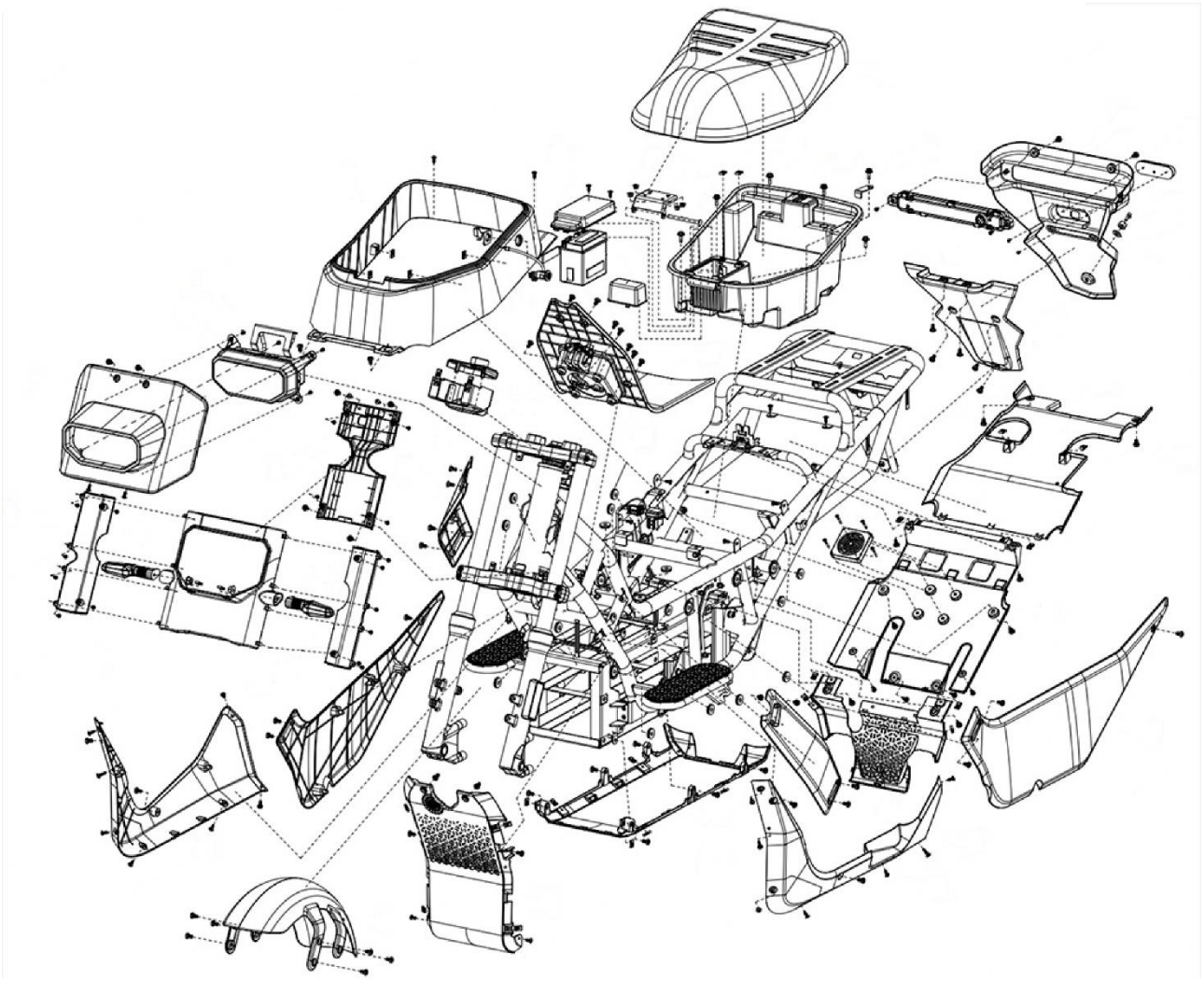
1. Bodywork

1.1. Bodywork diagram



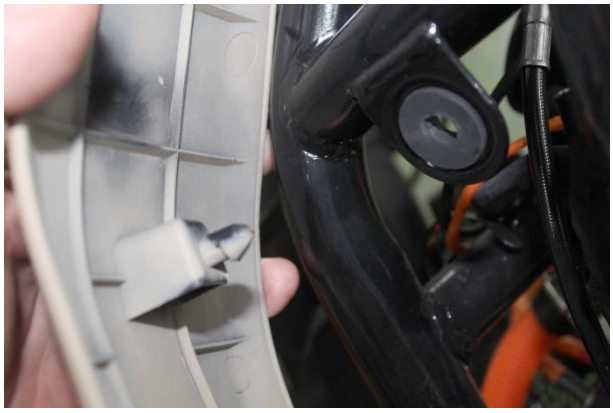
1.2. Introduction to bodywork connections

For a more aesthetically pleasing look without visible screws, the Nerva Exe uses multiple solutions to connect the various parts that make up the bodywork. Avoid forcing these connections, as this risks damaging them.

1.2.1. Locating pegs

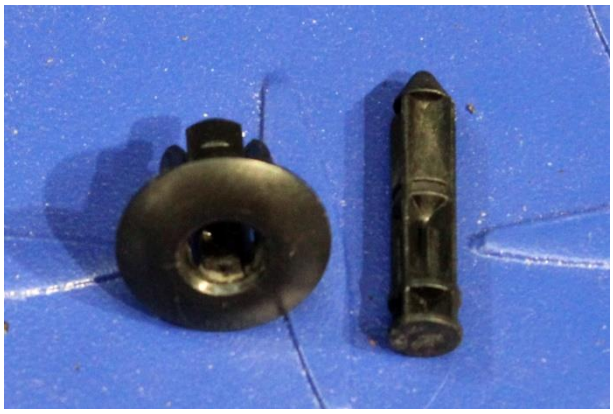
The locating pegs are rigid plastic parts with a pointed tip that makes it easier to insert them into the round rubber-covered (elastic) hole of the mating piece; once inserted, they stay locked in place because there's a groove just after the tip that stops them from coming out.

In the pictures in this manual, they are located in green circles.



