



SERVICE STATION MANUAL

897231

Engine V750 IE



SERVICE STATION MANUAL

Engine V750 IE

THE VALUE OF SERVICE

Only the mechanics of the Official Moto Guzzi Service Network know this vehicle well, thanks to constant technical professional development and Moto Guzzi specific training programmes, and have the tools needed to carry out maintenance and repair operations correctly.

The reliability of the vehicle also depends on its mechanical conditions. Checking the vehicle before riding it, carrying out routine maintenance and using only Moto Guzzi Original Spare parts is fundamental!

For information about the nearest Official Dealer and/or Service Centre, consult the Yellow Pages or search directly on the inset map in our Official Website:

www.motoguzzi.it

Only by purchasing Moto Guzzi Original Spare Parts will you get a product designed and tested during the bike designing phase. Moto Guzzi Original Spare Parts are subject to systematic quality control procedures so that their reliability and performance over time is guaranteed.

The descriptions and illustrations given in this publication are not binding; While the basic features as described and illustrated in this booklet remain unchanged, Moto Guzzi reserves the right, at any time and without being required to update this publication beforehand, to make any changes to components, parts or accessory supplies, which it deems necessary to improve the product or which are required for manufacturing or commercial reasons.

Not all versions/models shown in this publication are available in all countries. The availability of individual versions should be checked with the Official Moto Guzzi sales network.

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SERVICE STATION MANUAL

Engine V750 IE

NOTE Provides key information to make the procedure easier to understand and carry out.

CAUTION Refers to specific procedures to carry out for preventing damages to the vehicle.

WARNING Refers to specific procedures to carry out to prevent injuries to the repairer.



Personal safety Failure to completely observe these instructions will result in serious risk of personal injury.



Safeguarding the environment Sections marked with this symbol indicate the correct use of the vehicle to prevent damaging the environment.



Vehicle intactness The incomplete or non-observance of these regulations leads to the risk of serious damage to the vehicle and sometimes even the invalidity of the guarantee.

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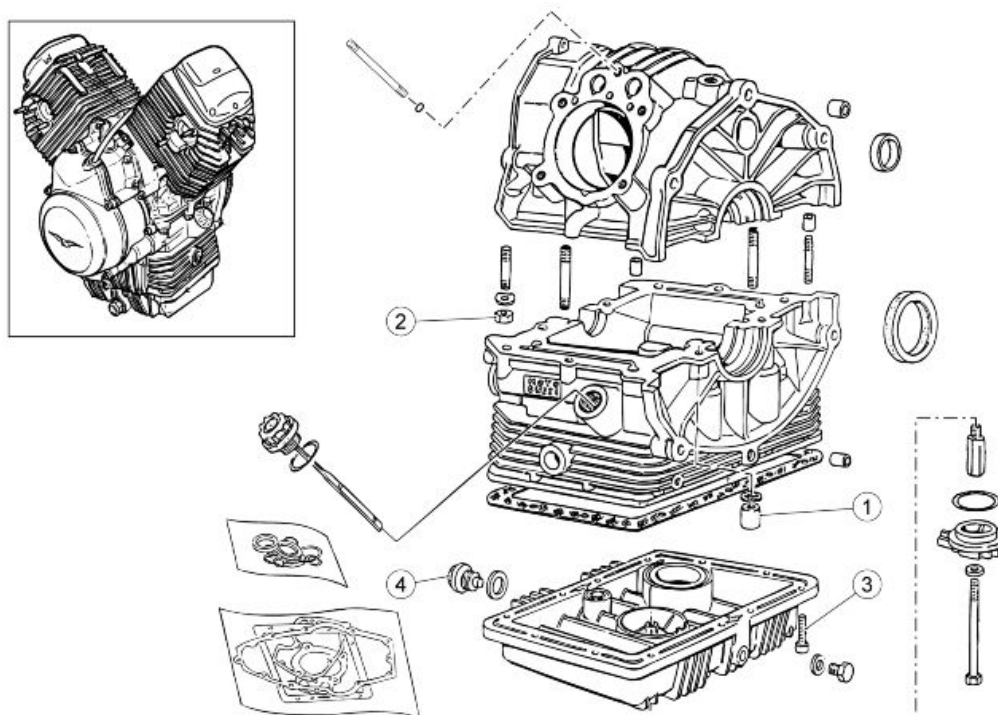
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CHARACTERISTICS

CHAR

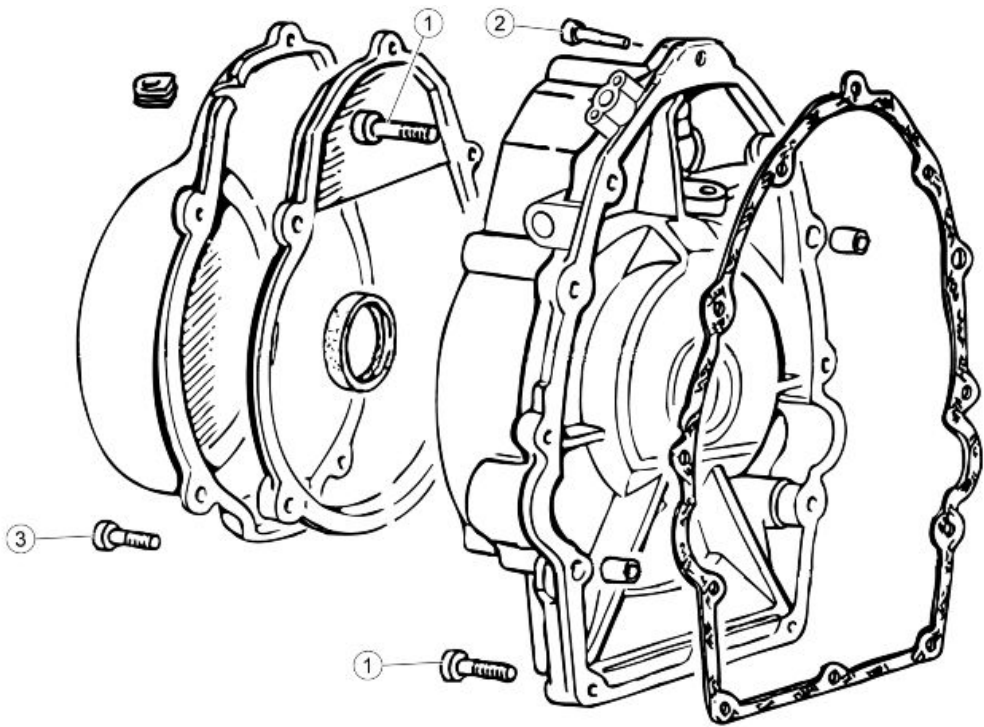
Tightening Torques

Engine



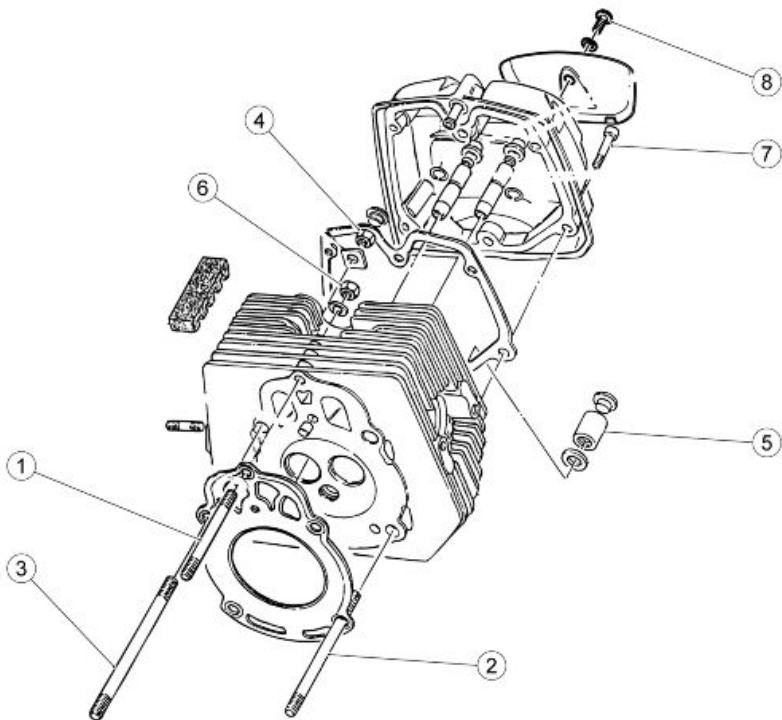
CRANKCASE

pos.	Description	Type	Quantity	Torque	Notes
1	Column nuts	-	4	42 Nm (30.98 lbf ft)	-
2	Nut	M8x1.25	6	22 Nm (16.22 lbf ft)	-
3	TCEI screw	M6x25	12	10 Nm (7.37 lbf ft)	-
4	Oil drainage plug	M10x1	1	40 Nm (29.5 lbf ft)	-
-	Spark plugs	-	2	30 Nm (22.13 lbf ft)	-



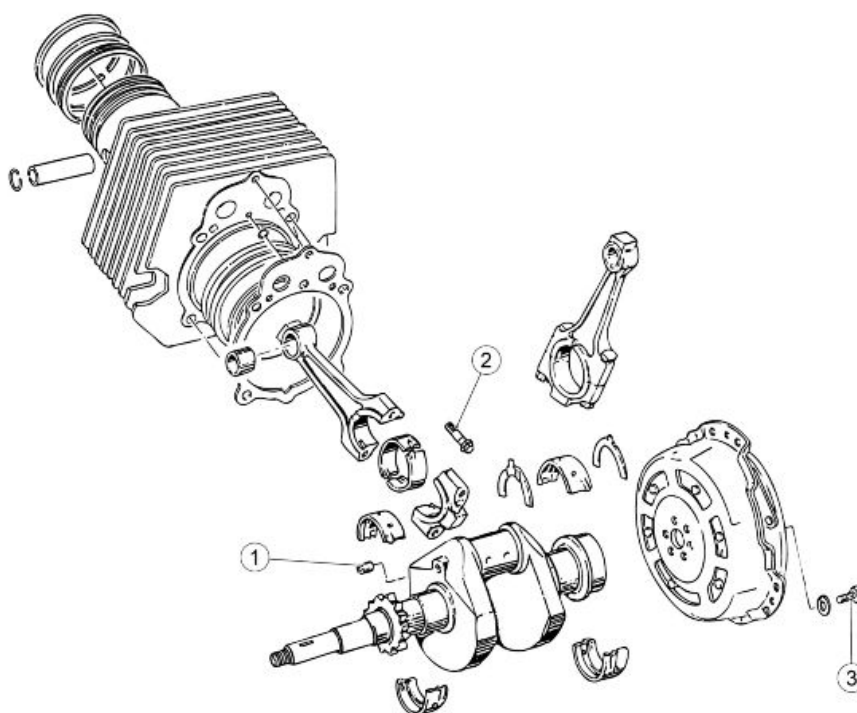
TIMING SYSTEM COVER

pos.	Description	Type	Quantity	Torque	Notes
1	TCEI screw	M6x25	10	10 Nm (7.37 lbf ft)	-
2	TCEI screw	M6x30	2	10 Nm (7.37 lbf ft)	-
3	Alternator cover screws	M6x35	5	10 Nm (7.37 lbf ft)	Loctite 243



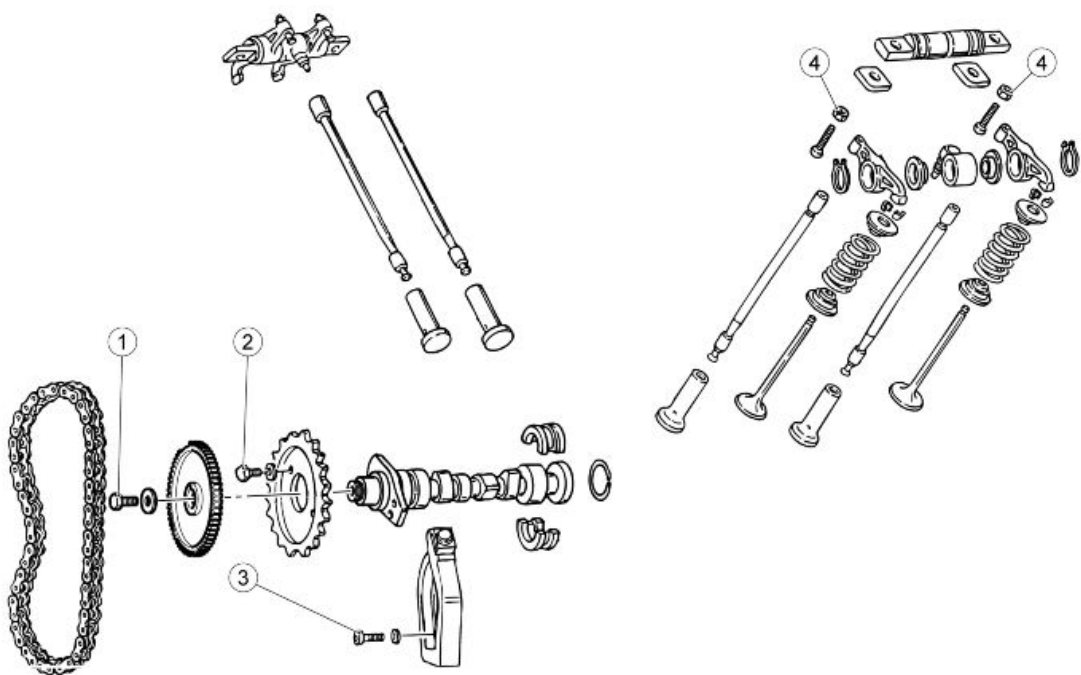
HEAD - CYLINDER

pos.	Description	Type	Quantity	Torque	Notes
1	Central stud bolt	M8x143	2	20 Nm (14.75 lbf ft)	Loctite 542
2	Short stud bolt	M10x182	4	42 Nm (30.98 lbf ft)	-
3	Long stud bolt	M10x214	4	42 Nm (30.98 lbf ft)	-
4	Nuts - pre-tightening	M10x1.5	4	25 Nm (18.44 lbf ft)	-
4	Nuts - tightening	M10x1.5	4	42 Nm (30.98 lbf ft)	-
5	Column nut	-	4	25 Nm (18.44 lbf ft)	-
6	Nut	-	2	28 Nm (20.65 lbf ft)	-
7	Head cover screws	M6x25	10	10 Nm (7.37 lbf ft)	-
8	TBEI screws cover insert	M5x9	2	6 Nm (4.42 lbf ft)	-



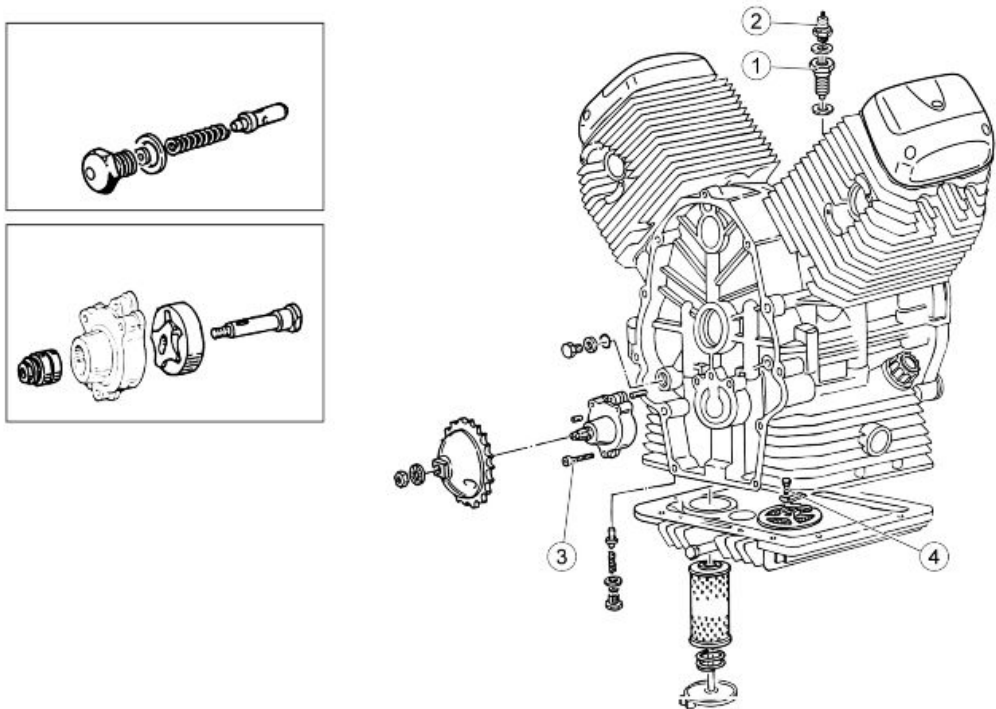
CRANKSHAFT

pos.	Description	Type	Quantity	Torque	Notes
1	Oil plug	-	1	15 Nm (11.06 lbf ft)	Loctite 601
2	Connecting rod screws	-	4	33 Nm (24.34 lbf ft)	-
3	Flywheel screws	-	6	42 Nm (30.98 lbf ft)	Loctite 243



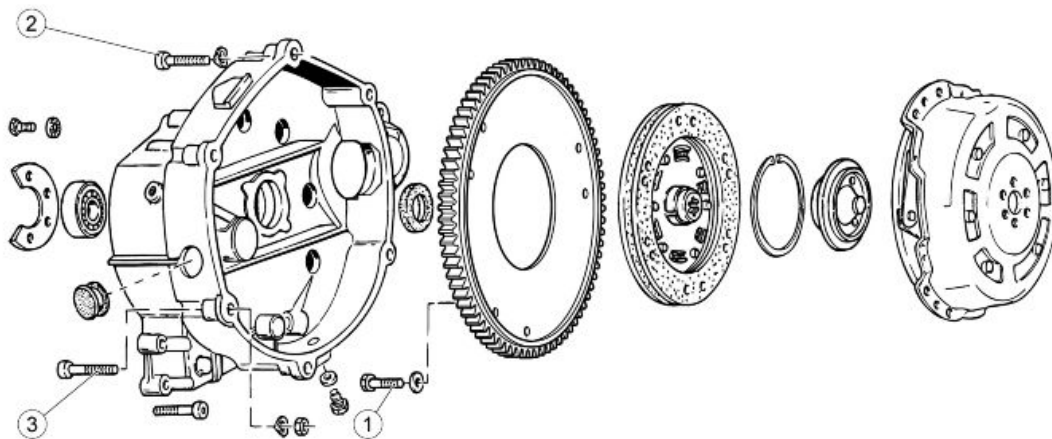
TIMING SYSTEM

pos.	Description	Type	Quantity	Torque	Notes
1	Tone wheel screw	M8x22	1	25 Nm (18.44 lbf ft)	-
2	Timing system gear screws	-	2	25 Nm (18.44 lbf ft)	Loctite 243
3	Chain tensioner screw	M6x16	1	10 Nm (7.38 lbf ft)	-
4	Valve clearance adjuster screw	M6x1	4	10 Nm (7.38 lbf ft)	-



