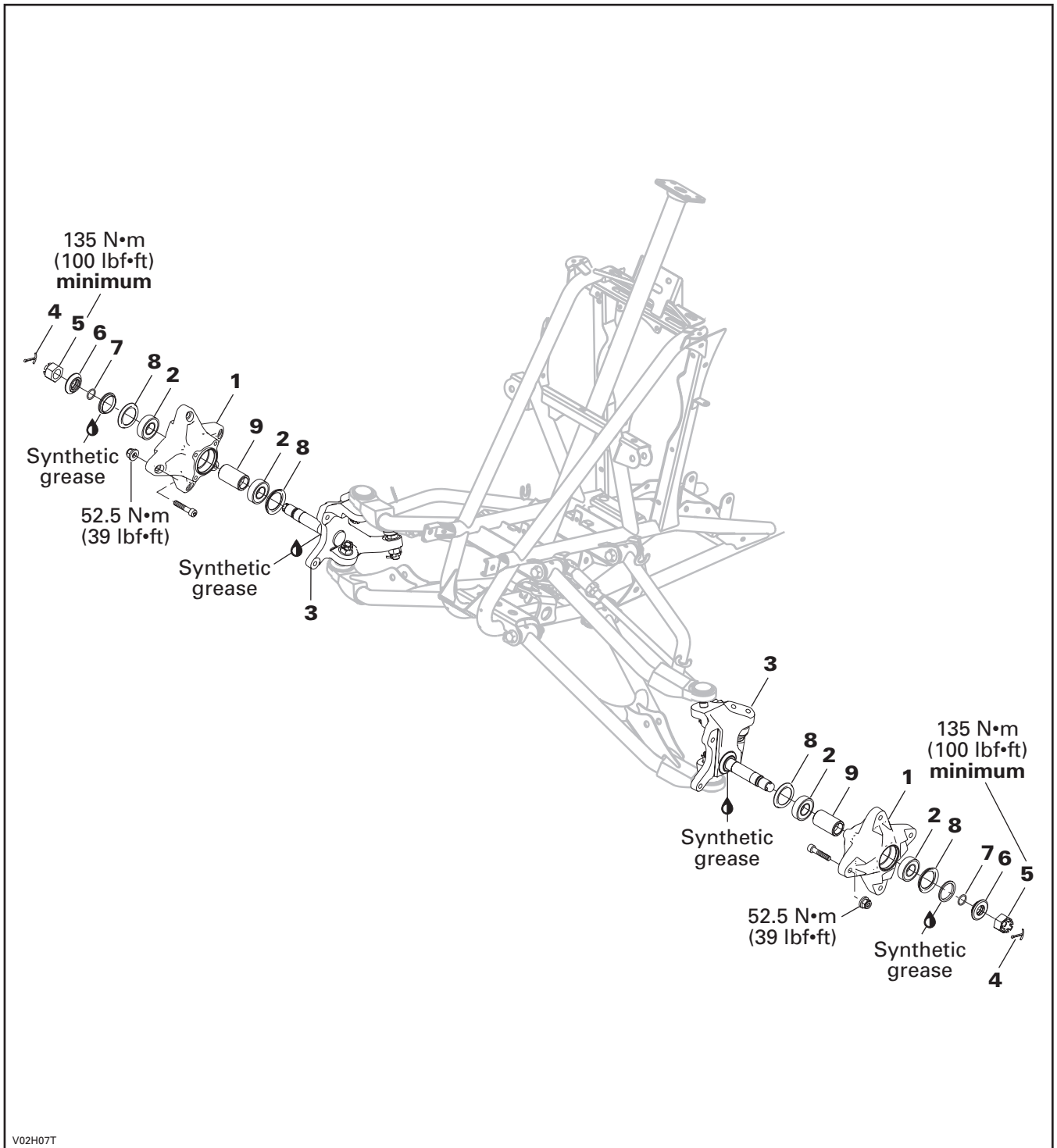


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FRONT DRIVE



Section 06 DRIVE TRAIN

Subsection 02 (FRONT DRIVE)

1, WHEEL HUB

Removal

Remove wheel.

Remove and discard cotter pin **no. 4**.

Unscrew the castle nut **no. 5**.

Remove caliper. Refer to HYDRAULIC BRAKES.

Remove the outside bushing **no. 6** and O-ring **no. 7**.

Remove hub with brake disc.

NOTE: Use a plastic hammer if necessary.

