



'96

&

'97

OWNER'S MANUAL

ATK

2

STROKE

250LQ/260LQ

Updated 02/2015

THE NEW ATK

Most American motorcyclists share a common dream—to manufacture an American-made motorcycle that sets new standards for quality, performance, creative design and fresh engineering concepts. That dream, and a commitment to transform the dream into reality, gave birth to ATK Motorcycles back in 1983.

The first ATK model, a light-weight four-stroke Single, caused a great deal of excitement among the press and anxious buyers. Additional ATK models followed, including two-stroke Singles. As the demand for ATK's unique, no compromise motorcycles grew, production facilities became crowded.

ATK's factory moved to larger quarters in L.A. during 1990, and then to Centerville, Utah, just north of Salt Lake City, in 1993. New management and additional financial backing also joined The New ATK Team in Utah. Millions of dollars have been committed to expanding ATK's impact in the market place by growing the dealer network, increased funds and technology for Research and Development, better production techniques, a larger budget for advertising and promotion, and a professional, responsible business management team.

Your beautiful ATK Liquid-Cooled motorcycle is proof that the New ATK is right on target. Only the creative thinking of ATK could conceive and commit to building such a machine. Comprising the design's integrity and quality with the use of anything less than the best components was never considered. That's why every new ATKLQ is fitted with Answer Protaper handlebars, billet aluminum triple clamps and wheel hubs, chrome moly steel frames and swingarms, WP forks and shocks, stainless steel brake rotors and brake hoses, huge radiators, nickel-plated or stainless steel exhaust systems, premium tires and completely maintenance-free rear suspension systems.

We at ATK are extremely proud of our motorcycles. An ATK's level of sophistication and quality sets new standards for manufacturers in Japan, Italy and Austria to try to achieve. But, we'll let you in on a secret, we don't think they can. The dream that gave birth to ATK is still being dreamed, and you won't believe what we are seeing.

Sincerely,

MICHAEL L. TULLIS
Chairman
ATK America, Inc.

CONTENTS

	PAGE		PAGE
INTRODUCTION	3	SUSPENSION INFORMATION	14
SPECIFICATIONS 1996 250/260 LQ	4	Fork oil	14
TORQUE SPECIFICATIONS	4	Fork oil level	14
PRE-RIDE INSPECTION CHECK LIST	5	Effects of oil level	14
ATK LIQUID-COOLED MOTORCYCLE BREAK-IN	6	Setting the fork oil level	14
FUEL/OIL MIXING CHART	6	Fork-spring preload	15
ADJUSTMENTS	7	Effects of spring preload	15
Rear suspension sag	8	Setting the fork-spring preload	15
Shock compression damping	8	BRAKES	16
Shock rebound damping	8	Brake fluid	16
Forks	9	Brake pads	16
Fork compression damping, model 5	9	CARBURETION	16
Fork rebound damping model 5	9	Adjusting the carburetion	16
Fork compression damping model 6	10	Main jet	16
Fork rebound damping model 6	10	Air bleed screw	17
Exhaust control valve adjustment	10	Needle	17
Drive chain adjustment	11	MAINTENANCE	18
Clutch lever	11	PERIODIC MAINTENANCE	
Front brake lever	11	SCHEDULE CHART	18
Throttle	12	Change the oil	18
Rear brake pedal	12	Drive chain	18
Handlebar	12	Drive sprockets	19
STARTING PROCEDURES	13	Control cables	19
Fuel petcock	13	Throttle/control levers	19
Cold engine	13	Brake pads	20
With warm engine	13	Ignition	20
Engine stop	13	Air filter	20
		WASHING YOUR MOTORCYCLE	21
		STORAGE	22
		PREPARING A STORED MOTORCYCLE FOR RIDING	22

INTRODUCTION

Congratulations on your purchase of America's finest off road motorcycle: The ATK.

This manual explains operation, inspection, basic maintenance and tuning of your machine. If you have any questions about this manual or your machine, please contact your local ATK dealer.

⚠ WARNING

Please read this manual carefully and completely before operating this machine. Do not attempt to operate this machine until you have attained a satisfactory knowledge of its controls and operating features and until you have been trained in safe and proper riding techniques. Regular inspections and careful maintenance, along with good riding skills, will ensure that you safely enjoy the capabilities and the reliability of this machine.

⚠ IMPORTANT NOTICE

This machine is designed strictly for competition use, on a closed course. It is illegal for this machine to be operated on any public street, road, or highway. Off road use on public lands may also be illegal. Please check local regulations before riding.

⚠ SAFETY INFORMATION

1. This machine is to be operated by an experienced rider only. Do not attempt to operate this machine at maximum power until you are totally familiar with its characteristics.
2. This machine is designed to be ridden by the operator only. Do not carry passengers on this machine.
3. Always wear protective apparel. When operating this machine, always wear an approved helmet with goggles or a face shield. Also wear heavy boots, gloves, and protective clothing. Always wear proper fitting clothing that will not be caught in any of the moving parts or controls of the machine.
4. Always maintain your machine in proper working order. For safety and reliability, the machine must be properly maintained. Always perform the pre-operation checks indicated in this manual. Correcting a mechanical problem before you ride may prevent an accident.
5. Gasoline is highly flammable and can cause injury or death. Always turn off the engine while refueling. Take care to not spill any gasoline on the engine or exhaust system. Never refuel in the vicinity of an open flame, or while smoking. If you should swallow gasoline, inhale excess gasoline vapors, or allow gasoline to get into your eyes, contact a doctor immediately.
6. Only operate the machine in an area with adequate ventilation. Exhaust fumes are poisonous. These fumes contain carbon monoxide, which by itself is odorless and colorless. Carbon monoxide is a dangerous gas which can cause unconsciousness or can be lethal.
7. Park the machine carefully.
8. Properly secure the machine before transporting it. When transporting the machine in another vehicle, always be sure it is properly secured in an upright position and that the fuel cock is in the 'off' position. Otherwise, fuel may leak out of the carburetor or fuel tank. For transporting we recommend **The Bike Shoe**, available from your ATK dealer.

