

### Dismantling of Oil Seals and Bearings :

#### Crankcase Clutch Side :

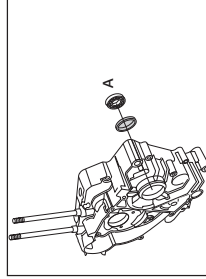
Using Special Tool :  
Bearing Driver set - 37 1030 61

- Remove :
- Bearing (A) for input shaft assembly from crankcase RH



Using Special Tool : Bearing  
Extractor - 37 10DJ 77

- Remove:
- Bearing (B) for output shaft assembly from crankcase RH



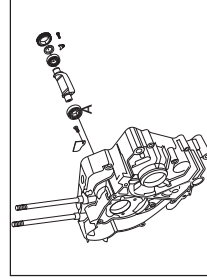
#### Crankcase Magneto Side :

Remove :

- Oil seal

Using Special Tool : Bearing  
Extractor - 37 10DJ 77

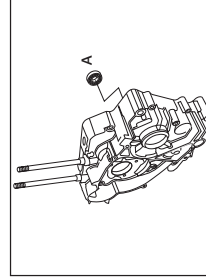
- Remove :
- Bearing (A) for output shaft assembly from crankcase LH



Using Special Tool : Bearing  
Extractor - 37 10DJ 77

Remove :

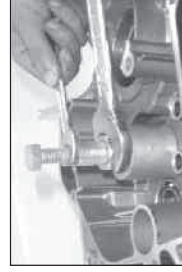
- Bearing (A) for body balancer gear bearing from crankcase LH



Using Special Tool : Bearing  
Extractor - 37 10DJ 76

Remove :

- Bearing (A) for input shaft assembly from crankcase LH



Remove :

- Bolt (A)
- Bearing stopper

Using Special Tool : Bearing  
Driver Set - 37 10BA 61

Remove:

- Bearing for gear drum from RH crankcase

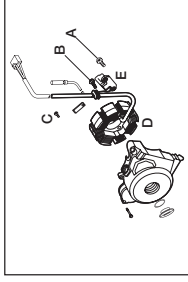


### Dismantling of Subassemblies :

#### Magneto Cover

Remove :

- 2 Phillips head screws (A) of pulsar coil (E) mounting.
- Bolts (B) of stator assembly.
- 1 Phillips head screw (C) of stopper.
- Stator coil assembly (D) along with pulsar coil.



#### Cylinder Head Cover

Using Sp. Tool Rocker Pin  
remover 37 10DH 35

Remove :

- Rocker shaft (A)
- Rocker arm
- Set of washers (1 wave and 2 plane) (B)
- Rollers 20 nos. (C)



**Note :** Similarly remove the other Rocker shaft & Rocker Arm from head over

### Top End :

#### Cylinder Head

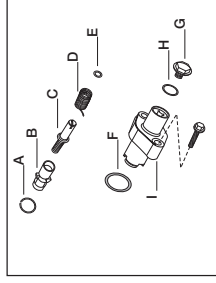
Using Sp. Tool Valve Spring Compressor 37 1031 07 & Adapter  
37 10DJ 78

Remove :

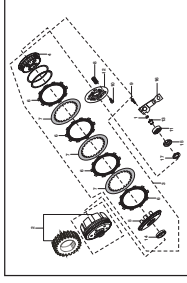
- 2 Cotter valve (A)
- Valve spring retainer (B)
- Springs inner (D)
- Spring outer (C)
- Valve from below (E)
- Washer (F)
- Valve steam seal (G)



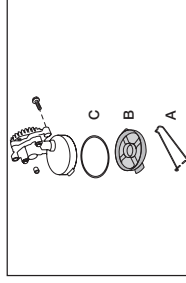
Similarly carry out the same procedure to dismantle the other valve from the cylinder head assembly.

**Chain Tensioner Assembly****Remove :**

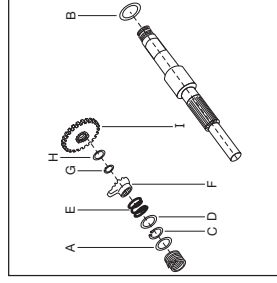
- Circlip (A) from the body (I)
- Cap (B) along with screw internal and screw external (C)
- Spring (D)
- Thrust washer (E)
- 'O' ring (F)
- Bolt (G) and 'O' ring (H)

**Clutch Assembly****Remove :**

- 4 bolts (A)
- Holder clutch (B)
- 4 springs (C)
- Clutch center (D)
- Plain washer
- Bellville washer
- Disc clutch friction (E) (Qty. 6 for 180cc / Qty. 5 for 150 cc)
- Plate clutch (F)
- Plate clutch pressure (G) (Wheel clutch)
- Clutch housing
- Thrust washer - conical from inner ID

**Oil Pump****Remove :**

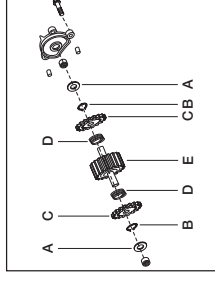
- Clip (A)
- Oil strainer element (B) with 'O' ring (C)

**Kick Shaft Assembly****Remove :**

- Thrust washer (A)
- Washer thrust (B)
- Circlip (C) & thrust washer (D)
- Spring kick starter ratchet (E)
- Ratchet kick starter (F)
- Circlip (G)
- Washer (H)
- Pinion complete kick starter (I)

**Bearing Removal from Assy Balancer Idler Gear Cover and Crankcase RH****Using Sp. Tool : Bearing Extractor - 37 10CD 30****Remove :**

- Needle roller bearing from RH crankcase.

**Assembly Balancer Idler Gear****Remove :**

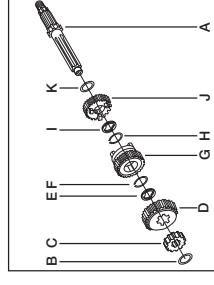
- Thrust washers (A)
  - Circlip (B) from any one side of the gear
  - Scissor gear (C)
  - Torsion Spring (D)
- Similarly carry out the same procedure on other side of the gear to dismantle the idler gear completely.

