

3 MAINTENANCE

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SERVICE INFORMATION

GENERAL

⚠ WARNING

- If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

NOTE

- For engine oil and oil filter maintenance see page 2-2.
- Support the motorcycle on a level surface before starting any work.

SPECIFICATIONS

Throttle grip free play: 2–6 mm (1/8–1/4 in)

Spark plug:

Standard	
NGK	ND
CR9EH-9	U27FER-9

Spark plug gap: 0.8–0.9 mm (0.031–0.035 in)

Valve clearance: IN 0.23 ± 0.03 mm (0.009 ± 0.001 in)

EX 0.23 ± 0.03 mm (0.009 ± 0.001 in)

Carburetor idle speed: 1,300 ± 100 rpm

Cylinder compression: 1,569 ± 96 kPa (16.0 ± 1.0 kg/cm², 228 ± 14 psi)

MAINTENANCE

Drive chain slack:	25–35 mm (1–1-3/8 in)
Drive chain slider depth limit:	3.0 mm (0.12 in)
Rear brake pedal free play:	20–30 mm (3/4–1-1/4 in)
Clutch lever free play:	10–20 mm (3/8–3/4 in)
Tires:	

		Front	Rear
Tire size		90/100-19 55P (Tube type)	120/90-16 63P (Tube type)
Cold tire pressure kPa (kg/cm ² , psi)	Driver only	150 (1.50, 22)	150 (1.50, 22)
	Driver and one passenger	150 (1.50, 22)	175 (1.75, 25)
Tire brand	DUNLOP	K460	K460
	BRIDGESTONE	TW39	TW40

Minimum tire tread depth:	Front: 1.5 mm (0.06 in)
	Rear: 2.0 mm (0.08 in)

TORQUE VALUES

Spark plug	12 N·m (1.2 kg-m, 9 ft-lb)
Rear axle nut	95 N·m (9.5 kg-m, 69 ft-lb)
Spoke	3.8 N·m (0.38 kg-m, 2.7 ft-lb)
Brake reservoir cover screw	1.5 N·m (0.15 kg-m, 1.1 ft-lb)

TOOL

Common	
Spoke wrench, 5.8 x 6.1 mm	07701–0020300

MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance period.

I: Inspect and clean, Adjust, Lubricate, or Replace if necessary.

R: Replace C: Clean L: Lubricate

ITEM	FREQUENCY	WHICHEVER COMES FIRST	ODOMETER READINGS (NOTE 1)								REFER TO PAGE
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
NOTES	MONTHS	6	12	18	24	30	36				
* FUEL LINE					I		I		I	3-4	
* FUEL STRAINER SCREEN				C	C	C	C	C	C	3-4	
* THROTTLE OPERATION					I		I		I	3-4	
* CARBURETOR CHOKE					I		I		I	3-5	
AIR CLEANER	(NOTE 2)					R			R	3-5	
CRANKCASE BREATHER	(NOTE 3)			C	C	C	C	C	C	3-6	
SPARK PLUG				I	R	I	R	I	R	3-6	
* VALVE CLEARANCE			I						I	3-6	
ENGINE OIL			R		R		R		R	2-2	
ENGINE OIL FILTER			R		R		R		R	2-2	
* CARBURETOR IDLE SPEED			I	I	I	I	I	I	I	3-8	
RADIATOR COOLANT	(NOTE 5)				I		I		R	3-8	
* COOLING SYSTEM					I		I		I	3-9	
DRIVE CHAIN	(NOTE 4)		EVERY 1,000 km (600 mi) I, L								3-11
DRIVE CHAIN SLIDER				I	I	I	I	I	I	3-12	
BRAKE FLUID	(NOTE 5)			I	I	R	I	I	R	3-12	
BRAKE SHOE/PAD WEAR				I	I	I	I	I	I	3-13	
BRAKE SYSTEM			I		I		I		I	3-13	
* BRAKE LIGHT SWITCH					I		I		I	3-14	
* HEADLIGHT AIM					I		I		I	3-14	
CLUTCH SYSTEM			I	I	I	I	I	I	I	3-14	
SIDE STAND					I		I		I	3-15	
* SUSPENSION					I		I		I	3-16	
* NUTS, BOLTS, FASTENERS	(NOTE 4)		I		I		I		I	3-16	
** WHEELS/TIRES	(NOTE 4)		I	I	I	I	I	I	I	3-17	
** STEERING HEAD BEARINGS			I		I		I		I	3-18	

* Should be serviced by an authorized Honda dealer, unless the owner has the proper tools and service data and is mechanically qualified.

** In the interest of safety, we recommend these items be serviced only by an authorized Honda dealer.

NOTES: 1. At higher odometer readings, repeat at the frequency interval established here.

2. Service more frequently when riding in unusually wet or dusty areas.

3. Service more frequently when riding in rain or at full throttle.

4. Service more frequently when riding OFF-ROAD.

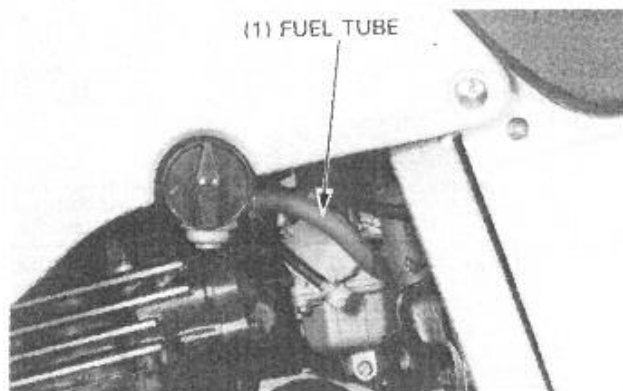
5. Replace every 2 years, or at the indicated odometer interval, whichever comes first.

Replacement requires mechanical skill.

MAINTENANCE

FUEL LINE

Check the fuel line for deterioration, damage or leakage.
Replace the fuel line if necessary.



FUEL STRAINER SCREEN

▲WARNING

- *Gasoline is extremely flammable and is explosive under certain conditions. Work in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the work area or where gasoline is stored.*

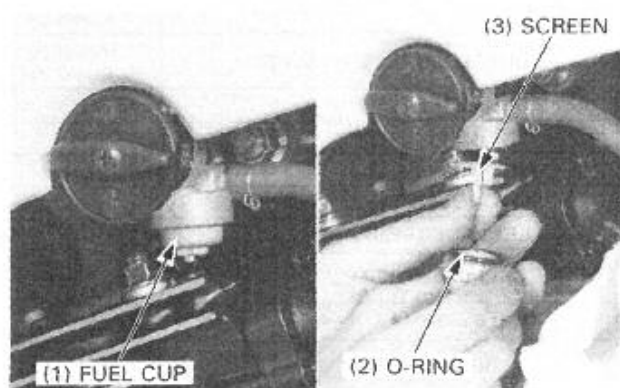
Turn the fuel valve OFF.

