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## Cannondale Motorsports Technical Bulletin

BULLETIN : TB02-009

MODELS : 2002 and 2003 ATVs produced prior to 7/16/02

SUBJECT : Revised ATV crankcase ventilation routing

A running production change in the ATV crankcase ventilation system occurred on or about 7/16/02. The crankcase ventilation hose routing was changed to improve engine oil drain back and eliminate pressure build up resulting in engine oil ejection into the airbox. This condition has been observed in racing conditions (higher sustained engine rpm). The newer routing increases the hose diameter and re-routes ventilation system.

Units manufactured before 7/16/02 ejecting engine oil into the airbox should be altered to the new routing.

Replacement hoses required for the older style routing will be discontinued from our replacement parts inventory.

Orders for the hoses will automatically supersede to the parts necessary to complete the new style routing.

PARTS : The parts necessary to revise units manufactured before 7/16/02 can be ordered under the following kit number:

	<b>Oil Hose Update Kit</b>	<b>913-6000862</b>
1	Oil Hose Update Kit Instructions	6000862-I
1	Engine oil drain plug	5001279
1	Washer, engine drain	5001705
1	T-Fitting Reducer, 3/8" to 1/4"	6000858
2	Hose clamp, 5.6mm - 16mm	5000793
1	Hose, Oil, T to T, 450.85 mm	6000857
1	T-Fitting, 3/8"	6000859
1	Hose, Oil, Starter to T, 177.8 mm	6000860
1	Hose, Oil, Spar to T	6000861
6	Oetiker hose clamp, 19.8 mm	5002323

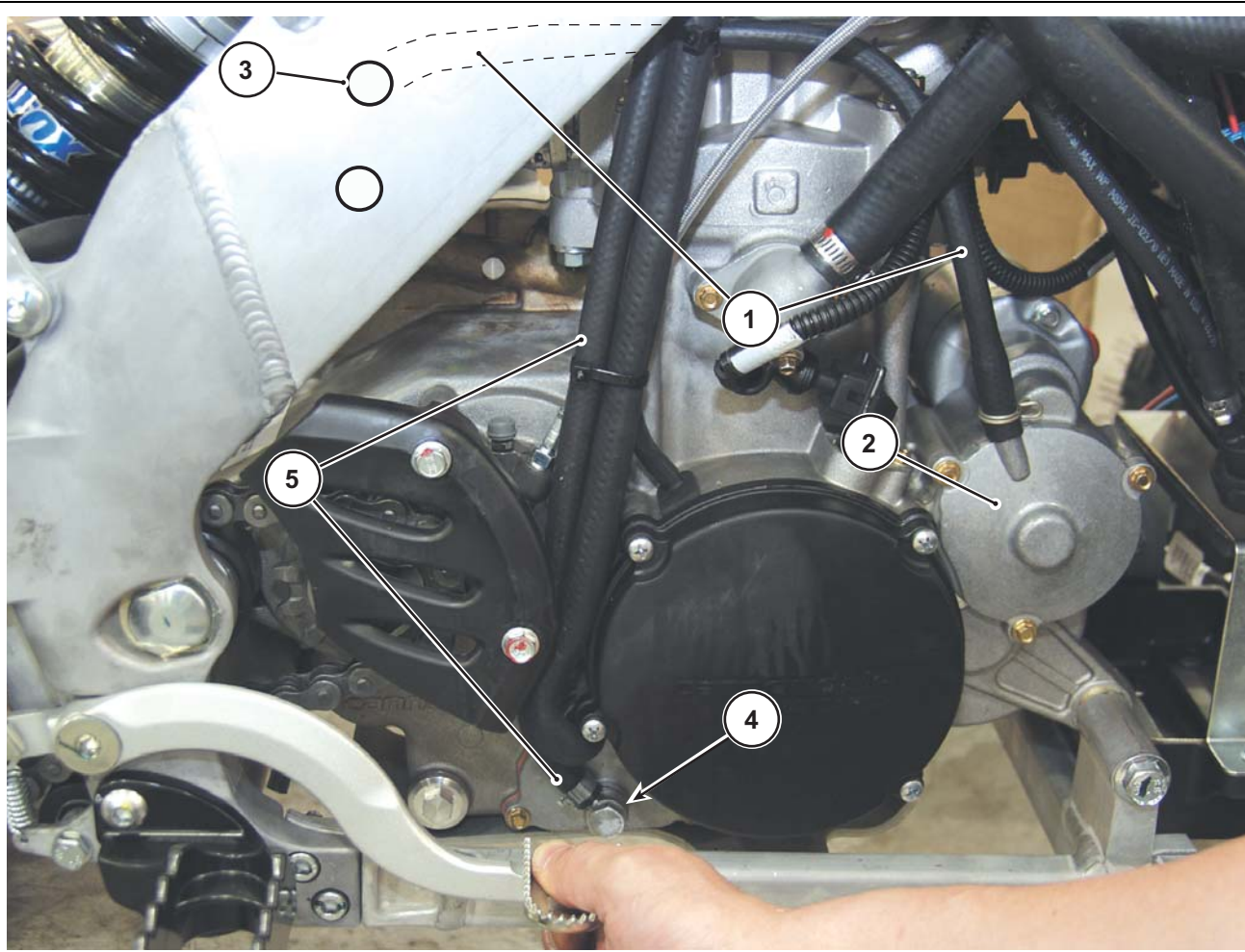
*Information is subject to change without notice.*

