



SERVICE DATA

CHAIN SAW

ECHO: CS-7310SX

shindaiwa: 731sx

(Serial number : 38000001 and after)

INTRODUCTION

We are constantly working on technical improvement of our products. For this reason, technical data, equipment and design are subject to change without notice. All specifications and directions in this SERVICE DATA are based on the latest product information available at the time of publication.

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Reference No. **01-73A-02**

REVISED : 202105

ISSUED: 202007



1 SERVICE INFORMATION

1-1 Specifications

| | | | |
|--|----------------------------------|------------------------------------|---|
| Dimensions | Length* | mm(in) | 477 (18.8) |
| | Width | mm(in) | 249 (9.8) |
| | Height | mm(in) | 323 (12.7) |
| Dry weight* | | kg(lb) | 6.8 (15.0) |
| Engine | Type | | YAMABIKO, air-cooled, two-stroke, single cylinder |
| | Rotation | | Clockwise as viewed from the output end |
| | Displacement | cm ³ (in ³) | 73.5 (4.485) |
| | Bore | mm(in) | 51.0 (2.008) |
| | Stroke | mm(in) | 36.0 (1.417) |
| | Compression ratio | | 6.8 |
| Carburetor | Type | | Diaphragm, horizontal-draft |
| | Model | | ZAMA Z011-120-060D-A YZ0010 |
| | Venturi size-Throttle bore | mm(in) | 17.9 - 20 (0.705 - 0.787) |
| Ignition | Type | | CDI (Capacitor discharge ignition) system, Digital Magneto |
| | Spark plug | | NGK BPMR8Y-5 |
| Exhaust | Muffler type | | Spark arrester muffler |
| Starter | Type | | Automatic rewind |
| | Rope diameter x length | mm(in) | 3.5 x 1000 (0.14 x 39.4) |
| Fuel | Type** | | Mixed two-stroke fuel |
| | Mixture ratio | | 50 : 1 (2 %) |
| | Gasoline | | Minimum 89 octane |
| | Two-stroke air cooled engine oil | | ISO-L-EGD (ISO/CD13738), JASO FC/FD |
| | Tank capacity | L (UK.fl.oz.) | 0.8 (27.1) |
| Clutch | Type | | Centrifugal type, 3-shoe slide with 3-tension spring |
| Guide bar / Saw chain lubrication type | | | Adjustable automatic oiler |
| Oil | Tank capacity | L (UK.fl.oz.) | 0.36 (12.2) |
| Auto oiler | Type | | Clutch driven type |
| Sprocket | Type | | Floating rim |
| | Number of teeth | | 7 |
| | Pitch | in | 3/8 |

* Without guide bar and saw chain.

** Premixed alkylate fuel for 2-stroke can be used.

| Cutting devices | | | | | | |
|-----------------|-----------------------|-------------------------------------|-------------|-------------|-------------|----|
| Guide bar | Type | U45R73-68AA | U50R73-72AA | U60R73-84AA | U70R73-92AA | |
| | Called length | cm | 45 | 50 | 60 | 70 |
| | Gauge | in | 0.058 | | | |
| Saw chain | Type | Oregon 73LPX, 73EXL Carlton A2LM | | | | |
| | Number of drive links | 68 | 72 | 84 | 92 | |
| | Pitch | in | 3/8 | | | |
| | Gauge | in | 0.058 | | | |

1-2 Technical data

| | | | |
|---|----------------------------------|-----------|--|
| Engine | | | |
| Compression pressure | MPa (kgf/cm ²) (psi) | | 0.77 (7.9) (112) |
| Clutch engagement speed | r/min | | 4200 |
| Ignition system | | | |
| Spark plug gap | mm(in) | | 0.4 - 0.5 (0.016 - 0.02) |
| Spark test | Tester gap w/ spark plug | mm(in) | 4.0 (0.16) |
| | Tester gap w/o spark plug | mm(in) | 6.0 (0.24) |
| Secondary coil resistance | kΩ | | 5.5 - 11.5 |
| Pole shoe air gaps | mm(in) | | 0.3 - 0.4 (0.012 - 0.016) |
| Ignition timing | at 3000 r/min | °BTDC | 8 |
| | at 10000 r/min | °BTDC | 24 |
| Carburetor | | | |
| Test Pressure, minimum | MPa (kgf/cm ²) (psi) | | 0.05 (0.5) (7.0) |
| Metering lever height | mm(in) | | 0 - 0.3 (0 - 0.01) lower than diaphragm seat |
| Limiting cap / plug | | | - |
| Tool to adjust mixture needles | | | D-shaped tool (L) P/N X645-000032 (Carb. adjustment tool P/N Y089-000095) |
| Carburetor adjustment | | | |
| 1) Initial setting | H mixture needle | turn out | 1 5/8 |
| | L mixture needle | turn out | 1 1/2 |
| | Throttle adjust screw | turn in*1 | 3 |
| Engine warm-up | Idle - WOT : Total | sec. | 5 - 10 : 120 |
| 2) Find idle maximum speed | | | Adjust L mixture needle to maximum idle speed.*2 |
| 3) Set idle maximum speed w/ TAS | | r/min | 3700 |
| 4) Set idle speed by turning L mixture needle CCW | | r/min | 3000 |
| 5) Confirm H mixture needle position before WOT setting | | | Turn H mixture needle CCW to confirm engine speed decreases less than or equal to 12000 r/min. |
| 6) WOT setting | | r/min | Turn H mixture needle CW in 1/8 turn increment with the engine at idle, then accelerate to WOT and check engine speed. The final engine speed should fall within 12600 - 12800 |
| 7) Verify final engine speed with standard equipment | | r/min | Idle: 2700 - 3400 WOT: 12600 - 12800 |
| 8) Verify clutch engagement speed | | | Confirm clutch engagement speed. If it is less than 1.25 times the idle speed, adjust the idle speed by turning TAS CCW. |
| Chain oil discharge volume | mL/min(UK.fl.oz./min) | | Adjustable: 1.5 - 13 (0.05 - 0.46) (Factory set: 7 mL/min) |

BTDC: Before top dead center. **WOT:** Wide open throttle **CCW:** Counterclockwise **TAS:** Throttle adjust screw

*1 Set Throttle adjust screw to the point that its tip just contacts throttle plate before initial setting.

*2 If clutch engages during adjustment process 2), decrease engine speed by turning TAS CCW until clutch disengages and then redo 2).

1-3 Torque limits

| Descriptions | | Size | kgf•cm | N•m | in•lbf | |
|-----------------|-----------------------------|----------------|-----------|-----------|-----------|---------|
| Starter system | Starter pawls | M5 | 90 - 110 | 9 - 11 | 80 - 95 | |
| | Starter center shaft screw | M5 | 50 - 70 | 5 - 7 | 45 - 60 | |
| | Starter case | M5 | 70 - 90 | 7 - 9 | 60 - 80 | |
| Ignition system | Magneto rotor | M8 | 240 - 280 | 24 - 28 | 210 - 245 | |
| | Ignition coil | M5 | 50 - 70 | 5 - 7 | 45 - 60 | |
| | Spark plug | M14 | 130 - 170 | 13 - 17 | 110 - 150 | |
| Fuel system | Carburetor | M4 | 20 - 35 | 2 - 3.5 | 17 - 30 | |
| | Intake bellows | M5* | 60 - 80 | 6 - 8 | 52 - 70 | |
| | Carburetor case | M5** | 70 - 90 | 7 - 9 | 60 - 80 | |
| | Carburetor case cover | M5 | 40 - 60 | 4 - 6 | 35 - 52 | |
| Clutch | Clutch assembly | LM12 | 500 - 600 | 50 - 60 | 435 - 522 | |
| Engine | Crankcase | M5 | 70 - 90 | 7 - 9 | 60 - 80 | |
| | Cylinder | M5 | 70 - 100 | 7 - 10 | 60 - 87 | |
| | Muffler | Screws | M6 | 90 - 110 | 9 - 11 | 80 - 95 |
| | | Nuts | M6* | 90 - 110 | 9 - 11 | 80 - 95 |
| | Muffler plate | M4* | 15 - 25 | 1.5 - 2.5 | 13 - 22 | |
| | Decompression valve | M10 | 70 - 100 | 7 - 10 | 60 - 87 | |
| Others | Auto-oiler | M4* | 25 - 35 | 2.5 - 3.5 | 22 - 30 | |
| | Compression spring | Rear handle | M5*** | 30 - 45 | 3 - 4.5 | 26 - 40 |
| | | Crankcase | M6† | 50 - 60 | 5 - 6 | 45 - 52 |
| | | Cylinder | M5 | 50 - 60 | 5 - 6 | 45 - 52 |
| | | Front handle | M6† | 50 - 60 | 5 - 6 | 45 - 52 |
| | Spring holder | M5** | 30 - 45 | 3 - 4.5 | 26 - 40 | |
| | Front handle | M5 x 16** | 60 - 80 | 6 - 8 | 52 - 70 | |
| | | M5 x 30* | 50 - 70 | 5 - 7 | 45 - 60 | |
| | Spike | Crankcase side | M5* | 90 - 110 | 9 - 11 | 80 - 95 |
| | | Sprocket side | M5* | 70 - 90 | 7 - 9 | 60 - 80 |
| | Brake lever (Hand guard) | M5 | 50 - 70 | 5 - 7 | 45 - 60 | |
| | Brake band | M4* | 30 - 50 | 3 - 5 | 26 - 45 | |
| | | M5* | 50 - 70 | 5 - 7 | 45 - 60 | |
| | Brake cover | M5** | 30 - 40 | 3 - 4 | 26 - 35 | |
| | Chain catcher | M6 | 90 - 110 | 9 - 11 | 80 - 95 | |
| | Chain tensioner | M4* | 20 - 30 | 2 - 3 | 17 - 26 | |
| | Sprocket guard pieces | M4* | 15 - 20 | 1.5 - 2 | 13 - 17 | |
| | Guide bar | M8 | 200 - 230 | 20 - 23 | 175 - 200 | |
| | Regular bolt, nut and screw | M3 | 6 - 10 | 0.6 - 1 | 5 - 9 | |
| | | M4 | 15 - 25 | 1.5 - 2.5 | 13 - 22 | |
| M5 | | 25 - 45 | 2.5 - 4.5 | 22 - 40 | | |
| M6 | | 45 - 75 | 4.5 - 7.5 | 40 - 65 | | |

