

Cagiva T4-350 T4-500 1987-1991 Service Repair Manual

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Page 1/46

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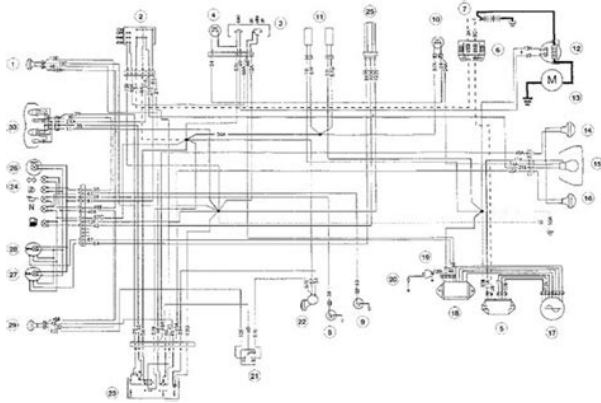
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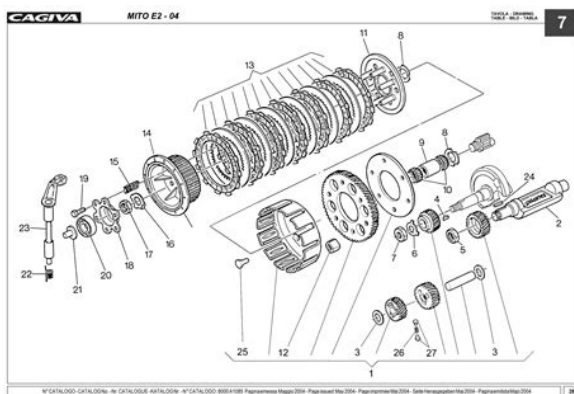
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Page 1/46

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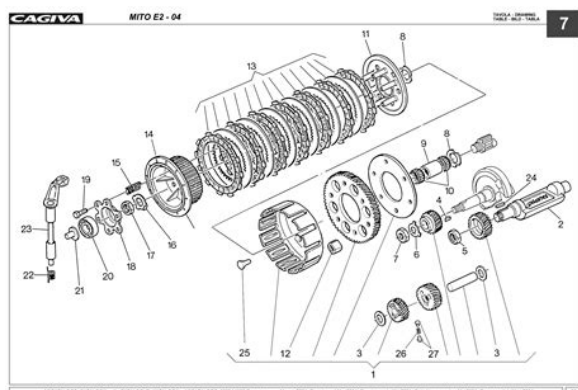


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Wiring was not placed and secured All the wires have come out from the connector at the female side and three from the male side. Impossible to match up which goes back to what in the We need a schematic or photos of the connectors which wires to which on each side. Please help and thank you. Thank you Jiri The head gasket is blown I'm guessing. It bubbles back into the reservoir when trying to start it, but no mixture in the oil. But I'm having a awful I either don't know how to word it correctly or if the person I got it from changed something, but it's not like the few I have ran across. So any help And also what about performance parts for it or racing parts. Thank you for your time and patients in helping me. I bought a motorcycle in pieces, I have various parts of the electrical installation, but I do not know how to connect it. Please help I've searched the internet but can't find a diagram any help I am after a wiring diagram for a 2007 American Ironhorse Slammer. Could you please help. On Duke 2019, 125cc. Any one who has the experience please help me. My headlights and turn signal lights do not work at all. It's a dirt bike. pitbike workshop Manuel or service Manuel if possible About 2000 model manual Please help I don't know if it's a F22 or F11 as I purchased it used. I need a part for it lower side panel I believe it to be. Any help is appreciated. Engine. Trade Name ZNEN ZN50QT32 Vehicle Category A Start x moto motorcycle dirt bike Got stolen and they cut out the ignition and blew the wire harness. Thanks. Is there anyone out there who can help me out There are still good people out there. Thanks again, Richard Bart Cyles Yamaha royal star venture. XVZ1300TF. And if possible colored wiring diagram. Looks identical to my kids Polaris. The Aeon lost spark figure they have same wire harness. Polaris has 5 wire CDI box Aeon has a 4. I

thought the mag was bad but cleaned and put back on.

