## TABLE OF CONTENTS

### INTRODUCTION  2

### TECHNICAL SPECIFICATIONS OF ENGINE  5

### 1 ENGINE REMOVAL FROM VEHICLE  6

### 2 ENGINE DISASSEMBLY  14

#### 2.1 CLUTCH/GEAR OIL DRAIN  14
#### 2.2 REMOVAL OF CLUTCH CONTROL ROD AND PINION SPACER  14
#### 2.3 REMOVAL OF PISTON, CYLINDER AND HEAD  15
#### 2.4 REMOVAL OF IGNITION UNIT  18
  - 2.4.1 REMOVAL OF FLYWHEEL COVER  18
  - 2.4.2 STATOR REMOVAL  18
  - 2.4.3 FLYWHEEL REMOVAL  19
  - 2.4.4 PICK-UP UNIT REMOVAL  19
#### 2.5 REMOVAL OF ELECTRICignITION  20
  - 2.5.1 START MOTOR REMOVAL  21
  - 2.5.2 BENDIX COUPLING REMOVAL  21
#### 2.6 REMOVAL OF COOLANT LIQUID PUMP, CLUTCH UNIT, PRIMARY GEAR, CENTRIFUGAL UNIT, GEARSHIFT PARTS, KICKSTARTER  22
  - 2.6.1 REMOVAL OF COOLANT LIQUID PUMP  25
  - 2.6.2 REMOVAL OF CENTRIFUGAL UNIT AND LINKAGE  26
  - 2.6.3 REMOVAL OF PRIMARY GEAR AND CLUTCH UNIT  29
  - 2.6.4 PEDAL KICKSTARTER - OPTIONAL  31
  - 2.6.5 EXTERNAL GEARSHIFT UNIT  33
#### 2.7 INTAKE SYSTEM  34
#### 2.8 CRANKSHAFT, GEARBOX UNIT AND INTERNAL GEARSHIFT  35
  - 2.8.1 OPENING THE CRANKCASE  35

### 3 ENGINE CHECKS AND ASSEMBLY  42

#### 3.1 CRANKCASE HALF  42
  - 3.1.1 APPLICATION OF RIGHT CRANKCASE HALF PARTS  43
  - 3.1.2 APPLICATION OF LEFT CRANKCASE HALF PARTS  45
#### 3.2 CONNECTING ROD AND ENGINE SHAFT CHECK  46
#### 3.3 ASSEMBLY OF COMPLETE CRANKSHAFT  47
#### 3.4 GEARBOX UNIT: CHECKS AND REASSEMBLY  48
  - 3.4.1 CHECK OF GEARBOX UNIT  48
  - 3.4.2 ASSEMBLY OF PRIMARY UNIT  49
  - 3.4.3 ASSEMBLY OF SECONDARY UNIT  50
  - 3.4.4 CHECK OF THE FORKS, FORK PINS AND DESMODROMIC DEVICE  51
  - 3.4.5 ASSEMBLY OF GEARBOX AND INNER CONTROL  53
#### 3.5 CLOSING THE ENGINE CRANKCASE  56
#### 3.6 EXTERNAL GEARSHIFT  57
  - 3.6.1 CHECK OF THE COMPLETE DRIVE SHAFT  57
  - 3.6.2 ASSEMBLY OF EXTERNAL GEARSHIFT  59
#### 3.7 KICKSTARTER DEVICE - OPTIONAL  60
  - 3.7.1 CHECK OF STARTER SHAFT UNIT AND ASSEMBLY  60
  - 3.7.2 ASSEMBLY OF KICKSTARTER DEVICE  61
#### 3.8 PRIMARY GEAR AND CLUTCH UNIT  63
  - 3.8.1 CHECK OF PRIMARY GEAR  63
  - 3.8.2 PRIMARY GEAR APPLICATION  63
  - 3.8.3 CHECK OF THE CLUTCH CASE, ROLLER BEARING AND INTERNAL CENTRE BEARING  64
  - 3.8.4 CHECK OF CLUTCH DISCS  65
  - 3.8.5 CHECK OF SPRINGS  65
  - 3.8.6 CHECK OF THE CLUTCH DRUM AND CAP  66
  - 3.8.7 CHECK OF THRUST BEARING DEVICE  66
  - 3.8.8 ASSEMBLY OF CLUTCH UNIT  67
#### 3.9 COOLANT LIQUID PUMP AND CENTRIFUGAL UNIT  70
  - 3.9.1 CHECK OF PUMP UNIT AND DISASSEMBLY, CENTRIFUGAL UNIT AND IDLER UNIT  71
  - 3.9.2 CENTRIFUGAL UNIT ASSEMBLY  72
  - 3.9.3 PUMP UNIT ASSEMBLY  75
  - 3.9.4 ASSEMBLY OF COMPLETE CLUTCH COVER AND PUMP UNIT  75
#### 3.10 ELECTRIC IGNITION UNIT  78
  - 3.10.1 BENDIX COUPLING CHECKS  78
  - 3.10.2 IGNITION UNIT COUPLING TO ENGINE  78
#### 3.11 POWER UNIT  80
  - 3.11.1 CHECK OF THE PISTON AND ELASTIC BANDS  80
| 3.11.2 | CYLINDER CHECK | .................................................. | 81 |
| 3.11.3 | PISTON CYLINDER COUPLING PLAY | ........................................ | 82 |
| 3.11.4 | EXHAUST VALVE UNIT DISASSEMBLY AND CHECKS | .................................. | 82 |
| 3.11.5 | EXHAUST VALVE UNIT ASSEMBLY | .................................................. | 84 |
| 3.11.6 | PISTON, ELASTIC BANDS, PIN BOLT AND CYLINDER ASSEMBLY | ........................................ | 86 |
| 3.11.7 | CHECK OF THE CRANKCASE/CYLINDER GASKET THICKNESS | 88 |
| 3.11.8 | HEAD APPLICATION | .................................................. | 89 |
| 3.11.9 | EXHAUST VALVE ADJUSTMENT | .................................................. | 90 |
| 3.11.10 | APPLICATION OF COVERS | .................................................. | 93 |
| 3.12 | IGNITION SYSTEM | .................................................. | 94 |
| 3.12.1 | CHECK OF THE IGNITION SYSTEM | .................................................. | 94 |
| 3.12.2 | COUPLING OF IGNITION SYSTEM TO CRANKCASE | .................................................. | 94 |
| 3.13 | CHECK OF THE INTAKE UNIT AND ASSEMBLY | 97 |
| 3.14 | INSERTION OF CLUTCH ROD AND PINION SPACER | 99 |

4 ENGINE REASSEMBLY IN THE VEHICLE

5 TABLE OF ENGINE COMPONENTS TIGHTENING TORQUES

5 TABLE OF ENGINE COMPONENTS TIGHTENING TORQUES

5 TABLE OF FRAME/ENGINE TIGHTENING TORQUES

RECOMMENDED LUBRICANTS AND LIQUIDS

RECOMMENDED ENGINE MAINTENANCE
INTRODUCTION

This publication is intended for workshops specialised in repairing mopeds and motorcycles. Where required, use special Betamotor tools.

Use Betamotor spare parts only. For their codes refer to the spare parts catalogue for the specific vehicle or version.

The warranty and liability on vehicle safety lapses when maintenance or repairs:

• Are NOT performed by workshops specialised in repairing mopeds and motorcycles.
• Are NOT carried out carefully following the requirements contained in the technical documentation;
• Are NOT carried out using special Betamotor tools, where required;
• Are NOT carried out using Betamotor official spare parts.

Carefully read this manual in its entirety before working on the engine. Good knowledge of all components making up the engine and all the procedures to be followed for inspection and maintenance help lengthen the life of the engine.

The paragraphs have been enhanced with schematic illustrations highlighting each topic in order to make the text immediately understandable.

Informative note

Betamotor S.p.A. is committed to a policy of ongoing improvement of its products. This is why you might notice slight differences between the content of this document and the vehicle on which you are about to carry out repairs and/ or maintenance. Betamotor S.p.A. models are exported to a number of countries where there are different rules concerning the Highway Code and vehicle type-approval procedures. Betamotor S.p.A. therefore reserves the right to modify its products and technical documentation at any time without prior notice, thank you for your understanding.

We respect and defend the environment

Everything we do has an impact on the whole Planet and its Resources. To safeguard the interests of the entire Community, Betamotor S.p.A. would like to raise the awareness of customers and technical service operators of ways of using the vehicle and disposing of its parts entirely in compliance with applicable regulations in terms of environmental pollution, waste disposal and recycling.

SAFETY

Carbon monoxide

• Exhaust gases contain carbon monoxide, which is poisonous. Carbon monoxide may cause loss of consciousness and lead to death. If the engine needs to be started, make sure the place is well-ventilated. Never start the engine in a closed place.

• The engine can be started in a closed place only if fitted with the appropriate exhaust gas extraction devices.

Petrol

• Petrol is extremely flammable and can be explosive under certain conditions.

• Keep sources of heat, sparks and flames away from the work area.

• Always work in a well-ventilated area.

• Never use petrol as a solvent for cleaning. Do not handle it unless strictly necessary.

• Never use petrol to clean components by means of compressed air.

• Keep out of the reach of children.

Engine oil

• Motor oil can cause skin conditions if it remains in contact with the skin often and for prolonged periods.

• If you touch motor oil, wash the parts with soap and water as soon as possible.

• In case of contact with the eyes, rinse them with plenty of water and seek medical advice.

• If swallowed, do not induce vomiting in order to prevent the product from entering into the lungs; seek immediate medical advice. If you believe the product has entered the lungs, take the person concerned to hospital immediately.

