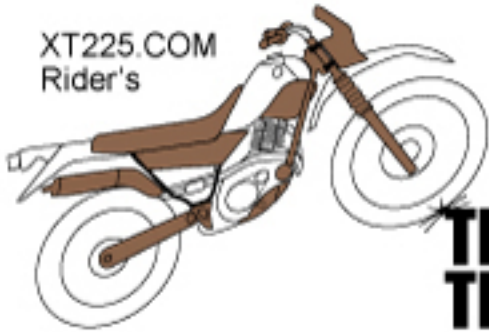


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Bulletin 040

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August 2010

By The Muniac

OIL AND GREASE CHANGE COMPANION PDF:

INTRODUCTION:

This companion tech bulletin presents some helpful information for those watching the 3 part video series on Oil & Grease Change for the XT225 model year 2003. If you are in doubt about what oil/grease to use or when to change it refer to your owner's guide or manufacturer's service manual. My personal recommendations are just that and reflect just one rider's opinion. Information here is not offered as "expert" advice and shouldn't be used as such. This document and the videos are intended to be used as helpful information. Many proper and correct service procedures exist. In other words, one size doesn't fit all. Almost all of my riding is done in the back country, on trails and unimproved roads. Conditions are often dusty, dirty, wet and abusive on all the bike's parts. As such I've adjusted my service procedures accordingly. Your riding experience and servicing preferences may be different. Make sure to read the disclaimer on the XT225.com Learning Center page before rendering your service.

HELPFUL PART NUMBERS:

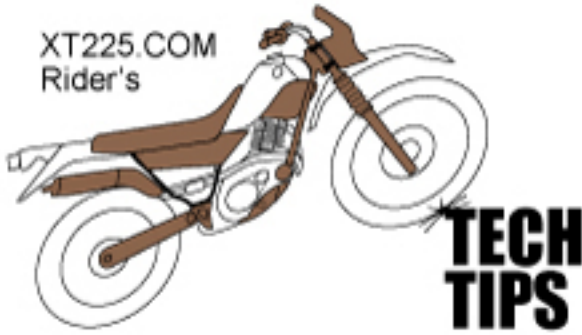
Oil Filler Plug	1RG-15363-00-00
Oil Filler Plug	
O-ring	93210-19123-00
Micro Filter	5H0-13440-00-00
Micro Filter Cover	
O-ring	93210-54175-00

Socket Head Cap Screw	
O-ring	93210-07135-00
Thimble Filter	51Y-13411-00-00
Oil Drain Plug	5H0-15351-00-00
Oil Drain Plug	
O-ring	93210-347A1-00

OIL/GREASE & CHANGE INTERVAL:

The XT225 model year 2003 has a crankcase capacity of 1.06 quarts which is almost 34 fluid ounces. I've used Mobil I straight synthetic oil for some 8,000 miles. I think 50W is a good compromise between efficient lubrication and minimum blow by. I change the oil every 500 miles. It's easy to remember using odometer readings of 500, 1000, 1500, 2000, etc. This works fine until you break the speedometer cable and lose track of the actual mileage. If that happens I wait until the last three whole digits are 000 or 500 then start the cycle all over again. I also use Mobil I synthetic grease in the swing arm bushings. I replace grease there every 500 miles. In a pinch cleaning the filters can be done every other oil change. Sometimes I'll skip the filter cleaning if I'm pressed for time. With a 500 mile oil change skipping the filter cleaning one or two times won't hurt anything.

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OIL CHEMISTRY:

The chemistry of grease and lubricating oil is a complex subject. One that's far beyond the scope of the videos and this PDF. For more information do a google search on "lubricating oil chemistry" and read the sites you are most comfortable with. Tons of good information is out there.

THE TAXICAB STUDY:

Back in 1996 a study was done by Consumer Reports on lubricating oil. The study used NYC taxicabs as the test bed. It was believed that these vehicles received harsh treatment and would provide a good "worst case" analysis. Engines were filled with different grades of oil, run then torn down. Wear measurements were taken of the engine parts and compared to other engines that used different grades. Surprisingly oil grade had little to no influence on the wearing parts. You can search for this using google to find out more about what was done.

My personal take on this is that an XT's engine isn't a taxicab. The XT's oil is used by the engine, transmission and clutch. And it's crankcase capacity is about 34 Ozs. The engine is air cooled which means it runs hot. I think synthetic oils hold up better and provide better lubrication. At only one+ quart it doesn't hurt to change the oil often. The XT's engine works hard, runs hot and revs high so it seems good sense to baby it.

Also keep in mind the XT's oil filtration system isn't as good as what is found on cars. I think clean fresh oil is an inexpensive way to ensure the best lubrication. The only way to achieve this is to change the oil. No doubt opinions on this subject will vary widely so do what you know works best and inspires comfort. Until someone does a comprehensive study on XT engine oil and wear effects we can only rely on common sense, experience and good judgment. Often times these work best.

CONCLUSIONS:

I hope you've found the videos and this document helpful. I think learning to maintain your bike is effort well spent. Especially in view of the declining quality of service levels available. Many of the most important service/maintenance tasks can be undertaken by yourself. More than likely you will not treat service as just another job. Even if you don't do the work yourself, knowing how it needs to be done is always helpful. The open nature of bikes provides a unique riding experience but it also leaves one open to severe injury. For that reason alone, it's always best to take an active role in any work being done on your bike. Always be safe, ride within your ability and know what's going on with your bike. Inspect it before each ride. Make sure tomorrow always leaves the door open for another ride.

THE END