Brutale owners manual

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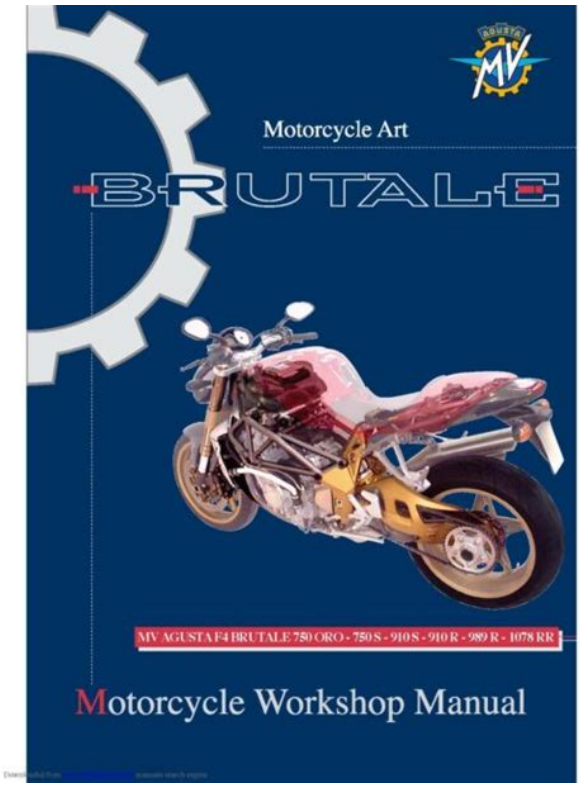
Brutale owners manual



MV Agusta, wanting to protect the interest of the people, would like to make the client and the technicians of the technical assistance centres aware and to adopt modalities of use of the motorcycle and the disposure of its parts in full respect of the norms in force in terms of environmental pollution, disposal and the recycling of waste. MV Agusta Motor S.p.A. reserves the right to carry out changes at any moment without prior notice and without incurring any obligation. This signifies that the lack Use the recommended coolant. Cylinder 3 Cylinder 2 Cylinder 1. To substitute oil, it is recommended to go to an authorised MV Agusta dealer who is equipped to deal with the collection of used oil in respect of the norms in force. The engine registration number is stamped on the upper engine casing, near the swingarm. 2 Engine registration number 1 Frame registration number 3 Homologation date Below is an example of the designation of the frame registration number. Engine control unit Eldor EM2.0; Mikuni full drive by wire throttle body; pencilcoils with “ionsensing” technology, control of detonation and misfire. MV Agusta, to protect the interests of the everyone, ask clients and technical assistance operators to use the motorcycle and dispose of its used parts with respect to the norms in force in terms of environmental pollution, disposal and recycling of refuse. Remove the oil discharge plug 2. Recover the oil in an appropriate container. Do not scatter the drainage oil into the envi ronment. Allow the lubrication system to drain completely. Substitution of the oil filter Remove the 3 fixing screws 3 of the oil filter cover. After switching off the engine, wait at least ten minutes and then check the oil level. Ensure that the motorcycle is placed on level ground and is in a vertical position. The level must be within the “MIN” and “MAX” refer ences marked on the cap rod.http://vesimport.ru/userfiles/dash-8-flight-manual.xml

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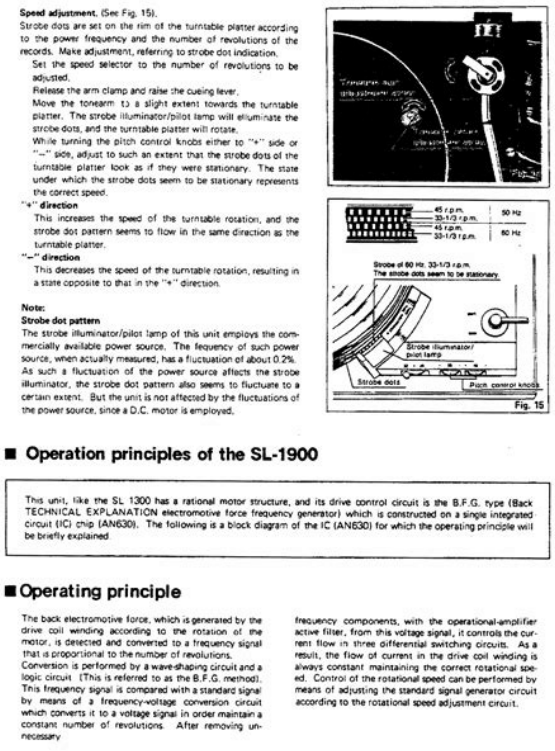


Speed adjustment. (See Fig. 15).
Strobe dots are set on the rim of the turntable platter according to the power frequency and the number of revolutions of the records. Make adjustment, referring to strobe dot indication.

