

### 3.2 CHECK SPARKING-PLUGS

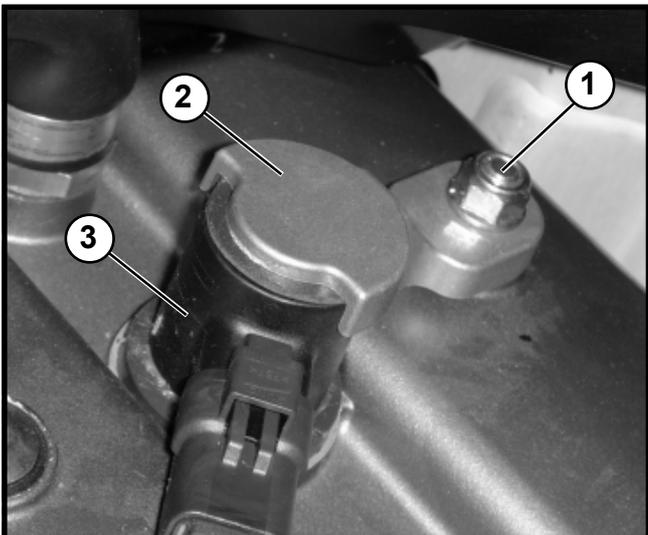


**WARNING:**  
Changing and checking the sparking-plugs must be carried out with the engine cold.

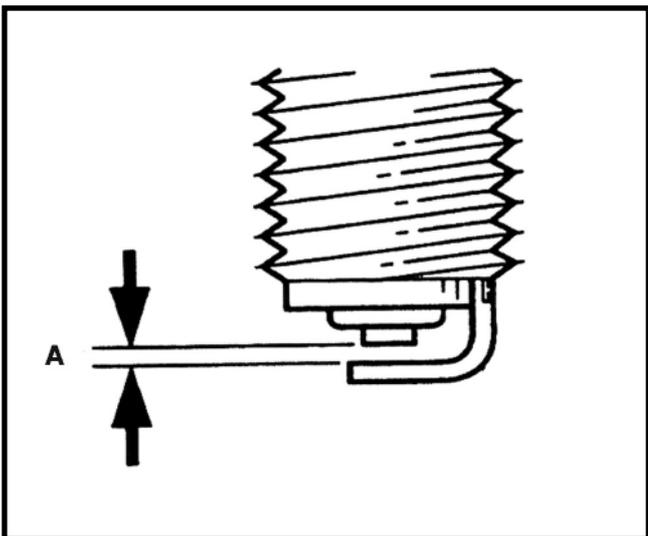
Remove the petrol tank (see "DISMANTLE TANK").  
Remove the air box (see "DISMANTLE AIR BOX").  
Remove the resonator.



**WARNING:**  
Clean the dirt around the sparking-plugs before removing them.



Loosen and remove the nut (1).  
Remove the coil support rod (2), Slip off the coil.  
Remove the sparking-plugs beneath.



Sight check the state of the sparking-plugs:

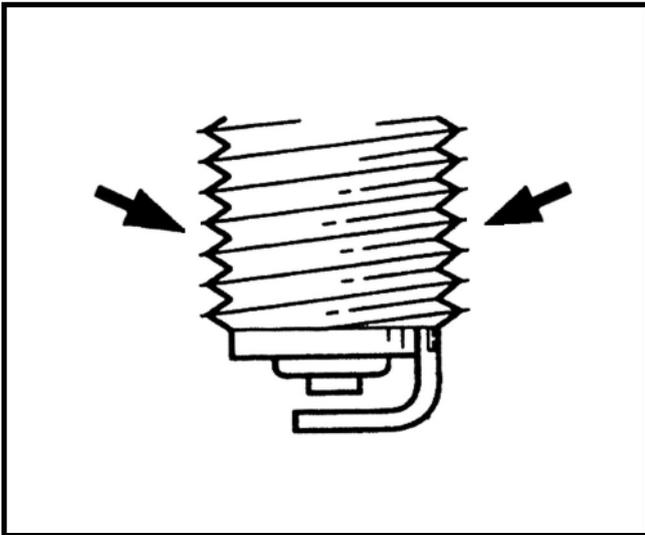
- the isolator must not show any damage
- the electrodes must not be worn out
- the candles must not be burned or discoloured

If the electrodes are contaminated with dirt deposits or rubble, replace the candle.