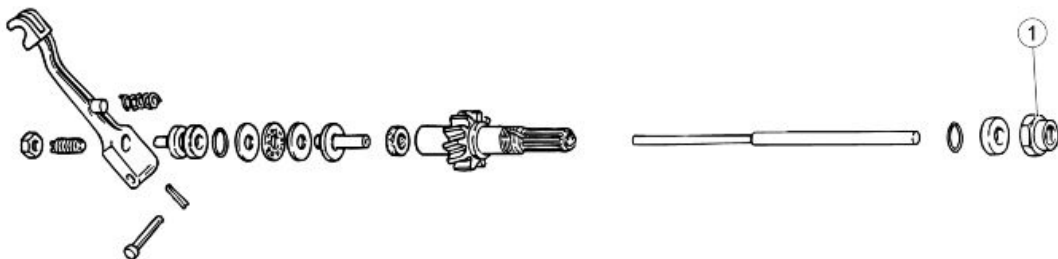
OIL PUMP

pos.	Description	Type	Quantity	Torque	Notes
1	Transmitter joint	-	1	25 Nm (18.44 lbf ft)	-
2	Oil pressure sensor	-	1	30 Nm (22.13 lbf ft)	-
3	Oil pump screws	M6x35	3	10 Nm (7.38 lbf ft)	Loctite 648
4	Oil filter screw	-	1	6 Nm (4.43 lbf ft)	-



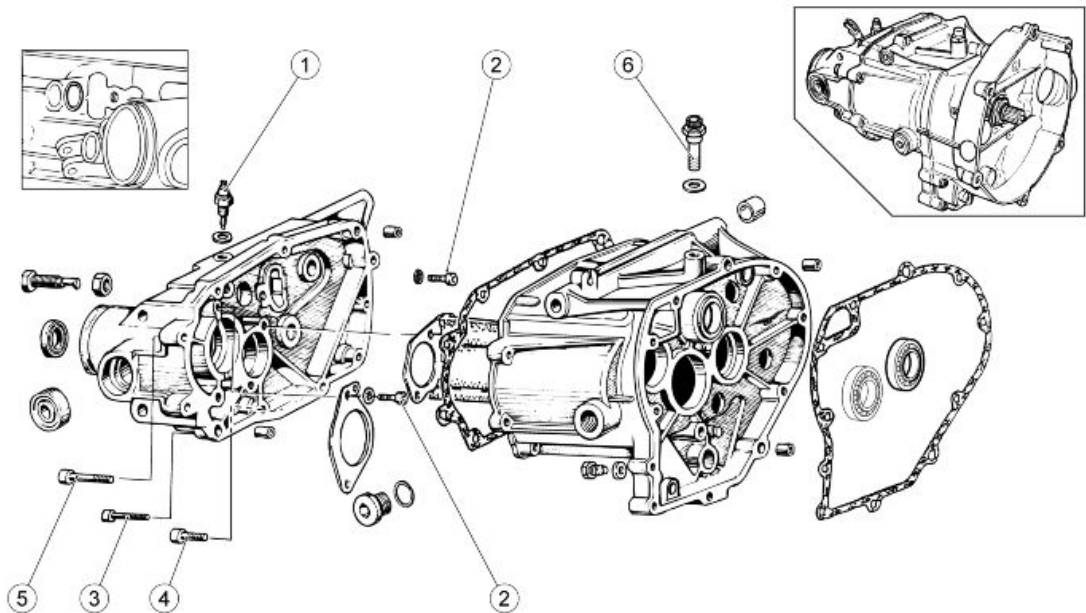
CLUTCH I

pos.	Description	Type	Quantity	Torque	Notes
1	Crown screws	M6x16	6	10 Nm (7.38 lbf ft)	Loctite 243
2	Gearbox screws	M8x35	5	25 Nm (18.44 lbf ft)	-
3	Clutch belt cover screws	M6x30	11	10 Nm (7.38 lbf ft)	Loctite 243



CLUTCH II

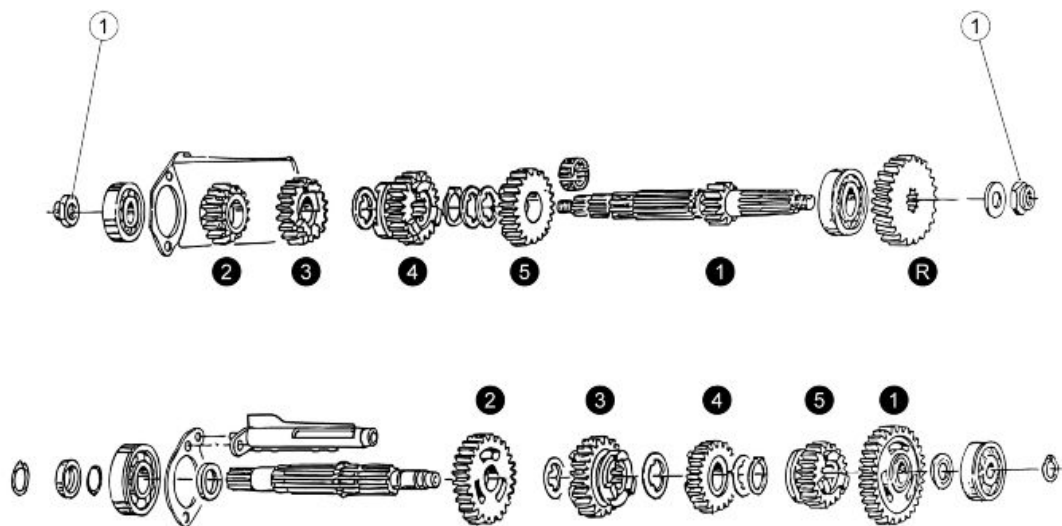
pos.	Description	Type	Quantity	Torque	Notes
1	Clutch shaft nut	-	1	100 Nm (73.76 lbf ft)	Loctite 243



GEARBOX

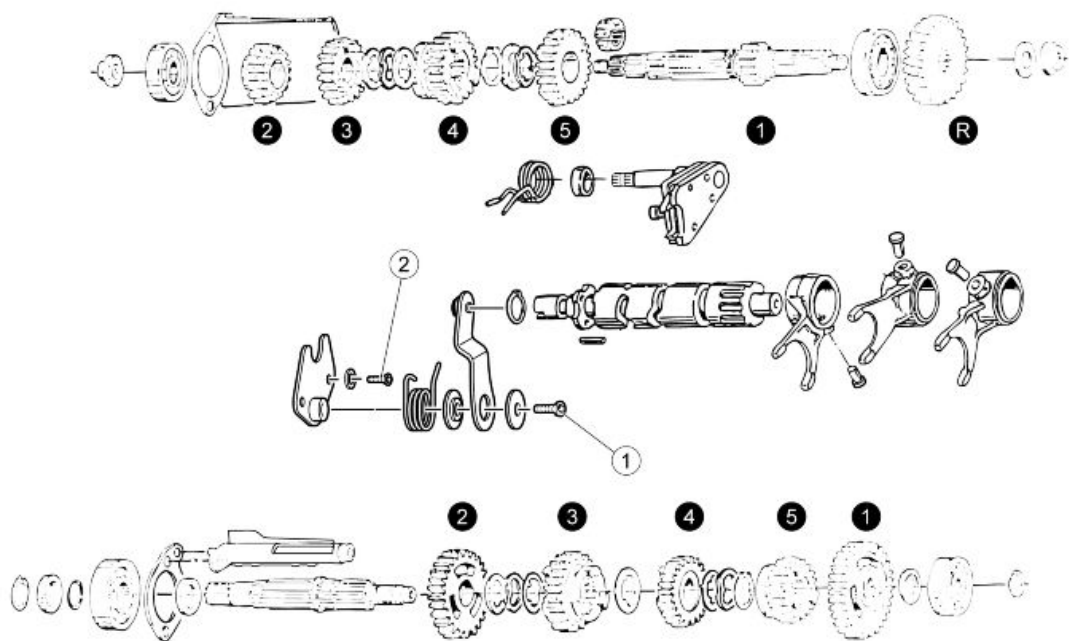
pos.	Description	Type	Quantity	Torque	Notes
1	Neutral sensor	-	1	8 Nm (5.90 lbf ft)	-
2	Screws	M6x14	4	10 Nm (7.38 lbf ft)	-

pos.	Description	Type	Quantity	Torque	Notes
3	Gearbox cover screws	M6x30	5	10 Nm (7.38 lbf ft)	-
4	Gearbox cover screws	M6x35	2	10 Nm (7.38 lbf ft)	-
5	Gearbox cover screws	M8x35	4	22 Nm (16.23 lbf ft)	-
6	Oil breather plug	-	1	20 Nm (14.75 lbf ft)	-



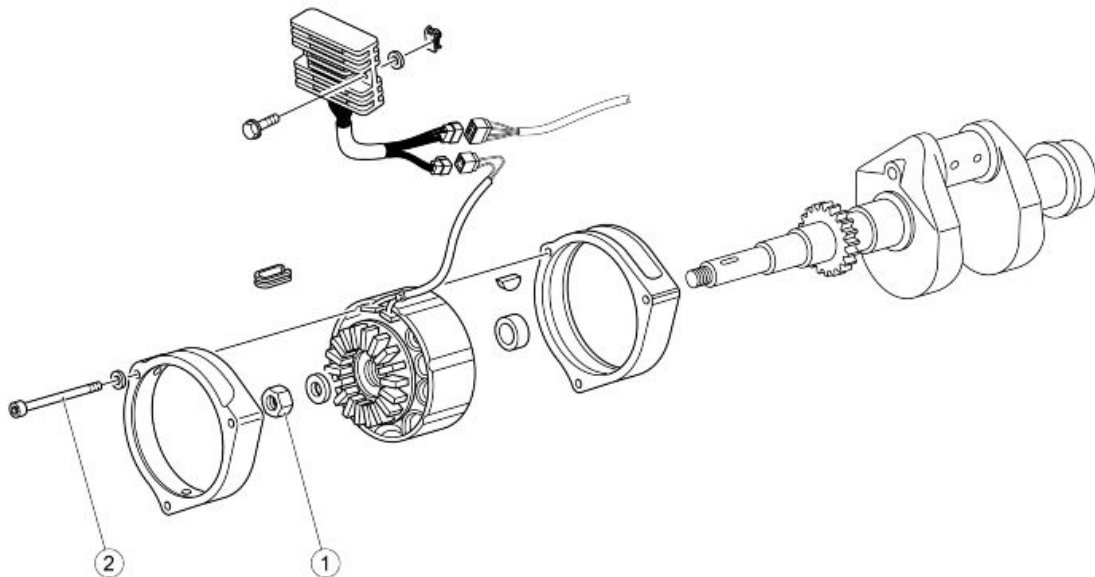
GEARBOX

pos.	Description	Type	Quantity	Torque	Notes
1	Main shaft nuts	-	2	60 Nm (44.25 lbf ft)	-

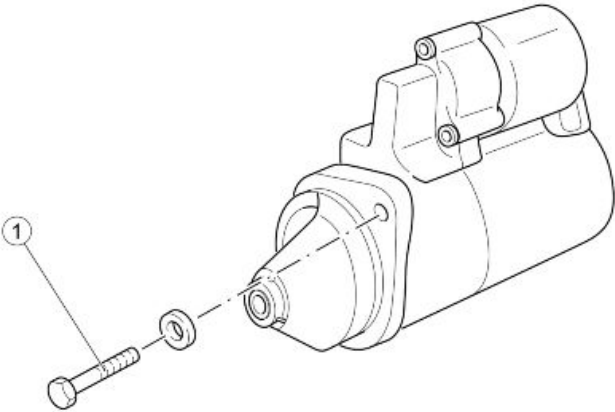


GEAR SELECTOR

pos.	Description	Type	Quantity	Torque	Notes
1	Index lever screw	M6x12	1	10 Nm (7.38 lbf ft)	Loctite 243
2	Screws	M6x16	2	10 Nm (7.38 lbf ft)	-

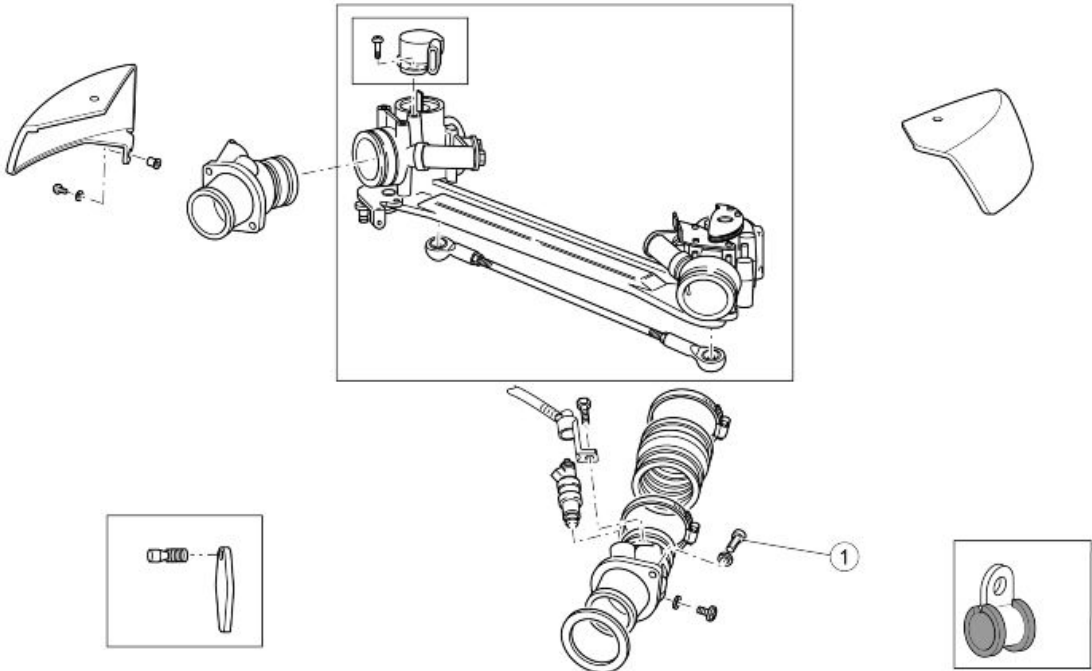
**ALTERNATOR - REGULATOR**

pos.	Description	Type	Quantity	Torque	Notes
1	Alternator nut	M16	1	90 Nm (66.38 lbf ft)	Loctite 243
2	Front cover fixing screws	M5x65	3	6 Nm (4.43 lbf ft)	-



STARTER MOTOR

pos.	Description	Type	Quantity	Torque	Notes
1	Starter motor fixing screws	M8x35	2	25 Nm (18.44 lbf ft)	-



THROTTLE BODY

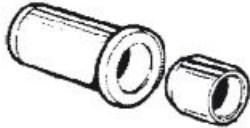
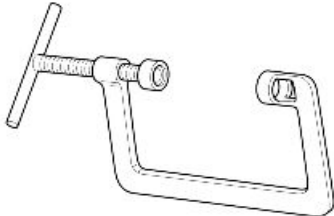
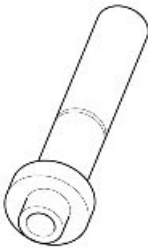
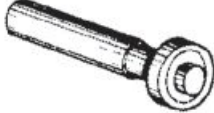
pos.	Description	Type	Quantity	Torque	Notes
1	Pipe fixing screw	M6x22	4	10 Nm (7.38 lbf ft)	-

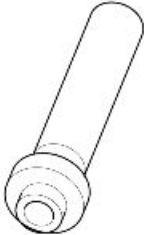
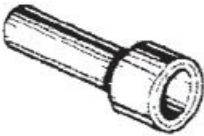
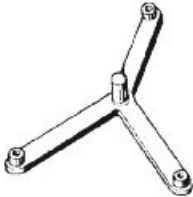
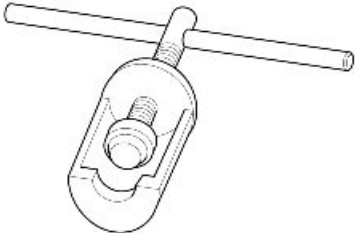
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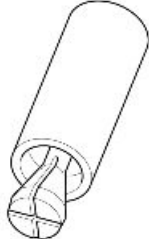
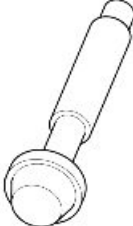
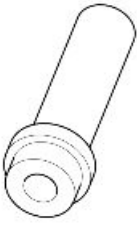
SPECIAL TOOLS

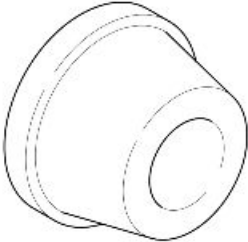
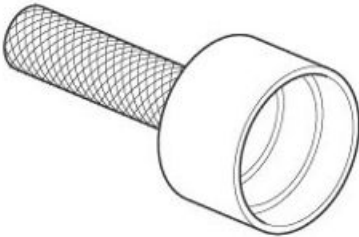
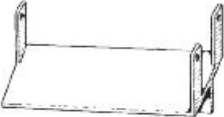
S-TOOLS

SPECIAL TOOLS

Stores code	Description	
19.92.73.00	Bushing for fitting seal ring on secondary shaft	
19.92.72.20	Tool for fitting seal ring on timing system cover	
10.90.72.00	Tool for valve removal and refitting	
19.92.61.00	Punch for seal ring of bevel gear set pinion	
19.92.88.00	Bevel gear set alignment pre-fitting tool	
19.92.94.00	Punch for clutch shaft bearing on housing	

Stores code	Description	
19.92.60.00	Punch for gearcase sealing ring	
19.90.59.00	Punch for seal ring on clutch shaft	
19.92.72.00	Punch for fitting seal ring on gearbox cover (secondary shaft)	
19.90.65.00	Tool for clutch plate fitting/centring	
19.91.18.00	Flywheel locking tool	
19.92.72.02	Spacer for fitting ring on secondary shaft	
19.90.70.00	Extractor for internal ring on drilled bolt	

Stores code	Description	
19.92.75.00	Extractor for external ring of gearcase bearing	
19.92.62.00	Punch for bearing on bevel gear set pinion	
19.92.77.00	Transmission gear locking tool for gearbox removal	
19.92.63.00	Punch for primary shaft bearing on gearbox	
19.92.64.00	Punch for external ring of tapered bearing on bevel gear set pinion holding body	
19.92.65.00	Punch for external ring of gearcase bearing	
19.92.76.00	Extractor for swinging arm holder bearing on gearbox cover	

Stores code	Description	
19.92.78.00	Adapter bushing for valve removing tool	
19.92.79.00	Punch for pressing bearing inner ring on-to drilled pin	
12.91.20.00	Tool to fit the flywheel-side flange together with seal ring on the crankshaft	
19.92.71.00	Tool to fit the seal ring on the flywheel-side flange	
19.90.71.60	Clutch shaft locking equipment	
19.90.54.60	Clutch shaft nut locking tool	
19.90.25.00	Gearbox support	

Stores code	Description	
19.92.96.00	Graduated dial to control ignition timing	
19.92.60.20	Punch for cap installation on valve guide.	
19.92.73.20	Tool for fitting seal ring on camshaft timing system cover	
19.92.64.60	Inserting tool for outer ring of secondary shaft bearing	