Set the speed selector to the number of revolutions to be adjusted.
Release the arm clamp and raise the cueing lever.
Move the tonearm t.) a slight extent towards the turntable platter. The strobe illuminator/pilot lamp will elluminate the strobe dots, and the turntable platter will rotate.
While turning the pitch control knobs either to "+" side or "–" side, adjust to such an extent that the strobe dots of the turntable platter look as if they were stationary. The state under which the strobe dots seem to be stationary represents the correct speed.

"+" direction
This increases the speed of the turntable rotation, and the strobe dot pattern seems to flow in the same direction as the turntable platter.

"–" direction
This decreases the speed of the turntable rotation, resulting in a state opposite to that in the "+" direction.

Note:
Strobe dot pattern
The strobe illuminator/pilot lamp of this unit employs the commercially available power source. The fequency of such power source, when actually measured, has a fluctuation of about 0.2%. As such a fluctuation of the power source affects the strobe illuminator, the strobe dot pattern also seems to fluctuate to a certain extent. But the unit is not affected by the fluctuations of the power source, since a D.C. motor is employed.

Fig. 15

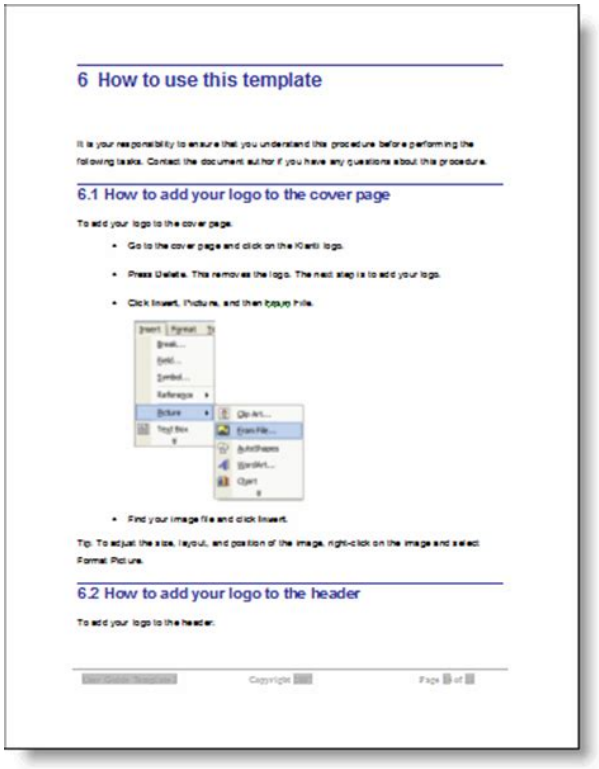
■ Operation principles of the SL-1900

This unit, like the SL 1300 has a rational motor structure, and its drive control circuit is the B.F.G. type (Back TECHNICAL EXPLANATION electromotive force frequency generator) which is constructed on a single integrated circuit (IC) chip (AN630). The following is a block diagram of the IC (AN630) for which the operating principle will be briefly explained.

■ Operating principle

The back electromotive force, which is generated by the drive coil winding according to the rotation of the motor, is detected and converted to a frequency signal that is proportional to the number of revolutions. Conversion is performed by a wave-shaping circuit and a logic circuit (This is referred to as the B.F.G. method). This frequency signal is compared with a standard signal by means of a frequency-voltage conversion circuit which converts it to a voltage signal in order maintain a constant number of revolutions. After removing unnecessary frequency components, with the operational-amplifier active filter, from this voltage signal, it controls the current flow in three differential switching circuits. As a result, the flow of current in the drive coil winding is always constant maintaining the correct rotational speed. Control of the rotational speed can be performed by means of adjusting the standard signal generator circuit according to the rotational speed adjustment circuit.