• Waste oil contains dangerous substances that are harmful for the environment. In order to change it one must be equipped for disposal, in compliance with applicable laws.

• Do not discard waste oil into the environment.

• Keep out of the reach of children.
**Coolant liquid**
- In some situations, the ethylene glycol contained in the coolant is flammable and its flame is invisible. Should ethylene glycol catch fire, it can cause burns even though its flame is invisible.
- Do not bring the coolant into contact with hot parts. These parts could be hot enough to cause the liquid to ignite.
- The coolant (ethylene glycol) may irritate the skin and is poisonous if swallowed.
- Should the coolant come into contact with the skin, immediately remove contaminated clothing or footwear and wash with soap and water. In the event of contact with the eyes, rinse with plenty of clean water and seek medical advice immediately. Should it be swallowed, do not induce vomiting in order to prevent the product from entering the lungs. Administer clean water, immediately take the person concerned to hospital, and show this product to hospital staff.
- In the event of exposure to a high concentration of vapours, move the person concerned to an uncontaminated area and seek medical advice if necessary.
- Do not remove the radiator cap when the engine is still hot. As the coolant is pressurised, it may spurt out violently and cause burns.
- The coolant contains dangerous substances that are harmful for the environment. In order to change it one must be equipped for disposal in compliance with applicable laws.
- Do not disperse coolant into the environment.
- Keep out of the reach of children.

**Hot parts**
- The engine and the exhaust system get very hot and remain at that temperature for a long time, even after the engine has been turned off. Wait for them to cool down before handling these parts or carrying out work on areas around them. Use insulated gloves.

**WARNINGS**
The information contained in this paragraph is important to ensure the operations carried out on the engine are performed without causing damage.

- Before disassembly, thoroughly clean the motorcycle.
- While disassembling it, clean all the parts and place them in containers accurately following the order of disassembly.
- Always use special tools wherever necessary and when required.
- Always use glues, sealant and lubricants wherever required. Follow the indications concerning their technical features.
- Always replace parts such as gaskets, O-rings and safety washers with newly supplied parts.
- When loosening or tightening nuts or screws, always start with the larger ones or from the centre. Always adhere to the specified tightening torques.
- Use only Betamotor original spare parts.
<table>
<thead>
<tr>
<th></th>
<th>XTRAINER 250 2T Europa XTRAINER 250 2T</th>
<th>XTRAINER 300 2T Europa XTRAINER 300 2T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bore [mm]/Stroke [mm]</td>
<td>66.4x72</td>
<td>72x72</td>
</tr>
<tr>
<td>Displacement [cm³]</td>
<td>249</td>
<td>293.1</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>13.5:1</td>
<td>11.4:1</td>
</tr>
<tr>
<td><strong>TRANSMISSION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary transmission</td>
<td>27/72</td>
<td>27/72</td>
</tr>
<tr>
<td>1st gear ratio</td>
<td>12/31</td>
<td>12/31</td>
</tr>
<tr>
<td>2nd gear ratio</td>
<td>15/28</td>
<td>15/28</td>
</tr>
<tr>
<td>3rd gear ratio</td>
<td>19/28</td>
<td>19/28</td>
</tr>
<tr>
<td>4th gear ratio</td>
<td>20/24</td>
<td>20/24</td>
</tr>
<tr>
<td>5th gear ratio</td>
<td>27/27</td>
<td>27/27</td>
</tr>
<tr>
<td>6th gear ratio</td>
<td>28/24</td>
<td>28/24</td>
</tr>
</tbody>
</table>
SPECIAL EQUIPMENT

1. Crankcase uncoupler code 007.14.010.80.00
2. Clutch drum nut/primary tool code Special wrench 029.14.002.50.00
3. Crankcase/Cylinder gasket check plate code 026.14.010.00.00
4. Front bracket code 026.14.003.00.00 to fix engine to stand code 36.25132.000
5. Flywheel blocking tool code 026.14.005.50.00
6. Flywheel extractor code 36.25173.000
7. Engine support stand code 6.25132.000
8. Special wrench code 026.44.029.00.00
9. Special wrench code 026.44.028.00.00
10. Special wrench code 007.44.035.00.00

Symbols

- 6Nm
- Value
- Tightening torque
- Medium-resistance threadlocker
- High-resistance threadlocker
- Silicone paste
- Grease
1 ENGINE REMOVAL FROM VEHICLE

- Carefully wash the vehicle;
- Remove the engine guard plate;
- Place the vehicle onto an adequate stand.

- Remove the seat and the tank with its sides.

- To take down the tank you must:
  - completely unscrew the two screws 1 that fasten the tank to the frame and the screws 2 (two per side) that fasten the side to the vehicle;
  - disconnect the by-pass petrol pipe by pressing the quick-coupling 3 button.

- Disconnect the petrol pipe 4 from the valve.
- Remove the pinion guard 5.
· Remove the circlip 6 and extract the pinion. Rest the chain against the upper wedge 7.

· Remove the screws 8 fixing the clutch actuator to the crankcase half.

ATTENTION!
_Do not operate the clutch lever with the actuator uncoupled from the engine._

· Remove the exhaust expansion chamber and silencer.
· Drain the cooling system by means of the appropriate screw 9 and let the liquid flow into a container (the cooling circuit contains 1.3L of liquid). Remove the radiator cap.

· Disconnect the water hoses from the engine and from the right radiator.
- Disconnect the electrical connectors of the right radiator accessories.
- Remove the right radiator.

- Remove the left radiator with pipes.

- Disconnect the coil from the spark plug, remove the two screws 10 and take the complete coil support out of the intake manifold.

**Note:** when the coil support has been taken down, we recommend putting the screws back in place, without tightening them.
- Cut all straps binding the engine's electric system to the clutch pipe and to the frame.
  - Then disconnect the connectors:
    - A TPS sensor;
    - B Pick-Up;
    - C stator unit.

- Disconnect the engine ventilation pipes.

- Pull out the mixer tube 11 from the intake manifold and tube hold 12.
ENGINE REMOVAL FROM VEHICLE

· Remove the start motor cable fixing nut.

ATTENTION!
When the mixer tube has been disconnected, plug it to prevent emptying.

· Remove the head connections.
· Release and remove the brake pedal return spring 13. Remove the kickstarter lever (optional).
· Remove the gear lever.

· Loosen the carburettor straps from the air filter sleeve and from the manifold.

· Remove the subframe lower fixing screws 14 (one on each side) and loosen the upper screws 15 (one on each side).
· Rotate the entire filter box unit.
· Remove the carburettor from the manifold leaving it connected to the gas cable.

**ATTENTION!**
When the carburettor is disconnected from the manifold, empty out the tank before handling the carburettor.

· Remove the swingarm pin 17 and the upper shock-absorber pin 16.

· Remove the engine pins 18.
Extract the engine from the frame and apply it to the specific stand code 36.25132.000 using the specific front fixing bracket code 026.14.003.00.00
Secure the engine to the specific support stand code 36.25132.000 by means of the front fixture code 026.14.003.00.00, in order to work comfortably and safely. Then proceed as follows.

Remove the spark plug.

2.1 CLUTCH/GEAR OIL DRAIN

Remove screw 1 and let the oil drain.

2.2 REMOVAL OF CLUTCH CONTROL ROD AND PINION SPACER

Take out the spacer 1.
Take out the clutch control rod 2.
2.3 REMOVAL OF HEAD, CYLINDER AND PISTON

Remove the collar screws 1 together with the copper washers. Remove the head and the two O-rings.

Remove the four screws 2.

Remove the three screws 3 and cover 4.
Release the lock 5 and remove it.

Release the control rod 6.

Remove the gasket 7. It may be necessary to slightly force the rubber gasket 8; place a metal pin A between the lever and the gasket 8 and slightly force it outwards.
Extract the cylinder and base gaskets.

Remove the four collar nuts 9.

**ATTENTION!**
*Place a clean cloth between the piston and the crankcase to keep foreign objects or simple solid residues from falling inside the crankcase.*

Remove the circlip 10 by gripping lug A with a pair of fine nose pliers.

Remove the pin bolt using a universal extractor for pin bolts. Remove the piston, the pin bolt and the bearing from the connecting rod foot.
2.4 REMOVAL OF IGNITION UNIT

The ignition unit consists of the flywheel (or rotor), the pick-up and the stator which is one with the flywheel cover.

2.4.1 Removal of flywheel cover

Remove the five screws 1 securing the flywheel cover 2 to the left crankcase. Remove the flywheel cover and the gasket placed between the crankcase and the cover.

Pay attention to the two centring pins 3 on the crankcase.

2.4.2 Stator removal

Remove the two screws 1 fixing the stator 2 to the flywheel cover 3. Extract the plate 4 and the cable gland 5 from the cover and take out the stator.
2.4.3 Flywheel removal

Block the flywheel using special tool A (code 026140040 000) and remove the tightening nut securing the flywheel to the crankshaft.

Note: Once the nut has been unscrewed, pay attention to the special elastic washer placed between nut and flywheel.

To remove the flywheel, tighten the appropriate extractor B (code 3625173) onto the threaded part on the flywheel. Keep the extractor blocked with a spanner and tighten the screw on the extractor using a box spanner.

2.4.4 Pick-up unit removal

Remove pick-up unit 1 by loosening the two fixing screws 2.
2.5 REMOVAL OF ELECTRIC IGNITION

Electric ignition is carried out by means of starter motor 1 that meshes on the Bendix coupling 4. The coupling gear axially shifts and meshes onto the ring gear, which is one with the flywheel, due to the start motor rotation. The coupling gear retracts to its rest position, once the motor action ends.

