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1. MODIFICATIONS

(Compared with 1979 model ET340)

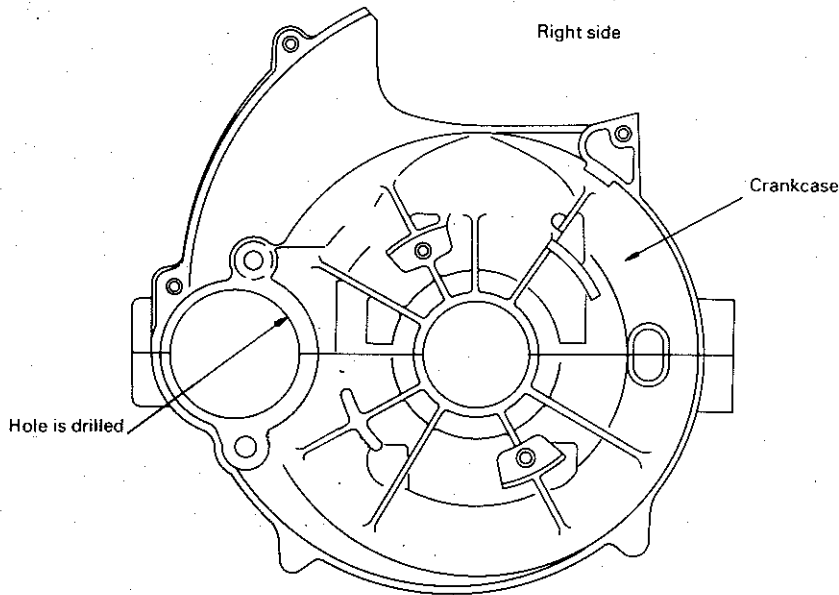
A. ENGINE

- 1. Crankcase (Upper and lower halves)
(8G8-15100-00 → 8J4-15100-00)

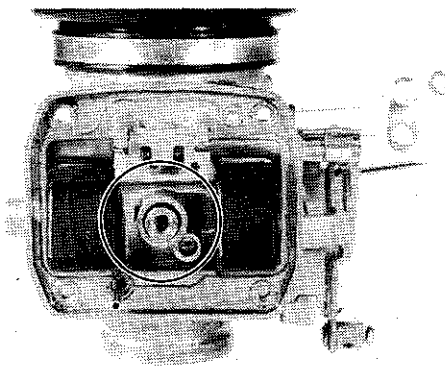
8G8-15100-00 can not be used on 1980 model.

In order to mount the optional starter motor, mounting holes are provided.

8J4-15100-00 can be used on both 1979 and 1980 models.



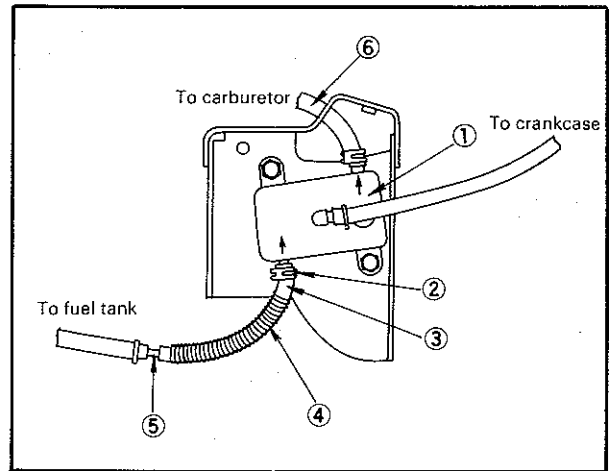
2. Carburetor
(8H5-14101-00 → 8J6-14101-00)
To achieve the precise fitting of the main nozzle, the main nozzle is press-fitted to the mixing chamber body, and accordingly the main nozzle cannot be removed.



Interchangeability: Yes



'80 model



- | | |
|---|---|
| 1. Fuel pump ass'y
(8J6-24410-00) | 4. Pipe protector: 9.5 mm
(8G5-24328-00) |
| 2. Clip: 8.6 mm
(90467-09026) | 5. Joint pipe: 8-6 mm
(8J6-24376-00) |
| 3. Fuel pipe: 5 x 9 x 270 mm
(90446-09062) | 6. Fuel pipe: 240 mm
(90445-09466) |

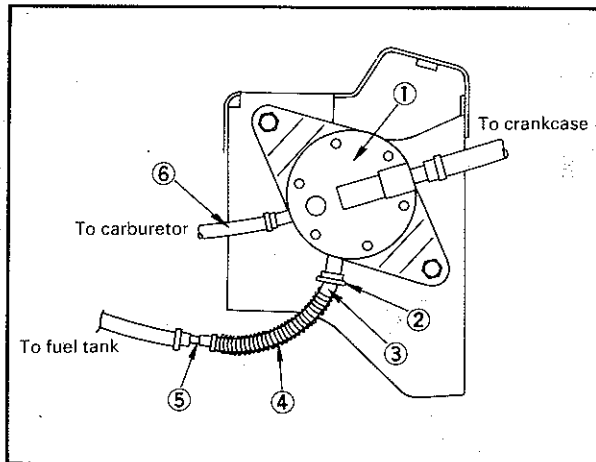
3. Fuel pump

A small-type, lightweight fuel pump is adopted and therefore, some of the parts are modified.

Interchangeability: Yes

(Interchangeable as a set of the above-listed parts)

'79 model



- | | |
|--|--|
| 1. Fuel pump ass'y
(8G8-24410-00) | 4. Pipe protector: 11.5 mm
(8F3-24326-00) |
| 2. Clip: 11 mm
(90467-11028) | 5. Joint pipe: 8-8 mm
(878-24379-00) |
| 3. Fuel pipe: 7 x 11 x 230 mm
(90446-11027) | 6. Fuel pipe: 350 mm
(90446-09058) |

B. DRIVE

1. Track
(8G8-47110-00 → 8J6-47110-00)
For weight reduction and better tractive performance, a long pitch track is used.

	ET340 ('79)	ET340 ('80)
Pitch	64 mm	83.6 mm
Number of links	44	33

As a result of change of the track, the following parts are modified.