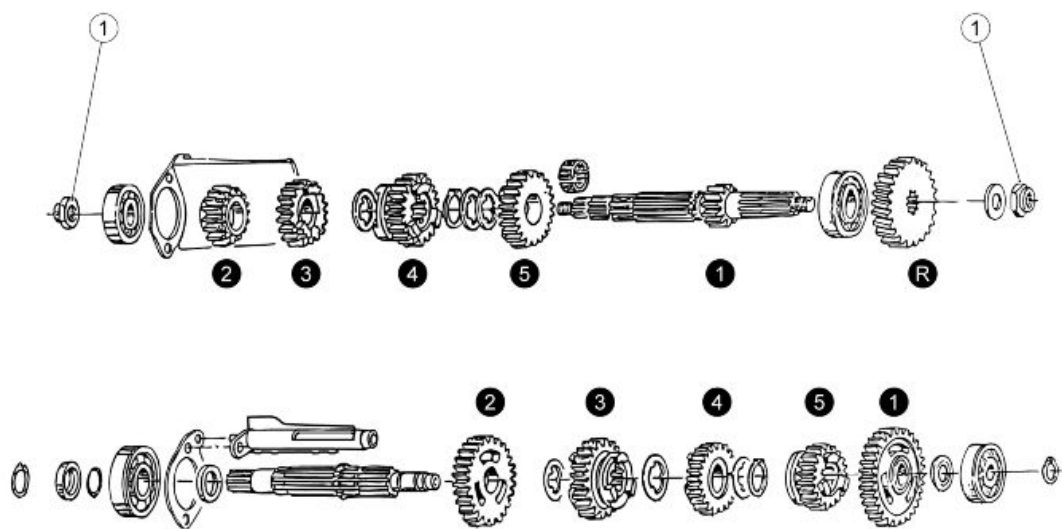
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ENGINE

ENG

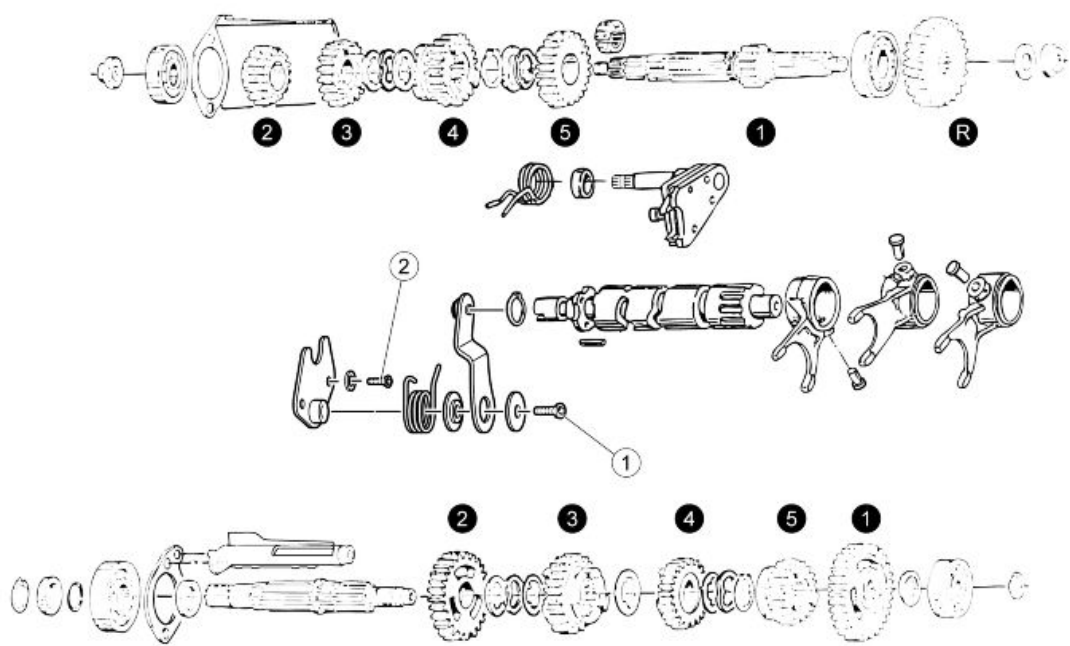
Gearbox

Diagram



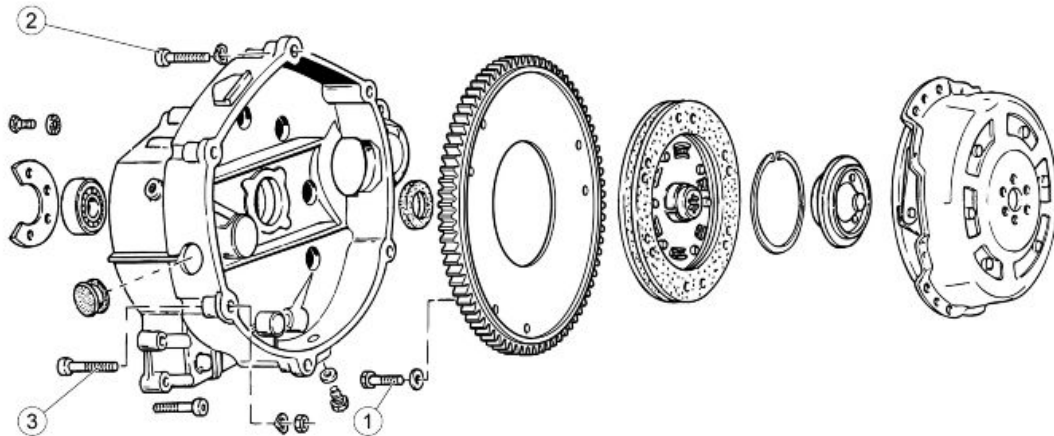
GEARBOX

pos.	Description	Type	Quantity	Torque	Notes
1	Main shaft nuts	-	2	60 Nm (44.25 lbf ft)	-



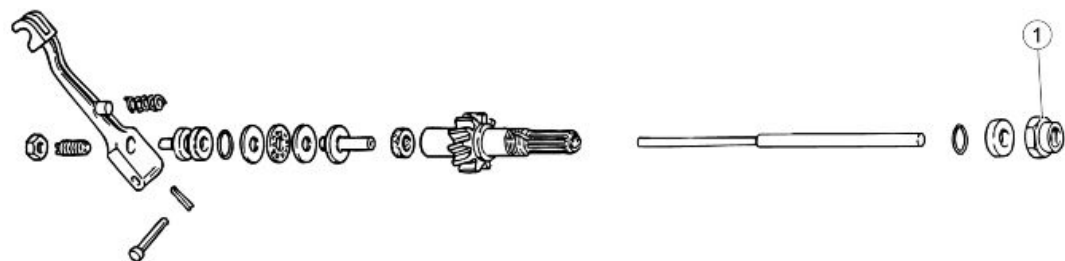
GEAR SELECTOR

pos.	Description	Type	Quantity	Torque	Notes
1	Index lever screw	M6x12	1	10 Nm (7.38 lbf ft)	Loctite 243
2	Screws	M6x16	2	10 Nm (7.38 lbf ft)	-



CLUTCH I

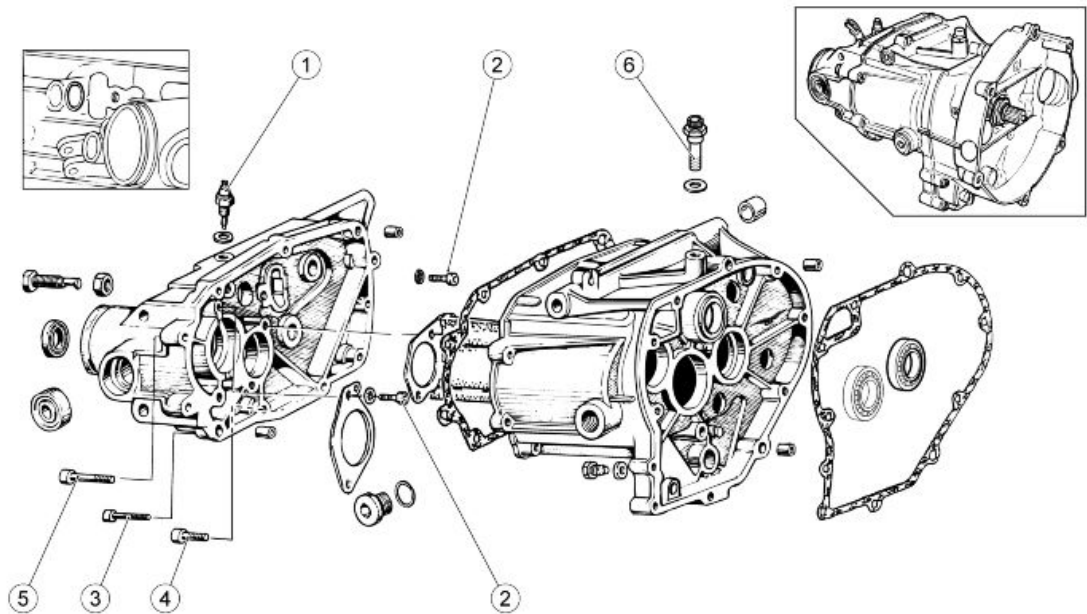
pos.	Description	Type	Quantity	Torque	Notes
1	Crown screws	M6x16	6	10 Nm (7.38 lbf ft)	Loctite 243
2	Gearbox screws	M8x35	5	25 Nm (18.44 lbf ft)	-
3	Clutch belt cover screws	M6x30	11	10 Nm (7.38 lbf ft)	Loctite 243



CLUTCH II

pos.	Description	Type	Quantity	Torque	Notes
1	Clutch shaft nut	-	1	100 Nm (73.76 lbf ft)	Loctite 243

Gearbox



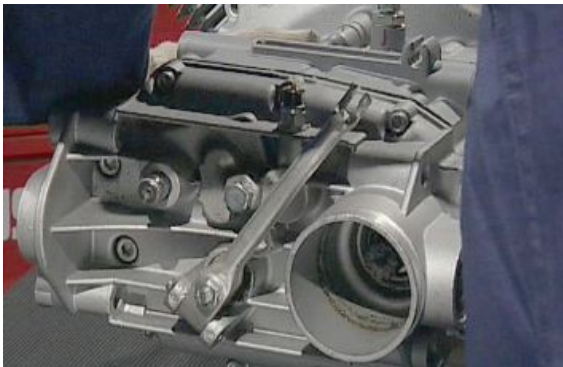
GEARBOX					
pos.	Description	Type	Quantity	Torque	Notes
1	Neutral sensor	-	1	8 Nm (5.90 lbf ft)	-
2	Screws	M6x14	4	10 Nm (7.38 lbf ft)	-
3	Gearbox cover screws	M6x30	5	10 Nm (7.38 lbf ft)	-
4	Gearbox cover screws	M6x35	2	10 Nm (7.38 lbf ft)	-
5	Gearbox cover screws	M8x35	4	22 Nm (16.23 lbf ft)	-
6	Oil breather plug	-	1	20 Nm (14.75 lbf ft)	-

Removing the gearbox

- Remove the gearbox fixing screws from the engine.



- Remove the gearbox.



Gearbox shafts

Disassembling the gearbox

- Remove the gearbox
- Fit the clutch shaft onto the gearbox so that the gear becomes engaged with the primary shaft gear.



- Install the specified locking tool onto the clutch shaft splines.



- Unscrew the transmission gear retaining nut and slide off the thrust washer.



- Remove the gear and the clutch shaft.



- Unscrew the breather cap with its pawl.



- Unscrew and remove the neutral indicator.



- Unscrew the gearbox cover bolts and remove the cover tapping it with a mallet.



- Slacken the lock nut and unscrew the pre-selector positioning eccentric screw.





- Slide off the pre-selector and remove the pre-selector seal ring.



- After unscrewing the retaining plate fixing screws, remove the complete set of gears, shafts and forks.

See also

[Removing the gearbox](#)

Disassembling the clutch shaft

- Remove the clutch bell.
- Undo the three screws with washers and remove the bearing retaining plate.



- Undo the clutch shaft fixing nut.



- Slide off the clutch shaft and remove the seal ring.



**See also**

Clutch bell removal

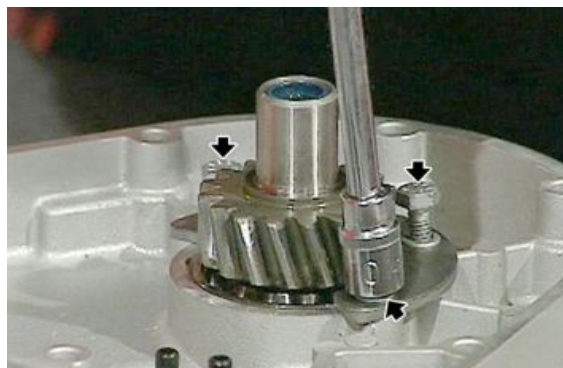
Assembling the clutch shaft

- Fit the clutch shaft using a plastic mallet and refit circlip and seal ring.





- Position the retaining plate and tighten the screws with their washers with threadlocker.



Gear selector

Reassembling the gear selector

- After refitting the complete shaft assembly to the gearbox cover, insert the spring and insert the two tangs onto the pre-selector peg making sure that the two tangs are equally spaced both on the peg and at tang ends.





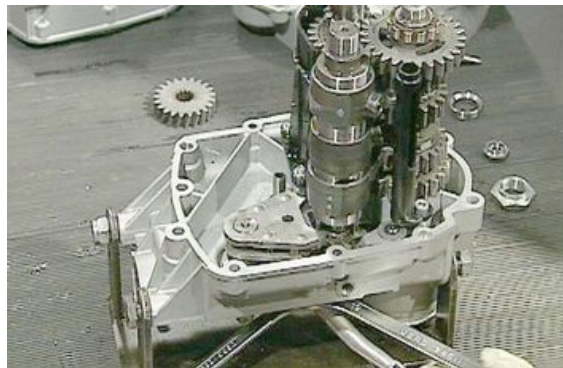
-
- Refit the eccentric screw to the cover together with its lock nut and make sure that the eccentric end of the screw is facing the selector nut.



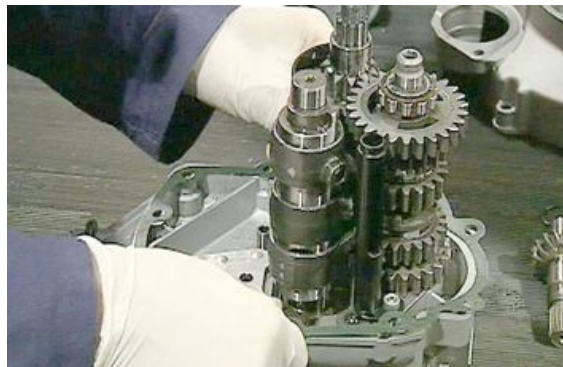
-
- Refit the selector spacer.



- Fit the selector onto the cover making sure that the two tangs of the spring locate into the adjuster screw groove, then turn the screw by 90° and tighten the lock nut.



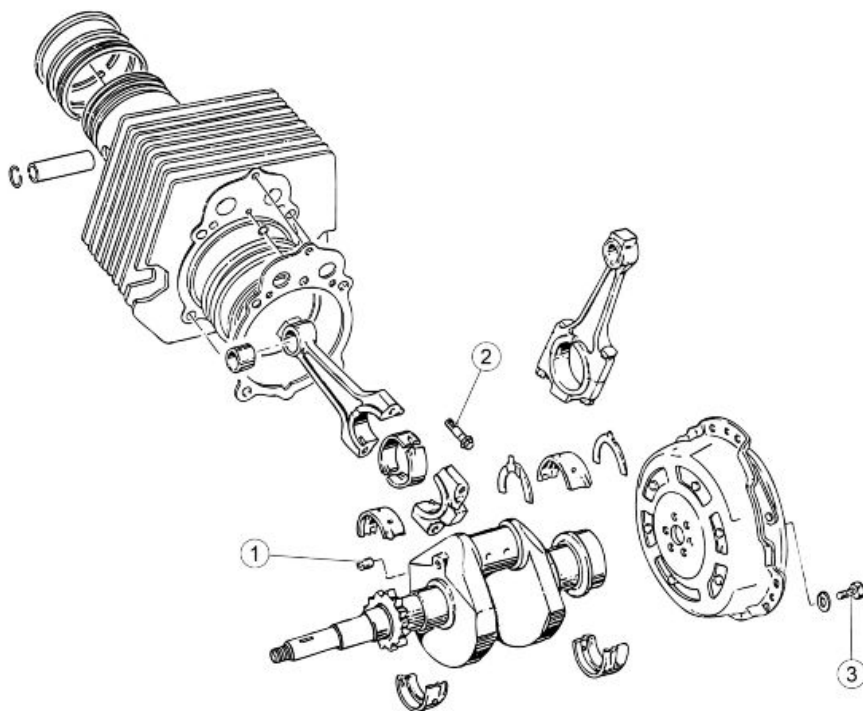
- Refit the gasket and tighten the gear-box cover fixing screws to the prescribed torque.



- Insert the gear with its washer onto the gearbox primary shaft, tighten the retaining nut to the prescribed torque and squash with a punch.



Flywheel



CRANKSHAFT

pos.	Description	Type	Quantity	Torque	Notes
1	Oil plug	-	1	15 Nm (11.06 lbf ft)	Loctite 601
2	Connecting rod screws	-	4	33 Nm (24.34 lbf ft)	-
3	Flywheel screws	-	6	42 Nm (30.98 lbf ft)	Loctite 243

Removing the flywheel

- Remove the gearbox.
- Remove the retainer ring and the clutch engagement/disengagement cap.





- Unscrew the screws securing the pressure plate flywheel to the crankshaft and then remove it.



Checking

- Check that the flywheel surface that contacts the plate is not scratched.
- Check that the contact faces on the crankshaft are not distorted; if they are, replace the flywheel.



Installing the flywheel

- When refitting the pressure plate flywheel onto the crankshaft, make sure the "yellow mark" on the shaft is perfectly aligned with the slot on the engine flywheel.



- Tighten the screws and fit the specified flywheel locking tool.

Specific tooling

19.91.18.00 Flywheel locking tool



- Tighten the screws following a criss-cross pattern with a torque wrench set to the prescribed torque. It is advisable to change the fixing screws securing flywheel to crankshaft.

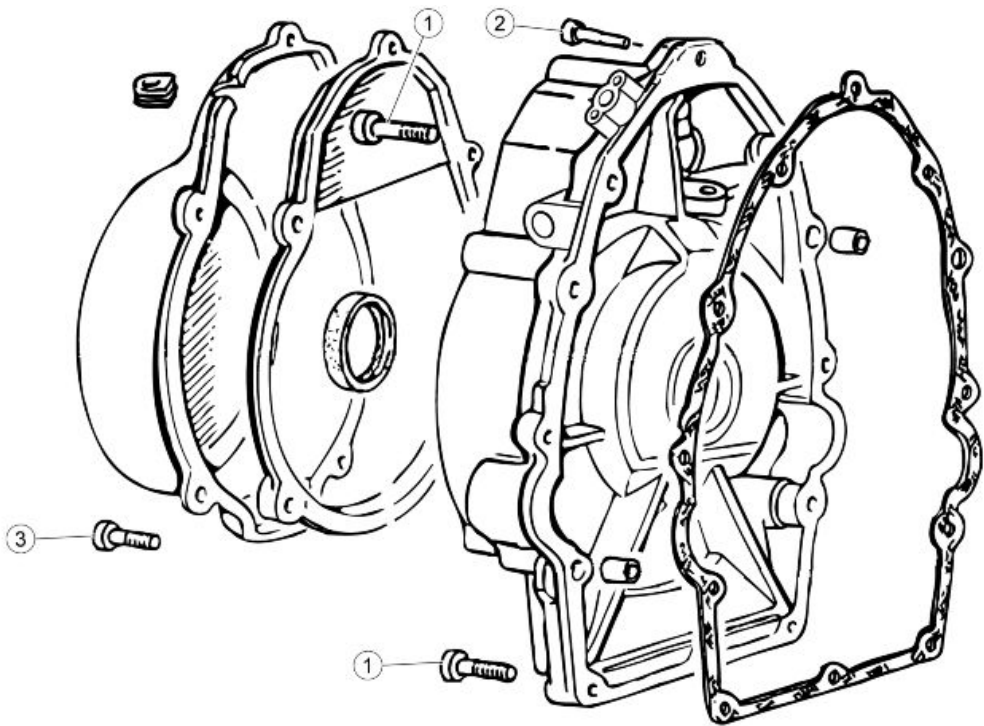


- Insert the clutch engagement/disengagement cap with its retainer ring.