Remove the fuel cup, O-ring and strainer and pour the contents of the fuel cup into a suitable container.

Wash the screen and cup in clean non-flammable or high flash point solvent.

Reinstall the strainer, O-ring and fuel cup into the fuel valve body, making sure that the O-ring is in place.

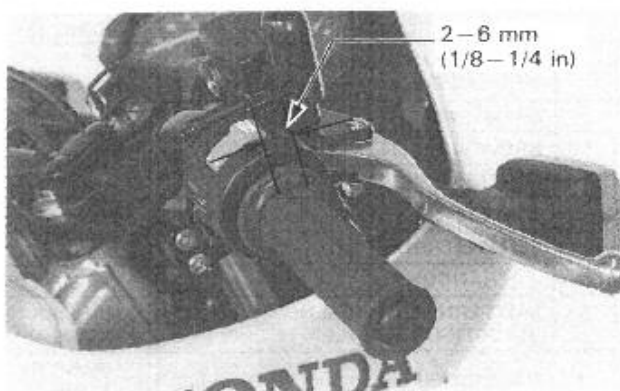
Tighten the fuel cup securely.



NOTE

- Do not over-tighten the fuel cup.

After installing, refill the tank and turn the fuel valve ON and check that there are no leaks.



THROTTLE OPERATION

Check the throttle grip for smooth operation: complete opening and automatic closing in all steering positions.

Make sure there is no deterioration, damage, or kinking in the throttle cables. Replace any damaged parts.

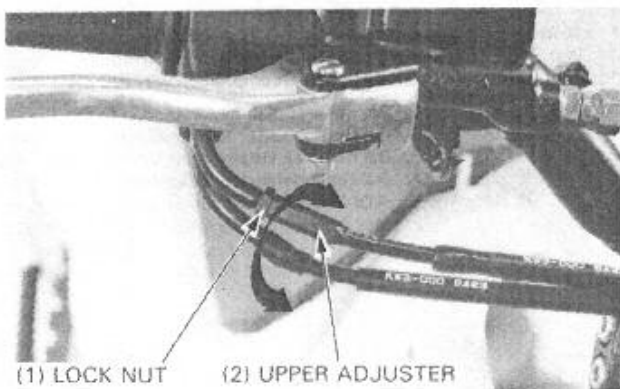
Lubricate the throttle cables (page 2-7) if throttle operation is not smooth.

Measure throttle grip free play at the throttle grip flange.

FREE PLAY: 2-6 mm (1/8-1/4 in)

Throttle grip free play can be adjusted at either end of the throttle cable.

Minor adjustments are made with the upper adjuster. Loosen the lock nut and turn the adjuster to increase or decrease free play.



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Major adjustments are made with the lower adjuster.

Remove the seat and left side fairing.

Adjust the free play by loosening the lock nuts and turning the adjuster.

Tighten the lock nut.

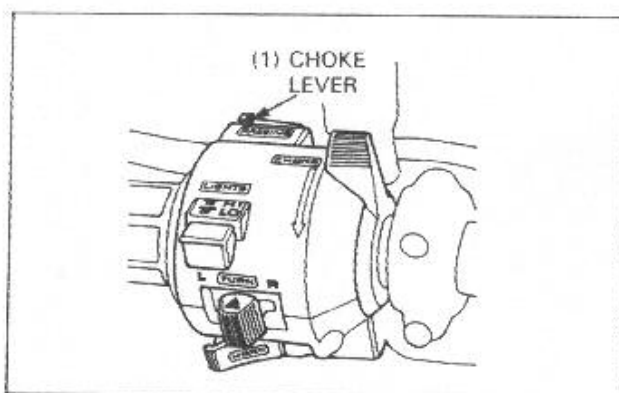
Recheck the throttle grip free play.



(1) LOWER ADJUSTER

CARBURETOR CHOKE

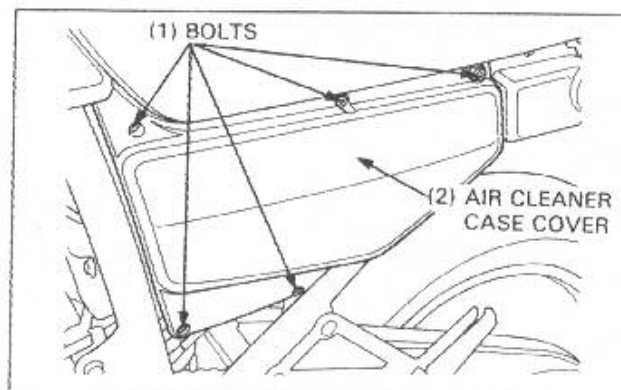
Check for smooth upper choke lever operation. Lubricate the choke cable if the operation is not smooth.



(1) CHOKE
LEVER

AIR CLEANER

Remove the five bolts attaching the air cleaner case cover.

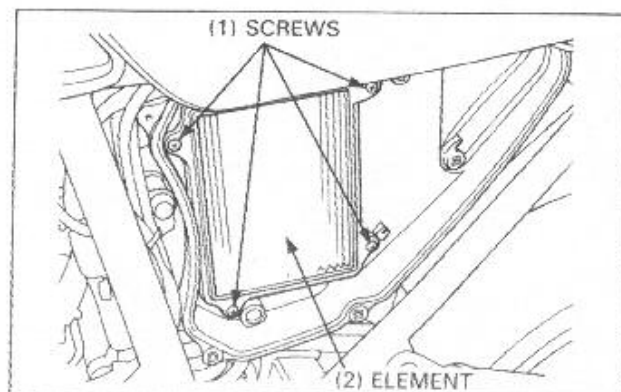


(1) BOLTS

(2) AIR CLEANER
CASE COVER

Remove the screws and replace the air cleaner element.

Tighten the screws securely and install the air cleaner case cover.



(1) SCREWS

(2) ELEMENT

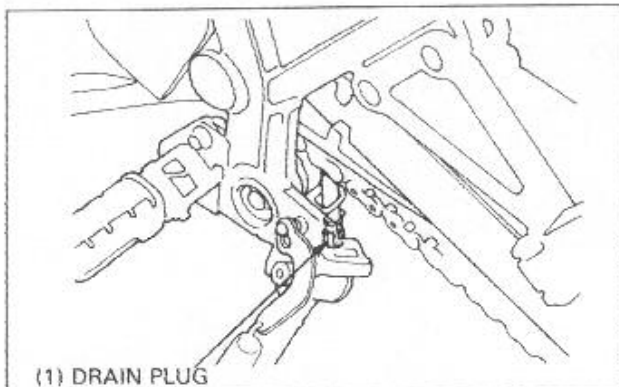
MAINTENANCE

CRANKCASE BREATHER

Remove the drain plug from the tube and drain the deposits. Reinstall the drain plug.