- Sprocket wheel:
8F3-47531-00 (7 teeth) →
8H9-47531-00 (11 teeth)

Interchangeability: No

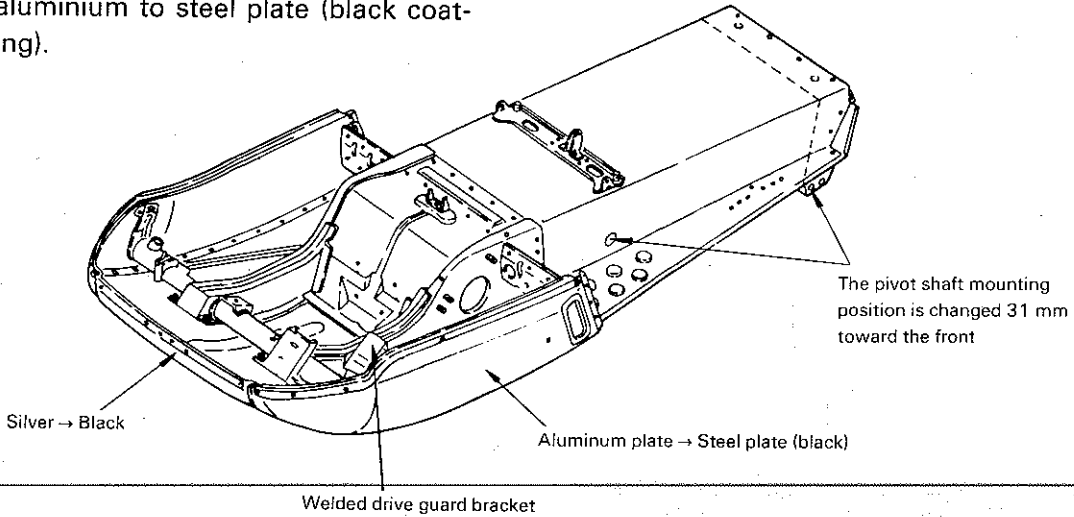
C. CHASSIS

1. Frame

(8H5-21910-10 → 8K5-21910-00)

- As a result of modification of the track (refer to "B-1 Track"), the pivot shaft mounting position is changed 31 mm toward the front.
- For better durability of the frame, the engine hood material is changed from aluminium to steel plate (black coating).

- The drive guard bracket is welded to the hood for easy assembling.
- The front part of the frame is painted black as part of the new 1980 model design.



Interchangeability: No

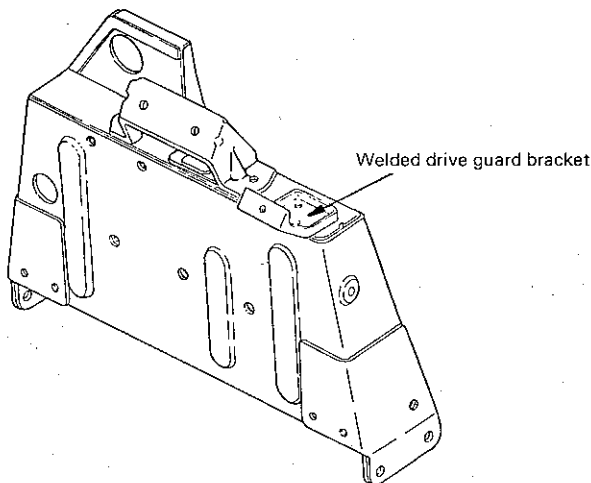
2. Steering gate

(8G8-23871-01 → 8J6-23871-00)

For easy assembling and maintenance, the drive guard bracket is welded to the steering gate.

NOTE:

Due to modifications in 1. and 2. above, the 1979 model's drive guard bracket 1 (8G5-77315-00) and bracket 2 (8F3-77316-01) are no longer used.

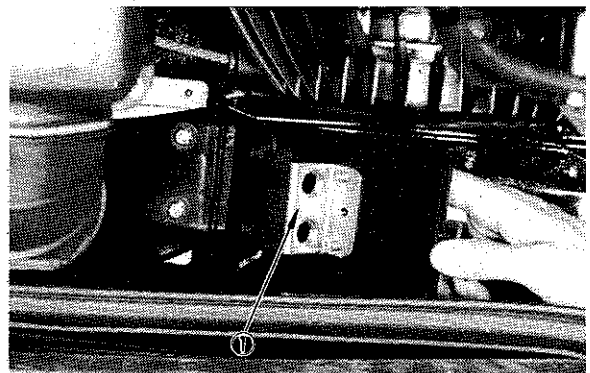


Interchangeability: Yes

The previous model's steering gate (8G8-23871-01) is interchangeable, as a set with the drive guard bracket (8F3-77316-01), with the new steering gate.

3. Luggage box

For better saleability, a spark plug holder is provided on the luggage box cover.

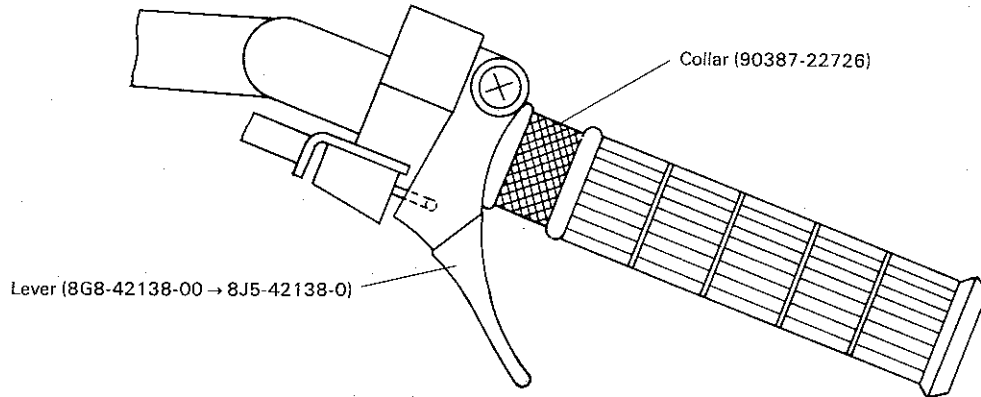


1. Spark plug holder (8H8-77356-00)

4. Throttle

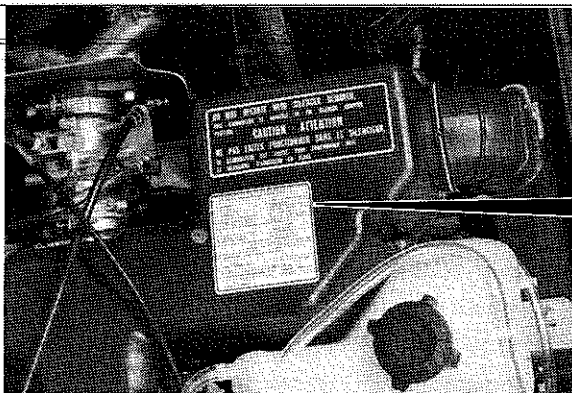
To keep the throttle cable end, which is held by the throttle lever, from contacting the throttle grip, a collar is mounted and the lever is properly curved.

Lever (8J5-42138-00) and collar (90387-22726) can be used on both 1979 and 1980 models. Lever (8G8-42138-00) can not be used on the 1980 model.



5. Tune-up label (8K5-77743-00)

For easy service, the tune-up label is adhered to the intake silencer.



