

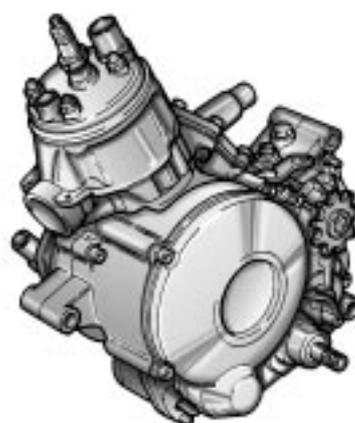
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Workshop manual

AM6



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970 X

LIST OF SECTIONS

Introduction

This manual provides basic information on standard servicing procedures. The data and illustrations contained in the manual were up to date at the moment of publication.

Owing to **aprilia's** constant commitment to improving the quality and performance of its products, vehicles are subject to change without notice. Users of this publication should consequently be aware that, for some models, the information provided may not be entirely up to date.

Updates of specifications and servicing procedures resulting from changes made to vehicles will be notified to all **aprilia** distributors, who will in turn make them available to after-sales mechanics.

Before performing any operation, ensure that the information contained in this manual is applicable to the vehicle to be serviced.

This publication is meant for **aprilia** dealers and their trained and qualified mechanics. The description of many service and repair operations has been deliberately omitted in that it is assumed that users of this manual have received a basic training in mechanics, that they are aware of vehicle repairing techniques, and that they have at their disposal all the information published by **aprilia** on the vehicle. Should any of these three conditions not be fulfilled, repairs and/or servicing may prove inadequate and thereby result in danger or injury.

This manual does not provide a detailed description of all the procedures required to perform repairs and servicing operations. It is therefore essential to exercise extreme caution in order to prevent damage to the vehicle and its components as well as personal injury to mechanics and the user.

In case of doubt as to the repairing or servicing procedures, please contact **aprilia's** AFTER-SALES DEPARTMENT: **aprilia's** technicians will be pleased to provide all necessary support.

For further information, please refer to:

- THE CYCLE PARTS WORKSHOP MANUAL
- THE ENGINE SPARE PARTS CATALOGUE
- THE CHASSIS SPARE PARTS CATALOGUE

aprilia reserves the right to make any changes at any moment to all its models.

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SAFETY PRECAUTIONS

The following symbols are used in the manual to stress the importance of certain pieces of information:

▲ DANGER : This symbol is used when special precautions are needed in dangerous situations that can cause death or serious injury to the operator and other exposed people, or result in serious and permanent damage to the vehicle.

▲ CAUTION : This symbol denotes a potentially hazardous situation that may result in minor personal injury or damage to the vehicle.

IMPORTANT: This term precedes important information or instructions that deserve special attention.

RECOMMENDATIONS ON MAINTENANCE

IMPORTANT: Always observe the following precautions when repairing, fitting or removing engine components.

▲ CAUTION : All engine inspections and maintenance operations must be carried out while the engine is switched off. Also ensure that no parts (such as the silencer, the brakes and other components that are subject to heating) are hot after removing the engine from the vehicle. If necessary, wait for all parts to cool down. Use suitable equipment to support the engine, taking care to place it on a level and solid working surface.

▲ DANGER : Do not hold mechanical parts or engine components in the mouth, as some of them are made of toxic materials.

▲ DANGER : Avoid starting the engine in closed or poorly ventilated rooms.

▲ DANGER : Keep away from heat sources. Do not use bright flames.

IMPORTANT: Operators servicing or repairing the engine must have all operating instructions to hand and follow them scrupulously while observing the safety precautions prescribed for each part (e.g. tightening torques). When two or more operators are required to work on the same engine at the same time, all of them must observe the rules that ensure their own safety and that of others.

Only use GENUINE aprilia spares.

Avoid using lubricants other than those shown in the table on page 2-3.

Always use the special tools that are prescribed in this manual. Never attempt to perform operations that require the use of special equipment with tools other than those specified in this manual.

▲ DANGER : Failure to comply with the above instructions can result in serious personal injury, as is the case when an unsuitable spanner slips off a fastening device, causing the operator's hand to strike against the workbench.

When clamping fastening devices, always begin with the largest ones. Apply sufficient torque to tighten each of the large-diameter fasteners, starting with the innermost device, and then proceeding diagonally. Following the same order, clamp the fastening devices with the prescribed torques, and then check the torque value for each of the fasteners.

▲ DANGER : Never use flammable solvents to clean the parts. Only use antifire detergents and solvents. Failure to observe this precaution may result in a fire breaking out and in serious or even fatal personal injury.

Before fitting or assembling any components, always lubricate the metallic parts and the gaskets.

⚠ CAUTION : Failure to observe the above prescription may result in seizure or early breakage of the parts.

⚠ CAUTION : When fitting or assembling parts, be sure to perform the operation properly. Some of the parts can be fitted upside down or in the opposite direction, and the error will become evident only at the end of the assembly.

⚠ CAUTION : Incorrect fitting or assembly can result in irreparable engine damage, seizure or malfunction.

Never reuse gaskets, seeger rings, snap rings, O-rings and cotter pins.

When fitting a new snap ring on a shaft, be sure not to part its ends more than necessary. Once it is in place, ensure that it is firmly seated in its groove. Remember that snap rings do have a fitting direction, as the rounded rim of the ring is designed to bear the thrust load (sharp edge “on the outside”).

Generously lubricate the bearings before fitting them.

IMPORTANT: Bearings must rotate freely, smoothly and noiselessly, otherwise they need to be replaced.

Apply distinctive marks to the positions of all connections (pipes, wires, etc.) before removing the components. Each part must be clearly identifiable to allow it to be properly reinstalled.

Before fitting new gaskets, thoroughly clean all their surfaces. Take care to remove any fragments of the old gaskets and any residues of the gasket adhesive.

IMPORTANT: Failure to observe this prescription will result in leakage from the engine.

Never reuse oil seals and gaskets. Before fitting oil seals and gaskets, apply a film of grease to the rims of the oil seals, and a film of grease or adhesive to the gaskets. Unless otherwise directed in this manual, install the oil seals and the bearings so that their marks or identification numbers are clearly visible when the parts have been fitted.

IMPORTANT: Unless otherwise directed, reassembling operations are to be performed in reverse order to the disassembly.