LM: Left-hand thread

*Apply special repairing materials (See next page)

** Precoated bolt: If the coat is peeled off, replace new one or apply thread locking sealant. (See next page)

*** Precoated bolt: Replace new one when removing the bolt. Do not re-use.

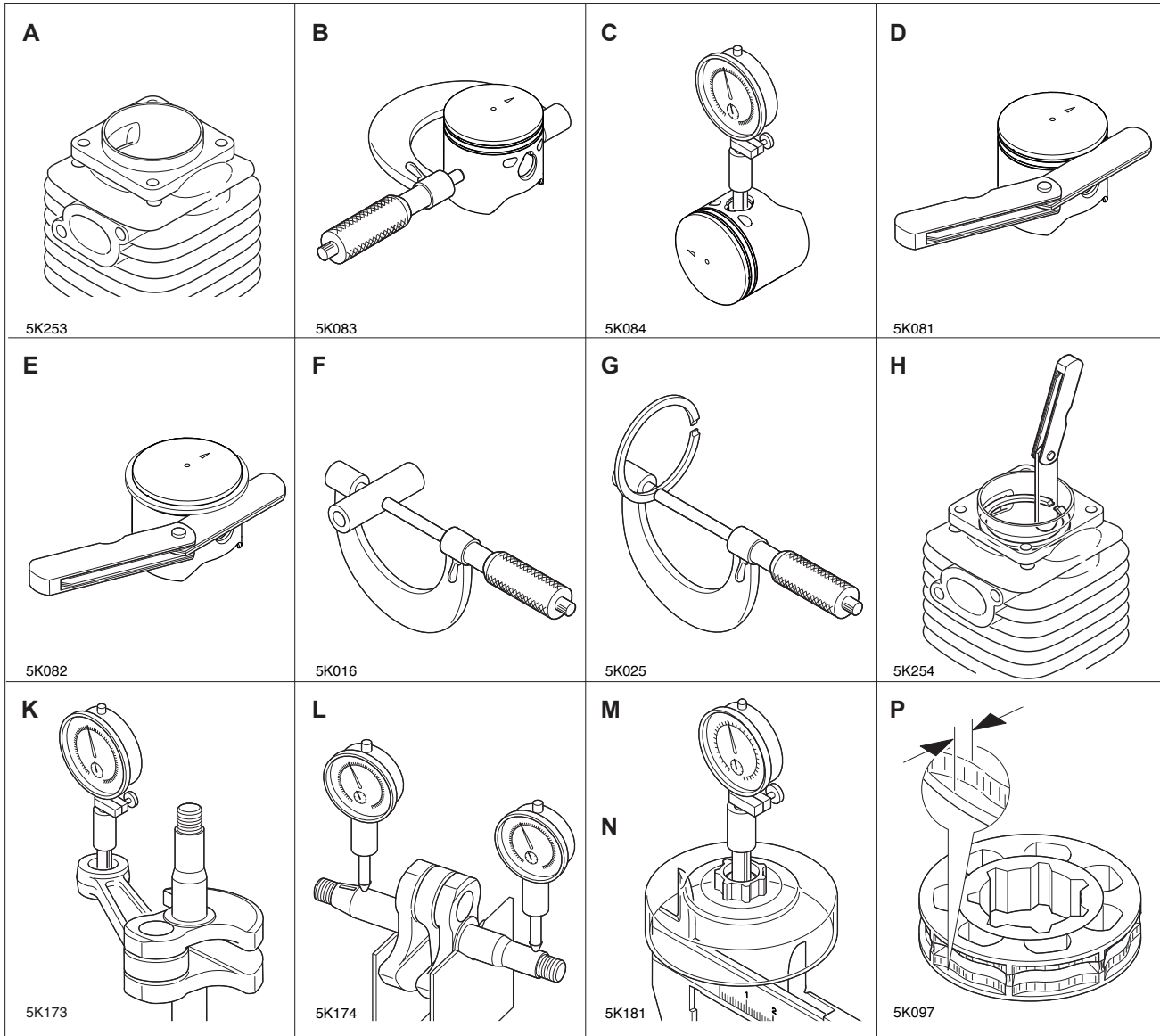
† Tapping screw

1-4 Special maintenance materials

| Material | Location | Remarks |
|------------------------|----------------------------------|--|
| Adhesive | Stud bolt | Loctite #675 or equivalent |
| | Cushion on Rear handle cover | Loctite #424 or equivalent |
| Thread locking sealant | Muffler nuts (Through Bolts) | ThreeBond #1344J or equivalent |
| | Spike | Loctite #675 or equivalent |
| | Front handle M5 x 30 | |
| | Auto-oiler | ThreeBond #1324N or equivalent |
| | Intake bellows | |
| | Chain tensioner | |
| | Sprocket guard pieces | |
| | Brake band | |
| | Carburetor case (Re-use*) | |
| | Brake cover (Re-use*) | |
| | Front handle M5 x 16 (Re-use*) | |
| | Spring holder (Re-use*) | |
| | Muffler plate | ThreeBond #1360 or equivalent |
| Grease | Clutch needle bearing | Lithium based grease or ECHO XTended Protection™ Lubricant |
| | Recoil starter | |
| | Worm gear | |
| | Oil seal inner lips | |
| | Chain brake (metal contact part) | Molybdenum grease (approx.1 gram) |

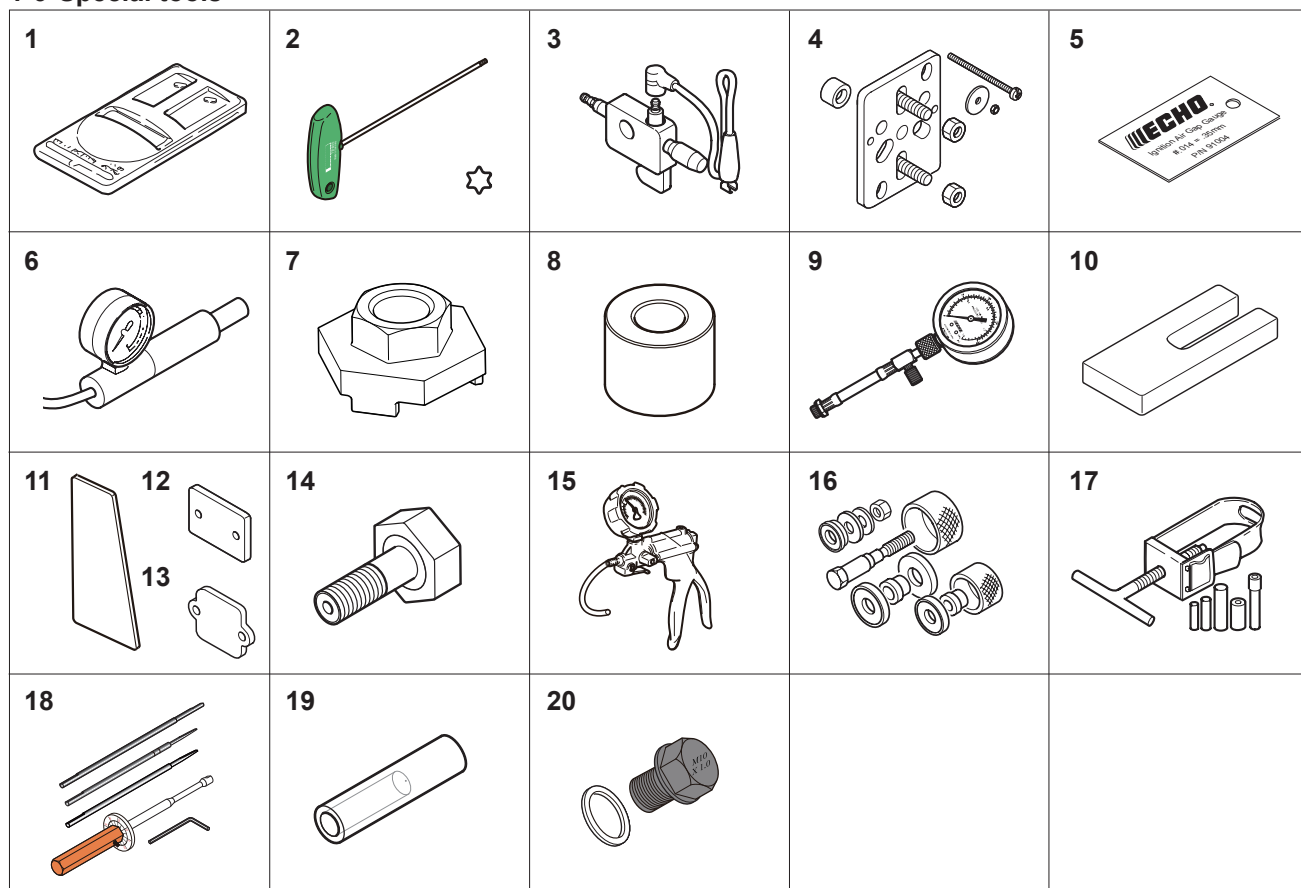
* If old thread locking sealant is left in threads, correct torque may not be secured. In case old thread locking sealant is left, remove it.