**Gear Complete Starter Counter Assembly**

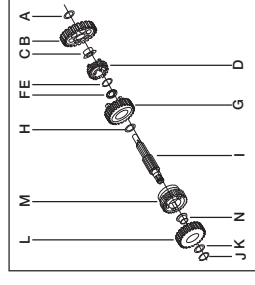
- Place the gear comp. starter counter assy on the arbor press as shown in the figure.
- Using Bearing driver set (P. No. 37 1030 61)

**Remove :**

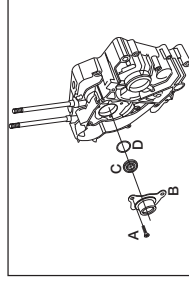
- Needle roller bearing

**Input Shaft Assembly**

- 1st gear is integral with the shaft (A)
- Remove thrust washer (B) and slide out gear 2nd drive (C)
- Remove gear 5th drive (D) and collect the splined washer (E) behind it.
- Remove circlip (F) and remove gear 3rd drive (G)
- Remove circlip (H) and collect the splined washer (I)
- Remove gear 4th (J) and collect the thrust washer (K) behind it.

**Output Shaft Assembly**

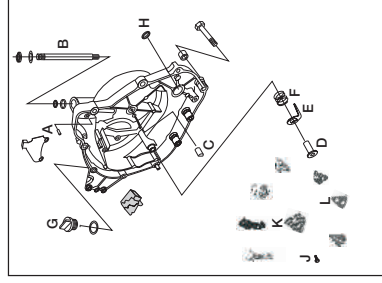
- There are no integral gears on output shaft.
- Remove thrust washer (A) and slide off the gear 1st driven (B) and collect the steel bush (1<sup>st</sup> driven gear is mounted on steel bush (C) with shoulder ring
- Slide off the gear 4th driven (D).
- Remove circlip (E) and spline washer (F). Remove the gear 3<sup>rd</sup> driven (G).
- Collect the thrust washer (H) behind the 3<sup>rd</sup> gear on output shaft (I)
- Remove circlip (J) and collect the washer (K)
- Remove gear 2<sup>nd</sup> driven (L) mounted on bush (N) with shoulder ring
- Slide out gear 5th driven (M)



#### Crankcase Magneto Side

Remove :

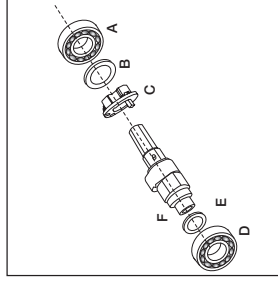
- 3 Screws (A)
- Guide starter assembly (B) on which oil seal is mounted.
- Oil seal (C)
- Damper (D)



#### Clutch Cover

Remove :

- Parallel Pin (A)
- Clutch shaft release completely (B) by slightly rotating it so,
- Rack (C)
- Plunger oil (D)
- Plate plunger oil (E)
- Spring joint 'A' (F)
- Oil filler plug (G)
- Oil seal kick shaft (H)
- Wire clip (I)
- Oil inspection window
- Flanged bolt (8 Nos.) (J)
- Set of damper (K)
- Set of plate (L)
- Grommet (M)



#### Camshaft Dismantling

Using Special Tool :

Bearing Pullers:

3710DJ 74 for Bearing 39227020

3710DJ75 for Bearing 39148520

Remove :

- Bigger Bearing using sp. tool from camshaft assembly(A)
- Collar de-comp (B)
- Decompression unit (C)
- Small Bearing (E)
- Lock washer (D)
- Parallel pin (F)



#### Gear Starter Clutch

Remove :

- Place the gear starter clutch on arbor press as shown in photo
  - Using Bearing Driver Set (P. No.: 37 1030 61)
- Remove :
- Needle roller bearing

**Spark Plug :**

- Type / Heat value - RG 4 HC/Bosh UR3DC (Resistive)
- Gap between electrodes - 0.7 to 0.8 mm
- Electrode condition - No erosion
- Colour at the electrodes tip - Brownish
- Threads of reach portion - Ok / No damage

**Cylinder Head :**

- Mating surface : No warpage / No scratches (Service limit for warpage: 0.05mm)
- Identification mark - DJ mark embossed on casting
- No fins breakage
- Spark plug hole threads - Ok / No damage
- Carbon built up in combustion chamber cavity- Clean it
- Valve seat : No pitting / No carbon deposition
- Proper fitment of Dampers (4 Nos)
- Proper fitment of 'O'rings
- Proper fitment of valve stem oil seals on valve guide
- Valve guide for crack if any
- Silencer mounting studs threads - Ok / No damage

**Cylinder Block :**

- No fins breakage
- No Scoring marks
- No Seizure marks
- Ok Seating – mating surfaces
- Smooth Honing pattern
- Correct / Same grouping mark w.r.t. piston (A & B group)
- Inner diameter of block as mentioned in service data.
- Ovality - Not more than 0.05 mm.
- 3 Nos. of damper rubbers Properly fitted on fins
- Proper fitment of 'O' ring on bottom side

**Piston :**

- Grouping mark with respect to cylinder block must be same.
- Diameter of the piston - As mentioned in service data
- No scoring marks on the skirt
- No blow by marks
- No seizure marks.
- Manufacturing / Identification code and date code
- Piston pin - scratches dent marks

**Rings :**

- No uneven wear around circumference / breakage.
- Discoloration at working face.
- Carbon built up on inner face if any.
- Piston ring end gap - As per Service data
- Piston ring width (thickness) - As per Service data
- Free rotation of Rings in Piston grooves - No stickyness.
- Piton ring identification mark

**Top Ring : TOP 1, Second Ring : TOP 2**

**Crankshaft :**

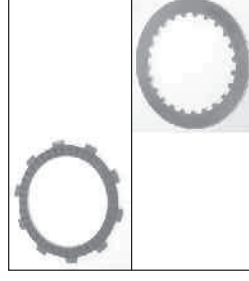
- Big end axial/radial play : As per Service data.
- Runout : As per Service data.
- Threading condition : Ok / No damages.
- Key way condition : Ok / No damages.
- Big end bearing : Free rotation / Jam
- Con-rod : No bending / twisting
- Oil passage : No blockage.
- Square slot key way for primary gear