EXPLODED VIEW OF ELECTRIC KICKSTARTER:
1) Start motor;
2) O-ring;
3) Screws;
4) Bendix coupling;
5) Bush with collar.
2.5.1 Start motor removal

Remove the two screws 1 and extract the motor.

2.5.2 Bendix coupling removal

Extract the Bendix coupling 1 once the complete flywheel cover and flywheel have been removed (see par. 2.4.1).
2.6 REMOVAL OF COOLANT LIQUID PUMP, CLUTCH UNIT, PRIMARY GEAR, CENTRIFUGAL UNIT, GEARSHIFT PARTS, KICKSTARTER

Remove the cover 1 by loosening the screws 2 to access the coolant liquid pump.

Note: remove the coolant liquid pump impeller if work needs to be done on the centrifugal unit.

Coolant liquid pump cover screws.
In order to only access the clutch unit, the outer clutch cover 3 must be removed by loosening the screws 4.
When doing a complete overhaul of the engine or of gearshift parts, kickstarter, primary transmission or centrifugal unit, the inner clutch cover 5 must be removed by loosening the screws 6.

*Inner clutch cover screws.*

Pay attention to the two reference pins A placed between the right crankcase half and the inner clutch cover while disassembling.

*Two centring pins A for inner clutch cover coupling.*
2.6.1 Removal of coolant liquid pump

Loosen fixing screw 1 once the coolant liquid pump cover has been removed.

Extract the impeller 2 and the thrust washer 3.

Extract the complete pump body 4 and remove gasket 5.
2.6.2 Removal of centrifugal unit and linkage

Access the centrifugal unit and linkage by removing the inner clutch cover. Disassemble the adjustment cover 1 by removing the two screws 2, once the pump impeller has been removed (par. 2.6.1).

Remove the assembly consisting of adjusting springs 3, auxiliary springs 4 and spring guide 5.

After removing the screw fixing the rocker arm 6 to the centrifugal control lever 7, extract the rocker arm with control rod and gasket 8.
Removal of centrifugal control lever.

Extract the centrifugal control lever 7 together with the two thrust washers 9.

Extraction of centrifugal unit.

Extract the complete centrifugal unit 10.
1) Adjustment cover;
2) Adjustment spring;
3) Auxiliary spring (if any);
4) Spring guide;
5) Rocker arm;
6) Centrifugal control lever;
7) Thrust washers;
8) Screw;
9) Centrifugal unit.
2.6.3 Removal of primary gear and clutch unit

Keep the clutch unit blocked by using the special tool A (code 029.14.002.50.00), remove the screws 1 which fasten clutch cap 2 to the clutch drum. Remove the clutch cap together with the washers and relevant springs.

Extract the complete pressure plate unit 3 and the clutch disc pack 4.

In order to complete disassembly of the clutch unit, open the safety washer 5 by using a chisel and remove the nut 6.

**ATTENTION!**
*Do not remove the sliding pins (7).*

To unscrew nut 6, the clutch drum must be blocked with the appropriate tool A (code 029.14.002.50.00). Then remove the nut and relevant safety washer.

**ATTENTION!**
*Do not use the pneumatic gun.*
Using the special primary tool A (code 029.14.002.50.00), disassemble the nut that tightens the primary gear 8 onto the crankshaft.

**ATTENTION!**
The nut must be turned Clockwise.

Extract the clutch drum 8, the washer 9, the case 10, the roller cage 11 and the centre bearing 12. It is possible to remove the sliding pins 7.

Extract the primary gear 13. Removal can be made easier by using a universal extractor.

Removal of primary gear.
2.6.4 Pedal kickstarter - Optional

The pedal kickstarter consists of the pedal which, attached to the kickstarter shaft 1, moves the kickstarter gear 2. This gear moves the idler wheel 3, which engages in its turn with the clutch case. The device recoils thanks to the spring 4.

Remove the external circlip 5 and extract the external thrust washer 6, the idler gear 3, the internal thrust washer 7 and the second circlip 8. The circlips and thrust washers are interchangeable.
Using a pair of pliers, pull the end A of the spring 4 out of the housing hole on the crankcase and move it to a resting position by turning it anti-clockwise.

Turn the shaft anti-clockwise and extract it together with the sleeve 9, the spring 10 and the thrust washer 11.
2.6.5 External gearshift unit

The external gearshift consists of the drive shaft 1 on which the movable and fixed pawls are applied. The fixed pawl is the guide of the movable pawl, which has the task of engaging the stop cam 2. In its turn, this is fastened to the internal gearshift and is kept in the fixed position by the cam stop lever.

In order to disassemble the drive shaft, just keep the movable pawl return spring 3 compressed and extract the shaft together with the specific washer 4.

In order to disassemble the stop cam 2, keep the cam stop lever moved 5, loosen the screw 6 and pull out the stop cam 2.

In order to disassemble the stop lever, loosen the screw 7 enough to allow the lever to move axially and go over the cylinder segment A of the desmodromic device. Move the return spring 8 to the resting position and remove the screw, the washer 9, the spring together with the spacer, the internal washer (not shown in the image) and finally the cam stop lever.
2.7 INTAKE SYSTEM

The intake system mainly consists of the intake manifold 1 reed valve 2 and spacer 3.

1) Intake manifold;
2) Complete reed valve;
3) Gasket.

Disassemble by removing the screws 4 fastening the intake manifold and the reed valve to the crankcases.

Fixing screws.
2.8 CRANKSHAFT, GEARBOX UNIT AND INTERNAL GEARSHIFT

To access the crankshaft, gearbox unit and internal gearshift, the left and right crankcases must be detached. Below are the required instructions.

2.8.1 Opening the crankcase

Remove the thirteen screws 1 fastening the crankcases.

**ATTENTION!**
*Loosen the two screws 2 fixing to the equipment.*

Apply special tool B to the right crankcase half following the punching on the tool. Fix the tool with four M6x20 screws (maximum torque 10Nm). Tighten screw C on the special tool. Slightly hit the gear secondary with a rubber mallet during said operation. Once the crankcases have been detached, remove the two screws fixing to the equipment A and remove the left crankcase.

Remove the two rear 2 and front 3 reference pins. Remove the coupling gasket to the two crankcases.
2.8.2 Crankshaft

The crankshaft 1 can be pulled out manually. Gently hit the right end of the crankshaft in case of resistance.
2.8.3 Internal gearshift unit and complete gearbox

The internal gearshift unit consists of the desmodromic device 1 on which the fork 2 and two forks 3 are engaged. The forks, supported by the pins 4, drive the sliding wheels of the gearbox, allowing the desired ratio to be engaged. The desmodromic device is controlled by the stop cam located in the external gearshift unit. Manually extract the two pins 4 so that the forks can be released and removed.

Turn the fork 2 which drives the sliding gear on the primary unit clockwise, to free it from the desmodromic control.

Carry out the same operation, though in the opposite direction, on the forks 3 driving the sliding gears on the secondary shaft.

Extract the desmodromic device.

Extract the forks together with the guide bushes 5.
Extract the whole gearbox unit consisting of primary 6 and secondary 7.

2.9 DISASSEMBLY OF PARTS FROM CRANKCASES

Once the crankcases have been detached, it may be required to remove the various components attached to them.

The bearings must be replaced if there is any play or jamming during rotation. For removal, heat the crankcase halves for 20 minutes at about 150°C. Place the crankcase halves on a large surface where their whole seal surface can rest. Remove the bearings by following the indications below.

2.9.1 Right crankcase half

On the outer side, remove the kickstarter lever 1 (optional - kickstarter), the motor shaft spacer 2 and the crankshaft oil seal 3.
Kickstarter lever 1) optional with kick-starter, crankshaft spacer 2 (and relative O-ring), oil seal 3).

Remove the desmodromic control bearing seal screw 4 on the inside.

Bearing safety screw.
The bearings 5, 6, 7, 8 and 9 are removed from the outside inwards. To disassemble bearing 9 remove the fixing screw 10.

The centrifugal shaft bearing can be removed by using a universal extractor that must rest onto a metal plate specifically made for this purpose.
2.9.2 Left crankcase half

Remove the crankshaft oil seal 1, the secondary shaft oil seal 2 and the gearshift shaft oil seal 3 on the external side.

Removal of outer side left crankcase half oil seal.

The bearings 4, 5, 6 and 7 are removed from the outside inwards.

Removal of left crankcase half bearings.
ENGINE CHECKS AND ASSEMBLY

Before reassembling the engine, a series of crucial checks must be carried out to ensure the engine is in good working order.

In order to insert the bearings into the crankcase halves, heat the crankcase halves to 150°C and keep them at constant temperature for 20 minutes.

Place said crankcase halves on a large surface where their whole seal surface can rest. When the bearings cool down, they drop into their seats on their own.

3.1 CRANKCASE HALF

The crankcase halves have some parts that require care, and their integrity and condition must be checked. The checks and assembly operations of the individual parts coupled to the crankcases are described below. The threading and oil passages A should be cleaned thoroughly by using a degreaser and compressed air.
3.1.1 Application of right crankcase half parts

Apply the bearings 1, 2, 3 and 4 until flush. Block bearing 4 with the specific screw after applying the threadlockers. Tighten to 6Nm.

Apply the bearing 5 from the crankcase half external side, until it is flush, and bearing 6 as shown in the drawing. Apply new oil seals, to be pressed all the way until fully seated.
Apply the kickstarter lever 7 and fasten screws 8 at 10Nm, after applying medium strength threadlocker.

