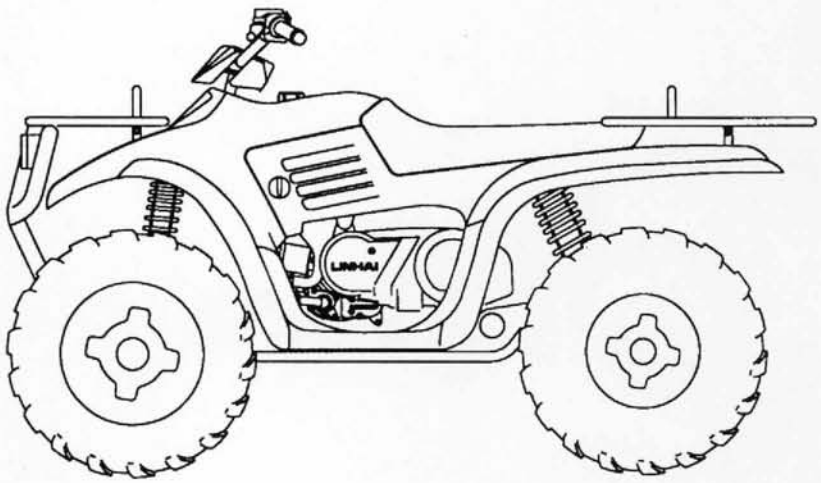
MASTERS OF MOTION™ ATV

SERVICE MANUAL

Model No.8260



Foreword

This manual is designed primarily for use by the ATV factory certified service technicians in a properly equipped shop. Persons using this manual should have a sound knowledge of mechanical theory, tool use, and shop procedures in order to perform the work safely and correctly. The technician should read the text and be familiar with service procedures before starting the work. Certain procedures require the use of special tools. Use only the proper tools, as specified. Cleanliness of parts and tools as well as the work area is of primary importance.

All references to left and right side of the vehicle are from the operator´s perspective when seated in a normal riding position.

This manual includes procedures for maintenance operations, component identification and unit repair,along with service specifications for these ATVs. Keep this manual available for reference in the shop area.

At the time of publication all information contained in this manual was technically correct. However, all materials and specifications are subject to change without notice.

⚠ CAUTION

Due to the nature of the adjustments marked with a Ⓓ on the following chart, it is recommended that service be performed by an authorized dealer.

▲ More often under severe use, such as dirty or wet conditions to purge water or dirt contamination from grease fittings and other critical components.

Periodic Maintenance Schedule

Careful periodic maintenance will help keep your vehicle in the safest, most reliable condition. Inspection, adjustiment and lubrication intervals of important components are explained in the following chart on the following pages.

Maintenance intervals are based upon average riding conditions and an average vehicle speed of approximately 10 miles per hour. Vehicles subjected to severe use, such as operation in wet or dusty areas, should be inspected and serviced more frequently.

Inspect, clean, lubricate, adjust or replace parts as necessary.
NOTE: Inspection may reveal the need for replacement parts. Always use genuine parts available from your dealer.

Service and adjustments are critical. If you are not familiar with safe service and adjustment procedures, have a qualified dealer perform these operations.

	Item	Hours	When	Remarks
	Brake System	Pre–ride	Pre–ride	Pre–ride inspection item
	Auxiliary Brake	Pre–ride	Pre–ride	Pre–ride inspection item
	Tires	Pre–ride	Pre–ride	Inspect daily, pre–ride inspection item
	Wheels	Pre–ride	Pre–ride	Pre–ride inspection item
	Frame nuts, bolts fasteners	Pre–ride	Pre–ride	Pre–ride inspection item
▲	Air Filter–pre–Cleaner	Daily	Daily	Inspect–Clean
	Coolant/Level Inspection	Daily	Daily	Replace engine coolant annually
▲	Air Box Sediment Tube	Daily	Daily	Drain deposits whenever visible
	Headlamp Inspection	Daily	Daily	Check operation daily; apply dielectric grease to connector when replaced
	Tail lamp inspection	Daily	Daily	Check operation daily; apply dielectric grease to socket when replaced
▲	Air Filter–Main Element	Weekly	Weekly	Inspect–Replace if necessary
▲	Transmission Oil Level	20 hrs	Monthly	Inspect monthly; change annually
	Battery	20 hrs	Monthly	Check/clean Terminals; check fluid level

	Item	Hours	When	Remove
[D]	Brake pad wear	10 hrs	Monthly	Inspect periodically
▲	Rear Gearcase Oil	100 hrs	Monthly	Check monthly and change annually
	Engine Cylinder Head and Cylinder Base Fasterners	25 hrs	3 months	Inspect (re–torque required at first service only)
▲	General Lubrication	50 hrs	3 months	Lubricate all fittings, pivots, cables, etc.

	Item	Hours	When	Remarks
▲	Engine Oil–Level/ Change	30 hrs	3 months	Check Level Daily; Break in Service at 1 month. Change oil more often in cold weather use.
▲	Oil Filter	50 hrs	6 months	Inspect–clean
	Engine breather hose	100 hrs	6 months	Inspect
	Carburetor Float Bowl	50 hrs	6 months	Drain bowl periodically and prior to storage
[D]	Throttle Cable	50 hrs	6 months	Inspect–adjust, lubricate, replace if necessary; pre–ride inspection item
	Coolant strength	100 hrs	6 months	Inspect strength seasonally
	Shift linkage	50 hrs	6 months	Inspect, adjust
[D]	Drive belt	50 hrs	6 months	Inspect, replace if necessary
▲	Steering	50 hrs	6 Months	Inspect daily, lubricate
▲	Rear Axle	50 hrs	6 Months	Inspect bearings, Lube

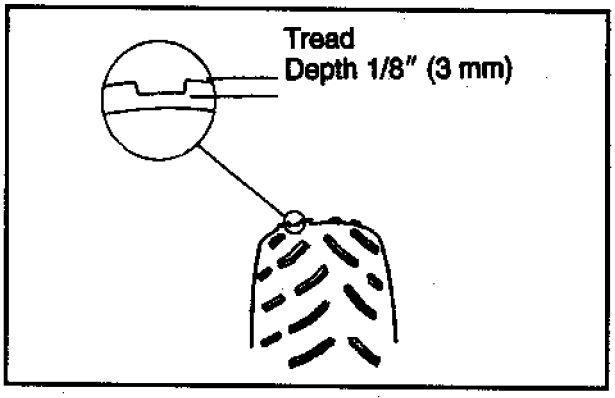
TIRE PRESSURE

Tire Pressure Inspection	
Front	Rear
4PSI(27±0.5KPa)	3PSI(20.5±0.5KPa)

TIRE INSPECTION

CAUTION:

- Maintain proper tire pressure. Refer to the warning tire pressure decal applied to the vehicle.
- Improper tire inflation may affect ATV maneuverability.
- When replacing a tire always use original equipment size and type and replace in pairs.
- The use of non-standard size or type tires may affect ATV handling.



TIRE TREAD DEPTH

Always replace tires when tread depth is worn to 1/8" (3mm) or less.

⚠ WARNING

Operating an ATV with worn tires will increase the possibility of the vehicle skidding easily with possible loss of control.

Worn tires can cause an accident.

Always replace tires when the tread depth measures 1/8" (.3cm) or less.

FRAME, NUTS, BOLTS, FASTENERS

Periodically inspect the tightness of all fasteners in accordance with the maintenance schedule. Check that all cotter pins are in place. Refer to specific fastener torques listed in each chapter.

	Item	Hours	When	Remove
[D]	Brake pad wear	10 hrs	Monthly	Inspect periodically
▲	Rear Gearcase Oil	100 hrs	Monthly	Check monthly and change annually
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	Carburetor Float Bowl	50 hrs	6 months	Drain bowl periodically and prior to storage
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	Coolant strength	100 hrs	6 months	Inspect strength seasonally
	Shift linkage	50 hrs	6 months	Inspect, adjust
[D]	Drive belt	50 hrs	6 months	Inspect, replace if necessary
▲	Steering	50 hrs	6 Months	Inspect daily, lubricate
▲	Rear Axle	50 hrs	6 Months	Inspect bearings, Lube

MAINTENANCE

	Item	Hours	When	Remove
▲	Front Suspension	50 hrs	6 months	Inspect–lubricate, tighten fasteners
▲	Rear Suspension	50 hrs	6 months	Inspect, tighten fasteners
	Spark Plug	100 hrs	12 months	Inspect–replace if necessary
D	Ignition Timing	100 hrs	12 months	Inspect and adjust as needed
D	Fuel System	100 hours	12 months	Check for leaks at tank cap, lines, fuel valve, filter, and carburetor. Replace lines every one year.
D	Fuel Filter	100 hrs	12 months	Replace annually
	Radiator	100 hrs	12 months	Inspect/clean external surface
	Cooling System hoses	50 hrs	6 months	Inspect/replace if necessary
	Spark arrestor	10 hrs	monthly	Clean out–replace if necessary
D	Clutches (drive and driven)	25 hrs	3 months	Inspect, clean
	Engine Mounts	25 hrs	3 months	Inspect
D	Valve Clearance	100 hrs	12 months	Inspect/Adjust
D	Shift selector box (H/L/R/N)	200 hrs	24 months	Change grease every two years
D	Brake fluid	200 hrs	24 months	Change every two years
	Idle Speed	As Re–quired	As Re–quired	Adjust
D	Toe adjustment	As re–quired	As re–quired	Periodic inspection, adjust when parts are replaced
	Headlight Aim	As re–quired	As re–quired	Adjust if necessary