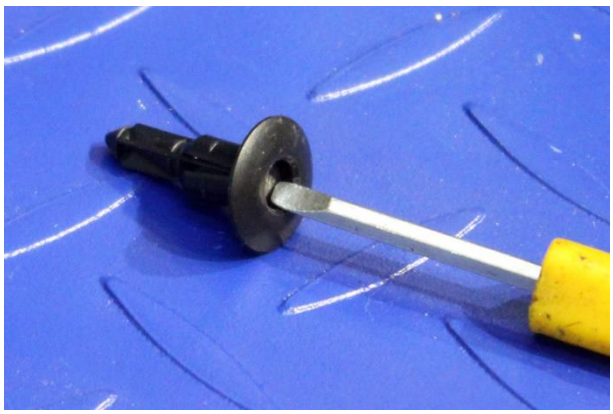
1.2.2. Plastic rivets

Plastic rivets are small-sized parts which join two bodywork components through a shared hole. The rivet consists of an outer part with eaves and the central pin. When the central pin is flush with the outer surface of the rivet, it widens the underside of the rivet making it larger than the hole and preventing the underbody component from separating.

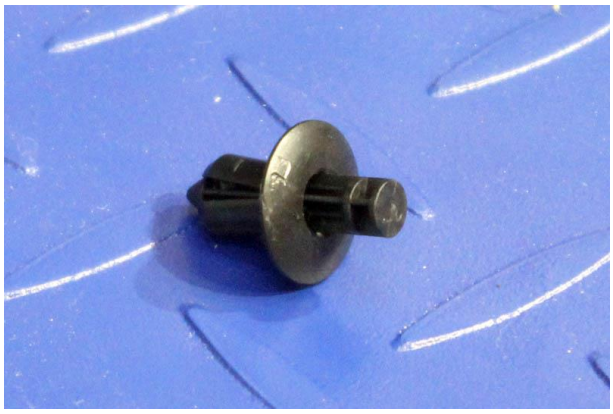


To release the rivet, press the central pin with a small screwdriver or punch of suitable width.

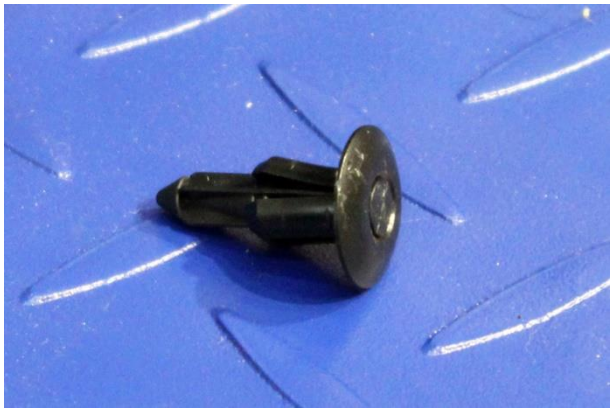
This frees up the flange by reducing its cross-section and makes it easier to dismantle. Once the central pin has sunk, remove the rivet from its housing by pulling the eaves outwards.



On assembly, re-insert the rivet through the two holes in the two bodywork parts, but with the central pin protruding from the outer surface of the rivet.

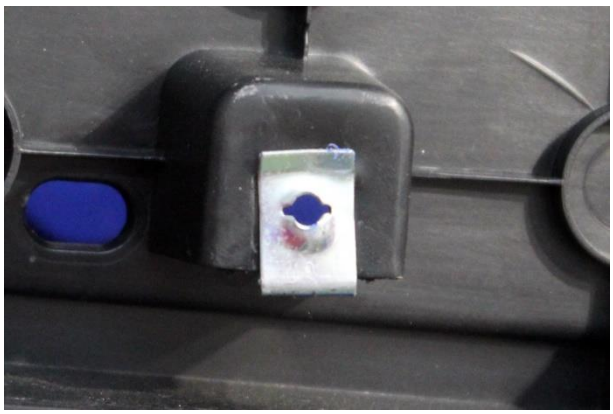


Once the rivet has passed through the two bodywork parts, push the central pin in with your finger until it is flush with the outer surface of the rivet.



1.2.3. Clamps/Threaded screws

The clamp is a sheet folded on itself, with a hole through both sides and a single-threaded thread on one side. The clamp is placed on the underbody with the thread side outside the connection. From the outer part, the appropriate threaded screw is inserted and screwed into the clamp, connecting the two bodywork parts.



1.3. Removal of the load compartment

Necessary tools

5 mm Allen key

10 mm fixed spanner

Remove the four screws securing the load box base to the rear chassis using a 5 mm Allen key.

Secure the nut at the bottom of the load box with a 10 mm open-end spanner.

Remove the load box.

1.4. Disassembly of the load compartment

1.4.1. Dismantling the auxiliary battery

Necessary tools

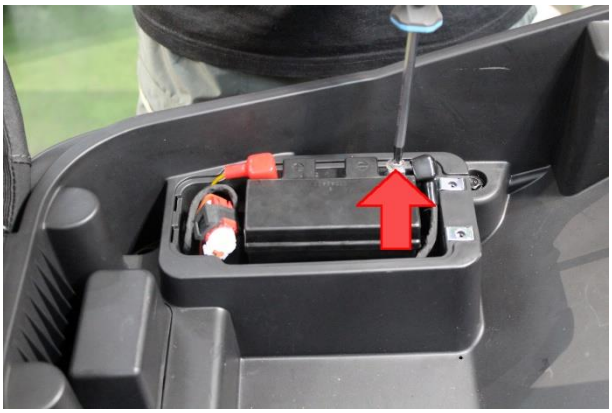
Phillips
screwdriver no. 2

Remove the two screws securing the battery access cover using a #2 Phillips screwdriver.

Remove the battery cover.

Remove the black rubber sleeve covering the negative battery terminal and remove the screw securing the terminal to the battery using a #2 Phillips screwdriver.

When assembling, mount the positive terminal first.



Tightening torque:

Battery terminal screws 0.8±0.2 Nm

Remove the red rubber sleeve covering the positive battery terminal and remove the screw securing the terminal to the battery using a #2 Phillips screwdriver.

Tightening torque:

Battery terminal screws 0.8±0.2 Nm

Pull out the battery from its housing by hand.