Should the level be too low, open the connection tube to the expansion vessel and let liquid flow out until the preset level. To carry out the check on the functioning of the electric cooling fan, switch on the engine and heat it up. The electric fan must start up when the water temper ature reaches the 5th or 6th notch on the dashboard. Before proceeding with the various maintenance oper ations, it is advisable to thoroughly wash and clean the motorcycle. Place the motorcycle now without the components list ed above and clean on a workstation as indicated in the figure. Remove the tappet cover acting on the 6 screws. Operating as shown in the figure, slightly lift up the cylinder head cover. To carry out this operation, use only the work surfaces indicated. Complete removal of the engine head cover by tilting it towards the right side of the vehicle. To adjust the play of the tappets see the procedure in Engine Workshop Manual Part. Code 8000B6231. Remove the head cover gasket. Spark plug as an alternative NGK CR9 EKB NGK CR9 EIB9 DO NOT use nonresistive spark plugs. Spark plug gap If appropriate see Technical Data table, measure the spark gap with a thickness metre. Adjust the gap if necessary on the basis of the following information Spark plugs. Take the flange 2 out if its place. Using a screwdriver open the edge of the gasket and gently create leverage between the gasket and the flange until you feel the unit move. Check and replace the gasket Check the state of the sealing gasket 1 on the petrol pump unit. Make sure that the gasket is perfectly intact and lubri cate it by applying silicone grease. If it is damaged, change it for a new one. Disconnect the cabling 4 from the probe. Detach the unit by pulling from both sides. 25 . Unweld the thermistor from the support bracket. Replace it with a new part and put it back in place by following the disassembly operations in reverse order. Replacement the fuel filter Remove the 2 selftapping screws 1.http://www.picart-personal.pl/fckupload/dash-5000-user-manual.xml



6 How to use this template

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- Find your image file and click Insert.

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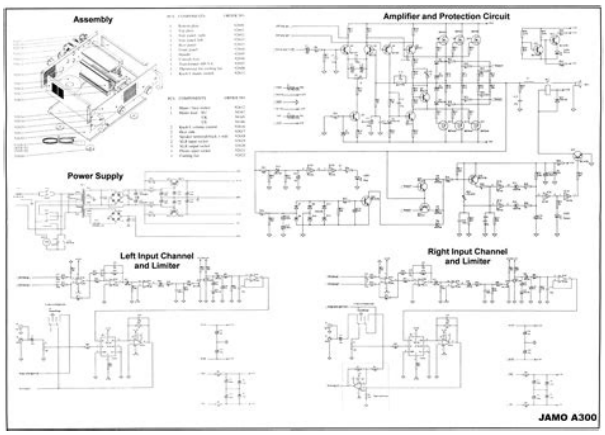
6.2 How to add your logo to the header

To add your logo to the header.

Disconnect the cabling 4 from the probe. Detach the unit by pulling from both sides. 27 . Take the Oring 7 off of the front of the filter and slid the clamp off 8. Replace the filter with a new one. Insert the tube into the new filter and secure it with a new strap taken from the new supply kit, using the required tool. Be careful of the filter, positioning the electric connec tor in a vertical position. Set the flange 1 up on the pump unit aligning it with the threaded holes on the tank. To reassemble the Airbox pipe, insert the fuel pipe in the fitting on the throttle body until you hear it lock.Remove the left air conveyor 2 by removing the three screws. Remove the air filter 3 by sliding it out from the left airbox intake hole. Recommended brake fluid AGIP Brake 4 Do not use brake fluid that comes from old containers, has already been used or does not come from a sealed container. Do not use brake fluid that is left over from previ ous maintenance or stored for long peri ods. If the fluid is below the low level mark, follow these steps to top up with brake fluid complying with the specifications Remove the oil tank 1 from the frame plate followed. The fluid in the braking circuit is highly cor rosive. Avoid any contact with eyes, skin and mucous membranes. In case of accidental contact, wash thor oughly with water and consult a doctor. For greater differences set the register on the handle bar at the indicated measurement of 22 mm. Adjust the main register sheltered by the clutch cover by acting on the two nuts, in order to restore the initial play of 3 mm measured on the lever. Front brake caliper Rear brake caliper Measure the thickness of the pad linings. If the thick ness of the linings is equal to or less than the wear limit shown below, replace the pads as described in chapter H “Brakes”. Do not attach key rings or other objects to the ignition key that could obstruct the rota tion of the steering. Press the key down and rotate it to the “LOCK” position.