NOTE

- Service more frequently when the motorcycle has been ridden in rain, or at full throttle.



SPARK PLUG

RECOMMENDED SPARK PLUGS

	NGK	ND
Standard	CR9EH9	U27FER9

Disconnect the spark plug cap and clean any dirt from around the spark plug base.

Remove and discard the spark plug.

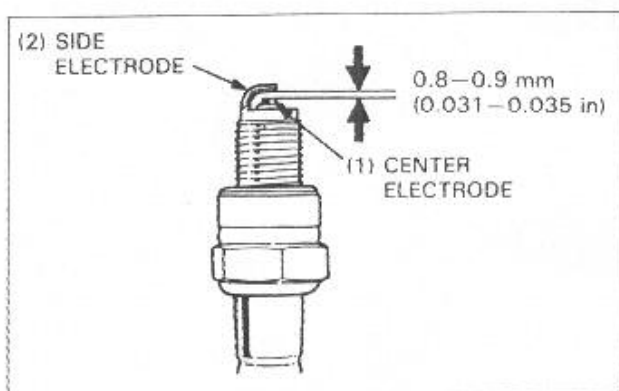
Measure the new spark plug gap using a wire-type feeler gauge.

SPARK PLUG GAP: 0.8–0.9 mm (0.031–0.035 in)

Adjust the gap if necessary by bending the side electrode carefully and install the plugs.

TORQUE: 12 N·m (1.2 kg·m, 9 ft·lb)

Connect the spark plug caps.



VALVE CLEARANCE

INSPECTION

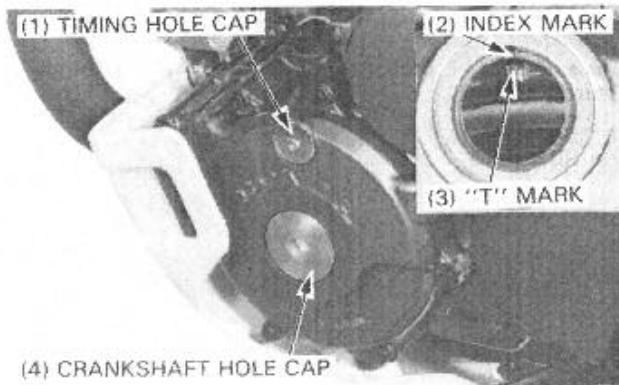
NOTE

- Inspect and adjust valve clearance while the engine is cold (below 35°C/95°F).

Remove the cylinder head cover (page 9-3).

Remove the crankshaft hole cap and timing hole cap. Rotate the crankshaft counterclockwise and align the "T" mark on the flywheel with the index mark on the left crankcase cover.

Make sure the piston is at TDC (Top Dead Center) on the compression stroke.



MAINTENANCE

Check the valve clearance by inserting a feeler gauge between the cam lobe and valve lifter.

VALVE CLEARANCE:

Intake and Exhaust: 0.23 ± 0.03 mm (0.009 ± 0.001 in)

If the clearance is not correct:
Remove the camshafts (page 9-3).
Remove the valve lifters and shims.

NOTE

- Do not allow to fall shim into crankcase.
The shim(s) may occasionally stick to the lifter.
- Mark all lifters and shims to ensure correct reassembly.
- It is easy to remove the valve lifter with a valve lapping tool or magnet.
- Remove the shims with a tweezers or magnet.

Clean the valve retainers with compressed air.

Measure the shim thickness with a micrometer and record it.

Use the chart on the following page to select the shims needed to bring the valve clearances within specification.

NOTE

- Sixty-five shims are available in thickness intervals of 0.025 mm.
The thinnest is 1.200 mm the thickest is 2.800 mm.

To confirm your shim choice, you may use the following formula:

$$a = b - c + d$$

a: new shim thickness

b: recorded valve clearance

c: specified valve clearance

d: old shim thickness

example:

recorded valve clearance: 0.18 mm

old shim thickness: 1.750 mm

specified valve clearance: 0.23 mm

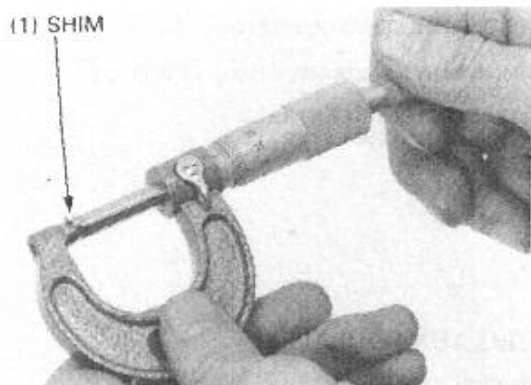
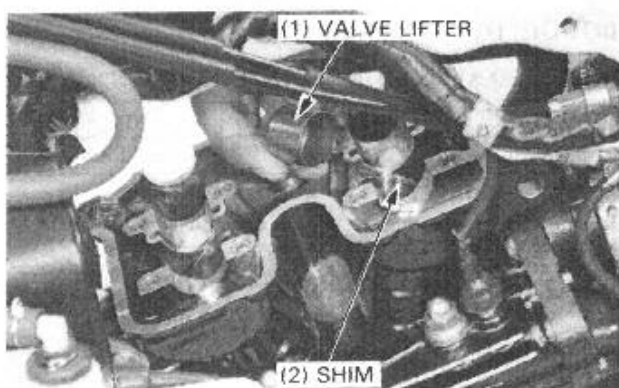
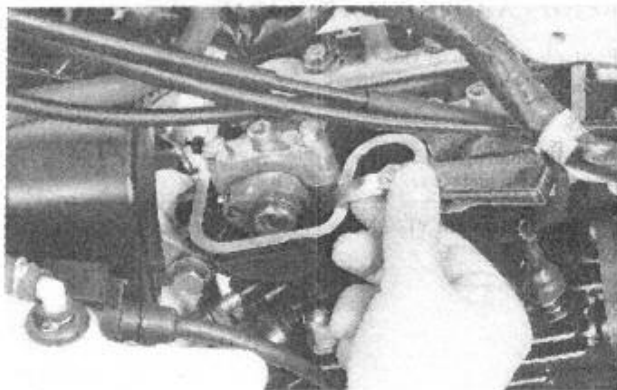
$$a = 0.18 - 0.23 + 1.750$$





$$a = 1.7$$

$$\text{new shim thickness} = 1.700 \text{ mm}$$

NOTE

- If the required thickness of the new shim is more than 2.800 mm, the valve seat is probable heavily carboned. Reface the seat, recheck valve clearance and reselect the shim.