Replace the candle if the central electrode is rounded.  
Check the distance (A) between the central and side electrodes with a thickness gauge.



**SPECIFIC VALUE**  
**DISTANCE (A) = 0.7 - 0.8 mm**



### 3.2.1 INSTALLING SPARK-PLUGS



Oil the sparking-plug threading, position it in its proper seat and tighten it.

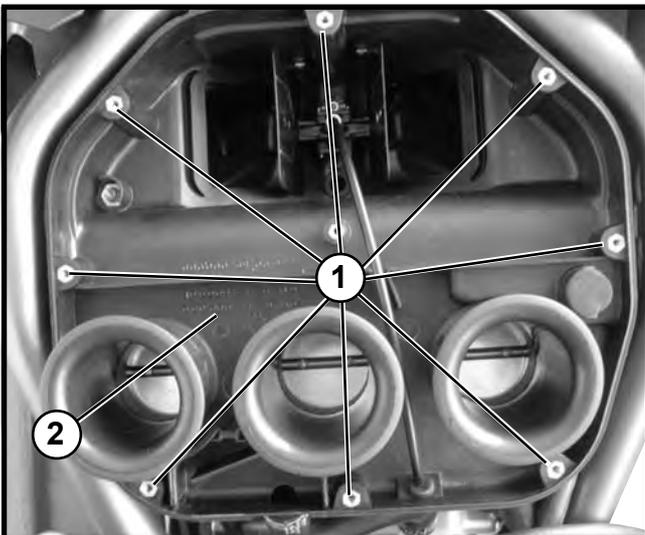
Install the candles on the cylinder head manually screwing them on until you reach the basis, then tighten to the indicated torque.



12 N·m 1,2 Kg-m

**NOTE:**

spark-plugs advised: CHAMPION RG4HC or NGK CR9E



### 3.3 CLEAN AIR BOX

Remove the tank.

Loosen and remove the eight screws (1) around the air box and the central screw.

Remove the air box cover (2).



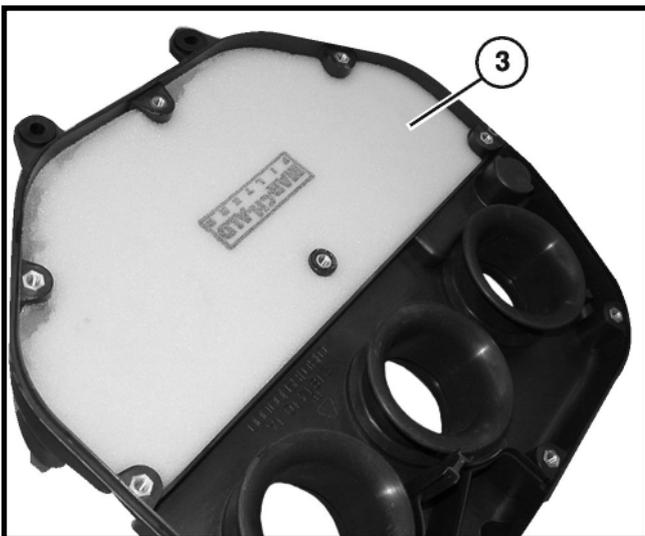
**ATTENTION:**

*If driving on dusty roads, the filtering element must be cleaned often. Using the engine without filter or with a broken filtering element is the surest way of accelerating wear on the engine itself. Make sure that the air filter is always in a good condition. The duration of the engine depends in large part on this component.*



