2000 polaris xplorer 400 specs

Payload capacity, a plush ride, and great power are all trademarks of the Polaris Xplorer , a versatile quad produced by Polaris from to Polaris could not have picked a better time to launch this quad. It came out when all manufacturers exerted effort on the improvement of all-terrain vehicles. The Polaris Xplorer was a high-performance, off-road ATV introduced in that enjoyed a six-year production run. A predecessor to the Sportsman and Scrambler models came in two trims: the Polaris Xplorer L produced from to and the Polaris Xplorer , released until its last production year in The year models came with add-on options like cassette players, high-performance exhaust, and utility trailers. Off-roaders took a liking to the vehicle for its reliable, comfortable ride over rough terrain, wooded trails, dirt roads, and stream crossings. In perfect condition, some aficionados even consider it better than cc brutes. This configuration was present in later models. Another outstanding aspect of this quad is its rear suspension. Not only is it unaffected by engine torque, which enables it to put more power to the ground, but it also has an impressive 9 inches of rear suspension travel. Polaris voluntarily issued a recall order for about 13, ATV units, including some Polaris Xplorer models. The throttles on those vehicles tended to stick, preventing the ATV from slowing down when released and posing a crash hazard in the process. The company addressed this dilemma by offering a free repair to consumers who bought the affected units. In this video, Maker Max Corbett shows where to locate the counter-balancer oil section and other mechanical components of the Polaris Xplorer He also demonstrates how to change the transmission fluid and counter-balance fluid, and clean the muffler and grease points. It depends on whether the quad is stock or modified. Second-hand, reasonably priced Xplorers can be mostly bought in online auctions. Most of the vehicles come with new Polaris Xplorer parts like a battery, water pump, or rear shocks. When buying an Xplorer , inspect the transmission condition, carb, and electric. The Polaris Xplorer is one of the best machines out there in terms of performance. It is fast and powerful and provides a smooth and comfortable ride. It can sustain some pretty aggressive riding. Having a two-stroke engine, it is easier to rebuild than a four-cycle one. It has decent suspension, and you can easily modify it for power without running your wallet thin. With good maintenance, the Xplorer would need very minimal repairs. The throttle response is also much better on these two-strokes. You will also need to burn at least miles on these oil-injected beauties before you need to do a refill. It is improbable that you will burn a spark plug. All in all, the harder you ride it, the better the quad runs. Conversely, these quads require more maintenance than most machines, simply because they are belt-driven and require a lot of service. Engine vibration is more severe than that of a four-stroke. It eventually rattles something loose in the carb, resulting in the Xplorer running rich. The carburetion on this machine is not up to snuff with Hondas. Owners complain having to get up early and let it idle before the engine gets warmed up enough. Another drawback is that the bottom of the engine gets water inside when mudding or crossing water; tie-rod ends, steering stem, chains, sprockets, and rear swingarm tend to loosen after only a few miles; and it requires overhauls more frequently than its four-stroke siblings. It is also very intolerant of dirty air cleaners given the amount of air it consumes. Or worse, it can pull through the media if neglected. A stock Polaris Xplorer can reach speeds of up to 60 mph on even surfaces and up to 53 mph off-pavement. Weather, rider weight, quad condition, upgrades, and other factors affect top speed, so it may slightly differ for individual drivers. For those planning on an Xplorer rebuild, the following mods would help. For skilled mechanics, putting these together would be a breeze. Otherwise, it will be best to go to your local auto shop or a professional outfit. Polaris Inc. What started as a snowmobile-prototype concept in has now evolved into a global manufacturer of motorcycles, snowmobiles, ATVs, and neighborhood electric vehicles. In mint condition, it resells well and may even beat cc counterparts. It is a pleasant ride as it is hardworking and can be surprisingly adept for single-track racing. In response to the buying public's clamor for flexibility brought about by utility machines, Polaris launched the Polaris Scrambler in From the get-go, this sport-oriented vehicle became a The Polaris Trail Boss marked the transition of American firm Polaris from being a snowmobile manufacturer to a producer of four-wheeled all-terrain vehicles. Launched in , the Trail Boss Skip to content. It has an millimeter bore and a millimeter stroke. The engine displacement is The Polaris Xplorer was a 2WD, but recent new-generation versions have switch-operated On-Demand true 4-wheel drive that provides additional traction. The vehicle wheelbase is It allows 5. Its height from the ground is The seat height is 34 inches. Dry weight is lbs Its turning radius of 5. It has full floorboards with integrated footpegs, and composite front and rear cargo racks. It also comes with an 8. Continue Reading. The Polaris Company started in as a snowmobile building company and maintained this product line until Since then, Polaris has expended its manufacturing line to include water crafts, motorcycles, off-road military vehicles and golf carts. The Polaris Sportsman ATV has a length of 81 inches, a height of 47 inches and a width of 46 inches. It has 11 inches of ground clearance, the wheel base is This

ATV has front and rear cargo racks and floorboards made from composite material. The front cargo rack has a load capacity of 90 pounds, and the rear cargo rack has a load capacity of pounds and a towing capacity of 1, pounds. The front tires are size 25 x , and the rear tires are size 25 x The standard colors for most Polaris ATVs were green camouflage and red, but for the Sportsman a yellow version was also released. The Polaris Sportsman s engine is cubic centimeters. It is a four valve, four stroke with counterbalance, liquid cooled engine with an electric starter. The starter comes with a back up recoil system, and a thumb switch activates the four-wheel independent shaft drive. The carburetor is a CV Mikuni and measures 34 mm at the venturi. This Polaris ATV also has a fuel capacity of 5. This allows the user to shift easily from high to low and reverse. The front and rear brakes are independent of each other, both incorporating hydraulic discs brakes. The rear brakes are activated by a hydraulic foot brake and the front a single lever. The rear suspension on this ATV is fully independent of the front with dual twin tube shocks and a progressive swing rate at 9. It also features an anti roll bar. The front suspension is made up of MacPherson struts that have 6. Daniel Moverley has been writing professionally for over five years, for various online companies as well as for private clients. His articles specialize in topics ranging from veterinary health to technology and video games, to basic construction projects. Moverley is pursuing a bachelor's degree in English. Make Polaris. Model Xplorer Polaris ATVs are for everyone. Thousands are discovering the freedom Polaris ATVs give them, their friends and their families. To find The Way Out and enjoy nature. These are the machines many new owners and value-minded riders are turning to - Xplorer. One of the most popular names in our lineup. Because they're easy to own and easy to ride. Cheap plow rig! Long-travel 9. Tight-turning MacPherson strut long-travel 6. Single-lever hydraulic disc brakes. Concentric Drive System. Electronic speedometer. It is a two-stroke motor that features an electric starting system and recoil backup. The braking system of the Polaris Xplorer consists of a rear hydraulic foot brake and a single-lever, hydraulic front brake disc system. A hydraulic parking brake locks all the wheels in place for parking on steep or uneven ground. The front suspension of the Polaris Xplorer features a MacPherson strut that allows for 6. The rear suspension of the Polaris Xplorer provides nine inches of travel. Run needs work Polaris ATVs are for everyone. Model Xplorer. Head for the Xplorer 4x4. Check out the long feature list. Then scratch that itch. Claim your new Polaris at your nearest dealer, and hit the ground runningâ€¦ or huntingâ€¦ or fishingâ€¦ or workingâ€¦. Liquid cooled 2-stroke. Only 1, miles. Plenty of power and runs great. Recently serviced with new battery. Aluminum loading ramp included. Very good shape, runs great, this is a powerful ATV ready for the woods or ice. ATV was recently serviced and is ready to go. Polaris , 2-stroke, liquid-cooled, oil-injected engine. Exclusive long-travel 9. Automatic transmission PVT. Single-lever hydraulic disc brakes; hydraulic rear-axle foot brake. Model XPlorer 4X4. Starts right up and runs perfect. Plastics are in very good condition, machine is overall clean. Tires are decent, great for snowplowing or hunting. Very reliable. Trades considered for other 4x4 4 wheelers or vehicles, conversion Van, utv or other toys. No bikes, no sleds. Cash is king, money talks!!! Don't waste time with scams. In person, cash deals ONLY!!! Located in Glasco Ny. Text or call [email removed]. Payson, AZ. Baton Rouge, LA. Davis, CA. Eaton, NH. Easton, PA. Olmos Park, TX. Lyles, TN. Alert Successfully Created. Save search. Motorcycles for Sale Polaris Xplorer Year Make Polaris Model Xplorer Year Make Polaris Model -. Category - Engine - Posted Over 1 Month. Year - Make - Model -. Year Make Polaris Model Xplorer. Prev 1 2 Next. Make Polaris 9 Yamaha Motorcycles 1. ZIP Code. Year minYear Apply Filters Clear Search. Daily Weekly No Emails. Submit Cancel. Registration is fast and you can even login with social network accounts to sync your profiles and content. The bike runs great. Starts right up and motor sounds solid. My problem is sometimes when I shift into gear it grinds as I'm shifting. I'm guessing maybe the idle is too high or I may need a new clutch kit. It has the original stock CVT clutch springs and weights so it's probably due for some maintenance. I have adjusted the throttle screw on the carb and when I first turn on bike when cold it idles fine, but after I've been riding a while and she is good and warmed up she idles slightly higher which then creates this horrible grind noise when I shift into gear. My old '92 Polaris Trail Boss did the exact same thing but I found if I applied the foot brake it stopped it from grinding. Pressing the foot brake as I shift doesn't seem to help. I have not opened up the cvt cover to investigate the pulleys yet. Any advice before I start dismantling parts? I'm thinking I will adjust my idle down a little. If this doesn't help I'll take a look at the CVT. Previous owner claims he installed a NEW belt, but never messed the pulleys. And on a side note I plan on changing the stock 25" tires with some 26" or 27" mud tires. This would be a good reason to upgrade my bike with a clutch kit. It would help turn the bigger tires and I'm guessing it might help with this grinding problem. Any help is greatly appreciated. I am handy with a wrench, but I am not a mechanic by trade. I know next to nothing about CVTs but I do under stand slip clutches enough to know that if its idling too high

the clutch wont fully disengage and that could cause it to grind. Hey thanks. I will adjust the idle down tonight when I can. Previously it was set so low the bike kept stalling, so I bumped up the throttle a tad. On a side note, I did notice one quirk about this bike and how she shifts gears. If I am towing something heavy with the bike and it's under tension I cannot shift gears. I discovered this when i was rescuing my buddy stuck in the mud. I went to tow him out of a hole and after moving a few feet forward, I stopped, and went to shift into reverse to back up and release the tension on tow rope. The hand gear shifter moved but the bike was not changing gears. It was stuck in HIGH forward gear. I manually pushed the bike back enough to release tension on tow rope and Voila! The bike could shift again. My '98 Yamaha Big Bear is a semi auto, I must shift with foot lever. I'm still discovering the good and bad about this Polaris. The bike rides really smooth. It just takes a lot of revs to make the CVT move the bike. That's another reason I want a clutch kit. I'd like her to engage the wheels sooner when throttle is squeezed. It's a work in progress. OK here's an update. I adjusted the throttle screw on my bike's carb and lowered my idle. The bike no longer grinds when I put it in gear, but still requires a bit of force to pop it in gear. I removed the cvt cover and discovered the pullyes were out of alignment. Previous owner had recently chgd the CVT belt and never adjusted the alignment or didn't notice. Any way the belt is slightly chewed on one side in one small spot. I fear it's going to wear prematurely due to this. It started to fray on same side it was rubbing. I was able to align the belt on pulleys. I did notice the belt is spinning while it's in neutral. Is belt supposed to spin in neutral? I thought it was supposed to not move or only move slowly. The bike still pops into gear but it's not grinding. I think this feeling of the shifter popping into gear might be because the belt is moving. My old Polaris Trail boss belt used to spin in neutral but when I pressed the rear foot brake pedal it'd stop. My newer Polaris sportsman rear foot brake pedal doesn't seem to affect the belt spinning in neutral. I think this bike is due for a clutch kit. Replace the old cvt spring and weights that are probably worn out. BTW the bike has severe engine braking. When I let off the throttle the bike slows down very fast as if it's braking. I like this bike and I'm trying to save money and repair it myself. My local ATV shop has high hourly rates for work. Any help is greatly appreciated! Another update, well I finally finished putting my new heavy duty cvt belt on and EPI clutch kit. Now when I shift into gear the bike doesnt grind. I only road the ATV around my yard and up and down street to see how the cvt was engaging. This EPI kit works well. It came with 2 primary springs and one secondary spring and a new helix. The bike takes off like a rocket now! I bought the kit with the intention of changing my current stock 25" tires for taller mud tires. This EPI claims its designed for tires 27"" tall. Ill update again after I trail ride it. I had to make a jig to hold the clutch in place and I unscrewed the spider off. Its torqued down tight so youll need a breaker bar to crack her loose. You can post now and register later. If you have an account, sign in now to post with your account. Note: Your post will require moderator approval before it will be visible. Paste as plain text instead. Only 75 emoji are allowed. Display as a link instead. Clear editor. Upload or insert images from URL. Not a member? Polaris ATV Forum. Join our Forum! Sign in with Facebook. Sign in with Twitter. Sign in with Google. Sign in with Microsoft. Reply to this topic Start new topic. Recommended Posts. MadMan 10 Posted October 22, Posted October 22, Link to post Share on other sites. Posted October 23, MadMan 10 Posted October 23, MadMan 10 Posted October 28, Posted October 28, MadMan 10 Posted December 23, Posted December 23, Join the conversation You can post now and register later. Reply to this topic Insert image from URL. Followers 0. Go to topic listing. Similar Tagged Content. I bought a Yamaha bear tracker it start and idles fine but when you shift it into gear and start to go at a high rpm the reverse lever starts to make a grinding noise and you have to hold it forward or the atv will shut off any help would be great! Polaris L Sport. Trying to change front wheel bearings. I removed the cotter pin and castle nut. Hub won't budge. Is there an additional retaining clip? Seems to be one of those push on type that barbs on the thread of the spindle. How do I remove it? Have a Polaris Sportsman that only has 34mi. Cut the gas off today to drain carb. Now engine will not idle. Can screw idle in with no change. What happened? Why did this happen when fuel ran out? Please help me,my ATV is a daily driver. Please help!! Custom Wrap sportsman Highlifter. Thanks to trent at trent signs and graphics for the awesome wrap!! What all is included in the normal maintenance service of the Polaris ranger Xp? Are there any hidden grease fittings? Here is my list, some I have had, some I got online I have put all Manuals on my dedicated server, so the links won't go dead. Most the manuals listed below are on the server and there may be some on the server that's not on the list. Scroll to the bottom of this post to get the link. If you need a Manual that's not on the list, leave a reply, I will try to locate it, if I can't, I'm sure another member would share if they have it. If you have manuals that are not in the list and you would like to share them, leave a reply, with a link to your manuals and I will add them to my post so they are all in one spot. I picked up this ranger cheap because the AWD wasn't working. I

checked it out and had What could be causing this? Any help would be appreciated! Friday evening went riding, rode for a good hour or so everything was fine. I went to take a short ride to the restroom less than yds away and all of the sudden everything flickered and then just died out. Accompanying the problem I noticed the killswitch completely locked up. Once daylight hit took the killswitch apart to find it had shorted out and melted the plastic inside. Has anyone else had anything similar to this and if so what did you do to fix the situation? I have a new killswitch on the way to replace the obvious problem but was wondering could there be a bigger issue at hand. We tested with a voltage meter to make sure everything was still getting power from the battery and as far as we could tell it was. No registered users viewing this page. Sign In Sign Up. Quick Links. Table of Contents. Polaris industries all terrain vehicle owner's manual pages. Polaris industries all-terrain vehicles owner's manual pages. Offroad Vehicle Polaris Sportsman H. Owner's Manual Polaris industries all-terrain vehicle owner's manual pages. Polaris industries all-terrain vehicle owner's manual 2 pages. Polaris industries offroad vehicle user manual pages. Page Page 3: General Information - projex inbox. Page 4: Replacement Keys - projex inbox. To identify which series the key is, take the first two digits on the original key and refer to the chart to the right for the proper part number. Series Part Number Page 5: Model Color Identification - projex inbox. Page 6 - projex inbox. Page 7 - projex inbox. Page 8 - projex inbox. Page 9 - projex inbox. Page Machine Dimensions - projex inbox. Page 11 - projex inbox. Page 12 - projex inbox. Page 13 - projex inbox. Page Spring Position Sheave - projex inbox. Page 17 - projex inbox. Page Publication Numbers - projex inbox. Page Standard Torque Specifications - projex inbox. There are exceptions in the steering, suspension, and engine areas. Always consult the exploded views in each manual section for torque values of fasteners before using standard torque. Page 21 - projex inbox. Page 22 - projex inbox. Page Decimal Equivalents - projex inbox. Page 24 - projex inbox. Page Decimal Equivalent Chart - projex inbox. Center Distance: Distance between center of crankshaft and center of driven clutch shaft. Chain Pitch: Distance between chain link pins No. Polaris measures chain length in number of pitches. CI: Cubic inches. Page 27 Piston Clearance: Total distance between piston and cylinder wall. PTO: Power take off. RPM: Revolutions per minute. Regulator: Voltage regulator. Regulates battery charging system output at approx. Page Maintenance - projex inbox. Recommended Lubricants and Capacities. Page Periodic Maintenance Chart Inspect, clean, lubricate, adjust or replace parts as necessary. NOTE: Inspection may reveal the need for re-placement parts. Always use genuine Polaris parts. Page Pre-Ride Inspection - projex inbox. Page 31 2. Do not force fluid into hub. Page 32 - projex inbox. Change fluid every 2 years. Brake Fluid dicated level inside reservoir. See page 2. S Check vent hose to be sure it is routed properly and unobstructed. Page Transmission Lubrication S Check vent hose to be sure it is routed properly and unobstructed. At change: Approx. Page Transmission Gearshift Adjustment - projex inbox. S Tighten shift linkage rod end jam nuts properly after adjustment. Page 40 - projex inbox. Place gear selector in neutral. Make sure the transmission bell cranks are engaged in the neutral position detents. Be sure the shift linkage rod ends are firmly attached to the gear selector slides. Adjust the low range inside rod so the rod end is centered on the transmission bell crank. Page Throttle Operation - projex inbox. Throttle lever operation should be smooth and lever must return freely without binding. Place the gear selector in neutral. Set parking brake. Page Pilot Screw Adjustment - projex inbox. Start engine and warm it up to operating temperature about 10 minutes. This is a very important step. Page 43 - projex inbox. Slide boot off throttle cable adjuster and jam nut. Place shift selector in neutral and set parking brake. Start engine and set idle to specified RPM, then shut off engine. Page Fuel System - projex inbox. Always stop the engine and refuel outdoors or in a well ventilated area. Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored. Page Carburetor Draining - projex inbox. NOTE: The bowl drain screw is located on the bottom left side of the float bowl. Page Compression Test - projex inbox. Compression readings will vary in pro- portion to cranking speed during the test. Average compression measured is about psi during a compres- sion test. Smooth idle generally indicates good compression. Page Battery Maintenance - projex inbox. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing. Antidote: External: Flush with water. Internal: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Page Spark Plug - projex inbox. Remove spark plug high tension lead. Clean plug area Recommended Spark Plug: so no dirt and debris can fall into engine when plug is removed. Refer to Specifications 2. Remove spark plug. Inspect electrodes for wear and carbon buildup. Look for a sharp outer edge with no rounding or erosion of Spark Plug Torque: 14 Ft. Page Cooling System Hoses S Overheating of engine could occur if air is not fully purged from system. Do not dilute with water. Page Coolant Level Inspection 1. Remove reservoir cap. Inner splash cap vent hole must be clear and open. Page 51 - projex inbox. When riding in extremely dusty

conditions re- placement will be required more often. Gasket The pre filter should be cleaned before each ride, using the following procedure. Drain whenever deposits are visible in the clear tube. NOTE: The sediment tube will require more frequent ser- vice if the vehicle is operated in wet conditions or at high throttle openings for extended periods. Page Recoil Housing - projex inbox. This should also be done before storing the ATV. The drain screw is located at the bot- tom of the recoil housing. Run engine two to three minutes until warm. Stop engine. Clean area around drain plug B at bottom of oil tank. Place a drain pan beneath oil tank and remove drain Ambient Temperature Range: plug. Page 55 Reinstall drain plug. Crankcase Drain Remove dipstick and fill tank with 2 quarts 1. Place gear selector in neutral and set parking brake. Prime oil pump using procedure below. Stop the engine and inspect for leaks. Page Valve Clearance - projex inbox. Remove the seat. Remove body panels and fuel tank as necessary to gain access to valve cover. Page Intake Valve Clearance Adjustment - projex inbox. Insert a. Using a 10 mm wrench and a screwdriver, loosen adjuster lock nut and turn adjusting screw until there is a slight drag on the feeler gauge. Page 58 Polaris parts. WARNING Due to the critical nature of the procedures outlined in this chapter, Polaris recommends steering component re- pair and adjustment be performed by an authorized Polaris Dealer. Only a qualified technician should replace worn or damaged steering parts. Use only genuine Polaris replacement parts. Page 59 - projex inbox. See note below. NOTE: String should just touch side surface of rear tire on each side of machine. Measure from string to rim at front and rear of rim. Page 60 - projex inbox. Place machine on a smooth level surface. Set handlebars in a straight ahead position and secure handlebars in this position. NOTE: The steering frog can be used as an indicator of whether the handlebars are straight. Page 61 2. NOTE: Do not force the fluid into the hub under pressure or seal damage may occur. Page Exhaust Pipe - projex inbox. Remove the clean out plugs located on the bottom of the muffler as shown at right. Place the transmission in neutral and start the engine. Purge accumulated carbon from the system by momen- Clean Out Plug tarily revving the engine several times. Check brake system for fluid leaks. Check brake for excessive travel or spongy feel. Check friction pads for wear, damage and looseness. Check surface condition of the disc. Page Auxiliary Brake Testing - projex inbox. Free Play 1. Page Front Suspension - projex inbox. Adjust as necessary. Damping should be smooth throughout the range of travel. Check all front suspension components for wear or dam- age. Page Controls - projex inbox. Spacer Tab Brake control and switch must be positioned to allow brake lever to travel throughout entire range without contacting switch body. Align throttle control assembly clamp with knurl on handle- Throttle assembly clamp Check wheel nuts and ensure they are tight. Do not over tighten the wheel nuts. Rear Wheel Nuts 20 Ft. Page Tire Pressure - projex inbox. Refer to the warning tire pressure decal applied to the vehicle. Page Engine - projex inbox. Torque Patterns Piston Identification. Page Torque Specifications - projex inbox. Nm Ft. Page Torque Patterns - projex inbox. Page Piston Identification - projex inbox. The other numbers are used for identification as to diameter, length and design. Page Engine Service Data - projex inbox. Page 74 - projex inbox. Page Cooling System - projex inbox. The cooling system is under pressure and serious burns may result. Allow the engine and cooling system to cool before servicing. Page Cooling System Specifications Using tap water in the cooling system will lead to a buildup of deposits which may restrict coolant flow and reduce heat dissipation, resulting in possible engine damage. Page Accessible Components - projex inbox. Clean work area. Thoroughly clean the ATV engine and chassis. Disconnect battery negative - cable. Remove the following parts as required. Never substitute or mix oil brands. Page Honing To Oversize Selecting a hone which will straighten as well as remove material from the cylinder is very important. Using a common spring loaded finger type glaze breaker for honing is never advised. Polaris recommends using a rigid hone or arbor honing machine which also has the capability of oversizing. Page Crankshaft Straightening - projex inbox. Refer to the illustrations below. Page 82 Oil Type Page 83 - projex inbox. Beginning at the oil tank, the oil flows through a screen fitting in the bottom of the tank and into the oil supply hose. The feed side of the oil pump draws oil through the hose and into the crankcase oil gallery, and then pumps the oil through another passage to the one way valve. Page 86 - projex inbox. Remove ignition timing inspection plug from recoil housing. Page Cam Chain Tensioner Inspection - projex inbox. Pull cam chain tensioner plunger outward to the end of its travel. Inspect teeth on ratchet pawl A and plunger teeth B for wear or damage. Push ratchet pawl and hold it. The plunger should move smoothly in and out of the tensioner body. Mark or tag rocker arms to keep them in order for assembly. Inspect each rocker arm cam follower surface. If there is any damage or uneven wear, replace the rocker arm. NOTE: Always inspect camshaft lobe if rocker arms are worn or damaged. Page 89 - projex inbox. Measure I. Compare to specifications. Page Camshaft Removal - projex inbox. Remove thermostat housing. Remove camshaft sprocket inspection cover. Loosen three camshaft sprocket bolts. Remove camshaft end cap and O-Ring. Inspect

camshaft end cap thrust face for wear. Replace if worn or damaged. Page 91 - projex inbox. Place a clean shop towel in the area below cam chain sprocket and remove sprocket retaining bolts. Slide camshaft inward to allow removal of cam sprocket and remove sprocket from camshaft and chain. Page Automatic Compression Release Installation - projex inbox. The actuator ball in the camshaft is not replaceable. Replace the cam- shaft as an assembly if the actuator ball is worn or dam- aged. Page Camshaft Inspection - projex inbox. Visually inspect each cam lobe for wear, chafing or damage. Thoroughly clean the cam shaft, making sure the oil feed holes are not obstructed. Measure height of each cam lobe using a micrometer. Page Cylinder Head Exploded View - projex inbox. Remove the two 6mm flange bolts A from cylinder head. Page Cylinder Head Inspection - projex inbox. Remove bolts A and tap cylinder head lightly with a plastic hammer until loose. Page Cylinder Head Disassembly - projex inbox. NOTE: Keep all parts in order with respect to their location in the cylinder head. Using a valve spring compressor, compress the valve spring and remove the split keeper. Page 97 - projex inbox. Measure free length of spring with a Vernier caliper. Check spring for squareness. Replace spring if either measurement is out of specification. Page Valve Inspection - projex inbox. Remove all carbon from valve with a soft wire wheel. Check valve face for runout, pitting, and burnt spots. Page Combustion Chamber - projex inbox. Measure valve guide inside diameter at the top middle and end of the guide using a small hole gauge and a micrometer. Measure in two directions, front to back and side to side. Page Valve Seat Reconditioning - projex inbox. If any of the above conditions exist, the valve seat must be reconditioned. See Valve Seat Reconditioning, page 3. If the valve seat is cracked the cylinder head must be replaced. Page - projex inbox. Follow the manufacturers instructions provided with the valve seat cutters in the Cylinder Head Recondi- tioning Kit PN Abrasive stone seat re- conditioning equipment can also be used. Keep all valves in order with their respective seat. NOTE: Valve seat width and point of contact on the valve face is very important for proper sealing. Install pilot into valve guide. Apply cutting oil to valve seat and cutter. Inspect the cut area of the seat. The valve seat should contact the middle of the valve face or slightly above, and must be the proper width. If the indicated seat contact is at the top edge of the valve face and contacts the margin area B it is too high on the valve face. Page Cylinder Head Assembly - projex inbox. Insert the valve into its respective guide and lap using a lapping tool or a section of fuel line connected to the valve stem. Rotate the valve rapidly back and forth until the cut sounds smooth. Page Valve Sealing Test - projex inbox. Dip valve spring and retainer in clean engine oil and install spring with closely spaced coils toward the cylinder head. Closely spaced coils toward cylinder head 6. Place retainer on spring and install valve spring compressor. Remove cam chain guide at front of cylinder. Loosen all four oil pipe banjo bolts and then remove the bolts and eight sealing washers. Remove the two 6 mm cylinder base bolts. Page Piston Removal - projex inbox. Remove circlip. Note piston directional arrow pointing toward the right Mag side of engine. Remove piston circlip and push piston pin out of piston. If necessary, heat the crown of the piston slightly with a propane torch. Page Cylinder Inspection - projex inbox. Remove all gasket material from the cylinder sealing surfaces. Inspect the top of the cylinder for warpage using a straight edge and feeler gauge. Cylinder Warpage:. Inspect cylinder for wear, scratches, or damage. Record measurements. If cylinder is tapered or out of round beyond. Cylinder Taper Limit:. Cylinder Out of Round Limit:. Standard Bore Size: 3. Measure piston pin bore. Piston Pin Bore:. Measure piston pin O. Piston Pin O. Page Piston Ring Installed Gap - projex inbox. Measure piston ring to groove clearance by placing the ring in the ring land and measuring with Piston a thickness gauge. Replace piston and rings if ring-to-groove clearance exceeds service limits. Remove recoil housing bolts and remove housing. Remove flywheel nut and washer. Install flywheel puller PN and remove flywheel. Remove bolt securing tensioner blade to crankcase A. Remove blade and inspect for cracks, wear, or damage. Remove cam chain. Inspect chain for worn or missing rollers or damage. Stretch chain tight on a flat surface and apply a 10 lb. Page One Way Valve - projex inbox. Using the special socket, remove the crankshaft slotted nut A. NOTE: The slotted nut is a left hand thread. Remove cam chain drive sprocket B and Woodruff key from crankshaft. Page Crankcase Separation - projex inbox. Remove flange bolts 10 from magneto side crankcase evenly in a cross pattern. Separate crankcase by tapping with a soft faced hammer in reinforced areas. Tap lightly on balancer gear with a brass drift through the hole in the crankcase if necessary, to ensure the balancer shaft stays in the PTO side crankcase. Remove pump shaft bearing A and thrust washer B from pump shaft. Remove 2 bolts holding pump drive gear C. Remove the three screws and strainer screen from pump. Clean screen thoroughly. Remove pump body screw and feed chamber cover. Measure pump end clearance using a feeler gauge and straight edge. Page Oil Pump Assembly - projex inbox. Measure clearance between outer feed rotor and pump body with a feeler gauge. Measure rotor tip clearance with a feeler gauge. Rotor Tip Clearance: Std:. Remove the shim

shifting patterns. Shift weights should not be changed or altered without first having a thorough understanding of their positioning and the effects they may have on belt to sheave clearance, clutch balance and shifting pattern. Page Shift Weight Inspection All PVT system maintenance repairs must be per- formed only by an authorized Polaris service technician who has attended a Polaris sponsored service training seminar and understands the proper procedures as outlined in this manual. Page Drive Clutch Inspection - projex inbox. Page Drive Clutch Disassembly - projex inbox. Using a permanent marker, mark the cover, spider, Mark and moveable and stationary sheaves for reference. Remove cover bolts evenly in a cross pattern, and remove cover plate. Page Spider Removal - projex inbox. Install clutch in holding fixture and loosen the spider counterclockwise using spider removal tool. Inspect all rollers, bushings and roller pins by pulling a flat metal rod across the roller. Turn roller with your finger. If you notice resistance, galling, or flat spots, replace rollers, pins and thrust washers in sets of three. Page Drive Clutch Assembly - projex inbox. The Teflon bushings are self-lubricating. Do not apply oil or grease to the bushings. Page Drive Belt Tension - projex inbox. Torque cover bolts evenly to specification. Spider Torque: ft. Mark drive belt direction of rotation so that it can be installed in the same direction. NOTE: Normally positioned so part numbers are easily read. Page Drive Belt Installation - projex inbox. Measure belt length with a tape measure around the outer circumference of the belt. Belts which measure longer than nominal length may require driven shimming or engine adjustment for a longer center distance to obtain proper belt deflection. Page Drive Clutch Bushing Service - projex inbox. Part Description Part No. Turn sheave puller barrel together counterclockwise on puller rod until bushing is removed. Remove nut from puller rod and set aside. Pull bushing removal tool and adapter from puller rod. Remove bushing from tool and discard. Install main adapter Item 8 on puller. From outside of clutch cover, insert removal tool Item 3 into cover bushing. With inside of cover toward vise, slide cover onto puller. Apply Loctite retaining compound to the back side of new bushing. Working from inside of cover, insert bushing and bushing installation tool into center of clutch cover. One must always be installed. Apply and hold downward pressure on the helix, or place driven clutch in compressor tool PN Check alignment of tabs on spring. Replace the spring if tabs are misaligned or the spring coils are distorted. Tabs Aligned 6. Inspect ramp buttons in the moveable sheave and replace if worn. Re- fer to bushing replacement in this chapter. Page Driven Clutch Assembly - projex inbox. Install moveable sheave with spacer washers. Important: At least one spacer washer must be installed. Teflon bushings are self-lubricating. Install spring, inserting spring tab into proper hole in moveable sheave. In order to remove the bushing it will be necessary to apply heat. A press can be used to remove and install some of the bushings. Working from the top, install bushing removal tool Item 5 into center of clutch sheave with smaller diameter toward bushing to be removed. Bushing Removal Tool 5 6. Working from the top, insert adapter number ten onto puller. See illustration at right. Start new bushing evenly in moveable sheave. Install nut onto puller rod and hand tighten against installation tool. Turn clutch sheave counterclockwise until bushing is seated. Because of the critical nature and precise balance of components within the PVT system, it is absolutely essential that no attempt at disassembly or repair be made without factory authorized special tools and service procedures. Page Ebs Exploded View - projex inbox. Rotate one-way clutch clockwise as viewed from the cover plate side. The clutch should rotate on the shaft with only slight amount of drag. There should not be any binding or rough spots. Page Moveable Sheave Bushing Inspection - projex inbox. Remove moveable sheave. Lift one-way clutch off shaft. Replace as an assembly if worn, damaged, or if problems were noted on page 6. Inspect surface of shaft for pitting, grooves, or damage. Review all information below before proceeding. Push helix inward. Remove snap ring, washer, helix, and spring. The spring is a compression spring only and has no torsional wind. NOTE: Rotating the moveable sheave so that the roll- ers are not in contact with either helix ramp surfaces will lessen the effort needed to push helix inward. Inspect moveable sheave bushing for wear. Check for movement of the driven clutch shaft in the one-way clutch. Place main adapter Item 8 on puller. Apply Loctitet evenly to bushing bore inside sheave moveable sheave. Install puller adapter Item 10 onto puller. See Ill. Install bushing removal tool Item E into center of clutch sheave. Install main puller adapter Item 8 onto puller. Install adapter reducer Item 9. Using a hand held propane torch, apply heat around outside of bushing until tiny smoke tailings appear. Belt burnt, thin -Abuse continued throttle application when -Caution operator to operate machine within guidelines. Page Final Drive - projex inbox. AWD Operation Overview Front Hub Disassembly. Front Hub Nut Refer to text for procedure Pg 7. Page Awd Operation Overview - projex inbox. If the rear wheels lose traction the front wheel rotational speed will decrease, causing the front drive axle speed to exceed front wheel speed. Refer to the electrical chapter. Carefully lift and support the front end of the machine as shown with the jack stands under the front end of the foot rests. Thoroughly inspect the hub internally.

If the hub bearing sleeve is damaged or shows signs of movement, the hub assembly must be replaced. When the sleeve is pressed into the hub it should be flush with the outside surface of the hub. Remove fill check plug and rotate hole to either or position. NOTE: Do not force the oil into the hub under pressure. Page Awd Hub Seal Replacement It is very important that the brake disc be free of any oil or solvents. Reinstall the brake disc using genuine Polaris OEM bolts that have a pre-applied locking agent. Do not substitute bolts or use old ones. Remove the front drive axle as described later in this chapter. Remove the seal sleeve from the strut casting using a drift punch and hammer, tapping evenly on each side until the sleeve slides off. Remove front hub. See page 7. Remove Hilliard clutch assembly. Disassemble the roller clutch and thoroughly clean all parts. If the spring is removed, it will become over stressed and will require replacement. Page Awd Armature Plate Inspection - projex inbox. As the armature plate is engaged, it should contact the outer magnet pole seal sleeve and the inner magnet pole. Also, the armature plate must be flat when placed on a flat surface. Bent armature plates should be replaced. Be sure machine is secure before beginning this service procedure. Remove cotter pin and nut from lower A-arm ball joint. Remove lower A-arm from ball joint. Driveshaft components are precision parts. Cleanliness and following these instructions is very important to ensure proper shaft function and a normal service life. Remove clamps from rubber boot using the proper boot clamp pliers. Retaining ring 6. Remove the large end of the boot from the CV joint, slide the boot back and separate the wheel spindle and CV joint assembly from the axle shaft by pulling the shaft sharply outward, away from the CV joint. Disassemble front hub. Refer to page 7. Remove the cotter pin and castle nut from the A- arm ball joint. Separate A-arm from ball joint. If front axle sleeves become damaged and leak fluid they are replaceable. Using a hammer and drift punch, remove the seal sleeve by driving it off evenly being careful not to nick or damage the sleeve mounting area A. Slide prop shaft back and away from front housing. Pull sharply forward to remove from transmission shaft. Page U-Joint Disassembly - projex inbox. Remove internal or external snap ring from all bearing caps. NOTE:If yoke or bearing is removed, cross bearing must be replaced. Note orientation of grease fitting and mark inner and outer yoke for correct re-positioning dur- ing installation. Page U-Joint Assembly - projex inbox. Force U-joint cross to one side and lift out of inner yoke. Install new bearing caps in yoke by hand. Carefully install U-joint cross with grease fitting properly positioned inward toward center of shaft. Install outer yoke, aligning marks made before disassembly. Repeat steps to install bearing caps on outer yoke. Seat all bearing caps against snap rings by supporting cross shaft and tapping on each corner as shown. Page Awd Front Housing Removal - projex inbox. Stop engine, place machine in gear and set parking brake. Loosen right front wheel nuts slightly. Remove output shaft assembly, large shim, and thrust button with its small shim. Clean all parts and inspect spacers for wear. Inspect ring gear for chipped, broken, or missing teeth. Page Awd Front Housing Assembly - projex inbox. Replace all O-rings, seals, and worn components. Press pinion shaft seal into pinion cover until flush with sealing surface. Inspect pinion and output shaft bushings. Bushings 4. Inspect bearings on output and pinion shafts. To replace, press new bearing on to shaft. To install housing, reverse removal procedure. Use new roll pins in drive shafts. Check drain plug for proper torque. Fill Plug Lock the parking brake. Remove rear hub cap. Remove cotter pin. Loosen the hub retaining nut. Loosen the wheel nuts. Safely support the rear of the ATV. Remove hub. Remove upper control arm bolt as shown. Remove both lower control arm bolts. Remove bearing carrier. Page Rear Hub Installation - projex inbox. Start bearing carrier on drive shaft. Align bottom of carrier housing and lower control arm. Grease and slide lower control arm bushings into place, securing corner housing. Install and torque both lower control arm bolts. Lower Control Arm Bolt Torque: 30 ft. Page Rear Hub Disassembly - projex inbox. Remove outer snap ring. From the back side, tap on the outer bearing race with a drift punch in the reliefs as shown. NOTE: Drive bearing out evenly by tapping on outer race only. Page Rear Hub Assembly - projex inbox. Support bottom of bearing carrier housing. Start bearing in housing. Press bearing into place until outer race bottoms on housing. Page Rear Drive Shaft Removal - projex inbox. Remove rear hub and bearing carrier. See pages 7. Tip hub outward and remove shaft from hub. Pull sharply outward to remove shaft from transmission. Page Rear Drive Shaft Installation - projex inbox. Slide shaft assembly into bearing carrier hub. Apply anti-seize compound to splines of shaft. Install a new lock ring and install the shaft. Lift bearing carrier into place and install bolt to upper control arm. Page Rear Drive Shaft Service - projex inbox. Remove clamps from rubber boot s using the proper boot clamp pliers. Place a new snap ring in the groove of the CV joint inner hub, with tabs facing the shaft as shown. Tabs face shaft 5. Refit CV joint on interconnecting shaft by tapping Tap joint onto shaft with a plastic hammer on the joint housing. Boot Replacement 1. Remove CV joint from end of shaft. Remove boot from shaft. NOTE:When replacing a damaged boot, check the grease for contamination by rubbing it between two fingers. A gritty feeling indicates

contamination. Gear Shift Selector Removal Gear Shift Selector Disassembly. Page Transmission - projex inbox. Page Gear Shift Selector Removal - projex inbox. Remove parts that interfere with access to shift selector seat, right side panel, and exhaust heat shield, etc. Disconnect the two linkage rods from gear shift selector slides. Carefully pull the gear shift selector cover and rod from the gear shift selector body. Remove the three springs from gear shift selector. Page Gear Shift Selector Assembly 3. Clamp gear shift selector body lightly in a soft jawed vise. The oil level should be at one half the height of the slides approx. Page Gear Shift Selector Installation - projex inbox. Place gear shift selector back into the mounting bracket and replace five bolts. Reconnect linkage rods to gear shift selector slides. Adjust as required. See linkage adjustment procedures. Replace remaining parts. Page Transmission Removal - projex inbox. Remove the inner PVT cover. Refer to Clutch Chapter. Remove complete airbox assembly transmission vent line. Disconnect the sway bar from both sides. Remove right side upper control arm. Remove left side shock absorber. Remove left rear drive shaft see page 7. Remove left side upper control arm. Remove front support bracket. Forward Front Transmission Support Bracket Remove bottom transmission bolts as shown in Illustration. Lift and remove transmission out right side of frame. Remove bolts Page Transmission Installation - projex inbox. Apply Premium All Season grease to splines of front output shaft ,install new O-ring in prop shaft, insert output shaft into prop shaft. Rotate transmission into place from right side of frame. Page 9. Install PVT system. Refer to PVT section for procedure. Install airbox assembly and transmission vent line. Be sure vent line is not kinked or pinched. Page Transmission Disassembly - projex inbox. Remove switches 2. Drain and properly dispose of transmission oil. Drain 3. Remove all cover bolts. Tap cover with soft face Remove all bolts hammer to remove. Note 2 bolts in center of cover. Mark chain rotation direction for assembly. Note location of chain tensioner cam. If fully extended, chain is worn beyond service limit. Replace chain and chain tensioner shoe. Remove chain tensioner along with mounting pins and spring. Remove oil deflector. Remove Screws 8. Make sure hole in oil deflector is clear and unobstructed. Be sure hole is clear 9. Turn transmission so shafts are pointing down. Slide the Low gear in and out until needle bearing slides out of gear and can be removed. Remove needle bearing, low gear, and inner thrust washer. Inspect face of shift fork for excessive wear, discoloration, or bending. Remove center shaft assembly by tapping on opposite side with a soft face hammer. Remove the remaining gears and shafts as an assembly. Remove pinion gear retaining plate and pinion gear assembly. Inspect pinion gear for broken, chipped, or worn teeth. Check bearing condition, and snap ring location. Loosen front output housing pinch bolts. Mark housing and casting for reference upon reassembly. NOTE: Do not attempt to unscrew the front drive housing completely at this time. Using a strap wrench on splines to hold shaft, remove front output ring gear retaining bolt, lock tab washer, and flat washer. Remove front output ring gear. Inspect for broken, chipped, or worn teeth. Using a brass hammer or a press, drive the shaft, bearing, retaining ring, and seal out of the housing from rear to front. Slide seal off shaft and remove snap ring and shims. Install center shaft brake disc shaft bushing using small end of bushing installation tool. Bushing Drive Tool PN 2. Apply Loctite t blue to threads of screws and install center shaft cover. Install shaft with bearing in front output housing. Transmission Bearing End of Housing Shaft 3. Turn housing, shaft, and bearing assembly over and install front bearing until fully seated. Front output shaft end play must be measured and adjusted if shaft or housing was replaced. Measured end play will be between. Shims must be added between bearing and circlip to reduce end play. To calculate proper end play, subtract total shim thickness from end play measured in step 8. Lubricate front housing O-ring thoroughly with Polaris All Season grease. Continue to screw front housing in, making sure O-ring enters housing without damage. Be sure ring and pinion gear teeth mesh properly. The following steps must be performed to obtain proper front output gear backlash adjustment: Front Gearcase Transmission The pinion gear must be held securely. Make sure surface of access plate and transmission are clean and free of oil and grease. Apply 3Bondt to mating surface of transmission case. Install access plate with notch to front as shown, torque screws to specification. Access Plate Screws: 8 - 10 ft. Stretch silent cluster chain tight on a flat surface and measure the length of 8 pitches in a minimum of three places on chain. Replace chain if measurement is longer than 3. Install center shaft assembly. Install Low shift fork with sliding dog in place. Dogs must be positioned outward toward you. Slide the shift dog over the spline and the low range shift shaft. Install outer thrust washer and bearing. Install plastic oil deflector. Be sure deflector pin seats into case. NOTE: Do not over-tighten deflector screws, or deflector may crack. Place tensioner cam on front spacer and tensioner shoe on rear spacer. Insert pins through cam, and through shoe. Place the bellcranks in neutral so shift fork shafts will engage into the spring loaded detents of case cover. Apply grease to the lip of a new input shaft seal. Install the seal, being careful to work the lip of the seal over the step in the shaft

projex inbox. Remove the check plug. NOTE: The ignition timing marks are stamped on the outside of the flywheel. Page Typical Ignition Timing Curve - projex inbox. Use the point of maximum advance when checking ignition timing. Page Flywheel Identification - projex inbox. Do not use the cast mark to determine flywheel application. Engine Application Cast Stamp Page Ignition System - projex inbox. Also be sure that colors match when wires are connected. Use the following pages as a guide for troubleshooting. Page The following measurements are obtained when cranking the engine with the electric start- er, spark plug installed. The starter system must be in good condition and the battery fully charged. Page Ignition System Troubleshooting - projex inbox. Page Battery Service 6. Check specific gravity of each cell with a hydrometer to assure each has a reading of 1. See Battery Installation on page Page Battery Installation - projex inbox. Inspect the battery fluid level. When the battery fluid nears the lower level, the battery should be removed and distilled water should be added to the upper level line. To remove the battery: 1. Page Load Test Differences of more than. Page Off Season Storage - projex inbox. Page Charging System Testing - projex inbox. Using a multitester set on D. Damage will occur to light bulbs and speed limiter. Connect an ammeter in series with the negative battery cable. Check for current draw with the key off. If the draw is excessive, loads should be disconnected from the system one by one until the draw is eliminated. SMaximum alternator output will be indicated on the meter. It is not necessary to increase engine RPM above idle. SPlace the red lead on the tester in the 10A jack. Page Starter System Troubleshooting - projex inbox. Page Starter System - projex inbox. NOTE: Make sure engine crankshaft is free to turn before proceeding with dynamic testing of starter system. A digital multitester must be used for this test. Page Starter Motor Disassembly - projex inbox. Some solvents may leave a residue or damage inter- nal parts and insulation. Note the alignment marks on both ends of the starter motor casing. Remove shims from armature shaft. NOTE: All shims must be replaced during reassembly. Using a digital multitester, measure the resistance between the cable terminal and the insulated brush. The reading should be. Place a wrap of electrical tape on the threads of the terminal bolt to prevent O-Ring damage during reinstallation. Install the O-Ring over the bolt. Make sure the O-ring is fully seated. Page Armature Testing - projex inbox. Remove armature from starter casing. Note order of shims on drive end for reassembly. Inspect surface of commutator. Replace if excessively worn or damaged. Using a digital multitester, measure the resistance between each of the commutator segments. Page Starter Assembly - projex inbox. Place armature in field magnet casing. Place shims on drive end of armature shaft with phenolic washer outermost on shaft. Engage tabs of stationary washer in drive end housing, holding it in place with a light film of grease. Use either of the following methods to remove and install a new garter spring. Screw the overrun clutch out to the engaged Starter Motor Exploded View position on the pinion shaft assembly. Page Electronic Speedometer Troubleshooting - projex inbox. All voltages are with reference to pin B ground. Polaris probe kit will help in measurements but is not necessary if care is used when probing the connectors. Check hub coils, related wiring, and mechanical system for fault and repair as necessary. For example: If the ATV was traveling 30 mph when the engine stop switch is turned off, speedo may indicate 30 mph until reset. Page Fan Control Circuit Operation - projex inbox. When the fan switch reaches the specified temperature, it be- comes conductive and sends power to the fan motor. Page Brake Light Switch - projex inbox. A worn or damaged fan motor will draw more current, which causes a reduction in blade speed and reduced cooling. Page Etc Operation Test - projex inbox. The ETC switch is mounted independently of the throttle actuator lever inside the throttle block assembly. Page Electrical Notes - projex inbox. Page Wheel Installation, 2. This manual is also suitable for: Sportsman Sportsman h. Sportsman duse. Print page 1 Print document pages. Cancel Delete. Sign In OR. Don't have an account? Sign up! Restore password. Upload from disk. Upload from URL. This product is currently out of stock. Visit your local Polaris Service Center for replacement. Part Number: In Stock, 1 available. In Stock, 4 available. Shopping Cart. Submit Search. Sign in Sign in with Password. Cart Shopping Cart 0 item s in your cart. Restore a saved shopping cart. Preferred Partners of. Polaris ATV Parts Continue Shopping Proceed to Checkout. Search within model. Tie Rod, Kit, Bolt, Socket 10Pk. Nut, Castle, 10 Pk. Bushing-A-Arm, Long, Bushing, A-Arm Spacer, 10 Pk. Add to

ford bronco starter
curt 55384
2010 cadillac seville

Cart. Screw, 10 Pk. Washer, Spring Lock, 10 Pk. Front Wheel. Seal, Fr. Brg, Taper. Screw 10 Pk. Rim, Front, 5. Air Box. Fuel Tank. Brkt, R, Tank Mt, Blk. Fitting-Outlet 90 Deg. Bumper And rack Mounting. Plug, Rubber-Hole,. Support, R. Washer, Rubber 10 Pk. Washer, Flat 10 Pk. Cover,

Brkt, Bumper Mt. Nut-Nylok 10 Pk. Gear Selector. Nut, Nylok 10 Pk. Rod End, Lh, 6Mm. Rod, Shift Linkage Rod End, Rh, 6Mm. Rod-Shift Linkage,. Bolt 10 Pk. Valve, Throttle, 2. Jet, Main, Hx. Cap, 10 Pk. Valve, Needle Screw In 2. Clutch Cover. Clip, Clutch Cover 10 Pk. Clip, Oil Line Ret. Duct, Outlet, Clutch, Gearcase Mounting. Bolt2, Res. Diaphragm, Res. Kit, M. Line, Brake, Rh, Fr. Brkt, Ign. Spring, Adj. Plate Asm. Cooling System. Oil Pump. Spacer 1,. Spacer 2,. Spacer 3,. Crankcase And cylinder. Adapter, Carb. Bolt And Washer Assy. Oil Tank. Crankshaft And piston, Piston, Ring,. Set, Piston, Ring,. Bearing, Lge. Spacer 3, 0. Spacer-1, 0. Prop Shaft. O-Ring, 10 Pk. Pin, Spring 10 Pk. Cv Joint. Shaft, Weld.