**Crankcase :**

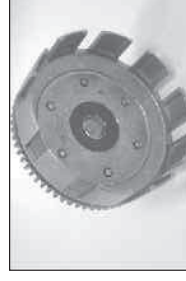
- Mating surface : Smooth / No scratches.
- No Cracks, damages, breakage.
- Bearing seat, oil seal seat & proper pressing / positioning of oil seals, needle roller, ball bearings freely rotating
- No Blow holes in casting
- Breather pipe / hole : No clogging
- Oil passage : Clean / No clogging
- Threads of holes & studs : Ok / No damages
- Visible number punching on LH Crank Case

**Bearings :**

- Axial play : Ok / Not excessive
- Radial play : Ok / Not excessive
- Bearing Seat : No sign of high spot on seating area.
- Bearing class & code : As per specification numbers
- Bearing Rotation : Free Rotation

**Clutch :**

- Clutch plates / Steel plates - Thickness as per service data
- Warpge as per service data
- No Seizure / Damaged bonding of friction material
- Tangs (Lugs) / Teeth - No wearing
- Thrust plate cracked
- No Foreign material embedded
- Colour change / Signs of overheating if any
- No uneven wear pattern
- Steel plates planishing
- Conical face machining for spacer clutch

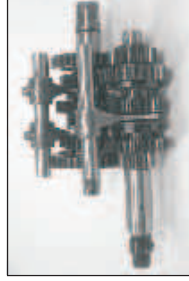
**Clutch Housing :**

- No Wear marks on slots.
- Clearance between clutch plate tangs and slot in the clutch housing should not be excessive
- Free movement of plates in clutch housing slots.
- Rivets of clutch housing should not be loose.
- Free rotation of housing on Input shaft



## Clutch Hub / Clutch Wheel :

- Contact surface for friction plates should not be worn out excessively
- Pressure Plate free movement in clutch hub splines
- Holes for lubrication
- Clutch hub height
- Smoothness in ID of clutch wheel
- Spacer free movement on clutch wheel
- Presence of plain and wave washer in 1st clutch plate



**Transmission :**

- No Teeth breakage or crack
- No Wear pattern on teeth
- No Wear of dog teeth & dog holes on gear
- No Seizure mark on gear seat.
- Free movement of gears on the shaft (1<sup>st</sup> Output, 2<sup>nd</sup> Output, 3<sup>rd</sup> Output, 4<sup>th</sup> Input and 5<sup>th</sup> Input gears are free on the respective shaft)
- Free movement of Fork shift on the fork shaft
- Gear shift drum groove profile - Ok / No damage - Wear
- Free movement of Fork shift guide roller in the drum groove



Drum :

- Presence of Neutral rivet on the Drum
- Free rotation of Drum in LH crankcase parent hole.
- Inner hollow portion must be free from casting dust / burr
- Groove profile width as per Service Data
- Hole available for parallel pin
- Drum profile free from Hi-Spot for free sliding of bush



## Carburettor :

- Float
  - No puncture
  - Alignment w.r.t float pin - Ok
  - Not touching to bowl walls
- Needle Valve
  - No groove formation on the tip
  - Smooth action of spring loaded pin,
  - Smooth movement in its seat.
- Volume Control Screw
  - Not bent / Threads OK. / Not jammed / Presence of Spring Washer and 'O' ring.
- Jets
  - Correct size, No wear of jet hole, No clogging
- Piston Valve
  - Smooth free sliding, clearance in its seat, no excess wear mark.
- Choke Operation - Smooth (Push and pull type)



Guide Kick :

- No presence of any burr & flashes
- Face to face fitment on Crankcase after tightening.
- Application of loctite 638 to securing allen bolts



Camshaft :

- Presence of locating washer
- Free rotation of bearing
- Lobe height - as per Service Data
- No cut / wear marks on cam
- De-comp mechanism stickyness

**Notes :**



## Compression Pressure



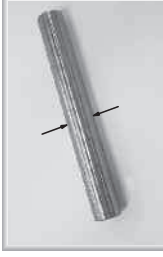
Std. Limit	6.0 ~ 10.0 Kg/cm <sup>2</sup>
Serv. Limit	5.0 ~ 10.0 Kg/cm <sup>2</sup>

## Valve Clearance



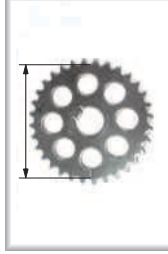
	Inlet	Exhaust
Std. Limit	0.05	0.10
Serv. Limit	0.05	0.15

## Rocker Arm Shaft Dia.



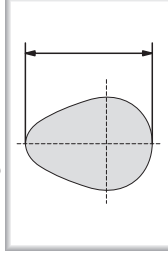
Std. Limit	7.994 ~ 8.0
Serv. Limit	7.98

## Cam Sprocket Diameter



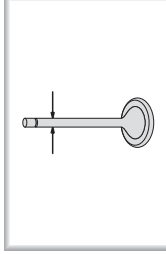
Std. Limit	61.48 ~ 61.36
Serv. Limit	61.30

## Cam Height



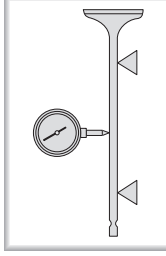
	Inlet	Exhaust
Std. Limit	31.0	30.4
Serv. Limit	30.8	30.2

## Valve Stem Diameter



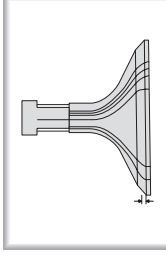
	Inlet	Exhaust
Std. Limit	4.48	4.46
Serv. Limit	4.40	4.41

## Valve Stem Bend



Std. Limit	TIR 0.01
Serv. Limit	TIR 0.03

## Valve Head Thickness



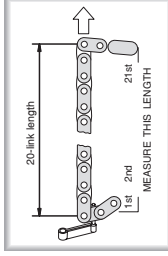
	Inlet	Exhaust
Std. Limit	0.5	0.8
Serv. Limit	0.3	0.6

## Cylinder Head Warp



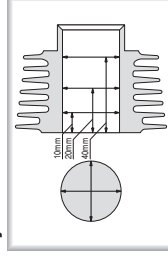
Serv. Limit	0.05
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## Camshaft Chain Lth. 20 Links



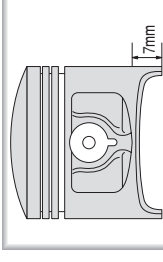
Std. Limit	127.00 ~ 127.20
Serv. Limit	126.0