All electrical circuits are disactivated and the steering is blocked. The key can be pulled out. “LOCK” position Left side Right side Fuel cap lock Lift up the antidust cover. Let the key go free, bring it into a longitudinal position and pull it out. If the fuel filler cap does not function the cap does not close, the lock blocks, etc. substitute it with a new one as described in chapter C “Bodywork”. To adjust the chain tension, proceed as follows Loosen the 2 rear wheel hub screws. Using the special spanner as indicated in the figure, move the eccentric adjuster nut backwards or forwards respectively slackening or tightening the chain, until the correct play is reached as described previously. The chain is of the Oring type. Apply the lubricant after cleaning. Utilise only the recommended lubricants or the equivalent see page B8. The cold tyre pressures are indicated in the table. Tyre pressures BRUTALE 675 BRUTALE 800 DRAGSTER 800 Brand and PIRELLI Diablo PIRELLI Diablo.

After having visually checked or following even light collision damage, it is necessary to check the planari ty, the eccentricity and the ovalisation of the wheel. See the control procedures described in chapter F “Suspension and wheels”. Before reattaching the springs, ensure that the stand can swing freely with no friction or sticking. remove the hinge plate 2;. It is therefore necessary to substitute the fork oil at the prescribed intervals. To substitute the fork oil and to do a complete overhaul of the forks, carry out the described operations in chap ter F “Suspension and wheels”. Consult chapter E “Electrical system” for the check on the battery condition. If it is necessary to disconnect the battery and remove it during overhauls carried out on the motorcycle, fol lowing the steps below. Mount the negative terminal on the relative pole of the battery as shown in figure. Turn the screw of the negative terminal and perform the prescribed tightening torque, using a torque wrench.



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WARNING The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. The display may not be changed while driving. In order to activate it, it is necessary to perform the following operations Press “SET”. The displayed digit stops blinking and the display returns to “RUN” mode. On the other hand, if you press “SET” for over three seconds, the “SPEED LIMITER” function is disabled. The display shows the “OFF”. On the other hand, by pressing “SET” for less than three seconds, the traction control level decreases to the lower value. Such value may range between 0 and 8. At the same time, the instrument starts recording the time taken to cover the second lap. The time measurement for the first lap is stored in the memory and is visualised on the display for ten sec onds, after which the time measurement for the follow ing lap appears. Do not change the display while driving. Otherwise, press “SET” for less than three sec onds to stop the deletion procedure. Once all the data have been cancelled, press the “SET” key to exit the “BEST LAP RESET” mode and then pass to the following mode. By pressing the “SET” key for less than three seconds, the cancellation procedure will be interrupt Once all the data have been cancelled, press the “SET”. WARNING The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. WARNING The display modes may be changed or set when the engine is off, the gear in neutral, the motorbike stationary with your feet on the ground. The mapping selection may be performed NOTE even during the use of the vehicle. In order to adjust the “Custom” mapping parameters to your driving requirements, perform the following oper ations. Throttle control sensitivity Press “OK” for less than three seconds until “GAS SENSITIVITY” appears. Press “SET”.

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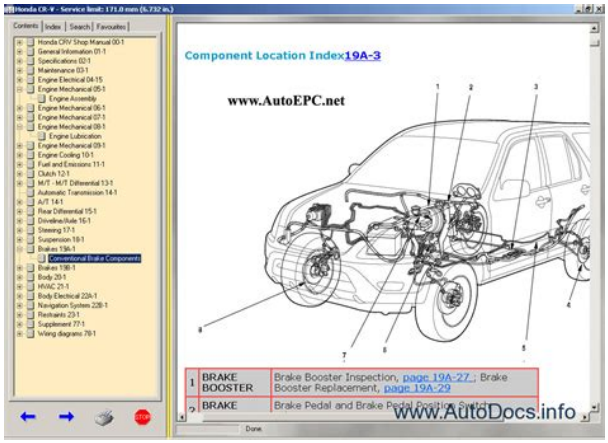