SPECIFICATIONS 1996 250/260 LQ

Engine type	liquid-cooled two-stroke Single
Displacement	250 / 251cc
Compression ratio	7.04:1
Carburetion	38mm Mikuni TMS
Ignition	SEM 12v 160w
Spark plug	NGK B8ES
Transmission	wide-ratio 6-speed
Starting system	kick
Fuel capacity	3.1 gallons
Fuel requirements	90 + octane
Fuel / oil mixing ratio	64:1
Cylinder bore size:	
250	67.50mm
260	67.75mm
Standard piston size:	
250	67.44 / 67.45mm
260	67.69 / 67.70mm
Cylinder-to-piston skirt clearance:	
250	.0020 / .0024 inches
260	.0020 / .0024 inches
Stroke 250 & 260	69.8mm
Wheelbase	58.5 inches
Rake / trail	27.1 degrees / 4.7 inches
Seat height	37.2 inches
Ground clearance	13.5 inches
Footpeg height	16.2 inches
Footpeg to seat top	20.5 inches
Swingarm length	22.5 inches
Weight, wet no fuel	230 / 235 pounds
Front tire	90/90-21
Rear tire	
120/80-18	
Tire pressure	12-18 psi front & rear
Front wheel travel	11.8 inches
External adjustments	compression & rebound damping
Standard fork springs	0.42 kg / mm
Optional fork springs	0.38; 0.40; 0.44 kg / mm
Rear wheel travel	13.6 inches
External adjustments	compression & rebound damping, spring preload
Rear suspension sack	3.75 inches (95mm)
Standard shock spring	5.6 or 5.7 kg / mm
Optional shock springs	5.4; 5.6; 5.7, 5.8; 6.0 kg / mm
Front brake	Brembo dual piston, 10.4 inch (260mm) stainless steel rotor
Rear brake	Brembo single piston, 8.8 inch (220mm) stainless steel rotor
Final drive ratio	14:48
Drive train	D.I.D. 520 V.6 O-ring
Transmission oil capacity	8 / 10 quart (800cc)
Type trans. oil	any high-quality 80/90 transmission lubricant
Brake fluid	Golden Spectro Supreme DOT 4, (DOT 5.1 non-silicone specifications)
Coolant capacity	1.25 quarts
Coolant mixture	50 / 50 water / antifreeze
Standard thermostat	113 degree
Optional thermostats	136, 158 degree

Internal Transmission Ratios

250LQ & 260LQ MODELS

Primary drive	25 / 69	2.760
1st	10 / 30	3.000
2nd	14/29	2.071
3rd	14 / 23	1.643
4th	15 / 21	1.400
5th	18 / 22	1.222
6th	19 / 21	1.105

TORQUE SPECIFICATIONS

ITEM	TORQUE LB / FT
Triple clamp pinch bolts	20
Steering stem bolt (aluminum)	15
Handlebar clamp bolts	16
Front axle bolt	20
Front axle pinch bolts	7
Fork guard protector screws	5
Chain guide bolts	12
Rear axle adjuster lock nuts	15
Rear axle	50
Shock mounting bolts	35
Swingarm pivot bolt	50
Brake hose banjo bolts	15
Caliper bolts	25
Front brake rotor	15
Rear brake rotor	30
Rear sprocket bolts	30
Brake pedal pivot bolt	15
Fuel tank mounting bolts	15
Seat mounting bolts	15
Side panel / front & rear fender mounting bolts	15
Subframe / engine mounting bolts:	
10mm bolts	50
8mm bolts	30

ENGINE TORQUE SPECIFICATIONS

Head	15
Cylinder	15
Exhaust flange bolts	15
Clutch nut	80
Balance shaft nut	50
Primary drive crankshaft nut	80
Magneto nut	50

PRE-RIDE INSPECTION CHECK LIST

The following inspection ritual **MUST** be performed prior to each riding session:

- A thorough “walk around” of the motorcycle for visible signs of loose, broken or worn parts, nuts and bolts, tires, wheel hubs, spokes etc.

An in-depth check of the following components using the proper tools, equipment and knowledge to perform the job:

- Radiator coolant level.
- Condition of radiator, radiator coolant hoses and hose clamp tightness.
- Engine oil level.
- Engine for oil/coolant leaks and/or case damage.
- The smooth and effective operation of the throttle, clutch, front brake, rear brake, and kill button.
- Steering smoothness and steering head bearings for proper adjustment.
- Handlebars for proper adjustment and tightness.
- Control cable routings for binding or interference with the bike’s steering and operation.
- Brake pads and brake rotors for damage or wear.
- Brake fluid levels and the hydraulic hoses for damage and their attachment bolts for tightness.
- Tire condition and inflation.
- Spoke condition and tightness.
- Wheel hubs and rims for cracks or damage.
- Suspension components—shock, forks, triple clamps—for signs of oil leakage, crash damage and general integrity.
- Exhaust system for cracks, damage and mounting hardware tightness and condition.
- Front and rear axles tightness and correct torque.
- Swingarm pivot nuts for proper torque.
- Drive chain, sprockets, chain rollers and chain rub pad for wear and/or damage, and the chain for alignment and adjustment.
- All bolts and nuts for tightness and correct torque.
- Frame, subframe and swingarm for cracks, breakage and/or crash damage.
- Check the condition of the front and rear wheel bearings by trying to rock the wheel assembly. There should be no noticeable looseness or rocking when the bearings are in good condition.
- Fuel tank, fuel cap, fuel petcock and fuel lines for leaks and/or damage.
- Carburetor clamps for tightness and the carburetor for leakage.

NOTE:

IF ANY OF THE ABOVE CHECKS SHOW A NEED FOR ATTENTION, PERFORM THE NECESSARY REPAIR/REPLACEMENT/ADJUSTMENT(S) PRIOR TO RIDING THE MOTORCYCLE.

ATK LIQUID-COOLED MOTORCYCLE BREAK-IN

Taking the time to properly break-in your new ATK Liquid-Cooled motorcycle will reward you with a bike that provides maximum performance and life. Modern liquid-cooled engines are set-up with very tight engine tolerances that require a short break-in period. Other components of your new ATK also require short break-in periods:

BRAKES:

The Brembo brakes on your new ATK will provide superior stopping power and longevity if you apply the brakes lightly, allowing for a cooling period, during the first hour of operation. Doing so ensures that the brake pads and stainless steel brake rotors seat properly without glazing. Your reward for taking the time to properly break-in the motorcycle's brakes will be stronger, longer-lasting brake components.

ENGINE and TRANSMISSION:

The most important thing to remember when breaking-in your new LQ motorcycle is to stay away from deep sand, high-speed straights and any riding situation where the engine is required to run at full power for an extended amount of time. During the break-in period (1 hour), constantly vary the throttle setting, shift up and down continually and lightly apply the brakes. Let the engine cool for 5 minutes after every 20-minute break-in period. After the hour break-in period, drain the transmission oil and refill the transmission with 800cc (8/10 of a quart) of high-quality 80/90w motorcycle transmission oil.

SUSPENSION:

Take the time to set the rear suspension's sag to 3.75 inches (95mm) and the shock and fork damper adjustments prior to riding your new motorcycle. The LQ's WP suspension components will deliver a rather harsh ride for the first 4-to-5 hours of use until the oil seals and bushings break-in. No special procedure needs to be carried out during the break-in period.

FUEL /OIL MIXING CHART

Recommended gasoline:

Premium unleaded, 90 + octane

Recommended oil:

Golden Spectro 2-cycle engine oil

Recommended fuel/oil ratio is 64:1

GASOLINE	OIL
Gallons	Ounces
0.5	1
1.0	2
1.5	3
2.0	4
2.5	5
3.0	6
3.5	7
4.0	8
4.5	9
5.0	10
5.5	11
6.0	12

Caution:

Too rich a mixing ratio will cause excessive smoking, spark plug fouling and combustion chamber carbon build-up. ATK's R & D Department has tested Golden Spectro mixed at a 64:1 ratio for over 3 years with excellent results. Running a richer oil/gasoline mixture in the ATK 250LQ or 260LQ will not increase engine life, it'll result in oil drooling out of the exhaust pipe and silencer, and in the silencer packing being clogged with unburned oil.

