



MT Riders Club forum



MT 350 / MT 500

This Guide should help walk you through an Oil Change

The Part numbers are 350 part numbers but are the same for the 500

This Document was made with a 350 But may vary on the 500

Tools / Parts List

Non Specialist Tools

5,6,8 mm Allen Keys

2 X 13 mm Spanners Or

1 X 13 mm Spanner And 1 X13 mm Socket

17mm Spanner

Specialist Tools

None

Parts List

1 X Oil Filter 256-180

2 X Drain Plug Gaskets 250-110

Oil Of your Choice

To help drain the oil run the bike until the oil is warm then switch off engine
using a 6mm Allen key remove the frame drain Plug

NOTE

The oil will flow out quick to start with and will go over the front wheel if you do not have a tub in the line with
the draining oil

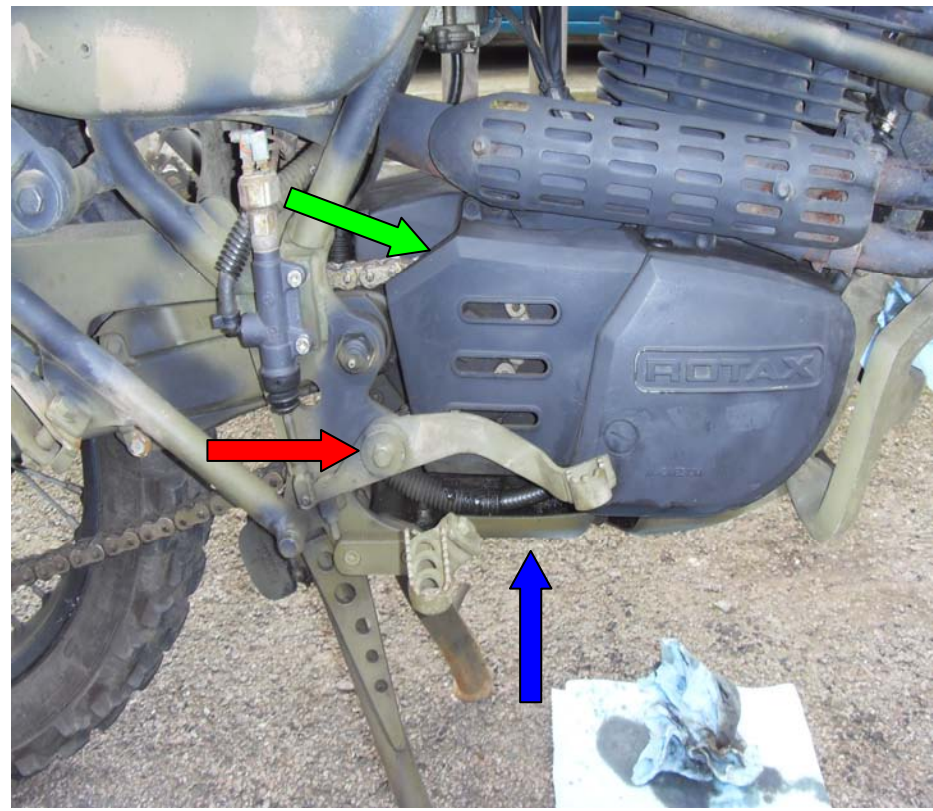


Once the oil has drained use some of the new oil to flush the bottom of the frame out



To Get to the oil filter and the Drain Plug you will need to remove the rear brake lever, Sprocket cover and the Base Plate

You can drain the oil without taking the base plate off but I recommend you drain the oil from the engine at the magnetic chip plug



To remove the Brake lever use a 13mm spanner and 13mm socket, once this bolt is undone the lever will come off giving you access to the Sprocket cover