Apply the gear stopping device as follows. Keeping the tightener on lever 18 facing towards the crankcase half, apply the spacer 17 onto it, inserting the smaller diameter segment in the lever. Apply the spring 16 so that the hook fits into the groove on the lever 18 and then apply the washers 19 and the M6x20 screw 20, after spreading medium strength threadlocker on the thread.

Apply the entire device on the crankcase half so that the straight segment of the spring rests on the bearing seat. Tighten the screw to 10 Nm.
3.1.2 Application of left crankcase half parts

Apply the bearings 1, 2 and 3 from the crankcase half internal side, until flush.

Apply the bearing 4 from the crankcase half external side, as shown in the drawing.
Apply the crankshaft oil seal, gear secondary shaft and gearshift shaft.
Apply the bush with collar 5.
Apply new oil seals, to be pressed all the way until fully seated.
Apply new oil seals, to be pressed all the way until fully seated.
3.2 CONNECTING ROD AND ENGINE SHAFT CHECK

After checking the state of wear of the mating surfaces, check the offset of the half shaft axes (by measuring radial oscillation) by placing the crankshaft between two tailstocks or similar instrument. Check the maximum measurement variation during a complete turn, using comparators positioned on the mating surfaces with the crankshaft bearings.

Allowed limit value: 0.02mm

Check the axial play between the connecting rod head and the half shafts.

Recommended play:
0.39–0.72mm

The distance between the two shoulders must be:
62±0.05
When all the aforementioned checks have been carried out and the worn parts replaced, grease the crankshaft oil seal on the right crankcase half and couple the crankshaft to the right crankcase half, with the conical part A on the crankshaft facing you. In order to carry out this operation, you must just push the shaft axially towards the crankcase. Apply the two centring bushes 1 and 2.

If replacing the inserts, apply the screws with high-resistance threadlocker and tighten to the specified torque.

3.3 ASSEMBLY OF COMPLETE CRANKSHAFT

When all the aforementioned checks have been carried out and the worn parts replaced, grease the crankshaft oil seal on the right crankcase half and couple the crankshaft to the right crankcase half, with the conical part A on the crankshaft facing you. In order to carry out this operation, you must just push the shaft axially towards the crankcase. Apply the two centring bushes 1 and 2.
3.4 GEARBOX UNIT: CHECKS AND REASSEMBLY

The gearbox unit consists of the gearshift and of the gearbox proper. The gearshift in its turn is divided into external and internal gearshift. The checks and procedures for inspecting and reassembling these units to the engine are set out below.

3.4.1 Check of gearbox unit

Use protective jaws to clamp the mainshaft and secondary shaft. Use a thickness gauge to check the axial play between the gearshift forks and the gearwheels. The measured play must not exceed the service limit indicated below:

service limit: 0.5mm

If the measured axial play is greater, before replacing either the gearwheels or the forks, check the state of wear of the latter (par. 3.4.4)

Remove the various elements and check that:

- the support surfaces of the main shaft and secondary shaft show no abnormal wear or signs of seizure;
- the sides of the teeth are free from chipping or abnormal wear;
- the sliding areas of the gearwheels show no abnormal wear or traces of seizure;
- the front claw clutches of the gearwheels are not chipped or rounded;
- the roller bearings are intact and efficient;
- none of the thrust washers show traces of abnormal wear or meshing.

Should any of these defects be found, replace the concerned parts.
3.4.2 Assembly of primary unit

Before proceeding with reassembly, clean all the parts thoroughly and oil with gear oil. Always replace the circlips. Clamp the main shaft 1 (using protective jaws), so that the grooved end faces downwards.

Insert onto the lower cylinder part of the shaft: the roller cage 2, the 5th gear 3 turning the front claw clutches upwards, the thrust washer 4 (26x32x1.5) and the circlip 5. Insert the 3rd – 4th sliding gear 6 so that the smaller gear faces downwards, and then insert circlip 5. Insert the thrust washer 7 (23x32x1.5), the roller cage 2, the 6th gear 8 with the front claw clutch facing downwards, the 2nd gear 9 with the cavity facing upwards and finally the thrust washer 10 (17x30x1).
3.4.3 Assembly of secondary unit

Before proceeding with reassembly, clean all the parts thoroughly and oil them with gear oil. Always replace the circlips. Clamp the secondary shaft 20 (using protective jaws), so that the grooved end faces downwards.

Insert onto the lower cylinder part: the roller cage 15, the 2nd gear 19 so that the front claw clutches face downwards, the thrust washer 4 (26x32x1.5) and the circlip 5.

Insert the 6th gear 18 so that the fork seat faces upwards and circlip 5.

Insert the thrust washer 7 (23x32x1.5), the two roller cages 15, the 4th gear 17 with the front claw clutches facing upwards, the 3rd gear (16) with the front claw clutches facing downwards, the thrust washer 7 (23x32x1.5) and the circlip 5.

Insert the 5th gear (14) with the fork seat facing downwards, the thrust washer 13 (20x30x1), the roller cage 12, the 1st gear (11) with the front claw clutches facing upwards and finally the thrust washer 10 (17x30x1).
3.4.4 Check of the forks, fork pins and desmodromic device

The internal gearshift consists of:

- two forks 13 which drive two gears on the secondary unit;
- one fork 14 which drives one gear on the primary unit;
- three guide pin bushes 15;
- two fork pins 16;
- desmodromic gearshift 18 whose rotation drives the forks thus selecting the desired gear.

Check to make sure that the guide pins that support the bushes 15 have no traces of meshing or abnormal wear and that the bushes are not worn.
Make sure the distance A between the outer faces of the fork is not less than the minimum indicated below:

**Minimum acceptable distance: 4.25mm**

Check to make sure that the inside diameter D of the fork pin seats is below the limit:

**Fork inside diameter limit: 13.83mm**

Make sure that the fork pins on which they slide have an outside diameter above the limit (to be measured in the sliding areas of the forks and in the housing areas with the crankcases):

**Fork pin outside diameter limit: 13.75mm**

Make sure that the desmodromic control device has no corroded or worn areas especially in the grooves in which the guide pins of the forks are engaged.
Check the bearing on the desmodromic device. Replace it in the event of signs of meshing or jamming during motion.
3.4.5 Assembly of gearbox and inner control

Insert the entire primary 1 and secondary unit 2 into the respective seats on the left crankcase half simultaneously. Remember to oil the gears with plenty of gear oil and to grease the shafts supporting them in the mating areas with the bearing with graphite grease. Make sure that all the parts slide properly.

Insert the centre bearing 3 and the O-ring 4 on the secondary unit.
Introduce the forks together with the guide bushes on the gear tracks. Specifically: the smaller fork 5 drives the sliding gear on the primary unit, while the other two (6) drive the sliding gears on the secondary unit.

**Note:** the two forks 6 are interchangeable and their positioning is univocal, since the guide pin must face the desmodromic device. Place the forks in their original positions if none of the above components are replaced.

Insert the desmodromic device in the specific bearing. In order to do this, the cam stop lever 7 must be rotated towards the top part of the engine.

Position the fork 5 of the primary unit in the central guide of the desmodromic device 8, insert the fork pin inside the fork and insert the pin in its specific seat in the crankcase half.
Position the two forks 6 of the secondary unit in the external guides of the desmodromic device 8 and, just like the primary unit fork, insert the fork pin first in the forks and then in its designated seat. Remember to oil the shafts, forks and the desmodromic device with plenty of gear oil.

Apply some grease on the crankcase edge in the mating area with the gasket and place a new gasket.
3.5 CLOSING THE ENGINE CRANKCASE

Apply a thin layer of grease on all oil seals. Heat up the engine shaft bearing on the left crankcase half, being careful not to burn the oil seal. Press the left crankcase half towards the right, making sure that the shafts and pins on the crankcases fit into the respective housings and that the crankcase half is not offset.

By heating the bearing it will be possible to manually move close to the right crankcase half. Put the clamping screws in place based on length, as pictured. The table below contains indications for applying the screws. Tighten according to a cross sequence.

<table>
<thead>
<tr>
<th>Screw number</th>
<th>Screw size</th>
<th>Threadlocker application</th>
<th>Tightening torque [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 M6</td>
<td>40 NO</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>9 M6</td>
<td>50 NO</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

Cut the extra piece of gasket between the two crankcase halves in the area of the cylinder and reed valve seat.

Apply the circlip 1 to the secondary shaft of the gearbox.
3.6 EXTERNAL GEARSHIFT

Before reassembling the external gearshift, check its condition. While for the stop cam it is enough to make sure it is free from abnormal wear or meshing, the gearshift drive shaft needs more thorough inspection.

3.6.1 Check of the complete drive shaft

With the complete device, make sure that the distance between the movable pawl and the drive shaft is between 0.35÷0.80mm. Should the distance be greater, replace the movable pawl.

In order to replace the movable pawl 1, disassemble the return spring of the gearshift 2, the spring guide 3, the spring 4 – which must be compressed and pulled out of its seat – and the pawl, moving it completely towards the shaft 5.
Exploded view of gearshift.
5) 14x30x1 thrust washer;
6) Gearshift return spring;
7) Spring guide;
8) Pawl return spring;
9) Movable pawl;
10) Gearshift shaft.

For reassembly, couple the movable pawl 9 to the drive shaft 10 and, while compressing it, insert the spring 8 between the movable pawl and the drive shaft. Then apply the spring guide 7, the gearshift return spring 6 and finally the thrust washer 5 (14x30x1).

The gearshift return spring must be positioned as pictured to be able to carry out its function.
3.6.2 Assembly of external gearshift

Rotate the gear stop lever 1 clockwise so that the spring is compressed. To keep the lever in this position, an aluminium rod A can be inserted into the small hole, as shown in the figure.