1.4.2. Disassembly of the load compartment

Required prior operations:

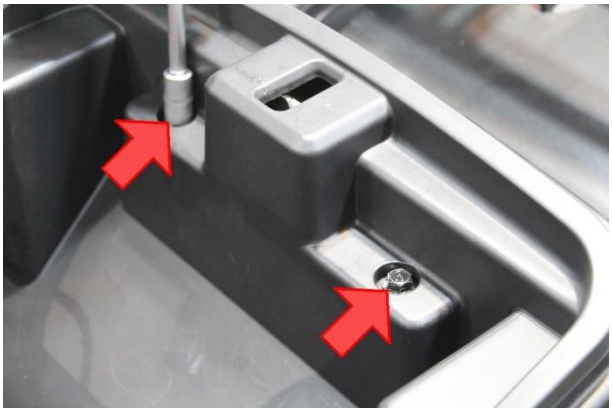
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)

Necessary tools

Phillips screwdriver no. 2

10 mm socket spanner

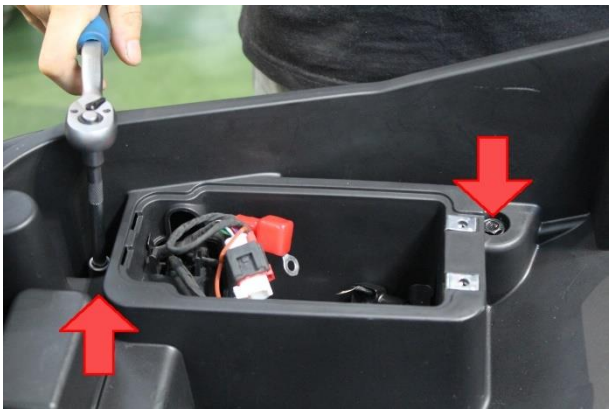
Remove the two screws securing the inside rear of the load compartment using a 10 mm socket.



Tightening torque:

Load compartment screws 10±2 Nm

Remove the indicated screws from the load compartment using a 10 mm socket spanner.



Remove the same screws from the left-hand side of the load compartment.

Tightening torque:

Load compartment screws 10±2 Nm

Remove the cover giving access to the fuse box by sliding it to the right.

Release the fuse box from its anchorage.

Disconnect the auxiliary battery connectors.

Remove the load compartment by lifting it up with your hands.

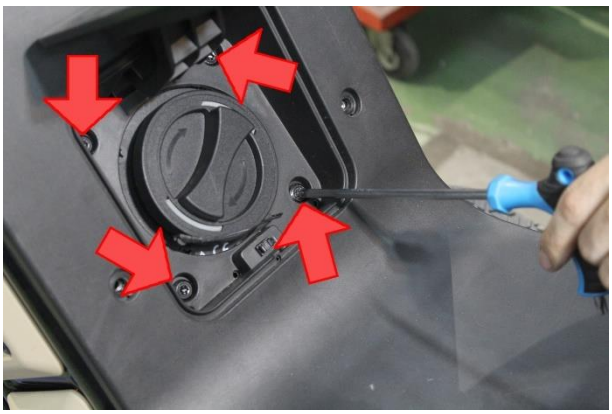
1.5. Disassembly of the upper central bodywork

Necessary tools

T30 Torx spanner

Remove the four screws securing the front of the upper centre bodywork using a T30 Torx spanner.

Remove the four screws securing the upper centre bodywork to the base of the Type 2 connector using a T30 Torx spanner.



The picture shows the location of the two pegs securing the rear of the upper centre bodywork.

Pull the right and left sides of the upper centre bodywork to detach its pegs from the frame.

Remove the upper centre bodywork.

1.6. Disassembly of seat base and seat

Required prior operations:

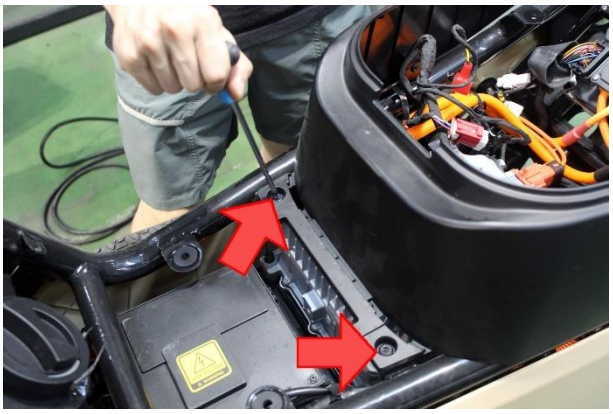
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)
- Removal of the load compartment (→ See 1.4.2. Disassembly of the load compartment)
- Removal of the upper centre bodywork (→ See 1.5. Disassembly of the upper central bodywork)

Necessary tools

Phillips screwdriver no. 2

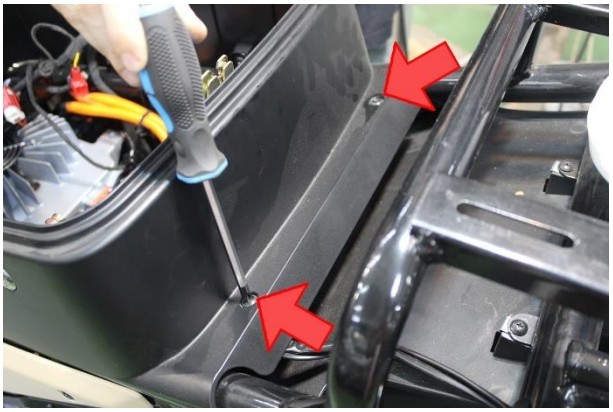
T30 Torx spanner

Remove the two screws securing the front of the seat base with a T30 Torx spanner.



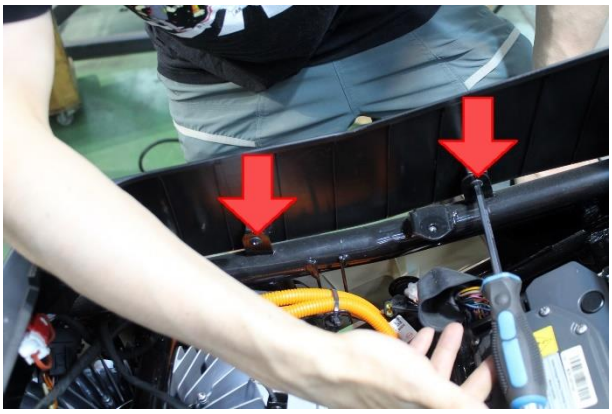
Remove the two screws securing the back of the seat base with a #2 Phillips head screwdriver.

You may find it more convenient to remove the load compartment (see 1.3. Removal of the load compartment).

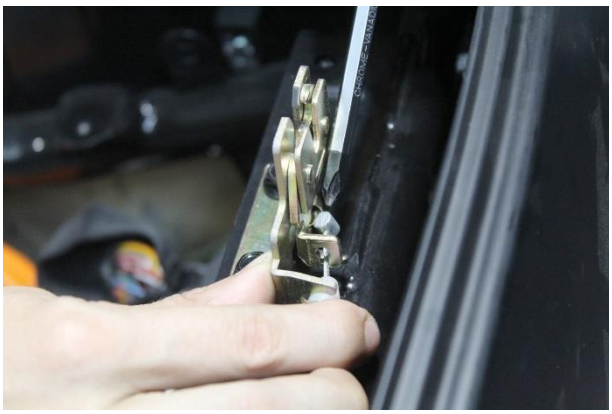


Using a #2 Phillips head screwdriver, remove the two inner screws holding the seat base on the right side.