1-5 Service Limits



| Description | | | mm (in) | |
|-------------|----------------------------|------|--|----------|
| A | Cylinder bore | | When plating is worn and aluminium can be seen | |
| B | Piston outer diameter | Min. | 50.89 | (2.004) |
| C | Piston pin bore | Max. | 12.030 | (0.4736) |
| D | Piston ring groove | Max. | 1.3 | (0.051) |
| E | Piston ring side clearance | Max. | 0.15 | (0.006) |
| F | Piston pin outer diameter | Min. | 11.98 | (0.4717) |
| G | Piston ring width | Min. | 1.15 | (0.045) |
| H | Piston ring end gap | Max. | 0.6 | (0.02) |
| K | Con-rod small end bore | Max. | 15.025 | (0.5915) |
| L | Crankshaft run out | Max. | 0.05 | (0.002) |
| M | Sprocket bore | Max. | 70.5 | (2.78) |
| N | Clutch drum bore | Max. | 14.07 | (0.5539) |
| P | Sprocket wear limit | Max. | 0.5 | (0.02) |

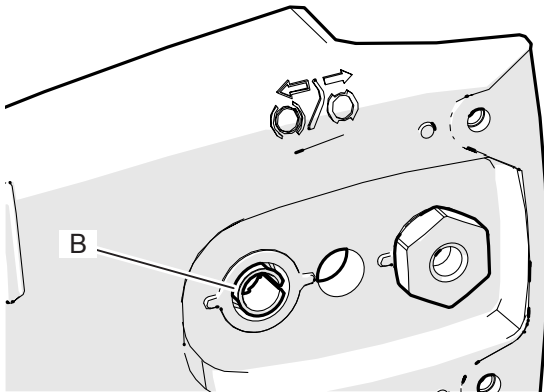
1-6 Special tools



| Key | Part Number | Description | Reference |
|-----|--------------|--------------------------------|--|
| 1 | 897802-33330 | Tachometer PET-1000R | Measuring engine speed to adjust carburetor |
| 2 | X602-000340 | Torx wrench (T27) | Removing and installing Torx bolts |
| 3 | 897800-79931 | Spark tester | Checking ignition system |
| 4 | Y089-000111 | Puller | Removing magneto rotor (flywheel) |
| 5 | 91004 | Module air gap gauge | Adjusting pole shoe air gaps |
| 6 | 897803-30133 | Pressure tester | Testing carburetor and crankcase leakage |
| 7 | X640-000570 | Clutch tool | Removing and installing clutch assembly |
| 8 | X648-000150 | Oiler gap adjuster | Making appropriate gap between auto-oiler assembly and worm gear |
| 9 | 91037 | Compression gauge | Measuring cylinder compression |
| 10 | 897719-02830 | Piston holder | Making piston steady to remove and install piston/ring |
| 11 | 91041 | Pressure rubber plug | Plugging exhaust port to test crankcase / cylinder leakages |
| 12 | 897826-16131 | Pressure rubber plug | Plugging intake port to test crankcase / cylinder leakages |
| 13 | 897827-16131 | Pressure plate | Plugging intake port to test crankcase / cylinder leakages |
| 14 | X646-000620 | Collar nut installer | Install collar nuts in sprocket guard |
| 15 | 91149 | Pressure / vacuum tester | Testing tank vent and crankcase leakages |
| 16 | 897701-14732 | Bearing tool | Removing and installing ball bearings on crankcase |
| 17 | 897702-30131 | Piston pin tool | Removing and installing piston pin |
| 18 | Y089-000095 | Carburetor adjustment tool | Adjusting carburetor |
| 19 | 897726-21430 | Oil seal tool | Installing oil seals |
| 20 | 91177 | Compression release valve plug | Testing crankcase and cylinder leakage |

2 SERVICE HINT

2-1 Replacing captive bar nut

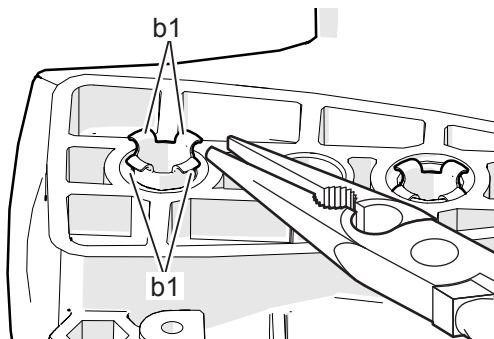
**Tools required:**

- Collar nut installer X646-000620 (A)

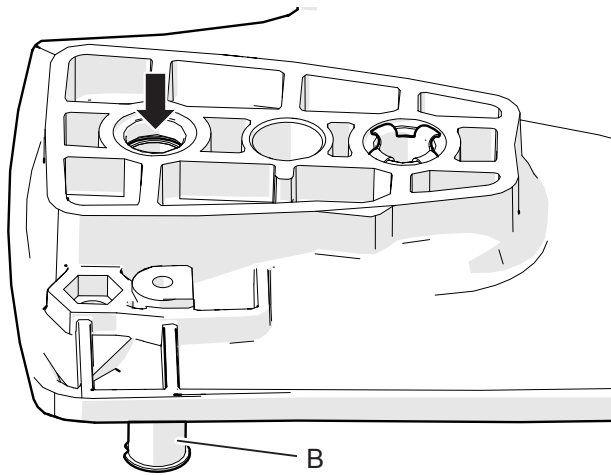
-- Removing --

[When captive bar nut has come off from sprocket guard]

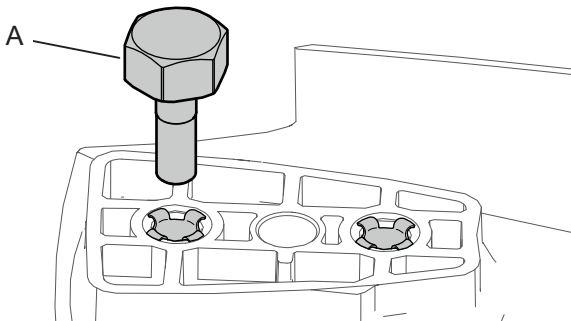
1. Push remaining collar (B) out from outside of sprocket guard.



