



XL600LM. F / G / H (suite)

| LUBRIFICATION | TYPE CAPACITE D'HUILE Après démontage Après vidange HUILE PRECONISEE | Sous pression - carter sec 2.3 l 1.9 l HONDA 4T ou SAE 10W40 API - SE - SF - SG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|---|----------|-----|-------------------------------|----|---|-------------------------|----|---|---------------------------|----|---|-----------------------|----|---|---------------------------------|----|---|------------------------|----|---|---------------------|----|---|---|------------|-----------|----------------|-----------|-----------|------------------------|-----------|------------|--|-----------|-----------|-----------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|
| ELECTRICITE | ALLUMAGE AVANCE INITIALE (Repère F) AVANCE MAXIMUM mm HG RESISTANCE Primaire bobine Secondaire bobine Bobine d'excitation Capteur d'allumage (ohm X 1) BOUGIE N.G.K - N.D - STD - 5°C Conduite à grande vitesse ECARTEMENT DES ELECTRODES SYSTEME DE DEMARRAGE ALTERNATEUR Puissance / Type BATTERIE INTENSITE DE CHANGE ALTERNATEUR REGULTEUR REDRESSEUR TENSION DE REGULATION RESISTANCE DE LA BOBINE DE CHARGE FUSIBLE / FUSIBLE PRINCIPAL | AC - CDI 8° à 1300 Tr/mn 28° à 4500 Tr/mn 0.1 - 0.3 Ω 3.5 - 4.7 kΩ B1/R-G 310 - 420 Ω Bu/Y-G 420 - 520 Ω DPR8E9 - X24EPRU9 DPR7EA9 - X24EPRU9 DPR9EA9 - X27EPRU9 0.8 à 0.9 mm Electrique et kick 230W à 5000 Tr/mn triphasé 12V 14Ah 5A à 1300 Tr/mn - 14A à 7000 Tr/mn Transistorisé 14 - 15 V Y-Y-Y 0.8 - 1.5 Ω 10A x 2 - 20A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEUX | PHARE FEUX ARRIERE / STOP CLIGNOTANT / TEMOINS | 12V 60/55 W - 12 V 4 12 V 5/21 W 12V 21 W - 12 V 3 W x 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MOTEUR | | COUPLE DE SERRAGE EN Kg.m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: center;">DIAMETRE</th> <th style="text-align: center;">QTE</th> </tr> </thead> <tbody> <tr><td>AXE DE CULBUTEUR</td><td style="text-align: center;">14</td><td style="text-align: center;">4</td></tr> <tr><td>VIS DE CYLINDRE</td><td style="text-align: center;">10</td><td style="text-align: center;">4</td></tr> <tr><td>VIS DE CULASSE</td><td style="text-align: center;">8</td><td style="text-align: center;">6</td></tr> <tr><td>AXE DE SOUS CULBUTEUR</td><td style="text-align: center;">12</td><td style="text-align: center;">2</td></tr> <tr><td>VIS DE VOLANT</td><td style="text-align: center;">12</td><td style="text-align: center;">1</td></tr> <tr><td>VIS DE PIGNON PRIMAIRE</td><td style="text-align: center;">18</td><td style="text-align: center;">1</td></tr> <tr><td>ECROU D'EMBRAYAGE</td><td style="text-align: center;">18</td><td style="text-align: center;">1</td></tr> <tr><td>VIS D'EMBRAYAGE DE DEMARREUR</td><td style="text-align: center;">8</td><td style="text-align: center;">5</td></tr> <tr><td>VIS DE VIDANGE</td><td style="text-align: center;">12</td><td style="text-align: center;">1</td></tr> <tr><td>VIS DE CACHE CULBUTEUR</td><td style="text-align: center;">8</td><td style="text-align: center;">1</td></tr> </tbody> </table> | | DIAMETRE | QTE | AXE DE CULBUTEUR | 14 | 4 | VIS DE CYLINDRE | 10 | 4 | VIS DE CULASSE | 8 | 6 | AXE DE SOUS CULBUTEUR | 12 | 2 | VIS DE VOLANT | 12 | 1 | VIS DE PIGNON PRIMAIRE | 18 | 1 | ECROU D'EMBRAYAGE | 18 | 1 | VIS D'EMBRAYAGE DE DEMARREUR | 8 | 5 | VIS DE VIDANGE | 12 | 1 | VIS DE CACHE CULBUTEUR | 8 | 1 | <table style="margin-left: auto; margin-right: auto;"> <tbody> <tr><td>2.5 - 3.0</td></tr> <tr><td>4.7 - 5.3</td></tr> <tr><td>2.8 - 3.2</td></tr> <tr><td>2.0 - 2.5</td></tr> <tr><td>11.0 - 13.0</td></tr> <tr><td>7.0 - 8.0</td></tr> <tr><td>7.0 - 8.0</td></tr> <tr><td>2.8 - 3.2</td></tr> <tr><td>3.0 - 4.0</td></tr> <tr><td>2.0 - 2.6</td></tr> </tbody> </table> | 2.5 - 3.0 | 4.7 - 5.3 | 2.8 - 3.2 | 2.0 - 2.5 | 11.0 - 13.0 | 7.0 - 8.0 | 7.0 - 8.0 | 2.8 - 3.2 | 3.0 - 4.0 | 2.0 - 2.6 |