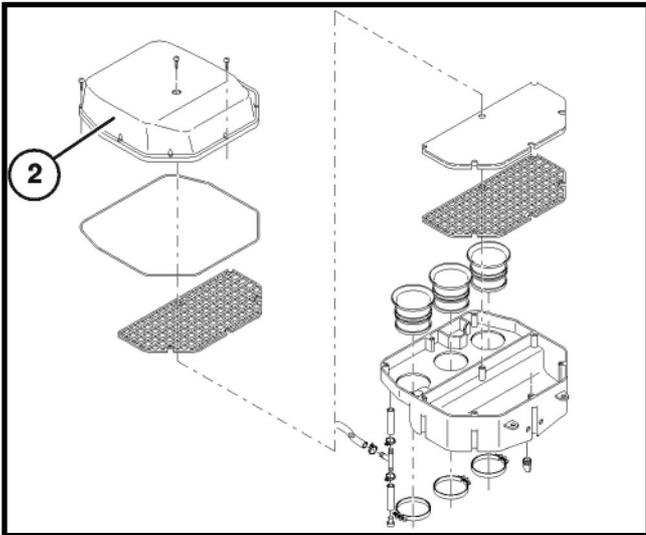
**ATTENTION:**

*To avoid the risk of fire or explosion do not use petrol or inflammable solvents in cleaning the filtering element inside the filter box.*



Remove the filtering element (3) situated inside the filter box. Wash the filtering element with solvents specific for this use and leave it to dry in the open air.

Apply a specific oil to the entire surface of the filtering element.



**NOTE:**

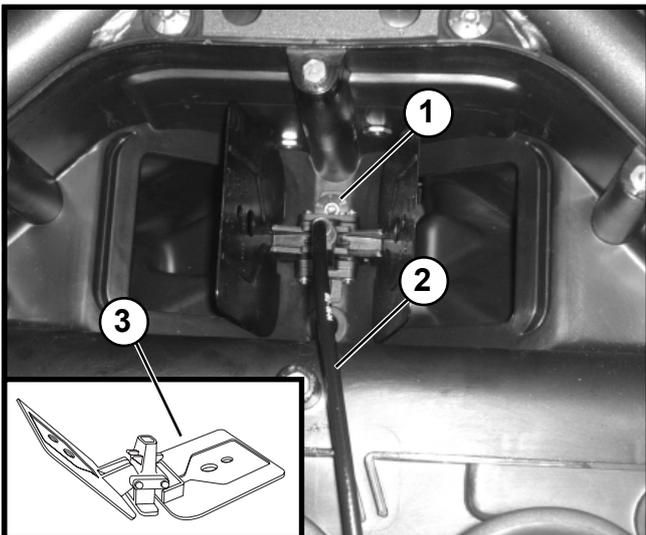
Check that the filtering element is always positioned with its side of major density turned upwards.



**ATTENTION:**

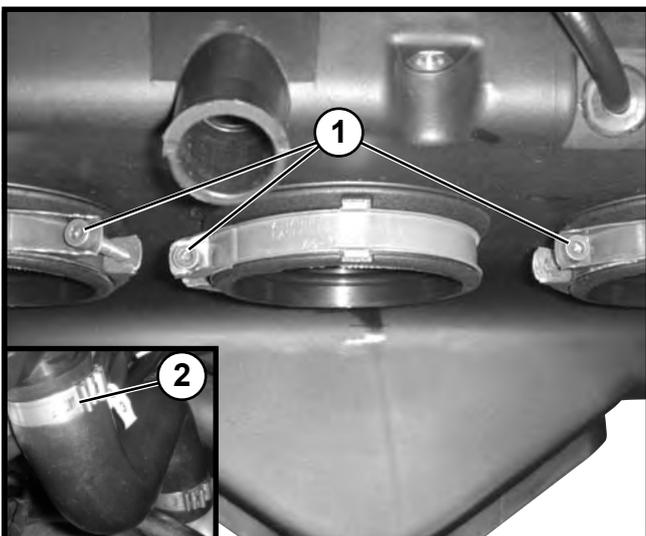
*Before re-inserting the filtering element into the air box, eliminate excess oil by squeezing the element and checking that it is not dripping.*

Reposition the filtering element inside the air box  
Position the air box cover (2) and fix it with the nine screws.  
Mount the tank (see "MOUNT TANK").