Gasoline and oil must be mixed thoroughly and the mixture must be fresh. Do not use any gasoline/oil mixture that is over 1 month old.

When possible, mix the oil/gasoline in a gas can prior to being put into the motorcycle's fuel tank. Tip: put the oil into the gas can prior to adding the gasoline so the force of the gasoline entering the gas can will help mix the fuel and oil.

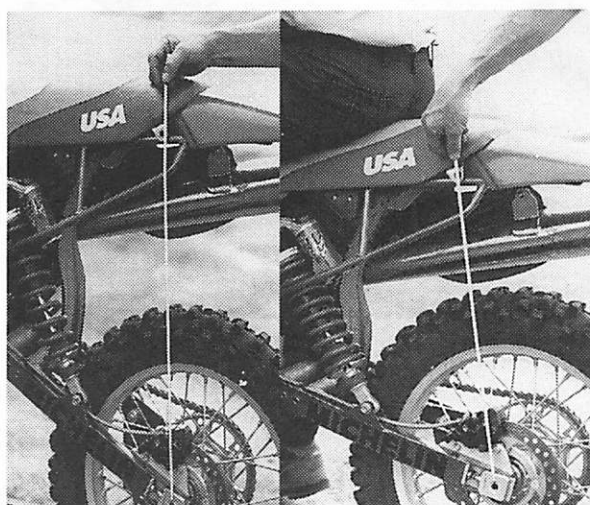
When mixing the fuel and oil in the motorcycle's gasoline tank is necessary (filling up at a gasoline station during an extended off-road ride), put the gasoline into the bike's gas tank first, then add the correct amount of oil and shake the motorcycle to help mix the fluids. If the oil is added first it may enter the carburetor in an unmixed form and result in a fouled spark plug immediately after the engine is started.

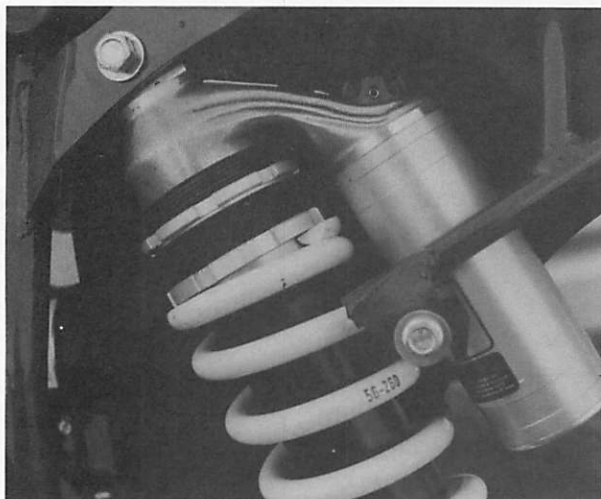
ADJUSTMENTS

Rear suspension sag:

Rear suspension sag is preset at the factory for a rider of approximately 170 pounds. But it should be rechecked for optimum performance. To set the sag, place the bike on a stand or box that lifts the rear wheel clear of the ground, then measure the distance from the center of the rear axle to the center of the seat-mounting bolt and record that number. Next, put the motorcycle on the ground and bounce on it a few times to loosen up the shock and swingarm pivots. With the rider sitting on the bike in his normal riding position, one foot on the ground for balance, have an assistant remeasure the distance from rear axle bolt center to the seat mount bolt and record that number. The difference in measurements should be exactly 3.75 inches (95mm).

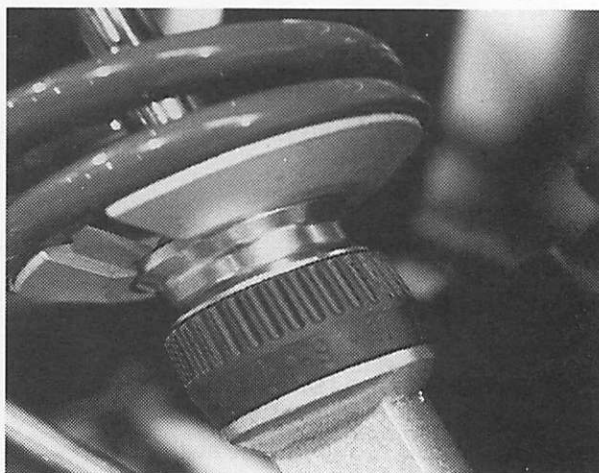
If adjustment is needed, loosen the shock-spring's locking ring then rotate the shock spring by hand to increase its preload. Lessen the preload if more sack is needed. After rechecking the sack measurement, tighten the locking ring firmly using a spanner wrench or drift punch and hammer.





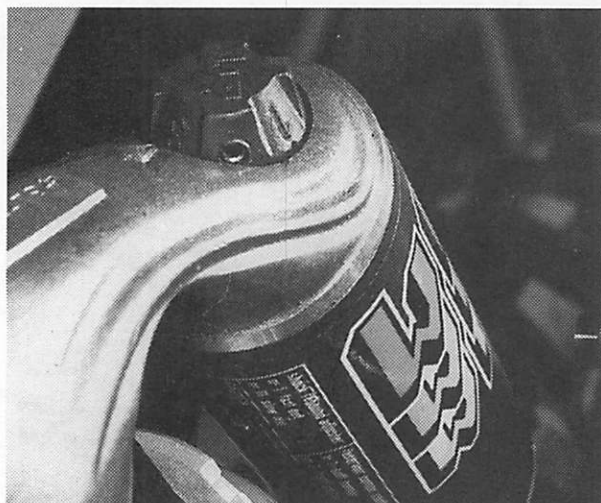
Shock rebound damping:

Rebound damping controls the speed at which the shock returns to its extended length after being compressed. The rebound-adjuster knob is located below the shock spring, just above the shock's lower mounting bolt. A higher number increases damping resistance and slows the shock's return after being compressed. A lower number decreases resistance and lets the shock return faster.



Shock compression damping:

Compression damping controls the speed at which the shock compresses. The compression-adjuster knob is located on the top of the shock's reservoir. Moving the knob to a higher number increases the shock's compression resistance and slows the shock's rate of compression. Choosing a lower number reduces resistance to compression and provides a softer ride.



Forks:

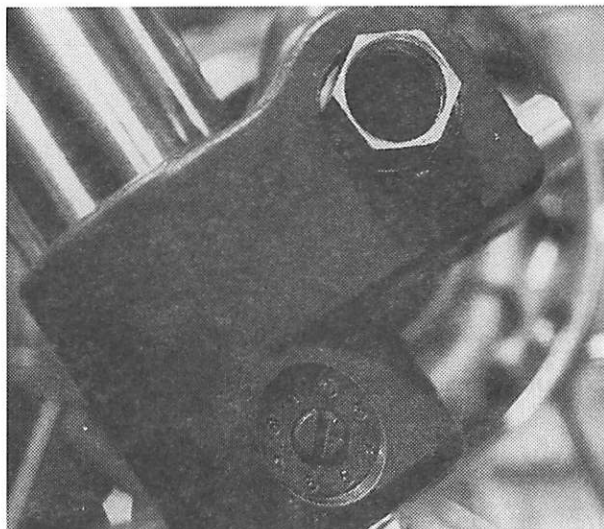
Your 1996 ATK 250 / 260 Liquid Cooled is fitted with Premium WP forks that feature externally adjustable compression and rebound damping. Two models of WP fork are used on the '96 LQ models, so the location of the fork's compression and rebound damper adjusters depend on the WP model fitted to your bike. To determine the WP fork model on your bike look at the top of the fork tubes, just below the handlebar. If the fork caps have plastic thumb adjusters they are model 5; if the caps have slot-head screw adjusters in their middle, they are model 6.