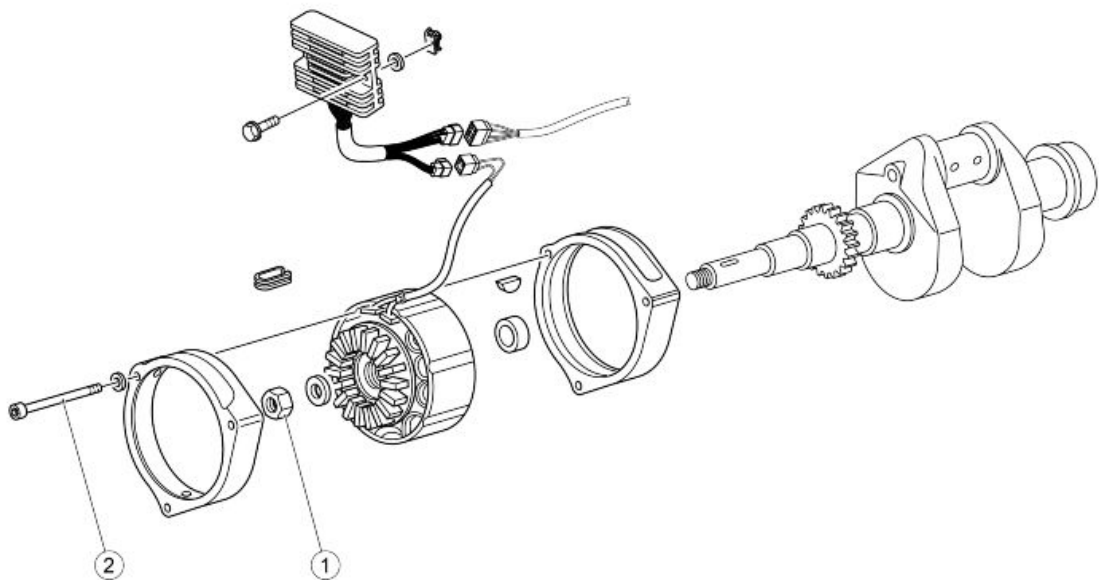


Generator



TIMING SYSTEM COVER

pos.	Description	Type	Quantity	Torque	Notes
1	TCEI screw	M6x25	10	10 Nm (7.37 lbf ft)	-
2	TCEI screw	M6x30	2	10 Nm (7.37 lbf ft)	-
3	Alternator cover screws	M6x35	5	10 Nm (7.37 lbf ft)	Loctite 243



ALTERNATOR - REGULATOR

pos.	Description	Type	Quantity	Torque	Notes
1	Alternator nut	M16	1	90 Nm (66.38 lbf ft)	Loctite 243
2	Front cover fixing screws	M5x65	3	6 Nm (4.43 lbf ft)	-

Removing the generator

- Unscrew the fixing screws and remove the alternator unit protection covers.



- Unscrew the screws fixing the stator to the timing system cover and slide off the stator.



- Unscrew the nut fixing the rotor to the crankshaft, slide off the rotor and remove the key.





Installing the generator

- Insert supporting washer, key and rotor, and tighten the nut to the prescribed torque with a torque wrench.





- Fit stator and cover and tighten the three screws.



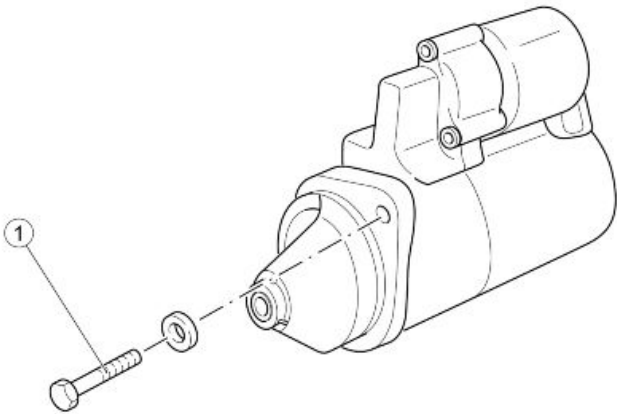
- Fit stator cover.



- Tighten the four cover fixing screws to the prescribed torque.



Starter motor



STARTER MOTOR					
pos.	Description	Type	Quantity	Torque	Notes
1	Starter motor fixing screws	M8x35	2	25 Nm (18.44 lbf ft)	-

Removing the starter motor

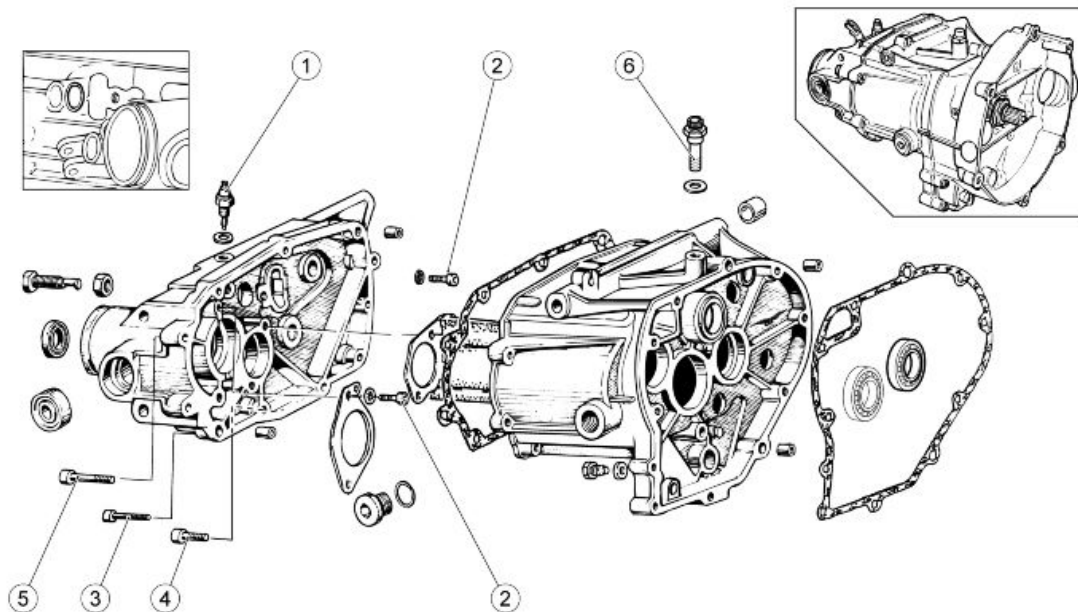
- Remove the starter motor fixing screws.



- Slide off the starter motor.

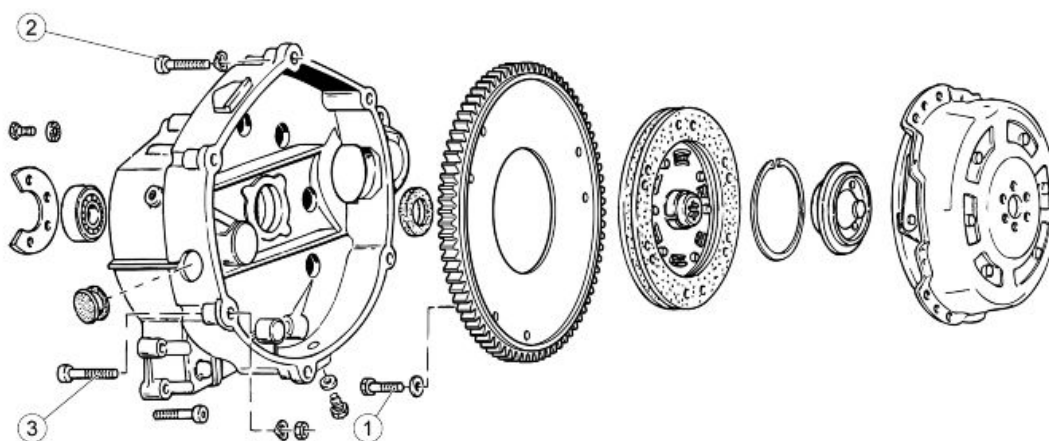


Clutch side



GEARBOX

pos.	Description	Type	Quantity	Torque	Notes
1	Neutral sensor	-	1	8 Nm (5.90 lbf ft)	-
2	Screws	M6x14	4	10 Nm (7.38 lbf ft)	-
3	Gearbox cover screws	M6x30	5	10 Nm (7.38 lbf ft)	-
4	Gearbox cover screws	M6x35	2	10 Nm (7.38 lbf ft)	-
5	Gearbox cover screws	M8x35	4	22 Nm (16.23 lbf ft)	-
6	Oil breather plug	-	1	20 Nm (14.75 lbf ft)	-

**CLUTCH I**

pos.	Description	Type	Quantity	Torque	Notes
1	Crown screws	M6x16	6	10 Nm (7.38 lbf ft)	Loctite 243
2	Gearbox screws	M8x35	5	25 Nm (18.44 lbf ft)	-
3	Clutch belt cover screws	M6x30	11	10 Nm (7.38 lbf ft)	Loctite 243

Clutch bell removal

- Secure gearbox/clutch bell to the support clamped in a vice, fit the nut locking tool and turn the shaft using the suitable tool to loosen the nut.



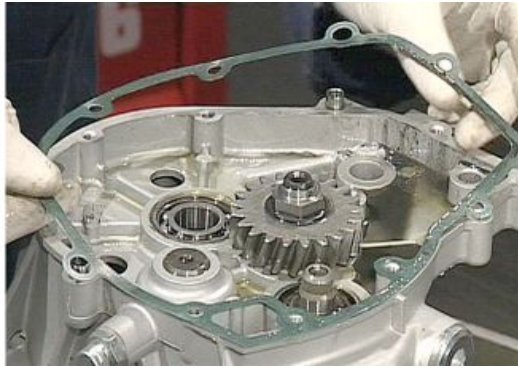
- Loosen the Allen screws that secure the clutch bell to the gearbox.



- Detach and remove the clutch bell together with the clutch shaft tapping lightly around clutch bell edge.



- Remove the gasket.

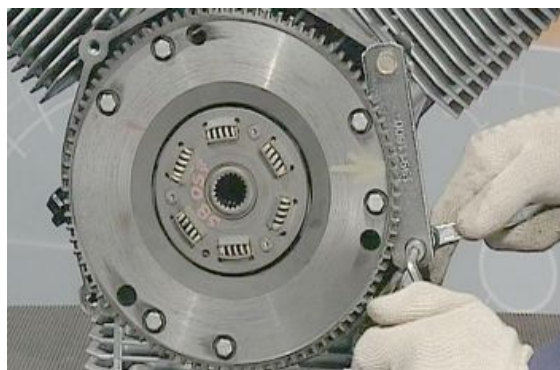


Disassembling the clutch

- Remove the clutch cover.
- Fit the specified flywheel locking tool on the crankcase.

Specific tooling

19.91.18.00 Flywheel locking tool



- Unscrew the clutch plate fixing screws and remove clutch plate together with starting sprocket.



See also

Clutch bell removal

- Remove the clutch plate.



Checking the clutch plates

Clutch plates

Make sure that the clutch plate is not scratched or badly worn.



Check the flexible coupling springs and make sure that clutch plate thickness is not lower than the specified value: if so, replace the clutch plate.



Starting sprocket

Check that the supporting surface with the driven plate is perfectly smooth and even.

Also check that the tothing where the starter motor pinion works is not chipped or scratched; otherwise, replace it.



Assembling the clutch

- Install the flywheel locking tool.

Specific tooling

19.91.18.00 Flywheel locking tool



- Insert the cap with its seal ring.



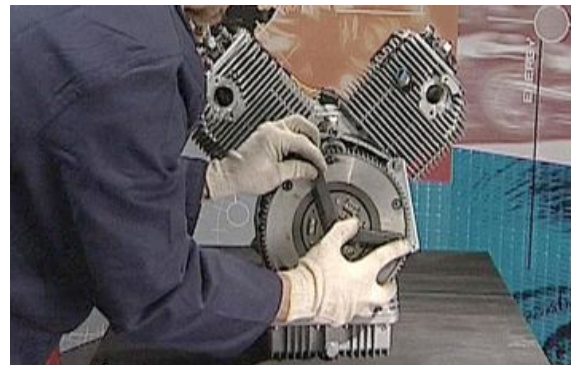
- Position the specified clutch plate centring tool on the plate and fit the plate into place.

Specific tooling

19.90.65.00 Tool for clutch plate fitting/centring



- Fit the assembly on the pressure plate flywheel and tighten the screws to the prescribed torque.



Clutch bell fitting

- Fit the clutch shaft.
- Position the clutch bell gasket and fit the clutch bell into place.



**See also**

[Assembling the clutch shaft](#)

- Snug the Allen nuts and the external screws and tighten them to the prescribed torque.



- Tighten the clutch shaft nut using the suitable tool and squash.

Specific tooling

19.90.71.60 Clutch shaft locking equipment



-
- Insert the breather cap.



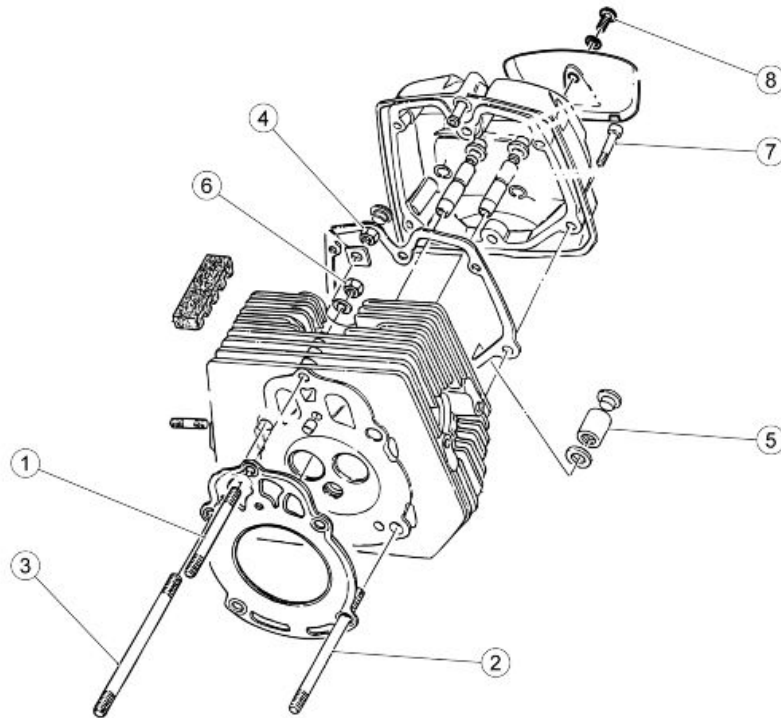
-
- Tighten the neutral switch.



-
- Insert the clutch control rod into the shaft with the larger diameter facing the control lever.

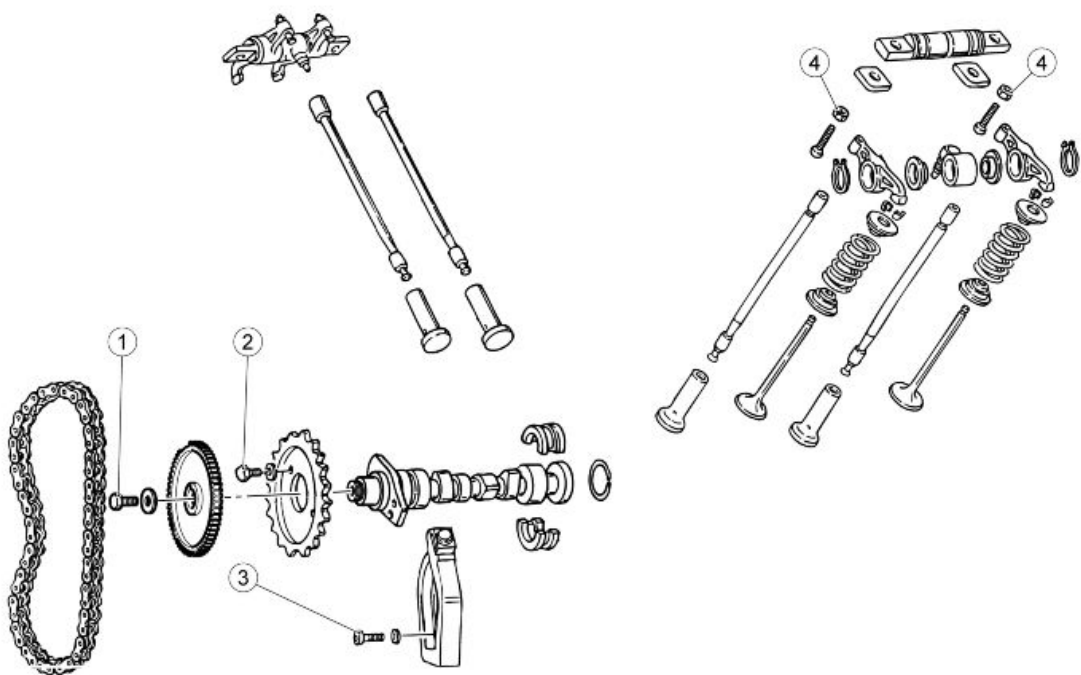


Head and timing



HEAD - CYLINDER

pos.	Description	Type	Quantity	Torque	Notes
1	Central stud bolt	M8x143	2	20 Nm (14.75 lbf ft)	Loctite 542
2	Short stud bolt	M10x182	4	42 Nm (30.98 lbf ft)	-
3	Long stud bolt	M10x214	4	42 Nm (30.98 lbf ft)	-
4	Nuts - pre-tightening	M10x1.5	4	25 Nm (18.44 lbf ft)	-
4	Nuts - tightening	M10x1.5	4	42 Nm (30.98 lbf ft)	-
5	Column nut	-	4	25 Nm (18.44 lbf ft)	-
6	Nut	-	2	28 Nm (20.65 lbf ft)	-
7	Head cover screws	M6x25	10	10 Nm (7.37 lbf ft)	-
8	TBEI screws cover insert	M5x9	2	6 Nm (4.42 lbf ft)	-



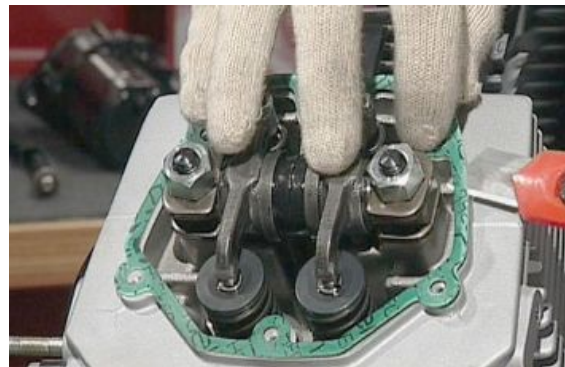
TIMING SYSTEM

pos.	Description	Type	Quantity	Torque	Notes
1	Tone wheel screw	M8x22	1	25 Nm (18.44 lbf ft)	-
2	Timing system gear screws	-	2	25 Nm (18.44 lbf ft)	Loctite 243
3	Chain tensioner screw	M6x16	1	10 Nm (7.38 lbf ft)	-
4	Valve clearance adjuster screw	M6x1	4	10 Nm (7.38 lbf ft)	-

Removing the head cover

- Unscrew the screws and remove the covers with the head gaskets from the heads





- Check that the mating faces that contact the heads are not damaged or blistered.



