must be removed (see Steering/Body/Controls).

■**NOTE: These tests should be made on the switch side of the connector.**

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to the yellow (500) or brown/black (550/700/1000) wire; then connect the black tester lead to the gray (500) or blue (550/700/1000) wire.
3. With the dimmer switch in the HI position, the meter must show less than 1 ohm.

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

RESISTANCE (LO Beam)

1. Connect the red tester lead to the gray (500) or brown/black (550/700/1000) wire; then connect the black tester lead to the white wire.
2. With the dimmer switch in the LO position, the meter must show an open circuit.

■**NOTE: If the meter reads resistance, replace the switch.**

DIODE (Starter Button)

500

■**NOTE: If voltage is not as specified, check the condition of the battery in the meter prior to replacing the switch. A low battery will result in a low voltage reading during a diode test.**

1. Set the meter selector to the Diode position.
2. Connect the red tester lead to the orange/white wire; then connect the black tester lead to the yellow/green wire.
3. With the starter button depressed, the meter must show 0.5-0.7 DC volt.
4. With the starter button released, the meter must show 0 DC volts.
5. Connect the red tester lead to the yellow/green wire; then connect the black tester lead to the orange/white wire.
6. With the starter button depressed, the meter must show 0 DC volts.

■**NOTE: If the meter does not show as specified, replace the left-side control assembly.**

550/700/1000

1. Disconnect the 4-pin connector on the switch side of the connector plate.
2. Connect the red tester lead to the yellow/red wire and the black tester lead to the black/white wire.

- With the starter button depressed, the reading should be less than 1 ohm.

■NOTE: If the meter does not show as specified, replace the left-side control assembly.

RESISTANCE (Engine Stop)

- Set the meter selector to the OHMS position.
- Connect the red tester lead to the orange (500) or brown/blue (550/700/1000) wire; then connect the black tester lead to the orange/white (500) or black/white (550/700/1000) wire.
- With the switch in the OFF position, the meter must show an open circuit.
- With the switch in the RUN position, the meter must show less than 1 ohm.

■NOTE: If the meter shows more than 1 ohm of resistance, replace the left-side control assembly.

RESISTANCE (Reverse Override)

On the 500, the wires used with the connector are located within the four-pin connector. On the 550/700/1000, one wire routes to the six-pin connector and one wire routes to the four-pin connector. To access the connectors, the right side panel and steering post cover must be removed (see Steering/Body/Controls).

- Set the meter selector to the OHMS position.
- Connect the tester leads as shown:

500		Black Test Lead	Red Test Lead
		Black Wire	Blue Wire
Free		OFL	OFL
Push		< 1 Ohm	< 1 Ohm

550/700/1000		Black Test Lead	Red Test Lead
		Blue/Red Wire	Green/Red Wire
Free		< 1 Ohm	< 1 Ohm
Push		OFL	OFL

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

RESISTANCE (Drive Select)



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

The connector is the three-wire white triangular one in front of the upper steering post.

■NOTE: Resistance tests should be made with the switch disconnected.

- Set the meter selector to the OHMS position.
- Connect the red tester lead to the green/white wire terminal; then connect the black tester lead to the black wire terminal.

- With the switch in the 2WD position, the meter must show an open circuit. With the switch in the 4WD position, the meter must show less than 1 ohm. With the switch in the 4WD Lock position, the meter must show less than 1 ohm.

- Connect the red tester lead to the orange/white wire terminal; then connect the black tester lead to the black wire terminal.
- With the switch in the 2WD position, the meter must show an open circuit. With the switch in the 4WD position, the meter must show an open circuit. With the switch in the 4WD Lock position, the meter must show less than 1 ohm.

■NOTE: If the meter does not show as specified, replace the drive select switch.

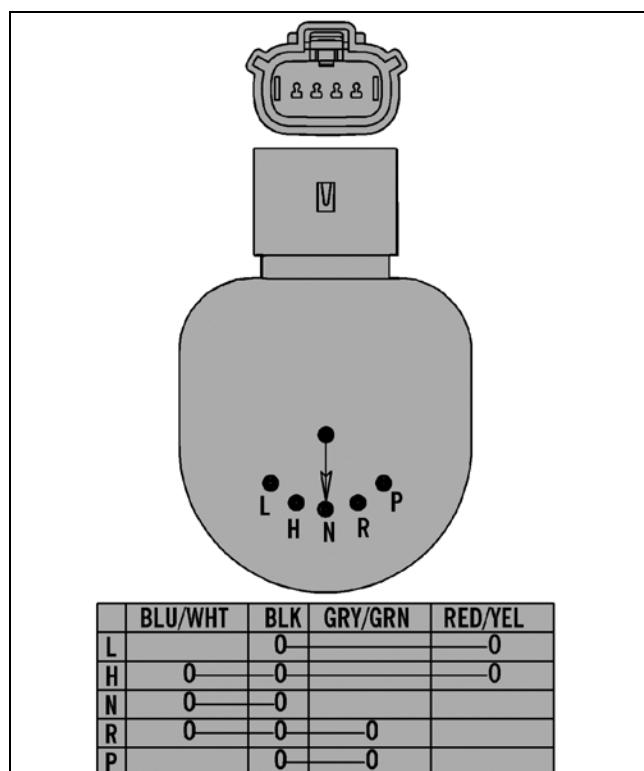
RESISTANCE (Gear Position)

The gear position switch is located on the engine/transmission behind the shift arm.



XR119

- Disconnect the gear position switch connector; then using a multimeter, test the switch in each position as follows. Resistance must be less than 1 ohm for all tests.



2. Connect the harness to the gear position switch.

VOLTAGE (Gear Position)

1. With the key switch in the OFF position, disconnect the gear position switch connector.
2. Attach the black test lead to the black wire. Connect the red test lead, one at a time, to the blue/white wire, then the gray/green wire, and, finally, to the red/yellow wire.
3. Each test result should read battery voltage, approximately.
4. Turn the key switch to the OFF position; then connect the switch connector.

■NOTE: If the meter does not read battery voltage, check the condition of the related connections, pins, and circuit-related wires.

Fan Motor



This component can be tested using the CATT II. Utilize the Test screen.

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



WT558A

⚠ WARNING

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

■NOTE: Fan motor resistance checks are not recommended. Resistance values change with the motor commutator position.

Front Differential Actuator System

■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 between positions. The LCD gauge will display 4WD and 4WD Lock in the corresponding switch positions. Test the switch, 30 amp fuse, and wiring connections prior to testing the actuator system.

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

VOLTAGE

1. Turn the ignition switch to the ON position, but do not start the engine.
2. Connect the black tester lead to the black wire.
3. 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
Red to Orange	Battery Voltage	0 DC Volts	0 DC Volts
Red to White/Green	Battery Voltage	Battery Voltage	0 DC Volts
Red to White/Orange	Battery Voltage	Battery Voltages	Battery Voltage

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

■NOTE: If the voltage readings are as specified and the actuator does not function correctly, replace the actuator (see Drive System/Brake System).

Lights

VOLTAGE (Headlights)

■NOTE: Perform these tests on the main harness side of all four connectors. Also, the ignition switch must be in the LIGHTS position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the white wire; then connect the black tester lead to the black wire.
3. With the dimmer switch in the LO position, the meter must show battery voltage.
4. Move the red tester lead to the yellow/black wire. With the dimmer switch in the HI position, the meter must show battery voltage.

5. On models with an LED lightbar, connect the red tester lead to the white/red wire and the black tester lead to the black wire. The meter must show battery voltage.

■**NOTE:** If battery voltage is not shown in any test, inspect the HI-BEAM or LO-BEAM fuse, battery, main wiring harness, connectors, or the left handlebar switch.

VOLTAGE (Taillight)

■**NOTE:** Perform this test on the main harness side of the connector. Also, the ignition switch should be in the LIGHTS position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the white/red wire; then connect the black tester lead to the black wire.
3. With the ignition key in the LIGHTS position, the meter must show battery voltage.

■**NOTE: If the meter shows no voltage, inspect fuses, wiring harness, connectors, and switches.**

VOLTAGE (Brakelight)

■**NOTE:** Perform this test on the main harness side of the connector. Also, the ignition switch should be in the ON position and the brake (either foot pedal or hand lever) must be applied.

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 either brake applied, the meter must show battery voltage.

■**NOTE: If the meter shows no voltage, inspect fuses, wiring harness, connectors, and switches.**

Power Distribution Module (PDM)

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

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

1. Remove all fuses from the 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.

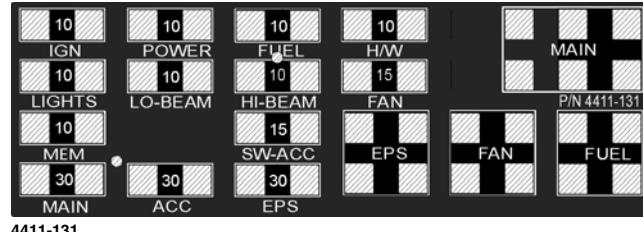
■**NOTE:** Battery voltage will be indicated from only one side of the fuse holder connector terminal; the other side will show no voltage.

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

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

FUSES

■NOTE: To remove a fuse, compress the locking tabs on either side of the fuse case and lift out.



CAUTION

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

CAUTION

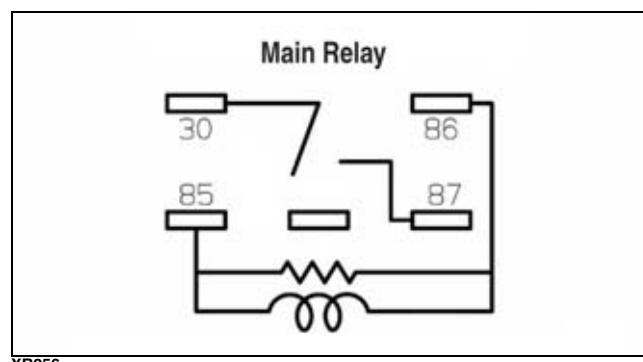
Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one spade end of the fuse; then connect the black tester lead to the other spade end.
3. The meter must show less than 1 ohm resistance. If the meter reads open, replace the fuse.

■**NOTE:** Make sure the fuses are returned to their proper position according to amperage. Refer to the fuse block decal for fuse placement.

MAIN RELAY

1. Remove the seats to access the PDM; then remove the PDM cover.
2. Check resistance on pins 85 and 86. The meter should show $123\text{ ohms} \pm 10\%$.
3. Energize the primary side of the relay via pins 85 and 86 using a nine-volt battery or other suitable battery supply. When the primary side is energized, pins 30 and 87 should read less than 1 ohm.



RELAYS

The 4-pin relays are identical plug-in type and can be checked by switching relay positions. The main relay is not interchangeable.

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

EFI Sensors/Components

FUEL INJECTOR



Component data can be tested using the CATT II. Utilize the Test screen.

Voltage

Remove the connector from the fuel injector. Place the red meter lead to the orange wire and black meter lead to ground. With the ignition switch in the on position the meter must read battery voltage.

Resistance

With the connector still removed from the injector, place the red meter lead to either terminal; then connect the black tester lead to the other terminal. Reading is typically 12 ohms \pm 10% (500/1000) or 10.3 ohms \pm 10% (550/700).

■**NOTE:** If voltage is not present, troubleshoot the battery, connector pins, wiring harness, fuses, or relay. If resistance is not present or largely out of specification, replace the injector.

CRANKSHAFT POSITION (CKP) SENSOR

Resistance

1. Set the meter selector to the OHMS position and test as follows.

MODEL	WIRE COLOR	RESISTANCE
500	Red to Green	96-144 Ohms
	Black to Blue	
550/700/1000	Red to White	104-156 Ohms
	Black to Brown	

2. The meter reading must be within specification.

AC Voltage

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

1. Set the meter selector to the AC Voltage position and test as follows.

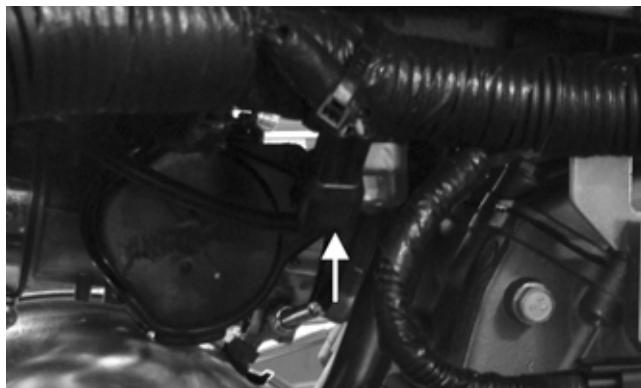
MODEL	WIRE COLOR	VOLTAGE
500	Red to Green	2.0 AC Volts
	Black to Blue	
550/700/1000	Red to White	
	Black to Brown	

2. Crank the engine over using the electric starter. The meter reading must be within specification.

OXYGEN (O2) SENSOR

The sensor is located in the exhaust pipe.

1. On the right side of the 500/550/700 ATV, unplug the connector. On the 1000, the O2 sensor is located above the fuel pump.



2. On the sensor side of connector, connect the black (negative) test lead to one white wire pin; then connect the red (positive) test lead to the other white wire pin.
3. With the meter in the OHMS position, the reading should be between 6.7-10.1 ohms.

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

TEMPERATURE/MANIFOLD ABSOLUTE PRESSURE (TMAP) SENSOR (500)



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■**NOTE:** Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

■**NOTE:** The ambient temperature of the engine and in the intake and exhaust system must be at room temperature (approximately 68° F) when performing this test or an incorrect reading will occur.

1. Disconnect the TMAP 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 pink/black wire and the red tester lead to the orange/blue 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 sensor to the harness; then using Maxi-Clips, connect the red tester lead to the brown/white wire and the black tester lead to the pink/black wire. With the engine running at idle speed, the meter should read approximately 2.5 DC volts.

5. Connect the red tester lead to the green/red 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.

MANIFOLD ABSOLUTE PRESSURE/ INLET AIR TEMPERATURE (MAP/IAT) SENSOR (550/700/1000)



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

■NOTE: The ambient temperature of the engine and in the intake and exhaust system must be at room temperature (approximately 68° F) when performing this test or an incorrect reading will occur.

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 black/pink wire and the red tester lead to the orange/blue 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 MaxiClips, connect the red tester lead to the brown/white wire and the black tester lead to the black/pink 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/red wire. With the engine at idle, the meter should read approximately 2.9 DC volts.

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

ENGINE COOLANT TEMPERATURE (ECT) SENSOR



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

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.

	TEMPERATURE	RESISTANCE
500	60° C (140° F)	703.8 Ohms
	90° C (194° F)	260.7 Ohms
	120° C (248° F)	111.1 Ohms
550/700	-20° C (-4° F)	18.8k Ohms
	40° C (105° F)	1.14k Ohms
	100° C (212° F)	155 Ohms

3. If the readings are not as indicated \pm 10%, the sensor must be replaced.
4. Install the sensor and tighten securely.
5. Connect the leads.

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 orange lead; then connect the black tester lead to the black lead.



XR119A

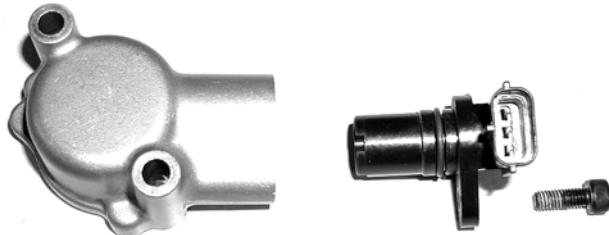
3. Turn the ignition switch to the ON position.
4. The meter must show battery voltage.
5. Leave the black tester lead connected; then connect the red tester lead to the pink/white wire.
6. Slowly move the ATV forward or backward; the meter must alternate between 0 volts and battery voltage.

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

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



CD071

FUEL PUMP/FUEL LEVEL SENSOR



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■**NOTE:** Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in the Electrical System section).

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

Testing



WARNING

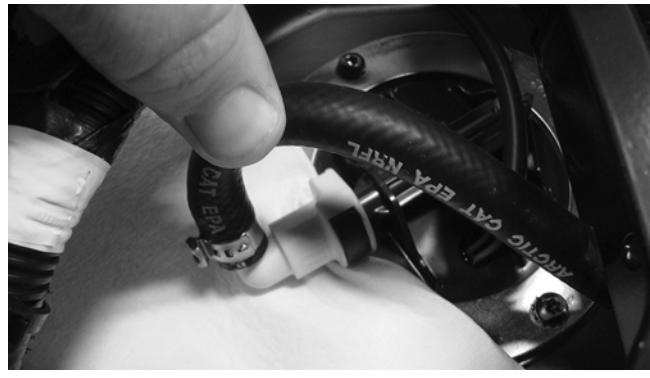
Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.



AT THIS POINT

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

1. Blow any debris from the fuel pump connection using compressed air.
2. Disconnect the quick connect fitting by pushing it toward the fuel pump fitting; the press the quick connect button(s) and remove the gasline hose.



XR312

CAUTION

Failure to push the fitting toward the fuel pump will result in damage to the fitting causing the gasoline hose to be replaced.



WARNING

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

3. Install Fuel Pressure Tester in-line between the fuel pump and the gasoline hose.
4. 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).



XR172

■**NOTE:** The fuel pump will cycle 5-10 seconds after the ignition key is turned on.

5. If the pump is producing fuel pressure that is out of specification, check all electrical connectors and verify the pump is getting proper voltage (battery voltage).
6. Connect a multimeter to the power supply leads with the red tester lead to the orange/red wire and the black tester lead to the black wire; then turn the ignition switch to the ON position. The meter should read battery voltage.

■**NOTE:** Low voltage will produce a low fuel pressure reading.

7. If normal battery voltage is present and the ground wire has been checked for continuity to chassis, replace the fuel pump. If no voltage is present, determine if the fuel pump fuse, relay, wiring, tilt sensor, or ECM is causing no voltage.

■**NOTE:** If the gauge is flashing FUEL OFF, the tilt sensor system has intentionally deactivated the fuel system.

