

INFORMATION

KTM PowerParts, HUSQVARNA Motorcycles Accessories



KICK-STARTER KIT

79212945044

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3.213.671

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3 DEUTSCH

Wir freuen uns, dass Sie sich für dieses Produkt entschieden haben.

Unser hochwertiges Qualitätsprodukt ist rennerprobt und wurde speziell für sportliche Herausforderungen entwickelt. Eine korrekte Montage des Produktes ist unerlässlich, um ein Maximum an Sicherheit und Funktionalität gewährleisten zu können. Bitte befolgen Sie daher die Montageanleitung oder wenden Sie sich an Ihren autorisierten Fachhändler.

Für falsche Montage oder Verwendung dieses Produktes kann der (Quasi-)Hersteller bzw. Lieferant nicht zur Verantwortung gezogen werden.

Vielen Dank.

9 ENGLISH

Thank you for choosing this product.

Our high quality product has been tested under racing conditions and was developed specifically for use in sports activities. Correct installation of the product is essential to ensure that a maximum degree of safety and functionality is achieved. Therefore, please follow the installation instructions or contact your authorized dealer.

The (quasi) manufacturer or supplier cannot be held responsible for products that are incorrectly mounted or inappropriately used.

Thank you.

15 ITALIANO

Grazie per aver scelto questo prodotto.

Questo nostro prodotto di pregiata qualità è collaudato nelle competizioni ed è stato sviluppato specificamente per gare sportive. Il montaggio corretto del prodotto è fondamentale per garantirne la massima sicurezza e funzionalità. Rispetti quindi le istruzioni di montaggio o rivolgerti al proprio concessionario autorizzato.

Il produttore (detentore del marchio)/fornitore non può essere considerato responsabile per un montaggio o impiego errato del presente prodotto.

Vi ringraziamo per l'attenzione!

21 FRANÇAIS

Merci d'avoir porté votre choix sur ce produit.

Notre produit de haute qualité est éprouvé pour les compétitions et a été conçu spécialement pour un usage sportif. Un montage approprié du produit est indispensable pour garantir une sécurité et une fonctionnalité maximales du véhicule. C'est pourquoi nous vous invitons à suivre scrupuleusement le manuel de montage ou à vous adresser à votre revendeur agréé.

En cas de montage ou d'utilisation non conformes de ce produit, le (quasi) constructeur ou le fournisseur déclinent toute responsabilité.

Merci !

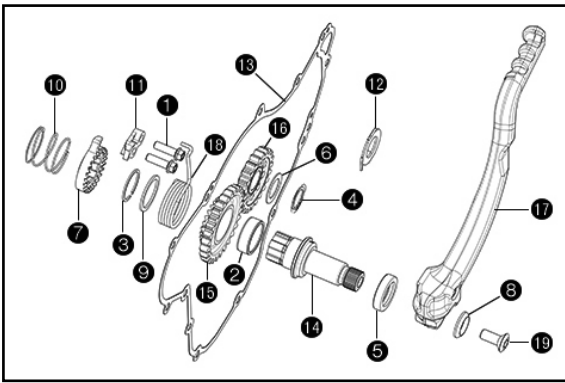
27 ESPAÑOL

Le agradecemos que se haya decidido por este producto.

Este producto de alta calidad está probado para la competición y se ha desarrollado específicamente para las exigencias de este deporte. Para poder garantizar los máximos niveles de seguridad y funcionalidad, es imprescindible que el producto se monte correctamente. Por este motivo, es muy importante que siga las instrucciones del manual de montaje o que se ponga en contacto con su concesionario autorizado.

El (cuasi) fabricante y el proveedor de este producto no se harán responsables del montaje y el uso incorrectos.

¡Muchas gracias!

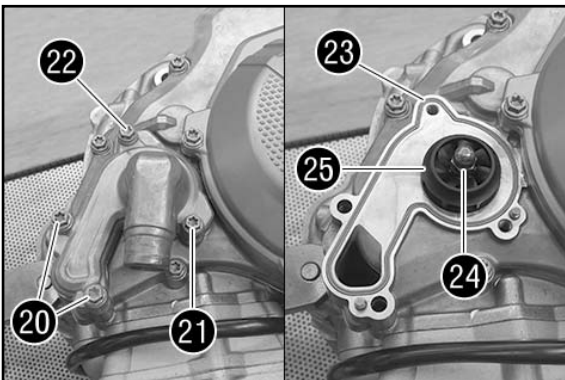


Lieferumfang

- 2x Bundschraube M6x20 ❶
- 1x Nadelkranz ❷
- 1x Sicherungsring ❸
- 1x Sicherungsring ❹
- 1x Wellendichtring ❺
- 1x Scheibe ❻
- 1x Kickstartersperrrad ❼
- 1x Fassonscheibe ❽
- 1x Scheibe ❾
- 1x Feder ❿
- 1x Anschlagstück ⓫
- 1x Sicherungsblech ⓬
- 1x Kupplungsdeckeldichtung innen ⓭
- 1x Kickstarterwelle ⓮
- 1x Kickstarterrad ⓯
- 1x Kickstarterzwischenrad ⓰
- 1x Kickstarterhebel kpl. ⓱
- 1x Kickstarterfeder ⓲
- 1x Senkkopfschraube M8x20 ⓳



Alle Arbeiten, die mit diesem Symbol gekennzeichnet sind, erfordern Fachkenntnisse und technisches Verständnis. Lassen Sie diese Arbeiten, im Interesse Ihrer eigenen Sicherheit, in einer autorisierten Fachwerkstatt durchführen! Dort wird Ihr Motorrad von speziell geschulten Fachkräften mit dem erforderlichen Spezialwerkzeug optimal betreut.

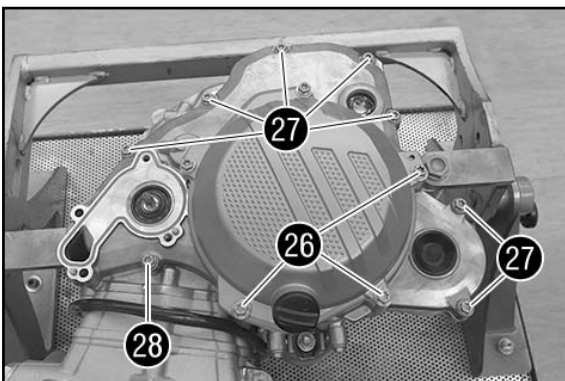


Vorarbeit

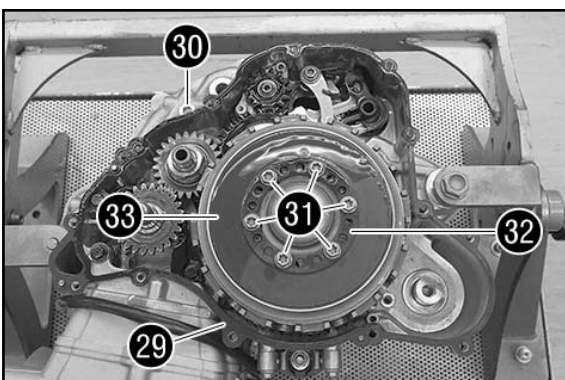
- Motor ausbauen (s. Reparaturanleitung)
- HINWEIS
- Zur besseren Darstellung werden die folgenden Arbeitsschritte bei ausgebautem Motor gezeigt. Ein Ausbau ist nicht erforderlich.

Montage

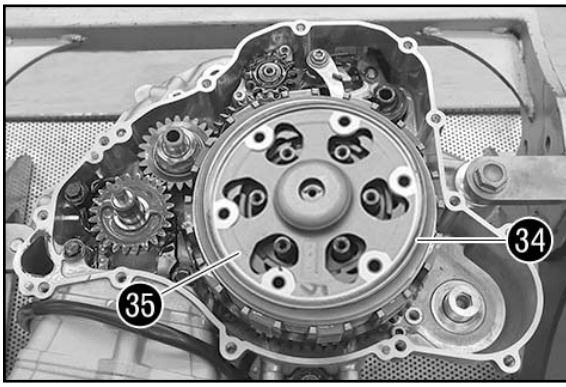
- Schrauben ❷❶ entfernen.
- Schraube ❷❷ entfernen.
- Schraube ❷❸ mit Dichtring entfernen.
- Wasserpumpendeckel abnehmen.
- Dichtung ❷❹ entfernen.
- Mutter ❷❺ entfernen.
- Zweiteiliges Wasserpumpenrad ❷❻ abnehmen.



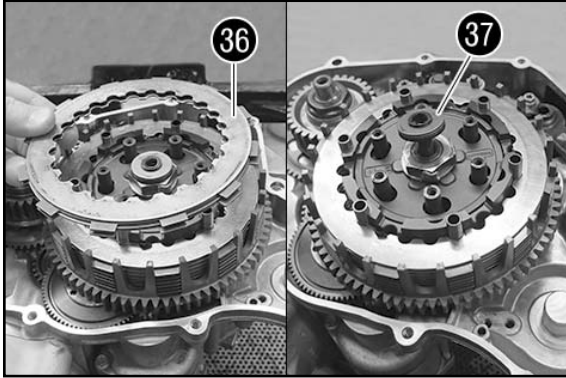
- Schrauben ❷❽ entfernen.
- Schrauben ❷❿ entfernen.
- Schraube ❷❾ mit Scheibe entfernen.
- Kupplungsdeckel abnehmen.



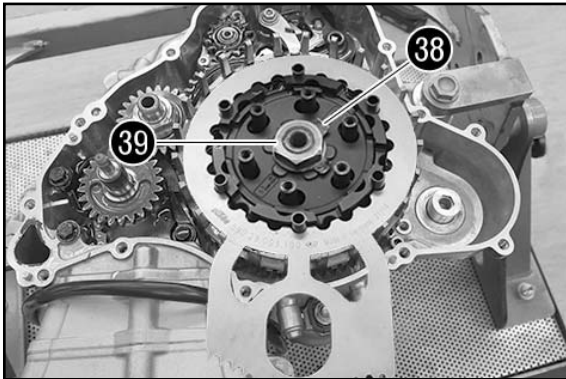
- Kupplungsdeckeldichtung ❷⓫ abnehmen.
- Motor auf Zünd-OT stellen.
- Schraube ❷❻ mit Scheibe entfernen.
- HINWEIS
- Durch die Bohrung kontrollieren, ob die Positionskerbe der Kurbelwelle sichtbar ist.
- Schraube ❷❽ ohne Scheibe montieren und festziehen.
- Schrauben ❷❾ über Kreuz lösen und entfernen.
- Federteller ❷❿ abnehmen.
- Tellerfeder ❷❻ abnehmen.



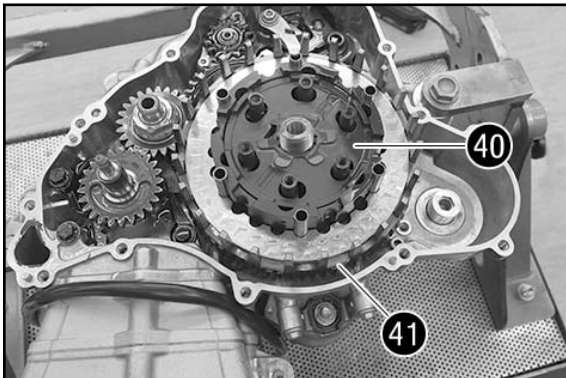
- Vorspannring 34 abnehmen.
- Druckkappe 35 abnehmen.



- Die obersten Kupplungsbelaglamellen 36 entnehmen.
- Druckpilz 37 entfernen.



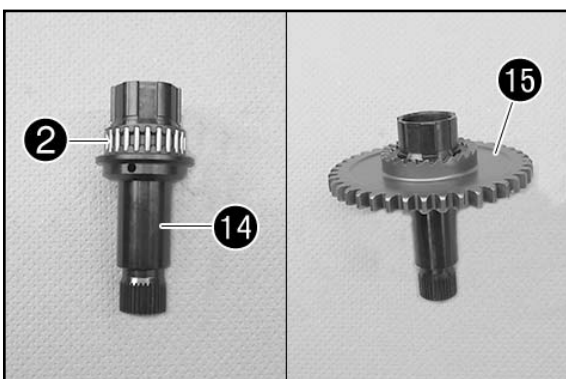
- Sicherungsblech 38 aufbiegen.
- Kupplungsmitnehmer mit Kupplungshalter (Spezialwerkzeug 590.29.003.100) gegenhalten.
- Mutter 39 mit Sicherungsblech entfernen.



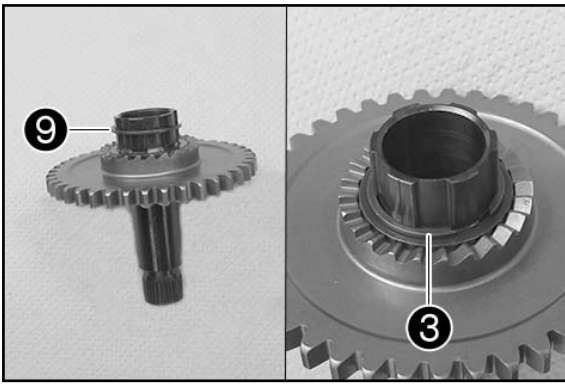
- Kupplungsmitnehmer 40 mit Scheibe abnehmen.

HINWEIS
Die Scheibe klebt meist am Kupplungsmitnehmer.

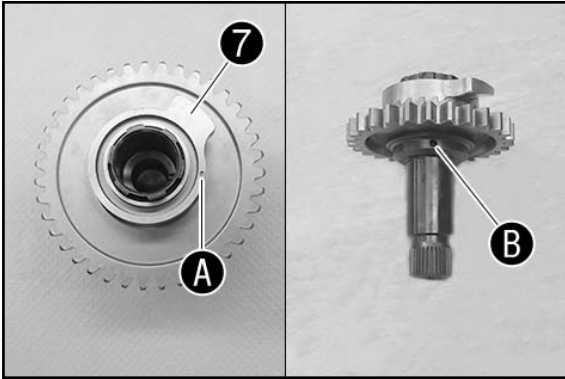
- Kupplungskorb 41 komplett abnehmen.



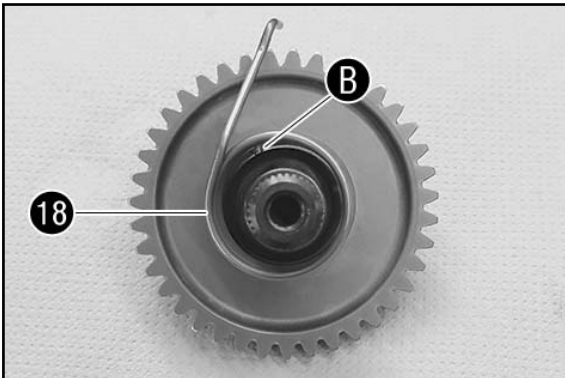
- Nadelkranz 2 auf Kickstarterwelle 14 (beides Lieferumfang) montieren.
- Kickstarrad 15 (Lieferumfang) montieren.



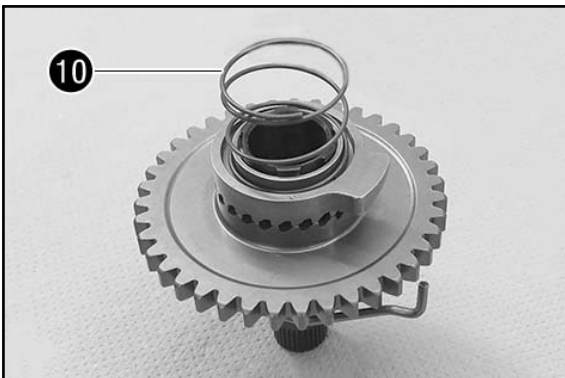
- Scheibe 9 (Lieferumfang) montieren.
- Sicherungsring 3 (Lieferumfang) montieren.



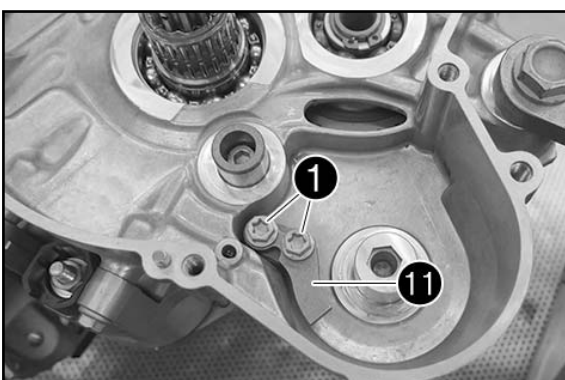
- Kickstartersperrrad 7 (Lieferumfang) montieren.
- ✓ Markierung A und B fluchten.



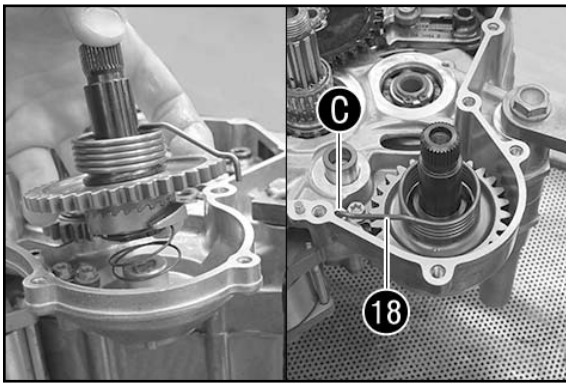
- Kickstarterfeder 18 (Lieferumfang) montieren.
- ✓ Das Ende der Kickstarterfeder greift in die Bohrung B ein.



- Feder 10 (Lieferumfang) montieren.



- Anschlagstück 11 mit Schrauben 1 (alles Lieferumfang) montieren und mit 10 Nm festziehen (Loctite 243).