⚠ DANGER : Failure to observe the above directions may result in serious and dangerous engine malfunctions such as seizure and breakage. Should such breakdowns occur during driving, the vehicle may overturn and cause serious or even fatal personal injury. If you are unsure about your ability to properly perform the operations described in this manual, please contact your local Aprilia dealer, or Aprilia's Customer Care. Never attempt to perform any of the operations described in this manual if you do not have the specific knowledge and special equipment required, as well as a clean, well-lit and well-ventilated working area.

GENERAL SAFETY RULES

CARBON MONOXIDE

If any operations are to be performed while the engine is running, it is essential that they should be carried out in the open air or in a well-ventilated room.

⚠ DANGER : Avoid operating in indoor spaces that are not provided with an exhaust-gas venting system. Exhaust gases contain carbon monoxide, a toxic gas that may cause fainting or even death.

FUEL

For information on the type of fuel to be used, please refer to the operation and maintenance manual provided with the vehicle.

⚠ DANGER : Fuel is highly flammable, and in certain conditions can even become explosive. Always handle it with great care.

⚠ DANGER : Avoid inhaling fuel fumes as they are toxic. Fuel should be handled in a closed environment only if an adequate air change is ensured.

⚠ DANGER : Never smoke near fuel stores or where fuel fumes may be present. Also avoid sparks, open flames and whatever may cause the ignition or explosion of the fumes.

⚠ CAUTION : Avoid spilling fuel on the skin. Wear protective gloves when pouring it. To avoid ingesting fuel or inhaling its fumes, use a length of tube without sucking with the mouth.

⚠ CAUTION : Do not dispose of fuel in the environment.

KEEP OUT OF REACH OF CHILDREN

GEARBOX OIL

Use  FC SAE 75W-90 oil or  GEAR SYNTH oil. Alternatively, use brand name oil complying with or exceeding the API GL-4 specifications.

⚠ CAUTION : Insufficient lubrication or the use of unsuitable lubricants may result in irreparable damage due to increased wear and tear of the moving parts.

⚠ CAUTION : Do not overtighten the oil drain plug. Excessive tightening may damage the crankcase.

⚠ CAUTION : Used oil contains substances that are harmful to the environment. Even small quantities must be disposed of in compliance with the regulations in force.

⚠ CAUTION : To avoid serious skin damage due to prolonged contact with oil, accurately wash the hands after handling the lubricant.

KEEP OUT OF REACH OF CHILDREN

COOLANT

The coolant contains 50% of distilled water and 50% of antifreeze, and is ideal at all operating temperatures. It also provides adequate protection against corrosion.

Using the same mixture during the hot season will reduce evaporation and the necessity to top up. This will in turn slow the formation of deposits of mineral salts and keep the cooling system in working order.

At temperatures below 0° C, check the cooling circuit at short intervals and if necessary add antifreeze to a maximum concentration of 60%.

Only use nitrite-free antifreeze and anticorrosive products ensuring protection down to -35° C.

⚠ CAUTION : Never remove the filler cap while the engine is hot: the coolant is under pressure, and may spurt out and cause burns.

⚠ CAUTION : Some of the coolant components are flammable and burn with an invisible flame that may easily cause burns.

⚠ CAUTION : Contact with the coolant may cause skin burns or irritation. In case of contact with the eyes, rinse abundantly with clean water and immediately seek medical attention.

⚠ DANGER : Should the coolant be accidentally ingested, cause vomiting and immediately seek medical attention. Despite its toxicity, the coolant is particularly attractive to animals: be sure to seal the container to stop them from drinking it.

KEEP OUT OF REACH OF CHILDREN

Tightening torques

Type	Description	Qty	Type	Tightening torque Nm
1	Spark plug	1	M14 x 1,25	20 ÷ 25
2	Cylinder head nut	4	M7 x 1	14 ÷ 16
3	Pipe connection	1	M8 x 1,25	24 ÷ 26
4	Cylinder head screw	1	M14 x 1,25	16 ÷ 20
5	Countershaft nut	1	M12 x 1	45 ÷ 50
6	Thermostat screw	2	M4 x 0,7	2,5 ÷ 3,5
7	Starter motor screw	2	M6 x 1	10 ÷ 12
8	Revolution counter gear screw	1	M6 x 1	4 ÷ 6
9	Water pump screw	2	M6 x 1	4 ÷ 6
10	Coolant drain screw	1	M6 x 1	4 ÷ 6
11	Oil pump screw	2	M5 x 0,8	6 ÷ 8
12	Oil pump cover screw	2	M5 x 0,8	3 ÷ 4
13	Intake manifold screw	4	M6 x 1	9 ÷ 11
14	Cylinder stud	4	M7 x 1	10 ÷ 12
15	Clutch cover screw	1	M6 x 1	2 ÷ 4
16	Half crankcase screw, flywheel side	13	M6 x 1	10 ÷ 12
17	Half crankcase screw, clutch side	1	M8 x 1,25	17 ÷ 18
18	Neutral indicator switch	1	M10 x 1,25	1 ÷ 2
19	Starter motor bracket screw	1	M5 x 0,8	6 ÷ 8
20	Kick-start sliding stop screw	1	M12 x 1,25	24 ÷ 26
21	Clutch cover screw	7	M6 x 1	10 ÷ 12
22	Flywheel cover screw	5	M6 x 1	1 ÷ 2
23	Main gear nut	1	M12 x 1,25	65 ÷ 75
24	Clutch drum nut	1	M12 x 1,25	55 ÷ 60
25	Pressure plate screw	4	M5 x 0,8	3 ÷ 5
26	Pressure plate nut	1	M14 x 1,25	26 ÷ 28
27	Clutch adjusting screw	1	M14 x 1,25	screw in fully
28	Gear selector nut	1	M7 x 1	14 ÷ 16
29	Stator plate screw	3	M4 x 0,7	3 ÷ 4
30	Flywheel magneto nut	1	M10 x 1,25	43 ÷ 45
31	Water pump sleeve screw	1	M6 x 1	4 ÷ 6
32	Stator screw	3	M4 x 0,7	3 ÷ 4

TABLE OF LUBRICANTS

USE	SPECIFICATIONS	PRODUCTS	SYMBOLS
Mixer oil	* ISO-L-ETC++, A.P.I. TC++	 PRO GPX 2  SPEED 2T	
Gearbox oil	* A.P.I. GL-4	 F.C. SAE 75W – 90  GEAR SYNTH	
Grease for joints, pins and bearings	**	 AUTOGREASE MP  GREASE 30	
Coolant	***	 ECOBLU –40°C  COOL	
Thread-braking Loctite		LOCTITE 243	
Liquid seal Loctite		LOCTITE 580	

2

* Alternatively, use brand name oil complying with or exceeding the specifications shown in the table.