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Took a test meter and to see if getting a signal from the rectifier and do but can only see meter jump don't know exactly what number it coming out of the box is nothing. Mind u someone sold me an entire I have cdi boxes laying around and the new harness is a 4 wire cdi. We don't want lights or all the bull crap aeon has for wiring. But obviously can a butchered down harness just for spark work. It's a p.o.s and just wanna get running so the kids can ride. My Polaris with a dead the aeon had weak spark to begin with. But if u seen the inside of flywheel idk if a coating of crap will stop spark. Ohh just want spark or aeon will be soaked in gas and lit. I only got involved because it's my just this p.o.s aeon is crap. And personally I hate wiring problems. But apparently this aeon 50cc shit box is my match. My 2 snowmobiles are identical. One simple ground wire a mouse I think chewed but. If I could see the exact harness diagram for the aeon thunder colt 50cc. I'd be much appreciated google it. Thanks in Advance for your kindly support. Greetings Form Germany. Youre sincerely, A. Pel. Any suggestions just trying to wire up battery and circuit breaker and dont know where the wires hookup. Frame 1461986, engine 353 Feky 1200286. I am struggling to find any information on this bike online but am very interested in. Bike is complete but running badly, picture below. This is a complete body and paint kit for the 1996 1999 Fat Boy. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Cagiva Roadster 521 1994 Factory Service Repair Manual Pdf. To get started finding Cagiva Roadster 521 1994 Factory Service Repair Manual Pdf, you are right to find our website which has a comprehensive collection of manuals listed. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with Cagiva Elefant Manual 95.

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Page 1/46

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opens in a new window or tab. Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 8. Expected dispatch time may vary and is based on sellers order cutoff time. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Genuine Kawasaki KZ650 Motorcycle Service Manual. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Familiarity with the specifications provided herein is a key factor in ensuring effective training of operators. To make the manual easy to understand, the different paragraphs are identified by icons that point out the subjects being dealt with. Rectangular and square box section tubular framework in highly resistant steel with boxtype strengthening supports at the fork fulcrum attachment. FRONT SUSPENSION Type. Conventional advanced pivot hydraulic telescopic fork with 45 mm diameter tubes. Telescopic movement 150 mm. Steering angle. The radiator and engine can provoke serious burns when they are hot. Wait until the radiator and the engine are cool enough to be touched before carrying out this operation.

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CR8EK DENSO U24ETR The type "R" spark plug has a resistor on the central electrode to avoid radio disturbance. If there are deposits, use the appropriate machine or a pointed tool to eliminate them. VALVE TAPPET CLEARANCE ADJUSTMENT The valve tappet clearance adjustment is regulated by the substitution of the valve stem pad with another that is thicker or thinner. Substitute every 4 years. After removing the fuel tank, check to see if the feed tube 1 and return tubes 2 and 3 are damaged or show signs of leaking. Substitute the tubes if any defects are found. Filters and spare parts of other makes could differ with regards to the threading diameter and pitch, filter performance and duration. Adjust the accelerator cable play following these three phases. Boiling liquid or steam can cause serious burns. Push it aside in the direction of the arrow. Check to see if the radiator tubes are damaged, cracked or leak. If any defect is found, substitute the tubes immediately. The marks A on both screw adjusters must be in the same position of the scale to ensure the correct alignment of the wheel. Substitute the tubes every four years. Substitute the brake fluid every two years. Substitute the pads in pairs to guarantee maximum braking performance. BRAKE PEDAL HEIGHT The rear brake pedal must have a travel of 1015 mm before the braking action takes place. The performance of the brake pincer is therefore compromised. The presence of air in the system is indicated by a "sponginess". It is recommended that tyres be changed when the tread reaches the minimum level. Operating limit Tread depth front 2.0 mm rear 2.0 mm. The decision to overhaul the engine is often the result of a compression test. Amongst the periodical maintenance data to be found at the dealer are also the compression measurements for each maintenance operation. COMPRESSION SPECIFICATION automatic decompression activated Standard Limit. It is recommended that lead free petrol be used. C26 FI system diagram.

C27 FI system electrical diagram. C28 Autodiagnostic function. Also check the snapfit couplings for correct insertion. Left side If continuity is indicated signifies that there is a short circuit to Earth between the terminals A and B of the circuit. This is calculated on the basis of intake air pressure, the rpm of the engine, the opening of the throttle and various other adjustments that are determined according to signals received from various sensors that reveal the engine and riding conditions. SIGNAL DESCRIPTION ATMOSPHERIC PRESSURE SENSOR SIGNAL When the atmospheric pressure is low, the sensor sends a signal to the ECM to reduce the injection time volume. The fuel is pumped from the tank to the fuel pump and the pressurised fuel flows into the injector installed in the fuel feed tubing. As the ECM possesses a timing function, the pump motor stops turning three seconds after the ignition switch is switched ON. Signals sent by each sensor are received at the incoming section and then to the CPU. The system uses the crankshaft position sensor signal generator to determine the position of the pistons injection synchronisation and timing