Lubrication Recommendations

	Item	Lube Rec	Method	Frequency
	1.Engine Oil	SAE 15W/40 SG	Add to proper level on dipstick.	Check level daily.
	2.Brake Fluid	DOT 3 Only	Maintain level between fill lines. See "7.CONTROL ....."	As required; change every two years or 200 hours
	3. Transmis-sion Oil	SAE 80W/90 GL5	See " 16.MAINTENANCE/TRANSMIS-SION LUB....."	Chage annually or at 100 hours
	4.Rear Gearcase oil	SAE 80W/90 GL5	See " 16.MAINTENANCE/Rear Gearcase Lubrication....."	Chage annually or at 100 hours
▲ *	5. Front A-Arm pivot Shaft	Grease	Locate fitting on pivot shaft and grease with grease gun	Every 3 months or 50 hours
▲	6. Steering Post Bushings	Grease	Locate fitting on steering rest and grease with grease gun	Every 3 months or 50 hours
▲	7. Front Wheel bearings	Grease	Inspect and replace bearings if necessary	Semi-annually
	8. Tie rods	Grease	Locate fittings and Grease	Semi-annually
	9. Shift Linkages	Grease	Locate fittings and Grease	Semi-annually
▲	10. Ball Joints	Inspect	Inspect and Replace it if necessary	Semi-annually
▲	11. Prop Shaft & Shaft Yoke	Grease	Locate fitting and Grease	Semi-annually

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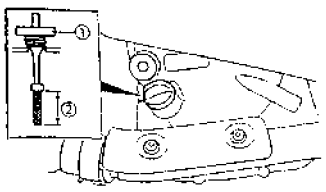

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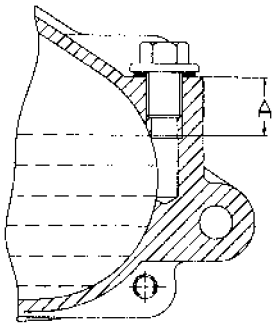

A=$\frac{3}{4}$"(19mm)

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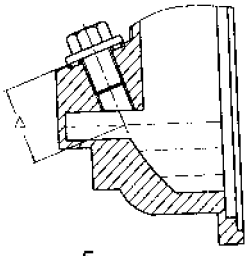
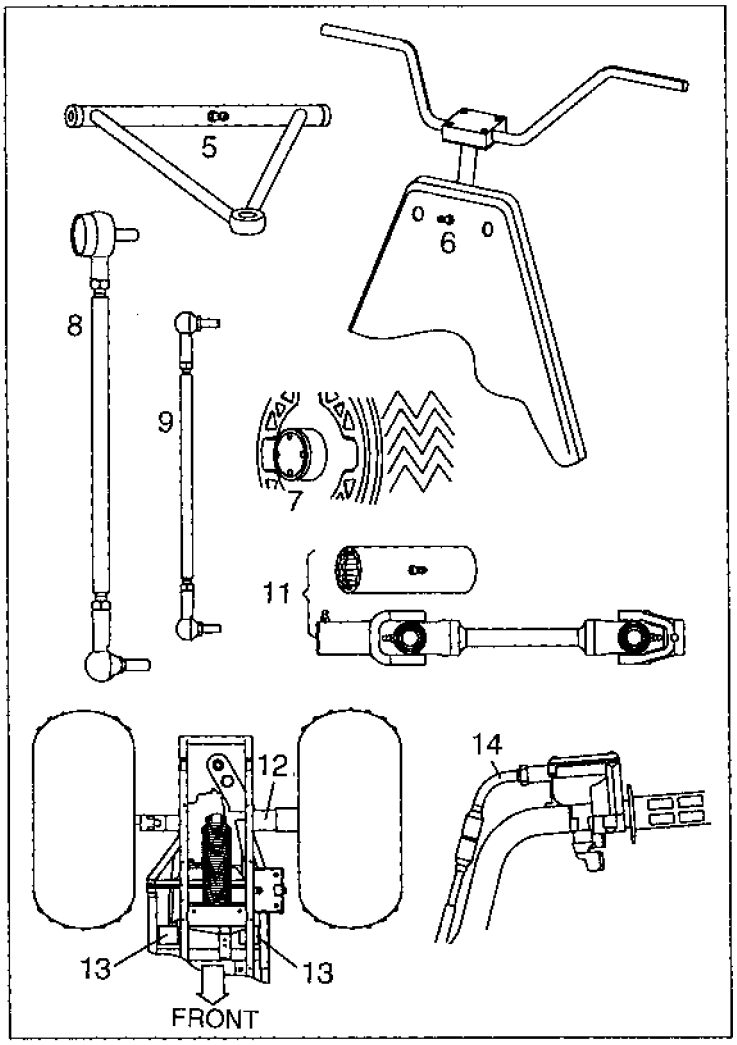


A=1$\frac{5}{8}$"(41mm)

Lubrication Recommendations



▲	12. Rear Axle Bearing	Grease	Locate fitting and grease	Every 3 months or 50 hours
▲	13. Swing Arm Bearings	Grease	Locate fitting and grease with grease gun	Monthly or 20 hours
▲	14. Throttle Cable	Grease Ⓜ	Grease, inspect and replace it if necessary	Monthly or 20 hours

NOTE:

1. More often under severe use, such as wet or dusty conditions.
2. Grease: Light weight lithium-soap grease.
3. Grease Ⓜ: molybdenum disulfide (MoS_2) grease (water resistant).
4.* When suspension action becomes stiff or after washing.
5. Hours are based on 10 mph (16 km/h) average.

FUEL SYSTEM

⚠WARNING

Gasoline is extremely flammable and explosive under certain conditions.

⚠ Always stop the engine and refuel outdoors or in a well ventilated area.

⚠ Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.

⚠ Do not overfill the tank. Do not fill the tank neck.

⚠ If you get gasoline in your eyes or if you swallow gasoline, see your doctor immediately.

⚠ If you spill gasoline on your skin or clothing, immeditately wash it off with soap and water and change clothing.

⚠ Never start the engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.

⚠ Never drain the float bowl when the engine is hot. Severe burns may result.

FUEL LINES

1. Check fuel lines for signs of wear,deterioration, damage or leakage. Replace if necessary.
2. Be sure fuel lines are routed properly and secured with cable ties. **CAUTION:** Make sure lines are not kinked or pinched.
3. Replace all fuel lines every two years.

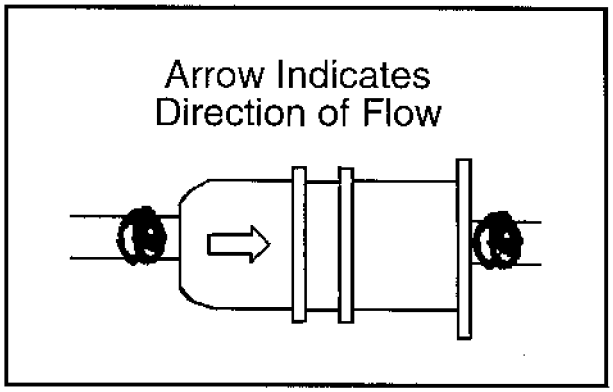
VENT LINES

1. Check fuel tank, oil tank, carburetor, battery and transmission vent lines for signs of wear, deterioration, damage or leakage. Replace every two years.
2. Be sure vent lines are routed prolperly and secured with cable ties. **CAUTION:** Make sure lines are not kinked or pinched.

FUEL FILTER

The fuel filter should be replaced in accordance with the Periodic Maintenance Chart or whenever sediment is visible in the filter.

1. Shut off fuel supply at fuel valve.
2. Remove line clamps at both ends of the filter.
3. Remove fuel lines from filter.
4. Install new filter and clamps onto fuel lines with arrow pointed in direction of fuel flow.
5. Install clamps on fuel line.
6. Turn fuel valve ON.
7. Start engine and inspect for leaks.
8. Reinstall fuel tank.