** Alternatively, use brand name grease for rolling-contact bearings having the following characteristics: useful temperature range of -30° C to +140° C, dropping point ranging from 150° C to 230° C, excellent protection against corrosion, resistance to water and oxidation.

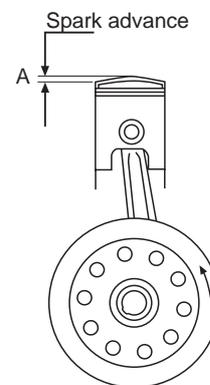
*** Only use nitrite-free antifreeze and anticorrosive products ensuring protection down to -35° C.

Ignition timing

To check the ignition timing, follow these steps:

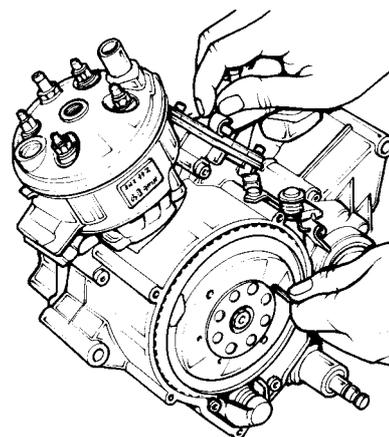
- a) Screw a centesimal comparator into the spark plug hole.
- b) Turn the crankshaft to the TDC (Top Dead Centre) and zero the comparator.
- c) Turn the crankshaft clockwise (opposite direction to operation) until the gauge indicates value "A" (see table and figure).

Spark plug type	Ducati electronic 85 W 6 poles
"A" spark advance value	1,4
Corresponding spark advance value	20°

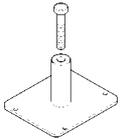
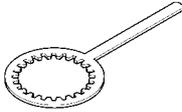
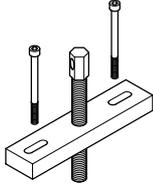
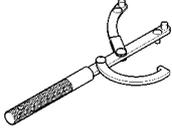
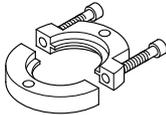


- d) Check the alignment of the two reference marks for the ignition timing by inserting a Ø 4 mm pin into the hole in the flywheel.
- e) If the timing is not obtained, loosen the fastening screws of the fixed part, rotate as much as needed in the proper direction, then retighten the screws and repeat steps b), c) and d).

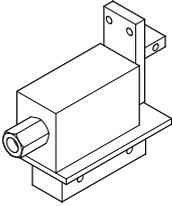
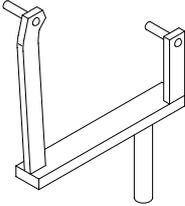
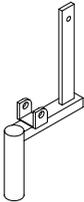
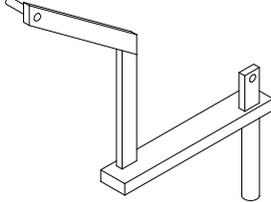
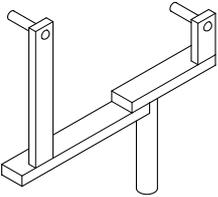
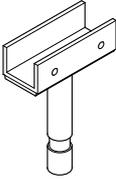
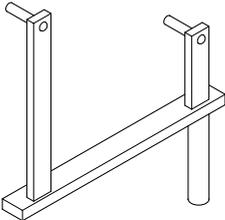
Engine fastening tool: 8201532