Remove brake disc. Refer to HYDRAULIC BRAKES.

Inspection

Check hub for crack or other damage.

Check O-ring for damage and change if necessary.

Installation

For installation, reverse the removal procedure.

Apply grease to wear ring.

Install new seals into wheel hub until they are flush with hub surface.

Tighten castle nut to the specific torque and further tighten until its grooves align with cotter pin hole.

Install a new cotter pin.

2, WHEEL HUB BEARING

Inspection

Check inner race of each bearing with a finger. The bearing should turn smoothly and quietly.

Check if bearing outer race fits tightly in the hub.

Remove and discard bearings if races do not turn smoothly and quietly or if they fit loosely in hub. Replace bearings and hub if bearings fit loosely into hub.

NOTE: Replace wheel hub bearings in pairs. Do not reuse old bearings.

Removal

Remove seal **no. 8**.

Place wheel hub in vise.

Insert a punch into the inside bushing **no. 9**.

Place the end of punch on the inside bushing lips and drive bearing out of wheel hub.



Remove the inside bushing **no. 9** and drive out the outer bearing.

Installation

Drive in a new bearing squarely until is fully seated.

Install inside bushing and drive the outer new bearing squarely until is fully seated.

3, KNUCKLE

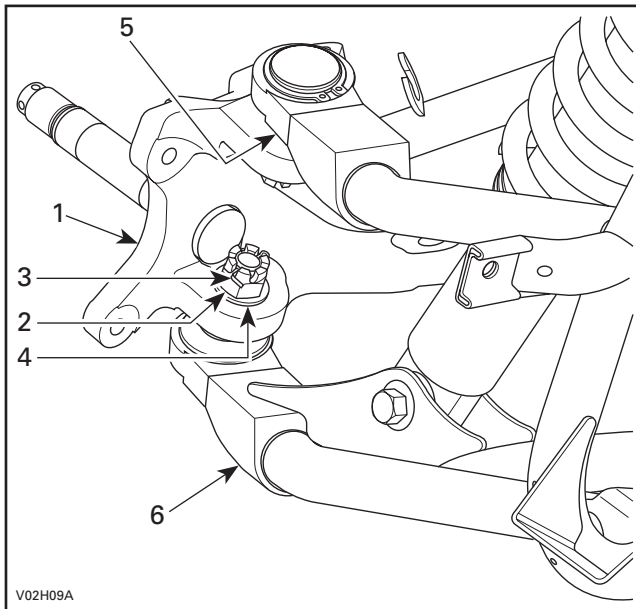
Removal

Remove wheel hub.

Remove tie-rod from knuckle. Refer to STEERING AND CONTROLS SYSTEM.

Remove the cotter pins from the upper and lower A-arm ball joints.

Unscrew castle nut and remove hardened washer.



- 1. Knuckle
- 2. Castle nut
- 3. Cotter pin
- 4. Hardened washer
- 5. Upper A-arm
- 6. Lower A-arm

Use a ball joint remover and detach upper and lower A-arm from knuckle.

CAUTION: Never hit the knuckle with a hammer.

Inspection

Check knuckle for damage or cracks.