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7/16/02

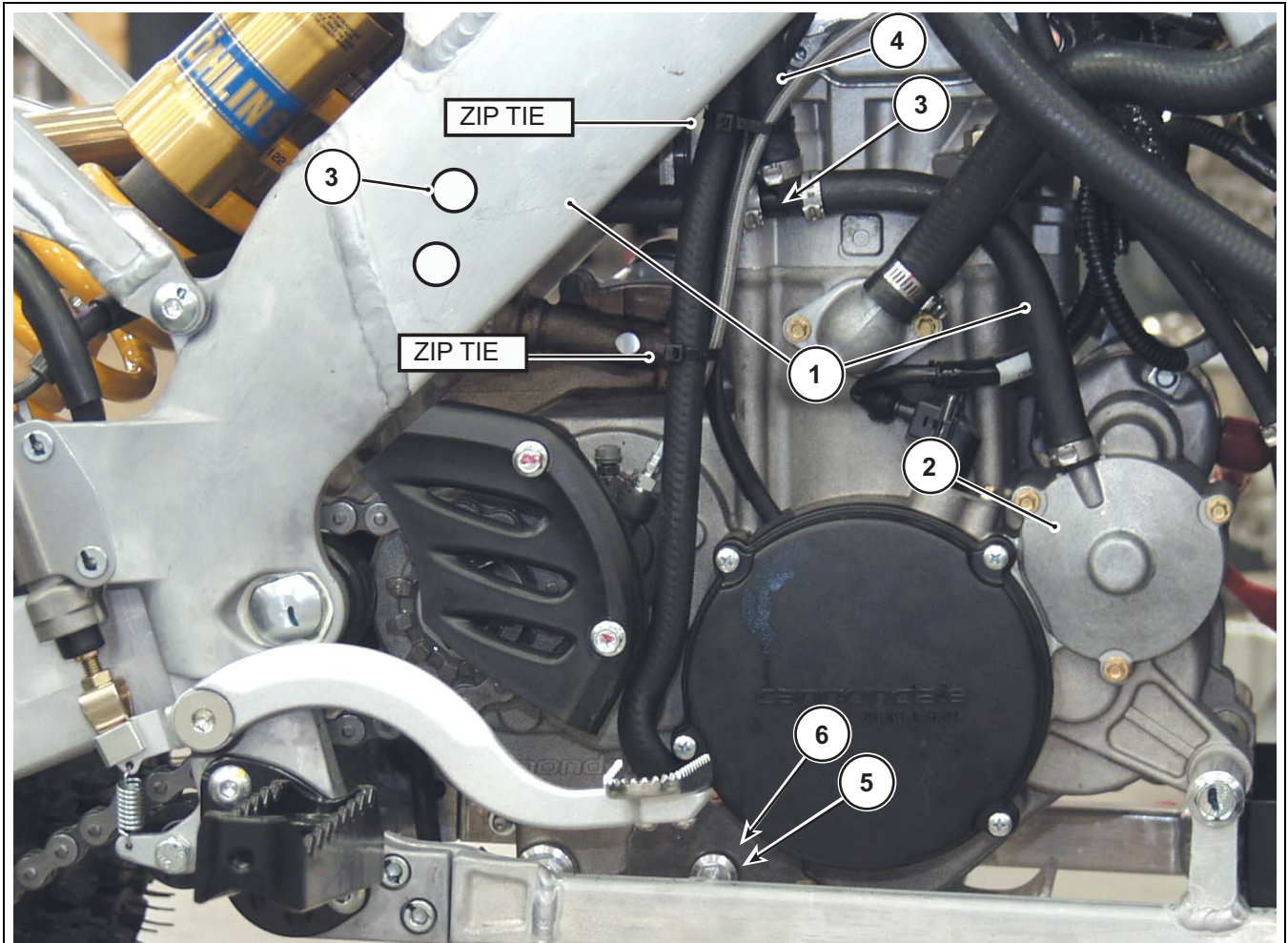
## OLD ROUTING



This photo shows the older style routing at the right side of the engine.

1. Remove the vent hose (1) connecting the starter clutch cover (2) to the upper right frame nipple (3). The vent hose to the camshaft cover is connected to the lower nipple and it is NOT removed.
2. Remove the banjo fitting (4) from the engine oil pickup cover and allow the engine oil to drain.
3. Remove the vent hose (4) This hose routes to a T-fitting under the front of the airbox. The fitting at the airbox is removed but the hoses to the left and right spar fittings are NOT. The airbox must be removed.