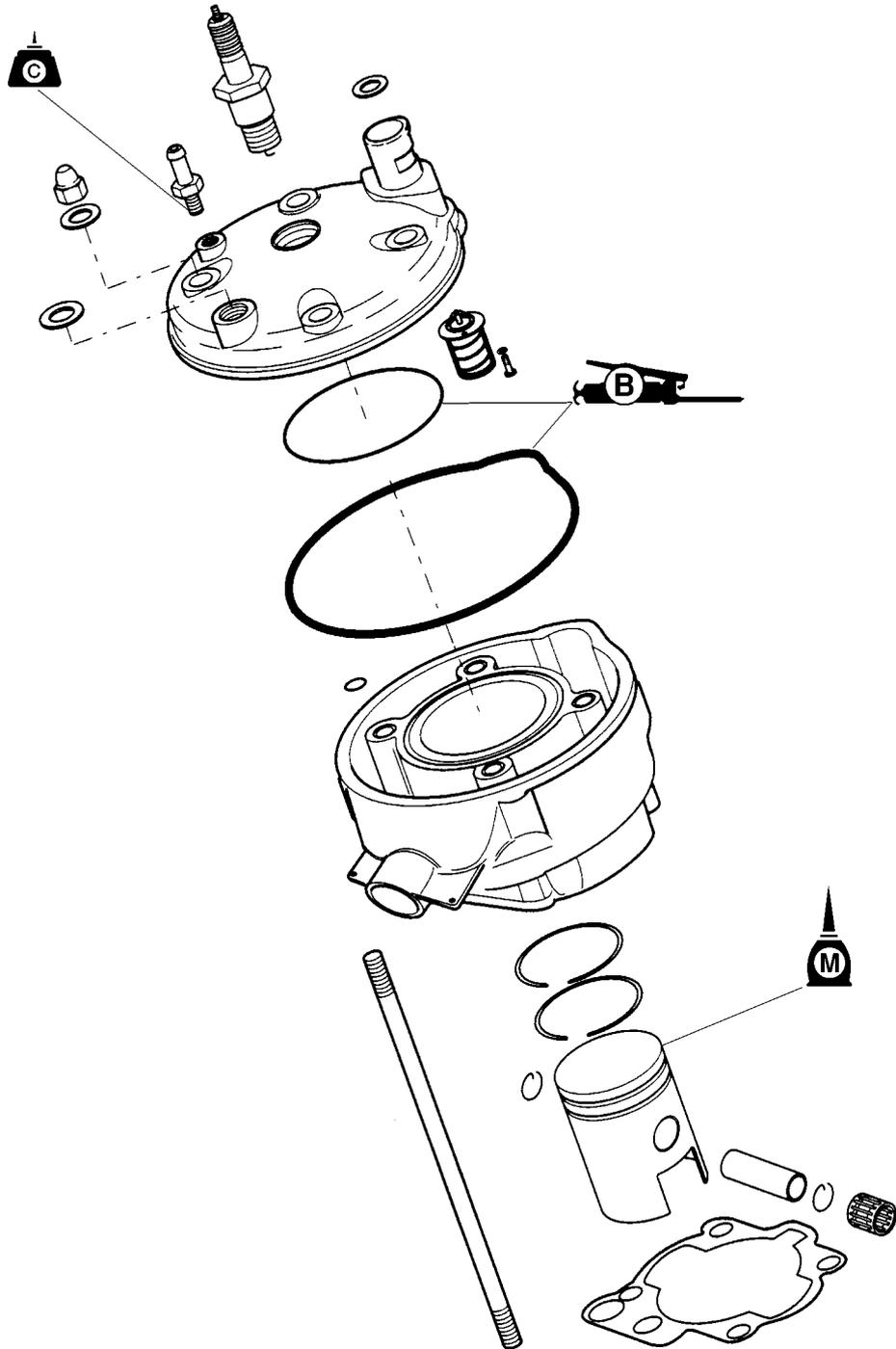


Tools - Tool kit no. 8222355

 8201525	<p>Crankshaft extractor</p>	 8201529	<p>Pump oil seal drift</p>
 8201526	<p>Tool for crankshaft assembly</p>	 8201530	<p>Clutch lever oil seal drift</p>
 8201527	<p>Clutch bell housing spanner</p>	 8201531	<p>Connecting rod assembly drift, clutch sides and flywheel sides</p>
 8201528	<p>Selector shaft oil seal drift</p>	 8106698	<p>Extractor</p>
 8106702	<p>Flywheel retainer</p>	 8140152	<p>Crankshaft bearing extractor</p>

Engine support tools kit No. 8134405

	<p>Base support</p>		<p>Engine support AM6-AM345</p>
	<p>Engine support RS 250</p>		<p>Engine support MA-MY</p>
	<p>Engine support 655</p>	 <p>8104101</p>	<p>Universal engine support</p>
	<p>Engine support 122-123</p>		



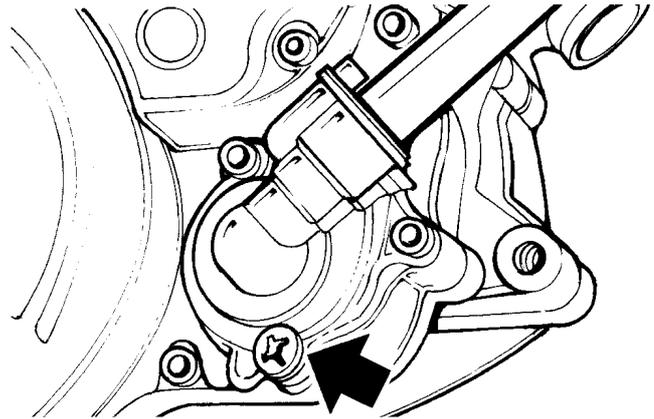
Removing the cylinder head

Remove the drain screw from the pump cover (see figure) and allow the coolant to drain completely. (This operation must be carried out before removing the engine from the chassis.)

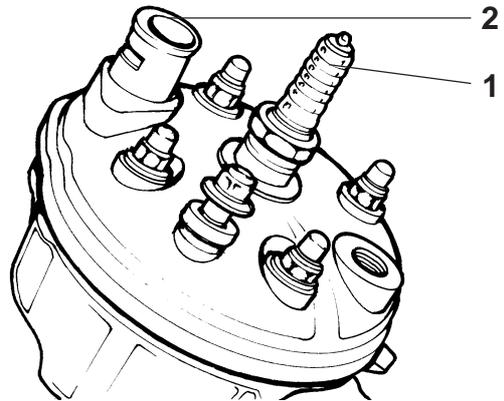
CAUTION : The coolant must not be disposed of in the environment.

The disposal must be carried out in compliance with the regulations in force.

Refer to the specific information for the coolant used.



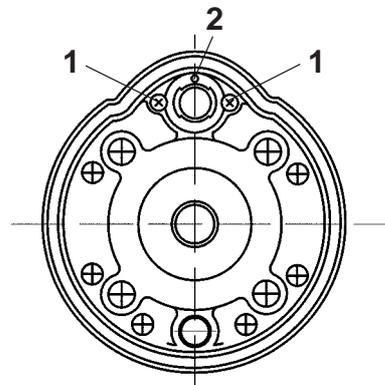
Remove the spark plug (1) and the water connection (2), unscrew the four cylinder head locknuts and remove the related washers. Remove the cylinder head and the head O-ring.



Removing the thermostat

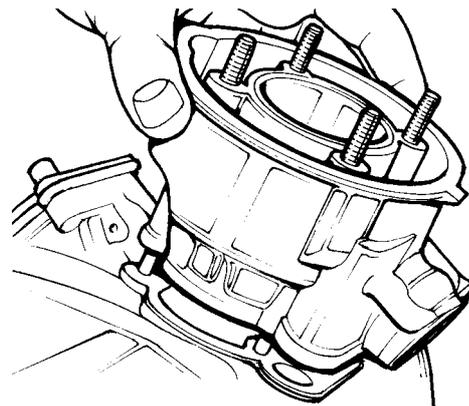
Loosen the two fixing screws (1), remove the thermostat and check its mechanical condition.

IMPORTANT: During the assembly, the thermostat hole (2) must be as high as possible to prevent the forming of air locks.



Removing the cylinder

Remove the cylinder while keeping the piston in place, then remove the cylinder base gasket, the inner O-ring and the four O-rings on the cylinder studs.



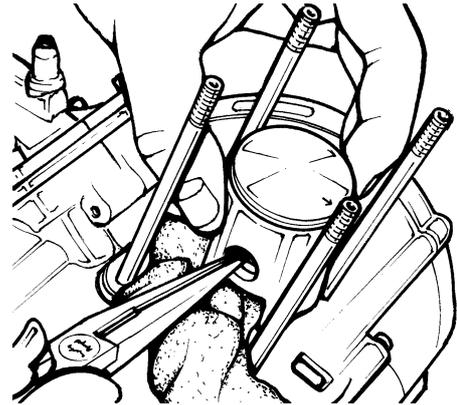
Removing the piston

▲ CAUTION : Before removing the piston pin retaining rings, close the crankcase opening with a clean rag so as to prevent the circlips from falling into the engine.