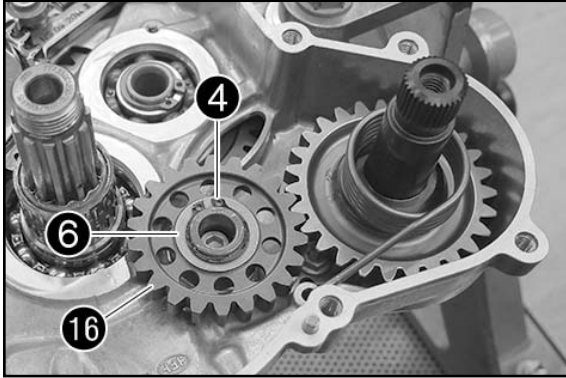
- Vormontierte Kickstarterwelle wie abgebildet montieren.
- Kickstarterfeder 18 spannen und in Bohrung C einhängen.

HINWEIS

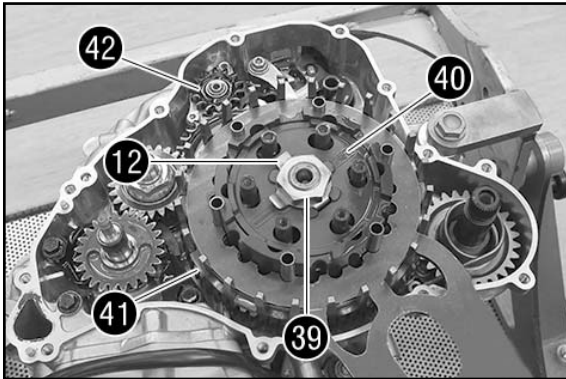
Darauf achten, dass der Abstand der Kickstarterfeder zur Kickstarterwelle rundum gleich groß ist.

⚠ ACHTUNG

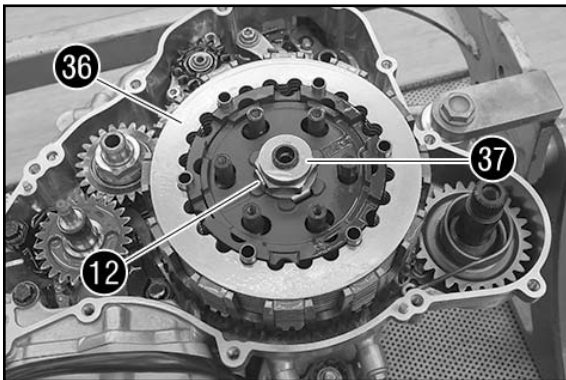
Den Kickstarter ohne Kupplungsdeckel nicht betätigen, ansonsten kann es zur Beschädigung des Gehäuses kommen!



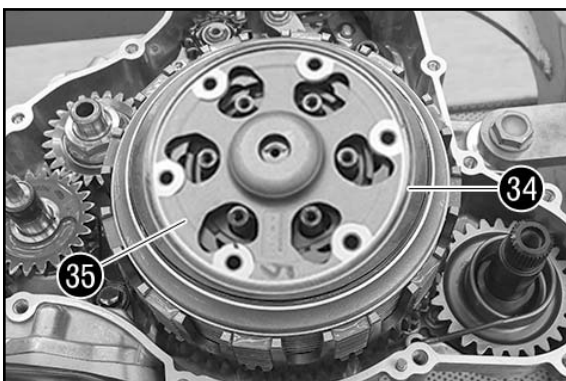
- Kickstarterzwischenrad 16 (Lieferumfang) ölen (Motoröl 15W/50) und auf dem Lagerzapfen montieren.
- ✓ Bund zeigt nach unten.
- Scheibe 6 (Lieferumfang) und Sicherungsring 4 montieren.



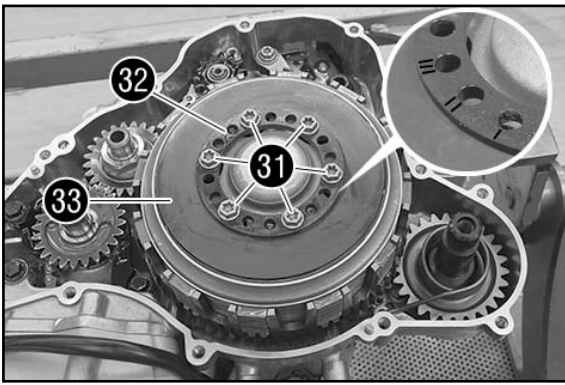
- Kupplungskorb 41 auf die Getriebeantriebswelle schieben.
- Ölpumpenzahnrad 42 drehen, bis die Verzahnung des Kupplungskorbs eingreift.
- Scheibe mit Kupplungsmitnehmer 40 aufschieben.
- Sicherungsblech 12 (Lieferumfang) positionieren.
- Mutter 39 montieren.
- Kupplungsmitnehmer mit Kupplungshalter (Spezialwerkzeug 590.29.003.100) gegenhalten und Mutter mit 100 Nm (Loctite 243) festziehen.



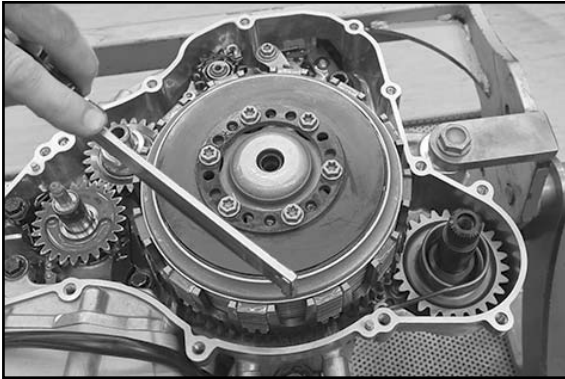
- Mutter mit Sicherungsblech 12 sichern.
- Druckpilz 37 montieren.
- Die obersten Kupplungsbelaglamellen 36 in den Kupplungskorb legen (s. Reparaturanleitung - Kupplungslamellen einbauen).



- Druckkappe 35 positionieren.
- Vorspannung 34 mit der Top Markierung nach oben montieren.



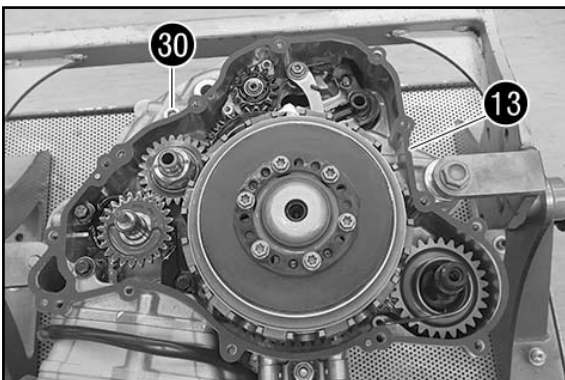
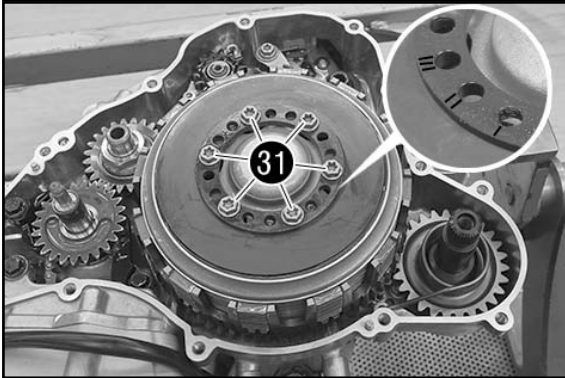
- Tellerfeder 33 positionieren.
- Federteller 32 mit der I Markierung positionieren.
- Schrauben 31 montieren und über Kreuz mit 6 Nm festziehen.



- Mit einem Haarlineal und einer Fühlerlehre (Spezialwerkzeug 59029041100) die Tellerfeder auf Verzug kontrollieren.

Verzug der Tellerfeder 0... 0,10 mm

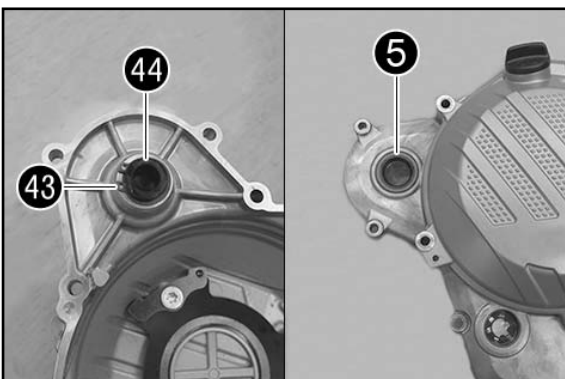
- » Wenn der angegebene Wert nicht erreicht wird:
- Schrauben 31 entfernen und Federteller mit der Markierung II montieren.
- » Wenn der angegebene Wert nach erneuter Kontrolle nicht erreicht wird:
- Schrauben 31 entfernen und Federteller mit der Markierung III montieren.
- » Wenn der angegebene Wert nach erneuter Kontrolle nicht erreicht wird:
- Kupplungsbelaglamellen wechseln.



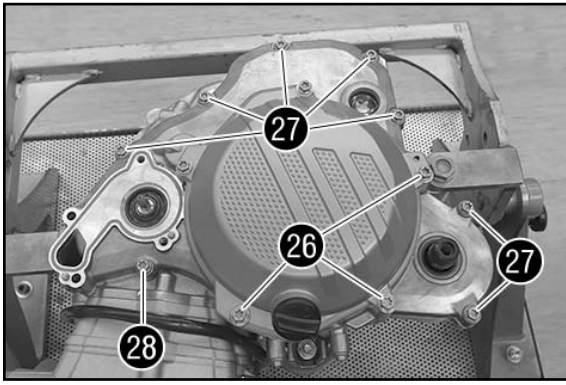
- Kupplungsdeckeldichtung 13 (Lieferumfang) auflegen.

HINWEIS
Auf korrekten Sitz der Passstifte achten.

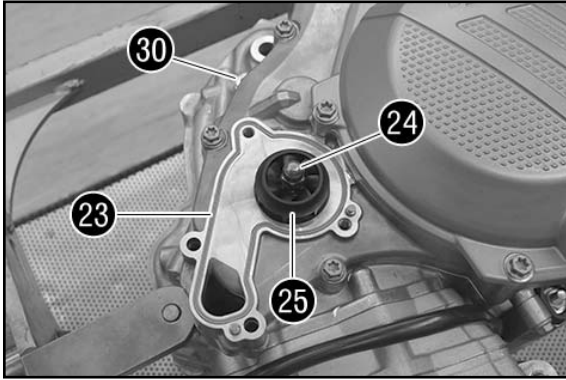
- Schraube 30 entfernen.



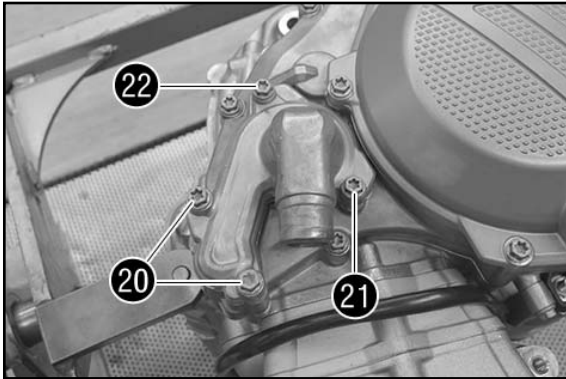
- Sicherungsring 43 und Verschußstopfen 44 entfernen.
- Wellendichtring 5 (Lieferumfang) bündig einschlagen.



- Kupplungsdeckel positionieren.
- Schrauben **26** (M6x25) montieren, aber noch nicht festziehen.
- Schrauben **27** (M6x45) montieren, aber noch nicht festziehen.
- Schraube **28** (M6x25) mit Scheibe montieren, aber noch nicht festziehen.
- Alle Schrauben über Kreuz mit 10 Nm festziehen.



- Zweiteiliges Wasserpumpenrad **25** montieren.
- Mutter **24** montieren und mit 5 Nm (Loctite 243) festziehen.
- Dichtung **23** montieren.
- Schraube **30** mit Scheibe montieren und mit 10 Nm festziehen.

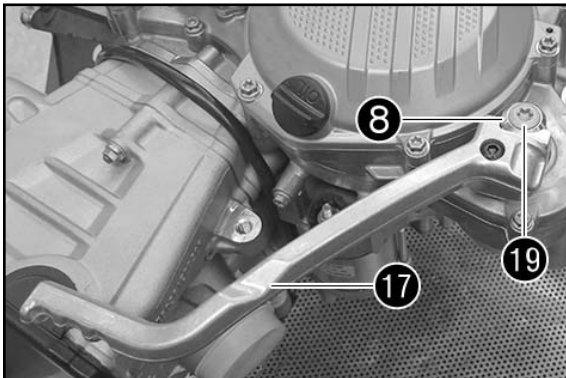


- Wasserpumpendeckel montieren.

HINWEIS

Auf korrekten Sitz der Passstifte achten.

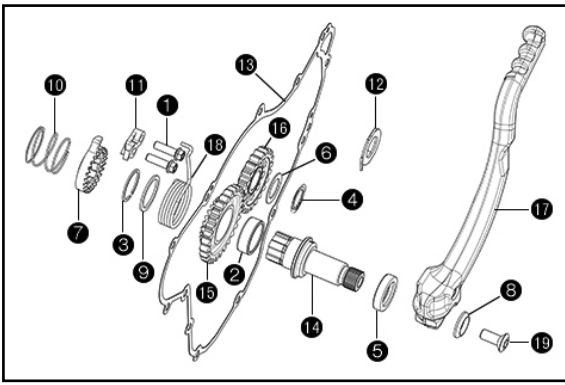
- Schraube **22** (M6x25) mit Dichtring montieren, aber noch nicht festziehen.
- Schraube **21** (M6x25) montieren, aber noch nicht festziehen.
- Schrauben **20** (M6x40) montieren und mit 10 Nm festziehen.
- Schraube **21** und **22** mit 10 Nm festziehen.



- Kickstarterhebel **17** mit Fassonscheibe **8** und Schraube **19** (alles Lieferumfang) montieren und mit 25 Nm festziehen (Loctite 2701).

Nacharbeit

- Motor einbauen (s. Reparaturanleitung). 🛠️

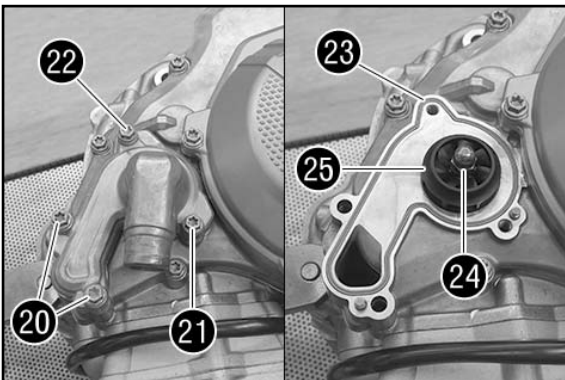


Scope of supply

- 2x collar screw M6x20 ①
- 1x needle bearing ②
- 1x locking ring ③
- 1x locking ring ④
- 1x shaft seal ring ⑤
- 1x washer ⑥
- 1x kick-starter ratchet wheel ⑦
- 1x special washer ⑧
- 1x washer ⑨
- 1x spring ⑩
- 1x stop piece ⑪
- 1x lock washer ⑫
- 1x inner clutch cover gasket ⑬
- 1x kick-starter shaft ⑭
- 1x kick starter gear ⑮
- 1X intermediate kick starter gear ⑯
- 1x kick-starter lever compl. ⑰
- 1x kick starter spring ⑱
- 1x countersunk screw M8x20 ⑲



All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized workshop. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required.

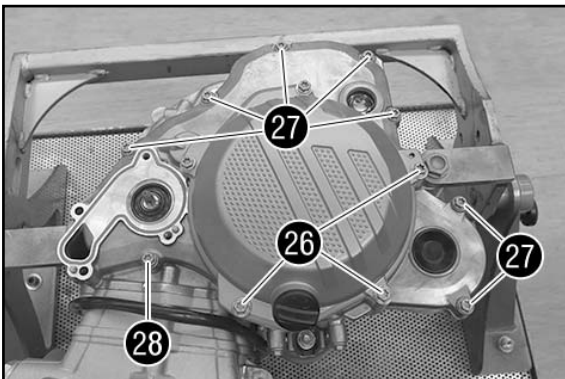


Preparatory work

- Remove the engine (see the repair manual).
- NOTE
- For purposes of illustration, the following operations are shown with the engine removed. Removal is not necessary.

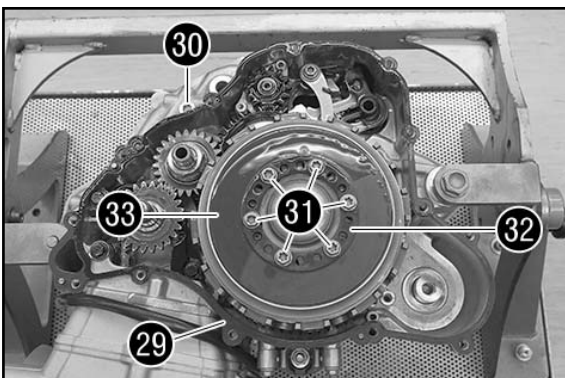
Assembly

- Remove screws ⑳.
- Remove screw ㉑.
- Remove screw ㉒ with the seal ring.
- Take off the water pump cover.