2. Then, straighten tabs (b1) of remaining collar (B) with a long nose pliers.



3. Remove remaining collar (B), pushing down from inside of sprocket guard.

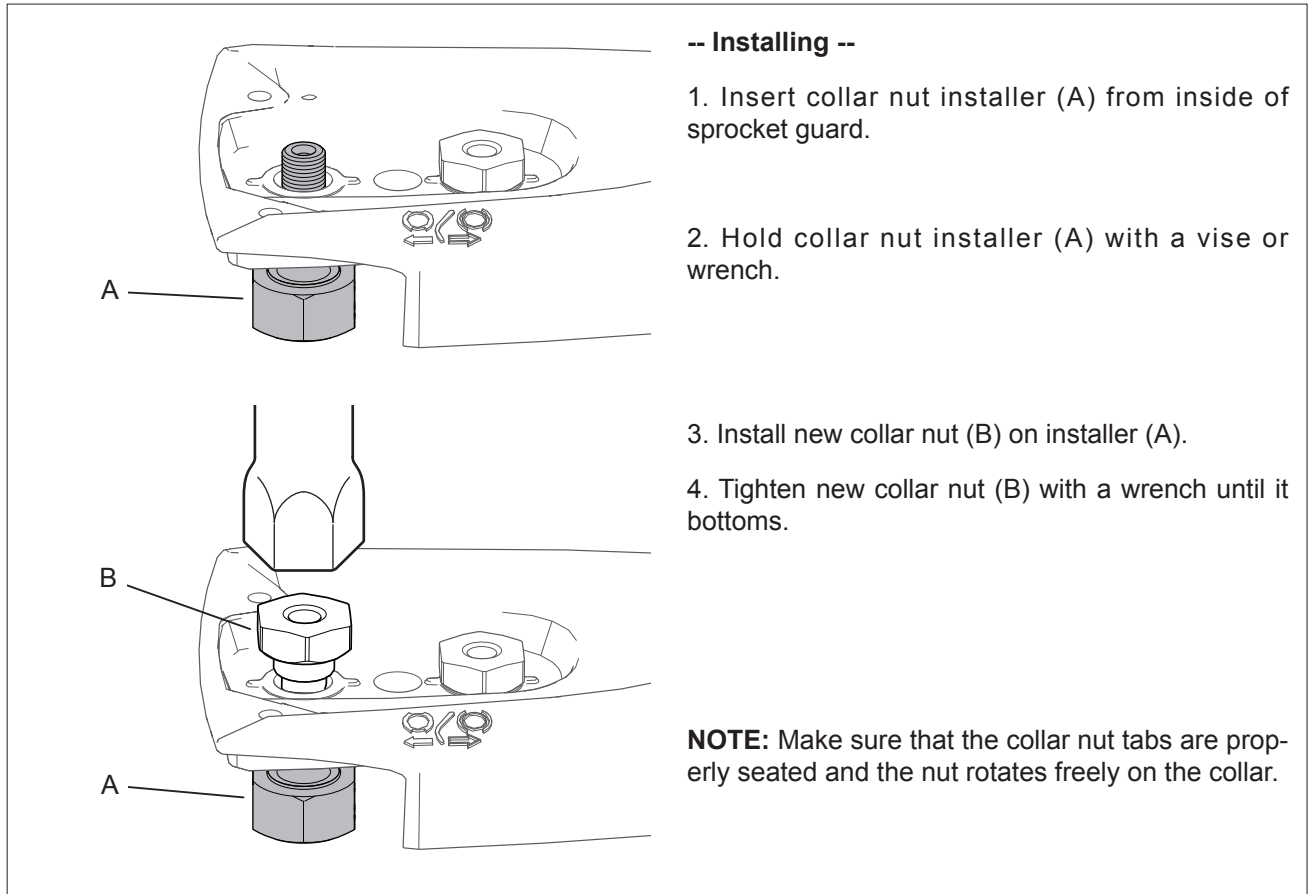


[When removing entire captive bar nut installed on sprocket guard]

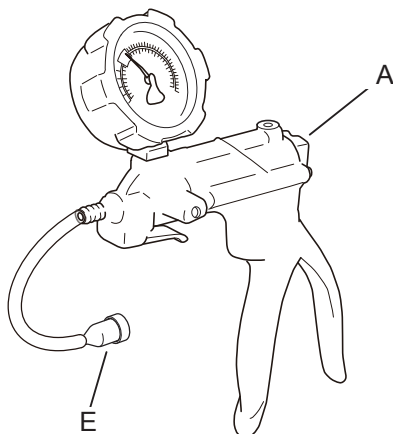
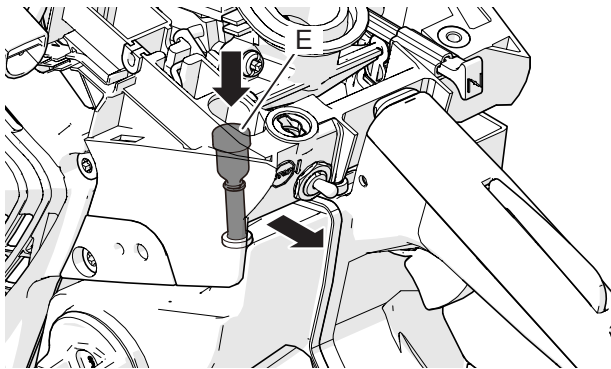
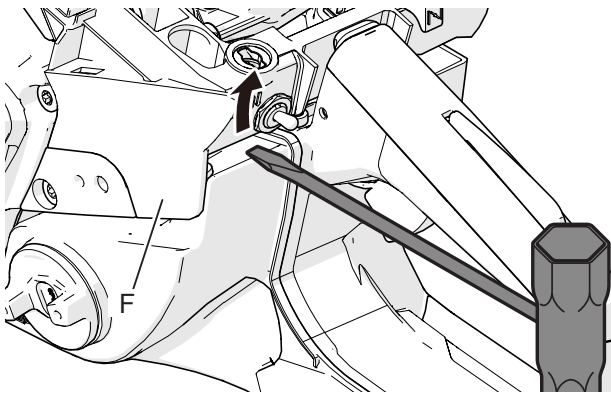
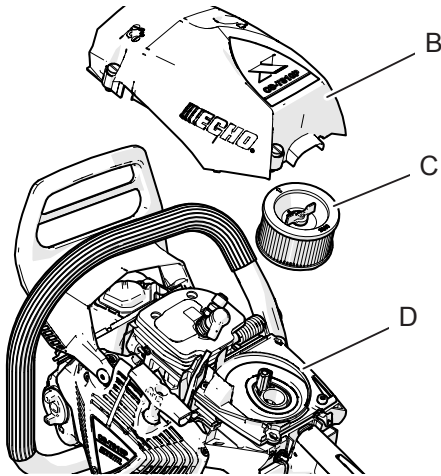
1. Partially screw collar nut installer (A) into captive bar nut from inside of sprocket guard, leaving some clearance to drive the nut collar out.

2. Hold sprocket guard in one hand and tap top of installer (A) with a hammer to remove captive bar nut.

2-1 Replacing captive bar nut (continued)



2-2 Inspecting and Replacing tank vent



NOTE: Tank vent prevents a vacuum from forming in fuel tank when fuel in fuel tank is being consumed. When pressure in fuel tank becomes too high, tank vent release the pressure.

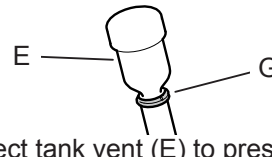
Tools required:

- Pressure/vacuum tester 91149 (A)

1. Remove cylinder cover (B).
2. Remove air filter (C).
3. Remove carburetor case cover (D) with two bolts.
4. Carefully pry up carburetor case (F) from top of fuel tank with a large flathead screwdriver.

5. Then, push tank vent (E) down and out towards the throttle trigger and push the vent through.

6. Remove tank vent (E) and clip (G) from tank vent line, taking care not to lose clip (G).



7. Connect tank vent (E) to pressure/vacuum tester (A).

8. Apply pressure approx. 50kPa (0.5 kgf/cm²) (7 psi).

9. Make sure the pressure is stable in range of 10 - 40 kPa (0.1 - 0.4 kgf/cm²) (1.4 - 5.7 psi).

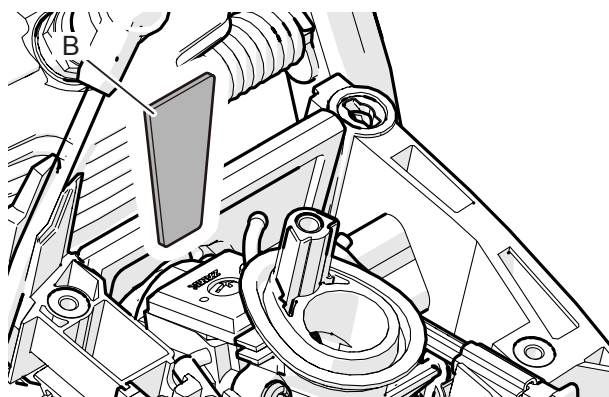
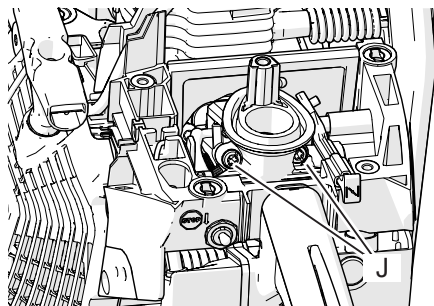
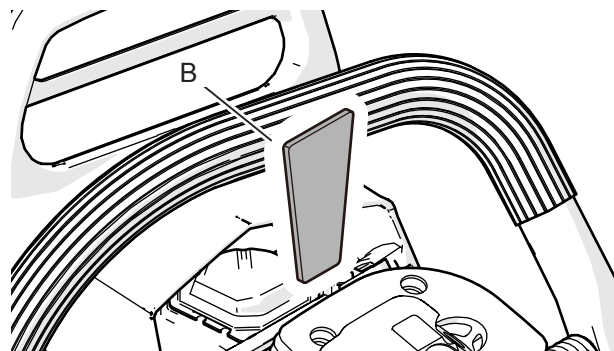
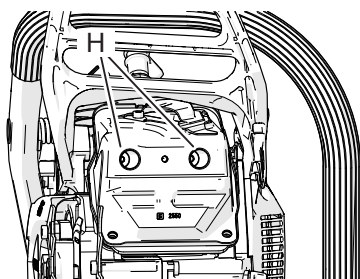
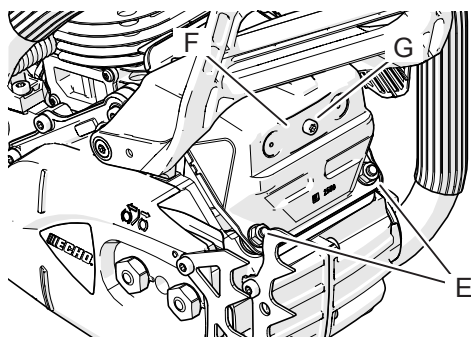
10. If it is not in the range, gently clean tank vent with compressed air or replace with new one.