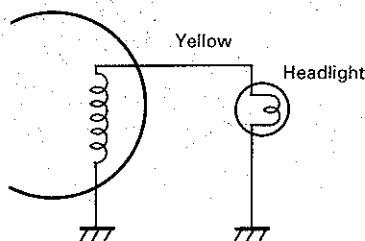
ET340 (8K5) SPECIFIKATIONER	
1. BENSIN	MIN-92-OKT.-R.O.N.
2. MOTOROLJA	YAMALUBE
3. TÄNDSTIFT	BR-9ES (NGK)
4. ELEKTRODEAVSTAND	0.7 ~ 0.8 mm
5. TÄNDINSTÄLLNING	1.6 ± 0.1 mm
6. LÅGFART (BRÄNSLE) JUSTERINGSSKRUV	1.0 ÅPEN
7. TOMGANGSVARVTAL	1700 RPM
8. BRÄNSLENIVÅ	25 ± 1 mm
9. KEDJEHUS OLJEVOLYM OCH VISKOSITET	400 cc. GEAR OLJA SAE #75 ~ 80
10. VARITORAVSTAND	266 ± 2 mm
11. VARIATOR SIDOFÖRSKJUTNING	11 ± 1 mm
12. MATTSPÄNNING	25 ~ 30 mm/10 kg
* FÖR YTTRELLIGARE INFORMATION SE INSTRUKTIONSBOKEN FÖR DENNA MODELL.	
* SPECIFIKATIONER KAN ÄNDRAS UTAN MEDDELANDE.	

D. ELECTRICAL

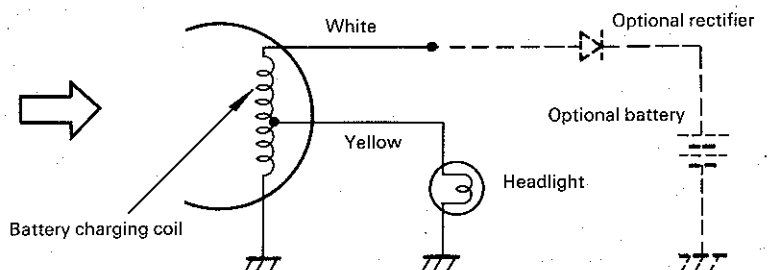
1. C.D.I. magneto (8H5-85500-20 → 8J9-85500-20)

○ For optional electric starter, the battery charging coil is added.

'79 model



'80 model



- Rotor assembly
(8H5-85550-20 → 8J9-85550-20)
For optional electric starter, the ring gear mounting holes (M8 P1.0 x 4) are provided.

2. Spark plug
(94701-00114 → 94701-00186)
The spark plug has been changed to a type because it is more easily available in the market and does not affect engine performance adversely.

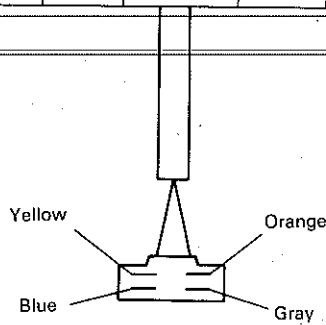
BR-9EV (N.G.K.) → BR-9ES (N.G.K.)

Interchangeability: Yes

3. Main switch
(8G8-82508-20 → 8J5-82508-21)
For additional safety, the headlight and taillight circuits are changed so that these lights are kept turned on as long as the engine is in operation.

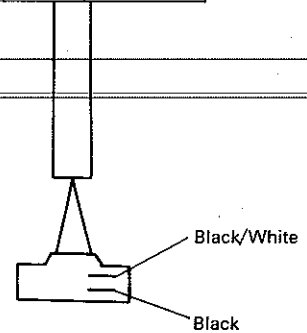
'79 model

	Gray	Orange	Yellow	Blue
OFF	○ — ○			
ON				
LIGHT			○ — ○	



'80 model

	Black	Black/White
OFF	○ — ○	
ON/LIGHT		



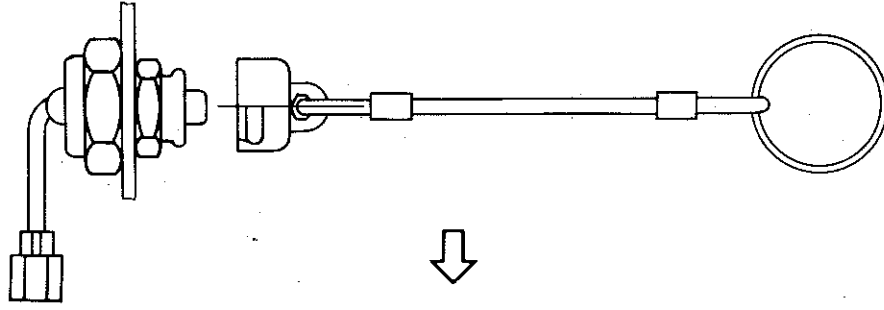
Interchangeability: No

4. Wire harness
(8G8-82590-20 → 8J6-82590-20)
For additional safety, the headlight and taillight circuits are changed so that these lights are kept turned on as long as the engine is in operation. (Refer to "2-D Wiring Diagram.")

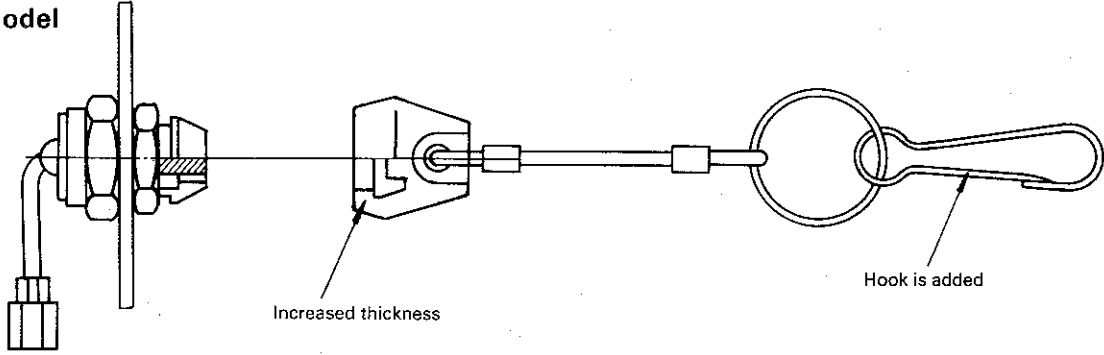
Interchangeability: No

5. Tether switch
(8F3-82550-00 → 8H8-82550-00)
To prevent the switch from coming off easily, the rubber cap thickness is increased, by which the durability and strength of the cap is also increased. The ring is provided with a hook so it can easily be hooked to the clothes.