## Cylinder Inside Diameter



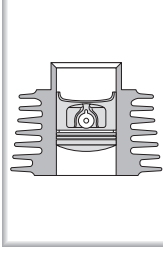
Std. Limit	63.50 ~ 63.508
Serv. Limit	63.508 ~ 63.515

## Piston Diameter



Std. Limit	63.478 ~ 63.488
Serv. Limit	63.488 ~ 63.498

## Piston / Cylinder Clearance



Std. Limit	0.012 ~ 0.030
Serv. Limit	—

## Piston Ring / Groove Clean.



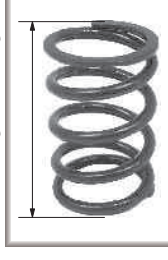
	TOP	SECOND
Std. Limit	0.02~0.06	0.01~0.05
Serv. Limit	0.16	0.15

## Piston Ring End Gap



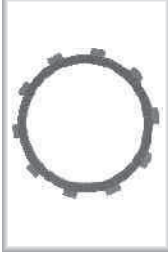
	TOP	SECOND
Std. Limit	0.15~0.30	0.30~0.45
Serv. Limit	0.55	0.70

## Clutch Spring Free Length



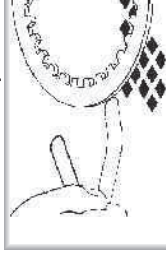
Std. Limit	30.0
Serv. Limit	29.0

## Friction Plate Thickness



Std. Limit	2.9 ~ 3.1
Serv. Limit	2.75

## Pressure Plate Warp



Std. Limit	0.2
Serv. Limit	0.3

## Shift Fork Guide Pin Dia.



Std. Limit	4.4
Serv. Limit	4.2

## Shift Drum Groove Width




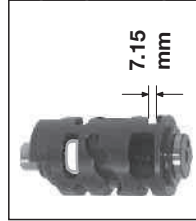



Std. Limit	7.15
Serv. Limit	7.0






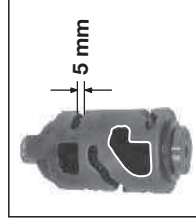

## Parts Identification - Engine

## UG-III

	<b>Part Name</b>	Shaft Input Transmission
	<b>Part No.</b>	DK 1011 25
	<b>Description</b>	Better clamping of clutch assy is ensured on Input Shaft for effective torque transmission with this new clutch mechanism.
	<b>Identification Mark</b>	Taper provided on shaft near clutch mounting end.
	<b>Part Name</b>	Guide Gear Shift
	<b>Part No.</b>	DK 1011 58
	<b>Description</b>	Guide Gear with 6 pins is meshed with gear change lever & transmits reciprocating motion into rotary motion & thus rotates drum change.
	<b>Identification Mark</b>	Guide Gear is having 6 pins.
	<b>Part Name</b>	Fork Gear Shift (Input & Output)
	<b>Part No.</b>	Input : DK 1011 33 Output : DK 1011 34
	<b>Description</b>	The roller in fork gear shift roll in the drum profile smoothly as & when drum rotates & guides to transmit To & Fro motion to fork gear shift for matching respective gears.
	<b>Identification Mark</b>	• Pin diameter is 4.4 mm • 'U' mark on fork shift.
	<b>Part Name</b>	Gear Drum Change Assembly
	<b>Part No.</b>	DK 1011 32
	<b>Description</b>	It has a wide profile (groove) for smooth rolling of fork gear shift roller in drum profile for smooth shifting of gear.
	<b>Identification Mark</b>	Profile width is 7.15 mm. It has a square window parallel to neutral stopper locator.
	<b>Part Name</b>	Lever Comp Gear Shift
	<b>Part No.</b>	DH 1017 05
	<b>Description</b>	Lever comp. gear shift is meshed with guide gear shift constantly. Thus helps in transmitting reciprocating motion to guide gear.
	<b>Identification Mark</b>	Selector lever operates radially. Selector lever is short in length.

## Parts Identification - Engine




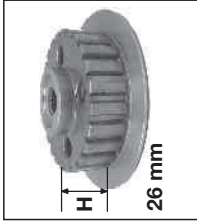

## UG-II

	<b>Part Name</b>	Shaft Input Transmission
	<b>Part No.</b>	DH 1015 19
	<b>Description</b>	Effective clamping of clutch assembly is ensured on Input Shaft by using guide plate clutch in between shaft & clutch assembly.
	<b>Identification Mark</b>	No Taper provided on shaft near clutch mounting end.
	<b>Part Name</b>	Guide Gear Shift
	<b>Part No.</b>	DJ 1011 48
	<b>Description</b>	Guide Gear with 4 pins is meshed with gear change lever & transmits reciprocating motion into rotary motion & thus rotates drum change.
	<b>Identification Mark</b>	Guide Gear is having 4 pins.
	<b>Part Name</b>	Fork Gear Shift (Input & Output)
	<b>Part No.</b>	DH 1011 30 - Input DH 1011 32 - Output
	<b>Description</b>	The fork gear shift pin slides in the drum profile as & when drum rotates & guides to transmit To & Fro motion to fork gear shift for matching respective gear.
	<b>Identification Mark</b>	Pin dia. = 5 mm. I/P shaft fork mark = S 32. O/P shaft fork mark = S 95 & S 92 respectively.
	<b>Part Name</b>	Gear Drum Change Assembly
	<b>Part No.</b>	DJ 1011 46
	<b>Description</b>	It has a wide profile (groove) for smooth sliding of fork gear shift pin in drum profile for shifting of gears.
	<b>Identification Mark</b>	Profile width is 5 mm. It has a odd shape window parallel to neutral stopper locator.
	<b>Part Name</b>	Lever Comp Gear Shift
	<b>Part No.</b>	DH 1011 34
	<b>Description</b>	Lever comp. gear shift is meshed with guide gear shift constantly. Thus helps in transmitting reciprocating motion to guide gear.
	<b>Identification Mark</b>	Selector lever operates To & Fro. Selector lever is more in length.