NOTE: Do not disassemble valves in tank vent. Damage to valves will occur.

11. Apply negative pressure 20 kPa (0.2 kgf/cm²) (3 psi).

12. Tank vent should pass air freely without holding any pressure. If it does not, replace with new one.

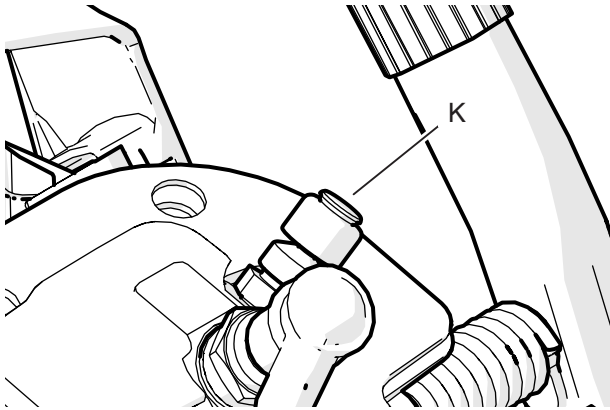
2-3 Testing crankcase and cylinder leakage

**Tools required:**

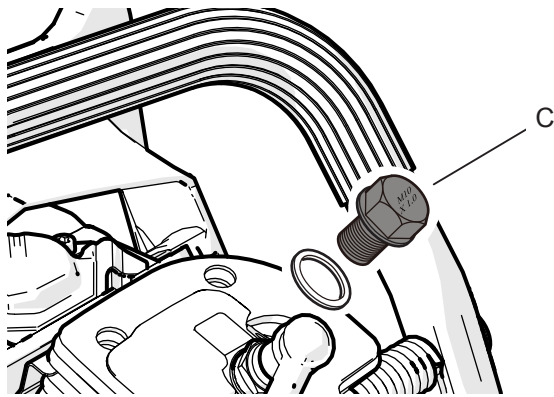
- Pressure/vacuum tester 91149 (A)
- Two Pressure rubber plugs 91041 (B)
- Plug 91177 (C)

1. Remove two bolts (E).
2. Remove muffer plate (F) with bolt (G).
3. Loosen muffer bolts (H).
4. Insert pressure rubber plug (B) between muffer and muffer gasket to seal the exhaust port. Then, retighten bolts (H).
5. Loosen carburetor bolts (J).
6. Insert pressure rubber plug (B) between carburetor and intake bellows to seal the intake port. Then, retighten bolts (J).

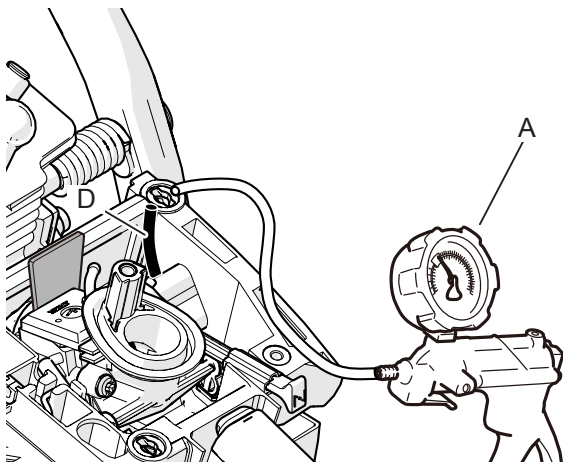
2-3 Testing crankcase and cylinder leakage (continued)



7. Remove decompression valve (K).



8. Install plug (C) with one washer into the decompression valve hole.



9. Pull out pulse line (D) from carburetor.

10. Connect pulse line (D) and pressure/vacuum tester (A) using suitable pipe (inner dia. 4 mm).

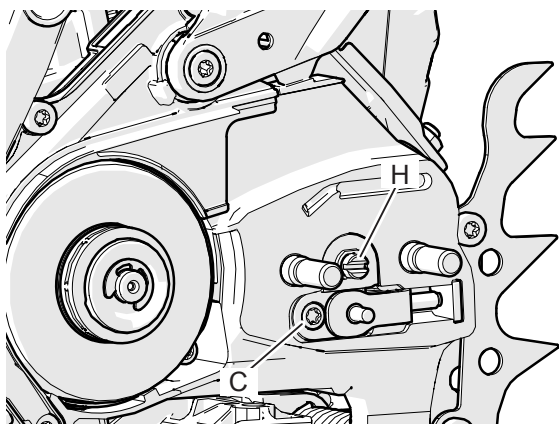
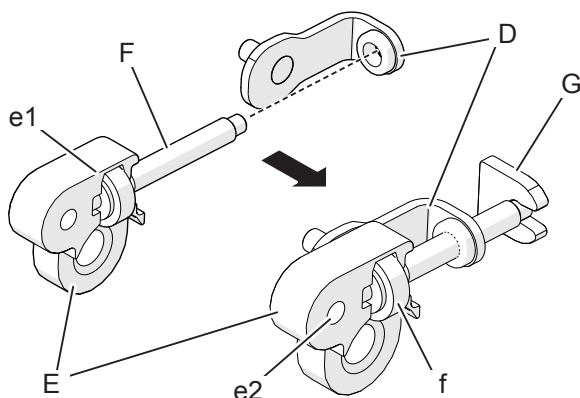
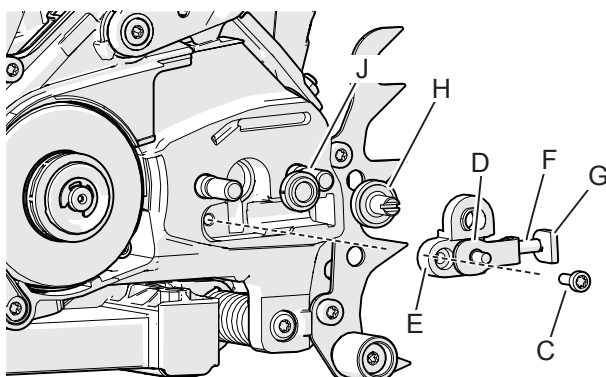
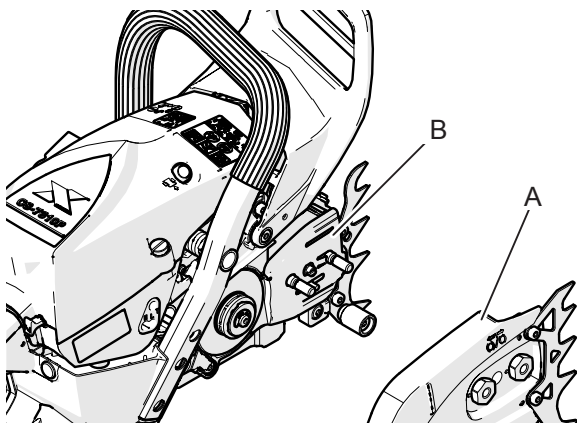
11. Apply negative pressure approx. 30 kPa (0.3 kgf/cm²) (4.4 psi) by pressure/vacuum tester (A) and leave for 30 seconds.