'79 model



'80 model



Interchangeability: Yes

2. SERVICE

A. MAINTENANCE INTERVALS [PERIODIC MAINTENANCE]

Check point	Every			When necessary	Seasonally
	20 hrs. or 400 km (250 mi)	40 hrs. or 800 km (500 mi)	80 hrs or 1600 km (1000 mi)		
ENGINE:					
Tightness of bolts and nuts	<input type="radio"/>				<input type="radio"/>
Bends, cracks and wear	<input type="radio"/>				<input type="radio"/>
Abnormal noise	<input type="radio"/>				<input type="radio"/>
Loose connection and breaks of fuel and pulse pipes	<input type="radio"/>				<input type="radio"/>
Loose connection and breaks of oil pipes	<input type="radio"/>				<input type="radio"/>
Loose connection and breaks of oil delivery pipe	<input type="radio"/>				<input type="radio"/>
Manual rope starter system		<input type="radio"/>			<input type="radio"/>
Carburetor					
● Operation of starter jet		<input type="radio"/>			<input type="radio"/>
● Mixing adjuster (pilot screw)				<input type="radio"/>	<input type="radio"/>
● Idling speed adjustment				<input type="radio"/>	<input type="radio"/>
Operation and adjustment of oil pump		<input type="radio"/>			<input type="radio"/>
Ignition timing					<input type="radio"/>
Cylinder compressions			<input type="radio"/>		<input type="radio"/>
Cylinder head/exhaust pipe decarbonize					<input type="radio"/>
Spark plug condition, gap and cleaning	<input type="radio"/>				<input type="radio"/>
Tightening of the cylinder head**					<input type="radio"/>
DRIVE:					
Tightness of bolts and nuts	<input type="radio"/>				<input type="radio"/>
Wear on slide runners	<input type="radio"/>				<input type="radio"/>
Primary drive system		<input type="radio"/>			<input type="radio"/>
V-belt	<input type="radio"/>				<input type="radio"/>
Secondary drive system		<input type="radio"/>			<input type="radio"/>
Sheave distance		<input type="radio"/>			<input type="radio"/>
Sheave offset		<input type="radio"/>			<input type="radio"/>
Brake pad wear		<input type="radio"/>			<input type="radio"/>
Brake operation and adjustment		<input type="radio"/>			<input type="radio"/>
Guide wheel rubber		<input type="radio"/>			<input type="radio"/>
Wear of drive track wheel sprocket		<input type="radio"/>			<input type="radio"/>
Drive track adjustment		<input type="radio"/>			<input type="radio"/>
Breaks in drive track		<input type="radio"/>			<input type="radio"/>
Bends in front and rear axles		<input type="radio"/>			<input type="radio"/>
Checking of lock washers		<input type="radio"/>			<input type="radio"/>
Drive chain adjustment		<input type="radio"/>			<input type="radio"/>
Drive chain oil level		<input type="radio"/>			<input type="radio"/>
BODY:					
Tightness of bolts and nuts	<input type="radio"/>				<input type="radio"/>
Bends and cracks	<input type="radio"/>				<input type="radio"/>
Welded riveted, joints	<input type="radio"/>				<input type="radio"/>
Ski adjustment		<input type="radio"/>			<input type="radio"/>
Ski runner wear	<input type="radio"/>				<input type="radio"/>
Breaks in fuel tank		<input type="radio"/>			<input type="radio"/>
Cleaning of fuel tank					<input type="radio"/>
Fuel filter					<input type="radio"/>
Loose connection and breaks in fuel pipe		<input type="radio"/>			<input type="radio"/>
Breaks in oil tank		<input type="radio"/>			<input type="radio"/>
Oil filter					<input type="radio"/>

Check point	Every			When necessary	Seasonally
	20 hrs. or 400 km (250 mi)	40 hrs. or 800 km (500 mi)	80 hrs or 1600 km (1000 mi)		
ELECTRICAL:					
Wear, breakage of wire covering		○			○
Breaks in high-tension cord	○				○
Voltage regulator working voltage					○
Operation of engine stop switch		○			○
Operation of tether switch		○			○
Headlight		○			○
Taillight		○			○
Brake light		○			○

** Retighten every 10 hours from the first use.

[LUBRICATION INTERVALS]

Lubrication point	Every			When necessary	Seasonally	Oil/Grease Brand name
	20 hrs. or 400 km (250 mi)	40 hrs. or 800 km (500 mi)	80 hrs or 1600 km (1000 mi)			
ENGINE:						
Starter case					○	Aeroshell grease #7A or Esso Beacon 325 grease
Oil pump control box			○		○	
Pump drive cover			○		○	
Oil in the oil tank				○		YAMALUBE 2-cycle oil
DRIVE:						
Primary sheave weight and roller pins		○			○	Molybdenum disulfide snowmobile grease
Secondary shaft and sliding sheave		○			○	Molybdenum disulfide snowmobile grease
Front axle housing		○			○	Light all-purpose grease
Shaft 1 and shaft 2 (Slide rail)			○		○	
Drive chain oil replacement		○			○	Gear oil API "GL-3" SAE #75 or #80
BODY:						
Steering column lower bearing		○			○	Light all-purpose grease
Steering column upper bearing		○			○	Motor oil
Steering links		○			○	Light all-purpose grease
Ski column		○			○	
Ski wear plate		○			○	
Ski retaining pin		○			○	Esso Beacon 325 grease
Brake wire end stopper and brake lever		○			○	

B. SPECIFICATIONS

NOTE: * New specification
(Compared with 1979 ET340)

General

Model	ET340
Model: Model (I.B.M. No.) Frame I.D. & starting number Engine I.D. & starting number	* ET340 ('80) (8K5) * 8H5-050101 * E338-050101
Dimension: Overall length Overall width (std) Overall height (w/windshield)	* 2,585 mm * 990 mm * 1,075 mm

Engine

Description: Engine type Engine model Displacement Bore × Stroke Effective compression ratio Starting system Ignition system Lubrication system	Fan cooled two-stroke 5-port, twin cylinders E338 337 cm ³ 60 × 59.6 mm 6.1 : 1 Recoil hand starter C.D.I. "Autolube" oil inspection
Cylinder head: Combustion chamber volume (with spark plug) Compression chamber type Head gasket thickness	21.3 cm ³ Dome + Squish 1.0 mm (0.5 mm × 2 pcs.)
Cylinder: Material Bore size Taper limit Out of round limit	Cast iron sleeves aluminum 60 mm 0.05 mm 0.01 mm
Piston: Piston skirt clearance (Measuring point) Piston oversize Piston pin outside diameter × length	0.040 ~ 0.045 mm (10 mm from piston skirt end) 1st 60.25 mm 2nd 60.50 mm 3rd 60.75 mm 4th 61.00 mm φ16 × 47 mm
Piston ring: Piston ring design (Top) Piston ring design (2nd) Ring end gap (installed) (Top) Ring end gap (installed) (2nd)	Keystone Keystone 0.35 ~ 0.55 mm 0.35 ~ 0.55 mm
Small end bearing: Type	Needle bearing
Big end bearing: Type	Needle bearing
Crankshaft: Crankshaft assembly width (A)	160 ± 0.1 mm