Removing

1. Remove the seats, rear rack, and rear body panel. Remove the cap screws securing the ECM to the frame.
2. Remove the two cap screws securing the back of the fuel tank to the frame; then move the fuel tank rearward to aid in removal of the fuel pump.
3. Disconnect the gasline hose and fuel pump connector.
4. Remove the screws securing the fuel pump to the gas tank; then make a reference mark on the fuel pump and tank.
5. Lift out the fuel pump assembly; then guide the pump and float lever through the opening in the gas tank. Account for the retaining plate and fuel pump seal.



XR322

CAUTION

Take care not to damage the float or float arm or replacement of the entire assembly will be necessary.

4. Using duct tape or other suitable means, cover the fuel pump 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 pump assembly.
3. Test the fuel level sensor by connecting a multimeter to the fuel level sensor leads; then select OHMS. The multimeter should show 5 ohms at full fuel position and 95 ohms at empty fuel position.

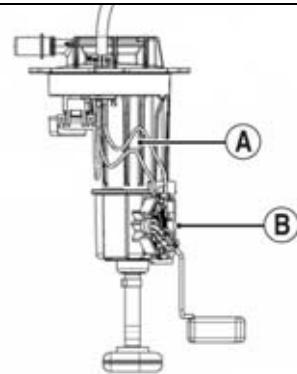
■NOTE: If readings are erratic, clean the resistor wiper and resistor with clean alcohol and retest. If still not correct, replace the fuel level sensor.

Replacing

To replace the fuel level sensor, use the following procedure.

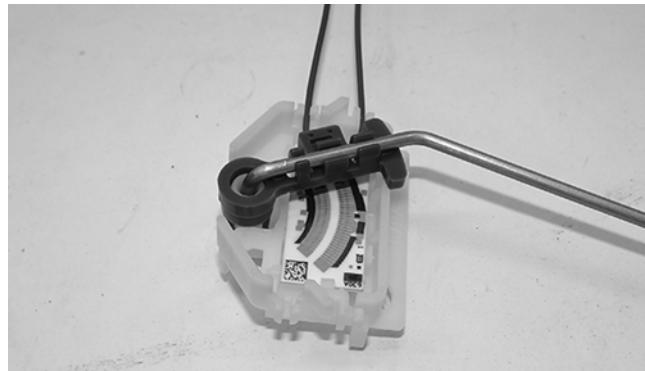
1. Cut the two blue wires (A) in the location shown.

2. Slide the existing sender assembly (B) up and off the fuel pump assembly housing.



XR257A

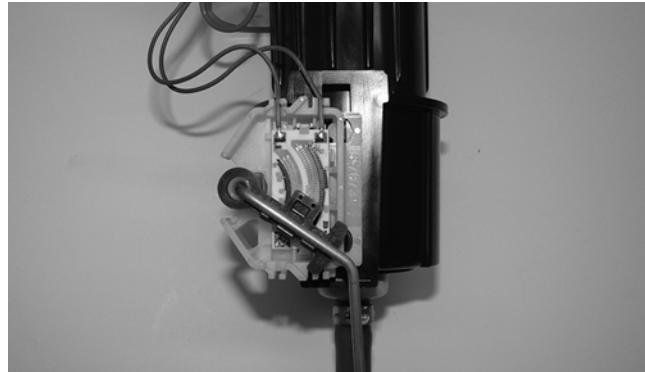
3. Keeping the float attached to the float arm, remove the float arm from the existing fuel level sensor. Press the float arm into the new fuel level sensor assembly. Ensure it locks into place.



XM366

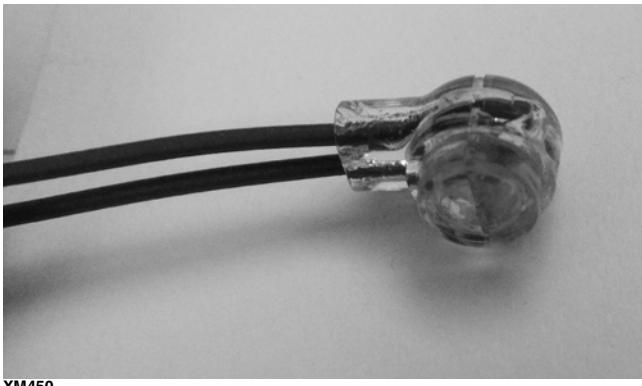
■NOTE: Inspect the float for any damage or leaking by submerging in water and looking for any air bubbles. Replace if damaged.

4. Install the fuel level sensor assembly onto the fuel pump assembly housing. Once inserted, press down to make sure it locks into place.



XR258

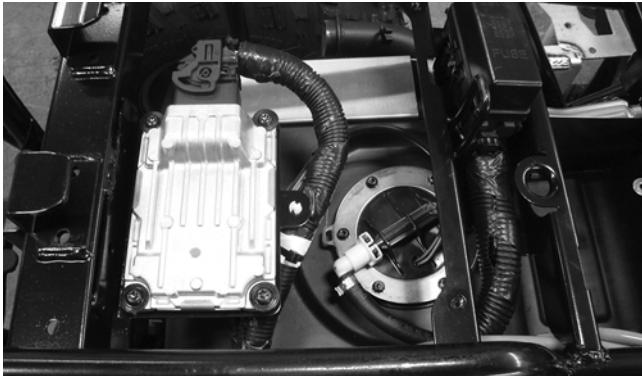
5. Shorten the wires from the fuel level sensor to approximately the same length as the previously used sensor.
6. Connect the blue wires using the supplied splice connectors from the fuel level sensor kit. Secure the wires.



XM450

Installing

1. Mark the new fuel pump with a reference mark in the same location as the removed pump. Remove the material covering the fuel pump opening; then place a new fuel pump seal on the fuel tank.
2. Carefully guide the fuel pump into position taking care not to damage the float or float lever.
3. Rotate the fuel pump until the match marks align. Place the retaining plate into position; then install the mounting screws and tighten securely using a criss-cross pattern.
- NOTE: It is critical to install the fuel pump with the correct orientation to ensure adequate float lever clearance.**
4. Position the fuel tank into the frame and secure it with the cap screws. Secure the ECM to the frame.



XR323

5. Connect the wires and fuel hose to the fuel pump; then turn the ignition switch to the ON position. Note that the fuel pump runs momentarily and the fuel gauge indicates the proper fuel level.
6. With the transmission in neutral and brake lever lock engaged, start the engine and check for normal operation. Check for any fuel leaks.
7. Install rear body panel, rear rack, and seats.

TILT 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.

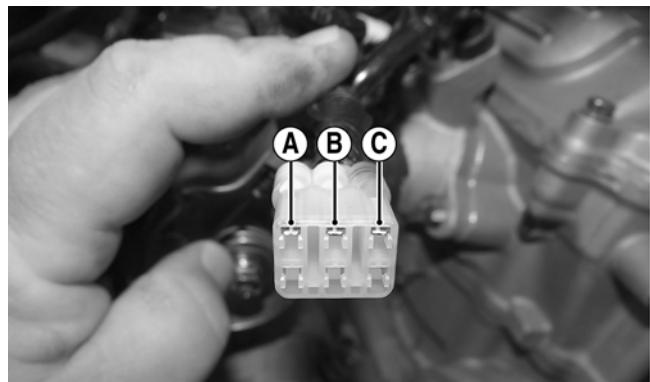
CAUTION

Do not drop the tilt sensor as shock can damage the internal mechanism.

The tilt sensor is located in front of the rear storage box.

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 black tester lead to the pink/black wire (A).



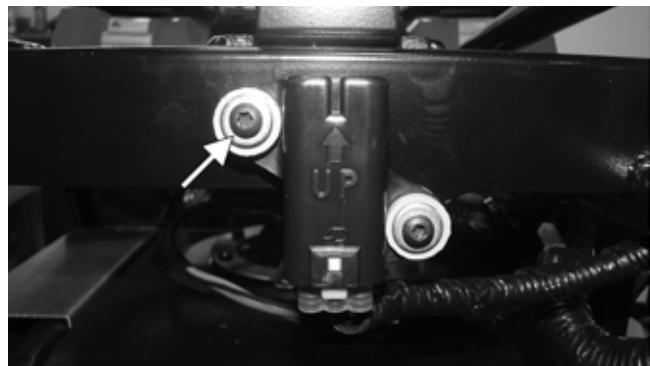
XR197A

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 main and 10-amp ignition fuses, wiring harness, or the ignition switch.
3. Remove the red tester lead and connect to the blue/brown wire (B). The multimeter should read less than 0.2 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

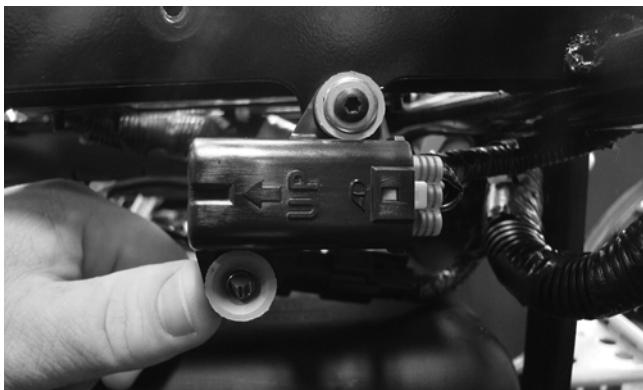
■**NOTE: Needle adapters or a “break-out” harness will be required on the multimeter leads as the following tests are made with the sensor connected.**

1. Connect the three-wire plug to the sensor; then remove the left-side mounting screw securing the sensor to the rear frame.



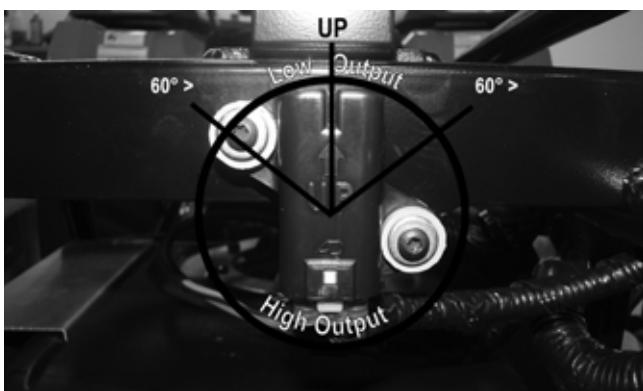
XR324A

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 0.3-2.9 DC volt.
4. Tilt the sensor 60° or more to the left and right observing the meter. The meter should read 3.0-8.0 DC volts after approximately one second in the tilted position. If the meter readings are not as specified, the tilt sensor is defective.



XR325

■**NOTE:** When replacing the sensor after testing, make sure the arrow marking is directed up.



XR324B

THROTTLE POSITION SENSOR (TPS)



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

■**NOTE:** Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

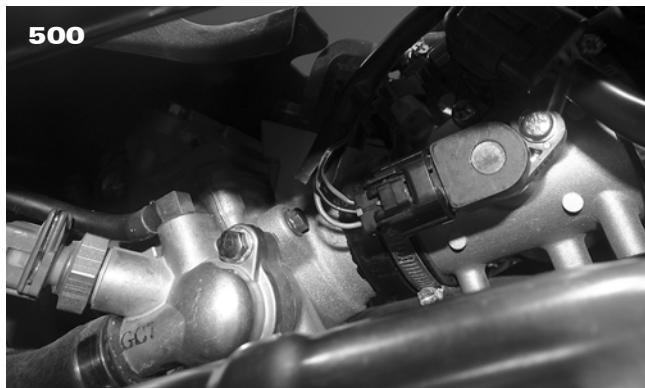
Verifying TPS Adjustment Tool

Before using the TPS adjustment tool, verify its battery condition. The battery used in the tool is a 9-volt battery. To check battery condition, use a digital volt/ohmmeter set on DC volt scale. Test between the adjustment tool black and red jacks. Insert the red lead of the digital voltmeter into the red jack of the adjustment tool and the black lead of the digital voltmeter into the black jack of the adjustment tool. The green power light of the analyzer should now be illuminated. If voltage is found below 4.9 volts, replace the battery.

■**NOTE:** The Test Harness must be plugged into the analyzer for testing voltage. Always verify battery voltage is at least 4.9 DC volts before testing TPS.

Testing

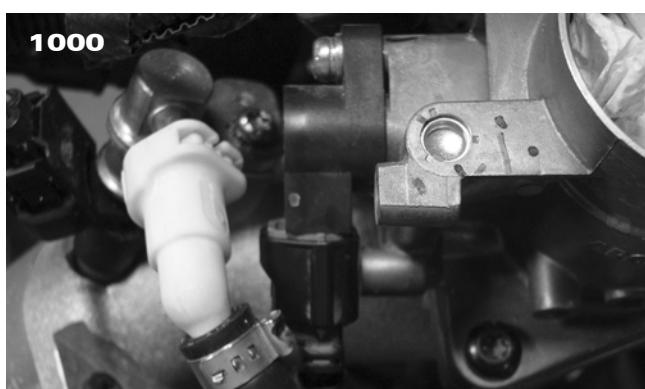
1. On the 500/550/700, remove the left-side engine cover. On the 1000, remove the right-side engine cover; then disconnect the three-wire TPS connector plug.



KC517



XR411



GZ536

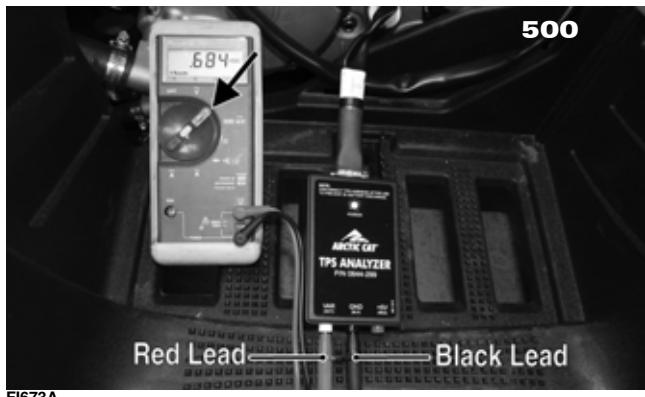
■**NOTE:** Prior to testing the TPS, inspect the three-wire plug connector on the main harness and the three-pin plug on the TPS for contamination, broken pins, and/or corrosion.

2. Connect the TPS Multi-Analyzer Harness connector #8 to the TPS; then connect the harness to the TPS Analyzer Tool.

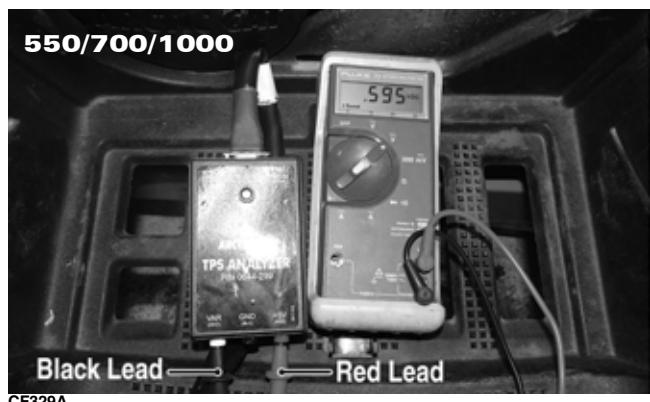


XR410

3. Using a multimeter on the 500, connect the black tester lead to the black socket (GND) on the analyzer and the red tester lead to the white socket (VAR); then select the DC Voltage position. With the throttle plate fully closed, the gauge should read 0.66-0.70 and at Wide-Open Throttle it should read up to approximately 3.88.



4. On the 550/700/1000, connect the black test lead to the (VAR) and the red test lead to the (+5V) sockets or the analyzer. Select the DC Voltage position on the multimeter. With the throttle plate fully closed, the gauge should read 0.58-0.62 and at Wide-Open Throttle it should read up to approximately 3.7.



Adjusting

1. Loosen the screw securing the TPS to the throttle body.
2. Adjust the TPS until the correct reading is obtained; then tighten the screw securely. Open and close the throttle and determine the reading at idle the correct voltage. Readjust as necessary.
3. Tighten the mounting screw securely.

■**NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure.**

1. With the key off, depress throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

RPM Limiter



Component data can be retrieved using the CATT II. Utilize the Sensor Data screen.

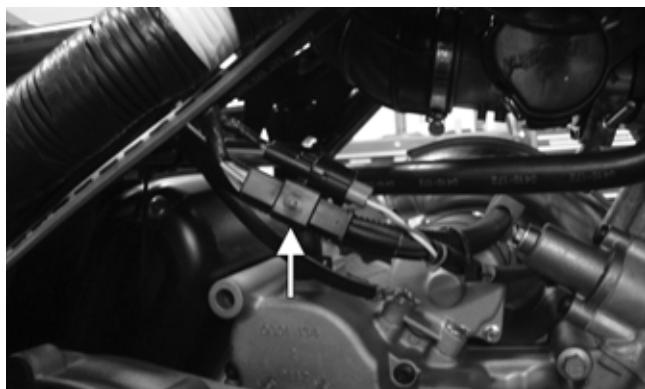
■**NOTE: The ATV is equipped with an ECM that cuts fuel spray and spark when maximum RPM is approached. When the RPM limiter is activated, it could be misinterpreted as a high-speed misfire.**

Gear	Park	Neutral	Reverse	High/Low (500/550/700)	High/Low (1000)	Fail-Safe Mode	Incorrect ECU/Gauge (P0630)
2WD			3500 (1000) 4000 (500/550/700)		7500		
4WD					5000		
4WD Lock						3500 (1000) 4000 (500/550/700)	4500 (1000) 6650 (500/550/700)
2WD Override	2000 (1000) 2250 (500/550/700)	6000 (1000) 6500 (500/550/700)	5500 (500) 5000 (550/700) 4000 (1000)	7650 (500) 7250 (550/700)			
4WD Override			6000 (1000) 7000 (500/550/700)		7500		
Differential-Lock Override							

Stator Coil

VOLTAGE (AC Generator - No Load)

The connector is a three-pin one in the harness coming from the AC generator.



■**NOTE:** Test the connector that comes from the engine.

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

CAUTION

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

■**NOTE:** If the voltage test fails but the resistance check is correct with no insulation break down, check the rotor. If the rotor check is good, replace the stator.

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.

