

INFORMATION

KTM PowerParts, HUSQVARNA Motorcycles Accessories



KICK-STARTER KIT

79412945044

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3.213.672

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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 !

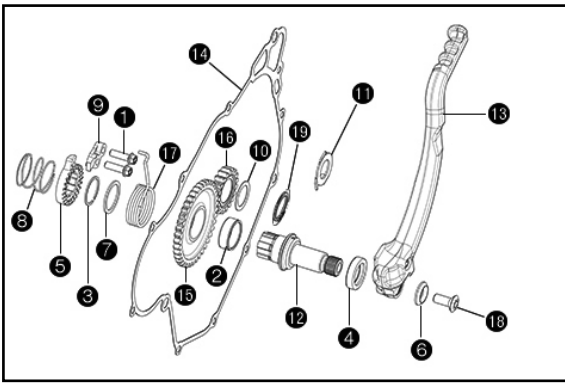
27 ESPAÑOL

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!

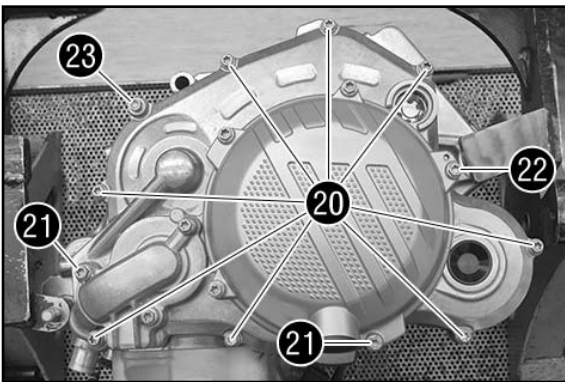


Lieferumfang

- 2x Bundschraube M6x20 ①
- 1x Nadelkranz ②
- 1x Sicherungsring ③
- 1x Wellendichtring ④
- 1x Kickstartersperrrad ⑤
- 1x Fassonscheibe ⑥
- 1x Scheibe ⑦
- 1x Feder ⑧
- 1x Anschlagstück ⑨
- 1x Scheibe ⑩
- 1x Sicherungsblech ⑪
- 1x Kickstarterwelle ⑫
- 1x Kickstarterhebel kpl. ⑬
- 1x Kupplungsdeckeldichtung innen ⑭
- 1x Kickstarterrad ⑮
- 1x Kickstarterzwischenrad ⑯
- 1x Kickstarterfeder ⑰
- 1x Senkkopfschraube M8x20 ⑱
- 1x Sicherungsring ⑲ (optional, wenn nicht vormontiert)



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

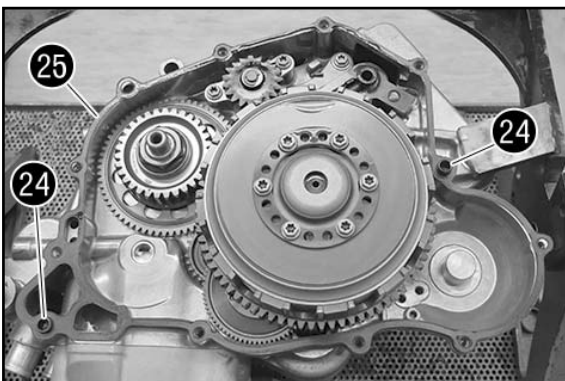
- Motor ausbauen (s. Reparaturanleitung).

HINWEIS

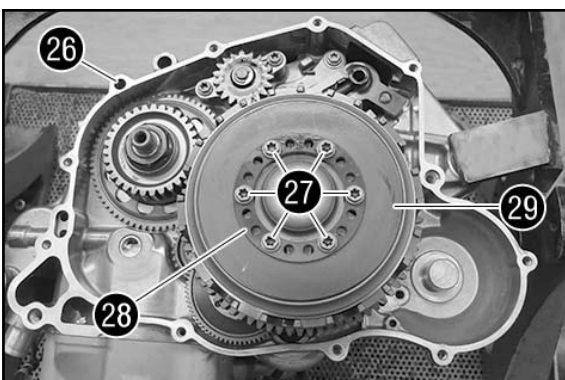
Zur besseren Darstellung werden die folgenden Arbeitsschritte bei ausgebautem Motor gezeigt. Ein Ausbau ist nicht erforderlich.

Montage

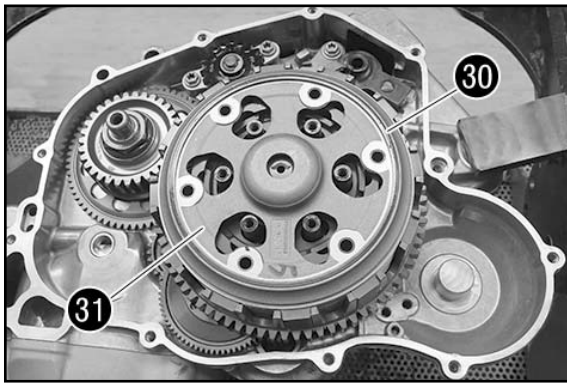
- Schrauben ⑳ entfernen.
- Schrauben ㉑ entfernen.
- Schrauben ㉒ entfernen.
- Schraube ㉓ mit Scheibe entfernen.
- Kupplungsdeckel abnehmen.



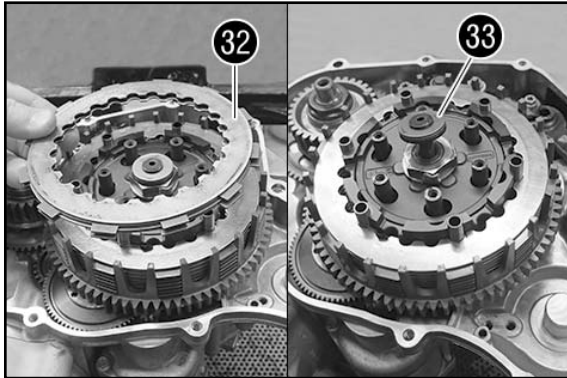
- Passhülsen ㉔ entfernen.
- Kupplungsdeckeldichtung ㉕ abnehmen.



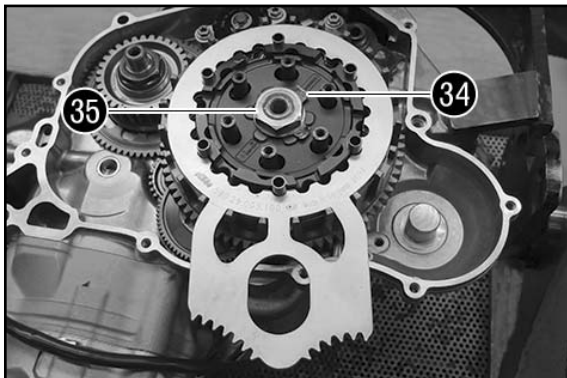
- Motor auf Zünd-OT stellen.
- Blockierschraube ㉖ (Spezialwerkzeug 113080802) einschrauben.
- Schrauben ㉗ über Kreuz lösen und entfernen.
- Federteller ㉘ abnehmen.
- Tellerfeder ㉙ abnehmen.



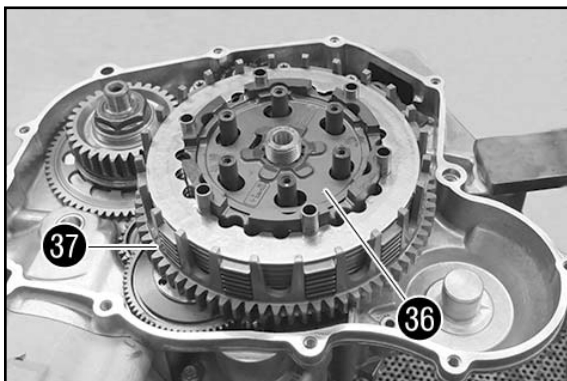
- Vorspannring 30 abnehmen.
- Druckkappe 31 abnehmen.



- Die obersten Kupplungsbelaglamellen 32 entnehmen.
- Druckpilz 33 entfernen.



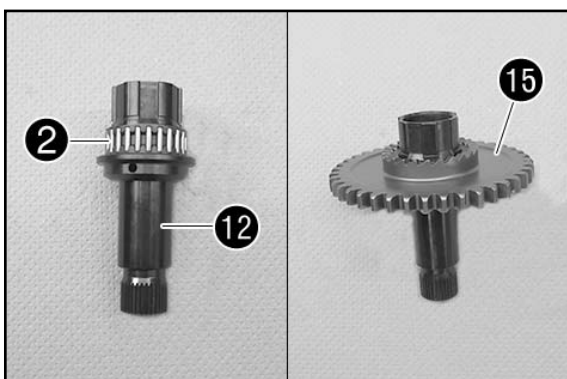
- Sicherungsblech 34 aufbiegen.
- Kupplungsmitnehmer mit Kupplungshalter (Spezialwerkzeug 590.29.003.100) gegenhalten.
- Mutter 35 mit Sicherungsblech entfernen.



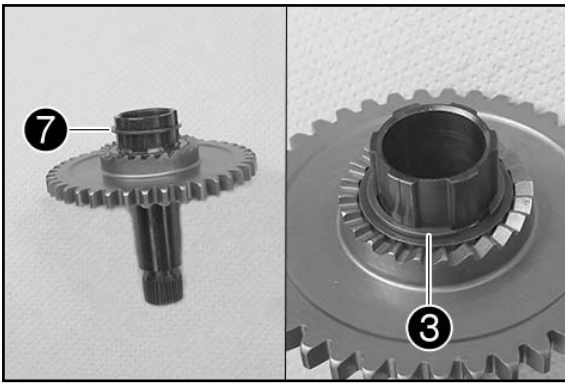
- Kupplungsmitnehmer 36 mit Scheibe abnehmen.

HINWEIS
Die Scheibe klebt meist am Kupplungsmitnehmer.

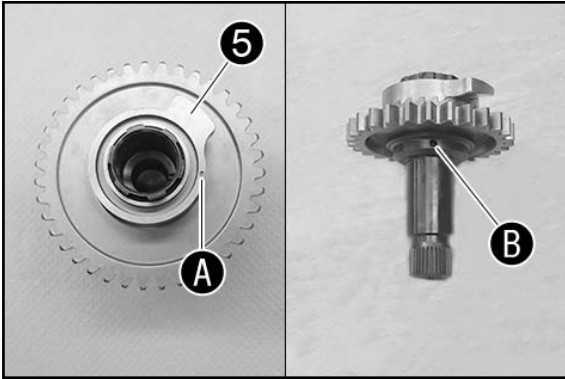
- Kupplungskorb 37 komplett abnehmen.



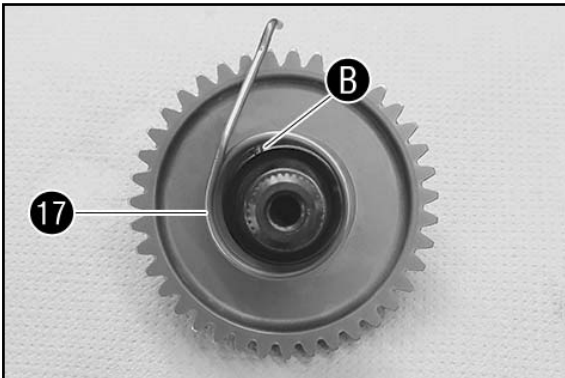
- Nadelkranz 2 auf Kickstarterwelle 12 (beides Lieferumfang) montieren.
- Kickstarrad 15 (Lieferumfang) montieren.



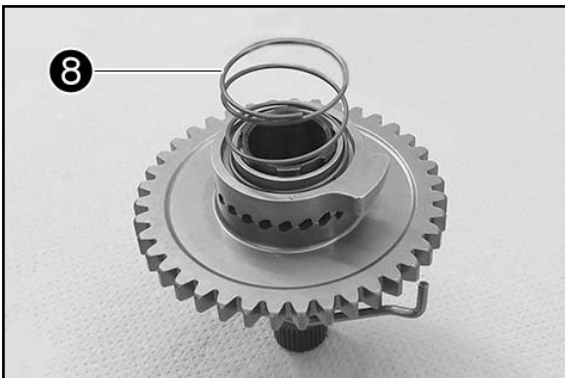
- Scheibe 7 (Lieferumfang) montieren.
- Sicherungsring 3 (Lieferumfang) montieren.



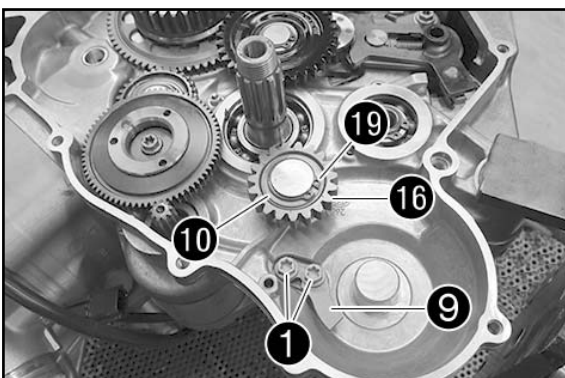
- Kickstartersperrrad 5 (Lieferumfang) montieren.
- ✓ Markierung A und B fluchten.



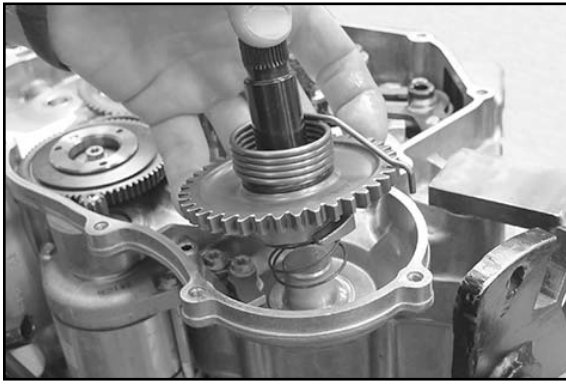
- Kickstarterfeder 17 (Lieferumfang) montieren.
- ✓ Das Ende der Kickstarterfeder greift in die Bohrung B ein.



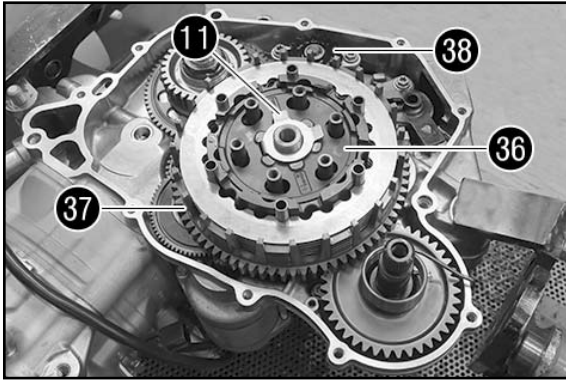
- Feder 8 (Lieferumfang) montieren.



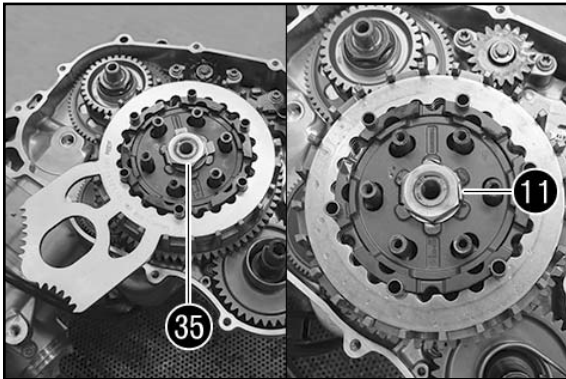
- Anschlagstück 9 mit Schrauben 1 (alles Lieferumfang) montieren und mit 10 Nm festziehen (Loctite 243).
- Sicherungsring 19 vom Lagerzapfen entfernen (wenn vormontiert).
- Kickstarterzwischenrad 16 (Lieferumfang) ölen (Motoröl 15W/50) und auf dem Lagerzapfen montieren.
- ✓ Bund zeigt nach unten.
- Scheibe 10 (Lieferumfang) und Sicherungsring 19 montieren.