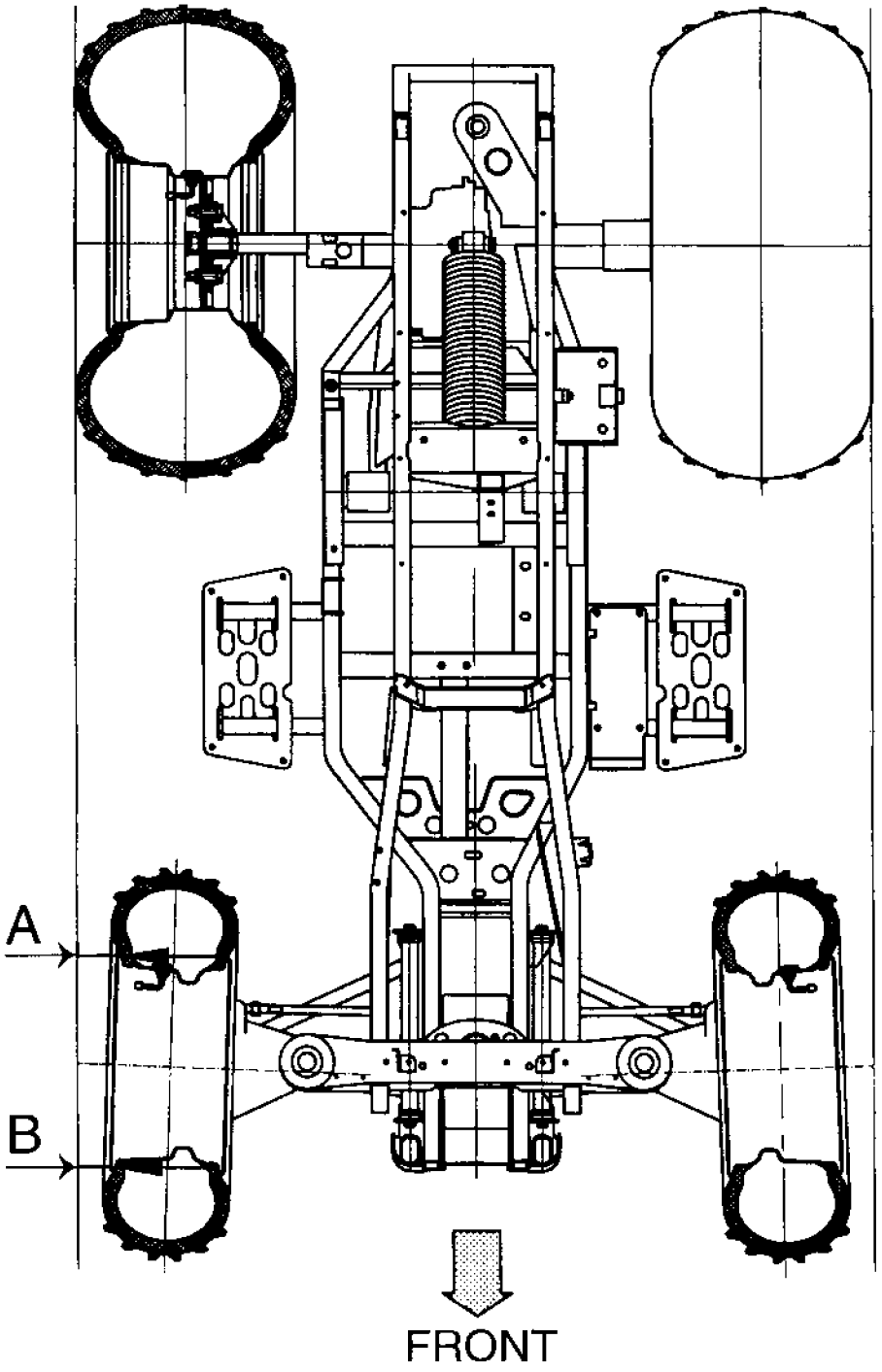
MAINTENANCE

TOE ALIGNMENT–METHOD : STRAIGHTEDGE OR STRING

Be sure to keep handlebars centered. See note below.

NOTE: String should just touch side surface of rear tire on each side of machine.

Measure from string to rim at front and rear of rim. Rear rim measurement (A) should be 1/16" to 1/8" (.2 to .3 cm) more than front rim measure ment (B).



NOTE: The steering post arm (frog) can be used as an indicator of whether the handlebars are straight. The frog should always point straight back from the steering post when handlebars are straight.

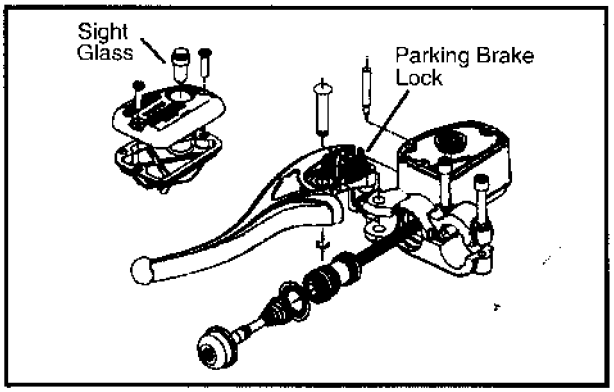
BRAKING SYSTEM INSPECTION

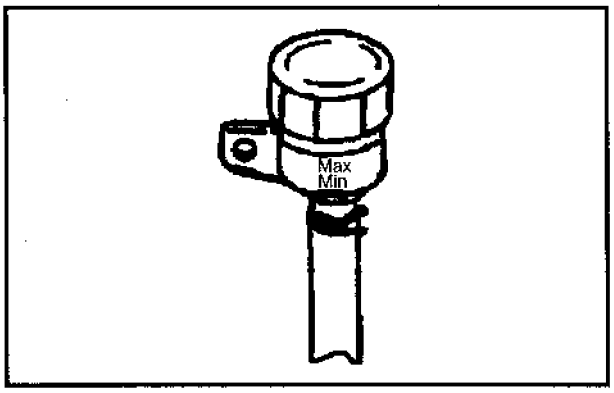
The following checks are recommended to keep the braking system in good operating condition. Service life of braking system components depends on operating conditions. Inspect brakes in accordance with the maintenance schedule and before each ride.

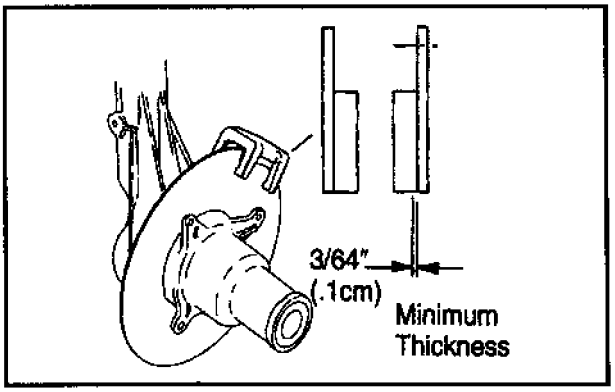
- Keep fluid level in the master cylinder reservoir to the indicated level inside reservoir.
- Use DOT 3 brake fluid.

NOTE: Use new brake fluid or brake fluid from a sealed container to avoid contamination to system.

- Check brake system for fluid leaks.
- Check brake for excessive travel or spongy feel.
- Check friction pads for wear, damage and looseness.
- Check surface condition of the disc.
- Inspect thickness of brake pad friction material.







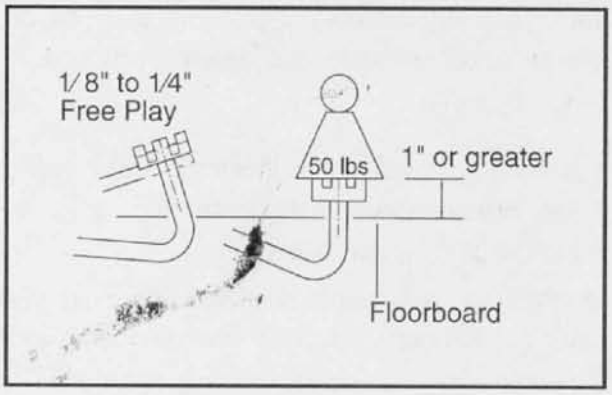
BRAKE PAD INSPECTION

- Pads should be changed when friction material is worn to 3/64" (.1mm).

HOSE/FITTING INSPECTION

Check braking system hoses and fittings for cracks, deterioration, abrasion, and leaks. Tighten any loose fittings and replace any worn or damaged parts.

AUXILIARY BRAKE ADJUSTMENT (HYDRAULIC)

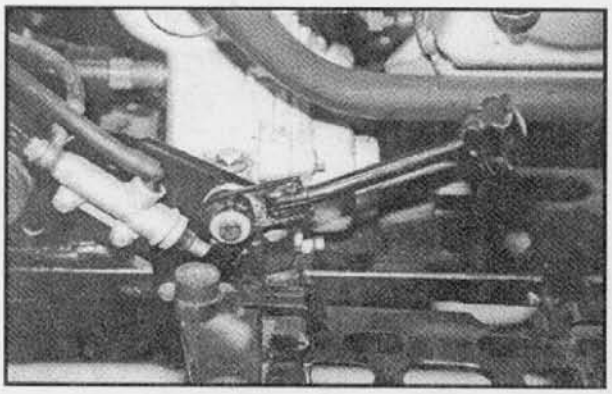


Use the following procedure to inspect the hydraulic auxiliary (foot) brake system and adjust or bleed if necessary.

1. First check foot brake effectiveness by applying a 50 lb. (approx) downward force on the pedal. The top of the pedal should be at least 1, (25.4mm) above the surface of the footrest.

If less than one inch, two things must be examined:

Free Play:
Free play of the brake pedal should be 1/8–1/4 inch (3.2–6.35mm).

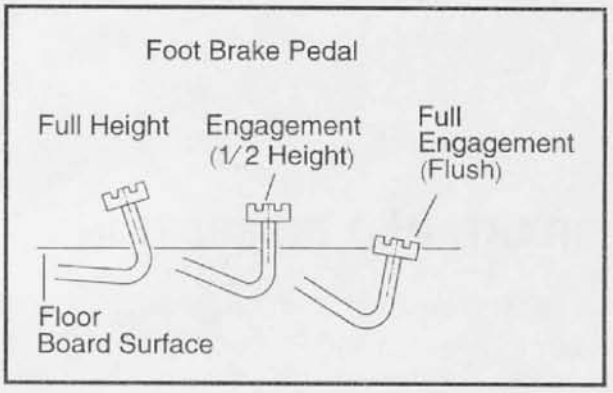


If free play is excessive, inspect pedal, linkage, and master cylinder for wear or damage and replace any worn parts.

Bleeding:

If free play is correct and brake pedal travel is still excessive, air may be trapped somewhere in the system. Bleed the hydraulic auxiliary brake system in a conventional manner, following the procedure outlined in the Brake chapter.

AUXILIARY BRAKE TESTING



The auxiliary brake should be checked for proper adjustment.
Support the rear wheels off the ground.
While turning the rear wheels by hand, apply the auxiliary footbrake. This brake should not stop the wheels from turning until the lever is half way between its rest position and bottoming on the footrest.

SUSPENSION SPRING PRELOAD ADJUSTMENT

Operator weight and vehicle loading affect suspension spring preload requirements. Adjust as necessary.

FRONT SUSPENSION

Compress and release front suspension. Damping should be smooth throughout the range of travel.

Check all front suspension components for wear or damage.

Inspect front strut cartridges for leakage.