■**NOTE:** Insulation breakdown should also be tested. Apply a meter lead to one black wire from the AC Generator and take the other to ground. Repeat for the other two black wires. Reading should be off line.

Regulator/Rectifier

The regulator/rectifier is located near the right rear of the vehicle and attached to the upper frame rail.

TESTING

1. Start engine and warm up to normal operating temperature; then connect a multimeter to the battery as follows.

2. Select the DC Voltage position; then connect the red tester lead to the positive battery post and the black tester lead to the negative battery post.

3. Start the engine and slowly increase RPM. The voltage should increase with the engine RPM to a maximum of 15.5 DC volts.

CAUTION

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

■**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 EFI Sensors/Components in this section. If charging coil voltage is normal, replace the regulator/rectifier.

Starter Motor

■**NOTE:** The starter motor is a non-serviceable component. If the following test does not result as specified, the starter motor must be replaced.

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, the engine stop switch in the RUN 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 motor terminal; then connect the black tester lead to ground.
3. With the starter button depressed, the meter must show battery voltage and the starter motor should operate.



XR327

■**NOTE:** If the meter showed correct voltage but the starter motor did not operate or operated slowly, troubleshoot all starting system components before replacing the starter motor.

■**NOTE:** If the meter showed no voltage, inspect the main fuse, ignition fuse, ground connections, starter motor lead, battery voltage (at the battery), starter relay, ignition, emergency stop, or starter switches.

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 motor.
3. Remove the two cap screws securing the starter motor 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 motor 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 (positive cable first).

Starter Relay

1. Remove the seats; 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 terminal; then connect the black tester lead to the starter cable connection on the starter relay. The meter must show battery voltage.



■**NOTE:** Make sure that the ignition switch is in the ON position, transmission in neutral, brake lock released, and the engine stop switch in the RUN position.

3. Depress the starter button while observing the multimeter. The multimeter should drop to 0 volts and a "click" should be heard from the relay.

■**NOTE:** If a "click" is heard and more than 1 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 yellow/green 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 in this section.

Electronic Control Module (ECM)

The electronic control module (ECM) is located beneath the rear fender and towards the rear of the gas tank.

■**NOTE:** The ECM is not a serviceable component. If the unit is defective, it must be replaced.

The ECM is rarely the cause for electrical problems; however, if the ECM is suspected, substitute another ECM of the same part number to verify the suspected one is defective.

Codes can be cleared by following the procedures located in EFI Diagnostic System in this section.

■**NOTE:** If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure.

1. With the key off, depress throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

EFI Diagnostic System

DIGITAL GAUGE

The digital gauge can be used as a diagnostic tool for many of the DTC's displayed. To place the gauge into the diagnostic mode, use the following procedure.

1. Turn the ignition switch ON.
2. Depress and hold both left and right buttons together for approximately three seconds until "DIAGNOSTIC" appears on the LCD.



WT541

3. Press the center button (SELECT) to enter diagnostic mode; cycle the display by pressing either the left or right button to step to the desired function.

■NOTE: The gauge can be utilized dynamically (engine running/vehicle moving) or statically (engine/vehicle stopped).

DIAGNOSTIC MODES

Battery (BATTERY)



WT540

Display: System DC voltage.

DTC: P0562, P0563, P2531, P2532

Usage: Verify system voltage under following conditions.

1. Battery voltage with engine and accessories off (>12.2 VDC for fully charged).
2. Battery voltage with engine idling (charging = 13.8 VDC or greater).
3. Battery voltage with electrical accessories operating, engine idling (13.5 VDC or greater).

4. Battery voltage starter cranking (10.5-11.5 VDC).

Coolant (COOLANT)



WT591

Display: Engine coolant temperature as measured by the ECT sensor.

DTC: P0116, P0117, P0118, P0119

Usage: Monitor coolant temperature to verify the following.

1. ECT sensor signal.
2. High Temperature indicator (on @ 230° F.)
3. Thermostat opening @ approximately 180° F (500), 149° (550/700), or 160° (1000) indicated by a momentary drop or pause in the rising temperature reading.
4. Fan ON @ 194° F, OFF @ 185° F (500/1000), or Fan ON @ 185° F, OFF @ 176° F (550/700):
 - A. fan motor
 - B. fan relay
 - C. fan fuse
 - D. wiring connections
5. High Temperature Rev Limiter 5000 RPM @ 230° F.

Inlet Air Temperature (INTAKE)



WT592

Display: Inlet air temperature in Fahrenheit or Celsius.

DTC: P0112, P0113, P0114

Usage: Verify correct output of IAT sensor.

■NOTE: After engine has been running, IAT readings will be higher than outside air temperature due to engine and engine compartment heat as well as intake manifold heating.

MAP (AIR PRESS)



Idle Step Control (ISC)



TPS (TPS)



Speedometer (SPEED)



1. Speed sensor to ECM.
2. ECM (CAN) signal to gauge (speedometer/odometer).
3. ECM (CAN) signal to EPS

Tachometer (RPM)



1. CKP (crankshaft position) sensor to ECM
2. ECM (CAN) signal to gauge (tachometer)
3. ECM (CAN) signal to EPS

Fuel Sensor (FUEL)



Display: Fuel level signal from the fuel level sensor.

DTC: C1400, C1401, C1402

Usage: Check output of the fuel level sensor.*

1. Full fuel is indicated by a reading of 0-5 ohms.
2. Empty is indicated by a reading of 95-105 ohms.

* 110-500 ohms, suspect the fuel level sensor or wiring. 0-100 ohms but no gauge indication, suspect the gauge.

DIAGNOSTIC TROUBLE CODES (DTC)

If an EFI or related chassis component fails or an out-of-tolerance signal is detected by the ECM, a diagnostic trouble code (DTC) will be generated in the ECM and displayed on the LCD. The DTC will be displayed alternately with a wrench icon or malfunction indicator light (MIL). The DTC will continue to flash until the malfunction is corrected and the code cleared.

Code List

■**NOTE:** Each of the following numerical codes will have a one-letter prefix of C, P, or U. A "C" prefix denotes a chassis malfunction, a "P" prefix denotes a power train malfunction, and a "U" prefix denotes a CAN communication related code.

■**NOTE:** Normal malfunction 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	Fault Description	Possible Cause	Fault Recovery Method
C0063	Tilt Sensor Circuit High	Sensor or interconnect harness shorted to battery power	Correct condition*
C0064	Tilt Sensor Circuit Low/SG/Open	Sensor or interconnect harness open or shorted to chassis ground	Correct condition*
P0030	O2 Heater Intermittent/Open	Heater or interconnect harness intermittent or open	Correct condition*
P0031	O2 Heater Low/SG	Heater or interconnect harness shorted to chassis ground	Correct condition*
P0032	O2 Heater High/SP	Heater or interconnect harness shorted to battery power	Correct condition*
P0107	MAP Sensor Circuit Low/SG/Open	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0108	MAP Sensor Circuit High/SP	Sensor or interconnect harness shorted to battery power	Correct condition*
P0112	IAT Sensor Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0113	IAT Sensor Circuit High/Open	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0114	IAT Sensor Circuit Intermittent	Sensor or interconnect harness intermittent	Correct condition*
P0116	ECT Sensor Circuit Range/Performance	Sensor producing an out-of-range voltage	Correct condition*
P0117	ECT Sensor Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0118	ECT Sensor Circuit High/Open/SP	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0119	ECT Sensor Circuit Intermittent	Sensor or interconnect harness intermittent	Correct condition*
P0121	TPS Range/Performance	Sensor producing an out-of-range voltage	Correct condition*
P0122	TPS Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0123	TPS Circuit High	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0130	O2 Sensor Intermittent/Open	Sensor or interconnect harness intermittent or open	Correct condition*
P0131	O2 Sensor Low/SG or Air-Leak	Sensor or interconnect harness shorted to chassis ground or an air-leak exists	Correct condition*
P0132	O2 Sensor High/SP	Sensor or interconnect harness shorted to battery power	Correct condition*
P0171	O2 Feedback Below Minimum Correction	Low fuel rail pressure, dirty fuel filter, or dirty injectors	Correct condition*
P0172	O2 Feedback Exceeds Maximum Correction	Excessive fuel rail pressure, MAP or temp sensors out-of-spec	Correct condition*
P0219	Engine Over-Speed Condition	Engine speed (RPM) has exceeded the ECM over-speed setpoint/limit	Reduce engine speed
P0231	Fuel Pump Relay Circuit Low/SG/Open	Relay has been removed or interconnect harness shorted to chassis ground	Correct condition*
P0232	Fuel Pump Relay Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0233	Fuel Pump Relay Circuit	Relay circuit erratic or intermittent	Correct condition*
P0261	Rear Cylinder Fuel injector Circuit Low/SG	Injector or interconnect harness shorted to chassis ground	Correct condition**
P0262	Rear Cylinder Fuel injector Circuit High	Injector or interconnect harness shorted to battery power	Correct condition**

Code	Fault Description	Possible Cause	Fault Recovery Method
P0263	Rear Cylinder Fuel injector Balance/Open	Injector has been disconnected or interconnect harness open	Correct condition**
P0264	Front Cylinder Fuel injector Circuit Low/SG	Injector or interconnect harness shorted to chassis ground	Correct condition**
P0265	Front Cylinder Fuel injector Circuit High	Injector or interconnect harness shorted to battery power	Correct condition**
P0266	Front Cylinder Fuel injector Balance/Open	Injector has been disconnected or interconnect harness open	Correct condition**
P0336	Crankshaft Angle Sensor Synchronization	Sensor or interconnect harness intermittent	Correct condition**
P0337	Crankshaft Angle Sensor Circuit/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition**
P0339	Crankshaft Angle Sensor Intermittent/Erratic	Sensor or interconnect harness intermittent	Correct condition**
P0340	Camshaft Angle Sensor Synchronization	Sensor or interconnect harness intermittent	Correct condition**
P0341	Camshaft Angle Sensor Circuit/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition**
P0342	Camshaft Angle Sensor Intermittent/Erratic	Sensor or interconnect harness intermittent	Correct condition**
P0480	Fan-Primary/Right Relay Control Circuit	Relay erratic or intermittent	Correct condition*
P0481	Fan-Secondary/Left Relay Control Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0482	Fan-Secondary/Left Relay Control Circuit Low/SG/Open	Secondary fan fuse has blown, the secondary fan relay has been removed or interconnect harness shorted to chassis ground	Correct condition*
P0483	Fan-Secondary/Left Relay Control Circuit	Relay erratic or intermittent	Correct condition*
P0484	Fan-Primary/Right Relay Control Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0485	Fan-Primary/Right Relay Control Circuit Low/SG/Open	Primary fan fuse has blown, the primary fan relay has been removed or interconnect harness shorted to chassis ground	Correct condition*
P0500	Vehicle Speed-Sensor	Sensor circuit signal intermittent or missing	Correct condition*, start and drive the vehicle*
P0508	IAC System Circuit Low/SG	IAC interconnect harness shorted to chassis ground	Correct condition*
P0509	IAC System Circuit High/Open	IAC disconnected or the interconnect harness shorted to battery power	Correct condition*
P0520	Engine Oil Sensor/Switch	Sensor or interconnect harness erratic or intermittent	Correct condition*
P0562	System Voltage Low	Battery charge condition low or the regulator/rectifier output low	Correct condition*
P0563	System Voltage High	Battery cable connections are loose or the regulator/rectifier output high	Correct condition*
P0601	ECM CAN Communication Shutdown	Intermittent CAN connection or unstable CAN condition caused ECM to temporarily shut down CAN communication	Correct CAN communication issue*
P0615	Starter Relay Circuit	Start switch/button, starter relay, gearswitch or interconnect harness erratic or intermittent	Correct condition*
P0616	Starter Relay Circuit Low	Start switch/button, starter relay or interconnect harness intermittent or shorted to chassis ground	Correct condition*
P0617	Starter Relay Circuit High	Start switch/button, starter relay or interconnect harness intermittent or shorted to battery power	Correct condition*
P0630	VIN Not Programmed or Incompatible	Verify the LCD gauge and ECM part numbers are correct for the vehicle model number and VIN	Correct gauge and ECM VIN compatibility issue*
P0642	Sensor Power Circuit Low	One or more of the sensors defective or shorted to chassis ground	Correct condition*
P0643	Sensor Power Circuit High	One or more of the sensors defective or shorted to battery power	Correct condition*
P2300	Rear Ignition Coil Primary Circuit Low/SG/Open	Coil or interconnect harness open or shorted to chassis ground	Correct condition**
P2301	Rear Ignition Coil Primary Circuit High	Coil or interconnect harness shorted to battery power	Correct condition**
P2303	Front Ignition Coil Primary Circuit Low/Open	Coil or interconnect harness open or shorted to chassis ground	Correct condition**
P2304	Front Ignition Coil Primary Circuit High	Coil or interconnect harness shorted to battery power	Correct condition**
P2531	Ignition Switch Circuit Low	Battery charge condition low or the regulator/rectifier output low	Correct condition*
P2532	Ignition Switch Circuit High	Battery cable connections are loose or the regulator/rectifier output high	Correct condition*
U0155	LCD Gauge to EFI ECM CAN Communication Lost	Gauge CAN circuit or interconnect harness intermittent or has failed	Correct condition*
U1000	Vehicle Not Registered or Invalid PIN Entered	An invalid registration PIN has been entered	Enter the correct registration PIN*

Code	Fault Description	Possible Cause	Fault Recovery Method
U1001	Vehicle Not Registered and Vehicle Limits Enabled	An invalid registration PIN has been entered	Enter the correct registration PIN*
FUEL OFF	Tilt Sensor Activation Code	Sensor has been activated	Restore the vehicle chassis to an upright position*

High: A high voltage condition has been detected

Low: A low voltage condition has been detected

Intermittent: An intermittent circuit condition has been detected

Open: An open circuit condition has been detected

* After correcting the condition, cycle the key switch
On-Off-On

**After correcting the condition, cycle the key switch
On-Off-On, start the engine, then cycle the key switch
On-Off-On.

Troubleshooting

Problem: Spark absent or weak	
Condition	Remedy
1. Ignition coil defective 2. Spark plug defective 3. Magneto defective 4. ECM defective 5. Pick-up coil defective	1. Replace ignition coil 2. Replace plug 3. Replace stator coil 4. Replace ECM 5. Replace stator coil
Problem: Spark plug fouled with carbon	
Condition	Remedy
1. Gasoline incorrect 2. Air cleaner element dirty 3. Spark plug incorrect (too cold) 4. Valve seals cracked - missing 5. Oil rings worn - broken	1. Change to correct gasoline 2. Clean element 3. Replace plug 4. Replace seals 5. Replace rings
Problem: Spark plug electrodes overheat or burn	
Condition	Remedy
1. Spark plug incorrect (too hot) 2. Engine overheats 3. Spark plug loose	1. Replace plug 2. Service cooling system 3. Tighten plug
Problem: Battery does not charge	
Condition	Remedy
1. Lead wires/connections shorted - loose - open 2. Magneto coils shorted - grounded - open 3. Regulator/rectifier defective	1. Repair - replace - tighten lead wires 2. Replace magneto 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 coil (magneto) grounded - open 3. Regulator/rectifier defective 4. Cell plates (battery) defective	1. Repair - tighten lead wires 2. Replace stator coil 3. Replace regulator/rectifier 4. Replace battery
Problem: Battery overcharges	
Condition	Remedy
1. Internal battery short circuited 2. Regulator/rectifier resistor damaged - defective 3. Regulator/rectifier poorly grounded	1. Replace battery 2. Replace resistor 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 button not effective	
Condition	Remedy
1. Battery charge low 2. Switch contacts defective 3. Starter relay defective 4. Emergency stop - ignition switch off 5. Wiring connections loose - disconnected	1. Charge - replace battery 2. Replace switch 3. Replace relay 4. Turn on switches 5. Connect - tighten - repair connections
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 run-down - damaged 3. Electrolyte contaminated	1. Replace battery 2. Replace battery 3. Replace battery
Problem: Battery discharges too rapidly	
Condition	Remedy
1. Charging system not charging 2. Cell plates overcharged - damaged 3. Battery short-circuited 4. Electrolyte contaminated	1. Check magneto - regulator/rectifier - circuit connections 2. Replace battery - correct charging system 3. Replace battery 4. Replace battery
Problem: Battery polarity reversed	
Condition	Remedy
1. Battery incorrectly connected	1. Reverse connections - replace battery - repair damage

Drive System/Brake System

GENERAL INFORMATION

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)	8-9.5 ft-lb	6.5-9 ft-lb
M8 (Torx T-40 Recess)	25-31 ft-lb	21-25 ft-lb
M10 (Torx T-50 Recess)	37-45.5 ft-lb	31-38 ft-lb

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

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
Hub Retaining Wrench	0444-270
Internal Hex Socket	0444-104
Pinion Gear/Shft Removal Tool	0444-127
Gear Case Seal Installer Tool	0444-224

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

Front Drive Actuator/Differential Lock

■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 side of the front drive 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 or the differential lock is activated. 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. Lift the vehicle and support with jack stands; then remove both front wheels.
2. Remove both upper A-arm cap screws and lock nuts. Discard the lock nuts.



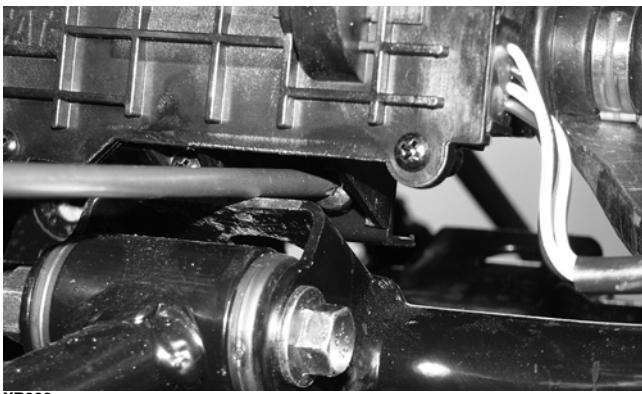
3. Remove the cap screws and lock nuts securing the A-Arm brace to the frame. Discard the lock nuts. Remove the A-Arm brace.