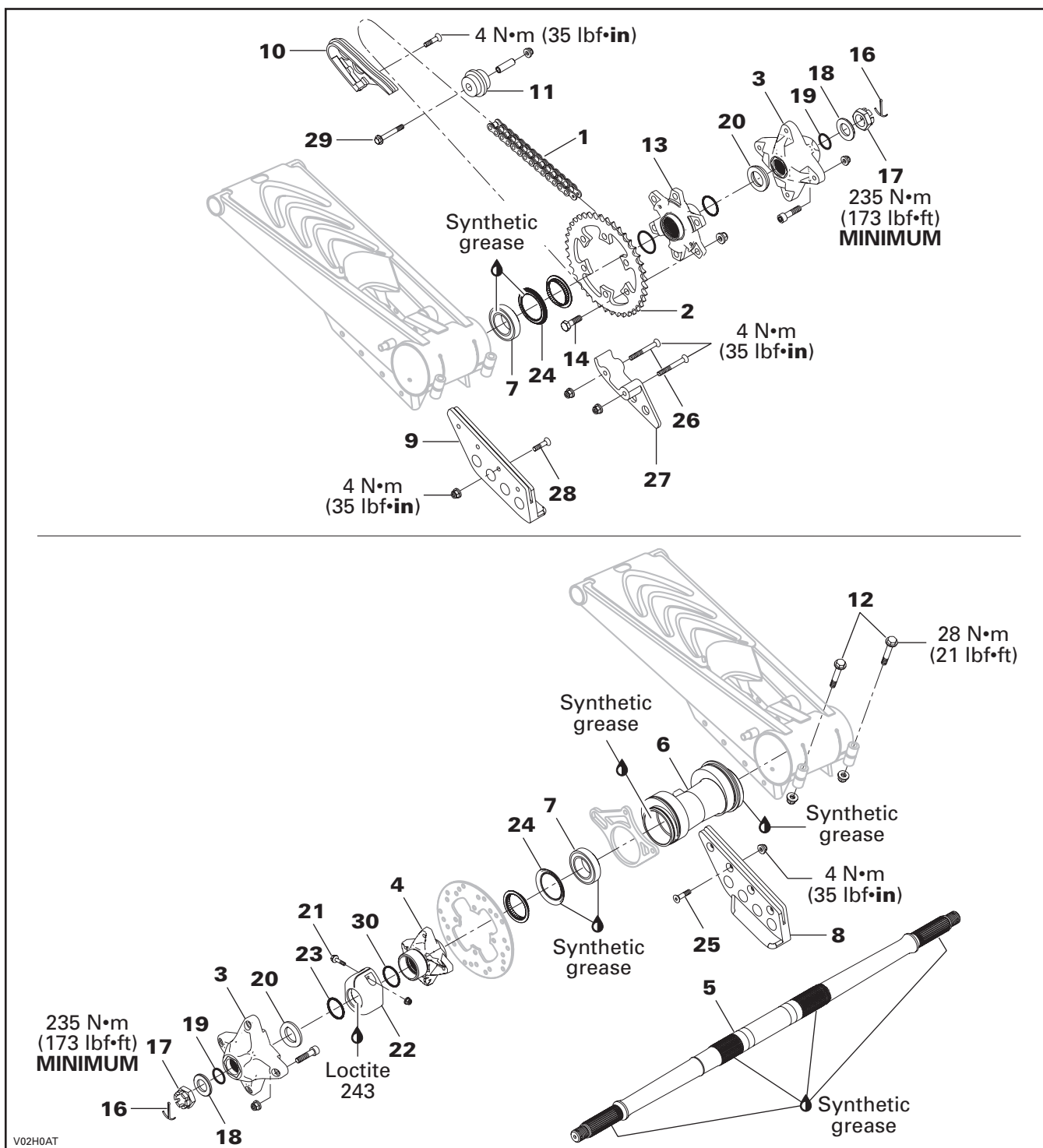
Installation

The installation is the reverse of the removal procedure. However, paying attention to the following details.

Install knuckle onto the upper and lower A-arms with hardened washer and castle nut.

Tighten castle nut to the specific torque and further tighten until its grooves align with the next cotter pin hole.

FINAL DRIVE



V02H0AT

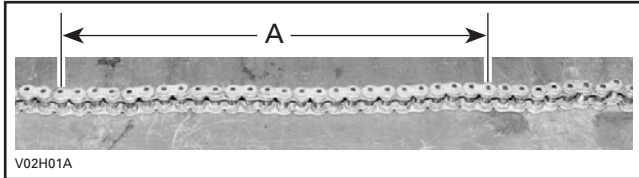
Section 06 DRIVE TRAIN

Subsection 03 (FINAL DRIVE)

1, DRIVE CHAIN

Inspection

With the chain installed on vehicle and the slack adjusted correctly, measure the distance between a span of 13 links from pin center to pin center.



A. 403 mm (15-7/8 in)

Change drive chain if the distance exceeds the service limits.

CAUTION: Replace chain, sprocket and pinion together to prevent rapid chain and sprocket wear. Install a new retaining ring each time the pinion is removed.

Check for damaged or missing O-ring and rollers.

Removal

Lift the rear of vehicle and install jack stands under the frame to support the rear of vehicle off the ground.

Remove chain guard on engine.

Withdraw swig arm shaft. Refer to REAR SUSPENSION.

Loosen rear axle lock bolts **no. 12**.

Insert adjuster lock through hub axle and into eccentric axle housing.

Turn the axle ahead.

Withdraw adjuster lock.

Remove drive chain from sprocket **no. 2** and engine sprocket.

Installation

Installation takes place in the reverse order of removal.