The displayed caption stops flashing and after a few seconds the display returns to “GAS SENSITIVITY” mode. It is now possible to pro ceed with the setting of the following parameter. Maximum engine torque Press “OK”. The display shows the current setting for engine response. Press “OK” for less than three seconds; the displayed setting will start flashing. The displayed caption stops flashing and after a few seconds the display returns to “ENGINE RESPONSE” mode. Engine RPM limiter Press “OK” for less than three seconds until “RPM LIMITER”. NOTE When the mileage range upon mainte nance servicing is less than 1000 km, its relative value automatically appears after the startup screen of the motorcycle. The mileage range with respect to expiration of the next scheduled maintenance is shown on this screen. Mileage range resetting After performing scheduled maintenance, the mileage range must be reset using the following procedure. To reach them remove the protective cover by remov ing the two fixing screws. Solenoid starter CAUTION Turn the ignition key on the “OFF”. CAUTION Turn the ignition key on the “OFF” position before checking or replacing the fuses, in order to avoid a short circuit with subse quent damage to other electric parts of the motorcycle. The headlight should be adjusted every time the geometry of the vehicle is altered and before carrying a pillion passenger. The motorcycle is not equipped with external adjusters and the front projector unit is fixed to the frame. Headlight adjustment Place the vehicle at a distance of 10 m from a vertical wall. Pull off the mudguard towards the front. Pull off the mudguard towards the front. When reassembling the parts, take care of the correct disposition of the spacers on the lower fixing points of the mudguard see picture. Disconnect the flashing lights 1. Disconnect the electrical connection 2 and remove the light. 6 . Loosen the rubber cap and unhook the connector 1.

Unscrew the three fixing screws and remove the dash board cover. Detach the four main connectors 2 located on the right side of the vehicle; 2 located on the left side. Remove the clutch cable from the throttle as shown in the figure. Remove the front brake pump by acting on the screw 2. Leave the pump unit on the handlebar. Remove the handlebar 4.Unscrew and remove the two fixing screws 2 of the central plate. Tighten the screws at the prescribed torque.Repeat the operation on the other side of the motorcy cle for the removal of the clutch lever guard.For reassembly, perform the following operations apply “Loctite 243” threadlocker fluid on the threaded part of the 3 fixing screws. position the low beam support underneath the steer ing base and insert the 3 screws without tightening them. Pull the underseat panel off 2 disengaging it from the seat A of the 2 pins as shown in the figure. Repeat the operation on the other side of the motorcy cle. Pull out the underseat panel as shown in the picture. Repeat the operation on the other side of the motorcy cle. Remove the two upper fixing screws 2 of the RH rear panel as shown in the picture. Detach the connector of the RH tail light. Pull out the RH rear panel complete with tail light in the direction shown in the picture. 19 . Pull out the tail light from the rear panel in the direction shown in the picture. Repeat the operation on the other side of the motorcy cle. REMOVINg fUEl TANK Unscrew and remove the two rear screws 1 fastening the fuel tank to the rear seat rail. Unscrew and remove the two front screws 2 fasten ing the fuel tank to the frame. 21 . Remove the airbox panel 4 unscrewing the screw 5. Pull the airbox panel off 4 disengaging it from the two pins, pulling it the same direction as the pins. Repeat the operation on the other side of the vehicle. When removing the fuel tank, pay attention not to dam age the frame. Lift the fuel tank and tilt it forward. Disconnect the fuel pipe on the left side.

23 . Disconnect the overflow pipe on the bottom rear part. To make disengaging fittings from the