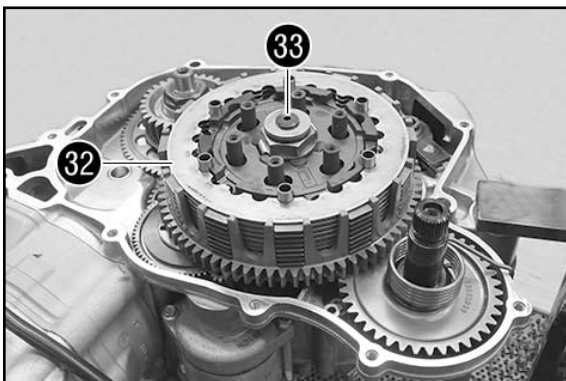
- Vormontierte Kickstarterwelle wie abgebildet montieren.



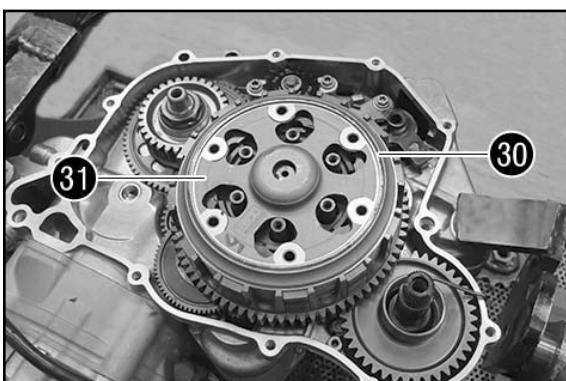
- Kupplungskorb **37** auf die Getriebeantriebswelle schieben.
- Ölpumpenzahnrad **38** drehen, bis die Verzahnung des Kupplungskorbs eingreift.
- Scheibe mit Kupplungsmitnehmer **36** aufschieben.
- Sicherungsblech **11** (Lieferumfang) positionieren.



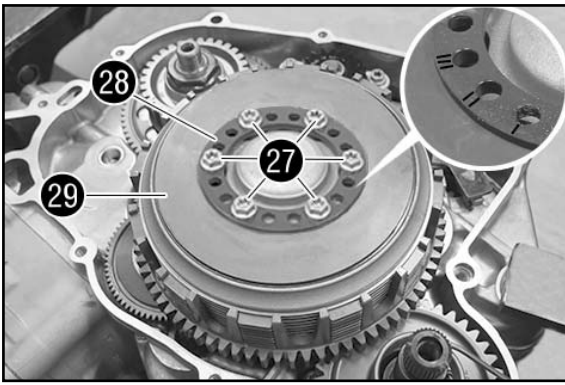
- Mutter **35** montieren.
- Kupplungsmitnehmer mit Kupplungshalter (Spezialwerkzeug 590.29.003.100) gegenhalten und Mutter mit 80 Nm festziehen.
- Mutter mit Sicherungsblech **11** sichern.



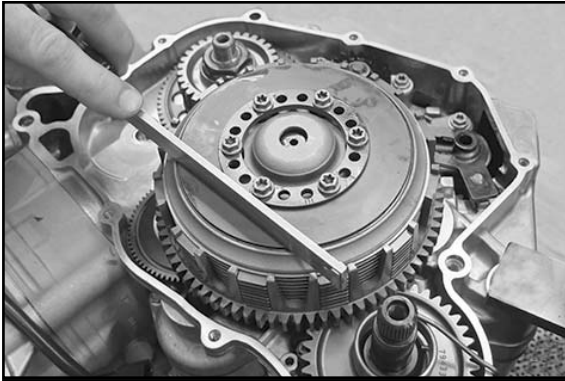
- Druckpilz **33** montieren.
- Die obersten Kupplungsbelaglamellen **32** in den Kupplungskorb legen (s. Reparaturanleitung - Kupplungslamellen einbauen).



- Druckkappe **31** positionieren.
- Vorspannung **30** mit der **Top** Markierung nach oben montieren.



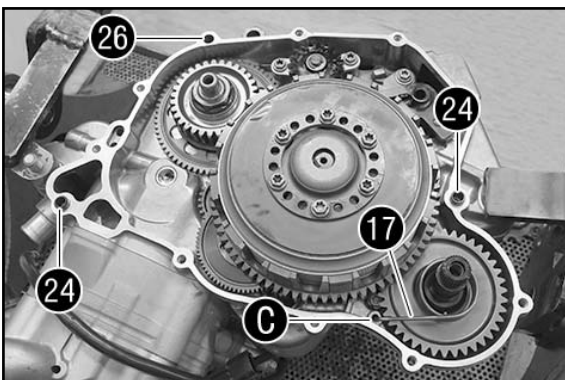
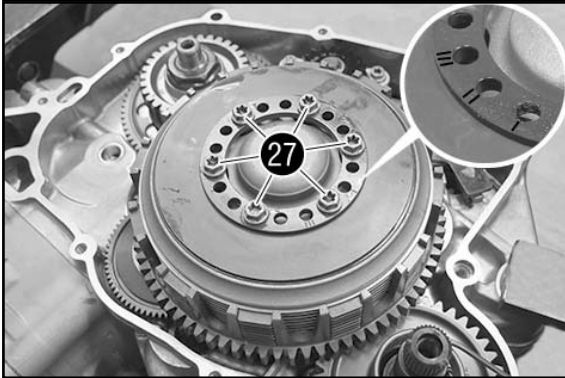
- Tellerfeder **29** positionieren.
- Federteller **28** mit der I Markierung positionieren.
- Schrauben **27** montieren und über Kreuz mit 6 Nm festziehen.



- 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 **27** entfernen und Federteller mit der Markierung II montieren.
- » Wenn der angegebene Wert nach erneuter Kontrolle nicht erreicht wird:
- Schrauben **27** entfernen und Federteller mit der Markierung III montieren.
- » Wenn der angegebene Wert nach erneuter Kontrolle nicht erreicht wird:
- Kupplungsbelaglamellen wechseln.



- Kickstarterfeder **17** spannen und in Bohrung **C** einhängen.

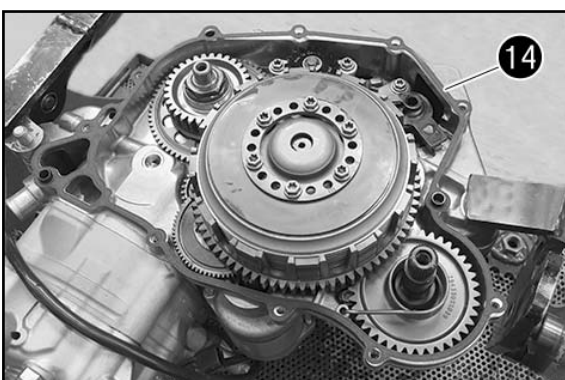
HINWEIS

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

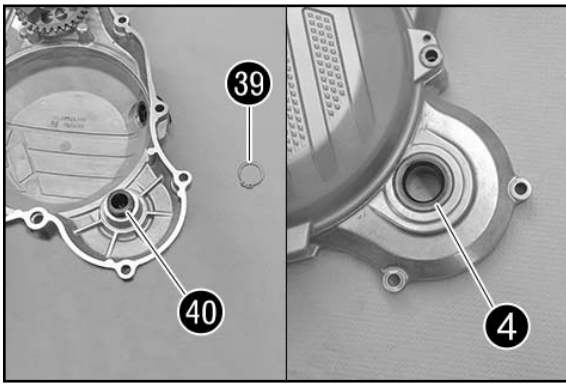
- Blockierschraube **25** (Spezialwerkzeug 113080802) entfernen.
- Pashülsen **24** montieren.

⚠ ACHTUNG

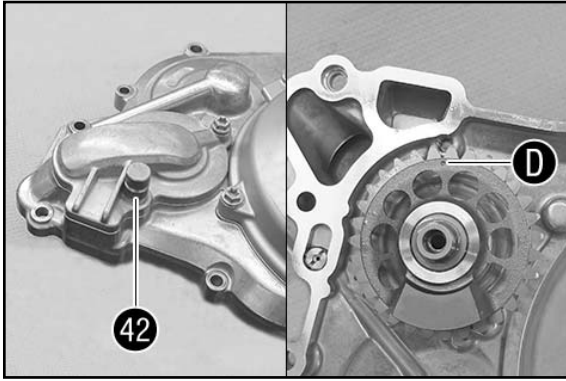
Den Kickstarter ohne Kupplungsdeckel nicht betätigen, ansonsten kann es zur Beschädigung des Gehäuses kommen!



- Kupplungsdeckeldichtung **14** (Lieferumfang) auflegen.

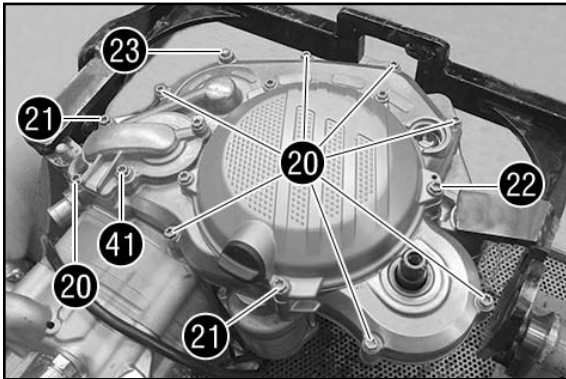


- Sicherungsring 39 und Verschlussstopfen 40 entfernen.
- Wellendichtung 4 (Lieferumfang) bündig einschlagen.



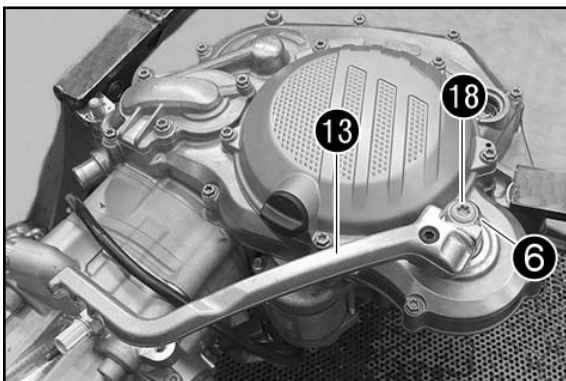
- Schraube 41 vom Wasserpumpendeckel entfernen.
- Ausgleichswelle mit Absteckdorn 42 (Spezialwerkzeug 78129032000) positionieren.

✓ Markierung D und Absteckdorn sind ausgerichtet.



- Kupplungsdeckel positionieren.
- Schrauben 20 (M6x25) montieren, aber noch nicht festziehen.
- Schrauben 21 (M6x55) montieren, aber noch nicht festziehen.
- Schraube 22 (M6x30) montieren und alle Schrauben über Kreuz mit 10 Nm festziehen.
- Schraube 23 mit Unterlegscheibe montieren und mit 10 Nm festziehen.

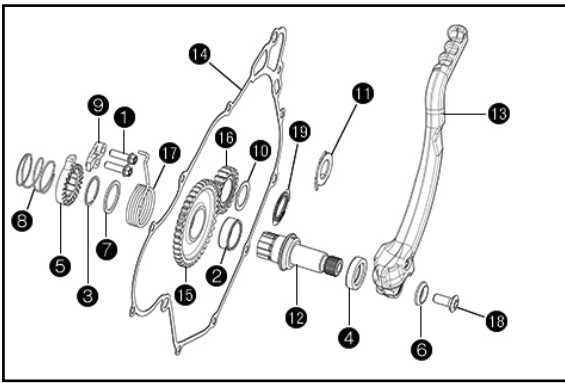
- Absteckdorn 42 (Spezialwerkzeug 78129032000) entfernen.
- Schraube 41 (M6x25) montieren und mit 10 Nm festziehen (Loctite 243).



- Kickstarterhebel 13 mit Fassonscheibe 6 und Schraube 18 (alles Lieferumfang) montieren und mit 25 Nm festziehen (Loctite 2701).

Nacharbeit

- Motor einbauen (s. Reparaturanleitung). 🛠️

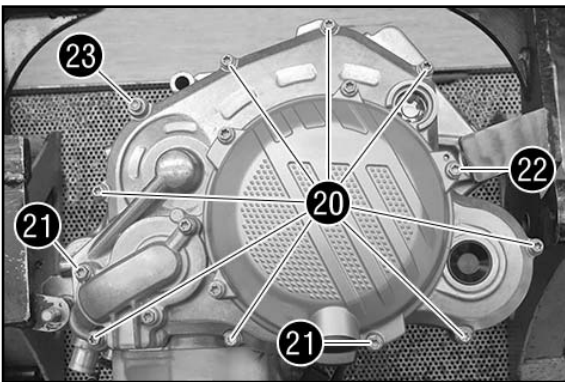


Scope of supply

- 2x collar screw M6x20 ①
- 1x needle bearing ②
- 1x locking ring ③
- 1x shaft seal ring ④
- 1x kick starter ratchet wheel ⑤
- 1x special washer ⑥
- 1x washer ⑦
- 1x spring ⑧
- 1x stop piece ⑨
- 1x washer ⑩
- 1x lock washer ⑪
- 1x kick-starter shaft ⑫
- 1x kick starter lever compl. ⑬
- 1x inner clutch cover gasket ⑭
- 1x kick starter gear ⑮
- 1x intermediate kick starter gear ⑯
- 1x kick starter spring ⑰
- 1x countersunk screw M8x20 ⑱
- 1x lock ring ⑲ (optional, if not preassembled)



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.

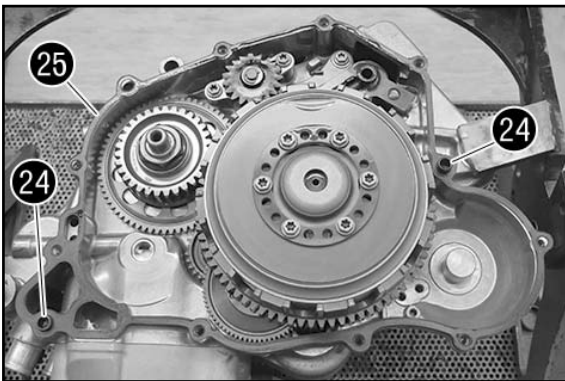


Preparatory work

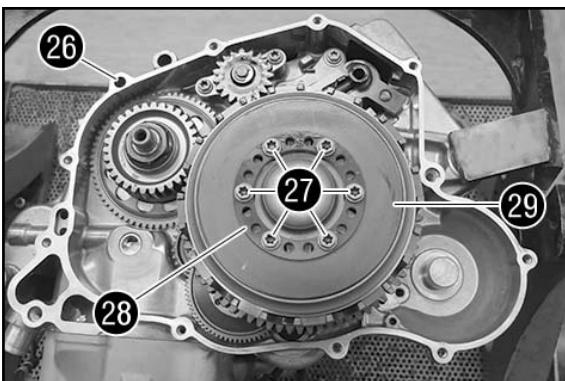
- Remove the engine (see the repair manual).
- NOTE
For purposes of illustration, the following operations are shown with the engine removed. Removal is not necessary.

Assembly

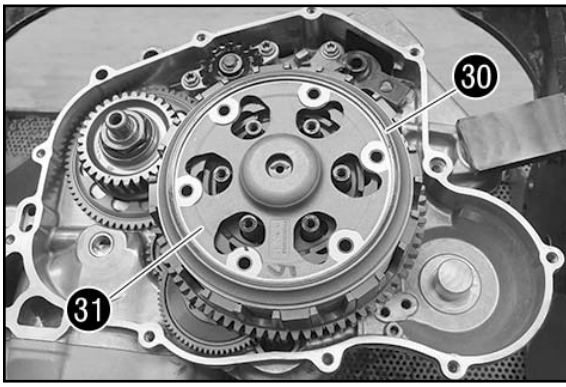
- Remove screws ⑳.
- Remove screws ㉑.
- Remove screws ㉒.
- Remove screw ㉓ with the washer.
- Take off the clutch cover.