| | DIAMETRE | QTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AXE DE CULBUTEUR | 14 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE CYLINDRE | 10 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE CULASSE | 8 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AXE DE SOUS CULBUTEUR | 12 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE VOLANT | 12 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE PIGNON PRIMAIRE | 18 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ECROU D'EMBRAYAGE | 18 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS D'EMBRAYAGE DE DEMARREUR | 8 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE VIDANGE | 12 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIS DE CACHE CULBUTEUR | 8 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.5 - 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.7 - 5.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.8 - 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.0 - 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.0 - 13.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.0 - 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.0 - 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.8 - 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.0 - 4.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.0 - 2.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CADRE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table style="margin-left: auto; margin-right: auto;"> <tbody> <tr><td>ECROU DE COLONNE DE DIRECTION</td><td style="text-align: center;">28</td><td style="text-align: center;">1</td></tr> <tr><td>ECROU DE REGLAGE DE DIRECTION</td><td></td><td style="text-align: center;">1</td></tr> <tr><td>PIVOT DE BRAS OSCILLANT</td><td style="text-align: center;">14</td><td style="text-align: center;">1</td></tr> <tr><td>BOULON DE FIXATION MOTEUR</td><td style="text-align: center;">10</td><td style="text-align: center;">5</td></tr> <tr><td></td><td style="text-align: center;">8</td><td style="text-align: center;">6</td></tr> <tr><td>ECROU DE COURONNE MENEES FINALE</td><td style="text-align: center;">8</td><td style="text-align: center;">6</td></tr> <tr><td>AXE DE ROUE AVANT</td><td style="text-align: center;">12</td><td style="text-align: center;">1</td></tr> <tr><td>AXE DE ROUE ARRIERE</td><td style="text-align: center;">10</td><td style="text-align: center;">1</td></tr> </tbody> </table> | ECROU DE COLONNE DE DIRECTION | 28 | 1 | ECROU DE REGLAGE DE DIRECTION | | 1 | PIVOT DE BRAS OSCILLANT | 14 | 1 | BOULON DE FIXATION MOTEUR | 10 | 5 | | 8 | 6 | ECROU DE COURONNE MENEES FINALE | 8 | 6 | AXE DE ROUE AVANT | 12 | 1 | AXE DE ROUE ARRIERE | 10 | 1 | <table style="margin-left: auto; margin-right: auto;"> <tbody> <tr><td>8.0 - 12.0</td></tr> <tr><td>0.1 - 0.2</td></tr> <tr><td>8.0 - 10.0</td></tr> <tr><td>5.5 - 6.5</td></tr> <tr><td>3.0 - 3.7</td></tr> <tr><td>2.7 - 3.3</td></tr> <tr><td>5.0 - 8.0</td></tr> <tr><td>8.0 - 11.0</td></tr> </tbody> </table> | 8.0 - 12.0 | 0.1 - 0.2 | 8.0 - 10.0 | 5.5 - 6.5 | 3.0 - 3.7 | 2.7 - 3.3 | 5.0 - 8.0 | 8.0 - 11.0 | | | | | | | | | | | |
| ECROU DE COLONNE DE DIRECTION | 28 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ECROU DE REGLAGE DE DIRECTION | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PIVOT DE BRAS OSCILLANT | 14 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOULON DE FIXATION MOTEUR | 10 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ECROU DE COURONNE MENEES FINALE | 8 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AXE DE ROUE AVANT | 12 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AXE DE ROUE ARRIERE | 10 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.0 - 12.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0.1 - 0.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8.0 - 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.5 - 6.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.0 - 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.7 - 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.0 - 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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