## REVISED ROUTING (SIDE VIEW)

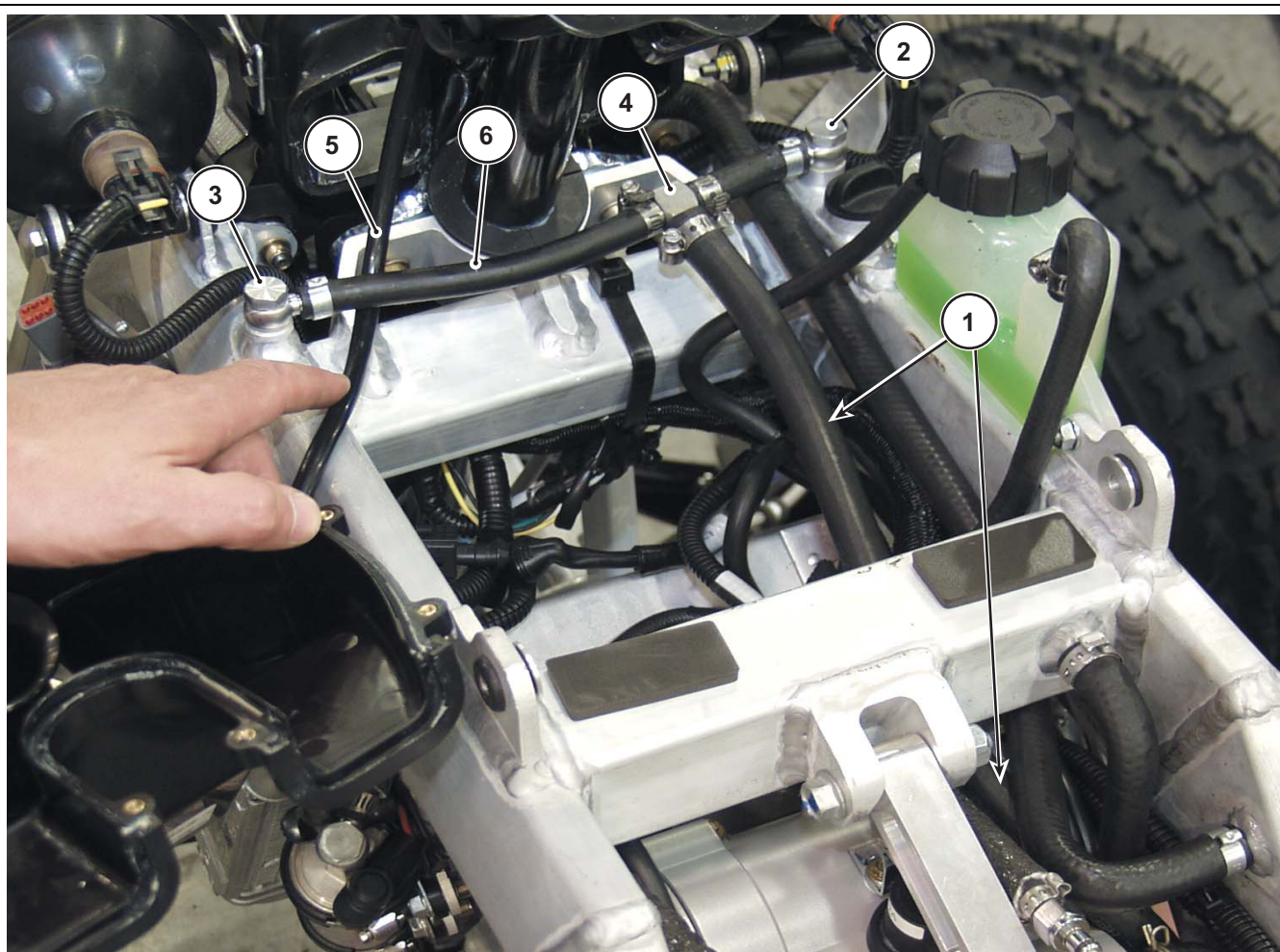


This photo shows the revised routing at the right side of the engine.

1. A larger vent hose (1) connects the starter clutch cover(2) outlet to the upper frame nipple (3).
2. A T-fitting (3) and another large hose (4) route to the T-fitting between the two spar fittings near the airbox. See the next photo.
3. A drain bolt (5) and sealing washer are installed in the pickup cover.
4. Install zip ties as indicated.



## REVISED ROUTING (TOP VIEW)



This photo shows the revised routing at the top of the engine. The airbox has been removed.

1. The large hose (1) connects to the smaller hoses of the left (2) and right (3) spar banjo fittings at a T-fitting (4). The hoses are secured the T-fitting with clamps.
2. Route the throttle cable (5) under the left hose (6).