12. If the reading drops, leakage may occur from oil seal. Inspect oil seal for damage or wear.

13. Then, apply pressure approx. 50 kPa (0.5 kgf/cm²) (7.3 psi) by pressure/vacuum tester (A) and leave for 30 seconds.

14. If the reading drops, leakage may occur from crankcase seam or oil seal. Use soapy water to locate the leakage.

2-4 Replacing chain tensioner

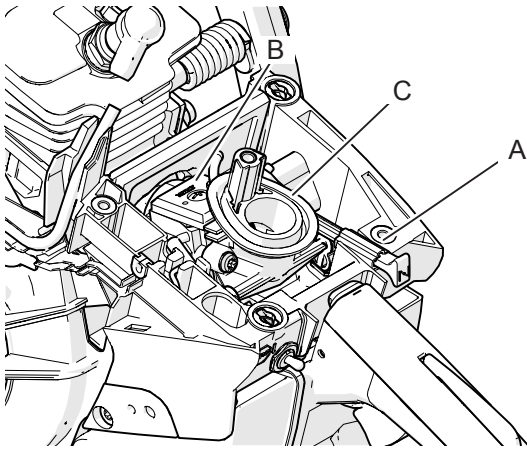
**-- Removing --**

1. Remove sprocket guard (A).
2. Remove sprocket guard plate (B).
3. Remove bolt (C).
4. Remove chain tensioner (D) with collar (E), tensioner screw (F) and shaft guide (G).
5. Remove worm gear (H) and collar (J).
6. Check the removed parts for damage or wear. Replace with new one(s) as required.

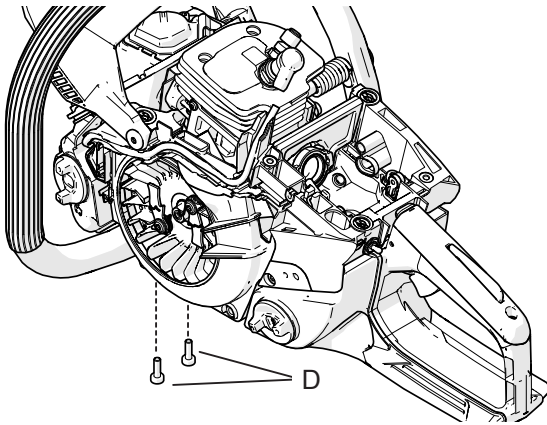
-- Installing --

1. Apply lithium based grease to worm gear (H) and collar (J).
2. Install collar (J) and worm gear (H) on crankcase.
3. Install tensioner screw (F) into groove (e1) of collar (E).
4. Screw chain tensioner (D) to tensioner screw (F) by turning gear (f) of tensioner screw (F), not to cover bolt hole (e2) of collar (E) with chain tensioner (D).
- NOTE:** Make sure chain tensioner (D) is screwed to tensioner screw (F) more than 3 screw threads.
5. Put shaft guide (G) on tensioner screw (F).
6. Install the assembled chain tensioner on crankcase as shown.
7. Turn worm gear (H) to confirm engagement of the gears.
8. Tighten bolt (C).

2-5 Removing rear handle assembly

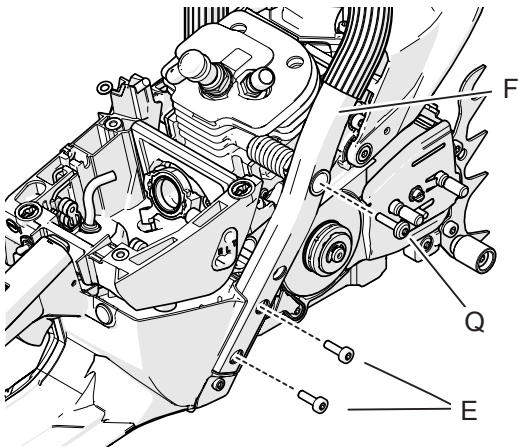


1. Remove sprocket guard and starter assembly.
2. Remove cylinder cover, air filter and carburetor case cover.
3. Remove choke (A).
4. Pull out fuel line and pulse line from carburetor (B).
5. Disconnect throttle cable from carburetor (B).
6. Remove carburetor (B) and carburetor elbow (C) with two bolts.



7. Remove pre-coated bolts (D).

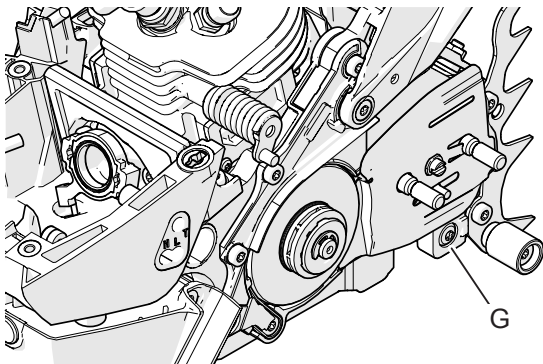
NOTE: When retighten pre-coated bolts (D), replace new ones or apply thread locking sealant ThreeBond #1324N.



8. Remove pre-coated bolts (E) and bolt (Q).

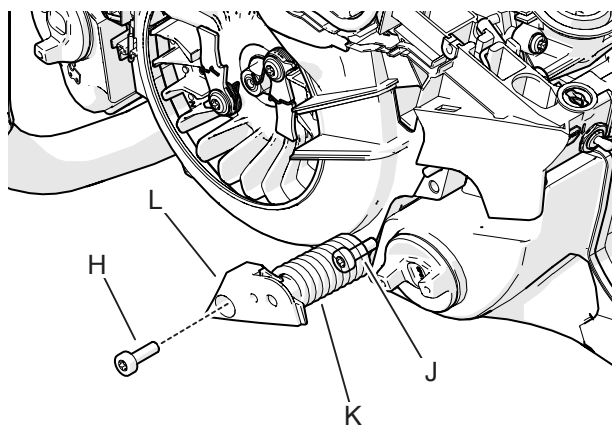
NOTE: When retighten pre-coated bolts (E), replace new ones or apply thread locking sealant ThreeBond #1324N.

9. Then, remove front handle (F) from the unit.



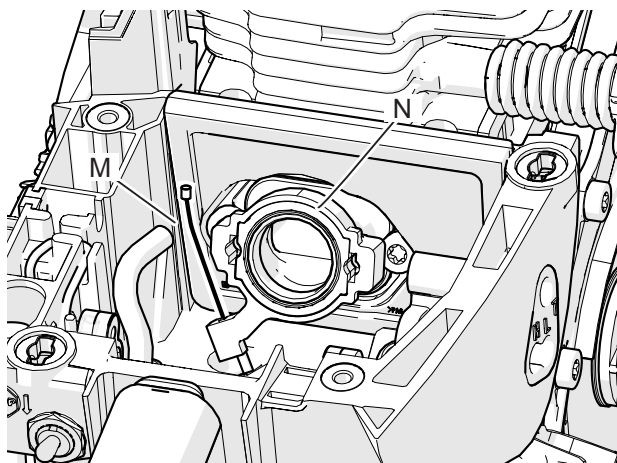
10. Remove bolt (G).

2-5 Removing rear handle assembly (continued)

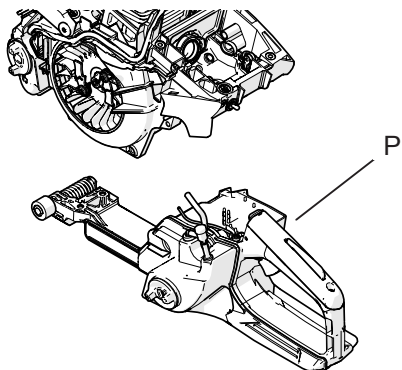


11. Remove pre-coated bolt (H).

12. Loosen pre-coated bolt (J). Then, remove spring holder (L) with spring (K) and bolt (J).



13. Remove throttle cable (M) from intake bellows holder (N).

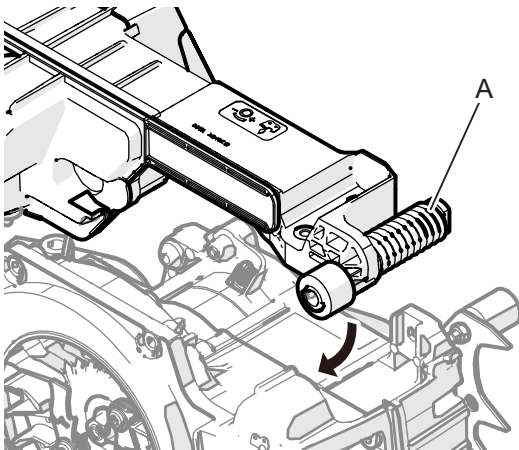


14. Remove rear handle assembly (P) carefully.

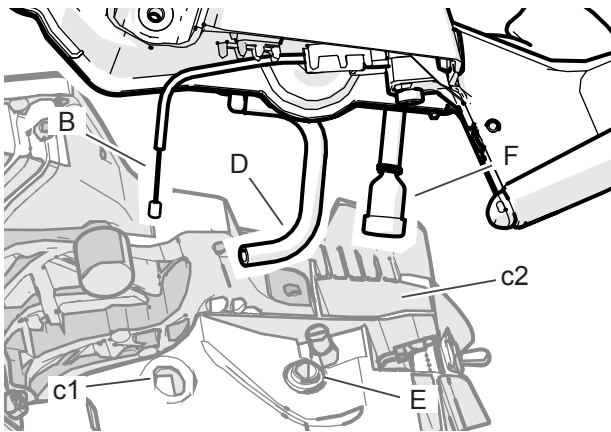
NOTE: When replacing fuel lines, refer to “2-7 Replacing fuel lines”.