<p>Crankshaft assembly width (F) Crankshaft deflection (D) Connecting rod large end side clearance (C) Connecting rod small end deflection (P)</p>	<p>52 $\begin{smallmatrix} +0 \\ -0.05 \end{smallmatrix}$ mm 0.03 mm (D-1) 0.04 mm (D-2) 0.04 mm (D-3) 0.03 mm (D-4) 0.25 ~ 0.75 mm 2.0 mm</p>																																									
<p>Crank pin outside diameter × length Crank pin type Crank bearing type (Left) × q'ty Crank bearing type (Center) × q'ty Crank bearing type (Right) × q'ty Crank oil seal type (Left) × q'ty Crank oil seal type (Center) × q'ty Crank oil seal type (Right) × q'ty</p>	<p>$\phi 22 \times 51$ mm ($\phi 0.866 \times 2.008$ in) Solid shaft assembly type with serration #6306 special × 1 pc. #6206 special × 2 pcs. #6305 special × 1 pc. FPJ-30 72 8 2TS × 1 pc. Labyrinth seal × 1 pc. FPJ-25 48 8TS × 1 pc.</p>																																									
<p>Carburetor: Type & manufacturer/quantity I.D. Mark Main jet (M.J.) Pilot jet (P.J.) Pilot screw (P.S.) Throttle valve (Th.V.) Valve seat (V.S.) Float height Idling engine speed</p>	<p>B38-34 MIKUNI × 1 pc. * 8J600 #240 #75 1.0 turns out #190 $\phi 1.5$ mm 25 ± 1 mm 1700 r/min</p>																																									
<p>Main jet setting chart :</p>																																										
<table border="1"> <thead> <tr> <th rowspan="2">Altitude</th> <th colspan="6">Temperature</th> </tr> <tr> <th>-30°C (-22°F)</th> <th>-20°C (-4°F)</th> <th>-10°C (14°F)</th> <th>0°C (32°F)</th> <th>10°C (50°F)</th> <th>20°C (68°F)</th> </tr> </thead> <tbody> <tr> <td>Sea level</td> <td colspan="2">← #250 →</td> <td colspan="2">← #240 (Std) →</td> <td colspan="2">← #220 →</td> </tr> <tr> <td>~ 700m</td> <td colspan="2">← #240 (Std) →</td> <td colspan="2">← #220 →</td> <td colspan="2"></td> </tr> <tr> <td>~ 1400m</td> <td colspan="2">← #240 →</td> <td colspan="2">← #220 →</td> <td colspan="2">← #210 * →</td> </tr> <tr> <td>~ 2000m or more</td> <td colspan="2">← #220 →</td> <td colspan="2">← #210 * →</td> <td colspan="2">← #200 * →</td> </tr> </tbody> </table>		Altitude	Temperature						-30°C (-22°F)	-20°C (-4°F)	-10°C (14°F)	0°C (32°F)	10°C (50°F)	20°C (68°F)	Sea level	← #250 →		← #240 (Std) →		← #220 →		~ 700m	← #240 (Std) →		← #220 →				~ 1400m	← #240 →		← #220 →		← #210 * →		~ 2000m or more	← #220 →		← #210 * →		← #200 * →	
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~ 2000m or more	← #220 →		← #210 * →		← #200 * →																																					

Lubrication:	
Autolube pump — Color code	White
Autolube pump — Minimum stroke	0.20 ~ 0.25 mm
Autolube pump — Maximum stroke	1.65 ~ 1.87 mm
Autolube pump — Reduction ratio	1/32
Autolube pump — Output Min./200 strokes	0.50 ~ 0.63 cm ³
Autolube pump — Output Max./200 strokes	4.15 ~ 4.70 cm ³
Autolube pump wire free play	25 ± 1 mm at idle
Oil tank capacity	2.4 liter
Oil grade	YAMALUBE 2-cycle

Drive and track suspension

Transmission:	
Type	V-belt automatic centrifugal engagement
Drive ratio	3.5 : 1 ~ 1 : 1
Engagement rpm	* 3200 r/min
Primary spring:	
Part No.	90501-50500
Color code	Red
Secondary spring:	
Part No.	90508-40080
Color code	No painted
Secondary spring pre-load (twist)	160°
Sheave distance	266 ± 2 mm
Sheave off-set	11 ± 1 mm
V-belt width and outer line length	31.6 × 1,099 mm
V-belt wear limit	26 mm
Track suspension:	
Type	Slide rail suspension
Damper type	Oil and gas damper
Spring color code (Front)	Red
Spring color code (Rear)	No painted
Slide runner wear limit	10 mm
Track width	380 mm
Track deflection	25 ~ 30 mm/10 kg
Length on ground	760 mm
Wheel sprocket material and number of teeth	* Polyethylene 11T
Stopper band length	186.5 mm (1st hole from the bottom)
Secondary drive:	
Type	Chain (#40K-2)
Reduction ratio	23/12 (1.917)
Chain pitch × Number of links	12.7 mm × 60L
Free play	10 $\begin{smallmatrix} +5 \\ -2 \end{smallmatrix}$ mm
Chain housing oil quantity	400 cm ³
Chain housing oil grade	Gear oil API "GL3" (SAE #75 or 85)
Brake:	
Type	Disc brake
Brake pad thickness	7.3 mm
Brake pad wear limit	1.0 mm
Gap between pad and disc	0.2 ~ 1.0 mm

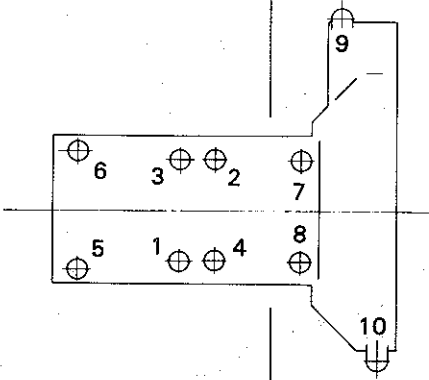
Chassis

Frame: Material	Aluminum + Steel
Steering system: Caster (ski column) Camber Ski length × width × thickness Ski stance Ski toe-out Steering linkage type Lock to lock angle (Ski) Lock to lock angle (Steering column)	25° 0° * 1000 × 136 × 2.6 mm 850 mm 0 ~ 6 mm Tie-rod Right ski, L: 27.6° R: 24.8° Left ski, L: 24.8° R: 27.6° Right: 54.3° Left: 56.3°
Front suspension: Type Damper type	Leaf spring Oil damper
Fuel tank: Capacity Fuel grade	22.7 liter Regular gasoline