Remove the two retaining circlips and pull out the piston pin.

IMPORTANT: To avoid damage to the connecting rod when a two-diameter piston pin is used, tap gently while supporting the piston on the opposite side.

Remove the piston and the roller cage it contains.



Checking the power plant

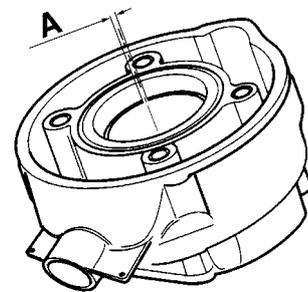
Carefully decoke the piston top using a scraper, taking care not to damage the piston surface.

Check the fitting of the piston and the lubricated piston pin. The piston pin must show no signs of wear or damage and be fitted by manual pressure without yielding under its own weight.



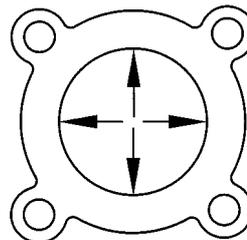
Ensure that the piston rings are in perfect condition and that the clearance between the ring ends is as shown in the table below.

The measurements must be taken using a feeler gauge positioned horizontally. To obtain this, position the rings in the cylinder using the lower part of the piston.

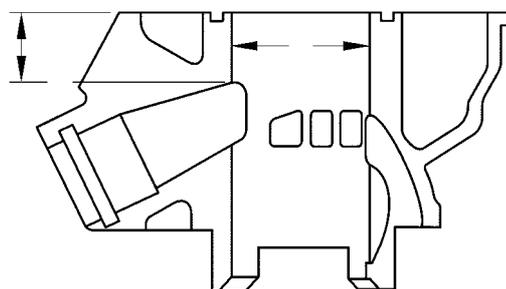


RINGS	GAP (mm) "A"
New	0.15 ÷ 0.30 mm
Used	up to 1.0 mm

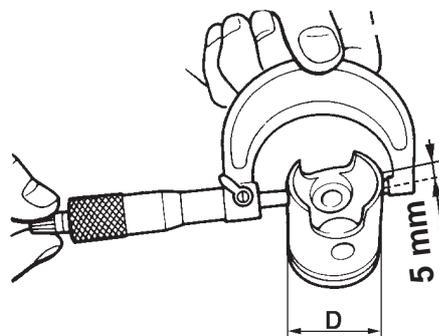
Check that the cylinder water jacket shows no signs of seizing notches, increasing wear, and scoring. Using a bore measuring device, check the cylinder bore in two directions forming an angle of 90° (one parallel to the piston pin axis and the other perpendicular to it). The maximum allowable ovalization is 0.03 mm. Change the piston every time this value is exceeded.



Repeat the measurement at several points along the barrel between the cylinder upper surface and the exhaust port.



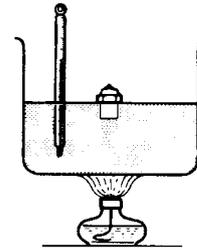
Measure the diameter of the piston (D) using a micrometer. Take the measurement 5 mm from the lower rim of the piston as shown in the figure.



▲ CAUTION : The maximum allowable ovalization is 0,10mm. Change the cylinder and piston assembly every time this value is exceeded.

Checking the thermostat

After checking the mechanical condition of the thermostat, put it in a basin filled with water. Place the basin on a burner and, using a thermometer with a scale extending to at least 100° C, check that the thermostat is activated at approximately 70° C, and stays open at higher temperatures. Turn off the burner and check that the thermostat closes when the temperature falls below 70° C. Should the test be unsuccessful, replace the thermostat with a new one.



Checking the gasket seats

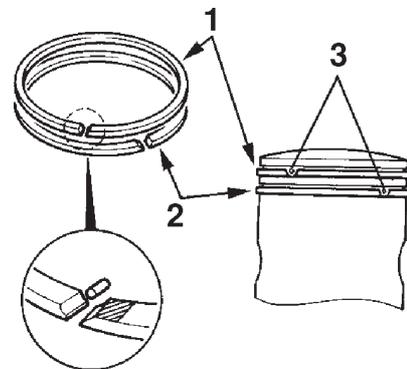
Ensure that the rest surfaces of the gaskets are in good condition and perfectly clean. Remove any carbon formation with a scraper, taking care not to damage the gasket seats.

3

Refitting the power plant

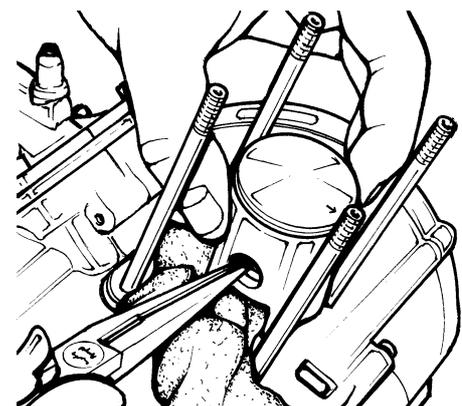
Fit the new upper ring (1) and lower ring (2) on the piston with the tapered side facing upwards. Refer to pins (3).

⚠ CAUTION : Failure to observe this procedure will make it virtually impossible to fit the cylinder on the piston, and will result in breakage of the piston rings, and possibly more serious damage during engine assembly.



⚠ CAUTION : Before refitting the piston pin retaining circlips close the crankcase opening with a clean rag so as to prevent the circlips from falling into the engine.

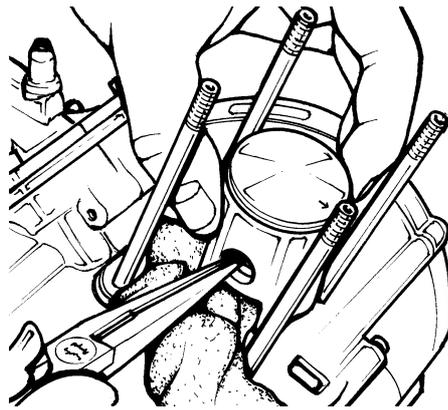
IMPORTANT: Remember that the piston rings must be fitted with the rounded edge facing the piston pin.