NOTE: When replacing throttle cable, refer to “2-8 Replacing throttle cable and control parts”.

2-6 Installing rear handle assembly



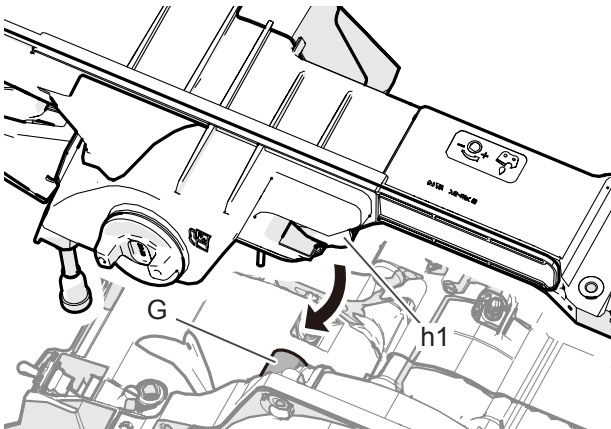
1. Install rear handle assembly from spring (A) side as shown.



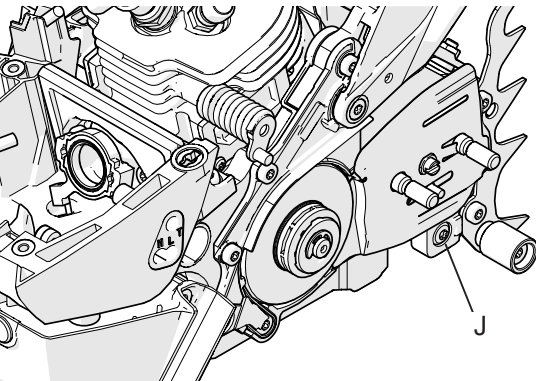
2. Pass throttle cable (B) through hole (c1) of carburetor case.

3. Pass fuel pipe (D) through grommet (E).

4. Put tank vent (F) into recess (c2) of carburetor case.

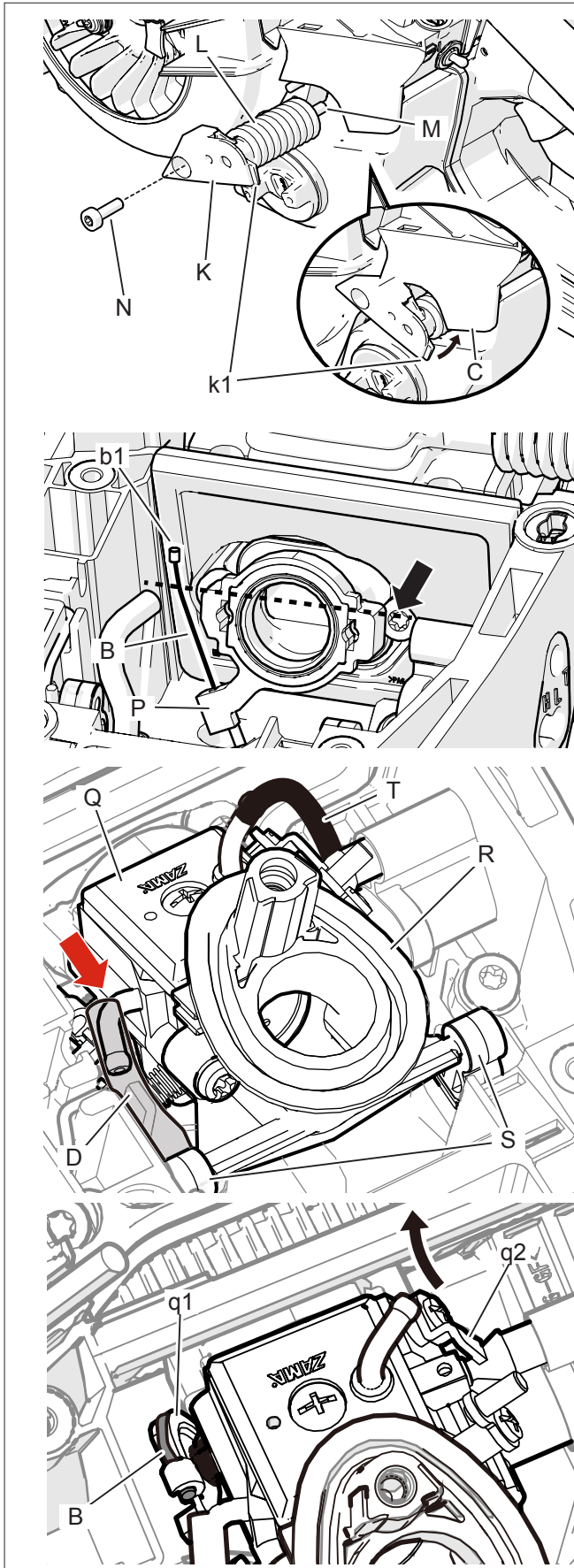


5. Fit cushion (G) into recess (h1) of rear handle assembly as shown.



6. Tighten bolt (J).

2-6 Installing rear handle assembly (continued)



7. Install assembled spring holder (K), spring (L) and bolt (M), hooking spring holder tab (k1) to carburetor case (C) as shown.

8. Tighten bolt (M) and pre-coated bolt (N).

NOTE: When retighten pre-coated bolt (N), replace new one or apply thread locking sealant Three-Bond #1324N or equivalent.

9. Install throttle cable (B) into groove of intake bellows holder (P).

NOTE: Throttle cable sleeve may be disconnected from the throttle cable guide if throttle cable end (b1) is below the line in the illustration. Refer to "2-5 Replacing throttle cable and control parts."

10. Install carburetor (Q) and carburetor elbow (R).

11. Connect fuel line (D) and pulse line (T).

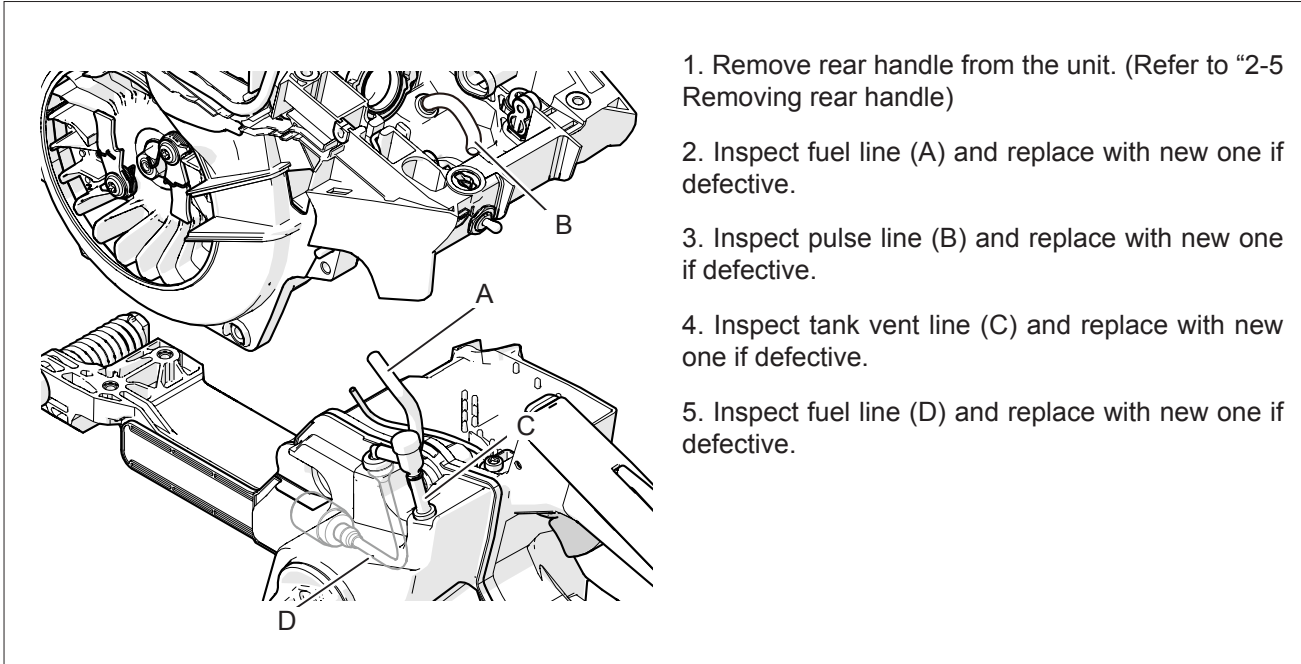
NOTE: Make sure fuel line (D) is inserted to the rounded corner of carburetor nipple as shown.