Adjust chain slack. Refer to MAINTENANCE for the proper procedure.

2, SPROCKET

Removal

Lift rear of vehicle and install jack stands under the frame to support the rear of vehicle off the ground.

Remove RH rear wheel and wheel hub **no. 3**.

Unfasten bolts **no. 14** and nuts **no. 15** retaining sprocket to rear hub.

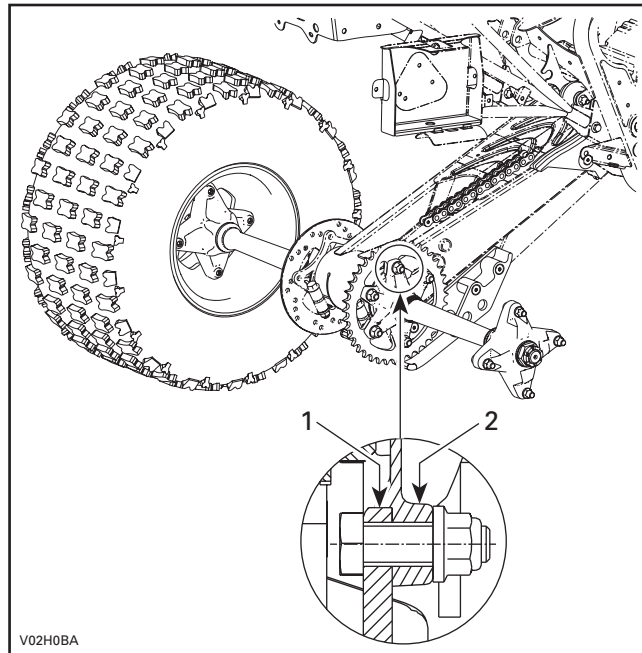
Remove sprocket.

Installation

CAUTION: Replace chain, sprocket and pinion together to prevent rapid chain and sprocket wear. Install a new retaining ring each time the pinion is removed.

For installation, reverse the removal procedure.

Install sprocket with the flat side on hub side.



1. Sprocket
2. Hub

3, REAR WHEEL HUB

Removal

Lift rear of vehicle and install jack stands under the frame to support the rear of vehicle off the ground.

Remove rear wheels.

NOTE: Use the same procedure for both wheel hubs.

Place transmission on first gear and apply rear brake.

Remove cotter pin **no. 16** and unscrew castle nut **no. 17**.

Remove hardened washer **no. 18** and the O-ring **no. 19**.

Pull out wheel hub.

Remove ring support **no. 20**.

Inspection

Check wheel hub for crack or other damage. Change if necessary.

Check O-ring for damage, if so change it.

Installation

For installation, reverse the removal procedure. Paying attention to the following details.

Apply grease blended with molybdenum on splines.

Install new cotter pins. Both ends of cotter pins must be folded.

4, BRAKE HUB

Removal

Remove the left wheel hub.

Remove caliper. Refer to HYDRAULIC BRAKES.

Unscrew bolt **no. 21** retaining adjusting nut **no. 22**.

Screw adjusting nut completely so that ring retainer **no. 23** is apparent.

Withdraw ring retainer.

Withdraw adjusting nut.

Clean brake hub and rear axle then, pull and rotate brake hub with the brake disc. Use the brake hub extractor (P/N 529 035 695).

Remove brake disk. Refer to HYDRAULIC BRAKES.

Inspection

Check for crack or other damage. Replace if necessary.

Check for worn splines and free play on the rear axle spline.

Installation

Installation takes place in the reverse order of removal.

Make sure O-ring **no. 30** is correctly inserted in hub. Apply grease to O-ring and splines.

5, REAR AXLE

Removal

Lift rear of vehicle and install jack stands under the frame to support the rear of vehicle out off the ground.

Remove rear wheels.

Withdraw the LH wheel hub and brake hub **no. 4**.

Slide rear axle, a little bit, by the RH side to clear the RH protector **no. 9**.

Remove drive chain from sprocket.

Remove rear axle completely.

Inspection

Check axle for bend, torsion or other damage. Change if necessary.

Check axle for spot of rust. A spot of rust indicates a possible damage to axle. Change axle if necessary.

Check for worn bearing race.

Installation

For installation, reverse the removal procedure. Paying attention to the following details.

Clean adjusting nut **no. 22** and brake hub threads thoroughly with Loctite Cleaning Solvent (P/N 293 800 019), removing all grease.