Fork compression damping model 5:

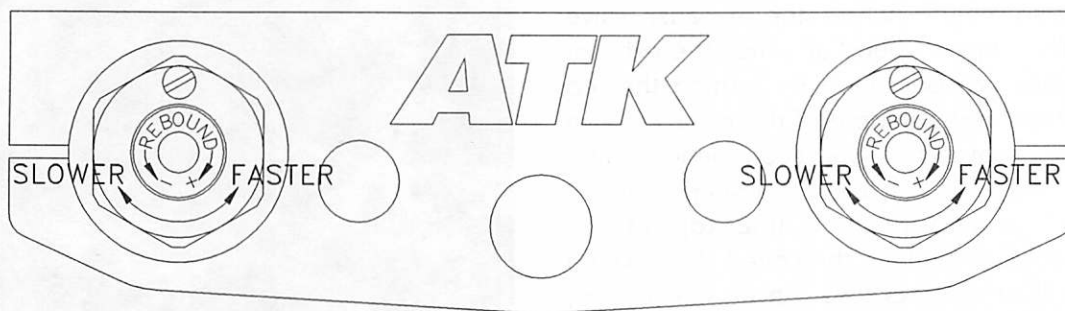
The compression damping adjuster for the left fork leg controls damping throughout the fork's travel. Setting the adjuster to number 3 or 4 will provide smooth, comfortable fork damping. Setting the adjuster to a higher number increases compression damping, a lower number decreases damping. An identical adjuster on the right fork leg only effects compression damping during the last 3-inches of fork travel. Adjusting the right adjuster to a higher number – 5, 6, 7 or 8 – prevents "fork bottoming" in G-outs.

Fork rebound damping model 5:

The fork's rebound damping is adjusted via a plastic knob on top of each fork leg. Turning the thumb screw adjuster clockwise increases resistance and slows the fork's rebound speed after being compressed. Turning the knob counter clockwise reduces resistance and lets the fork return to full extension quicker. Both fork caps 12 clicks counter clockwise from a fully bottomed clockwise position.



MODEL 5

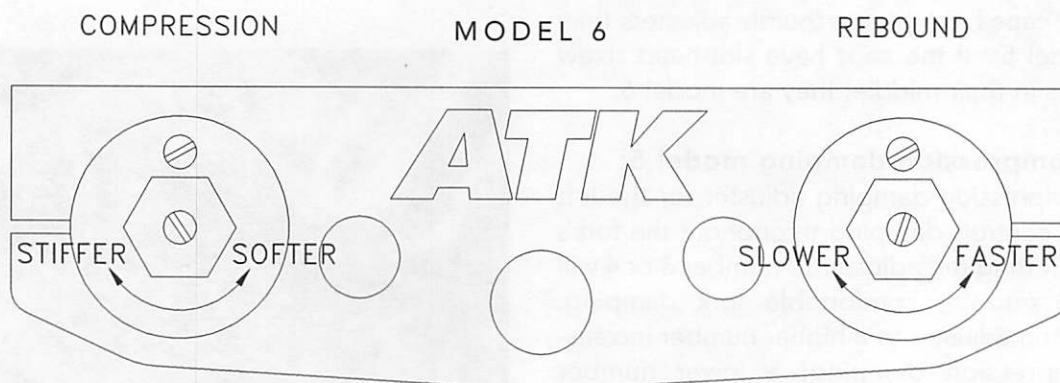


Fork compression damping model 6:

The fork compression adjuster on model 6 forks is located in the top of the left fork cap. Twenty-two choices of compression damping are available by turning the slot-head screw in the middle of the cap clockwise to increase damping, counter clockwise to reduce damping. The standard compression damping setting is 14 clicks counter clockwise from a fully bottomed clockwise position.

Fork rebound damping model 6:

A slot-head screw centered in the top of the right-side fork cap provides 22 choices of rebound damping: Turning the screw clockwise increases damping, turning it counter clockwise reduces damping. The standard rebound damping setting is 14 clicks counter clockwise from a fully bottomed clockwise position.



Exhaust-control valve adjustment:

The exhaust-control valve on the LQ engines is operated by exhaust pressure and a spring. A small hole in the roof of the exhaust port leads to a high-temperature rubber diaphragm that raises the exhaust valve for increased power at higher engine revolutions; a coil spring on the outside front of the diaphragm closes the valve, and it also effects when the exhaust valve opens. The engine speed at which the exhaust valve opens can be varied by turning the red plastic screw in the middle of the exhaust valve cover. For initial testing, we recommend turning the red screw (2) full turns in either direction from its standard position (the top of the adjuster screw flush with the cover). Turning the screw adjuster clockwise (into the cover), increases the spring pressure and results in the valve opening at a higher rpm. Turning the screw counter clockwise (out of the cover), lets the valve open at a lower engine speed. Generally, an early opening valve works better for sand and loam conditions where a hard hit at low rpm is desirable.; a late rpm opening works best when riding in mud and poor traction

conditions such as hardpack. After the initial experiment with valve adjustments, take the time to fine-tune the adjuster to your riding style and riding conditions. However, do not exceed 2-turns in either direction from a flush starting point.



Drive chain adjustment:

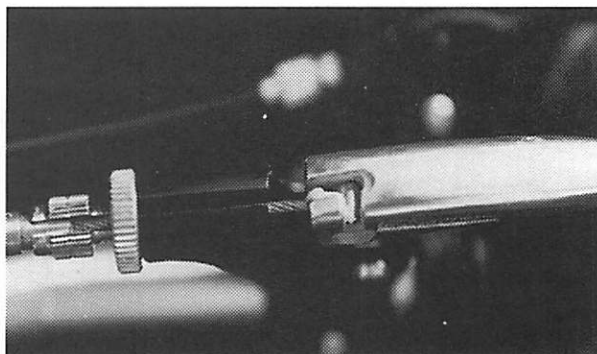
The drive chain's adjustment should be checked after each ride. With the bike on a stand, push the bottom of the chain up towards the lower end of the chain rub pad. The chain should become tight when approximately 1/32 inch away from the rub pad. If adjustment is required, loosen the rear axle nut and adjust the chain tension by turning the axle-adjuster screws. After adjustment, retighten the adjuster screw locknuts and the axle firmly.

Chain alignment is also very important to long chain and sprocket life. While on a stand, place a screwdriver shaft between the upper part of the chain and the rear sprocket, then turn the rear tire slowly rearward until the top of the chain becomes taut. Sight down the top of the chain. It should appear straight. If it looks curved, make the necessary corrections using the adjuster screws and recheck the adjustment and axle nut tightness.



Clutch lever:

The clutch lever should be adjusted to provide 1/4 inch of freeplay at its ball-end.