			
1.200 mm	1.225 mm	1.250 mm	1.275 mm

SHIM SELECTION CHART

		VALVE CLEARANCE (MILLIMETERS)															
		0.00	0.06	0.11	0.16	0.20	0.27	0.31	0.35	0.41	0.46	0.51	0.56	0.61	0.66	0.71	0.76
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
		0.05	0.10	0.15	0.19	0.26	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80
	1.20						1.25	1.30	1.35	1.40	1.45	1.50	1.55	1.60	1.65	1.70	1.75
	1.25				1.20		1.30	1.35	1.40	1.45	1.50	1.55	1.60	1.65	1.70	1.75	1.80
P	1.30			1.20	1.25	S	1.35	1.40	1.45	1.50	1.55	1.60	1.65	1.70	1.75	1.80	1.85
R	1.35			1.25	1.30	P	1.40	1.45	1.50	1.55	1.60	1.65	1.70	1.75	1.80	1.85	1.90
E	1.40	1.20	1.25	1.30	1.35	E	1.45	1.50	1.55	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.95
S	1.45	1.25	1.30	1.35	1.40	C	1.50	1.55	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.95	2.00
E	1.50	1.30	1.35	1.40	1.45	I	1.55	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.95	2.00	2.05
N	1.55	1.35	1.40	1.45	1.50	F	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.95	2.00	2.05	2.10
T	1.60	1.40	1.45	1.50	1.55	I	1.65	1.70	1.75	1.80	1.85	1.90	1.95	2.00	2.05	2.10	2.15
S	1.65	1.45	1.50	1.55	1.60	E	1.70	1.75	1.80	1.85	1.90	1.95	2.00	2.05	2.10	2.15	2.20
S	1.70	1.50	1.55	1.60	1.65	D	1.75	1.80	1.85	1.90	1.95	2.00	2.05	2.10	2.15	2.20	2.25
H	1.75	1.55	1.60	1.65	1.70		1.80	1.85	1.90	1.95	2.00	2.05	2.10	2.15	2.20	2.25	2.30
I	1.80	1.60	1.65	1.70	1.75	C	1.85	1.90	1.95	2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35
M	1.85	1.65	1.70	1.75	1.80	I	1.90	1.95	2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40
	1.90	1.70	1.75	1.80	1.85	E	1.95	2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45
S	1.95	1.75	1.80	1.85	1.90	A	2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45	2.50
I	2.00	1.80	1.85	1.90	1.95	R	2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45	2.50	2.55
Z	2.05	1.85	1.90	1.95	2.00	A	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45	2.50	2.55	2.60
E	2.10	1.90	1.95	2.00	2.05	N	2.15	2.20	2.25	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65
	2.15	1.95	2.00	2.05	2.10	C	2.20	2.25	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70
	2.20	2.00	2.05	2.10	2.15	E	2.25	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75
	2.25	2.05	2.10	2.15	2.20		2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80
	2.30	2.10	2.15	2.20	2.25		2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	
	2.35	2.15	2.20	2.25	2.30		2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80		
	2.40	2.20	2.25	2.30	2.35	N	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80			
	2.45	2.25	2.30	2.35	2.40	O	2.50	2.55	2.60	2.65	2.70	2.75	2.80				
	2.50	2.30	2.35	2.40	2.45		2.55	2.60	2.65	2.70	2.75	2.80					
	2.55	2.35	2.40	2.45	2.50	C	2.60	2.65	2.70	2.75	2.80						
	2.60	2.40	2.45	2.50	2.55	H	2.65	2.70	2.75	2.80							
	2.65	2.45	2.50	2.55	2.60	A	2.70	2.75	2.80								
	2.70	2.50	2.55	2.60	2.65	N	2.75	2.80									
	2.75	2.55	2.60	2.65	2.70	G	2.80										
	2.80	2.60	2.65	2.70	2.75	E											

To use this chart:
 1. Locate the measured clearance on the top horizontal column.
 2. Find the thickness of the old shim on vertical column on the left.
 3. Find the replacement shim at the intersection of the two columns.

NOTE:
 This chart is summary. For accurate shim selection, use the formula described on page 3-7.

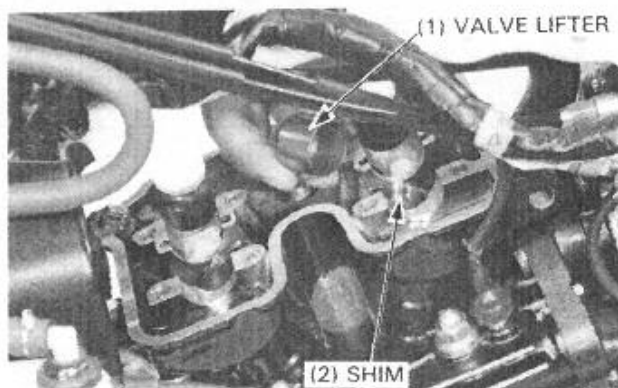
MAINTENANCE

Install the shims on the valve retainers.
Apply molybdenum disulfide oil to the valve lifters.
Install the valve lifters into valve lifter holes.

NOTE

- Replacement lifters come in four different thickness. Be sure to recheck valve clearance whenever a lifter is replaced.
- Install the shims and valve lifters in their original positions.

Install the camshafts (page 9-16) and rotate them by rotating the crankshaft counterclockwise several times.
Recheck the valve clearance.
Install the cylinder head cover (page 9-19).



CARBURETOR IDLE SPEED

NOTE

- Inspect and adjust idle speed after all other engine adjustments are within specifications.
- The engine must be warm for accurate adjustment. Ten minutes of stop-and-go riding is sufficient.