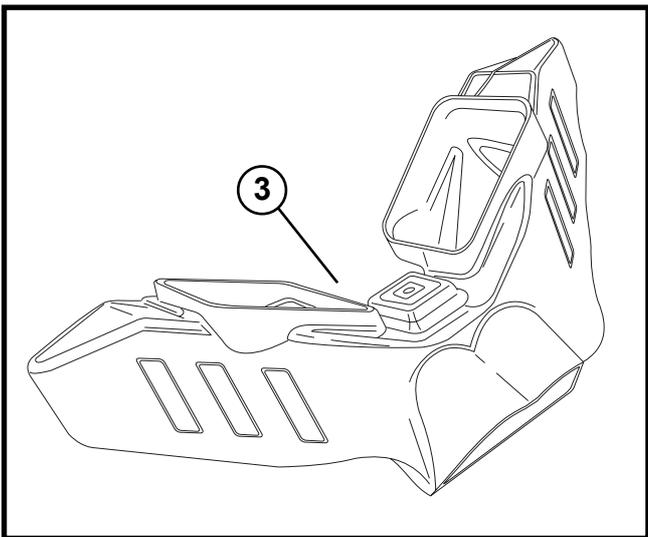


**3.3.1 REMOVAL OF AIR BOX THROTTLE VALVE AND AIR BOX DUCT**

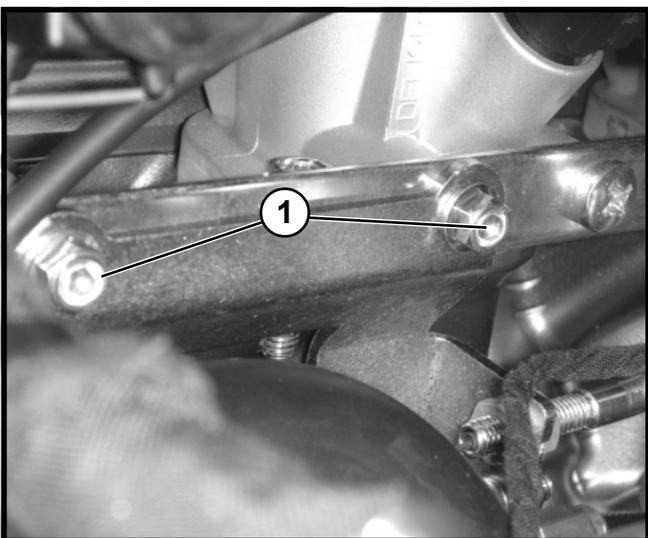
Remove the throttle valve fixing screw (1).  
Take off the recall cable (2) from the throttle.  
Check visually the free run of the paddles (3).



Loosen the screws of the clamps (1) on the throttle bodies.  
Take off the elastic clamp (2) take off the pipe

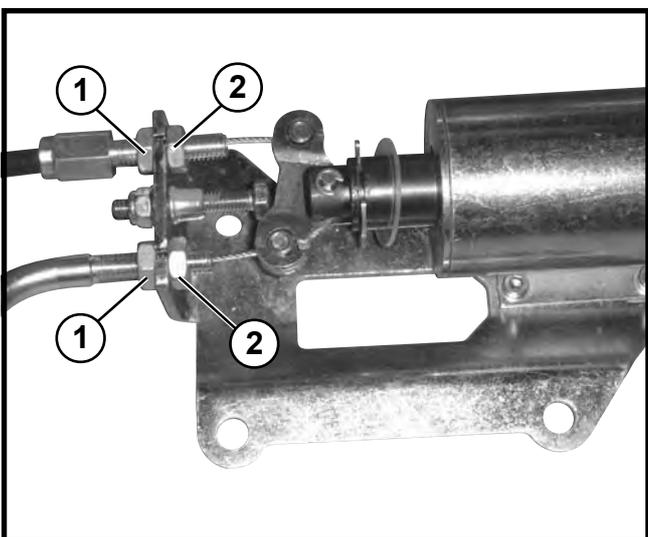


Take off the Air Box base disconnect the air sensor connector below it. Remove the Air Box air duct (3). Check the state of the components visually, if necessary replace them.