Apply the gear stop cam 2 to the protruding end of the desmodromic control. The stop cam has only one correct position, which is determined by the specific shape of the end of the desmodromic device and of the bottom part of the stop cam. Next, fit the M6x30 tightening screw 3 between the stop cam and the desmodromic control, after applying medium-resistance threadlocker: tighten at the indicated torque.

Remove the rod A.

Insert the drive shaft together with the specific washer in its seat whilst keeping the return spring 4 of the movable pawl pressed.

Should you wish to test correct operation of the entire gear unit, just temporarily couple the external gearshift lever and simulate the operation of changing gears, by lifting and lowering the gearshift lever and having the main shaft of the gear unit rotate. The whole device works properly if no abnormal jamming occurs. Please note that if the unit operates without oil, the device is noisier than usual.
3.7 KICKSTARTER DEVICE - OPTIONAL

Before coupling the kickstarter to the crankcase half, some important checks must be carried out.

3.7.1 Check of starter shaft unit and assembly

In order to disassemble all the parts of the kickstart shaft, pull off the washer 11 at the end of the shaft (on the spring side 16), the spring 16, the kickstart sleeve 14, and the lever return spring 8, which must be pulled in the radial direction so that it is extracted from its hole in order to be released from the shaft.

EXPLODED VIEW OF COMPLETE KICKSTART SHAFT:
2) Kickstart gear;
3) Kickstart shaft;
8) Kickstart return spring;
9) Kickstart spacer;
10) 20E circlip;
11) Washer thickness 20x28x1 DIN 988;
12) K20x24x10 roller bearing;
14) Kickstart sleeve;
16) Spring.
Remove the kickstart spacer 9, expand the circlip 10, allowing for removal of washer 11, of kickstart gear 2 together with roller bearing 12 and washer 11. This frees the kickstart shaft 3 from all other parts.

Make sure that the side of the kickstart gear teeth 2 has no signs of meshing or notable superficial wear. Make sure that the front teeth (sleeve side 14) are not chipped. Replace any part that shows the aforementioned defects.

Make sure that the front teeth of the sleeve 14 are not chipped and that the spring 16 is capable of exerting enough pressure on the sleeve 14 so that this can pull the wheel 2.

Also check to make sure that no washers have any abnormal or excessive wear. If so, replace them. Make sure that the spring 8 has no cracks or abnormal deformation. Replace if it is not able to bring the external kickstart lever back to the rest position.

For reassembly, follow the above disassembly procedure in reverse order.

Pay attention to the correct positioning of the sleeve 14 in respect to the shaft 3. The front of the shaft, as well as the sleeve 14 has a reference mark: the two reference marks must match.

### 3.7.2 Assembly of kickstarter device

Insert the complete kickstart shaft in its housing, keeping the ribbed facing outwards and making sure that the lever A on the kickstart sleeve is positioned below the lever B bolted onto the right crankcase half (external side).
Insert the spring clockwise until it fits into the specific hole C.

Insert in the slot on the protruding segment of the secondary shaft: the circlip 18, the washer 17, the idler wheel 4 followed by the washer 17 and the circlip 18 in the sequence pictured.
3.8 PRIMARY GEAR AND CLUTCH UNIT

Before reassembling the clutch unit, it is required to carry out some checks on the various components described below.

3.8.1 Check of primary gear

Ensure the primary gear teeth show no nicks or abnormal wear. Otherwise replace it.

3.8.2 Primary gear application

Apply the O-ring 18, the spacer 12 and gear 14 on the right half shaft so the appropriate groove fits with the Woodruff key 17. Apply lock nut 15 after applying medium strength threadlocker. The tightening torque must be 160Nm.

This is possible once the clutch case is inserted using the primary special tool A (code 029.14.002.50.00). See Par. 3.8.3 to apply the clutch case.

ATTENTION!
The nut is tightened anti-clockwise.
3.8.3 Check of the clutch case, roller bearing and internal centre bearing

Before reassembling the clutch case, make sure that the sides of the teeth A, designated for main transmission and B designated for meshing with the kickstart idler gear and oil pumps, have no superficial nicks or abnormal wear.

Check the condition of the internal centre bearing 1 which must show no traces of meshing or abnormal wear. Check the condition of the roller bearing 2. If worn, it must be replaced.
3.8.4 Check of clutch discs

The clutch discs are divided into driving and driven: eight driving discs and seven driven discs. The driving discs have cork inserts on both sides which wear out due to the driven discs sliding on them. One needs to check that the thickness of the clutch pack (driven and driving discs) is not lower than a minimum set value equal to:

**minimum thickness of complete disc pack:** 31.6mm

The other measurement that needs to be checked is the thickness of the teeth of each driving disc, which must not be less than the minimum set at:

**minimum driving disc tooth thickness:** 13.3mm

Also check the distortion of the driven discs. This operation is carried out by placing the driven discs on a perfectly flat surface and using a thickness gauge to check that any gap between the disc and the surface is not greater than:

**allowable distortion of driven discs:** 0.10mm

3.8.5 Check of springs

To assure the correct pressure between the clutch discs, the condition of the springs must be checked. The minimum acceptable length must be:

**minimum clutch spring length:** 45mm
3.8.6 Check of the clutch drum and cap

The clutch drum engages with the driven clutch discs by means of the sliding pins A: make sure that the area shown in the figure has no meshing or abnormal wear. If so, replace the sliding pins.

Check that the disc friction area is free from scratches, meshing or abnormal wear. If so, replace the clutch drum.
Also check that the radial holes on the clutch drum are not obstructed and are free from sediments.

3.8.7 Check of thrust bearing device

Check the condition of the thrust bearing and the surfaces upon which it rests.
In order to check the thrust bearing, just ensure it slides – when the device is assembled, simulate rotation of the front centre bearing A with respect to the rear one B.
Carefully check for any traces of meshing or wear on the sliding surfaces. In the event of signs of deterioration, replace the entire unit.
3.8.8 Assembly of clutch unit

Lubricate the end of the primary gearbox shaft, the internal centre bearing 4 and the roller bearing 5. Fit the roller bearing 5 and the centre bearing 4 on the clutch case 1. Mount the unit on the primary shaft; in order to make insertion of the clutch case easier, slightly turn the kickstart idler gear (optional), the idler gear for oil pump control and the case, thus making meshing easier. Fit the washer 6, which the clutch drum 2 rests against. Fit the sliding pins 35 on the drum. Apply the safety washer 7 and, after applying medium strength threadlocker, fit the lock nut 8.

EXPLODED VIEW OF CLUTCH UNIT:
1) Complete case;
2) Clutch drum;
3) Clutch pressure cap;
4) Internal centre bearing;
5) 26x30x22 roller bearing;
6) Washer;
7) Safety washer;
8) M18x1.5 nut;
9) Thrust bearing assembly;
10) Clutch body rod coupling;
11) Thrust bearing;
12) RB14 circlip;
13) Clutch spring;
14) Clutch spring retainer;
15) Hex socket head tapered screw;
16) Driven discs;
17) Driving discs – GREEN edge;
18) Driving disc – BLUE edge;
35) Guide pin;
36) Thrust washer.
To tighten the nut 8 the clutch drum must be held blocked with tool A (code 029.14.002.50.00). Tighten to the specified torque.

Having tightened the nut, fold the two locking fins on the safety plate.

Lubricate the clutch discs with gear oil and apply a driving disc with BLUE edge and a driven disc. Then alternate the driving discs with GREEN edge and the driven discs. The other BLUE driving disc will close the disc pack.

Please note that the driven discs must be inserted so that the connecting radius on the teeth faces inwards towards the engine.
Insert the thrust bearing assembly 9 (after lubricating it with gear oil) in the hole on the gearbox main shaft and check free axial sliding.

Close the clutch unit with the clutch cap 3, the springs 13, the four spring retainers 14 and the screws 15.

Close the clutch unit with the clutch cap 3, the springs 13, the four spring retainers 14 and the screws 15.
3.9 COOLANT LIQUID PUMP AND CENTRIFUGAL UNIT

The water pump must assure the correct flow rate of coolant, depending on the set rotation speed, in order to remove the required amount of heat from the power unit. The centrifugal unit activates the whole exhaust valve control linkage based on the engine rotation speed, while springs 6 and 7 provide the appropriate resistance to the centrifugal action generated by 20, in order to assure optimal supply of torque and power.

The impeller 11 is keyed onto shaft 20 and coupling is assured by tightening nut 3 on shaft 20.

The centrifugal unit shaft 20 is supported by bearing 34 found on the internal clutch cover and by bearing 33 on the external side right crankcase half. Tightness is assured by oil seal 35.

EXPLODED VIEW OF CENTRIFUGAL UNIT AND WATER PUMP UNIT
1) Rocker arm;
2) Sx15x2;
3) M5x12 screw;
4) Complete valve control rod;
5) Spring guide;
6) Auxiliary spring;
7) Adjustment spring;
8) 10x16x1 washer;
9) Roller bush;
10) Centrifugal control lever;
11) Water pump impeller;
12) Water pump washer;
13) Complete centrifugal unit;
14) Axial roller cage;
15) Centre bearing;
16) Spacer;
17) Circlip;
18) Complete centrifugal shaft;
19) Ball joint retainer ring;
20) 6x19x6 bearing;
21) 15x32x9 bearing;
22) Oil seal
3.9.1 Check of pump unit and disassembly, centrifugal unit and idler unit

Refer to par. 2.6.1 to disassemble the entire pump unit.
Check oil seal condition. Replace if worn.