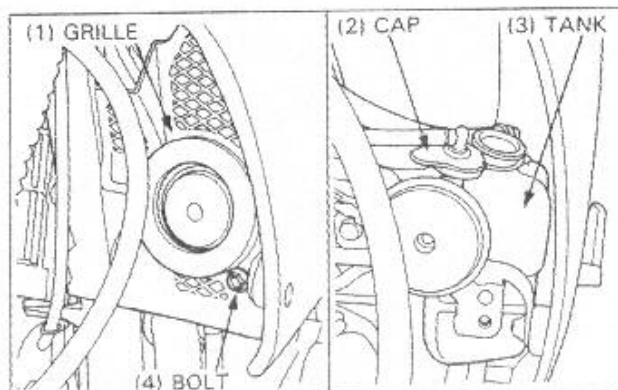
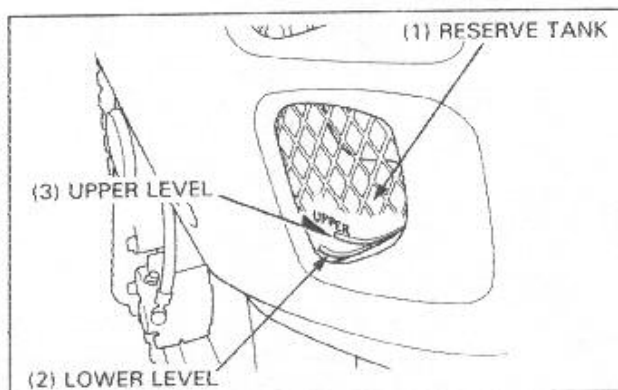
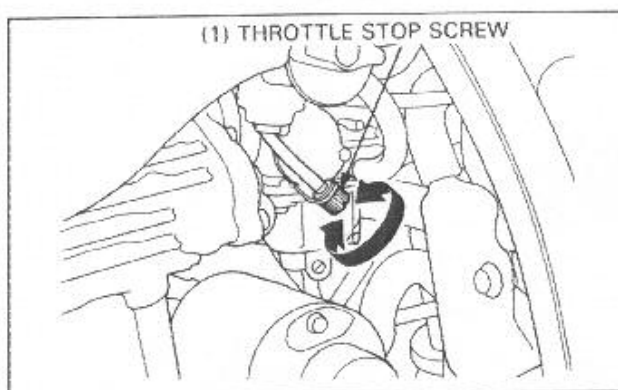
Warm up the engine.
Support the motorcycle in an upright position on level ground and shift the transmission into neutral.
Check the idle speed and adjust by turning the throttle stop screw if necessary.

IDLE SPEED: $1,300 \pm 100 \text{ min}^{-1}(\text{rpm})$

RADIATOR COOLANT

Check the coolant level of the reserve tank with the engine running at normal operating temperature. The level should be between the "UPPER" and "LOWER" level lines.

If necessary, remove the grille and reserve tank cap then fill to the "UPPER" level line with a 50/50 mixture of distilled water and antifreeze.



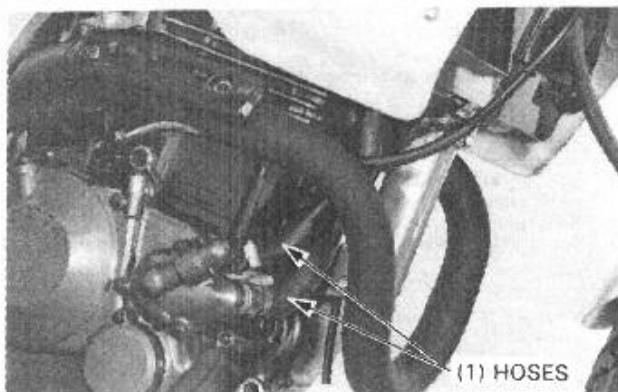
MAINTENANCE

COOLING SYSTEM

Make sure the hoses are in good condition; they should not show any signs of deterioration.

Replace any hose that shows signs of deterioration.
Check that all hose clamps are tight.

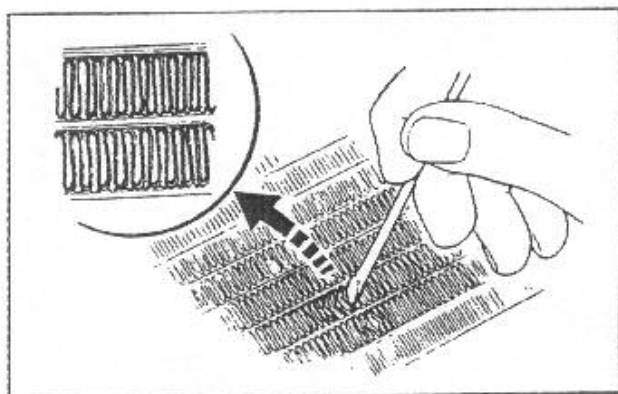
Remove the right side fairing (page 15-2) and radiator grille.



Check the air passages for clogging or damage. Straighten bent fins or collapsed core tubes and remove insects, mud or any obstructions with compressed air or low water pressure.

Replace the radiator if the air flow is restricted over more than 30% of the radiating surface.

For radiator replacement, refer to page 5-5.



CYLINDER COMPRESSION

Warm up the engine to normal operating temperature.

Stop the engine, disconnect the spark plug cap and remove the spark plug.

Insert the compression gauge. Open the throttle all the way and crank the engine with the starter motor. Crank the engine until the gauge reading stops rising. The maximum reading is usually reached within 4–7 seconds.

COMPRESSION PRESSURE:

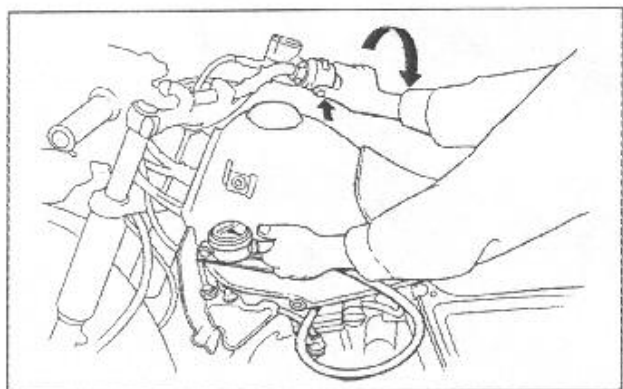
$1,596 \pm 96 \text{ kPa}$ ($16.0 \pm 1.0 \text{ kg/cm}^2$, $228 \pm 14 \text{ psi}$)

If compression is high, it indicates that carbon deposits have accumulated on the combustion chamber and/or the piston crown.

If compression is low, pour 3–5 cc (0.1–0.2 US. oz) of clean engine oil into the cylinder through the spark plug hole and recheck the compression.

If the compression increases from the previous value, check the cylinder, piston and piston rings.

If compression is the same as the previous value, check the valves for leakage.



MAINTENANCE

DRIVE CHAIN

⚠ WARNING

- *Never inspect or adjust the drive chain while the engine is running.*

CHAIN SLACK INSPECTION

Stop the engine, shift the transmission into neutral and support the motorcycle on its side stand.

Measure the drive chain slack in the lower drive chain run midway between the sprockets.

SLACK: 25–35 mm (1–1-3/8 in)

CAUTION

- *Excessive chain slack, 40 mm (1-5/8 in) or more, may damage the frame.*

ADJUSTMENT

Loosen the rear axle nut, then turn both adjusting nuts equally until the chain slack is correct.

CAUTION

- *Make sure the same index marks on both the left and right adjusters align with the ends of the cut-outs.*

Tighten the axle nut.

TORQUE: 95 N·m (9.5 kg·m, 69 ft·lb)

Check the chain slack and free wheel rotation.

Check the chain wear label. If the red zone on the label aligns with, or is beyond the arrow mark, the chain must be replaced.

