

Y.F.
THREETWENTY

FOUR STROKE **4t**

Service Tips

April 2005



To check and/or fill the cooling system it is necessary to remove the rear fender, the fuel tank (photo 1) and the filler cap (a) (see photos 2 and 2B) the coolant should be filled up to the full mark. If it is necessary to add coolant use Ipone liquid coolant.

COOLING SYSTEM

3.2
THREESTWENTY

FOUR STROKE **4t**



Photo 2-b

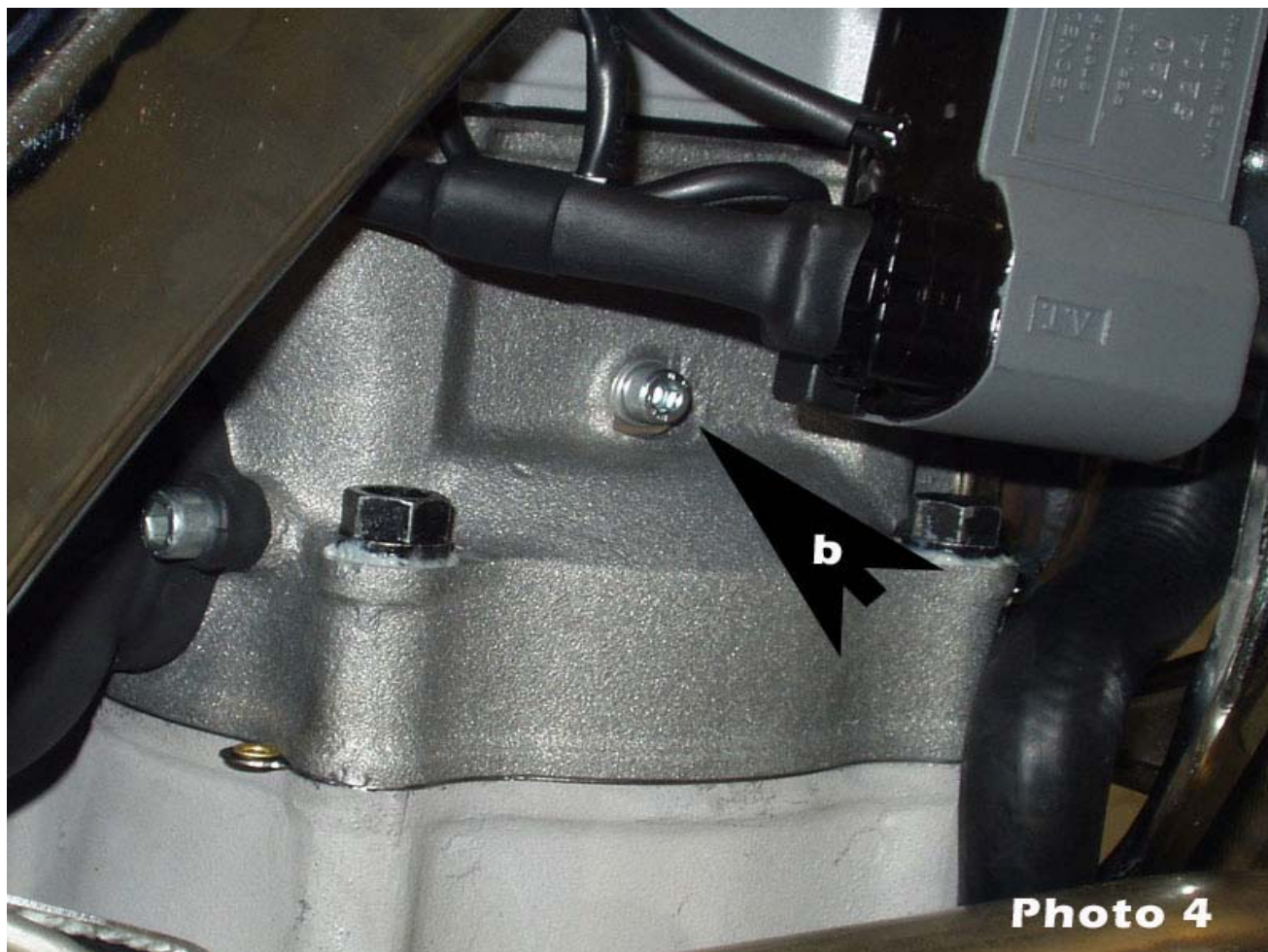


Photo 3

(Photo 3) In the event that the system has been drained it is necessary to remove any air from the system. Remove the screw (b) (photo 4) and allow the air to be purged, replace the screw when coolant flows out of the opening. Make sure that the coolant level is at the full mark, then replace the filler cap (a).

COOLING SYSTEM





(Photo 3) In the event that the system has been drained it is necessary to remove any air from the system. Remove the screw (b) (photo 4) and allow the air to be purged, replace the screw when coolant flows out of the opening. Make sure that the coolant level is at the full mark, then replace the filler cap (a).