Removing the cylinder head

- The following instructions refer to one head, but apply to both.
- Remove the head cover.
- Unscrew the nuts securing heads, cylinders and rocker pins to crankcase following a crisscross pattern.



- Remove the upper spacers, the pins together with the rockers, the lower spacers, the rocker rods and ease the heads off the stud bolts.



See also

[Removing the head cover](#)





Cylinder head

Removing the rocker arms

NOTE

THE FOLLOWING OPERATIONS REFER TO REMOVING ONLY ONE HEAD BUT APPLY TO BOTH HEADS.

- Remove the head cover.
 - Remove the circlips, slide off the two rockers and the oil delivery fitting.

**See also**

[Removing the head cover](#)





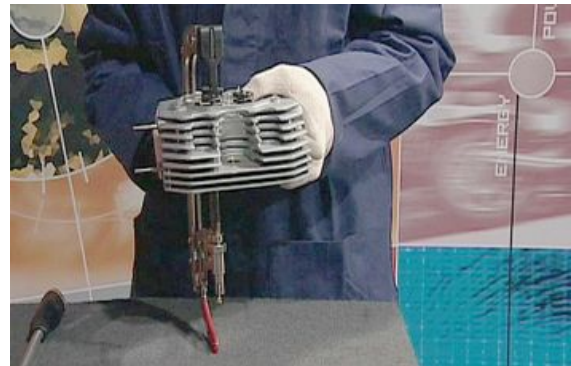
Removing the valves

- Place the special tool on the upper cap of the valve to be removed and at the centre of the head of the valve.

Specific tooling

10.90.72.00 Tool for valve removal and refitting

19.92.78.00 Adapter bushing for valve removing tool



Close the tool to compress the spring, and then hit the tool head with a mallet so that the two cotters get detached from the upper cap.

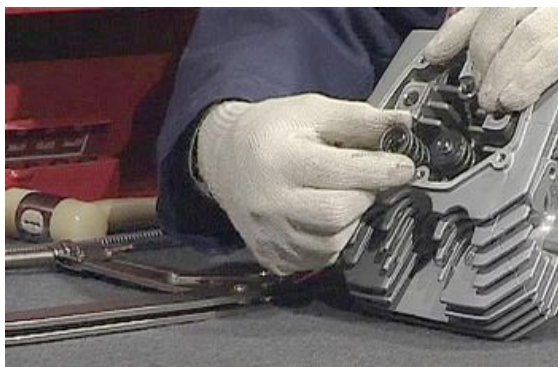




- Unscrew the tool and remove it from the head.



- Slide off the upper cap, the spring and finally the valve.





- Remove the valve guide seals and extract the lower cap of the springs.



VALVE GUIDES MUST BE REPLACED WHEN THEY ARE WORN TO THE POINT THAT REPLACING THE VALVE ALONE IS NOT ENOUGH TO ELIMINATE CLEARANCE BETWEEN VALVE STEM AND VALVE GUIDE BORE.



- Valve guides need to be knocked out tapping from the inside with punch and mallet; heat the head up to approximately 50-60 °C to aid removal.

Specific tooling

19.92.60.20 Punch for cap installation on valve guide.





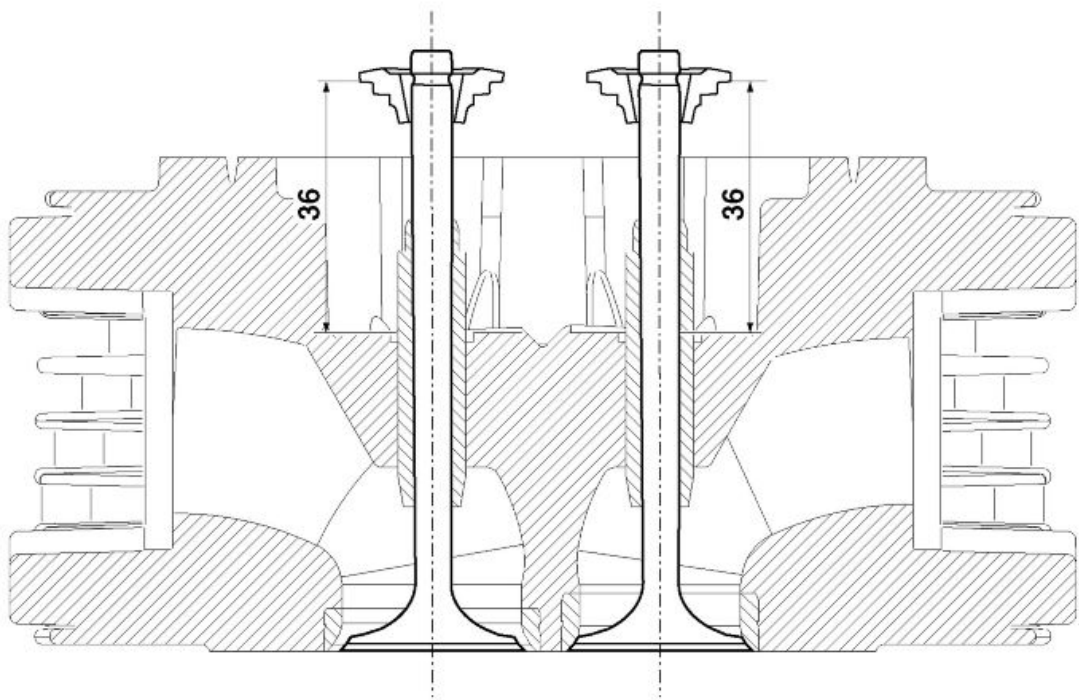
Checking the rocker arms

- Check that the bolt surface that contacts the rockers is not exceedingly worn.
- Check the rocker to valve and rocker to rod contact surfaces.

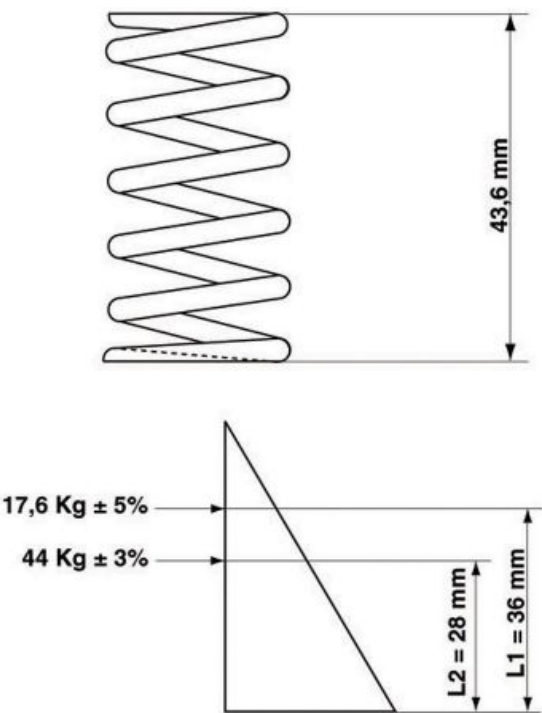


Inspecting the springs and half-cones

With the assembly installed (retainers, springs, valves and cotters in the heads), the compressed external springs should measure 36 mm (1.4173 in). Please note that the valves should have a remaining lift of 1 mm (0.039 in) when fully open before the internal spring becomes fully compressed. If not so, remove or add shims until achieving this condition.



Unloaded length



SPRING SPECIFICATIONS

Specification	Desc./Quantity
Inside diameter	17.8 ± 0.2 mm (0.7007 ± 0.0079 in)
Wire diameter	3.4 ± 0.03 mm (0.1338 ± 0.0012 in)
Unloaded length	43.6 mm (1.7165 in)
Compressed length	27.5 mm (1.0827 in)
Test length L1	36 mm (1.4173 in)
Test length L2	28 mm (1.1024 in)

Specification	Desc./Quantity
Detected test load P1	17.6 ± 5% Kg (38.8013 ± 5% lb)
Detected test load P2	44 ± 3% Kg (97.0033 ± 3% lb)
Hand	right
Spring class according to UNI 7900/4	CC

Checking the cylinder head

CAUTION

VALVE SEAT GRINDING AFTER VALVE GUIDE REPLACEMENT OR WHEN THE VALVES LEAK.

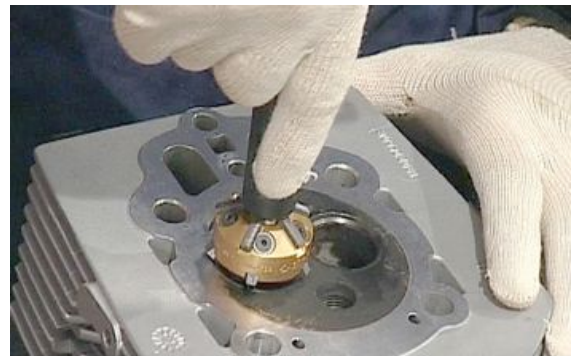
- Once you have chosen the pilot tool, insert it into the valve guide seat and lock it in place.



- Choose the proper cutter to suit valve seat diameter and angle.
- Insert the cutter into the pilot tool and push it down gently until it contacts the valve seat.



- Insert the T handle into the cutter and turn clockwise while pressing lightly achieving an even valve contact surface.



- Repeat the procedure using the suitable cutter to achieve the correct valve seat sealing surface.



- Remove any tools you have used to complete the procedure.
- Insert the lower spring seats and fit the seal rings onto the valve guide using the specified tool.



Installing the valves

- Press the valve guides into the heads from the outside towards the inside using punch and mallet; it is advisable to heat the head to approximately 60 °C (140 °F) before proceeding.

Specific tooling

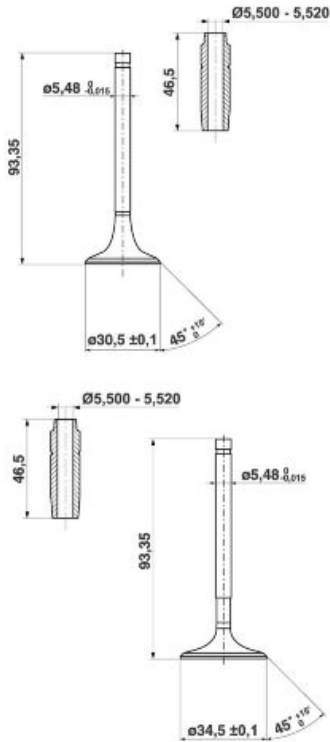
19.92.60.20 Punch for cap installation on valve guide.

- Insert the valve guides into their seats and bore them out to the size indicated in the table with a reamer.



VALVE AND GUIDE COUPLING DATA

	VALVE GUIDE INSIDE Ø mm (in)	VALVE STEM Ø mm (in)	FITTING CLEARANCE mm (in)
Intake	5.500-5.520 (0.2165-0.2173)	5.480-5.465 (0.2157-0.2151)	0.020-0.055
Exhaust	5.500-5.520 (0.2165-0.2173)	5.480-5.465 (0.2157-0.2151)	0.020-0.055

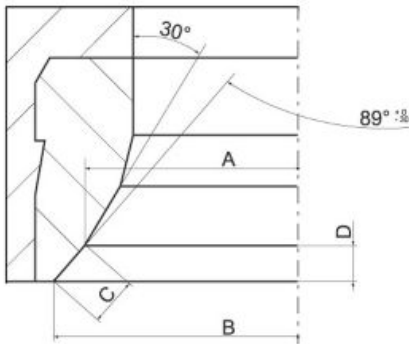


INTAKE

A Ø mm (in)	B (nominal) Ø mm (in)	C (nominal) Ø mm (in)	D mm (in)
32.0-32.25 (1.2598-1.2697)	34 (1.3386)	1.42 (0.0559)	1 (0.0394)

EXHAUST

A Ø mm (in)	B (nominal) Ø mm (in)	C (nominal) Ø mm (in)	D mm (in)
27.72-27.97 (1.0913-1.1012)	30 (1.1811)	1.6 (0.0630)	1.14 (0.0448)



Installing the rocker arms

- Make sure that the longitudinal slot is pointing to the oil delivery passage.

WHEN REFITTING, PAY SPECIAL ATTENTION TO THE MOUNTING POSITION OF THE WASHERS.



- Insert the oil delivery fitting and the rockers on the shaft and lock them in place with the circlips.

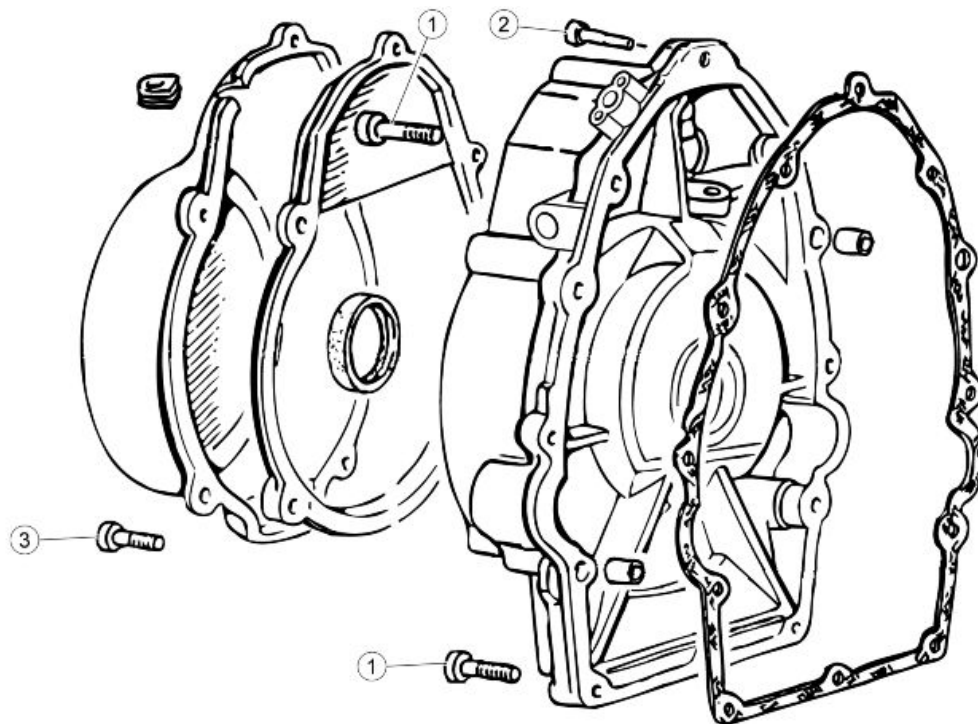




- Check that the rocker rods are straight and that the contact surfaces at the ends show no signs of seizing; otherwise, replace it.
- To check the pressed ends on the rods (pads) for looseness, simply drop the rods from a small height on a flat surface; on impact, you should hear a sharp clank: this means the pads have no clearance.

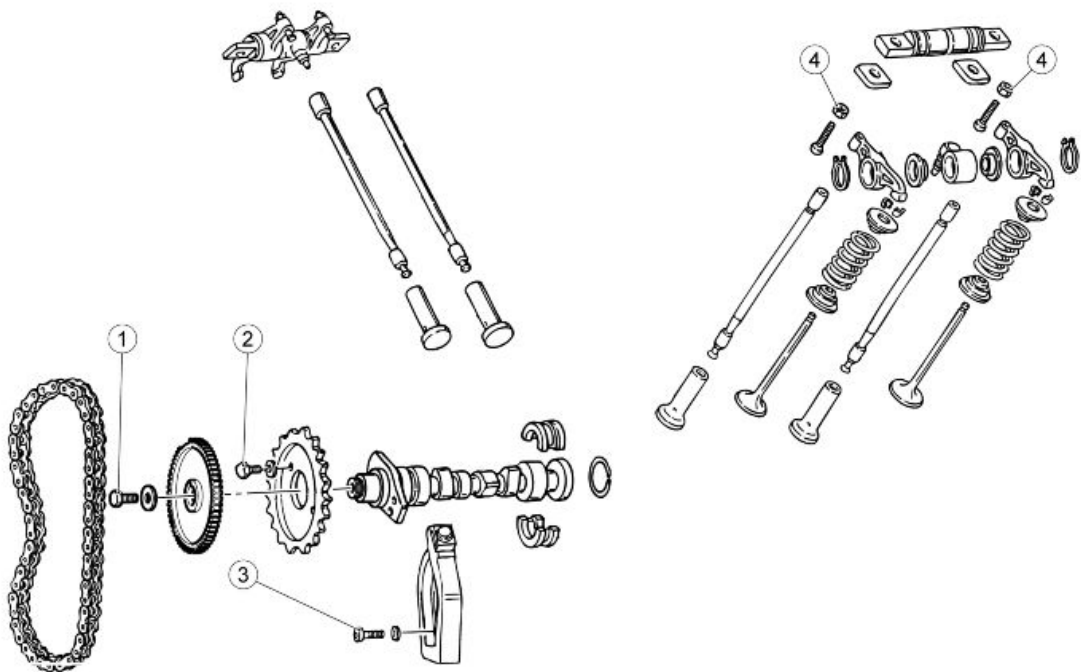


Timing



TIMING SYSTEM COVER

pos.	Description	Type	Quantity	Torque	Notes
1	TCEI screw	M6x25	10	10 Nm (7.37 lbf ft)	-
2	TCEI screw	M6x30	2	10 Nm (7.37 lbf ft)	-
3	Alternator cover screws	M6x35	5	10 Nm (7.37 lbf ft)	Loctite 243

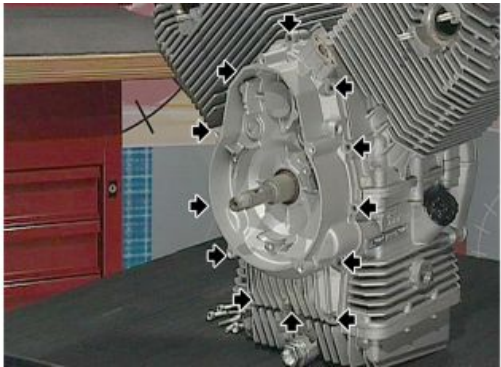


TIMING SYSTEM

pos.	Description	Type	Quantity	Torque	Notes
1	Tone wheel screw	M8x22	1	25 Nm (18.44 lbf ft)	-
2	Timing system gear screws	-	2	25 Nm (18.44 lbf ft)	Loctite 243
3	Chain tensioner screw	M6x16	1	10 Nm (7.38 lbf ft)	-
4	Valve clearance adjuster screw	M6x1	4	10 Nm (7.38 lbf ft)	-

TIMING SYSTEM COVER REMOVAL

- Remove alternator and cover to get access to the timing system.
- Undo the fixing screws and remove the timing system cover with its gasket.





REFITTING THE TIMING SYSTEM COVER

- Insert the gasket, position the timing system cover and tighten to the prescribed torque using a torque wrench.

Removing the chain tensioner

- Remove the timing system cover.
- Remove the chain tensioner.



See also

[Timing](#)

Chain removal

- Remove the tone wheel.
- Remove the two screws, slide the timing gear off the shaft, remove chain and oil pump gear.