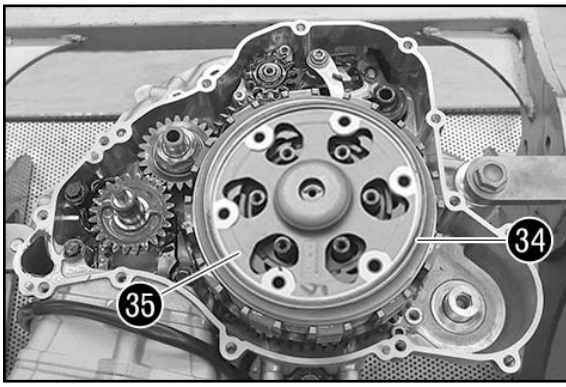


- Remove gasket ㉓.
- Remove nut ㉔.
- Take off two-part water pump impeller ㉕.

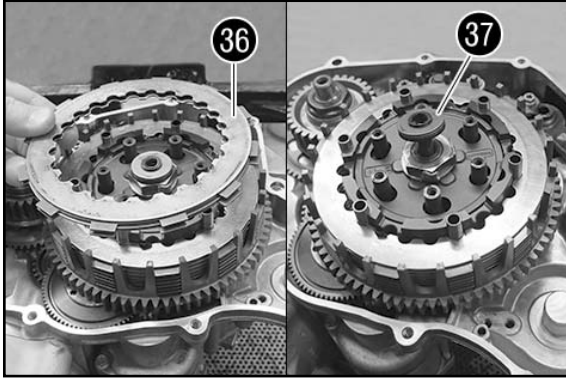
- Remove screws ㉖.
- Remove screws ㉗.
- Remove screw ㉘ with the washer.
- Take off the clutch cover.



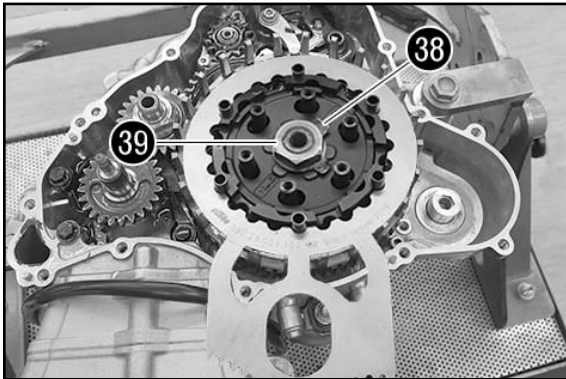
- Take off clutch cover gasket ㉙.
- Set the engine to ignition top dead center.
- Remove screw ㉚ with the washer.
- NOTE
- Look through the hole to check that the position notch of the crankshaft is visible.
- Mount and tighten screw ㉛ without washer.
- Loosen screws ㉜ in a crisscross pattern and remove.
- Take off spring retainer ㉝.
- Take off spring washer ㉞.



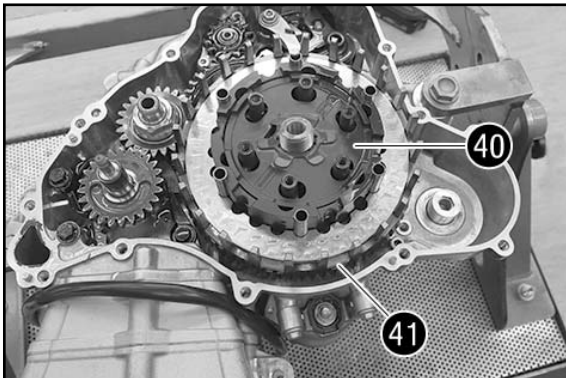
- Take off pretension ring 34.
- Take off clutch pressure plate 35.



- Remove uppermost clutch facing discs 36.
- Remove pressure piece 37.



- Bend up lock washer 38.
- Hold inner clutch hub with clutch holder (special tool 590.29.003.100).
- Remove nut 39 with the lock washer.

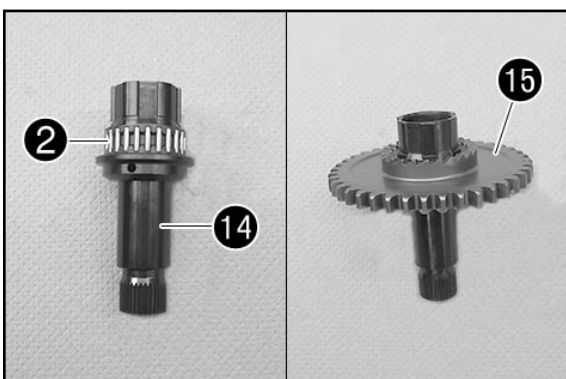


- Take off inner clutch hub 40 with washer.

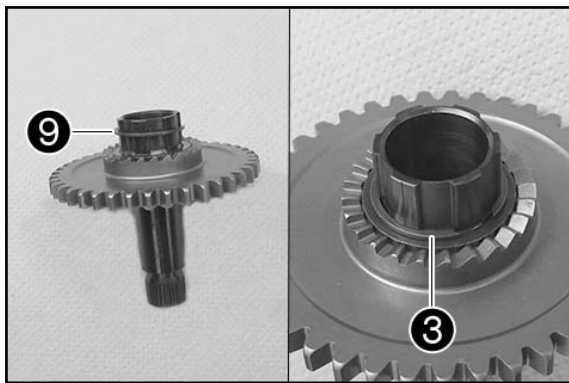
NOTE

The washer usually sticks to the inner clutch hub.

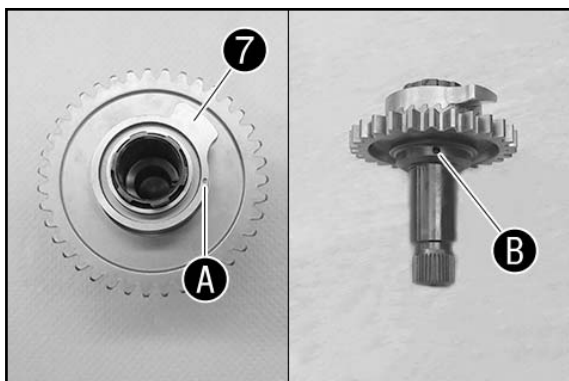
- Take off outer clutch hub 41 completely.



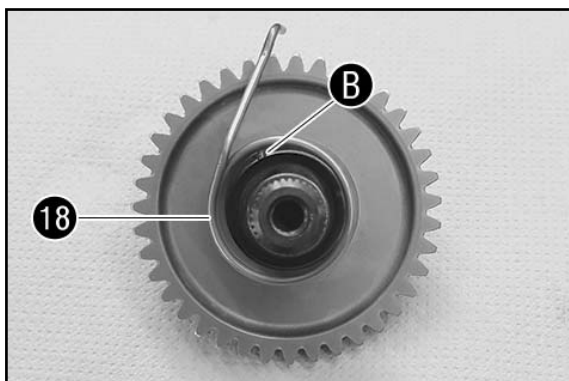
- Mount needle bearing 2 on kick-starter shaft 14 (both included).
- Mount kick starter gear 15 (included).



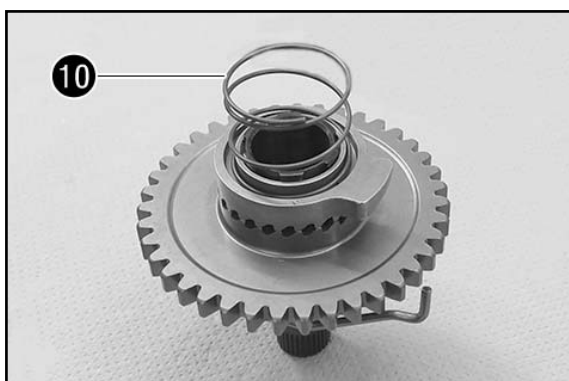
- Mount washer 9 (included).
- Mount lock ring 3 (included).



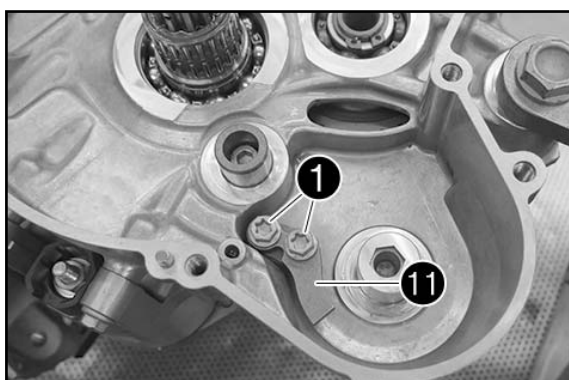
- Mount kick-starter ratchet wheel 7 (included).
- ✓ Marking A and B are flush.



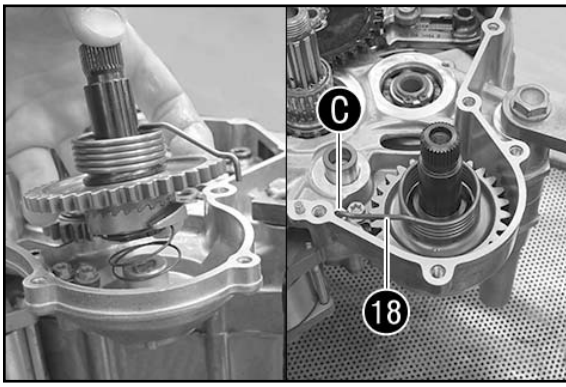
- Mount kick starter spring 17 (included).
- ✓ The end of the kick starter spring engages in hole B.



- Mount spring 10 (scope of supply).



- Mount stop piece 11 with screws 1 (all included) and tighten to 10 Nm (Loctite 243).



- Mount preassembled kick-starter shaft as shown.

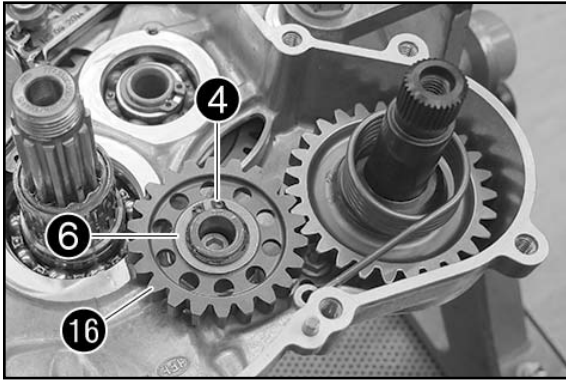
- Tension the kick starter spring **18** and hook into hole **C**.

NOTE

Ensure that the distance from the kick-starter spring to the kick-starter shaft is the same all around.

⚠ WARNING

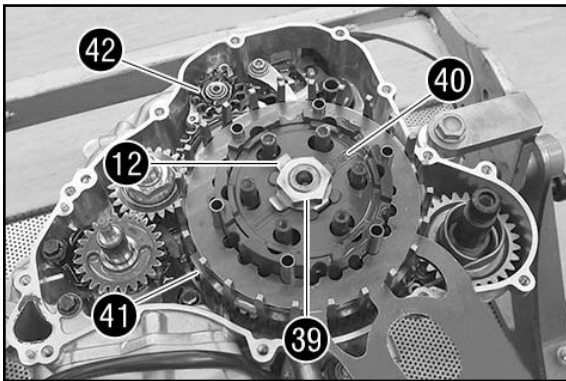
Do not activate the kick-starter system without the clutch cover as damage to the housing may result!



- Oil (engine oil 15W/50) intermediate kick starter gear **16** (included) and mount on the bearing pin.

✓ Collar points downward.

- Mount washer **6** (included) and mount lock ring **4**.



- Slide outer clutch hub **41** onto the gearbox main shaft.

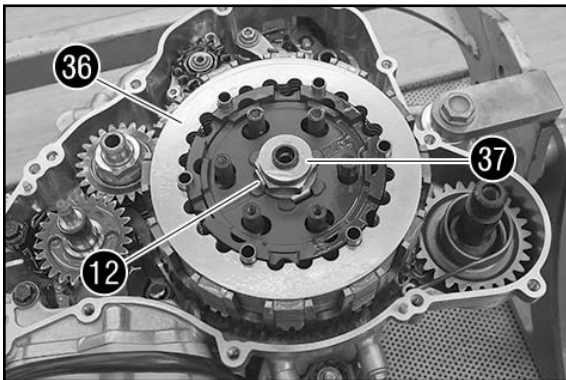
- Turn oil pump gear wheel **42** until the gear teeth of the outer clutch hub engage.

- Push on washer with inner clutch hub **40**.

- Position lock washer **12** (included).

- Mount nut **39**.

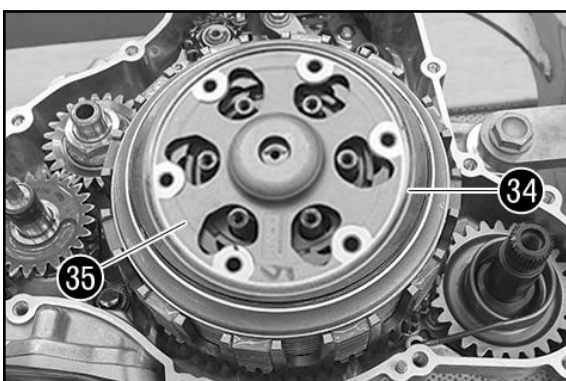
- Hold inner clutch hub with clutch holder (special tool 590.29.003.100) and tighten nut to 100 Nm (Loctite 243).



- Secure nut with lock washer **12**.

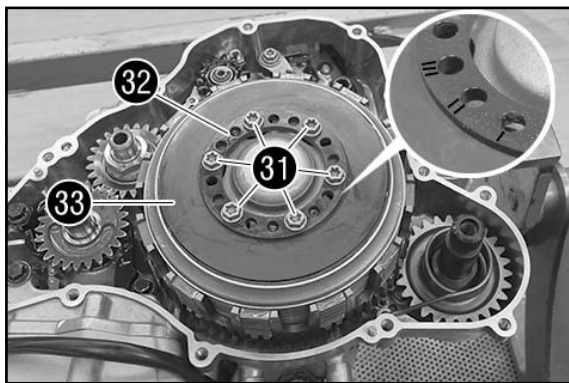
- Mount pressure piece **37**.

- Place uppermost clutch facing discs **36** in the outer clutch hub (see the repair manual - Installing clutch discs).

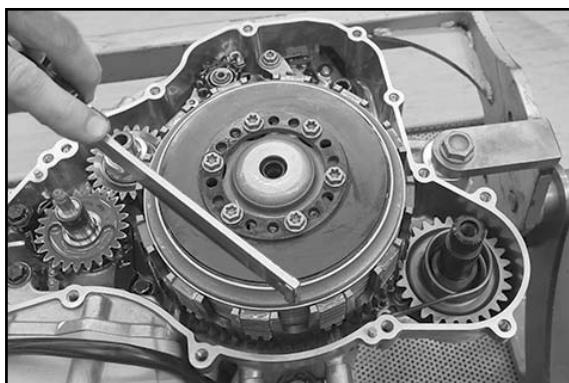


- Position clutch pressure plate **35**.

- Mount pretension ring **34** with the **Top** marking facing up.



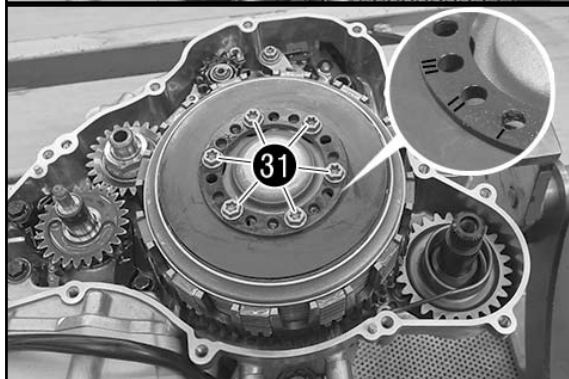
- Position spring washer 32.
- Position spring retainer 32 with the I marking.
- Mount screws 31 and tighten in a crisscross pattern to 6 Nm.



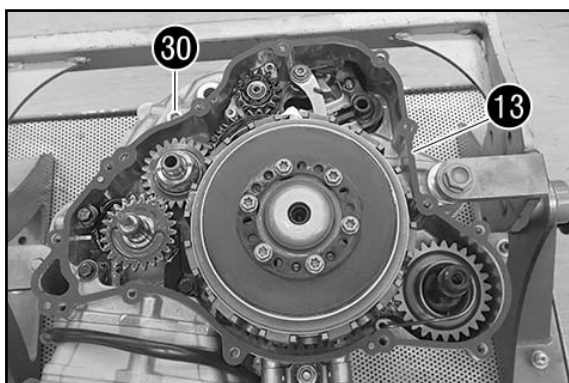
- Using a straightedge and a feeler gauge (special tool 59029041100), check the spring washer for distortion.

Spring washer distortion 0... 0.10 mm

- » If the specified value is not reached:
- Remove screws 31 and mount the spring retainer using marking II.
- » If, after rechecking, the specified value is not reached:
- Remove screws 31 and mount the spring retainer using marking III.



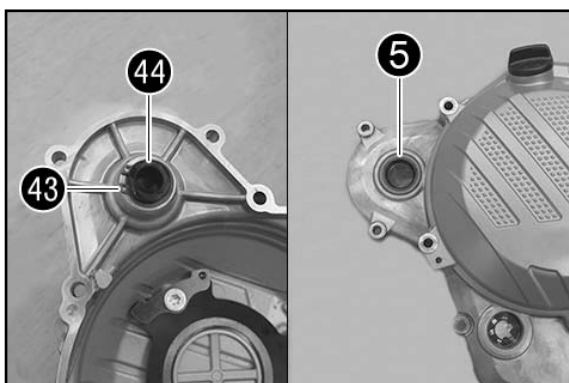
- » If, after rechecking, the specified value is not reached:
- Change the clutch facing discs.