COOLING SYSTEM

3.2
THREESTWENTY

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Remove screw (c) (photo 5) and rotate the spring so that the filter retainer (d) (photo 5) can be removed. Remove the foam air filter element, clean the dirty element with soap and water and then apply Ipone air filter oil to the filter. Reinstall the filter, the filter retainer, the spring and screw (c).

CLEANING THE AIR FILTER

B.E.
THREESTWENTY

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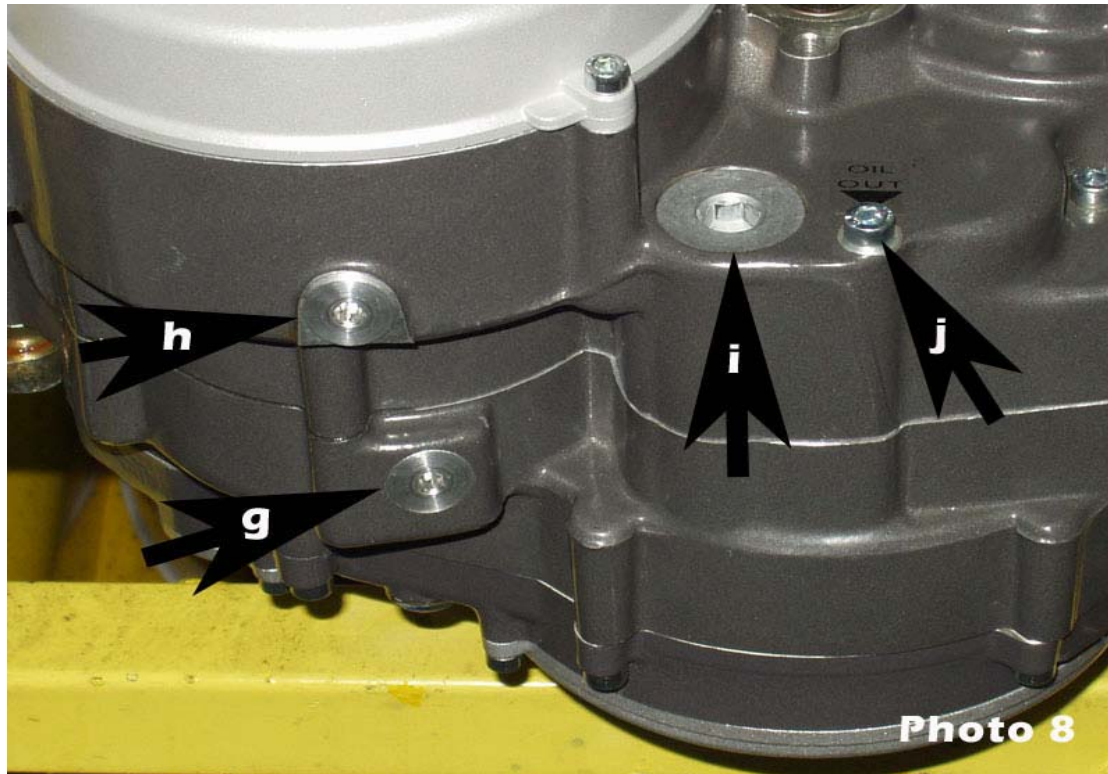
Place the motorcycle in a vertical position (photo 7). Check and make sure that the oil level corresponds to the line in the sight glass (photo 7) the oil level can be slightly over the top in the sight glass. If it is necessary to add oil remove the engine oil filler cap (m), use a syringe and add engine oil so that the oil level corresponds to the line in the sight glass.