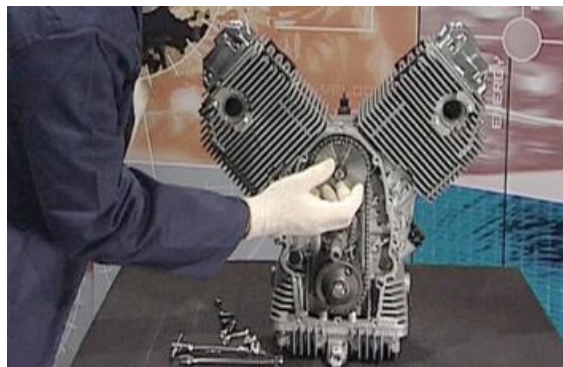


**See also**

[Removing the phonic wheel](#)

Removing the phonic wheel

- Remove the engine unit from the chassis.
- Remove the timing system cover.
- Remove the chain tensioner.
- Unscrew and remove the tone wheel fixing screw.

**See also**

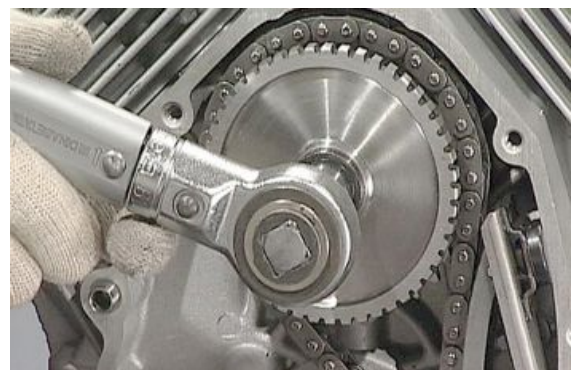
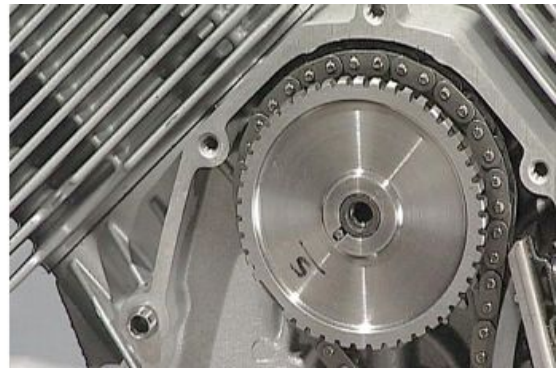
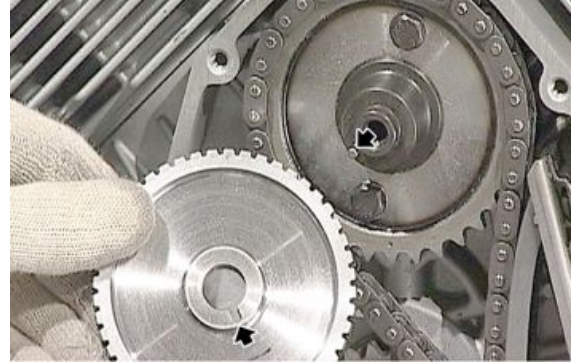
[Removing the](#)

chain tensioner

[Timing](#)

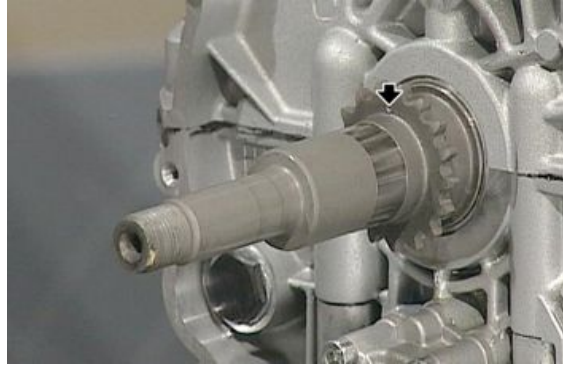
Installing the phonic wheel

- Tone wheel position is dictated by the pin on the camshaft.
- Position the tone wheel making sure it locates correctly on the camshaft (see slot) and tighten to the prescribed torque using a torque wrench.



Cam timing

- Bring the piston of the left cylinder to top dead centre making sure that the reference mark on the crankshaft gear is up on the perpendicular axis.



- Place the camshaft with the reference pin of the gear pointing downwards.



- Insert the oil pump shaft (pin) key.



- Fit the two gears with the timing chain; after installation, check the position of the reference notches and tighten the screws to the prescribed torque with a torque wrench.

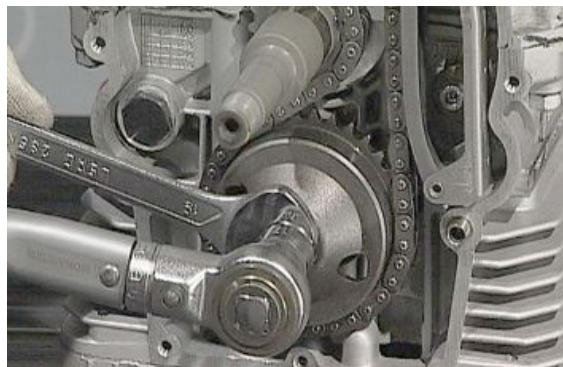
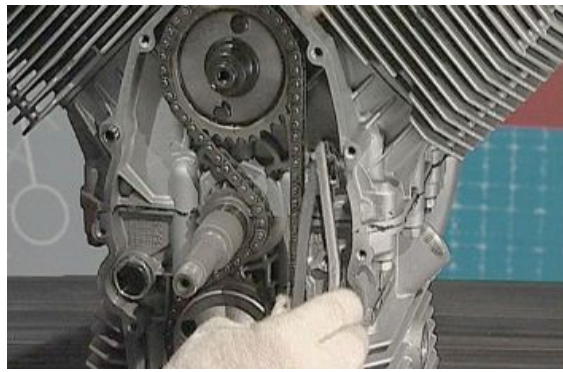




- Tighten the oil pump nut while holding the oil pump shaft steady.



- Fit the chain tensioner and tighten to the prescribed torque using a torque wrench.

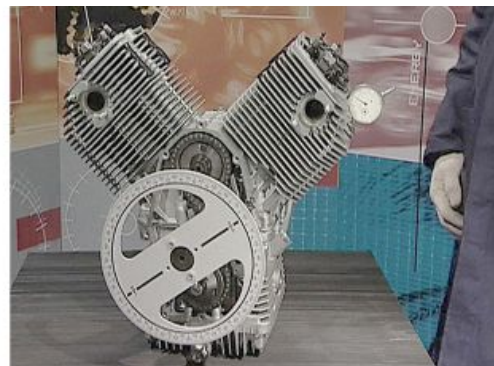


Timing

- Install goniometer and a dial gauge graduated in hundredths of a millimetre, bring cylinder to top dead centre on the compression stroke, and check for correct position looking at the dial gauge reading.

Specific tooling

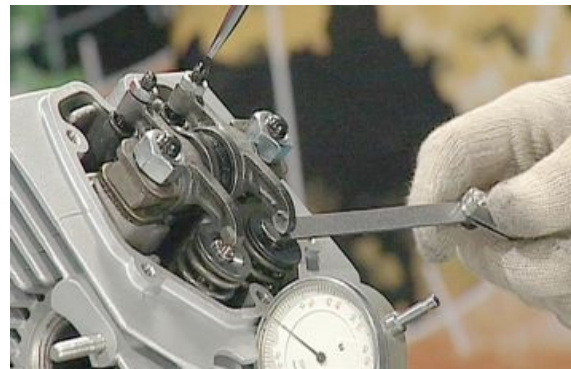
19.92.96.00 Graduated dial to control ignition timing



- Set the goniometer to zero with the pointer indicating top dead centre.



- Set tappets to specified nominal clearance



- Turn clockwise until rod and rocker contact and check intake valve opening advance with respect to top dead centre on the goniometer.



- Keep turning until the rod is released again and note the reading; this is closing retard after bottom dead centre.



- Repeat the procedure for the other valves.
- Set tappet clearances to the specified values.



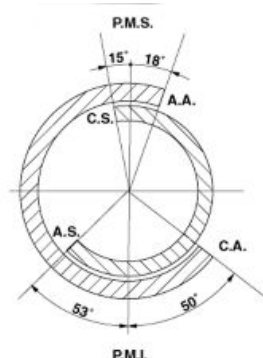
TIMING SPECIFICATIONS

Intake:

- opens 18° before TDC;
- closes 50° after BDC.

Outlet:

- opens 53° before BDC;
- closes 15° after TDC.

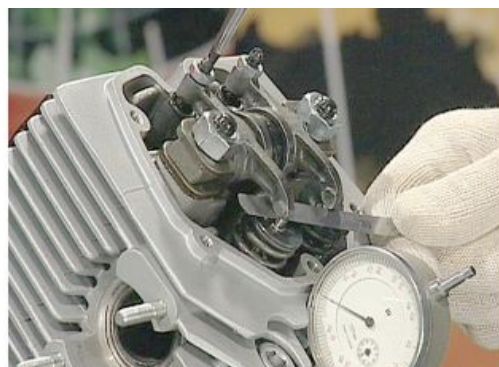


Valve clearance for timing check:

- 1 mm (0.039 in).

Valve clearance in service:

- intake 0.15 mm (0.0059 in);
- exhaust 0.20 mm (0.0079 in).



Measuring air gap

- Undo and remove the two screws and remove the sensor.





-
- Insert a suitable plain washer on the sensor and note its thickness.



-
- Place the sensor on the timing system cover and cause it to make contact with the tone wheel.



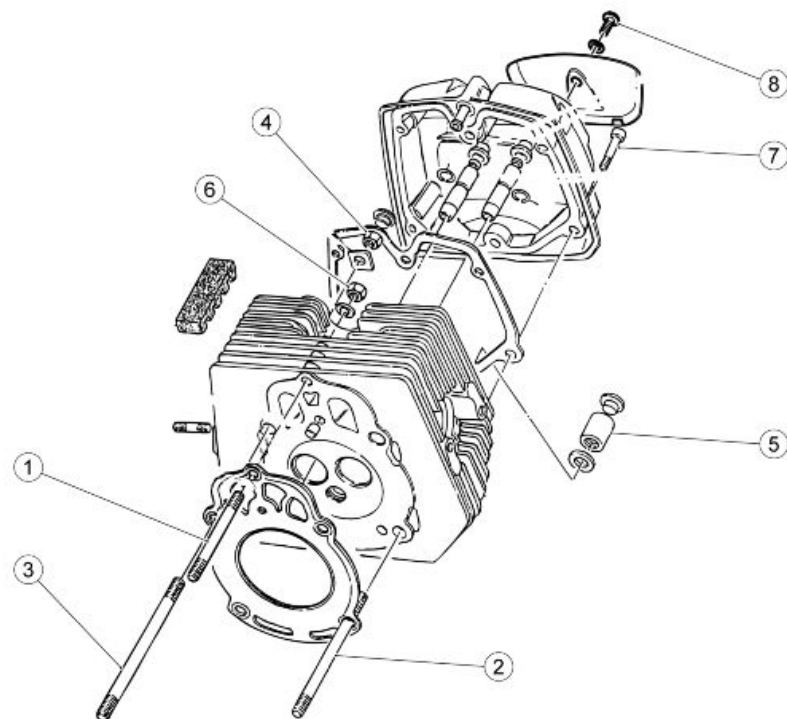
- Measure the clearance between the fixing plate and the cover with a feeler gauge. Subtract the plain washer value from this measurement to obtain the clearance between the sensor and the tone wheel.



- Remove the washer and fit the sensor after applying adequate sealing paste on the fixing plate, then tighten the screws to the prescribed torque.



Cylinder-piston assembly



HEAD - CYLINDER

pos.	Description	Type	Quantity	Torque	Notes
1	Central stud bolt	M8x143	2	20 Nm (14.75 lbf ft)	Loctite 542
2	Short stud bolt	M10x182	4	42 Nm (30.98 lbf ft)	-
3	Long stud bolt	M10x214	4	42 Nm (30.98 lbf ft)	-
4	Nuts - pre-tightening	M10x1.5	4	25 Nm (18.44 lbf ft)	-
4	Nuts - tightening	M10x1.5	4	42 Nm (30.98 lbf ft)	-
5	Column nut	-	4	25 Nm (18.44 lbf ft)	-
6	Nut	-	2	28 Nm (20.65 lbf ft)	-
7	Head cover screws	M6x25	10	10 Nm (7.37 lbf ft)	-
8	TBEI screws cover insert	M5x9	2	6 Nm (4.42 lbf ft)	-

Removing the cylinder

- Remove the head.
- Ease the cylinders with their gaskets off the stud bolts.



- Remove the O-ring located between crankcase and cylinder.



See also

[Removing the cylinder head](#)

Disassembling the piston

- After protecting the cylinder seat, remove the two snap rings that retain the piston pin



- Slide off the pin using the specified tool (turn the tool screw) and remove the piston.

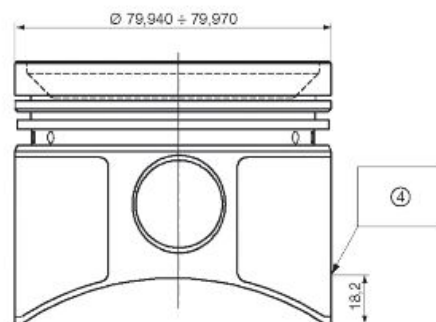
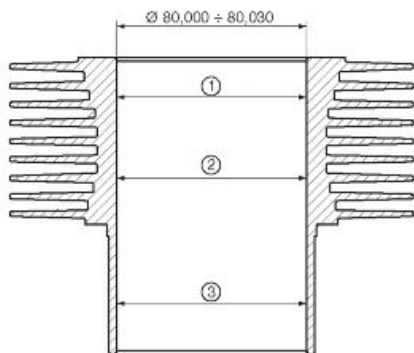
CAUTION

DURING SERVICING, CLEAN OFF ANY DEPOSITS FROM PISTON CROWN AND CIRCLIP GROOVES



Checking the cylinder

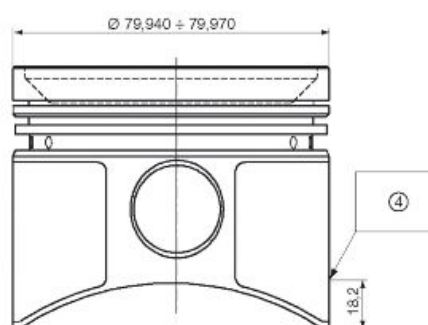
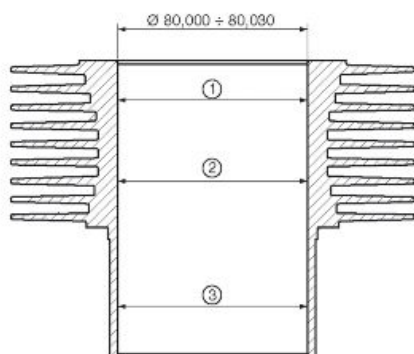
- After checking for scoring, check cylinder surface wear using a dial gauge graduated in hundredths of a millimetre.
- Measure the inner diameter of the cylinders at three different heights, turn the dial gauge (graduated in hundredths of a millimetre) 90° and repeat the measurements; set the dial gauge graduated in hundredths of a millimetre to zero using a ring gauge before measuring.

**Key:**

1. 1st measurement
 2. 2nd measurement
 3. 3rd measurement
 4. measurement for classification
-

Checking the piston

- After checking for scoring, check cylinder surface wear using a dial gauge graduated in hundredths of a millimetre.
- Measure the inner diameter of the cylinders at three different heights, turn the dial gauge (graduated in hundredths of a millimetre) 90° and repeat the measurements; set the dial gauge graduated in hundredths of a millimetre to zero using a ring gauge before measuring.



Key:

1. 1st measurement
2. 2nd measurement
3. 3rd measurement
4. measurement for classification

Inspecting the piston rings

PISTON RINGS AND OIL SCRAPER REMOVAL

- Remove piston rings and oil scraper.

CAUTION

PUSH THE PISTON RING END GAPS APART JUST ENOUGH TO EASE THE PISTON RINGS OFF THE PISTON TO AVOID BREAKING THEM





PISTON RINGS CHECK

- Use a feeler gauge to check that fitting clearance between piston rings and piston grooves is as specified.

top piston ring 0.030 - 0.062 mm (0.0012 - 0.0024 in);

middle piston ring 0.030 - 0.062 mm (0.0012 - 0.0024 in);

oil scraper ring: 0.030 - 0.062 mm (0.0012 - 0.0024 in).



- Insert the piston rings into the cylinder and check clearance at end gaps using a feeler gauge.

top and middle piston ring: 0.25 - 0.45 mm (0.0098 - 0.0177 in);

oil scraper ring: 0.20 - 0.45 mm (0.0079 - 0.0177 in).



PISTON RINGS AND OIL SCRAPER REFITTING

- Insert the piston rings paying attention to their mounting direction and end gap arrangement; the end gaps must be approximately 120 degrees from each other.





Fitting the piston

- To refit the piston into the connecting rod small end, heat up the piston in an oil bath up to approximately 60°C (140° F); this will cause the piston to expand slightly and facilitate pin insertion.
- Insert the retaining clip into the piston and fit the specified pin insertion tool to the piston.



- Position the piston with the tool attached on the connecting rod in order to install the pin.





- When finished, remove the tool and insert the second snap ring that closes the piston pin seat, after protecting the cylinder seat.

CAUTION

MOUNTING POSITION IS INDICATED BY AN ARROW POINTING IN THE DIRECTION OF TRAVEL



Installing the cylinder

- Check that the piston ring end gaps are approximately 120 degrees from each other.



- After positioning the new gasket and inserting the ring into its seat in the crankcase, fit a commercial piston ring compressor to the piston.



- Lubricate the inner wall of the cylinder and the piston. Begin inserting the piston into the cylinder seat with the aid of a plastic hammer.



- As soon as past the piston ring area, remove the piston ring compressor clamp from the piston and insert the cylinder into its seat.
- Install the head.



See also

[Installing the cylinder head](#)

Selecting the cylinder

CYLINDER SELECTION Ø		
GRADE "D" mm (in)	GRADE "E" mm (in)	GRADE "F" mm (in)
80.000 - 80.010 (3.1496 - 3.1500)	80.010 - 80.020 (3.1500 - 3.1504)	80.020 - 80.030 (3.1504 - 3.1508)

When fitting new units, grade "D-E-F" cylinders must be matched with corresponding grade "D-E-F" pistons.

Fitting clearances between piston and cylinders: 0.050 - 0.070 mm (0.0020 - 0.0027 in).

Selecting the piston

- Check the diameter of the piston at the specified height, perpendicular to the pin axis.
- Selection values refer to the bare piston (without graphite coating).



- Check that the piston bears the selection mark and the arrow that denotes mounting position.



PISTON Ø SELECTION

GRADE "D" mm (in)	GRADE "E" mm (in)	GRADE "F" mm (in)
79.940 - 79.950 (3.1472 - 3.1476)	79.950 - 79.960 (3.1476 - 3.1480)	79.960 - 79.970 (3.1480 - 3.1484)

CAUTION

NEW GRAPHITE COATING THICKNESS: 0.015 ± 0.005 mm (0.00059 ± 0.0002 in)

PIN AND PISTON EYE COUPLING DATA

PIN OUTER Ø mm (in)	PISTON EYE Ø mm (in)	FITTING CLEARANCE and INTERFERENCE FIT mm (in)
19.996 - 20.000 (0.7872 - 0.7874)	22.000 - 22.006 (0.8661 - 0.8664)	From 0.006 mm (0.00024 in) clearance to 0.002 mm (0.0008 in) interference fit

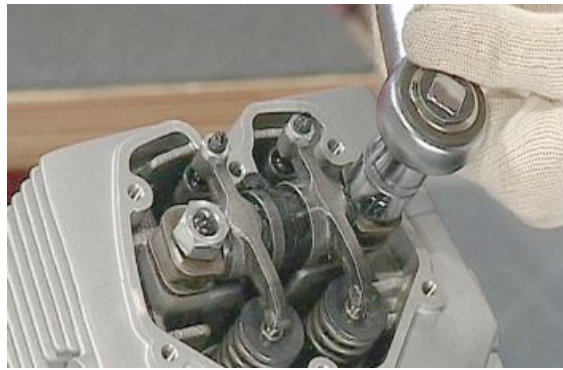
Installing the cylinder head

- Insert the new gasket and fit the cylinder head into place.