Do the same with the two screws on the left side.



Disconnect the mechanical cable acting on the seat lock using a Phillips screwdriver.



Remove the seat base with the seat.

1.7. Disassembly of tail lamp and number plate holder

Required prior operations:

- Remove the load box (→ See 1.3. Removal of the load compartment)
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)
- Removal of the load compartment (→ See 1.4.2. Disassembly of the load compartment)
- Removal of the upper centre bodywork (→ See 1.5. Disassembly of the upper central bodywork)
- Remove the seat base and seat (→ See 1.6. Disassembly of seat base and seat)

Necessary tools

T30 Torx spanner

10 mm socket spanner

Remove the screw on the right above the tail lamp using a T30 Torx spanner.

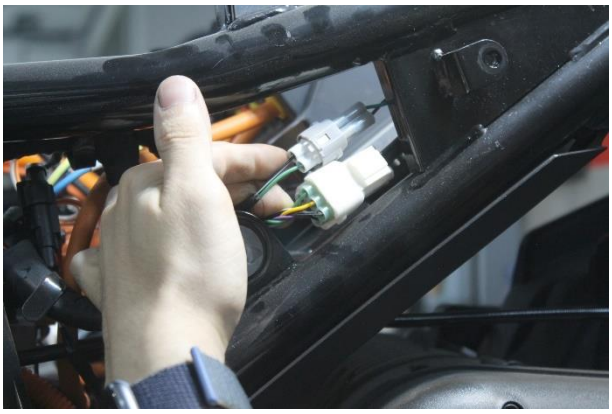
Do the same with the screw on the left.

Remove the screw securing the lower part of the number plate holder with a 10 mm socket spanner.

Tightening torque:

Lower licence plate holder screw 5±1 Nm

Disconnect the two tail lamp connectors.



Disconnect the fixing of the cable gland with the plastic holder.

Remove the tail lamp assembly with the number plate holder.

1.8. Removing the rear wheel arch

1.9.1. Disassembly of the upper rear wheel arch

Required prior operations:

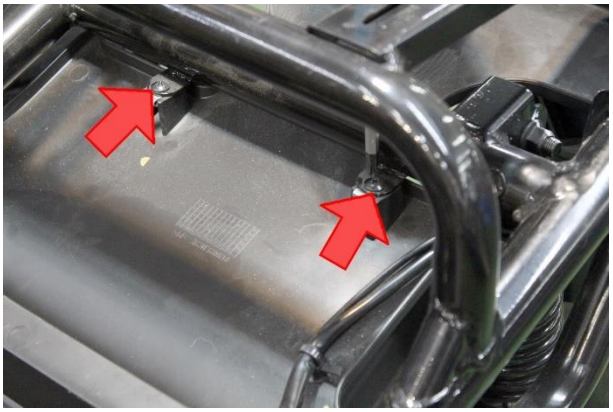
- Remove the load box (→ See 1.3. Removal of the load compartment)
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)
- Removal of the load compartment (→ See 1.4.2. Disassembly of the load compartment)
- Removal of the upper centre bodywork (→ See 1.5. Disassembly of the upper central bodywork)
- Remove the seat base and seat (→ See 1.6. Disassembly of seat base and seat)
- Remove the tail lamp and number plate assembly (→ See 1.8. Disassembly of tail lamp and number plate holder)
- Remove the right shock absorber (→ See 8.6. Removal of the right shock absorber).

Necessary tools

Phillips screwdriver no. 2

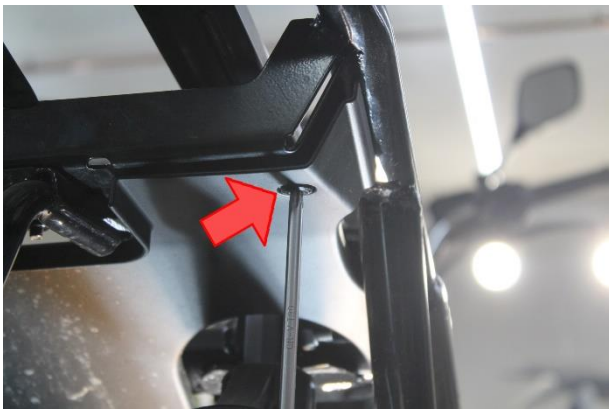
T30 Torx spanner

Remove the two screws securing the front of the upper rear wheel arch using a #2 Phillips screwdriver.



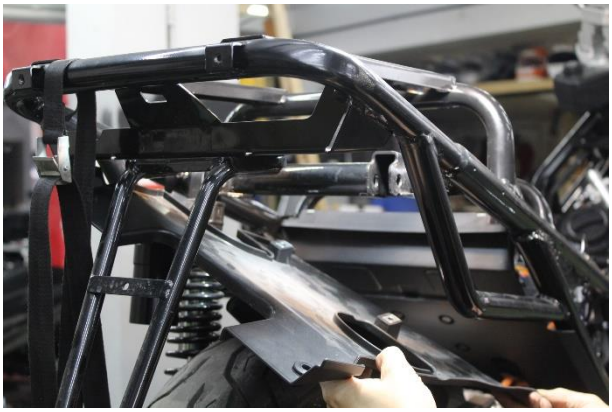
Using a T30 Torx spanner, remove the right-hand bolt holding the upper rear wheel arch from below.

Do the same with the left bolt.



Remove the upper rear wheel arch by moving it down through the gap left by the right shock absorber.

When fitting, remember that two flanges connect the upper rear wheel arch with the central rear wheel arch.