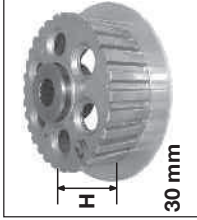

## Parts Identification - Engine

## UG-III

	Part Name	Clutch Cover
	Part No.	DJ 1012 41
	Description	It houses the entire clutch side assemblies.
	Identification Mark	Clutch cover has Engine oil inspection window.
	Part Name	Holder Clutch (Thrust Plate)
	Part No.	DK 1010 78
	Description	Holder clutch holds the clutch bearing & plunger.
	Identification Mark	Holder clutch has 4 holes for mounting.
	Part Name	Clutch Spring
	Part No.	DH 1017 43
	Description	Clutch spring helps smooth engaging & disengaging the clutch mechanism.
	Identification Mark	Clutch spring height is 30.8 mm.
	Part Name	Clutch Center
	Part No.	DK 1010 01
	Description	Clutch center holds the set of clutch plate & pressure plate.
	Identification Mark	Step for spacer is provided. Clutch center height is 26 mm.
	Part Name	Clutch Wheel
	Part No.	DK 1011 63
	Description	Clutch wheel holds the set of clutch plate & pressure plate.
	Identification Mark	Clutch wheel has 4 legs for mounting clutch springs.

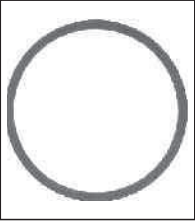

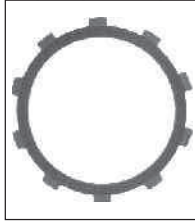
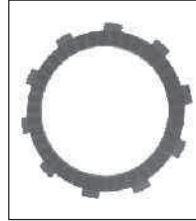
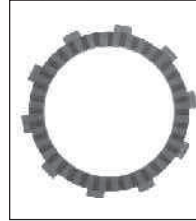
## Parts Identification - Engine

## UG-II

	Part Name	Clutch Cover
	Part No.	DH 1011 49
	Description	It houses the entire clutch side assemblies.
	Identification Mark	Clutch cover does not have Engine oil inspection window.
	Part Name	Holder Clutch (Thrust Plate)
	Part No.	DH 1014 84
	Description	Holder clutch holds the clutch bearing & plunger.
	Identification Mark	Holder clutch has 6 holes for mounting.
	Part Name	Clutch Spring
	Part No.	DH 1014 83
	Description	Clutch spring helps smooth engaging & disengaging the clutch mechanism.
	Identification Mark	Clutch spring height is 29.3 mm.
	Part Name	Clutch Center
	Part No.	DJ 1011 79
	Description	Clutch center holds the set of clutch plate & pressure plate.
	Identification Mark	No step for guide plate provided. Clutch center height is 30 mm.
	Part Name	Clutch Wheel
	Part No.	DH 1013 44
	Description	Clutch wheel holds the set of clutch plate & pressure plate.
	Identification Mark	Clutch wheel has 6 legs for mounting clutch springs.



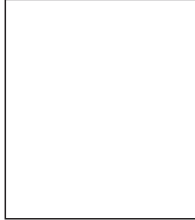
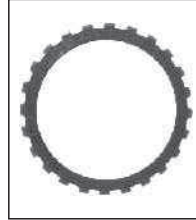
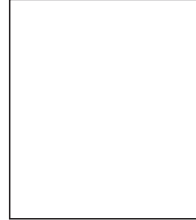
## Parts Identification - Engine

## UG-III

	Part Name	Clutch Plain Washer
	Part No.	39 2161 11
	Description	New part added for preventing clutch judder.
	Identification Mark	Plain washer with no Identification Mark.
	Part Name	Clutch Belleville Washer
	Part No.	39 2167 12
	Description	New part added for preventing clutch judder.
	Identification Mark	Clutch Belleville Washer is concave in shape.
	Part Name	Disc Clutch Friction Plate
	Part No.	DK 1011 49
	Description	Clutch plate ID is smaller than regular clutch plate because to accommodate the plain washer & wave washer of anti judder mechanism. This plate is fitted facing the clutch hub side.
	Identification Mark	<ul style="list-style-type: none"> <li>Internal diameter is 109.5 mm.</li> <li>Friction material cubs are 48 nos.</li> </ul>
	Part Name	Clutch Plate Pressure
	Part No.	DK 1011 63
	Description	New part added. This plate is fitted facing the clutch wheel side.
	Identification Mark	Friction material cubs = 40 nos. Clutch plate appears to be in Brownish colour.
	Part Name	Clutch Plate (4 Nos.)
	Part No.	DK 1011 51
	Description	New part added. 4 clutch plates of same specifications are sandwiched in between LH & RH clutch plates for torque transmission.
	Identification Mark	Friction material cubs 36 nos. Clutch plate appears to be in Greenish colour.


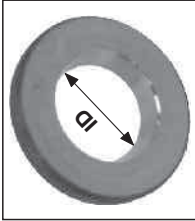


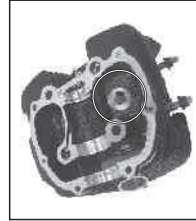
## Parts Identification - Engine

## UG-II

	Part Name	NA
	Part No.	NA
	Description	NA
	Identification Mark	NA
	Part Name	NA
	Part No.	NA
	Description	NA
	Identification Mark	NA
	Part Name	NA
	Part No.	NA
	Description	NA
	Identification Mark	NA
	Part Name	Clutch Plate Pressure (6 Clutch Plates)
	Part No.	DH 1013 44
	Description	Total 6 clutch plates of same specifications are housed in clutch assembly for torque transmission.
	Identification Mark	All clutch plates are Brown in colour.
	Part Name	NA
	Part No.	NA
	Description	NA
	Identification Mark	NA




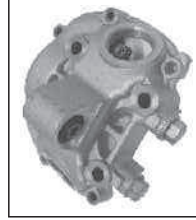

## Parts Identification - Engine

## UG-III

	Part Name	Plate Clutch (Pressure Plate)
	Part No.	DK 1011 63
	Description	Pressure plate are housed in between clutch plates.
	Identification Mark	Pressure plate is more wide. Pressure plate width = 17 mm.
	Part Name	Spacer
	Part No.	DK 1011 26
	Description	New part added for adding is better face clamping of clutch assembly on Input Shaft.
	Identification Mark	Internal diameter (ID) is in conical shape.
	Part Name	Clutch Housing
	Part No.	DK 1010 74
	Description	Clutch housing holds the entire clutch assembly & the slots helps for effective lubrication.
	Identification Mark	Slots provided in clutch housing.
	Part Name	Head Cover
	Part No.	Cylinder head cover is a part of Cylinder Head Comp
	Description	Head cover houses the complete OHC system.
	Identification Mark	'U' mark embossed in casting.
	Part Name	Cylinder Head Comp
	Part No.	DJ 1012 69
	Description	Cylinder head comp houses the complete OHC system with valve train.
	Identification Mark	'DJ' mark along with 'U' mark embossed in casting. Valve springs fitment groove is deep.