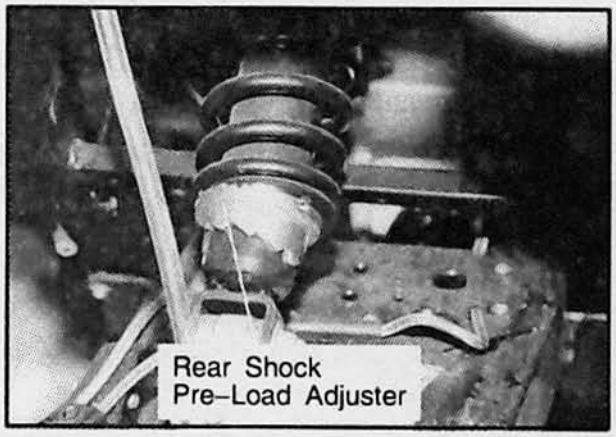
REAR SUSPENSION

Compress and release rear suspension. Damping should be smooth throughout the range of travel. Check all rear suspension components for wear or damage.

Inspect shock for leakage.

Shock spring preload can be adjusted using the shock spanner wrench.

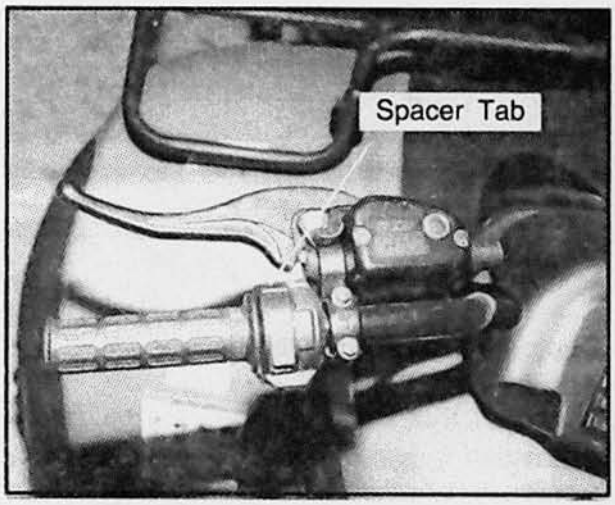
Operator weight and loading affect spring preload requirements. Adjust as necessary.



CONTROLS

Check controls for proper operation, positioning and adjustment.

Brake control and switch must be positioned to allow brake lever to travel throughout entire range without contacting switch body.



WHEELS

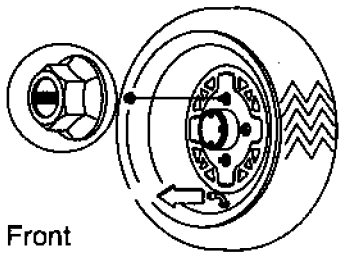
Inspect all wheels for runout or damage.
Check wheel nuts and ensure they are tight.
Do not over tighten the wheel nuts.

WHEEL, HUB, AND SPINDLE TORQUE TABLE

Item	Specification
Front Wheel Nuts	20 Ft.Lbs
Rear Wheel Nuts	50 Ft.Lbs
Front Spindle Nut	Refer to procedure listed in Chapter of Final Drive
Rear Hub Retaining Nut	80 Ft.Lbs

WHEEL REMOVAL FRONT OR REAR

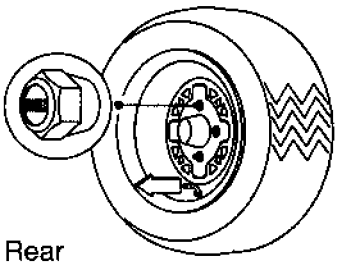
1. Stop the engine, place the transmission in gear and lock the parking brake.
2. Loosen the wheel nuts slightly.
3. Elevate the side of the vehicle by placing a suitable stand under the footrest frame.
4. Remove the wheel nuts and remove the wheel.



Front
Flange nuts: install with flat side against wheel

WHEEL INSTALLATION

1. With the transmission in gear and the parking brake locked, place the wheel in the correct position on the wheel hub. Be sure the valve stem is toward the outside and rotation arrows on the tire point toward forward rotation.
2. Attach the wheel nuts and finger tighten them. Install as shown at right for front or rear wheels.
3. Lower the vehicle to the ground.
4. Securely tighten the wheel nuts to the proper torque listed in the table above.

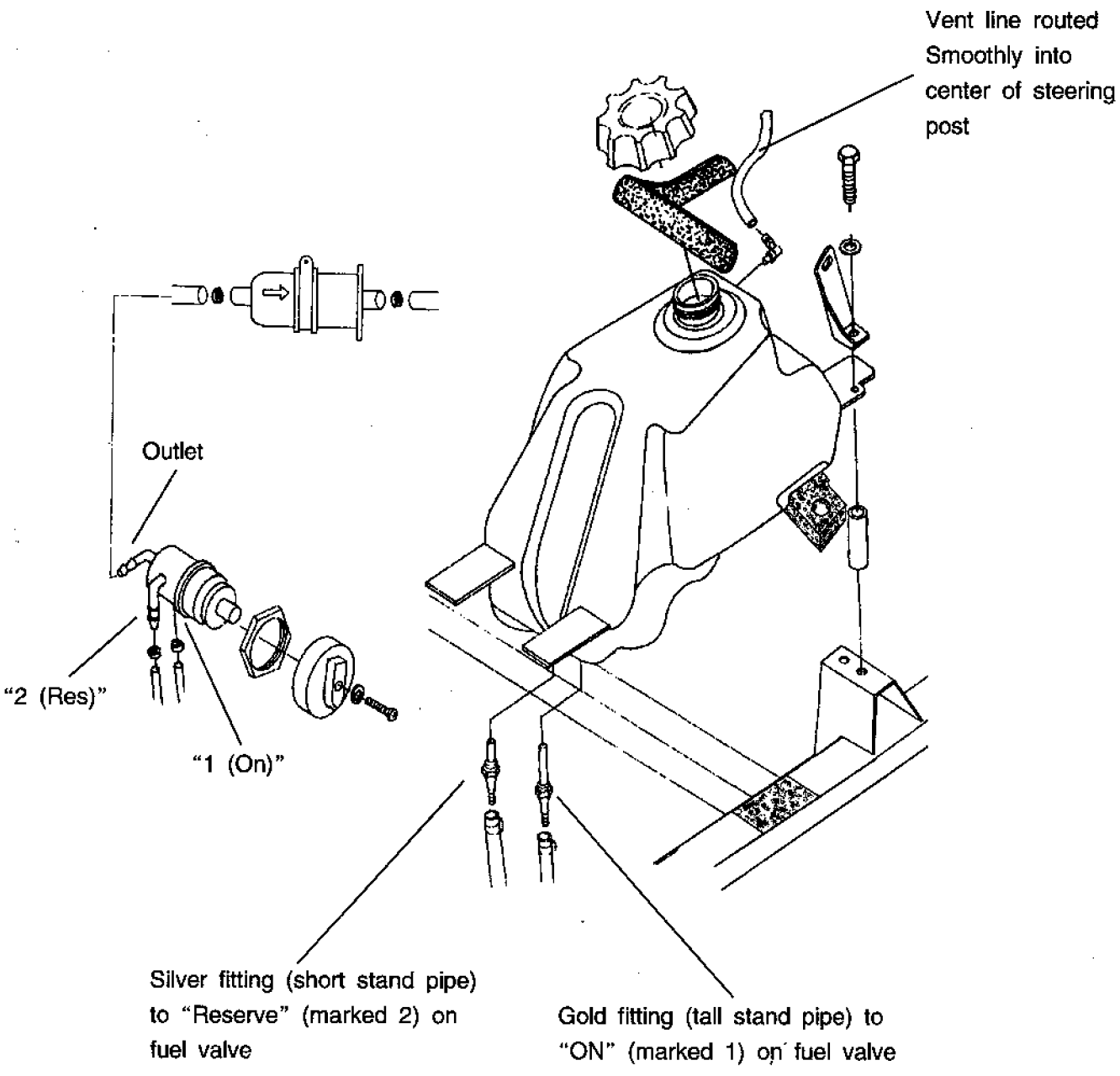


Rear
Tapered nuts : install with tapered side against wheel

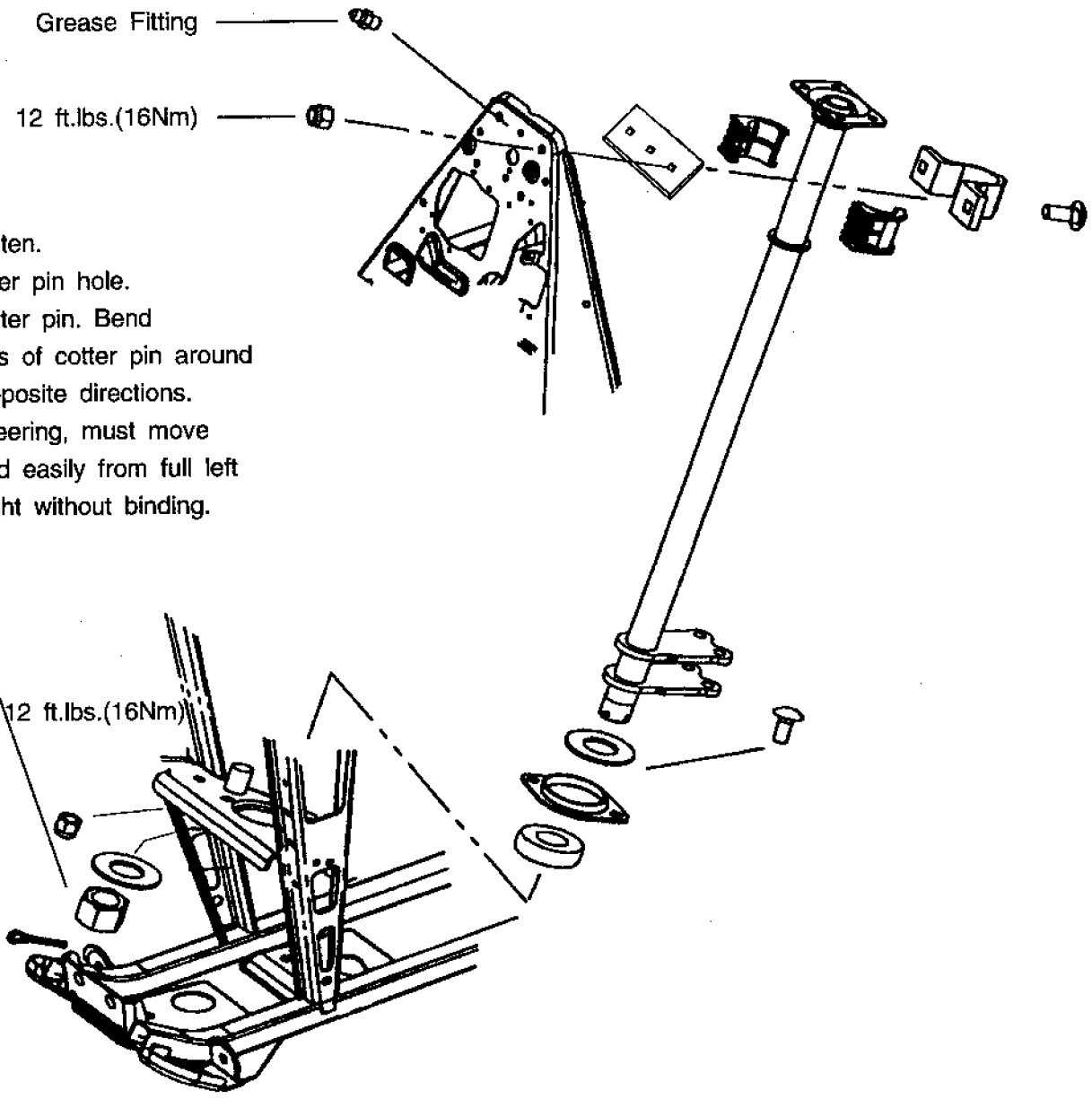
CAUTION:

If wheels are improperly installed it could affect vehicle handling and tire wear. On rear wheel nuts, make sure tapered end of nut goes into taper on wheel.

FUEL TANK ASSEMBLY



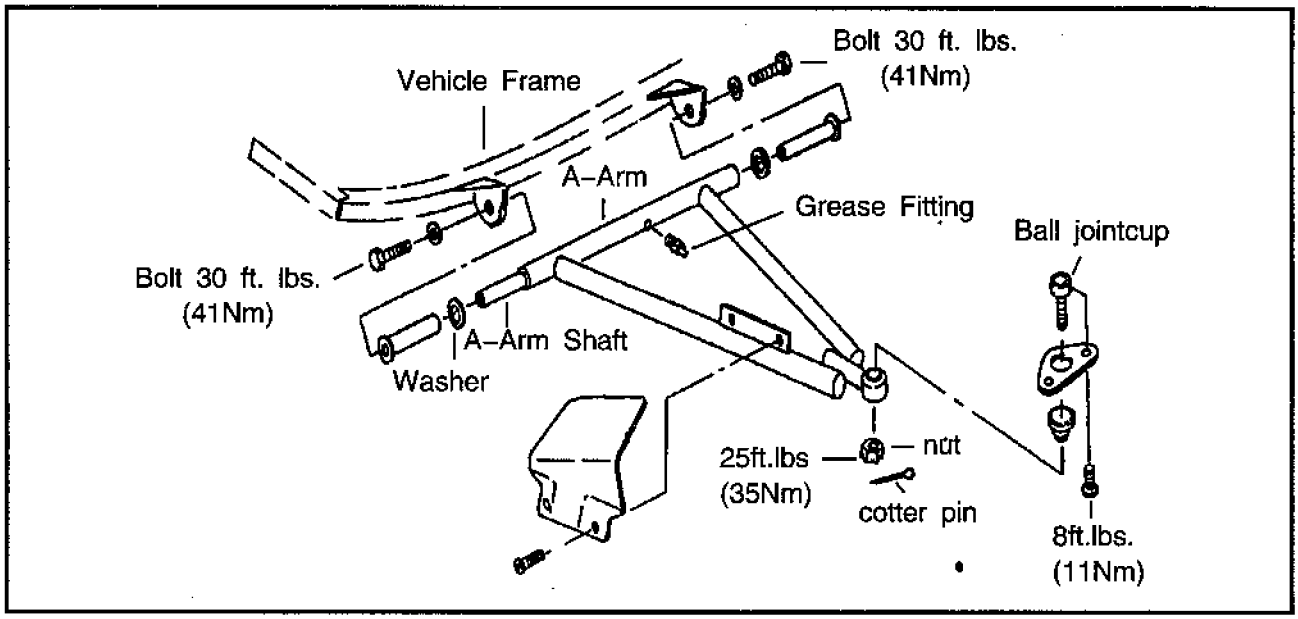
STEERING POST ASSEMBLY



1. Hand tighten.
2. Align cotter pin hole.
3. Install cotter pin. Bend both ends of cotter pin around nut in opposite directions.
4. Check steering, must move freely and easily from full left to full right without binding.

A-ARM REPLACEMENT

1. Elevate and safely support vehicle with weight removed from front wheel (s).
2. Remove cotter pin from ball joint cup at wheel end of A-arm and loosen nut until it is flush with end of cup.
3. Using a soft face hammer, tap nut to loosen A-arm from bolt. Remove nut and A-arm from hub strut assembly.
4. Loosen two bolts on A-arm by alternating each about 1/3 of the way until A-arm can be removed.
5. Examine A-arm shaft. Replace if worn. Discard hardware.
6. Insert A-arm shaft into new A-arm.



7. Install new A-arm assembly onto vehicle frame. Torque new bolts to 30 ft. lbs. (41.4 Nm).

⚠WARNING

The locking features on the existing bolts were destroyed during removal. **DO NOT** reuse old bolts. Serious injury or death could result if fasteners come loose during operation.

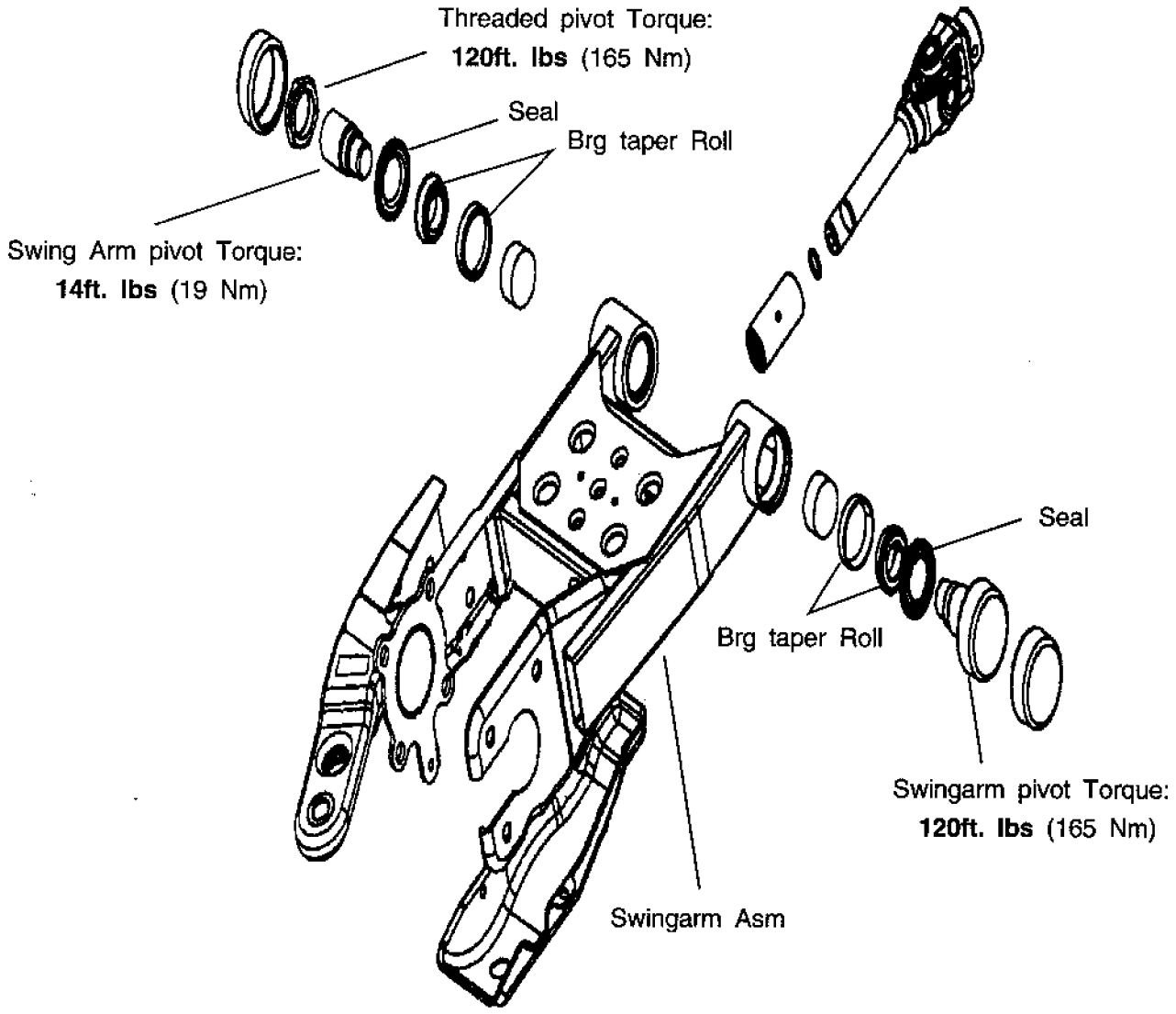
8. Attach A-arm to hub strut assembly. Tighten ball joint nut to 25 ft. lbs. (35 Nm). If cotter pin holes are not aligned, tighten nut slightly to align. Install a new cotter pin with open ends toward rear of machine. Bend both ends in opposite directions around nut.
9. Locate grease fitting in center of A-arm and pump A-arm full of grease.