fuel NOTE pump flange easier, two operators are rec ommended, one to support the tank and the other to disconnect the quick cou plings. When putting the fuel tank cap back on, perform the same operations in the opposite order as when disas sembling it, being careful to tighten it at the prescribed tightening torque and to apply the indicated thread locker. Remove the two internal screws 2. Disconnect the connector of the front turn signal 3 and remove the panel. 27 . Repeat the operation on the opposite side. 28 . Disconnect the air temperature sensor connector. Disconnect the air pressure sensor and engine phase connector. 30 . Remove the air filter. AIRBOx REMOVAl Remove the nine fixing screws on the airbox cover. 31 . Remove the rear fixing screw. Disconnect the blowby pipe. 32 . Pull out the bulkhead sideways. Pull the light from the back. 37 . Pull off the number plate support. 38 . When reassembling, apply the recommended product on the threads of the screws and tighten the screws at the prescribed torque. SIGNAL DESCRIPTION When the atmospheric pressure is low, the sensor sends a signal to the ECU to reduce the injection ATMOSPHERIC PRESSURE SENSOR SIGNAL time volume. The fuel in the tank is pumped into the feed tubing at a controlled pressure by the rel ative regulator and maintained at a certain constant value higher than the suction generated by the motor. As the CPU possesses a timer function, the pump motor stops turning three seconds after the ignition switch has been brought to the “ON”. The signal of each individual sensor is sent to the input section and then to the CPU. The volume of the injection increases when the air temperature is low. The resistance of the Thermistor increases when the air temperature is low and diminishes when the tem perature is high.

These sensors are potentiometers with a variable resistance based on the opening angle of the acceler ator and operate in a crossed fashion. The sensors are powered by the ECU at the estab lished voltage of 5V and provide, in output, a voltage proportional to the throttle angle. This avoids the use of the HT leads and enhance the overall system reliability. 13 . This soft ware is equipped with a guide book for the use of the software itself to carry out checks on each individual component of the system. The frontal pressure of the air during normal rid ing conditions is conducted to the air filter compartment in such a way that the incoming air is pressurised there by improving the air intake efficiency to obtain greater power from the engine. The lack of using the correct pro cedure can cause grave damage. 4 . Description Ref. Description Front right indicator Front headlight Number plate light Rear right indicator Instrument panel Rear left indicator Air temperature sensor Diagnostic connector Front left indicator Rear and stop light Horn Gear position sensor Air pressure sensor Battery Light switch. Description Ref. Description Front right indicator Front headlight Number plate light Rear right indicator Instrument panel Rear left indicator Air temperature sensor CAN line Front left indicator Rear and stop light Horn Gear position sensor Air pressure sensor Battery Light switch. Description Ref. Description Instrument panel Air temperature sensor Number plate light Rear right indicator Front left indicator Rear left indicator Horn CAN line Air pressure sensor Rear and stop light Light switch Gear position sensor “Drive By Wire”. The following battery is used BS BTZ10S This is a sealed battery with breather valve. No elec trolyte level checking is required. Never remove the battery seal caps nor block the breather opening.

If the battery is charged after a period of vehicle downtime, make sure that the charger fuse is placed inside its housing on the remote ignition switch. If the tester indicates less than 12.6V or more than 14.5V the cause will be found in the generator. When carrying out this check, ensure that NOTE the battery is fully charged. Apply 12 volts to the terminals 1 and 2 of the relay and check the continuity between terminals BM. Do not apply the battery voltage to the starter relay for more than five seconds to avoid overheating and therefore damaging the. Disconnect the connector of the gear position switch and check the resistance value, using a multitester, in the six gears as well as the

idle position, as shown in the attached table. Fuse Application. Remove the spark plugs utilising the appropriate 16mm hexagonal spark plug spanner. Check the resistance between the electrode and the screw cap of the spark plug as shown in the figure. To operate the relays conveniently it is necessary to remove the battery and its mounting.To check this component it is necessary to identify the relative connector positioned as shown in the figure, inside the frame on the left side of the motor cycle. If the fuse in question is in good condition, proceed with the check of the speed sensor as follows Keeping the sensor connected to the system and with the key ON, use a Tester to make sure that when the. TURN INDICATORS In the event that turn indicators do not work, check the conditions of fuse 6 on the fuse box. C “Superstructures”. Remove the RH radiator protection. If it is necessary to replace the diagnosis module, detach the defective part and connect the new module. 39 . If there is any anomaly, substitute the respective switch unit with a new one. R.H. switch L.H. switch 42 . C cabling Code NOTE Pay attention to the position of the left front turn signal cable Code Code Code Code Code 50 . A cabling Note For “Quick shift”. Place the motorcycle on the rear stand.