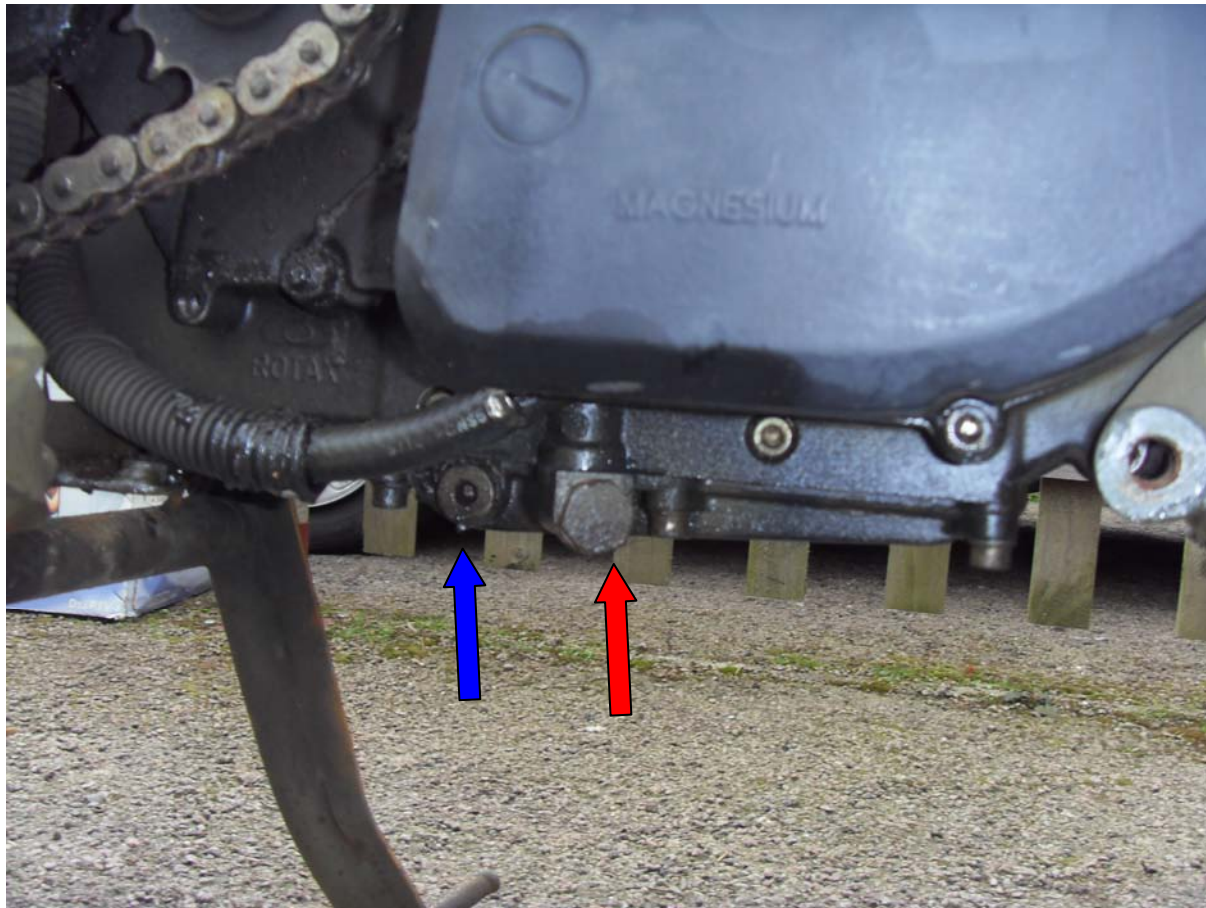
The pin going into the rear master cylinder will just slide out

To remove the base plate you will need 17mm 13mm spanners and a 8mm Allen key
And to remove the sprocket cover you will need to use a 5mm Allen key to undo the 3 cap heads
Holding it on 2 at the bottom and 1 at the top



The red arrow shows the Drain plug you can use with the Base plate But as I said I recommend you use the drain plug that the Blue arrow points to