REPLACEMENT CHAIN:

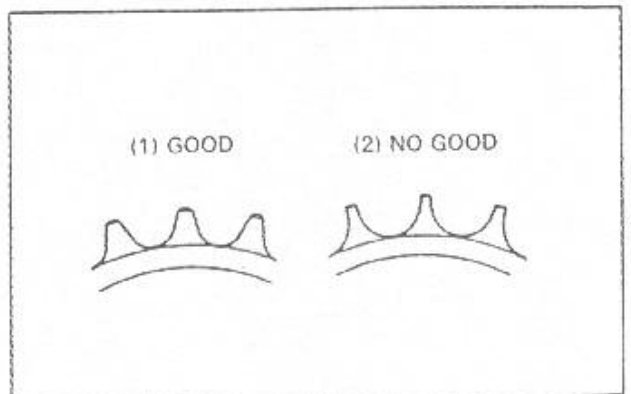
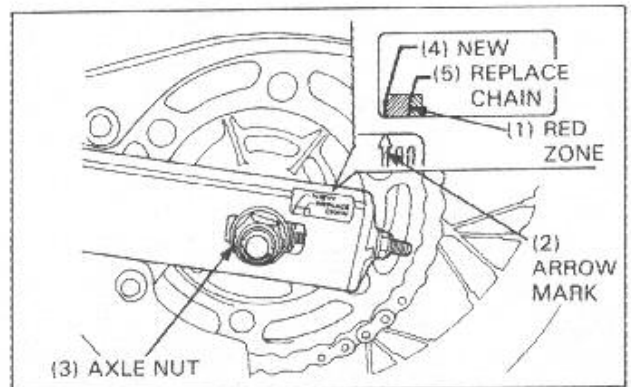
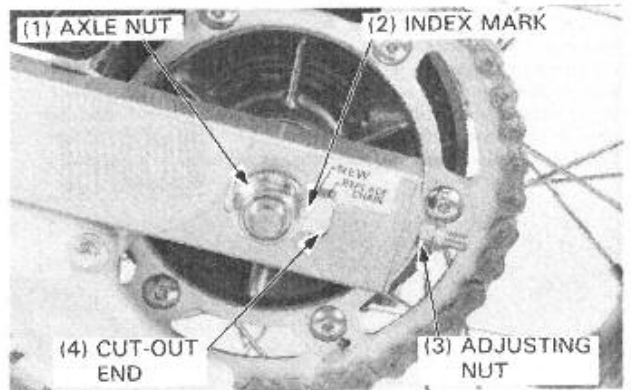
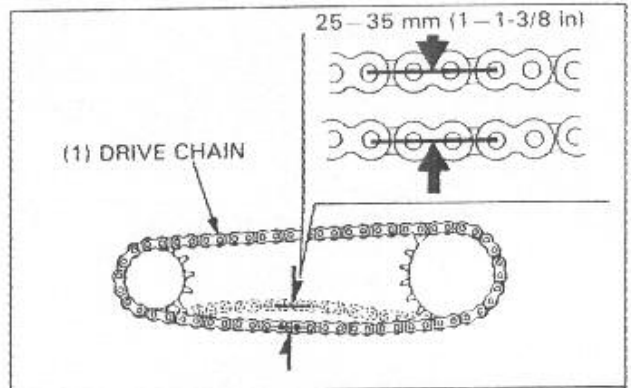
Daido: D.I.D. 520VC.7-102L

Takasago: RK520T0-102L

Inspect the drive chain and sprockets for damage or wear. A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. Replace any sprocket which is damaged or excessively worn.

NOTE

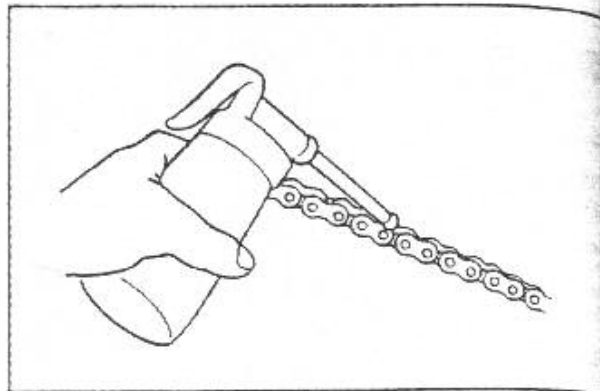
- *Never install a new drive chain on worn sprockets or a worn drive chain on new sprockets. Both chain and sprockets must be in good condition or the replacement chain or sprockets will wear rapidly.*



MAINTENANCE

Lubrication and cleaning:

The drive chain on this motorcycle is equipped with small O-rings between the link plates. The O-rings can be damaged by steam cleaners, high pressure washers, and certain solvents. Clean the chain with soapy water. Wipe dry and lubricate only with SAE #80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.



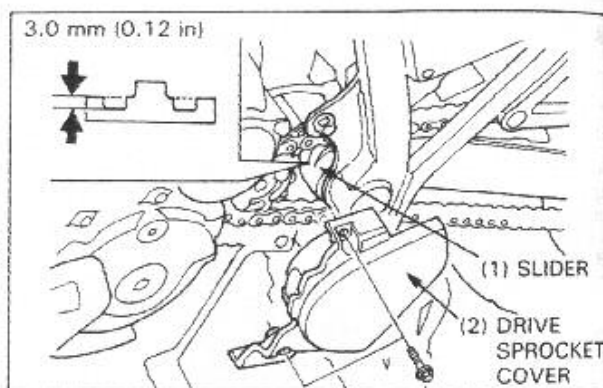
DRIVE CHAIN SLIDER

Remove the drive sprocket cover.
Inspect the chain slider for excessive wear.

SERVICE LIMIT:

(from upper surface): 3.0 mm (0.12 in)

Install the drive sprocket cover.

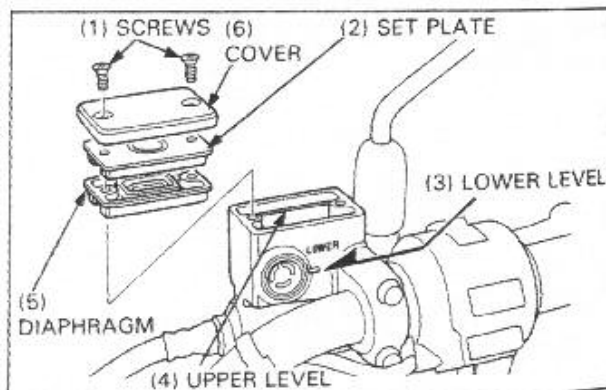


BRAKE FLUID

Check the front brake fluid through the sight glass; if the level is visible, remove the cover, set plate and diaphragm. Fill the reservoir to the upper level with DOT 4 fluid from a sealed container. Check the system for leaks.