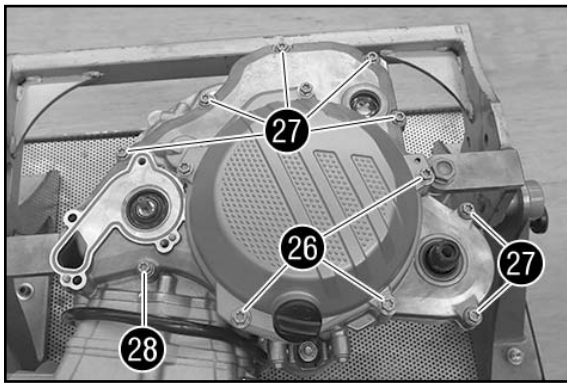
- Position clutch cover gasket 13 (included).

NOTE
Ensure that the dowel pins are seated properly.

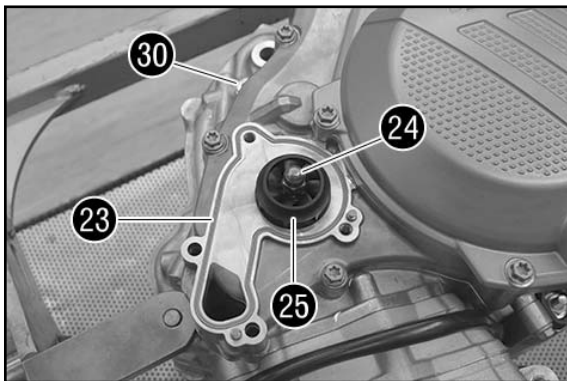
- Remove screw 30.



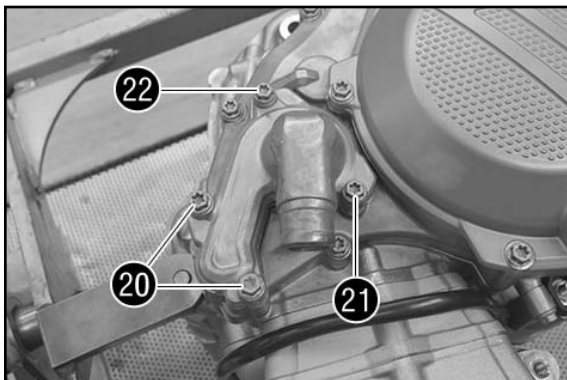
- Remove lock ring 43 and plug 44.
- Drive in shaft seal ring 5 (included) until flush.



- Position clutch cover.
- Mount screws **26** (M6X25) but do not tighten them yet.
- Mount screws **27** (M6X45) but do not tighten them yet.
- Mount screw **28** (M6X25) with the washer but do not tighten yet.
- Tighten all screws in a crisscross pattern to 10 Nm.



- Mount two-part water pump impeller **25**.
- Mount nut **24** and tighten to 5 Nm (Loctite 243).
- Mount gasket **23**.
- Mount screw **30** with the washer and tighten to 10 Nm.

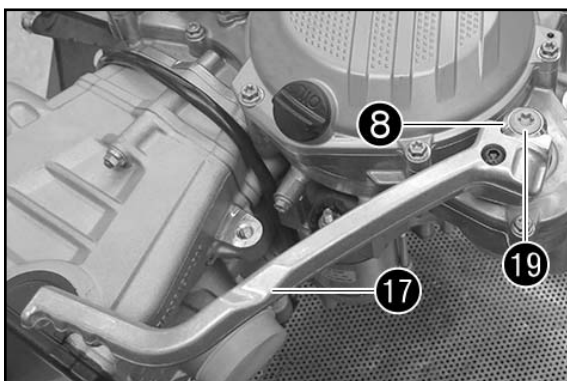


- Mount the water pump cover.

NOTE


Ensure that the dowel pins are seated properly.

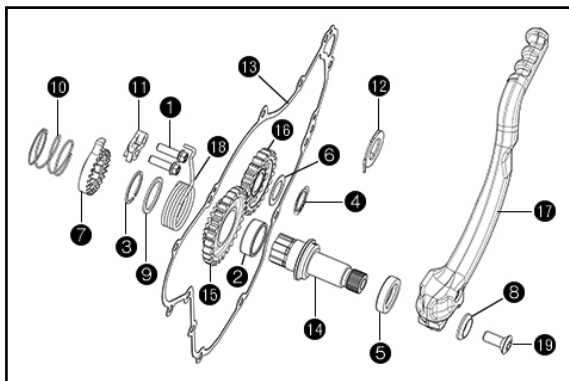
- Mount screw **22** (M6X25) with the seal ring but do not tighten yet.
- Mount screw **21** (M6X25) but do not tighten them yet.
- Mount screws **20** (M6X40) and tighten to 10 Nm.
- Tighten screw **21** and **22** to 10 Nm.



- Mount kick-starter lever **17** with special washer **8** and screw **19** (all included) and tighten to 25 Nm (Loctite 2701).

Final steps

- Install the engine (see the repair manual). 

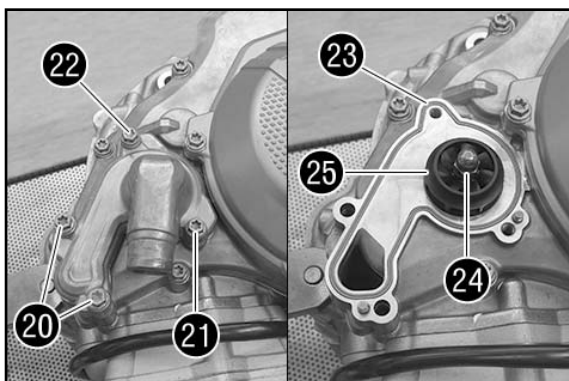


Materiale fornito

- 2 viti flangiate M6x20 ①
- 1 gabbia a rullini ②
- 1 anello di sicurezza ③
- 1 anello di sicurezza ④
- 1 paraolio ⑤
- 1 rondella ⑥
- 1 ruota a denti di arresto del pedale di avviamento ⑦
- 1 rondella sagomata ⑧
- 1 rondella ⑨
- 1 molla ⑩
- 1 battuta ⑪
- 1 rosetta di sicurezza ⑫
- 1 guarnizione interna del coperchio della frizione ⑬
- 1 albero del pedale di avviamento ⑭
- 1 ingranaggio del pedale di avviamento ⑮
- 1 ingranaggio intermedio del pedale di avviamento ⑯
- 1 leva del pedale di avviamento compl. ⑰
- 1 molla del pedale di avviamento ⑱
- 1 vite a testa svasata M8x20 ⑲



Tutti i lavori contrassegnati con questo simbolo richiedono competenze tecniche e comprensione della materia. Per la vostra sicurezza, far eseguire questi interventi presso un'officina autorizzata che si occuperà della vostra motocicletta in modo ottimale, impiegando manodopera specializzata e addestrata, e utilizzando i necessari utensili speciali.



Operazione preliminare

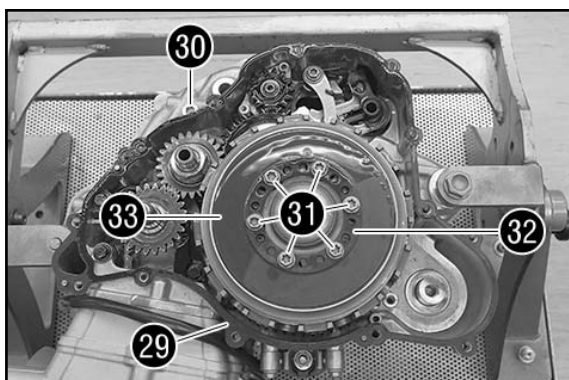
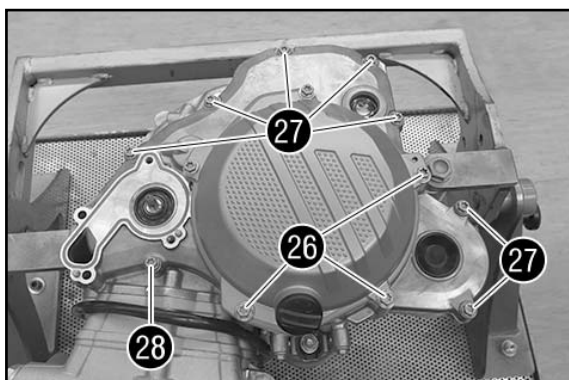
- Smontare il motore (v. manuale di riparazione).

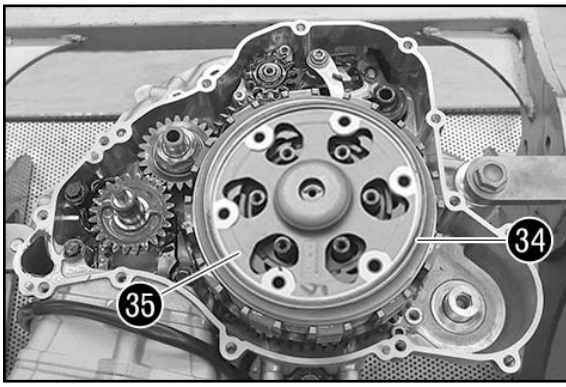
AVVERTENZA

Ai fini di una maggiore chiarezza, le seguenti fasi di lavoro verranno rappresentate con motore smontato. Non è però necessario effettuarne lo smontaggio.

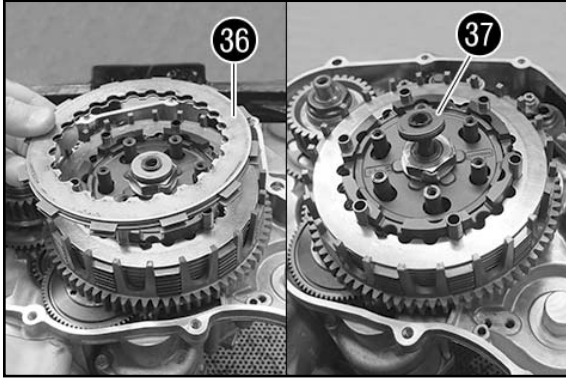
Montaggio

- Rimuovere le viti ⑳.
- Rimuovere la vite ㉑.
- Rimuovere la vite ㉒ con la guarnizione.
- Rimuovere il coperchio della pompa dell'acqua.
- Rimuovere la guarnizione ㉓.
- Rimuovere il dado ㉔.
- Rimuovere la girante in due pezzi della pompa dell'acqua ㉕.
- Rimuovere le viti ㉖.
- Rimuovere le viti ㉗.
- Rimuovere la vite ㉘ con la rondella.
- Rimuovere il coperchio della frizione.
- Rimuovere la guarnizione del coperchio della frizione ㉙.
- Posizionare il motore sul punto morto superiore di accensione.
- Rimuovere la vite ㉚ con la rondella.
- AVVERTENZA**
Attraverso il foro controllare che la tacca di posizione dell'albero motore sia visibile.
- Montare e serrare la vite ㉛ senza rondella.
- Allentare e rimuovere le viti ㉜ in sequenza incrociata.
- Rimuovere il piattello molla ㉝.
- Rimuovere la molla a tazza ㉞.

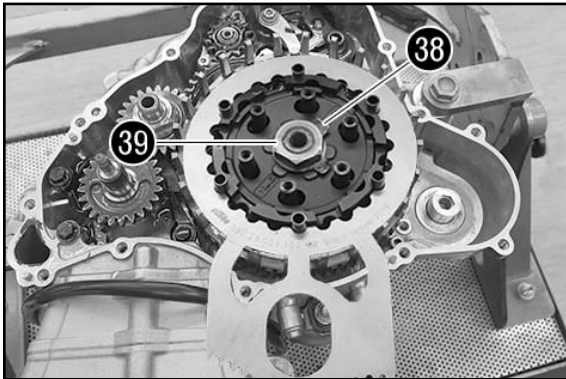




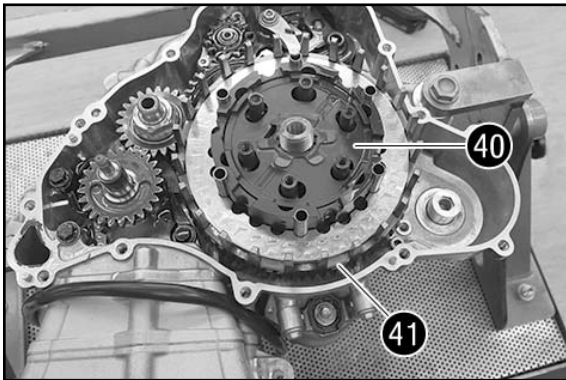
- Rimuovere l'anello di precarica **34**.
- Rimuovere il tappo di compressione **35**.



- Rimuovere i dischi guarniti della frizione posti più in alto **36**.
- Rimuovere il cuscinetto reggispinta **37**.



- Aprire la rosetta di sicurezza **38**.
- Tenere fermo il mozzetto della frizione con il fermo frizione (utensile speciale 590.29.003.100).
- Rimuovere il dado **39** con la rosetta di sicurezza.

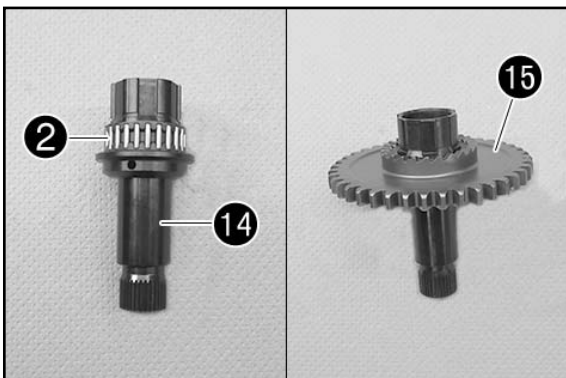


- Rimuovere il mozzetto della frizione **40** con la rondella.

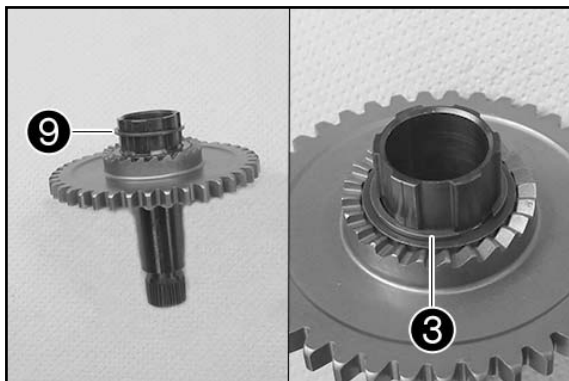
AVVERTENZA

Solitamente la rondella è attaccata al mozzetto della frizione.

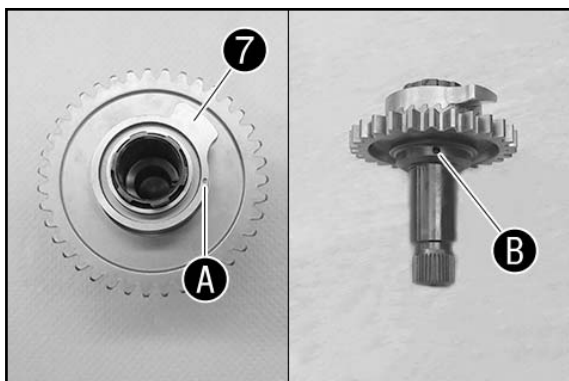
- Rimuovere completamente la campana della frizione **41**.



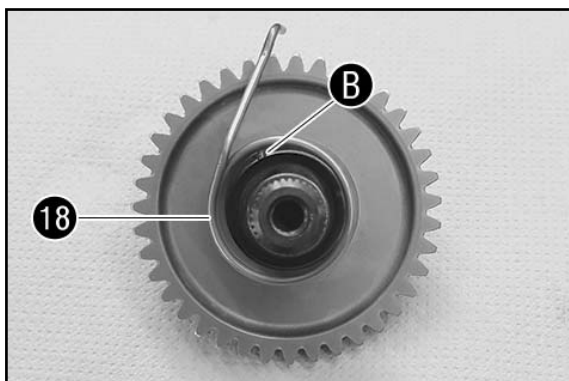
- Montare la gabbia a rullini **2** sull'albero del pedale di avviamento **14** (entrambi in dotazione).
- Montare l'ingranaggio del pedale di avviamento **15** (in dotazione).



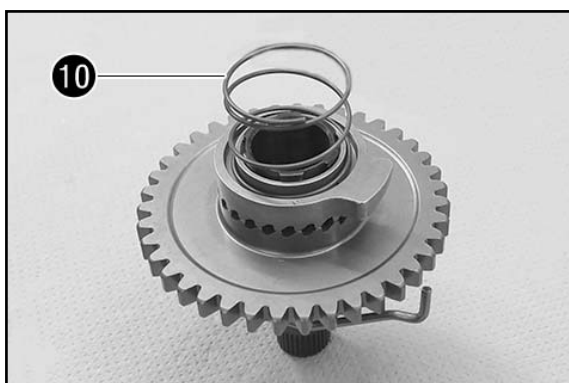
- Montare la rondella **9** (in dotazione).
- Montare l'anello di sicurezza **3** (in dotazione).



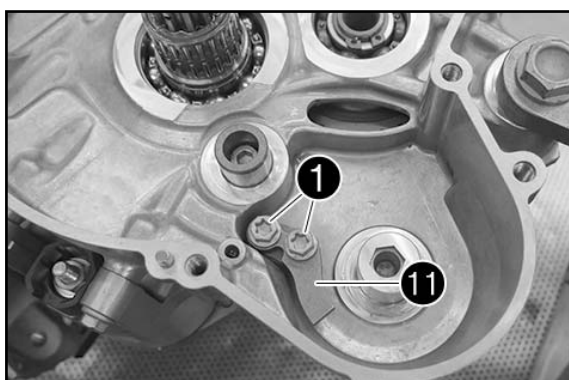
- Montare la ruota a denti di arresto del pedale di avviamento **7** (in dotazione).
- ✓ I riferimenti **A** e **B** sono allineati.