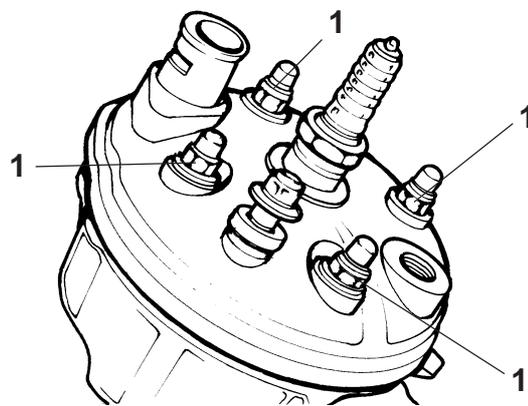
Before reassembling the cylinder head unit, check that the piston pin roller cage is in good condition. Fit the piston so that the arrow on the piston top faces the exhaust, then fit the piston pin and its retaining circlips taking care not to drop them into the crankcase.

IMPORTANT: Before proceeding to the assembly, thoroughly clean all the components with a low-flash solvent, then lubricate the parts with oil for fuel mixture (see table of lubricants).

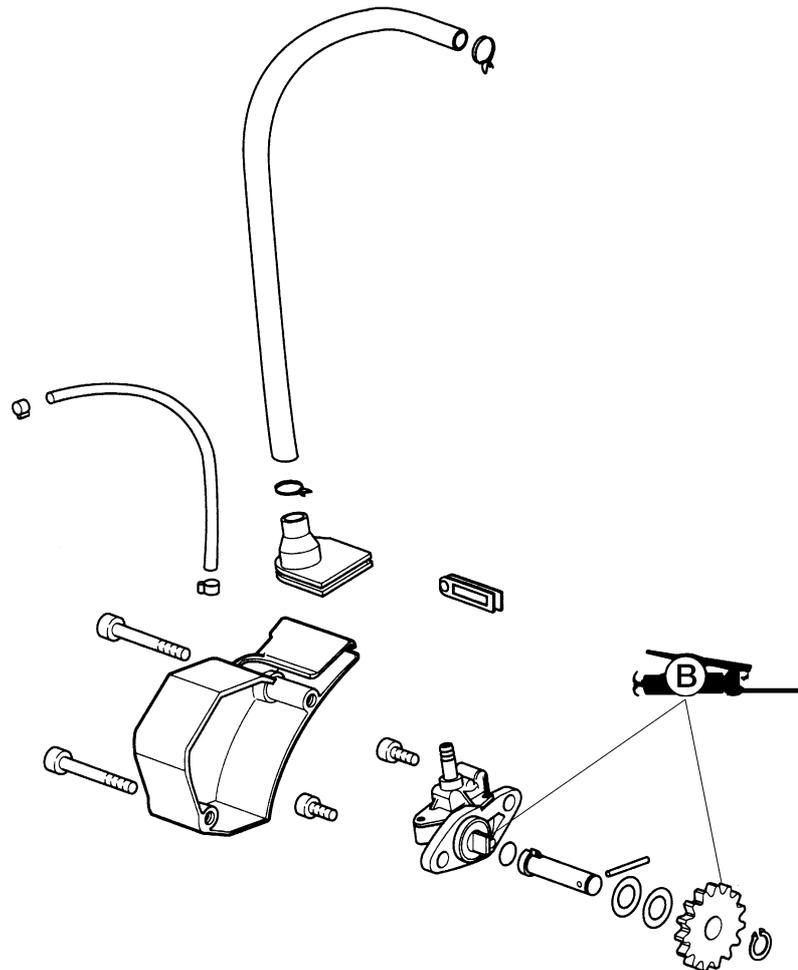
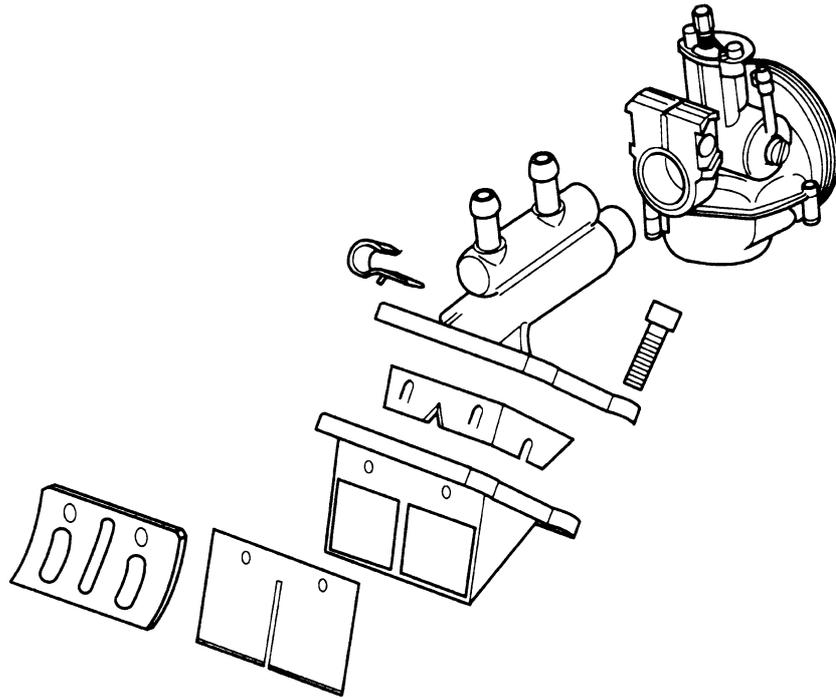
▲ DANGER : To avoid inhaling toxic fumes, always operate in well-ventilated places.



Fit a new gasket on the cylinder, the cylinder, a new central O-Ring, new O-Rings in the studs, a new O-Ring on the head, the head (remove any carbon formation first), lock diametrically opposed nuts (1) in an even manner, checking that the O-Ring on the head has been correctly positioned.