Electrical

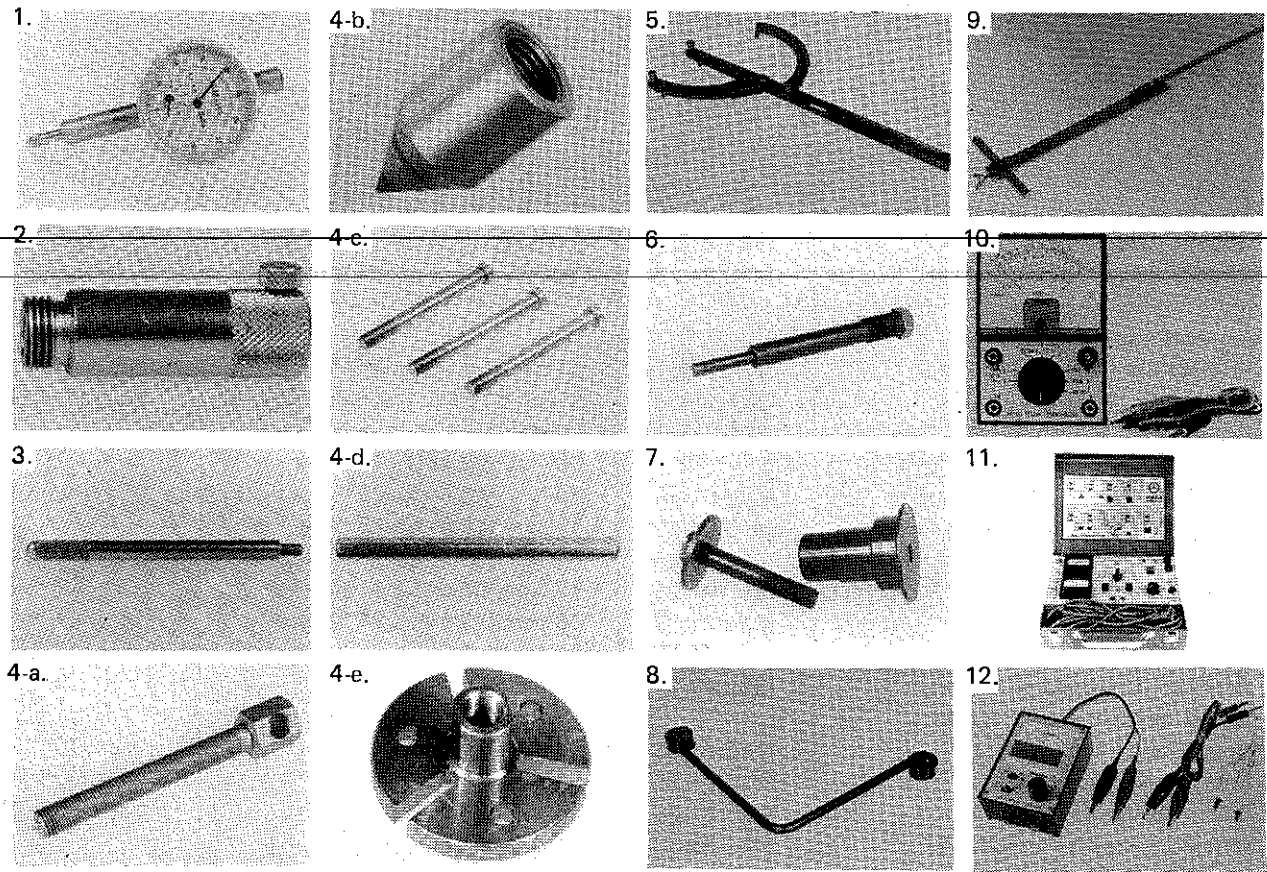
Ignition system: Type—flywheel magneto (C.D.I. Type)	
Model/manufacturer Voltage Pulser coil resistance Charging coil resistance Charging coil resistance	F3T352/MITSUBISHI 12V 9.0Ω at 20°C (68°F) (White/Red—Black) 350Ω at 20°C (68°F) (Brown—Black) 15.0Ω at 20°C (68°F) (Blue—Black)
Ignition timing: B.T.D.C.	1.6 ± 0.1 mm
Ignition coil: Model/Manufacturer Spark gap Primary winding resistance Secondary winding resistance Diode (Yes or No)	CM62-20/HITACHI 9 mm/300 r/min 11 mm/3,000 r/min 0.15Ω at 20°C (68°F) 3.6kΩ at 20°C (68°F) No
Spark plug: Type & quantity Spark plug gap	* NGK BR-9ES x 2 pcs. 0.7~0.8 mm
Spark plug cap: Type Noise suppressor resistance	Rubber type with noise suppressor 5kΩ at 20°C (68°F)
C.D.I. unit: Model/Manufacturer	8H4-20/MITSUBISHI
Lighting system: Lighting output Lighting coil resistance Head light type Bulb wattage/q'ty Tail/brake light wattage	12V-100W 0.19Ω at 20°C (68°F) (Yellow—Black) Semi shield 12V-45/40W × 1 pc. 12V-8W/23W
A.C. regulator: Model/Manufacturer Voltage	TRIZ-24B/HITACHI or S8516B/TOSHIBA 13.8 ± 0.5V

Tightening torque

Part to be tightened	Thread size	Tightening torque	Remarks
<p>[Engine]</p> <p>Spark plug Cylinder head Flywheel magneto Crankcase upper and lower</p> <p>Tightening sequence</p> 	<p>M14 P1.25 M8 P1.25 M16 P1.9 M8 P1.25</p>	<p>28 Nm (2.8 m-k-g, 20-ft-lb) 25 Nm (2.5 m-k-g, 18 ft-lb) 73 Nm (7.3 m-k-g, 53 ft-lb) First: 10 Nm (1.0 m-k-g, 7.5 ft-lb) Final: 20 Nm (2.0 m-k-g, 15 ft-lb)</p>	
Starter pulley	M8 P1.25	16 Nm (1.6 m kg, 11.5 ft-lb)	
Crankcase and engine bracket	M10 P1.25	30 Nm (3.0 m-k-g, 21.5 ft-lb)	
<p>[Drive and track suspension]</p> <p>Primary sliding sheave and cap Installation of primary sheave</p> <p>Installation of drive chain sprocket Installation of driven chain sprocket Chain housing and frame Chain housing cap Chain tensioner lock nut</p> <p>Installation of front axle R.H. Front axle housing and frame Wheel sprocket and front axle Shaft 1 and frame Shaft 2 and rear bracket Rear bracket and frame Bracket 2 and frame sliding 1</p> <p>Installation of suspension wheel Installation of rear guide wheel Installation of runner sliding 1 Installation of runner sliding 2 Pivot arm 1 and bracket 2 Bracket 5 & 6 and frame sliding 1 Frame sliding 1 and 2 & 3 Installation of stopper 1</p>	<p>M6 P1.0 UNF 1/2"</p> <p>M12 P1.25 M10 P1.25 M8 P1.25 M8 P1.25 M10 P1.25</p> <p>M20 P1.0 M8 P1.25</p> <p>M10 P1.25 M10 P1.25 M8 P1.25 M6 P1.0 M6 P1.0 M12 P1.25 M6 P1.0 M6 P1.0 M6 P1.0 M6 P1.0 M6 P1.0</p>	<p>11 Nm (1.1 m-k-g, 8 ft-lb) Initial: 120 Nm (12 m-k-g, 88 ft-lb) Loosen once and retighten: 60 Nm (6.0 m-k-g, 43.5 ft-lb) 40 Nm (4.0 m-k-g, 29 ft-lb) 35 Nm (3.5 m-k-g, 25 ft-lb) 22 Nm (2.2 m-k-g, 16 ft-lb) 16 Nm (1.6 m-k-g, 11.5 ft-lb) 33 Nm (3.3 m-k-g, 24 ft-lb) 90 Nm (9.0 m-k-g, 65 ft-lb) 25 Nm (2.5 m-k-g, 18 ft-lb) 5 Nm (0.5 m-k-g, 3.5 ft-lb) 55 Nm (5.5 m-k-g, 40 ft-lb) 55 Nm (5.5 m-k-g, 40 ft-lb) 25 Nm (2.5 m-k-g, 18 ft-lb) 12 Nm (1.2 m-k-g, 9 ft-lb) 11 Nm (1.1 m-k-g, 8 ft-lb) 73 Nm (7.3 m-k-g, 53 ft-lb) 2.5 Nm (0.25 m-k-g, 2 ft-lb) 6 Nm (0.6 m-k-g, 4 ft-lb) 50 Nm (5.0 m-k-g, 36 ft-lb) 13 Nm (1.3 m-k-g, 9.5 ft-lb) 25 Nm (2.5 m-k-g, 18 ft-lb) 3.5 Nm (0.35 m-k-g, 2.5 ft-lb)</p>	<p>Use motor oil</p> <p>Use cotter pin</p> <p>Use LOCK-TITE Use LOCK-TITE Use LOCK-TITE</p> <p>Use LOCK-TITE Use LOCK-TITE Use LOCK-TITE Use LOCK-TITE</p>
<p>[Chassis]</p> <p>Engine mounting bolt Ski runner</p>	<p>M10 P1.25 M8 P1.25</p>	<p>30 Nm (3.0 m-k-g, 22 ft-lb) 14 Nm (1.4 m-k-g, 10 ft-lb)</p>	<p>Use plain washer</p>