synchronisation. The sensor senses the suction of air in the intake air tube spring type of the butterfly body and this pressure is converted into voltage and sent to the ECM. The sensor generates the signal that is transmitted to the ECM. The sensor reads the intake air temperature that is obtained and the sensor then converts the resistance of the Thermistor into voltage, which is transmitted to the ECM. Remove the tool kit compartment as described in Chapter B. Remove the ECM central processing unit and its support by unscrewing the four screws shown in the figure. This improves the intake air efficiency that subsequently permits a greater power output of the engine. This function has two modes the user mode and the dealer mode. The user can only utilise the LCD display and the LED indicator.

To check the functions of the FI system devices, it is necessary to prepare the dealer mode and utilise the special tool for the reading of the malfunction codes. The malfunction code is visualised on the LCD display panel. Malfunction signifies that the ECM has not received signals from the related devices and these devices are indicated by codes. ITEM SECURITY INTERVENTION STARTING RIDING Camshaft position When the signal of the camshaft. The use of this inspection form helps in the collection of information to carry out analyses and the appropriate diagnosis. EXAMPLE CLIENT PROBLEM INSPECTION FORM User name Model. The disconnection of these parts cancel the information memorised in the ECM. IAP sensor blocked. 0,5V Sensor voltage Connect a suction pump with a dial to the suction V on the outgoing passageway of the IAP sensor. TP sensor outgoing voltage Throttle closed Approx. Outgoing voltage Connect a suction pump with a dial to the suction passageway of the AP sensor. Voltage signal or high. Turn the ignition switch to the OFF position. If the pump motor makes no sound to indicate that it is operating, carry out the following checks Check the electrical output of the pump at the pump terminals. After having disconnected the throttle cables, do not completely open and completely close the butterfly valve. This could damage the valve and the body of the carburettor. Note the number of turns so that the screw can be replaced correctly after cleaning. Always follow the manufacturer's instructions for use. Then unscrew the number of turns noted during the removal. Air screw standard adjustment Approx. See page C49 for details. The cam is made to rotate by the cable and it pushes the butterfly valve rod attachment. Such material could damage the internal parts of the engine. Refer to the pages shown next to each item for information on the removing and installing procedures.

The engine removing procedure is described below and installation is obtained by following the same steps in reverse order. Take care when reassembling the electrical wiring and the rubber bands. Take care when reassembling the electrical wiring and the rubber bands. It is important to replace the wiring exactly as it was before disassembly. When removing the engine from the frame, take care not to damage either. D.12. Reassemble the left and right hand engine support frames, supporting the engine so that the various fixing holes can be aligned correctly. Tighten the various fixings to the specified torque. Loosen the cylinder head bolts gradually by following a crosswise pattern. Firmly grip the cylinder at both ends and lift it up squarely. If the cylinder does not come out, loosen the gasket by gently tapping the finless part with a plastic mallet. Specific tools 800096676 Bearing extractor for 1 800096683 Sliding shaft for 1 800096655 Bearing separator for 2,4,5 800096656 Bearing separator for 3,6 Replace the removed bearings with new ones. However, a number of operations require special instructions or precautions. To prevent oil leakage, always use new Orings. Apply a small quantity of specific product to the oil pump fastening bolts and to the plate bolts, and then tighten with the prescribed torques. Tighten all fastening bolts with the specified torques. Fit the new sealing washer on bolt 3 and the clamp on bolt 4 as shown in the figure. Fit a new sealing washer to prevent oil leakage. Tightening torque No. Fit the sealing washer on generator cover bolt A as shown in the figure. To prevent oil leakage, use a new Oring. When installing the cylinders, keep the timing chains taut. Make sure the timing chains are not caught between the driving sprocket and the crankcase when the crankcase is turned. Pull up the timing chain, or it may get caught between the crankcase and the valve gear driving sprocket.