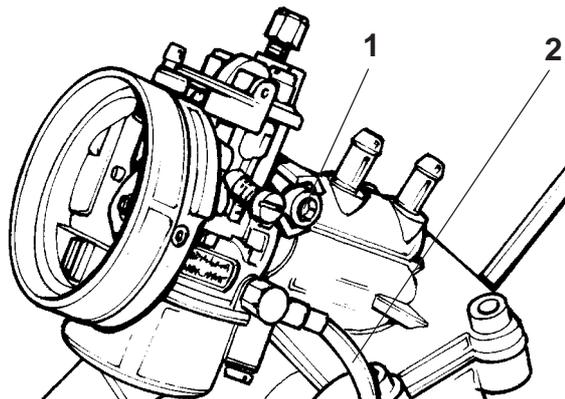


Tightening torque: $14 \div 16 \text{ Nm}$



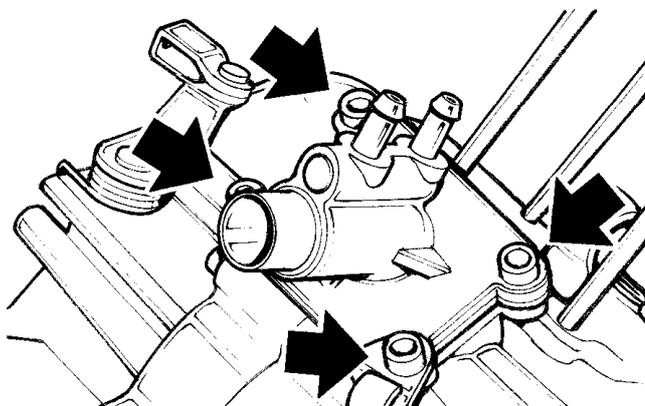
Removing the carburettor

Remove the fixing screw (1) shown in the figure and the related nut, then detach the oil feed pipe (2) and remove the carburettor.



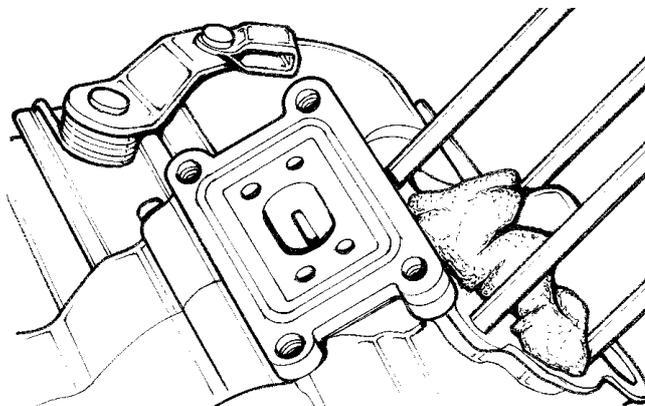
Removing the intake manifold

Loosen the four screws shown in the figure, remove the clutch cable bridge and pull off the manifold.



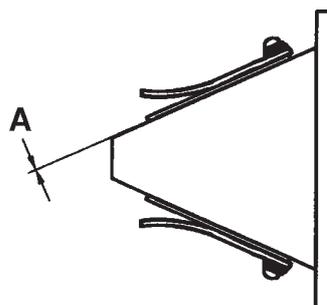
Removing the reed valve unit

Remove the reed valve unit and insert a cloth in the intake slot so as to prevent foreign bodies from entering and hindering the operation of the mechanisms.



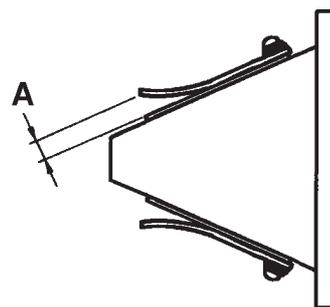
Checks

Measure the bending limit (A) of the reed valve. If it falls outside the tolerance range, replace the valve. Bending limit: 0.1 - 0.7 mm.



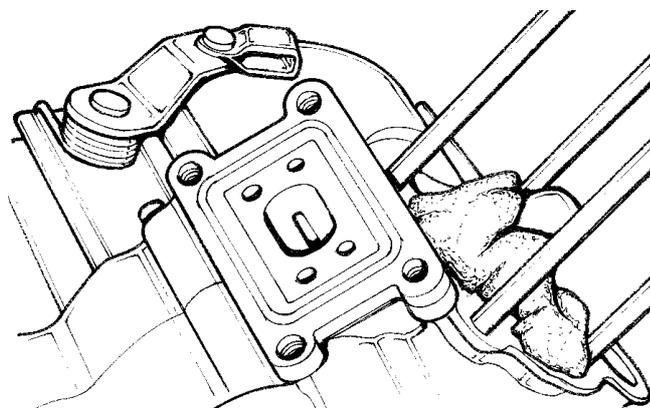
Measure the height of the reed valve stops (A). If it is outside the tolerance range, replace the stops.
Reed valve stop height: $9 \text{ mm} \pm 0.3 \text{ mm}$.

⚠ CAUTION : Never attempt to repair the reed valve or its support.

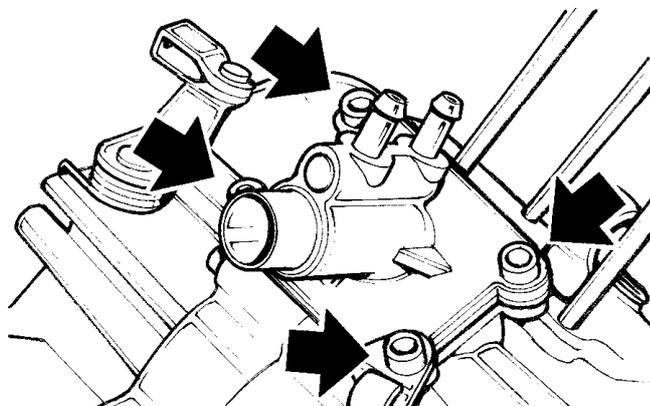


Fitting the reed valve unit

Replace the reed valve unit after removing the cloth that had previously been inserted into the intake slot to prevent dirt from getting in.



Fit the intake manifold and fasten it with the fixing screws after inserting the clutch cable bridge. Tighten the 4 screws in a progressive and crossed way.

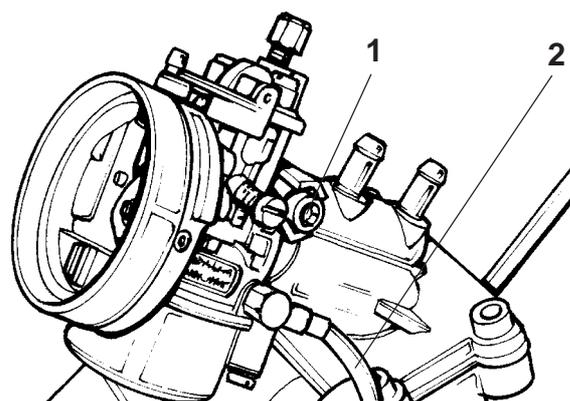


Tightening torque: $9 \div 11 \text{ Nm}$

Fitting the carburettor

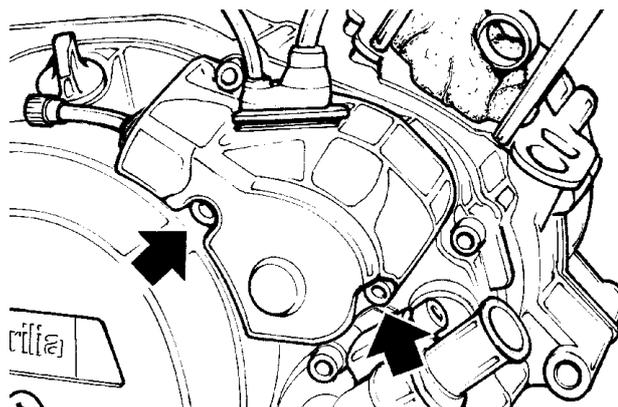
Fit the carburettor to the manifold and fasten it using the relevant screw (1) and nut.