With your tub positioned to catch the oil remove the blue arrowed drain plug

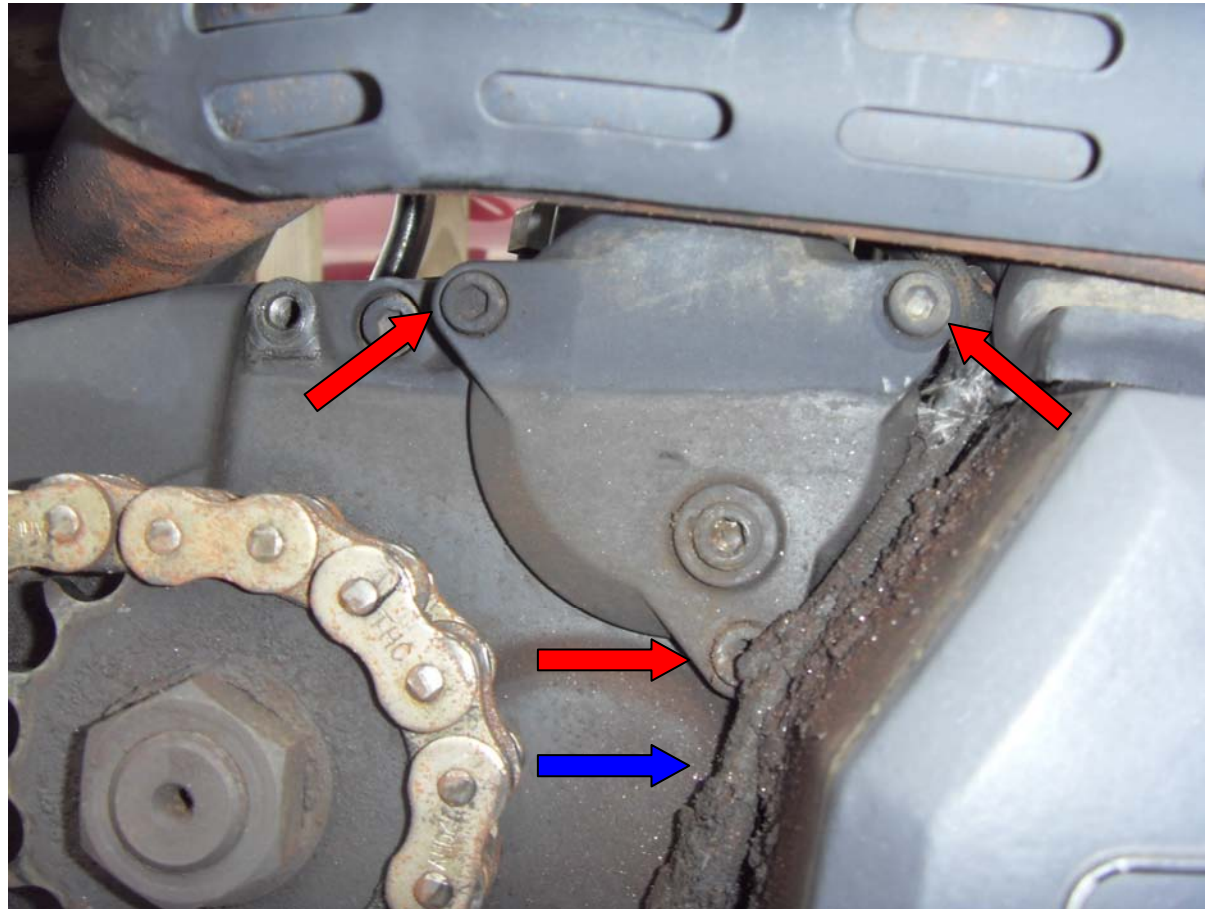


This is the reason I say use the Magnetic chip drain plugs they are designed to catch engine wear particles
This engine has not had an oil change for a very long time - if you do oil changes at set intervals there should be nearly no particles on this plug

Clean the mag Chip off on both the frame plug and the engine plugs
Put the new copper gaskets on them and then put them back into the engine and the frame



The Blue arrow is pointing to the Neutral light so you will need to move this out of the way
The three red arrows point to the cap heads that you will need to remove to gain access to the oil filter
Using a 5mm Allen key to undo the cap heads But do not remove them at this point