1.9.2. Disassembly of the rear centre wheel arch

Required prior operations:

- Remove the load box (→ See 1.3. Removal of the load compartment)
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)
- Removal of the load compartment (→ See 1.4.2. Disassembly of the load compartment)
- Removal of the upper centre bodywork (→ See 1.5. Disassembly of the upper central bodywork)
- Remove the seat base and seat (→ See 1.6. Disassembly of seat base and seat)
- Remove the tail lamp and number plate assembly (→ See 1.8. Disassembly of tail lamp and number plate holder)
- Remove the right shock absorber (→ See 8.7. Removal of the right shock absorber).
- Remove the upper rear wheel arch (→ See 1.9.1. Disassembly of the upper rear wheel arch)

Necessary tools

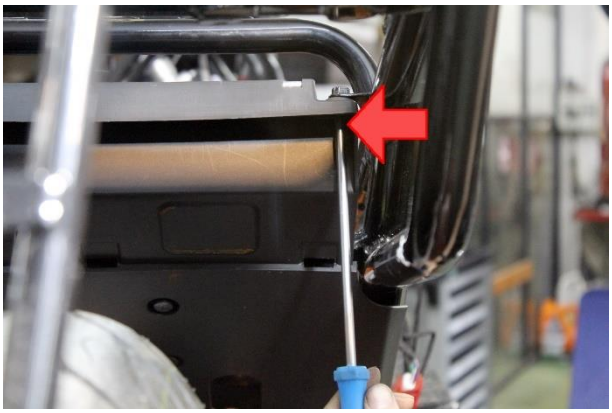
Phillips screwdriver no. 2

T30 Torx spanner

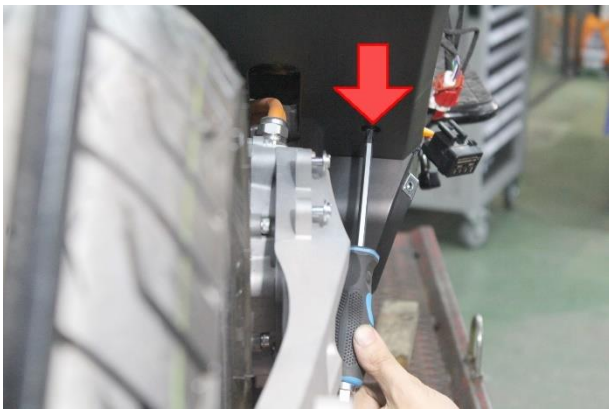
Small flat screwdriver

Remove the bolt securing the rear of the rear centre wheel arch using a T30 Torx spanner.

Do the same with the left bolt.

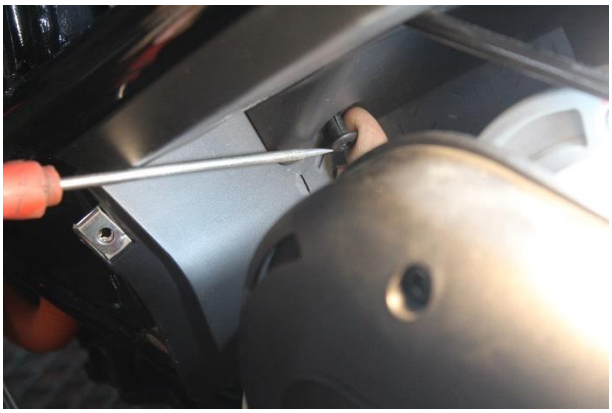


Remove the lower right bolt securing the front of the rear centre wheel arch with a #2 Phillips screwdriver.

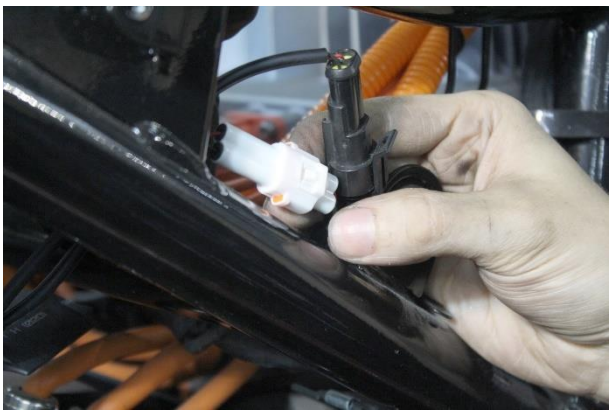


Due to the limited space left by the engine transmission to remove the left bolt from the rear centre wheel arch, a #2 Phillips head with a ratchet should be used.

Remove the plastic rivet in the centre of the front of the rear centre wheel arch using a flat-bladed screwdriver.



Disconnect the fan connectors attached to the rear centre wheel arch.



Remove the rear centre wheel arch.

1.9.3. Removal of the lower rear centre wheel arch

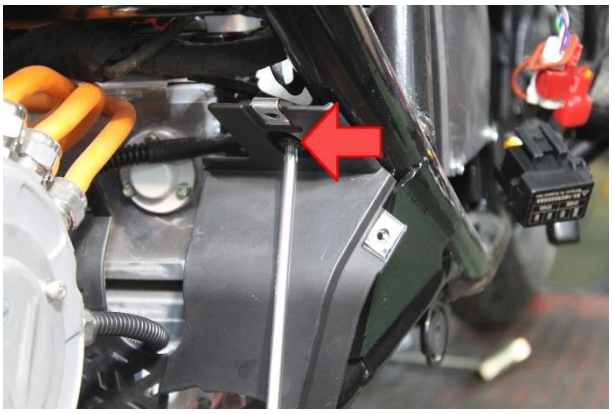
Required prior operations:

- Remove the load box (→ See 1.3. Removal of the load compartment)
- Remove the auxiliary battery (→ See 1.4.1. Disassembly of the auxiliary battery)
- Removal of the load compartment (→ See 1.4.2. Disassembly of the load compartment)
- Removal of the upper centre bodywork (→ See 1.5. Disassembly of the upper central bodywork)
- Remove the seat base and seat (→ See 1.6. Disassembly of seat base and seat)
- Remove the tail lamp and number plate assembly (→ See 1.8. Disassembly of tail lamp and number plate holder)
- Remove the right shock absorber (→ See 8.7. Removal of the right shock absorber).
- Remove the upper rear wheel arch (→ See 1.9.1. Disassembly of the upper rear wheel arch)
- Remove the rear centre wheel arch (→ See 1.9.2. Disassembly of the rear centre wheel arch)

Necessary tools

T30 Torx spanner

Remove the bolt securing the lower rear wheel arch using a T30 Torx spanner.



Remove the lower rear wheel arch.

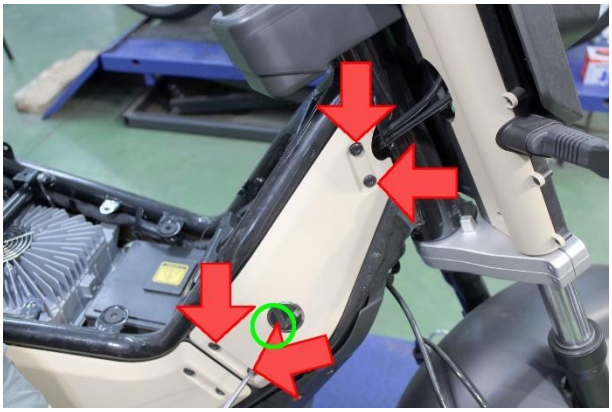
1.9. Dismantling of the side bodywork

Necessary tools

T30 Torx spanner

Remove the four screws securing the front of the right-hand side bodywork using a T30 Torx spanner. The picture shows the location of the connecting peg with a green circle.