CAUTION: Failure to thoroughly clean the threads will cause Loctite 243 to be useless.

Apply Loctite 243 on **thoroughly cleaned disc brake hub threads**, approximately 6 mm (1/4 in) wide by 25 mm (1 in) long, on top of disc brake hub.

Make sure its **threads are thoroughly cleaned** and screw adjusting nut back into position.

Secure adjusting nut with its retaining ring.

Section 06 DRIVE TRAIN

Subsection 03 (FINAL DRIVE)

Reinstall in their proper order all removed parts.
Secure with a new cotter pin.

Preload Adjustment

Turn adjusting nut counterclockwise (towards front of ATV) and **hand tighten only**.

CAUTION: Do not over tighten using a tool; this would cause tapered bearings to overheat and thus reduce their life expectancy.

Ensure axle turns freely and without bearing play and then tighten adjusting nut lock screw **no. 21** to 10 N•m (89 lbf•in).

WARNING

Torque wrench tightening specifications must strictly be adhered to. Locking devices (ex.: locking tabs, elastic stop nuts, self-locking fasteners, etc.) must be installed or replaced with new ones where specified. If the efficiency of a locking device is impaired, it must be renewed.

NOTE: Adjust chain slack. Refer to MAINTENANCE for the proper procedure.

6, ECCENTRIC AXLE HOUSING

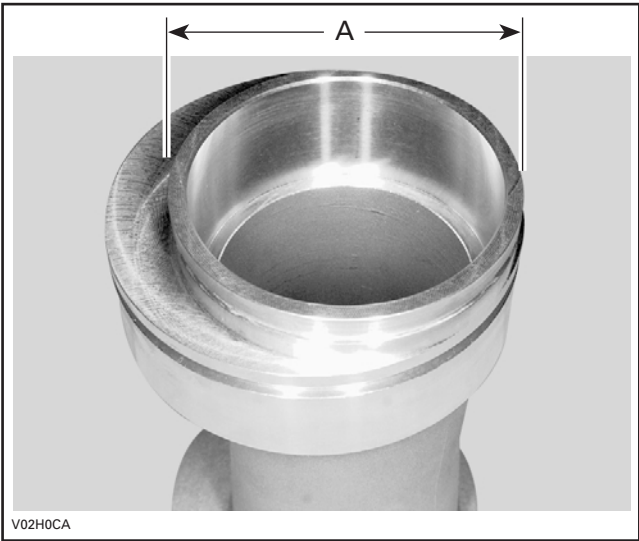
Removal

Remove the rear axle.
On the LH side, remove the circlip and the caliper bracket.
Loosen rear axle lock bolts.
Pull out, by the RH side, the eccentric axle housing.

Inspection

Check for worn diameter where the caliper bracket seats.

ECCENTRIC AXLE LH O.D.	
SERVICE LIMIT	75 mm (2.95 in)



A. 75 mm (2.95 in)

Installation

Installation takes place in the reverse order of removal.

7, ECCENTRIC AXLE BEARINGS

Inspection

Eccentric axle bearings must have full freedom of movement. If not, change the bearings.

Removal

NOTE: Bearings and seals must be replaced if removed.
Pry out drive axle seals **no. 24**. Be careful not to damage seal bore or eccentric axle housing.
Use a punch and drive bearings cup outward from opposite end of housing.

Installation

Place new bearings in a freezer for 10 minutes before installation.
Place eccentric axle housing in oven to 100°C (212°F) to ease bearings installation for a half hour maximum.

WARNING

Clean all grease, outside and inside, from eccentric housing before put in oven.

8,9, PROTECTORS

Removal

LH Protector

Remove brake hub with brake disc.

Unfasten socket head screws **no. 25**.

Withdraw LH protector **no. 8** from swing arm.

RH Protector

Remove sprocket on rear hub.

Unfasten socket head screws **no. 26** retaining the chain protector **no. 27** to the RH protector **no. 9**.

Remove the other socket head screws **no. 28** retaining RH protector to swing arm.

Withdraw RH protector from swing arm.

Installation

For installation, reverse the removal procedure.

10, SLIDER-SHOE

Removal

Withdraw swing arm. Refer to REAR SUSPENSION.

Remove slide-shoe.

Installation

Installation takes place in the reverse order of removal.

11, CHAIN ROLLER

Removal

Unscrew bolt **no. 29** retaining the chain roller.

Installation

For installation, reverse the removal procedure.