NOTE: In 4T engines it is very important to maintain the correct oil level in the engine; **the level should be checked every time before the bike is ridden.**

CHECKING THE ENGINE OIL LEVEL

B.E.
THREENTWENTY

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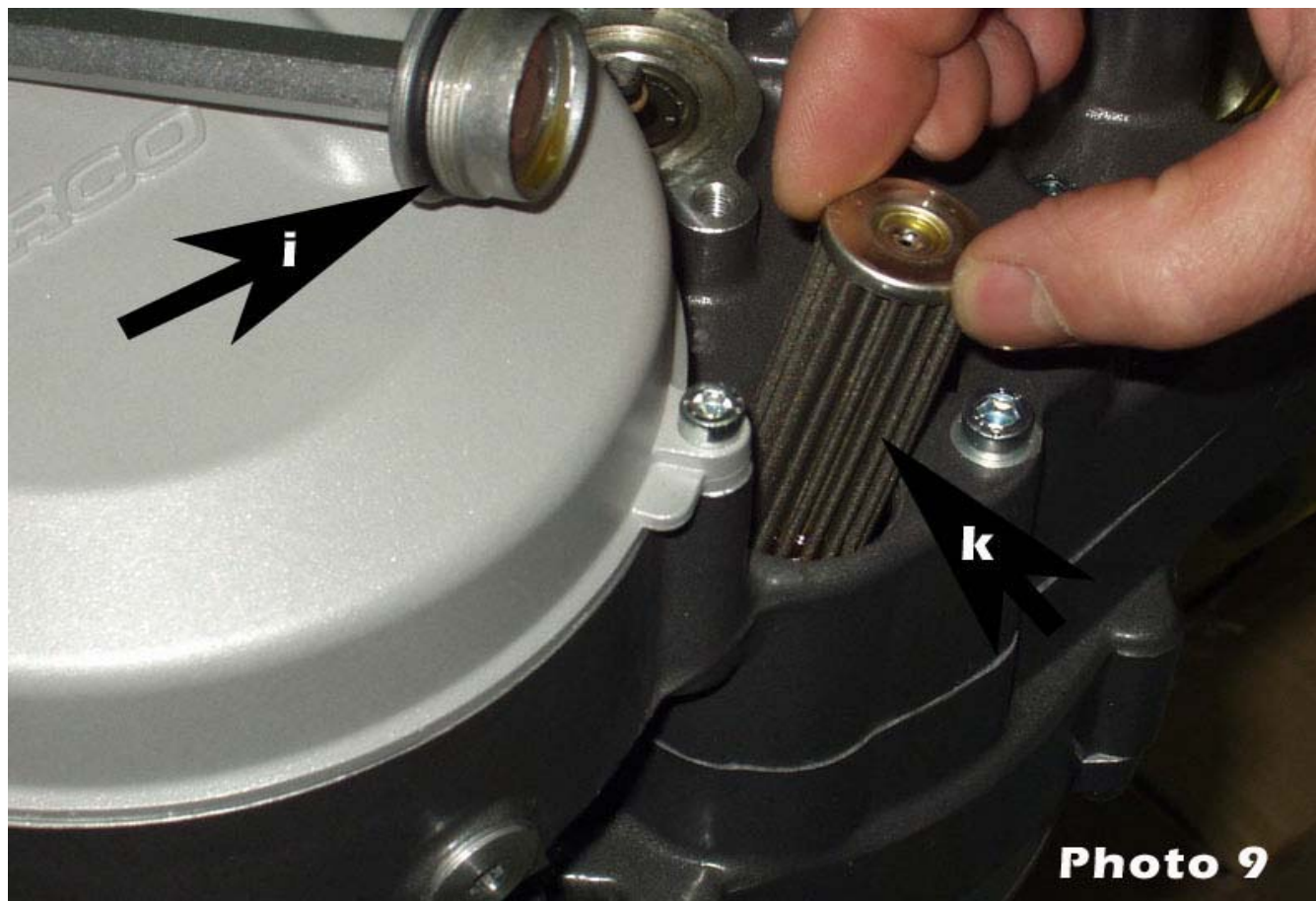