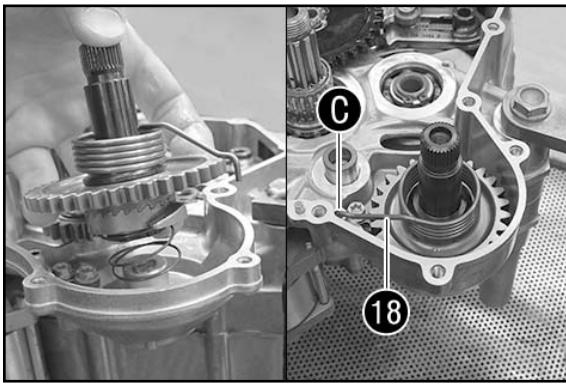
- Montare la molla del pedale di avviamento **17** (in dotazione).
- ✓ L'estremità della molla del pedale di avviamento deve innestarsi nel foro **B**.



- Montare la molla **10** (in dotazione).



- Montare la battuta **11** con le viti **1** (tutto in dotazione) e serrare a 10 Nm (Loctite 243).



- Montare l'albero del pedale di avviamento premontato come illustrato.

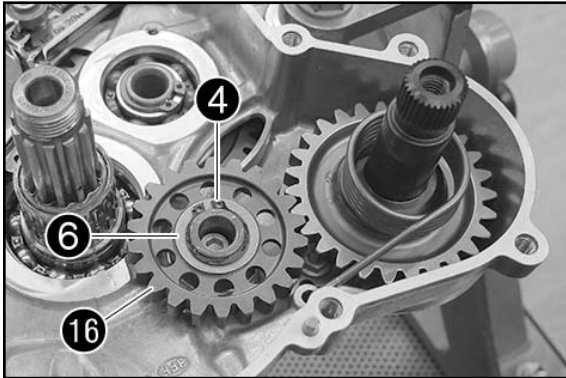
- Mettere sotto carico la molla del pedale di avviamento 18 e agganciarla nel foro C.

AVVERTENZA

Assicurarsi che la distanza tra la molla del pedale di avviamento e l'albero del pedale di avviamento sia uguale in ogni punto.

⚠ ATTENZIONE

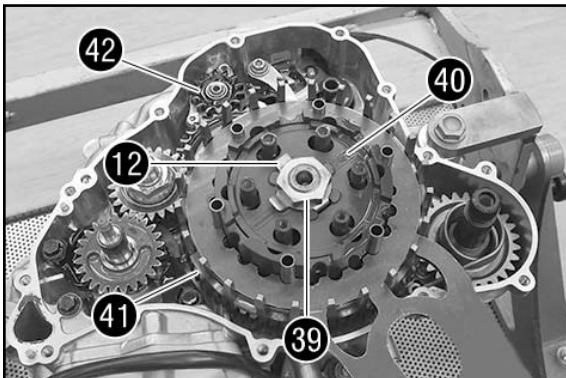
Non azionare l'avviamento a pedale in assenza del copercchio della frizione, altrimenti vi è il rischio di danneggiare il corpo!



- Lubrificare l'ingranaggio intermedio del pedale di avviamento 16 (in dotazione) (olio motore 15W/50) e montarlo sul perno di banco.

✓ Il collare è rivolto verso il basso.

- Montare la rondella 6 (in dotazione) e l'anello di sicurezza 4.



- Spingere la campana della frizione 41 sull'albero primario del cambio.

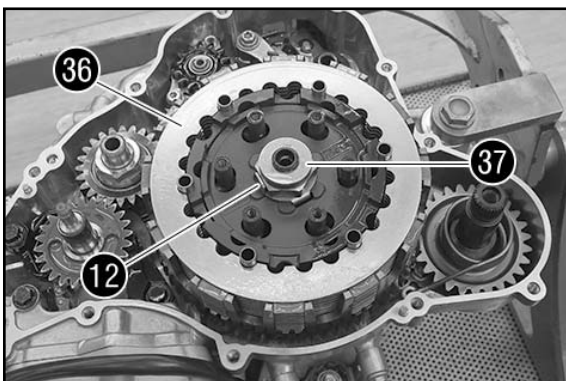
- Ruotare l'ingranaggio della pompa dell'olio 42 fino a far innestare la dentatura della campana della frizione.

- Infilare la rondella con il mozzetto della frizione 40.

- Posizionare la rosetta di sicurezza 12 (in dotazione).

- Montare il dado 39.

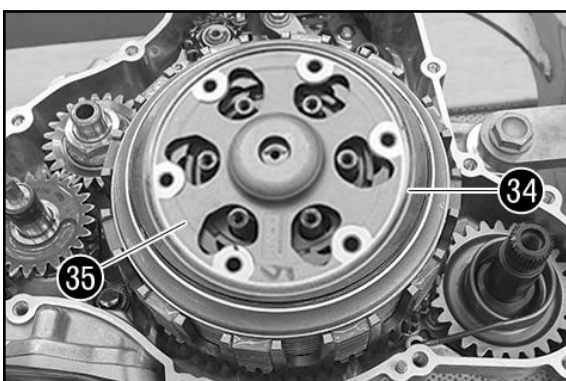
- Tenere fermo il mozzetto della frizione con il fermo frizione (utensile speciale 590.29.003.100) e serrare il dado a 100 Nm (Loctite 243).



- Bloccare il dado con la rosetta di sicurezza 12.

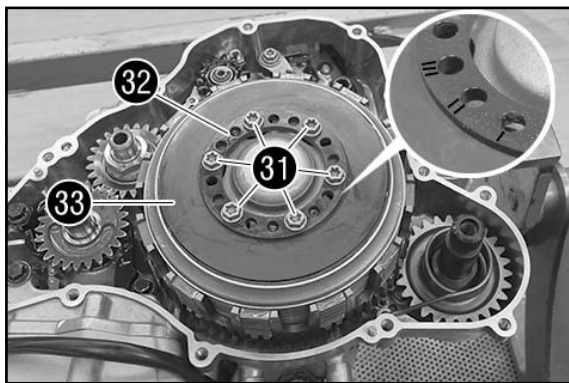
- Montare il cuscinetto reggispinta 37.

- Inserire nella campana della frizione i primi dischi guarniti della frizione 36 in alto (v. manuale di riparazione - Montaggio dei dischi della frizione).

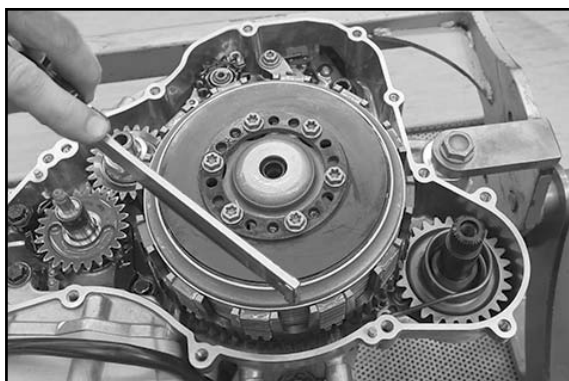


- Posizionare il tappo di compressione 35.

- Montare l'anello di precarica 34 con il riferimento **Top** rivolto verso l'alto.



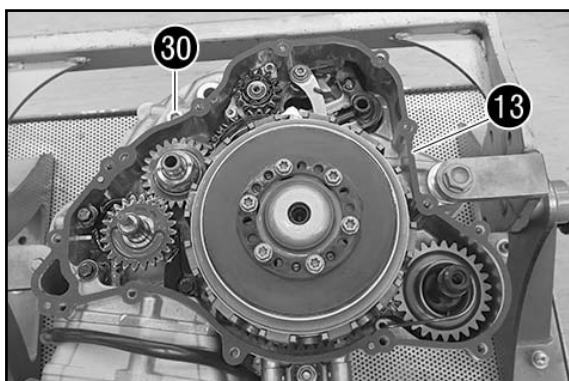
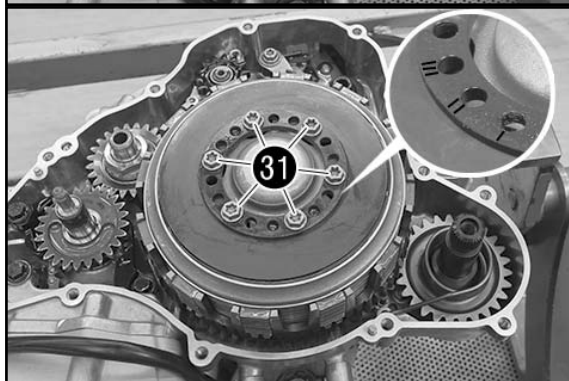
- Posizionare la molla a tazza 33.
- Posizionare il piattello molla 32 con il riferimento I.
- Montare le viti 31 e serrarle a 6 Nm in sequenza incrociata.



- Con un righello e uno spessimetro (utensile speciale 59029041100) controllare la deformazione della molla a tazza.

Deformazione della molla a tazza 0... 0,10 mm

- » Se il valore indicato non viene raggiunto:
 - Rimuovere le viti 31 e montare il piattello molla con il riferimento II.
- » Se nell'effettuare il nuovo controllo risulta che il valore indicato non è stato raggiunto:
 - Rimuovere le viti 31 e montare il piattello molla con il riferimento III.
- » Se nell'effettuare il nuovo controllo risulta che il valore indicato non è stato raggiunto:
 - Sostituire i dischi guarniti della frizione.

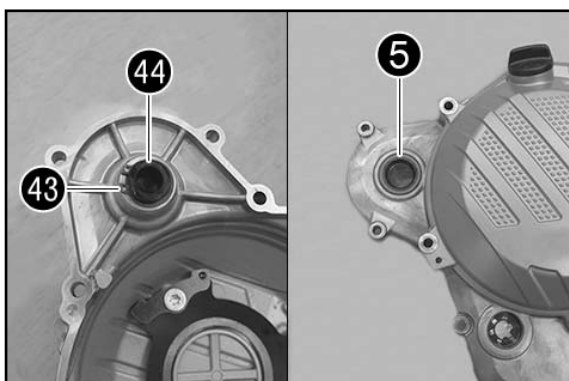


- Applicare la guarnizione del coperchio della frizione 13 (in dotazione).

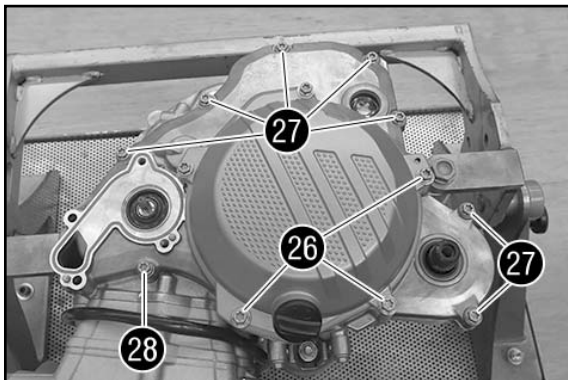
AVVERTENZA

Verificare che le spine di centraggio siano posizionate correttamente.

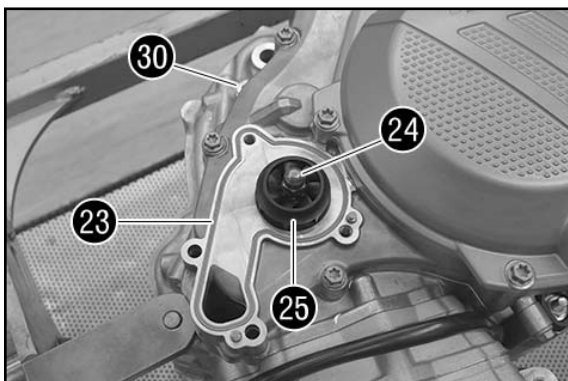
- Rimuovere la vite 30.



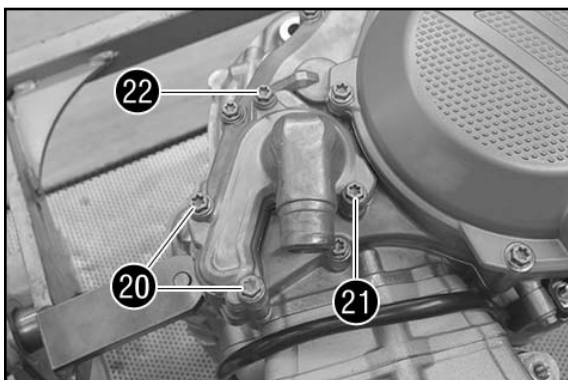
- Rimuovere l'anello di sicurezza 43 e il tappo di chiusura 44.
- Inserire a filo il paraolio 5 (in dotazione).



- Posizionare il coperchio della frizione.
- Montare le viti **26** (M6x25), senza però serrarle.
- Montare le viti **27** (M6x45), senza però serrarle.
- Montare la vite **28** (M6x25) con la rondella, ma non serrare ancora.
- Serrare tutte le viti in sequenza incrociata a 10 Nm.



- Montare la girante in due pezzi della pompa dell'acqua **23**.
- Montare il dado **24** e serrare a 5 Nm (Loctite 243).
- Montare la guarnizione **25**.
- Montare la vite **30** con la rondella e serrarla a 10 Nm.

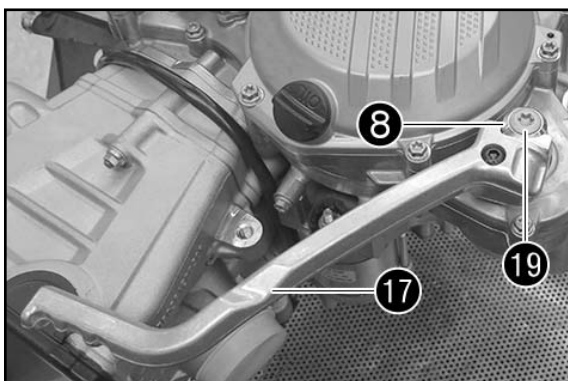


- Montare il coperchio della pompa dell'acqua.

AVVERTENZA

Verificare che le spine di centraggio siano posizionate correttamente.

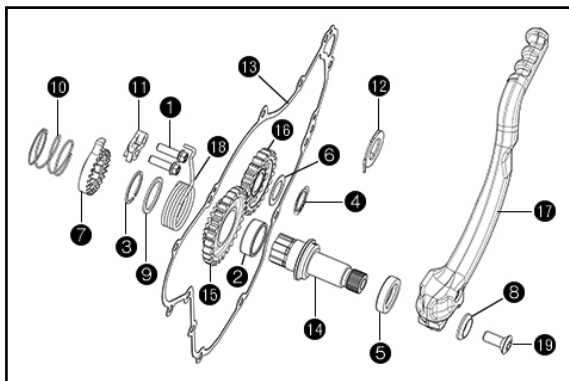
- Montare la vite **22** (M6x25) con l'anello di tenuta, ma non serrare ancora.
- Montare la vite **21** (M6x25), senza però serrarla.
- Montare le viti **20** (M6x40) e serrare a 10 Nm.
- Serrare la vite **21** e **22** a 10 Nm.



- Montare la leva del pedale di avviamento **17** con la rondella sagomata **8** e la vite **19** (tutto in dotazione) e serrare a 25 Nm (Loctite 2701).

Operazione conclusiva

- Montare il motore (v. manuale di riparazione). 



Contenu de la livraison

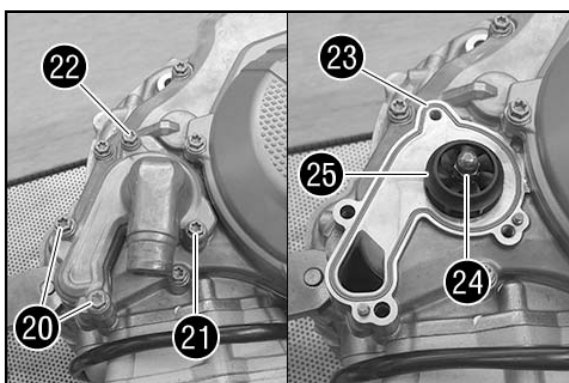
- 2x vis à épaulement M6x20 ①
- 1x cage à aiguilles ②
- 1x circlip ③
- 1x circlip ④
- 1x bague d'étanchéité ⑤
- 1x rondelle ⑥
- 1x roue à rochet de kick ⑦
- 1x rondelle de forme ⑧
- 1x rondelle ⑨
- 1x ressort ⑩
- 1x butée ⑪
- 1x rondelle frein ⑫
- 1x joint du carter d'embrayage intérieur ⑬
- 1x arbre de kick ⑭
- 1x roue à rochet de kick ⑮
- 1x pignon intermédiaire du kick ⑯
- 1x levier de kick cpl. ⑰
- 1x ressort de kick ⑱
- 1x vis fraisée M8x20 ⑲

Tous les travaux accompagnés de ce symbole nécessitent des connaissances approfondies ainsi qu'un certain savoir-faire technique.



Pour la sécurité de tous, faire exécuter ces travaux par un atelier agréé !

La moto y sera entretenue de manière optimale par des spécialistes ayant suivi une formation spécifique et disposant de l'outillage spécial nécessaire.