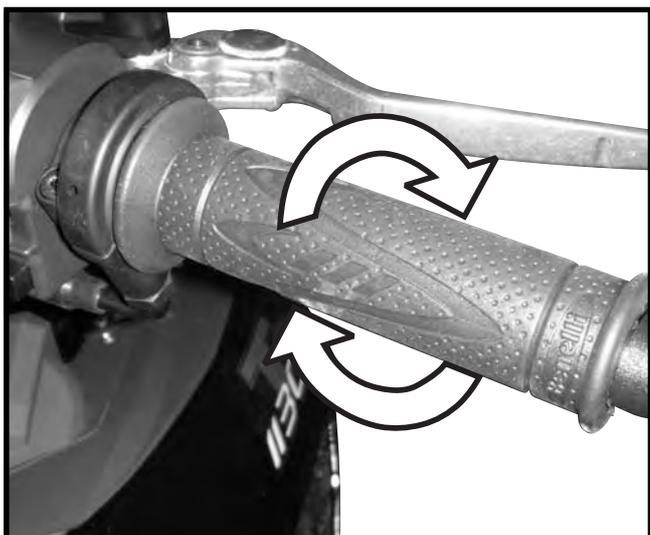


### 3.3.2 SOLENOID MOTOR REMOVAL

Remove the petrol tank. Loosen and remove the fixing screws (1).



Loosen the nut (1) and the lock nut (2). Take off the recall cables, take off the connector, remove the solenoid.

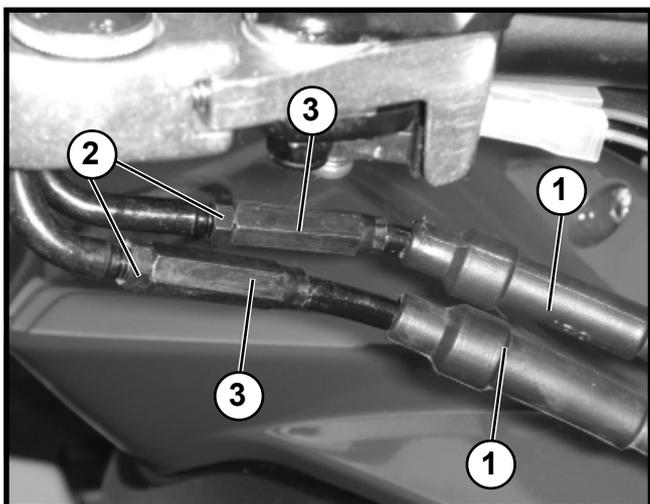


### 3.4 GAS COMMAND PLAY

Check first at 1000 Km and then at every 5000 Km.

The first adjustment is made during the installation of the gas command cables.

Verify that the gas command handle works in a regular way and that reaching the position of maximum opening and that of automatic closing is possible in all the positions of the steering.



Check the cables and replace them if they are worn, twined or damaged.

Lubricate the gas cables if they do not work regularly.

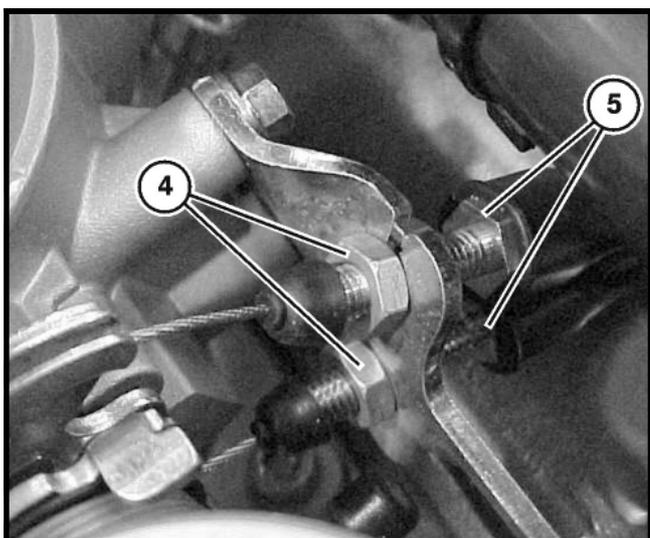
The game of the gas command can be adjusted on both ends of the gas cable.

Small adjustments can be done using the upper adjustment screws.

Move the two rubber protections (1).

Loosen the counter-nut (2).

Carry the adjusters to the bottom of the stroke (3).



Remove the tank (see "tank disassembly").