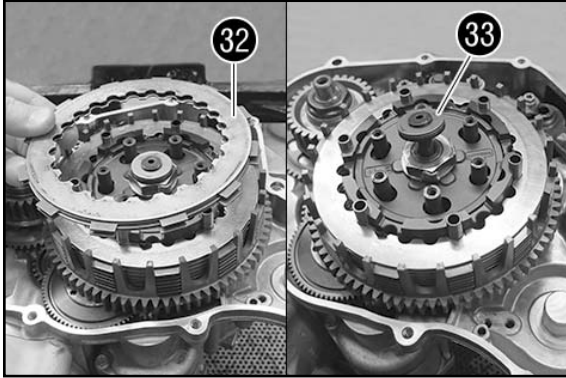
- Remove dowels ㉔.
- Take off clutch cover gasket ㉕.



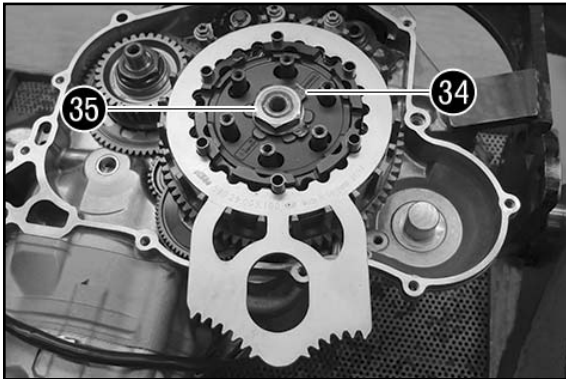
- Set the engine to ignition top dead center.
- Screw in locking screw ㉖ (special tool 113080802).
- Loosen screws ㉗ in a crisscross pattern and remove.
- Take off spring retainer ㉘.
- Take off spring washer ㉙.



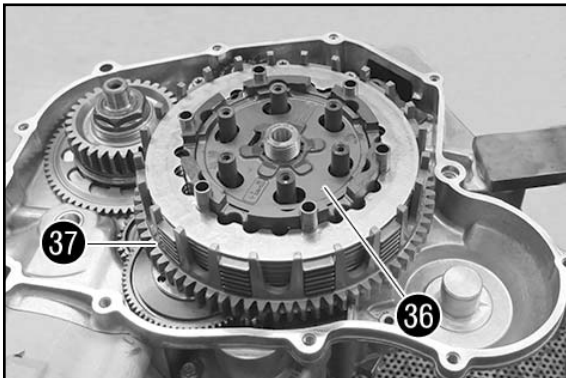
- Take off pretension ring 30.
- Take off clutch pressure plate 31.



- Remove the uppermost clutch facing discs 32.
- Remove pressure piece 33.



- Bend up lock washer 34.
- Hold inner clutch hub with clutch holder (special tool 590.29.003.100).
- Remove nut 35 with the lock washer.

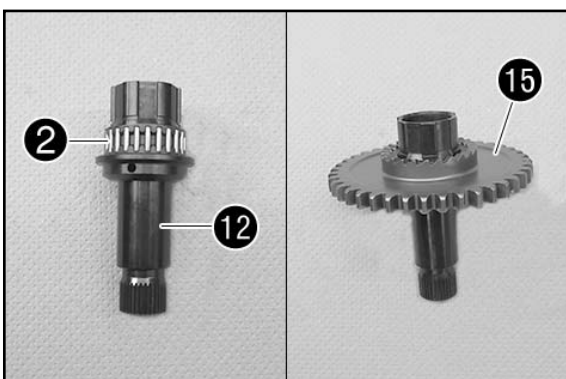


- Take off inner clutch hub 36 with washer.

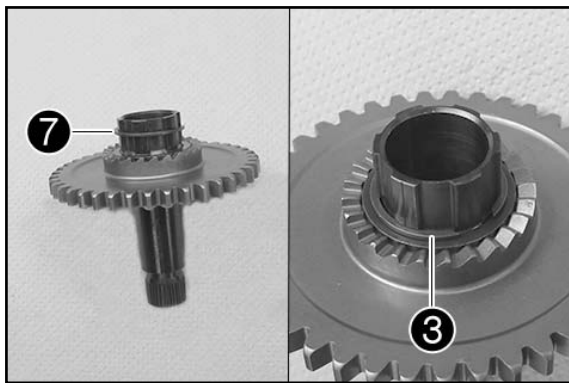
NOTE

The washer usually sticks to the inner clutch hub.

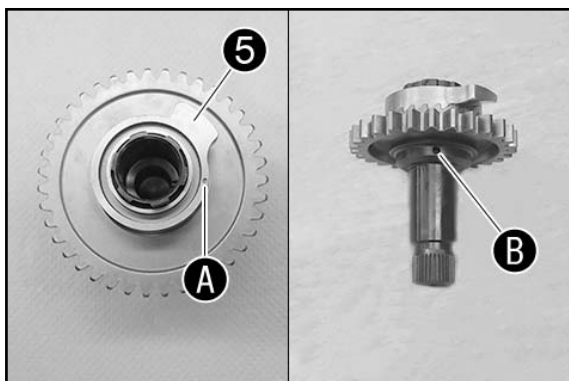
- Take off outer clutch hub 37 completely.



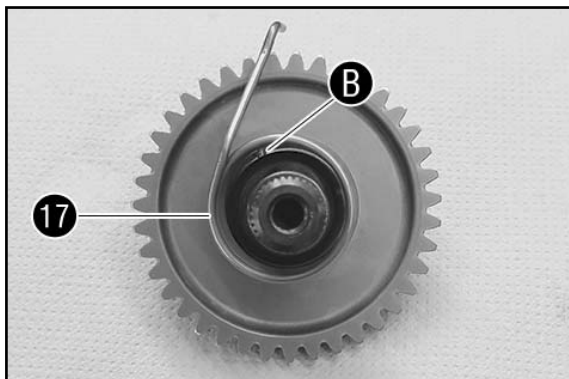
- Mount needle bearing 2 on kick-starter shaft 12 (both included).
- Mount kick starter gear 15 (included).



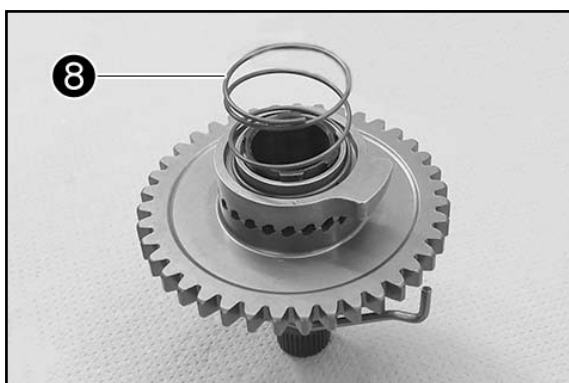
- Mount washer 7 (included).
- Mount lock ring 3 (included).



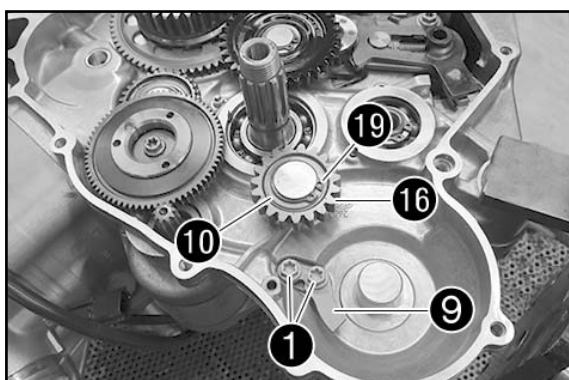
- Mount kick-starter ratchet wheel 5 (included).
- ✓ Marking A and B are flush.



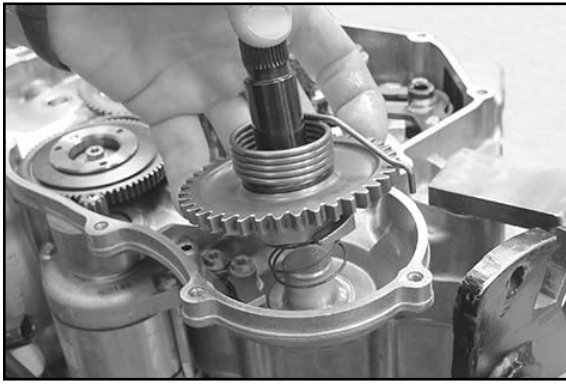
- Mount kick starter spring 17 (included).
- ✓ The end of the kick starter spring engages in hole B.



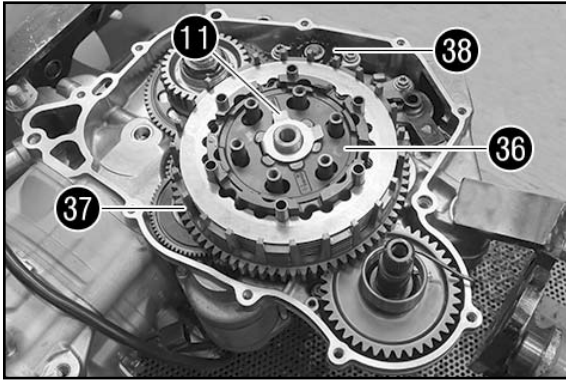
- Mount spring 8 (scope of supply).



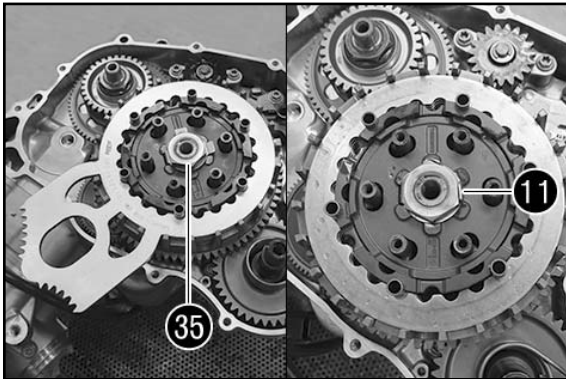
- Mount stop piece 9 with screws 1 (all included) and tighten to 10 Nm (Loctite 243).
- Remove lock ring 19 from bearing pin (if preassembled).
- Oil (engine oil 15W/50) intermediate kick starter gear 16 (included) and mount on the bearing pin.
- ✓ Collar points downward.
- Mount washer 10 (included) and mount lock ring 19.



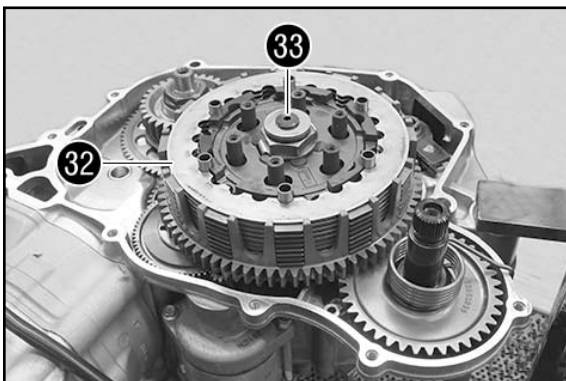
- Mount preassembled kick-starter shaft as shown.



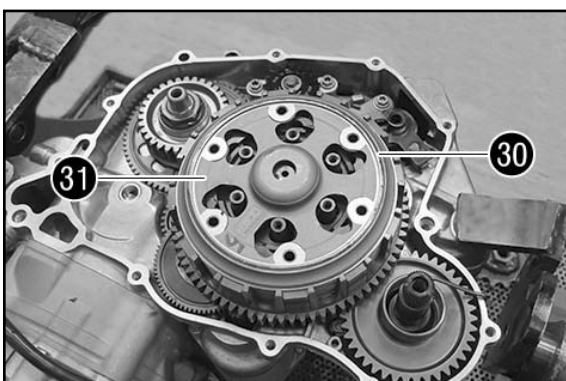
- Slide outer clutch hub 37 onto the gearbox main shaft.
- Turn oil pump gear wheel 38 until the gear teeth of the outer clutch hub engage.
- Push on washer with inner clutch hub 36.
- Position lock washer 11 (included).



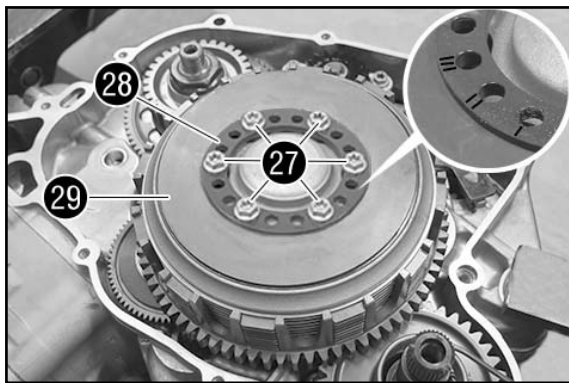
- Mount nut 35.
- Hold inner clutch hub with clutch holder (special tool 590.29.003.100) and tighten nut to 80 Nm.
- Secure the nut with lock washer 11.



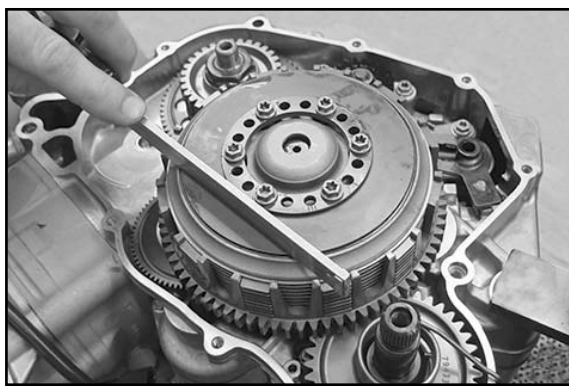
- Mount pressure piece 33.
- Place the uppermost clutch facing discs 32 in the outer clutch hub (see the repair manual – Installing clutch discs).



- Position clutch pressure plate 31.
- Mount pretension ring 30 with the **Top** marking facing up.



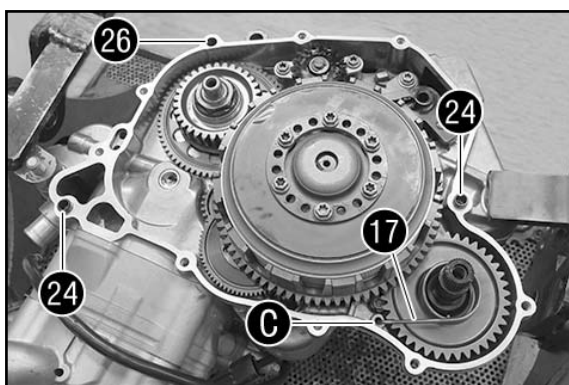
- Position spring washer 28.
- Position spring retainer 29 with the I marking.
- Mount screws 27 and tighten in a crisscross pattern to 6 Nm.



- 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 27 and mount the spring retainer using marking II.
- » If, after rechecking, the specified value is not reached:
 - Remove screws 27 and mount the spring retainer using marking III.
- » If, after rechecking, the specified value is not reached:
 - Change the clutch facing discs.



- Tension the kick starter spring 17 and hook into hole C.