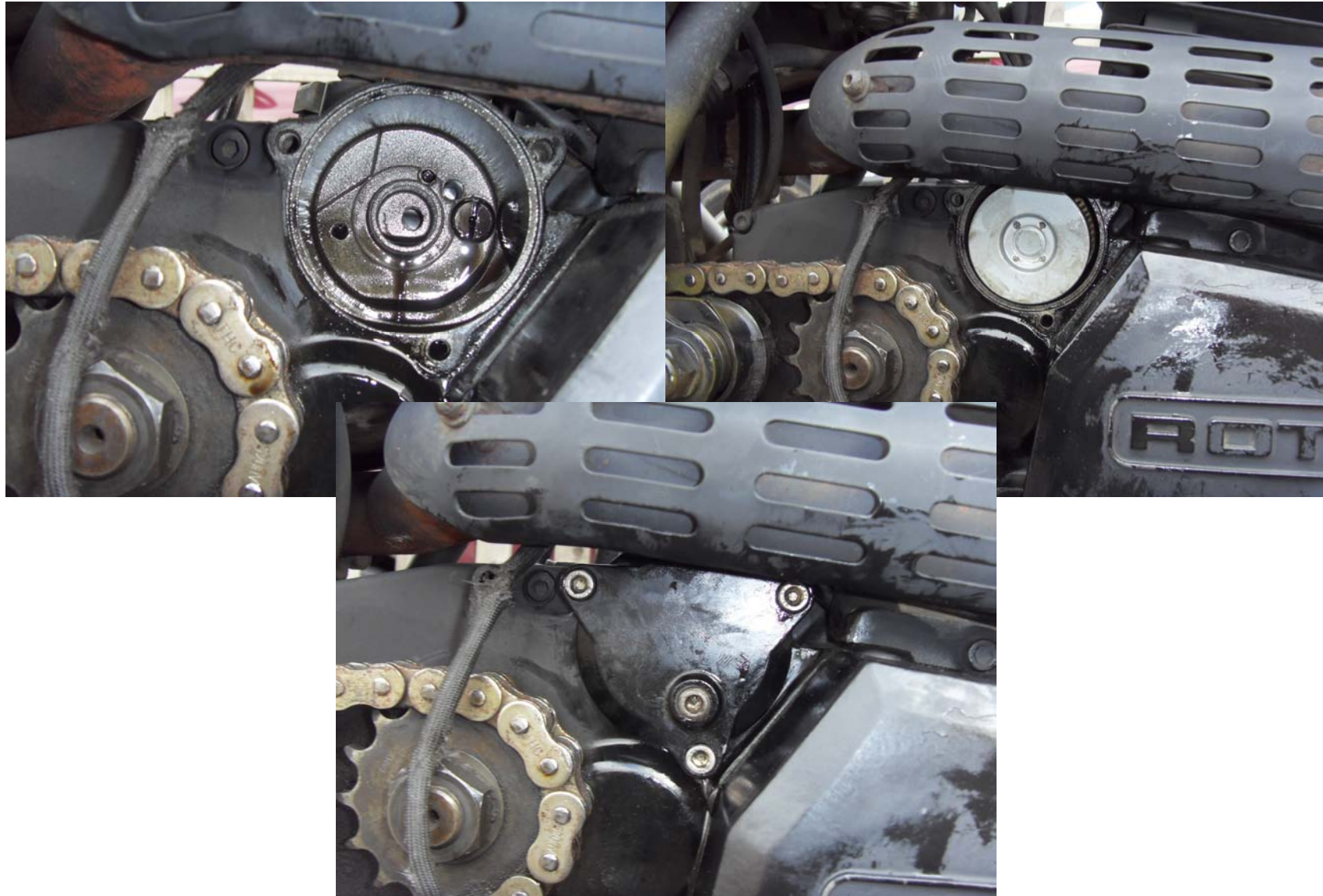
With the cap heads Cracked use Absorbent tissue or a rag to mop up the oil in the filter chamber there will be a fair amount in there

Once this stops remove the cap heads and the oil filter cover

Once the cover is off take the old filter out



Clean out where the oil filter goes and then put the New oil filter in.
Then put the casing cover back on and tighten the cap heads back up



At this point Fill the oil tank with oil so that it is just coming over the tube you can see through the
Filler hole

Turn the engine over to pump the oil through with out starting it once this is done you can start the engine and let it run until there is a steady stream of oil out of the return

Stop the engine and then dip the tank fill with more oil and then start the engine again

Repeat this until your oil level is on the top mark of the dip stick

Check for leaks on both the drain plugs and the oil filter casing

Finally refit the Base plate sprocket cover and rear break lever