Steering column and gate	M8 P1.25	20 Nm (2.0 m-kg, 14.5 ft-lb)	Use lock washer
Steering relay rod adjusting nut	M10 P1.25	25 Nm (2.5 m-kg, 18 ft-lb)	Use lock washer and wave washer
Out side arm and ski column	M10 P1.25	30 Nm (3.0 m-kg, 22 ft-lb)	
Steering lower bracket	M8 P1.25	20 Nm (2.0 m-kg, 14.5 ft-lb)	Use lock washer
Installation of steering column 1, 2	M8 P1.25	14.5 Nm (1.45 m-kg, 10.5 ft-lb)	Use lock washer
Steering relay ass'y	M10 P1.25	30 Nm (3.0 m-kg, 22 ft-lb)	Use cotter pin
Universal joint	M10 P1.25	25 Nm (2.5 m-kg, 18 ft-lb)	
Steering gate	M8 P1.25	14 Nm (1.4 m-kg, 10 ft-lb)	

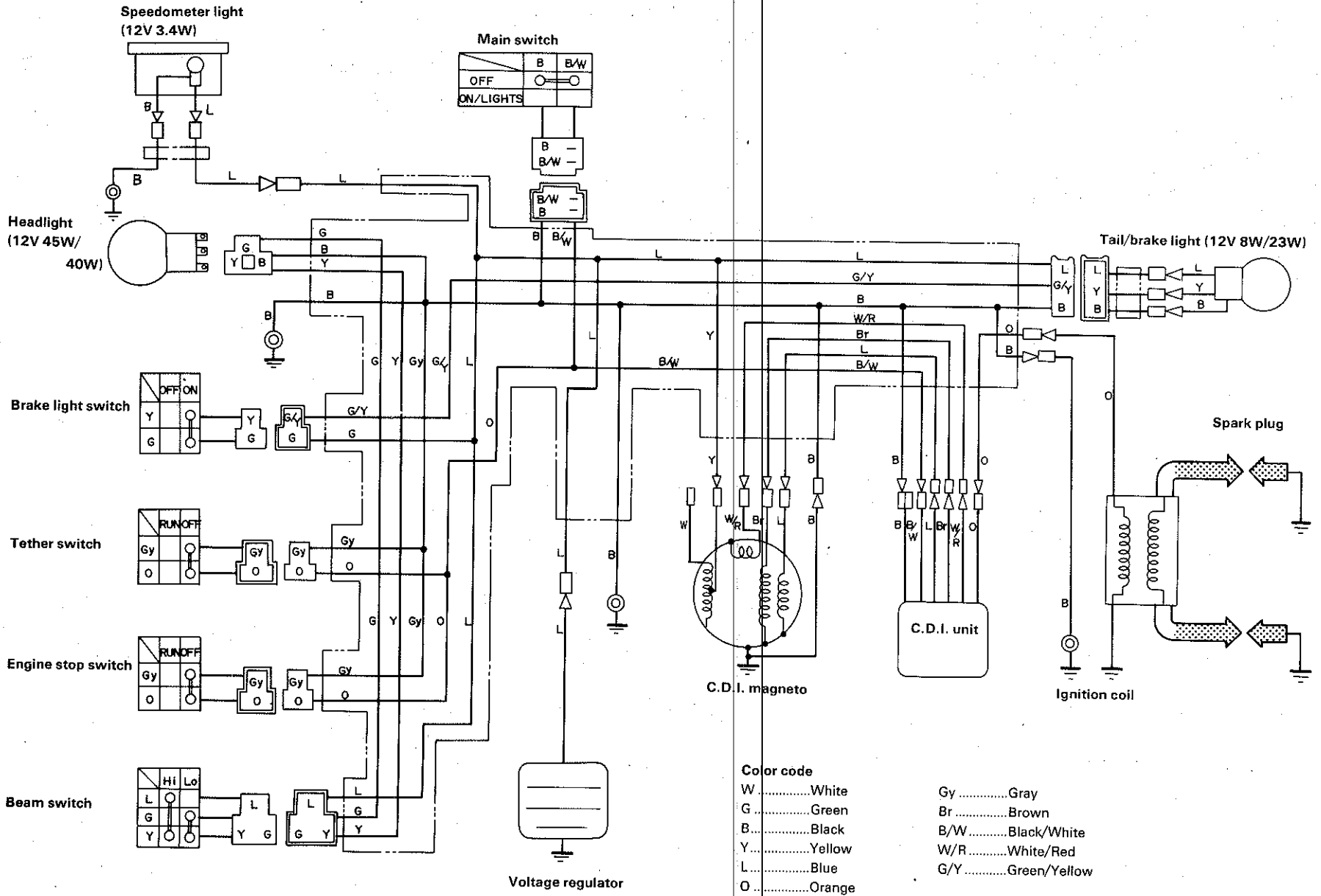
C. SPECIAL TOOLS



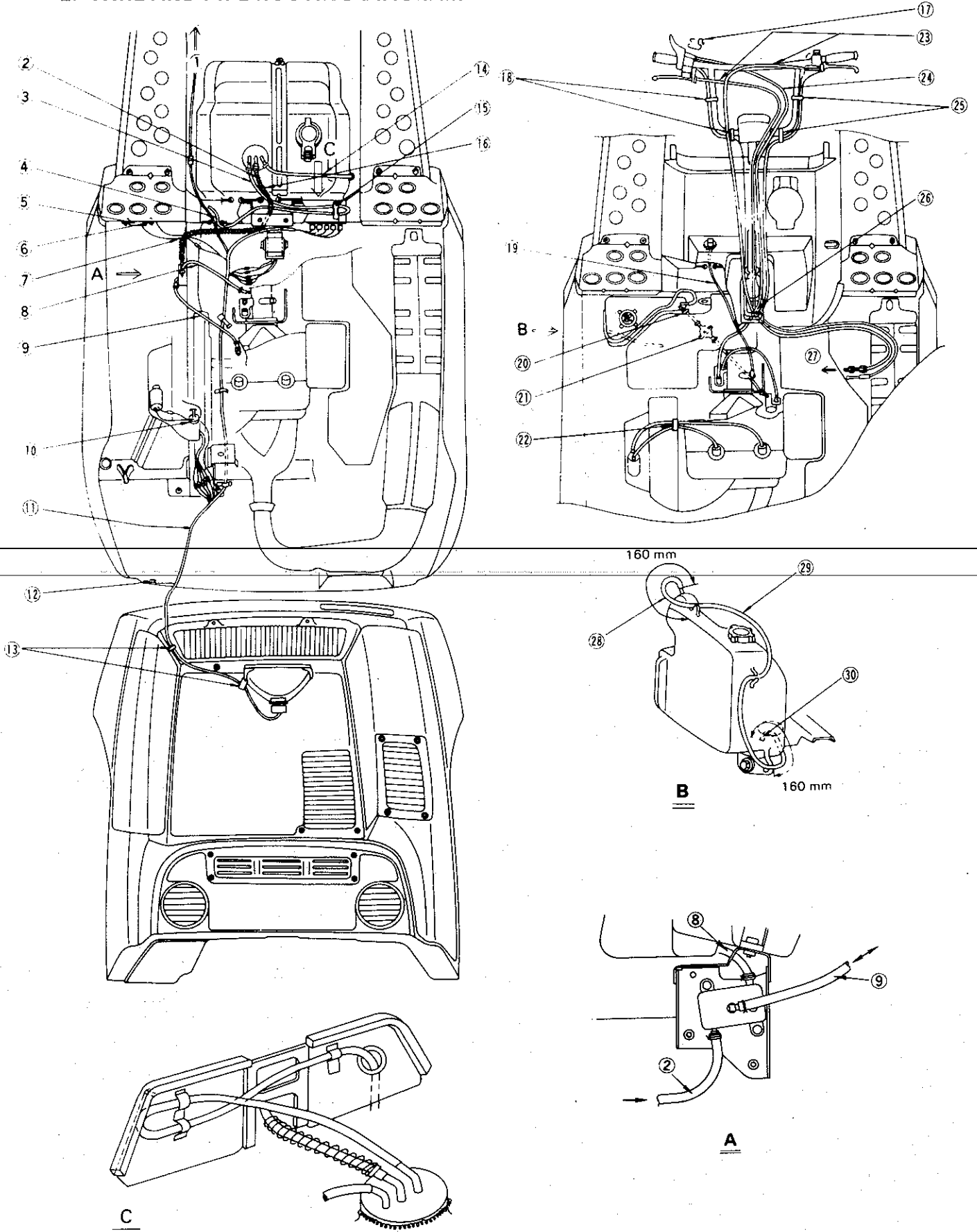
No.	Description	Tool No.
1	Dial gauge	90890-03097
2	Dial gauge stand No. 2	90890-01196
3	Dial gauge needle (56 mm)	90890-03098
4-a	Flywheel puller bolt	90890-01803
4-b	Flywheel puller attachment	90890-01804
4-c	Flywheel puller screw	90890-01806
4-d	Drive handle	90890-01817
4-e	Flywheel puller body	90890-01848
5	Rotor holding tool	90890-01235

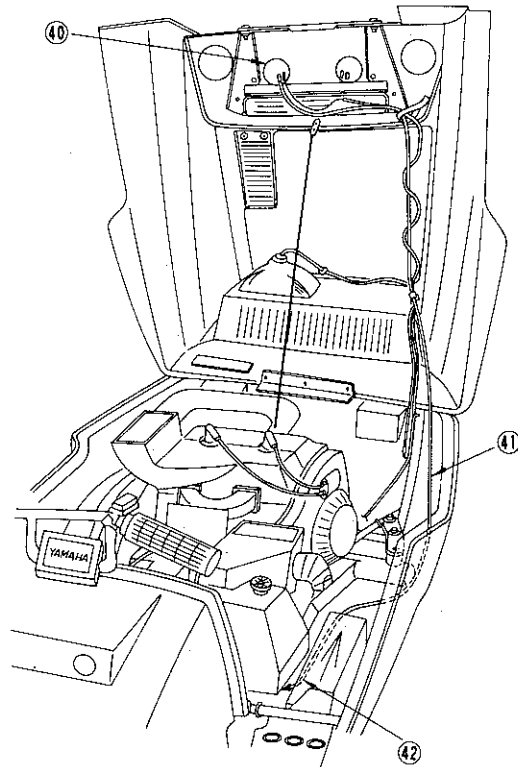
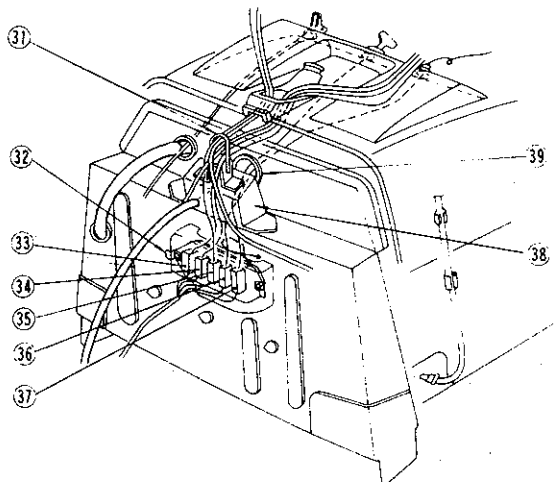
6	Primary fixed sheave puller	90890-01859
7	Sheave sub-assembly tool	90890-01858
8	Bushing tool	90890-01877
9	Sheave gauge	90890-01875
10	Pocket tester	90890-03104
11	Electro tester	90890-03021
12	A.C. Regulator checker	90890-03090

D. WIRING DIAGRAM



E. WIRE AND PIPE ROUTING DIAGRAM





1. To taillight
2. Fuel pipe
3. Fuel tank breather pipe