4. Remove the two cap screws and nuts securing the front differential to the frame. Account for the washers and their location.
5. Disconnect the actuator from the main harness.
6. Using a T-30 torx wrench, remove the mounting cap screw from the driveshaft side of the actuator.

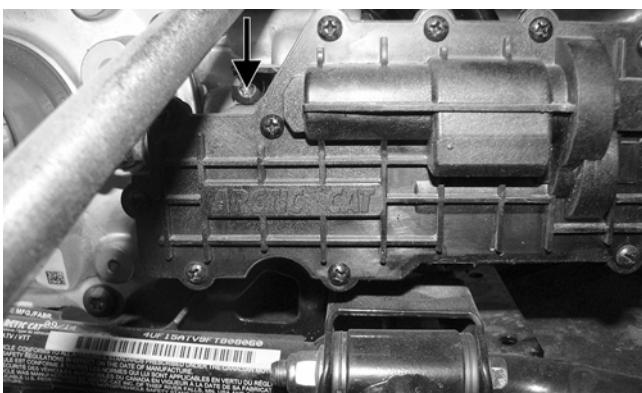


7. Lift the differential up to gain access to the cap screw on the suspension side. Remove the cap screw.



XR332

8. 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.

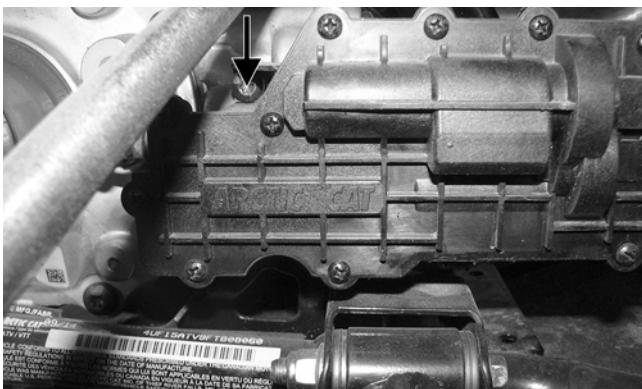


XR164A

INSTALLING

■NOTE: Make sure to properly align the differential lock actuator lever with the hole in the differential lock plunger.

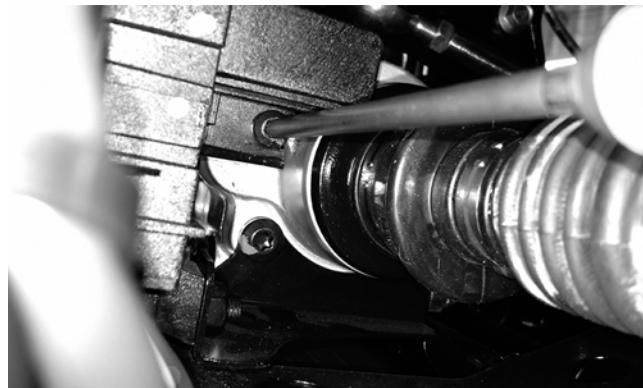
1. Lubricate the O-rings on the actuator; then ensure that all mounting surfaces are clean and free of debris.
2. Align the actuator with the selector shaft and slide it forward onto the shaft taking care to engage the cap screw in the slot of the front mounting tab.



XR164A

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.

4. Loosen the front cap screw; then tighten the cap screw on the driveshaft side.



XR331

■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.

Front Differential

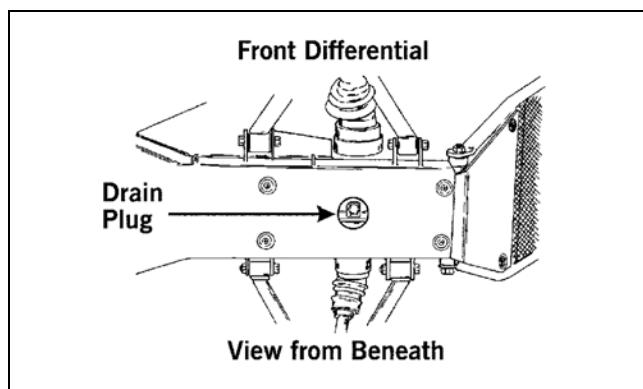
REMOVING DIFFERENTIAL

1. Secure the ATV on a support stand to elevate the wheels.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

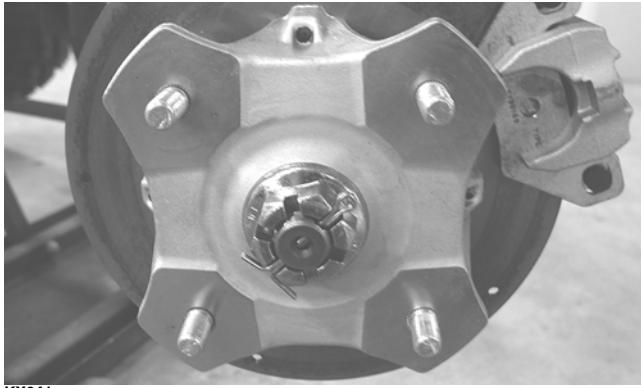
2. Remove the drain plug and drain the gear lubricant into a drain pan; then reinstall the plug and tighten to 45 in.-lb.



ATV0082A

3. Remove the front wheels.
4. Pump up the hand brake; then engage the brake lever lock.

5. Remove and discard the cotter pin securing the hub nut; then remove the hub nut and washer.

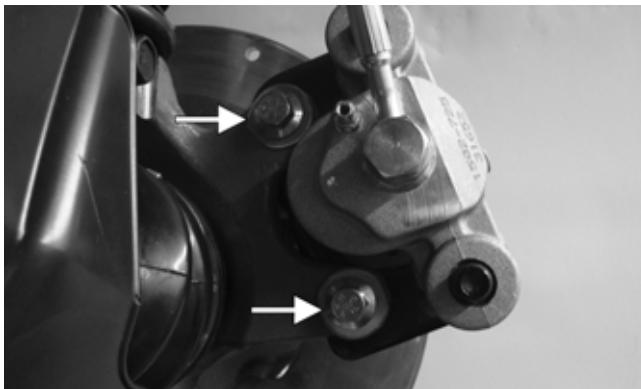


KX041

6. Release the brake lever lock.

■NOTE: It is not necessary to remove the brake hoses from the calipers for this procedure.

7. Remove the two brake calipers. Account for the four cap screws.



XR263A

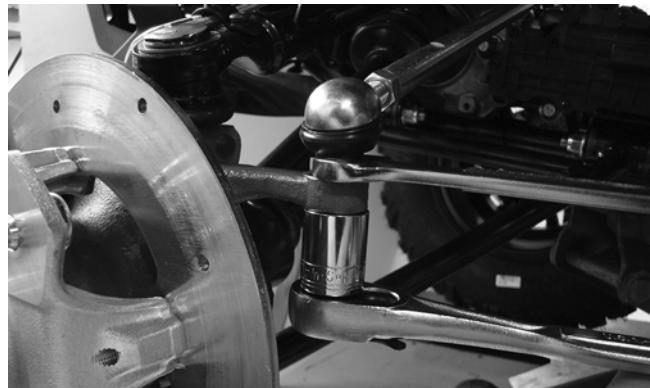
■NOTE: Do not allow the brake calipers to hang from their cable/hose.

8. Remove the tie rod cotter pins and discard the pins.



XR337

9. Remove the tie rod lock nuts.



XR338

10. Remove the upper ball joint cap screws taking care not to strip the threads on the ball joint shaft; then using a rubber mallet, tap the end of the axle and free it from the knuckle assembly.



XR339A

11. Pull the steering knuckle away from the axle.



KX151

12. Support the axle to not allow it to drop or hang.

CAUTION

The axle must be supported. If the axle is allowed to drop or hang, damage to the inner CV joint may occur.

13. Remove the lower shock bolts. Account for the lock nuts; then move the shocks aside and secure them with a strap.



XR340

14. Remove the upper A-arm lock nuts and cap screws; then remove the A-arms.



CF661

15. Remove the cap screws and lock nuts securing the A-arm brace to the frame. Discard the lock nuts.



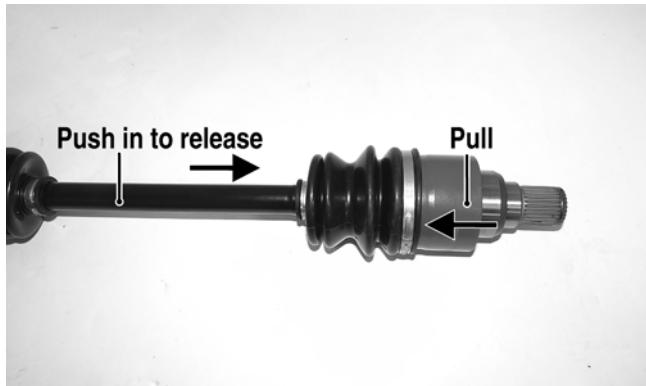
XR330A

16. Push the axle shaft firmly toward the differential to release the internal lock; then while holding the axle in, pull the CV cup from the differential.

■**NOTE: Keeping the axle level will aid in removal.**

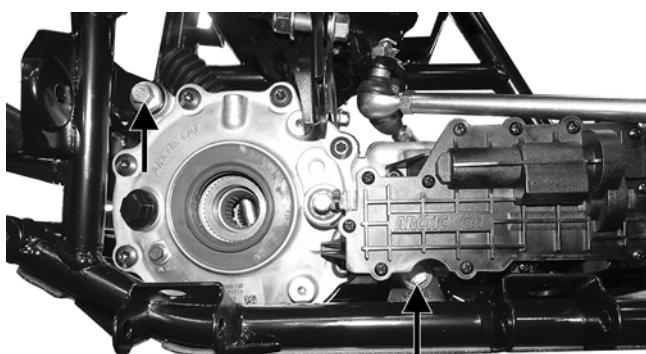
CAUTION

Do not attempt to use a slide hammer or differential/axle damage will occur.



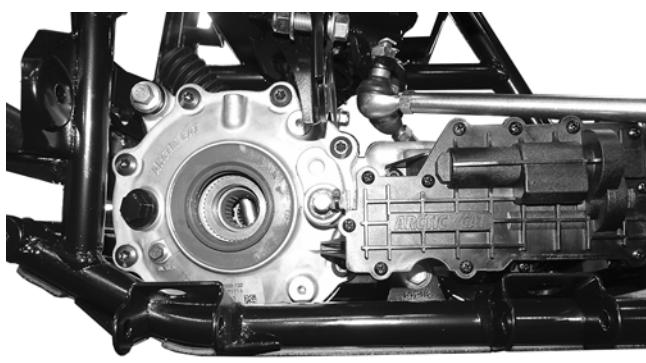
CF633A

17. Remove the differential mounting cap screws. Account for the washers and discard the nuts.



CF650A

18. Using a T-30 torx wrench, remove the three screws securing the front drive actuator to the gear case; then remove the actuator.



CF650

19. Remove the front two shoulder screws securing the front of the skid plate to the frame.



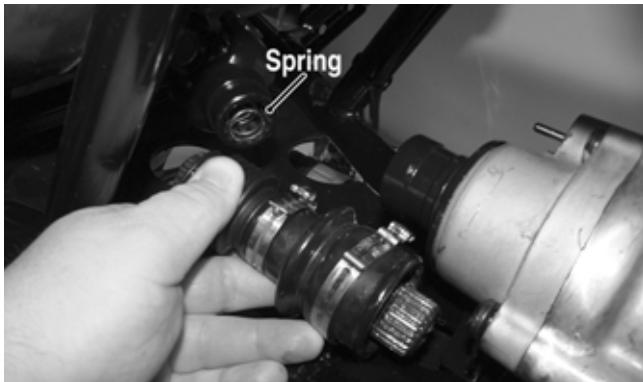
XR341

20. Release the two front output shaft boot clamps.



XR343

21. Free the differential assembly from the frame; then shift the differential assembly forward enough to disengage the front driveshaft from the output yoke. Remove the front output shaft from the differential. Account for the tension spring.



XR345A

22. Turn the handlebar towards the left; then remove the left hand tie rod end from the bottom of the steering arm. Discard the cotter pin.



XR344

23. Place the differential on its right side; then remove it from the frame.

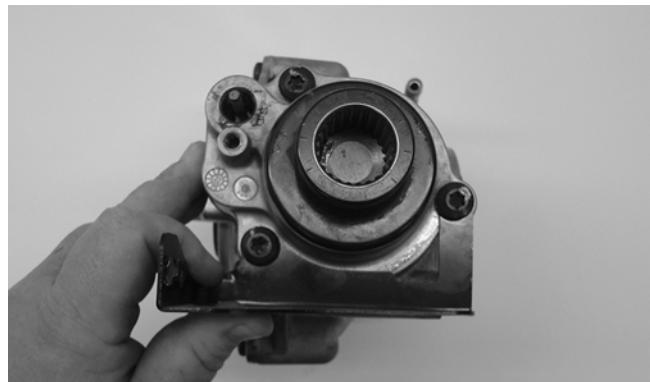


XR346

Disassembling Input Shaft

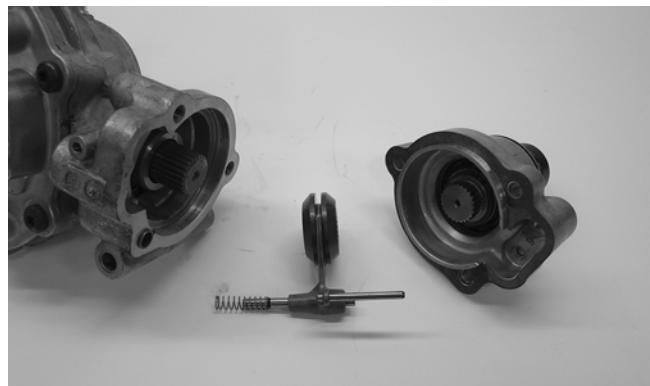
■**NOTE:** This procedure can be performed on a rear gear case; however, some components may vary from model to model. The technician should use discretion and sound judgment.

1. Using a T-40 torx wrench, remove the cap screws securing the pinion housing.

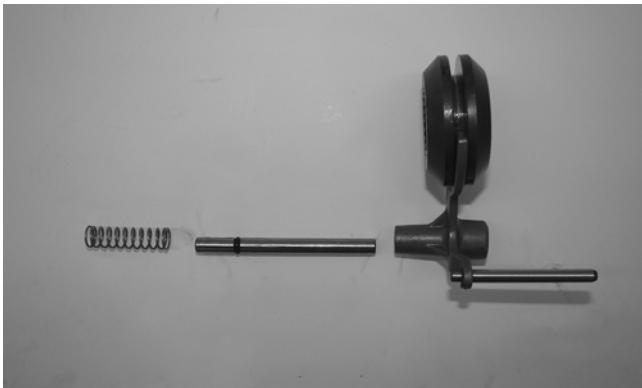


XR347

2. Using a rubber mallet, remove the housing. Account for a gasket. Remove the fork, shift fork shaft with O-ring, coupler, and spring. Note the location of all the components for assembling purposes.



XR348



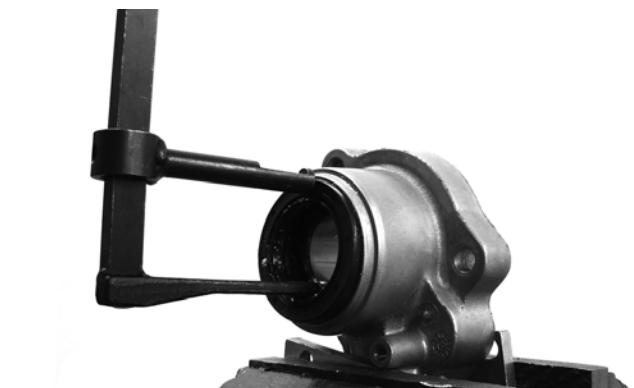
XR352

3. Using a boot-clamp pliers (or suitable substitute), remove the boot clamps; then remove the boots and splined drive from the input shaft.
4. Remove the snap ring; then remove the input shaft from the pinion housing.



XR349

5. Using a seal removal tool, remove the input shaft seal. Account for a spacer.

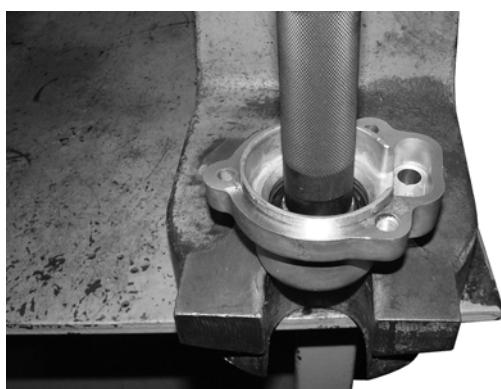


GC010

6. Remove the snap ring securing the input shaft bearing; then place the pinion housing in a press and remove the bearing.



GC011



XR350



XR351

Assembling Input Shaft

1. 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

2. Install the input shaft seal making sure it is fully seated in the housing.



GC014

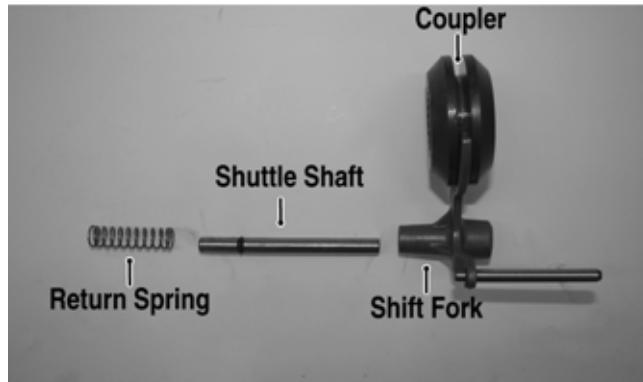
■NOTE: Any time drive splines are separated, clean all splines with parts-cleaning solvent and dry with compressed air; then lubricate with recommended grease.