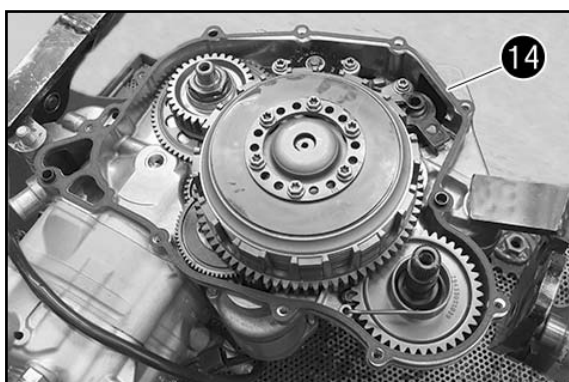
NOTE

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

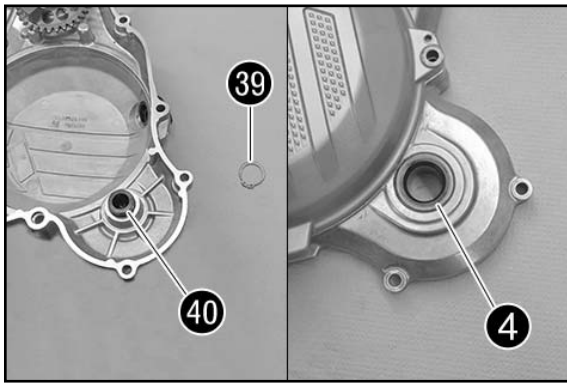
- Remove locking screw 26 (special tool 113080802).
- Mount dowels 24.

⚠ WARNING

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

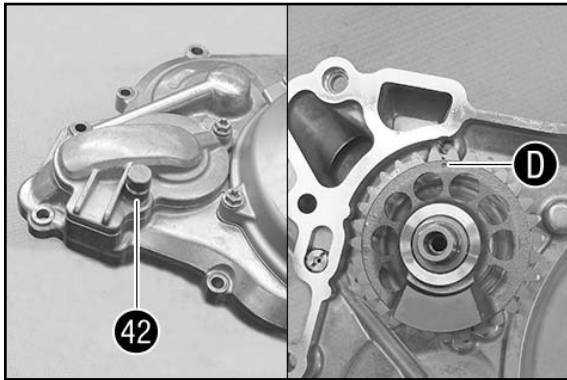


- Position clutch cover gasket 14 (included).



- Remove lock ring **39** and plug **40**.

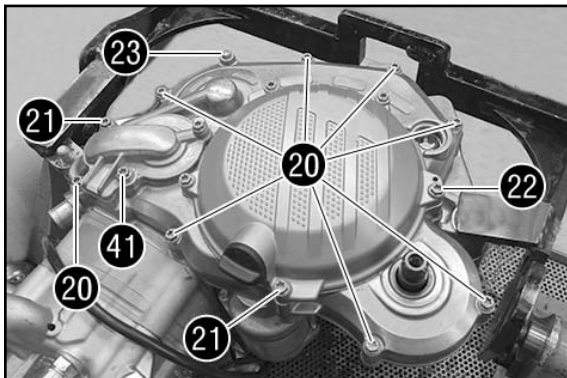
- Drive in shaft seal ring **4** (included) until flush.



- Remove screw **41** from water pump cover.

- Position balancer shaft with marking mandrel **42** (special tool 78129032000).

✓ Marking **D** and marking mandrel are aligned.



- Position clutch cover.

- Mount screws **20** (M6X25) but do not tighten them yet.

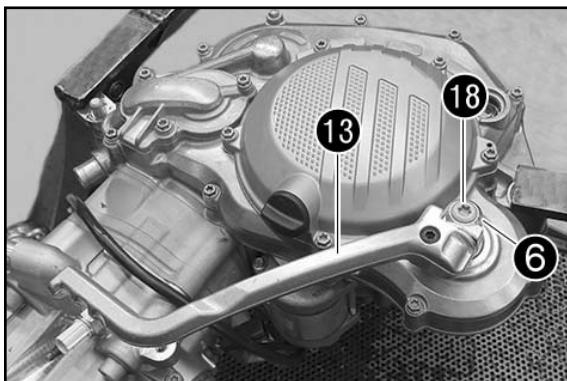
- Mount screws **21** (M6X55) but do not tighten them yet.

- Mount screw **22** (M6X30) and tighten all screws in a crisscross pattern to 10 Nm.

- Mount screw **23** with the washer and tighten to 10 Nm.

- Remove marking mandrel **42** (special tool 78129032000).

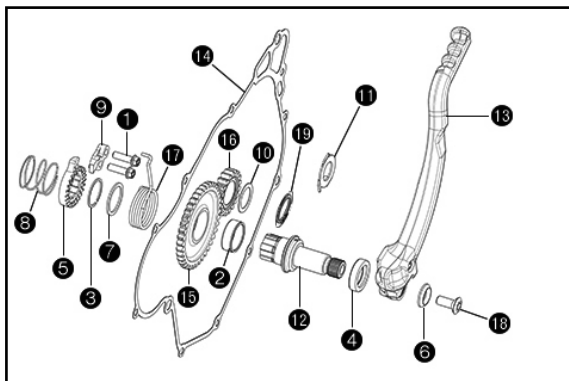
- Mount screw **41** (M6x25) and tighten to 10 Nm (Loctite 243).



- Mount kick-starter lever **13** with special washer **6** and screw **18** (all included) and tighten to 25 Nm (Loctite 2701).

Final steps

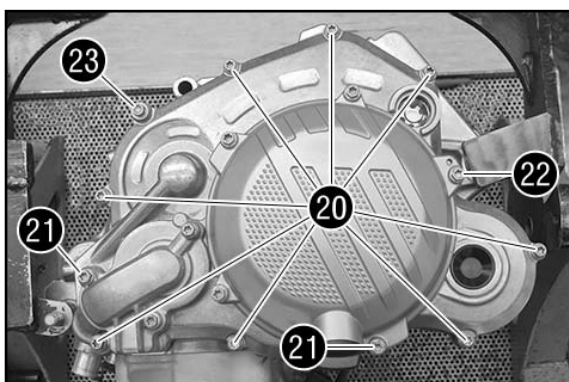
- Install the engine (see the repair manual). 🔧



Materiale fornito

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

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

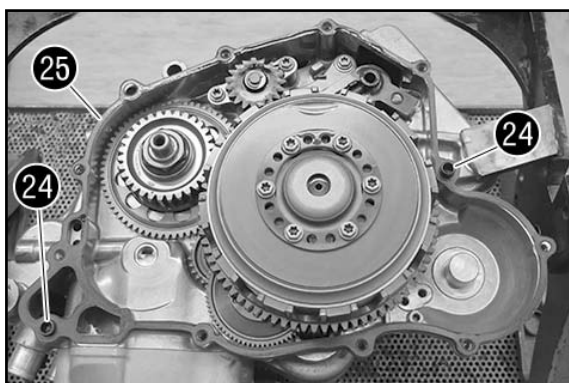
- Smontare il motore (v. manuale di riparazione).

AVVERTENZA

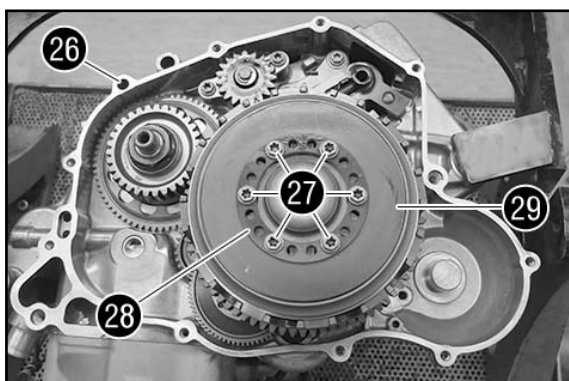
Ai fini di una maggiore chiarezza, le seguenti fasi di lavoro verranno rappresentate con motore smontato. Non è però necessario effettuarne lo smontaggio.

Montaggio

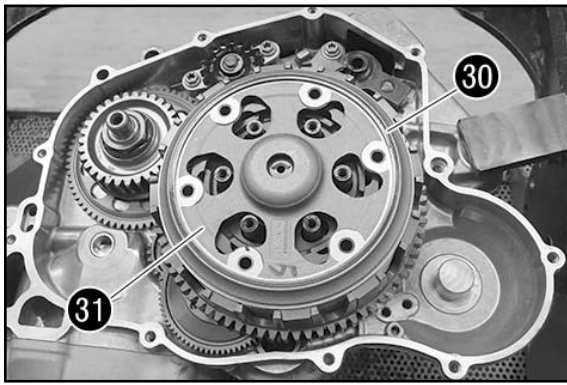
- Rimuovere le viti ⑳.
- Rimuovere le viti ㉑.
- Rimuovere le viti ㉒.
- Rimuovere la vite ㉓ con la rondella.
- Rimuovere il coperchio della frizione.
- Rimuovere le bussole di centraggio ㉔.
- Rimuovere la guarnizione del coperchio della frizione ㉕.



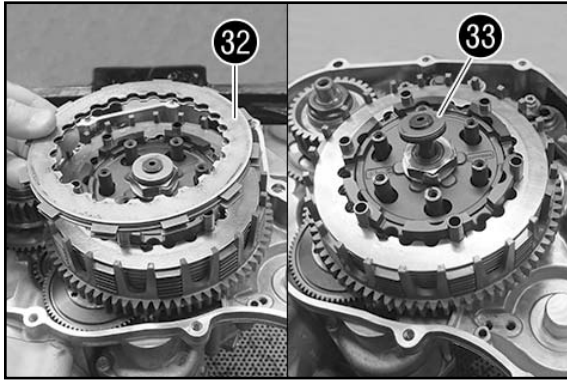
- Posizionare il motore sul punto morto superiore di accensione.
- Avvitare la vite di bloccaggio ㉖ (utensile speciale 113080802).



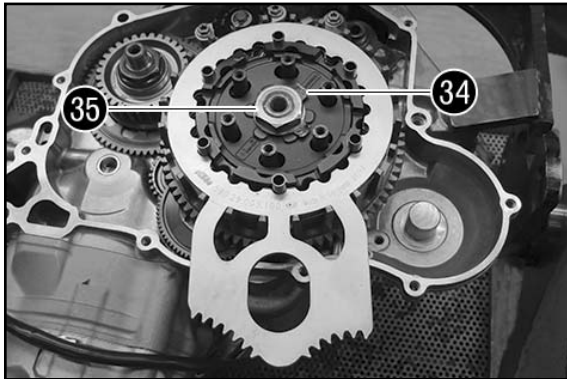
- Allentare e rimuovere le viti ㉗ in sequenza incrociata.
- Rimuovere il piattello molla ㉘.
- Rimuovere la molla a tazza ㉙.



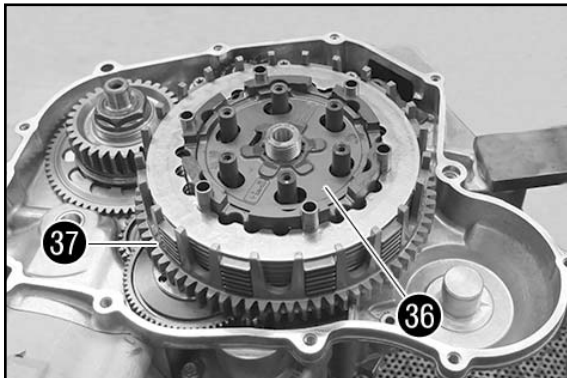
- Rimuovere l'anello di precarica 30.
- Rimuovere il tappo di compressione 31.



- Rimuovere i primi dischi guarniti della frizione posti più in alto 32.
- Rimuovere il cuscinetto reggispinta 33.



- Aprire la rosetta di sicurezza 34.
- Tenere fermo il mozzetto della frizione con il fermo frizione (utensile speciale 590.29.003.100).
- Rimuovere il dado 35 con la rosetta di sicurezza.

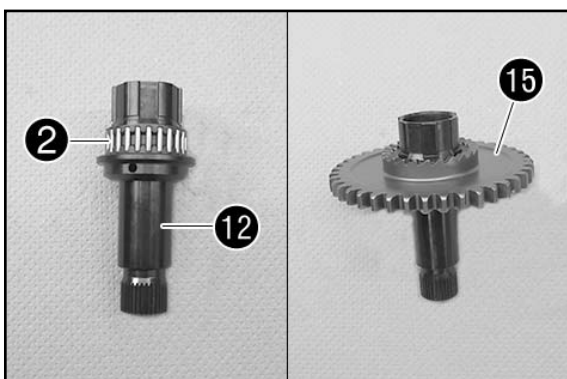


- Rimuovere il mozzetto della frizione 36 con la rondella.

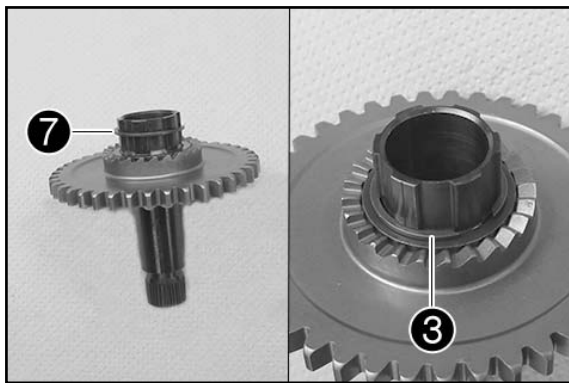
AVVERTENZA

Solitamente la rondella rimane attaccata al mozzetto della frizione.

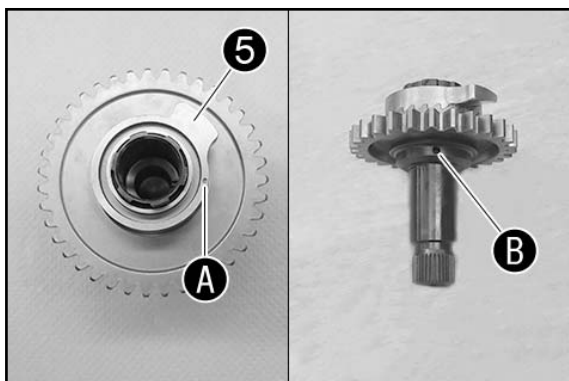
- Rimuovere completamente la campana della frizione 37.



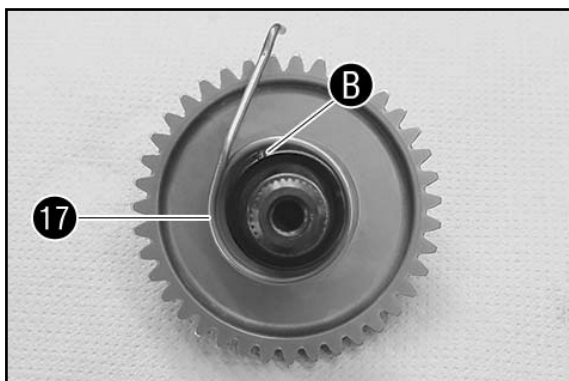
- Montare la gabbia a rullini 2 sull'albero del pedale di avviamento 12 (entrambi in dotazione).
- Montare l'ingranaggio del pedale di avviamento 15 (in dotazione).



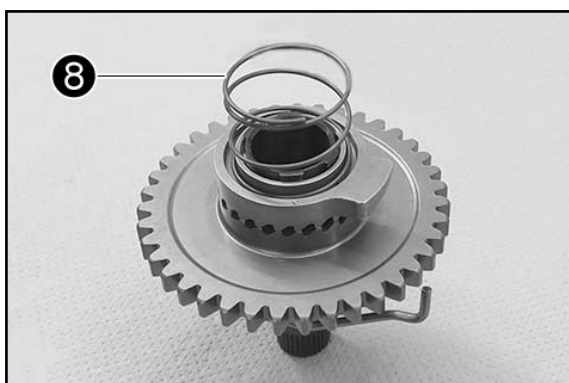
- Montare la rondella **7** (in dotazione).
- Montare l'anello di sicurezza **3** (in dotazione).



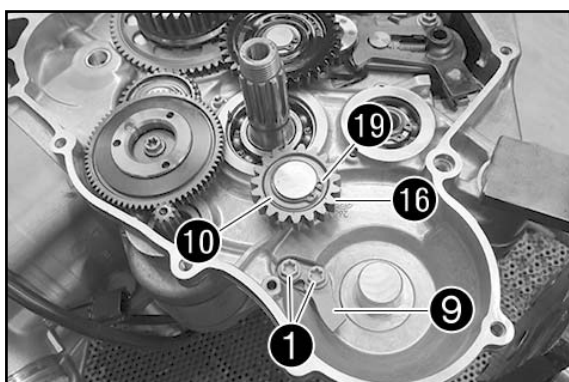
- Montare la ruota a denti di arresto del pedale di avviamento **5** (in dotazione).
- ✓ I riferimenti **A** e **B** sono allineati.