## Parts Identification - Engine


## UG-II


	Part Name	Plate Clutch (Pressure Plate)
	Part No.	DH 1015 57
	Description	Pressure plate are housed in between clutch plates.
	Identification Mark	Pressure plate is not wide as compared with regular. Width = 14 mm.
	Part Name	Guide Plate Clutch
	Part No.	DH 1013 74
	Description	Guide plate clutch helps in better clamping of clutch assy. on Input shaft.
	Identification Mark	Guide Plate clutch has a stainless steel finish with internal splines.
	Part Name	Clutch Housing
	Part No.	DH 1015 58
	Description	Clutch housing holds the entire clutch assembly.
	Identification Mark	No slots in clutch housing.
	Part Name	Head Cover
	Part No.	Cylinder head cover is a part of Cylinder Head Comp
	Description	Head cover houses the complete OHC system.
	Identification Mark	'DJ' mark embossed in casting.
	Part Name	Cylinder Head Comp
	Part No.	DH 1016 00
	Description	Cylinder head comp houses the complete OHC system with valve train.
	Identification Mark	'DJ' mark embossed in casting. Valve springs fitment groove is not deep.

## Parts Identification - Engine

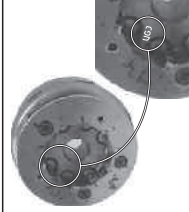
## UG-III

	<b>Part Name</b>	Camshaft Assembly
<b>Part No.</b>	DH 1017 03	
<b>Description</b>	Camshaft assy is housed in between cylinder head cover & cyl. head comp. It drives the entire valve train assy as per enhanced valve timing.	
<b>Identification Mark</b>	Cam (track) width is less. Track width = 9.6 mm.	

	<b>Part Name</b>	Valve Spring Outer
<b>Part No.</b>	DH 1017 30	
<b>Description</b>	Valve spring helps in smooth closing of valves without any noise as per enhanced valve timing.	
<b>Identification Mark</b>	It is more in length. Length = 43.6 mm. Spring is marked with White oil paint.	


	<b>Part Name</b>	Valve Spring Inner
<b>Part No.</b>	DH 1017 31	
<b>Description</b>	Valve spring helps in smooth closing of valves without any noise as per enhanced valve timing.	
<b>Identification Mark</b>	It is more in length. Length = 39.1 mm. Spring is marked with White oil paint.	


	<b>Part Name</b>	Stator Plate
<b>Part No.</b>	DJ 1110 21	
<b>Description</b>	All Electrical coils like Pick-up, Exciter, Lighting, Battery charging coils with enhanced ignition timing values are fitted on this plate.	
<b>Identification Mark</b>	Stator plate harness neutral coupler is having square shape.	


	<b>Part Name</b>	Magneto Assembly (Rotor)
<b>Part No.</b>	DJ 1110 20	
<b>Description</b>	Magneto assembly rotor is having analog ignition timing for initial starting for avoiding back kicking.	
<b>Identification Mark</b>	UG-3 mark embossed on the body viewed from tail side.	

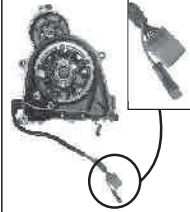
## Parts Identification - Engine

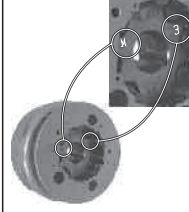
## UG-II

	<b>Part Name</b>	Camshaft Assembly
<b>Part No.</b>	DH 1016 17	
<b>Description</b>	Camshaft assy is housed in between cylinder head cover & cyl. head comp. It drives the entire valve train assy.	
<b>Identification Mark</b>	Cam (track) width is more. Track width = 12.6 mm.	

	<b>Part Name</b>	Valve Spring Outer
<b>Part No.</b>	DS 1011 11	
<b>Description</b>	Valve spring helps in smooth closing of valves without any noise.	
<b>Identification Mark</b>	It is short in length. Length = 42 mm. Spring is marked with Blue oil paint.	

	<b>Part Name</b>	Valve Spring Inner
<b>Part No.</b>	DS 1011 10	
<b>Description</b>	Valve spring helps in smooth closing of valves without any noise.	
<b>Identification Mark</b>	It is short in length. Length = 38 mm. Spring is marked with Blue oil paint.	

	<b>Part Name</b>	Stator Plate
<b>Part No.</b>	DJ 1110 04	
<b>Description</b>	All Electrical coils like Pick-up, Exciter, Lighting, Battery charging coils are fitted on this plate.	
<b>Identification Mark</b>	Stator plate harness neutral coupler is having bullet type terminal.	

	<b>Part Name</b>	Magneto Assembly (Rotor)
<b>Part No.</b>	DJ 1110 57	
<b>Description</b>	Magneto assy rotor is having only Digital Ignition Timing.	
<b>Identification Mark</b>	'E' & 'M' mark embossed on the body viewed from tail side.	

**Parts Identification - Engine****UG-III**

Part Name	Centrifugal Oil Filter
Part No.	DH 1010 64
Description	The centrifugal oil filter body wall thickness has been increased by reducing the internal diameter for getting better strength.
Identification Mark	The centrifugal oil filter has a cut mark on tail end.


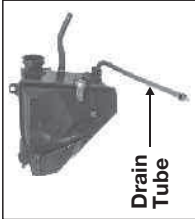


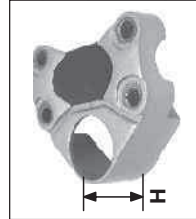
**Parts Identification - Engine****UG-II**

Part Name	Centrifugal Oil Filter
Part No.	DH 1010 64
Description	The centrifugal oil filter body internal diameter is more as compared to UG-III filter.
Identification Mark	The centrifugal oil filter does not have cut mark on tail end.