4. Through pipe inside the steering gate
5. Voltage regulator
6. Ground to body
7. Clamp voltage regulator ground wire
8. Fuel delivery pipe
9. Pulse pipe
10. Band
11. Wire harness assembly
12. Ground to body
13. Clamp
14. Fuel level pipe
15. Clamp
16. Pipe protector (Coil spring)
17. Clip
18. Band (Clamp the engine stop switch lead wire)
19. Starter wire
20. Oil pipe
21. Oil filter
22. Clamp
23. Brake wire
24. Throttle wire
25. Band (Clamp the beam switch and brake light switch lead wire)
26. Grommet
27. To brake caliper
28. When installing breather pipe, route it inside the instrument panel.
29. Oil tank breather pipe
30. Through the breather pipe end into the fuel pump bracket hole.
31. Bearing holder (Through the throttle wire, brake wire, beam switch lead wire, engine stop switch lead wire and brake light lead wire.)
32. Hook band (Through the beam switch lead wire, engine stop switch lead wire and brake light lead wire.)
33. Brake light switch lead wire coupler
34. Beam switch lead wire coupler
35. Engine stop switch lead wire coupler
36. Tether switch lead wire coupler
37. Main switch lead wire coupler
38. Through the main switch lead wire, tether switch lead wire and fuel tank breather pipe under the bracket 1.
39. Grommet (Through the main switch lead wire, tether switch lead wire, fuel tank breather pipe and fuel pipe.)
Check the primary sheave cap bushing and sliding sheave bushing for wear.
Replace as required.
40. Speedometer
41. Speedometer cable
42. To front axle housing