3. Grease the pinion housing seal then install the input shaft into the pinion housing and secure with the snap ring.

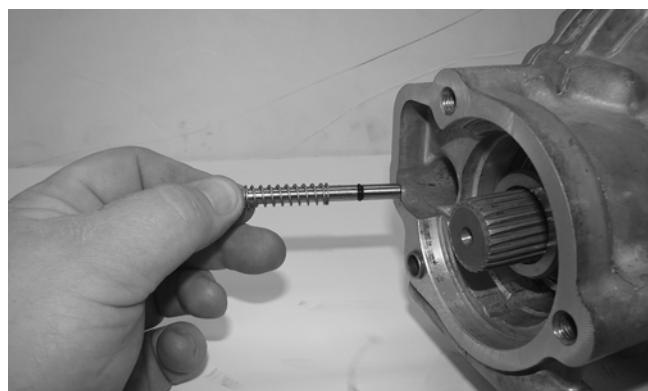


GC009A

4. With the return spring over the shuttle shaft, place the shuttle shaft with o-ring into the differential housing.

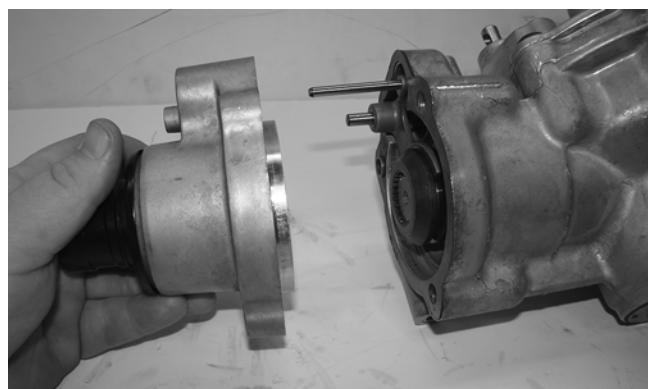


XR352A



XR354

5. Place the dowel pin into the differential housing then install a new gasket. Place the coupler onto the shift fork; then simultaneously engage the shift fork to the shuttle shaft and the internal splines of the coupler to the splines of the pinion gear shaft.



XR353

6. Align the splines of the output shaft to the internal splines of the coupler then place the pinion housing onto the differential housing. If applicable, place the drive actuator bracket into position, secure the assembly with three cap screws and tighten to 23 ft-lb (existing) or 28 ft-lb (new differential housing).

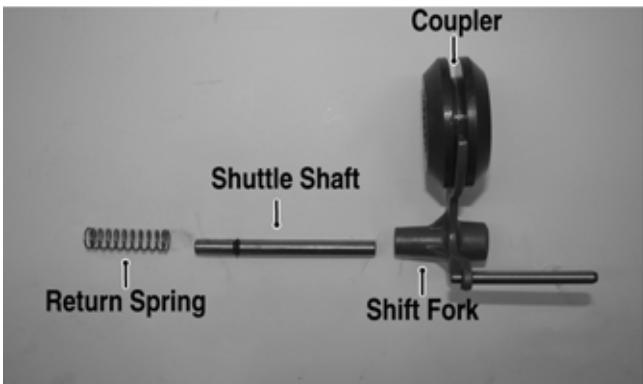


XR347

Disassembling Differential Assembly

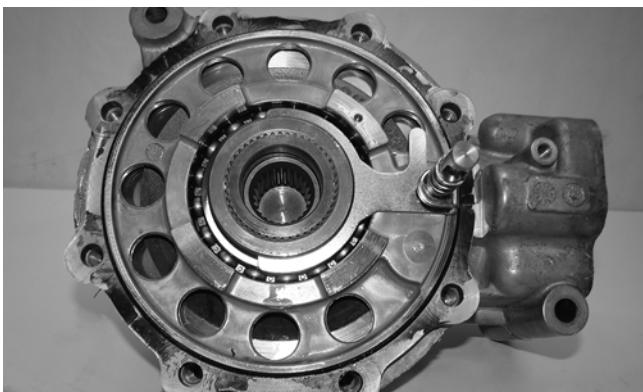
■**NOTE:** This procedure can be performed on a rear gear case.

1. Using a T-40 torx wrench, remove the cap screws securing the pinion housing. Account for the coupler, fork, shuttle shaft with O-ring, and spring (differential only).



XR352A

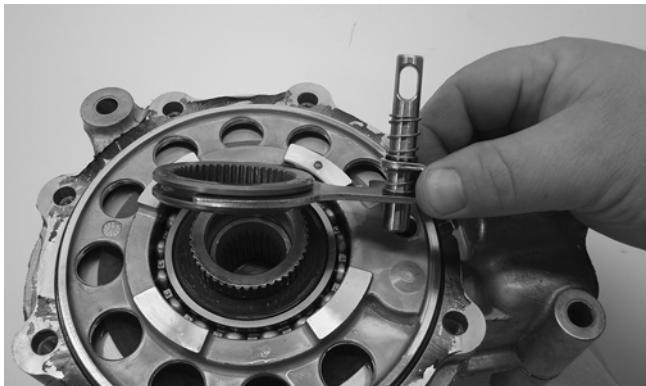
2. Using a T-40 torx wrench, remove the cap screws securing the differential cover.
3. Using a plastic mallet, tap lightly to remove the differential cover. Account for an O-ring.



XR355

■**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.

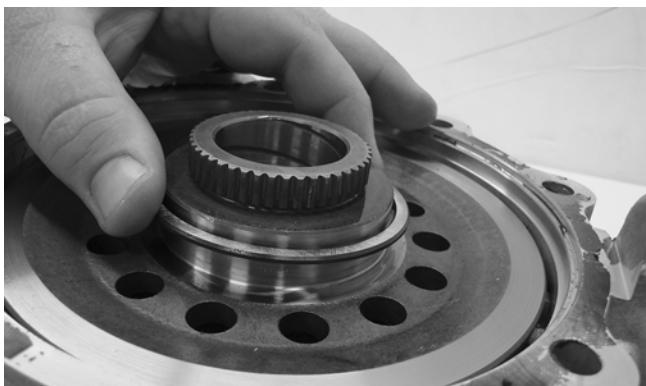


XR356

5. Remove the left differential bearing flange assembly and account for a shim. Mark the shim as left-side.



KX177



XR357

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.



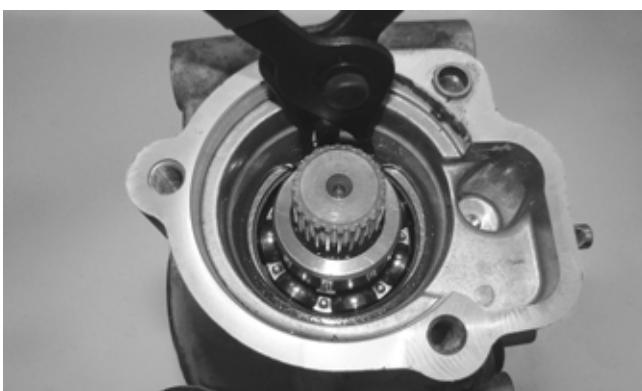
XR358



KX181

Disassembling Pinion Gear

1. Remove the internal snap ring securing the pinion bearing in the housing.



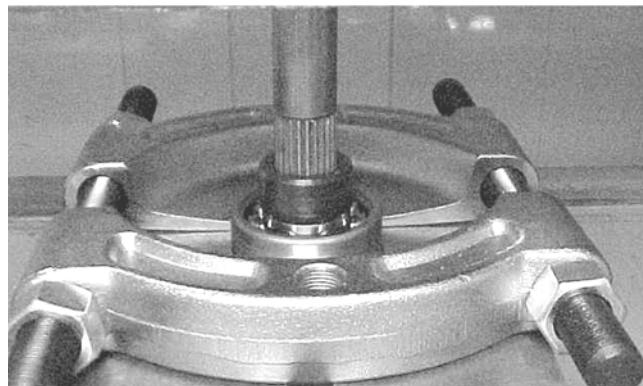
WC430

2. Using the Pinion Gear/Shaft Removal Tool and a hammer, remove the pinion gear from the gear case housing.



XR359

3. Secure the pinion gear in a bearing puller; then remove the pinion bearing using a press. Account for a collar and a bearing.

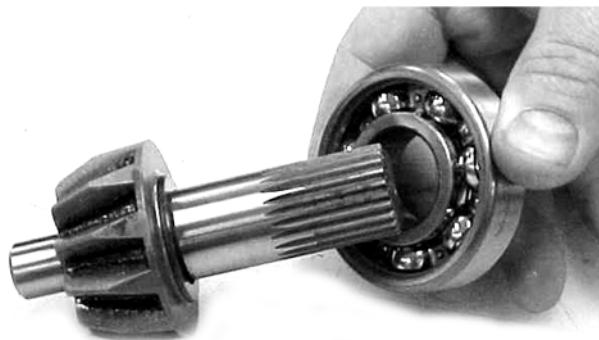


CC879

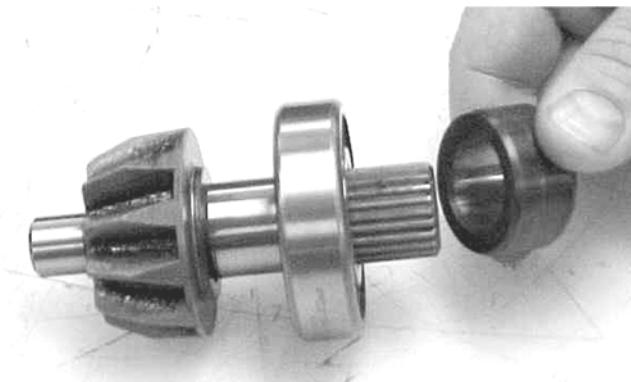
4. Remove any reusable parts from the gear case housing; then discard the housing and lock collar.

Assembling Pinion Gear

1. Install the bearing onto the pinion shaft. Install the pinion shaft collar.

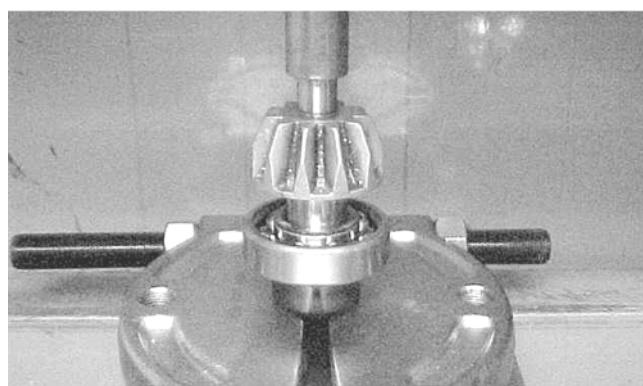


CC882



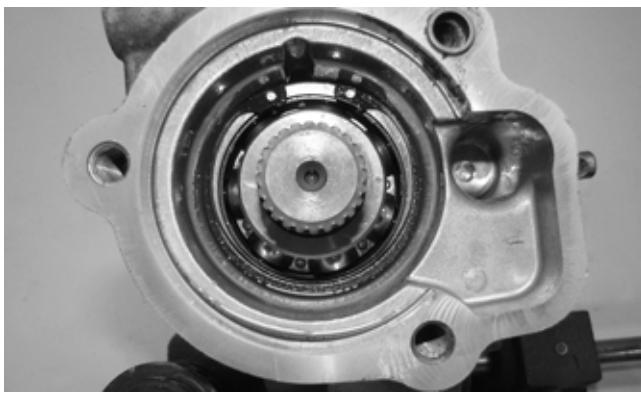
CC883

2. Place the pinion assembly in a bearing puller; then install the bearing using a press.



CC884

3. Using a propane torch, heat the gear case housing to approximately 200° F; then install the pinion assembly.
4. Install the internal snap ring with the sharp side directed away from the bearing. To install the pinion housing assembly, see steps 4-6 in Assembling Input Shaft.



WC429

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. Position the chamfered side of the shim inward.



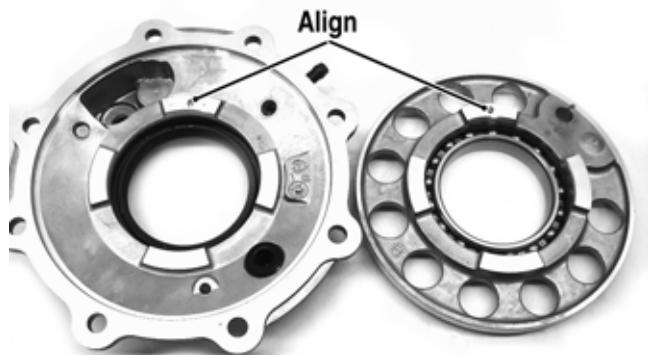
GC031A

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 (chamfered side positioned inward) 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.

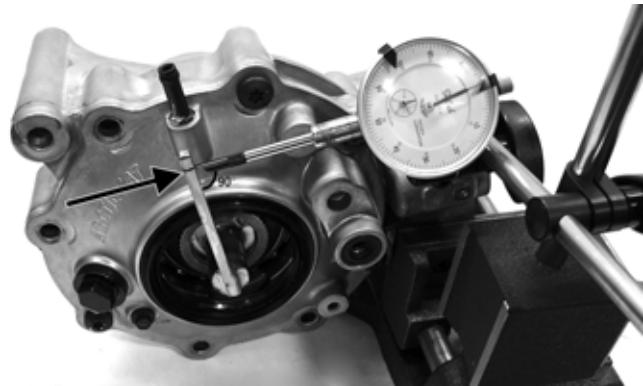


GC036B

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.

3. 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).

Assembling Differential Assembly

1. 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

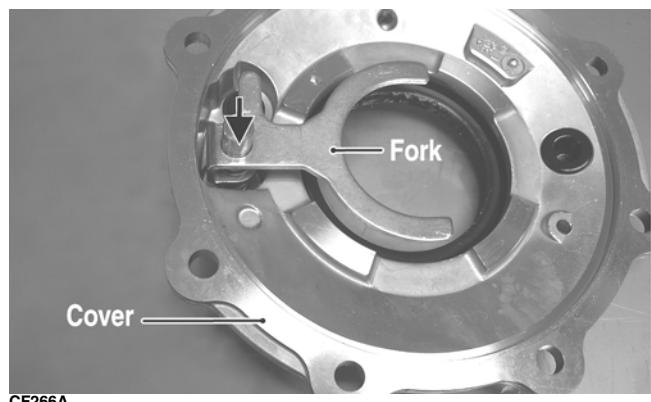
2. Place the selected (end-play) shim, chamfered side toward the gear, onto the cover side of the ring gear.



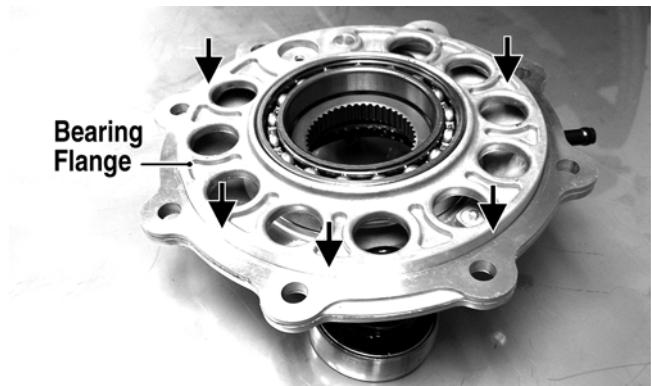
GC036B

■**NOTE:** The spider and ring gear assembly must be replaced as a complete unit.

3. 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

4. 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.

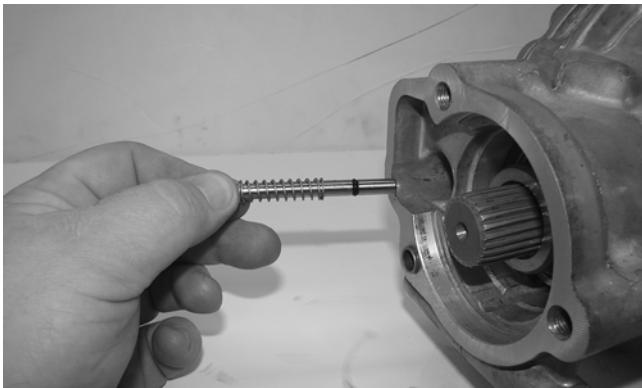


CF275A

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 #609). Account for the ID tag. Tighten the cap screws evenly to 23 ft-lb (existing) or 28 ft-lb (new housing).

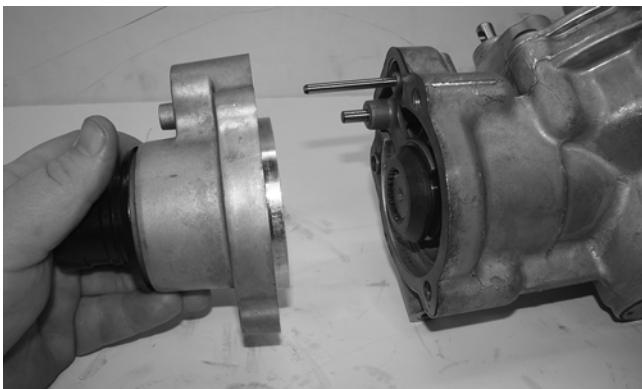
■**NOTE:** Grease can be applied to the O-ring for ease of assembling.

6. Install the shift fork shaft w/spring into the housing making sure the shaft O-ring is positioned to the inside.



XR354

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.



XR353

8. Place the input shaft assembly onto the gear case housing; then secure with the existing cap screws. Tighten to 23 ft-lb (existing) or 28 ft-lb (new housing).

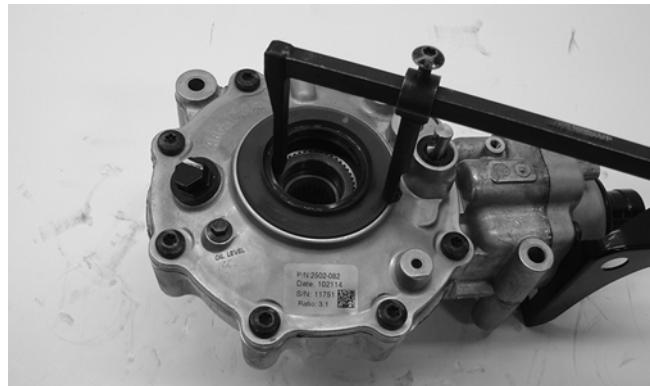


XR347

Removing/Installing Axle Seal

■NOTE: This procedure can be performed on a rear gear case.