A-arm Attaching Bolt Torque:
30 ft. lbs. (41 Nm)
Ball Joint Cup Nut Torque:
25 ft. lbs. (35 Nm)

⚠WARNING

Upon A-arm installation completion, test vehicle at low speeds before putting into regular service.

SHAFT RIDE SWINGARM

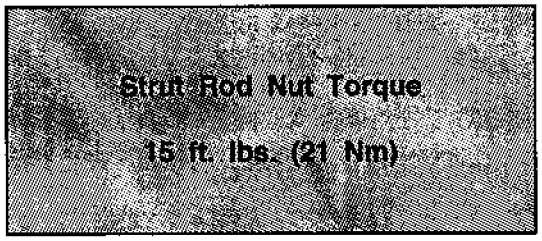


Swingarm asm Installation

- Screw swing arm pivots into frame on each side (about 3 turns).
- Install swing arm asm in frame with lubricated brg taper roll, and install seal in each side of swing arm asm.
- Apply Loctite 242 to RH swing arm pivot.
- Tighten swing arm pivot until both are engaged in tapered roll.
- Adjust right side swing arm pivot inward until firmly seated against bearing, torque to 120 ft. lbs. (165 Nm)
- Torque left side swing arm pivot to 14 ft. lbs. (19 Nm)
- Apply Loctite 242 (Blue) to exposed threads of swing arm pivot and threaded pivot.
- Torque threaded pivot to 120 ft. lbs. (165 Nm).

FRONT STRUT WELDMENT REPLACEMENT

1. Hold strut rod with holder wrench and remove top nut.
2. Compress spring using strut spring compressor tools.
3. Remove upper strut pivot assembly.
4. Remove coil spring and collapse strut cartridge.
5. Remove two pinch bolts from strut casting.
6. Remove strut cartridge.
7. Install cartridge until bottomed in strut casting.
8. Install pinch bolts with wire clamp (s). Torque pinch bolts to 15 ft. lbs. (21 Nm).
9. Reassemble spring and top pivot assembly. Be sure all parts are installed properly and seated fully.
10. Torque strut rod nut to specification. Do not over torque nut.

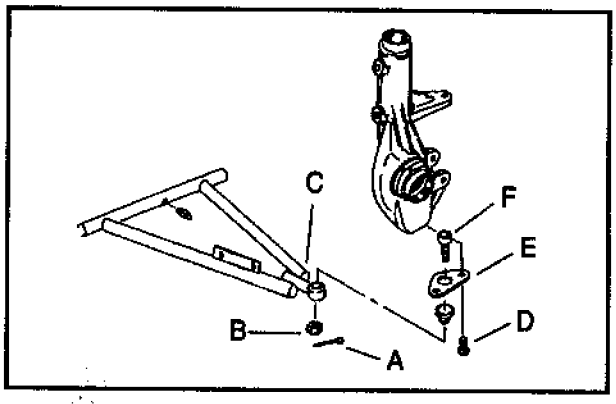


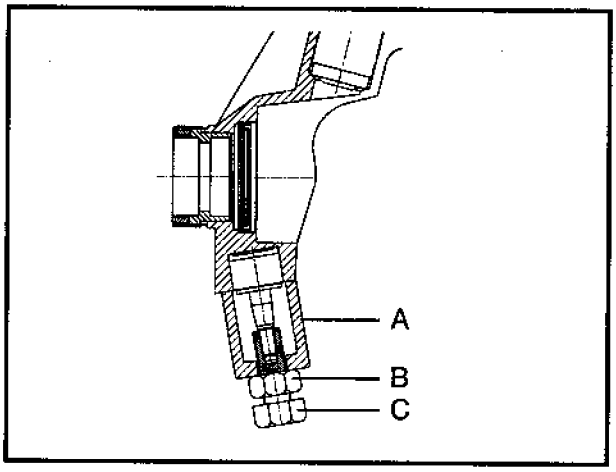
FRONT STRUT BALL JOINT REPLACEMENT

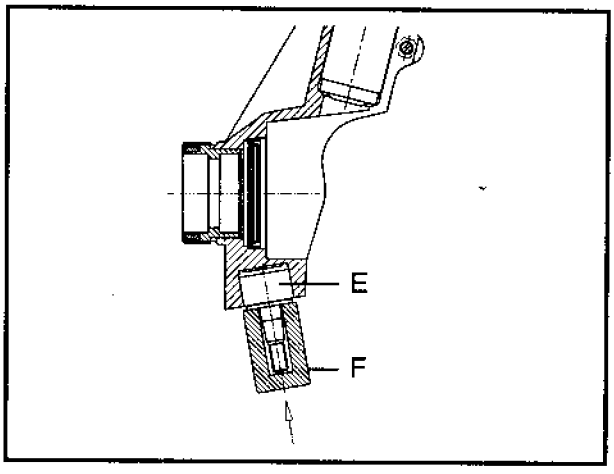
1. Loosen front wheel nuts slightly.
2. Elevate and safely support machine under footrest/frame area.

CAUTION: Serious injury may result if machine tips or falls.Be sure machine is secure before beginning this service procedure.

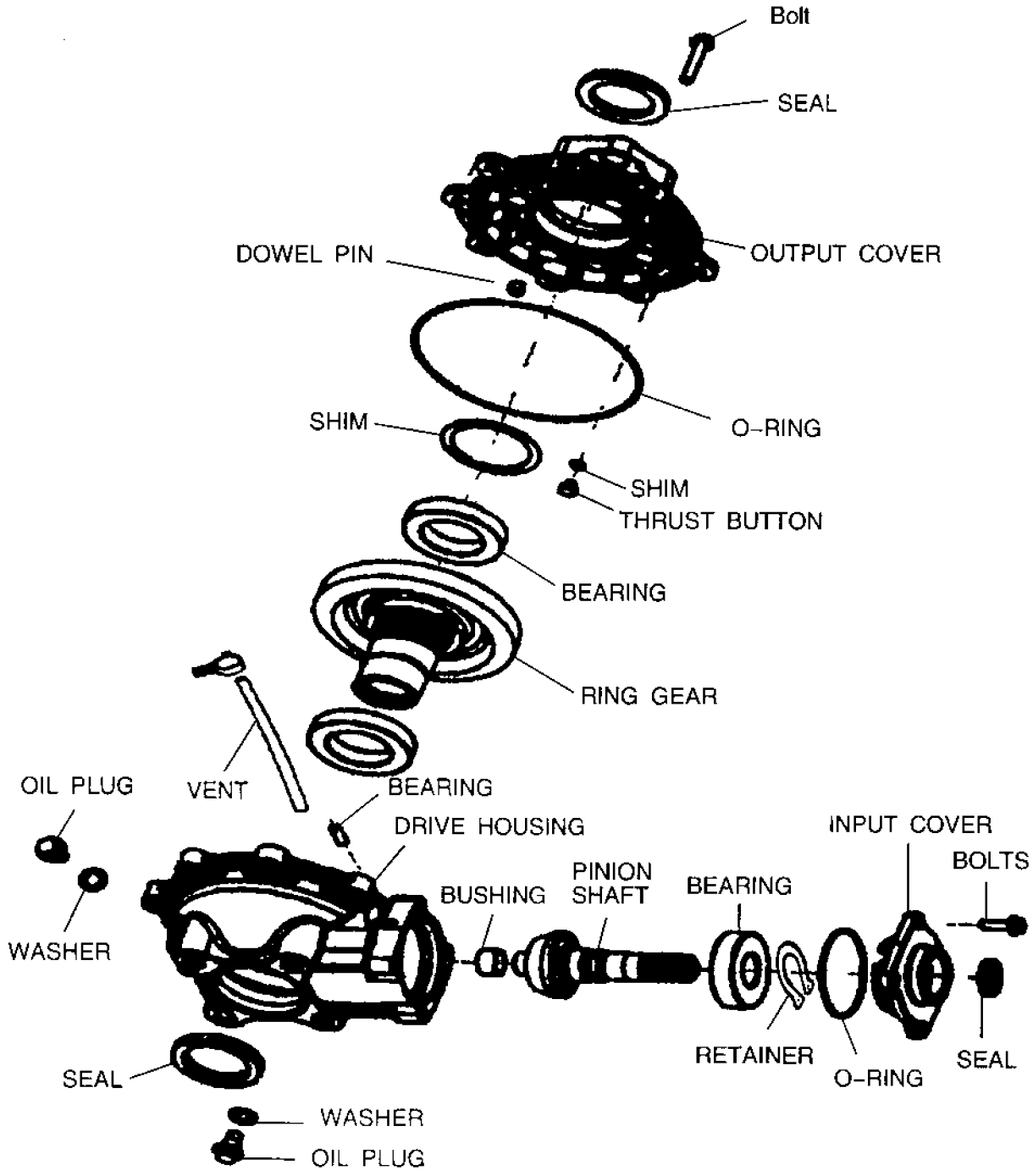
3. Remove wheel nuts and wheels.
4. Remove cotter pin (A) from ball joint castlenut.
5. Remove castle nut (B) and separate A–arm (C) from ball joint stud.
6. Remove screws (D) and ball joint mounting bracket (E).
7. Using ball joint cup removal/installation tool kit, remove ball joint cup (F) from strut housing. Refer to photos at right.
   - Install puller guide (A).
   - Thread bolt (C) with nut (B) onto ball joint stud as shown.
   - Hold bolt (C) and turn nut (B) clockwise until ball joint is removed from strut housing.
8. To install new ball joint cup:
   - Insert new ball joint (E) into driver (F).
   - Drive new ball joint cup into strut housing until fully seated.
9. Apply Loctite 242 (blue) to threads of mounting bracket screws or install new screws with pre–applied locking agent. Torque screws to 8 ft.lbs. (11 Nm).
10. Install A –arm on ball joint cup and torque castle nut to 25 ft. lbs. (35 Nm).
11. Reinstall cotter pin with open ends toward rear of machine.