Check centrifugal unit shaft condition. Replace the entire centrifugal unit if dented in the area in contact with the oil seal.
Check the device's axial stroke A and ensure it is between 6.4-6.6mm.

Otherwise replace the unit.
Remove circlip 19 and check condition of the axial roller cage 16. Replace it in case of anomalies.

Ensure the roller bushes 9 do not jam during operation and check the centrifugal control lever 10 moves correctly.

Also check area A of lever 10 is not worn.
3.9.2 Centrifugal unit assembly

Insert the centrifugal unit 20 in the inner clutch cover.

Insert the centrifugal control lever 10 together with the washers 8.
Apply the valve control rod gasket and the rocker arm 1 - valve control rod 4 assembly.

Apply locking screw 3 after applying medium strength threadlocker. Tighten to 6Nm.
Apply the auxiliary 4 and adjustment 3 springs to the spring guide 5.

Apply the complete adjustment cover to the inner clutch cover. Apply the locking screws after applying medium strength threadlocker and tighten to the indicated torque.

The vehicles are fitted with the following auxiliary and adjustment springs.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>MY</th>
<th>Adjustment spring</th>
<th>Auxiliary spring</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Colour</td>
<td>Colour</td>
</tr>
<tr>
<td>250</td>
<td>2018</td>
<td>Yellow</td>
<td>Blue</td>
</tr>
<tr>
<td></td>
<td>2019</td>
<td>Yellow</td>
<td>Blue</td>
</tr>
<tr>
<td>300</td>
<td>2018</td>
<td>Yellow</td>
<td>White</td>
</tr>
<tr>
<td></td>
<td>2019</td>
<td>Yellow</td>
<td>White</td>
</tr>
</tbody>
</table>

**ATTENTION!**

Auxiliary spring 4 on displacement 250 has a variable pitch and must be fitted as shown in the figure.
3.9.3 Pump unit assembly

Grease the oil seal housing on the pump body 1. Position the oil seal 2 so that the thicker edge faces the outside of the pump body. Insert the oil seal, having it enter the seat very slowly to prevent it from deteriorating. The oil seal edge must be at the same height as the pump body (outer side).

3.9.4 Assembly of complete clutch cover and pump unit

Apply a new gasket 1 placed between the right crankcase half and the inner clutch cover using the two reference pins 2 to keep it in place.

Couple the inner clutch cover to the right crankcase half and rotate the centrifugal shaft until the shaft meshes in the main gear.
Apply the seven screws as pictured, tightening them at 10Nm with a criss-cross pattern.

### Screw Positioning

Positions of screws.

<table>
<thead>
<tr>
<th>Screw number</th>
<th>Screw size</th>
<th>Threading diameter</th>
<th>Threading length</th>
<th>Threadlocker application</th>
<th>Tightening torque [Nm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>M6</td>
<td>20</td>
<td></td>
<td>NO</td>
<td>10</td>
</tr>
<tr>
<td>7</td>
<td>M6</td>
<td>25</td>
<td></td>
<td>NO</td>
<td>10</td>
</tr>
<tr>
<td>8</td>
<td>M6</td>
<td>50</td>
<td></td>
<td>NO</td>
<td>10</td>
</tr>
</tbody>
</table>
Grease the O-rings on the water hose and insert the hose 4 in the right crankcase half.

Apply the gasket between the pump body and clutch cover. Grease the inner diameter of the oil seal on the pump body 5 and apply the body to the clutch cover. Apply washer 6 and water pump impeller 7.

Apply screw 8 after applying medium strength threadlocker and tighten at 6Nm.

Couple the water pump cover to the pump body by applying the two M6x60 screws 9 and the two M6x30 screws 10. Tighten all screws at a torque of 10Nm following a criss-cross pattern.
3.10 ELECTRIC IGNITION UNIT

Carry out the following checks before assembly.

3.10.1 Bendix coupling checks

Check wear of the gearwheels found on the unit. Replace the whole coupling in case of abnormal wear and signs of chipping of the wheels. Keep wheel 1 fixed and rotate the mobile coupling 2 anti-clockwise; this must slide without seizing. When releasing the mobile coupling, it must go back to rest position without seizing. Replace the whole unit if abnormalities are observed during these two checks.

3.10.2 Ignition unit coupling to engine

Apply a thin layer of grease on the O-ring located on the starter motor. Insert the starter motor in its seat and lock it with the two screws 1, after applying medium strength threadlocker. Tighten to 10Nm.
Pour about 7cc of gear oil (for specifications refer to the recommended lubricants and liquids table) in area A.

Insert Bendix coupling 2 in bush with collar 3 found on the outer side left crankcase half.
3.11 POWER UNIT

Before assembling the power unit, thorough checks must be carried out on the cylinder, piston, pin bolt and elastic bands, described below.

3.11.1 Check of the piston and elastic bands

Remove carbon sediment from the top of the piston and wash the entire piston with specific degreasing agent. Do not use sharp tips or tools for cleaning. Then carry out a careful analysis of the piston which must be free from forcing, scratches, cracks or any type of damage. Analyse the external diameter of the piston. The diameter must be measured at a distance X from the inner edge of the skirt, perpendicularly to the axis of the pin bolt.

Refer to the following table for the piston’s selection classes.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Measurement X [mm]</th>
<th>Bore [mm]</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>A</td>
</tr>
<tr>
<td>300</td>
<td>18</td>
<td>71.945–71.954</td>
</tr>
</tbody>
</table>

In order to check the condition of the elastic bands, the band must be inserted in the cylinder so that its axis is aligned with the axis of the cylinder. Then measure the distance between the two opposite ends. The elastic bands must be positioned at about 31 mm from the cylinder’s upper edge. The respective service limits are set out in the table below.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Service limit of elastic band [mm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>300</td>
<td>0.4</td>
</tr>
</tbody>
</table>
3.11.2 Cylinder check

Ensure the cylinder has no signs of seizure. Otherwise replace it. Measure the bore at a distance A from the top face of the cylinder (surface between cylinder and head). Take the correct measurement by following direction X.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Measurement A [mm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
<td>31.8</td>
</tr>
<tr>
<td>300</td>
<td>31.5</td>
</tr>
</tbody>
</table>

Bore measurement is required to know the coupling play between cylinder and piston.
The cylinder’s specific class is punched inside the expansion chamber.

3.11.3 Piston cylinder coupling play

The following table sets out the coupling play between cylinder and piston. In order to calculate the coupling play between cylinder and piston, a subtraction must be carried out between the diameter of the cylinder and that of the piston.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Maximum piston cylinder play</th>
</tr>
</thead>
<tbody>
<tr>
<td>250 - 300</td>
<td>0.1</td>
</tr>
</tbody>
</table>

3.11.4 Exhaust valve unit disassembly and checks

Remove screws 1 to allow the exhaust flange 2 and its gasket 3 to be disassembled.

Remove screw 4 fastening the valve control unit to the booster; then remove screw 5 fixing the bearings.
Remove screw 6 that keeps the left side bearings and the booster in their housing.

Apply one M5 screw on control unit side and pull outwards.

Repeat the operation on the opposite side using one M6 screw.

After extracting the boosters and relevant pin, extract the valve pin 7 by pushing it with a metal cylinder A and then extract valve 8.
Check the bearings 9 supporting the booster are efficient, without seizing during operation or excessive play, once the assembly has been cleaned and descaled. Otherwise replace. Check pins 10, 11 and their seats are not abnormally worn. Otherwise replace the worn parts.

Descal all passages involving the exhaust. Strictly avoid the use of abrasives.

3.11.5 Unit assembly exhaust valve

Insert valve 1 in its seat with the back facing upwards.

Insert pin 2 while holding valve 1 in position.
Apply the left side booster unit complete with pin and bearings in its seat: pin 3 must be inserted in the specific slot in the valve.

Apply the right side booster unit in its seat.

Apply screws 4 and 5 complete with washer after applying medium-resistance threadlocker and tighten at the specified torque.
3.11.6 Piston, elastic bands, pin bolt and cylinder assembly

Insert a circlip for retaining the pin bolt in one of the seats on the piston's side, placing the circlip's open part either upwards or downwards. Apply the roller cage in the connecting rod's foot, and lubricate it. Oil pin bolt and seat in piston. Insert the pin bolt in the piston from the side opposite where the circlip was inserted, leaving enough space to allow the connecting rod to mate with the piston. Place the piston so that the arrow stamped on the crown is facing the front of the engine (exhaust opening). Couple the piston to the connecting rod by fully pushing the pin bolt until flush with the previously inserted circlip. It may be helpful to use an aluminium cylinder (or similar tool) during this stage.

ATTENTION!
Place a clean cloth between the piston and the crankcase to keep foreign objects from falling inside the crankcase.
3

ENGINE CHECKS AND ASSEMBLY

Positioning of elastic bands on the piston.

Apply the gasket between crankcase and cylinder.

Accurately oil the entire cylinder using engine oil and insert the piston in the cylinder. The piston must be inserted in the cylinder while holding the elastic bands with one’s fingers tightly. The cylinder must be positioned so that the exhaust gap is facing the front of the engine. Push the cylinder towards the crankcase.

Insert the second circlip in the specific seat of the piston, placing the open part either upwards or downwards. Remove the previously inserted cloth. Oil the skirt of the piston with plenty of engine oil and insert the elastic bands, the edges of which must face the area with the stop pin.

Apply the four collar nuts and tighten them at 30Nm, following a criss-cross pattern.
3.11.7 Check of crankcase/cylinder gasket thickness

The thickness of the gasket between cylinder and crankcase must be checked every time the following are replaced:
- Cylinder;
- Piston;
- Crankshaft;
- Connecting rod;
- Crankcase.