To drain the engine oil completely it will be necessary: to run the motorcycle for a long enough period for it to reach the normal operating temperature. Remove plugs (g, h, i and the screw j) (photo 8) and allow the used oil to drain into a suitable container. Once the oil is completely drained replace (g, h and the screw j) do not replace the plug (i) yet as it provides access to the oil filter. It is necessary to complete the following operation.

NOTES: Check the condition of the threads and the sealing surface for screw (j). If necessary replace these items. The plugs (g and h) (photo 8) have magnets so as to attract any metal contaminants. They should be cleaned thoroughly. Make sure their o-ring seals are serviceable, replace them if necessary.

CHANGING THE ENGINE OIL

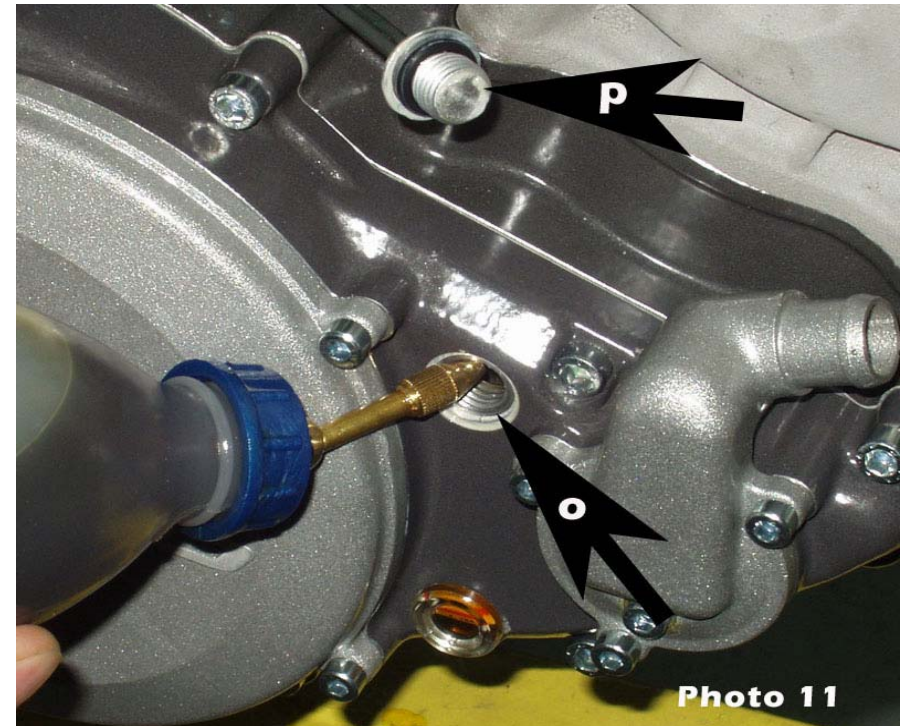
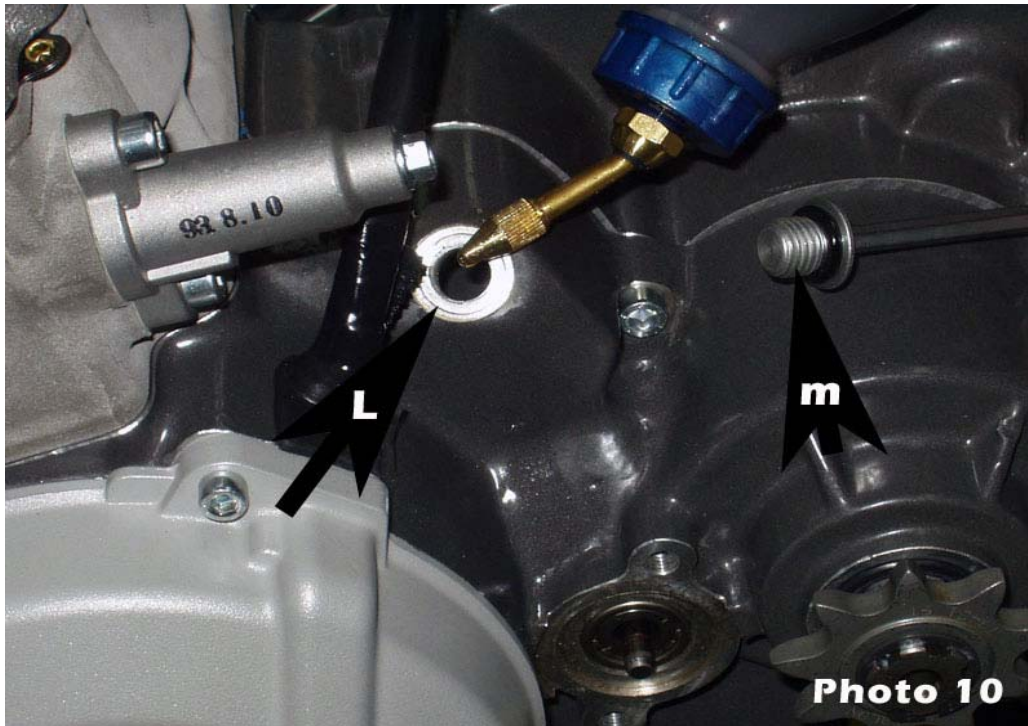