The timing chain tension adjuster is now ready for installation. Refer to the pages indicated for details on how to perform each step. Refer to the pages indicated for details on how to perform each step. Sort the parts into groups designated as "No. 1", "No. 2", "Exhaust", "Intake", etc., so that each part can be restored to its original position during reassembly. Measure plastigauge 1 in its widest portion to determine the oil clearance, which should be as follows Service limit Camshaft journal oil clearance IN. Replace the camshaft if the runout exceeds the specified limit. Specific tools 800096664 Valve spring compression tool 800096665 Valve spring compression attachment Tweezers. CYLINDER HEAD DISTORTION Decoke the combustion chambers. Check the gasketed surface of the cylinder head for distortion using a straightedge and a thickness gauge. Take measurements at the positions shown in the figure. Position the comparator as shown in the figure and measure the valve stem deflection in the two directions, perpendicular to each other, X and Y. Seat the guide snugly. Fill the intake and exhaust ports with petrol and check that there are no leaks. If any leaks are found, check for burrs or other factors that prevent the valve seat and the seating surface from sealing properly. Tighten shaft 2 with the specified torque. Using a thickness gauge, measure the thrust clearance between the cylinder head and thrust washer 4. Refer to the pages indicated for details on how to perform each step. When fitting the components, follow the fitting procedures described in the pages indicated. Refer to the pages indicated for details on how to perform each step. Take measurements at the positions shown in the figure. If the maximum reading at any position exceeds the specified limit, replace the cylinder block. Then fit the ring in the cylinder and measure the end gap of the ring using a thickness gauge. If the end gap is excessive, replace the ring.

Refer to the pages indicated for details on how to perform each step. Refer to the pages indicated for details on how to perform each step. Refer to the pages indicated for details on how to perform each step. Measure the thickness of the clutch driving plates using a vernier caliper. Measure the distortion of the driven plates using a thickness gauge and a surface plate. Replace any driven plates that are distorted beyond the specified limit. Refer to the pages indicated for details on how to perform each step. Refer to the pages indicated for details on how to perform each step. Refer to the pages indicated for details on how to perform each step. If coolant is leaking, remove the clutch cover and visually inspect the mechanical seal and the oil seal for damage. Replace the removed mechanical seal with a new one. If no coolant or oil leakage from the drain hole is found, there is no need to remove the mechanical seal and the oil seal. Refer to the pages indicated for details on how to perform each step. For further details, refer to the section on engine removal. If the teeth are worn, replace the gear and the sprocket with new parts. Refer to the pages indicated for details on how to perform each step. Specific tools 800096685 Starting torque limiter holder 1 800096686 Starting torque limiter connection 2. Refer to the pages indicated for details on how to perform each step. CHECKING AND SERVICING THE STARTER MOTOR Refer to section G. Refer to the pages indicated for details on how to perform each step. If any defects are found, replace the oil seal with a new one. Refer to the pages indicated for details on how to perform each step. Access to these engine parts is obtained by removing and disassembling the engine. When fitting the bearing cap to the crankpin, be sure to distinguish the side with inside diameter code B from the other side. Bearing selection table I.D. Code A I.D. Hand press Removed bearings must be replaced with new ones.

Bearing Carter Bearing We recommend using a hand press to remove the crankshaft bearings. However, the crankshaft bearings can also be removed with the following special tools. However, the crankshaft bearings can also be removed with the following special tools. It is also necessary to remove and disassemble the engine. Punched mark B on the outer rotor must face the pump body and punched mark C on the inner rotor must face the pump cover. CHECKING THE OIL PRESSURE REGULATOR Check the operation of the oil pressure regulator by pushing the piston with a suitable bar. If the piston does not work, replace the oil pressure regulator with a new one. Refer to the pages indicated for details on how to perform each step. If any defects are found, replace the oil

cooler pipes with new ones. **CHECKING AND CLEANING THE OIL COOLER** Using a compressed air jet, remove the dirt and dust from between the oil cooler fins. **OIL PRESSURE** Refer to page B28. The piston cooling oil nozzles and the oil jets for each cylinder head can be removed after removing each cylinder. As a preventive measure, it is advisable to carry out this operation after having removed the fuel tank as described in page B4. Slide out the support spacer, moving the tube around so that it is removed more easily. Using a wide screwdriver, exert pressure under the sealing ring and at the same time, rotate the sliding section to allow the sealing ring to slide out. See the figure. If necessary, substitute them. When reassembling the rear wheel, it is necessary to check the chain tension and the wheel alignment by adjusting the index adjusters 1 on both sides of the fork. It has two rollers closed in a different way from the other links. See figure. To reassemble, carry out the phases of assembly in reverse order. When reassembling, follow the removal procedure in reverse order. If excessive play is found between the bush 1 and the relative bearings 2 or the fork axis 3 and the relative bushes, substitute them.

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