1. Remove the seal using a seal removal tool.



XR360

■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.



GC060

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. From the right side of the vehicle, insert the differential into the frame. With the driveshaft boots installed, place the driveshaft into the differential. Place the tension spring into the front yoke.

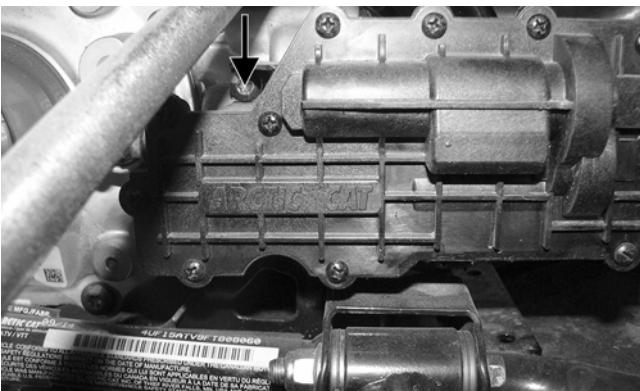


XR345



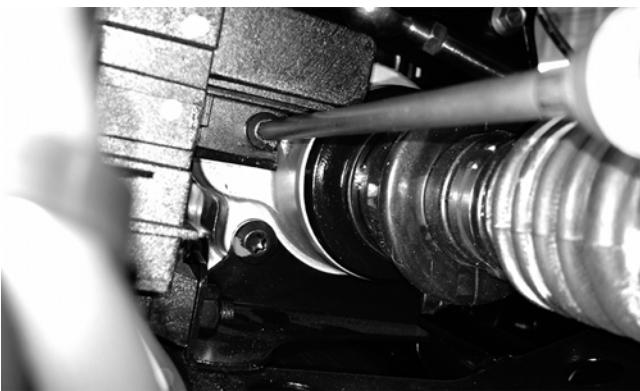
XR361

2. Position the differential forward enough into the frame; then align the splines of the driveshaft into the front yoke. Secure the boot clamps.
3. Apply red Loctite to the threads of the left tie rod inner ball joint; then install to the lower steering arm. Tighten to 30 ft-lb. Install a new cotter pin.
4. Loosely install the front cap screw into the differential; then install the 4WD drive actuator. Engage the 4WD differential lock shift arm into the lock collar post. Fully seat the actuator on to the differential by pushing it forward. Tighten the top left actuator cap screw to hold it place.



XR164A

5. Install the rear actuator retaining cap screw; then lift the differential to install the remaining retaining cap screws.



XR331

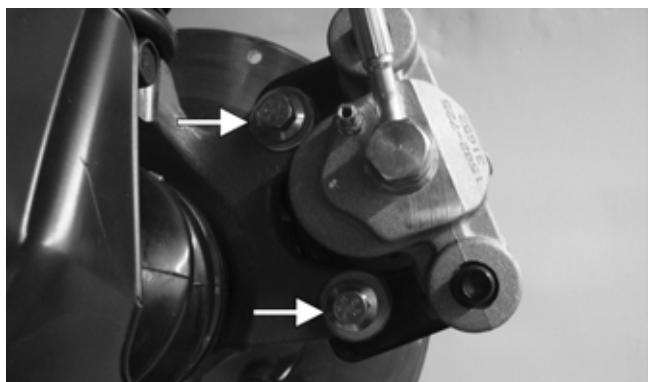
6. Secure the differential to the frame using the cap screws, washers, and lock nuts to the frame. Tighten to 38 ft-lb.
7. Install each half shaft into the differential.

8. Position the A-arm brace onto the frame using the cap screws and new lock nuts. Finger tighten only at this point.
9. Secure the upper arm to the frame with the cap screws and new lock nuts. Tighten the A-arms to 50 ft-lb; then tighten the A-arm brace to 50 ft-lb.
10. Slide the CV joint into the wheel bearings; then secure the ball joints to the knuckle with the required cap screws. Using a new lock nut, secure the lower shock eyelet to the upper A-arm. Repeat for opposite side. Tighten the ball joint cap screw to 35 ft-lb. Tighten the shock to the upper A-arm to 50 ft-lb.



XR339A

11. Apply red Loctite to the threads of the outer tie-rod. Using a new lock nut and cotter pin, secure to the knuckle. Tighten to 35 ft-lb. Repeat for opposite side.
12. Install the hubs to half shafts. Tighten the hub nuts to 200 ft-lb. Use a new cotter pin.
13. Using new patch lock cap screws, secure each caliper to the knuckles. Tighten to 20 ft-lb.



XR263A

14. Install the wheels; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).

Drive Axles

REMOVING REAR DRIVE AXLE

1. Secure the ATV on a support stand to elevate the wheels.

WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Pump up the hand brake; then engage the brake lever lock.
3. Remove the wheel.
4. Remove the cotter pin securing the hex nut; then remove the hex nut. Release the brake lever lock.



XR291

5. Remove the brake caliper.

■NOTE: Do not allow the brake calipers to hang from their cable/hose.

CAUTION

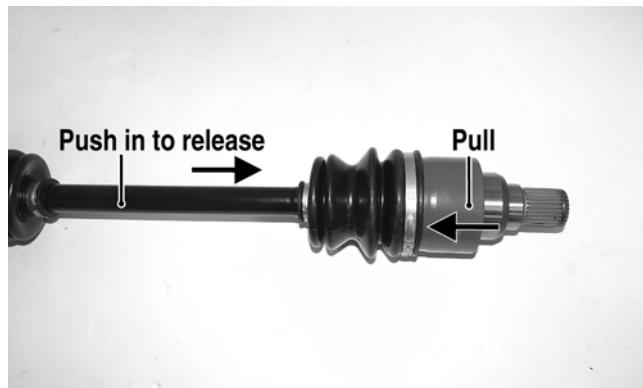
The calipers should be supported. If the calipers are allowed to hang from the cable/hose, damage may occur.

6. Slide the hub out of the knuckle and set aside.
7. Remove the cap screw securing the knuckle to the upper A-arm ball joint. Discard the lock nut.
8. While holding the drive axle stationary, pull the top of the knuckle out and down until it is free of the drive axle.
9. Place a drain pan under the ATV to contain any oil leakage.
10. Push the axle shaft firmly toward the gear case to release the internal lock; then while holding the axle in, pull the CV cup from the gear case.

■NOTE: Keeping the axle level will aid in removal.

CAUTION

Do not attempt to use a slide hammer or gear case/axle damage will occur.



CF633A

REMOVING FRONT DRIVE AXLE

■NOTE: For removing a front drive axle, see Front Differential in this section.

CLEANING AND INSPECTING

■NOTE: Always clean and inspect the drive axle components to determine if any service or replacement is necessary.

1. Using a clean towel, wipe away any oil or grease from the axle components.



CF635

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.

3. Inspect the gear case seals for nicks or damage.

DISASSEMBLING AXLES

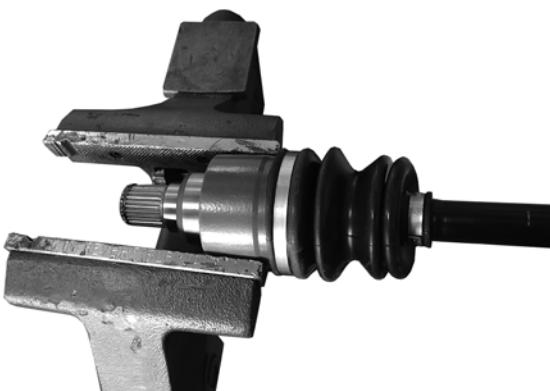
■NOTE: Only the boots are serviceable on the axles; if any other component is worn or damaged, the axle must be replaced.

1. Using CV Boot Clamp Tool, remove both clamps.



CF636

2. Place the end of the CV-joint into a vise. Use soft jaws or duct tape to protect the surface of the CV-joint.



CF638

3. To disengage the axle from the CV joint, sharply pull back on the axle; then slide the boot off of the axle.



CF637

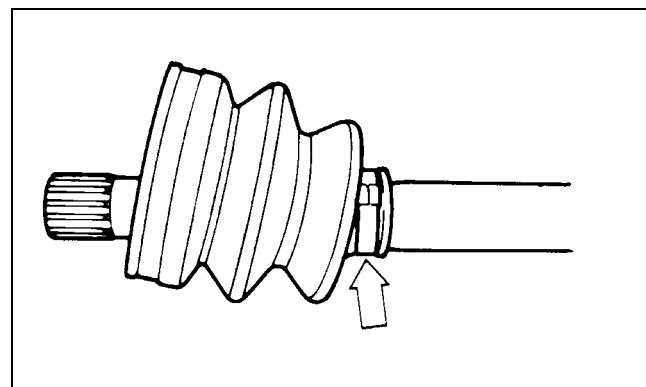
■NOTE: Steps 1-3 can be used to replace the outboard boot.

ASSEMBLING AXLES

1. Install the boot with the small clamp onto the axle, making sure the ends of the clamp are positioned correctly.
2. Align the splines of the half shaft into the CV joint; then push the half shaft firmly into the CV joint.
3. Verify the half shaft is seated into the CV joint by lightly pulling the half shaft outward. The half shaft should not slide out.

■NOTE: The boot is positioned correctly when the small end of the boot seats down into the recessed groove.

4. Using the boot clamp tool, secure the small clamp of the inner boot.



ATV-1048

5. Apply 80 grams (2/3 of contents) of grease from the pack into the bearing housing.

■NOTE: Steps 1-3 can be used to replace the outboard boot.

6. Using the boot clamp tool, secure the large clamp of the inner boot to the CV joint.

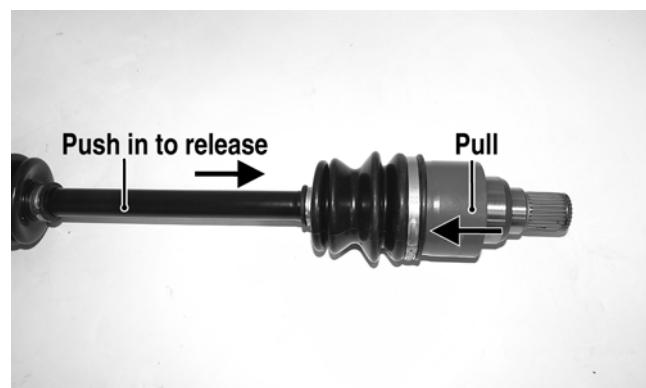


CF636

■NOTE: In the outboard boot, use the final 40 grams (1/3 of contents) of grease from the pack in the bearing housing.

INSTALLING REAR DRIVE AXLE

1. Push the axle shaft into the CV cup to release the detent balls; then while holding the axle firmly in, push the CV splined end into the gear case.



CF633A

■NOTE: To assure proper seating of the axle, give it a light pull; the axle should remain "clipped" in place.

2. Swing the knuckle up and onto the drive axle; then place the knuckle into place in the upper A-arm. Secure the knuckle to the A-arm with a cap screw and a new lock nut. Tighten to 50 ft-lb.
3. Place the hub into position on the axle followed by a hex nut. Tighten the hex nut only until snug at this time.
4. If the brake caliper was removed, position it on the knuckle and secure with new “patch-lock” cap screws. Tighten to 20 ft-lb.
5. Pump up the hand brake lever; then engage the brake lever lock.
6. Using an appropriate spanner wrench, tighten the hub nut (from step 3) to 200 ft-lb; then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



XR291

7. Install the wheel and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
8. Remove the ATV from the support stand and release the brake lever lock.

INSTALLING FRONT DRIVE AXLE

1. Position the drive axle in the gear case and steering knuckle; then insert the upper A-arm ball joint into the steering knuckle. Secure with a cap screw tightened to 30 ft-lb.
2. Place the brake hose into position on the upper A-arm; then secure the lower shock eyelet to the A-arm with a cap screw and a new lock nut. Tighten to 50 ft-lb.
3. Secure the tie rod to the steering knuckle with a new lock nut. Tighten securely; then install and spread a new cotter pin.
4. Slide the hub w/brake disc into position over the end of the axle followed by a washer and hex nut. Tighten finger-tight at this time.
5. Install the brake caliper on the steering knuckle using new “patch-lock” cap screws. Tighten to 20 ft-lb; then pump up the hand brake lever and engage the brake lever lock.

6. Using an appropriate spanner wrench, tighten the hub nut (from step 4) to 200 ft-lb; then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



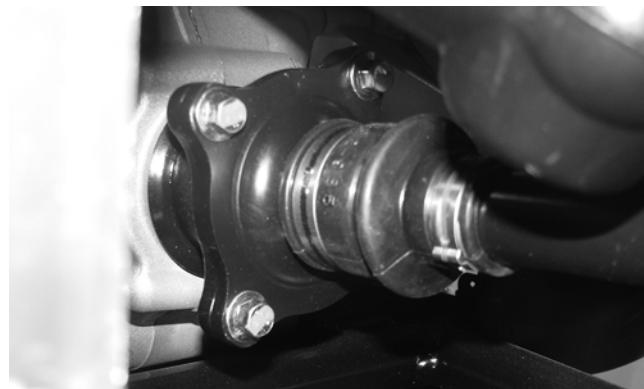
XR291

7. Install the wheel and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
8. Remove the ATV from the support stand and release the brake lever lock.
9. Check the front differential oil level and add oil as necessary (See Periodic Maintenance/Tune-up).

Rear Gear Case

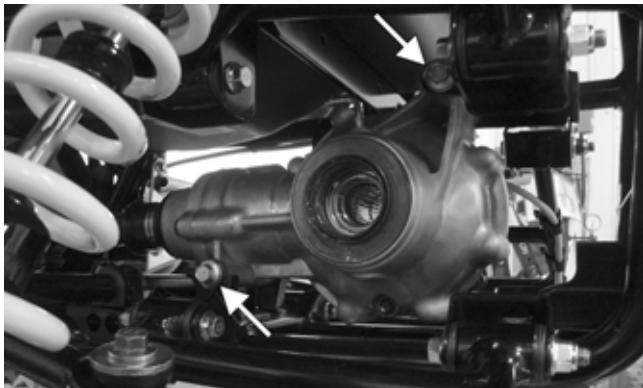
REMOVING

1. Lift the rear of the vehicle up and support it with jack stands. Remove the wheel hubs and rear brake caliper. Drain the oil from the gear case.
2. Remove both of the rear drive axles (see Drive Axles in this section).
3. Remove the four cap screws securing the output shaft to the rear gear case flange. Remove the CVT exhaust duct assembly. Disconnect the vent hose from the gear case.

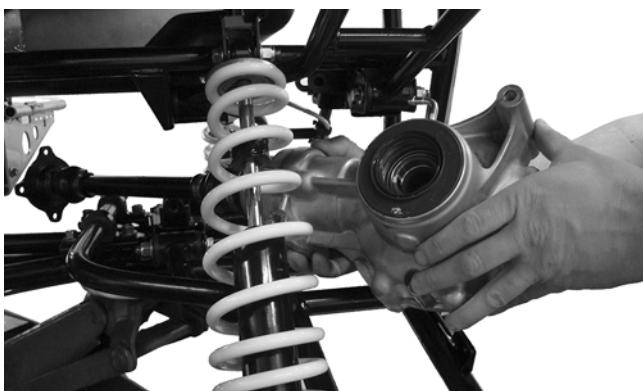


XR303

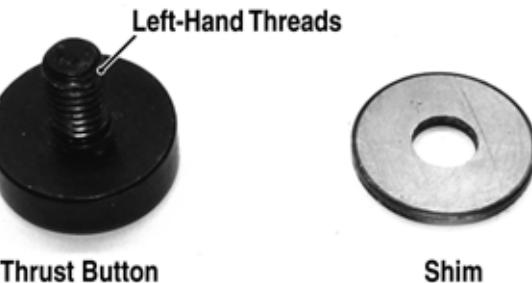
4. Remove the two cap screws and lock nuts securing the rear gear case to the frame; then remove the gear case through the left side. Account for the washers and their placement.



XR362A



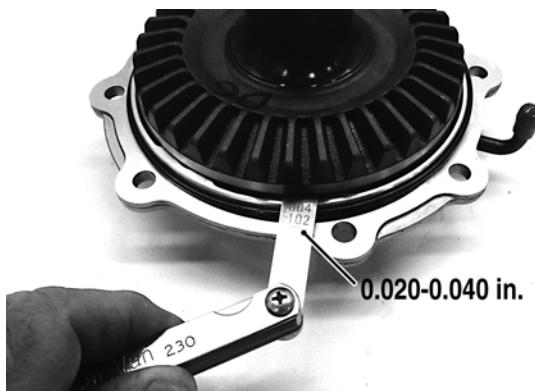
XR363



Thrust Button Shim

GC057A

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 0.020-0.040 in.



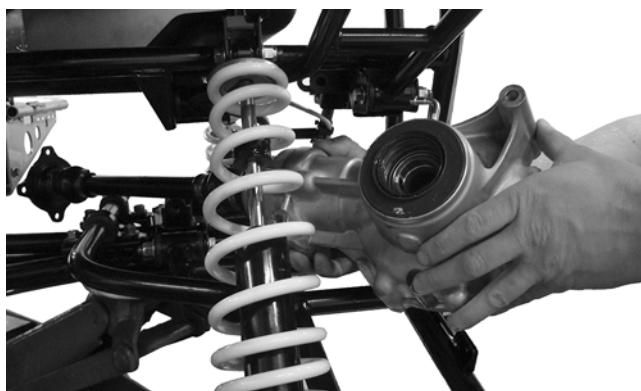
GC058A

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 Gear Case

Installation

1. Place the gear case into position and install into the frame with the cap screws, washers, and new lock nuts. Finger tighten only at this point.



XR363

2. Align and install the four cap screws securing the propeller shaft flange to the engine flange. Tighten the differential fasteners to 38 ft-lb; then secure the drive flange cap screws to 20 ft-lb.

AT THIS POINT

For servicing the input shaft, pinion gear, needle bearing, ring gear, and axle seal, see Front Differential in this section.