CAUTION

- Do not remove the reservoir cover until the handlebar has been turned so that the reservoir is level.
- Do not mix different types of fluid, as they are not compatible with each other.
- Do not allow foreign material to enter the system when filling the reservoir.
- Avoid spilling the fluid on painted, plastic or rubber parts. Place a rag over these parts whenever the system is serviced.



Refer to section 14 for brake bleeding procedures.

Tighten the cover screws to the specified torque.

TORQUE: 1.5 N·m (0.15 kg·m, 1.1 ft·lb)

MAINTENANCE

BRAKE SHOE/PAD WEAR

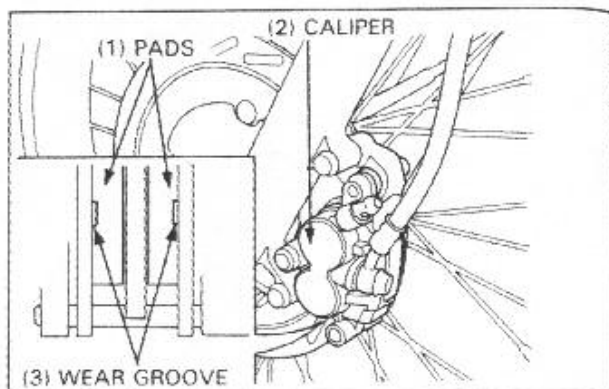
BRAKE PAD WEAR

Check the brake pads for wear.

Replace the brake pads if they are worn down to the wear groove on the pads.

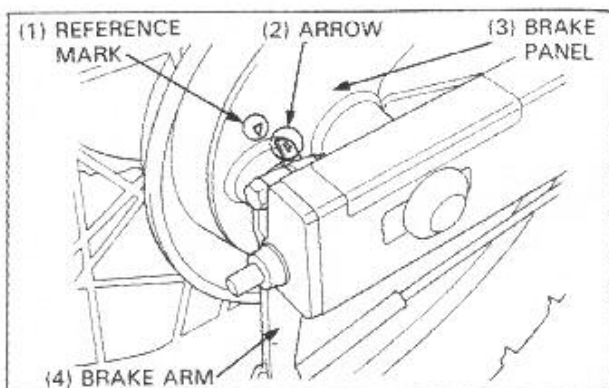
CAUTION

- Always replace the brake pads as a set to assure even disc pressure.



BRAKE SHOE INSPECTION

Replace the brake shoes if the arrow on the brake arm aligns with the reference mark "Δ" on full application of the rear brake pedal.



BRAKE SYSTEM

Inspect the brake hoses and fittings for deterioration, cracks and signs of leakage. Tighten any loose fittings. Replace hoses and fittings as required.

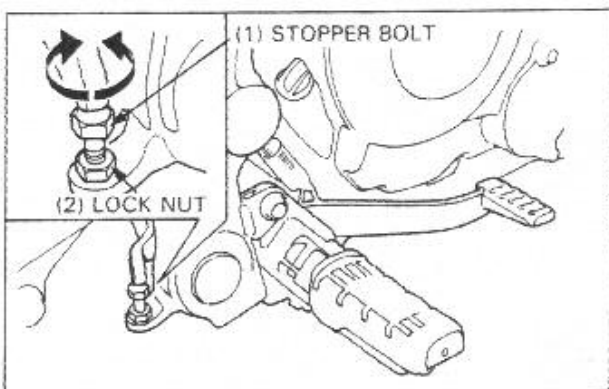
BRAKE PEDAL HEIGHT

To Adjust:

Loosen the stopper bolt lock nut and turn the stopper bolt. Retighten the lock nut.

NOTE

- After adjusting the brake pedal height, check the rear brake light switch and brake pedal free play and adjust if necessary.



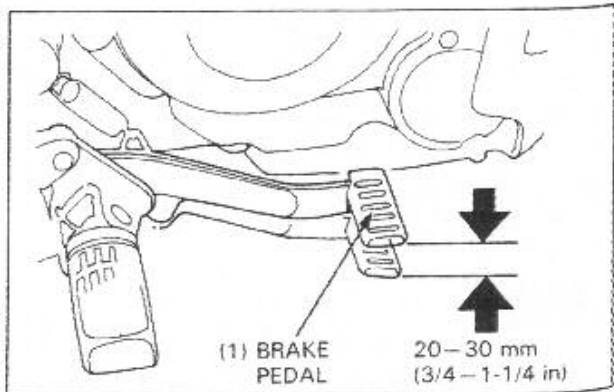
BRAKE PEDAL FREE PLAY

NOTE

- Always adjust the brake pedal free play after adjusting brake pedal height.

Check the brake pedal free play.

FREE PLAY: 20–30 mm (3/4–1-1/4 in)

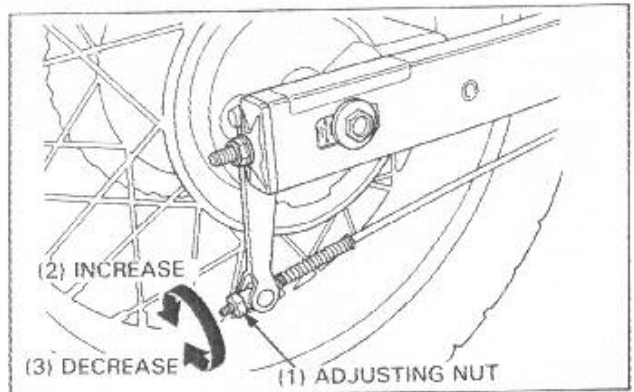


MAINTENANCE

If adjustment is necessary, turn the rear brake adjusting nut.

NOTE

- After adjusting the brake pedal free play, check the rear brake light switch operation and adjust if necessary.

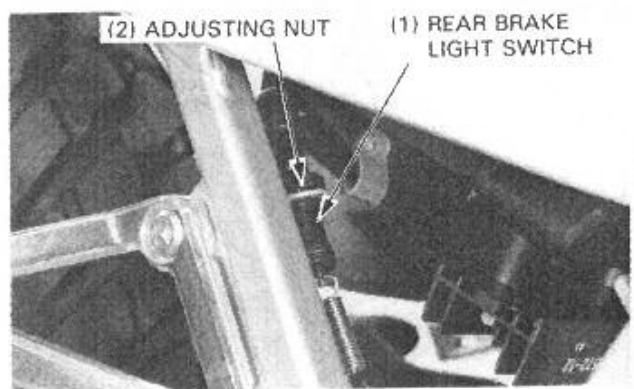


BRAKE LIGHT SWITCH

NOTE

- Always adjust the rear brake light switch after adjusting the brake pedal play and height.
- The front brake light switch does not require adjustment.