The check is necessary as said thickness affects engine performance. The check must be carried out using the specific calibrated plates set out in the table.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Model Year</th>
<th>Code</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
<td>2018 - 2019</td>
<td>026.14.010.00.00</td>
<td>B</td>
</tr>
<tr>
<td>300</td>
<td>A</td>
<td></td>
<td>A</td>
</tr>
</tbody>
</table>

The use of the plates is described below.
- Place the specific plate making sure it comes into contact with the cylinder’s upper surface.
- Move the piston to top dead centre and, using a thickness gauge, check the play between piston and plate is between 0÷0.05mm.

If the play between piston and plate is higher than required, reduce the cylinder/crankcase gasket thickness and carry out the check again.

Case where the plate and piston do not touch: check distance between plate and piston.
3.11.8 Head application

Apply the two O-rings to the cylinder. Place the head so that the water hose is facing the front of the engine. Grease the screws and apply them to the head, together with the copper washers. Following a criss-cross pattern, tighten in two steps:

1. 15Nm;
2. 27Nm

Measure the play with a gauge if the piston pushes the plate upwards, causing contact to be lost between plate and cylinder: if the play is greater than 0.05 mm, the thickness of the cylinder/casing gasket must be increased and the check must be done again.

The gaskets are supplied in four different thicknesses. that can also be stacked, thus obtaining the required height for the right thickness.

**Note:** the above-described check must be carried out once all four crankcase cylinder coupling nuts have been tightened at the set torque (30Nm).
3.11.9 Exhaust valve adjustment

Bring the valve control unit 1 in the fully closed position, so the stroke end lever is flush with screw 2 fixing the booster bearings.

Check the ball head 3 and the seat 4 are perfectly aligned. Otherwise loosen the lock nut, adjust the seat and tighten the lock nut.
Ensure the control rod is able to rotate around its axis, making equal angles with respect to the ball head axis.

Apply gasket 5 and insert the control rod. Apply the stop 6.
Use screw 7 for dynamic adjustment of the exhaust valve unit, thus modifying the characteristic curve of the engine. The positions indicated in the table below are those considered optimal for engine operation.

<table>
<thead>
<tr>
<th>Displacement [cm³]</th>
<th>Setting the adjustment screw (from all open)</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
<td>1/4</td>
</tr>
<tr>
<td>300</td>
<td>1/4</td>
</tr>
</tbody>
</table>

The "fully open" position is for perfect alignment between adjustment screw head and adjustment cover. Adjustment must, therefore, be carried out as follows:
· Move the screw to the “fully open” position;
· Tighten the number of turns indicated in the table.

The table shows the effects obtained from modifying the position of the adjustment screw with respect to the positions in the above table.

<table>
<thead>
<tr>
<th>Clockwise rotation of adjustment screw</th>
<th>Anti-clockwise rotation of adjustment screw</th>
</tr>
</thead>
<tbody>
<tr>
<td>Softer flow-rate and less over-rev</td>
<td>Greater acceleration and lower torque at low speeds</td>
</tr>
</tbody>
</table>

**ATTENTION!**
*Do not tighten the adjustment screw for more than three and a half turns from the fully open position.*
3.11.10 Application of covers

Apply the valve control unit cover and relevant screws. Tighten to 6Nm.

Apply the expansion chamber side gasket and cover. Apply the screws and tighten at 6Nm.
3.12 IGNITION SYSTEM

Before reassembling the ignition system, it is recommended to make sure it is in good working order. The ignition system consists of the magnetic pick-up unit, the stator unit and the flywheel. The system is completed by the ignition coil and the spark plug, which are not dealt with here.

3.12.1 Check of the ignition system

Accurately degrease the various elements and carry out the checks. The main check is the one concerning the electrical inspection which can be done by using a standard tester. The measured resistance values must comply with those in the table.

<table>
<thead>
<tr>
<th>Part</th>
<th>Cables</th>
<th>Resistance values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pick up</td>
<td>Red – Green</td>
<td>100Ω ± 20%</td>
</tr>
<tr>
<td>Stator</td>
<td>Red/Black – White/Red</td>
<td>14.7Ω ±15%</td>
</tr>
<tr>
<td></td>
<td>Yellow – Mass</td>
<td>0.61Ω ±15%</td>
</tr>
<tr>
<td></td>
<td>Yellow – White</td>
<td>0.18Ω ±15%</td>
</tr>
</tbody>
</table>

3.12.2 Coupling of ignition system to crankcase

Apply the pick up to the crankcase and insert the gasket in the specific seat, after applying the insulating silicone paste.

Cover the threading of the two screws 1 with medium strength threadlocker and tighten them at a torque of 6Nm.
Apply a few drops of silicone in the guides for housing the plate 1. Apply the plate 11 to be inserted in its guides and pressed. When coupling to the left crankcase half, apply a drop of gasket paste (code 3625000000) in area B.

Thoroughly degrease the crankshaft conical section, apply the Woodruff key 8 in the appropriate groove on the crankshaft, couple the flywheel 9, the elastic washer 5 and the nut 4, after spreading the threading with medium strength threadlocker.

Tighten the nut to torque 60Nm, keeping the flywheel blocked with special tool A (code 026140040 000).

Couple the stator to the flywheel cover by means of the two screws 10. Cover the threading with medium strength threadlocker and tighten them at a torque of 10Nm.

Insert the cable gland in its specific seat and check its perfect tightness.

Exploded view of flywheel. 4) M12x nut; 5) Elastic washer; 8) Woodruff key; 9) Flywheel.

Flywheel fastening.

Stator coupling to the flywheel cover.

Application of stator plate.
Insert the centring pins 12 on the crankcase and fit a new gasket.

Apply the flywheel cover, the two M6x25 screws 13 and the three M6x20 screws 14. Tighten in a criss-cross pattern at a torque of 10Nm.

Application of flywheel cover centring pins.

Flywheel cover coupled to crankcase.
3.13 CHECK OF INTAKE UNIT AND ASSEMBLY

Check the manifold 1 is intact and without cracks. Otherwise replace it. Check that the petals 2 of the reed valve 3 are intact and not deformed. Otherwise replace them.

Remove the petals by pressing the central body as shown in the picture and remove the outer petals.

Disassembly of reed valve body.
Remove the two central wedges and remove the petals.

Assemble the petals by following the procedure just described, in reverse order.

For assembly of the entire intake system, apply the manifold to the reed valve, followed by the gasket 4, the spacer 5 and another gasket 4. Tighten the screws 6 to 10Nm.

Place the two screws 7 in the top holes of the manifold, without tightening them.
3.14 INSERTION OF CLUTCH ROD AND PINION SPACER

Apply the pinion spacer 5 to the secondary unit of the gearbox 1, so that the groove is facing the inside of the engine.

**Note:** check for the O-ring 4. Otherwise apply it.

Insert the gearbox rod in its seat from the lower diameter side.

*Insertion of clutch rod.*
4 ENGINE REASSEMBLY IN THE VEHICLE

- Insert the engine in the frame. We recommend insertion from the frame’s left side.
- Insert the engine pins 1.
- Apply the spark plug and tighten it at 28Nm.

- Insert the upper shock absorber pin 2 and the swingarm pin 3. Fasten the shock absorber pin at 70Nm.

- Apply the carburettor to the manifold running the breather tubes through the appropriate metal cable gland.
· Apply the head connections.

· Tighten the nuts and bolts following the table below.

<table>
<thead>
<tr>
<th>Fixing</th>
<th>Screw</th>
<th>Torque [Nm]</th>
<th>Threadlocker</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head connection bracket to frame.</td>
<td>M8 x 16</td>
<td>35</td>
<td>Medium-resistance</td>
</tr>
<tr>
<td>Head connection brackets to engine</td>
<td>M8 x 60</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Engine pins</td>
<td>Special</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Swingarm pin</td>
<td>M16 x 245</td>
<td>125</td>
<td></td>
</tr>
</tbody>
</table>

· Rotate the filter box in its normal position. Apply the lower fixing screws 4 (one per side) after applying medium strength threadlocker and tighten at 35Nm. Tighten the upper screws 5 to 35Nm.

**Note:** We recommend removing the upper screws (one per side) and applying medium strength threadlocker.
ENGINE REASSEMBLY IN THE VEHICLE

- After ensuring the filter box sleeve is correctly inserted inside the carburettor, fasten the two straps on filter box side and manifold side.

- Remove the cap applied to the mixer tube (see page 10).
- Insert the tube through the tube hole 6 and connect it to the nozzle 7 on the intake manifold.

**ATTENTION!**
*Ensure the tube is fitted all the way into the nozzle.*

- Apply the complete coil unit to the intake manifold and tighten the screws 8 at 10Nm.
· Apply the clutch actuator jointly with the two fixing screws 6. Tighten to 10Nm.
· Apply the gearbox lever and tighten the screw at 10Nm after applying a medium strength threadlocker.

· Fasten the motor electric system and the start motor cable to the clutch tube.
· Connect the connectors:
  - A TPS sensor;
  - B Pick-Up
  - C stator unit
· Fasten the electrical system to the frame.

· Connect the coil to the spark plug.
ENGINE REASSEMBLY IN THE VEHICLE

- Apply the right radiator, the respective screws to be tightened to 10Nm. Apply the protective grid.
- Connect the ventilation pipes to the engine.
- Apply the left radiator to the frame. Apply the respective screws and tighten at 10Nm. Apply the protective grid.
- Apply the start motor cable and tighten the nut at 10 Nm. Cover the connection using the specific protective cap.
- Connect the electrical accessories of the right radiator to the electrical system.
- Connect the radiators to the engine. Fasten the tube straps and add the coolant liquid, letting the air bleed through the screw cap A.
ENGINE REASSEMBLY IN THE VEHICLE

- Apply the exhaust expansion, first assemble the front springs and then apply the two fixing screws.
- Apply the spacer and tighten the two fixing screws at 10Nm. Tighten the expansion fixing screws to the frame at 10Nm.