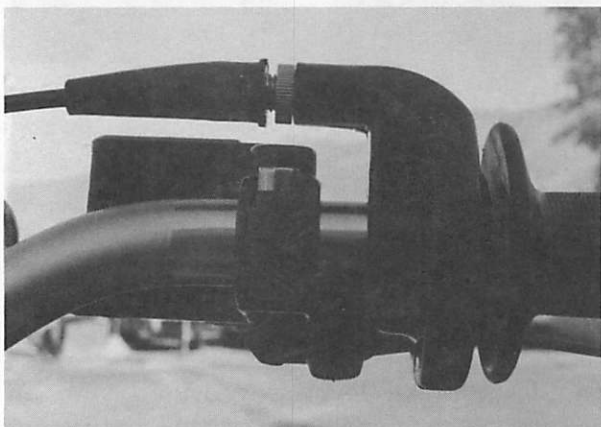
Front brake lever:

The front brake lever is provided with an adjuster on its front side that allows adjustment of the brake's engagement point. It should be adjusted to the rider's preference.



Throttle:

The throttle should have a small amount of freeplay in it. The adjustment is located under the rubber cover between the throttle assembly and throttle cable.



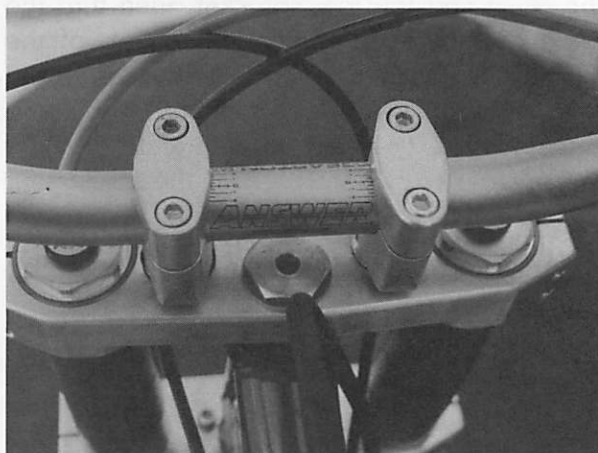
Rear brake pedal:

The rear brake pedal can be adjusted by loosening the locknut on the top of the clevis and then turning the master cylinder push shaft in or out. After adjusting, be sure the clevis locknut is retightened and there is a slight amount of freeplay in the brake pedal prior to the push shaft being moved.



Handlebar adjustment:

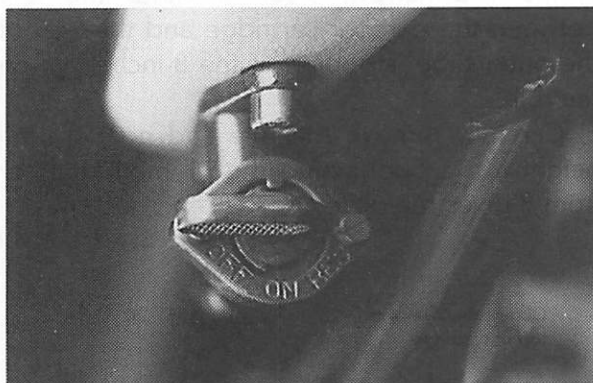
The Protaper handlebar can be adjusted for height and reach. To lower the handlebar, loosen the four handlebar clamp bolts, then rotate the bar reward to lower its height and decrease the reach. Rotate the bar forward to raise its height and increase its reach. A scale printed on the top-center section of the handlebar provides a reference for adjustment. After adjusting the handlebar position, retighten the handlebar clamps, starting with the front bolts followed by the rear bolts.



STARTING PROCEDURES

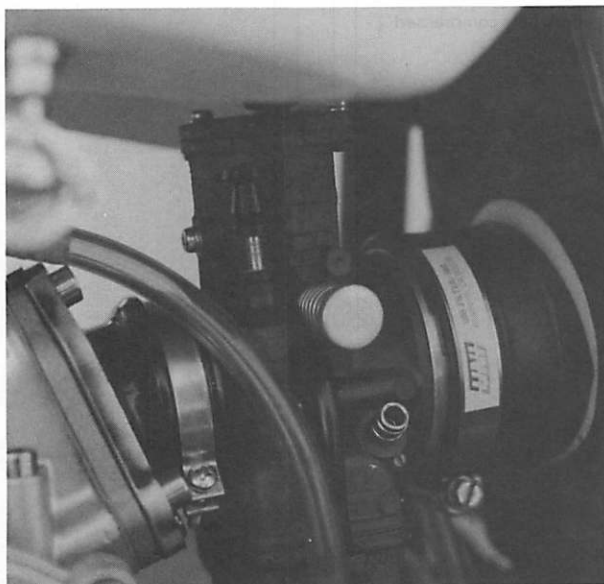
Fuel petcock:

A fuel petcock is located on each side of the fuel tank. Both petcocks should be turned to their ON positions (the petcock levers pointing down) before operating the motorcycle. (Petcock shown in OFF position)



Cold engine:

- 1) Turn the fuel petcocks to ON.
- 2) Pull the choke knob up until it stops.



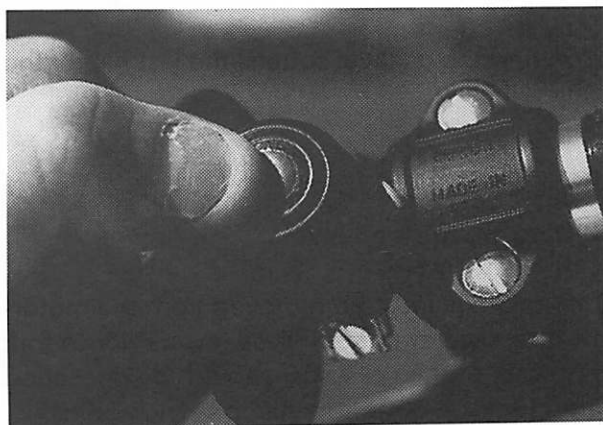
- 3) Kick the engine over briskly with the throttle closed. After the engine warms to operating temperature, push the choke down until it stops.

Warm engine:

- 1) Kick the engine briskly with the throttle opened about 1/8 to 1/4 turn.

Engine Stop:

- 1) Push the black kill button on the left side of the handlebar.



SUSPENSION

Fork oil:

Your new ATK's fork is supplied with 5-weight suspension fluid. 7.5-weight fluid may be substituted if a firmer ride is desired. Use only a high-grade suspension fluid such as Bel-Ray HVI or Spectro.

Fork oil level:

Minimum oil level 6.70 inches (170mm)
Maximum oil level 4.72 inches (120mm)
Stock oil level 5.10 inches (130mm)

Effects of oil level:

Raising the fork oil level increases the fork's resistance to bottoming and generally makes the suspension feel stiffer during the last half of its travel.