## Parts Identification - Chassis

## UG-III

	<b>Part Name</b>	Carburettor Assembly
	<b>Part No.</b>	DJ 1012 32
	<b>Description</b>	With enhanced valve timing & to achieve better engine performance the carburettor assembly is retuned.
	<b>Identification Mark</b>	On RH side of Carburettor body BS-29, DJ-U3 mark is embossed.
	<b>Part Name</b>	Air Filter Assembly
	<b>Part No.</b>	DJ 1210 40
	<b>Description</b>	The new large volume air filter with fine & coarse filter foam is incorporated to provide torque on demand with optimised intake system.
	<b>Identification Mark</b>	Drain tube is provided on bottom side to discharge the condensed engine oil.
	<b>Part Name</b>	Silencer Assembly
	<b>Part No.</b>	DJ 1012 43
	<b>Description</b>	The silencer has been further optimised to match the changes done incorporating the new camshaft & air filter assembly.
	<b>Identification Mark</b>	Flanged bolt on ExhaustTEC is facing on LH side.
	<b>Part Name</b>	Head Light Assembly
	<b>Part No.</b>	DJ 2011 32
	<b>Description</b>	The parking lamps are projected out with a new aggressive look & together with the mask that gives a real 'Phantom' look. H/L facing has been lowered to give balanced looks.
	<b>Identification Mark</b>	Parking lamps are projected out. Provision for mask fitment.
	<b>Part Name</b>	Handle Holder Assembly
	<b>Part No.</b>	DH 1810 53
	<b>Description</b>	Handle holder assembly height has been increased to accommodate new speedo console.
	<b>Identification Mark</b>	Height of handle holder is more i.e. 31.5 mm.

## Parts Identification - Chassis

## UG-II

	<b>Part Name</b>	Carburettor Assembly
	<b>Part No.</b>	DJ 1210 20
	<b>Description</b>	To meet the requirement of UG-II engine specifications the carburettor is tuned.
	<b>Identification Mark</b>	On RH side of Carburettor body BS-29, DJ-U2 mark is embossed.
	<b>Part Name</b>	Air Filter Assembly
	<b>Part No.</b>	DJ 1211 05
	<b>Description</b>	A large volume air filter is introduced to provide torque on demand with optimised intake system.
	<b>Identification Mark</b>	No drain tube is provided on bottom side to discharge the condensed eng. oil.
	<b>Part Name</b>	Silencer Assembly
	<b>Part No.</b>	DJ 1011 61
	<b>Description</b>	The silencer has been optimised to meet the performance of Pulsar UG-II with ExhaustTEC introduction.
	<b>Identification Mark</b>	Flanged bolt on ExhaustTEC for measuring CO% is facing perpendicular to steering.
	<b>Part Name</b>	Head Light Assembly
	<b>Part No.</b>	DJ 2011 04
	<b>Description</b>	The parking lamps are in line with the head light body line.
	<b>Identification Mark</b>	Parking lamps are inline with head light body. No provision for mask fitment.
	<b>Part Name</b>	Handle Holder Assembly
	<b>Part No.</b>	DJ 1810 38
	<b>Description</b>	Handle holder assembly height is been designed low to accommodate twin pod speedo console.
	<b>Identification Mark</b>	Height of handle holder is less i.e. 18.5 mm.



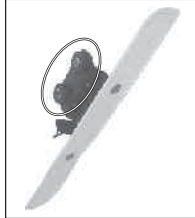


## Parts Identification - Chassis

## UG-III

	Part Name	Holder Fork Upper
	Part No.	DH 1810 56
	Description	Holder fork upper cover clamps the fork pipes & handle holder.
	Identification Mark	No bracket for holding speedo console.
	Part Name	Brace Fender
	Part No.	DH 1613 04
	Description	Brace fender gives reinforcement to mud guard & also guides the wire / hose going to wheel sensor & caliper assembly respectively.
	Identification Mark	2 nos. of brackets provided for a) Speedometer wire. b) For disc brake hose.
	Part Name	Front Number Plate Bracket
	Part No.	DH 1612 92
	Description	The front number plate bracket holds the number plate & for firm fitment 3 point mounting is given.
	Identification Mark	• 3 holes for mounting on lower 'T'. • 1 hole is oblong.
	Part Name	Speedometer Assembly
	Part No.	DJ 2011 44
	Description	Easy to read digital speedometer displaying speed in kmph, odometer displaying distance covered & trip meter displaying distance covered per trip with resetting facility.
	Identification Mark	Digital speedometer with analogue type tachometer.
	Part Name	Wheel Sensor Unit
	Part No.	DK 1011 63
	Description	New part added. It is a sensor sensing the vehicle speed and is a non contact type wheel sensor.
	Identification Mark	NIL






## Parts Identification - Chassis

## UG-II

	Part Name	Holder Fork Upper
	Part No.	DJ 1810 17
	Description	Holder fork upper cover clamps the fork pipes, handle holder & twin pod speedometer assembly.
	Identification Mark	To mount the twin pod speedo console there is a bracket provided.
	Part Name	Brace Fender
	Part No.	DH 1612 58
	Description	Brace fender gives reinforcement to mud guard & also guides the brake hose going towards caliper assembly.
	Identification Mark	No bracket provided for disc brake hose / speedo cable.
	Part Name	Front Number Plate Bracket
	Part No.	DJ 1811 11
	Description	The front number plate bracket holds the number plate & is mounted with 2 point mounting.
	Identification Mark	• 2 holes for mounting on lower 'T'.
	Part Name	Speedometer Assembly
	Part No.	DJ 1910 48
	Description	Twin pod analogue type speedometer displaying vehicle speed, engine rpm, odometer & trip meter. With trip meter adjustment facility.
	Identification Mark	Twin pod analogue type speedometer.
	Part Name	Case Meter
	Part No.	DJ 1510 57
	Description	Case meter assly houses the speedometer worm gear & the pinion gear assly to drive speedometer.
	Identification Mark	Provision for mounting pinion gear & speedometer gear.




## Parts Identification - Chassis

## UG-III

	Part Name	Control Switch LH
	Part No.	DH 2010 48
	Description	The switches operate without any physical contact & thus has no wear & tear of parts. Also these have illumination of tell-tale icons through LED's which glows Bluish-White during night driving.
	Identification Mark	Coupler colour is White.
	Part Name	Control Switch RH
	Part No.	DH 2010 49
	Description	The switches operate without any physical contact & thus has no wear & tear of parts. Also these have illumination of tell-tale icons through LED's which glows Bluish-White during night driving.
	Identification Mark	Provision of engine kill switch.
	Part Name	Battery
	Part No.	DJ 2011 25
	Description	A low maintenance battery with a unique vent mechanism that allows only gas / vapours to escape & not the electrolyte. Hence electrolyte level inspection interval is less.
	Identification Mark	Battery top side mould has orange colour. Battery has vent valve on RH side.
	Part Name	CDI Unit
	Part No.	DJ 1110 23
	Description	For easy kick starting the ignition timing has been optimised by introducing analogue signaling to CDI unit till 3000 rpm & thereafter digital signaling.
	Identification Mark	Two green colour dot marks on CDI unit.
	Part Name	Side Stand Switch
	Part No.	DH 2010 55
	Description	Side stand switch assembly coupler mounting position shifted hence cable is longer in length.
	Identification Mark	Side stand switch cable length is more.


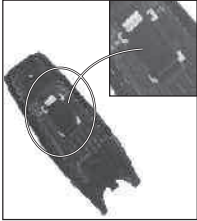



## Parts Identification - Chassis

## UG-II

	Part Name	Control Switch LH
	Part No.	DJ 2010 24
	Description	These are conventional switches & operate on physical make & brake mechanism causing more wear & tear of parts.
	Identification Mark	Coupler colour is Red.
	Part Name	Control Switch RH
	Part No.	DJ 2010 12
	Description	These are conventional switches & operate on physical make & brake type mechanism causing more wear & tear of parts.
	Identification Mark	No engine kill switch available.
	Part Name	Battery
	Part No.	DJ 2010 36
	Description	Conventional type of battery with overflow tube mechanism. Electrolyte level inspection interval is more as compared to low maintenance battery.
	Identification Mark	Battery top side mould has black colour. Battery have a vent plug on RH side.
	Part Name	CDI Unit
	Part No.	DJ 1110 17
	Description	CDI unit has only digital signaling.
	Identification Mark	One green colour dot marks on CDI unit.
	Part Name	Side Stand Switch
	Part No.	DJ 2011 05
	Description	NIL
	Identification Mark	Side stand switch cable length is less.


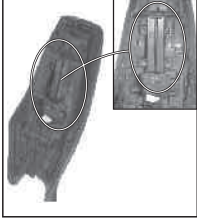



## Parts Identification - Chassis

## UG-III

	Part Name	Side Stand Magnet
	Part No.	
	Description	NIL
	Identification Mark	Side stand magnet body has green passivation.
	Part Name	Seat Assembly
	Part No.	DJ 2110 03
	Description	For proper locking & proper fitment of tool kit the seat assembly is redesigned.
	Identification Mark	No rib at tool kit mounting area. Seat locking stud is located at extreme tail end.
	Part Name	Seat Lock Assembly
	Part No.	DJ 2110 06
	Description	Since seat lock is shifted to tail end of the seat.
	Identification Mark	Seat lock cable length is more.
	Part Name	Gear Change Pedal
	Part No.	DJ 1011 49
	Description	The gear change pedal has more curved shape for proper placing of foot & to avoid foot fouling with step holder.
	Identification Mark	Gear pedal has more curved shape.
	Part Name	Holder RH Step & LH Step
	Part No.	DJ 1612 57 & DJ 1612 56
	Description	Holder step provided for resting pillion rider's foot.
	Identification Mark	Additional projected step is provided for better aesthetic look.


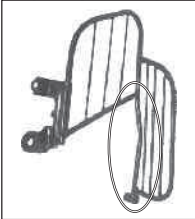
## Parts Identification - Chassis

## UG-II

	Part Name	Side Stand Magnet
	Part No.	
	Description	NIL
	Identification Mark	Side stand magnet body is black in colour.
	Part Name	Seat Assembly
	Part No.	DJ 2110 01
	Description	NIL
	Identification Mark	Rib at tool kit mounting area. Seat locking stud is located in central part of seat assy.
	Part Name	Seat Lock Assembly
	Part No.	DH 1610 46
	Description	The seat lock is located at center of the seat.
	Identification Mark	Seat lock cable length is short as compared to UG-III cable.
	Part Name	Gear Change Pedal
	Part No.	DH 1011 49
	Description	NIL
	Identification Mark	Gear pedal has less curved shape.
	Part Name	Holder RH Step & LH Step
	Part No.	DJ 1611 12 & DJ 1611 11
	Description	Holder step provided for resting pillion rider's foot.
	Identification Mark	No additional projected step is provided.


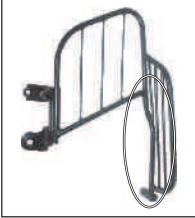
## Parts Identification - Chassis

## UG-III

	Part Name	Rear Fender
	Part No.	DJ 1612 54
	Description	The rear fender is located below the rider seat for arresting dust / dirt & water splashing on.
	Identification Mark	On rear fender a step is provided at rear end RH side.
	Part Name	Saree Guard
	Part No.	DH 1612 94
	Description	Saree guard is mounted on chassis as a safety feature for arresting the possibility of saree getting entangled into rear wheel while riding the bike.
	Identification Mark	Saree guard has a less curve shape near ladies foot step as compared to UG-II. Saree guard mounting allen bolt is short in length.

## Parts Identification - Chassis

## UG-II

	Part Name	Rear Fender
	Part No.	DJ 1610 51
	Description	The rear fender is located below the rider seat for arresting dust / dirt & washer splashing on.
	Identification Mark	On rear fender no step is provided.
	Part Name	Saree Guard
	Part No.	DJ 1612 15
	Description	Saree guard is mounted on chassis as a safety feature for arresting the possibility of saree getting entangled into rear wheel while riding the bike.
	Identification Mark	Saree guard has more curve shape near ladies foot step as compared with Pulsar UG-III. Saree guard mounting allen bolt is more in length.