Do the same for the front of the left-hand side bodywork.



Pull by hand on the front of the right-hand side body to detach the peg from its anchorage in the frame.

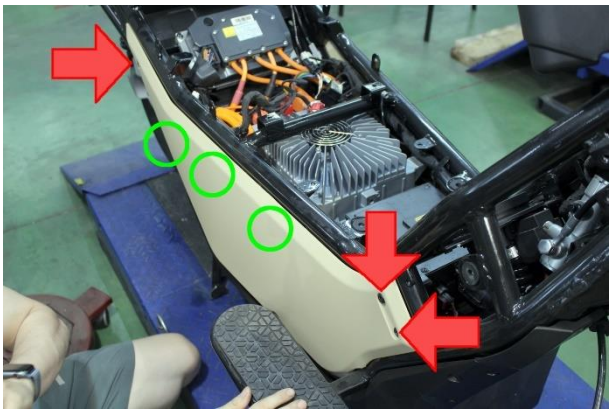
Do the same for the front of the left-hand side bodywork.

Remove the front part of the right-hand side bodywork.

Do the same for the front of the left-hand side bodywork.

Remove the three screws securing the rear of the right-hand side bodywork using a T30 Torx spanner. The picture shows the location of three connecting pegs with a green circle.

Do the same for the rear of the left-hand side bodywork.



Pull the rear of the right-hand side body with your hands to detach the three pegs from their attachment to the frame and separate the rear of the right-hand side body.

Do the same for the rear of the left-hand side bodywork.

1.10. Dismantling of the lower bodywork

1.10.1. Dismantling of the skirts

Necessary tools

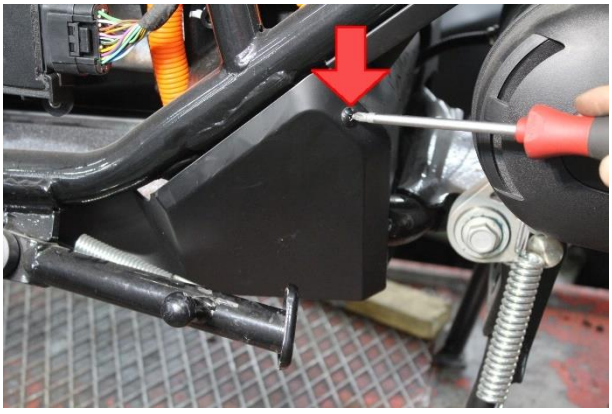
T30 Torx spanner

Phillips screwdriver with #2 tip

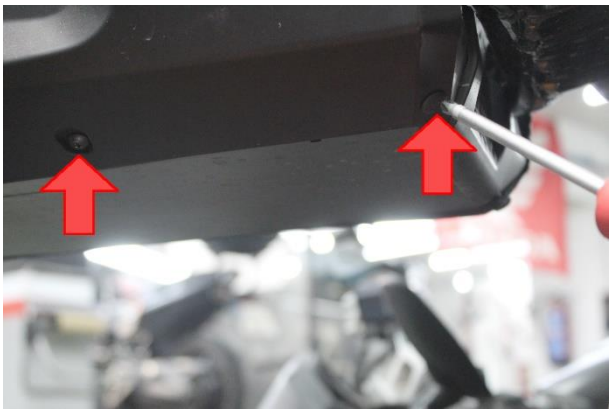
Flat-blade screwdriver with fine tip

NOTE: The procedure for the left-hand side skirt is described. Repeat the step-by-step procedure for the right-hand side skirt.

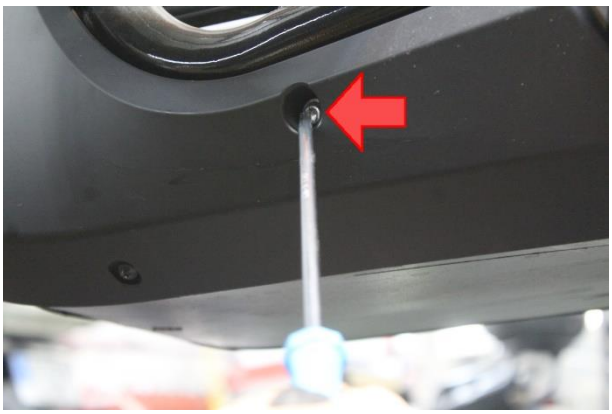
Remove the rear screw from the left-hand side skirt with a #2 Phillips head screwdriver.



Remove the two screws shown in the picture using a #2 Phillips screwdriver.

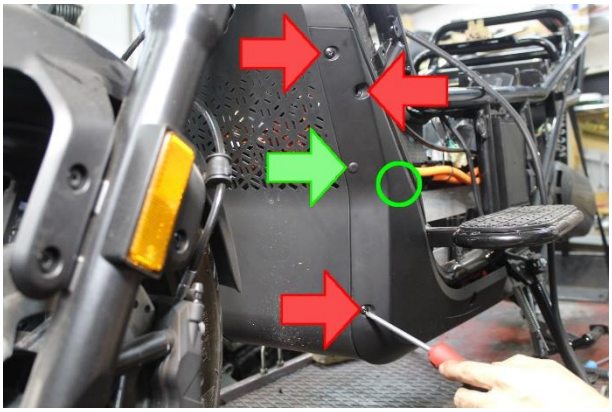


The screw shown in the picture is removed with a T30 Torx spanner.



Remove the screw indicated in the picture using a #2 Phillips screwdriver.

The upper part of the side skirt is fixed by three screws marked with red arrows (Phillips screwdriver with #2 tip), a plastic rivet marked with a green arrow (use a flat-blade screwdriver) and a peg marked with a green circle.



Remove the left-hand side skirt.