- Apply the Kickstart lever (optional). Apply the medium-strength threadlocker on the screw and tighten at 25Nm. Apply the brake pedal return spring 7.

- Insert the pinion in the chain and key it onto the gearbox outlet shaft. Fit the relevant circlip 8, ensuring it is in its seat.

- Apply the pinion guard 9 and the frame side guards 10 and 11. Tighten the screws at 10Nm and apply the fixing straps between side guards and frame.
ENGINE REASSEMBLY IN THE VEHICLE

· Reconnect the tank to the carburettor and secure the tube using the specific tube straps.

· After removing the motorcycle from the stand, reapply the engine guard plate with the two fixing screws. Tighten to 7Nm.

· Connect the two quick couplings on the bypass tube.

ATTENTION!
Disconnecting the mixer tube from the intake manifold may cause air to get into the tube. To avert any lubrication problems with the power unit and crankshaft, use fuel with 1% mix for the first fill-up. Use the oil recommended on page 111 in the "Recommended lubricants and liquids" table.
## TABLE OF ENGINE COMPONENTS TIGHTENING TORQUES

<table>
<thead>
<tr>
<th>Fixing</th>
<th>Diameter x Length</th>
<th>Quantity</th>
<th>Threadlocker</th>
<th>Torque [Nm]</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outer side right crankcase half</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kickstarter lever</td>
<td>M6 x 20</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td>Optional</td>
</tr>
<tr>
<td><strong>Inner side right crankcase half</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Desmodromic control bearing fixing</td>
<td>M5 x 8</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Crankshaft</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Securing the half-shoulders</td>
<td>M6 x 12</td>
<td>1</td>
<td>High-strength threadlocker</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td><strong>Gearshift</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stop cam</td>
<td>M6 x 30</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Gear stopping device lever</td>
<td>M6 x 20</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Gearshift lever</td>
<td>M6 x 25</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Electric kickstarter device</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Starter motor</td>
<td>M6 x 25</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Pedal kickstarter device - Optional</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Securing the lever</td>
<td>M8 x 26</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Kickstarter lever</td>
<td>M6 x 12</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Clutch primary transmission</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary transmission pinion nut</td>
<td></td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>160</td>
<td>Do not use pneumatic device</td>
</tr>
<tr>
<td>Drum nut and clutch case</td>
<td></td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Clutch cap</td>
<td>M6 x 25</td>
<td>6</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Clutch actuator</td>
<td>M6 x 20</td>
<td>2</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Clutch actuator</td>
<td>M6 x 30</td>
<td>1</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Outer clutch cover</td>
<td>M6 x 20</td>
<td>2</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Outer clutch cover</td>
<td>M6 x 50</td>
<td>3</td>
<td></td>
<td>10</td>
<td>In common with inner clutch cover</td>
</tr>
<tr>
<td>Inner clutch cover</td>
<td>M6 x 20</td>
<td>2</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Inner clutch cover</td>
<td>M6 x 30</td>
<td>2</td>
<td></td>
<td>10</td>
<td>In common with outer clutch cover</td>
</tr>
<tr>
<td>Inner clutch cover</td>
<td>M6 x 50</td>
<td>3</td>
<td></td>
<td>10</td>
<td>In common with outer clutch cover</td>
</tr>
<tr>
<td>Inner clutch cover</td>
<td>M6 x 60</td>
<td>2</td>
<td></td>
<td>10</td>
<td>In common with water pump cover</td>
</tr>
<tr>
<td>Fixing</td>
<td>Diameter x Length</td>
<td>Quantity</td>
<td>Threadlocker</td>
<td>Torque [Nm]</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------</td>
<td>----------</td>
<td>-------------------------------</td>
<td>------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td><strong>Water pump</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cover</td>
<td>M6 x 60</td>
<td>2</td>
<td></td>
<td>10</td>
<td>In common with inner clutch cover</td>
</tr>
<tr>
<td>Cover</td>
<td>M6 x 30</td>
<td>2</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Impeller</td>
<td>M5 x 12</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Exhaust valve control</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flange</td>
<td>M6 x 20</td>
<td>3</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Cover</td>
<td>M5 x 20</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Complete control rocker arm</td>
<td>M5 x 12</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Control lever</td>
<td>M5 x 20</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Booster bearings</td>
<td>M6 x 16</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Right cover</td>
<td>M5 x 16</td>
<td>3</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Left cover</td>
<td>M5 x 16</td>
<td>4</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td><strong>Ignition system</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spark plug</td>
<td>M14 x 1.25</td>
<td>1</td>
<td></td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Pick-up unit</td>
<td>M5 x 12</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Stator</td>
<td>M6 x 25</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Flywheel nut</td>
<td>M6 x 25</td>
<td>1</td>
<td>Medium-strength threadlocker</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Cover</td>
<td>M6 x 20</td>
<td>2</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Cover</td>
<td>M6 x 25</td>
<td>3</td>
<td>Medium-strength threadlocker</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Cylinder</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylinder nuts</td>
<td></td>
<td>4</td>
<td></td>
<td>30</td>
<td></td>
</tr>
<tr>
<td><strong>Head</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head screws</td>
<td>M8 x 35</td>
<td>6</td>
<td></td>
<td>27</td>
<td></td>
</tr>
<tr>
<td><strong>Crankcase half</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crankcase half screws</td>
<td>M6 x 50</td>
<td>10</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Crankcase half screws</td>
<td>M6 x 40</td>
<td>3</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Intake</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reed valve</td>
<td>M6 x 25</td>
<td>4</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Oil drain</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cap</td>
<td></td>
<td>1</td>
<td></td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>
### TABLE OF FRAME/ENGINE TIGHTENING TORQUES

<table>
<thead>
<tr>
<th>Fixing</th>
<th>Diameter x Length</th>
<th>Quantity</th>
<th>Threadlocker</th>
<th>Torque [Nm]</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front and lower engine connections</td>
<td>M10 x 1.25</td>
<td>2</td>
<td></td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Swingarm pin</td>
<td>M16 x 1.5</td>
<td>1</td>
<td></td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Brackets to connect head to frame</td>
<td>M8 x 16</td>
<td>2</td>
<td>Medium-resistance</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Head connection brackets to engine</td>
<td>M8 x 60</td>
<td>1</td>
<td></td>
<td>35</td>
<td></td>
</tr>
</tbody>
</table>

### TABLE OF SUPERSTRUCTURE TIGHTENING TORQUES

<table>
<thead>
<tr>
<th>Fixing</th>
<th>Diameter x pitch [mm]</th>
<th>Length [mm]</th>
<th>Quantity</th>
<th>Threadlocker</th>
<th>Torque [Nm]</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank to the frame (front fixing)</td>
<td>M6 x 1</td>
<td>25</td>
<td>1</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Tank to the frame (rear fixing)</td>
<td>M6 x 1</td>
<td>30</td>
<td>1</td>
<td></td>
<td>10</td>
<td>Application of grease</td>
</tr>
<tr>
<td>Tank side panel to the radiator</td>
<td>M6 x 1</td>
<td>20</td>
<td>2</td>
<td></td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>
RECOMMENDED ENGINE MAINTENANCE

The required engine maintenance strictly depends on the level of use and compliance with inspection frequency. The following intervals refer to competitive use, as long as the engine has never worked in extraordinary conditions and that periodical inspections and any servicing have been correctly carried out.

<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>PRODUCT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gearbox and clutch</td>
<td>Liqui Moly racing 10W50</td>
<td>850ml*</td>
</tr>
<tr>
<td>Coolant liquid</td>
<td>Liqui Moly coolant ready mix raf12 plus</td>
<td>1300ml*</td>
</tr>
<tr>
<td>Mixer tank</td>
<td>Liqui Moly 2-STROKE MOTOR OIL, SELF-MIXING</td>
<td>550ml</td>
</tr>
<tr>
<td>Fuel tank (only for running-in)</td>
<td>Liqui Moly 2-STROKE MOTOR OIL, SELF-MIXING</td>
<td>1% mix</td>
</tr>
</tbody>
</table>

* Refer to Use and Maintenance Manual for levels

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>30h</th>
<th>60h</th>
<th>90h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coated clutch discs</td>
<td>I</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Clutch springs length</td>
<td>I</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Gearbox bearings</td>
<td>-</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Case / clutch hub</td>
<td>I</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cylinder</td>
<td>-</td>
<td>I</td>
<td>-</td>
</tr>
<tr>
<td>Piston and segments</td>
<td>-</td>
<td>R</td>
<td>-</td>
</tr>
<tr>
<td>Connecting rod</td>
<td>-</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Crankshaft bearings</td>
<td>-</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Gearbox superficial appearance</td>
<td>-</td>
<td>-</td>
<td>I</td>
</tr>
<tr>
<td>Water pump oil seal</td>
<td>-</td>
<td>-</td>
<td>R</td>
</tr>
<tr>
<td>Exhaust valve</td>
<td>-</td>
<td>I/C</td>
<td>-</td>
</tr>
<tr>
<td>Reed valve shims</td>
<td>-</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Spark plug</td>
<td>-</td>
<td>R</td>
<td>-</td>
</tr>
</tbody>
</table>

I = INSPECT AND REPLACE IF REQUIRED  R = REPLACE  C = Cleaning