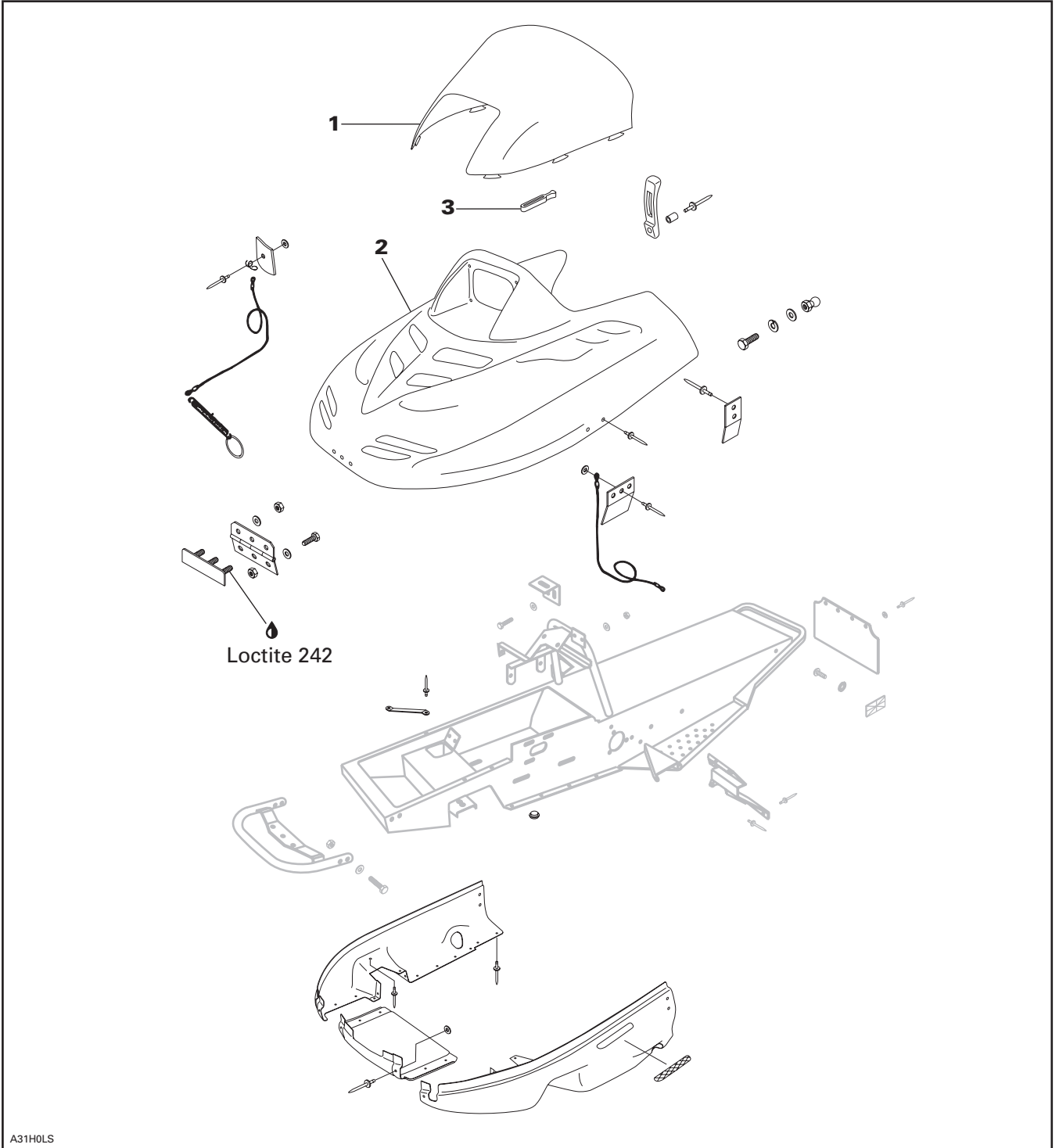


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# BODY



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## Section 09 BODY AND FRAME

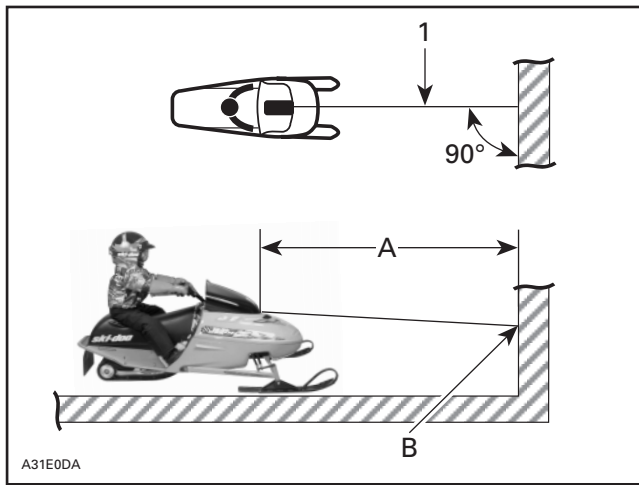
### Subsection 02 (BODY)

## INSTALLATION AND ADJUSTMENT

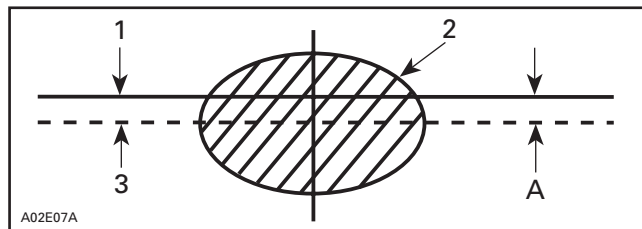
### HEADLAMP BEAM AIMING

Beam aiming is correct when center of high beam is 25 mm (1 in) below the headlamp horizontal center line, scribed on a test surface, 381 cm (12 ft 6 in) away.

Measure headlamp center distance from ground. Scribe a line at this height on test surface (wall or screen). Light beam center should be 25 mm (1 in) below scribed line.



1. Headlamp center line
- A. 381 cm (12 ft 6 in)
- B. 25 mm (1 in) below headlamp center



1. Headlamp horizontal center line
2. Light beam (high beam) (projected on the wall)
3. Light beam center
- A. 25 mm (1 in)

### Required Conditions

Place the vehicle on a flat surface perpendicular to test surface (wall or screen) and 381 cm (12 ft 6 in) away from it.

Rider or equivalent weight must be on the vehicle.

### Adjustment

Remove headlamp screw caps. Turn screws accordingly at upper headlamp attachment.

### BULB REPLACEMENT

#### Headlight

If headlamp bulb is burnt, tilt hood.

Remove the rubber boot and turn the bulb retainer ring counterclockwise.



**REMOVE RUBBER BOOT AND BULB RETAINER RING**

Pull off bulb retainer ring, detach the bulb and replace. Properly reinstall parts.



#### Taillight

Taillight is sealed, if it is burnt, replace taillight ass'y with new one.

To remove, unscrew the 2 lens screws.

Pull out taillight ass'y.

Unplug connector.

Install new taillight ass'y.

## DECAL

To remove a decal; heat old decal with a heat gun and peel off slowly.

Using isopropyl alcohol, clean the surface and dry thoroughly.

Apply liquid soap to new decal and carefully position the decal. Using a sponge or a squeegee, remove the air bubbles and surplus water working from the center toward the edges. Allow to air dry.

**CAUTION:** Do not apply isopropyl alcohol or solvent directly on decals.

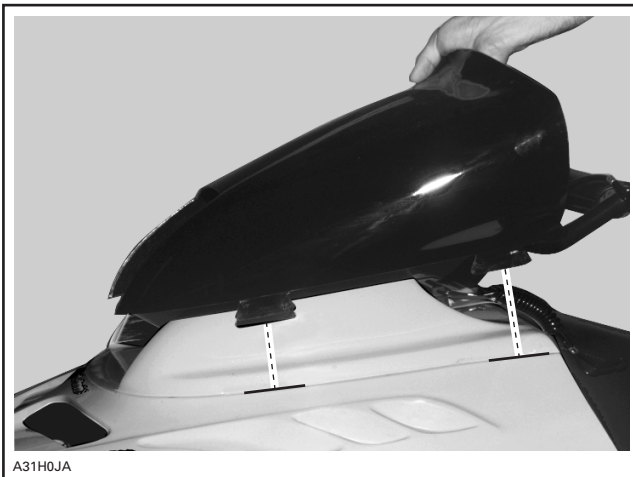
## WINDSHIELD INSTALLATION

When peeling off the protective film some polyethylene particles may remain on the windshield **no. 1**. A soft clean cloth moistened with naphtha (camping equipment fuel) will easily remove the remaining particles.

### **WARNING**

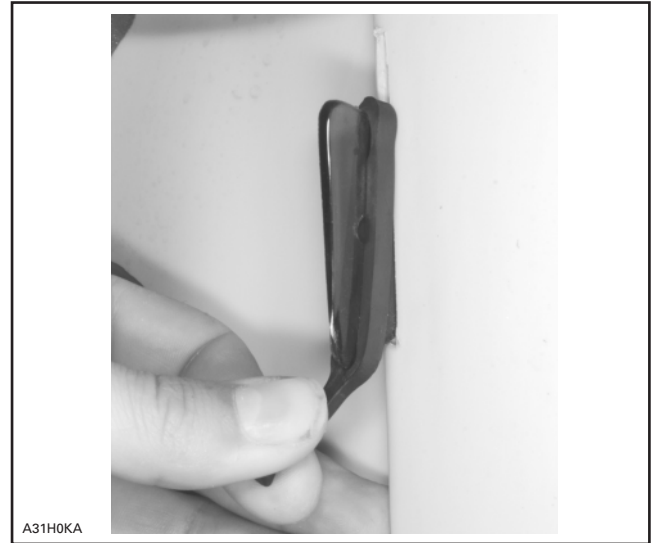
Naphtha is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Position the windshield **no. 1** on the hood **no. 2** then push it down until the tabs are fully inserted into the hood slots, as shown.



*INSERT WINDSHIELD TABS INTO HOOD SLOTS*

From inside hood, lock the windshield tabs in position using latches **no. 3** as shown.



*VIEW FROM INSIDE HOOD — LOCK WINDSHIELD TABS*

## CHAIN GUARD

### Disassembly and Assembly

### **WARNING**

Engine should be running only with chain guard well secured in place.

### Inspection

Check chain guard mounting tabs and spring nuts for wear.

## WIRING HARNESS

### **WARNING**

Ensure all terminals are properly crimped on the wires and that all connector housings are properly fastened. Keep wires away from any rotating, moving, heating and vibrating parts. Use proper fastening devices as required.

## CABLES

### **WARNING**

Before installation, ensure that all cables are in perfect condition. Properly install the cable ends and secure them in place. Pay attention to route them properly, away from any rotating, moving, heating, or vibrating parts.

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## Section 09 BODY AND FRAME

### Subsection 02 (BODY)

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#### PIPING

##### **WARNING**

Always ensure that the fuel and vent lines are properly fixed to their connectors, that they are not perforated or kinked and that they are properly routed away from any rotating, moving, heating or vibrating parts. Also check for leaks. Replace if required.

**NOTE:** Refer to proper *Parts Catalog* to find suitable clip part numbers.

## PLASTIC REPAIR

### REPAIR

Two types of plastic material are used on Mini Z model, as described in the following table.

	MATERIAL
WINDSHIELD	Polycarbonate
HOOD	Polyethylene
BOTTOM PAN	Polyethylene

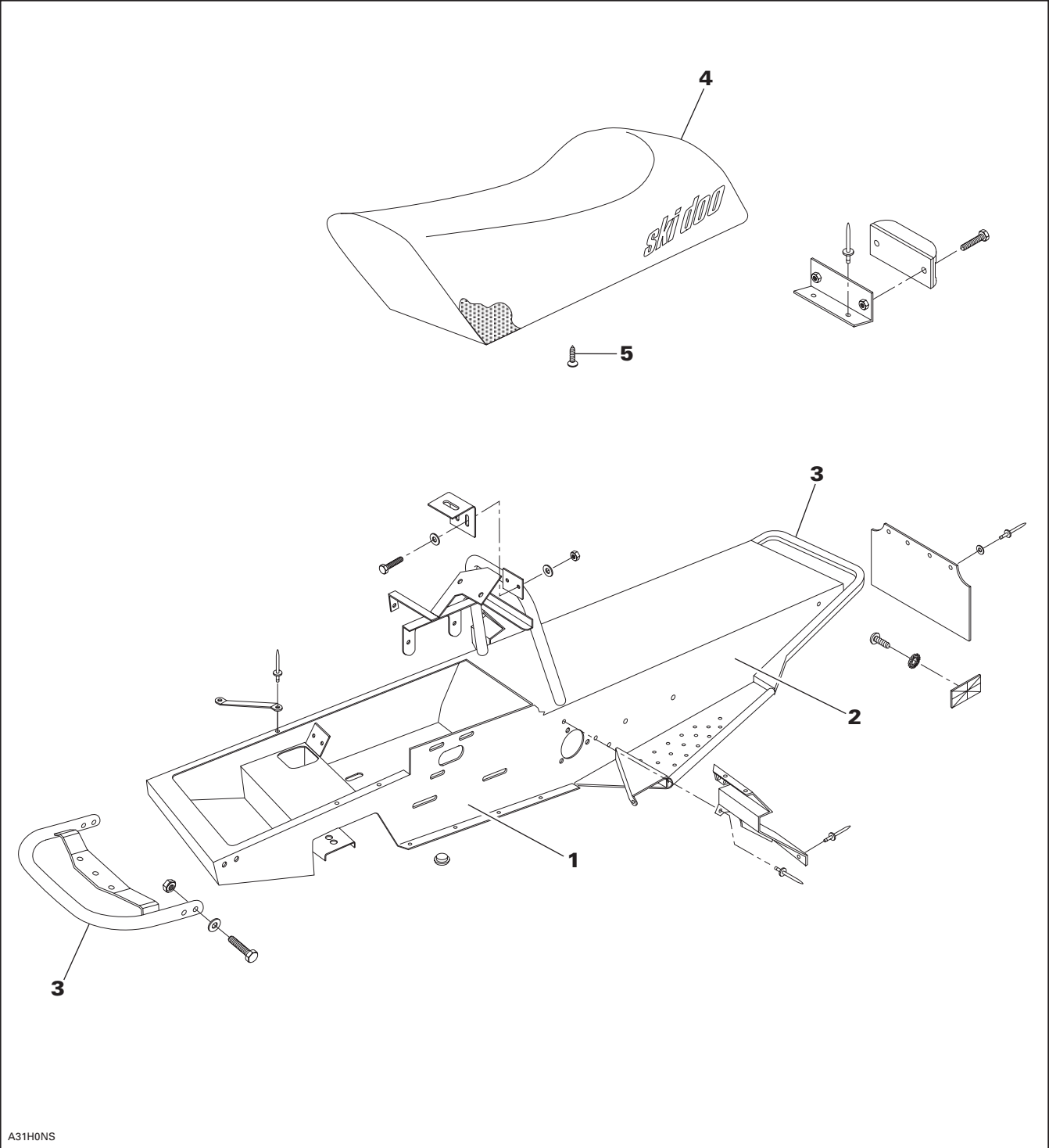
Both plastic materials are irreparable.

In the case that parts are broken or damaged, replace with new one.

#### **WARNING**

Polycarbonate windshields must **never** be repaired by welding or otherwise.

# FRAME



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## Section 09 BODY/FRAME

### Subsection 03 (FRAME)

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#### FRAME CLEANING

Clean frame no. 1, tunnel no. 2 and bumpers no. 3 with appropriate cleaners and rinse with high pressure hose.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts of vehicle with metal protector.

#### Seat Removal/Replacement

Seat no. 4 is retained to tunnel with 4 wood screws no. 5. All screws must be removed from inside tunnel.

To remove both front wood screws no. 5, detach rear suspension from tunnel, as described in section 07 REAR SUSPENSION.

**CAUTION:** Ensure that 4 wood screws no. 5 have been removed before removing seat.

#### Seat Cleaning

It is recommend to clean the seat no. 4 with a solution of **warm soapy water**, using a soft clean cloth.

**CAUTION:** Avoid use of harsh detergents such as strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc. that may cause damage to the seat cover.

#### FRAME WELDING

##### Steel Frame:

- electric welding
- amperage: 70-110 A
- voltage: 20-24 V
- rod: E-7014 (3/32 in)

**CAUTION:** If welding is to be done near plastic material, it is recommended to either remove the part from the area or to protect it with aluminum foil to prevent damage.

#### FRAME COMPONENT REPLACEMENT

##### Drilling Procedure

For proper drilling instructions and to prevent premature wear, follow the procedure below.

Always use a variable speed electric drill.

Center the drill bit on the rivet hole and drill.

Maintain a slow to medium speed at all times when drilling. The proper speed is attained when a constant breaking chip is ejected.

**NOTE:** To increase bit life, use Bombardier synthetic chaincase oil (P/N 413 803 300) as a cutting oil.

**CAUTION:** High speed drilling will cause excessive heat which may destroy the cutting edge of the bit, therefore avoid using pneumatic drills.