1.10.2. Disassembly of the front wheel arch

Required prior operations:

- Remove the left and right-hand side skirts (→ See 1.10.1. Dismantling of the skirts)

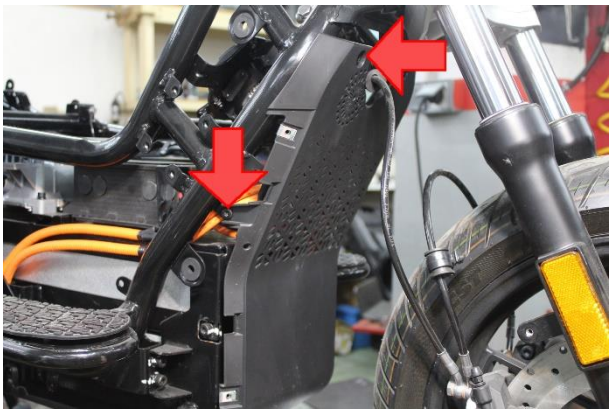
Necessary tools

T30 Torx spanner

Phillips screwdriver with #2 tip

Remove the two screws shown in the illustration from the right-hand side of the front wheel arch trim with a T30 Torx spanner.

Do the same with the two screws on the left-hand side.



Remove the lower right bolt of the front wheel arch trim with a #2 Phillips screwdriver.

Do the same with the screw on the left-hand side.

Remove the front wheel arch trim.

1.10.3. Dismantling of the keel

Necessary tools

T30 Torx spanner

Phillips screwdriver with #2 tip

Flat-blade screwdriver with fine tip

Required prior operations:

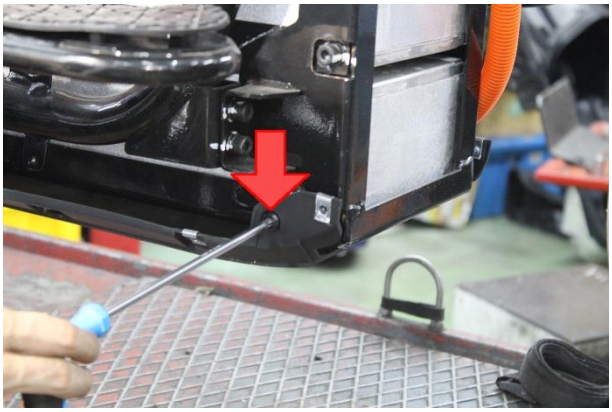
- Remove the left and right-hand side skirts (→ See 1.10.1. Dismantling of the skirts)
- Disassemble the front wheel arch (→ See 1.10.2. Disassembly of the front wheel arch

Remove the right front keel screw using a #2 Phillips screwdriver.

Do the same with the left front screw.

Tightening torque:

Keel screws 5±1 Nm

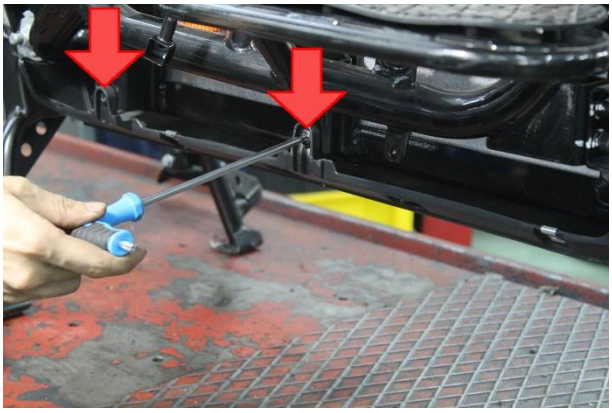


Remove the two right rear keel screws with a T30 Torx spanner.

Do the same with the two left rear screws.

Tightening torque:

Keel screws 5±1 Nm



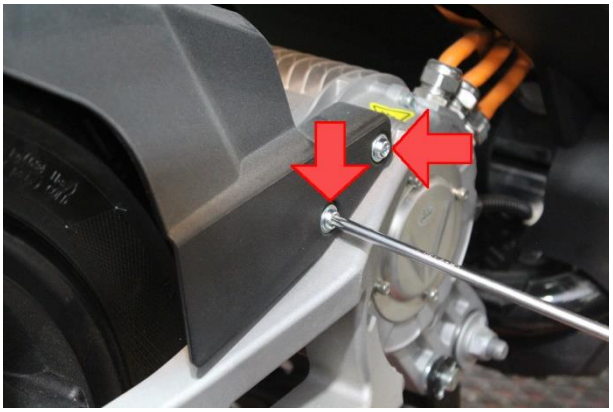
Remove the keel.

1.11. Disassembly of the rear mudguard

Necessary tools

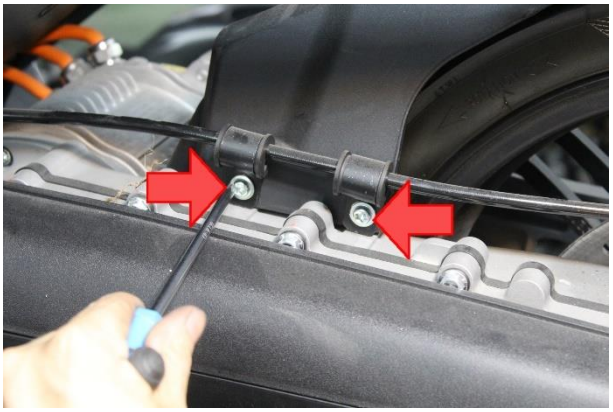
T30 Torx spanner

Remove the two screws on the right-hand side of the rear mudguard using a T30 Torx spanner.



Remove the two screws on the left-hand side of the rear mudguard using a T30 Torx spanner.

Remember that these screws also hold the rear caliper hose guides.



Remove the rear mudguard.

1.12. Disassembly of the front mudguard

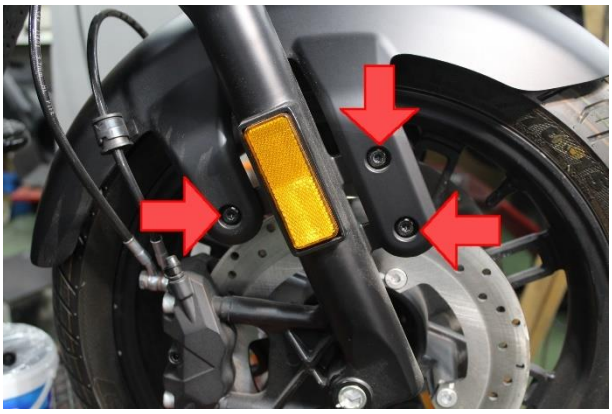
Necessary tools

T30 Torx spanner

Flat screwdriver

Remove the three screws securing the front mudguard to the fork leg from the right-hand side using a T30 Torx spanner.

Do the same with the three screws on the left-hand side.



Release the right-hand brake hose guide from the mudguard by prising it free with a flat-blade screwdriver.

Do the same with the left guide.