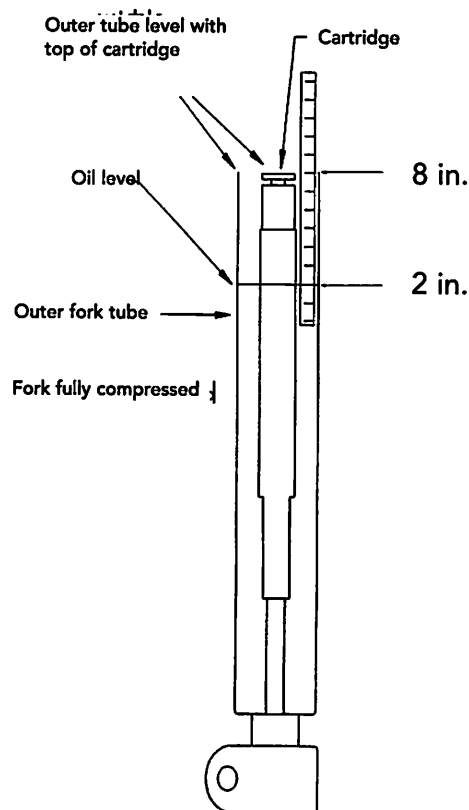
Lowering the oil level softens the last half of the travel.

Setting the fork oil level:

The fork legs must be removed from the motorcycle to accurately set the oil level. Prior to fork removal, the forks caps should be loosened (after loosening the top clamp's pinch bolts).

- 1) Remove the fork legs and one fork cap.
- 2) Push the outer tube down a couple of inches and remove the spring-retainer clips and the spring preload spacers.

- 3) Slowly remove the fork spring from the fork.
- 4) Push the damper cartridge and outer tube to the bottom of their travel, then raise the outer tube's top edge flush with the top of the damper cartridge top.
- 5) Insert a narrow, steel rule into the fork between the damper cartridge and the wall of the outer tube, stopping at the 8-inch mark on the rule.
- 6) Carefully remove the rule and note the oil height on it. Subtracting the oil mark number from 8 gives the oil level.



Fork-spring preload:

Fork-spring preload refers to the distance the spring is compressed when it is installed in the fork with the fork fully extended.

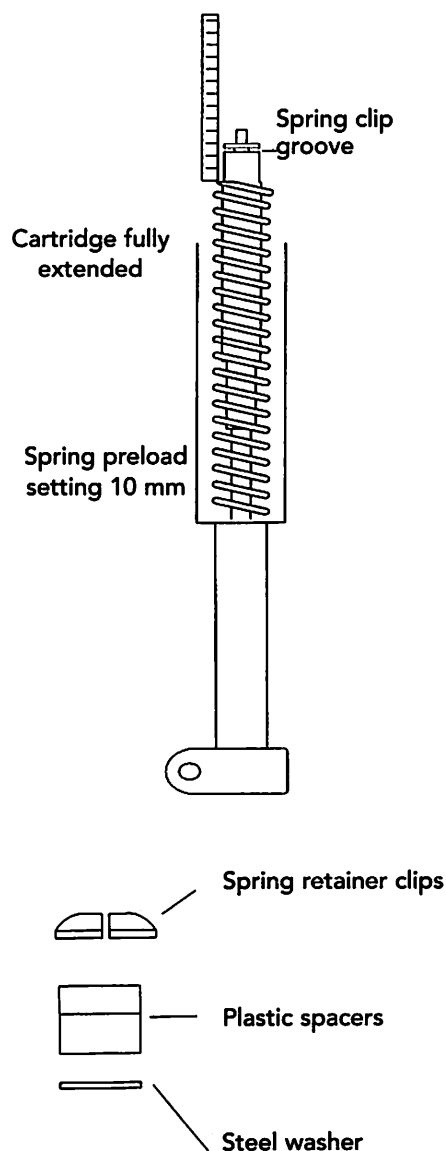
Effect of spring preload:

Spring preload effects the motorcycle's ride height. Increasing the spring preload raises the ride height of the bike and makes the fork feel slightly stiffer during the initial part of its movement. Generally, a lower fork-spring preload is advisable.

The recommended fork-spring preload is 10 mm.

Setting the fork-spring preload:

- 1) Follow steps one and two under Setting the fork-oil level.
- 2) Holding the damper cartridge fully extended, measure the distance from the bottom of its spring-clip groove to the top of the fork spring and record that number.
- 3) Add the amount of spring preload desired to the number derived in (2), (above) to determine the length of the preload spacer.



BRAKES

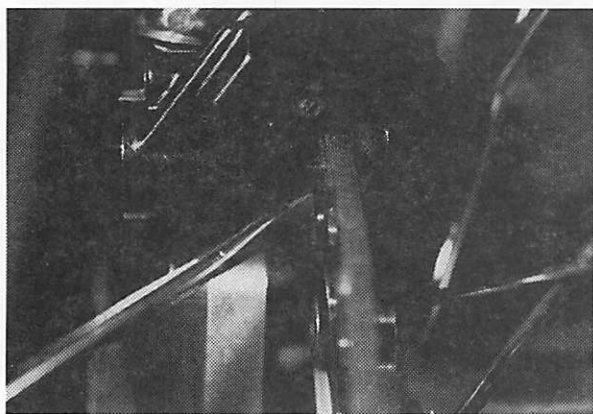
Brembo brake components are used on your new ATK. Both calipers—a double-piston front, single-piston rear—feature quick-change brake pads. Replacement brake pads in the standard composite and in special formulations are available through your local ATK dealer.

Brake fluid:

Your new ATK's brake system is filled with Golden Spectro Supreme DOT4 (DOT 5.1 non-silicone specifications). DO NOT mix this brake fluid with another brand or rating of brake fluid. If another brand or specification is preferred, completely drain and flush the hydraulic system prior to its use.

Brake pads:

Replace the brake pads when the friction pad material is worn to 1/8 inch in thickness. The front and rear brake calipers use the same brake pads.



CARBURETION

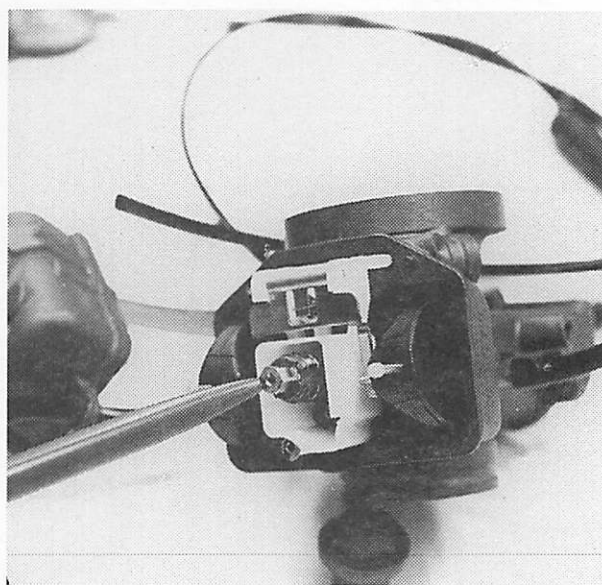
Type	Mikuni TMS
Size	38mm
Main jet	350
Needle	6DGY4-56
Needle clip position	#2
Slide	G
Slide air hole	4.5mm
Bleed screw adjustment	1.5 turns

Adjusting the carburetion:

Your new ATK's carburetion is set at our Utah factory which has an elevation of around 4,000 feet. To obtain optimum performance in your riding area, we suggest that an hour or so be set aside to fine-tune the carburetor for your elevation and weather conditions.