Each time the oil is changed it is necessary to clean the oil filter (k) (photo 9). The plug (i) was previously removed in the above step. Using an appropriate tool remove the oil filter (k) the filter is made of metal and is reusable so it must be cleaned thoroughly. Clean all the passages completely so that no dirt penetrates the interior of the engine.

NOTE: Check the condition of the threads and the o-ring seal for plug (i) and the condition of the filter element (k) if they are not serviceable they should be replaced.

OIL FILTER CLEANING

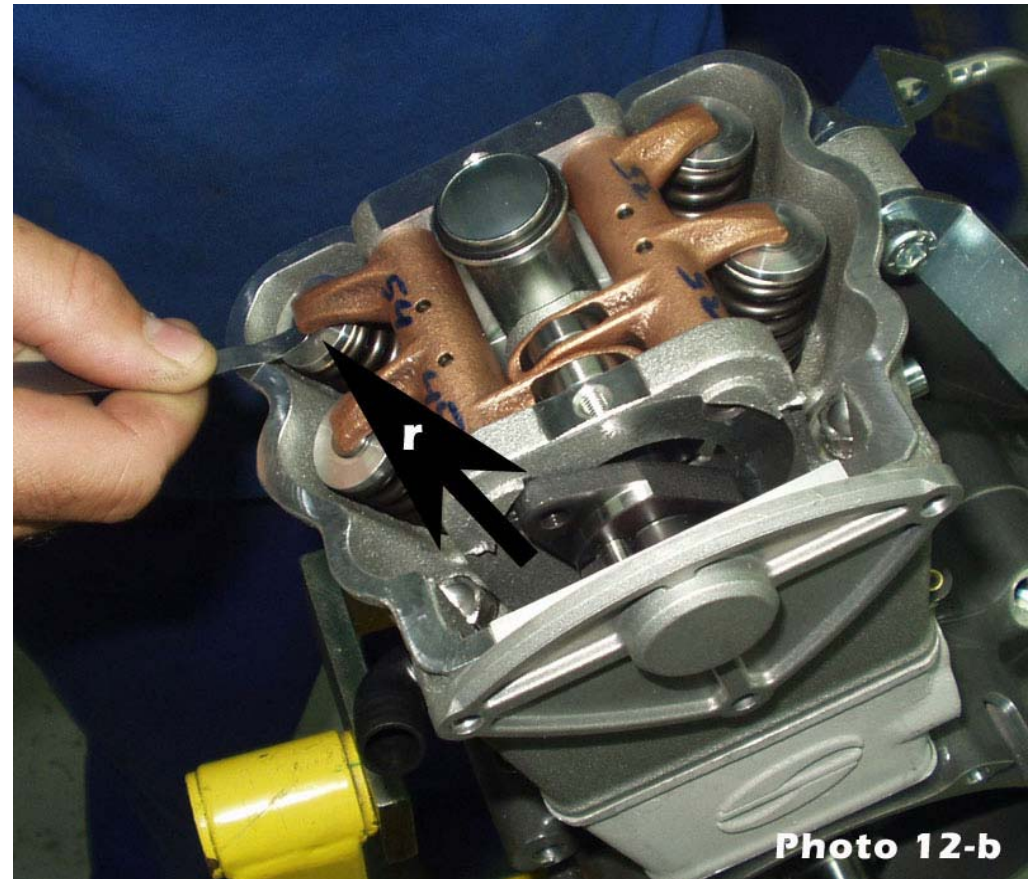