Travaux préalables

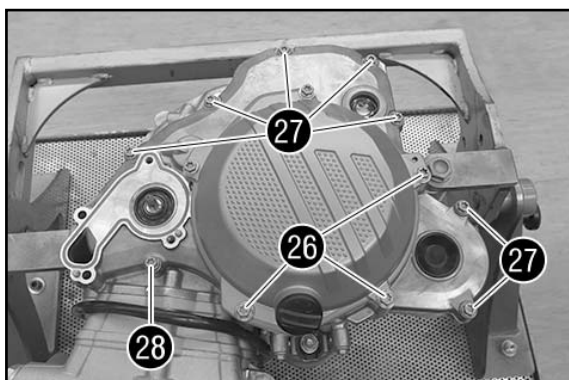
- Déposer le moteur (cf. manuel de réparation).

REMARQUE

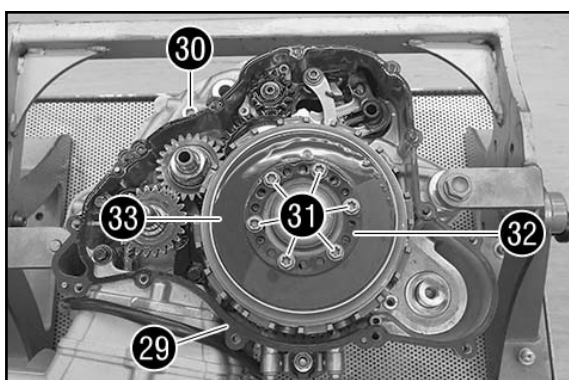
Les étapes de travail suivantes sont expliquées avec l'exemple d'un moteur déposé afin de les rendre plus compréhensibles. La dépose n'est pas nécessaire.

Montage

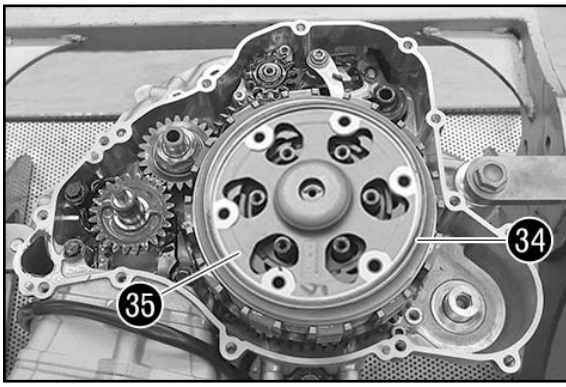
- Retirer les vis ⑳.
- Retirer la vis ㉑.
- Retirer la vis ㉒ avec la bague d'étanchéité.
- Retirer le couvercle de pompe à eau.
- Retirer le joint ㉓.
- Retirer l'écrou ㉔.
- Déposer la turbine de la pompe à eau en deux parties ㉕.
- Retirer les vis ㉖.
- Retirer les vis ㉗.
- Retirer la vis ㉘ avec la rondelle.
- Retirer le carter d'embrayage.



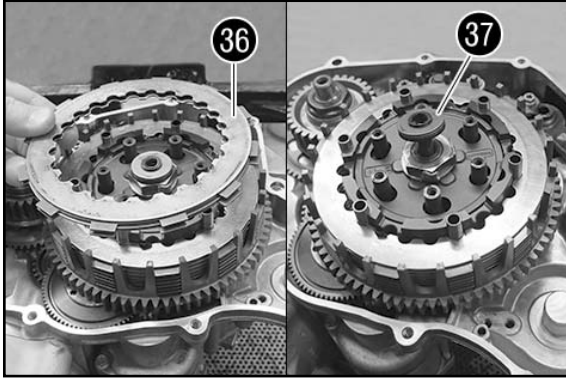
- Retirer le joint du carter d'embrayage ㉙.
 - Régler le moteur au point mort haut d'allumage.
 - Retirer la vis ㉚ avec la rondelle.
- REMARQUE
Vérifier que l'encoche de position du vilebrequin est visible à travers l'alésage.



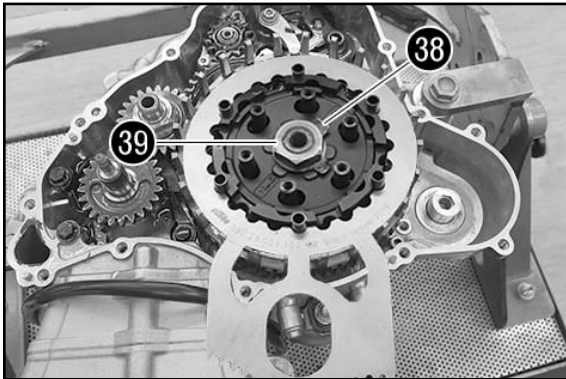
- Mettre en place la vis ㉚ sans rondelle et la serrer.
- Desserrer les vis ㉛ en croix et les retirer.
- Retirer la coupelle de ressort ㉜.
- Retirer la rondelle ressort ㉝.



- Retirer la bague de précontrainte 34.
- Retirer le plateau de pression 35.

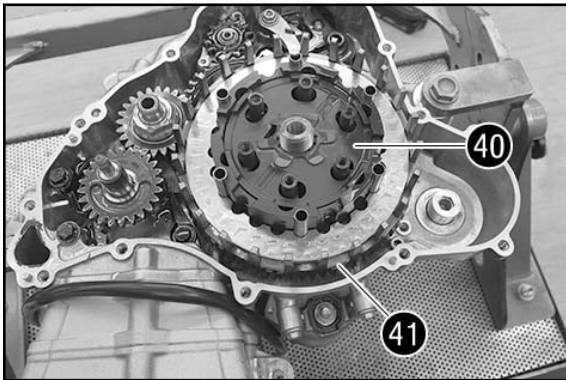


- Enlever les lamelles d'embrayage supérieures 36.
- Retirer la butée 37.



- Ouvrir la rondelle frein 38 en la tordant.
- Maintenir la noix d'embrayage et l'outil de maintien de l'embrayage (outil spécial 590.29 003.100).

- Retirer l'écrou 39 avec la rondelle frein.

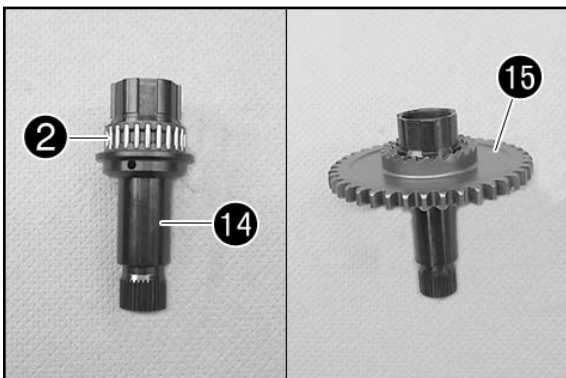


- Retirer la noix d'embrayage 40 avec la rondelle.

REMARQUE

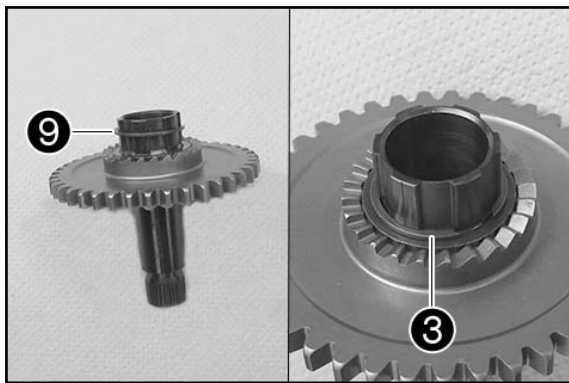
La plupart du temps, la rondelle adhère à la noix d'embrayage.

- Déposer entièrement la cloche d'embrayage 41.



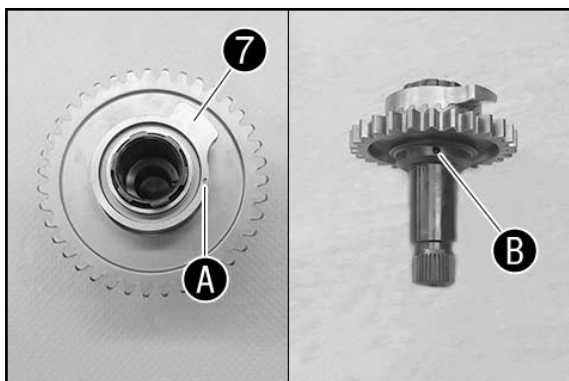
- Mettre en place la cage à aiguilles 2 sur l'arbre de kick 14 (tous deux fournis).

- Mettre en place la roue à rochet de kick 15 (fourni).



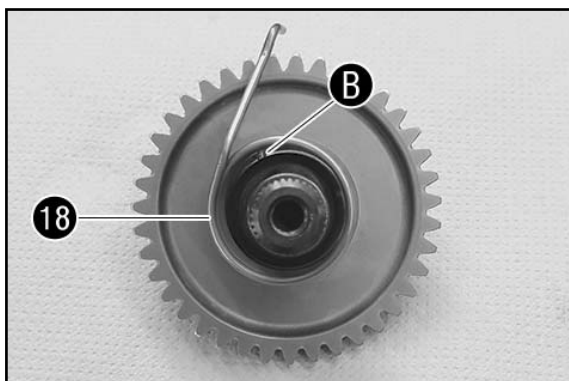
- Monter la rondelle 9 (fournie).

- Monter le circlip 3 (fourni).



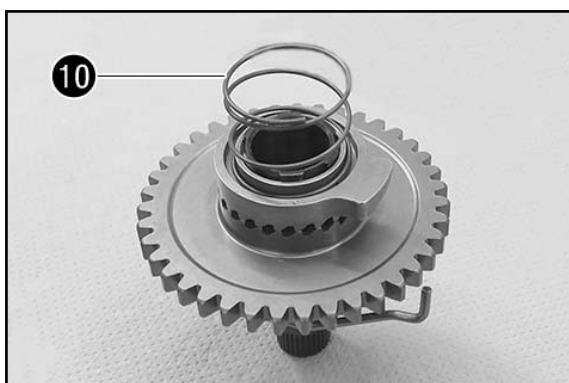
- Monter la roue à rochet de kick 7 (fournie).

✓ Aligner les repères A et B.

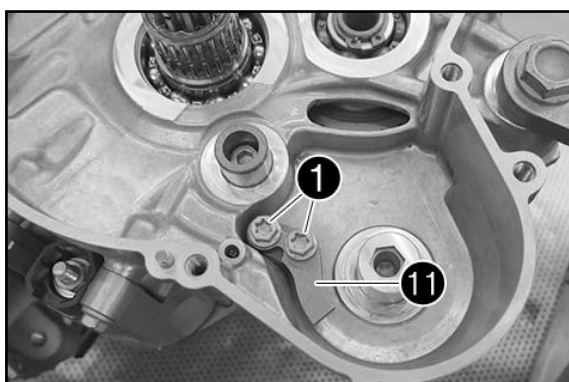


- Monter le ressort de kick 17 (fourni).

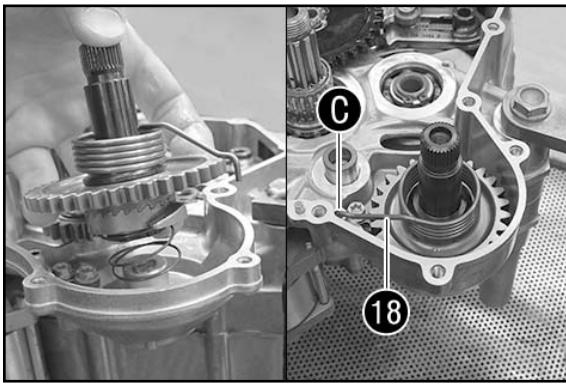
✓ L'extrémité du ressort de kick engrène dans l'alésage B.



- Mettre en place le ressort 10 (fourni).



- Mettre en place la butée 11 avec les vis 1 (toutes fournies) et serrer à 10 Nm (Loctite 243).



- Monter l'arbre de kick prémonté comme représenté sur l'illustration.

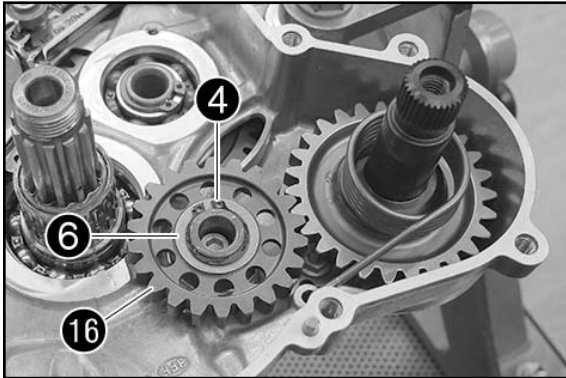
- Tendre le ressort de kick **18** et l'accrocher dans l'alésage **C**.

REMARQUE

Veiller à ce que la distance entre le ressort de kick et l'arbre de kick soit uniforme en tout point.

⚠ ATTENTION

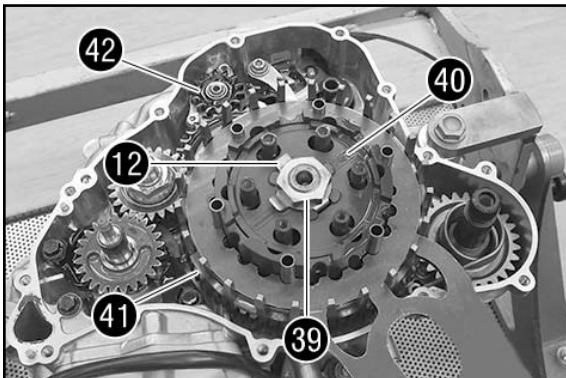
Ne pas actionner le kick sans carter d'embrayage sous risque d'endommager le carter !



- Huiler le pignon intermédiaire du kick **16** (fourni) (huile moteur 15W/50) et le mettre en place sur le maneton.

✓ Le collet est orienté vers le bas.

- Mettre en place la rondelle **6** (fournie) et le circlip **4**.



- Emmancher la cloche d'embrayage **41** sur l'arbre primaire de boîte.

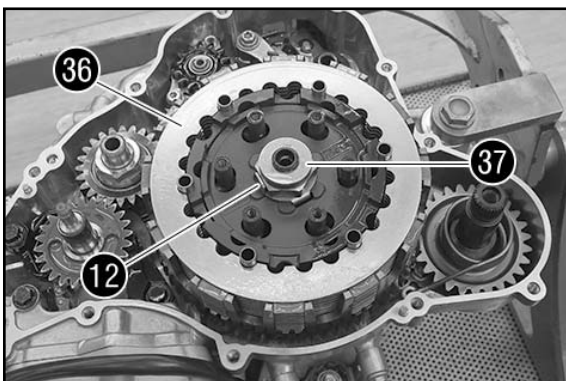
- Tourner le pignon de pompe à huile **42** jusqu'à ce que la denture de la cloche d'embrayage engrène.

- Emmancher la rondelle et la noix d'embrayage **40**.

- Positionner la rondelle frein **12** (fournie).

- Poser l'écrou **39**.

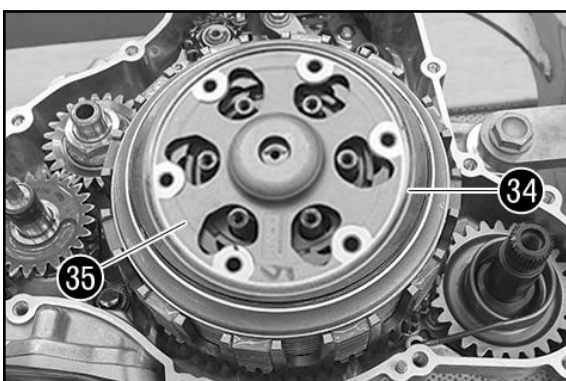
- Maintenir la noix d'embrayage et l'outil de maintien de l'embrayage (outil spécial 590.29 003.100) et serrer l'écrou à 100 Nm (Loctite 243).



- Bloquer l'écrou à l'aide de la rondelle frein **12**.

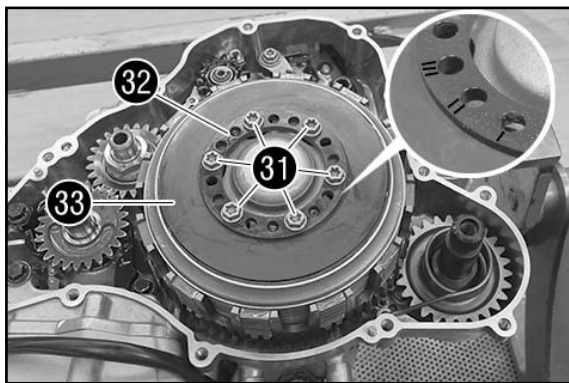
- Monter la butée **37**.

- Placer les lamelles d'embrayage supérieures **36** dans la cloche d'embrayage (cf. manuel de réparation - Monter les lamelles d'embrayage).

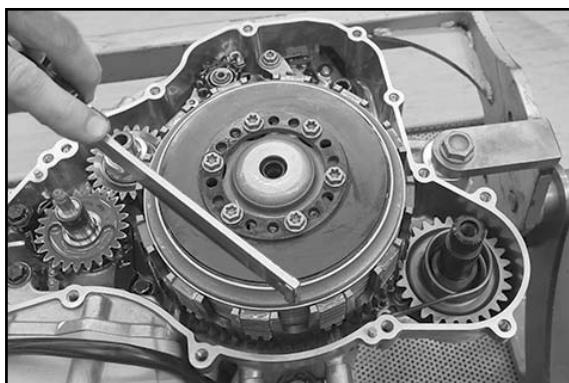


- Positionner le plateau de pression **35**.

- Monter la bague de précontrainte **34** en orientant le repère **Top** vers le haut.