Main jet:

When fine-tuning the carburetor start with the main jet. If the engine sounds rich or lean under full throttle conditions, change the main jet size. The main jet is located under the float bowl. It can be reached after float bowl nut removal which requires a 17mm boxend wrench. Use a jet wrench to remove the main jet and then replace it with a smaller numbered jet if the bike is running rich, a larger one if it is running lean.



Air bleed screw:

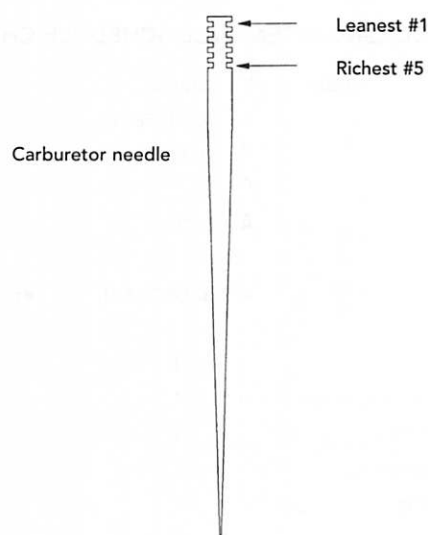
The air-bleed screw should be adjusted for a smooth idle speed. Turning the screw clockwise reduces the amount of air-bleed, counter clockwise increases the amount of air entering the engine at idle speed. Slowly move the screw a half turn clockwise and note the engine's idle speed, then return it to 1.5 turns and then rotate it counter clockwise a half turn, noting the engine speed. If the engine gained speed in one direction return the adjuster to that position.



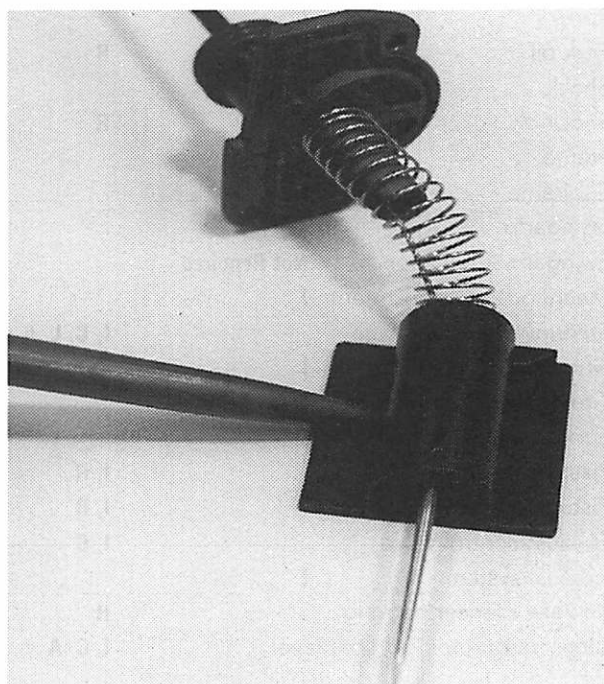
Needle:

The needle is the long, thin, tapered steel part that protrudes out the bottom of the throttle slide. It is reached by removing the carburetor's top. When the top of the carburetor is pulled away from the carburetor body, the throttle-return spring and throttle slide will be attached to it. The needle jet and the jet needle (the part that the needle jet slides up and down in) are responsible for the engine's operation between

Clip position from top



1/4 throttle and 3/4 throttle. If the engine is running rich in this range, lowering the needle (raising the C-clip at the needle jet's top) will reduce the amount of fuel flow. Lowering the C-clip raises the needle jet and makes the engine richer in this power range.



MAINTENANCE

PERIODIC MAINTENANCE SCHEDULE CHART

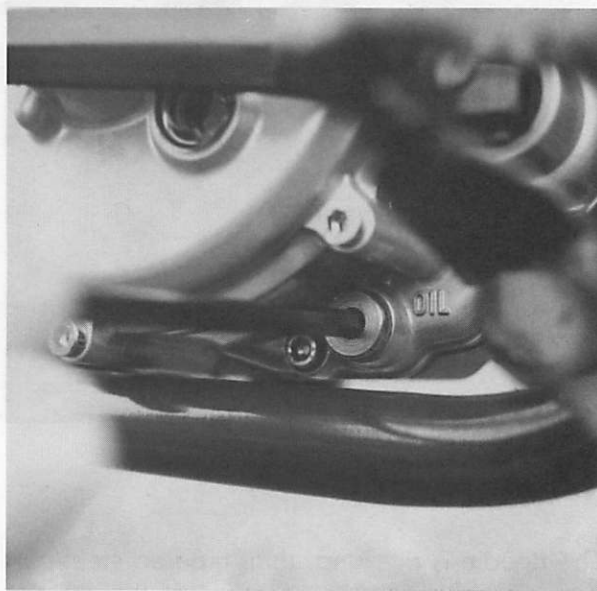
CODE: I: inspect
L: lubricate
R: replace
C: clean
A: adjust

ITEM	AFTER EACH RIDE	EVERY 6 MONTHS
Spark plug	I	R
Drive chain & sprockets	I, L	R
Chain rollers	I	R
Swingarm rub pad	I	R
Chain guide block	I	
Transmission oil	R	
Air filter	I, C, L	R
Cooling system	I	
Coolant leve	I	
Control cables	I, L, A	
Brake fluid level	I	
Brake pads & hoses	I	
Brake rotors and calipers	I	
Brake system operation	I	
Forks	I	
Fork oil	I	R
Shock	I	
Shock oil		R
Frame	I	
Subframe	I	
Swingarm	I	
Swingarm lubrication	Not Required	
Steering head adjustment	I	
Steering head lubrication		I, C, L, A
Nuts, bolts	I	
Tire condition & inflation	I, A	
Spokes, hubs, rims	I	
Piston and ring		I, R
Piston pin, rod top bearing		I, R
Exhaust-control valve		I, C
Exhaust system	I	
Replace silencer packing		R
Clean carburetor, set float level		I, C, A

Changing the oil:

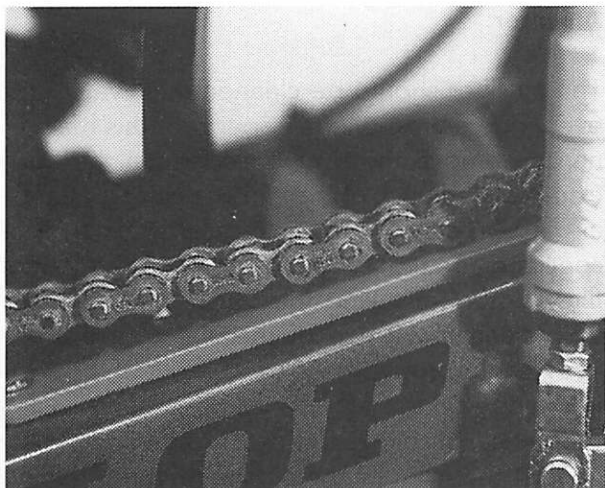
Remove the oil-drain plug from the lower rear of the clutch cover (under the shift lever) using a 6mm allen wrench. Replace the plug after draining is complete. Slowly pour oil into the filler hole located in the top of the engine's center cases (to the right of the carburetor) until the oil sight glass on the clutch cover is half full (approximately 8/10 of a quart). Replace filler plug.