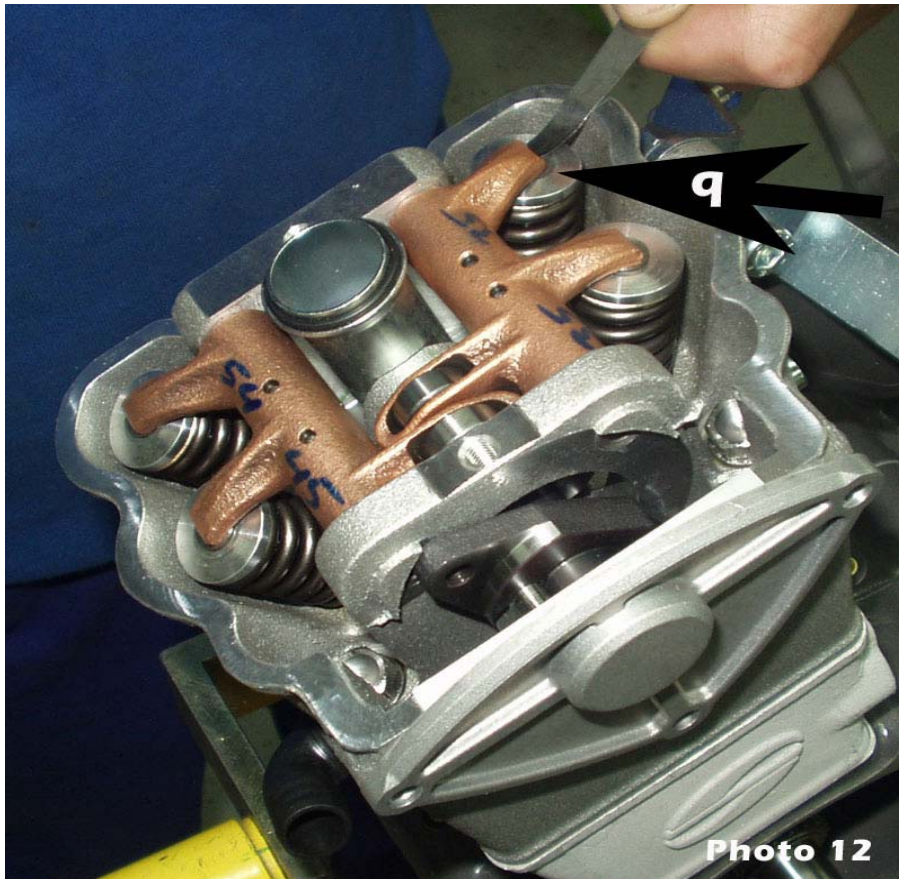


Make sure that all of the screws and plugs have been replaced before proceeding. There are two places that oil must be introduced into the engine when it is refilled. Remove plugs (m and p), using a syringe add 100 cc's of IPONE R4000 oil into port (l) from which plug (m) was removed (photo 10) this port is located in the central crankcase below the carburetor. Add 700 cc's of IPONE R4000 oil into port (o) from which plug (p) was removed (photo 11) this port is located on the clutch cover. Once the engine is filled with oil reinstall the plugs (m and p).