Remove the air box (see "AIR box disassembly").

Remove the air box duct (see "AIR box disassembly").

Bigger adjustments are made with the lower adjustment screws.

Adjust the play on the nuts (4) and counter-nuts (5).

Adjust the play using the adjusters, turning them clockwise or anti-clockwise.

Clockwise the play diminishes.

Anti-clockwise the play increases.

The value of the gas command play must come within the specific value.



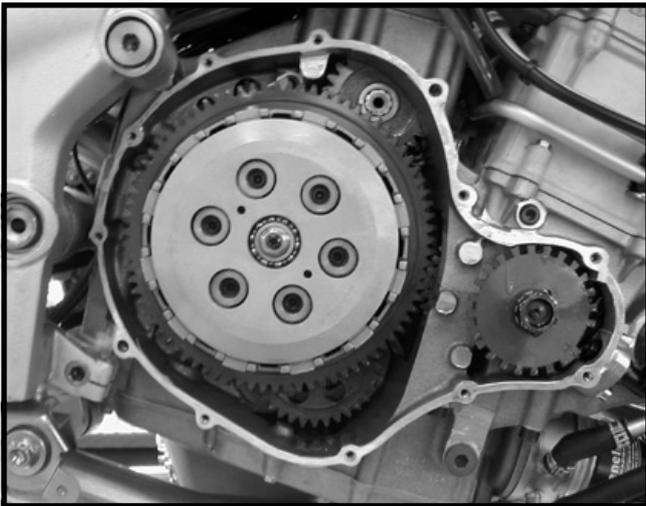
**ATTENTION:**

*At the end of adjustment, check that the movement of the handlebar does not cause an increase in the minimum condition and that the accelerator handlebar returns delicately and automatically into position.*



**SPECIFIC VALUE**

**GAS COMMAND PLAY = 0.5 mm**

**TNT**

### 3.4.1 CLUTCH

**NOTE:**

**Take the clutch cable off from the lower clutch command before setting the regulation of the clutch pack. Check every 5000 km.**

Position the bike onto the lateral stand to avoid oil spilling out when removing the clutch cover.

Remove the clutch cover. (see "clutch removal").

Block the flange of the register screw with the dedicated special tool.

Screw up the register in the clutch lever group completely until it touches.

Unscrew the locknut on the clutch bell plate and unscrew the registering screw two or three turns.

From this position, slowly screw up the registering screw until resistance is felt.

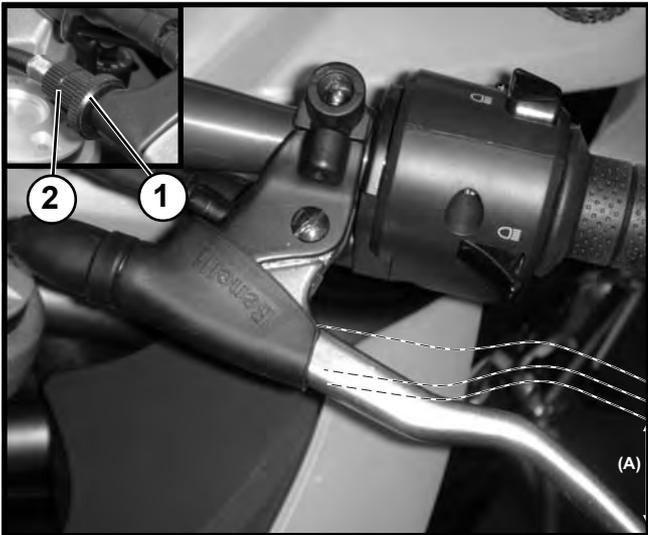
From this position, unscrew the registering screw  $\frac{1}{4}$  of a turn and then tighten the locknut.

Register the clutch cable on the control lever and try to obtain a play of 0.3-0.5 mm.