Special tool N. Unscrew the nut from the left side. Holding the wheel up with your left hand, use your right hand to push the pin towards the right part of the motorcycle Take the wheel pin out 2 from the right side, freeing up the wheel. If either condition is verified, substitute the bearings. Operate in the same way on both bearings. NOTE Check that the ends of the aluminium spacer and the seats of the bearings on the wheels are not scored or marked. Insert the guide spacer and utilising a press, squeeze down the bearings. Proceed as illustrated in the figure. Attention the wheel bearings should be mounted with little interference but should the action of the press be blocked in any way, release the press. Utilising a dial gauge, check that the eccen tricity in the central part does not exceed 0.05 mm. Wheel assembly If the front tyre is substituted, before assem bling the wheel it is necessary to balance the wheel following the indications in page 82. Support the motorcycle by the rear stand with special tool.Place the fork leg in a vice, in a vertical position taking care to protect its surface against possible damage. Perform this operation while hold ing the leg in a vertical position. Unscrew the plug. Proceed by acting with the spanner on the fork cap while locking the nut on the damping piston rod. Turn the stem upside down and completely pour out the oil into a suitable container. Do not dispose of the used oil in the environ ment. During this phase also take the spring preload spacer out 1. Remove dust cap 1, taking care not to damage the seat on the sheath. Extract the oil seal. Fork assembly check right stem Brutale 675 Check that the sleeve does not have marks on the external part that could have repercussions inside the assembly. Grease the lips of the new antidust seal 1 and the new oil seal 2 with the appropriate grease. Special tool N. 8000B6785 Insert the clamping ring 1 in place. Then, put the dust seal in 2 by hand. 18 .

Insert the 13 mm wrench under the pump nut 1 to stop the rod from falling out. Install the cap 2 complete with new oring, by hand, and screw it on until it hits the rod and not the nut. Place the fork leg in a vice, in a vertical position taking care to protect its surface against possible damage. Perform this operation while hold ing the leg in a vertical position. Unscrew and remove the plug 1. Turn the stem upside down and completely pour out the oil into a suitable container. Pull off the cartridge together with the rod from the case. Unscrew the ring nut of the left rod cartridge using a hook wrench as shown in the figure. Remove the ring nut and the rod. Remove dust cap 1, taking care not to damage the seat on the sheath. Remove the retaining ring 2 with a screwdriver. 24 . Fork assembly check left stem Brutale 675 Check that the sleeve does not have marks on the external part that could have repercussions inside the assembly. Ensure that the inside is completely smooth, without any scratches. Put the ring nut and rod back on and tighten the ring nut at the prescribed tightening torque.Completely unscrew the plug and lower the sheath as shown in the figure. Perform this operation while hold ing the leg in a vertical position. Remove the spring. Turn the stem upside down and completely pour out the oil into a suitable container. Do not dispose of the used oil in the environ ment. Remove the central lower screw that fixes the damping piston. Take care not to reverse the pumping elements on the fork while fitting them back in, according to the fol lowing

configuration. Remove the retaining ring 2 with a screwdriver. Extract the oil seal. 32 . Ensure that the inside is completely smooth, without any scratches. If necessary, substitute with a new part. Check for marks or scratches on all surfaces of the stem and check the condition of the chroming. Special tool N. Put the spring in by holding the pump rod in an extend ed position outside of the sleeve.

Insert the 13 mm wrench under the pump nut 1 to stop the rod from falling out. This operation must be carried for both stems. Grease only the first threads. Special tool N. Support the motorcycle sufficiently enough so that the front stand can be removed. Ensure that the brake calipers are securely placed. Special tool N. 800091645 Remove the screw ring 1 previously slackened. Assembly steering base Accurately clean all the parts and check the general condition. Before reassembly, grease the internal ring of the bear ing and the ball bearing ring on the steering pin with Agip Grease 30. This operation must be done manually.Lift up the rear part of the motorcycle with the specific lifter. Slacken the upper nut 1 of the shock absorber. Using a screwdriver push the screw 2 outwards. Check the length of the rear shock absorber spring.Grease the screws with Agip Grease 30 before reassembly. Insert the shock absorber from above and lightly screw in the lower screw of the shock absorber using the rel ative nut. Rear wheel removal Remove the rubber and the safety spring clip 1 and unscrew the screw ring of the wheel. Attention! The screw ring has a lefthanded thread. Lower chain guard removal Remove the two socket head screws 1 of the lower chain guard. Remove the lower chain guard, taking care to recover the internal bushes. Remove the socket head screw on the right side hold ing the nut still with a 10mm Allen key. Remove the silencers unit from the exhausts. 53 . Special tool N. 800095389. Identify the connecting link. The part of the tool being indicated must operate on the internal part of the crown wheel.Utilise only new links. Connect both ends of the chain with the connecting link, and press the connecting plate into the connecting pins by hand. Tighten at the specified torque. Speed sensor cable disassembly Remove the speed sensor cable holding clamp 3. Disconnect the speed sensor cable connector 1. 57 . Also loosen the pin for the pads.