Remove the front mudguard.

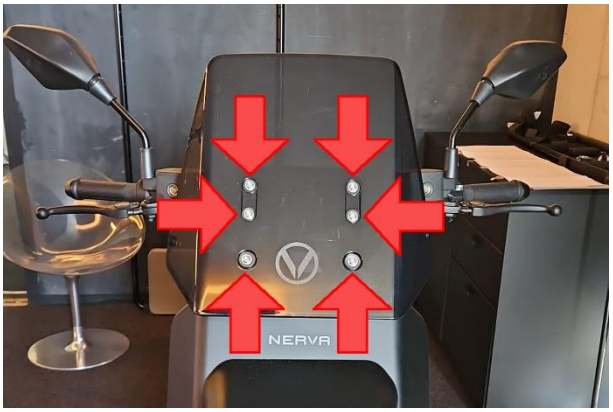
1.13. Disassembly of the headlamp assembly

1.13.1. Disassembly of the windscreen

Necessary tools

T30 Torx spanner

Remove the six screws securing the windscreen using a T30 Torx spanner.



Remove the windscreen

1.13.2. Disassembly of the headlamp

Required prior operations:

- Remove the windscreen (→ See 1.13.1. Disassembly of the windscreen)

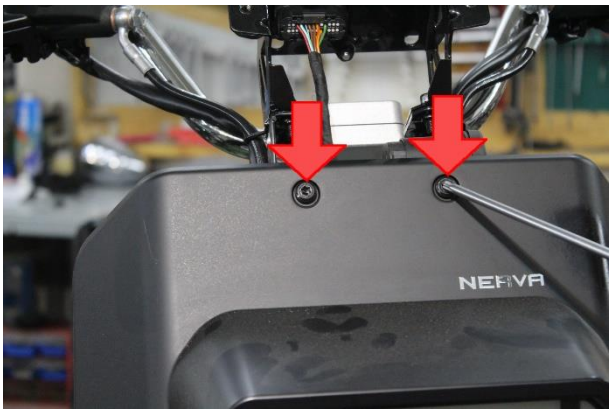
Necessary tools

T30 Torx spanner

Flat screwdriver

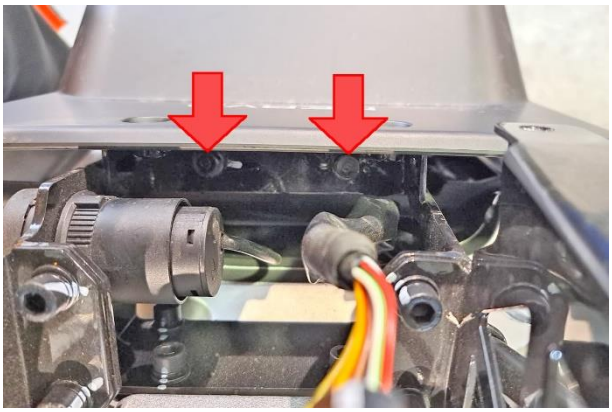
10 mm socket spanner

Remove the two upper headlamp screws with a T30 Torx spanner.



Remove the two lower headlamp screws with a #2 Phillips screwdriver.

Remove the two screws at the top with a 10 mm socket spanner to release the entire headlamp assembly.



Slightly move the headlamp aside and disconnect the headlamp connectors.

Remove the headlamp.

1.13.3. Disassembly of the headlamp bracket

Required prior operations:

- Remove the windscreen (→ See 1.13.1. Disassembly of the windscreen)
- Remove the headlamp (→ See 1.13.2. Disassembly of the headlamp)

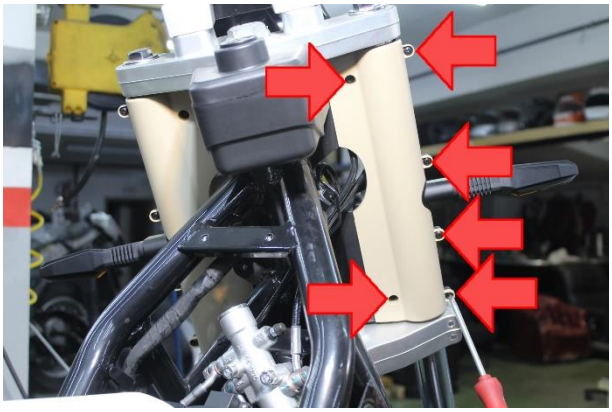
Necessary tools

T30 Torx spanner

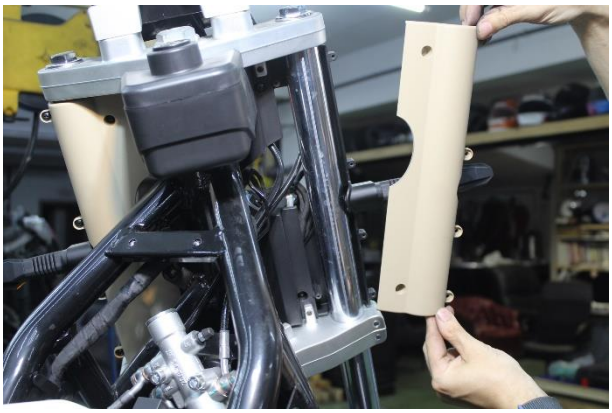
Flat screwdriver

Turn the steering wheel to the left and remove the six screws indicated in the picture for the right-hand bar cover with a #2 Phillips screwdriver.

Do the same by turning the steering wheel to the right and removing the six screws on the left-hand bar cover.

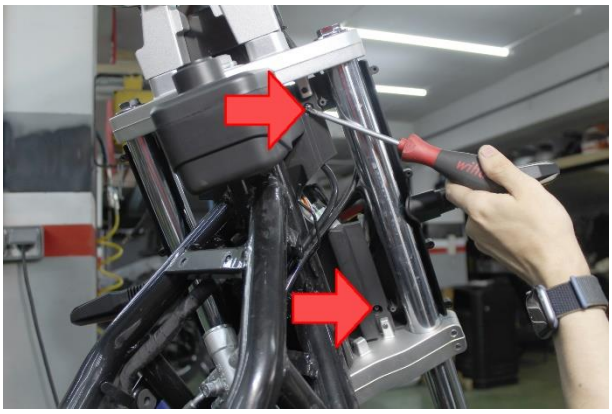


Remove the left and right-hand bar covers.



Remove the two right-hand screws from the moulding covering the steering head pipe with a #2 Phillips screwdriver.

Do the same with the two left-hand screws.



Disconnect the front indicator connectors and remove the headlamp bracket.