Type	Any high quality transmission lubricant
Capacity	250/260; 8/10 quarts
Oil change	200 miles



Drive chain:

Except for an occasional chain tension adjustment, little chain care is required. As long as the chain's O-rings are in good condition, the lube trapped inside the chain can not escape and lube applied to the outside of the chain can't get into the chain to lubricate its critical parts.



A light lubricant to the outside of the chain to keep it from rusting may be desirable, but not absolutely necessary. The stock chain used on all ATKs is a premium model and should last a long time. When the chain reaches a point where side play is obviously excessive, it should be replaced.

Drive sprockets:

ATK rear sprockets, like the drive chain, are the highest quality available and should provide long life. When the sprocket teeth start looking bent, it's time for a new sprocket. The drive chain should be inspected closely for excessive side play at the same time and replaced if bad. A worn drive chain can wear out a new rear sprocket in one ride.

Control cables:

The control cables should be lubricated periodically with cable lube to keep them working smoothly.



Throttle/control levers:

The throttle should be disassembled, cleaned in cleaning solvent, then all moving parts lubricated, including the holder for the throttle-cable's end. The clutch and front brake levers should also be cleaned and lubricated at their pivot points and where the cable ends are held. The maintenance schedule for these parts should be determined by the amount and severity of the bike's use.

Rear brake pedal:

The rear brake pedal pivots on two (2) sealed ball bearings and requires no maintenance.

Brake pads:

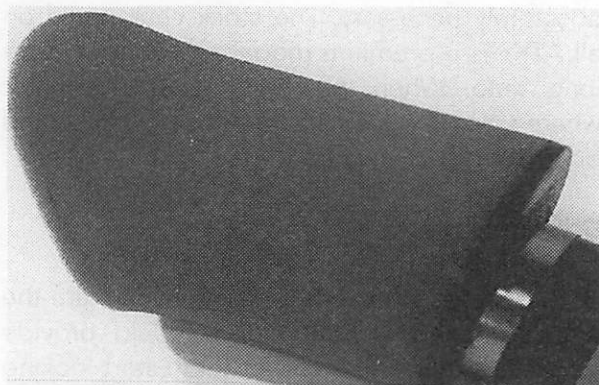
The brake pad's thickness should be checked after each ride. The pads should be replaced when they are 1/8 inch thick. The front and rear brake pads are identical.

Ignition:

The SEM ignition is preset at 2.05mm BTDC at the factory and should require no further adjustment.

Air filter:

The air filter should be cleaned in solvent after every ride and re-oiled. To perform this maintenance, remove the seat, then loosen the hose clamp on the back of the carburetor and pull the air filter from the airbox. Regular engine oil or special foam air filter oil may be used to oil the filter. Before installing the air filter into the airbox, clean the inside of the airbox and apply heavy waterproof grease to the front of the sealing flange on the air filter carrier. Then reinstall the filter, pushing the sealing flange tightly against the front of the airbox while tightening the filter carrier hose clamp to the back of the carburetor.



WASHING YOUR MOTORCYCLE

It is good practice to thoroughly wash your ATK LQ motorcycle after each ride. An exhaust plug or shop rag should be placed in the end of the silencer before washing to keep water from entering the exhaust system and engine, but no other preparation is necessary. Wash the bike using water and liquid dish soap or if preferred, use a high-pressure washer at the quarter carwash. Unlike other off-road motorcycles you may have owned, there is no fear of water entering the rear suspension components of an ATK motorcycle thanks to its sealed bearings.

After washing and drying the bike, spray a light coat of WD40 to all of the frame parts where the paint has worn off to prevent rusting. Also, after washing the machine, carefully ride the bike slowly and apply both brakes gently to dry them of condensation.

The ignition cover should be removed periodically and left to set for a couple of days to dry the ignition parts. It is also good practice to spray WD40 into the inside of the ignition flywheel and coils to eliminate moisture and prevent rusting of the components.

Lube the chain with WD40 or chain lube to prevent rust.

A light coat of plastic polish will restore the shine to plastic components and make the bike easier to wash after the next ride. Do not use protective conditioners on the seat cover, however, as they make the seat cover very slippery.

Lubricate the footpeg pivots, shift lever folding tip and kickstarter folding joint with WD40 or a light weight oil.

CAUTION:

Never use a plastic or rubber conditioner on the tires. Doing so makes them look great. It also makes them dangerously slippery!
DON'T DO IT!!

MOTORCYCLE STORAGE

If your ATK is going to be stored for an extended period of time, the following preparation should be performed:

Wash the bike following the procedures outlined under the heading "WASHING YOUR MOTORCYCLE."

Clean and oil the air filter.

Drain ALL of the fuel from the fuel tank, fuel lines and carburetor.

Place the bike on a motorcycle stand or crate that raises both wheels off the ground.

Put an exhaust plug or shop rag in the end of the silencer to keep foreign objects from entering.

Inflate the tires to 20psi (they will lose pressure while sitting).

Lubricate all control cables using a cable oiler and appropriate lube.

Drain the coolant from the radiators and engine.

Cover the motorcycle with a motorcycle cover or tarp.

PREPARING A STORED MOTORCYCLE FOR RIDING

After an extended storage period, follow the steps below before riding your motorcycle.

Drain the engine oil and refill the transmission with 800cc (8/10 quart) 80/90w motorcycle transmission oil.

Fill the cooling system with fresh coolant—anti-freeze and distilled water mixed at a 50-50 ratio.

Inflate the tires to 12-14psi.

Remove the exhaust plug or shop rag from the end of the silencer.

Mix a fresh batch of premix—90+ octane gasoline and Golden Spectro two-stroke oil at a 64:1 ratio.

Fill the fuel tank with premix.

Turn on the fuel petcocks and check the fuel lines, carburetor, fuel tank and fuel petcocks for leakage. Correct any fuel leakage problems which may occur before proceeding further.

Start the motorcycle and let it run for a few minutes. **DO NOT RIDE THE MOTORCYCLE YET.**

Kill the engine and carefully remove the radiator cap, pausing at the cap's first notch to allow the pressure to bleed off completely. Check the coolant level and adjust if necessary.

If the motorcycle has been stored for a considerable period of time, drain the brake fluid from both brake systems and replace it with fresh fluid. Bleed the brake systems carefully to remove all of the air.

Perform the **PRE-RIDE INSPECTION CHECK LIST.**

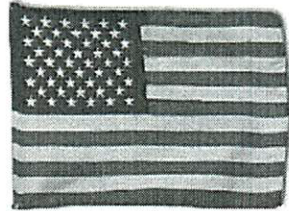
Put on your protective riding gear—helmet, boots, gloves, pants, jersey, chest protector and goggles.

Start the motorcycle and carefully and slowly ride the bike, checking for correct function of brakes, throttle, clutch, shifting, steering and kill button.

Correct any problems that the test ride may have indicated.

Go ride.

MADE IN AMERICA



FOR MORE INFORMATION:
www.atkusa.com