- Fit the rocker lower spacers, the rocker control rods, the rockers and the upper spacers with their nuts.



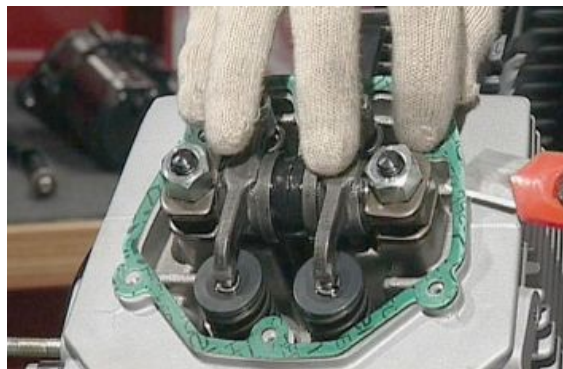


- Tighten the nuts to the prescribed torque following a crisscross pattern.

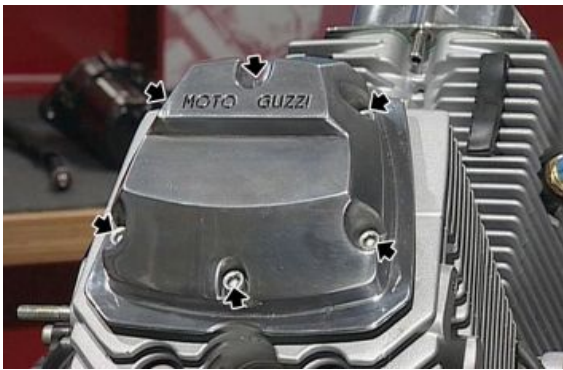


Installing the head cover

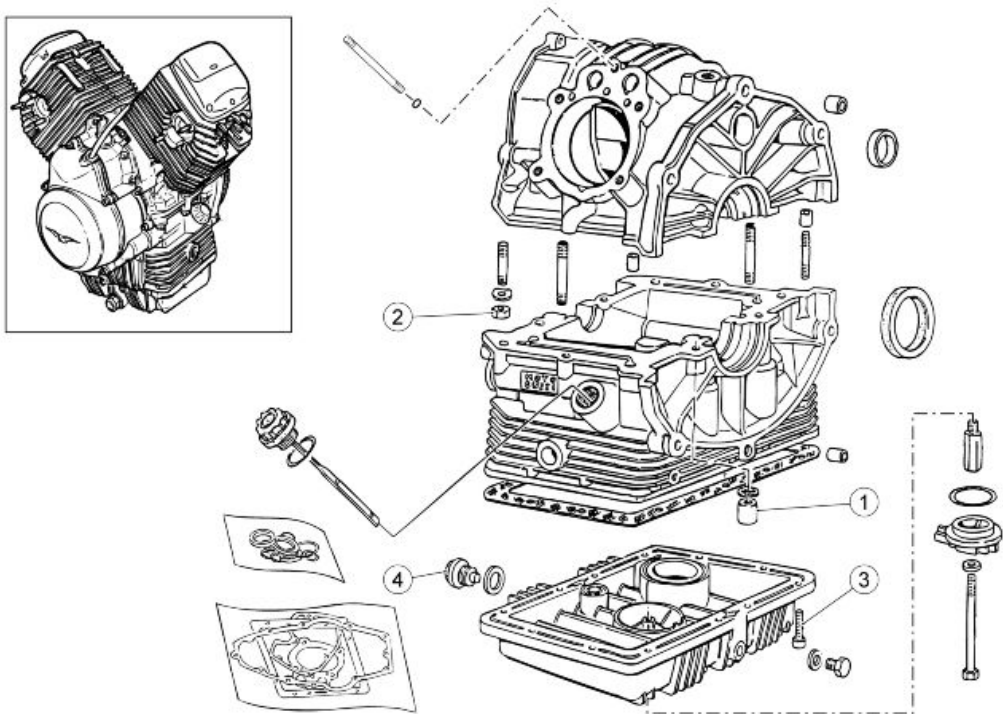
- Replace the head cover gaskets and refit the covers to the heads.



- Tighten the screws following a criss-cross pattern with a torque wrench set to the prescribed torque.

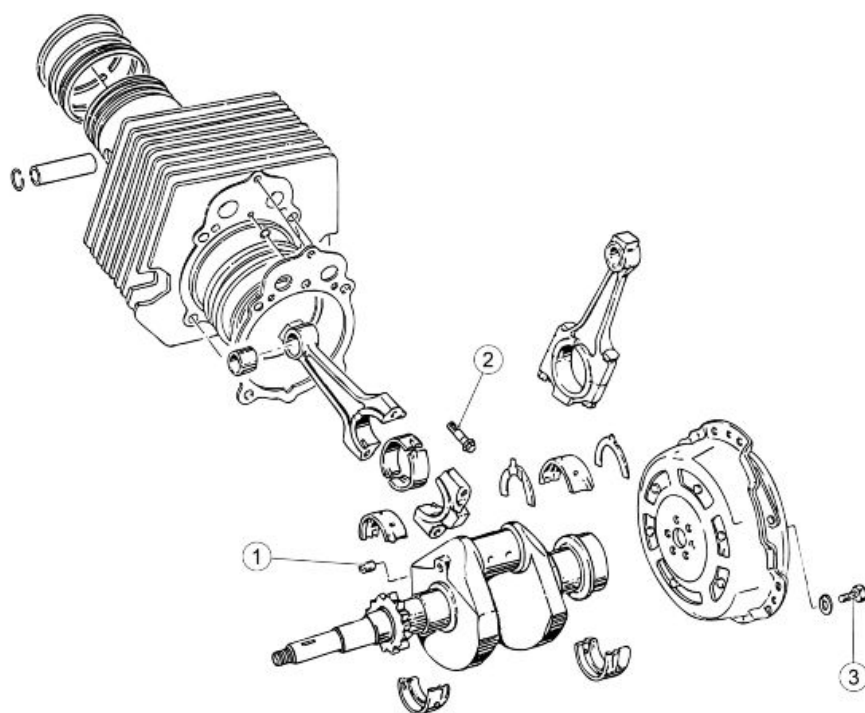


Crankcase - crankshaft



CRANKCASE

pos.	Description	Type	Quantity	Torque	Notes
1	Column nuts	-	4	42 Nm (30.98 lbf ft)	-
2	Nut	M8x1.25	6	22 Nm (16.22 lbf ft)	-
3	TCEI screw	M6x25	12	10 Nm (7.37 lbf ft)	-
4	Oil drainage plug	M10x1	1	40 Nm (29.5 lbf ft)	-
-	Spark plugs	-	2	30 Nm (22.13 lbf ft)	-

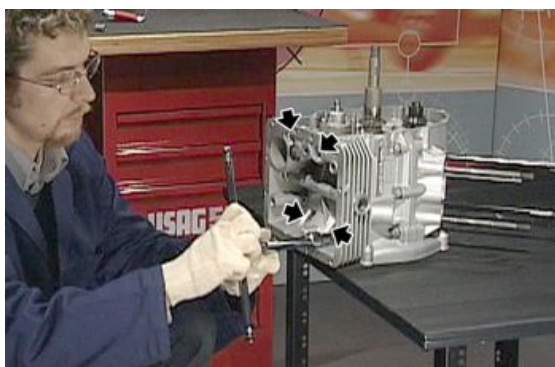


CRANKSHAFT

pos.	Description	Type	Quantity	Torque	Notes
1	Oil plug	-	1	15 Nm (11.06 lbf ft)	Loctite 601
2	Connecting rod screws	-	4	33 Nm (24.34 lbf ft)	-
3	Flywheel screws	-	6	42 Nm (30.98 lbf ft)	Loctite 243

Splitting the crankcase halves

- Unscrew the four long nuts from inside the crankcase and the six external nuts.



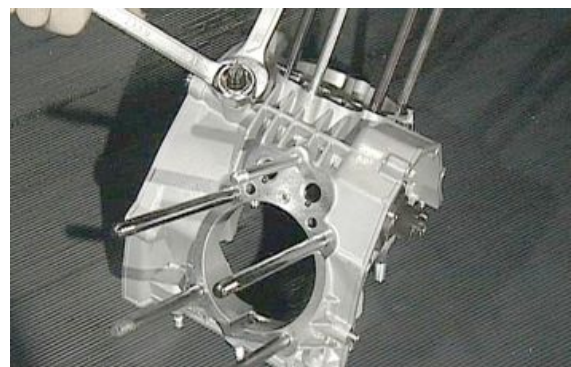
- Insert a rod into the seat of the linkage joining engine and chassis, then tap the rod lightly with a plastic mallet until separating the two crankcase halves.

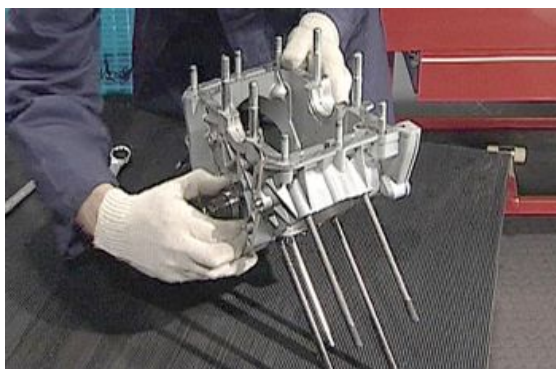


- Remove the upper crankcase being careful not to damage its mating face.
- Remove the crankshaft together with connecting rods and half-bearings.



Unscrew the oil pressure sensor from the upper crankcase and remove the retaining bushing of the camshaft; remove the shaft and the tappets, noting their positions.





Removing the crankshaft

- Remove the crankshaft connecting rods.
- Unscrew the oil plug and thoroughly clean the oilway and oil passages delivering oil to connecting rods and main journals.

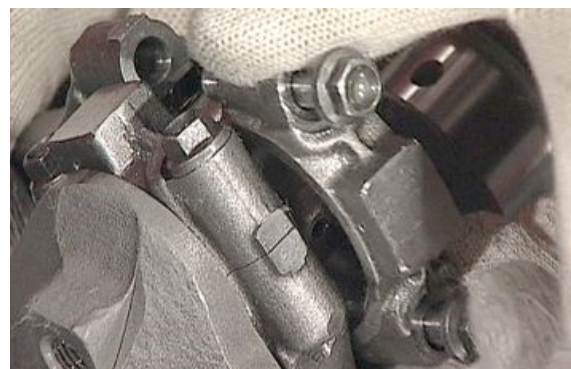


**See also**

[Disassembling the connecting rod](#)

Disassembling the connecting rod

After removing the crankshaft together with the connecting rods from the upper crankcase, loosen the screws and separate connecting rod from small end noting the reference marks and mounting direction.



- Remove the half-bearings from connecting rods and small ends.

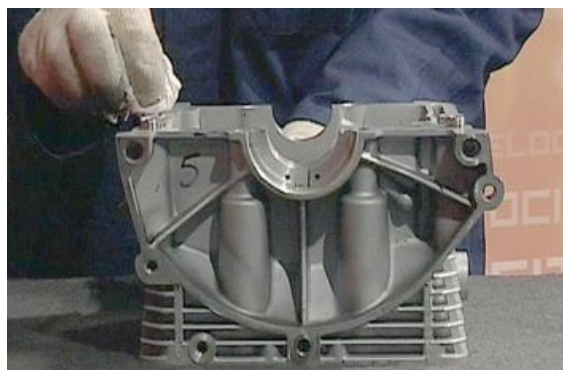
CAUTION

REPEAT THE PROCEDURE FOR THE OTHER CONNECTING ROD



Inspecting the crankcase halves

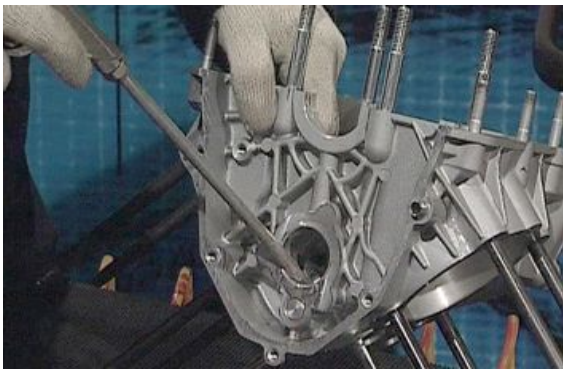
- Check that the mating faces are not damaged, dented or scored. Remove any liquid gasket residues with trichlorethylene.



- Check that the threads of the stud bolts are not dented or stripped; if they are, replace the stud bolt or stud bolts.



- Blow all oil galleries of the two crankcase halves with compressed air.



Inspecting the crankshaft components

- Smear the thread of the cap with threadlocker and tighten the cap firmly.
- Blow with compressed air to clean the lubrication passage seats.

CAUTION
THE CRANKSHAFT IS NITRIDED AND CANNOT BE GROUND; IF WORN, TAPERED OR DEEPLY SCORED, THE CRANKSHAFT MUST BE REPLACED



CRANKSHAFT CHECK

Specification	Desc./Quantity
Main journal diameter on timing system side	40.023 - 43.007 mm (1.5757 - 1.6932 in)
Flywheel side main bearing seat diameter	47.130 - 47.142 mm (1.8555 - 1.8560 in)
Total thickness for flywheel side main bearings	2.044 - 2.050 mm (0.0805 - 0.0807 in)
Clearance between shaft and flywheel side bearing	0.007 - 0.047 mm (0.0003 - 0.0018 in)
Flywheel side main journal diameter	39.995 - 40.011 mm (1.5746 - 1.5752 in)
Thickness of thrust half ring on flywheel side main bearing	2.310 - 2.360 mm (0.0909 - 0.0929 in)
Side thrust clearance of crankshaft in crankcase	0.35 - 0.40 mm (0.0138 - 0.0157 in)

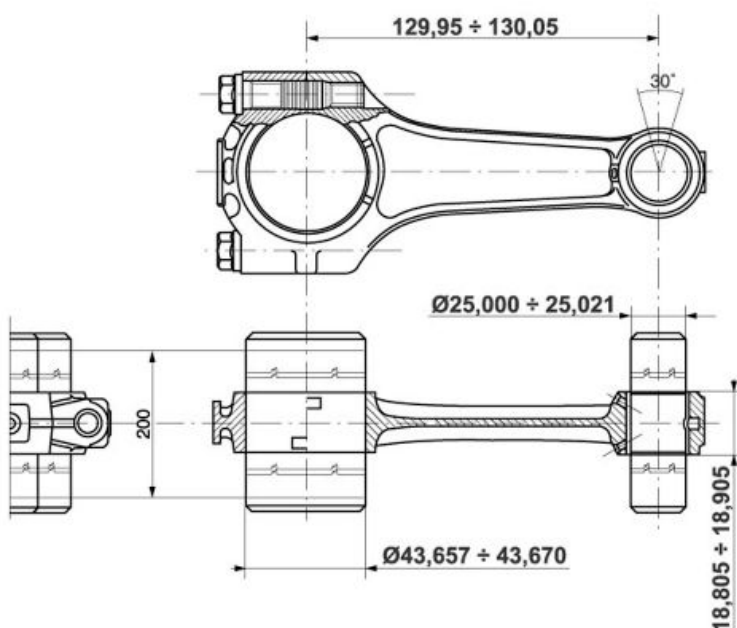




The maximum parallelism deviation of the two crankshaft axes (connecting rod pin and main journals on flywheel side and timing system side) should not exceed 0.02 mm (0.0009 in) at 40 mm (1.5748 in) distance.

Checking the connecting rod

- Measure connecting rod pin diameter across the pin and again at 90° degrees away. Measure bearing seats on both timing system and flywheel side at the half-bearing locations.
- Assemble the connecting rod without half-bearings and tighten the connecting rod screws to the prescribed torque. Measure the outer diameter of half-bearing locations with a dial gauge graduated in hundredths of a millimetre and the thickness of both half-bearings with a round tip micrometer.
- Check the bushings pressed in the small end of the connecting rod for notches due to seizing or deep scoring; replace as required.



Seat diameter 43.657-43.670 mm (1.7188 - 1.7193 in).

Shaft diameter 39.995-40.001 mm (1.5746 - 1.5748 in).
Clearance between shaft and connecting rod bearing at 90° away from mating faces: min 0.020 (0.0008 in), max 0.061 (0.0024 in).

CONNECTING ROD BEARING THICKNESSES

STANDARD (stock production) A mm (in)	STANDARD (stock production) B mm (in)
1.537-1.543 (0.0605 - 0.0607)	1.527-1.533 (0.0601 - 0.0603)

DIAMETER OF PRESSED SMALL END BUSHING AND PISTON PIN

INNER ø FOR PRESSED SMALL END BUSHING mm (in)	PISTON PIN ø	MOUNTING CLEARANCE BETWEEN SMALL END BUSHING AND PISTON PIN mm (in)
18.010-18.020 (0.7090 - 0.7094)	17.996-18.000 (0.7085 - 0.7087)	0.010-0.024 (0.0004 - 0.0009)

Assembling the connecting rod

- Before installation, pay attention to reference marks and mounting direction.
- Reassemble the connecting rods on the connecting rod pin in the crankshaft seat and tighten the screws to the prescribed torque.



CONNECTING ROD SHIMS CHECK

Check that the mounting clearance between connecting rod shims and crankshaft shoulders is within the specified values: 0.265 - 0.515 mm (0.0104 - 0.0203 in).



Refitting the crankcase halves

- Insert the tappets after lubricating them properly.

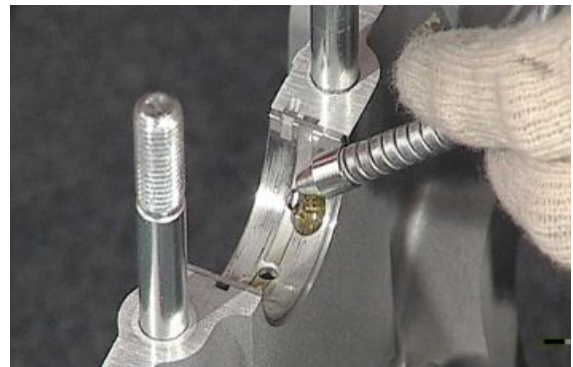


- Insert the camshaft into the seat in the upper crankcase, lubricate and insert locking the camshaft locking fitting.

