

Fig. 15-6 ① Breather tube A  
② Oil tank breather pipe  
③ Breather chamber  
④ Oil filter cap  
⑤ Oil hose B (scavenge side)  
⑥ Oil hose A (delivery side)



Fig. 15-7 ① Oil tank drain plug

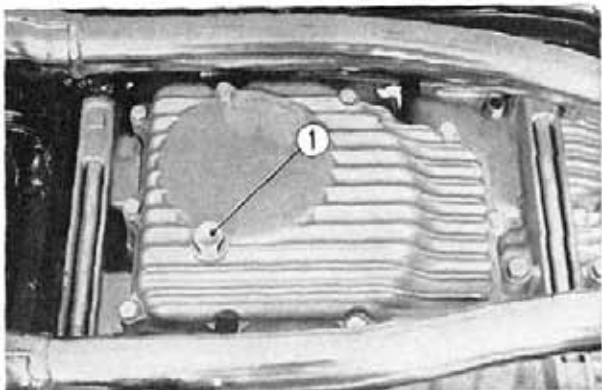


Fig. 15-8 ① Crankcase oil drain plug

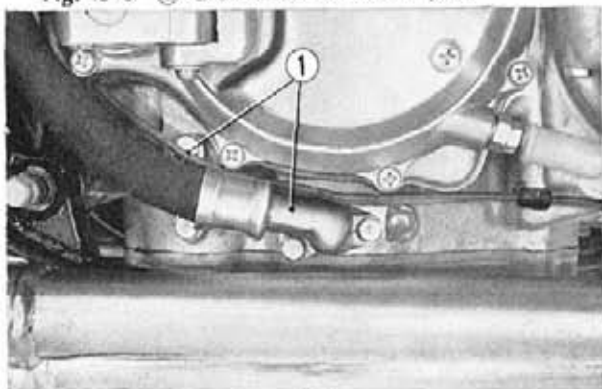


Fig. 15-9 ① Engine oil hoses

3. Inspect the main stand damage, crack bent and repair if condition is serious, the main stand should be replaced.

#### d. Reassembly

1. Install the upper and lower steering ball races fully into the steering head.
  2. Assemble the rear fender and rear fender B on the frame with the 6mm and 8mm bolts (2 of each).
  3. Refer to the electrical and instrument group on page 161~170 and install the electrical equipments.
  4. Place the main stand against the bracket and insert the main stand shaft and then torque the two mounting bolts.
- Note:** These bolts should not be over tightened.
5. Install a new cotter pin and lock.
  6. Install the seat with the two hinge bars.
  7. Refer to the suspension group on page 121 and 125 and install front and rear suspensions.
  8. Refer to the wheel group on page 133 and 138 and install front and rear wheels.
  9. Refer to the steering group on page 118~119 and install handle steering stem.
  10. Refer to the engine installation on page 19, install the engine and also install fuel tank and oil tank.

### 15-3. OIL TANK

#### a. Description

The oil tank is mounted on the right side center of the motorcycle and connected to the engine with two hoses. As shown in Fig. 15-6, the oil from the engine is routed through hose B under pressure and is returned to the oil tank: in the reverse, the oil flows through hose A to the engine.

A breather chamber is incorporated within the tank where the oil and air is separated. The air is released through the breather pipe to the atmosphere while the oil entering the breather chamber is returned to the engine through the breather tube A.

#### b. Disassembly

1. Remove the oil tank cover.
2. Remove the oil tank and crankcase drain plugs, and drain the oil. (Fig. 15-7, 8)
3. Disconnect the two oil hoses at the engine fittings. (Fig. 15-9)