REAR GEARCASE EXPLODED VIEW



REAR DRIVE ASSY COMPLETE

WHEEL, HUB, AND SPINDLE TORQUE TABLE[1]

Item	Specification
Front Wheel Nuts	20 Ft.Lbs
Rear Wheel Nuts	50 Ft.Lbs
Front Hub Nut	12 Ft.Lbs
Rear Hub Retaining Nut	80 Ft.Lbs

[1] Refer to exploded views and text for torque values of other fasteners.

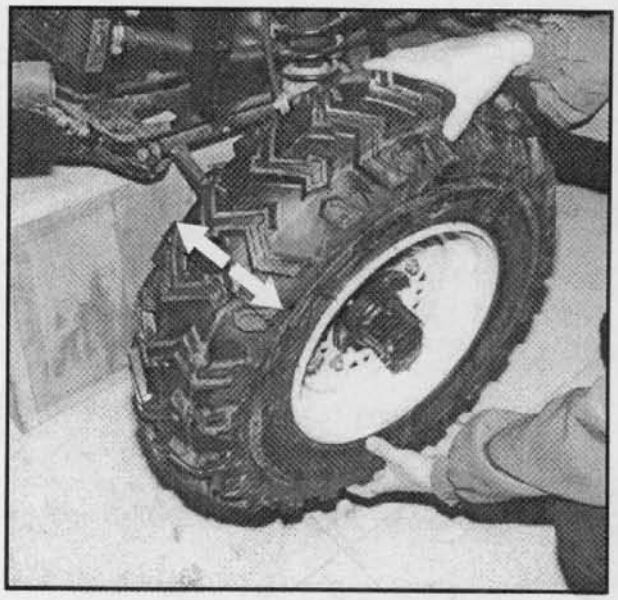
CAUTION: Locking nuts, and bolts with pre–applied locking agent should be replaced if removed. The self–locking properties of the nut or bolt are reduced or destroyed during removal.

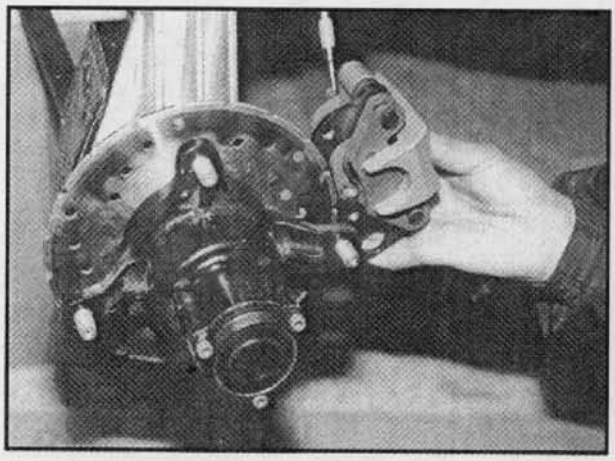
FRONT HUB DISASSEMBLY/INSPECTION

1. Elevate front end and safely support machine under footrest/frame area.

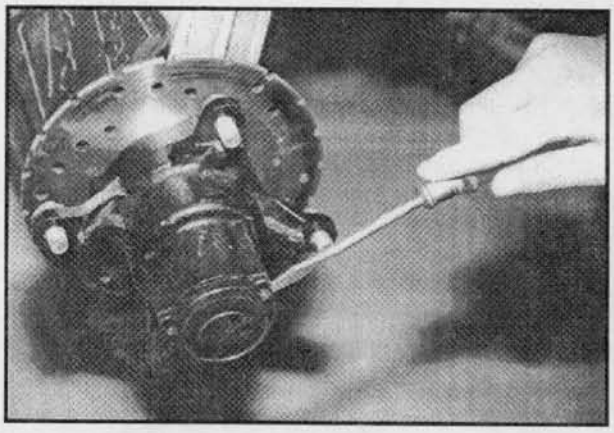
CAUTION: Serious injury may result if machine tips or falls.Be sure machine is secure before beginning this service procedure. Wear eye protection when removing bearings and seals.

2. Check bearings for side play by grasping tire/wheel firmly and checking for movement.It should rotate smoothly without binding or rough spots.
3. Remove wheel nuts and wheel.
4. Remove brake caliper.



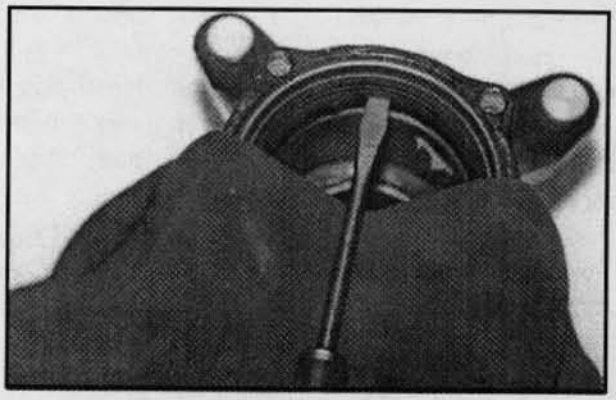


5. Remove hub cap, cotter pin, front spindle nut, and washer.
6. Rotate each bearing by hand and check for smooth rotation. Visually inspect bearing for moisture, dirt, or corrosion. Replace bearing if moisture, dirt, corrosion, or roughness is evident.



FRONT HUB DISASSEMBLY, CONT.

7. Place a shop towel on hub to protect surface. Carefully pry seal out of hub. Do not damage the surface of the seal. clean the hub.



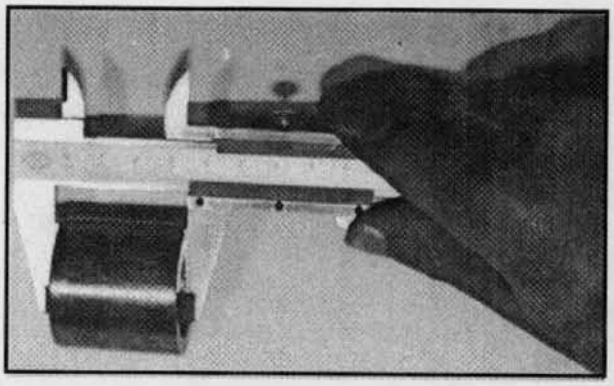
8. Remove spacer.

9. Inspect spacer for wear or damage. Measure length of spacer and replace if worn beyond service limit or if ends are rounded.

10. Drive bearing out using a drift punch through opposite side of hub and discard.

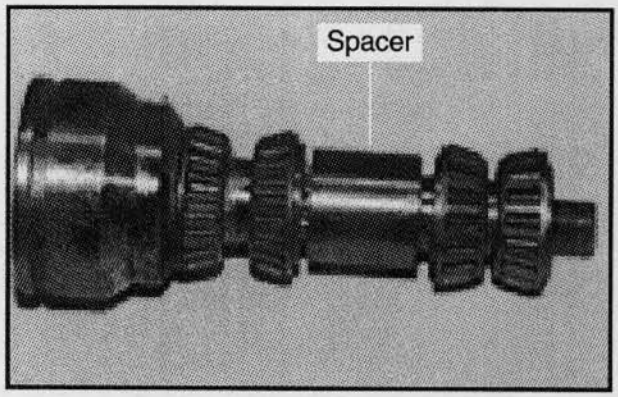
11. Drive other bearing out and discard.

12. Clean hub and spacer thoroughly.



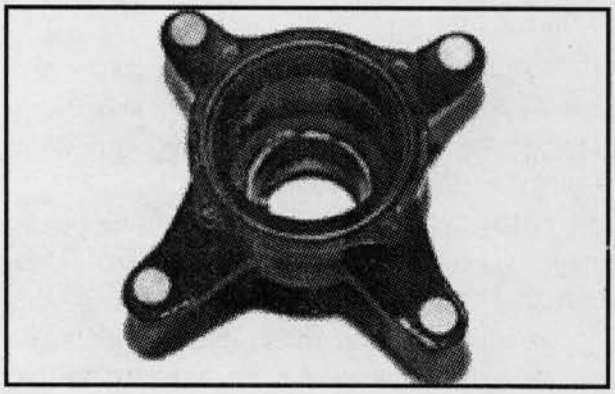
FRONT HUB ASSEMBLY

1. Drive or press one new bearing into hub using a bearing driver.



CAUTION: Do not drive on the inner race of the bearing. Coat the new bearing with special grease.

2. Drive or press the other bearing into hub until seated against the hub shoulder.



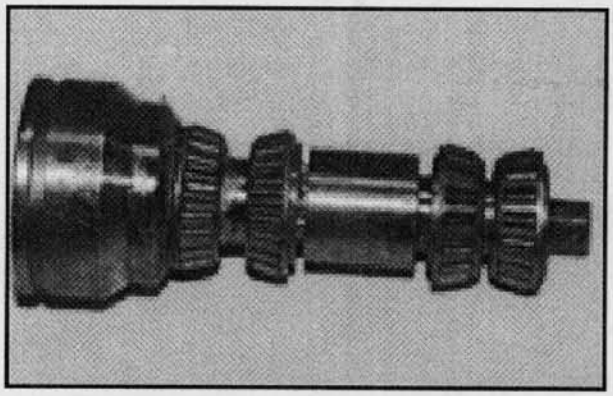
3. Install seal into hub (with numbers facing out) until flush with end of seal bore. Do not damage the surface of the seal.