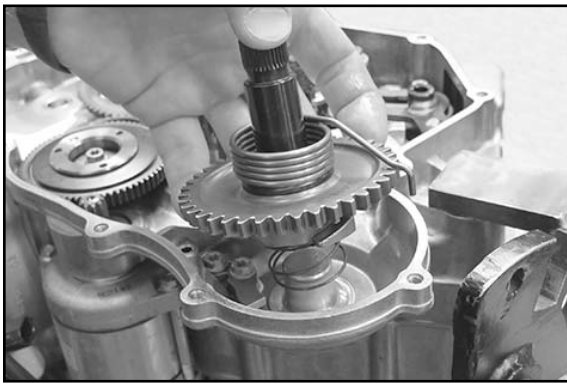
- Montare la molla del pedale di avviamento **17** (in dotazione).
- ✓ L'estremità della molla del pedale di avviamento deve innestarsi nel foro **B**.



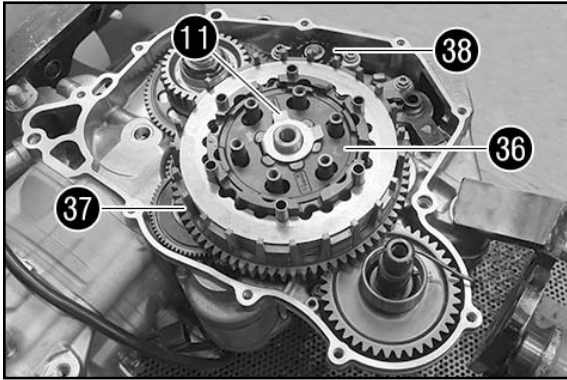
- Montare la molla **8** (in dotazione).



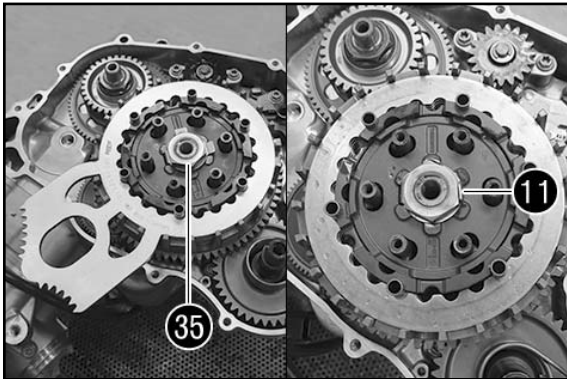
- Montare la battuta **9** con le viti **1** (tutto in dotazione) e serrare a 10 Nm (Loctite 243).
- Rimuovere l'anello di sicurezza **19** dal perno di banco (se pre-montato).
- Lubrificare l'ingranaggio intermedio del pedale di avviamento **16** (in dotazione) (olio motore 15W/50) e montarlo sul perno di banco.
- ✓ Il collare è rivolto verso il basso.
- Montare la rondella **10** (in dotazione) e l'anello di sicurezza **19**.



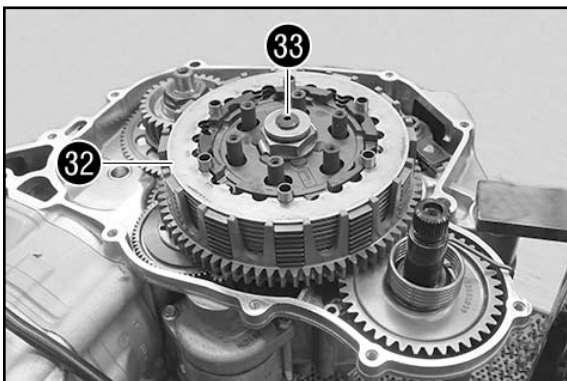
- Montare l'albero del pedale di avviamento premontato come illustrato.



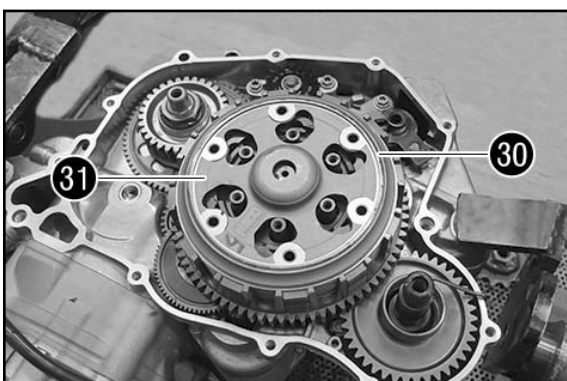
- Spingere la campana della frizione 37 sull'albero primario del cambio.
- Ruotare l'ingranaggio della pompa dell'olio 38 fino a far innestare la dentatura della campana della frizione.
- Infilare la rondella con il mozzetto della frizione 36.
- Posizionare la rosetta di sicurezza 11 (in dotazione).



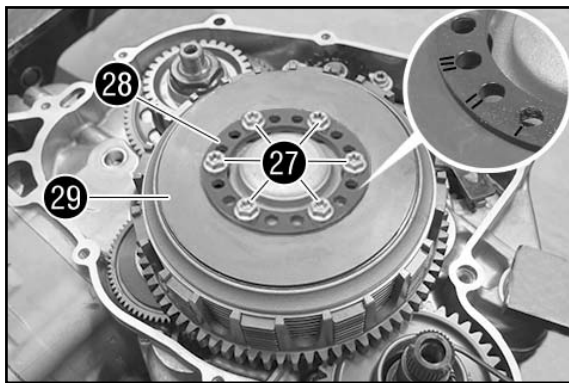
- Montare il dado 35.
- Tenere fermo il mozzetto della frizione con il fermo frizione (utensile speciale 590.29.003.100) e serrare il dado a 80 Nm.
- Bloccare il dado con la rosetta di sicurezza 11.



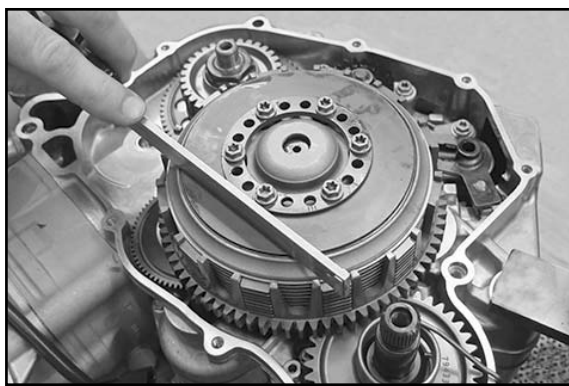
- Montare il cuscinetto reggispinta 33.
- Inserire nella campana della frizione i primi dischi guarniti della frizione 32 in alto (v. manuale di riparazione - Montaggio dei dischi della frizione).



- Posizionare il tappo di compressione 31.
- Montare l'anello di precarica 30 con il riferimento **Top** rivolto verso l'alto.



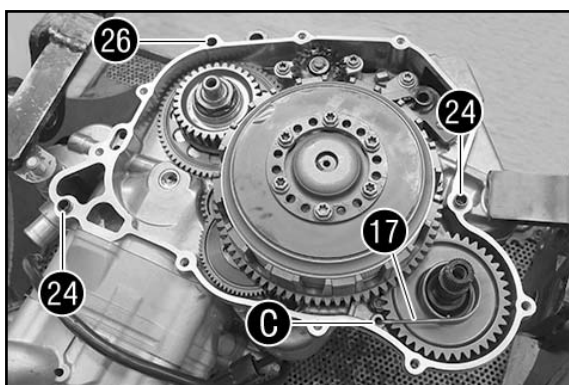
- Posizionare la molla a tazza 29.
- Posizionare il piattello molla 28 con il riferimento I.
- Montare le viti 27 e serrarle a 6 Nm in sequenza incrociata.



- 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 27 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 27 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.



- Mettere sotto carico la molla del pedale di avviamento 17 e agganciarla nel foro C.

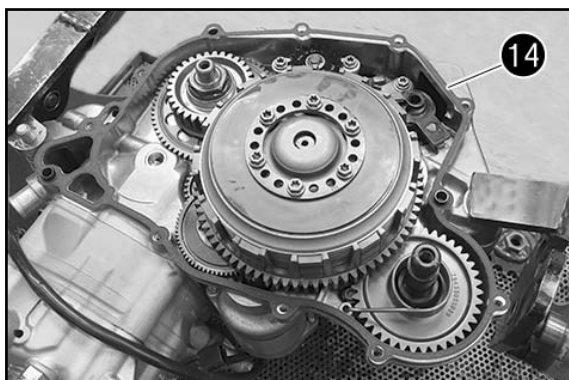
AVVERTENZA

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

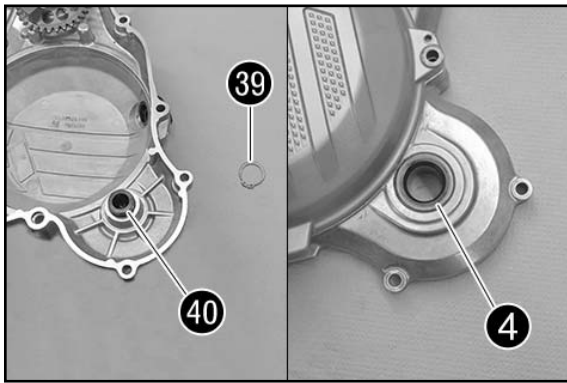
- Rimuovere la vite di bloccaggio 26 (utensile speciale 113080802).
- Montare le bussole di centraggio 24.

⚠ ATTENZIONE

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

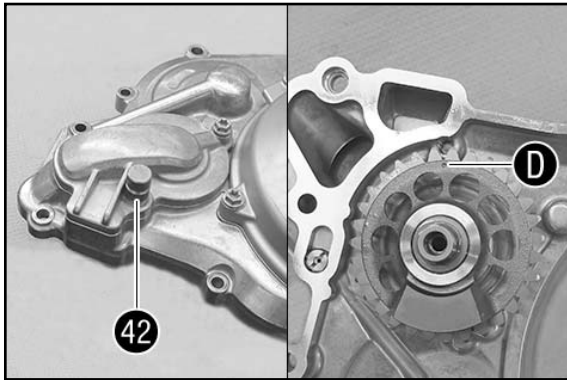


- Applicare la guarnizione del coperchio della frizione 14 (in dotazione).



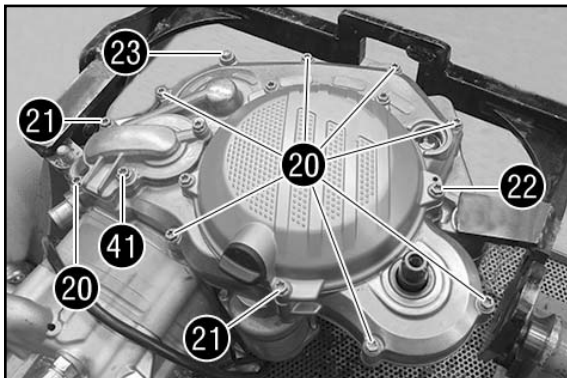
- Rimuovere l'anello di sicurezza 39 e il tappo di chiusura 40.

- Inserire a filo il paraolio 4 (in dotazione).



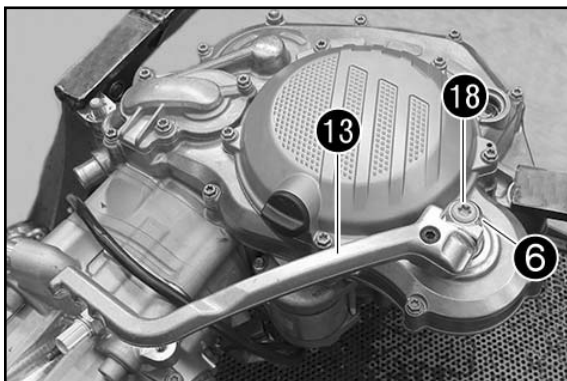
- Rimuovere la vite 41 dal coperchio della pompa dell'acqua.
- Posizionare l'albero di equilibratura con il tampone di arresto 42 (utensile speciale 78129032000).

✓ Il riferimento D e il tampone di arresto sono allineati.




- Posizionare il coperchio della frizione.
- Montare le viti 20 (M6x25), senza però serrarle.
- Montare le viti 21 (M6x55), senza però serrarle.
- Montare la vite 22 (M6x30) e serrare tutte le viti a 10 Nm in sequenza incrociata.
- Montare la vite 23 con la rondella e serrare a 10 Nm.

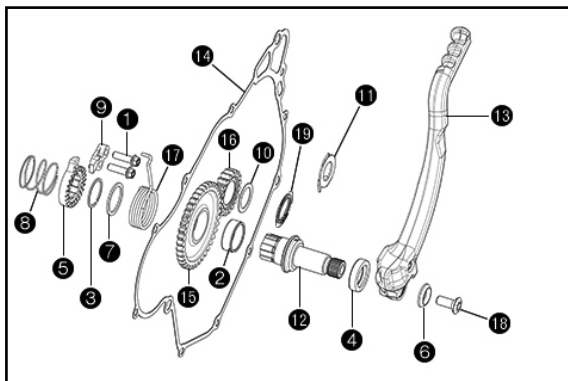
- Rimuovere il tampone di arresto 42 (utensile speciale 78129032000).
- Montare la vite 41 (M6x25) e serrare a 10 Nm (Loctite 243).



- Montare la leva del pedale di avviamento 13 con la rondella sagomata 6 e la vite 18 (tutto in dotazione) e serrare a 25 Nm (Loctite 2701).

Operazione conclusiva

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



Contenu de la livraison

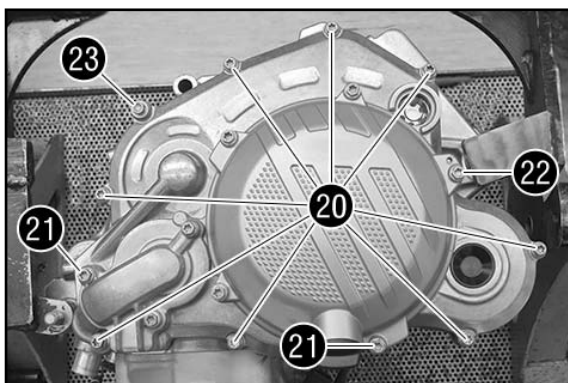
- 2x vis à épaulement M6x20 ①
- 1x cage à aiguilles ②
- 1x circlip ③
- 1x bague d'étanchéité ④
- 1x roue à rochet de kick ⑤
- 1x rondelle de forme ⑥
- 1x rondelle ⑦
- 1x ressort ⑧
- 1x butée ⑨
- 1x rondelle ⑩
- 1x rondelle frein ⑪
- 1x arbre de kick ⑫
- 1x levier de kick cpl. ⑬
- 1x joint du carter d'embrayage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



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

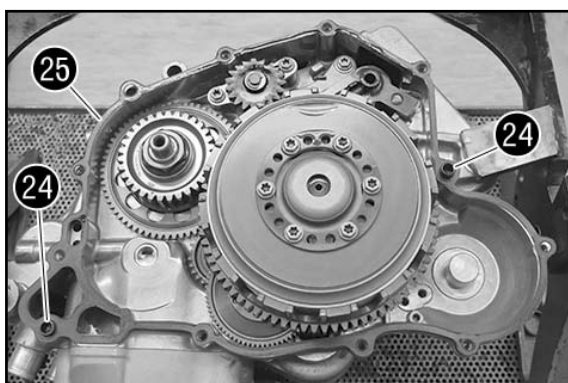
- Déposer le moteur (cf. manuel de réparation).