NOTE: Make sure the bosses of carburetor elbow (R) are inserted to each cushion (S) as shown.

12. Install throttle cable (B) to throttle lever (q1), holding throttle lever (q2) forward.

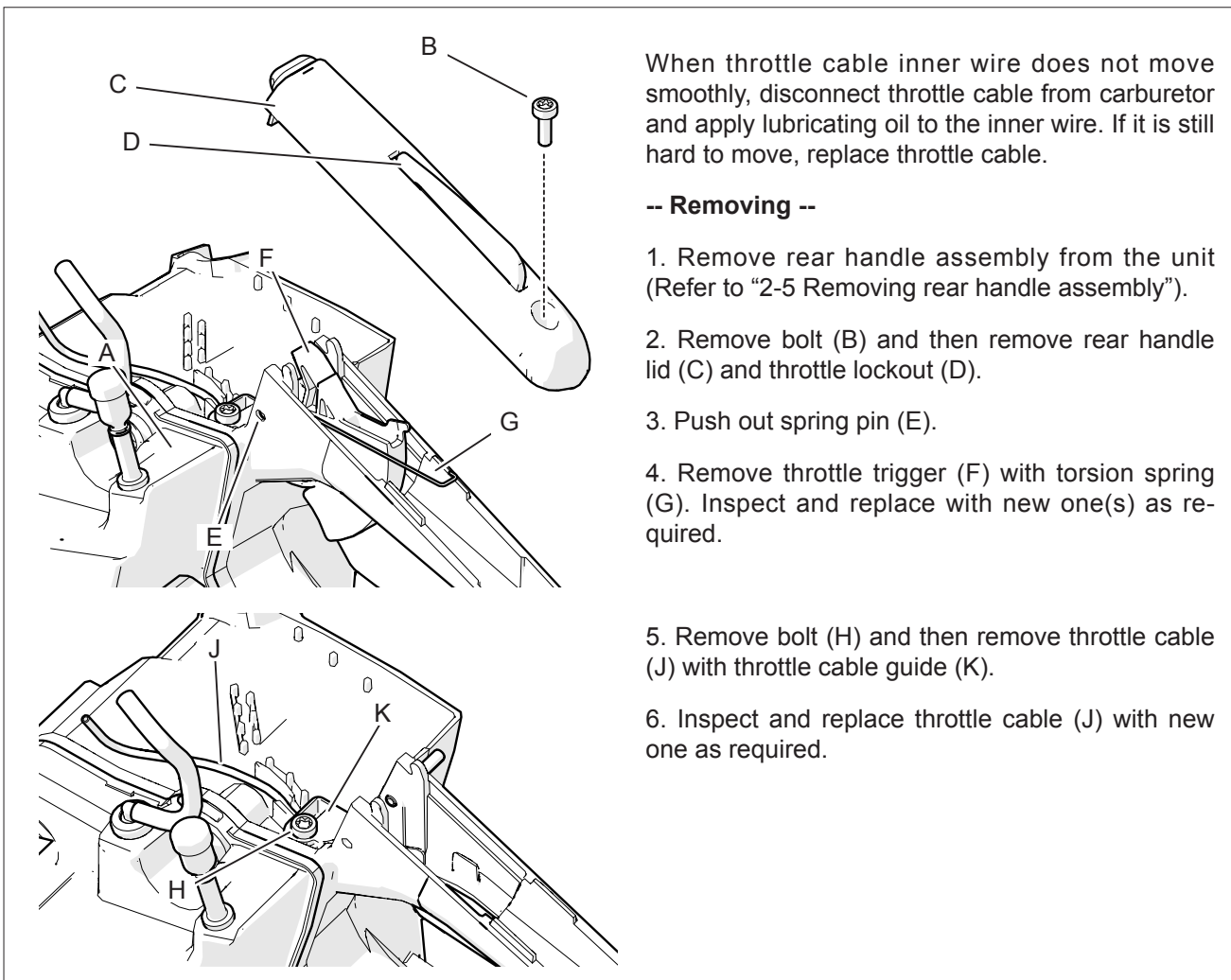
13. Squeeze the throttle trigger to confirm operation of throttle cable (B).

2-7 Replacing fuel lines



1. Remove rear handle from the unit. (Refer to "2-5 Removing rear handle")
2. Inspect fuel line (A) and replace with new one if defective.
3. Inspect pulse line (B) and replace with new one if defective.
4. Inspect tank vent line (C) and replace with new one if defective.
5. Inspect fuel line (D) and replace with new one if defective.

2-8 Replacing throttle cable and control parts

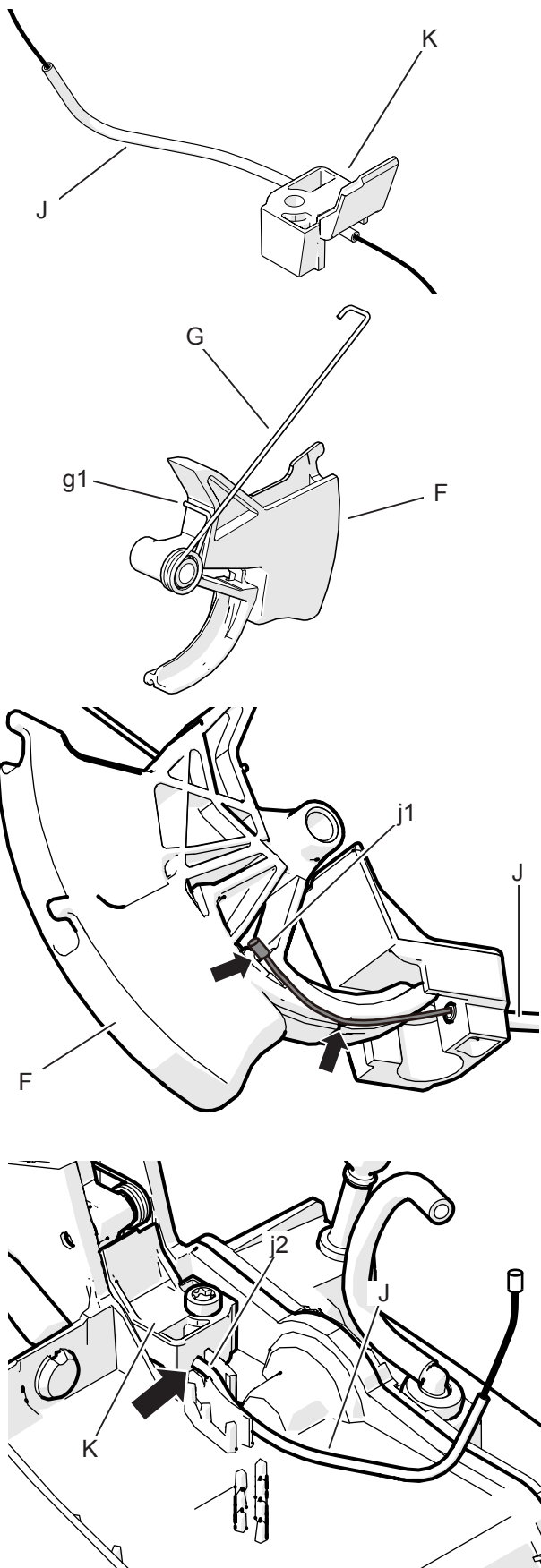


When throttle cable inner wire does not move smoothly, disconnect throttle cable from carburetor and apply lubricating oil to the inner wire. If it is still hard to move, replace throttle cable.

-- Removing --

1. Remove rear handle assembly from the unit (Refer to "2-5 Removing rear handle assembly").
2. Remove bolt (B) and then remove rear handle lid (C) and throttle lockout (D).
3. Push out spring pin (E).
4. Remove throttle trigger (F) with torsion spring (G). Inspect and replace with new one(s) as required.
5. Remove bolt (H) and then remove throttle cable (J) with throttle cable guide (K).
6. Inspect and replace throttle cable (J) with new one as required.

2-8 Replacing throttle cable and control parts (continued)



-- Installing --

1. Insert throttle cable (J) into throttle cable guide (K).

2. Set torsion spring (G) on throttle trigger (F), hooking throttle spring end (g1) as shown.

3. Assemble throttle cable (J) to throttle trigger (F), hooking throttle cable end (j1) as shown.

NOTE: Make sure inner wire of throttle cable is seated in the ribs of throttle trigger (F).

4. Install assembled throttle trigger and throttle cable on rear handle assembly.

NOTE: Make sure throttle cable sleeve (j2) is inserted to throttle cable guide (K) as shown.

5. Route throttle cable (J) in the ribs of rear handle assembly.

6. Reinstall all the removed parts.