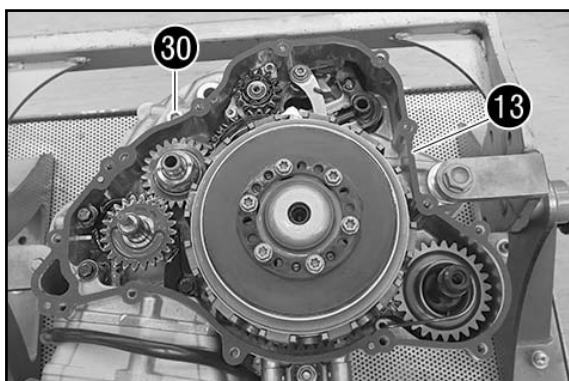
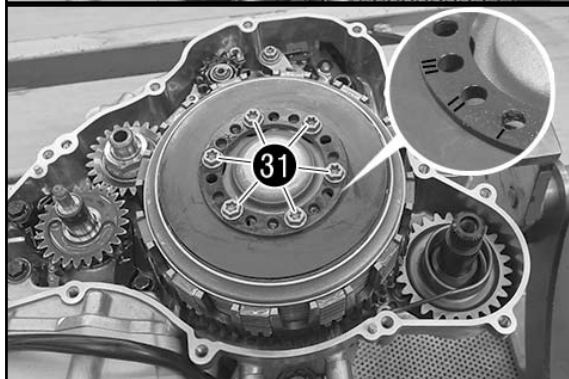
- Positionner la rondelle ressort 32.
- Placer la coupelle de ressort 32 avec le repère I.
- Mettre les vis 31 en place et les serrer en croix à 6 Nm.



- À l'aide d'une règle de précision et d'un calibre à lames (outil spécial 59029041100), vérifier l'absence de déformation de la rondelle ressort.

Déformation de la rondelle ressort 0... 0,10 mm

- » Si la valeur indiquée n'est pas atteinte :
 - Enlever les vis 31 et monter la coupelle de ressort avec le repère II.
- » Si la valeur indiquée n'est pas atteinte après un autre contrôle :
 - Enlever les vis 31 et monter la coupelle de ressort avec le repère III.
- » Si la valeur indiquée n'est pas atteinte après un autre contrôle :
 - Remplacer les lamelles de garniture d'embrayage.

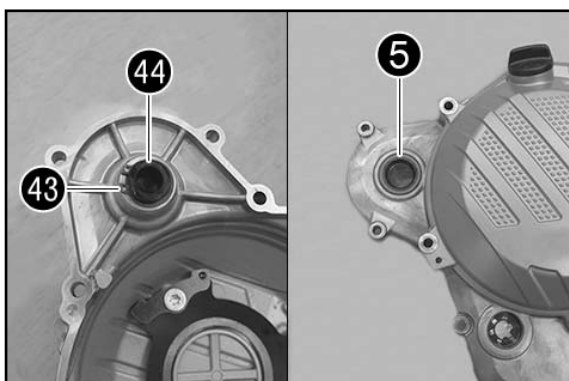


- Placer le joint du carter d'embrayage 13 (fourni).

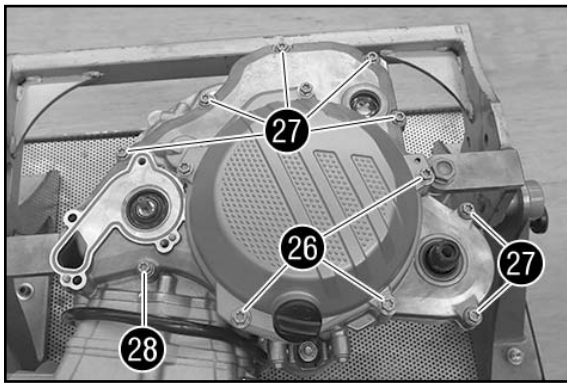
REMARQUE

Veiller à ce que les chevilles d'assemblage soient bien en place.

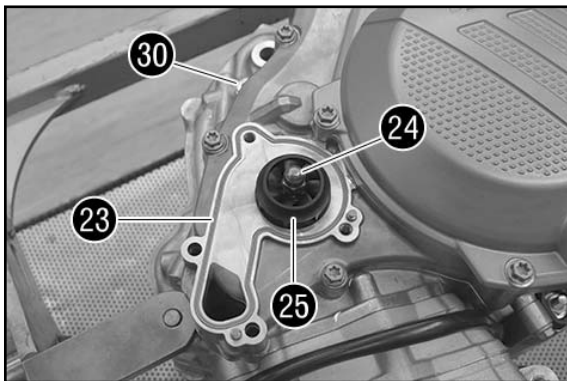
- Retirer la vis 30.



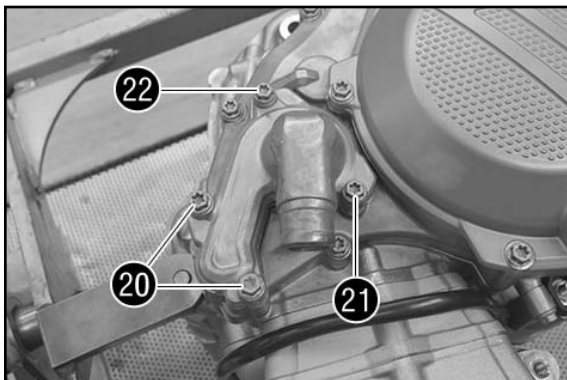
- Retirer le circlip 43 et le bouchon 44.
- Enfoncer la bague d'étanchéité 5 (fournie) jusqu'à ce qu'elle affleure.



- Positionner le carter d'embrayage.
- Mettre en place les vis 26 (M6x25) sans les serrer.
- Mettre en place les vis 27 (M6x45) sans les serrer.
- Mettre en place la vis 28 (M6x25) avec la rondelle, sans la serrer.
- Serrer toutes les vis en croix à 10 Nm.



- Monter la turbine de la pompe à eau en deux parties 25.
- Mettre l'écrou 24 en place et le serrer à 5 Nm (Loctite 243).
- Monter le joint 23.
- Mettre la vis 30 en place avec la rondelle et la serrer à 10 Nm.

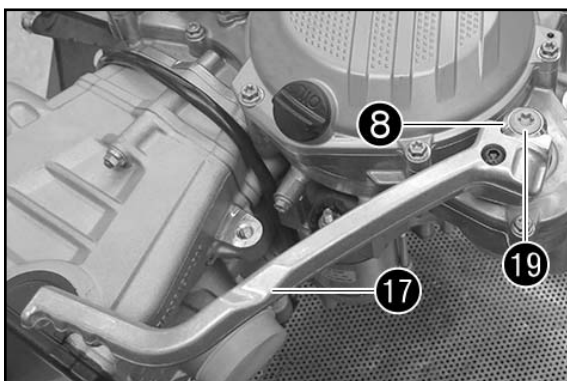


- Mettre le couvercle de pompe à eau en place.

REMARQUE

Veiller à ce que les chevilles d'assemblage soient bien en place.

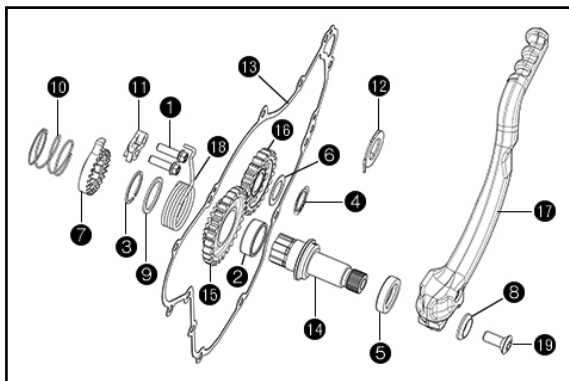
- Mettre en place la vis 22 (M6x25) et la bague d'étanchéité, sans la serrer.
- Mettre en place la vis 21 (M6x25) sans la serrer.
- Mettre en place les vis 20 (M6x40) et les serrer à 10 Nm.
- Serrer les vis 21 et 22 à 10 Nm.



- Mettre en place le levier de kick 17 avec la rondelle de forme 8 et la vis 19 (tous fournis) et la serrer à 25 Nm (Loctite 2701).

Travaux ultérieurs

- Monter le moteur (cf.manuel de réparation). 



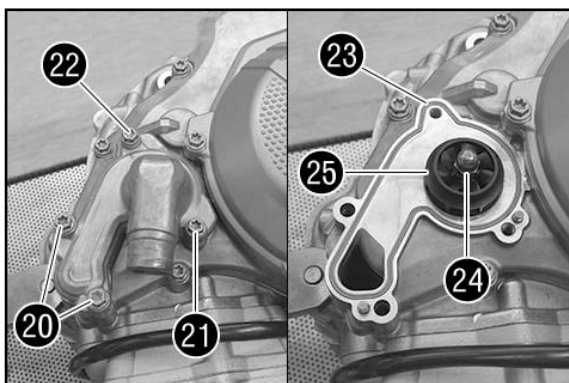
Volumen de suministro

- 2x tornillos de collarín M6x20 ①
- 1x corona de agujas ②
- 1x anillo de retención ③
- 1x anillo de retención ④
- 1x anillo de retén ⑤
- 1x arandela ⑥
- 1x rueda de bloqueo del pedal de arranque ⑦
- 1x arandela perfilada ⑧
- 1x arandela ⑨
- 1x muelle ⑩
- 1x pieza de tope ⑪
- 1x chapa de retención ⑫
- 1x junta de la tapa del embrague interior ⑬
- 1x árbol del pedal de arranque ⑭
- 1x rueda del pedal de arranque ⑮
- 1x piñón intermedio del pedal de arranque ⑯
- 1x palanca de pedal de arranque completa ⑰
- 1x muelle del pedal de arranque ⑱
- 1x tornillo de cabeza avellanada M8x20 ⑲

Todas las tareas marcadas con este símbolo requieren conocimientos especiales y capacidad de comprensión técnica.



Por su seguridad, le aconsejamos que acuda a un taller especializado autorizado para llevar a cabo estas tareas. Estos talleres cuentan con mecánicos que han recibido una instrucción específica y disponen de las herramientas especiales necesarias para realizar el mantenimiento ideal de su motocicleta.



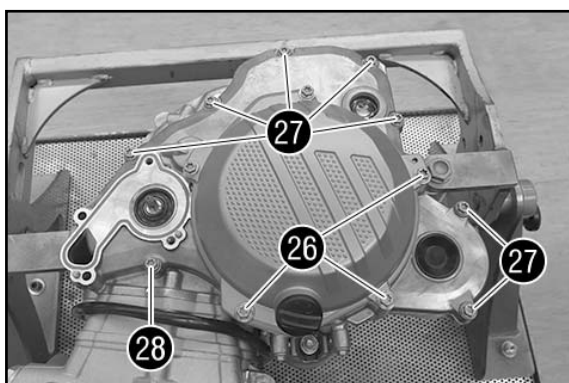
Trabajos previos

- Desmontar el motor (véase el manual de reparación).
- ADVERTENCIA**

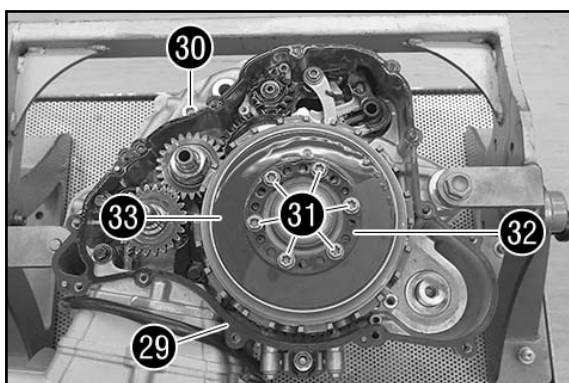
A fin de facilitar su ilustración, la siguiente secuencia de trabajo se muestra con el motor desmontado. No es necesario desmontarlo.

Montaje

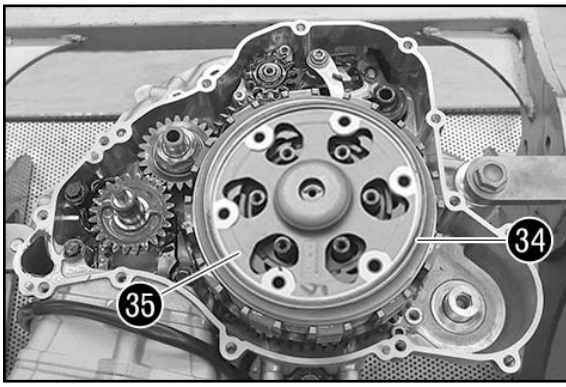
- Retirar los tornillos ⑳.
- Retirar el tornillo ㉑.
- Retirar el tornillo ㉒ con el anillo de hermetizado.
- Extraer la tapa de la bomba de agua.
- Retirar la junta ㉓.
- Retirar la tuerca ㉔.
- Extraer la turbina de la bomba de agua de dos piezas ㉕.



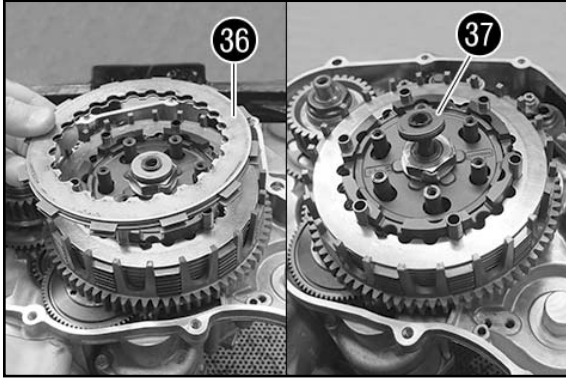
- Retirar los tornillos ㉖.
- Retirar los tornillos ㉗.
- Retirar el tornillo ㉘ con la arandela.
- Quitar la tapa del embrague.



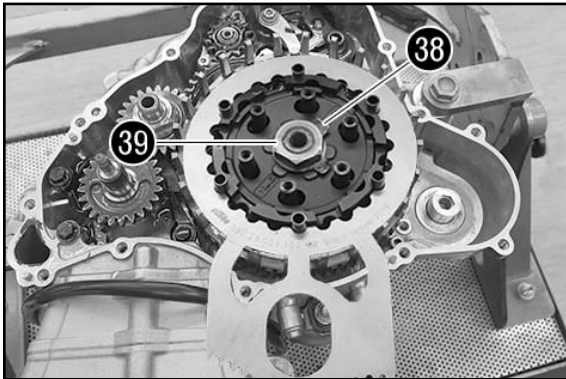
- Quitar la junta de la tapa del embrague ㉙.
 - Poner el motor en el PMS de encendido.
 - Retirar el tornillo ㉚ con la arandela.
- ADVERTENCIA**
Comprobar que la entalladura de posición del cigüeñal es visible a través del orificio.
- Montar el tornillo ㉛ sin arandela y apretarlo.
 - Aflojar y retirar los tornillos ㉜ en cruz.
 - Retirar el platillo del muelle ㉝.
 - Retirar la arandela elástica ㉞.



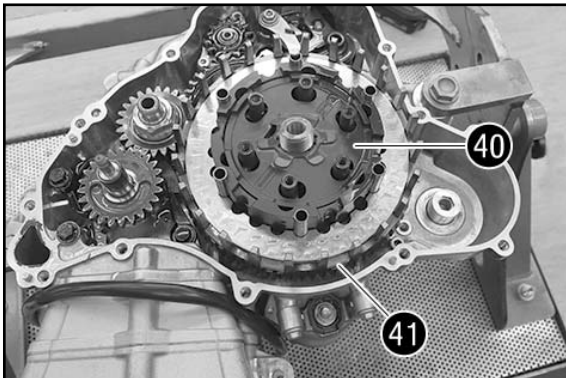
- Quitar el anillo de pretensado 34.
- Quitar la cubierta a presión 35.



- Extraer los discos superiores de forro del embrague 36.
- Retirar la pieza de presión 37.



- Doblar la chapa de retención 38.
- Sujetar el disco de arrastre del embrague con el soporte del embrague (herramienta especial 590.29.003.100).
- Retirar la tuerca 39 con la chapa de retención.

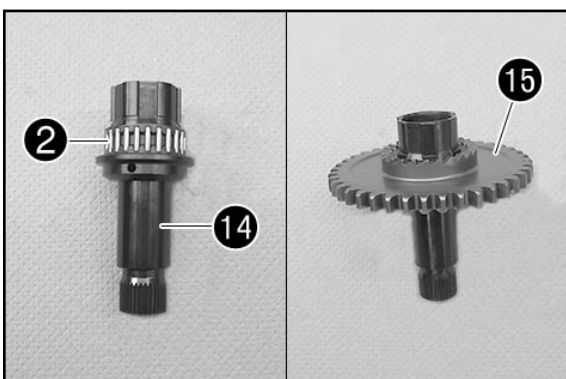


- Retirar el disco de arrastre del embrague 40 con la arandela.

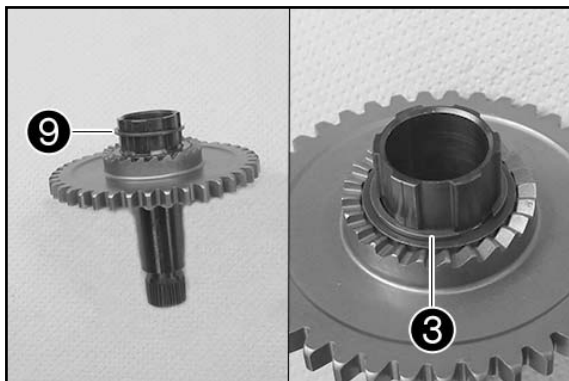
ADVERTENCIA

En la mayoría de casos, la arandela se engancha al disco de arrastre del embrague.