REMARQUE

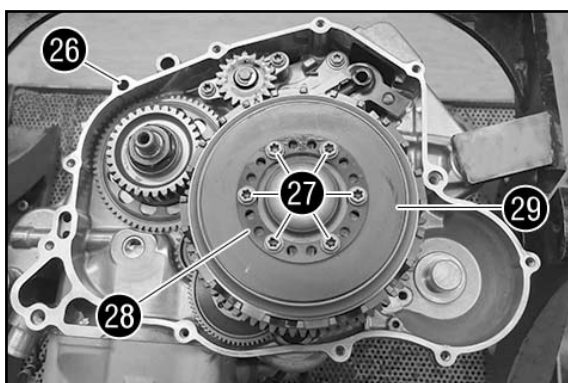
Les étapes de travail suivantes sont expliquées avec l'exemple d'un moteur déposé afin de les rendre plus compréhensibles. La dépose n'est pas nécessaire.

Montage

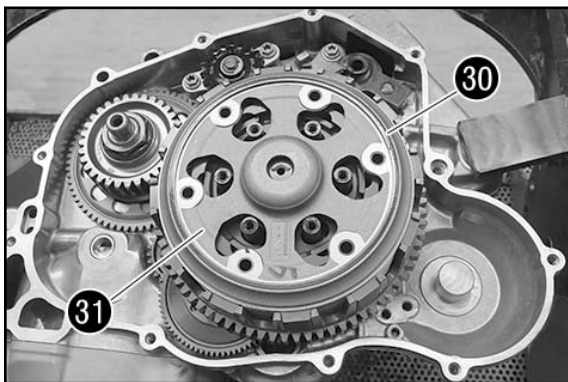
- Retirer les vis ⑳.
- Retirer les vis ㉑.
- Enlever les vis ㉒.
- Retirer la vis ㉓ avec la rondelle.
- Retirer le carter d'embrayage.



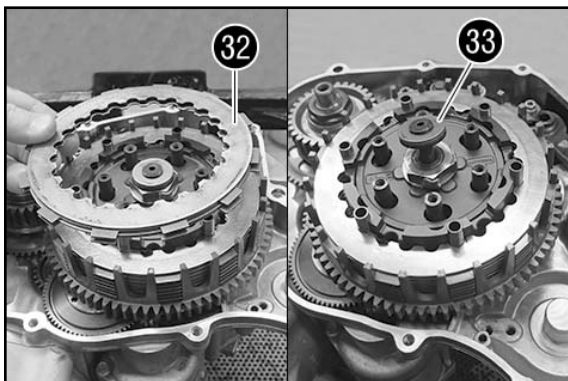
- Retirer la bague de centrage ㉔.
- Déposer le joint du carter d'embrayage ㉕.



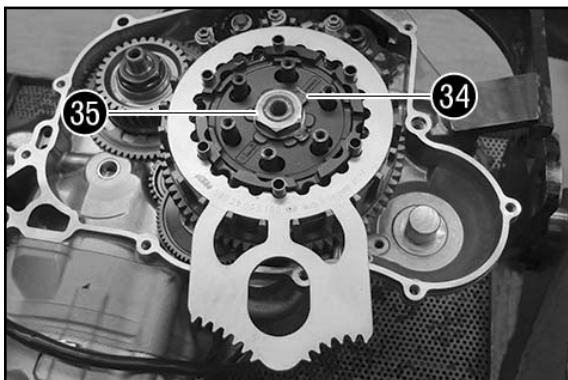
- Régler le moteur au point mort haut d'allumage.
- Visser la vis de blocage ㉖ (outil spécial 113080802).
- Desserrer les vis ㉗ en croix et les retirer.
- Retirer la coupelle de ressort ㉘.
- Retirer la rondelle ressort ㉙.



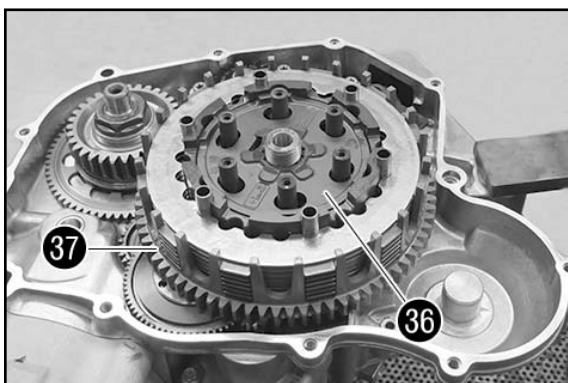
- Retirer la bague de précontrainte 30.
- Retirer le plateau de pression 31.



- Enlever les lamelles d'embrayage supérieures 32.
- Retirer la butée 33.



- Ouvrir la rondelle de frein 34 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 35 et la rondelle frein.

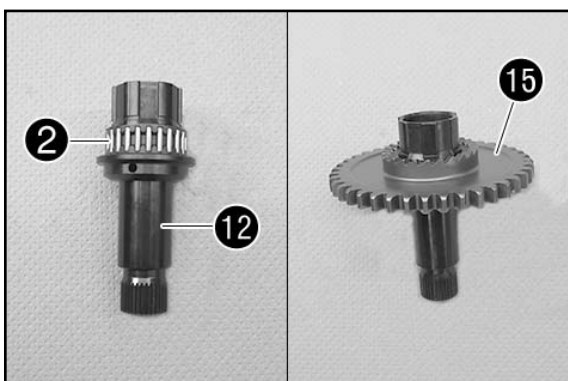


- Retirer la noix d'embrayage 36 et la rondelle.

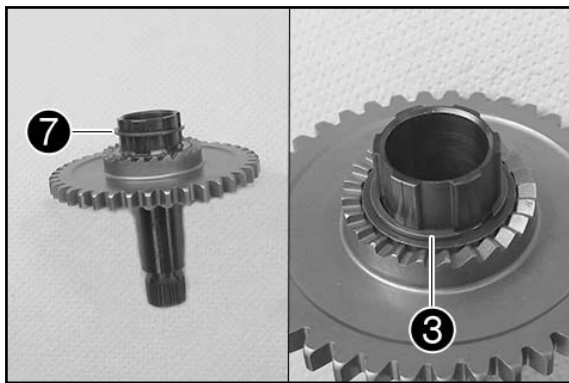
REMARQUE

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

- Déposer entièrement la cloche d'embrayage 37.

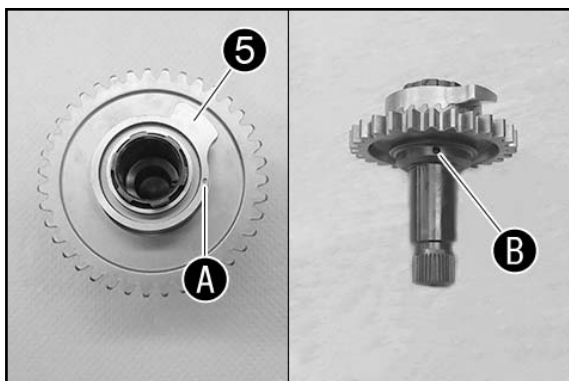


- Mettre en place la cage à aiguilles 2 sur l'arbre de kick 12 (tous deux fournis).
- Mettre en place la roue à rochet de kick 15 (fournie).



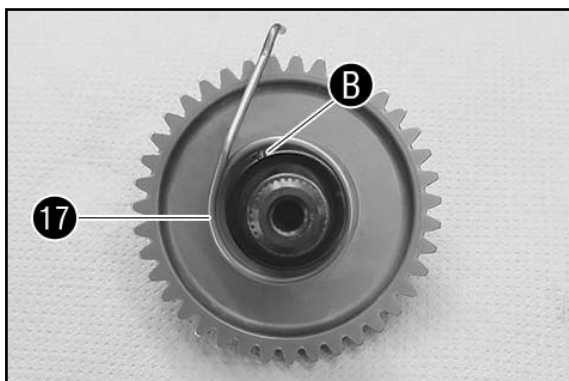
- Monter la rondelle **7** (fournie).

- Monter le circlip **3** (fourni).



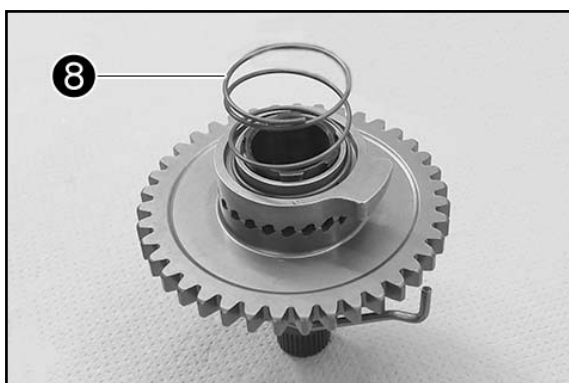
- Monter la roue à rochet de kick **5** (fournie).

✓ Aligner les repères **A** et **B**.

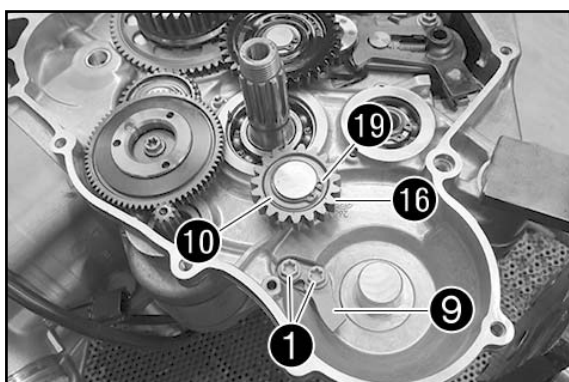


- Monter le ressort de kick **17** (fourni).

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



- Mettre en place le ressort **8** (fourni).



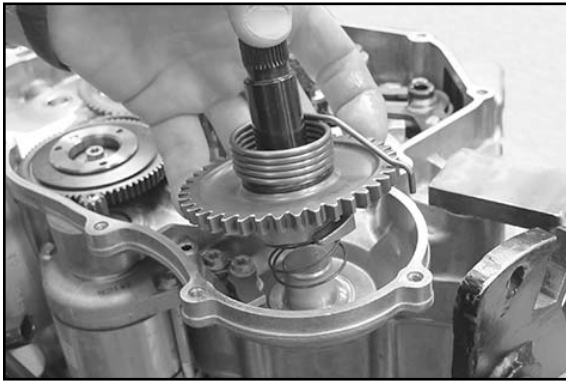
- Mettre en place la butée **9** avec les vis **1** (toutes fournies) et serrer à 10 Nm (Loctite 243).

- Retirer le circlip **19** du maneton (si prémonté).

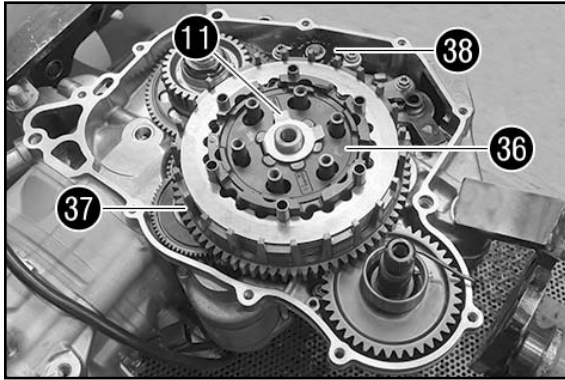
- Huiler le pignon intermédiaire du kick **16** (fourni) (huile moteur 15W/50) et le mettre en place sur le maneton.

✓ Le collet est orienté vers le bas.

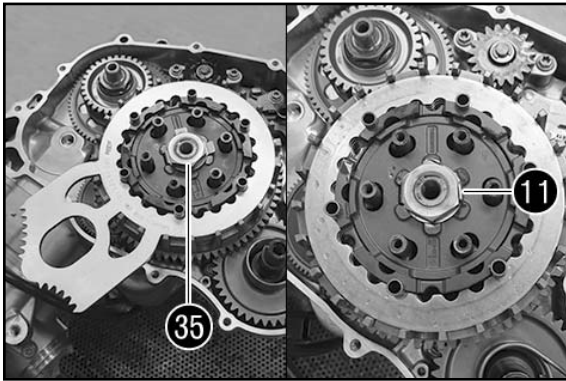
- Mettre en place la rondelle **10** (fournie) et le circlip **19**.



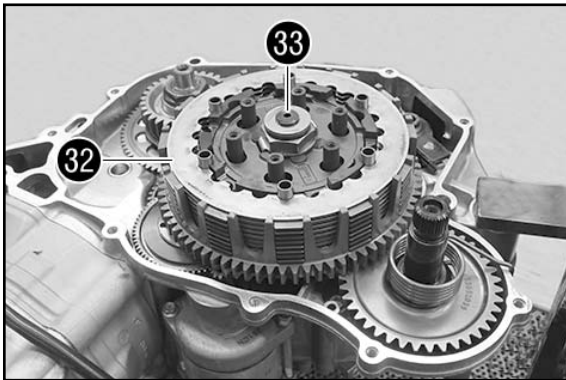
- Monter l'arbre de kick prémonté comme représenté sur l'illustration.



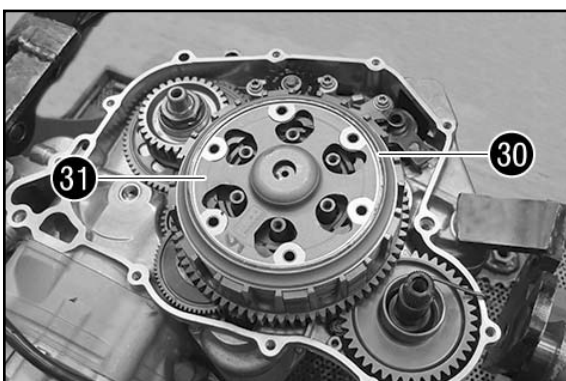
- Emmancher la cloche d'embrayage **37** sur l'arbre primaire de boîte.
- Tourner le pignon de pompe à huile **38** jusqu'à ce que la denture de la cloche d'embrayage engrène.
- Emmancher la rondelle et la noix d'embrayage **36**.
- Positionner la rondelle frein **11** (fournie).



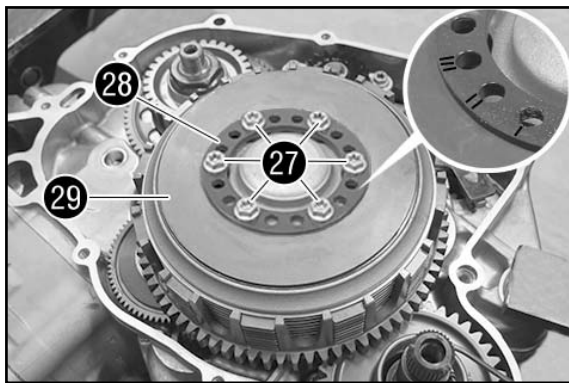
- Monter l'écrou **35**.
- Maintenir la noix d'embrayage et l'outil de maintien de l'embrayage (outil spécial 590.29 003.100) et serrer l'écrou à 80 Nm.
- Bloquer l'écrou à l'aide de la rondelle frein **11**.



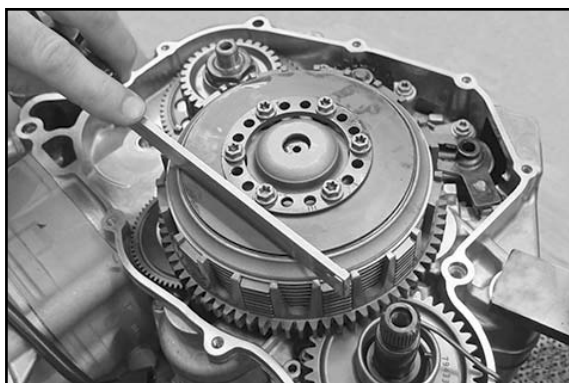
- Monter la butée **33**.
- Placer les lamelles d'embrayage supérieures **32** dans la cloche d'embrayage (cf. manuel de réparation - Monter les lamelles d'embrayage).