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

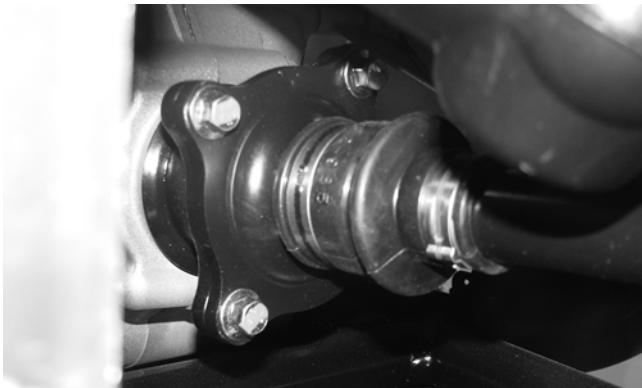
1. Inspect the ring gear for excessive wear, missing or chipped teeth, or discoloration.
2. Inspect the thrust button for excessive wear or discoloration.
3. Inspect the bearings for discoloration, roughness, or excessive wear.

■**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).



XR303

3. Connect the bladder to the gear case.
4. Install both rear drive axles (see Drive Axles).
5. Install the hubs, rear brake caliper and wheels. Tighten the brake caliper cap screws to 20 ft-lb. Install the wheels and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).

Hub

REMOVING

1. Secure the ATV on a support stand to elevate the wheel; then remove the wheel.

WARNING

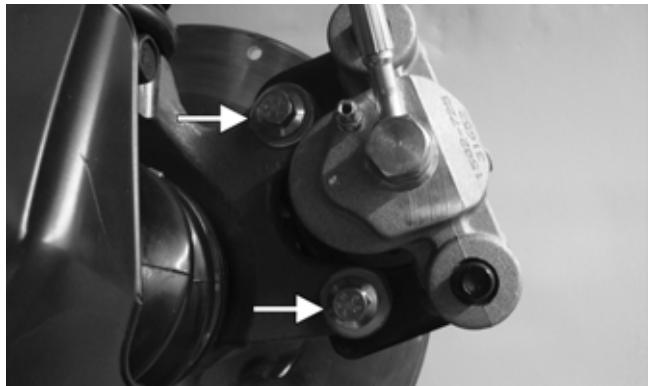
Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove and discard the cotter pin from the nut.



XR291

3. Remove the nut securing the hub.
4. Remove the brake caliper.



XR263A

■NOTE: Do not allow the brake calipers to hang from their cable/hose.

5. Remove the hub assembly.
6. Remove the four cap screws securing the brake disc.

CLEANING AND INSPECTING

1. Clean all hub components.
2. Inspect all threads for stripping or damage.
3. Inspect the brake disc for cracks or warping.
4. Inspect the hub for pits, cracks, loose studs, or spline wear.

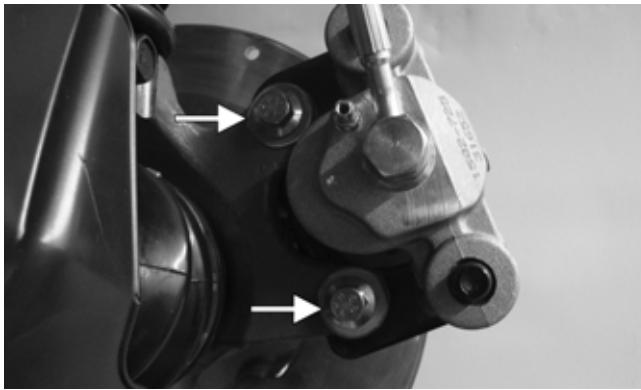
INSTALLING

1. Secure the brake disc to the hub with the four cap screws (coated with blue Loctite #243). Tighten to 15 ft-lb.
2. Apply grease to the splines in the hub.
3. Install the hub assembly onto the shaft.



PR290

4. Secure the hub assembly with the hex nut. Tighten only until snug.
5. Secure the brake caliper to the knuckle with two new “patch-lock” cap screws. Tighten to 20 ft-lb.



XR263A

- Using an appropriate hub retaining wrench, tighten the hub nut (from step 4) to 200 ft-lb; then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



XR291

- Install the wheel and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
- Remove the ATV from the support stand.

Hand Brake Lever/Master Cylinder Assembly

■NOTE: The master cylinder is a non-serviceable component; it must be replaced as an assembly.

REMOVING

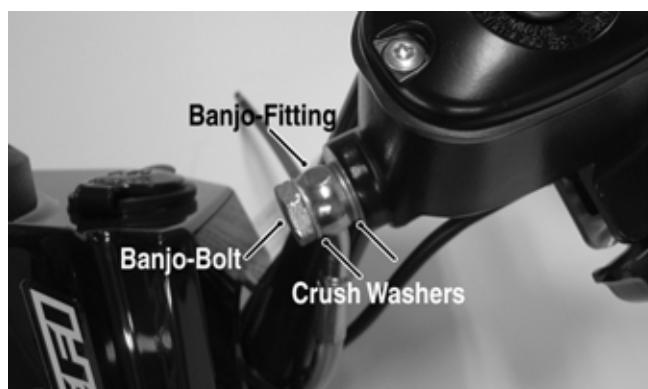
- Slide a piece of flexible tubing over one of the wheel bleeder valves and direct the other end into a container. Remove the reservoir cover; then open the bleeder valve. Allow the brake fluid to drain completely.

■NOTE: Compressing the brake lever several times will quicken the draining process.



AF637D

- Place an absorbent towel around the connection to absorb brake fluid. Remove the banjo-fitting from the master cylinder. Account for two crush washers and a banjo-fitting bolt.

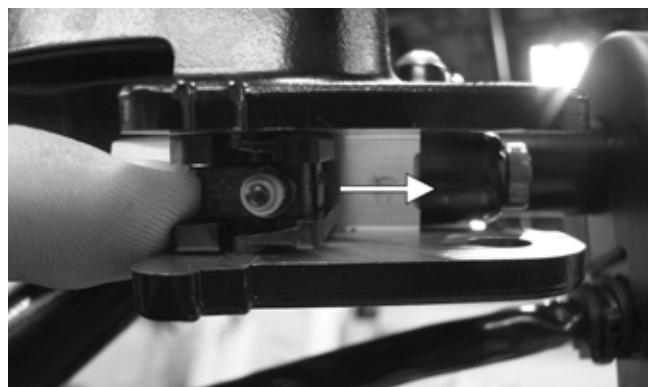


XR364A

CAUTION

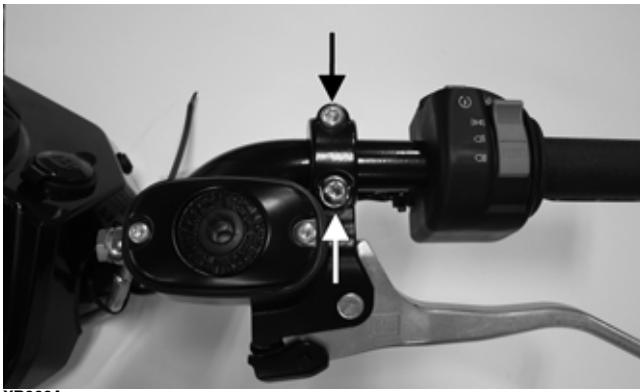
Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the ATV.

- Remove the snap ring and pivot pin securing the brake lever to the master cylinder housing; then remove the brake lever and set aside.
- Dislodge the brakelight switch from the master cylinder housing by gently pressing it toward the pivot pin hole in the housing; then lay it aside leaving the switch and wiring harness connected.



XR365A

- Remove the clamp screws securing the brake housing to the handlebar; then remove the assembly from the handlebar.



XR366A

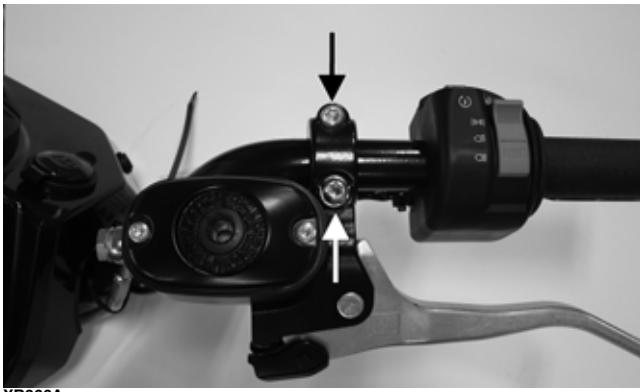
INSPECTING

1. Inspect the pin securing the brake lever for wear.
2. Inspect the brake lever for elongation of the pivot hole.
3. Inspect the reservoir for cracks and leakage.
4. Inspect the banjo-fitting for cracks and deterioration and the condition of the fittings (threaded and compression).
5. Inspect the brakelight switch for corrosion, cracks, missing or broken mounting tabs, or broken and frayed wiring.

■NOTE: If the brakelight switch is determined to be inoperable, see Electrical System.

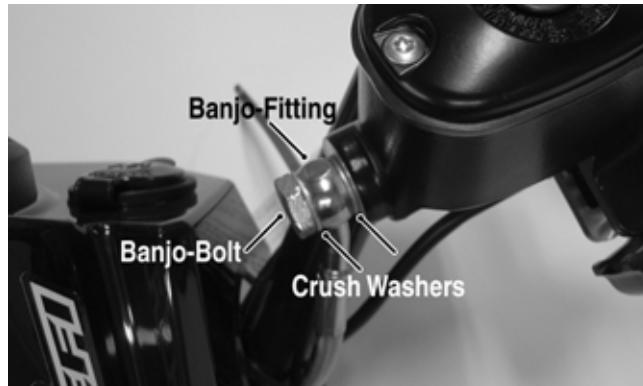
INSTALLING

1. Position the brake housing on the handlebar. Secure with clamp screws; then tighten securely.



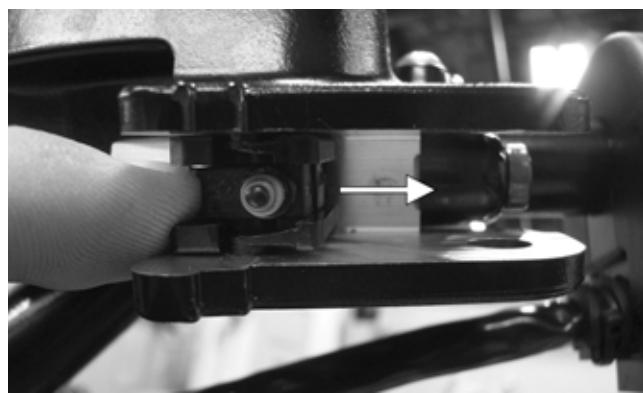
XR366A

2. Using two new crush washers, connect the banjo-fitting to the master cylinder; then secure with the banjo-fitting bolt. Tighten to 20 ft-lb.



XR364A

3. Gently press the brakelight switch into the housing (left to right) until the mounting tabs snap into the four locating holes; then install the brake lever, pivot pin, and snap ring.



XR365A

4. Bleed the brake system (see Periodic Maintenance/Tune-up).

Hydraulic Brake Caliper

⚠ WARNING

Arctic Cat recommends that only authorized Arctic Cat ATV 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 ATV on a support stand to elevate the wheel; then remove the wheel.

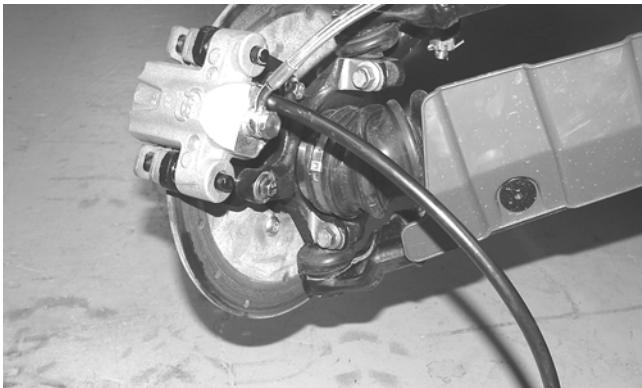
⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

⚠ 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 lever/pedal.



PR235

CAUTION

Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the ATV 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.**

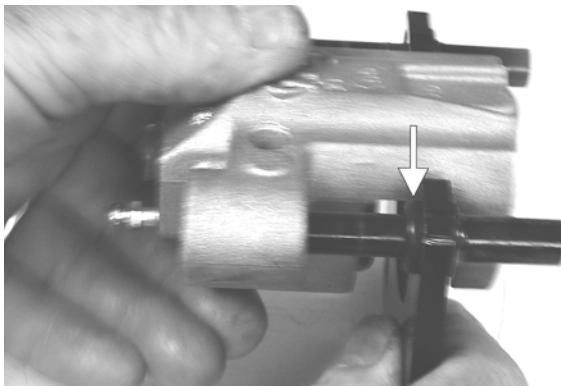


PR237A



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

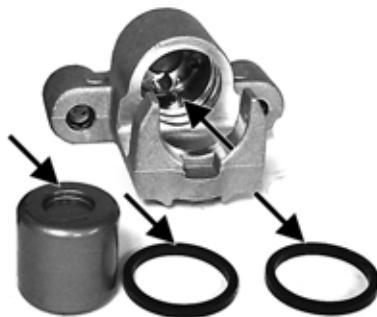
1. Install new seals into the brake caliper housing and apply a liberal amount of DOT 4 brake fluid to the cylinder bore of the housing, seals, and brake piston.

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.

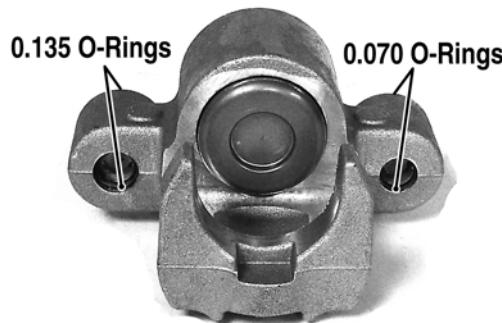


PR711A



PR712

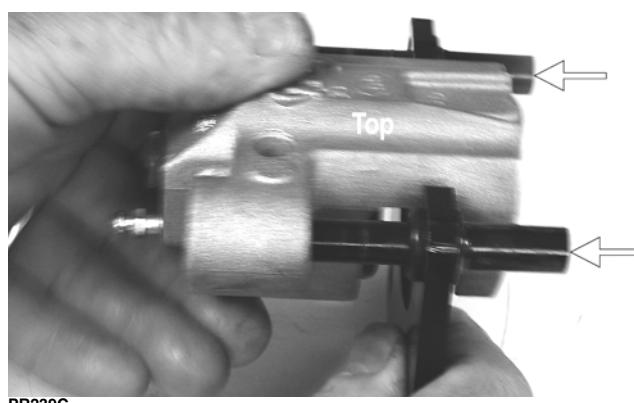
3. Apply high-temperature silicone grease (supplied with the O-ring kit) to the inside of the caliper holder bores and O-rings; then install the four O-rings into the caliper.



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

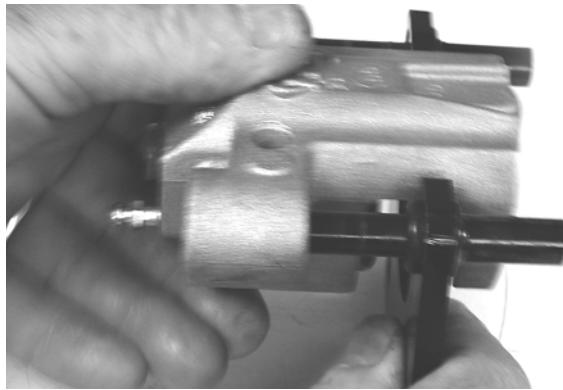
5. Making sure brake fluid does not contact the brake pads, compress the caliper holder toward the caliper and install the inner brake pad; then install the outer pad.

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 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 and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
10. Remove the ATV from the support stand and verify brake operation.

Troubleshooting Drive System

Problem: Power not transmitted from engine to wheels

Condition	Remedy
1. Rear axle shafts 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. Sliding dogs/shaft fork worn - damaged 8. Front drive axle worn - damaged 9. Front drive axle serration worn - damaged	1. Replace gear(s) 2. Replace shaft 3. Replace coupling 4. Replace joint 5. Replace gear(s) 6. Replace gears - pinions 7. Replace gear(s) 8. Replace axle 9. Replace axle

Troubleshooting Brake System

Problem: Braking poor

Condition	Remedy
1. Pad worn 2. Pedal free-play excessive 3. Brake fluid leaking 4. Hydraulic system spongy 5. Master cylinder/brake cylinder seal worn	1. Replace pads 2. Replace pads 3. Repair - replace hydraulic system component(s) 4. Bleed hydraulic system - correct or repair leaks 5. Replace master cylinder

Problem: Brake lever travel excessive

Condition	Remedy
1. Hydraulic system entrapped air 2. Brake fluid low 3. Brake fluid incorrect 4. Piston seal - cup worn	1. Bleed hydraulic system 2. Add fluid to proper level 3. Drain system - replace with correct fluid 4. Replace master cylinder

Problem: Brake fluid leaking

Condition	Remedy
1. Connection joints loose 2. Hose cracked 3. Piston seal worn	1. Tighten joint 2. Replace hose 3. Replace brake caliper

Suspension

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

- A. Shock absorber rods not bent, pitted, or damaged.
- B. Rubber damper not cracked, broken, or missing.
- C. Shock absorber body not damaged, punctured, or leaking.
- D. Shock absorber eyelets not broken, bent, or cracked.
- E. Shock absorber eyelet bushings not worn, deteriorated, cracked, or missing.
- F. Shock absorber spring not broken or sagging.

SPECIAL TOOL

A special tool must be available to the technician when performing service procedures in this section.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Spring Tool	0444-224

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

Shock Absorbers

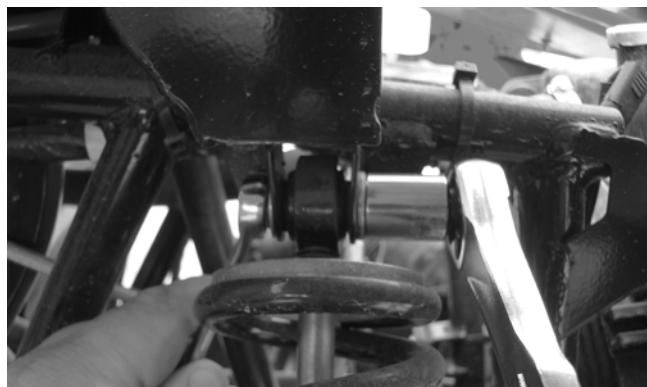
REMOVING

1. Secure the ATV on a support stand to elevate the wheels and to release load on the suspension.

WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the two cap screws and nuts securing each front shock absorber to the frame and the upper A-arm. Discard the nuts.