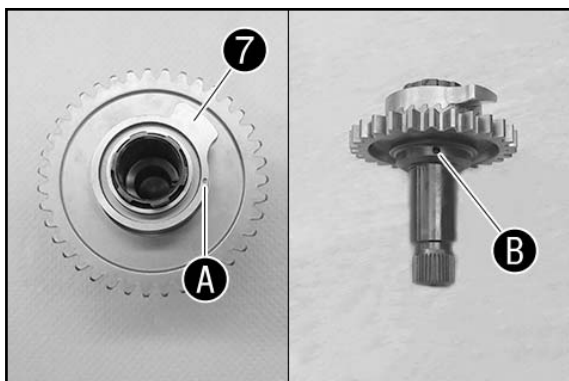
- Retirar completamente la jaula del embrague 41.



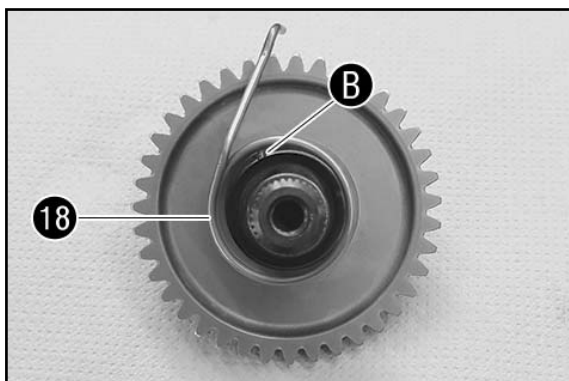
- Montar la corona de agujas 2 en el árbol del pedal de arranque 14 (ambos en el volumen de suministro).
- Montar la rueda del pedal de arranque 15 (volumen de suministro).



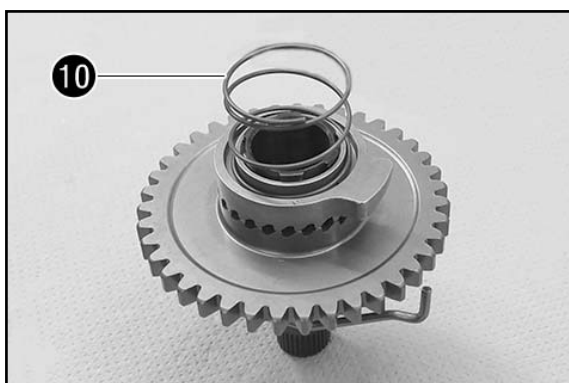
- Montar la arandela 9 (volumen de suministro).
- Montar el anillo de retención 3 (volumen de suministro).



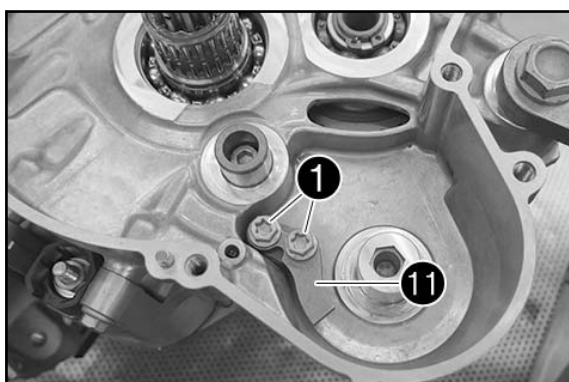
- Montar la rueda de bloqueo del pedal de arranque 7 (volumen de suministro).
- ✓ Alinear las marcas A y B.



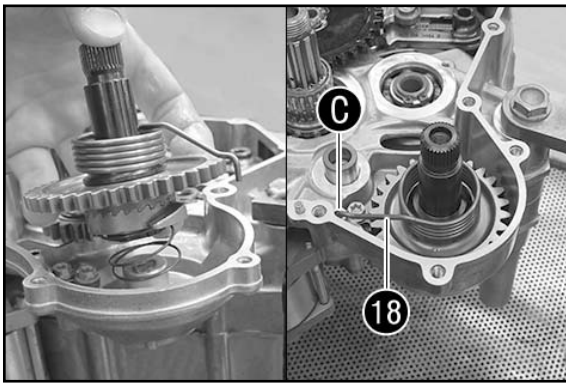
- Montar el muelle del pedal de arranque 17 (volumen de suministro).
- ✓ El extremo del muelle del pedal de arranque engrana en el orificio B.



- Montar el muelle 10 (volumen de suministro).



- Montar la pieza de tope 11 con los tornillos 1 (todo ello incluido en el volumen de suministro) y apretarlos a 10 Nm (Loctite 243).



- Montar el árbol del pedal de arranque como se muestra en la ilustración.

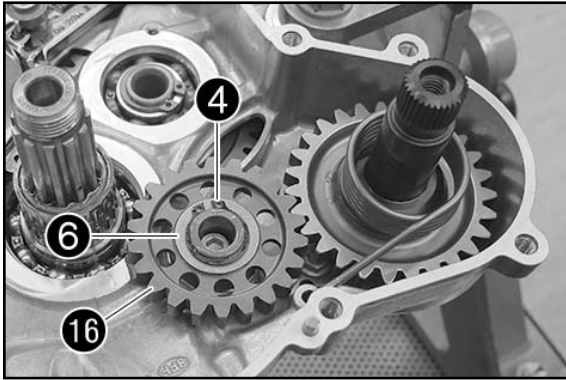
- Tensar el muelle del pedal de arranque **18** y engancharlo en el orificio **C**.

ADVERTENCIA

Prestar atención a que la distancia entre el muelle del pedal de arranque y el árbol del pedal de arranque sea uniforme en todo el perímetro.

⚠ ATENCION

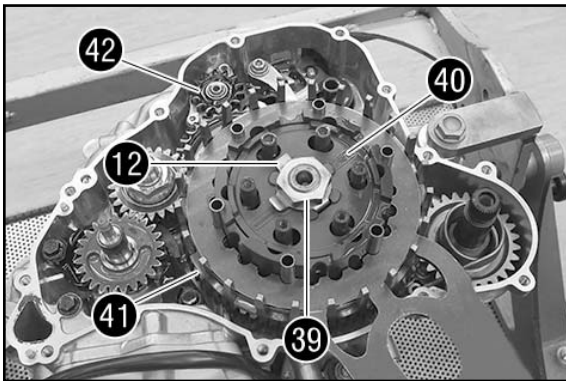
¡No accionar el sistema de arranque por palanca sin la tapa de embrague, de lo contrario pueden producirse daños en el cárter!



- Lubricar el piñón intermedio del pedal de arranque **16** (volumen de suministro) (aceite de motor 15W/50) y montarlo en el gorrón.

✓ El collarín mira hacia abajo.

- Montar la arandela **6** (volumen de suministro) y el anillo de retención **4**.



- Desplazar la jaula del embrague **41** al árbol primario del cambio.

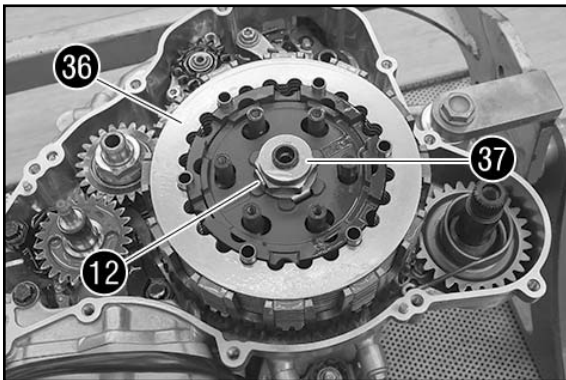
- Girar la rueda dentada de la bomba **42** hasta que engrane el dentado de la jaula del embrague.

- Deslizar la arandela con el disco de arrastre del embrague **40**.

- Posicionar la chapa de retención **12** (volumen de suministro).

- Montar la tuerca **39**.

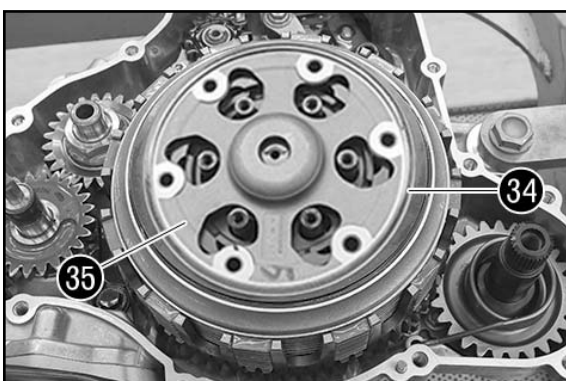
- Sujetar el disco de arrastre del embrague con el soporte del embrague (herramienta especial 590.29.003.100) y apretar la tuerca a 100 Nm (Loctite 243).



- Asegurar la tuerca con la chapa de retención **12**.

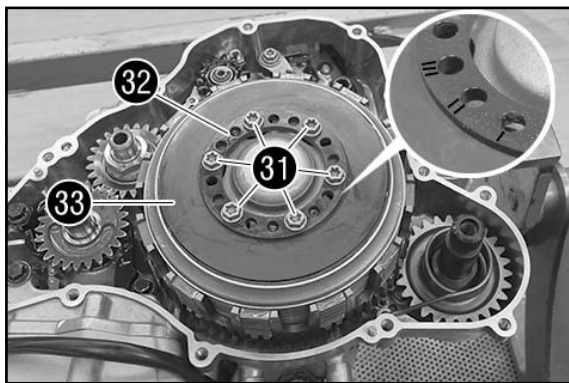
- Montar la pieza de presión **37**.

- Colocar los discos de forro del embrague superiores **35** en la jaula del embrague (véase el manual de reparación - Instalar los discos del embrague).

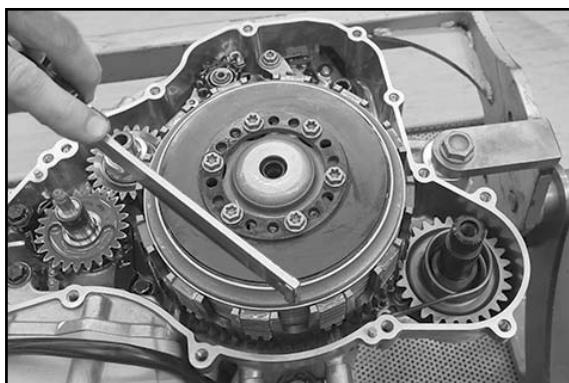


- Colocar la cubierta a presión **35**.

- Montar el anillo de pretensado **34** con la marca **top** hacia arriba.



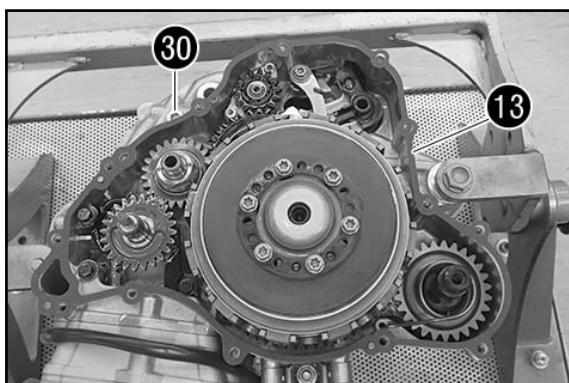
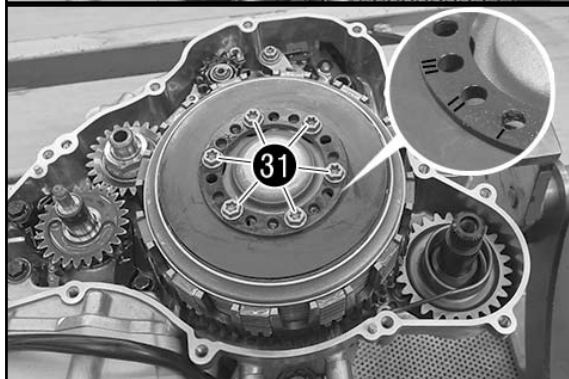
- Posicionar la arandela elástica 33.
- Colocar el platillo del muelle 32 con la I marca.
- Montar los tornillos 31 y apretarlos en cruz a 6 Nm.



- Con ayuda de una regla de filo agudo y una galga de espesores (herramienta especial 59029041100), comprobar la deformación de la arandela elástica.

Deformación de la arandela elástica 0... 0,10 mm

- » Si no se alcanza el valor especificado:
 - Retirar los tornillos 31 y montar el platillo del muelle con la marca II.
- » Si no se alcanza el valor especificado tras realizar otro control:
 - Retirar los tornillos 31 y montar el platillo del muelle con la marca III.
- » Si no se alcanza el valor especificado tras realizar otro control:
 - Sustituir los discos de forro del embrague.

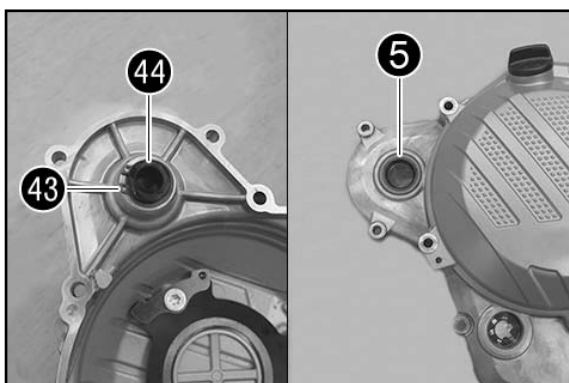


- Colocar la junta de la tapa del embrague 13 (volumen de suministro).

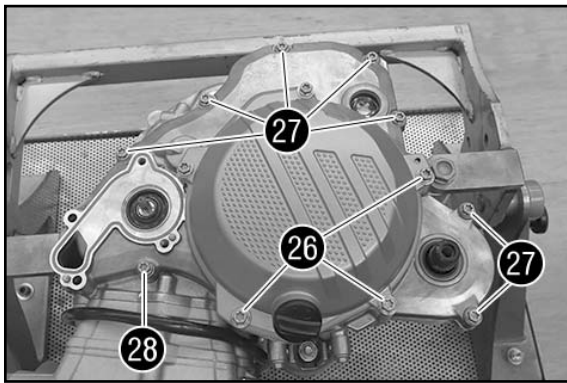
ADVERTENCIA

Prestar atención a que los pasadores de calibrado estén bien asentados.

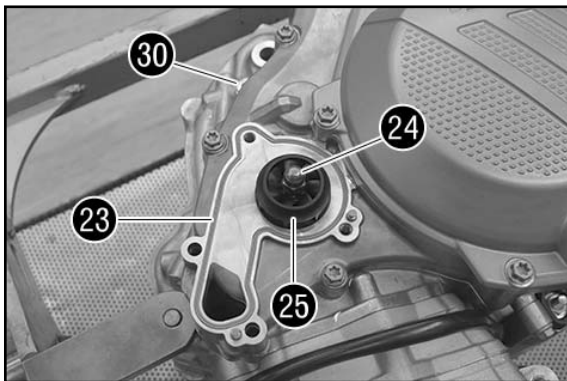
- Retirar el tornillo 30.



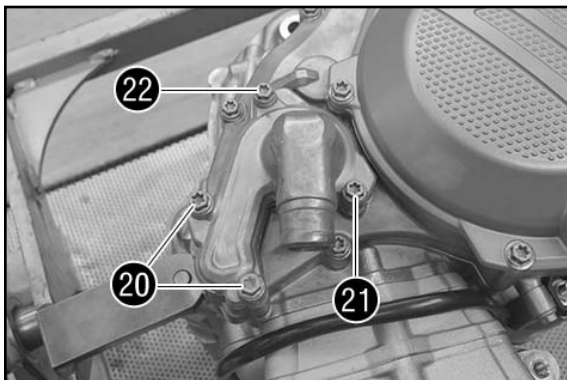
- Retirar el anillo de retención 43 y el tapón 44.
- Girar el anillo de retén 5 (volumen de suministro) engrasado.



- Colocar la tapa del embrague.
- Montar los tornillos 26 (M6x25) sin apretarlos todavía.
- Montar los tornillos 27 (M6x45) sin apretarlos todavía.
- Montar el tornillo 28 (M6x25) con la arandela, pero no apretarlo todavía.
- Apretar todos los tornillos en cruz a 10 Nm.



- Montar la turbina de la bomba de agua de dos piezas 29.
- Montar la tuerca 24 y apretarla a 5 Nm (Loctite 243).
- Montar la junta 23.
- Montar el tornillo 30 con la arandela y apretarlo a 10 Nm.

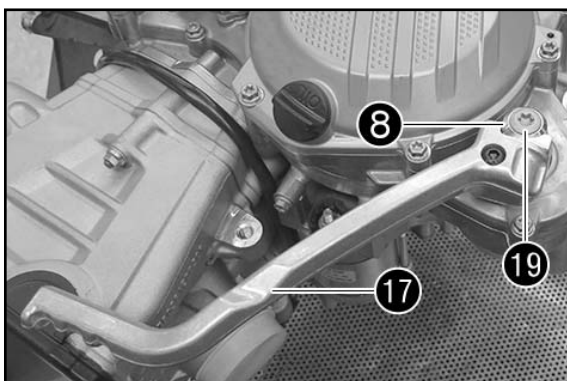


- Montar la tapa de la bomba de agua.

ADVERTENCIA

Prestar atención a que los pasadores de calibrado estén bien asentados.

- Montar el tornillo 22 (M6x25) con el anillo de hermetizado, pero no apretarlo todavía.
- Montar el tornillo 21 (M6x25), pero no apretarlo todavía.
- Montar los tornillos 20 (M6x40) y apretarlos a 10 Nm.
- Apretar el tornillo 21 y 22 a 10 Nm.



- Montar la palanca del pedal de arranque 17 con la arandela perfilada 8 y el tornillo 19 (todo ello incluido en el volumen de suministro) y apretarlo a 25 Nm (Loctite 2701).

Trabajos posteriores

- Montar el motor (véase el manual de reparación). 