- Positionner le plateau de pression **31**.
- Monter la bague de précontrainte **30** en orientant le repère **Top** vers le haut.



- Positionner la rondelle ressort 29.
- Placer la coupelle de ressort 28 avec le repère I.
- Mettre les vis 27 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 27 et monter la coupelle de ressort avec le repère II.

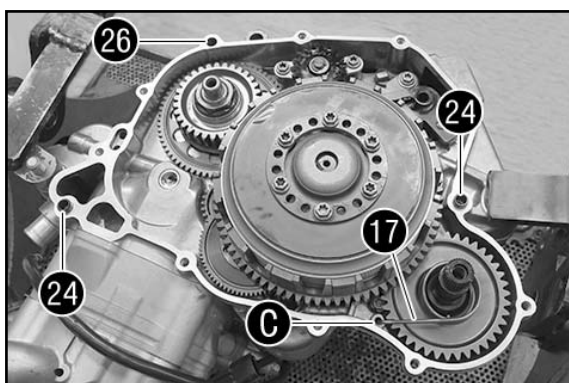
» Si la valeur indiquée n'est pas atteinte après un autre contrôle :

- Enlever les vis 27 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.



- Tendre le ressort de kick 17 et l'accrocher dans l'alésage C.

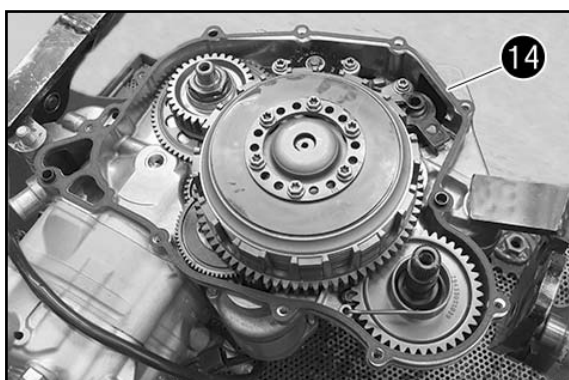
REMARQUE

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

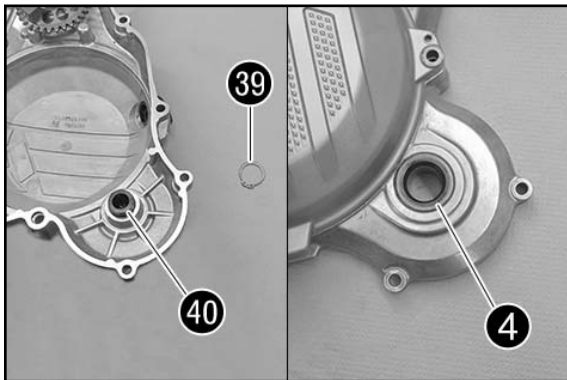
- Retirer la vis de blocage 25 (outil spécial 113080802).
- Monter la bague de centrage 23.

⚠ ATTENTION

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

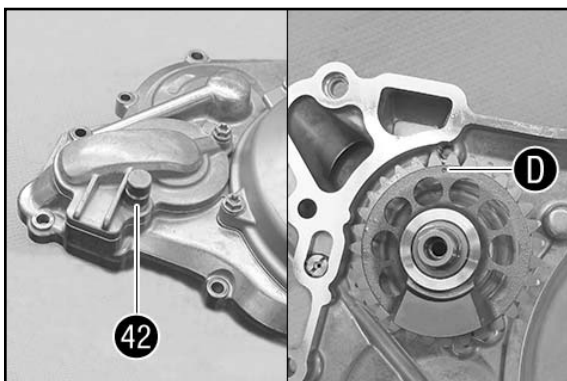


- Placer le joint du carter d'embrayage 14 (fourni).



- Retirer le circlip **39** et le bouchon **40**.

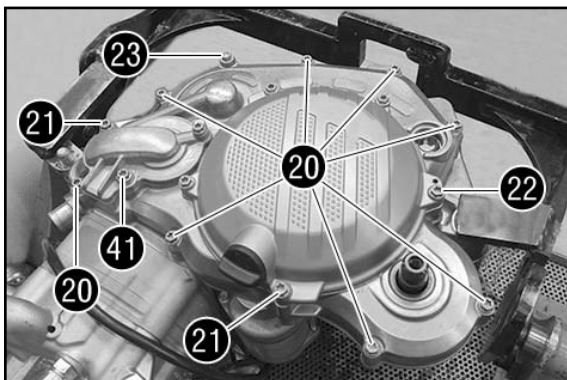
- Enfoncer la bague d'étanchéité **4** (fournie) jusqu'à ce qu'elle affleure.



- Retirer la vis **41** du couvercle pompe à eau.

- Positionner l'arbre d'équilibrage avec la pige de calage **42** (outil spécial 78129032000).

✓ La pige de calage est alignée avec le repère **D**.



- Positionner le carter d'embrayage.

- Mettre en place les vis **20** (M6x25) sans les serrer.

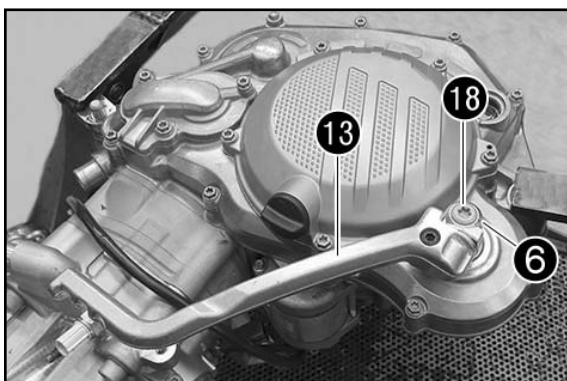
- Mettre en place les vis **21** (M6x55) sans les serrer.

- Mettre en place les vis **22** (M6x30) et les serrer en croix à 10 Nm.

- Mettre en place la vis **23** avec la rondelle de calage et la serrer à 10 Nm.

- Retirer la pige de calage **42** (outil spécial 78129032000).


- Mettre en place la vis **45** (M6x25) et la serrer à 10 Nm (Loctite 243).

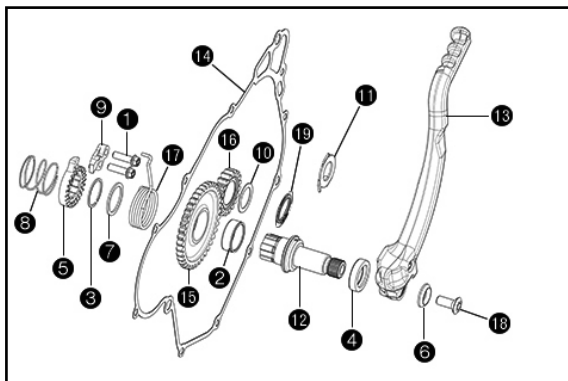


- Mettre en place le levier de kick **13** avec la rondelle de

forme **6** et la vis **18** (tous fournis) et serrer à 25 Nm (Loctite 2701).

Travaux ultérieurs

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



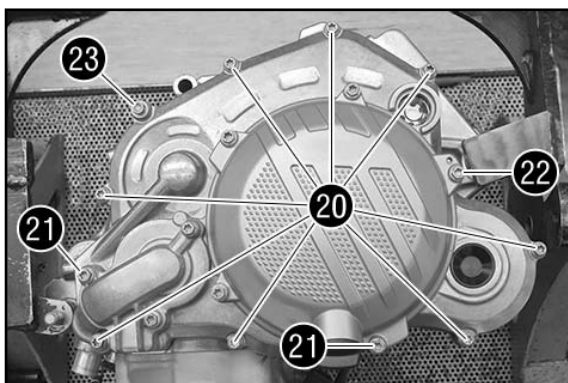
Volumen de suministro

- 2x tornillos de collarín M6x20 ①
- 1x corona de agujas ②
- 1x anillo de retención ③
- 1x anillo de retén ④
- 1x rueda de bloqueo del pedal de arranque ⑤
- 1x arandela perfilada ⑥
- 1x arandela ⑦
- 1x muelle ⑧
- 1x pieza de tope ⑨
- 1x arandela ⑩
- 1x chapa de retención ⑪
- 1x árbol del pedal de arranque ⑫
- 1x palanca de pedal de arranque completa ⑬
- 1x junta de la tapa del embrague interior ⑭
- 1x rueda del pedal de arranque ⑮
- 1x piñón intermedio del pedal de arranque ⑯
- 1x muelle del pedal de arranque ⑰
- 1x tornillo de cabeza avellanada M8x20 ⑱
- 1x anillo de retención ⑲ (opcional, si no está premontado)

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

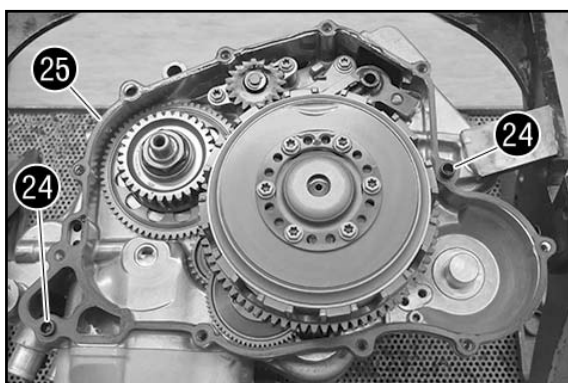
- Desmontar el motor (véase el manual de reparación).

ADVERTENCIA

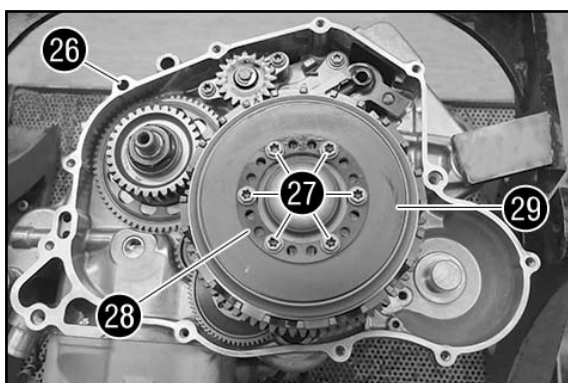
A fin de facilitar su ilustración, la siguiente secuencia de trabajo se muestra con el motor desmontado. No es necesario desmontarlo.

Montaje

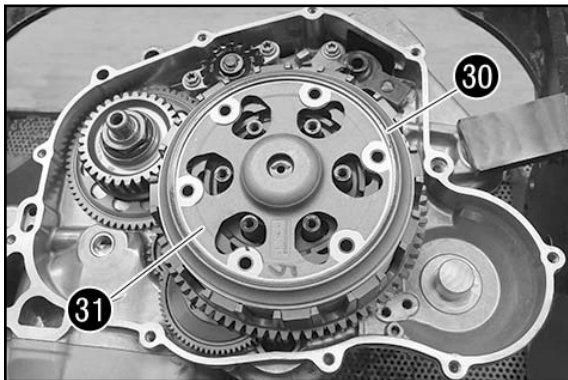
- Retirar los tornillos ⑳.
- Retirar los tornillos ㉑.
- Retirar los tornillos ㉒.
- Retirar el tornillo ㉓ con la arandela.
- Quitar la tapa del embrague.



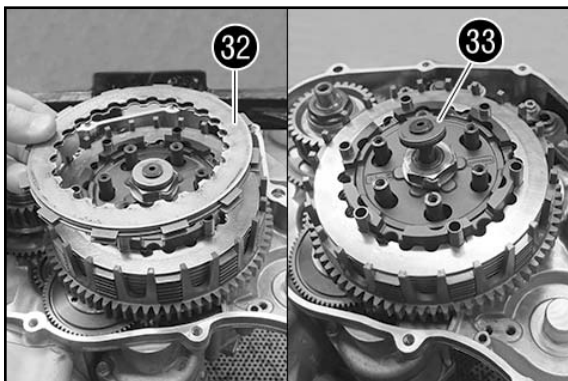
- Retirar los manguitos de calibrado ㉔.
- Retirar la junta de la tapa del embrague ㉕.



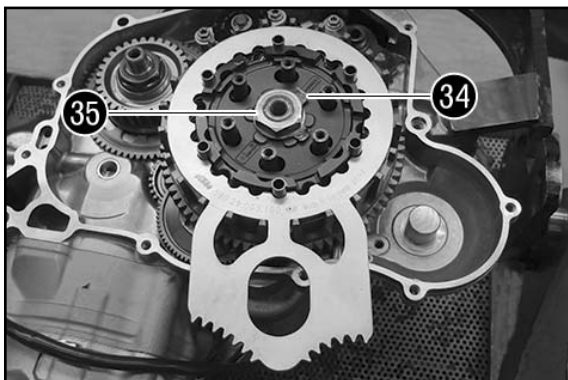
- Poner el motor en el PMS de encendido.
- Atornillar el tornillo de bloqueo ㉖ (herramienta especial 113080802).
- Aflojar y retirar los tornillos ㉗ en cruz.
- Retirar el platillo del muelle ㉘.
- Retirar la arandela elástica ㉙.



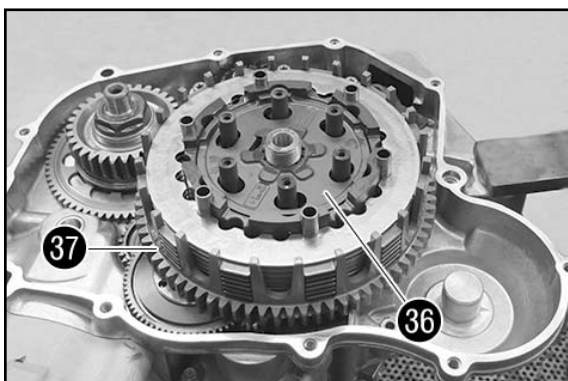
- Retirar el anillo de pretensado 30.
- Retirar la cubierta a presión 31.



- Extraer los discos superiores de forro del embrague 32.
- Retirar la pieza de presión 33.



- Doblar la chapa de retención 34.
- Sujetar el disco de arrastre del embrague con el soporte del embrague (herramienta especial 590.29.003.100).
- Retirar la tuerca 35 con la chapa de retención.

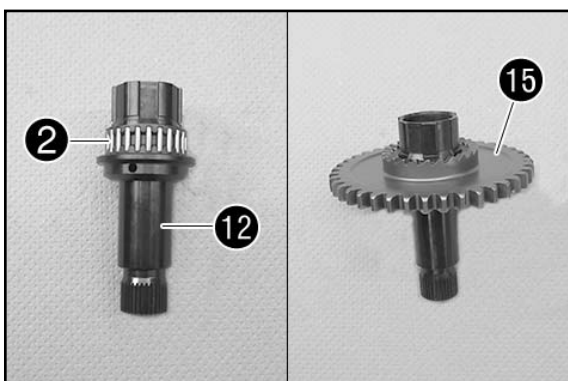


- Retirar el disco de arrastre del embrague 36 con la arandela.

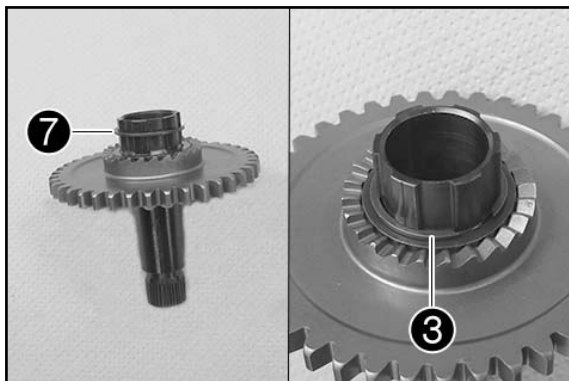
ADVERTENCIA

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

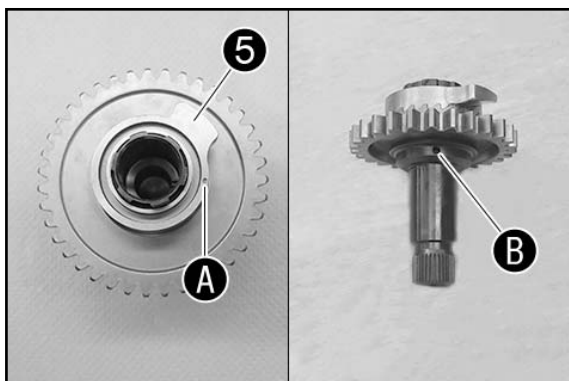
- Retirar completamente la jaula del embrague 37.