NOTE: Check the condition of the threads and the o-ring seals (m and p). If they are not serviceable they should be replaced. **It is recommended that the engine oil be changed after the first 5 hours of operation, from then on it should be changed every 30 hours.**

REPLACING THE ENGINE OIL





After the first 5 hours of use and with a cold motor the valve adjustment and cylinder head tightness should be checked. Proceed as follows: Remove the valve cover and with a set of feeler gauges (photo 12 and 12B) check the clearances. The intake valve (q) clearance should be 0.10 mm and the exhaust valve (r) clearance should be 0.15 mm. If the valve adjustment is not correct add the correct pads until it is correct. Once it is correct reinstall the cover. The next check is every 100 hours.

ADJUSTMENT OF THE VALVES



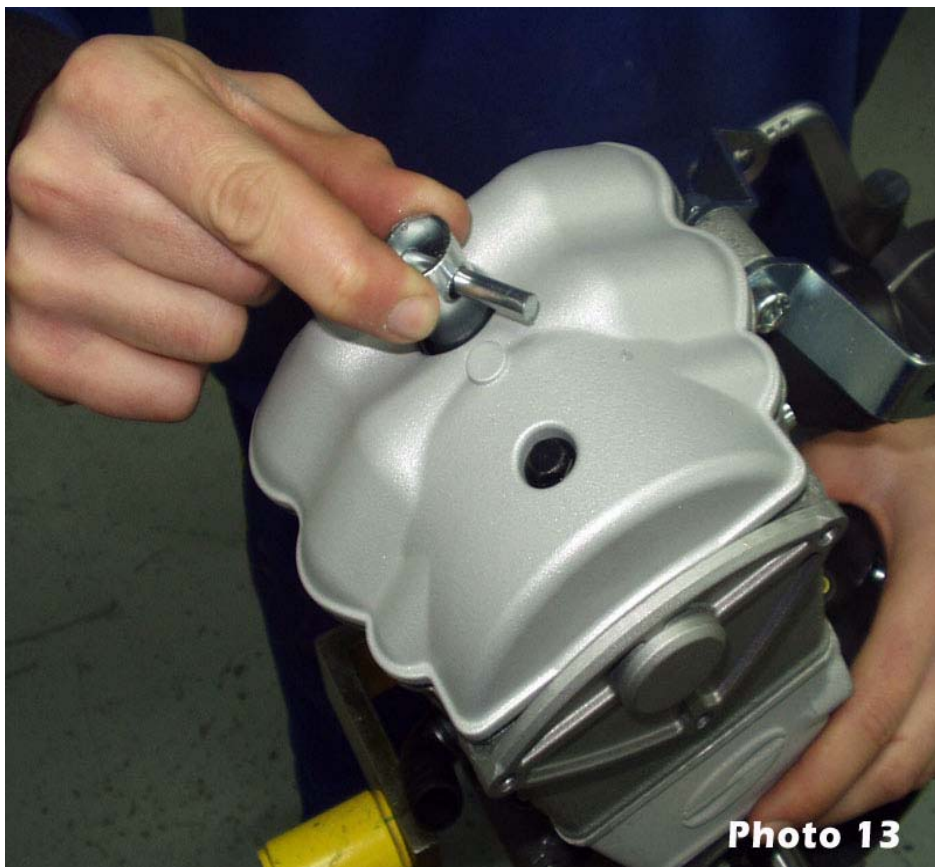


Photo 13



Photo 14

Remove the sparkplug (photo 13). The sparkplug that SHERCO recommends is the BCPR6E (photo 14). This sparkplug comes from the manufacturer gaped at 0.8 mm, for use in the SHERCO 3.2 4T it must be regapped at 0.6 mm.

ADJUSTING THE SPARK PLUG GAP