**NOTE:**

**Clutch lever play 3-5 mm**

**Clutch disconnection screw  $\frac{1}{4}$  of a turn outward.**

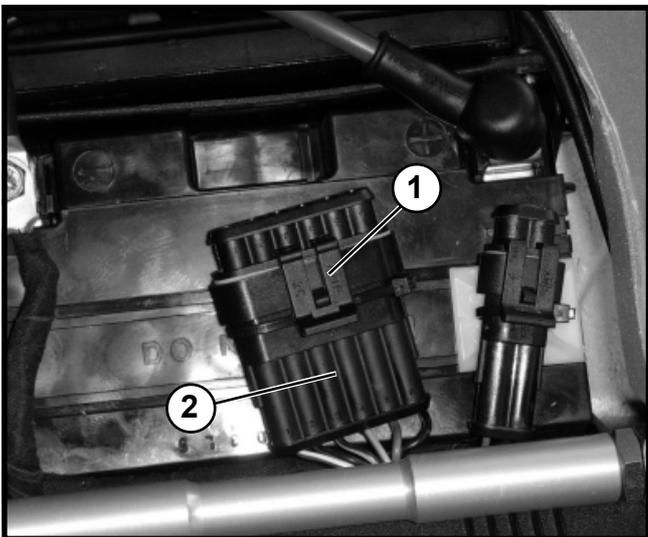


### 3.5 ADJUSTMENT CLUTCH LEVER PLAY

Move the adjustment cover cap.  
 Unscrew the crown (1) and restore the clutch lever play by turning the adjuster (2) clockwise or anti-clockwise.  
 Clockwise the play diminishes.  
 Anti-clockwise the play increases.  
 The value of the clutch lever (A) must enter within the specific value.



**SPECIFIC VALUE**  
**CLUTCH LEVER PLAY (A) = 5 mm**



### 3.6 ADJUSTMENT CO



**SPECIFIC INSTRUMENTS**  
 Engine management diagnostic instruments:  
 R180197036000



**ATTENTION:**  
*The Axone connection must be carried out with the key on "OFF".*

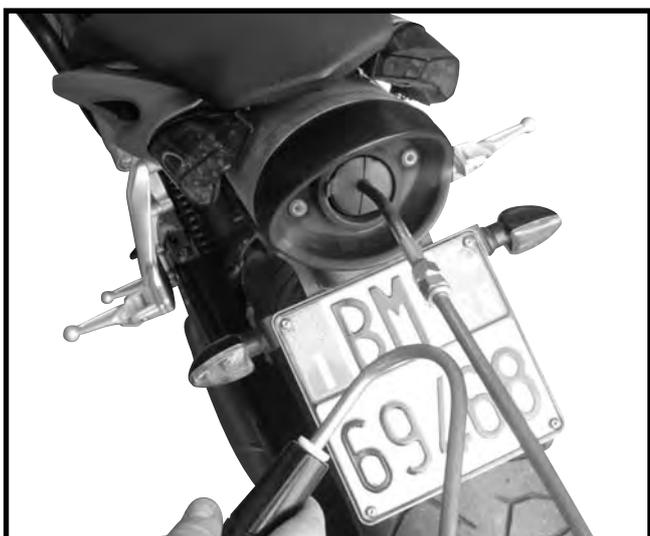
Removing the driver saddle (see "saddle removal")  
 Remove the protective hood (1) of the diagnostic socket, connect the Axone to the diagnostic socket (2) positioned under the passenger saddle.



Turn the key to "ON".  
 Check that the arrest bike switch on the right command is on "RUN".  
 Check that the vehicle is not in any gear.  
 Select the options until the indication: engine key "ON".  
 Position the ignition key on "ON", choose the desired menu.  
 Start the bike engine.



Select on the display of the Axone the engineering parameters icon, then select fuel adjustment minimum, press enter.



Connect a CO instrument tester to the exhaust plant. Take the engine temperature to 85°/90°C. The operation of adjusting the CO at minimum is recursive and must take into consideration contemporaneously variations in the Stepper position and the strength of the mixture. The position of the Stepper must maintain a value between 10 and 15 pitches. If the value is not correct, select fuel adjustment minimum on the Axone, select icon adjustments (hammer and screwdriver) then take the Stepper to the values mentioned before.



Changing this parameter a CO reading will be obtained on the tester of about 1 MAX 1,5 ( lower values induce possible irregularities to the minimum while superior values, normally up to 3,0-3,5 the performances improve, but increase the polluting gases ).