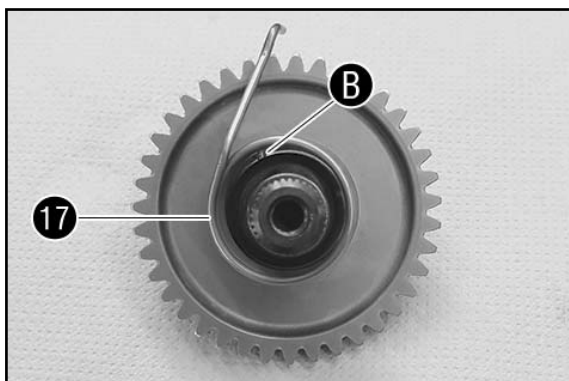
- Montar la corona de agujas 2 en el árbol del pedal de arranque 12 (ambos en el volumen de suministro).
- Montar la rueda del pedal de arranque 15 (volumen de suministro).



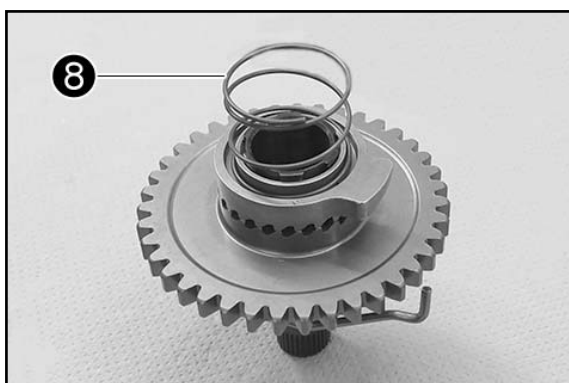
- Montar la arandela 7 (volumen de suministro).
- Montar el anillo de retención 3 (volumen de suministro).



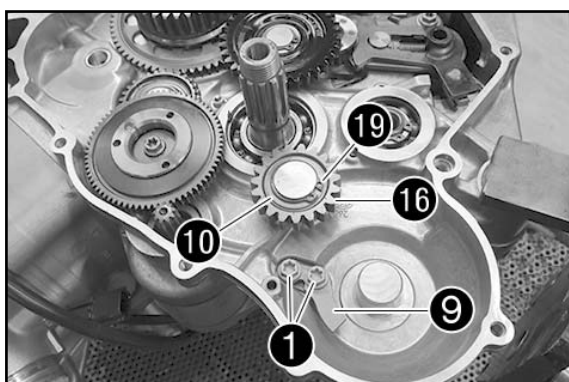
- Montar la rueda de bloqueo del pedal de arranque 5 (volumen de suministro).
- ✓ Alinear las marcas A y B.



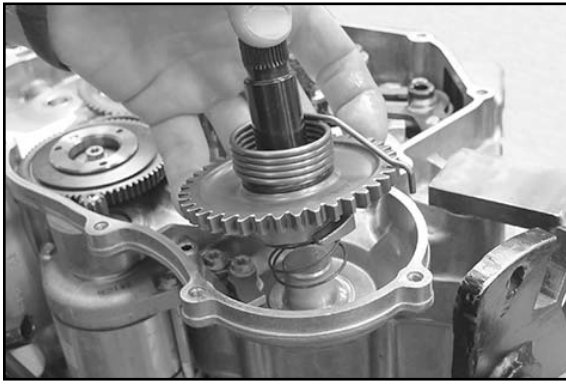
- Montar el muelle del pedal de arranque 17 (volumen de suministro).
- ✓ El extremo del muelle del pedal de arranque engrana en el orificio B.



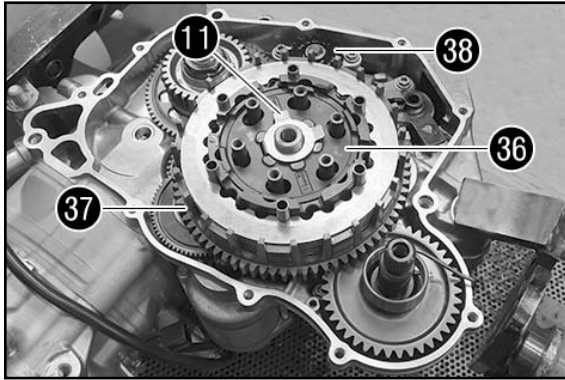
- Montar el muelle 8 (volumen de suministro).



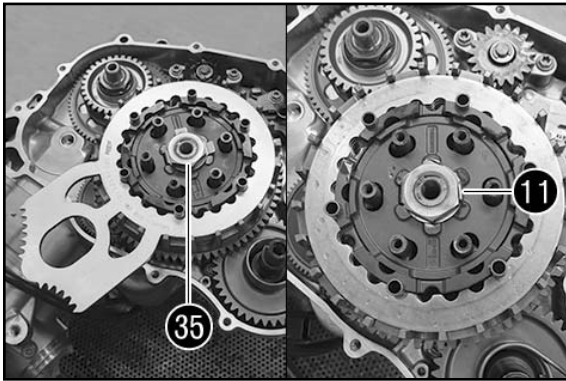
- Montar la pieza de tope 9 con los tornillos 1 (todo ello incluido en el volumen de suministro) y apretarlos a 10 Nm (Loctite 243).
- Retirar el anillo de retención 19 del gorrón (si está premontado).
- Lubricar el piñón intermedio del pedal de arranque 16 (volumen de suministro) (aceite de motor 15W/50) y montarlo en el gorrón.
- ✓ El collarín mira hacia abajo.
- Montar la arandela 10 (volumen de suministro) y el anillo de retención 19.



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

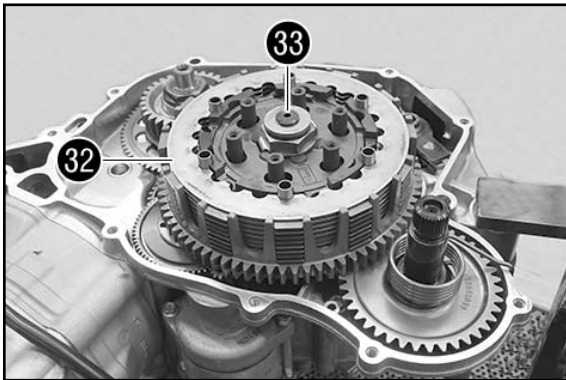


- Desplazar la jaula del embrague 37 al árbol primario del cambio.
- Girar la rueda dentada de la bomba 38 hasta que engrane el dentado de la jaula del embrague.
- Deslizar la arandela con el disco de arrastre del embrague 36.
- Posicionar la chapa de retención 11 (volumen de suministro).

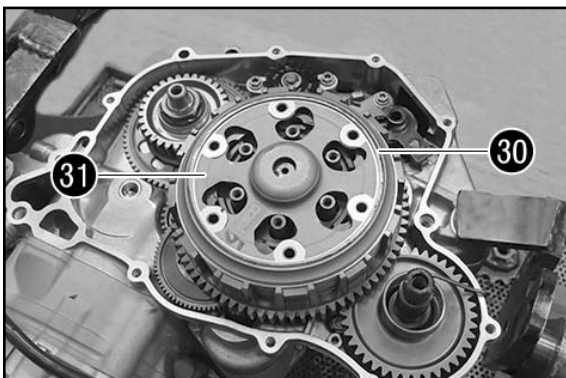


- Montar la tuerca 35.
- Sujetar el disco de arrastre del embrague con el soporte del embrague (herramienta especial 590.29.003.100) y apretar la tuerca a 80 Nm.

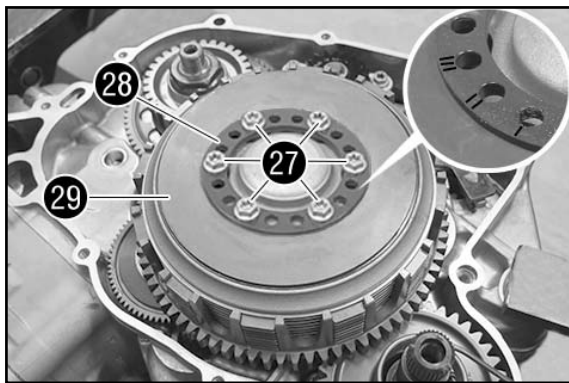
- Asegurar la tuerca con la chapa de retención 11.



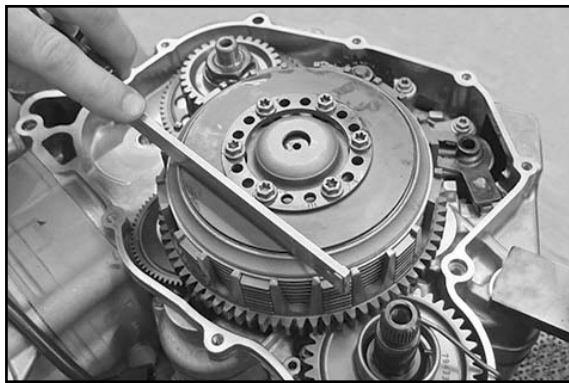
- Montar la pieza de presión 33.
- Colocar los discos de forro del embrague superiores 32 en la jaula del embrague (véase el manual de reparación - Instalar los discos del embrague).



- Posicionar la cubierta a presión 31.
- Montar el anillo de pretensado 30 con la marca **top** hacia arriba.



- Posicionar la arandela elástica 29.
- Posicionar el platillo del muelle 28 con la I marca.
- Montar los tornillos 27 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:

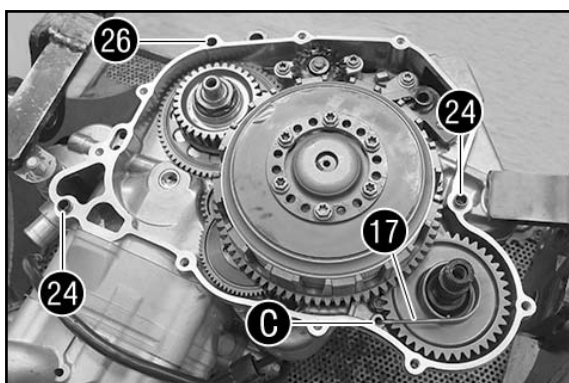
- Retirar los tornillos 27 y montar el platillo del muelle con la marca II.

» Si no se alcanza el valor especificado tras realizar otro control:

- Retirar los tornillos 27 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.



- Tensar el muelle del pedal de arranque 17 y colgarlo en el orificio C.

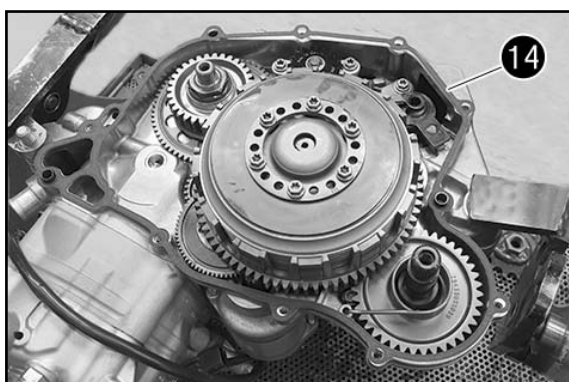
ADVERTENCIA

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.

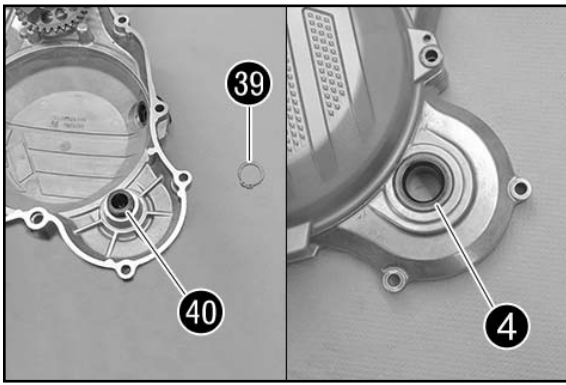
- Retirar el tornillo de bloqueo 26 (herramienta especial 113080802).
- Montar los manguitos de calibrado 24.

⚠ ATENCIÓN

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

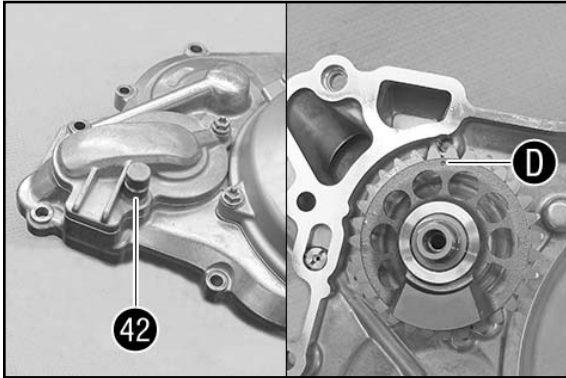


- Colocar la junta de la tapa del embrague 14 (volumen de suministro).



- Retirar el anillo de retención 39 y el tapón 40.

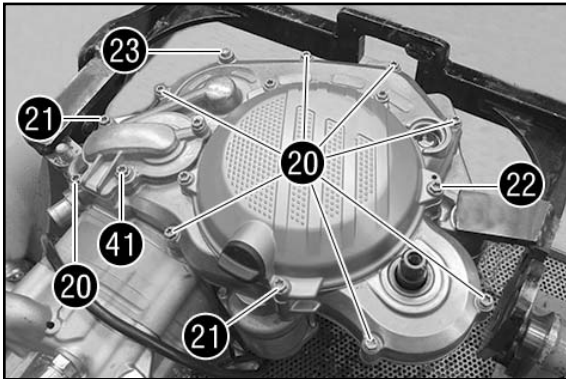
- Girar el anillo de retén 4 (volumen de suministro) enrasado.



- Retirar el tornillo 41 de la tapa de la bomba de agua.

- Colocar el eje de balance con el mandril de retirada 42 (herramienta especial 78129032000).

✓ La marca D y el mandril de retirada están alineados.



- Colocar la tapa del embrague.

- Montar los tornillos 20 (M6x25) sin apretarlos todavía.

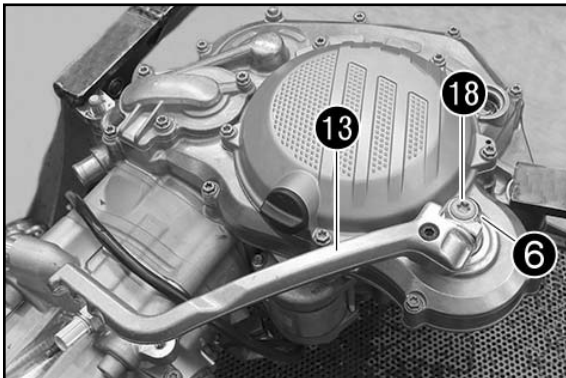
- Montar los tornillos 21 (M6x55) sin apretarlos todavía.

- Montar el tornillo 22 (M6x30) y apretar todos los tornillos en cruz a 10 Nm.

- Montar el tornillo 23 con la arandela y apretarlo a 10 Nm.

- Retirar el mandril de retirada 42 (herramienta especial 78129032000).

- Montar el tornillo 41 (M6x25) y apretarlo a 10 Nm (Loctite 243).



- Montar la palanca del pedal de arranque 13 con la arandela perfilada 6 y el tornillo 18 (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). 