IMPORTANT: Connect the oil delivery pipe (2) again.

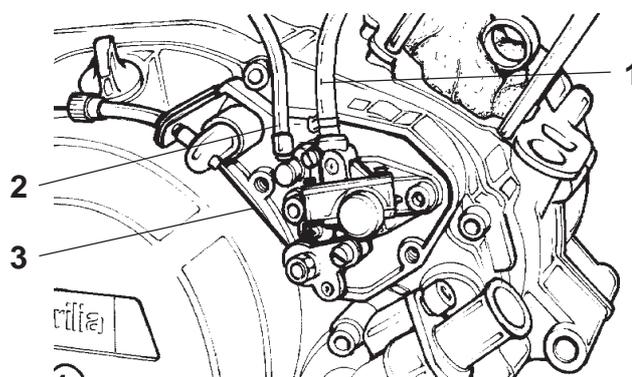


Removing the oil mixer

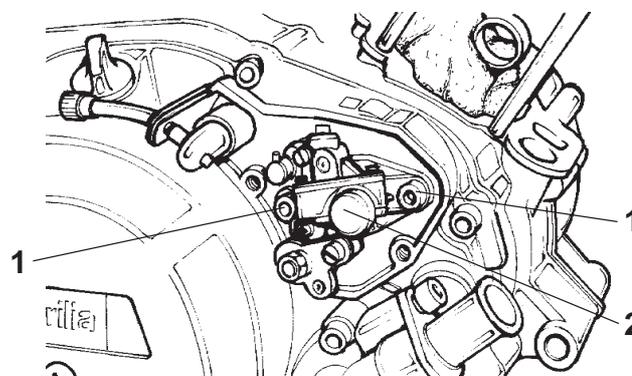
Loosen the two screws shown in the figure, and remove the oil pump cover.



After removing the clamp, detach the line that feeds oil to the pump (1) and stop it to prevent the oil from coming out. Detach the pipe that feeds oil from (2) the pump to the carburettor. Detach the control cable (3) that is fastened to the pump lever.

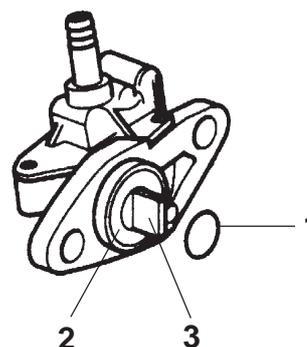


Loosen the two fixing screws (1), take off the oil pump (2), and then remove the O-ring.



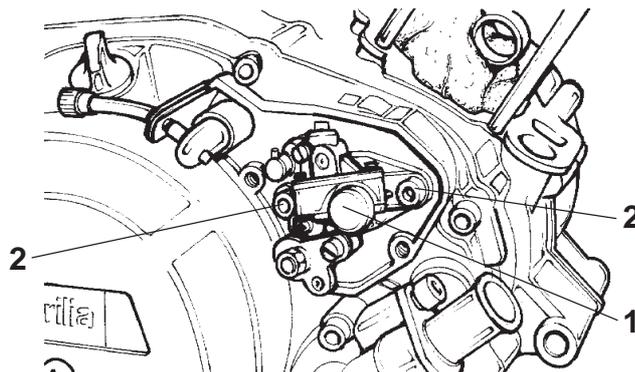
Checks

Check that the pump oil feed line and the carburettor oil feed pipe are not damaged. Ensure that neither pipe contains air bubbles. Replace the O-ring (1) and the oil seal (2), and check the condition of the drive pin (3).



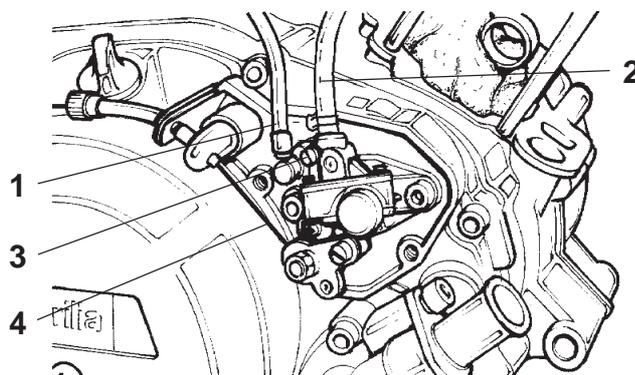
Fitting the oil pump

Replace the oil pump (1) and screw (2) it to the crankcase.



Fit the carburettor oil feed pipe (1) and ensure that there are no air bubbles. Also fit the line that feeds oil to the pump (2), and then fasten both pipes with the related clamps.

IMPORTANT: When working on the oil pump, air bubbles may enter and remain in the pipes and the pump itself, and subsequently hinder lubrication while the engine is running. Therefore it is important to bleed the pump by means of the screw shown in the figure before running the engine.



Remove the bleeding screw (3) from the pump and allow the oil and any air bubbles to come out. When the oil starts flowing out with no bubbles, the bleeding is complete and the screw can be retightened.

CAUTION : To allow the oil pump to expel all the air, fill the fuel tank with at least 1/2 litre of 2% petrol-oil mixture.

Refit the control cable (4) on the pump lever checking that the closed position of the accelerator cable on the knob is aligned with the two reference marks. If not, use the register to adjust.

Replace the oil pump cover and fasten it using the two fixing screws.

DANGER : To avoid serious skin damage due to prolonged contact with oil, accurately wash the hands after handling the lubricant.

When handling products with a base of petroleum, it is strongly recommended to wear disposable latex or nitrile gloves.

KEEP OUT OF REACH OF CHILDREN