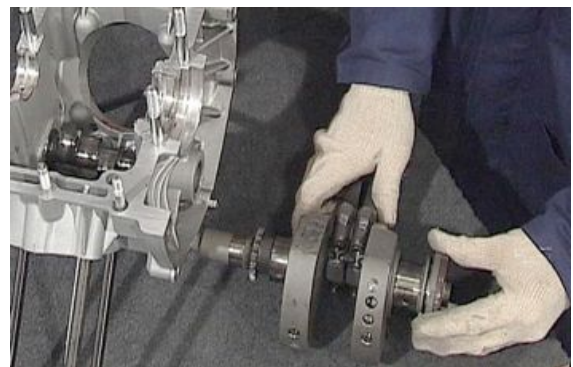


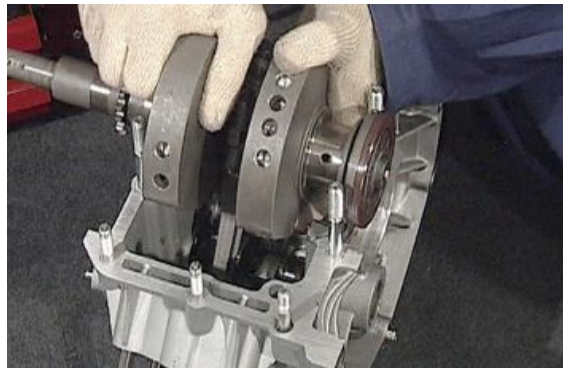
- Insert the timing system side and fly-wheel side half-bearings with their thrust washers into the seats in the upper crankcase.



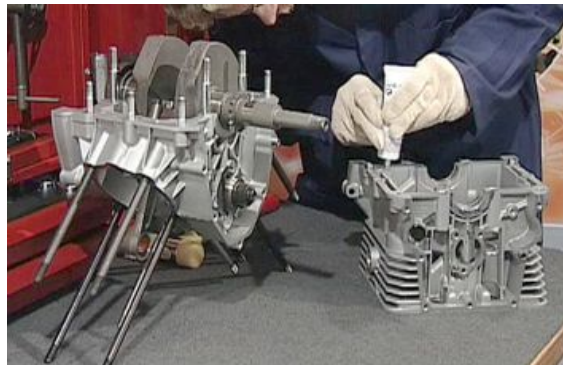


- Insert the seal ring (after lubricating it) on the crankshaft and the assembly onto the engine crankcase making sure that the connecting rods locate correctly into their seats.

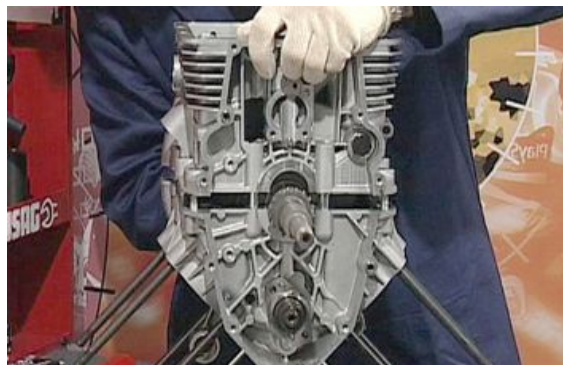


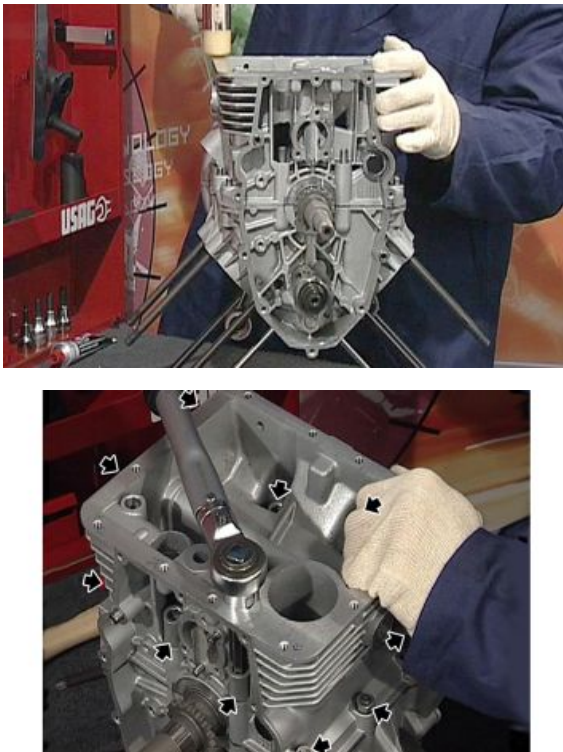


- Fit the half-bearings (lubricate them first) into the lower crankcase; apply the specified liquid gasket to the crankcase mating faces

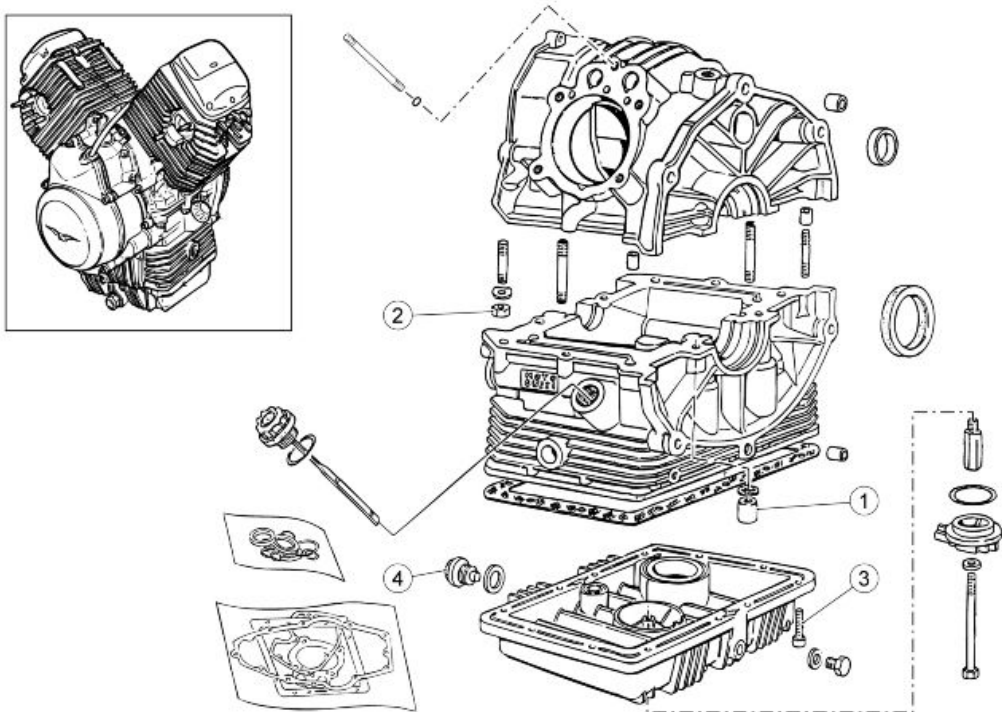


- Join the two crankcase halves and tap lightly with a mallet to ensure that the two mating faces adhere together firmly; tighten the four central stud bolts and the external nuts following a criss-cross pattern.





Lubrication

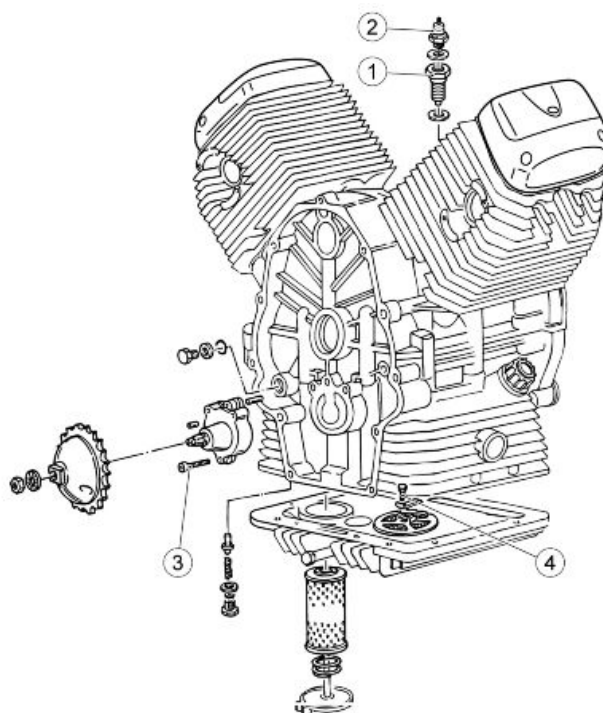
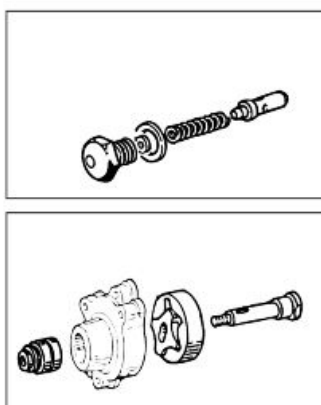


CRANKCASE

pos.	Description	Type	Quantity	Torque	Notes
1	Column nuts	-	4	42 Nm (30.98 lbf ft)	-
2	Nut	M8x1.25	6	22 Nm (16.22 lbf ft)	-
3	TCEI screw	M6x25	12	10 Nm (7.37 lbf ft)	-

pos.	Description	Type	Quantity	Torque	Notes
4	Oil drainage plug	M10x1	1	40 Nm (29.5 lbf ft)	-
-	Spark plugs	-	2	30 Nm (22.13 lbf ft)	-

Oil pump



OIL PUMP

pos.	Description	Type	Quantity	Torque	Notes
1	Transmitter joint	-	1	25 Nm (18.44 lbf ft)	-
2	Oil pressure sensor	-	1	30 Nm (22.13 lbf ft)	-
3	Oil pump screws	M6x35	3	10 Nm (7.38 lbf ft)	Loctite 648
4	Oil filter screw	-	1	6 Nm (4.43 lbf ft)	-

Removing

- After removing the timing system, remove the oil pump from the crankcase unscrewing the Allen screws. Removal procedure is as follows.



- Remove the retaining key.
- Slide off the pump drive shaft with the internal rotor attached.
- Slide off the external rotor.

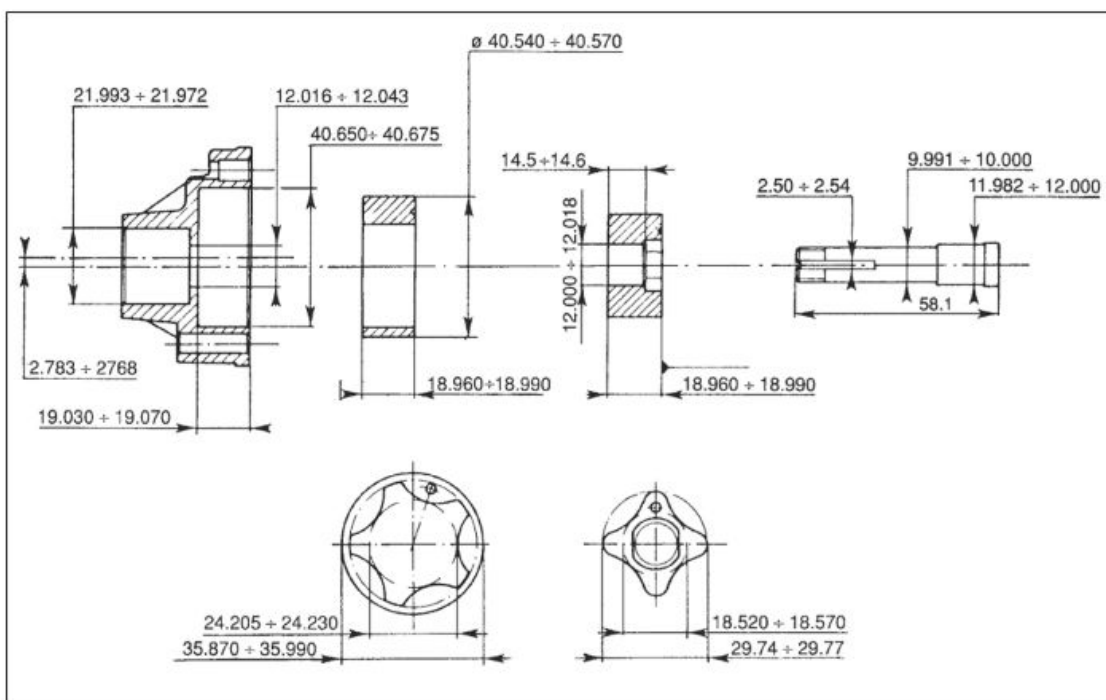


- Slide off the bearings and their inner housing from pump body.





Inspection



OIL PUMP BODY

Check that the faces and inner seats of the oil pump body are not scored, damaged or dented.

Pump body specifications

- External rotor seat $\varnothing 40.650 - 40.675$ mm (1.6004 - 1.6014 in);
- Pump drive shaft bore $\varnothing 12.016 - 12.043$ mm (0.4730 - 0.4741 in);
- Needle bearing seat $\varnothing 21.972 - 21.993$ mm (0.8650 - 0.8659 in);



- External rotor seat thickness 15.030 - 15.070 mm (0.5917 - 0.5933 in).

EXTERNAL ROTOR

Check that the inner and outer surfaces and the flat faces are not scored, damaged or dented; if they are, replace both rotors.

External rotor specifications:

- outer $\varnothing$ 40.540 - 40.570 mm (1.5960 - 1.5972 in);
- inner $\varnothing$ 24.205 - 24.230 mm (0.9529 - 0.9539 in);
- thickness 14.960 - 14.990 mm (0.5890 - 0.5902 in).



INTERNAL ROTOR

Check that the inner and outer surfaces and the flat faces are not scored, damaged or dented; if they are, replace both rotors.

Internal rotor specifications:

- outer $\varnothing$ 29.745 - 29.770 mm (1.1711 - 1.1720 in);
- inner $\varnothing$ 12.000 - 12.018 mm (0.4724 - 0.4731 in);
- thickness 14.960 - 14.990 mm (0.5890 - 0.5902 in).



NEEDLE BEARINGS

Make sure the needle rollers of the bearings are not damaged; if they are, replace the bearings.



OIL PUMP DRIVE SHAFT

Check shaft and thread for damage; check the keyway for burrs and make sure the head the runs in the rotor is not damaged; replace the shaft if needed.

Shaft specifications:

- Ø for pump body seat 11.982 - 12.000 mm (0.4717 - 0.4724 in);
- Ø for needle bearings 9.991 - 10.000 mm (0.3933 - 0.3937 in);



FITTING CLEARANCES

- between pump body and external rotor 0.080 - 0.135 mm (0.0031 - 0.0053 in);
- between internal rotor bore and drive shaft 0.016 - 0.061 mm (0.0006 - 0.0024 in);
- between internal body bore and drive shaft 0.016 - 0.061 mm (0.0006 - 0.0024 in);



Installing

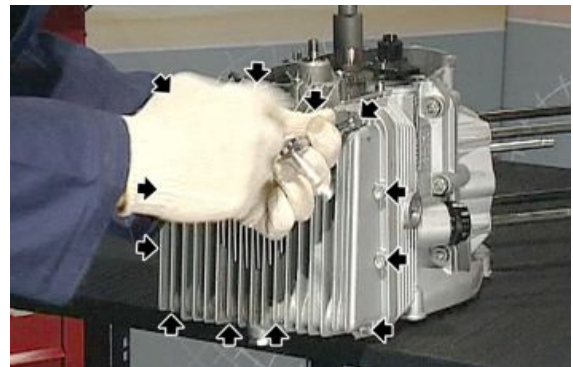
- Assemble the oil pump and refit it to the crankcase, paying attention to the two alignment dowels.
- Tighten the Allen screws to the prescribed torque and make sure the driving shaft turns freely.



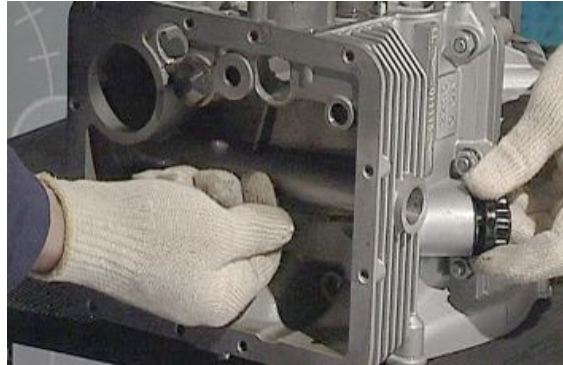


Removing the oil sump

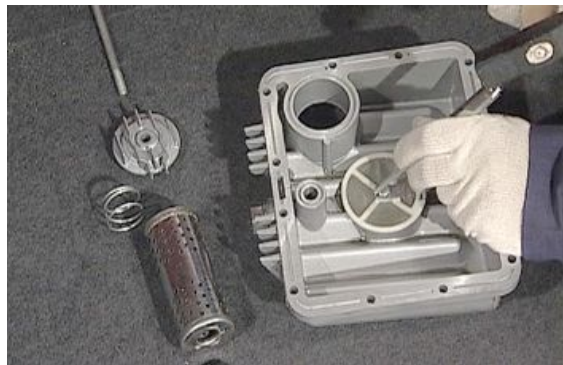
- Remove the engine oil filter.
- Unscrew the screws fixing the oil sump to the engine crankcase, remove the oil sump and the gasket.



-
- Remove the oil level indicator.



-
- Straighten the safety plate, remove the mesh filter retaining screw from the oil sump and remove the mesh filter.



-
- Check that the mesh filter is not dirty, wash and blow with compressed air if needed.
-

Refitting the oil sump

- Insert filter, safety plate and fixing screw, then tighten the screw.



-
- Bend the safety plate.



-
- Position the gasket between the sump and crankcase (always change the gasket). Pay attention during the procedure; if wrongly installed, the gasket will prevent proper oil circulation.



- Tighten the sump screws following a crisscross pattern to the prescribed torque using a torque wrench.



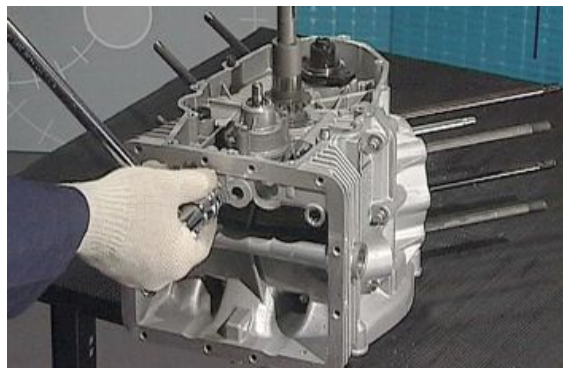
- Insert the filter cartridge and tighten the screw to the prescribed torque.



Pressure reducer valve

REMOVAL

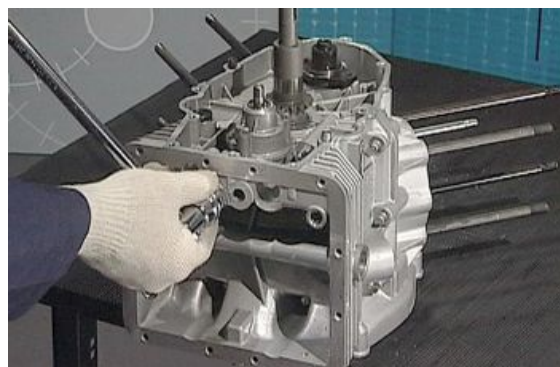
- Unscrew the regulating valve mounted on the threaded hole in the crankcase using a suitable wrench.





FITTING

- Insert the valve first and then the spring, apply threadlocker to the screw and tighten to the prescribed torque.



A

Alternator:

C

Chain: 71, 73

Chain tensioner: 71, 73

Clutch: 30, 31, 45, 46, 48–52

Crankcase: 93, 94, 98, 102

Crankshaft: 93, 96, 99

Cylinder: 56, 58, 64, 81–83, 87, 89, 90

E

Exhaust:

H

Head cover: 55, 57, 58, 92

O

Oil sump: 111, 113

S

Starter motor: 44, 45

T

Throttle body: