



ZT500-T

Service Manual

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All the information, illustrations, and photos collected in this manual are compiled based on the latest products. However, due to continuous product improvements and other changes, your motorcycle may have some differences from what is described in this manual. For details regarding colors or upgrades, please refer to the part codes on the official website, as this manual no longer lists them in detail; if the part names in this manual differ from those on the official website, the website shall prevail.

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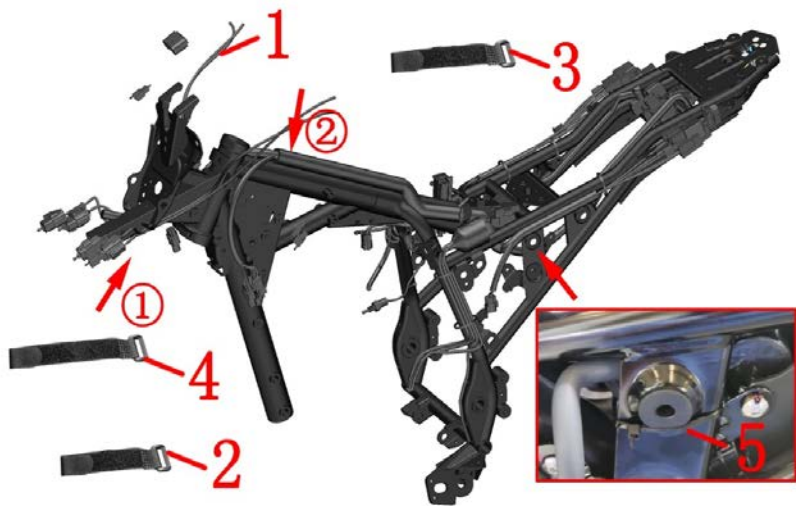


Fig.1 Frame Assembly		Electrical Components Assembly-1		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1186700-001000	ZT500-T Wiring Harness Assembly		1	
2	1224300-093000	Reverse buckle Velcro strap (20×150mm)		2	
3	1224300-110000	Reverse buckle Velcro strap (20×200mm)		7	
4	1224300-111000	Reverse buckle Velcro strap (20×300mm)		3	

PROCEDURE:

●Main Wiring Harness

Disconnect all electrical components attached to the main wiring harness. Connection methods vary by plug type; proceed according to the actual situation. Tools such as a flat-head screwdriver, pliers, or scissors may be needed for assistance.

Disconnect all electrical components attached to the main wiring harness. Connection methods vary by plug type; proceed according to the actual situation. Tools such as a flat-head screwdriver, pliers, or scissors may be needed for assistance.

CAUTION:

- The headlight assembly, handlebar assembly, seat, and fuel tank must be removed first.
- When removing the rubber boots for the turn signal relay and tip-over switch, be cautious of the mounting bracket's locating tabs to prevent finger injury.
- When connecting or disconnecting electrical components, pay attention to the direction and angle of force to avoid bending the connector pins, which could lead to poor contact. Avoid using excessive force.

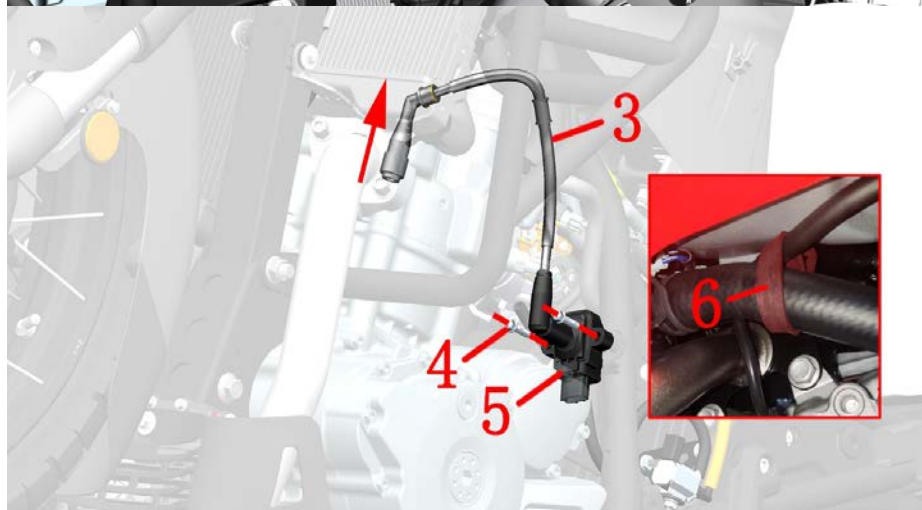
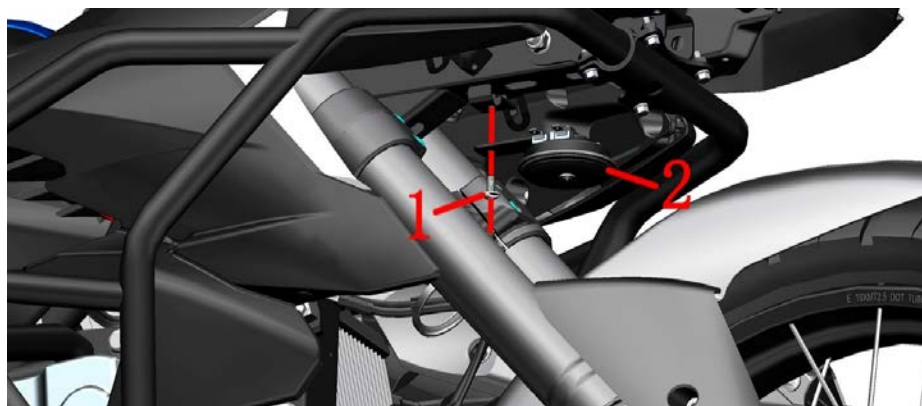


Fig.2 Frame Assembly		Electrical Components Assembly-2	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	1	
2	1186400-312000	ZT350 horn (after-sale)	1	
3	1050958-007000	ZT350 EFI high voltage line	1	
4	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmental color Zinc)	2	
5	1050963-018000	ZT500-T ignition coil assembly	1	
6	1224300-110000	Reverse buckle Velcro strap (20×200mm)	1	

PROCEDURE:

●Horn

Disconnect the horn electrical connector. Use a T25 Internal Torx driver to remove the bolt (1), then remove the horn (2).

●Ignition Coil

Locate and disconnect the high-tension lead's (3) electrical connector. Release the strap (6). Pull the fuel injection high-tension lead straight out in the direction indicated by the arrow in the diagram, then remove the high-tension lead (3). Use an 8# socket to remove the two bolts (4), then remove the ignition coil (5).

CAUTION:

- When disconnecting connectors, do not pull directly on the wires. Use care regarding the amount and direction of force applied when releasing strap.
- For spark plug replacement procedures and related precautions, please refer to the instruction manual.

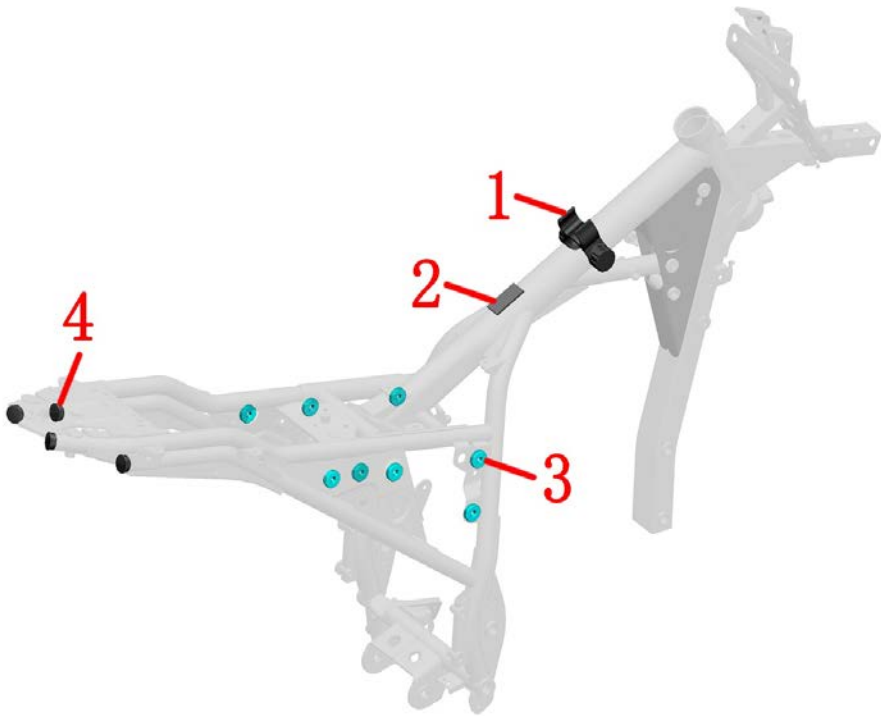


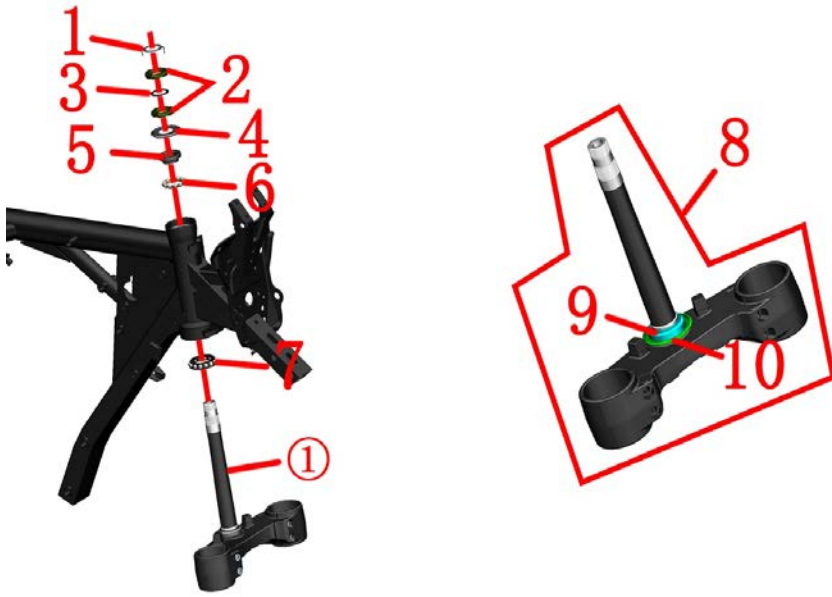
Fig.3 Frame Assembly		Frame Plastic Parts		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1244100-019000	ZT250-S fuel tank spacing glue		1	
2	1240300-007000	HJ125-6 Battery rubber gasket		1	
3	1244100-002000	ZT250-S Side cover round rubber		10	
4	1244100-061000	ZT250 anti-water rubber of frame		4	

PROCEDURE :

- Fuel Tank Liner Stopper
Firmly grip the cylindrical ends of the liner stopper (1) with both hands and pull outward firmly to remove it.
- Side Cover Grommets
Remove all 8 side cover grommets (3) by hand directly.
- Battery Pad
Heat the battery pad (2) with a heat gun, then peel it off by hand. Clean off any residual adhesive thoroughly.
- Frame Drain Plug
Remove all 4 frame drain plugs (4) by hand directly.

CAUTION :

- The seat, fuel tank cover, radiator cover, side covers, tail skirt, and other related parts must be removed first.
- All parts must be correctly installed and properly seated.
- When connecting or disconnecting electrical components, pay attention to the direction and angle of force to avoid bending the connector pins, which could lead to poor contact. The use of excessive force is prohibited.

**CAUTION :**

- The headlight assembly, handlebar assembly, and front forks must be removed first.
- During the disassembly process, ensure the motorcycle being serviced is securely supported to prevent it from tipping over and causing an accident.
- Inspect the integrated ball bearing sets for abnormal conditions such as uneven wear or rust. If any are found, purchase genuine replacement parts from the Zontes official website. If they are intact, the old lubricating grease must be thoroughly cleaned off before new grease is applied.
- During reassembly, carefully check that no balls are missing from the integrated ball bearing sets.
- Steering stem adjustment must be set correctly. If too loose, it will cause slight shaking and noise from the front end during emergency braking. If too tight, it will cause stiff steering, creating a safety hazard.
- If you have the ability and the proper tools, you may replace the press-fit lower bearing race (9) and lower dust seal (10) on the lower triple clamp assembly. During replacement, take care to protect the lower triple clamp from damage. After replacement, you must check the parallelism between the steering stem and the fork tubes, and the perpendicularity between the steering stem and the lower triple clamp.
- If there is slight fork movement during braking or handlebar wobble:
First, check if the front tire pressure is at the recommended value at ambient temperature: Standard: 280 kPa (2.8 bar).

Fig.4 Frame Assembly		Steering Stem Assembly		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME		QTY	
1	1134100-007000	ZT250-S Adjusting nut locking washer		1	
2	1251300-046093	ZT250-S direction column adjusting screw nut M24×1 (environmental color Zinc)		2	
3	1244100-015000	ZT250-S Adjusting nut rubber pad		1	
4	1244300-014000	ZT350-R upper dust cover		1	
5	1130900-024000	ZT250-S shaft ring		1	
6	1130900-022000	ZT250-S conjoined steel ball		1	
7	1136300-007000	ZT150T-M conjoined steel ball		1	
8	4096700-002022	ZT500-T lower plate (self-made with shaft ring)		1	
9	1136300-006000	ZT150T-M lower shaft ring		1	After-sales
10	1244300-015000	ZT350-R dust cap(down)		1	

PROCEDURE :**●Disassembly**

- Remove the lock washer (1).
- Use a specialized 4-prong socket or hook spanner to remove the uppermost adjusting nut (2).
- Remove the rubber pad (3).
- Support the lower triple clamp assembly (8) with one hand. With the other hand, use the specialized 4-prong socket or hook spanner to remove the adjusting nut (2).
- Remove the lower triple clamp assembly (8).
- Remove the upper dust seal (4).
- Remove the upper bearing race (5) and the integrated ball bearing set (6) from the top of the steering head tube.
- Remove the integrated ball bearing set (7) from the lower triple clamp assembly (8).

●Assembly

- During reassembly, the integrated ball bearing sets must be uniformly coated with lubricating grease. Pay attention to the amount of grease applied.
- The adjusting nut closest to the upper dust seal (4) should be tightened to a torque of approximately 14 N·m, or until the steering moves freely without binding.
- The uppermost adjusting nut only needs to be screwed on until its slot aligns with the slot of the nut beneath it. It must not be over-tightened, as this could cause excessive deformation of the rubber pad (3).

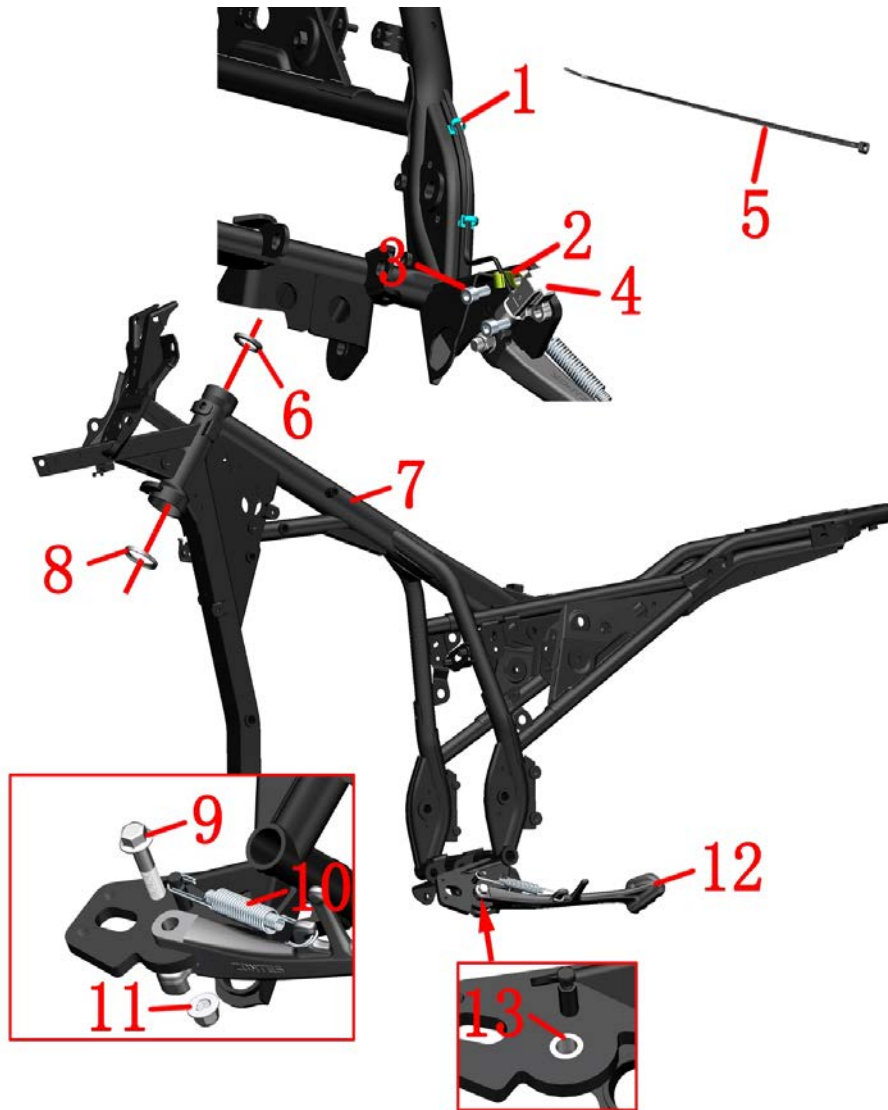


Fig.5 Frame Assembly		Frame and Side Stand		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1274100-017000	ZT250-S cable buckle	2		
2	1274100-095000	ZT250-S Flameout switch wire fixing bracket	1		
3	1250205-040095	GB70.1 inner hex bolt M8×16(color Zinc)	2		
4	1184100-012000	ZT250-S shut down switch	1		
5	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	1		
6	1130900-026000	ZT250-S upper steel bowl	1		After-sales
7	4016700-007000	ZT500-T Frame Service Assembly	1		
8	1136300-008000	ZT150T-M Lower Seat Bracket	1		After-sales
9	1251100-088094	Non-standard bolt M10×1.5×43(Dacromet)	1		
10	1264100-001000	ZT250-S side stand spring	1		
11	1251300-057093	Non-standard nut M10×1.5(Dacromet)	1		45±5N.m
12	1274300-137022	ZT310-T Side bracket (dumb black)	1		
13	1251700-025091	ZT250-S side stand sleeve	1		

PROCEDURE:

●Engine Cut-off Switch

Locate and disconnect the electrical connector for the cut-off switch (4). Push the wire clip (1) inward, then pull it outward firmly to remove it. Cut the cable tie (5). Use a 6# hex key to remove the bolt (3), then remove the bracket (2), cut-off switch (4), and cut-off switch sensor (8).

●Inspect Seat Bracket

Inspect the seat brackets (6) and (8) for wear. If worn, please select and purchase replacements from the Zontes official website. Use a suitable tool to press the new seat bracket into place until fully seated. Apply lubricating grease to the contact surfaces.

●Side Stand

Use a Phillips screwdriver to remove the side stand spring (10). Use extreme caution to prevent personal injury from the spring suddenly releasing tension. Use a 14# socket and a 14# box-end wrench to remove the bolt (9) and nut (10). Remove the side stand (12) and the bushing (8). During reassembly, first apply lubricating grease to the new bush/bushing (16), then install it into the frame bracket (10).

CAUTION:

●Remove the steering handle assembly and the steering column assembly first.

●All parts shall be correctly assembled in place. Pay attention to safety when disassembling and assembling the side support spring. The seat ring needs to be coated with grease to reduce the rotation resistance of the front fork.

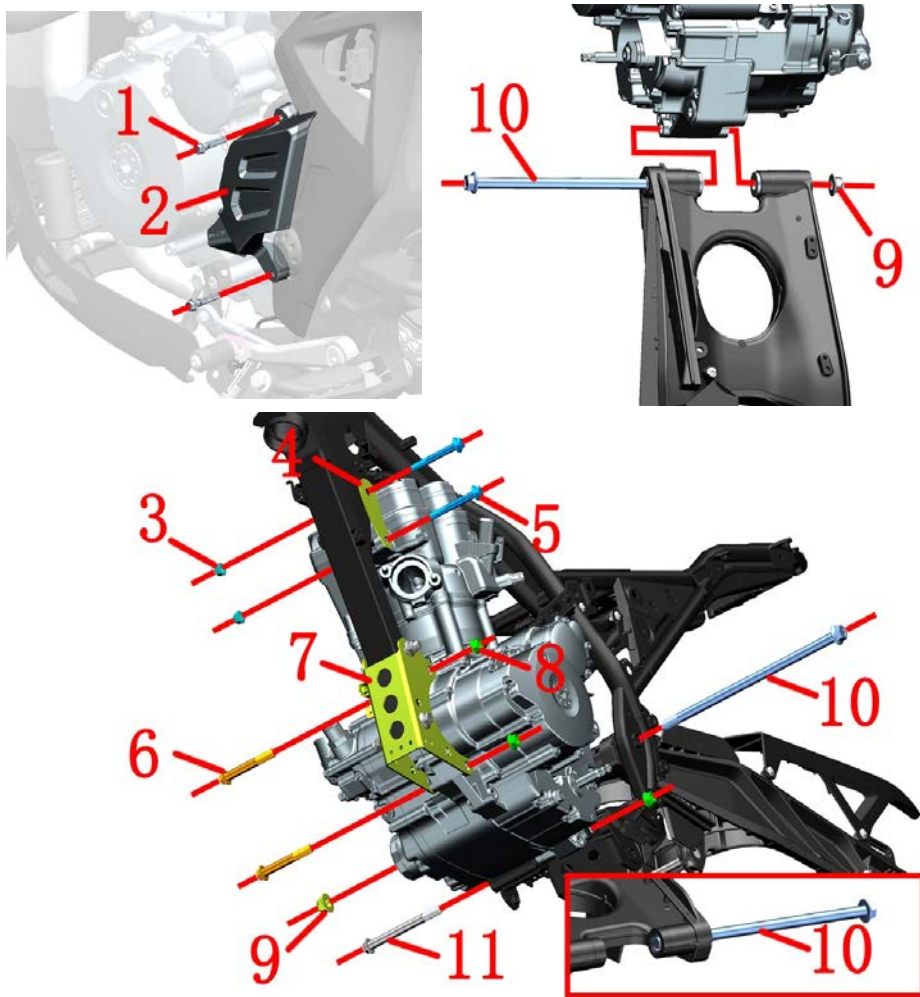


Fig.1 Frame & Engine Combination		Frame and Side Stand	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251112-002093	GB16674 M6×30 Hexagon flange bolts (9.8 grade/environmental color Zinc)	2	10N.m
2	1020467-001000	ZT500-T Engine Left Rear Cover	1	
3	1251300-057093	Non-standard nut M10×1.5(Dacromet)	3	65±5N.m
4	4026700-015000	ZT500-T pendant	2	
5	1251100-132003	Non-standard bolt M10×1.5×80 (Dacromet)	2	
6	1251112-019000	GB5787 non-standard bolt M12×1.25×85(10.9 grade/dacromet)	2	
7	1020267-097000	ZT500—T Bracket (WX)	1	
8	1250305-009091	GB6187.1 M12×1.25(White Zinc)	3	
9	1251300-059093	Rear fork shaft nut M14×1.5(Dacromet)	1	
10	1252200-016093	250 rear fork shaft Φ14×322	1	
11	1251100-262000	Non-standard bolt M12×1.25×127(Dacromet)	1	

PROCEDURE:

●Engine Left Rear Cover

Use an 8# socket to remove the two bolts (1), then remove the left rear cover (2).

●Remove the Engine

Refer to the procedure for the "Crash Bar Assembly" and remove the crash bar assembly.

Use a 14# socket to hold the head of the bolt (5) connecting the upper part of the engine to the frame. Use a 14# box-end wrench to remove the three nuts (3) and the bolt (5), then remove the hanger plate (4).

Use a 14# socket to hold the head of the bolt (6) at the bracket. Then, use a 17# box-end wrench to remove the two nuts (8), pull out the two bolts (6), and remove the bracket (7). Use a 14# socket to hold the bolt (11) at the lower engine mount. Use a socket to remove the nut (8), but do not pull out the bolt (11) at this time.

Use a 24# open-end wrench to hold the head of the rear swingarm axle (10). Use a 30# box-end wrench to remove the nut (9). One person should slightly lift the engine. Another person should pull the rear swingarm axle out until it is just through the left-side bushing of the swingarm. A third person should support the engine's weight while pulling the lower mounting bolt (11) out toward the right side of the motorcycle. Exercise extreme caution during this operation to prevent the engine from dropping. Place the engine securely on a level surface.

CAUTION:

●The following components must be removed first: seat, fuel tank, side covers, footrest brackets, lower fairing assembly, gearshift lever, muffler, radiator and its hoses, control cables, air filter intake duct, drive chain, and the motor positive cable.

●The cooling system must be completely drained before starting disassembly.

●During reassembly, all standard fasteners must be torqued to their specified values. Refill the engine with oil according to the instructions in the manual.

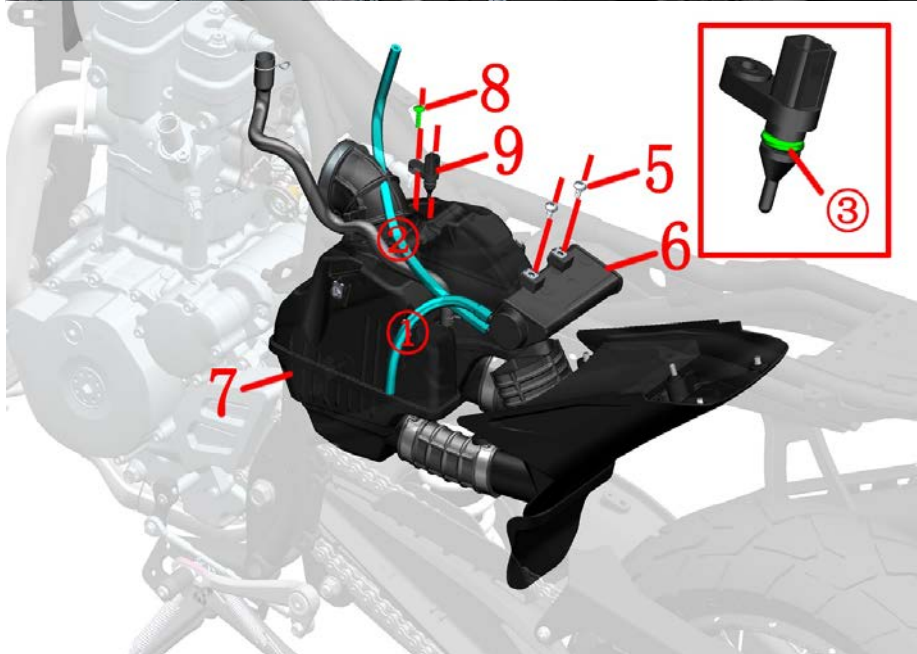
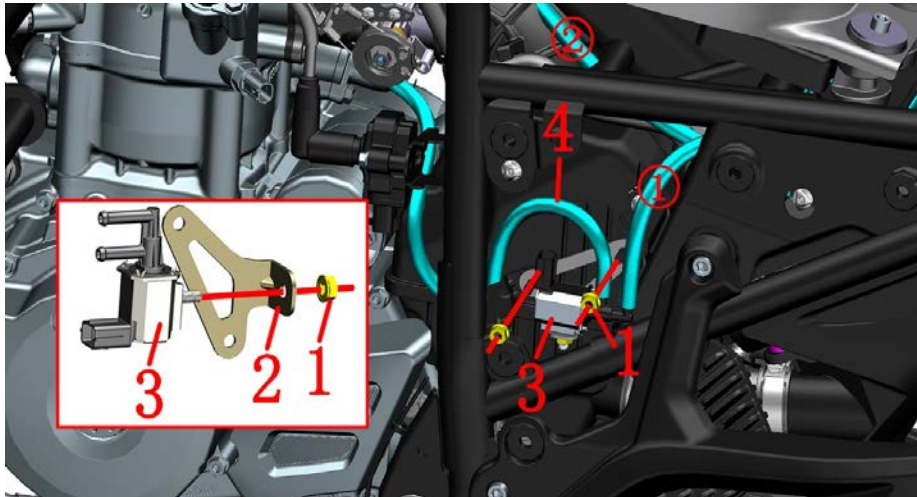


Fig.1 Intake System Components		Charcoal Canister Assembly	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250303-010093	GB6177.1M6 (environmental color)	3	
2	1274300-038000	ZT350-R carbon canister solenoid valve bracket	1	
3	1050963-022000	Canister purge valve (500-T)	1	
4	1050958-015000	ZT44 Throttle Valve Decoupling Rubber Tube (Φ6×Φ10×L420+Φ9 pipe clamp ×2)	1	
5	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2	
6	1224300-069000	ZT350-R carbon canister (with fuel pipe)	1	
7	1226700-014000	ZT500-T Air Filter Main Housing	1	
8	1250204-057000	GB845ST4.8×20(Flat Tail Eco-Colour)	1	
9	1050972-010000	Air filter intake temperature sensor (flange type)	1	

PROCEDURE:

●Temperature Sensor

Use a Phillips screwdriver to remove the bolt (8). Remove the temperature sensor (9) from the air filter housing. If the sealing grommet (3) comes off when extracting the sensor, it must be resealed in its original position.

●Canister Purge Valve

Disconnect the electrical connector from the canister purge valve.

Loosen the clamp on the rubber hose (1) connected to the canister purge valve (3) and disconnect the hose (1). Disconnect the opposite end of rubber hose (4) and remove the complete hose.

Use a 10# socket to remove the two nuts (1), then remove the purge valve assembly (3). Use the 10# socket again to remove the nut (1) securing the valve to the purge valve bracket (2), then remove the purge valve (3).

●Charcoal Canister

Disconnect the fuel vapor hose (2) (connecting the canister to the fuel tank) from the tank.

Use a T25 Internal Torx driver to remove the bolt (5). Remove the charcoal canister (6).

●Intake Air Temperature Sensor Inspection

Use a Phillips screwdriver to remove the bolt (8) and detach the temperature sensor (9) from the air filter housing. Place the sensor in an environment at ambient temperature (20-30°C). Use a multimeter to measure the resistance between its two terminals. The value should be within the range of 2726 to 1770 Ω.

CAUTION:

- The side covers, seat, rear shock absorber, and tail section must be removed beforehand.
- Regularly inspect the charcoal canister and air filter element for blockages that could restrict airflow. Blockages can cause fuel delivery issues and adversely affect driving performance.
- Hoses must not be kinked, pinched, or tangled.
- The two hoses connected to the canister purge valve must not be interchanged. Incorrect installation will cause malfunctions.
- Never pull directly on electrical wires or cables.

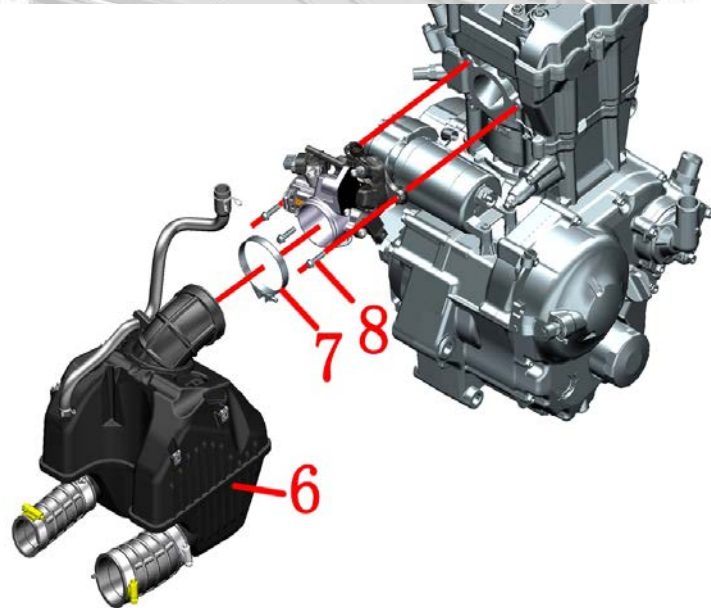
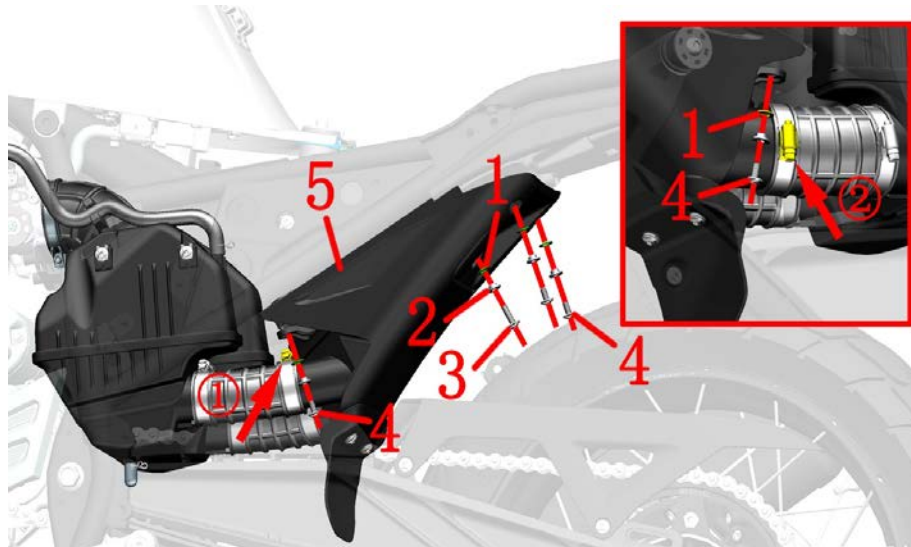


Fig 2: Intake System Components		Air Filter Assembly		CAUTION
NO.	PART NO.	PART NAME	QTY	
1	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	5	
2	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	5	
3	1251100-292000	Non standard internal plum blossom bolt M6×20 (304 stainless steel)	1	
4	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	4	
5	1226700-013000	ZT500-T Air Filter Rear Intake Chamber	1	
6	1224300-110000	Reverse buckle Velcro strap (20×200mm)	1	
7	1050963-010000	Φ68×10 hose clamp assembly	1	
8	1251100-061093	M6×22 Hex flang bolt thread	3	

PROCEDURE :

Disconnect the electrical connectors for the following components: external intake pressure sensor, fuel injector, and stepper motor. Remove the high-pressure fuel line(s).

● Air Filter Rear Intake Chamber

Use a T25 Internal Torx driver to remove the two rear bolts (4) and the one bolt (3). Remove the corresponding flanged bushings (2) and rubber dampers (1). Use the T25 Internal Torx driver to remove the two front bolts (4) on the left and right sides. Remove the corresponding flanged bushings (2) and rubber dampers (1). Use a flat-head screwdriver to loosen clamps ① and ②. Remove the air filter rear intake chamber (5).

● Throttle Body Assembly

Disconnect the electrical connector for the throttle body assembly. Disconnect the throttle cable. Use an 8# box-end wrench to remove the three bolts (8). Remove the throttle body assembly.

● Inspect the External Intake Pressure Sensor

Disconnect the sensor's electrical connector. Visually inspect the terminals for any that are bent, misaligned, or broken. Connect a diagnostic scanner to the motorcycle. Without starting the engine, check the live data parameters in the engine control module. Locate and monitor the intake pressure parameter. Its value should be approximately equal to the current local atmospheric pressure.

Attention :

● The following components must be removed first: seat, side covers, fuel tank, fuel tank cover, rear shock absorber, and the electrical component box.

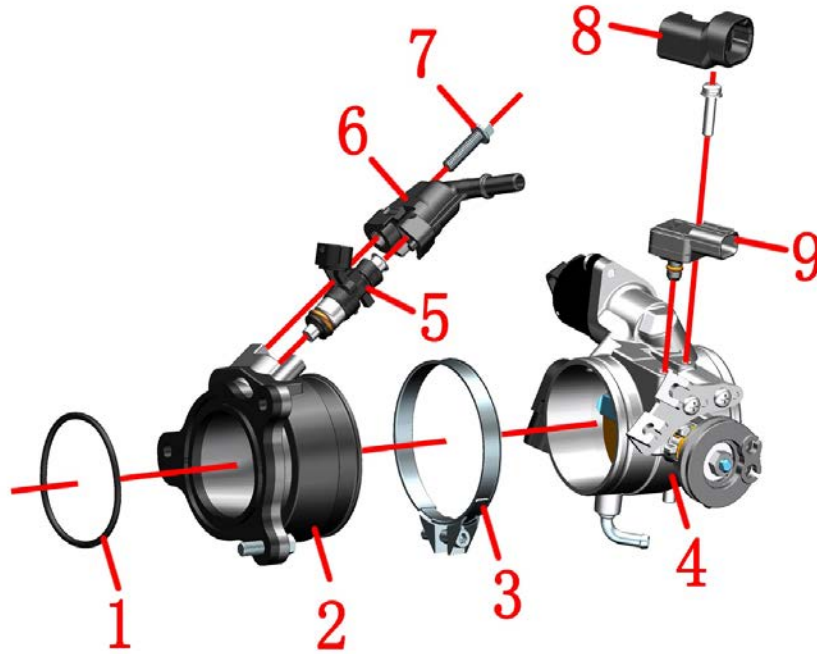
● Use care regarding the amount of force applied when loosening or tightening hose clamps.

● The work area must be strictly prohibited from open flames, sparks, and activities such as making or receiving phone calls to prevent accidents.

● During reassembly of sensors:

Ensure they are aligned correctly with their mounting holes. Ensure no foreign objects or debris are present.

Ensure the sealing gasket/o-ring is not missing and is correctly positioned. Do not touch the head of the sensor.



● **Test the Fuel Injector for Damage**

Remove the intake manifold. Do not disconnect any electrical connectors. Crank the engine using the starter button. Observe the spray pattern from the injector. It should produce two uniform, finely atomized fuel sprays. The sprays must be even and symmetrical.

Attention:

● Use care regarding the amount of force applied when loosening or tightening hose clamps.

● **During reassembly of sensors:**

Ensure they are aligned correctly with their mounting holes.

Ensure no foreign objects or debris are present.

Ensure the sealing gasket/o-ring is not missing and is correctly positioned.

Do not touch the head of the sensor.

Fig 3: Intake System Components		Throttle Body Assembly	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1050963-009000	55×3 fluoroelastomer O-ring	2	
2	1050963-007000	ZT196MR intake manifold assembly	1	
3	1050963-010000	Φ68×10 hose clamp assembly	1	
4	1050963-006000	ZT53 throttle body assembly	1	
5	1050972-003000	EV14 fuel injector G51	1	
6	1050970-002000	ZT1P72MN injector holder	1	
7	1251100-061093	M6×22 Hex flang bolt thread	1	
8	1050957-021000	Pressure sensor fixing rubber sleeve	1	
9	1050972-016000	Intake manifold absolute pressure sensor assembly (O-ring)	1	

PROCEDURE:

● **Throttle Body**

Disconnect the electrical connector for the throttle body assembly.

Remove the O-ring (1). Before reassembly, inspect it thoroughly for any damage or tears.

Loosen clamp (1) and disconnect the A-end of the intake pressure sensor connecting hose (11).

Use an 8# socket to remove the bolt (7). Remove the fuel injector retainer (6) and the fuel injector (5).

Loosen clamp (3) to separate the throttle body assembly (4) from the intake manifold (2). Remove the clamp (3).

● **Inspect the External Intake Pressure Sensor (9)**

Disconnect the electrical connector. Visually inspect the terminals for any that are bent, misaligned, or broken.

Connect a diagnostic scanner to the motorcycle. Without starting the engine, check the live data parameters in the engine control module. Locate and monitor the intake pressure parameter. Its value should be approximately equal to the current local atmospheric pressure.

● **Test the Stepper Motor for Damage**

With the ignition OFF, remove the stepper motor from the throttle body. Do not disconnect its electrical connector. Turn the ignition ON and press the engine cut-off switch to the "RUN" position (do not start the engine). Observe the motor's pintle valve. It should extend and retract repeatedly. Finally, turn the ignition OFF. Observe if the pintle valve returns to its home (fully retracted) position.

● **Test the Throttle Position Sensor (TPS) for Damage**

With a diagnostic scanner connected to the motorcycles, turn the ignition ON (do not start the engine). Slowly rotate the throttle grip from its idle stop to the wide open throttle position. Monitor the live data stream from the Throttle Position Sensor. The reported percentage value must increase smoothly and correspond directly with the throttle movement, typically ranging from 0 to 100.

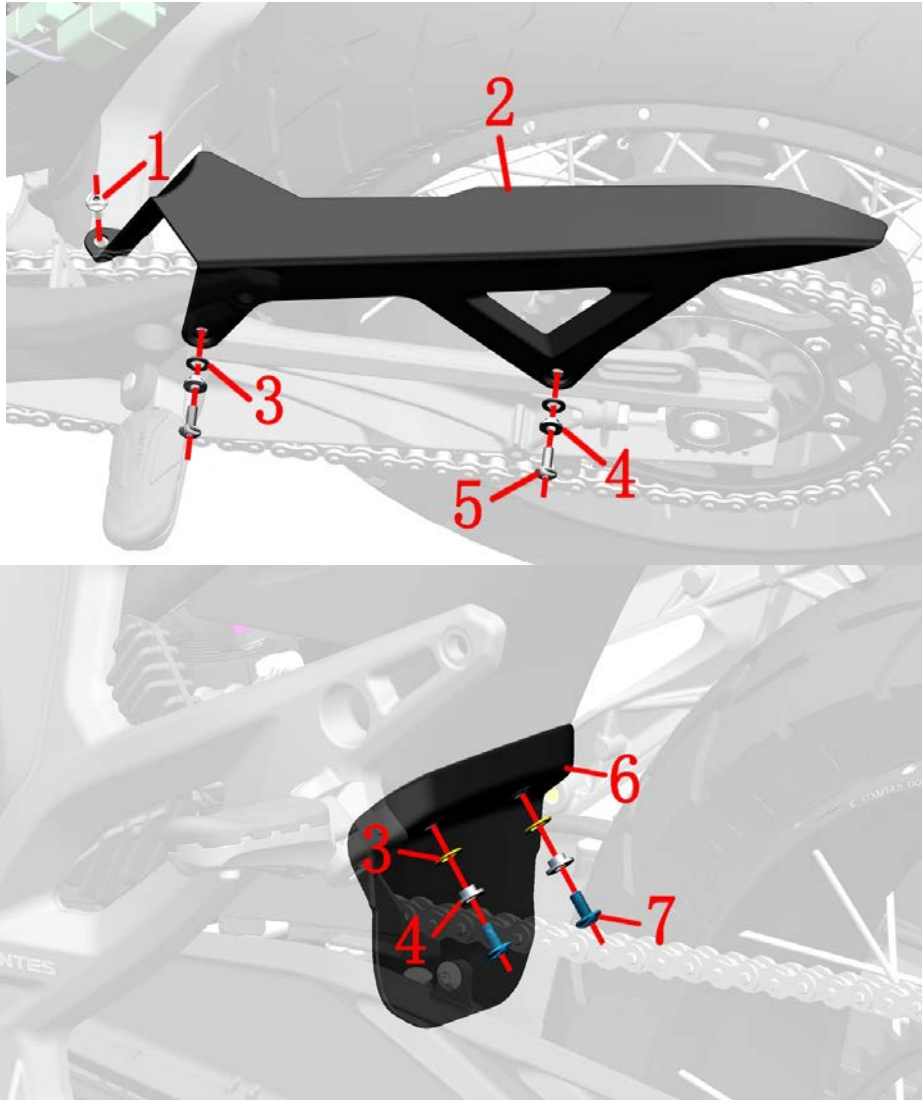


Fig 1: Rear Wheel, Rear Swingarm Assembly		Chain Case, Chain Guard	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-406094	Inner plum blossom shaft shoulder screw M6×14+diameter 8.5×2.9 (304 stainless steel)	1	
2	1226700-011000	ZT500-T Rear Chain Box	1	
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	4	
4	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	4	
5	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	3	
6	1246700-011000	ZT501-T Rear Water Shield	2	
7	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2	

PROCEDURE:

●Rear Chain Case

Use a T25 box-end wrench to remove the shoulder bolt (1). Use a T25 box-end wrench to remove the two M6×16 bolts, Remove the flanged bushing (4), rubber damper (3), securing the chain case. Remove the chain case (2)

●Chain Guard

Use a T25 box-end wrench to remove the two M6×12 bolts (7), Remove the flanged bushing (4), rubber damper (3), and the chain guard (6).

Notes:

- The motorcycle must be properly supported using an appropriate stand or lift to prevent it from tipping over during disassembly and avoid accidents. Operation by a single person is strictly prohibited.
- Wear gloves during disassembly to protect hands from sharp edges and prevent cuts.

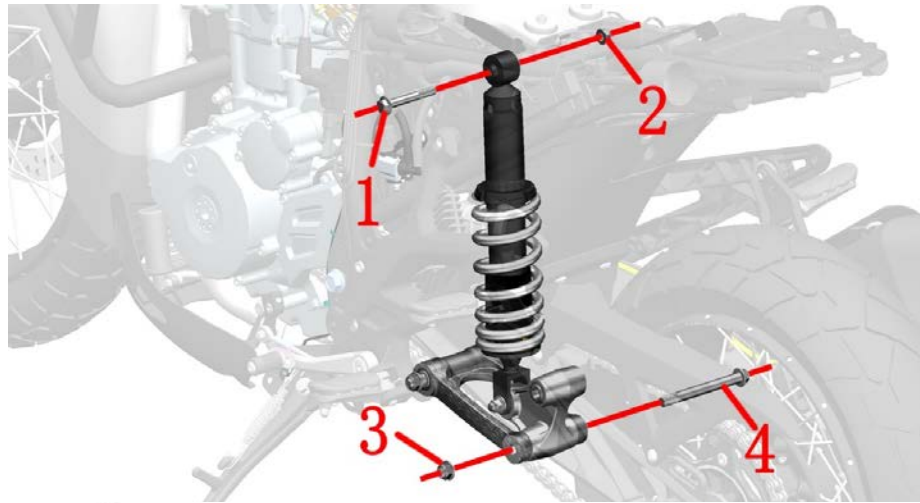
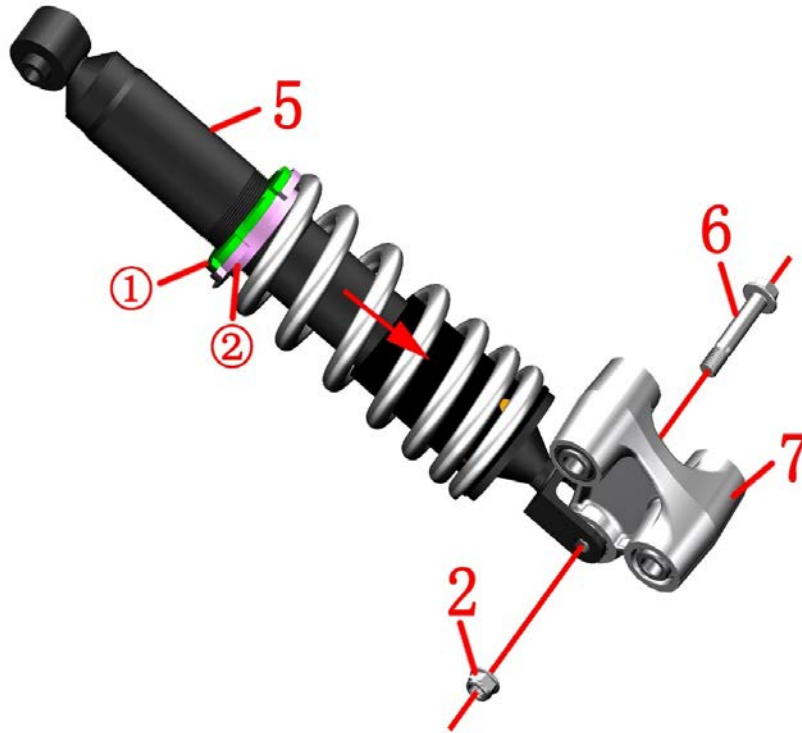


Fig 2: Rear Wheel, Rear Swingarm Assembly		Rear Shock Absorber		CHK ADJ	CAUTION
		NO.	PART NO.	PART NAME	
1	1251100-085093	Non-standard bolt M10×1.5×75 (Dacromet)	1		
2	1251300-057093	Non-standard nut M10×1.5(Dacromet)	2		
3	1250305-009091	GB6187.1 M12×1.25(White Zinc)	1		
4	1251112-042000	Hexagon Flange Concave Ball Bolt M12×1.25×120-22 (10.9/Dacromet)	1		
5	1116700-006000	ZT500—TRear Shock Absorber (II)	1		
6	1251112-110000	Hexagon Flange Recessed Bolt M10×50-22 (10.9/Dacromet)	1		
7	4076800-013003	ZT703-F Rear shock absorbing triangle connecting rod assembly	1		



PROCEDURE:

●Rear Shock Absorber

While one person uses a 14# socket to hold the head of bolt (4), a second person uses a 17# socket to remove the nut (3). Remove bolt (4). While one person uses a 14# socket to hold the head of bolt (1), a second person uses a 14# socket to remove the nut (2). Remove bolt (1) and take off the rear shock absorber assembly. Nut (2) Torque: $65 \pm 5 \text{ N}\cdot\text{m}$ ($6.6 \pm 0.5 \text{ kgf}\cdot\text{m}$, $48 \pm 4 \text{ lbf}\cdot\text{ft}$) Nut (3) Torque: $85 \pm 5 \text{ N}\cdot\text{m}$ ($8.7 \pm 0.5 \text{ kgf}\cdot\text{m}$, $63 \pm 4 \text{ lbf}\cdot\text{ft}$)

While one person uses a 14# socket to hold the head of bolt (6), a second person uses a 14# socket to remove the nut (2). Remove bolt (6) and take off the rear shock (5) and the triangular linkage assembly. Nut Torque: $65 \pm 5 \text{ N}\cdot\text{m}$ ($6.6 \pm 0.5 \text{ kgf}\cdot\text{m}$, $48 \pm 4 \text{ lbf}\cdot\text{ft}$)

●Adjust Shock Preload

Use a hook spanner to loosen the locknut (①). Turn the adjusting ring (②). Turning it in the direction of the arrow compresses the spring, making the shock firmer. Turning it the opposite way makes it softer. Once the desired setting is reached, tighten the locknut (①) to secure it. Adjust to a suitable level. Excessively soft or hard settings will adversely affect the riding experience.

Attention:

●The side cover assemblies and the rear inner fender must be removed beforehand.

●The motorcycle must be properly supported using an appropriate stand or lift to prevent it from tipping over during disassembly and avoid accidents. Operation by a single person is strictly prohibited.

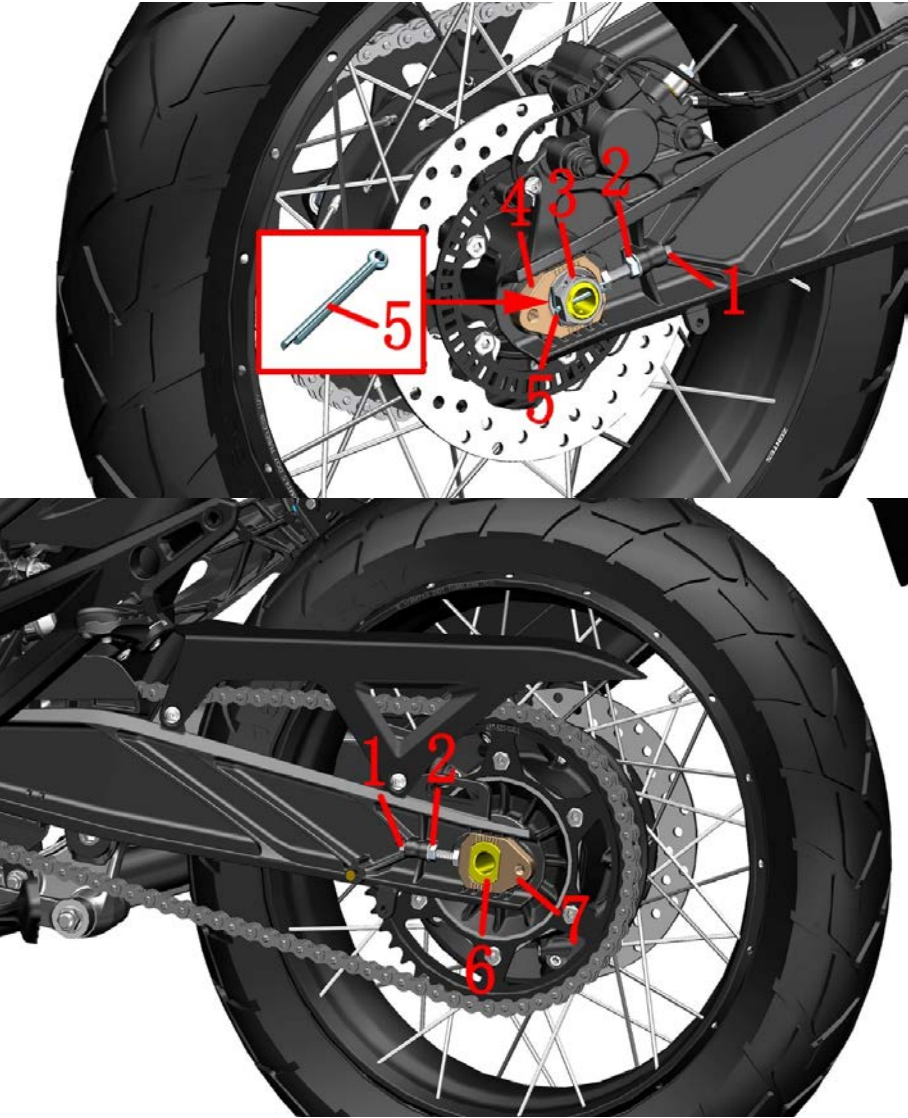


Fig 3: Rear Wheel, Rear Swingarm Assembly		Rear Wheel Assembly 1	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250102-014093	GB5782 Hexagon Head Bolt M8×50 (Environmental Color)	2	
2	1250301-021093	GB6170M8 (environmental color)	2	
3	1251300-087000	ZT350 rear wheel hollow shaft nut(M25)	1	110N.m
4	4024300-142021	ZT350 Right Chain Adjuster (Matte Black)	1	
5	1250401-019091	GB91 Split pin Φ4×40	1	
6	1094300-010000	ZT350 rear wheel hollow shaft Φ25×278	1	
7	4024300-141021	ZT350 Left Chain Adjuster (Matte Black)	1	

PROCEDURE:

●Rear Wheel Assembly

Use pliers to straighten and remove the cotter pin (5).Use a 30# socket to remove the nut (3). Use a 17# open-end wrench on both sides to turn the chain adjuster nuts (2) toward the rear axle until they contact the heads of the chain adjuster bolts (1).Then, turn the entire bolt (1) and nut (2) assembly toward the front of the motorcycle until it stops.

Push the entire rear wheel assembly toward the front of the motorcycle to create slack, then slip the drive chain off the sprocket.

Secure the rear disc brake caliper to the swingarm using a cable tie or rope.Support the weight of the rear wheel assembly. Gently tap the hollow rear axle (6) with a rubber mallet until the left end is exposed.While pulling the axle end outward with one hand, gently rock the tire from side to side to complete the removal of the axle.Remove the components in the following order: right chain adjuster (4), hollow rear axle (6), left chain adjuster (7), and finally the rear tire and rim assembly.

Attention:

- The motorcycle must be properly supported on a stand or lift to prevent it from tipping over during disassembly. Operation by a single person is strictly prohibited.
- During removal, the rear brake caliper must NEVER be positioned higher than the master cylinder reservoir. If this occurs, air will enter the brake lines, leading to a soft brake lever or complete brake failure. Brake systems are highly sensitive to air; only attempt disassembly if you are qualified to repair them afterwards.
- During reassembly, all standard fasteners must be torqued to their specified values.
- Regularly check the drive chain tension. Adjust it more frequently based on riding conditions. The chain slack must be set correctly:Excessive slack can cause the chain to derail, potentially causing an accident or severe engine damage.Insufficient slack accelerates wear and shortens the life of the chain and sprockets.
- Axle Inspection: Check the axle for deformation or bending using a dial indicator.



Fig 4: Rear Wheel, Rear Swingarm Assembly		Rear Wheel Assembly 2		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1274300-011000	ZT350-GK rear wheel right sleeve($\phi 25 \times \phi 30 \times 15.5$ /shoulder $\phi 38$)	1		
2	1244300-002000	ZT350-GK rear sprocket buffer adhesive	6		
3	1250305-002091	GB6187.1 M8(White Zinc)	6		24N.m
4	1094300-015000	ZT350-GK sprocket seat	1		
5	1080100-196000	ZT500—T 520—48T Sprocket	1		
6	1251100-117093	Non-standard inner hex bolt M8×25 (environmental color)	6		24N.m
7	1244300-001000	ZT350-GK outer oil seal of sprocket seat	1		
8	1274300-010000	ZT350-GK rear wheel left sleeve($\phi 25 \times \phi 30 \times 13.5$ /shoulder $\phi 43 \times 2.5$)	1		

PROCEDURE:

●Sprocket Carrier Assembly

Place the rear wheel assembly horizontally on a stable surface. Remove the left and right axle spacers and the outer oil seal (7). Remove the sprocket carrier assembly. Use a 6# hex key to hold the head of bolt (6). Use a 14# socket to remove the nut (3). Remove the sprocket (5) and the bolts (6) from the sprocket carrier (4). Pry the sprocket damper rubbers (2) out from the wheel rim.

●Sprocket Carrier Troubleshooting

The sprocket carrier is connected to the wheel rim via damper rubbers. A small amount of rotational movement (back-and-forth) around the axle center is normal. Excessive rotational play requires inspection of the damper rubbers for wear and the bearings for excessive clearance. Any lateral movement (side-to-side wobble) of the carrier indicates a failure.

CAUTION:

- The motorcycle must be properly supported on a stand or lift to prevent it from tipping over during disassembly. Operation by a single person is strictly prohibited.
- During reassembly, all standard fasteners must be torqued to their specified values.
- Regularly check the drive chain tension. Adjust it more frequently based on riding conditions. The chain slack must be set correctly: Excessive slack can cause the chain to derail, potentially causing an accident or severe engine damage. Insufficient slack accelerates wear and shortens the life of the chain and sprockets.
- Rear Sprocket Carrier Bearing Specifications: Model: 6006-2RS, Dimensions: $\phi 30 \times \phi 55 \times 13$.

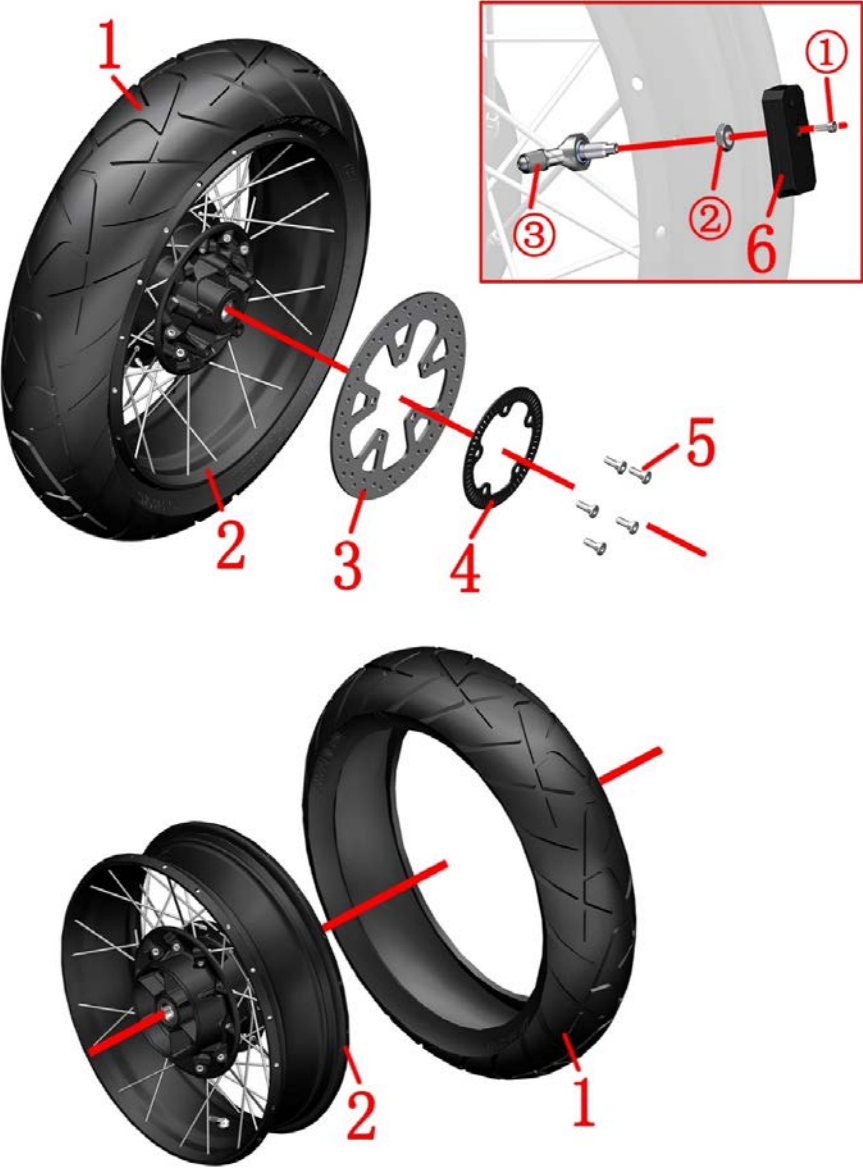


Fig 5: Rear Wheel, Rear Swingarm Assembly		Rear Wheel Assembly 3		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1230100-232200	160/60R17 CM509S 69H TL E4	1		
2	1094300-012000	ZT350-T rear spoke wheel (MT4.5×17/black)	1		
3	1100101-588000	ZT703-T rear brake disc (240×4.5)	1		
4	1100100-988000	KD200-C rear wheel induction ring gear (50 teeth)	1		
5	1251100-117093	Non-standard inner hex bolt M8×25	5	22~24N.m	
6	1184300-056000	ZT350 Tire Pressure Sensor N (M8 Elbow/120°)	1		

PROCEDURE:

●Brake Disc & ABS Tone Ring

Use a 6# hex key to remove the bolts (5).Remove the ABS tone ring (4) and the brake disc (3).

●Tire & Rim Assembly

Remove the valve cap③ from the tire pressure sensor (6).Use a tool to completely deflate the tire.Use a professional tire changing machine to remove the rear tire (1), taking care to avoid damaging the tire pressure sensor.

Use a 2.5mm hex key to remove the sensor's mounting bolt ①. Remove the main body of the tire pressure sensor.Use a 12# socket to loosen the sensor's securing nut ② and remove the sensor's valve stem.

Attention:

●After replacing a tire, check for air leaks and perform a dynamic balance test.

●Insufficient tire pressure can cause abnormal wear. Excessively high pressure, especially in summer, increases the risk of a blowout.

●Do not use tire sealants, as they can clog the orifice of the tire pressure monitoring sensor (TPMS), leading to difficulty inflating the tire and TPMS failure.

●Maintenance Items:

Tires: Regularly inspect tires for cracks, weathering, and pressure.If the tread is worn down to the tread wear indicators , the tire must be replaced with one of the same specification and model.Refer to the instruction manual for details.These tires are made from a semi-soft compound and are not suitable for use in very low temperatures.When outdoor temperatures are very low, store the motorcycle indoors or in a warmer place to prevent the rubber from cracking due to freezing.Standard Cold Tire Pressure: 280 kPa.

Rim: Inspect the rim for deformation, cracks, or other damage.Support the rim horizontally and spin it to check for binding or wobble.Rim Oil Seal: TC φ52×φ30×7; Bearing Specifications: Model: 6205-2RS,Dimensions: φ52×φ25×13.

Brake Disc:Minimum thickness must be no less than 4mm. Replace the disc if worn beyond this limit.

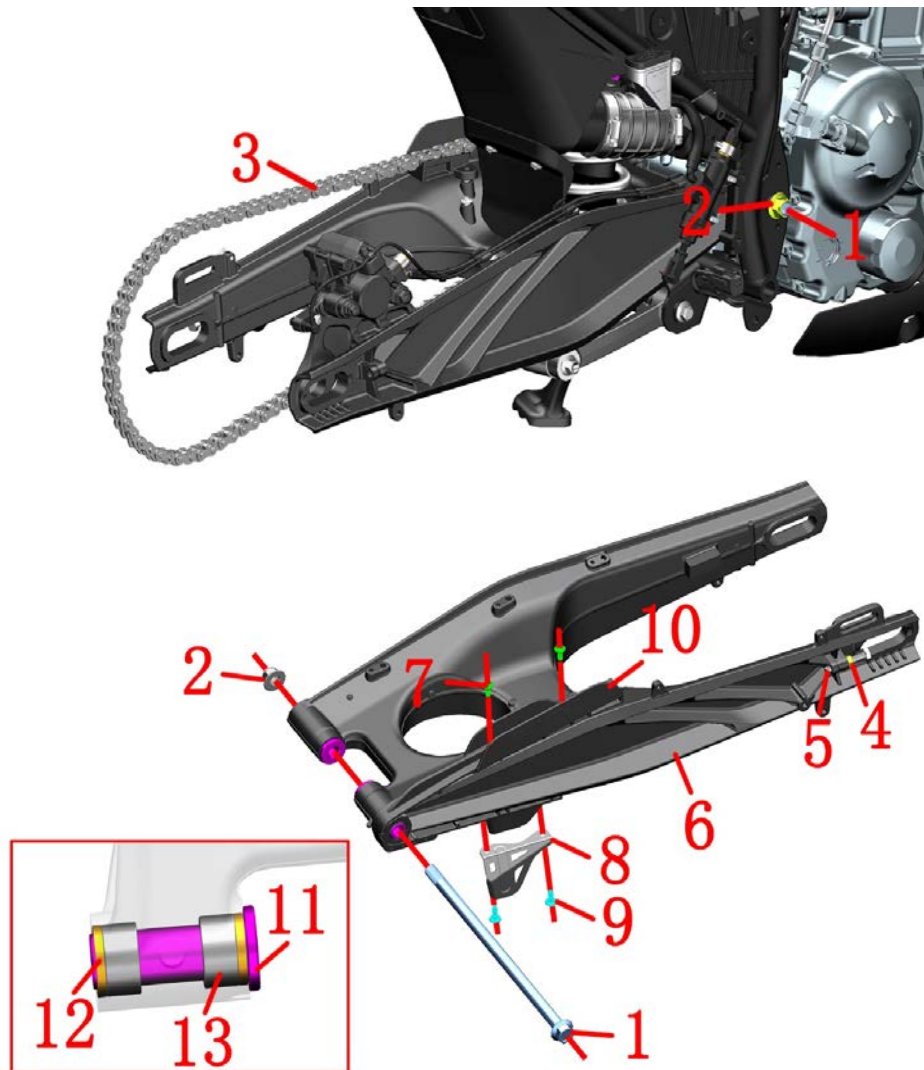


Fig 6: Rear Wheel, Rear Swingarm Assembly		Rear Swingarm Assembly		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1252200-016093	250 rear fork shaft $\Phi 14 \times 322$	1		
2	1251300-059093	Rear fork shaft nut M14 $\times$ 1.5(Dacromet)	1		110 $\pm$ 5N.m
3	1080100-196000	ZT500—T 520—48T Sprocket	1		
4	1250301-021093	GB6170M8 (environmental color)	2		
5	1250102-014093	GB5782 Hexagon Head Bolt M8 $\times$ 50 (Environmental Color)	2		
6	4076700-003021	ZT500-T rear flat fork assembly (including bearing oil seal)	1		
7	1251100-406094	Inner plum blossom shaft shoulder screw	2		
8	1276700-039000	ZT500-T Rear Swingarm Anti-Wear Block Fixing	1		
9	1251100-421000	Non standard internal plum blossom bolt	2		
10	1246700-009021	ZT500-T Rear Flat Fork Anti-Wear Block	1		
11	1274100-009000	ZT250-S rear fork shaft sleeve	2		
12	1104100-005000	ZT250-S oil-sealed TC20 $\times$ 26 $\times$ 4	4		Rear Swingarm Assembly
13	1094100-001000	ZT250-S needle bearing (HK2016)	4		

PROCEDURE:

●Rear Swingarm Assembly

One person secures the left end of the rear swingarm shaft (1), while the other uses a 30# socket to remove the nut (2). One person holds the rear swingarm assembly steady, while the other uses a suitable tool to remove the rear swingarm shaft (1), and then removes the rear swingarm assembly.

●Swingarm Slider

Remove the upper two bolts (7) with a T25 plum wrench; flip to the bottom to remove the two bolts (9), remove the anti-wear block fixing bracket (8), and then remove the anti-wear block (10).

Remove the chain adjuster bolts (5) and nuts (4) on both sides with a 13 #open wrench.

Place the rear flat fork shaft sleeve 11 inward and then remove it.

Oil seal 12 and needle roller bearing 13 are interference fit, please make sure you have the ability to disassemble and assemble them yourself before disassembling.

Attention:

●The following components must be removed beforehand: rear shock absorber, rear inner fender, rear wheel assembly, side cover assemblies, and footrest assemblies.

●The rear brake caliper must NEVER be positioned higher than the master cylinder reservoir. If this occurs, air will enter the brake lines, leading to a soft brake lever or complete brake failure. Brake systems are highly sensitive to air; only attempt disassembly if you are qualified to repair them afterwards.

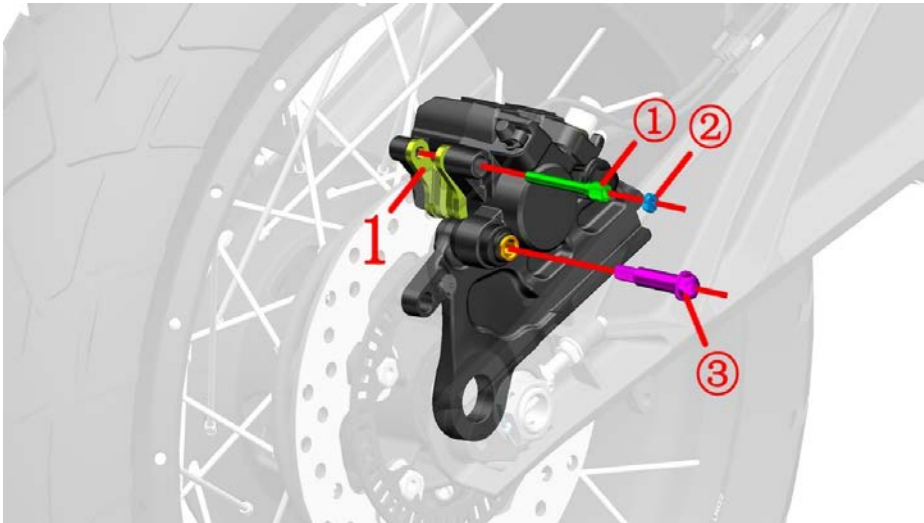


Fig 7: Rear Wheel, Rear Swingarm Assembly		Replace Rear Brake Pads	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1100100-092000	ZT250-S rear disk brake pads (HS10)	1	After-sales

PROCEDURE:

●Remove Rear Brake Pads

Use a flat-head screwdriver to remove the slider pin cap ②.

Use a 5# hex key to remove the pivot pin ①.

Use a 12# socket to remove the slider pin ③.

Remove the rear disc brake pads (1).

●Replace Rear Brake Pads

Push the caliper piston all the way back into the bore in the direction of the arrow (as shown in the lower left diagram). To reduce resistance, you may first remove the Phillips screw from the rear brake master cylinder reservoir, then remove the lid and sealing diaphragm. Remember to refit the reservoir lid immediately after pushing the piston back .

Install the new rear disc brake pads. Ensure the pads are fully seated and securely engaged in their mounting slots(as shown in the lower right diagram).

Use the 5# hex key to tighten the pivot pin ① .

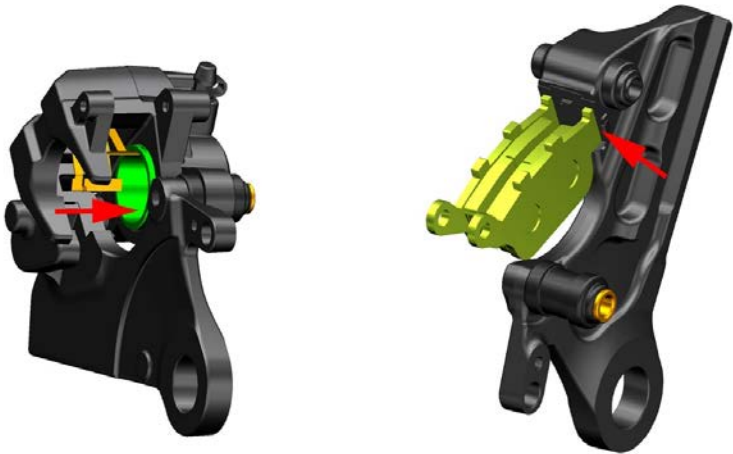
Use the 12# socket to tighten the slider pin ③.

Use the flat-head screwdriver to tighten the slider pin cap ②.

Pump the brake pedal repeatedly until firm pedal pressure is restored and normal braking force is achieved.

CAUTION:

- Regularly inspect the wear condition of the brake pads and the brake disc.
- It is recommended to replace brake pads in pairs at a qualified service place.
- If necessary after replacing the rear brake pads, refer to the "Footrest, Gearshift Lever Assembly" section for instructions on adjusting the brake pedal height to a comfortable and correct position.
- After installing new brake pads, a break in period of approximately 300 km is required for the pads and disc to fully mate before optimal braking performance is achieved. During this period, allow for enough braking distance.



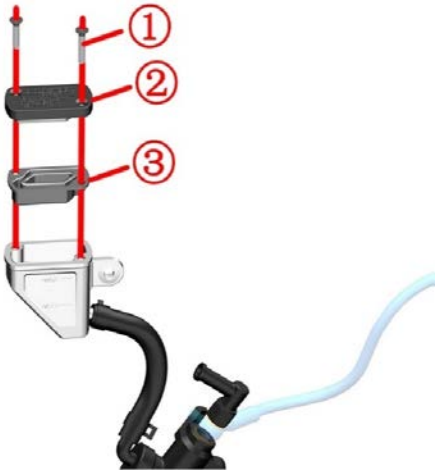
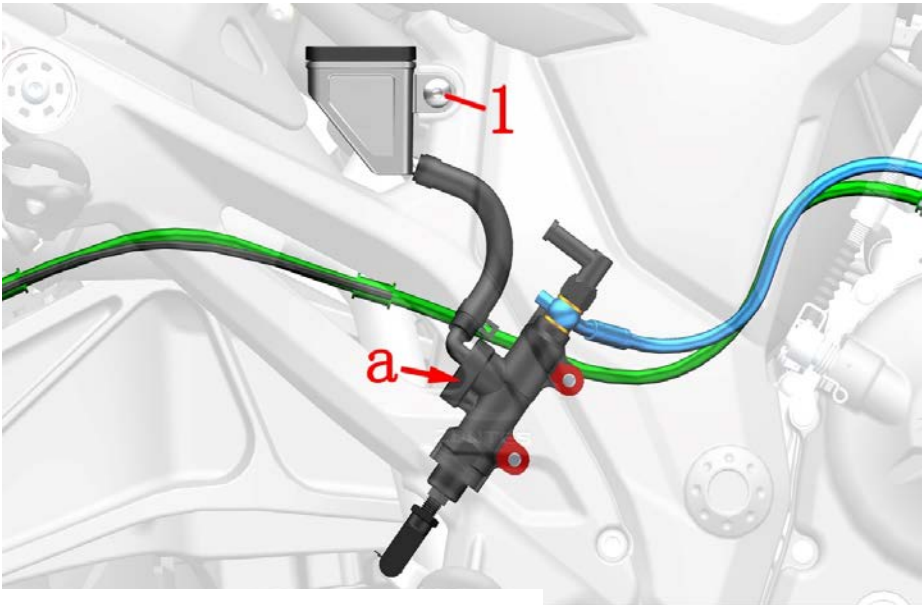


Fig 8: Rear Wheel, Rear Swingarm Assembly		Add Brake Fluid to Rear Brake Master Cylinder	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	1	

PROCEDURE:

●Add Brake Fluid

Cover the right footrest bracket and the rear section of the muffler with waterproof plastic bags to protect the finishes from potential corrosion caused by spilled brake fluid.

Use a T25 box-end wrench to remove the bolt (1).

Carefully pull the reservoir out slightly. It must always be kept higher than the hydraulic hose connection (a) on the master cylinder body to prevent air from entering the system, which would cause brake failure.

Use a Phillips screwdriver to remove the two screws (1).

Remove the reservoir cap (2) and the sealing diaphragm (3).

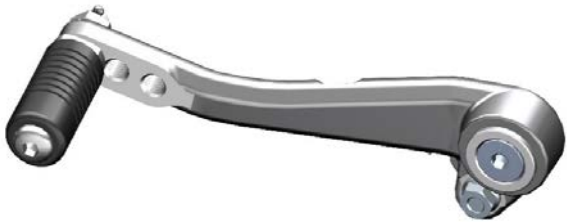
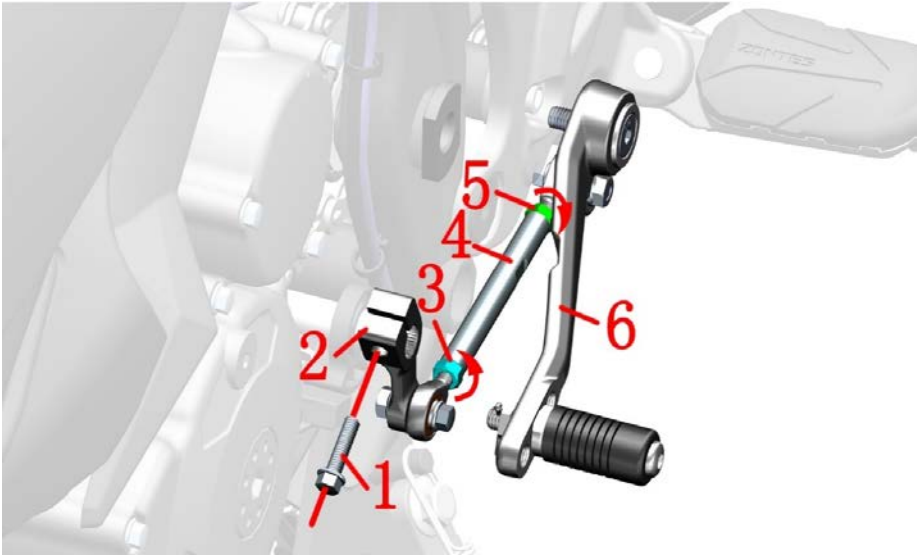
Ensure the top surface of the reservoir is roughly level with the ground. Add DOT 4 brake fluid until the fluid level is between the "UPPER" (MAX) and "LOWER" (MIN) marks.

Reinstall the components, ensuring the sealing diaphragm (3) is not installed upside down.

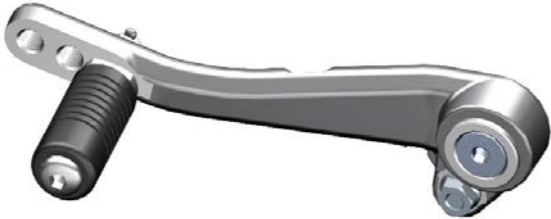
Gently pump the brake pedal several times. Only operate the motorcycle after confirming normal brake function has been restored.

CAUTION:

- Never perform this procedure on a hot engine. Wait until the engine and muffler are completely cool before starting.
- The motorcycle must be securely supported in an upright and level position before checking.
- Regularly check that the brake fluid level is between the "MAX" and "MIN" marks.
- If the level is below "MIN", first inspect the brake pad wear and check the entire brake system for leaks.
- If swallowed, contact a Poison Control Center or doctor immediately. If it gets in eyes, flush with water and seek medical attention immediately.
- Keep brake fluid away from children and pets.
- Never spray the reservoir directly with high-pressure water.
- Never allow water, dirt, contaminants, silicone-based, or petroleum-based fluids to mix with the brake fluid, as this will cause severe damage to the brake system.
- Use brake fluid immediately after opening the container. For storage, ensure it is tightly sealed and protected from moisture; use within one month is recommended. Using inferior or contaminated brake fluid can adversely affect the brake system and may lead to brake failure. Have the brake fluid replaced at a qualified service shop with the proper equipment and expertise to prevent air from entering the brake lines.



adjusted forward



adjusted backward

Fig 1: Footrest Assemblies		Gearshift Lever Adjustment		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmenta		1	
2	1276500-032000	ZT250-S shift lever spline rocker arm (dumb black)		1	
3	1250301-020093	GB6170M6 (environmental color)		1	
4	1276700-028022	ZT500-T adjusting screw of gear shift lever (φ10×142.5/Black Zinc)		1	
5	1250301-018093	GB6170 M6-LH(color Zinc)		1	
6	4026700-019022	ZT500-T Gearshift Lever Rocker Arm (Matte Black / Includes Bearing)		1	

PROCEDURE :

●Gearshift Lever Height Adjustment

Use an 8# open-end wrench to hold the adjusting stud (4).Use a 10# open-end wrench to loosen nut (3) and nut (5) in the direction of the arrows.Use the 8# open-end wrench to turn the adjusting stud (4) by its flats, raising or lowering the gearshift lever to the desired height.Once the desired height is achieved, tighten nut (3) and nut (5) securely against each other to lock the setting.

If the above method does not provide sufficient adjustment range:

Remove bolt (1).

Use a flat-head screwdriver to gently pry open the slit in the center of the splined rocker arm (2) while simultaneously pulling it outward.

After adjust the gearshift lever to the desired height on the splined shaft,install the components, ensuring the splined rocker arm (2) is aligned with the groove on the shaft.

●Gearshift Lever Position Adjustment

The gearshift pedal can be adjusted forward or backward to different positions on its lever to suit rider preference, as shown in the lower left diagram.

For detailed disassembly and installation steps, please refer to the section: "Left Footrest Bracket Assembly 2".

Attention :

●The motorcycle must be securely supported on a stand during adjustment to prevent it from tipping over and causing injury.

●The gearshift lever rocker arm height must be set to an appropriate and comfortable position, otherwise it will adversely affect the riding experience.

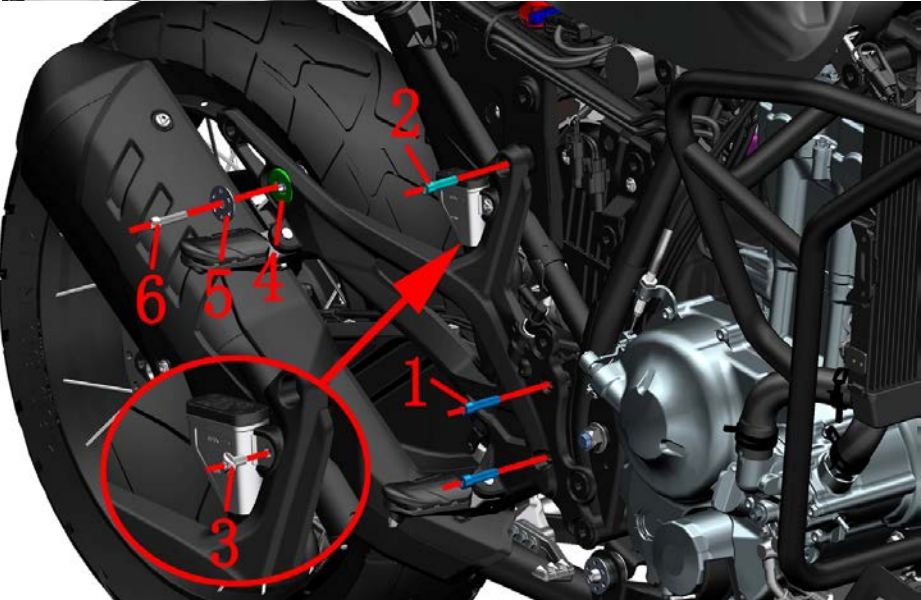
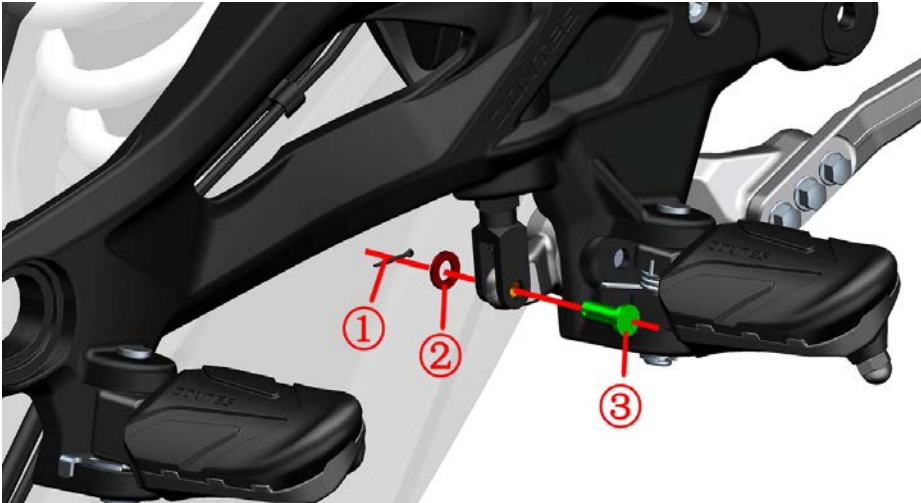


Fig 2: Footrest Assemblies		Gearshift Lever Adjustment	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-023000	GB70.1 inner hexagonal M8×35 (color Zinc)	2	
2	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)	1	
3	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	1	
4	1244300-022000	ZT350-GK-H1 muffler suspension hollow cushioning rubber	1	
5	1251700-207000	ZT350 muffler flanging bushing (φ9×φ12×20.5×φ9.1×φ33×1.5)	1	
6	1250205-145000	GB70.2M8×35 (Stainless Steel A2 - 70)	1	

PROCEDURE:

●Right Footrest Bracket Assembly

First, refer to the procedure for the "Side Cover Assembly" and remove the right side cover assembly. Use pliers to straighten and remove the cotter pin ①. Remove the washer ② and the pivot pin ③. Use a T25 box-end wrench to remove the bolt (3) and carefully move the the rear brake reservoir aside. Use a 6# hex key to remove the bolt (6) securing the rear section of the muffler. Remove the spacer (5) and the rubber damper (4). Use a 6# hex key to remove the three bolts (1) and (2). Remove the entire right footrest bracket assembly.

CAUTION:

- Use care when removing the footrest bracket assembly to avoid damaging the brake hydraulic hose.
- The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over and causing an accident.
- The rear brake reservoir must NEVER be positioned lower than the hydraulic hose connection on the rear brake master cylinder body.
- The rear brake reservoir must be kept upright (vertical) to prevent air trapped in its top section from entering the brake lines.

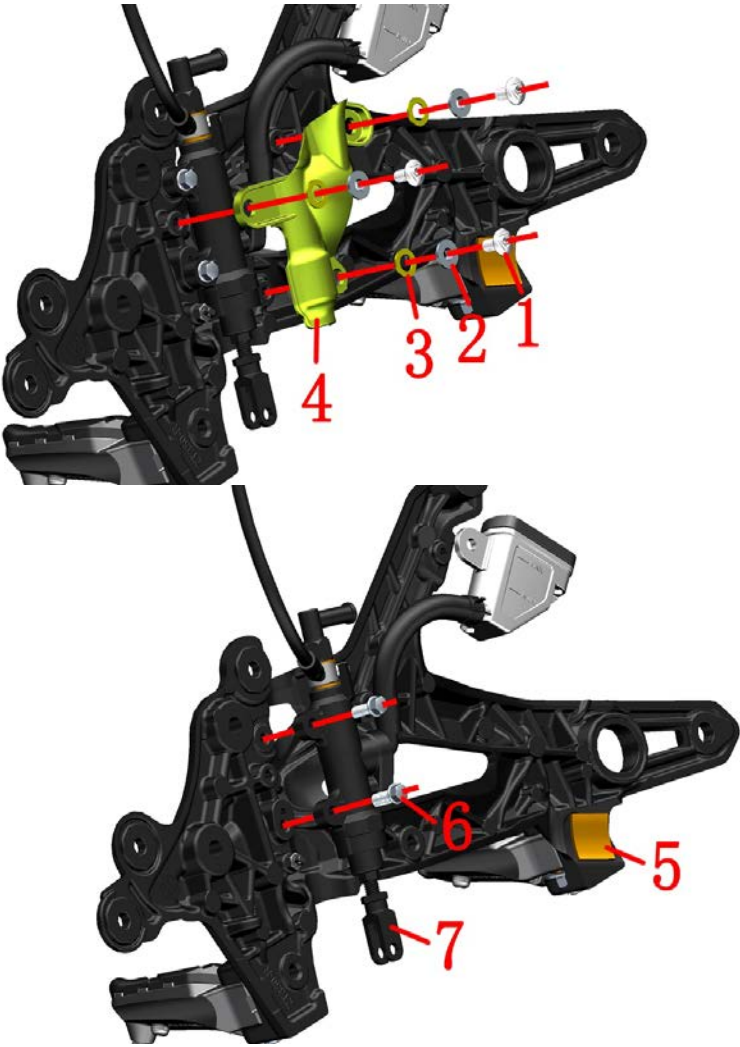


Fig 3: Footrest Assemblies		Right Footrest Bracket Assembly 2	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	3	
2	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	3	
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	3	
4	1224300-023000	ZT350 rear brake main pump heat shield	1	
5	1244300-039000	ZT350-R Muffler rear silicone pad	1	
6	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade/environmental color Zinc)	2	
7	1100100-787000	ZT350-GK rear disc brake main pump assembly	1	

PROCEDURE:

●Rear Brake Master Cylinder Heat Shield

Use a T25 box-end wrench to remove the three bolts (1).Remove the corresponding flanged bushings (2) and rubber dampers (3).Remove the rear brake master cylinder heat shield (4).

●Rear Disc Brake Master Cylinder Assembly

Use an 8# socket to remove the two bolts (6).Remove the rear disc brake master cylinder assembly (7).

●Muffler Rear Section Silicone PadIf replacement of the silicone pad (5) is required:

Gently heat the pad and its adhesive with a heat gun.

Peel off the old pad and clean off any residual adhesive thoroughly.

CAUTION:

- The rear brake reservoir must NEVER be positioned lower than the hydraulic hose connection on the master cylinder body.
- The rear brake reservoir must be kept upright (vertical) to prevent air trapped in its top section from entering the brake lines.
- Apply controlled force during disassembly to prevent damage to components.

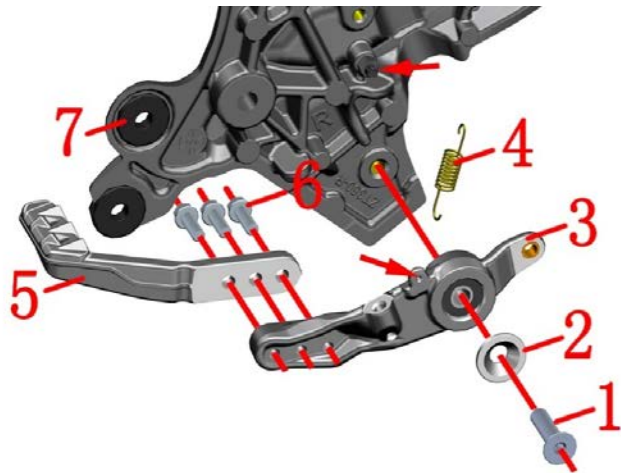


Fig 4: Footrest Assemblies		Right Footrest Bracket Assembly3	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1250205-124000	GB70.3 M8×30 (10.9 grade environmental protection color)	1	
2	1274300-027000	ZT350 pedal bearing cover	1	
3	4024300-152022	ZT350-R Brake Pedal Rocker Arm (Matte Black / Includes Bearing)	1	
4	1260100-303000	ZT350-R brake return spring	1	
5	1276700-015000	ZT350-R Brake Adjustment Pedal (Matte Black)	1	
6	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade/environmental color Zinc)	3	
7	1244100-002000	ZT250-S Side cover round rubber	2	

PROCEDURE:

●Brake Pedal Assembly

Use a 5# hex key to remove the bolt (1).Remove the bearing cover (2) and the brake pedal return spring (4).Pull the brake pedal assembly outward to remove it.Remove the side cover grommet (7) from the footrest bracket.

Use an 8# socket to remove the three bolts (6).Separate the brake pedal (5) from the pedal rocker arm (3). The brake pedal can be adjusted forward or backward to different positions, as shown in the left diagram.When adjusting the brake pedal forward or backward, one fewer bolt (6) is used for reassembly.

Attention:

●Whether adjusting the brake pedal forward or backward, one fewer bolt (6) must be used during reassembly.

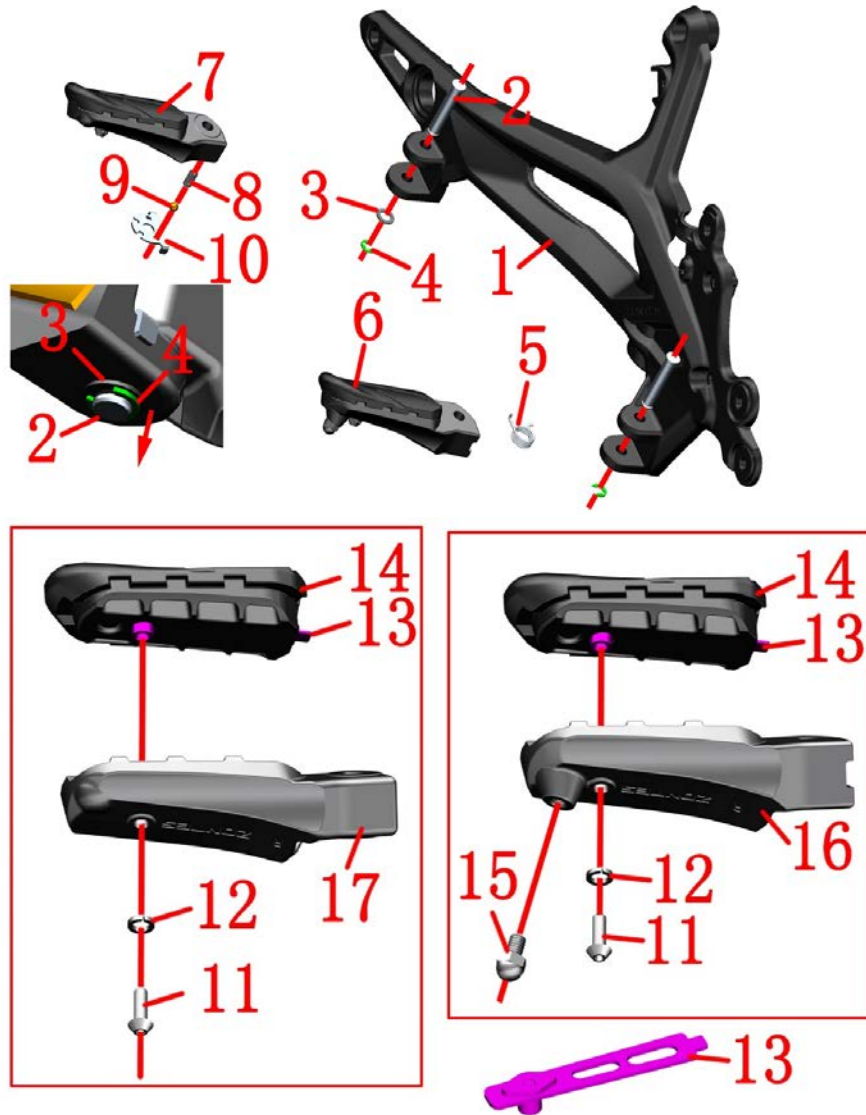


Fig 5: Footrest Assemblies		Right Footrest Bracket Assembly 4	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1274300-159000	ZT500-T Right Footrest Bracket (HT) (Matt Black)	1	
2	1274300-033000	ZT350-R Pedal pin	2	
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	2	
4	1264100-006000	ZT250-S Pedal circlip	2	
5	1264100-004000	ZT250-S front right foot pedal torsional spring	1	
6	4064300-071022	ZT350-GK front right Foot Pedal Stand	1	
7	4064300-072022	ZT350-GK rear right Foot Pedal Stand	1	
8	1260100-301000	ZT350-R foot pedal steel ball spring	1	
9	1274300-031000	ZT350-R rear pedal steel ball(6.35)	1	
10	1274300-032000	ZT350-R rear pedal locating plate	1	
11	1250205-038000	GB70.2M5×12 (stainless steel)	2	Footpeg Assembly Service Parts (Loose)
12	1250501-010000	GB93φ6 spring pad	2	
13	1274300-093000	ZT350-Gk footrest gum cover fixed plate	2	
14	1244300-013000	ZT310-T rubber cover, footrest	2	
15	1251100-218094	Non-standard ball head boltsM6×8	1	
16	4064300-058021	ZT350-GK Front Right Pedal(Matte Black)	1	
17	4064300-060021	ZT350-GK Rear Right Pedal(Matte Black)	1	

PROCEDURE:

●Front Right Footpeg

Use a suitable tool to remove the circlip (4).Remove the rubber damper (3) and the pivot pin (2).Remove the front right footpeg (6) and the footpeg return spring (5).

●Rear Right Footpeg

Remove the circlip (4).Remove the rubber damper (3) and the pivot pin (2).Pull the rear right footpeg (7) outward to remove it.Remove the detent plate (10), the ball bearing (9), and the spring (8).

●Footpeg Service Parts

Hold the front right footpeg assembly firmly.Use a 10# socket to remove the bolt (15). Use a 3# hex key to remove the bolt (11).Remove the split washer (12).Remove the footpeg rubber (14), the retainer plate (13), and the front right footpeg body (16).Bolt (15) is used for the front footpeg only.The footpeg rubber (14), retainer plate (13), bolt (11), and split washer (12) are common parts. One of each is used per footpeg and are available as loose service parts for replacement.

Hold the rear right footpeg firmly.Use a 3# hex key to remove the bolt (11).Remove the split washer (12).Remove the footpeg rubber (14), the retainer plate (13), and the rear right footpeg body (17).

Attention:

●When removing the rear right footpeg, note that the spring (8) and ball bearing (9) are very small parts. Take care not to lose them.

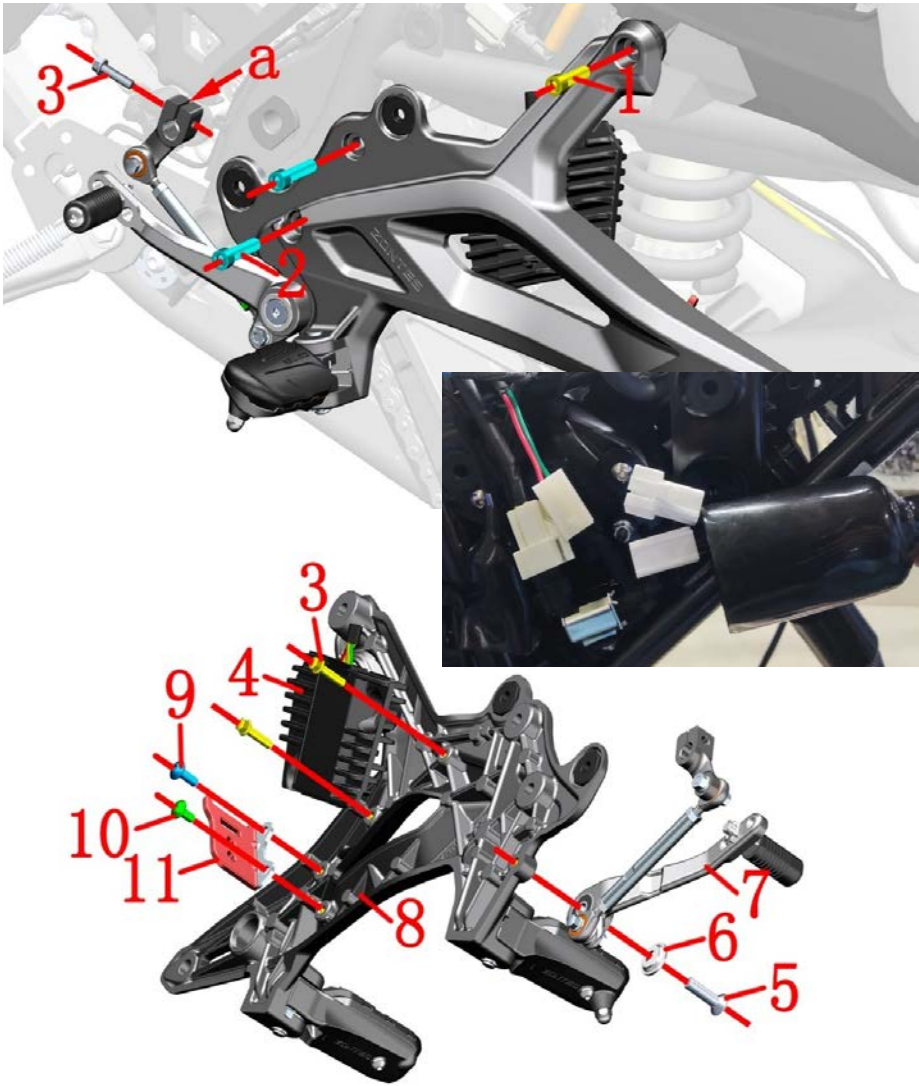


Fig 6: Footrest Assemblies		Left Footrest Bracket Assembly 1		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)	1		
2	1250205-023000	GB70.1 inner hexagonal M8×35 (color Zinc)	2		
3	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environnement)	3		
4	1184300-013000	ZT350 rectifier (350W)	1		
5	1250205-124000	GB70.3 M8×30 (10.9 grade)	1		
6	1274300-027000	ZT350 pedal bearing cover	1		
7	4026700-019022	ZT500—Tshift lever rocker arm	1		
8	1274300-156000	ZT350-R Left Footrest Bracket (Matt Black)	1		
9	1251100-421000	Non standard internal plum blossom bolt M6×16	1		
10	1251100-420000	Non standard internal plum blossom bolt M6×12	1		
11	1274200-037000	ZT310-R support of disc brake lock	1		

PROCEDURE :

●Left Footrest Bracket Assembly

First, refer to the procedure for the "Side Cover Assembly" and remove the left side cover assembly. Use an 8# box-end wrench to remove the single bolt (3) on the splined rocker arm. Insert a flat-head screwdriver into the slot (a), gently pry the rocker arm open slightly, and simultaneously pull it outward to remove it from the engine gearshift shaft. Use a 6# hex key to remove the three bolts (1) and (2). Pull aside the protective rubber boot for the regulator, disconnect its two electrical connectors, and remove the left footrest bracket assembly.

●Gearshift Lever Assembly

Use a 5# hex key to remove the bolt (5). Remove the bearing cover (6). Separate the gearshift lever assembly from the left footrest bracket (8).

●Regulator

Use an 8# socket to remove the two bolts (3) securing the regulator (4). Remove the regulator (4) from the footrest bracket (8).

●Disc Lock Bracket

Use a T25 box-end wrench to remove bolt (9) and bolt (10). Remove the disc lock bracket (11).

●Regulator Troubleshooting

With the magneto speed at 3000-5000 rpm and an electrical load below 200W, measure the voltage at the battery terminals. If the voltage is stably maintained between 14.5V and 14.9V, the regulator is functioning correctly. If the voltage is outside this range, the regulator is faulty.

Attention :

- The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over and causing an accident.
- During reassembly, ensure the bushing spacer is aligned with the bracket boss for proper installation.
- Apply lubricating grease evenly to the cylindrical surface of the footrest bracket pivot to reduce shifting effort.
- Regularly check bolt (5) for looseness. It is recommended to apply thread-locking compound to prevent loosening.

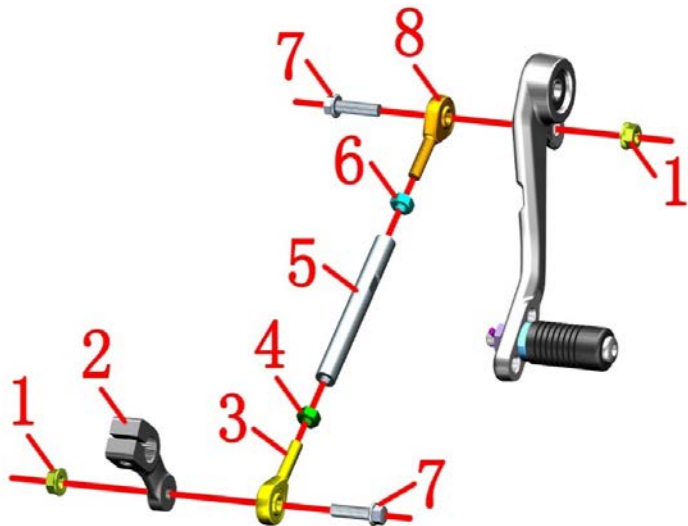
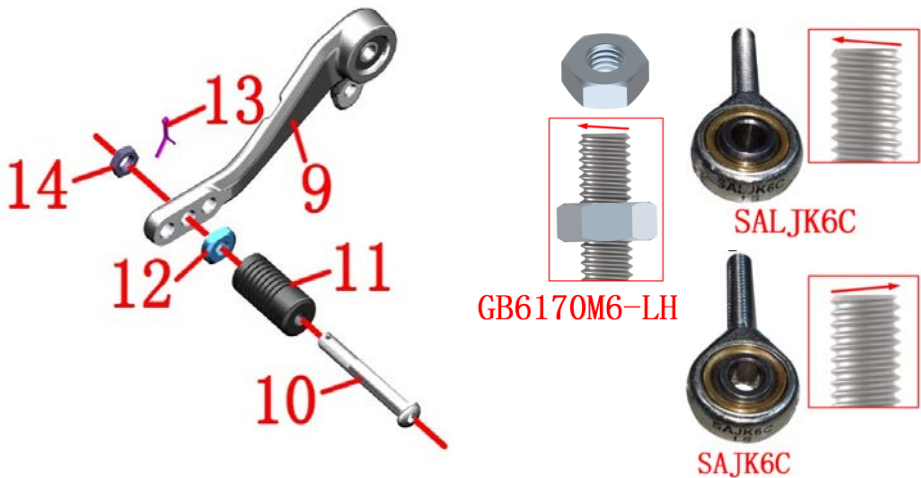


Fig 7: Footrest Assemblies		Left Footrest Bracket Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1250303-010093	GB6177.1M6 (environmental color)	2		
2	1276500-032000	ZT250-S shift lever spline rocker arm (dumb black)	1		
3	1274100-042000	Miniature rod end ball bearing SAJK6C	1		
4	1250301-020093	GB6170M6 (environmental color)	1		
5	1276700-028022	ZT500-T adjusting screw of gear shift lever	1		
6	1250301-018093	GB6170 M6-LH(color Zinc)	1		
7	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmental color)	2		
8	1274100-043000	Miniature rod end ball bearing SALJK6C	1		
9	4026700-019022	ZT500-T Gearshift Lever Rocker Arm	1		
10	1274300-028000	ZT350-R shift adjusting pedal	1		
11	1244100-031000	ZT350-R shift lever rubber sleeve	1		
12	1251300-094000	Non-standard trimming nut M8	1		
13	1250401-011093	GB91φ2×15 (environmental color)	1		
14	1250301-033000	GB6172.1 M8 (color Zinc)	1		



PROCEDURE:

●Gearshift Lever Assembly

Use an 8# socket to hold bolt (7).Use a 10# socket to remove the two nuts (1) on each end.Remove the gearshift lever rocker arm (9) and the splined rocker arm (2).Use an 8# open-end wrench to hold the adjusting stud (5).Use a 10# open-end wrench to loosen nut (6) and nut (4).Remove the adjusting stud (5).Separate the rod end bearing (8) from the rod end (3).

To replace the gearshift lever rubber bushing:

Use pliers to straighten and remove the cotter pin (13).

Use a 13# socket to remove the nut (14).

Use a 5# hex key to remove the adjustable pedal assembly.

Use a 5# hex key to hold the adjustable pedal (10).

Use a 13# open-end wrench to remove the prevailing torque nut (12) from the adjustable pedal (10).

Remove the rubber bushing (11).

Attention:

●Apply lubricating grease evenly to the cylindrical pivot surface of the footrest bracket to reduce shifting effort.

●Note the difference in thread direction for the hex nuts on the linkage:

The nut on the engine gearshift shaft side has a standard (right-hand) thread.

The nut on the footrest side has a left-hand thread.

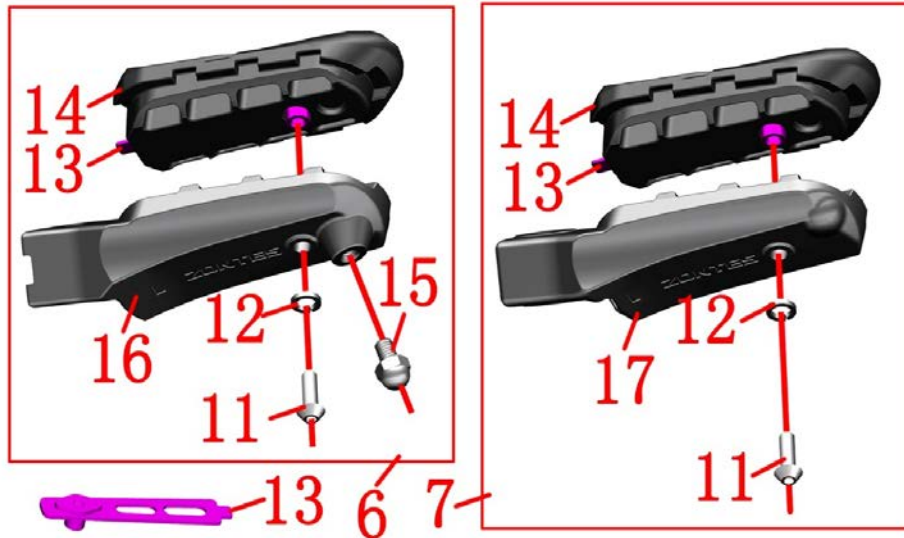
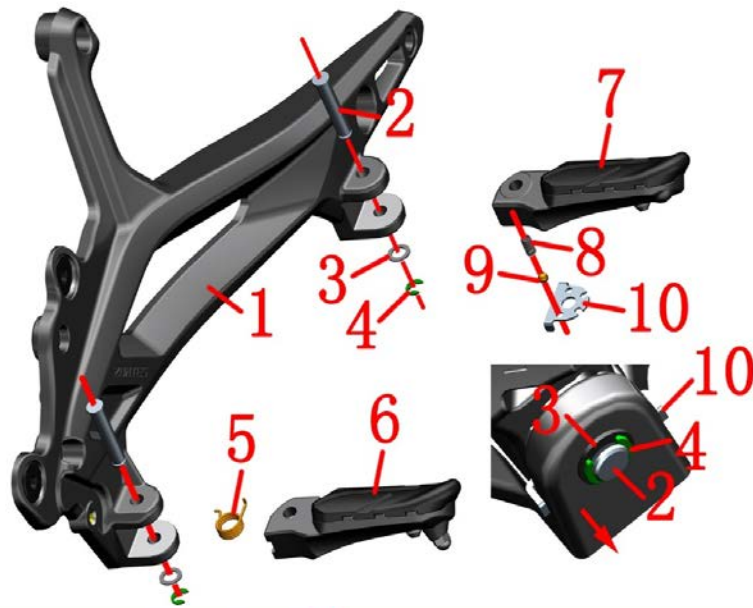


Fig 8: Footrest Assemblies		Left Footrest Bracket Assembly 3		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1274300-156000	ZT350-R Left Footrest Bracket (Matt Black)	1		
2	1274300-033000	ZT350-R Pedal pin	1		
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	2		
4	1264100-006000	ZT250-S Pedal circlip	1		
5	1264100-003000	ZT250-S front left foot pedal torsional spring	1		
6	4064300-069022	ZT350-GK Front Left Footpeg Assembly	1		
7	4064300-070022	ZT350-GK Rear Left Footpeg Assembly	1		
8	1260100-301000	ZT350-R foot pedal steel ball spring	1		
9	1274300-031000	ZT350-R rear pedal steel ball(6.35)	1		
10	1274300-032000	ZT350-R rear pedal locating plate	1		
11	1250205-038000	GB70.2M5×12 (stainless steel)	2	Footpeg Assembly Service Parts (Loose)	
12	1250501-010000	GB93φ6 spring pad	2		
13	1274300-093000	ZT350-Gk footrest gum cover fixed plate	2		
14	1244300-013000	ZT310-T rubber cover, footrest	2		
15	1251100-218094	Non-standard ball head boltsM6×8	1		
16	4064300-057021	ZT350-GK Front Left Pedal(Matte Black)	1		
17	4064300-059021	ZT350-GK Rear Left Pedal(Matte Black)	1		

PROCEDURE:

●Front Left Footpeg

Use a suitable tool to remove the circlip (4).Remove the rubber damper (3) and the pivot pin (2).Remove the front left footpeg (6) and the footpeg return spring (5).

●Rear Left Footpeg

Remove the circlip (4).Remove the rubber damper (3) and the pivot pin (2).Pull the rear left footpeg (7) outward to remove it.Remove the detent plate (10), the ball bearing (9), and the spring (8).

●Footpeg Service Parts (Disassembly)

Hold the front left footpeg assembly firmly.Use a 10# socket to remove the bolt (15).Use a 3# hex key to remove the bolt (11).Remove the split washer (12).Remove the footpeg rubber (14), the retainer plate (13), and the front left footpeg body (16).Bolt (15) is used for the front footpeg only.The footpeg rubber (14), retainer plate (13), bolt (11), and split washer (12) are common parts. One of each is used per footpeg and are available as loose service parts for replacement.Hold the rear left footpeg firmly.Use a 3# hex key to remove the bolt (11).Remove the split washer (12).Remove the footpeg rubber (14), the retainer plate (13), and the rear left footpeg body (17).

Attention:

●When removing the rear left footpeg, note that the spring (8) and ball bearing (9) are very small parts. Take care not to lose them.

●Pay attention to the correct installation direction of the footpeg return spring .

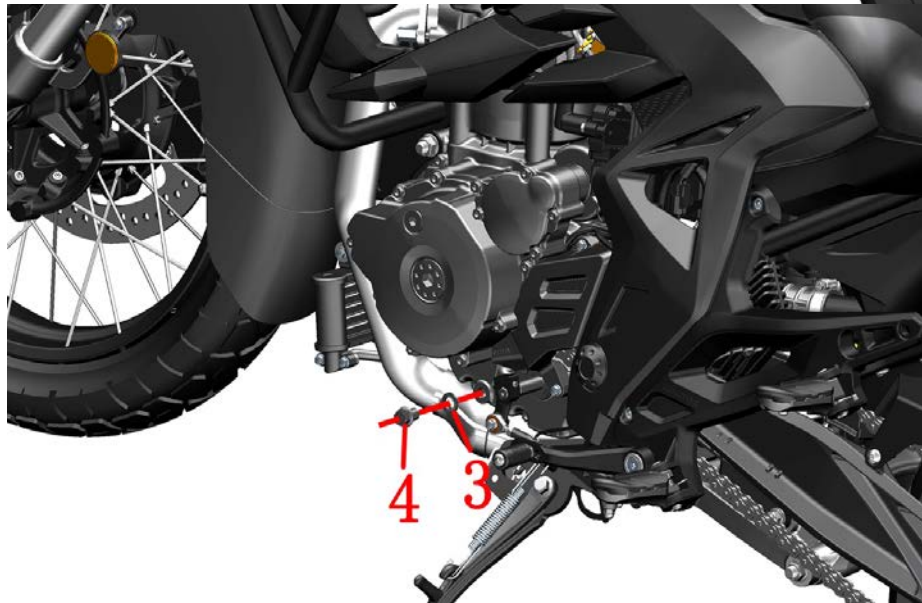
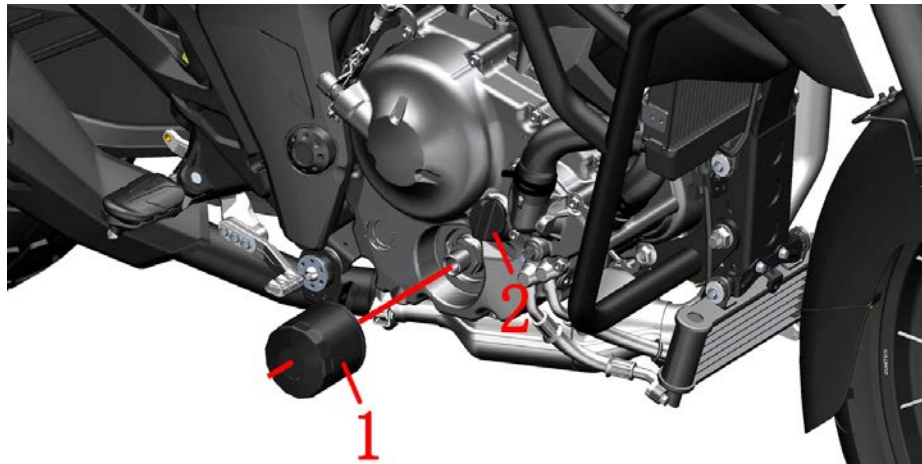


Fig 1: Cooling System Components		Engine Oil Change		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1050871-001000	φ65×65 oil filter (external)	1		
2	1051161-012000	M24×2 oil filler plug	1		
3	1244100-033000	Combined sealing gasket 12×φ20×2	1		
4	1251100-066093	M12×1.5×15 ablassschraube (9.8 grade)	1		24±4N.m

PROCEDURE:

● Drain Engine Oil

Park the motorcycle on a level surface using the side stand. Refer to the "Lower Fairing Assembly" procedure and remove the lower fairing first.

Place an oil drain pan beneath the engine drain bolt.

Use a 14# socket to remove the drain bolt (4) on the left side of the engine. Remove the crush washer (3).

Use a suitable tool to guide the oil flow and prevent it from contaminating the muffler.

Turn the oil filler plug (2) counterclockwise to remove it.

Wipe all surfaces clean with a clean, lint-free cloth. Before reassembly, ensure the drain bolt and the crush washer surface are free of scratches and debris.

Install at the specified torque of 24 N·m. Overtightening can strip the threads; undertightening will cause oil leaks.

● Replace Oil Filter

Place the oil drain pan beneath the oil filter cover. Use a 14-flute, 65mm cap-type oil filter wrench (SATA tool #97401) with a 1/2" (12.5mm) drive ratchet. Turn the oil filter (1) counterclockwise to remove it.

● Refill with New Oil

Pour 1.6 liters of new SAE 10W-50 or 10W-40, API SM grade or higher engine oil into the filler opening on the right crankcase cover. If the oil filter was replaced, use 1.7 liters. Install and tighten the oil filler plug (1).

Run the engine at varying RPMs for 2 minutes and check for any oil leaks.

Let the engine idle for 5 minutes, then shut it off and let it sit for 3 minutes. Check the oil level through the sight glass. If the level is below the LOWER mark, add new oil until it reaches the UPPER mark. Repeat the leak check procedure described above.

CAUTION:

● Never work on the cooling system when the engine is hot. Wait until the engine and muffler have cooled down completely before starting any disassembly.

● Collect all waste oil and transfer it to a licensed disposal facility. It is prohibited to dump oil, as it severely pollutes the environment and water sources.

● It is recommended to replace both the drain bolt and the crush washer every time the oil is changed.

● A minimum of 1.0 liter of oil must be added before starting the engine, as this engine uses crankshaft plain bearings. Starting the engine with insufficient oil will destroy the bearings and potentially seize the crankshaft.

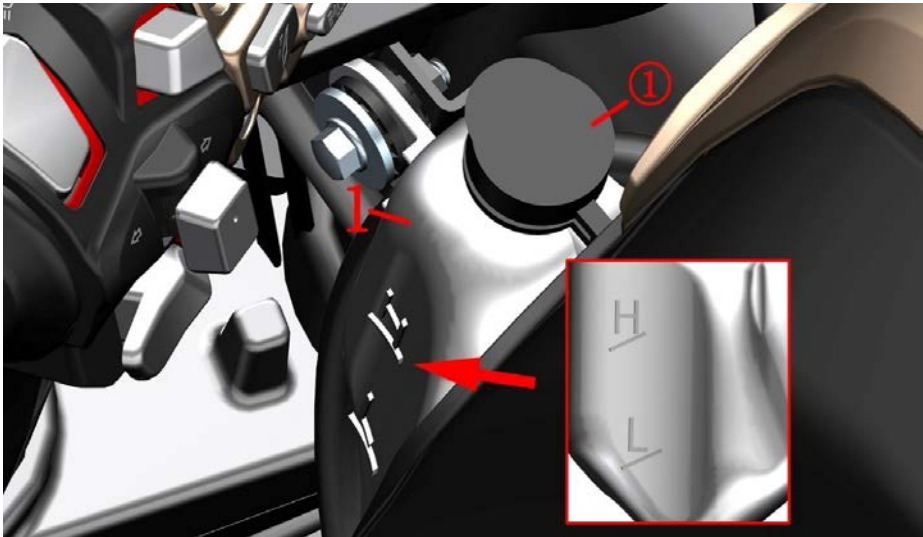


Fig 2:Cooling System Components		Add Coolant	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1226700-001000	ZT500-T Sub Water Tank	1	
2	1051954-016000	TOTAL antifreeze liquid (-35 ° C, 4L)	1	1.44L

PROCEDURE:

●Add Coolant

Ensure the engine is completely cool and the motorcycle is upright and level to check the coolant level accurately.If the level is below the "L" mark, add coolant. If the overflow tank is empty or nearly empty, first inspect the entire cooling system for leaks and repair them before adding any coolant. Place the motorcycle on its side stand.Turn the handlebar fully to the right. Remove the cap ① from the overflow tank (1).Using a funnel, add coolant slowly and in small increments.The correct level is reached when the coolant is at the "F" (FULL) mark with the motorcycle held upright and level.

CAUTION:

- Regularly check the coolant level. Always maintain it above the "L" mark.
- It is recommended to replace the coolant every 2 years.
- Coolant is harmful if swallowed or inhaled. Always thoroughly wash your hands, face, and any exposed skin after handling it.If swallowed, contact a Poison Control Center or doctor immediately.If inhaled, get to fresh air immediately.If splashed in eyes, rinse immediately with plenty of running water and seek medical attention.Keep coolant away from children and pets.
- Use only coolant formulated for aluminum radiators, with an ethylene glycol base. Use a pre-mixed coolant or mix coolant concentrate with distilled water in the specified ratio.The coolant's freezing point must be lower than the lowest expected temperature in your local area.If dilution is needed, use only distilled water. Other water types will cause corrosion and severe damage to the cooling system.
- Total system capacity is 1340 ml.
- Coolant can damage painted surfaces. Wipe up any spills immediately with a clean, soft cloth.



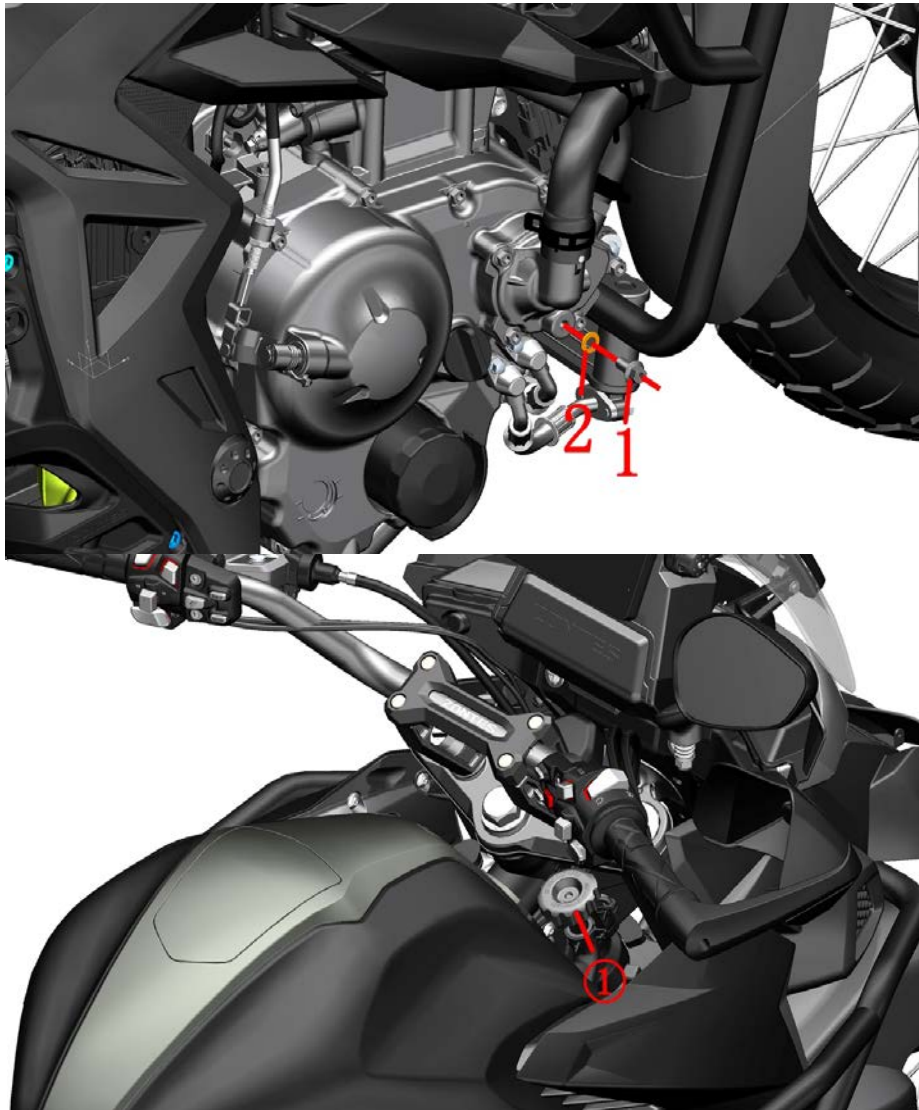


Fig 3: Cooling System Components		Drain Coolant	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-067093	M6×10 top pin bolt (color Zinc)	1	12±1.5N.m
2	1051654-002000	Combination seal 6×13×1.8	1	

PROCEDURE:● **Drain Coolant**

First, open the overflow tank cap. Place an oil drain pan or other suitable container beneath the right side of the motorcycle, then carefully lean the motorcycle to the right over the container.

Wearing waterproof gloves, use an 8# T-handle to remove the drain bolt (1). Remove the crush washer (2).

Use a funnel or other guiding tool to direct the coolant flow into the pan.

Wipe any residual coolant from all components with a clean, lint-free cloth.

CAUTION:

● The motorcycle must be securely stabilized .

● You must wait until the engine is completely cool before starting this procedure.

● Coolant is toxic. Take strict precautions to prevent it from splashing into your eyes or contacting your skin.

For specific handling attentions, please refer to the details on the previous page.

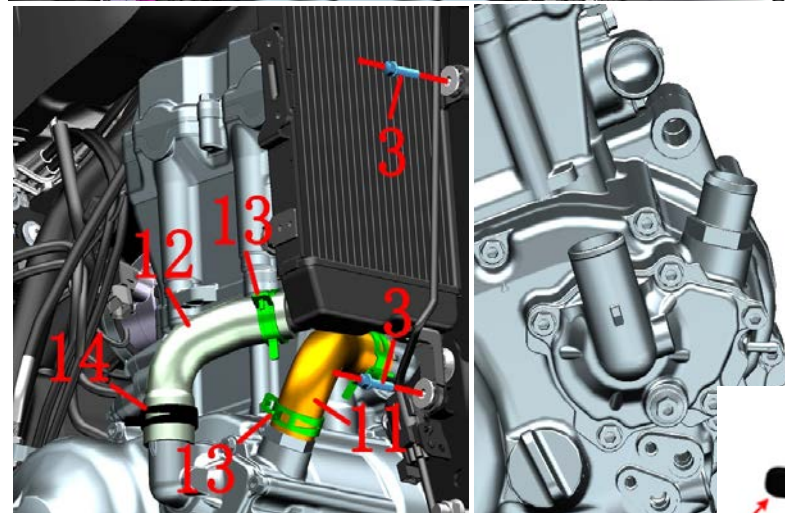
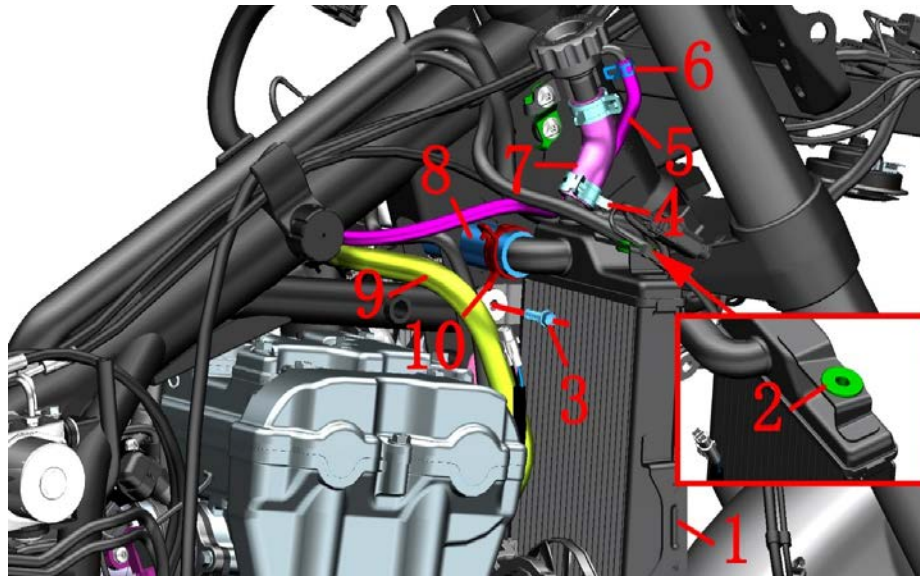


Fig 4: Cooling System Components		Radiator Assembly 1		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1274300-024000	ZT350-R right water tank	1		
2	1244100-002000	ZT250-S Side cover round rubber	1		
3	1251100-061093	M6×22 Hex flange bolt thread (8.8 grade) (environmental color Zinc)	3		
4	1274200-089000	ZT310 water pipe clamp(φ22)	2		
5	1244300-010000	ZT350-R auxiliary water tank connecting water pipe	1		
6	1274200-079000	ZT310 water pipe clamp(φ9)	1		
7	1246700-010000	ZT500-T Water Tank Fill Port Connection Pipe	1		
8	1246700-003000	ZT500-T Left and Right Water Tank Connection Pipe	1		
9	1246700-004000	ZT500-R small circulating water pipe	1		
10	1276600-005000	Hose Collar (φ28)	1		
11	1246700-006000	ZT500-T Engine Water Passage Pipe	1		
12	1246700-005000	ZT500-T Engine Inlet Pipe	1		
13	1276700-013000	Water Pipe Hoop(φ32)	3		
14	1276700-029000	Water Pipe Hoop(φ35)	1		

PROCEDURE:

● Overflow Tank Hose

Use pliers to grip the raised part of the clamp (6) with a little force while moving it downward, then remove it after sliding it out of the auxiliary water tank water pipe (5) and pull it off.

● Left/Right Radiator Connecting Hoses

Clamp the hoop (10) and move it towards the water tank to remove it from the water pipe joint, then separate the left and right water tank connecting pipe (8) from the right water tank assembly. Use the same method to separate the small circulation water pipe (9) from the water tank assembly.

● Right Radiator Assembly

Clamp the hose clamp (4) and move it towards the water inlet connecting pipe (7) to separate the water inlet connecting pipe (7) from the right water tank assembly. Clamp the hose clamp (13) at the engine water inlet pipe (12) and move it towards the water pipe to separate the engine water inlet pipe (12) from the right water tank assembly. Disconnect the water tank fan connector, remove the 3 bolts (3) with an 8# socket, and take out the right water tank. Remove the two round rubber side covers (2) from the right water tank (1).

● Engine Coolant Hoses

Use pliers to apply a little force to clamp the clamps (13) at both ends of the water pipe (11), then move them out of the anti-drop boss, pull it out from the engine, and remove the clamps (13). Use pliers to apply a little force to clamp the clamps (14), then move them out of the raised part of the water pipe joint, and pull the water pipe (12) out from the water pipe joint of the engine right case cover.

Attention:

● Coolant is toxic. Take strict precautions to prevent it from splashing into your eyes or contacting your skin. For specific handling attentions, please refer to the details provided earlier.

● When squeezing hose clamps, apply controlled force. Excessive force can permanently deform the clamp, causing it to lose

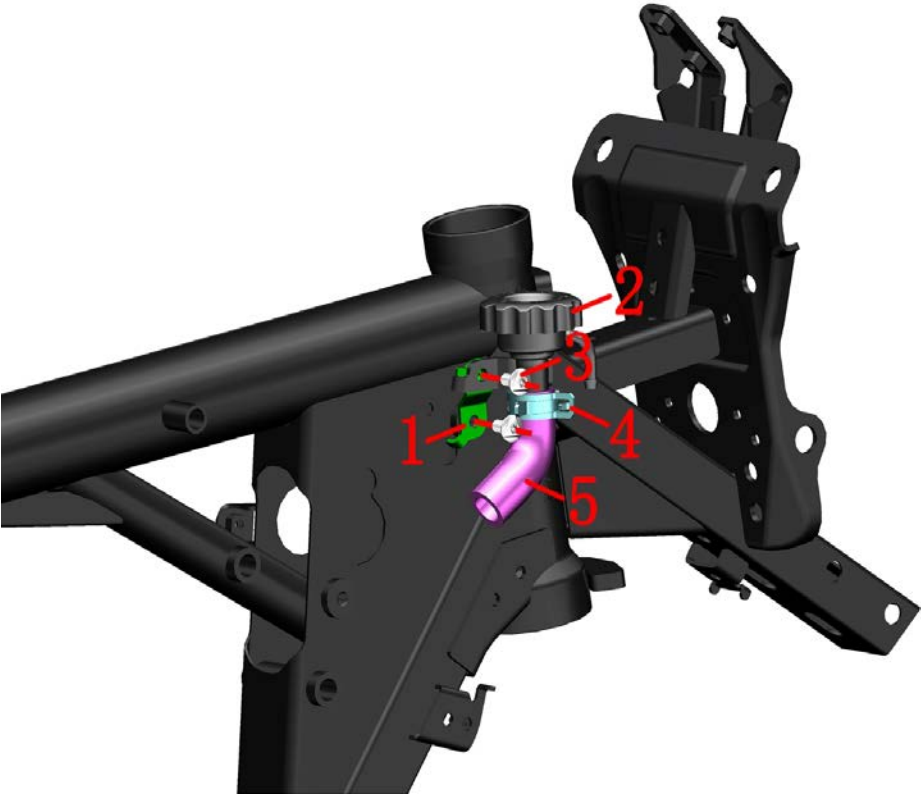


Fig 5: Cooling System Components		Radiator Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1276700-038000	ZT500-T Radiator Water Filler Fixed Bracket	1		
2	1224300-020000	ZT350-R water tank filling port	1		
3	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2		
4	1274200-089000	ZT310 water pipe clamp(φ22)	2		
5	1246700-010000	ZT500-T Water Tank Fill Port Connection Pipe	1		

PROCEDURE:

●Filler Neck Assembly

Use pliers to compress and slide the hose clamp (4) away from the connection.Disconnect and remove the filler neck hose (5).Use an 8# socket to remove the bolt (3) that secures the filler neck (2).Remove the filler neck (2) from the radiator.Use a T25 box-end wrench to remove the bolt securing the mounting bracket (1). Remove the filler neck mounting bracket (1).

CAUTION:

●Refer to the procedure for "Radiator Assembly 1" and remove the related components.

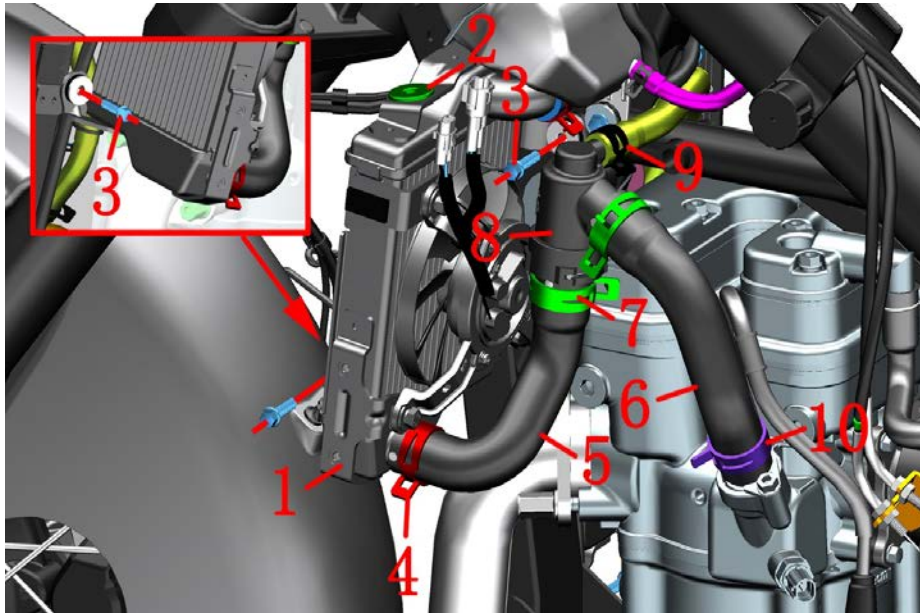


Fig 6: Cooling System Components			Radiator Assembly 3		CAUTION
NO.	PART NO.	PART NAME	QTY	CHK ADJ	
1	1276700-001000	ZT500-T Left Water Tank	1		
2	1244100-002000	ZT250-S Side cover round rubber	1		
3	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde)	4		
4	1276600-005000	Hose Collar (φ28)	2		
5	1246700-002000	ZT500-T Left Water Tank Inlet Pipe	1		
6	1246700-001000	ZT500-R engine outlet pipe	1		
7	1276700-013000	Water Pipe Hoop(φ32)	2		
8	1276700-003000	ZT500-T Thermostat	1		
9	1276700-011000	Water Pipe Hose Clamp (φ18)	1		
10	1276700-012000	Water Pipe Hose Clamp (φ29)	1		
11	1246700-004000	ZT500-R small circulating water pipe	1		
12	1244300-010000	ZT350-R auxiliary water tank connecting water pipe	1		
13	1274200-088000	ZT310 water pipe clamp(φ10.5)	1		
14	1244200-025000	ZT310-R water leaking pipe of vice water tank	1		
15	1274200-079000	ZT310 water pipe clamp(φ9)	1		
16	1226700-001000	ZT500-T Sub Water Tank	1		
17	1246700-003000	ZT500-T Left and Right Water Tank Connection Pipe	1		

PROCEDURE:

●Left Radiator Assembly

Use pliers to compress and slide the hose clamps (4) away from their connections. Disconnect and remove both the radiator inlet hose (5) and the left/right radiator connecting hose (17). While supporting the left radiator (1) with one hand, use an 8# socket with the other hand to remove the two mounting bolts (3). Remove the left radiator (1). Remove the side cover grommets (2) from the left radiator.

●Overflow Tank Assembly

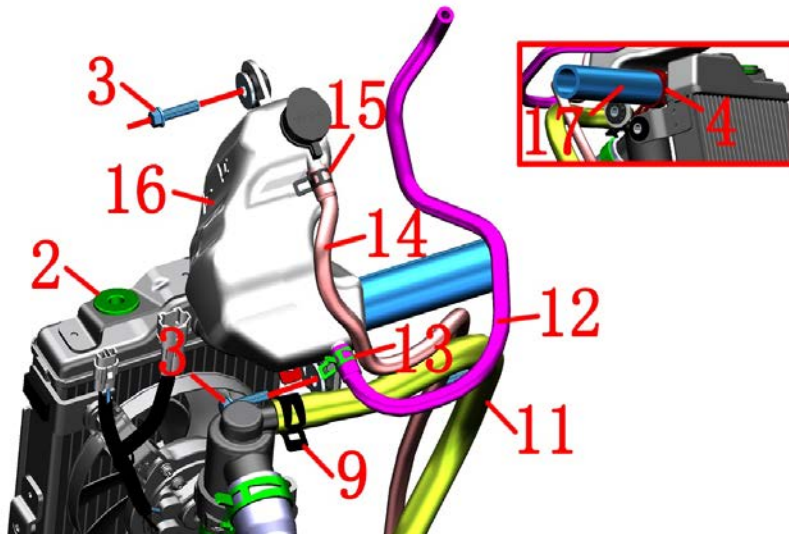
Support the overflow tank assembly. Use an 8# socket to remove the two bolts (3) securing the overflow tank (1). Remove the overflow tank assembly. On the removed tank (16), compress and move the hose clamps (13) and (15) away from their connections. Remove the overflow tank hose (12) and the drain hose (14).

●Thermostat

Use pliers to loosen the two hose clamps (7). Pull the left radiator inlet hose (5) and the engine outlet hose (6) off the thermostat. Loosen the clamp (9) and pull off the bypass hose (small circulation hose). Remove the thermostat (8).

Attention:

●When compressing hose clamps, apply controlled force. Excessive force can permanently deform the clamp, causing it to lose its tension and leading to leaks.



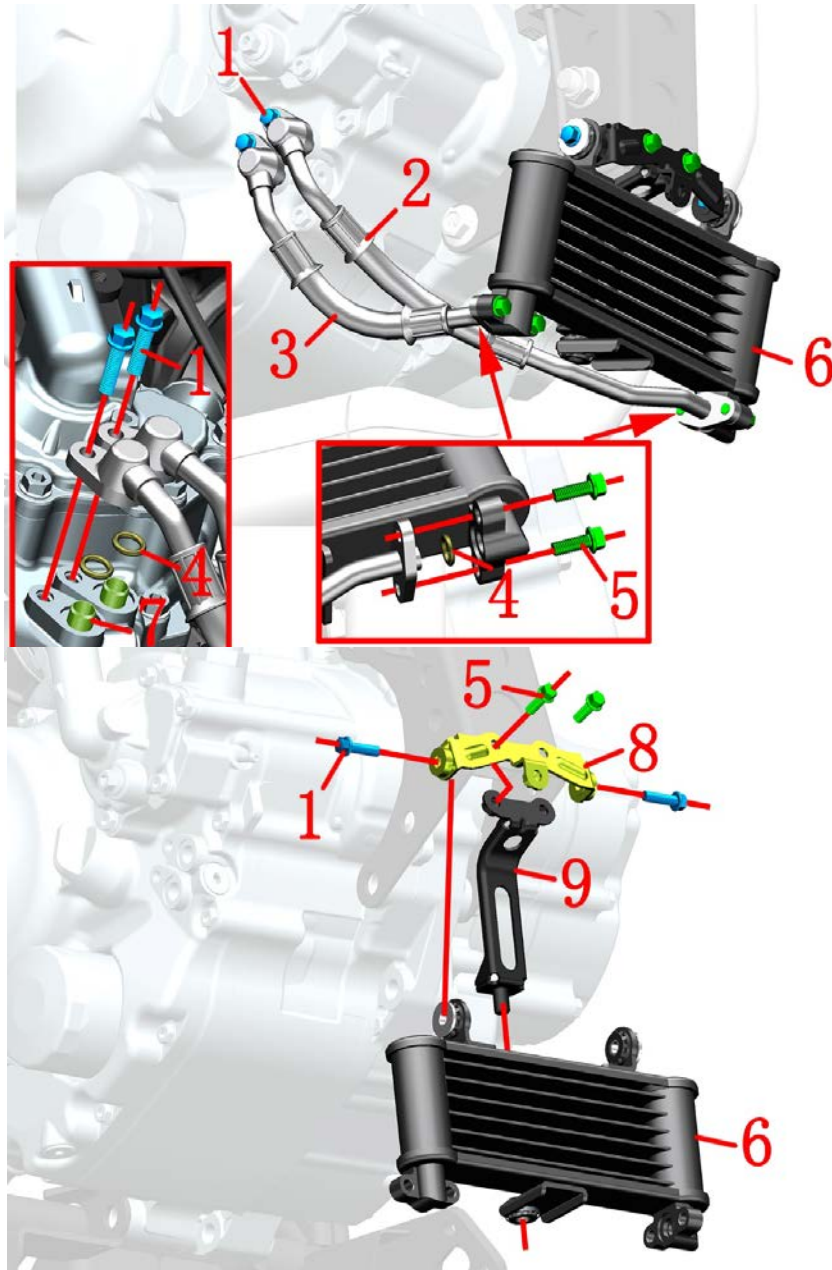


Fig 7: Cooling System Components		Oil Cooler Assembly 1		CAUTION
			CHK ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1251100-061093	M6×22 Hex flang bolt thread	4	
2	1276700-006000	ZT500-T Engine Fuel Outlet Tube	2	
3	1276700-005000	ZT500-T Engine Fuel Inlet Tube	1	
4	1051454-025000	9.8×2.4 Hydrogenated nitrile rubber O-ring	4	
5	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade/environmental color Zinc)	6	
6	1276700-004000	ZT500-T Oil Cooler	1	
7	1251401-003000	φ10×14 dowel pin	2	
8	1276700-007000	ZT500-T Oil Cooler Upper Bracket	1	
9	1276700-008000	ZT500-T Oil Cooler Lower Bracket	1	

PROCEDURE:

● Oil Cooler

First, refer to the "Engine Oil Change" procedure and drain the engine oil.

Place an oil drain pan beneath the oil cooler. Use an 8# socket to remove the four bolts (5) at the oil cooler end of both the oil outlet pipe (2) and the oil inlet pipe (3). Then, remove the two bolts (1) at the engine end. Remove the dowel pins (7) and the O-rings (4). Remove the oil inlet pipe (3), the oil outlet pipe (2), and O-rings.

Use an 8# socket to remove the two bolts (1) and the two bolts (5) securing the oil cooler.

Carefully pull the oil cooler (6) downward to remove it. Remove the lower bracket (9) from the cooler. Pour out any residual oil.

CAUTION:

- The lower fairing assembly must be removed first.
- Never work on the cooling system when the engine is hot. Wait until the engine and muffler have cooled down completely before starting any disassembly.
- Collect all waste oil and transfer it to a licensed disposal facility. It is prohibited to dump oil, as it severely pollutes the environment and water sources.
- When removing oil pipes, avoid using excessive force to prevent deformation of the pipe bushings.
- It is recommended to replace the crush washers and O-rings every time the oil is changed to prevent leaks.
- During reassembly, always wipe all mating surfaces clean with a clean, lint-free cloth.

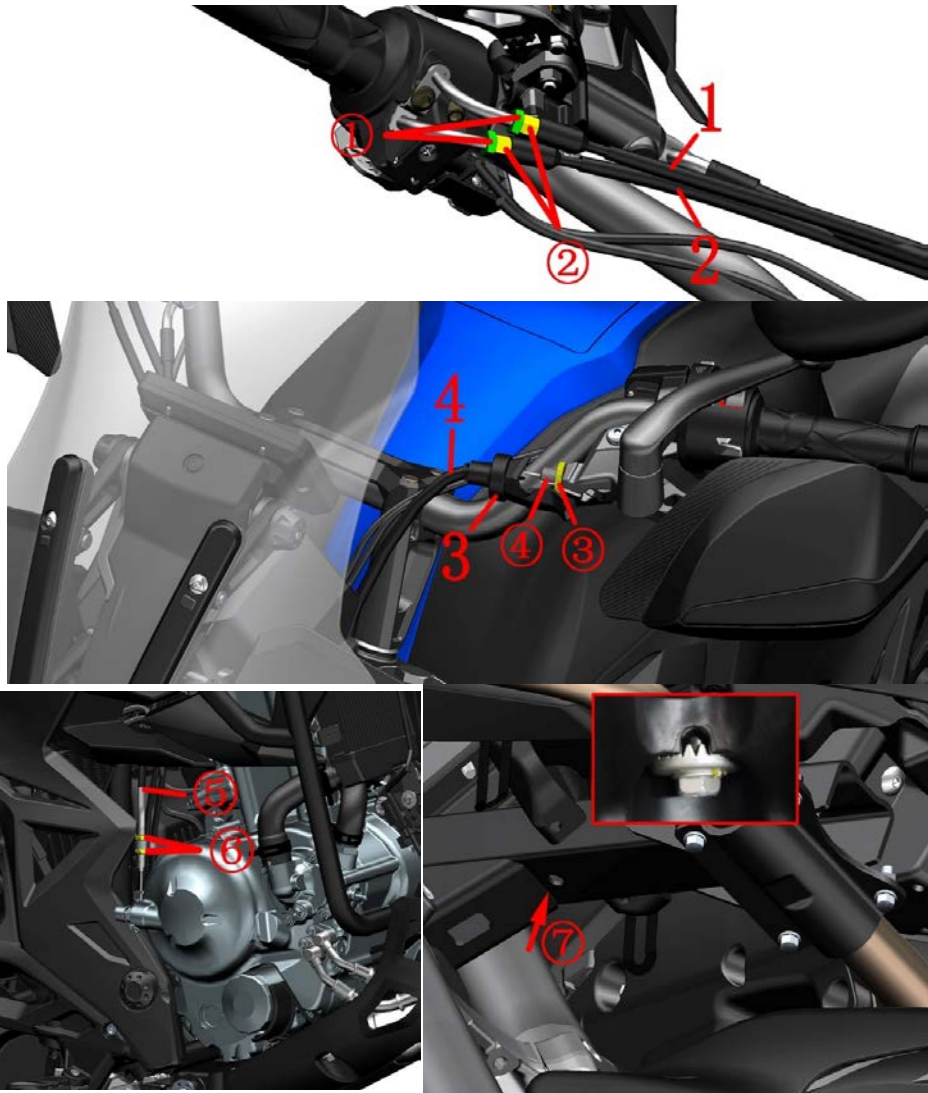


Fig 1:Front Fork Assembly		Throttle/Clutch Cable Freeplay Adjustment, Headlight Aim Adjustment	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1156700-004000	ZT500-T throttle refueling cable	1	
2	1156700-005000	ZT500-T throttle return cable	1	
3	1244300-051000	ZT350-GK clutch wire sheath	1	
4	1156700-003000	ZT500-T Clutch Cable	1	

PROCEDURE :

●Throttle Cable

Use an open-end wrench to loosen the locknut (①) on either the throttle pull cable (1) or return cable (2).Turn the adjusting sleeve (②) to set the freeplay to between 2-4 mm.Once adjusted, tighten the locknut (①) securely.

●Clutch Cable

Fine Adjustment:

Slide the protective rubber boot (3) on the clutch lever back toward the bend in the clutch cable (4).Use pliers to loosen the nut (③).Turn the adjusting sleeve (④) to achieve the desired freeplay.Tighten the locknut (③) securely.Slide the rubber boot (3) back into its original position.Ensure the locknut (③) and adjusting sleeve (④) are positioned so their slots do NOT align with the slot on the lever bracket. This prevents the cable end from accidentally disengaging.

Coarse Adjustment:

If fine adjustment is insufficient, use an open-end wrench to loosen the nut (⑥) .Turn the adjusting sleeve (⑤) to achieve the desired freeplay.Tighten the nut (⑥) securely.

●Headlight Aim Adjustment

Turn the handlebar for access.Insert a PH2 Phillips screwdriver (shank diameter 6mm) into the access hole (⑦) at the bottom front of the frame.Engage the teeth of the adjusting screw.Turn clockwise to lower the beam.Turn counterclockwise to raise the beam.

CAUTION :

●Throttle Cable Adjustment:

After adjustment, ensure the throttle grip returns to the idle position automatically and completely.The engine idle speed must NOT increase as a result of the cable adjustment.Check and adjust engine idle speed only when the engine is fully warmed up. The correct idle speed is 1500 - 1700 RPM.

●Clutch Cable Adjustment:

Excessive freeplay can cause premature wear and failure of the clutch and gearshift mechanisms.After adjustment, it is critical to offset the slots on the nuts, adjusters, and lever bracket to prevent the cable end from disengaging.

●Headlight Aim Adjustment:

Incorrect headlight aim (either too high or too low) adversely affects safe driving .Adjust the headlight aim appropriately based on motorcycle load (rider, passenger, cargo).

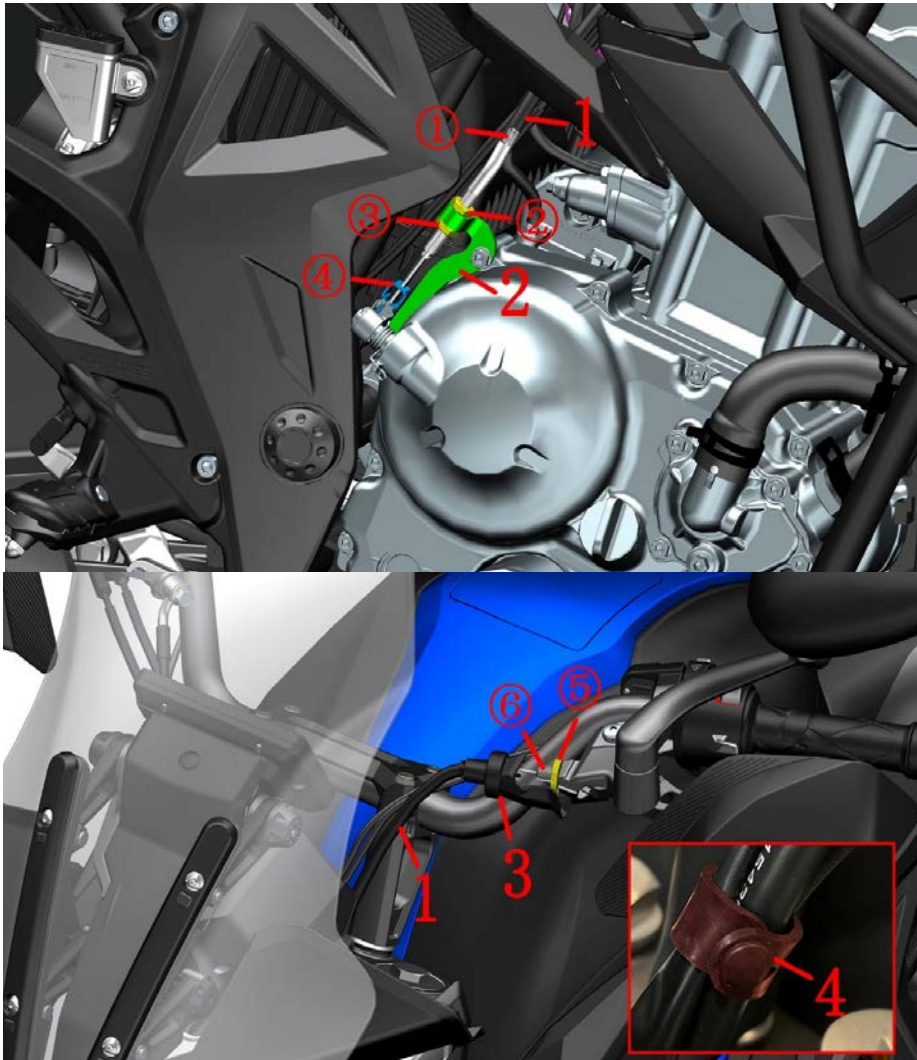


Fig 2:Front Fork Assembly		Replace Clutch Cable	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1156700-003000	ZT500-T Clutch Cable	1	
2	1051363-015000	ZT196MR Clutch Cable Bracket	1	
3	1244300-051000	ZT350-GK clutch wire sheath	1	
4	1244200-138000	ZT310 rubber buckle (80mm)	2	
5	1224300-110000	Reverse buckle Velcro strap (20×200mm)	2	

PROCEDURE:**● Remove Clutch Cable**

Use a 14# open-end wrench to loosen nuts (②) and (③). Use pliers to hold the adjusting sleeve (①) stationary.

Screw nut (②) up to the top of the threads on the adjusting sleeve. Screw nut (③) down until it is completely disengaged from the threads. Disconnect the clutch inner cable nipple from bracket (④). With one hand, push nut (③) toward the black outer cable sheath. With the other hand, lift and pull the adjusting sleeve (①) upward and forward to remove it from bracket (2).

Untie the rubber cable tie (4) and Velcro strap (5) at the cushion block of the vehicle handlebar, slide the protective rubber sleeve (3) back to the bend, and loosen the nut (⑤) with pliers; align the slots of the nut (⑤) and adjusting screw (⑥) with the slot on the rocker arm, and remove the cable from the rocker arm seat.

Remove the entire clutch cable from the motorcycle.

Remove the protective rubber boot (3) from the clutch cable (1).

● Install Clutch Cable

Slide the protective rubber boot (3) onto the clutch cable ferrule.

Install the cable end into the clutch lever. Rotate locknut (⑤) and adjusting sleeve (⑥) so their slots are offset (do NOT align) with the slot on the lever bracket.

Route the new clutch cable along the exact same path as the old one.

Screw nut (②) up to the top of the threads on the adjusting sleeve. Screw nut (③) down until it is completely disengaged from the threads.

With one hand, push nut (③) toward the black outer cable sheath. With the other hand, insert the adjusting sleeve (①) into bracket (2).

Insert the clutch inner cable nipple into the hole in bracket (④).

Loosely position nut (②). Adjust the clutch cable freeplay according to the PROCEDURE in the "Clutch Cable Freeplay Adjustment" section. Once adjusted, tighten locknut (③) securely.

Finally, reposition the protective rubber boot (3) and reinstall the rubber wire clip (4).

CAUTION:

● The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over and causing an accident.

● Replacing the clutch cable requires removing the seat, fuel tank assembly, and side covers first.

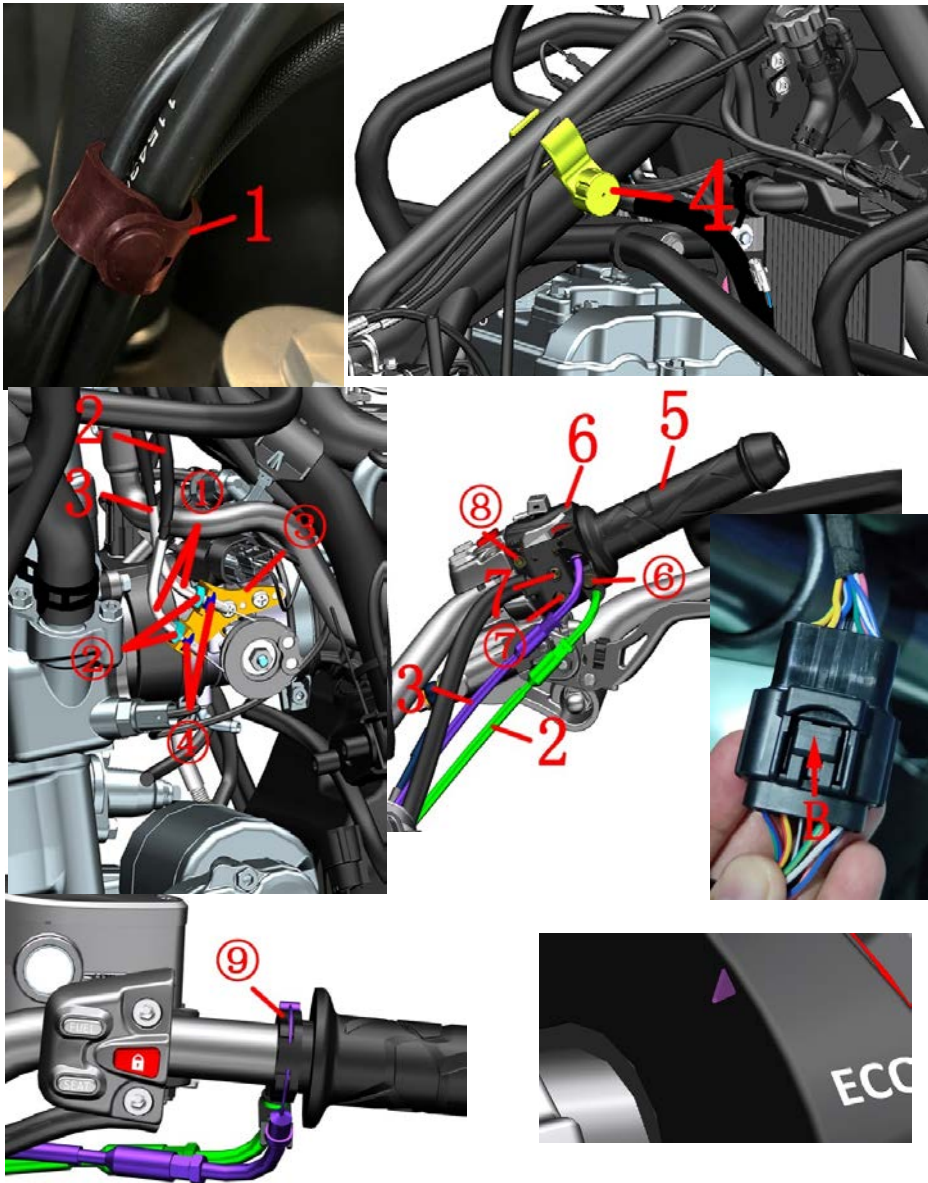


Fig 3:Front Fork Assembly		Replace Throttle Cables	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1244300-023000	ZT310 rubber buckle (50mm)	1	
2	1156700-004000	ZT500-T throttle refueling cable	1	
3	1156700-005000	ZT500-T throttle return cable	1	
4	1244100-019000	ZT250-S fuel tank spacing glue	1	
5	1244100-042000	ZT250-R right handle bar rubber sleeve	1	
6	1184200-140000	ZT310-X1 Right Handle Switch	1	
7	1251100-219000	Cross ball screw M5×30	1	
8	1224300-110000	Reverse buckle Velcro strap (20×200mm)	2	

PROCEDURE:

●Remove Throttle Cables

First, release the wire clip (1). Use a 10# open-end wrench to screw nut (2) on the throttle pull cable (2) all the way up, and screw nut (4) down to disconnect it from the adjuster tube (1). Disengage the pull cable's cylindrical nipple from the throttle pulley. Refer to the previous steps to fully loosen nuts (2) and (4) on the throttle return cable (3). Disengage its cylindrical nipple from the throttle pulley. Move the return cable's (3) adjuster tube upward to clear it from bracket (3) on the throttle body, then pull it outward.

Remove the throttle cables from the fuel tank liner stopper (4).

Firmly grip the right handlebar switch (6). Use a 5# hex key to remove bolts (6), (7), and (8). Use a Phillips screwdriver to remove bolt (7). Separate the upper and lower halves of the switch housing. During reassembly, ensure the wiring is routed correctly and not pinched.

Disengage the throttle cable from the throttle pulley (9) inside the right handlebar grip (5). Finally, pull the cables out through the cable port in the lower switch housing.

●Install Throttle Cables

First, feed the throttle cables through the cable port in the lower switch housing.

Install the cables' cylindrical nipples into the throttle pulley (9) inside the right handlebar grip (5). Seat the return cable into the integrated retaining groove on the pull cable. Use a 5# hex key to tighten bolt (6) to a torque of 8-10 N·m. Align the switch mounting holes and start bolt (8) by a few turns. Ensure the locating hole on the bottom of the switch (6) is aligned with the handlebar, then tighten bolt (7) and bolt (7). Finally, tighten bolt (6) securely. Reinstall the sub-switch and lever assembly, ensuring the symbols on the switch are aligned correctly.

By hand, screw nuts (2) on both the pull (2) and return (3) cables all the way up, and screw nuts (4) down to disconnect them from the adjuster tubes (1). Rotate the throttle pulley (5) to a suitable angle and install the cable nipples. Rotate the pulley to another angle and install the second nipple.

Adjust the throttle cable freeplay according to the PROCEDURE in the "Throttle Cable Freeplay Adjustment" section. After adjustment, ensure the engine idle speed does not change when turning the handlebar left or right, and that the throttle returns smoothly to the idle position.

Tighten nuts (2) and (4) securely on both cables.

●Right Handlebar Switch

Press the tab (B) indicated by the arrow and disconnect the electrical connector for the right handlebar switch (6).

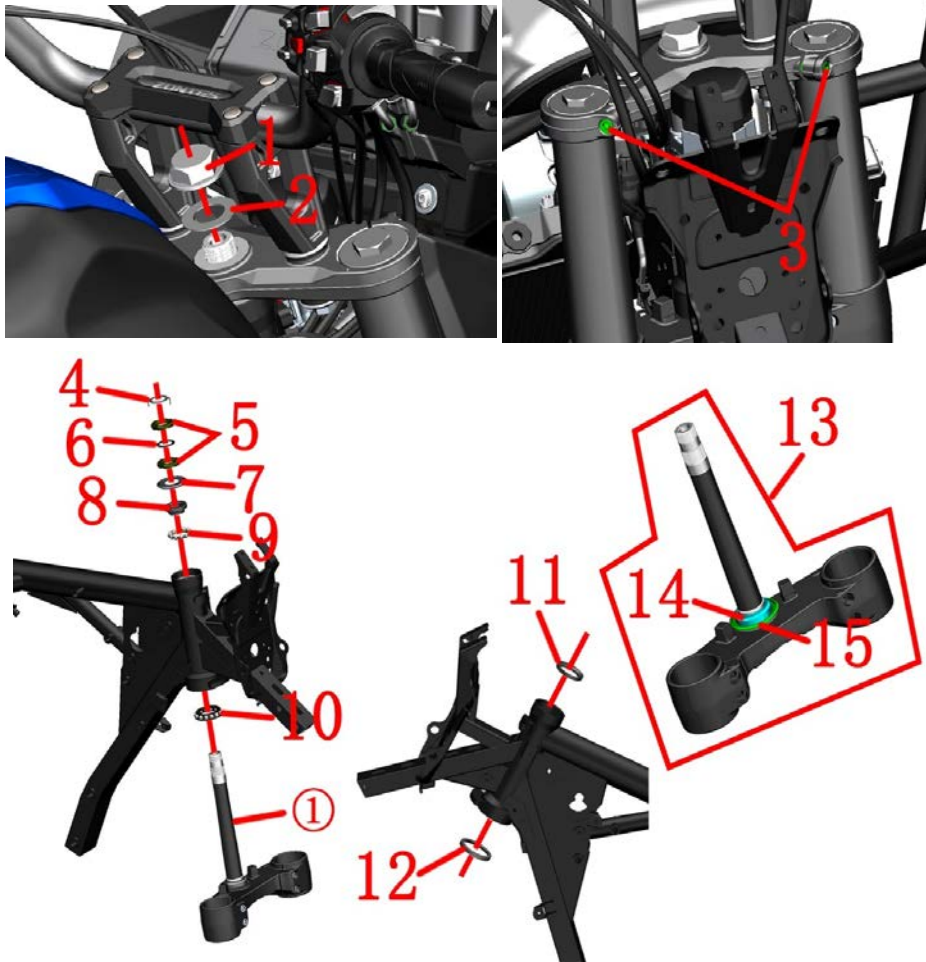


Fig 4:Front Fork Assembly			Steering Adjustment	CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1251300-088000	ZT350-R Upper connecting plate decorative nut M22×1	1		100N.m
2	1274200-018000	ZT310-R gasket of upper connecting board	1		
3	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)	2		25N.m
4	1134100-007000	ZT250-S Adjusting nut locking washer	1		
5	1251300-046093	ZT250-S direction column adjusting screw nut M24×1	2		
6	1244100-015000	ZT250-S Adjusting nut rubber pad	1		
7	1244300-014000	ZT350-R upper dust cover	1		
8	1130900-024000	ZT250-S shaft ring	1		
9	1130900-022000	ZT250-S conjoined steel ball	1		
10	1136300-007000	ZT150T-M conjoined steel ball	1		
11	1130900-026000	ZT250-S upper steel bowl	1		
12	1136300-008000	ZT150T-M lower seat ring	1		
13	4096700-002022	ZT500-T lower plate (self-made with shaft ring)	1		
14	1136300-006000	ZT150T-M lower shaft ring	1		
15	1244300-015000	ZT350-R dust cap(down)	1		

PROCEDURE:

- If there is slight fork movement during braking or handlebar wobble:

First, check if the front tire pressure is at the recommended value at ambient temperature: Standard: 250 kPa.

If the pressure is low, inflate the front tire to 350 kPa, then deflate it back to the standard pressure of 250 kPa. Test ride the motorcycle to see if the issue is resolved. If uneven wear or deformation is found, the front tire must be replaced. If still not, proceed with the following operations.

- Inspect Steering Assembly

Lift the front wheel off the ground. Hold the lower part of the forks and try to rock them back and forth. Check for any looseness and stiff or notchy movement in the steering stem.

- Adjust the Adjusting Nut

Use a 30# box-end wrench to remove the decorative nut (1). Remove the washer (2). Use a 6# hex key to remove the bolt (3). Wrap the handlebar and upper triple clamp assembly in a clean cloth and set it aside carefully to prevent scratches. Remove the lock washer (4). Use a specialized 4-prong socket or hook spanner to remove the uppermost adjusting nut (5). Remove the rubber pad (6).

If steering effort is too high, turn the lower adjusting nut (5) counterclockwise. If there is slight movement during braking or wobble, turn the lower adjusting nut (5) clockwise. Tighten to a torque of approximately 14 N·m. The adjustment is correct when the front wheel rotates freely without binding when lifted off the ground.

During reassembly, the uppermost adjusting nut only needs to be screwed on until its slot aligns with the slot of the nut beneath it. Do not over-tighten, as this could cause excessive deformation of the rubber pad (6). Tighten the decorative nut (1) to a torque of 100 N·m.

●Steering Stem Bearings

Remove the adjusting nut (5). Remove the upper dust seal (7), bearing race (8), integrated ball bearing set (9), integrated ball bearing set (10), and the lower triple clamp assembly (①). Remove the steering stem & front forks & front wheel assembly. Inspect the bearing races and integrated ball bearing sets for abnormal wear or rust. Also, inspect the bearing races (11, 12) inside the steering head tube of the frame for abnormal wear or rust. New integrated ball bearing sets must be uniformly coated with lubricating grease before installation. Pay CAUTION to the amount of grease applied.

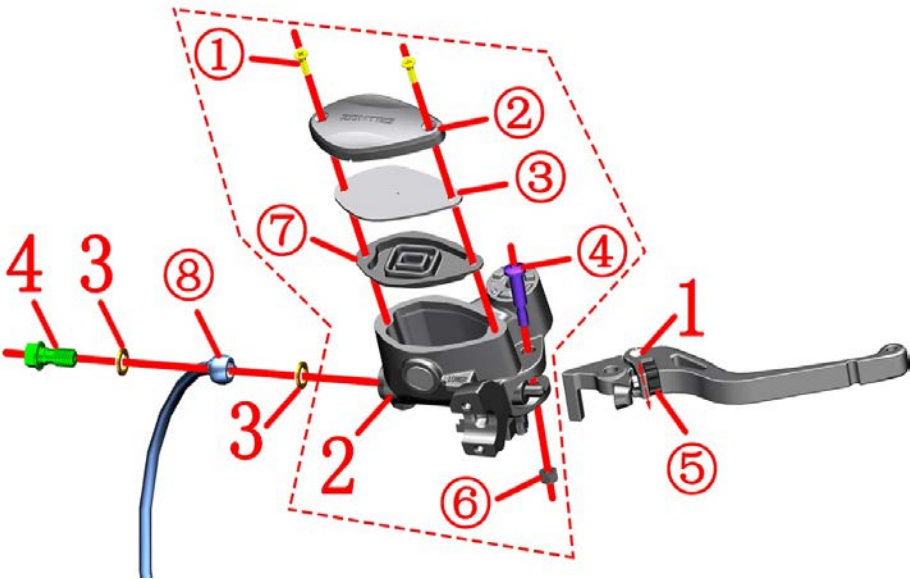


Fig 5:Front Fork Assembly		Add Brake Fluid, Brake Lever Adjustment		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1100101-037000	ZT350-GK Front Brake Handle		1	
2	1100101-036000	ZT350-GK front disc brake main pump assembly (φ 14/matte black)		1	
3	1251513-013000	Disc brake pipe copper washer φ 15× φ 10.2 × 1.5		2	
4	1251100-112000	Disc brake pipe bolt M10×1-22		1	32N.m

- Front Brake Master Cylinder
Securely support the front brake master cylinder. Use a socket to remove bolt (4) and the copper washer (3). Do not disassemble if replacement is not required. During replacement, ensure the brake hose connection (8) is always kept higher than the master cylinder to prevent air from entering the line and causing brake failure. Clean off any oil residue to prevent it from dripping onto fairings, the muffler, or other components. After replacement, squeeze the brake lever (1) repeatedly while gently tapping the master cylinder body (2) to purge any small amount of air that may have entered the system. Confirm normal brake function is restored before riding.
- Brake Lever
Rotating the adjusting nut (5) can adjust the distance between the handle and the handgrip rubber sleeve to suit the feel of different drivers. If you need to replace the handle, use a 5# hex key to secure bolt (4), then use a 10# socket or box wrench to remove nut (6); after removing bolt (4), remove the handle.
- Add Brake Fluid
Before riding, check that the brake fluid level is above the "LOWER" mark. If it is low, first inspect the wear of the brake pads and disc, and check the entire brake system for leaks. If no other abnormalities are found, add brake fluid.
The motorcycle must be level and securely supported before adding fluid.
Use a Phillips screwdriver to remove screw (1).
Remove the master cylinder cap (2), the inner cover plate (3), and the sealing diaphragm (7).
Add DOT 4 brake fluid until the level reaches 3/4 of the height of the transparent sight glass on the master cylinder reservoir.
Ensure the area is free of dirt and debris before reassembling the components.
CAUTION:
 - The motorcycle must be level and securely supported before checking.
 - Regularly check that the brake fluid level is maintained at 3/4 of the sight glass.
 - If the level is below "LOWER", first inspect the brake pad wear and check the entire brake system for leaks.
 - If swallowed, contact a Poison Control Center or doctor immediately. If it gets in eyes, flush with water and seek medical CAUTION immediately.
 - Keep brake fluid away from children and pets.

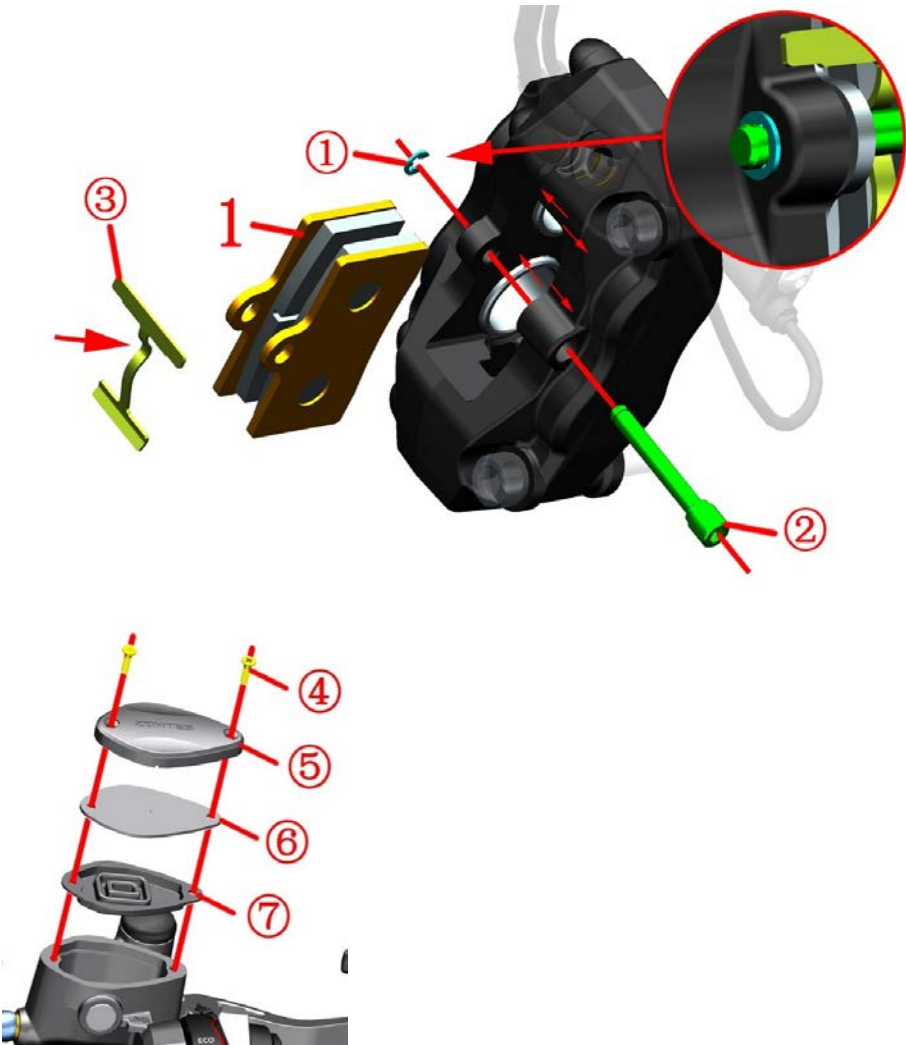


Fig 6:Front Fork Assembly		Replace Front Brake Pads	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1100101-594000	ZT500-T Front Right Radial Mount Caliper Brake Pads	1	Service Part

PROCEDURE:

●Replace Front Brake Pads

Use needle-nose pliers to grip and pull out the circlip (①). Remove the circlip. Use a 5# hex key to remove the pin bolt (②).

Remove the retainer spring (③). Remove the brake pads ((1)).

Thoroughly clean any dust and debris from the piston edges and the pin bolt bore.

Use a Phillips screwdriver to remove screw (④) on the front brake master cylinder. Remove the reservoir cap (⑤), the inner diaphragm (⑥), and the sealing diaphragm (⑦).

Gently push the pistons all the way back into their bores in the direction of the arrow.

Reinstall the master cylinder components, ensuring they are correctly seated and sealed.

Install the two new brake pads ((1)) into the caliper. Install the retainer spring (③) between the two pads. Insert the pin bolt (②) through the caliper and retainer spring to secure the pads. Use the 5# hex key to tighten the pin bolt (②). Install the circlip (①).

Manually press the pad body at the location indicated by arrow (⑧) inward in the direction of the arrow. While holding it pressed, insert pin bolt (②) through the mounting hole to secure the brake pad ((1)). Use a T25 box-end wrench to tighten pin bolt (②).

During installation, ensure the clipped edge faces outward. If the circlip is deformed, carefully straighten it with a hammer using appropriate force.

Repeatedly squeeze the brake lever until firm pressure is restored and normal braking force is achieved.

CAUTION:

●The motorcycle must be securely supported and stabilized before starting work.

●Regularly inspect the wear condition of the brake pads and brake disc. Regularly check that the brake fluid level in the master cylinder sight glass is at the 3/4 mark.

●When replacing pads, never loosen the brake hose bolt or the bleed valve screw, as this will allow air into the system and cause brake failure.

●After opening the master cylinder reservoir cap, avoid moving or shaking the handlebars to prevent brake fluid from spilling.

●After installing new brake pads, a break in period of approximately 300 km is required for the pads and disc to fully mate before optimal braking performance is achieved. During this period, allow for enough braking distance.

●It is recommended to replace brake pads in pairs at a qualified service facility.

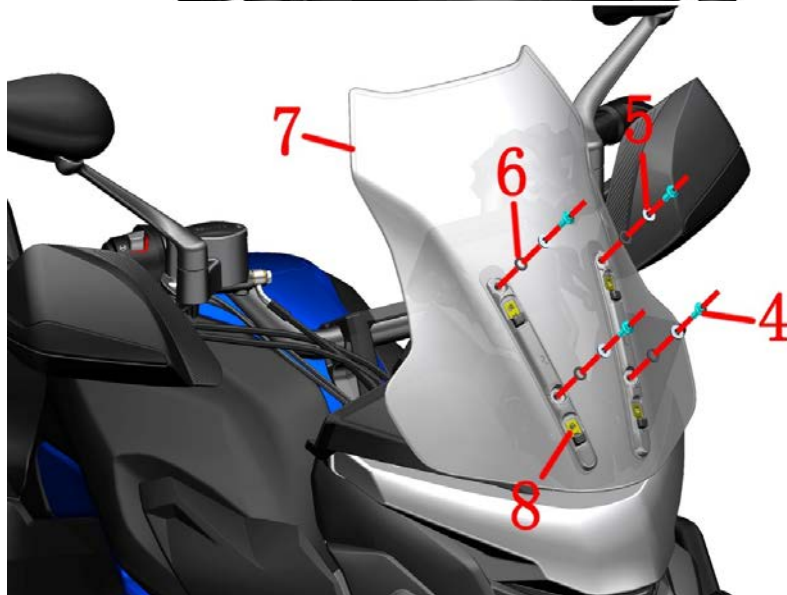
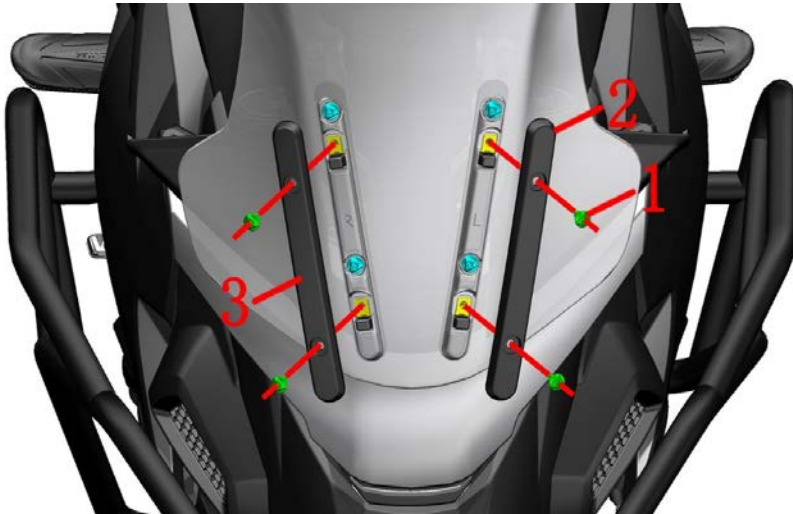


Fig 7:Front Fork Assembly		Windshield Assembly 1	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	4	
2	1224200-072000	ZT310-T windshield left cover	1	
3	1224200-073000	ZT310-T windshield right decorative cover	1	
4	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	4	
5	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	4	
6	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	4	
7	1224200-071000	ZT310-T windshield	1	
8	1251300-063093	Plywood M6×11×15(color Zinc)	4	

PROCEDURE:

●Windshield Trim Covers

Use a T25 Internal Torx driver to remove the four bolts (1).Remove the left trim cover (2) and the right trim cover (3).

●Windshield

Support the windshield (7) firmly with one hand.With the other hand, use the T25 Internal Torx driver to remove the four bolts (4).Remove the flanged bushings (5) and the rubber dampers (6).Remove the windshield assembly and place it on a safe, soft surface.Remove the four clip nuts (8) .

CAUTION:

- The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.
- The windshield is easily scratched. Take necessary precautions to protect its surface during handling.
- During reassembly, do not overtighten the bolts, as excessive torque can crack or damage the windshield.

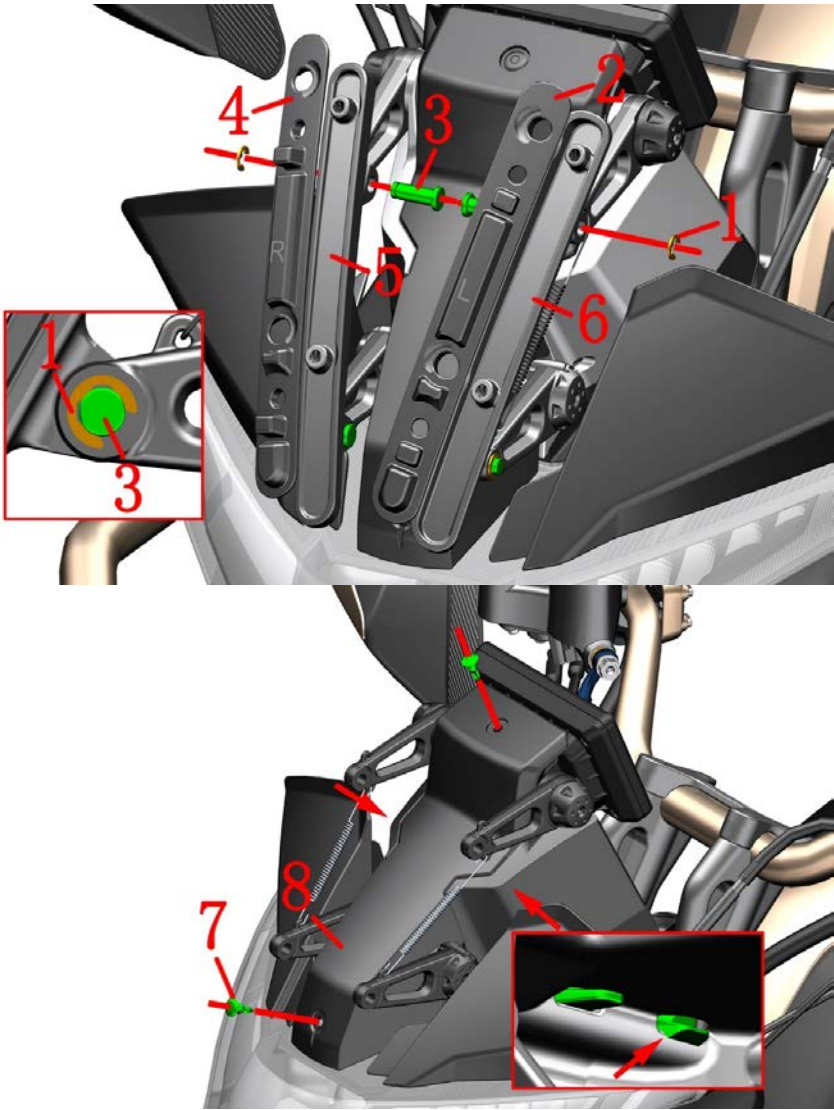


Fig 8:Front Fork Assembly		Windshield Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1264100-006000	ZT250-S Pedal circlip	4		
2	1244200-048000	ZT310 -T windshield left buffer rubber	1		
3	1274200-030000	ZT310-X rotated shaft of lower press block of wind shield	4		
4	1244200-089000	ZT310-T windshield right buffer rubber	1		
5	4024300-143022	ZT310-T windshield left bracket (matte black)	1		
6	4024300-144022	ZT310-T windshield right bracket (matte black)	1		
7	1224100-010000	ZT250-S swell nail	2		
8	1224200-142000	ZT310-T1 hood middle decorative cover	1		

PROCEDURE:

●Windshield Dampers

First, remove the left windshield damper (2) and the right windshield damper (4).

●Windshield Brackets

On the left side of the motorcycle, remove the circlip (1).Remove the pivot shaft (3).Remove the left windshield bracket (5).Use the same method to remove the right windshield bracket (6).

●Headlight Cowl Center Trim

Use a small Phillips screwdriver to push the center pin of the push rivet (7) all the way through.Remove the two push rivets .Remove the headlight cowl center trim (8).

Note: The sides of the center trim (indicated by arrows) have clip fasteners.

CAUTION:

●The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.

●The circlips are very small. Take care not to lose them during removal.

●If replacing the old-style windshield brackets, the corresponding old-style windshield dampers must be purchased and installed as a set. Mixing old and new components may create excessive play, leading to a loose windshield. Refer to the illustration on the left to distinguish between the old and new styles.

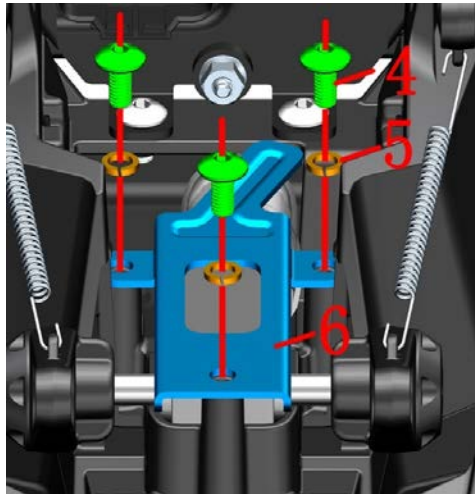
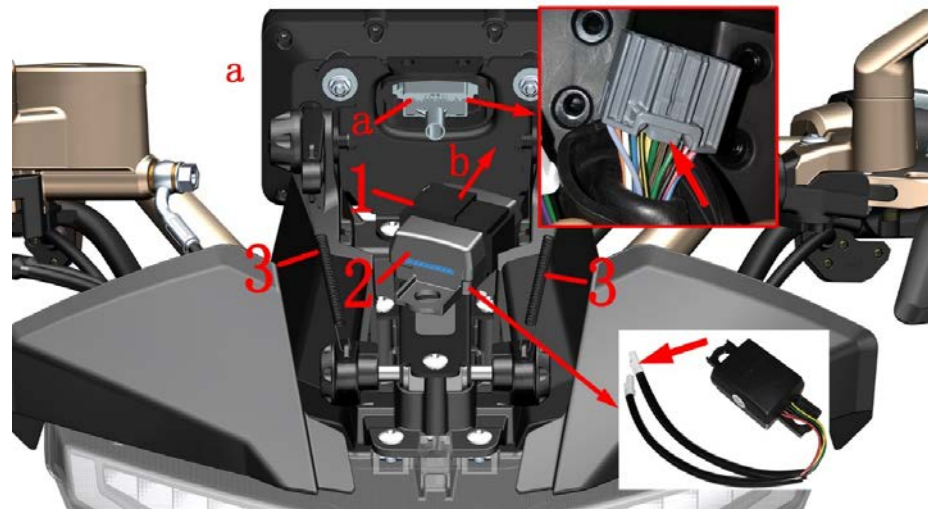


Fig 9:Front Fork Assembly		Windshield Motor Assembly		CHK	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1244200-073000	ZT310-T windshield controller rubber sleeve	1		
2	1186200-016000	ZT310T-M windshield motor controller(limited time)	1		
3	1260100-218000	ZT310-T head cover rocker extension spring	2		
4	1251100-420000	Non standard internal plum blossom bolt M6×12	3		
5	1250501-010000	GB93φ6 spring pad	3		
6	1274200-137000	ZT310-T motor pressure plate	1		
7	1244200-074000	ZT310-T windshield motor sheath	1		
8	1184200-074000	ZT310-T windshield motor	1		
9	1244200-075000	ZT310-T windshield front rocker buffer rubber	4		
10	1250201-046000	GB818 cross recessed pan head screw M4×16	4		
11	4024200-114000	ZT310-T lower right rocker of head cover	1		
12	4024200-115000	ZT310 - T head cover lower rocker arm pressure block	2		
13	4024200-113000	ZT310-T lower left rocker of head cover (matte black)	1		

PROCEDURE:

●Windshield Motor Controller Assembly

At location (a), flip the black protective rubber boot on the meter cable connector downward to expose the electrical connector. Press the locking tab down and pull the connector apart to disconnect it. Locate and disconnect the electrical connectors for the controller and the windshield motor.

Remove the windshield motor controller assembly in the direction indicated by arrow (b). Remove the rubber boot (1) from the motor controller (2).

Use pliers to remove the spring (3).

●Windshield Motor Retaining Plate

Use a T25 Internal Torx driver to remove the three bolts (4). Remove the three spring washers (5). Remove the motor retaining plate (6). Finally, remove the windshield motor assembly.

●Windshield Motor Assembly

Remove the windshield motor protective cover (7). Use a Phillips screwdriver to remove the four bolts (10). Pull aside the linkage pressure block (12). Remove the four linkage damper bushings (9). Separate the left lower linkage arm (13), the windshield motor (8), and the right lower linkage arm (11).

CAUTION:

●The windshield assembly must be removed first.

●The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.

●When disconnecting connectors, never pull directly on the wires. During assembly, ensure cables are not overly bent, twisted, or pinched by other components.

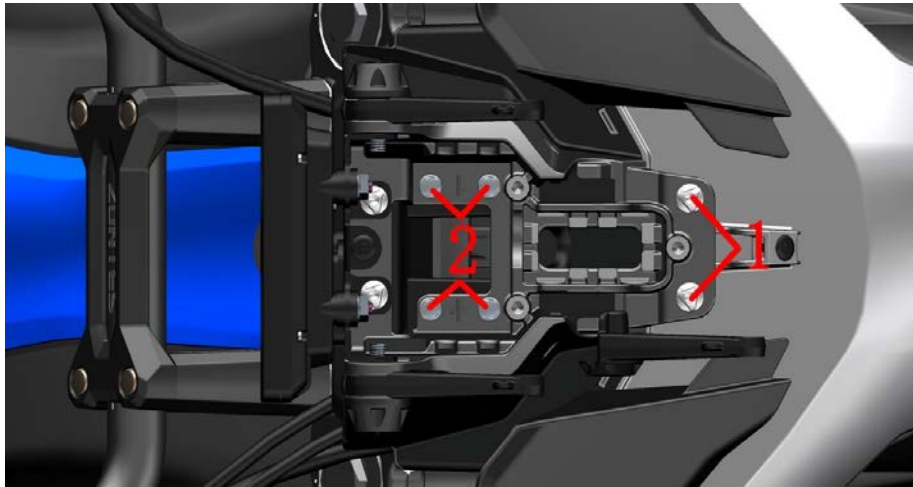


Fig 10:Front Fork Assembly		Headlight Cowl Aluminum Bracket, Meter Assembly	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-420000	Non standard internal plum blossom bolt M6×12	4	
2	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade)	4	
3	1224200-093000	ZT310-T head cover on rocker arm decorative block	2	
4	1274200-136000	ZT310-T head cover upper rocker gasket	2	
5	1250601-093000	6802 deep groove ball bearing	2	
6	4024200-116000	ZT310-T Windshield Rocker (Matte Black)	2	
7	1274200-360000	ZT310-T head cover aluminum bracket	1	
8	1250303-010093	GB6177.1M6 (environmental color)	3	
9	1274200-155000	ZT310-T1 speedometer bracket	1	
10	1166700-003000	ZT500 - X/T Universal TFT Instrument Panel	1	
11	1244200-092000	ZT310TFT instrumentation rubber cushion	2	

PROCEDURE:

●Headlight Cowl Aluminum Bracket , Meter Assembly

Disconnect the electrical connectors for the meter assembly. Use a T25 Internal Torx driver to remove the two bolts (1). Use an 8# socket to remove the four bolts (2). Remove the headlight cowl aluminum bracket and meter assembly together as a unit. Take care not to strain the meter wiring harness or the windshield controller wiring harness during removal.

●Windshield Linkage Assembly

Use a 4# hex key to remove the upper linkage cover (3). Remove the washer (4). Remove the entire windshield linkage assembly from the headlight cowl aluminum bracket (7). Separate the windshield linkage arm (6) from the bearing (5).

●Meter Assembly

Use a T25 box-end wrench to remove the two bolts (1). Separate the meter and bracket assembly from the headlight cowl aluminum bracket (7).

Use a 10# socket to remove the three nuts (8). Separate the meter unit (10) from the meter bracket (9). Remove the meter rubber dampers (11) from the meter bracket.

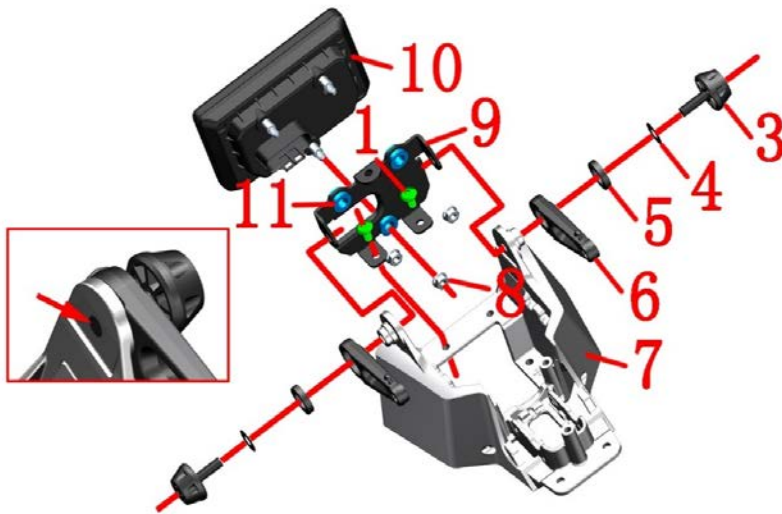
CAUTION:

●The windshield assembly and windshield motor assembly must be removed first.

●The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.

●Apply lubricating grease to the two end faces (a) of the headlight cowl aluminum bracket to reduce friction.

●If only removing the meter and bracket assembly , first unscrew the upper linkage cover until its threaded end is flush with the inner surface of the headlight cowl aluminum bracket, as shown by the arrow in the left diagram.



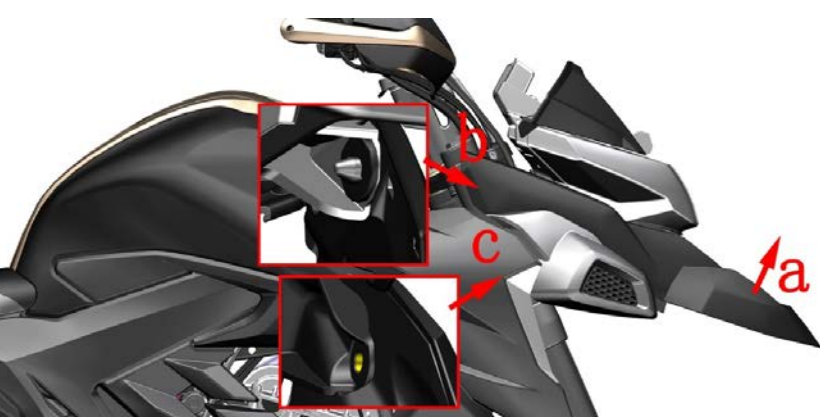
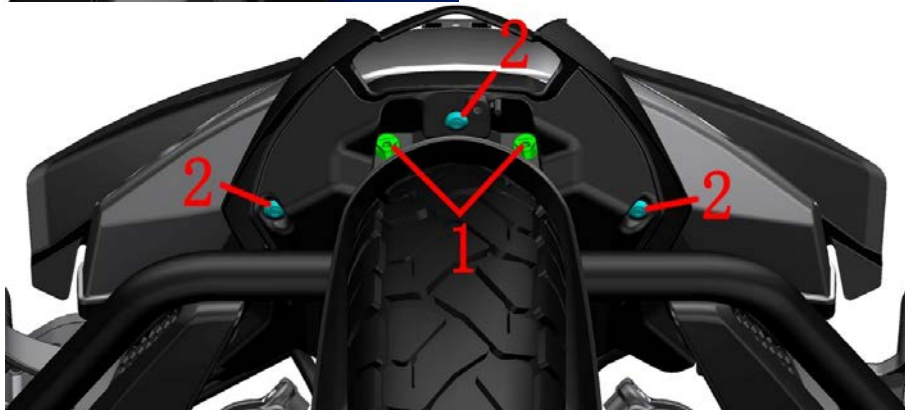
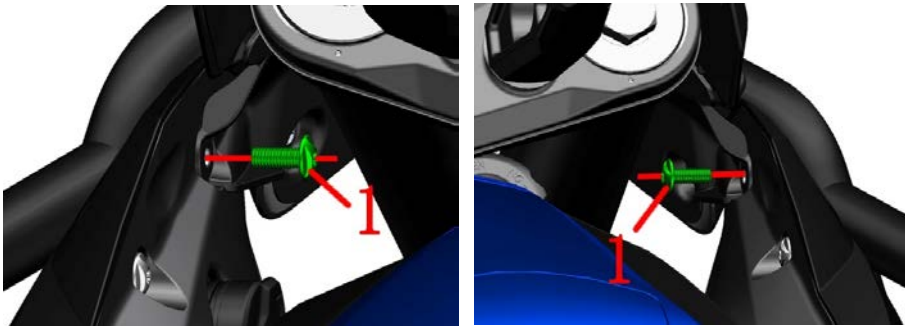


Fig 11:Front Fork Assembly		Front Fender Upper Section 1	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	4	
2	1224100-010000	ZT250-S swell nail	3	

PROCEDURE:

●Front Fender Upper Section

Use a T25 Internal Torx driver to remove the two bolts (1) on the left and right sides, connecting the front fender to the rear section of the fuel tank cover.

Remove the three push rivets (2) from the backside of the front fender.Remove the two bolts (1)
Gently pull the sides of the fuel tank cover outward at point (c).Pull out the push-type fastener at point (b).Carefully pull the front fender upper section upward and outward in the direction of the slanted arrow (a) to remove it.Remove the flanged bushings and rubber dampers from the fuel tank cover.

CAUTION:

- The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.
- During removal, pay CAUTION to the direction and amount of force applied to prevent damaging or scratching the components.

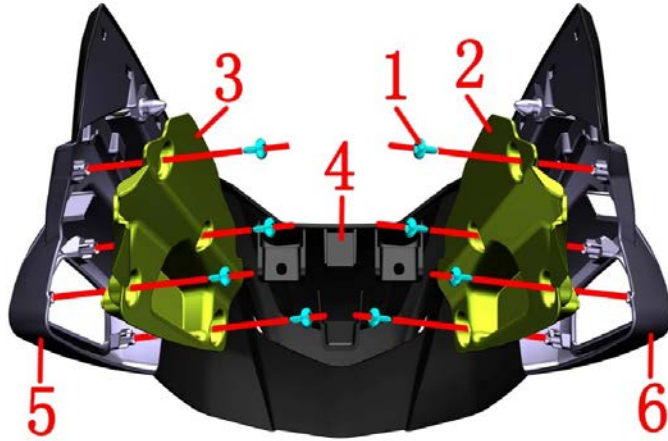
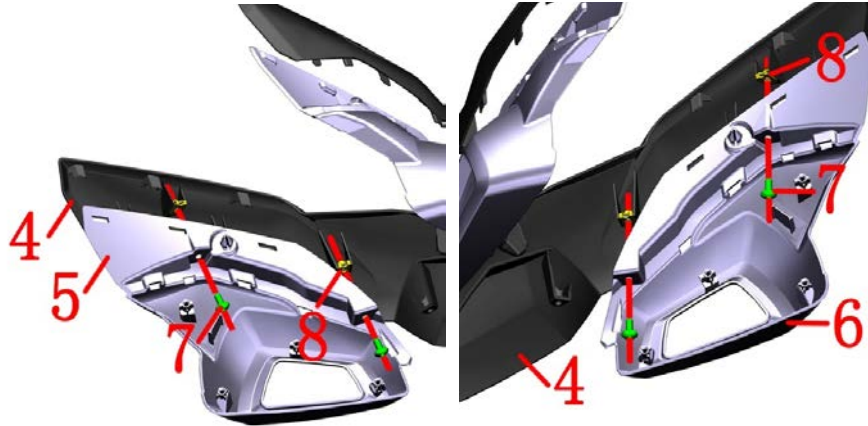


Fig 12:Front Fork Assembly		Front Fender Upper Section 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1251200-033093	Non-standard self-Tapping bolt ST4.2×12(environmental color)	8		
2	1224200-081000	ZT310-T front fender right decorative cover bottom plate	1		
3	1224200-080000	ZT310-T front fender left cover bottom plate	1		
4		ZT310-T Front Fender Upper Section	1		
5	4044202-048022	ZT310-T front clay board left decorative cover	1		
6	4044202-049022	ZT310-T front clay board right decorative cover	1		
7	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	4		
8	1251300-063093	Plywood M6×11×15(color Zinc)	4		

**PROCEDURE:****●Front Fender Upper Section**

Use a 5# hex key to remove the eight self-tapping screws (1) located on the inner side of the front fender upper section. Remove the front fender left decorative cover base plate (3) and the right decorative cover base plate (2).

Flip the assembly over. On the backside, use a T25 Internal Torx driver to remove the four bolts (7). Separate the front fender left decorative cover (5) and the right decorative cover (6) from the main fender upper section (4).

Remove the four clip nuts (8) from the main fender upper section (4).

CAUTION:

●During disassembly, pay CAUTION to the direction and amount of force applied to prevent damaging or scratching the components.

●It is recommended to place a soft, lint-free cloth on your work surface before laying down the fender components.

●During assembly, self-tapping screws must be started perpendicular to the mounting surface before tightening. Their torque must not exceed 2.5 N·m to prevent damage to the components.

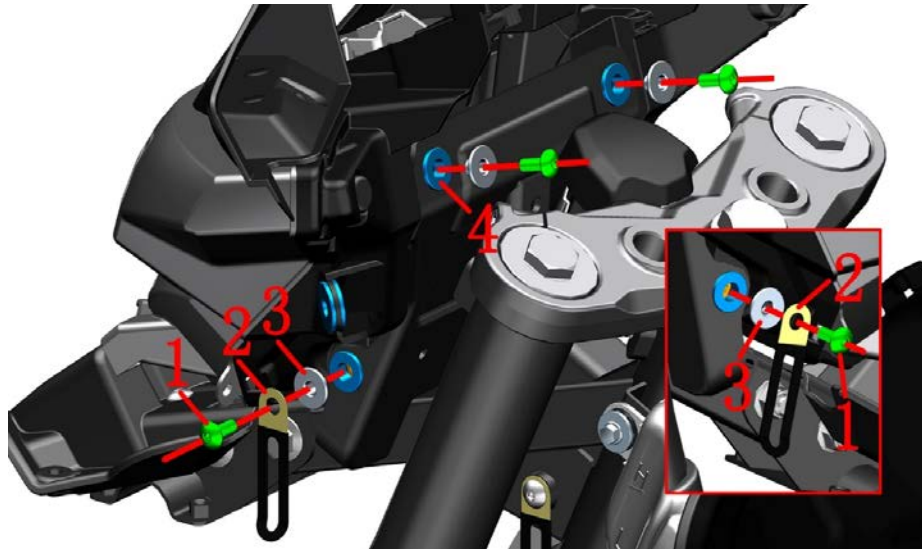
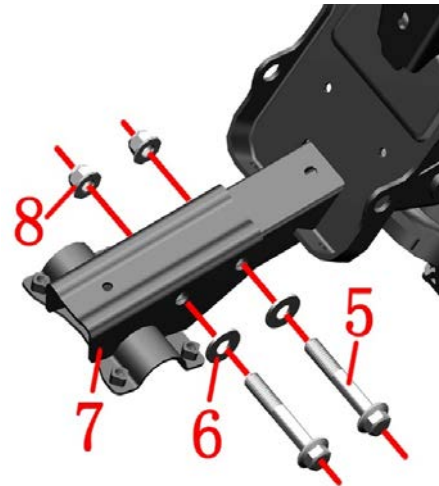
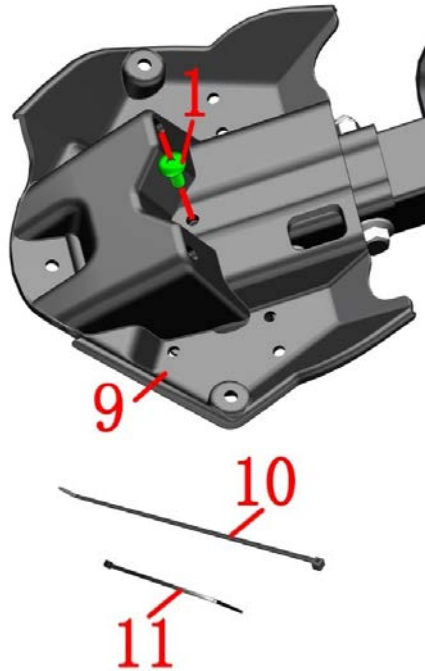


Fig 13:Front Fork Assembly		Headlight Assembly 1	CHK	CAUTION
NO.	PART NO.	PART NAME	QTY	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	6	
2	1270300-273000	φ8 clip(L=73)	3	
3	1274100-007000	ZT250-S flanging sleeve(φ6.4×φ9×6 + φ20×2)	4	
4	1244100-004000	ZT250-S Flanging bushing buffer	4	
5	1251100-084093	Non-standard bolts M10×1.5×66(Dacromet)	2	
6	1251500-007091	Non-standard flat mat φ10.5×φ24×2(White Zinc)	2	
7	1020267-096000	1020267-096000	1	
8	1251300-057093	Non-standard nut M10×1.5(Dacromet)	2	65±5N.m
9	1224200-079000	ZT310-T front fender back board	1	
10	1224100-037000	Grade 0 flame retardant tie (black 3.6×295)	2	
11	1224100-051000	0 level fire-retardant belting (black2.5×100)	2	



PROCEDURE:

●Headlight Assembly

First, straighten the two wire clips (2). One person should support the weight of the headlight assembly. A second person should use a T25 box-end wrench to remove the bolts (1) on the left and right sides. Remove the wire clips (2) and flanged bushings (3). Gently pull the headlight assembly forward slightly, then disconnect its electrical connector. Place the headlight assembly on a safe surface. It is recommended to place it on a soft, lint-free cloth to prevent scratching the lens. Remove the four rubber dampers (4) from the frame.

●Front Fender Backing Plate

Cut or release the cable ties (10) and (11) and move the wiring harness aside. Use a T25 box-end wrench to remove bolt (1). Remove the front fender backing plate (9).

●Crash Bar Upper Mounting Bracket

Use a 14# socket to hold the bolt (5) stationary. Use a 15# socket to remove the nut (8). Remove the bolt (5) and the washer (6). Finally, remove the crash bar upper mounting bracket (7).

CAUTION:

- During disassembly, pay CAUTION to the direction and amount of force applied to prevent damaging or scratching the components.
- Never pull directly on electrical wires. During assembly, ensure cables are not overly bent, pinched, or tangled.

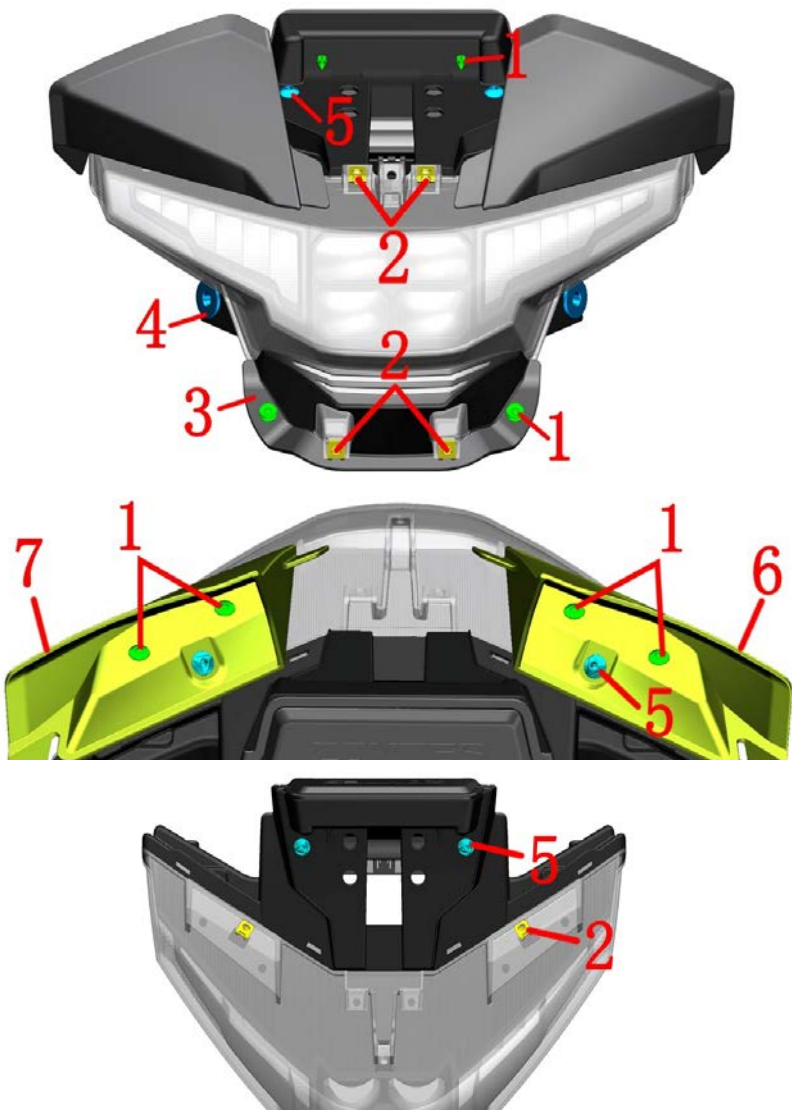


Fig 14:Front Fork Assembly		Headlight Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1224100-010000	ZT250-S swell nail	8		
2	1251300-063093	Plywood M6×11×15(color Zinc)	6		
3	1020442-048000	ZT310-T headlight front trim cover	1		
4	1244100-002000	ZT250-S Side cover round rubber	2		
5	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	4		
6	1224200-075000	ZT310-T head cover right decorative cover	1		
7	1224200-074000	ZT310-T head cover left cover	1		

PROCEDURES:

●Headlight Front Bezel

Use a small Phillips screwdriver or a 4# hex key to push the center pin of the push rivets (1) all the way through.Remove the push rivets .Remove the headlight front bezel (3).

●Headlight Cowl Trim

Remove the four clip nuts (2) from the headlight assembly.Remove the side cover grommets (4). Use a T25 Internal Torx driver to remove the two bolts (5) and the four push rivets (1) located above the headlight assembly .Remove the headlight cowl left trim (7) and the right trim (6).Remove the two clip nuts (2).

●Storage Compartment Assembly

Use a T25 box-end wrench to remove the two bolts (5) securing the storage compartment.Release the two push rivets (1) .Remove the storage compartment assembly.

CAUTION:

- During disassembly, pay CAUTION to the direction and amount of force applied to prevent damaging or scratching the components.
- Take necessary precautions to protect the headlight lens from scratches.

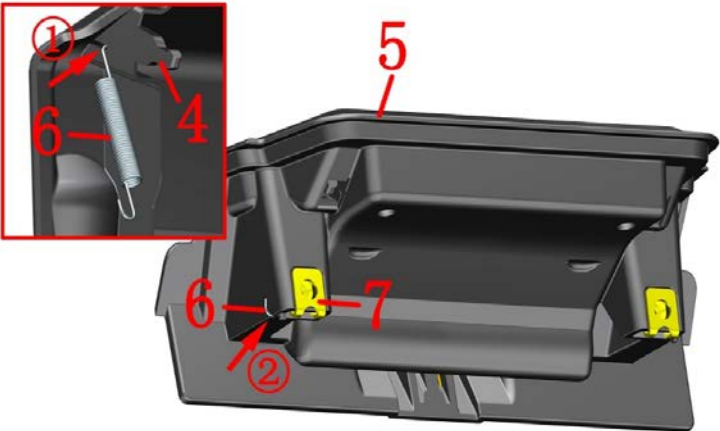
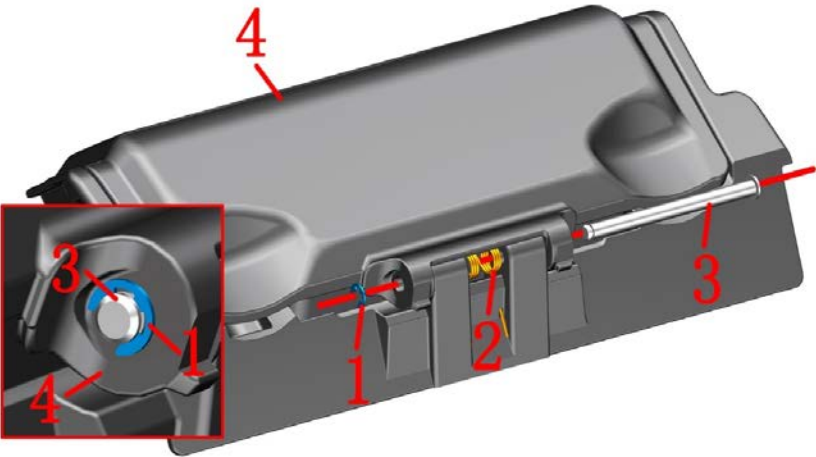


Fig 15:Front Fork Assembly		Headlight Assembly 3		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1260100-215000	ZT310-T storage box cover rotating shaft limit circlip		1	
2	1260100-159000	ZT310-T head cover debris box cover torsion spring		1	
3	1276200-012000	ZT310T-M fuel tank outer cover rotating bracket shaft		1	
4	1224300-081000	ZT350-T hood glove box cover		1	
5	1224300-051000	ZT350-T hood glove box bottom		1	
6	1260100-307000	ZT350-T hood glove box extension spring		2	
7	1251300-063093	Plywood M6×11×15(color Zinc)		2	

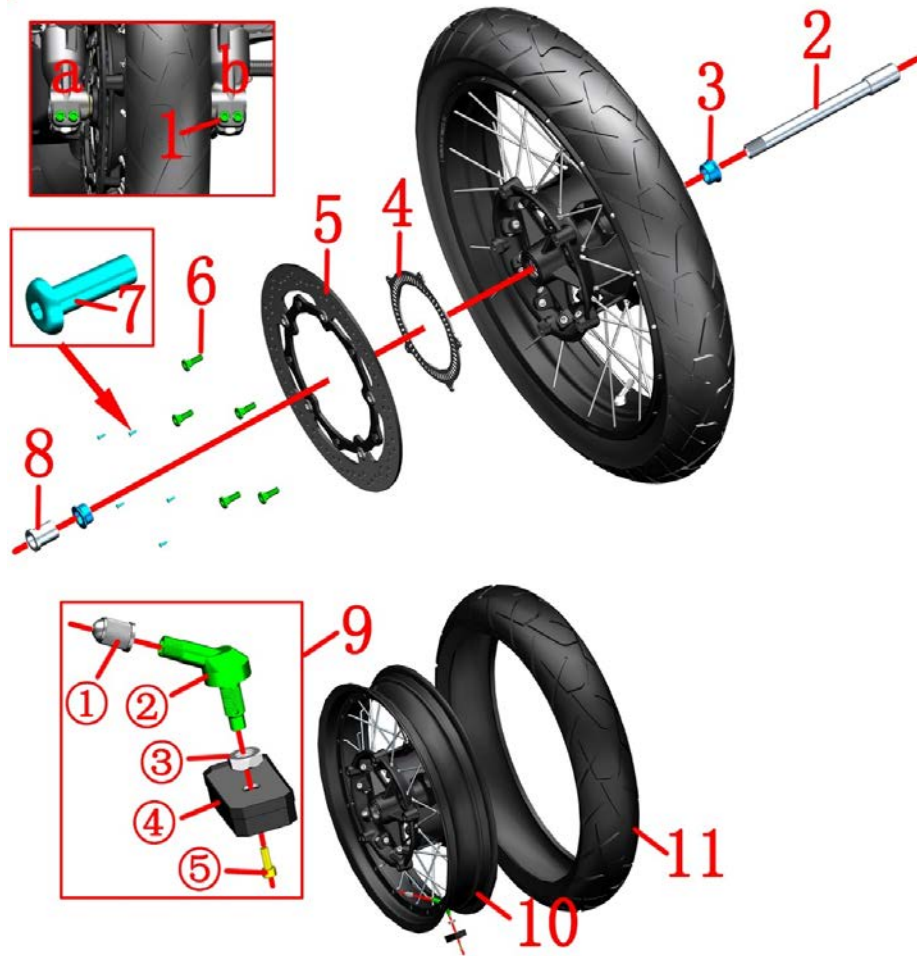
PROCEDURE:

●Storage Compartment

Push the pivot shaft (2) fully in the direction of the arrow. Use pliers to remove the circlip (1).Remove the pivot shaft (3).Open and remove the glove box lid (4). Remove spring (2) and spring (6).During reassembly, ensure correct installation:First, insert the two legs of spring (2) into the mounting holes in the base of the glove box (5).Then, lightly press the head of the spring with the lid (4) and slowly assemble the lid onto the base, allowing the spring head to slide into place smoothly.One end of spring (6) hooks into location (①) on the glove box lid (4), and the other end hooks into location (②) on the base of the glove box (5).

CAUTION:

- During disassembly, pay CAUTION to the direction and amount of force applied to prevent damaging or scratching the components.
- The circlip is very small. Take care not to lose it during removal.



Axle: Check the axle for deformation or bending using a dial indicator.

Brake Disc: After installing a new brake disc, a break-in period of approximately 300 km is required before optimal braking performance is achieved. During this period, allow for enough braking distance. Tire: Regularly inspect tires for cracks, weathering, and pressure. If the tread is worn down to the tread wear indicators, the tire must be replaced with one of the same specification and model. Refer to the instruction manual for details. These tires are not suitable for use in very low temperatures. When outdoor temperatures are very low, store the vehicle indoors or in a warmer place to prevent the rubber from cracking due to freezing. Standard Cold Tire Pressure: 280 kPa.

Fig 16: Front Fork Assembly		Front Wheel Assembly		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)	4		20N.m
2	1094100-063000	ZT310T - M front wheel hollow shaft Φ20×243	1		
3	1274300-008000	ZT350-GK front wheel bushing (φ20×φ28×15.5/shoulder outer diameterφ34)	2		
4	1100101-013000	ZT500 - T Front Sensor Ring (50 Teeth)	1		
5	1100100-783000	ZT350-GK front brake disc (320×5.0)	1		
6	1251100-117093	Non-standard inner hex bolt M8×25	5		25N.m
7	1250402-001091	GB12615 φ3×10 rivet	5		
8	1094100-037000	ZT250-R front wheel right fixed bushing	1		
9	1184300-021000	ZT350 tire pressure sensor (M8 elbow joint/120°)	1		
10	1094300-014000	ZT350-T front spoke wheel (MT2.5×19/black)	1		
11	1230100-242200	110/80R19 CM509S 59H TL E4	1		

PROCEDURE:

●Tire & Rim Assembly

Use a 6# hex key to remove the two bolts (1) from the left fork lower leg (b). Support the front wheel, then use a 17# hex key to remove the hollow axle (2). Remove the left axle spacer (3). Lower the front wheel assembly and remove it. Remove the two bolts (1) from the right fork lower leg (a). Remove the right fixed axle spacer (8) and the right axle spacer (3).

●Brake Disc, ABS Tone Ring

Use a 6# hex key to remove the five bolts (6). Protect the surface of the brake disc (5) around the rivets (7) with painter's tape or double-sided tape. Use a small grinder to carefully grind off the flattened heads of the rivets (7). Remove the ABS tone ring (4) and the brake disc (5).

●Tire & Rim Assembly

Remove the valve cap (①) and completely deflate the tire. Use a professional tire changing machine to remove the tire (11). Avoid the area around the tire pressure sensor during this process. Use a 2.5# hex key to remove bolt (⑤). Remove the tire pressure sensor (④). Use a 12# socket to remove nut (③), then remove the valve stem (②).

CAUTION:

●After replacing a tire, check for air leaks and perform a dynamic balance test.

●Insufficient tire pressure can cause steering wobble and abnormal wear. Excessively high pressure, especially in summer, increases the risk of a blowout.

●Do not use tire sealants, as they can clog the orifice of the tire pressure monitoring sensor (TPMS), leading to difficulty inflating the tire and TPMS failure.

●Maintenance Items:

Rim: Inspect the rim for deformation, cracks, or other damage. Support the rim horizontally and spin it to check for binding or wobble.

Rim Oil Seal: TC φ42×φ28×7.

Wheel Bearing: Size: φ42×φ20×12, Specification: 6004-2RS.

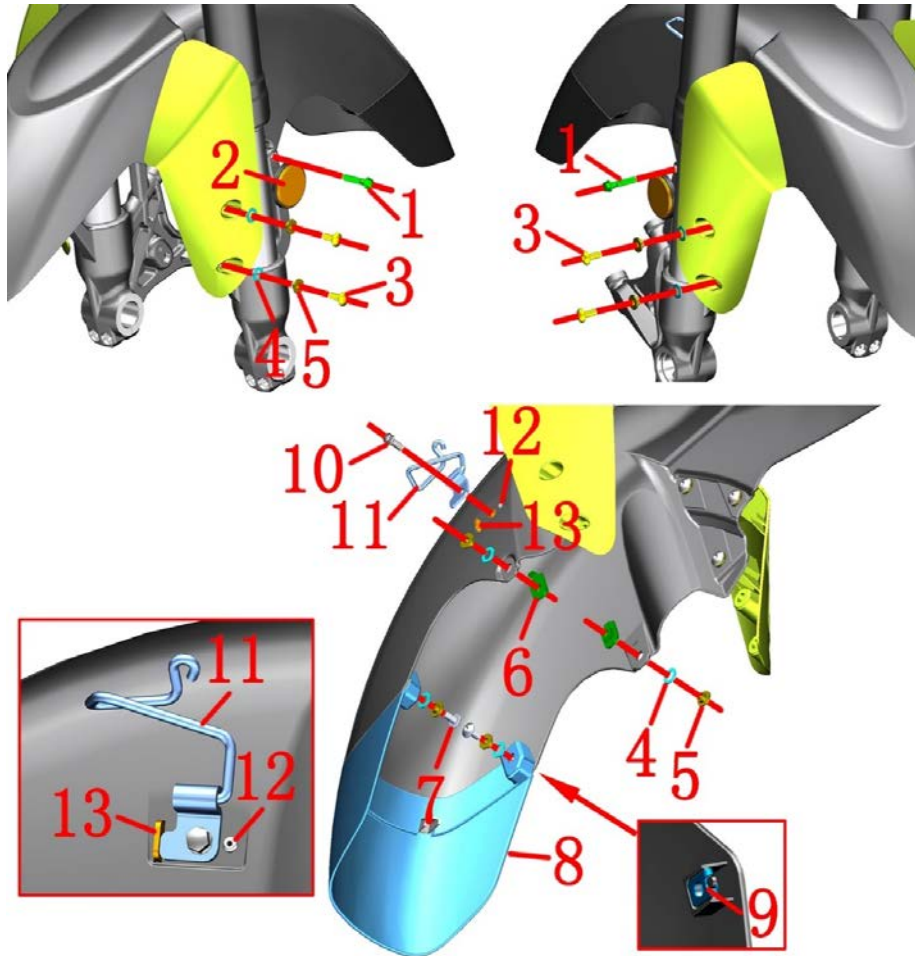


Fig 17:Front Fork Assembly			CHK	CAUTION
Front Fender Assembly 1			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1251112-002093	GB16674 M6×30 Hexagon flange bolts (9.8 grade)	2	
2	1174300-013000	Reflection light(KM-106)	2	
3	1251100-421000	Non standard internal plum blossom bolt M6×16	4	
4	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	2	
5	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	6	
6	1274300-112000	ZT350 - T front fender bracket	2	
7	1251100-420000	Non standard internal plum blossom bolt M6×12	6	
8	1244200-110021	ZT310-T front mudguard water-repellent skin	1	
9	1251300-063093	Plywood M6×11×15(color Zinc)	4	
10	1250104-006097	GB16674M6×12 (chromed/HH)	1	
11	1274300-080000	ZT350-T front oil outlet line clamp	1	
12	1250402-001091	GB12615 φ3×10 rivet	1	
13	1274200-038000	ZT310-X Front fender front oil outlet pipe fixed seat	1	

PROCEDURE:

●Front Fender

Use an 8# socket to remove the two bolts (1) on the left and right sides of the front fender. Use a T25 Internal Torx driver to remove the four bolts (3) on both sides. Remove the rubber dampers (4) and the bushings (5). Remove the front fender assembly. From the removed fender, take off the two brackets (6), the two flanged bushings (5), and the two rubber dampers (4).

●Front Fender Mudguard

Use a T25 box-end wrench to remove the two internal bolts (7). Remove the corresponding bushings (7) and rubber dampers (8). Remove the mudguard (8) from the center section of the fender. From the fender's center section, remove the two clip nuts (9).

●Brake Hose Line Clip

Use an 8# socket to remove bolt (10). Remove the brake hose line clip (11). To remove the fixed base (13), first protect the area around the rivet (12) on the inside of the fender with painter's tape or double-sided tape. Then, use a small grinder to carefully grind off the flattened head of the rivet (12). Remove the fixed base (13).

●Reflector

The side reflex reflector (2) can be unscrewed and removed by hand.

CAUTION:

- When removing hose clips and sensor wire clips, apply controlled force to avoid damage.
- When removing the front fender, use care to prevent scratching the painted surfaces.
- Professional tools are required for the installation of new rivets.

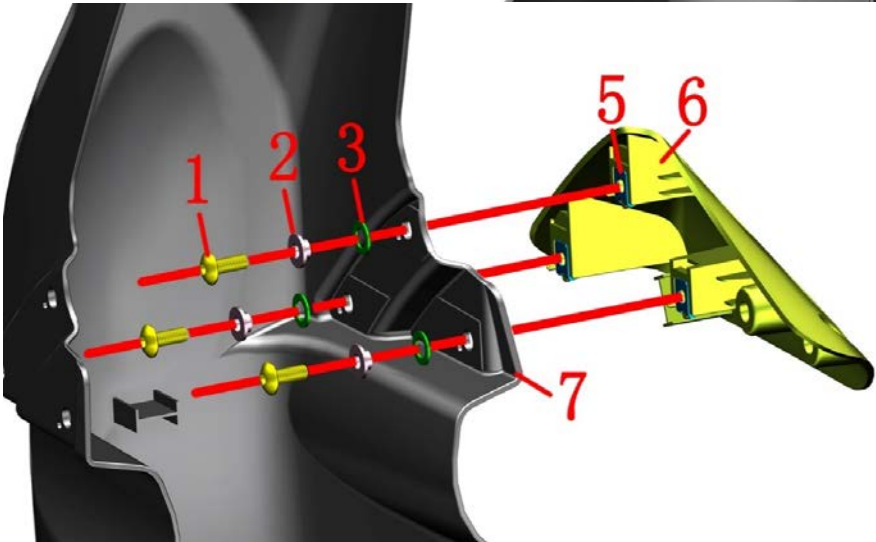
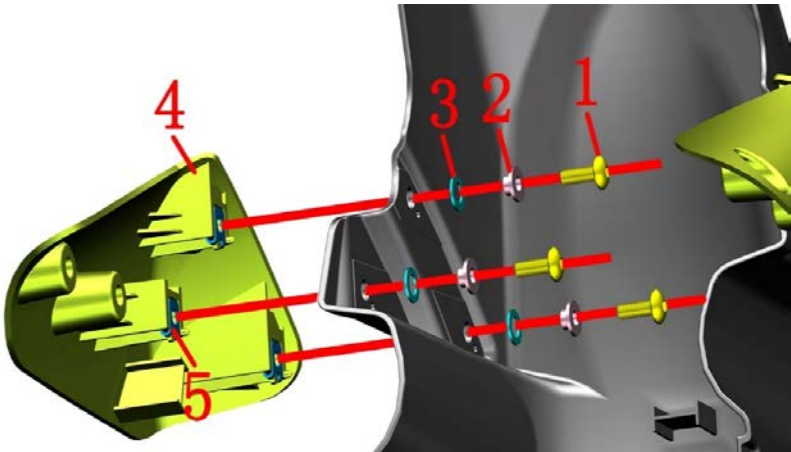


Fig 18:Front Fork Assembly		Front Fender Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1251100-421000	Non standard internal plum blossom bolt M6×16	6		
2	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	6		
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	6		
4		ZT350-T Front Fender Left Section	1		
5	1251300-063093	Plywood M6×11×15(color Zinc)	6		
6		ZT350-T Front Fender Right Section	1		
7		ZT350-T Front Fender Center Section	1		

PROCEDURE:

●Front Fender Left & Right Sections

From the inside of the fender (7), use a T25 Internal Torx driver to remove the three bolts (1).Remove the corresponding bushing (2) and rubber dampers (3).Remove the front fender left section (4).Remove the three clip nuts (5) from the removed section.Use the same method to remove the front fender right section (6).

CAUTION:

●When removing the front fender sections, use care to prevent scratching the painted surfaces.

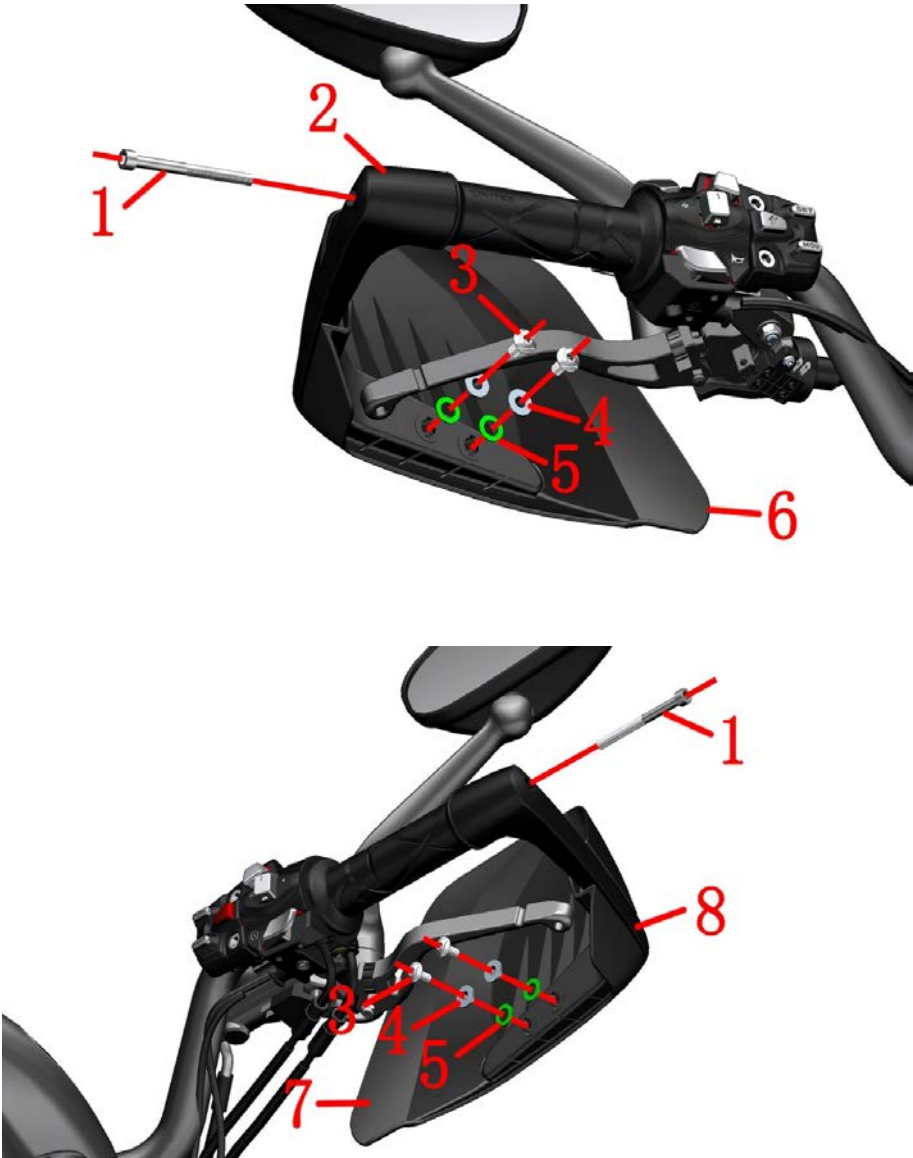


Fig 19:Front Fork Assembly		Handguard Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1250205-085000	GB70.1M6×70 (stainless steel)	2		
2	1136700-005022	ZT310-T Aluminum Left Hand Guard (2021 / Matte Bl	1		
3	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	4		
4	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	4		
5	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	4		
6	1224200-203021	ZT310-T left hand windshield (2021 models)	1		
7	1224200-199021	ZT310-T right hand windshield (2021 models)	1		
8	1136700-008022	ZT310-T Aluminum Right Hand Guard (2021 / Matte B	1		

PROCEDURE:

●Left Handguard Assembly

Use a 5# hex key to remove bolt (1).Remove the left handguard assembly.

Use a T25 Internal Torx driver to remove the two bolts (3).Remove the bushings (4) and rubber dampers (5).Separate the left handguard (2) from the left wind deflector (6).

●Right Handguard Assembly

Refer to the steps above to remove the right handlebar wind deflector (7) and the right handguard (8).

CAUTION:

●The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.

●Take necessary precautions to prevent scratching the components.

●During reassembly, ensure the locating tab on the handguard is aligned with the groove on the handlebar before tightening the bolts. This prevents the handguard from rotating.

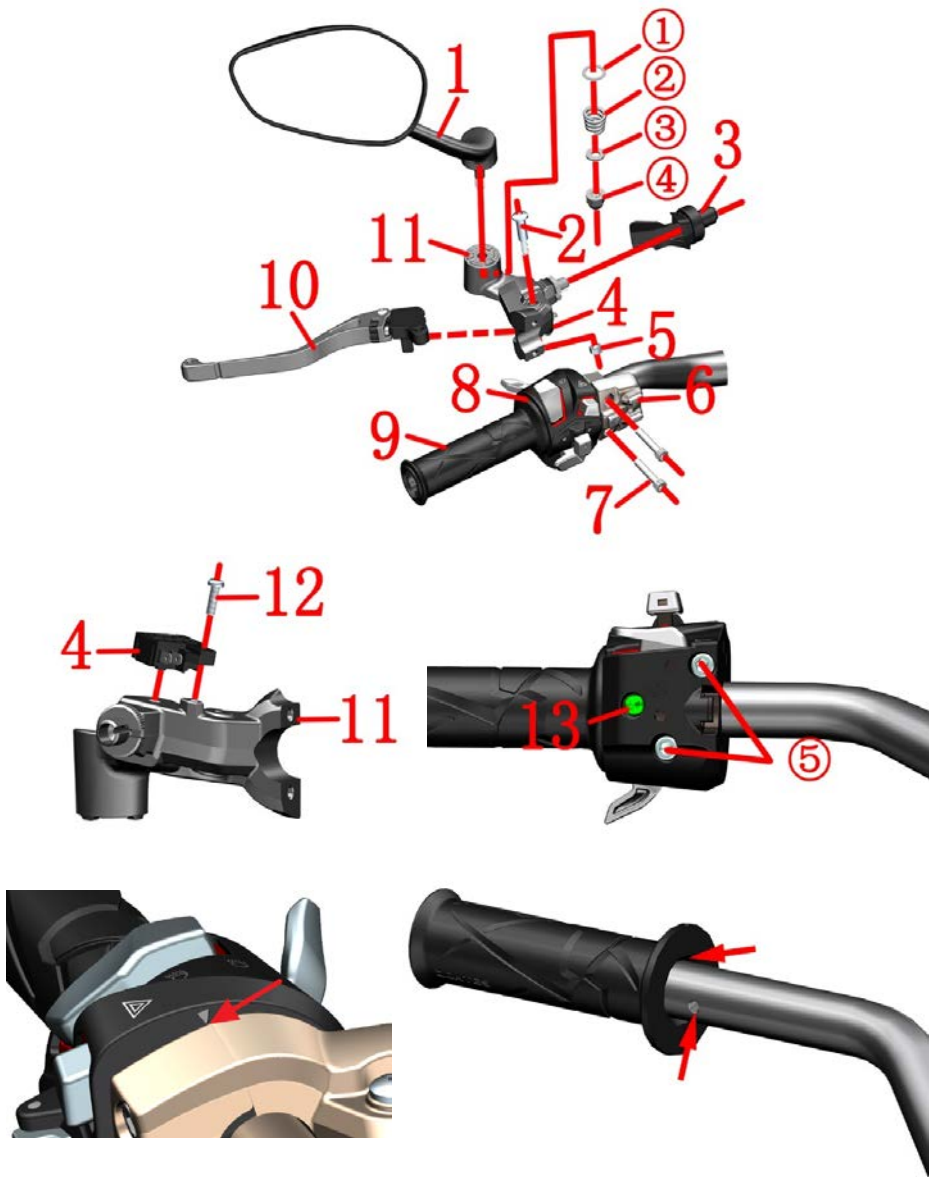


Fig 20:Front Fork Assembly		Left Handlebar Assembly		CHK ADJ	CAUTION
		NO.	PART NO.	PART NAME	
1	1190100-530021	ZT310-VX left rear view mirror (matt black)	1		
2	1251100-198000	Non-standard hexagon socket bolt M6×13-φ8×20	1		
3	1244300-051000	ZT350-GK clutch wire sheath	1		
4	1184200-170000	ZT310-V clutch switch	1		
5	1251300-073000	GB/T6185 hexagonal nylon lock nut M6	1		
6	1184300-079000	ZT350 Left handlebar switch (750-four hole)	1		
7	1250205-031091	GB70.1M6×30(stainless steel)	2		
8	1184200-141000	ZT310-X1 Left Handle Switch	1		
9	1244100-041000	ZT250-R left hand rubber sleeve	1		
10	1134300-028022	ZT350-GK clutch rocker seat assembly (dumb black)	1		
11	1134300-027021	ZT350-GK clutch rocker seat assembly (matte black)	1		
12	1250201-039000	GB818 cross recessed pan head screw M4×12	1		
13	1251100-219000	Cross ball screw M5×30	1		

PROCEDURE:

● Left Mirror, Lever, Clutch Switch Assembly

Locate and disconnect the electrical connectors for the left auxiliary switch, left handlebar switch, and clutch switch. Refer to the "Replace Clutch Cable" PROCEDURE and remove the clutch cable.

Remove the nut ((4)) securing the left mirror (1). Remove the washer ((3)), spring ((2)), and washer ((1)). Remove the left mirror .

Remove the clutch cable boot (3). Use a hex key to hold bolt (2) stationary. Use a socket to remove nut (5). Remove bolt (2) and the clutch lever (10). Rotate the adjusting nut on the clutch lever (10) to change the distance between the lever and the handlebar grip, allowing adjustment to suit different riders' preferences and hand sizes.

Firmly grip the lever bracket assembly (11) and remove bolt (6). Remove the auxiliary switch and the lever bracket assembly (11).

Flip the lever bracket assembly over. Use a Phillips screwdriver to remove bolt (12). Remove the clutch switch (4).

● Left Handlebar Grip, Left Handlebar Switch Assembly

First, use a 5# hex key to remove the two hex bolts ((5)) at the bottom of the switch housing. Use a Phillips screwdriver to remove bolt (13). Remove the switch assembly (8). Do not rotate the switch to prevent scratching the handlebar's finish.

CAUTION:

● When installing the switch: First, align the switch's lower locating hole with the threaded hole on the handlebar and install the Phillips head bolt. Then, install the hex bolts . Ensure the internal wires are not pinched. Do not overtighten the bolts.

● Ensure the seam between the lever bracket assembly and the auxiliary switch is aligned with the triangular symbol on the handlebar switch.



Fig 21:Front Fork Assembly		Right Handlebar Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1190100-529021	ZT310-VX right rear view mirror (matt black)	1		
2	1100101-036000	ZT350-GK front disc brake main pump assembly (φ 14/matte black)	1		
3	1100101-037000	ZT350-GK Front Brake Handle	1		
4	1244100-042000	ZT250-R right handle bar rubber sleeve	1		
5	1184200-140000	ZT310-X1 Right Handle Switch	1		
6	1184300-070000	ZT350 right handlebar switch (matte black-750-four hole)	1		
7	1250205-031091	GB70.1M6×30(stainless steel)	2		
8	1156700-004000	ZT500-T throttle refueling cable	1		
9	1156700-005000	ZT500-T throttle return cable	1		

PROCEDURE:

●Right Handlebar Assembly

Refer to the PROCEDURE for the "Left Handlebar Assembly" and first remove the right mirror (1). Locate and disconnect the electrical connectors for the right handlebar switch (5) and the right auxiliary switch (6). Remove bolt (7) and remove the auxiliary switch (6).During this step, ensure the front brake master cylinder (2) is kept level with the "ZONTES" logo facing upward to prevent air from entering the brake line and causing brake failure. Refer to the "Replace Throttle Cables" PROCEDURE to remove the right handlebar switch (5), the throttle pull cable (8), the throttle return cable (9), and the right handlebar grip (4). Refer to the "Add Brake Fluid" PROCEDURE to disassemble the front brake master cylinder (2) from the brake lever (3).

CAUTION:

- The motorcycle must be level and securely supported before inspection.
- Regularly check that the brake fluid level is maintained at 3/4 of the sight glass height.
- Never spray the master cylinder reservoir directly with high-pressure water.
- The seam between the front brake master cylinder and the auxiliary switch must be aligned with the triangular symbol on the right handlebar switch.

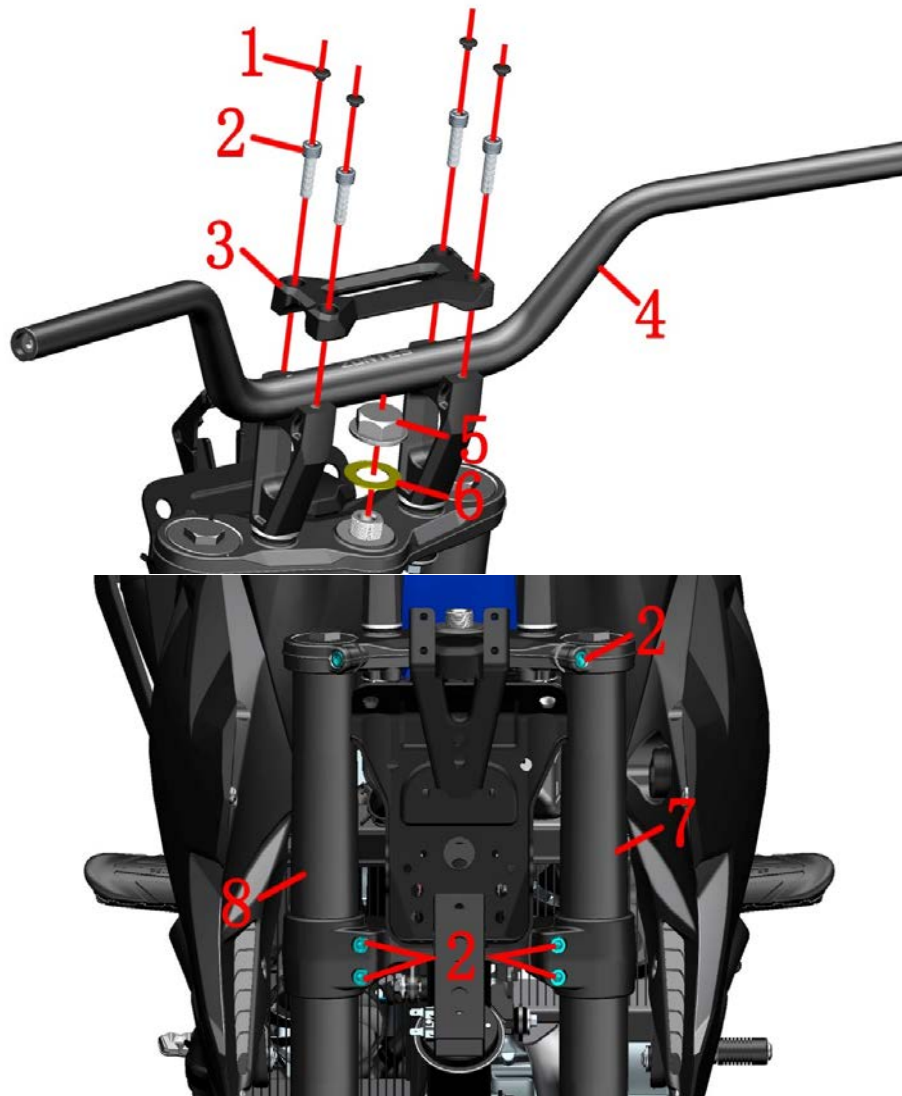


Fig 22:Front Fork Assembly		Handlebar Assembly		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME		QTY	
1	4044102-002051	ZT250-S M8 bolt decorative buckle (matte gray)		4	
2	1250205-034093	GB70.1 Hexagonal Socket M8×30 (color Zinc)		10	
3	1136700-007022	ZT500-T Handlebar Clamp (Matte Black)		1	
4	1136700-002021	ZT500-T Handlebar (Frosted Black)		1	
5	1251300-088000	ZT350-R Upper connecting plate decorative nut M22×1		1	
6	1274200-018000	ZT310-R gasket of upper connecting board		1	
7	1116700-004000	ZT500-T Front Left Fork (II)		1	
8	1116700-005000	ZT500-T Front Right Fork (II)		1	

PROCEDURE:

●Handlebar Assembly

Use a blade to carefully pry up the four decorative plugs (1).Firmly grip the handlebar (4) with one hand.With the other hand, use a 6# hex key to remove the bolts (2).Remove the handlebar clamp (3).Remove the handlebar (4).

●Upper Triple Clamp Assembly

Locate and disconnect the electrical connector for the steering lock.Remove the nut (5) and the washer (6).Use a 6# hex key to remove the two bolts (2) securing the upper triple clamp.Remove the upper triple clamp assembly.

●Front Left & Right Forks

First, refer to the PROCEDURE for the "Front Fender Assembly" and remove it.Use a 6# hex key to remove the four bolts (2) on the lower triple clamp.Grip the middle section of the fork tube with one hand.Insert a flat-head screwdriver into the slot on the upper and lower triple clamps and gently pry to slightly widen the gap.Carefully remove the left fork (7) and the right fork (8).Remove the upper triple clamp assembly.For disassembly of the lower triple clamp, refer to the steps in the "Steering Adjustment" section.

CAUTION:

- Take necessary precautions to prevent scratching the handlebar.
- When installing the handlebar clamp: First tighten the two front bolts, then tighten the rear bolts (closer to the fuel tank). Incorrect sequence or cross-tightening may crack the clamp.
- When prying the triple clamp slots with a screwdriver, do not apply excessive force to avoid damage.
- When removing the forks, pull them straight out along the axle centerline. Avoid twisting or swinging them to prevent scratching the surface.
- The motorcycle must be securely supported and stabilized during disassembly to prevent it from tipping over.
- For lower triple clamp disassembly, see the "Steering Adjustment" section mentioned earlier: it will not be

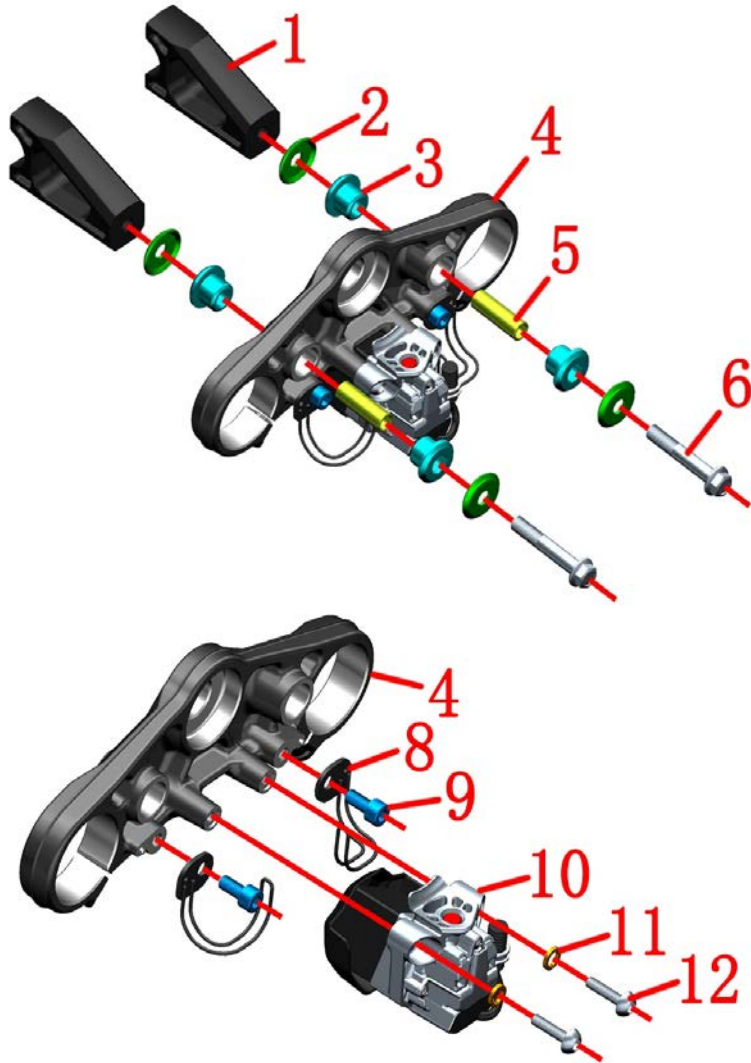


Fig 23:Front Fork Assembly		Upper Triple Clamp, Handlebar Damper Assembly	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1136800-005022	ZT703-F Direction Handlebar Cushion Block	2	
2	1274200-018000	ZT310-R gasket of upper connecting board	4	25N.m
3	1246400-049000	ZT350T-D upper plate buffer glue	4	
4	1136700-006022	ZT500-T Upper Link Plate (Matte Black)	1	
5	1251700-168000	ZT350T-D bushing $\phi 10 \times \phi 13 \times 41$	2	
6	1250105-280000	GB5789 M10×1.25×60 (level 10.9 dacromet)	2	
7	1274200-105000	ZT310-T left wiring bracket	1	
8	1274200-106000	ZT310-T right wiring bracket	1	
9	1250205-040095	GB70.1 inner hex bolt M8×16(color Zinc)	2	
10	1184200-138000	ZT310 main lock (electromagnetic drive/wire length 450) assembly	1	
11	1250501-007093	GB93 $\phi 8$ (environmental color)	2	
12	1251100-364000	Non-standard bolt M6×25	2	

PROCEDURE:

●Upper Triple Clamp & Damper Assembly

To facilitate disassembly of the handlebar dampers, it is recommended to first assemble the handlebar and the upper clamp. This will prevent the dampers from rotating during removal. Wrap the handlebar in a cotton cloth or other soft material to prevent scratching its finish.

Use a 14# socket to remove bolt (6). Remove the washer (2), rubber damper (3), and bushing (5). Remove the damper block (1).

●Steering Lock

Use a 6# hex key to remove bolt (12). Remove the split washer (11) and the steering lock (10). Remove bolts (9). Remove the left wiring guide (7) and the right wiring guide (8).

CAUTION:

●Take necessary precautions to prevent scratching the cosmetic surfaces of the components.

●When reinstalling the steering lock, ensure its locating tab is aligned with the corresponding slot in the upper triple clamp.

●During reassembly, use the handlebar itself to ensure the centers of the two damper blocks are coaxial with the center of the handlebar. First, install the four rubber dampers into the upper triple clamp. Then, install the bushings into each damper. Ensure each bushing is flush with the surface of its rubber damper. If not, reassemble. Tighten the bolts to a torque of 50 N·m. Check if any rubber damper has been extruded or pinched out of its seat. If so, reassemble.

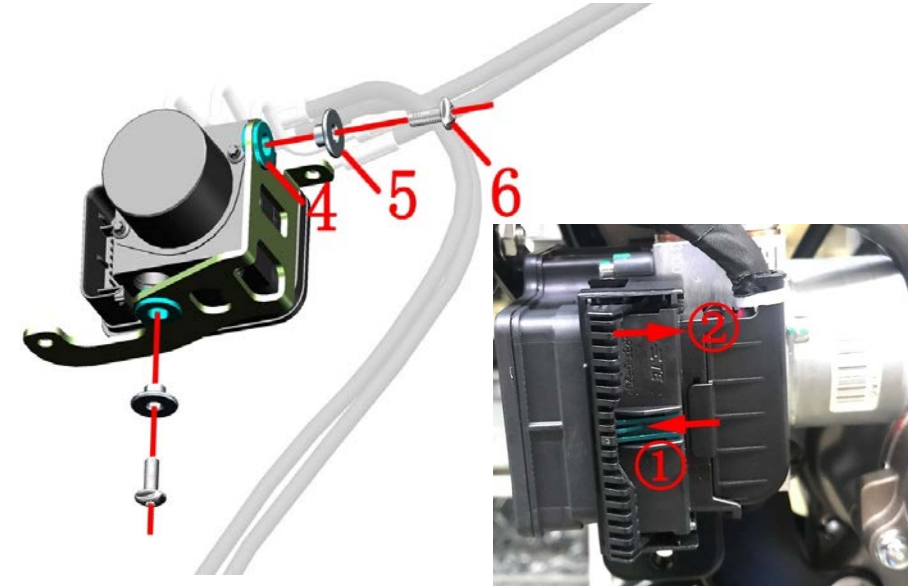
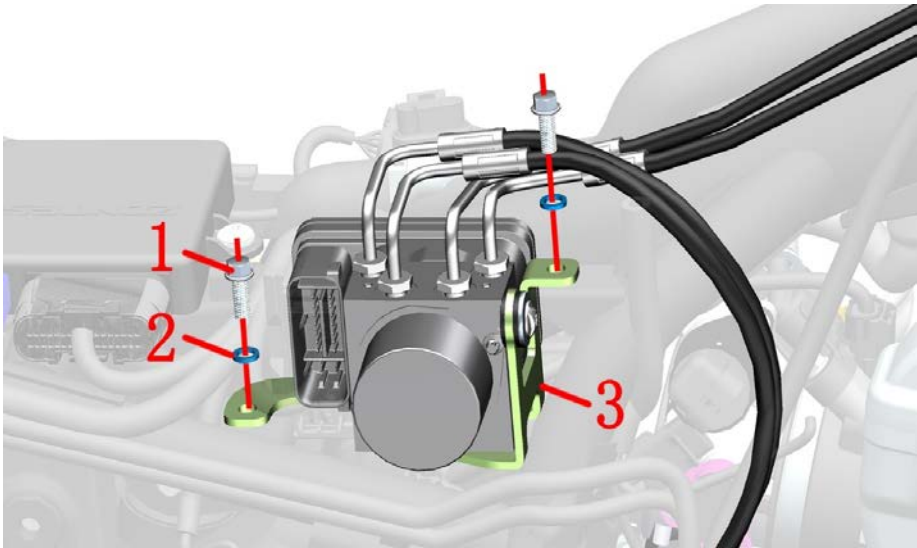


Fig 24:Front Fork Assembly			ABS Brake System A-1		CHK ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION		
1	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade/environmental color Zinc)	2			
2	1250501-010000	GB93φ6 spring pad	2			
3	1100101-460000	ZT500—T Hydraulic Control Unit Bracket	1			
4	1244100-004000	ZT250-S Flanging bushing buffer	2			
5	1274100-007000	ZT250-S flanging sleeve(φ6.4×φ9×6 + φ20×2)	2			
6	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	2			

PROCEDURE:

●Hydraulic Control Unit (HCU) Assembly

Press the tab (①) indicated by the arrow. Then, push the push-rod in the direction of arrow (②) to disconnect the electrical connector.

Use an 8# socket to remove the two bolts (1) located beneath the fuel tank.Remove the spring washers (2) and the hydraulic control unit (HCU) assembly.

Use a T25 Internal Torx driver to remove the two bolts (6).Remove the HCU mounting bracket.

Remove the two rubber (4) from the HCU bracket (3).Remove the bushings, then remove the HCU from the bracket.

CAUTION:

●The lower fairing and fuel tank assembly must be removed beforehand.

●You must wait until the muffler and engine are completely cool before starting this PROCEDURE.The motorcycle must be level and securely supported before disassembly or assembly work begins.

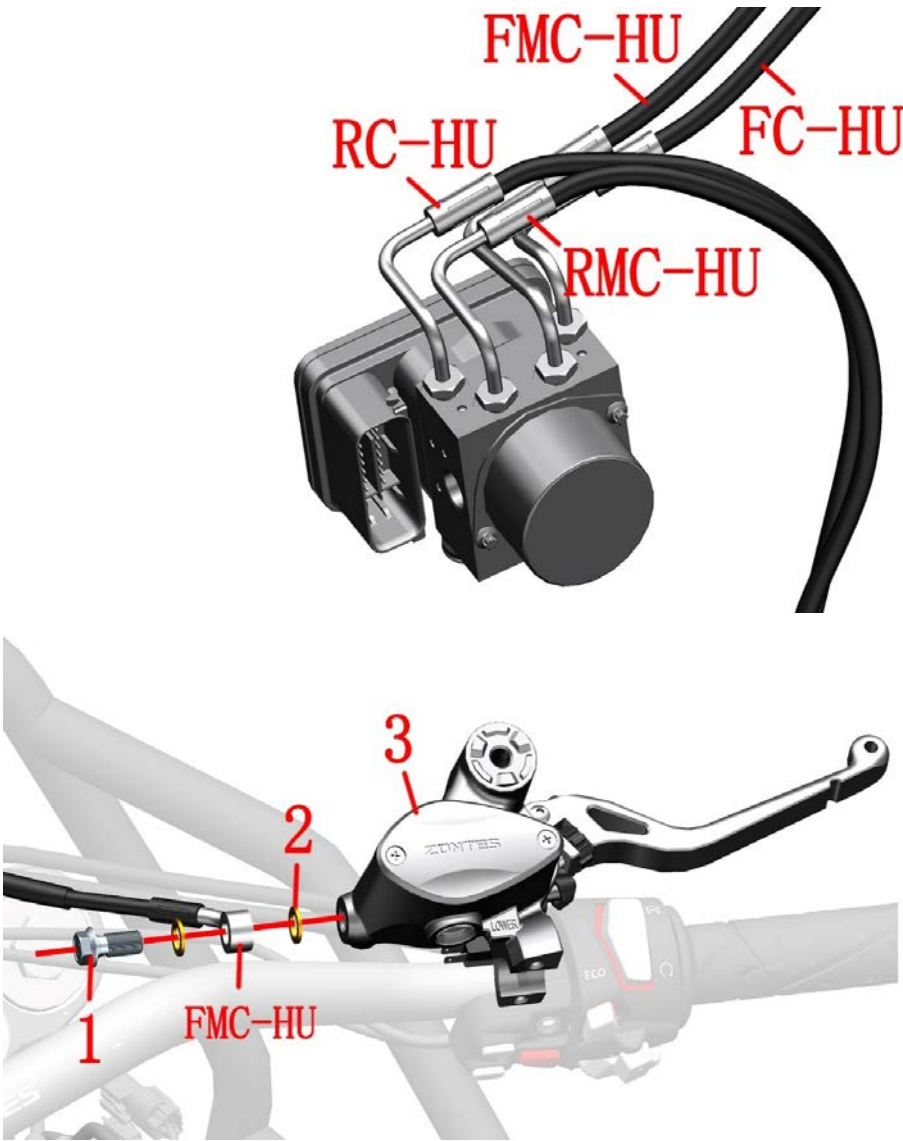


Fig 25:Front Fork Assembly			ABS Brake System A-2		CHK ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION		
1	1251100-112000	Disc brake pipe bolt M10×1-22	1			
2	1251513-013000	Disc brake pipe copper washer φ 15× φ 10.2 × 1.5	2			
3	1100101-036000	ZT350-GK front disc brake main pump assembly (φ 14/matte black)	1			

PROCEDURE:

●Bleed Brake Fluid

Refer to the previous "Add Brake Fluid" PROCEDURE. Remove the reservoir caps, inner diaphragms, and sealing diaphragms from both the front and rear brake master cylinders. Place a drain pan underneath the work area.

Wearing waterproof gloves, carefully pull the Hydraulic Control Unit (HCU) out and tilt it to the right side. Use an open-end wrench to loosen the four brake line union nuts at the HCU connections to drain the fluid. Once the fluid has drained, remove the HCU and wipe off any oil residue. Take care to prevent brake fluid from contacting electrical connectors, as it can cause corrosion and lead to poor electrical contact.

RC-HU: Connects the HCU to the rear brake caliper.

RMC-HU: Connects the HCU to the rear brake master cylinder.

FC-HU: Connects the HCU to the front brake caliper.

FMC-HU: Connects the HCU to the front brake master cylinder.

●FMC-HU Brake Hose

For the removal and installation of this brake hose, the front brake master cylinder (3), and the brake lever, refer to the steps in the previous section: "Add Brake Fluid, Brake Lever Adjustment".

CAUTION:

- You must wait until the muffler and engine are completely cool before starting this PROCEDURE. The motorcycle must be level and securely supported before disassembly or assembly work begins.
- For all CAUTIONs regarding brake fluid handling, please refer to the details provided earlier.
- When replacing brake hoses, it is recommended to also replace the copper washers (2). The bolt (1) can be reused if undamaged.

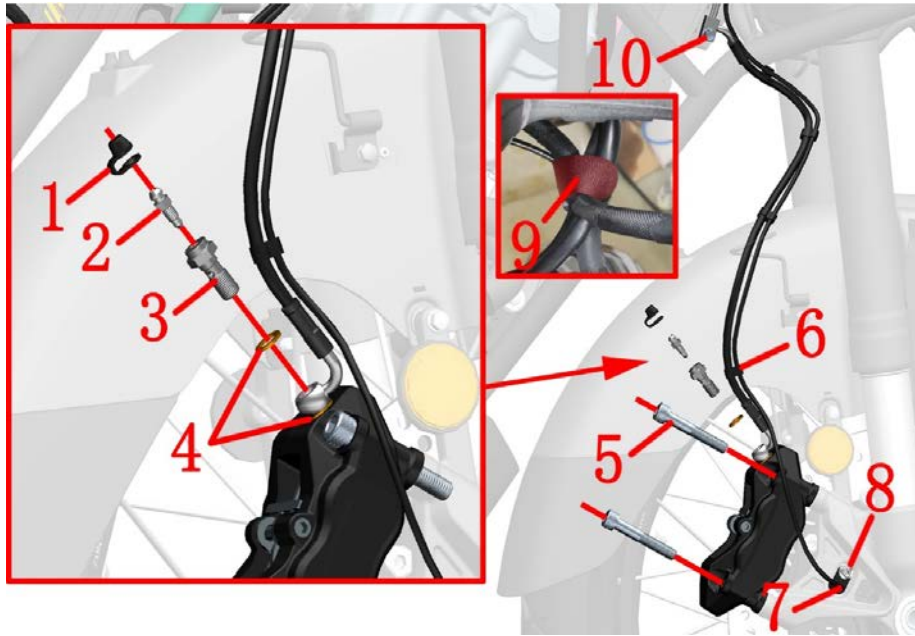


Fig 26:Front Fork Assembly			CHK	CAUTION
ABS Brake System A-3			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1244300-019000	Caliper exhaust screw rubber cap	1	
2	1251100-308000	Disc brake exhaust screw M6	1	
3	1251100-307000	Disc brake oil pipe bolts M10×1×22	1	
4	1251513-013000	Disc brake pipe copper washer $\phi 15 \times \phi 10.2 \times 1.5$	2	
5	1251100-303093	GB70.1 Hexagon socket head bolt M10×1.5×60 (grade 12.9 / environmental protection color Zinc)	2	
6	1224100-044000	Wheel speed sensor clamp	3	
7	1181200-118000	Wheel speed sensor(A)	1	
8	1251100-420000	Non standard internal plum blossom bolt M6×12	1	
9	1224300-093000	Reverse buckle Velcro strap (20×150mm)	1	
10	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmental color Zinc)	1	

PROCEDURE:

●Bleed Brake Fluid

Place a drain pan beneath the front brake caliper.

First, pry off the rubber screw caps (1).Wearing waterproof gloves, use an 8# box-end wrench to remove bolt (2).Use a 14# box-end wrench to remove bolt (3).Remove the copper washer (4).Use an 8# hex key to remove the two bolts (5).Remove the front brake caliper from the front fork.Remove the wheel speed sensor line clip (6).Cut or release the cable tie (9).Use a T25 Internal Torx driver to remove bolt (8).Remove the wheel speed sensor (7) from the brake caliper.Neatly organize and secure the wheel speed sensor wiring.

●FC-HU Brake Hose

Use an 8# socket to remove bolt (10).Remove the FC-HU brake hose.

CAUTION:

- You must wait until the muffler and engine are completely cool before starting this PROCEDURE.The motorcycle must be level and securely supported before disassembly or assembly work begins.
- For all CAUTIONs regarding brake fluid handling, please refer to the details provided earlier.
- When replacing brake hoses, it is recommended to also replace the two copper washers (4). The bolt (3) can be reused if undamaged.

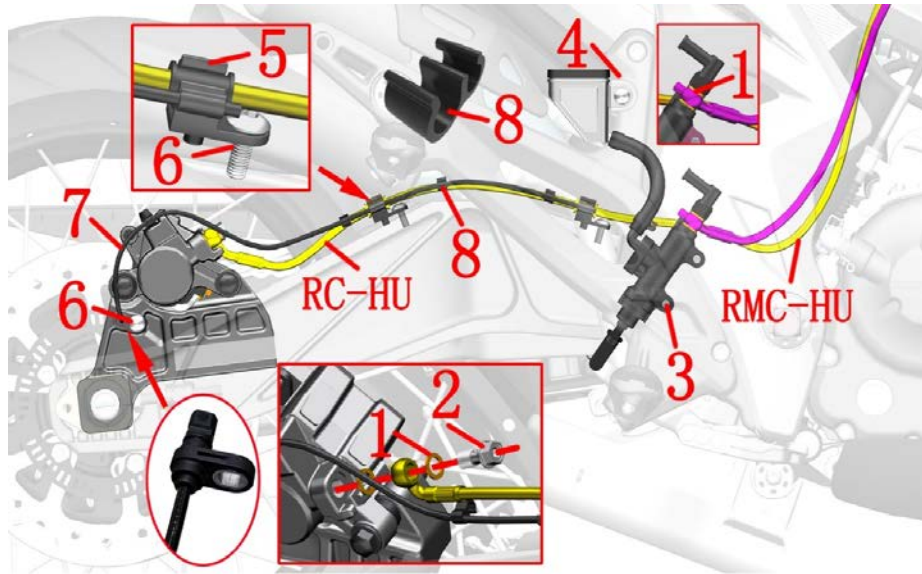


Fig 27:Front Fork Assembly		ABS Brake System A-4	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251513-013000	Disc brake pipe copper washer $\phi 15 \times \phi 10.2 \times 1.5$	4	
2	1251100-112000	Disc brake pipe bolt M10 $\times$ 1-22	1	
3	1251112-001093	GB16674 M6 $\times$ 16 Hexagon flange bolts	2	
4	1251100-420000	Non standard internal plum blossom bolt M6 $\times$ 12	1	
5	1224200-003000	ZT310-R Rear disc brake pipe clamp	2	
6	1251100-421000	Non standard internal plum blossom bolt M6 $\times$ 16	3	
7	1100300-286000	Wheel Speed Sensor (Cable Length L=800/Angled Head)	1	
8	1224100-044000	Wheel speed sensor clamp	3	

PROCEDURE:

●RMC-HU

Locate and disconnect the brake light switch electrical connector.

Refer to the PROCEDURES for "Right Footrest Bracket Assembly 1" and "Right Footrest Bracket Assembly 2" to remove the rear brake master cylinder.

Wearing waterproof gloves, refer to the previous steps for adding brake fluid to the rear master cylinder and remove the reservoir cap to pour out the old brake fluid. Use a 14# open-end wrench to loosen the brake light switch locknut. Remove the copper washer (1) and the RMC-HU brake hose.

●Wheel Speed Sensor

First, refer to the PROCEDURE for removing the "Muffler" and remove the rear section of the muffler. Locate and disconnect the electrical connector for the rear wheel speed sensor (7). Remove the three wheel speed sensor line clips (8). Pull the sensor wiring out of the two brake hose clips (5). Use a T25 Internal Torx driver to remove the single bolt (6) at the caliper bracket. Pull back the rubber bleeder cap and remove the sensor wiring.

●Rear Disc Brake Caliper

Refer to the previous PROCEDURE for removing the "Rear Wheel Assembly". Remove the rear axle nut and the right chain adjuster. Push the rear axle to the left just enough to allow removal of the rear brake caliper assembly. Slide the rear axle, right chain adjuster, and axle nut back onto the swingarm to keep them safe and organized.

●RC-HU Brake Hose

Place a drain pan beneath the rear brake caliper. Wearing waterproof gloves, use a 12# socket to remove bolt (2). Remove the copper washer (1). If replacing the RC-HU brake hose, it is recommended to replace both copper washers (1). The bolt (2) can be reused if undamaged.

CAUTION:

●For all precautions regarding brake fluid handling, please refer to the details provided earlier.

●When replacing brake hoses, rear brake light switch wires, or brake master cylinders, it is recommended to replace the copper washers.

C



Fig 1: Fuel Tank Assembly		Fuel Tank Middle Cover Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1224100-010000	ZT250-S swell nail		4	
2	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)		2	
3	1224100-033000	ZT250-S thread cap of the fuel tank		1	

PROCEDURE:

●Middle Cover Assembly

Use a small Phillips screwdriver to push the center pins of the push rivets. Remove the push rivets (1) from both the front and rear of the middle cover assembly. After the ignition self-test is complete, briefly press the "FUEL" button to open the fuel tank outer cover. Use a T25 box-end wrench to remove the two bolts (2). Remove the threaded fuel cap (3). Grasp the top of the middle cover assembly and pull it upward firmly .

Note: During removal, avoid pulling on or straining the nylon tether (①).
Locate the electrical connector for the fuel tank lock cable at the rear of the fuel tank liner, near the right side cover, and disconnect it. Remove the middle cover assembly.

CAUTION:

- Protect all components during disassembly to prevent damage to painted surfaces.
- When releasing clips, apply controlled force to avoid breaking them.

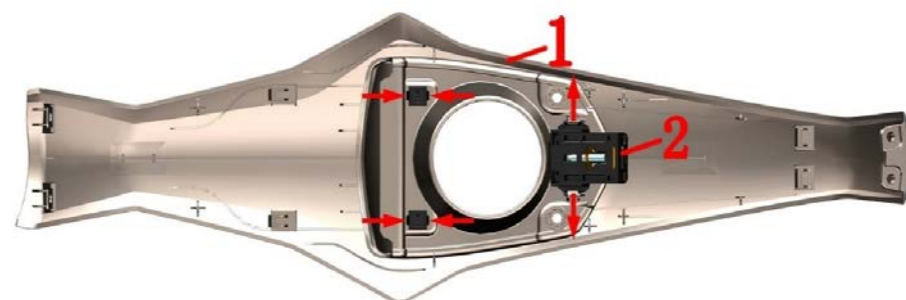


Fig 2: Fuel Tank Assembly		Fuel Tank Lock, Fuel Tank Outer Cover		CHK ADJ	CAUTION
		NO.	PART NO.	PART NAME	QTY
1				ZT310-T Fuel Tank Middle Cover	1
2	1184200-002000			ZT310 electronic fuel tank lock	1
3				ZT310-T Fuel Tank Outer Cover	1
4	1224100-014000			ZT250 - S Fuel tank cover rotation damping	1
5	1224300-126000			ZT350—GK fuel tank outer cover turning holder	1
6	1274100-090000			ZT250-S rotating axle of fuel tank outside cover	1
7	1260100-215000			ZT310-T storage box cover rotating shaft limit circlip	1

PROCEDURE:

●Fuel Tank Lock

Carefully use a flat-head screwdriver to pry open the clips at both ends of the middle cover. Remove the fuel tank lock (2). Apply controlled force to prevent damaging the clips during removal.

●Fuel Tank Outer Cover Assembly

Use needle-nose pliers to grip and slightly squeeze the clip on the rotating bracket (5). Remove the outer cover assembly, using care to avoid damaging the clips. Remove the circlip (7) installed on the pivot shaft (6). This circlip is integral to the rotating bracket (5). Remove the pivot shaft. Separate the rotating bracket (5) from the damper (4).

CAUTION:

- Protect all components during disassembly to prevent damage to painted surfaces.
- When releasing clips, apply controlled force to avoid breaking them.
- When disassembling the rotating bracket, take care not to lose the integrated spring.
- During assembly, check if the length of the process clip (①) on the outer cover is excessive. If it is too long, it must be trimmed shorter.
- The Fuel Tank Outer Cover Rotating Bracket (5) already includes the Circlip (7). It is supplied as a loose part for after-sales replacement.

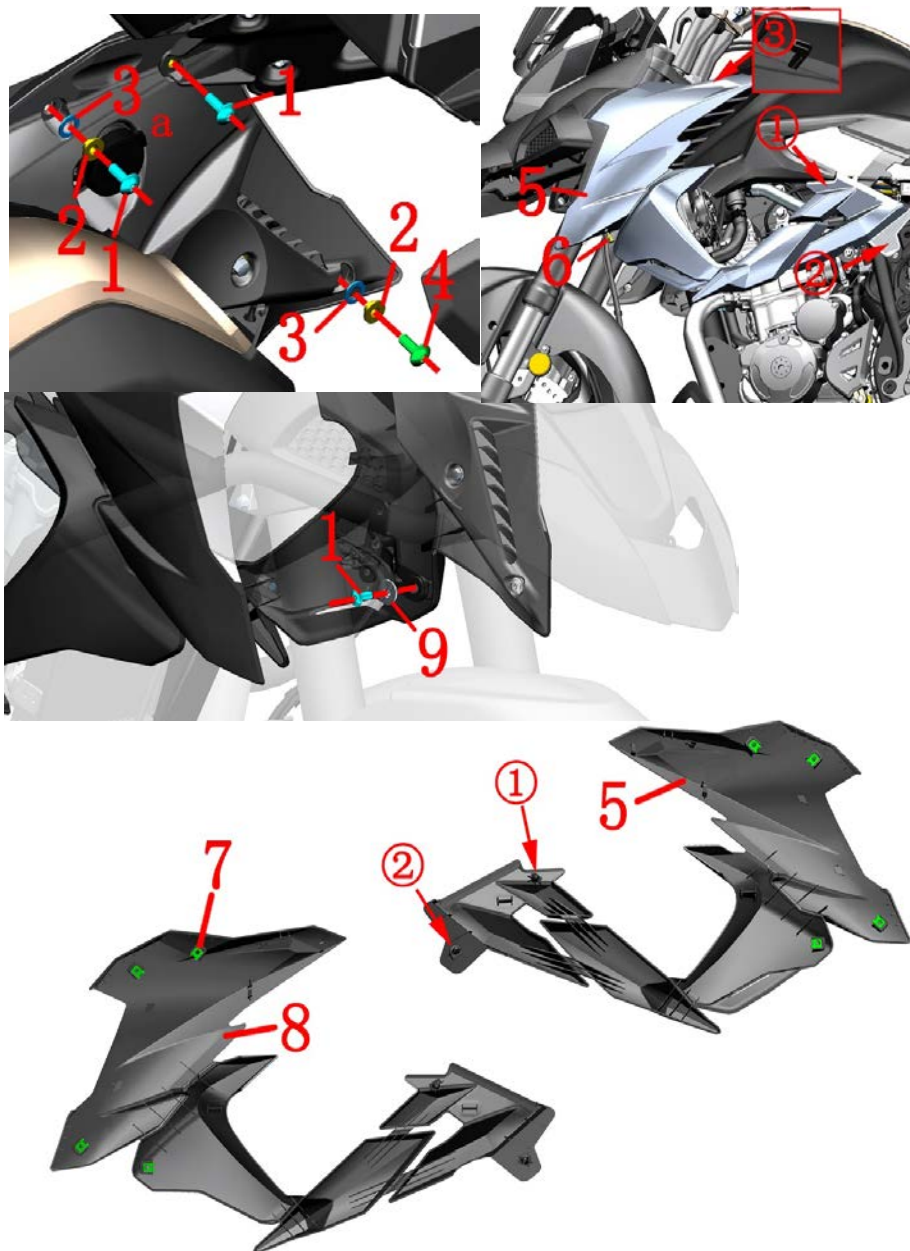


Fig 3: Fuel Tank Assembly		Fuel Tank Decorative Cover Assembly		CHK	CAUTION
NO.	PART NO.	PART NAME	QTY	ADJ	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	6		
2	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	6		
3	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	6		
4	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2		
5		fuel tank left trim cover	1		
6	1224100-010000	ZT250-S swell nail	2		
7	1251300-063093	Plywood M6×11×15(color Zinc)	8		
8		fuel tank right trim cover	1		
9	1274100-007000	ZT250-S flanging sleeve($\phi 6.4 \times \phi 9 \times 6 + \phi 20 \times 2$)	2		

PROCEDURE:

●Fuel Tank Lock

Carefully use a flat-head screwdriver to pry open the clips at both ends of the middle cover. Remove the fuel tank lock (2). Apply controlled force to prevent damaging the clips during removal.

●Fuel Tank Outer Cover Assembly

Use needle-nose pliers to grip and slightly squeeze the clip on the rotating bracket (5). Remove the outer cover assembly, using care to avoid damaging the clips. Remove the circlip (7) installed on the pivot shaft (6). This circlip is integral to the rotating bracket (5). Remove the pivot shaft. Separate the rotating bracket (5) from the damper (4).

CAUTION:

- Protect all components during disassembly to prevent damage to painted surfaces.
- When releasing clips, apply controlled force to avoid breaking them.
- When disassembling the rotating bracket, take care not to lose the integrated spring.
- During assembly, check if the length of the process clip (①) on the outer cover is excessive. If it is too long, it must be trimmed shorter.
- The Fuel Tank Outer Cover Rotating Bracket (5) already includes the Circlip (7). It is supplied as a loose part for after-sales replacement.



Fig 4: Fuel Tank Assembly		Fuel Tank Decorative Cover Rear Shell Assembly 1	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1251100-421000	Non standard internal plum blossom bolt M6×16	4	
2	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	4	
3	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	5	
4	1224300-084000	ZT350-R Left front harness holder	1	
5	1186400-009000	ZT350 Dual Port Universal USB Charging Cable (A+C)	1	
6	1174200-004000	ZT310-R front left turning light	1	
7	1251300-063093	Plywood M6×11×15(color Zinc)	1	
8	1250303-010093	GB6177.1M6 (environmental color)	1	
9	1224300-090000	ZT350-R rear cover of left decorative cover of fuel tank	1	
10	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmental color Zinc)	1	

PROCEDURE:

●Left Fuel Tank Decorative Cover Rear Shell Assembly

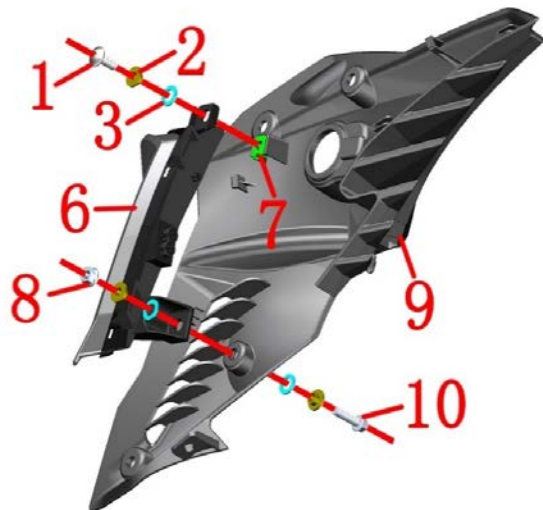
First, use a T25 Torx wrench to remove the bolt (1) at location a, then pull the bottom plate of the left decorative cover of the front fender slightly inward with force, and remove the bushing (2) and buffer rubber (3). Next, remove the bolt (4); remove the bushing (2) and buffer rubber (3). At the left water tank, use a T25 Torx wrench to remove one bolt (1) of the decorative cover, and remove the bushing (9). Remove the expansion nail (6), pull outward with force in the order of ② - ① to pull out the three mushroom-shaped fasteners, press point ③ slightly with one hand, and push the decorative cover (5) towards the front of the vehicle to remove the left decorative cover (5) of the fuel tank. Remove the 4 clamping plates (7) from the left decorative cover (5).

●Left Front Turn Signal

Remove the right decorative cover (8) following the steps for removing the left decorative cover.

CAUTION:

- When disconnecting connectors, never pull directly on the wires. During assembly, ensure cables are not overly bent, twisted, or pinched.
- When handling the turn signal, protect the transparent lens to prevent scratches.



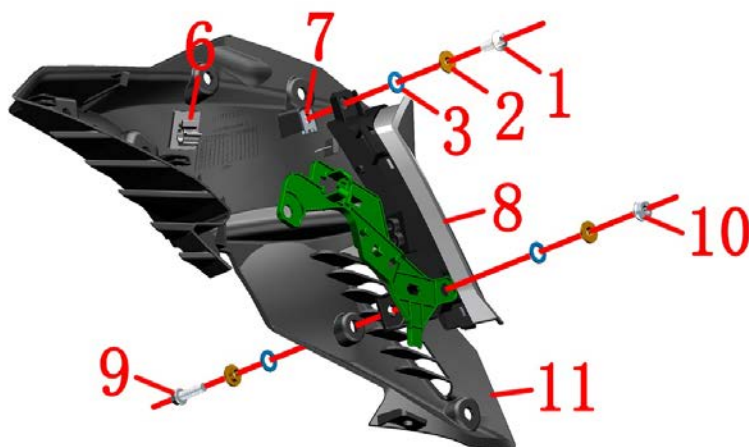
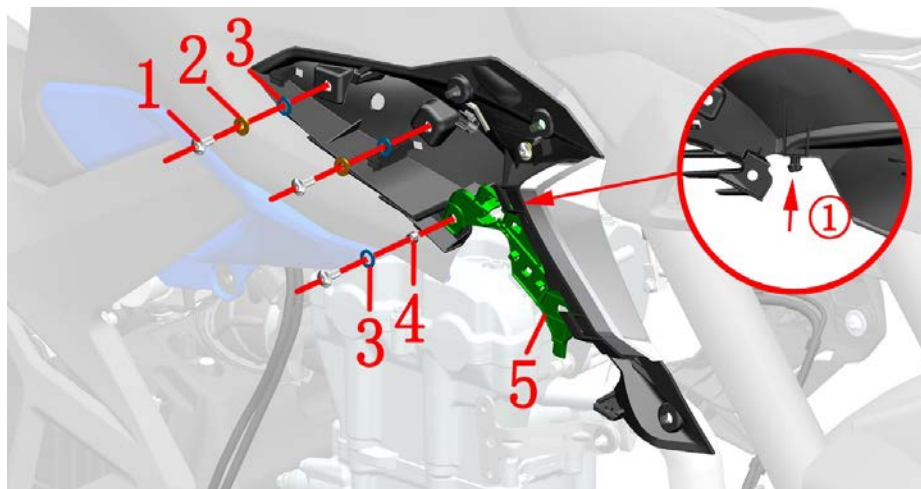


Fig 5: Fuel Tank Assembly		Fuel Tank Decorative Cover Rear Shell Assembly 2	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	4	
2	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	5	
3	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	6	
4	1274100-018000	ZT250-S muffler anti-hot plate sleeve	1	
5	1226700-006000	ZT500-T right front harness holder	1	
6	1224200-066000	ZT310PKE External antenna mount	1	
7	1251300-063093	Plywood M6×11×15(color Zinc)	1	
8	1174200-005000	ZT310-R front right turning light	1	
9	1251100-061093	M6×22 Hex flang bolt thread (8.8 garde/environmental color Zinc)	1	
10	1250303-010093	GB6177.1M6 (environmental color)	1	
11	1224300-091000	ZT350-R back cover of right decorative cover of fuel cover	1	

PROCEDURE:

●Right Fuel Tank Decorative Cover Rear Shell Assembly

On the wire harness bracket, disconnect the oxygen sensor connector and the right turn signal connector. Locate the connector for the right turn signal (8), press down its locking tab, and disconnect it. Use a T25 box-end wrench to remove the three bolts (1) securing the decorative cover rear shell assembly. Remove all corresponding spacers and rubber dampers. Pull out the mushroom clip at location (①). Remove the right decorative cover rear shell assembly.

●Right Turn Signal

Use a T25 box-end wrench to remove the one bolt (1) securing the right turn signal (8). Remove the spacer (2) and rubber damper (3). Use an 8# socket to hold bolt (9) stationary. Use a 10# socket to remove nut (10). Remove bolt (9), the two flanged bushings, and the two rubber dampers. Remove the right turn signal assembly. Remove the one clip nut (7) from the rear shell.

CAUTION:

- When disconnecting connectors, never pull directly on the wires. During assembly, ensure cables are not overly bent, twisted, or pinched.
- When handling the turn signal, protect the transparent lens to prevent scratches.

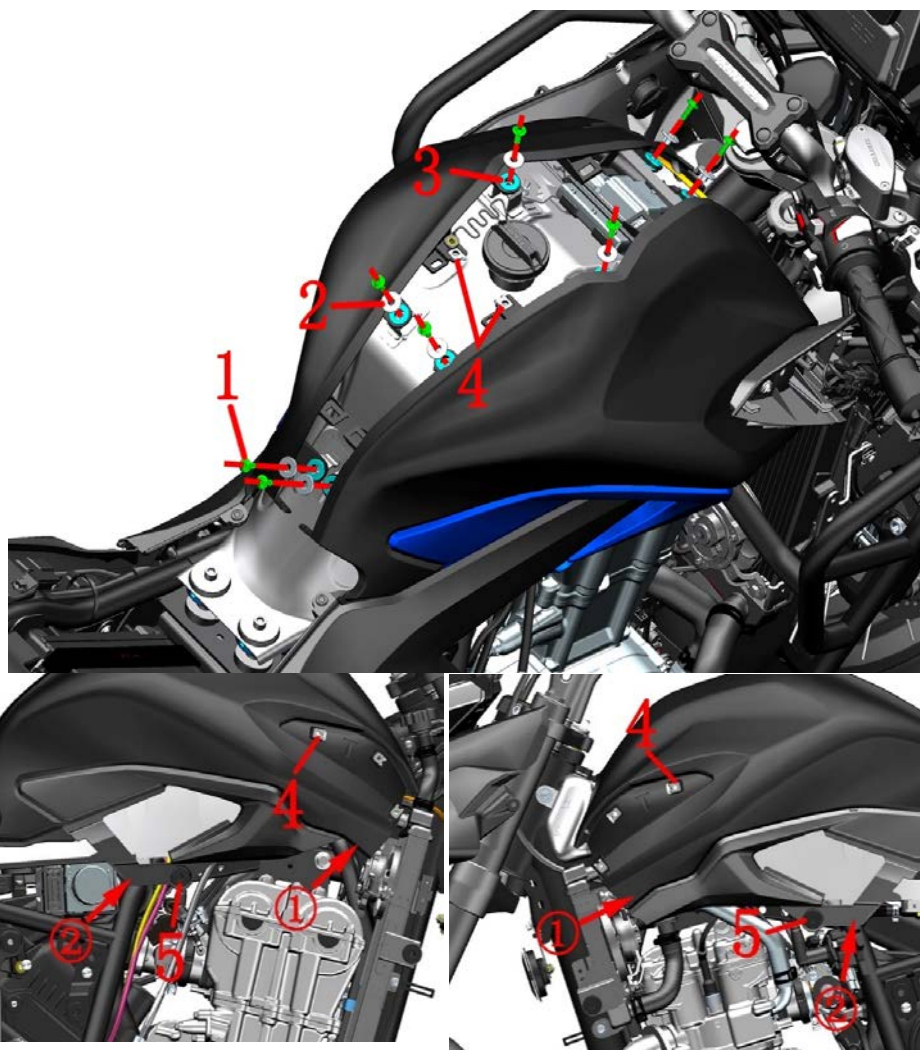


Fig 6: Fuel Tank Assembly		Fuel Tank Assembly1		CHK	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	8		
2	1274100-007000	ZT250-S flanging sleeve($\phi 6.4 \times \phi 9 \times 6 + \phi 20 \times 2$)	8		
3	1244100-004000	ZT250-S Flanging bushing buffer	8		
4	1251300-063093	Plywood M6×11×15(color Zinc)	8		
5	1244100-002000	ZT250-S Side cover round rubber	2		
6	1224200-066000	ZT310PKE External antenna mount	1		
7	1184200-053000	ZT310PKE external single antenna	1		

PROCEDURE:

●Fuel Tank Cover Assembly

Use a T25 box-end wrench to remove the four bolts (1) securing the left fuel tank cover. Remove the corresponding spacers (2) and rubber dampers (3).

Apply parallel outward force at both points (①) and (②) simultaneously. Remove the left fuel tank cover assembly.

From the removed left cover, remove the clip nuts (4) and the side cover grommets (5).

Follow the steps above to remove the right fuel tank cover assembly, its clip nuts, and side cover grommets. On the right side of the fuel tank, locate and disconnect the electrical connector for the PKE external antenna. Locate the external antenna mounting base (6), press down its retaining clip, and pull the cable out. The external antenna (7) is attached to the right fuel tank decorative cover with hook-and-loop fastener and can be peeled off by hand.

CAUTION:

- The left and right side covers, middle cover assembly, and seat must be removed first.
- Protect all components during disassembly to prevent damage to painted surfaces.
- When releasing push-type fasteners, apply force straight outward (parallel) to avoid damaging them.

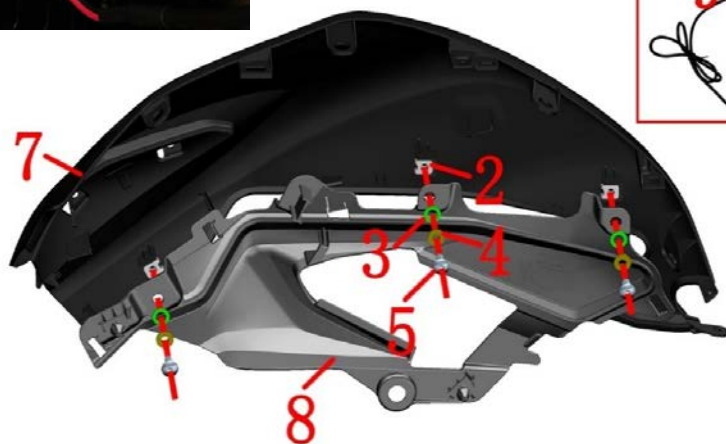
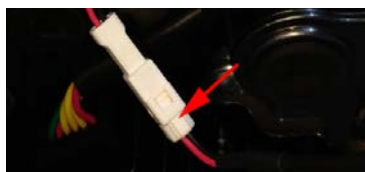
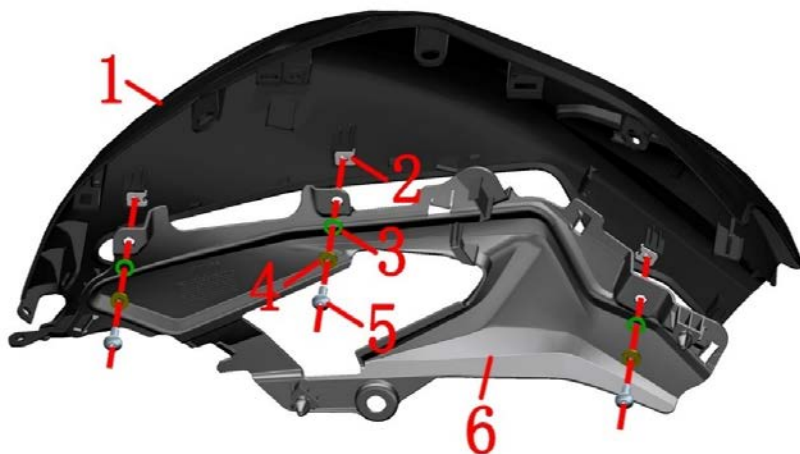


Fig 7: Fuel Tank Assembly		Fuel Tank Assembly2	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1		ZT310-T fuel tank left cover upper part	1	
2	1251300-063093	Plywood M6×11×15(color Zinc)	6	
3	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	6	
4	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	6	
5	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	6	
6		ZT310-R fuel tank left cover lower part	1	
7		ZT310-T upper part of fuel tank right cover	1	
8		ZT350-T Fuel Tank Right Cover Lower	1	
9	1184200-053000	ZT310PKE external single antenna	1	

PROCEDURE:

●Fuel Tank Assembly

Use a T25 box-end wrench to remove the three bolts (5) from the left fuel tank assembly. Remove the corresponding spacers (3) and rubber dampers (4). Apply careful pressure to release the clips securing the left cover upper section (1) and remove the left cover lower section (7). From the removed left cover upper section (1), remove the three clip nuts (2). Follow the steps above to remove the right cover upper section (7) and the right cover lower section (8). Remove the PKE antenna (9) from the right cover upper section. Gently heat the area with a heat gun to soften the double-sided adhesive tape, then peel it off. Thoroughly clean off any residual adhesive.

CAUTION:

- The left and right side covers, middle cover assembly, and seat must be removed first.
- Protect all components during disassembly to prevent damage to painted surfaces.
- When releasing clip fasteners, apply force straight outward (parallel) to avoid damaging them.
- The PKE antenna is attached using a hook-and-loop fastener and double-sided adhesive tape.

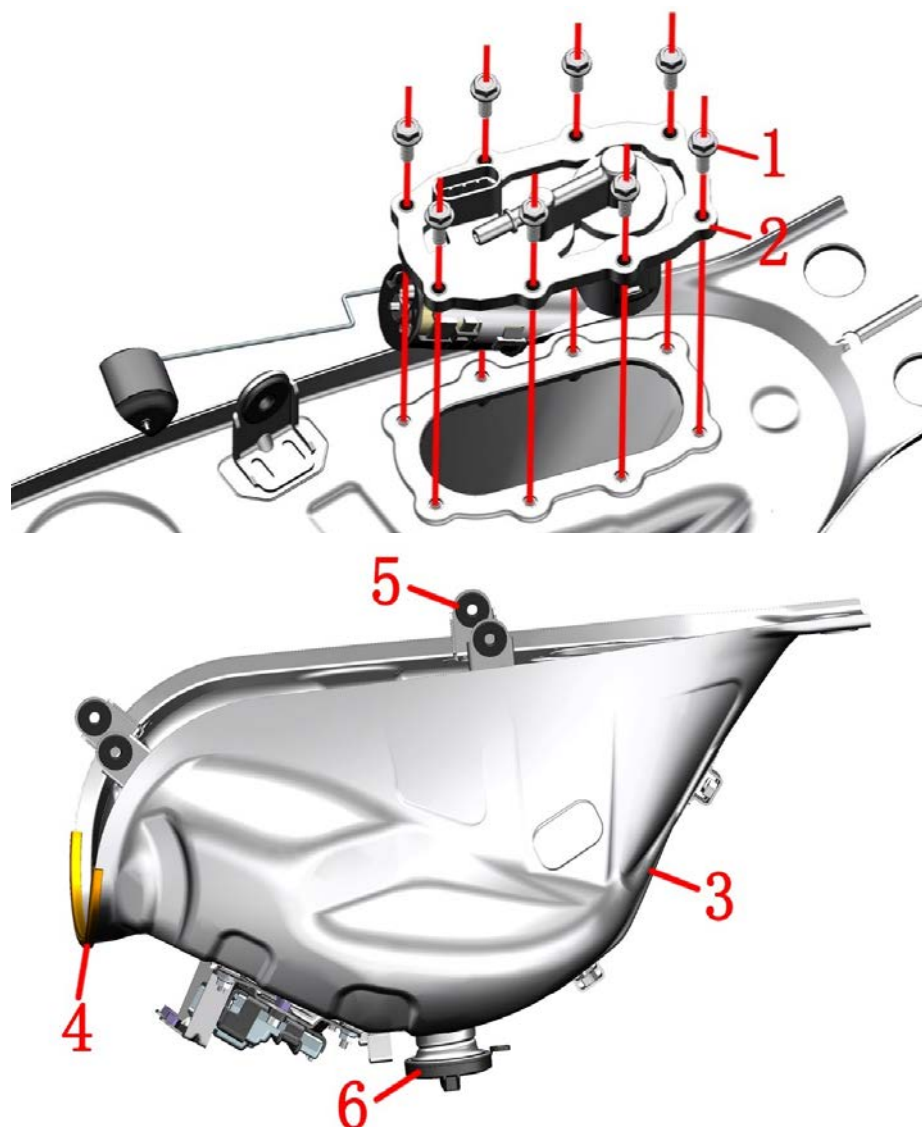


Fig 8: Fuel Tank Assembly		Fuel Tank Liner	CHK	CAUTION
			ADJ	
NO.	PART NO.	PART NAME	QTY	
1	1250105-137093	GB5789M6×16 (environmental color)	8	
2	1050963-021000	T02 in-tank fuel pump (500-T)	1	
3	4036700-001000	ZT500-T fuel tank liner	1	
4	1240300-021000	HJ125-6 pod glass strip (1.5m)	1	
5	1244100-002000	ZT250-S Side cover round rubber	4	
6	1224100-033000	ZT250-S thread cap of the fuel tank	1	

PROCEDURE:

●Fuel Pump

Place the fuel tank liner assembly upside down on a stable surface. Use a 10# socket to remove the eight bolts (1).

When removing the fuel pump (2), do not bend or twist the float arm, as this will cause inaccurate fuel level readings.

●Fuel Cap

Firmly grip the fuel cap (6) and turn it counterclockwise to remove it. Do not pull forcefully on the nylon safety tether.

●Seal Strip

Grasp one end of the seal strip (4) and pull firmly to remove it by hand.

●Side Cover Grommet

Remove the side cover grommet (5) from the fuel tank liner (3).

CAUTION:

●Before disassembling the fuel tank liner, it is recommended to either use a transfer pump to siphon out the fuel or run the motorcycle until the tank is nearly empty.

●The work area must be strictly prohibited from open flames, sparks, and activities such as making or receiving phone calls to prevent accidents.

●When the tank liner is inverted to remove the fuel pump, ensure the fuel cap is tightly closed to prevent any residual fuel from leaking out the filler neck. When flipping the assembly back to remove the fuel cap, a small amount of fuel may spill from the vent tube.

●During reassembly of the fuel pump, thoroughly clean the fuel pump sealing gasket and the mating surface on the fuel tank liner. Tighten the bolts in a crisscross pattern to ensure the sealing gasket compresses evenly.

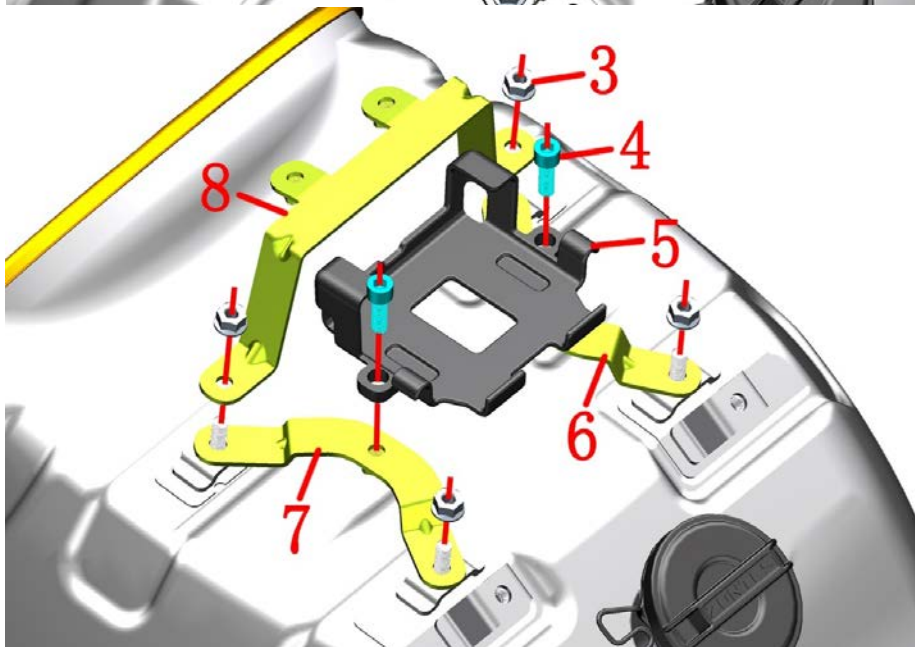
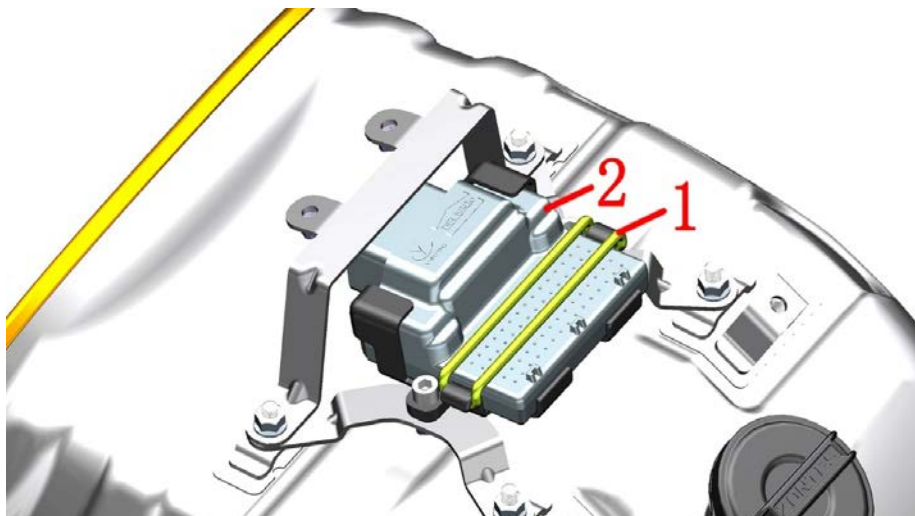


Fig 9: Fuel Tank Assembly		Fuel Tank Liner	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1240300-090000	KD250-F tool kit rubber bar	1	
2	1050963-019000	DLT engine controller - ZT196MR (Euro V Phase II)	1	
3	1250303-010093	GB6177.1M6 (environmental color)	4	
4	1250205-156000	GB 70.1 M6 × 16 Socket Head Cap Screw (Stainless Steel)	2	
5	1226400-180000	Deluoto ECU Bracket	4	
6	1276700-010000	ZT500-T ECU Right Mounting Bracket	1	
7	1276700-009000	ZT500-T ECU Left Mounting Bracket	1	
8	1276700-027000	ZT500-T Fuel Tank Outer Cover Front Mounting Bracket	1	

PROCEDURE:

● ECU

Disconnect the ECU's electrical connectors. Remove the sealing strip (1). Remove the controller (2) from the ECU mounting bracket (5).

● ECU Mounting Bracket

Use a 10# socket to remove the four bolts (3). Remove the fuel tank cover front mounting bracket (8). Remove the ECU left mounting bracket (6) and right mounting bracket (7).

CAUTION:

- Before disassembling the fuel tank liner, it is recommended to either use a transfer pump to siphon out the fuel or run the motorcycle until the tank is nearly empty.
- The work area must be strictly prohibited from open flames, sparks, and activities such as making or receiving phone calls to prevent accidents.
- When the tank liner is inverted to remove the fuel pump, ensure the fuel cap is tightly closed to prevent any residual fuel from leaking out the filler neck. When flipping the assembly back to remove the fuel cap, a small amount of fuel may spill from the vent tube.
- During reassembly of the fuel pump, thoroughly clean the fuel pump sealing gasket and the mating surface on the fuel tank liner. Tighten the bolts in a crisscross pattern to ensure the sealing gasket compresses evenly.

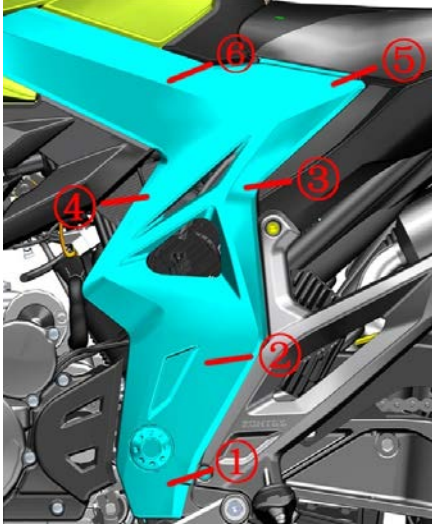
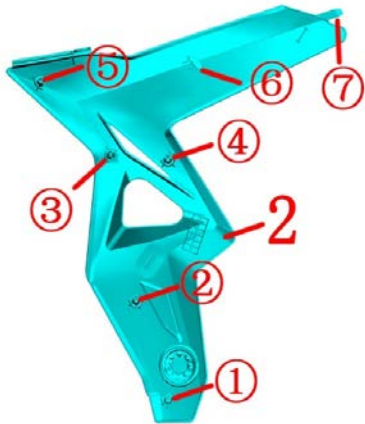
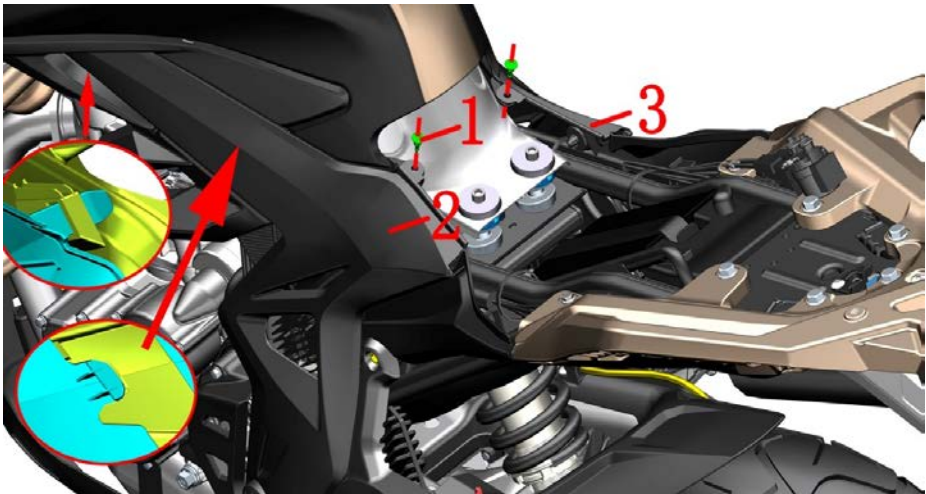


Fig 1: Side Cover Assembly			CHK	
Side Cover Assembly 1			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1224100-010000	ZT250-S swell nail	2	
2	4044302-544022	ZT310-R Left Cover (Matte Black/Stripe Decal/T500)	1	
3	4044202-050022	ZT310-R Right Side Cover (Matte Black/Stripe Decal/T500)	1	

PROCEDURE:

● Left Side Cover Assembly

Use a small Phillips screwdriver or a 4# hex key to push the center pins of the push rivets. Remove the two push rivets (1).

Insert your hand into the gap of the left side cover and pull outward firmly. Release the push-type fasteners in the sequence ① -> ② -> ③ -> ④ -> ⑤.

With one hand gripping the upper section of the side cover and the other hand firmly holding the front section of the tail skirt, pull firmly to release the push-type fastener at the side cover (5) from the tail skirt.

Apply slight pressure at point (⑤) with one hand. With the other hand, grip the rear section of the side cover and pull it firmly backward to detach it from the fuel tank decorative cover.

During reassembly: First, re-engage clips (⑥) and (⑦) into the fuel tank decorative cover. Then, press the side cover's push-type fasteners into place.

CAUTION:

- The seat must be removed first before removing the side covers.
- When releasing clips and fasteners, apply controlled force to avoid breaking them.
- Protect all components during disassembly to prevent scratches.

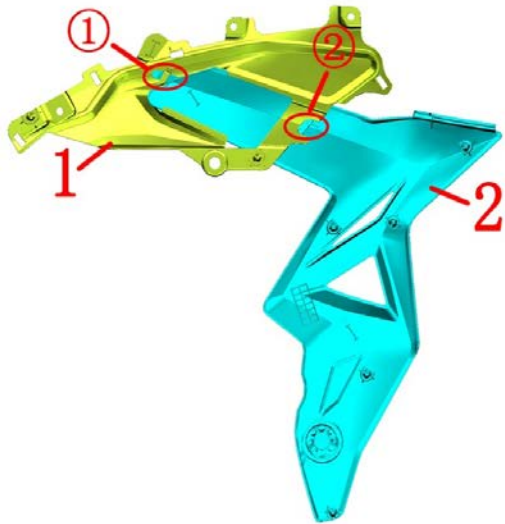


Fig 2: Side Cover Assembly		Side Cover Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1		ZT350-T Fuel Tank Right Cover Lower Section		1	
2	4044202-050022	ZT310-R Right Side Cover (Matte Black/Stripe Decal/T500)		1	
3	1184300-005000	ZT350 antenna		1	



PROCEDURE :

● Right Side Cover Assembly

Refer to the procedure for removing the "Left Side Cover" and pull the right side cover (2) to release it.Disconnect the Passive Keyless Entry (PKE) antenna electrical connector.Remove the right side cover assembly.The PKE antenna is attached to the side cover with a hook-and-loop fastener and can be peeled off by hand.

CAUTION:

- The seat must be removed first before removing the side covers.
- When releasing clips and fasteners, apply controlled force to avoid breaking them.
- Protect all components during disassembly to prevent scratches.
- Never pull directly on electrical wires or cables.

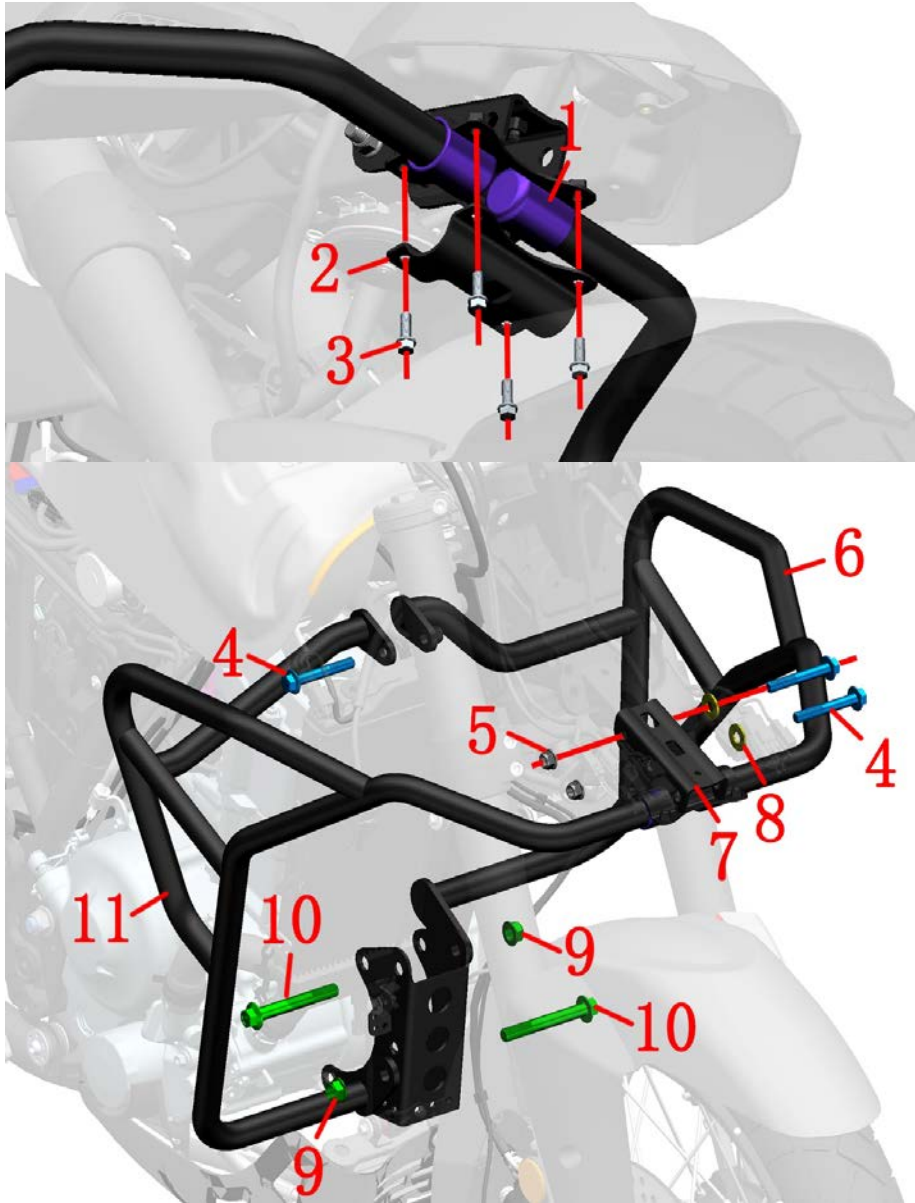


Fig 1: Crash Bar Assembly		Crash Bar Assembly		CHK	CAUTION
NO.	PART NO.	PART NAME	QTY	ADJ	
1	1146700-013000	ZT500-T Guard Rubber Sleeve	2		
2	1020967-014000	ZT500 - T Frame Guard Clamp Plate (WX)	1		
3	1251112-001093	GB16674 M6×16 Hexagon flange bolts (9.8 grade)	2		
4	1251100-084093	Non-standard bolts M10×1.5×66(Dacromet)	3		
5	1251300-057093	Non-standard nut M10×1.5(Dacromet)	2		
6	1146700-001021	ZT500-T Left Guard	1		
7	1020267-096000	ZT500 - T Protective Bar Upper Mounting Bracket	1		
8	1251500-007091	Non-standard flat mat $\phi 10.5 \times \phi 24 \times 2$ (White Zinc)	2		
9	1250305-009091	GB6187.1 M12×1.25(White Zinc)	2		90±5N.m
10	1250104-072000	GB5787 M12×1.25×90(Class 10.9/Dacromet)	2		90±5N.m
11	1146700-002021	ZT500-T Right Guard	1		

PROCEDURE:

●Crash Bar Assembly

Use an 8# socket to remove the four bolts (3) at the front of the crash bar. Remove the crash bar clamp plate (2). One person should use a 15# socket to hold the head of bolt (10) on the left side of the motorcycle. A second person should use a 17# socket to remove the nut (9) on the right side of the motorcycle. Use the 15# socket to hold the head of bolt (10) on the right side. Use the 17# socket to remove the nut (9) on the left side. Do not remove bolts (10) yet. One person should support the weight of the crash bar assembly. The other person should use a 14# socket to remove bolt (4) on the right side of the motorcycle. Now, carefully pull out bolts (10), taking care to protect the surrounding fairings. Remove the left crash bar (6) and the right crash bar (11).

Remove the crash bar rubber covers (1) from both the left and right crash bars.

●Crash Bar Upper Mounting Bracket

Use a 14# socket to hold the head of bolt (4). Use 14# socket to remove nut (5). Pull out bolt (4). Remove the flat washer (8). Remove the crash bar upper mounting bracket (7). The front fender upper section must be removed first to access and remove this bracket (7).

CAUTION:

- The motorcycle must be securely supported and stabilized before starting work.
- During reassembly, bolts (10) and nuts (9) must be torqued to $65 \pm 5 \text{ N} \cdot \text{m}$. Ensure the crash bars do not pinch or contact any electrical cables or wiring harnesses.
- During reassembly, install the left and right crash bars first, and install the crash bar clamp plate last.

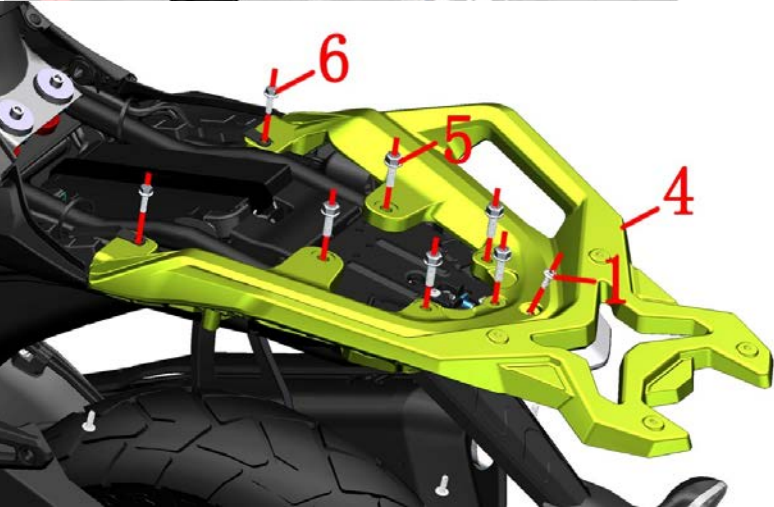
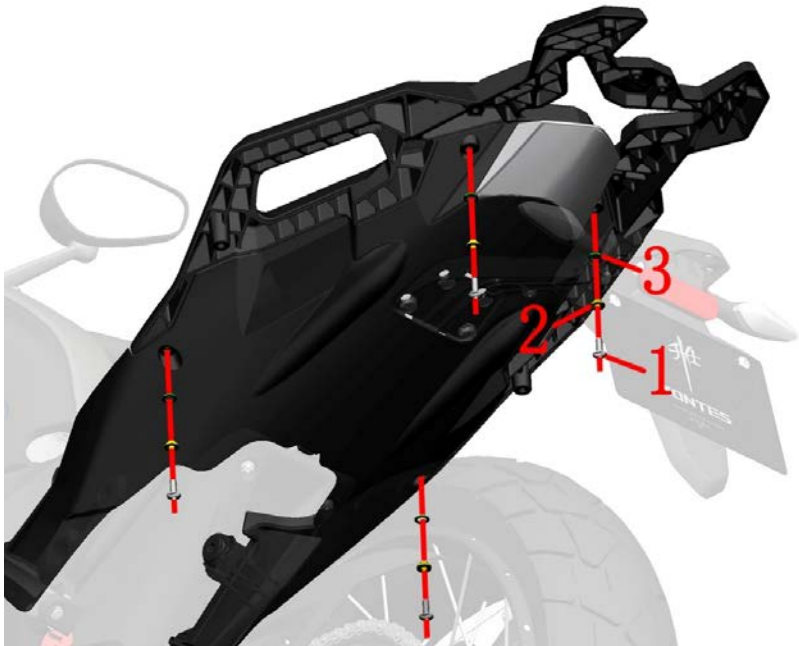


Fig 1: Tail Section, Rear Fender		Luggage Rack Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	5		
2	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	4		
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	4		
4	4116700-001022	ZT310 - T Aluminum Alloy Cargo Rack (Frosted Black)	1		
5	1251100-123093	Non-standard bolt M8×25 (color Zinc)	5		
6	1250105-137093	GB5789M6×16 (environmental color)	2		

PROCEDURE:

● Luggage Rack

Use a T25 box-end wrench to remove the four bolts (1) on the bottom of the rack. Remove the corresponding spacers (2) and rubber dampers (3). Remove the one additional bolt (1) on the luggage rack itself. Use a 14# socket to remove the five bolts (5). Use a 10# socket to remove the 2 bolts (6), and then remove the left and right brackets of the relay. Then the shelf (4) can be removed.

CAUTION:

- The seat must be removed first.
- During reassembly, ensure the connector(s) on the electrical box cover are fully seated and engaged. Before tightening the bolts, check that no wires are pinched or routed incorrectly. Neatly organize all wiring before final assembly.

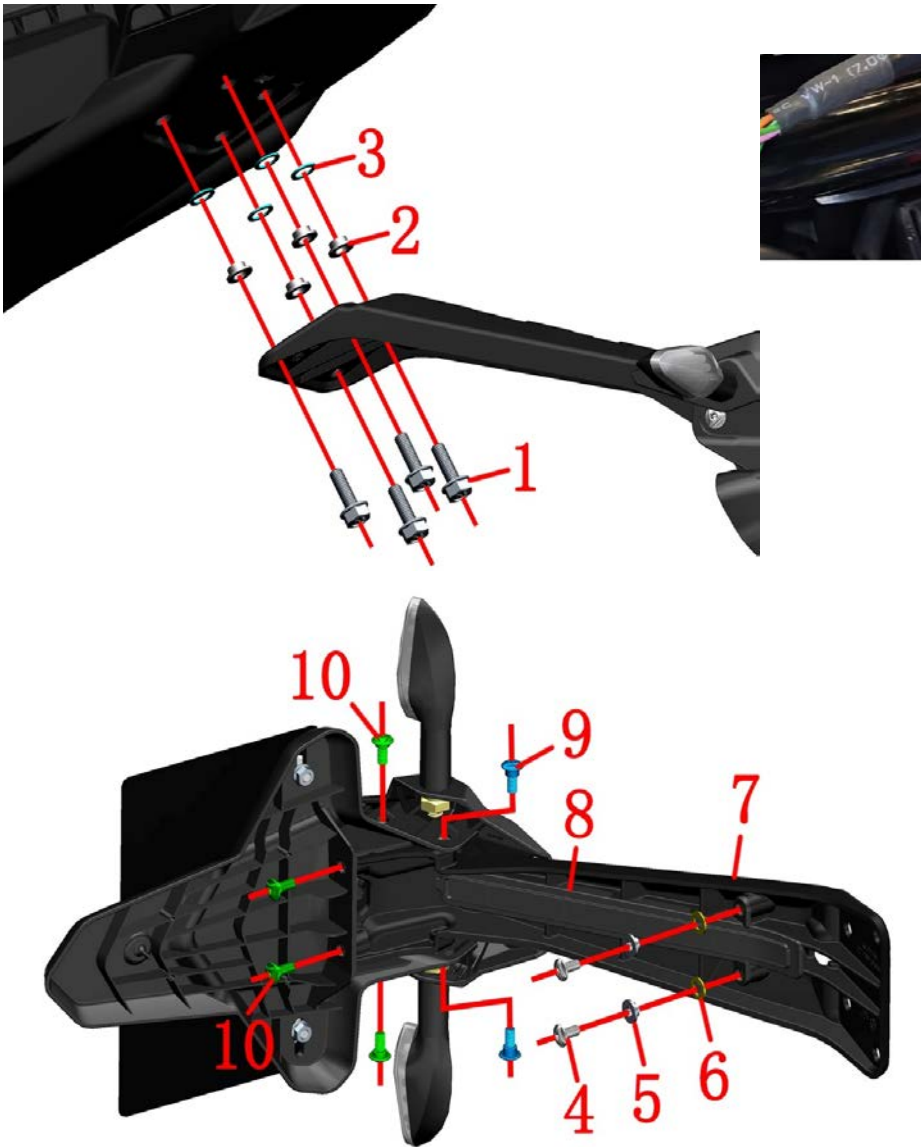


Fig 2: Tail Section, Rear Fender		Rear Fender Assembly 1		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1251100-123093	Non-standard bolt M8×25 (color Zinc)	4		
2	1251700-058093	Flanging bushing $\phi 8.2 \times \phi 11 \times 4.5 + \phi 16 \times 1.5$ (environmental color)	4		
3	1240300-071000	Flanging bushing rubber ($\phi 11 \times \phi 16 \times 1$)	4		
4	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2		
5	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	2		
6	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	2		
7	4021200-175022	KD150-U Rear Fender Bracket (Matte Black)	1		
8	1221200-052000	KD150 - U rear fender bracket cover	1		
9	1251100-199000	Inner plum blossom shaft shoulder screw M6×16+diameter 8.5×5 (304 stainless steel)	2		
10	1251100-406094	Inner plum blossom shaft shoulder screw M6×14+diameter 8.5×2.9 (304 stainless steel)	4		

PROCEDURE:

●Rear Fender Assembly

Locate and disconnect the electrical connectors on the rear fender assembly. Disconnect the three connectors with the following wire colors: Green+Orange, Green+Blue, and Green+Pink.

Use a 14# socket to remove the four bolts (1). Remove the rear fender assembly, taking care not to pull forcefully on any wiring harnesses during removal.

Use a T25 Internal Torx driver to remove the two bolts (4). Remove the spacers (5) and rubber dampers (6). Remove the bracket cover plate (8).

Use the T25 Internal Torx driver to remove the two bolts (9) and bolt (10) securing the rear mudguard.

Use the T25 Internal Torx driver to remove the two bolts (10). Separate the rear fender sub-assembly, the turn signal bracket assembly, and the rear fender support bracket.

CAUTION:

- The seat must be removed first.
- During disassembly, do not pull forcefully on any wiring harnesses.
- Before final tightening during reassembly, check that no wires are pinched or routed under the bolts, to prevent causing a short circuit.
- Protect the lenses of all lighting units during handling.

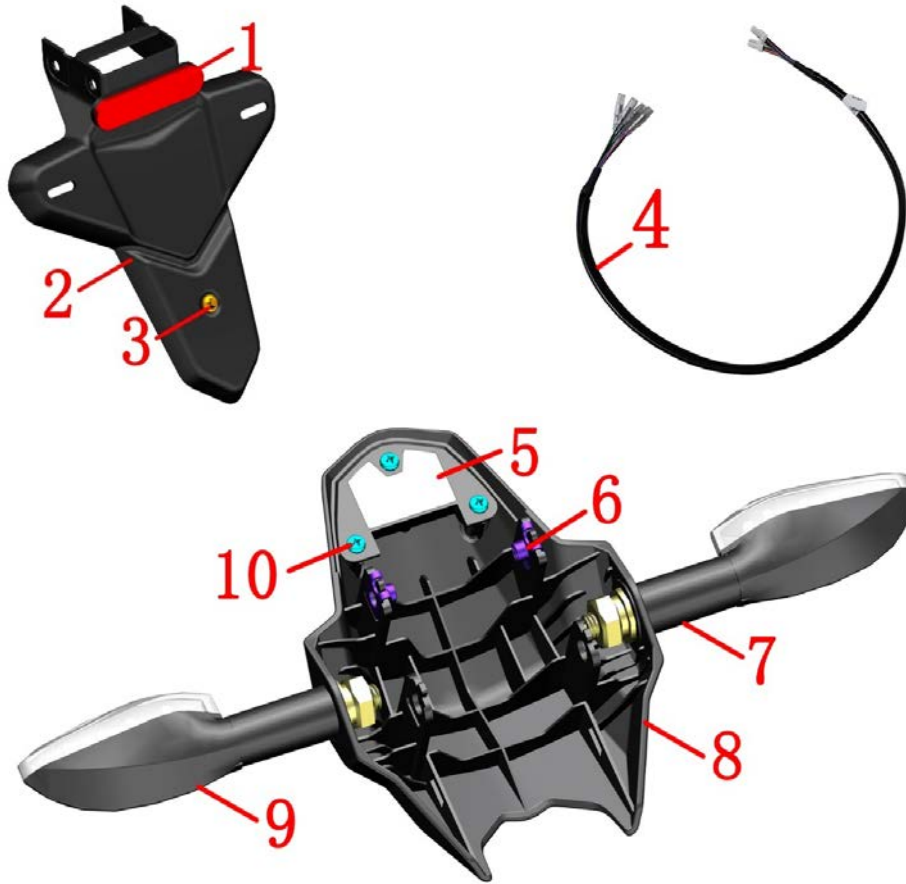


Fig 3: Tail Section, Rear Fender		Rear Fender Assembly 2		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1174100-002000	ZT250-S rear reflector	1		
2	1221200-051000	KD150-F1 rear fender plate	1		
3	1244100-006000	ZT250-S rear liceness rubber buffer	1		
4	1186700-008000	ZT500-T Rear Turn Signal Extension Cable (L=600)	2		
5	1171200-078000	KD150-U license plate light(only license plate light)	1		
6	1251300-063093	Plywood M6×11×15(color Zinc)	2		
7	1170300-064000	HJ125-K front right turn signal light	1		
8	1221200-053000	KD150 - U rear turn signal bracket	1		
9	1170300-063000	HJ125-K front left turn signal light	1		
10	1251200-066000	Non-standard cross self-tapping screws ST3.0×8.5	3		

PROCEDURE:

●Rear Fender

Remove the integrated nut and washer securing the rear reflector. Remove the reflector (1). Pull the license plate damper (3) off the rear fender (2).

●Turn Signal Assembly

Disconnect all electrical connectors for the turn signals and the license plate light. Remove the extension wiring harness (4).

Remove the two clip nuts (6) from the turn signal bracket (8).

Use a Phillips screwdriver to remove the three self-tapping screws securing the license plate light. Remove the license plate light assembly (5).

Firmly grip the left (or right) turn signal. Use a 17# open-end wrench to remove its integrated nut. Remove the integrated split washer and flat washer. Remove the turn signal assembly.

CAUTION:

●When removing the fender extension wiring harness, do not pull forcefully on the wires.

●Before final tightening during reassembly, check that no wires are pinched or routed under any components to prevent causing a short circuit.

Ensure the lighting connectors are not swapped:

Left Turn Signal: Green + Orange wires

Right Turn Signal: Green + Blue wires

License Plate Light: Green + Pink wires

●When reinstalling the license plate light, ensure the self-tapping screws are started perpendicular to the mounting surface before tightening. Do not overtighten them.

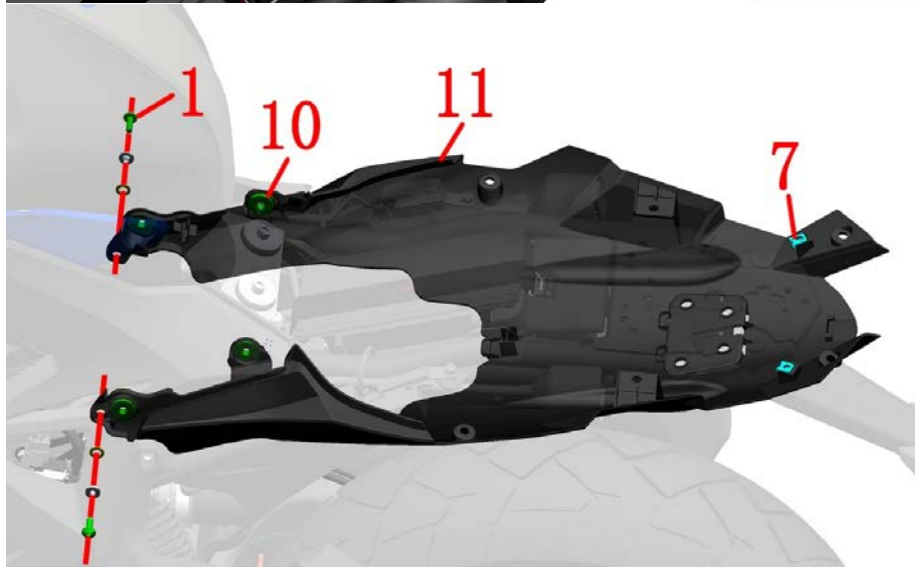
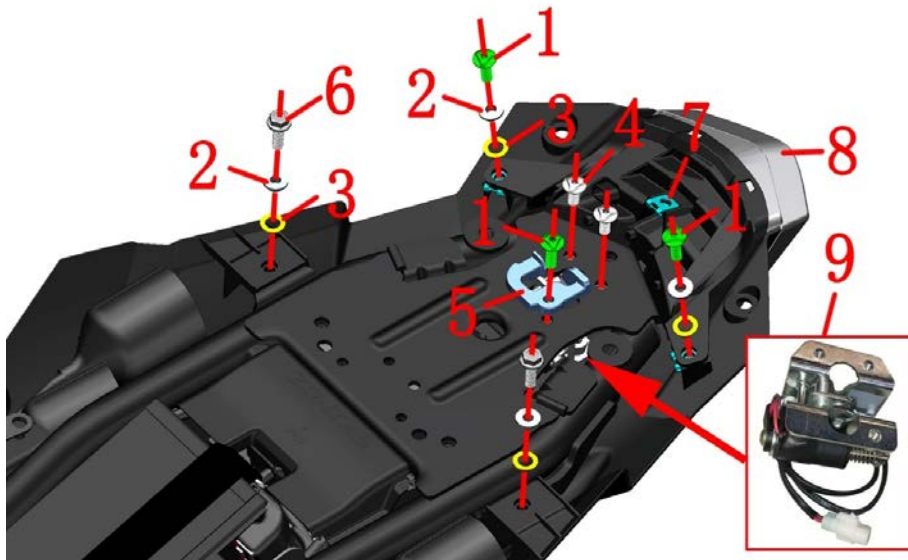


Fig 4: Tail Section, Rear Fender		Taillight & Tail Section Assembly		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME		QTY	
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)		5	
2	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$		6	
3	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)		6	
4	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)		2	
5	1226400-269000	ZT368T-E Electronic Cushion Lock Guide Block		1	
6	1250105-137093	GB5789M6×16 (environmental color)		2	
7	1251300-063093	Plywood M6×11×15(color Zinc)		3	
8	1174200-023000	ZT310-T tail light		1	
9	1274100-058000	ZT310 Electric seat lock		1	
10	1244100-002000	ZT250-S Side cover round rubber		4	
11	4044302-545022	ZT350-T Rear Tail Skirt (Matte Black)		1	

PROCEDURE:

●Taillight

Locate the rear taillight connector. Press down its anti-detachment tab, lift it upward, then pull it outward to disconnect. Use a T25 box-end wrench to remove the two bolts (1) securing the taillight. Remove the flanged bushings (2) and rubber dampers (3). Grasp the taillight and pull it straight backward to remove the taillight assembly (8).

●Tail Section

Use a T25 box-end wrench to remove the two front bolts (1). Remove the corresponding flanged bushings (2) and rubber dampers (3). Use a 10# socket to remove the two bolts (6). Remove the tail section assembly. From the removed assembly, remove the four side cover grommets (10) and the two clip (7).

●Seat Lock

After removing the tail section, disconnect the seat lock electrical connector. Firmly grip the seat lock. Use a 4# hex key to remove the bolt (4) securing the guide block. Remove the guide block (5). Remove the two remaining bolts (4). Remove the seat lock assembly (6).

CAUTION:

- The side covers, seat, luggage rack, and rear fender must be removed first.
- Protect all components during disassembly to prevent damage to painted surfaces.
- Before final tightening during reassembly, check that no wires are pinched or routed incorrectly to prevent causing a short circuit.
- Protect the lenses of all lighting units during handling.

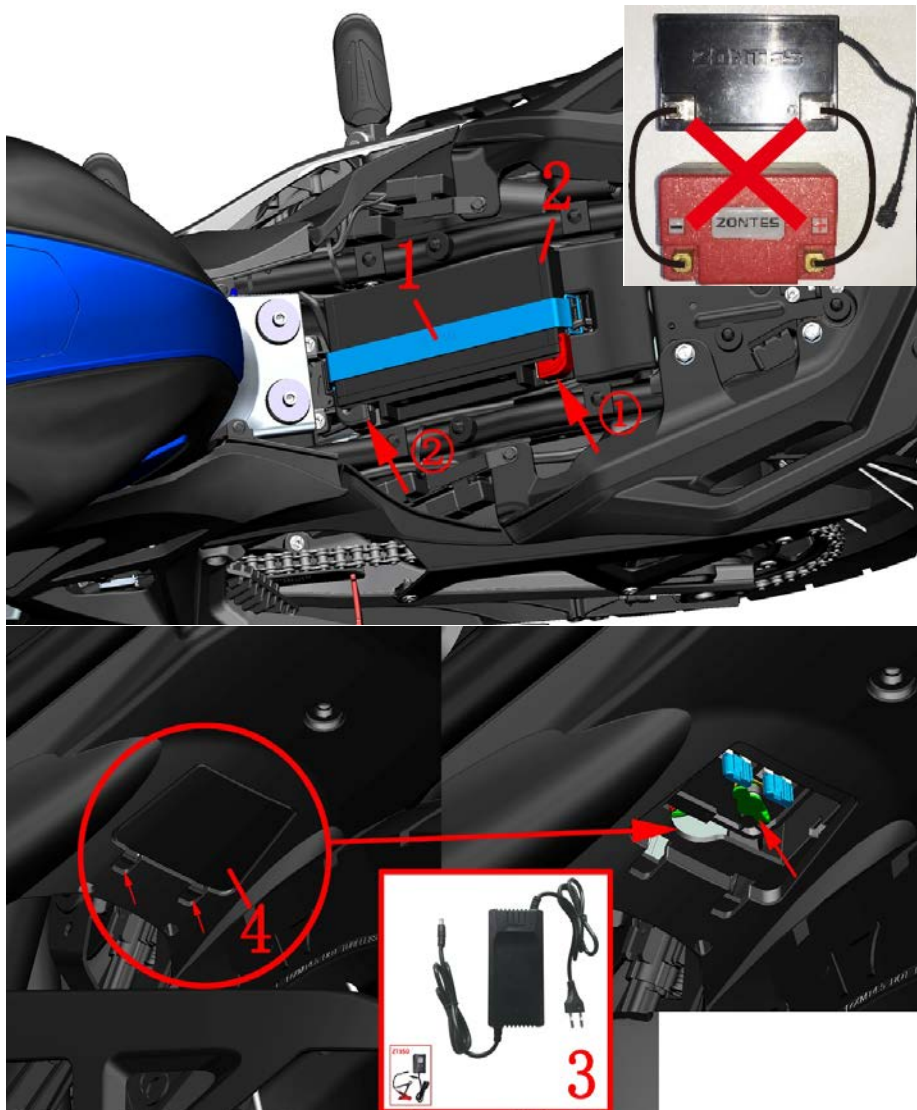


Fig 5: Tail Section, Rear Fender		Battery Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1244100-097000	ZT250-R gel battery strap		1	
2	1186700-002000	ZT500 Gel Battery		1	
3	1186700-004000	ZT368 Battery Charger (European)		1	
4	1224200-040000	ZT310 Electric parts box lower cover		1	

PROCEDURE:**●Battery Strap**

Pull the metal buckle of the battery strap (2) in the direction of the arrow to lengthen it, then press it down to release it from the end near the positive terminal. The end near the negative terminal cannot be removed at this stage.

●Battery

Lift the black protective cap (2) and disconnect the negative terminal. Lift the red protective cap (1) and disconnect the positive terminal. Remove the battery.

During reinstallation, first connect the positive terminal, then connect the negative terminal. It is strictly prohibited to use another battery in parallel for charging or jump-starting. Always use only the charger supplied with the motorcycle for charging.

●Charging

First, refer to the "Intake Air System" to remove the air filter, then open the lower cover of the electrical component box (4). Remove the rubber plug, and you can charge the vehicle.

CAUTION:

- When disconnecting terminals (1) and (2), never pull directly on the cables.
- Pay attention to the charging time to avoid overcharging. For details on battery use and maintenance, please refer to the instruction manual.
- Use controlled force during disassembly to avoid damaging components. When disconnecting the battery, strictly observe the correct sequence.
- Regularly check the battery voltage. If it drops below 12 volts, charge it promptly. Do not overcharge the battery. If the motorcycle will not be used for an extended period, remove the battery for storage and charge it once a month.
- After reinstalling the battery or replacing fuses, you must perform an ECU reset PROCEDURE: Turn the ignition key to ON. Start the engine and let it run for 10 seconds. Turn the ignition off and wait 10 seconds. Turn the ignition back on. Repeat this cycle twice.
- If the battery has reached the end of its life, it must be handed over to a licensed disposal facility or a dedicated recycling center. Disposing of it indiscriminately is prohibited.

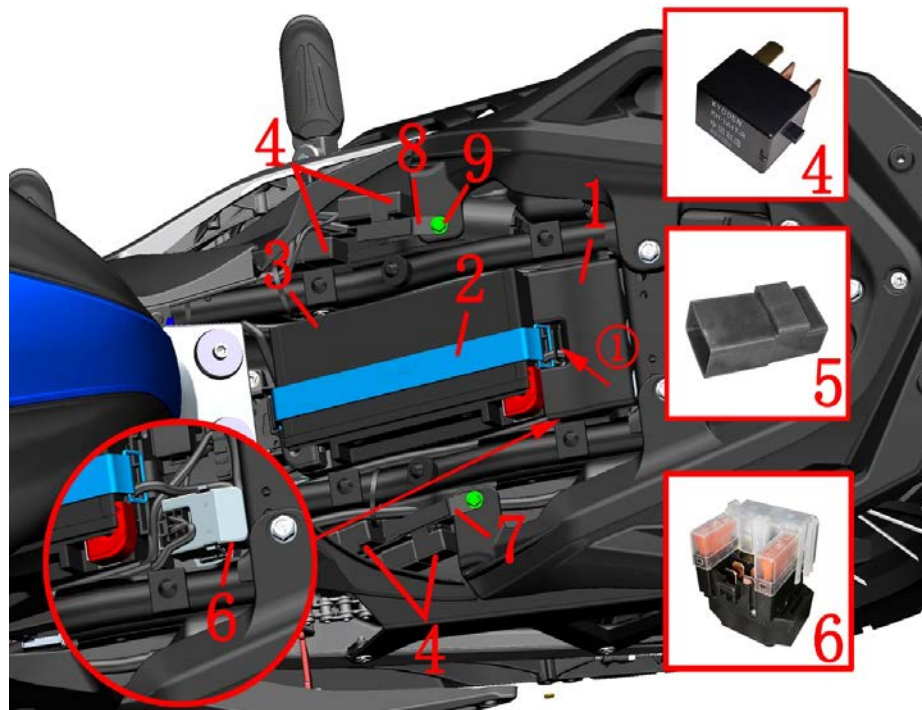


Fig 6: Tail Section, Rear Fender		Electrical Box Cover Assembly 1		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1226700-005000	ZT500-T Gel Battery Box Upper Cover	1		
2	1244100-097000	ZT250-R gel battery strap	1		
3	1186700-002000	ZT500 Gel Battery	1		
4	1186001-018000	ZT250-S Four-pin Normally Open Relay(after-sale)	5		
5	1186800-003000	ZT703 starting relay	1		
6	1244200-202000	ZT310 relay rubber sleeve(after-sale)	5		
7	1276700-019000	ZT500-T Relay Left Bracket	1		
8	1276700-023000	ZT500-T Relay Right Bracket	1		
9	1250105-138093	GB5789M6×20 (environmental color)	2		

PROCEDURE:

●Battery Box Cover

Simply press the clip at point (①) on the battery box cover and pull it in the direction of the arrow to remove the electrical component box upper cover (1).

●Starter Relay

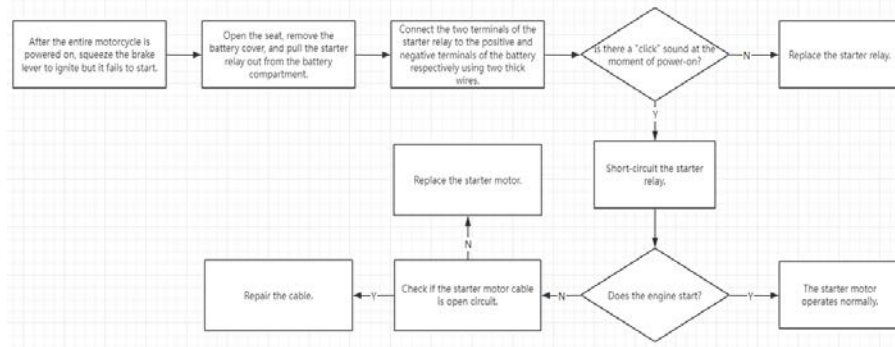
The relays (4) are respectively fixed on the relay brackets (7) and (8) with rubber sleeves (6), which can be directly pulled out for removal.

●Relay Bracket

On the left and right sides of the electrical component box respectively, use a No. 10 socket wrench to remove bolt (9), then the relay brackets (7) and (8) can be taken off.

CAUTION:

- The seat must be removed first.
- Protect all components during disassembly to prevent damage to painted surfaces.
- During reassembly, ensure no wires are pinched to prevent short circuits.



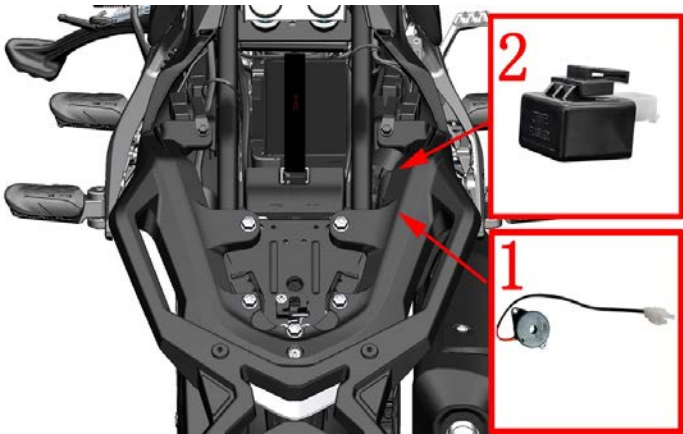


Fig 7: Tail Section, Rear Fender		Electrical Box Cover Assembly 2	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1186800-177000	ZT703-F PKE Buzzer (4KHZ)(after-sale)	1	
2	1180301-004000	HJ150-3 square flasher (LED)(after-sale)	1	

PROCEDURE:

●Buzzer

Locate the electrical connector on the right side of the tail section and disconnect it.The buzzer (1) is attached to the frame with double-sided adhesive tape.Use a heat gun to apply heat back and forth to the adhesive tape.Remove the PKE buzzer.Thoroughly clean off any residual adhesive.

●Flasher Relay

The flasher is located in the wiring harness on the right side of the rear skirt..Simply press the locking tab and pull to disconnect the electrical connector for the flasher relay (2).Remove the flasher relay from its mounting bracket.

CAUTION:

- When disconnecting electrical connectors, never pull directly on the wires.
- Ensure the drain hole (indicated by the arrow) is facing downward or is at the low point. This prevents water accumulation which could cause the buzzer to become silent.

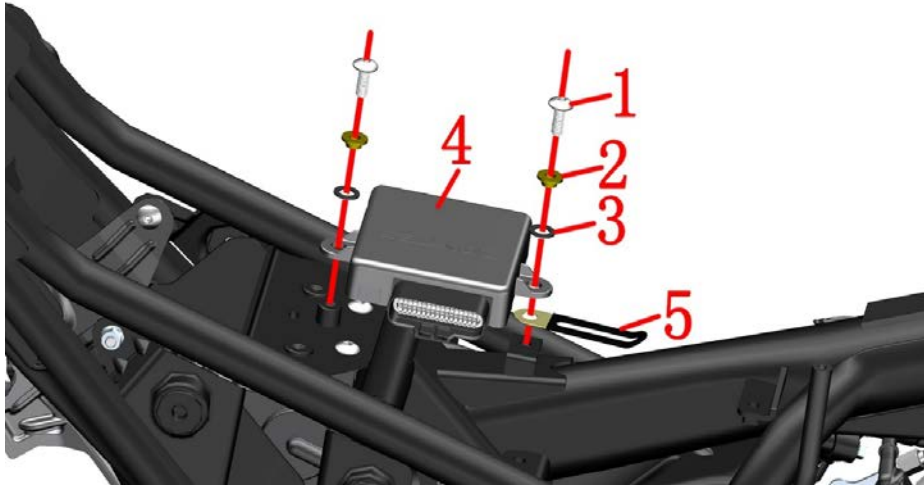
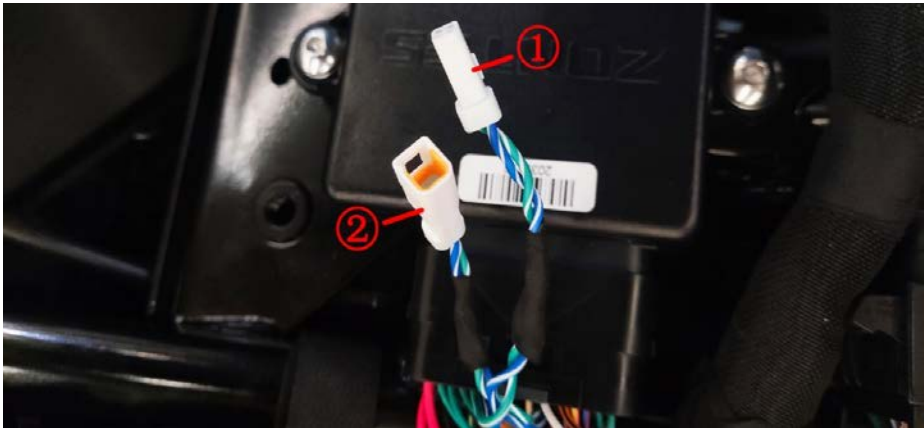


Fig 8: Tail Section, Rear Fender		PKE Main Unit	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-421000	Non standard internal plum blossom bolt M6×16 (304 stainless steel)	2	
2	1274100-057095	Flanging bushing φ6.2×φ8.4×3.5 + φ14×1.5	2	
3	1244100-052000	Buffer rubber of flanging bushing (φ8.5×φ14×1)	2	
4	1184300-076000	2.5 Generation PKE Assembly (enlarge battery induction key)	1	
5	1270300-273000	φ8 clip(L=73)	1	

PROCEDURE:

●Induction Antenna

Pull the right side cover outward.Disconnect the Passive Keyless Entry induction antenna connector (②). The side cover surface is marked with the PKE induction symbol.

●PKE

The side cover must be removed first.Remove the fuel tank assembly.Disconnect the PKE external single antenna connector (①) and the PKE induction antenna connector (②).

The back of the connectors has anti-detachment tabs. These must be pressed down simultaneously while pulling the connectors straight outward.Due to the waterproof seals (O-rings) inside the connectors, removal resistance will be high. Avoid rocking the connectors up and down to prevent damaging the main unit housing. A slight side-to-side wobble is permissible to aid removal.

Use a T25 box-end wrench to remove the two bolts (1).Remove the spacers (2) and rubber dampers (3).Remove the PKE unit and its wire clip (5).

CAUTION:

- To remove the PKE unit, the seat, fuel tank, and side cover assemblies must be removed first.
- When disconnecting connectors, never pull directly on the wires.
- During reassembly, ensure self-tapping screws are started perpendicular to the mounting surface before tightening. Do not overtighten them.

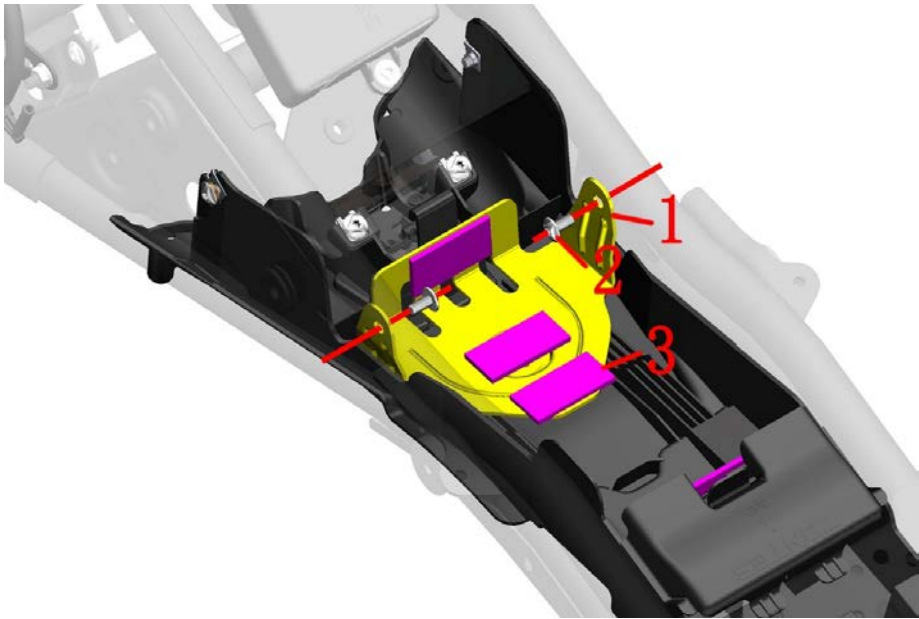


Fig 9: Tail Section, Rear Fender		Electrical Box Assembly 1	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-420000	Non standard internal plum blossom bolt M6×12 (304 stainless steel)	2	
2	1274200-238000	ZT310-R battery holder (gel battery)	1	
3	1240300-007000	HJ125-6 Battery rubber gasket	4	
4	1251100-292000	Non standard internal plum blossom bolt M6×20 (304 stainless steel)	1	
5	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	1	
6	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	1	

PROCEDURE:

●Battery Bracket

Use a 10# socket to hold the nut (1) stationary. Use a T25 box-end wrench to remove the two bolts (3) on the electrical component box. Use a 4# hex key to remove the one bolt (1) underneath the electrical component box. Remove the corresponding flanged bushings and rubber dampers. Use a heat gun to heat the battery pad, then remove it.

CAUTION:

- The seat, side cover assemblies, and battery assembly must be removed first.
- Protect all components during disassembly.

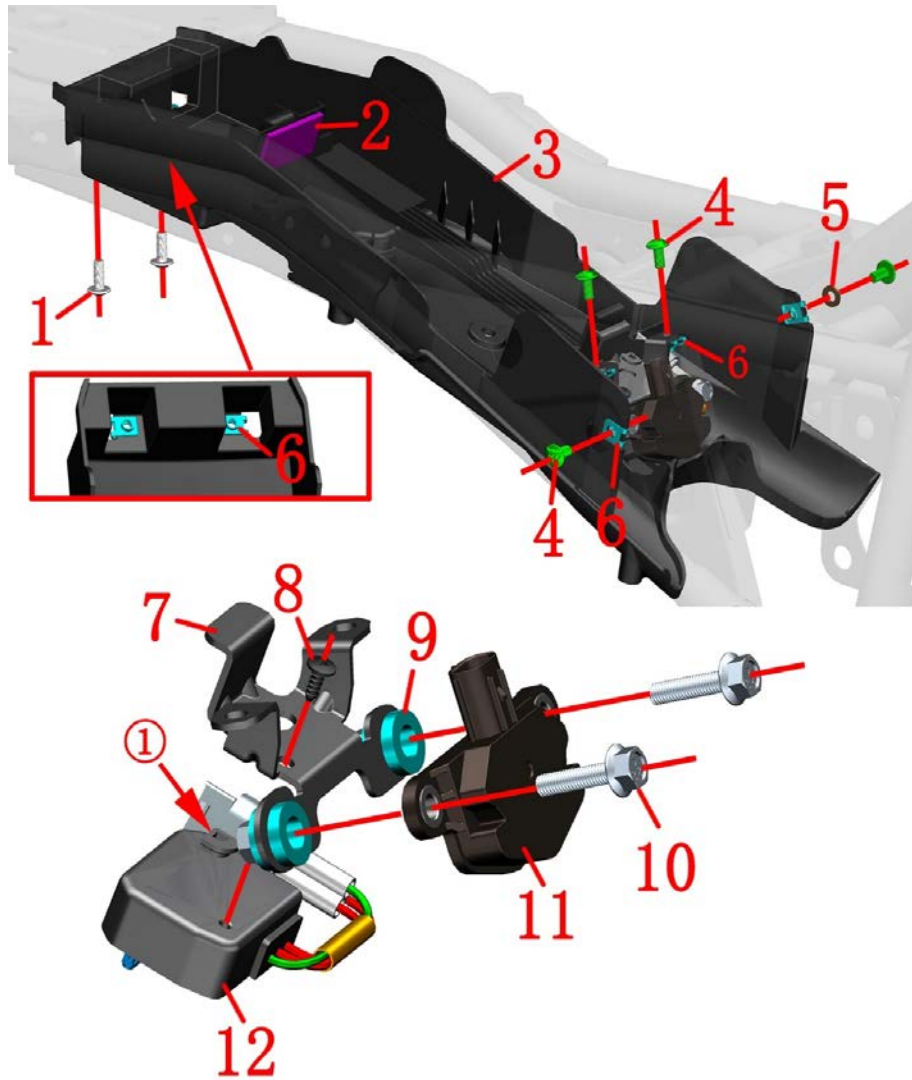


Fig 10: Tail Section, Rear Fender		Electrical Box Assembly 2		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME	QTY		
1	1251100-421000	Non standard internal plum blossom bolt M6×16	2		
2	1240300-007000	HJ125-6 Battery rubber gasket	1		
3	1226700-004000	ZT500-T electrical device box	2		
4	1251100-420000	Non standard internal plum blossom bolt M6×12	4		
5	1251513-001019	6.3×12×1.6 copper gasket	1		
6	1251300-063093	Plywood M6×11×15(color Zinc)	2		
7	1276700-017000	ZT500-T Charging Port Bracket	1		
8	1251200-050094	Non-standard cross tapping screws ST3.9×12	1		
9	1244200-092000	ZT310TFT instrumentation rubber cushion	1		
10	1250105-007097	GB5789 M6×25(chromed)	6		
11	1186600-009000	ZT500 dump switch	1		
12	1184300-003000	ZT350 charging port holder	1		

PROCEDURE:

●Electrical Component Box Assembly

First, use a T25 Torx wrench to remove the two front bolts(4) of the electrical component box. Remove the left copper washer (1). Then, use the T25 Torx wrench to remove the two rear bolts (6). Enlarge the rubber sleeve (1) connecting the tilt switch assembly to the charging port bracket and remove it. Disconnect the plug of the charging port socket. Next, remove the electrical component box assembly from under the frame and detach the four clamp plates (10) from the electrical component box (11).

●Charging Port Socket

Use a Phillips screwdriver to remove the bolt⁽⁸⁾. Release the clasp at location ① to remove the charging port socket ⁽¹²⁾.

●Charging Port Bracket

Use a 4# hex key to remove the two bolts (3), then detach the bracket (9). Remove the two clamp plates (10).

Attention:

- The rear fender assembly, side cover assembly, and battery assembly must be removed first.
- Handle all parts with care during disassembly to avoid damage.

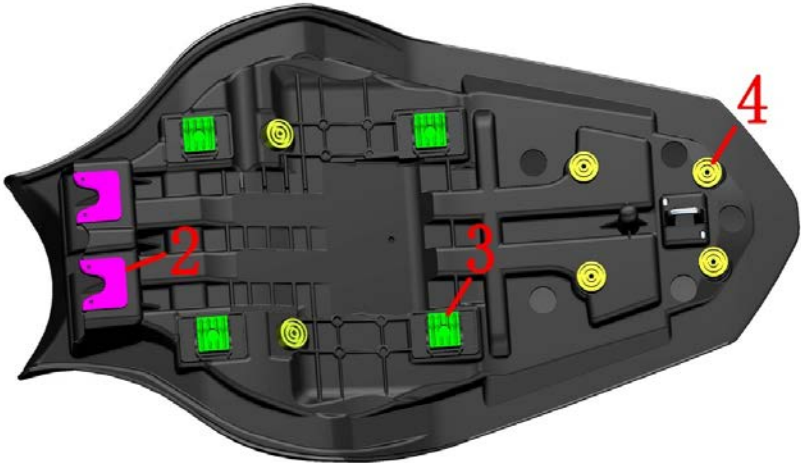


Fig 1: Seat Assembly		Seat Assembly		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	4120100-046000	ZT500-T Cushion (II)	1		
2	1244100-024000	ZT250-S cushion front rubber	2		after sales
3	1244300-033000	ZT350 cushion rubber	4		
4	1244100-025000	ZT250-S round cushion rubber	6		

PROCEDURE:

●Remove Seat

Briefly press the unlock button " " After the ignition self-test is complete, briefly press the "SEAT" button to activate the electronic seat lock.

Firmly grip the rear of the seat (1). Pull it upward and outward at an angle, while simultaneously rocking the rear of the seat left and right to release it from its mounts.

●Install Seat

Before installation, check that all seat rubbers are intact. First, insert the front seat. Once the front is engaged, firmly push down on the rear of the seat until you hear a distinct "click". This "click" confirms the seat lock is fully engaged and secure.

●Seat Rubbers (Sold Separately)

Their corresponding installation locations are shown in the lower left diagram.

CAUTION:

- The motorcycle must be securely supported and stabilized before performing this operation.
- If the seat is not installed correctly, it can cause an accident during riding.
- This complete seat set includes all seat rubbers.

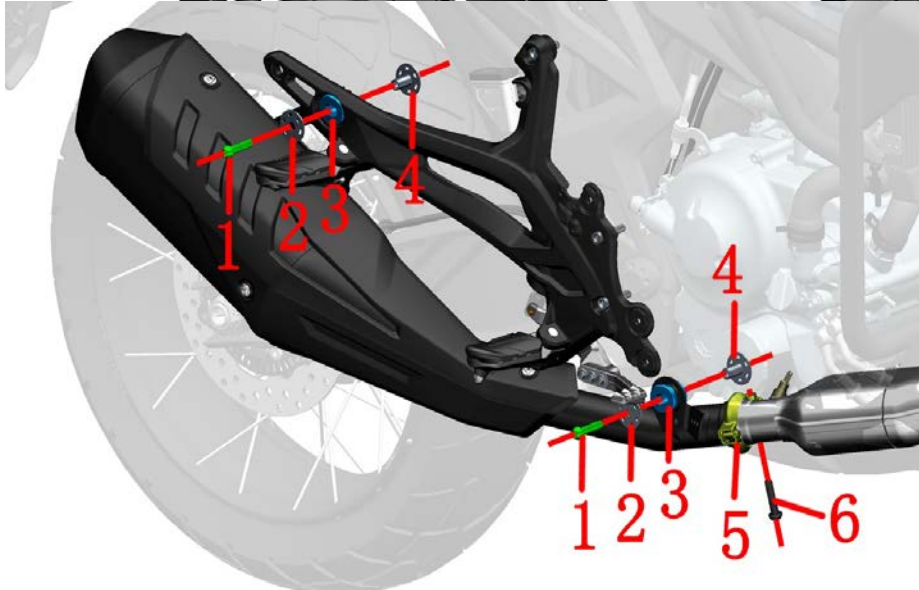
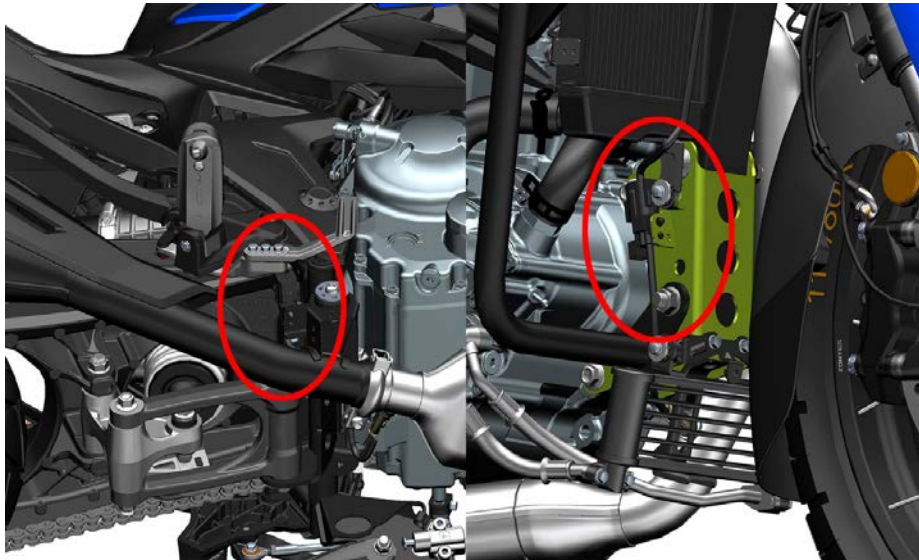


Fig 1: Muffler Assembly		Muffler Assembly 1		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1250205-145000	GB70.2M8×35 (Stainless Steel A2 - 70)	2		
2	1251500-099000	ZT350-GK muffler stainless steel gasket (φ9.1×φ33×1.5)	2		
3	1244300-022000	ZT350-GK-H1 muffler suspension hollow cushioning rubber	2		
4	1251700-207000	ZT350-GK muffler stainless steel flanging bushing (φ9×φ12×20.5×φ9.1×φ33×1.5)	2		
5	1276600-082000	ZT500-T Muffler stainless steel bar clasp	1		
6	1251100-432094	Non standard plum blossom groove with column pan head bolt M8 × 1.25 × 35 - 22 (grade 10.9)	1		

PROCEDURE:

●Rear Muffler Assembly

Refer to the "Lower Cowling Assembly" procedure to first remove the cowling assembly.

Lower the side stand. Disconnect the oxygen sensor plugs of both mufflers under the right radiator and beneath the motorcycle respectively.

Use a T45 hollow-point Torx wrench to remove one bolt (6) and detach the clamp (5).

Use a 6# hex key to remove the two bolts (1) securing the muffler, then remove the washers (2) and bushings (4). Detach the rear muffler assembly.

Remove the buffer rubbers (3) from the right footrest bracket and the rear muffler assembly respectively.

CAUTION:

- Handle all parts with care during disassembly to avoid damaging the painted surfaces.
- Ensure the muffler is completely cooled before disassembly.
- Prevent foreign objects from entering the interior of the muffler.
- Protect the muffler pipe openings; deformation may cause gas leakage.
- It is recommended to replace the sealing gasket with a new one each time the front muffler assembly is disassembled to prevent gas leakage.



Fig 2: Muffler Assembly		Muffler Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME		QTY	CAUTION
1	1276400-167000	ZT368T-G stainless steel flanging sleeve(φ6.4×φ9×6 + φ20×2)		3	
2	1126700-005000	ZT500-T rear muffler		1	
3	1270300-201000	Stainless steel heat insulation mat 6×20×1.6		3	
4	1246400-157000	ZT368T-G muffler hot plate rubber buffer		3	
5	1226700-016000	ZT500-T Muffler Anti-Burn Plate		1	
6	1251100-283000	Non-standard internal plum bolt M6×16 (thread glue/304 stainless steel)		3	

PROCEDURE:

●Rear Muffler Assembly

Use a T25 Torx wrench to remove three bolts (6). Detach the bushing (1) and heat shield (3). Remove the buffer rubber (4) from the muffler anti-scalding plate (5).

●Front Muffler Assembly

Use a 6# hex key to remove the bolt (5) at the right mounting point of the muffler, and take off the washer (6).

Use a 6# hex key to remove the bolt (5) at the left mounting point of the muffler, and detach the bushing (7).

CAUTION:

- Ensure the muffler is completely cooled before disassembly.
- Prevent foreign objects from entering the interior of the muffler.

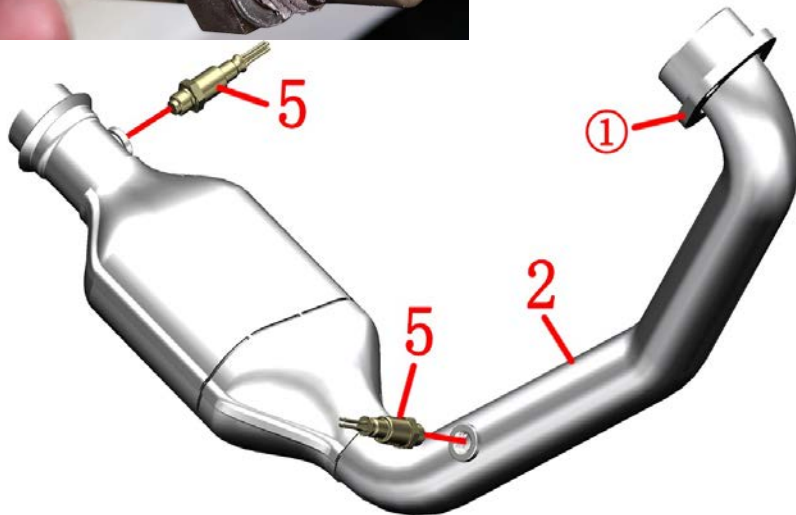
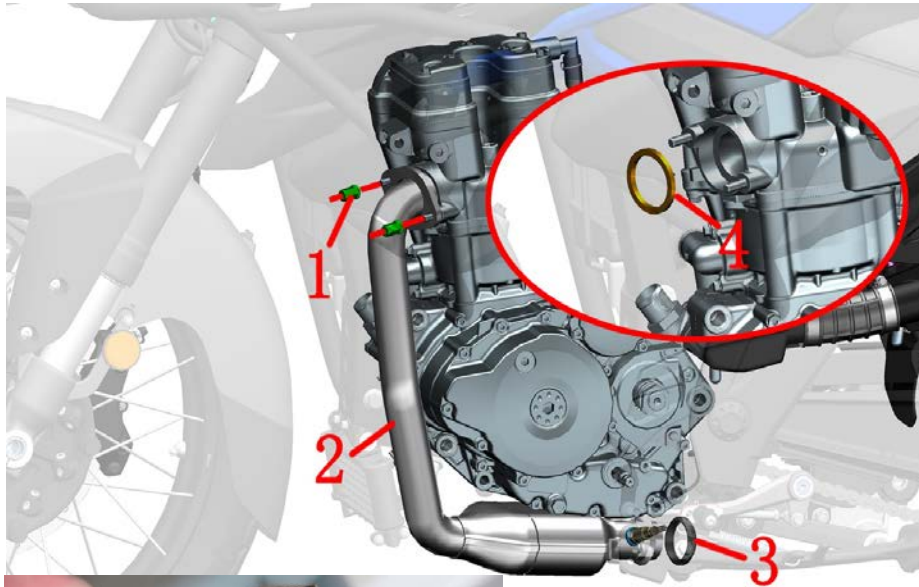


Fig 3: Muffler Assembly		Muffler Assembly 3		CHK	CAUTION
				ADJ	
NO.	PART NO.	PART NAME		QTY	
1	1251300-058093	Inner hexagonal nut M8 (color Zinc)		2	
2	4086700-006000	ZT500-T-H3 Front Muffler (WW - Euro V +)		1	
3	1126700-001000	ZT500-T Silencer Graphite Sealing Gasket (42.3×51.9×11)		1	
4	1251513-016000	ZT500 Engine Exhaust Seal Gasket		1	
5	1050957-025000	Bosch Oxygen Sensor LSFMH(2×2)		2	

PROCEDURE:

●Front Muffler Assembly

Remove the graphite sealing ring (3) from the rear side of the front muffler (2).

Support the muffler assembly and use a 6# hex key or 12# socket to remove the nut (1).

With one hand supporting the bottom of the muffler resonator, use the other hand to grip the flange (①) at the exhaust pipe and pull to separate it. Secure the flange with a rubber band or rope to prevent it from swinging on the front pipe and causing scratches.

Remove the front muffler assembly from the motorcycle, taking care not to strain the oxygen sensor wiring harness. Remove the sealing ring (4) from the exhaust port.

●Oxygen Sensor

Remove the oxygen sensor using a 16 #open wrench.

Detection method:

When the engine performance is poor, the idle speed is unstable, the fuel consumption is high, and the air-fuel ratio is incorrect, the oxygen sensor needs to be checked. The fault code can be read through the diagnostic instrument to confirm whether the oxygen sensor is faulty.

The ceramic inside the oxygen sensor is hard and brittle, and it is prohibited to use hard objects to strike or blow with strong gas, otherwise it is easy to cause damage.

Or remove the oxygen sensor to observe the color of the top part of the head. Normally, it is light gray. If it is white, it indicates that the silicon poisoning has damaged and needs to be replaced. If it is black, it indicates that there is carbon deposits that can be cleaned and continued to be used. If it is brownish-yellow, it indicates lead poisoning and needs to be replaced.

Assembly precautions:

The new sensor thread is coated with a special paste-like thread anti-sintering agent to prevent air leakage and facilitate subsequent disassembly. If there are no problems after removing the old one, an appropriate amount of anti-sintering agent should also be applied to the thread before installation.

Torque standard: 44N.m.

Attention:

- Allow the muffler to cool down completely before starting disassembly.
- Prevent foreign objects from entering the muffler interior.
- Protect the muffler pipe openings; deformation may cause exhaust leaks.
- It is recommended to replace the sealing rings every time the muffler assembly is disassembled to prevent

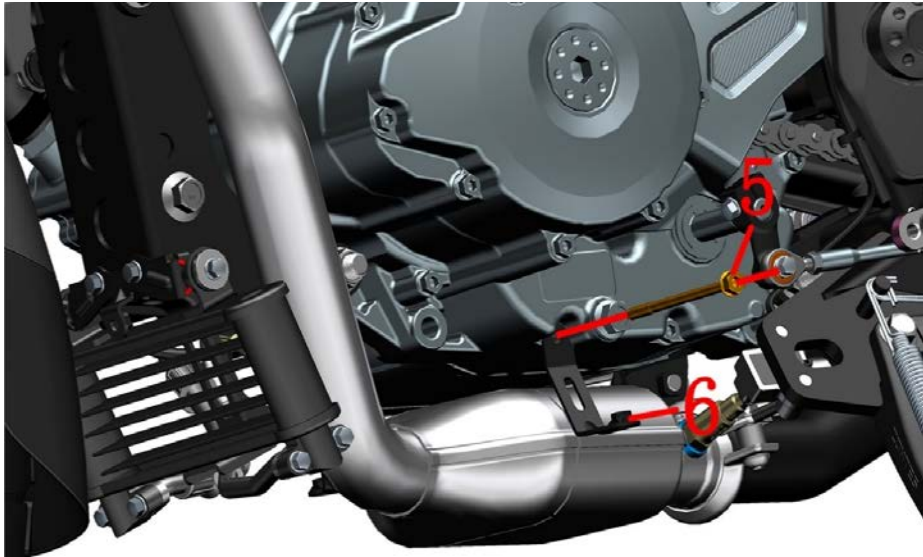
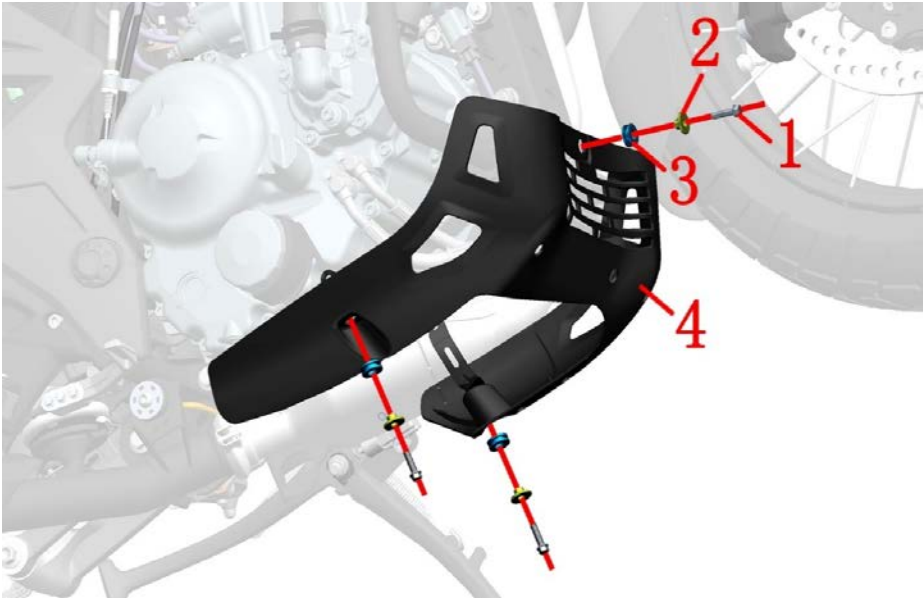


Fig 1: Lower Cowling Assembly		Lower Cowling Assembly 1	CHK	
			ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION
1	1251100-061093	M6×22 Hex flang bolt thread	3	
2	1274100-007000	ZT250-S flanging sleeve(φ6.4×φ9×6 + φ20×2)	3	
3	1244100-004000	ZT250-S Flanging bushing buffer	3	
4	1224300-076000	ZT500-T lower decorative cover	1	
5	1251112-071000	Hexagonal Small Flanged Internal Star Bolt M6×90—22 (Grade 9.8 / Zinc-Nickel Alloy)	1	12N·m
6	1276700-020000	ZT500-T Lower Deflector Left Bracket	1	

PROCEDURE:

●Lower Cowling Assembly

Raise the motorcycle using a platform. Use an 8# socket to remove the three bolts (1) securing the lower cowling, and detach the flanged bushings (2). Remove the cowling assembly and set it aside properly. Then, remove the three flanged bushing buffer rubbers (3) from the lower cowling (4).

●Lower Cowling Left Bracket

Use an 8# socket to remove the bolt (5), and detach the lower cowling left bracket (6).

CAUTION:

- Ensure the muffler is completely cooled before disassembly.
- Securely support and stabilize the motorcycle during disassembly to prevent tipping and accidents.
- Always support the cowling during removal to avoid uneven stress and potential breakage.
- Bolt (5) must be tightened to the specified torque and coated with thread-locking adhesive.

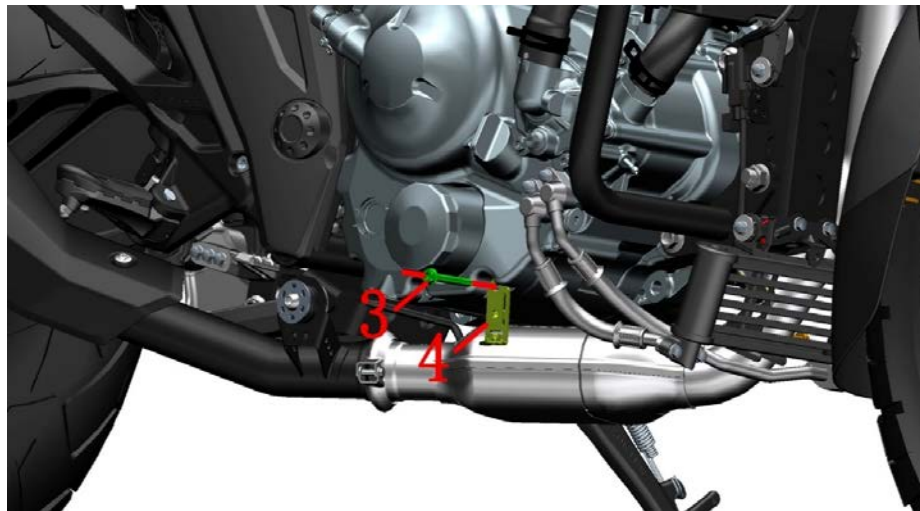
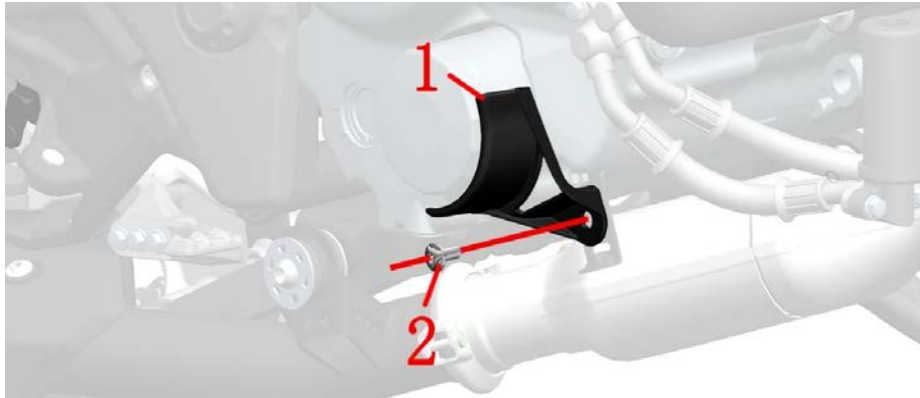


Fig 2: Lower Cowling Assembly		Lower Cowling Assembly 2		CHK	
				ADJ	
NO.	PART NO.	PART NAME	QTY	CAUTION	
1	1226700-010000	ZT500-T Engine Filter Protection Plate	1		
2	1251100-406094	Inner plum blossom shaft shoulder screw M6×14+diameter 8.5×2.9 (304 stainless steel)	1		
3	1274100-057095	Flanging bushing $\phi 6.2 \times \phi 8.4 \times 3.5 + \phi 14 \times 1.5$	1		
4	1244100-052000	Buffer rubber of flanging bushing ($\phi 8.5 \times \phi 14 \times 1$)	1		
3	1251112-066000	Hexagonal Small Flanged Internal Star Bolt M6×45 (Grade 9.8 / Zinc-Nickel Alloy)	1	12N·m	
4	1276700-021000	ZT500-T Lower Deflector Right Bracket	1		

PROCEDURE:

● Oil Filter Guard

Raise the motorcycle using a platform. Remove the bolt (1) at the front bracket securing the lower cowling, and detach the flanged bushing (2).

While supporting the lower cowling assembly with one hand, use an 8# socket tool to remove the bolts (1) on the left and right sides of the lower cowling respectively, then take off the flanged bushings (2). Remove the cowling assembly and set it aside properly. Detach the three flanged bushing buffer rubbers (3) from the lower cowling.

● Lower Cowling Right Bracket

Use an 8# socket to remove the bolt (3), and detach the right bracket (4).

Attention:

- Ensure the muffler is completely cooled before disassembly.
- Securely support and stabilize the motorcycle during disassembly to prevent tipping and accidents.
- Bolt (3) must be tightened to the specified torque and coated with thread-locking adhesive.