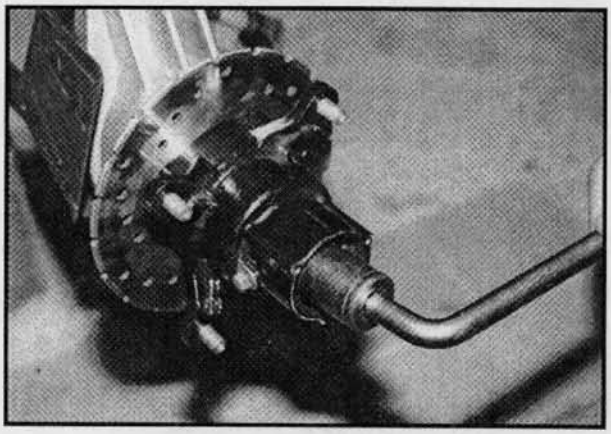
FRONT HUB INSTALLATION

1. Inspect spindle seal and bearing surface for wear or damage.
2. Apple grease to spindle.
3. Install hub on spindle.
4. Apply grease to washer.
5. Install spindle nut .

2x4 Spindle Nut Torque:

40 ft.lbs. (55.0 Nm)

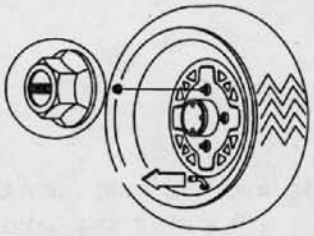




6. Install a new cotter pin. Tighten nut slightly if necessary to align cotter pin holes.
7. Rotate hub and check for smooth operation. Bend both ends of cotter pin around end of spindle in different directions.
8. Lightly grease a new O-ring and install on hub cap.
9. Install hub cap.
10. Rotate hub. It should rotate smoothly without binding or rough spots or side play.
11. Install brake caliper using new bolts. Tighten bolts to specified torque.

CAUTION: New bolts have a pre-applied locking agent which is destroyed upon removal. Always use new brake caliper mounting bolts upon assembly.

12. Install wheel and wheel nuts and tighten evenly in a cross pattern to specified torque.



Flange nuts: install with flat side against wheel

Front Wheel Nut Torque
20ft. lbs. (27 Nm)

REAR HUB INSPECTION

1. Support machine securely with rear wheels elevated.
2. Grasp wheel/hub and check for movement.
3. If movement is detected, inspect hub, hub nut torque and bearing condition and correct as necessary.

REAR AXLE REMOVAL

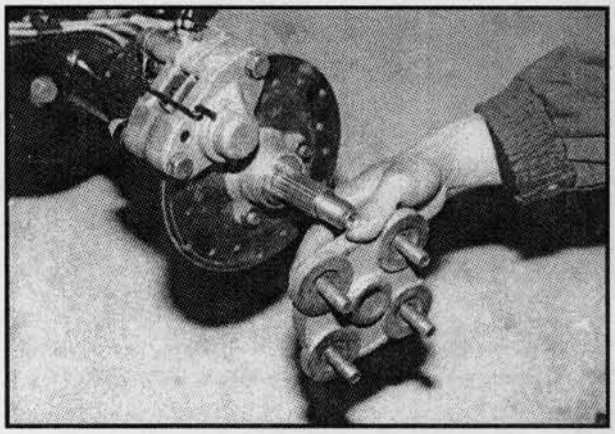
1. Lock the parking brake. Remove left rear axle cap.
2. Remove cotter pin.
3. Loosen the nut slotted.
4. Loosen–but do not remove–the wheel nuts.
5. Safely support the rear of the ATV.

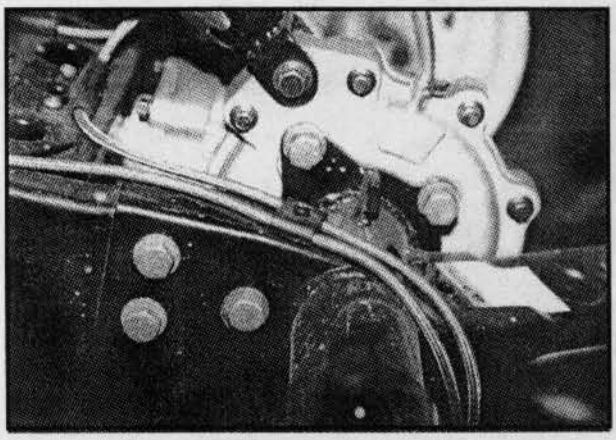
CAUTION:

Serious injury could occur if machine tips or falls.

6. Remove left wheel.
7. Remove hub.

NOTE: This ATV requires brake caliper to be removed from brake disc before hub can be removed.





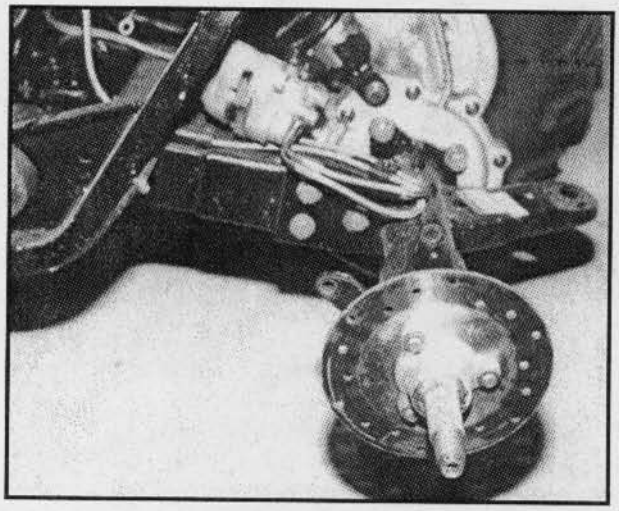
8. Remove brake hose clamp and brake shield.

REAR AXLE REMOVAL, CONT.

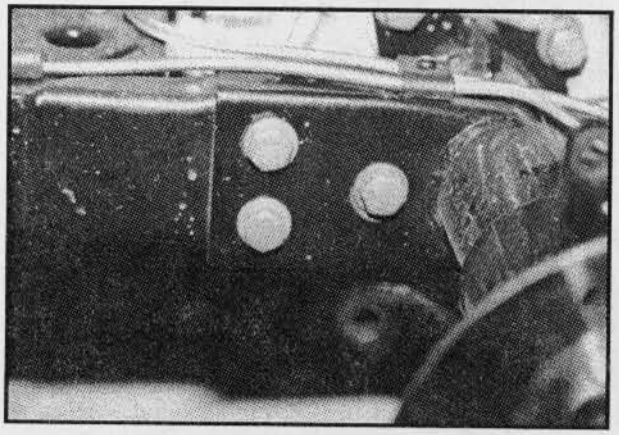
9. Remove rear brake caliper and support it from machine frame.

10. Remove rear brake disc.

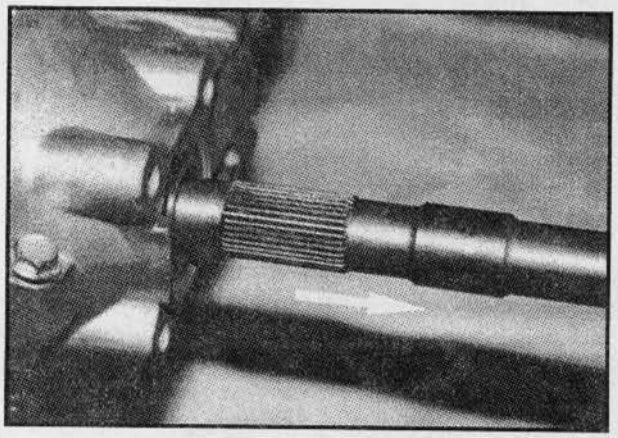
11. Remove skid plate.



12. Remove (3) left swing arm asm bolts.
13. Remove (4) axle tube bolts from rear gearcase.

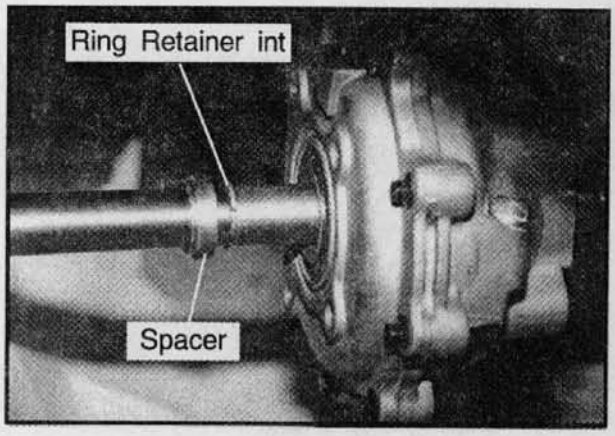


14. Slide axle through rear gearcase to the right enough to allow the axle tube to slip off between axle and swing arm asm.



REAR AXLE REMOVAL, CONT.

15. Remove ring retainer int and spacer from axle.
16. Slide axle through the gearcase and remove from vehicle.
17. Remove o –ring seals from both sides of gearcase and discard.



REAR AXLE INSTALLATION

1. Grease and install new o –rings on rear gearcase.
2. Slide axle through rear gearcase until ring retainer int groove is accessible to the left of gearcase.
3. Install new ring retainer int and spacer.
   NOTE: Spacer should enclose ring retainer int. See previous photo on removal step 15.
4. Slide axle tube assembly over axle shaft until it engages the swing arm asm.
5. Install (4) new axle tube bolts loosely.
6. Install (3) left swing arm asm bolts and torque to 85 ft./lbs.
7. Torque (4) axle tube bolts in a cross pattern to 60 ft./lbs.
8. Re–install skid plate and torque bolts to 25 ft. /lbs.
9. Install new greased o –ring on axle and slide brake disc on splines of the axle.
10. Install brake caliper on brake disc and torque bolts to 18 ft./lbs.