Remove the screw 1 on the left side of the vehicle. Remove the washer and push out the pin 2 manual 58 . Support the swing arm to avoid it from falling on the ground and slide it towards the rear part of the motor cycle. Upper chain guide removal Remove the 2 screws 1 and relative plates and the screw 2 on the front. During reassembly, proceed in reverse order making sure that the two front and rear reference elliptical ele ments are in the correct position. Lower chain guide removal Remove the 3 screws 1 with their relative spacers. Operate in the same way for the bearings on the left side. Special tool N. 800092860 RIGHT SIDE Extract the spacer from the right side. Check the condition of both bearing seats and the seat of the spacer. Special tool no. 800092866 Utilising a press fit the bearings and the roller bearing units see figure. 62 . Special tool no. 800092642 Remove the rear wheel by removing the polygonal nut.Slacken the fixings 1 of the wheel hub. Special tool Eccentric adjuster spanner N. 800092854 Spanner extension N. 800092855 Remove the rear sprocket unit 3 and the spacer ring 5 underneath. Disassembly of the wheel pin Remove the wheel spindle complete with the brake disc, extracting it from the right side of the motorcycle as shown in the figure. At the same time, support the ring gear unit with one hand. Carefully wash all parts. Check the condition of the roller bearing and the ball bearing. If there is excessive play even only one of the bear ings or chamferings during rotation, substitute the wheel hub, complete with bearings with a new unit. If it is worn, substitute as follows. Disassemble the phonic wheel by acting on the 4 screws 1. Remove the four clamping screws 1 of the brake disc holder flange, as they are usually assembled with threadlocker fluid, after having heated them with a heat gun. When assembling, apply force on the crown of the peg not on the point. If it appears to be too worn, proceed as described in the following operation.

Flexible coupling check Extract the 5 spring drives 2 from the gear flange sup port 3 and assess its

condition. When the ring gear unit is being reassembled with the drive flange unit, grease the coupling areas. Bushes coupling area 1 Grease AGIP GR SM Bushes coupling area 2 Grease AGIP GREASE 30 Do not apply grease to the threads of the pins. Assemble the rear spacer ring in contact with the hub, then the brake calipercarrying flange, the second spacer ring and the Seeger retaining ring 1. Reposition the nut of the flange 1 with the relative washer 2 without tightening. Special tool Spanner for eccentric hub N. 800092854 Extension for spanner N. 800092855 Tighten the two fastening elements 1 of the wheel hub. Follow the instructions indicated in page 82. Insert 1st gear. Reassemble the rear wheel. Tighten the wheel axis nut to the prescribed torque pressure. Straighten the metal tongue with a flathead drift and hammer. Put it in first gear by moving the lever clockwise by hand. Heat the nut with a heat gun. 77 . Now cut and remove the chain as described on page Using the specially designed spanner, remove nut 1 and washer 2. Remove the pinion and replace it with a new pinion. For reassembly, insert the pinion to end stroke. Remove the chain as described on pages 4546.Front wheel balancing Mount the wheel onto an adequate support similar to that shown in the figure, utilising a ground pin of 35 mm diameter. Mount the wheel onto an adequate support similar to that shown in the figure, utilising the special tool cod. It indicates the lightest point of balancing and must be situated close to the tyre valve when the tyre is mounted onto the wheel rim. Remove the screw 1 indicated in the figure Disconnect the negative pole of the battery. When removing the battery, it is necessary to remove the negative pole cable first and then the positive pole cable. Remove the two central fixing buffers of the tank. Remove the battery mounting by unscrewing the 3 screws. 4 .