CAUTION

Additional support stands are necessary to support the rear axle when the shock absorbers are removed or damage may occur.

3. Remove the two cap screws and nut securing each rear shock absorber to the frame and lower A-arm. Account for bushings and sleeves from each.



4. Using Spring Tool, compress the shock absorber spring, remove the retainer, and remove the spring.



CLEANING AND INSPECTING

1. Clean all shock absorber components using a pressure washer.
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. Install shock with two cap screws and new lock nuts. Tighten all shock absorber nuts to 50 ft-lb.

CAUTION

Do not tighten the nuts beyond the recommended specification or the shock eyelet or mount WILL be damaged.

3. Remove the ATV from the support stand.

Front A-Arms

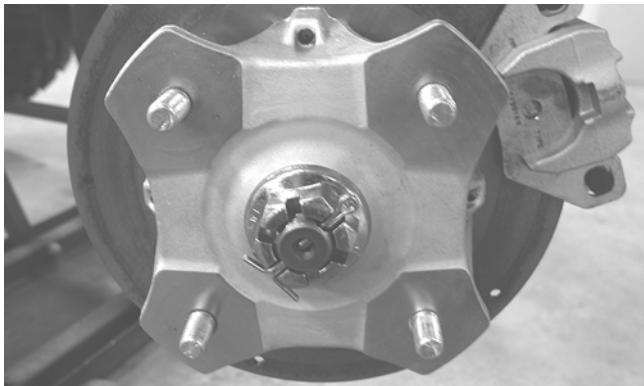
REMOVING

1. Secure the ATV on a support stand to elevate the front wheels; then remove the wheels.

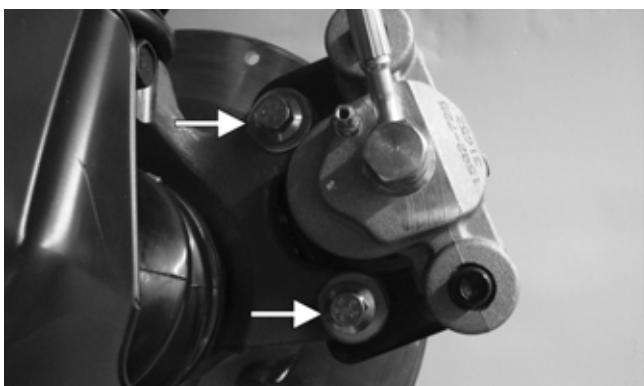
⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the cotter pin from the hub nut. Discard the cotter pin.

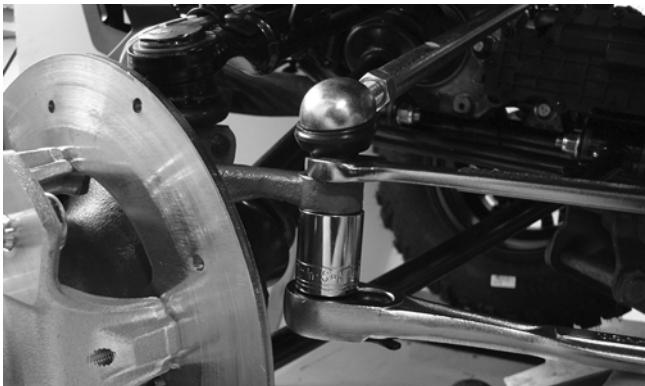


3. Remove the nut securing the hub.
4. Remove the brake caliper. Account for two cap screws.



■NOTE: Do not allow the brake caliper to hang from the cable/hose.

5. Remove the hub assembly.
6. Remove the cotter pin and lock nut securing the tie rod end to the knuckle; then remove the tie rod end from the knuckle.



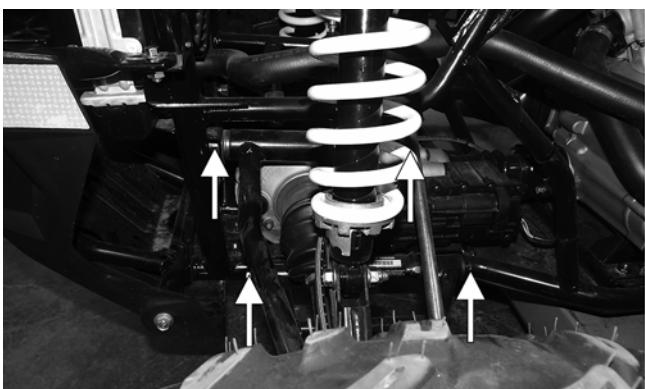
7. Remove the cap screws securing the ball joints to the knuckle.

CAUTION

Support the knuckle when removing the cap screws or damage to the threads will occur.



8. Tap the ball joints out of the knuckle; then remove the knuckle.
9. Remove the lower shock absorber eyelet from the upper A-arm.
10. Remove the cap screws securing the A-arms to the frame.



11. Remove the snap ring from the ball joint; then remove the ball joint from the A-arm.



XR368

CLEANING AND INSPECTING

1. Clean all A-arm components using a pressure washer.
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.

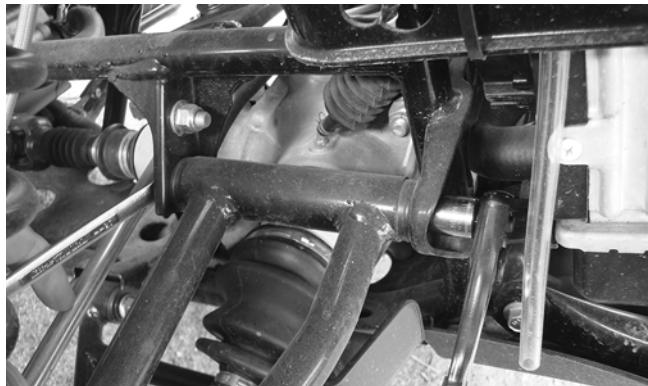
INSTALLING

1. Apply Loctite Primer "T" to the 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.



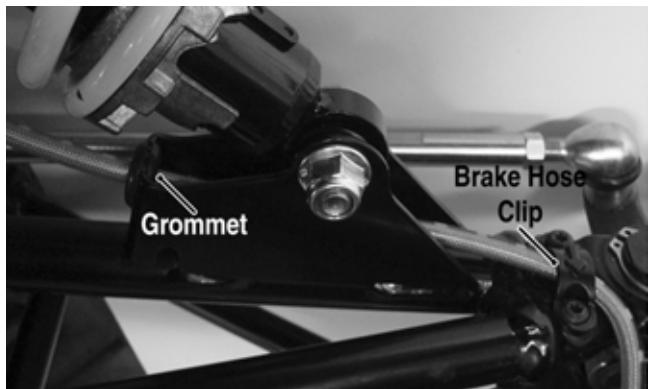
XR368

2. Install the A-arm assemblies into the frame mounts using new lock nuts and secure with the cap screws. Only finger-tighten at this time.



CF661

3. Route the brake hose through the upper A-arm shock absorber mount; then secure the hose to the A-arm with the brake hose retainer, and grommet.



XR369A

4. Secure the lower eyelet of the shock absorber to the upper A-arm. Tighten nut to 50 ft-lb.
5. Secure the A-arm assemblies to the frame mounts (from step 2). Tighten the cap screws to 50 ft-lb.

CAUTION

Do not tighten the nut beyond the 50 ft-lb specification or the shock eyelet or mount WILL be damaged.

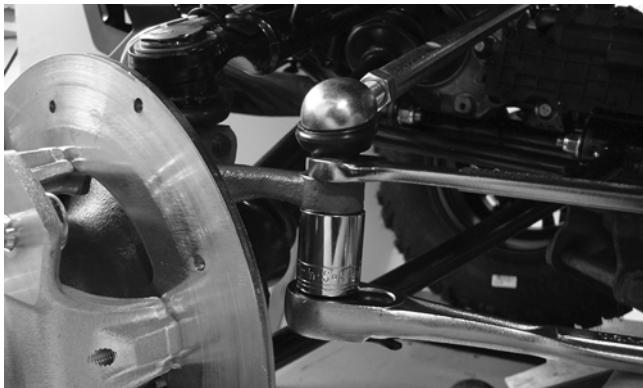
6. Install the knuckle assembly onto the ball joints and secure with cap screws. Tighten to 35 ft-lb.



XR339B

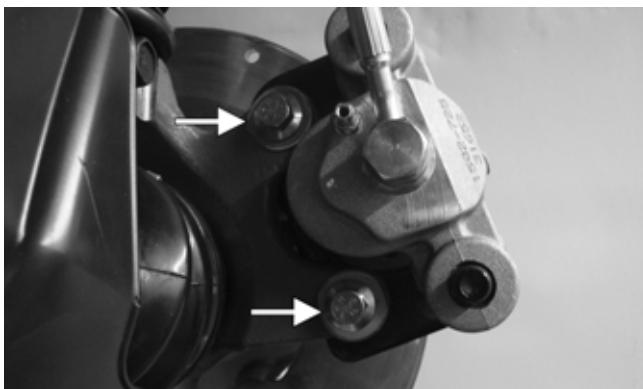
7. Install the tie rod end and secure with the nut. Tighten to 30 ft-lb; then install a new cotter pin and spread the pin to secure the nut.

■NOTE: During assembly, new cotter pins should be installed.



XR367

8. Apply grease to the hub and drive axle splines; then install the hub assembly onto the drive axle.
9. Secure the hub assembly to the shaft/axle with the nut. Tighten only until snug at this point.
10. Secure the brake caliper to the knuckle with two new “patch-lock” cap screws. Tighten to 20 ft-lb.



XR263A

11. Tighten the hub nut (from step 9) to 200 ft-lb.
- NOTE: If the cotter pin does not line up, always tighten to the next alignment.**
12. Install a new cotter pin and spread the pin to secure the nut.
13. Install the wheel and tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
14. Remove the ATV from the support stand.

Rear A-Arms

REMOVING

1. Secure the ATV on a support stand to elevate the wheels.

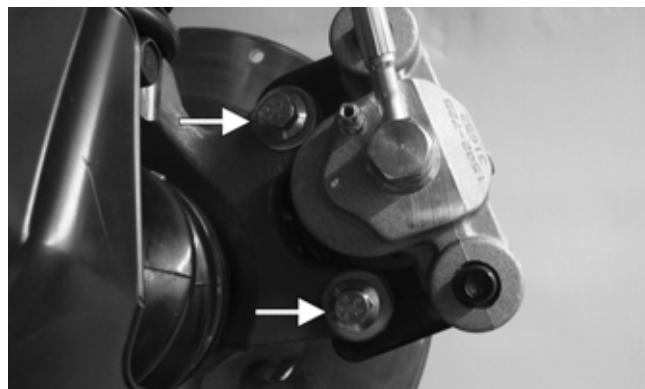
⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Pump up the hand brake; then engage the brake lever lock.
3. Remove the wheel.

4. Remove the cotter pin securing the hex nut; then remove the hex nut. Release the brake lever lock.

5. Remove the caliper.



XR370A

■**NOTE: Do not allow the brake caliper to hang from the cable/hose.**

6. Slide the hub off of the drive axle and set aside.
7. Remove the cap screws and lock nuts securing the knuckle to the A-arms. Discard the lock nuts.
8. Remove the cap screws and lock nut securing the shock absorber to the frame and lower A-arm; then remove the shock absorber.
9. Remove the cap screw, lock nut, rubber bushings, and washer securing the sway bar to the lower A-arm. Note the orientation of the components.

■**NOTE: Never reuse a lock nut. Once a lock nut has been removed, it must be replaced with a new lock nut.**



XR371

11. Remove the cap screws and lock nuts securing the A-arms to the frame; then remove the A-arms.

■**NOTE: If removing the upper right A-arm, it will be necessary to disconnect the brake hose from the A-arm.**

CLEANING AND INSPECTING

1. Clean all A-arm components using a pressure washer.
2. Inspect the A-arm for bends, cracks, and worn bushings.
3. Inspect the frame mounts for signs of damage, wear, or weldment damage.

INSTALLING

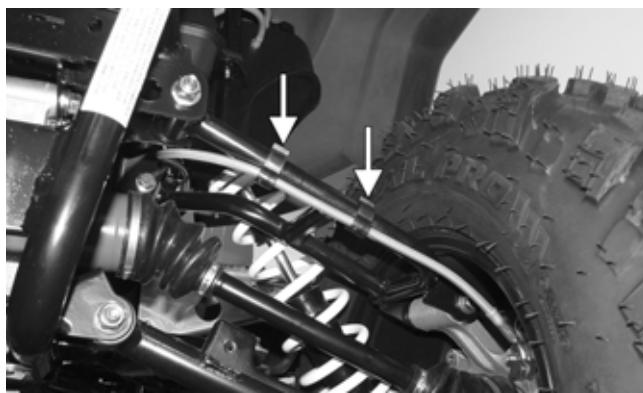
1. Install the A-arm assemblies into the frame and secure with the cap screws and new lock nuts. Only finger-tighten at this time.
2. Slide the knuckle onto the drive axle and into position on the A-arms; then secure the knuckle to the A-arms with cap screws and new lock nuts. Tighten to 50 ft-lb.
3. Tighten the hardware securing the A-arms to the frame (from step 1) to 50 ft-lb.
4. Apply grease on the drive axle splines; then install the hub assembly onto the drive axle.



PR290

5. Secure the hub assembly with the nut. Tighten only until snug.
6. Secure the brake caliper to the knuckle with two new "patch-lock" cap screws (right side only). Tighten the caliper to 20 ft-lb.

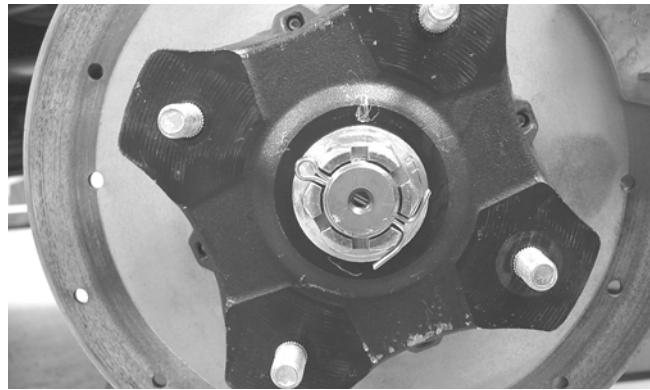
■NOTE: Ensure the brake hose is properly routed and secured to the upper A-arm with the clips.



XR412A

7. Compress the hand brake lever and engage the brake lever lock; then tighten the hub nut (from step 5) to 200 ft-lb.
8. Install a new cotter pin and spread the pin to secure the nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



PR260

9. Secure the shock absorber to the frame and A-arm with a cap screw and new lock nut. Tighten to 50 ft-lb.
10. Secure the shock absorber to the lower A-arm with a cap screw. Tighten to 20 ft-lb.
11. Secure the sway bar to the lower A-arm using the caps crews, washers, rubber bushings, and new lock nuts. Tighten the lock nuts until 6 threads are showing.



XR371

12. Secure the boot guard to the lower A-arm with the two cap screws. Tighten securely.
13. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
14. Remove the ATV from the support stand.

Wheels and Tires

TIRE SIZE

⚠ WARNING

Use only Arctic Cat approved tires when replacing tires. Failure to do so could result in unstable ATV operation.

The ATV 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

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 ATV and could cause excessive drive train damage not covered by warranty.

TIRE INFLATION PRESSURE

Front and rear tire inflation pressure should be as specified in General Information.

REMOVING

1. Secure the ATV on a support stand to elevate the wheels.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the wheels.
3. To remove the hub caps, gently press the hub caps out from the back side of the wheel.



XR372

■NOTE: If equipped, the bead lock must be removed before attempting to remove the tire from the rim.

■NOTE: Keep left-side and right-side wheels separated for installing them on their proper sides.

CLEANING AND INSPECTING

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

1. Clean the wheels and hubs using a pressure washer.
2. Inspect each wheel for cracks, dents, or bends.
3. Inspect each tire for cuts, wear, missing lugs, and leaks.

INSTALLING

1. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 40 ft-lb (steel wheel), 60 ft-lb (aluminum wheel w/black nuts), or 80 ft-lb (aluminum wheel w/chrome nuts).
2. To install the hub caps, press the hub cap into position from the outside of the wheel.

■NOTE: Make sure each wheel is installed on its proper hub as noted in removing (the "rotation arrow" (if applicable) must indicate forward direction of rotation).

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 ATV if tire damage exists.

■NOTE: Be sure all tires are the specified size and have identical tread pattern.

■NOTE: If pulling is noted, measure the circumference of the front and rear tires on the pulling side. Compare the measurements with the tires on the opposite side. If pulling is noted during braking only, check and adjust the brakes as necessary and recheck operation (see Periodic Maintenance/Tune-up).

Troubleshooting

Problem: Suspension too soft	
Condition	Remedy
1. Spring(s) weak 2. Shock absorber damaged 3. Shock absorber preload too low	1. Replace spring(s) 2. Replace shock absorber 3. Adjust shock absorber preload
Problem: Suspension too stiff	
Condition	Remedy
1. A-arm-related bushings worn 2. Shock absorber preload too high	1. Replace bushing 2. Adjust shock absorber preload
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: 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. Auxiliary brake adjusted incorrectly 6. Rear suspension arm-related bushing worn 7. Rear shock absorber damaged 8. Rear suspension arm nut loose	1. Replace bearings 2. Replace tires 3. Replace rim 4. Tighten cap screws 5. Adjust brake 6. Replace bushing 7. Replace shock absorber 8. Tighten nut
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/Body/Controls) 2. Check air pressure in tires and adjust to specifications



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