Adjust the brake light switch so that the brake light will come on when the brake pedal is depressed 20 mm (3/4 in), and brake engagement begins. Hold the switch body and turn the adjusting nut. Do not turn the switch body.



HEADLIGHT AIM

ADJUSTMENT

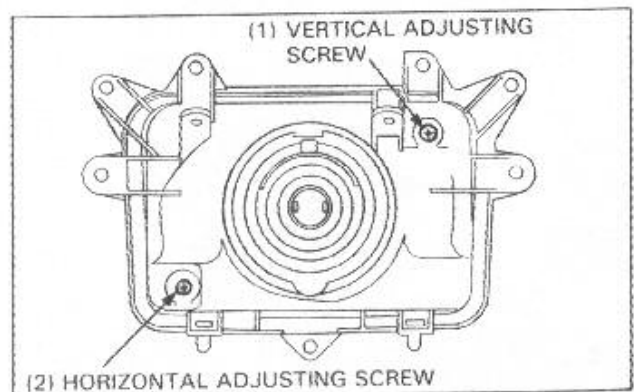
Adjust vertically by turning the vertical adjusting screw.
Adjust horizontally by turning the horizontal adjusting screw.

NOTE

- Adjust the headlight beam as specified by local laws and regulations.

▲ WARNING

- *An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.*



CLUTCH SYSTEM

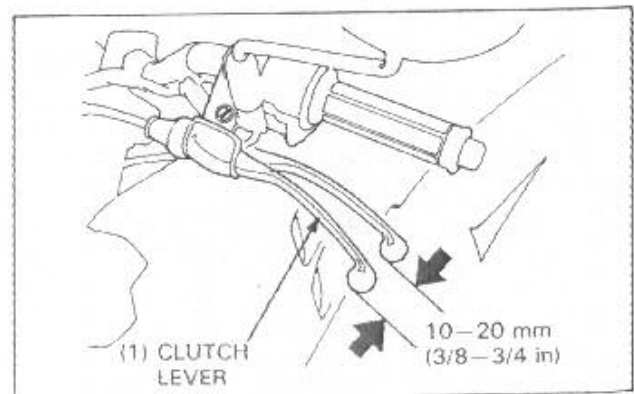
Check the clutch cable and clutch lever for loose connections, excessive play, or other damage. Replace or repair if necessary.

Disconnect the clutch cable at the upper end. Inspect the cable for kinks or damage and thoroughly lubricate the cable and pivot point with a commercially available cable lubricant to prevent premature wear. Install the cable.

CLUTCH LEVER FREE PLAY

Measure the clutch lever free play at the tip of the lever.

FREE PLAY: 10–20 mm (3/8–3/4 in)

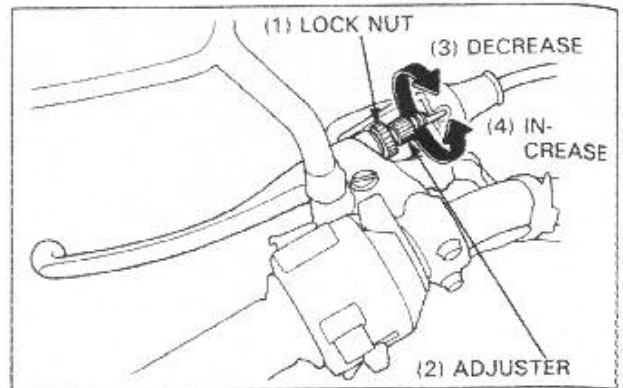


MAINTENANCE

A minor adjustment can be made with the upper adjuster. Slide the rubber cover off the adjuster, loosen the lock nut and adjust the free play by turning the adjuster. Tighten the lock nut with a pair of pliers after adjustment.

NOTE

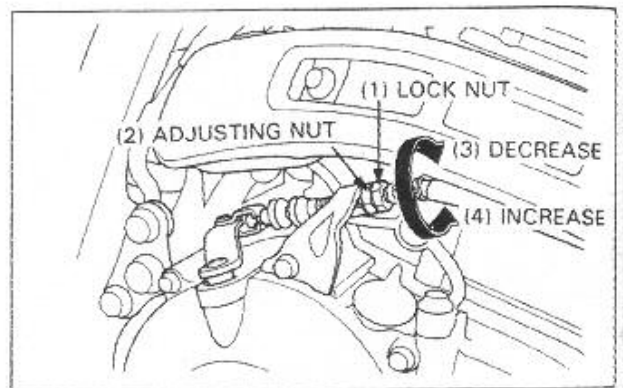
- Do not expose the adjuster threads more than 8 mm (0.32 in).



If necessary, a major adjustment can be made with the lower adjuster:

Loosen the adjuster lock nut at the clutch lever and turn the adjuster in completely. Then back it out 2 turns and tighten the lock nut. Install the rubber cover.

Loosen the cable lower adjuster lock nut. Turn the adjusting nut to obtain the specified free play. Then tighten the lock nut.



SIDE STAND

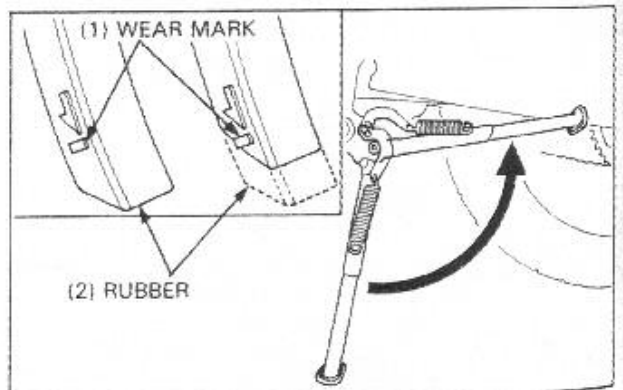
Check the rubber pad for wear or damage. Replace the rubber pad if wear extends to the wear line.

Check the side stand operation.

The side stand should lower easily to its first stop, then lock to support the motorcycle as the rubber touches the ground.

When the motorcycle is lifted upright, the stand should automatically move to the first clic, and retract when kicked up.

If the side stand does not move freely, disassemble it:



GI Type:

Support the motorcycle on its side stand. Check the side stand operation: the side stand should fully retract automatically when you lift the motorcycle upright. If the side stand does not retract automatically, lubricate the side stand pivot with grease. Replace the side stand pivot bolt or springs, if the side stand still does not retract normally. Move the side stand sideways with force to check if the side stand pivot is worn.

MAINTENANCE

Remove the return spring at the retracted position.
Remove the pivot bolt and remove the side stand assembly from the frame.

Check the following parts for wear or damage:

- inside of the pivot and pivot collar
- pivot dust seals

Lubricate the pivot area with clean grease and reassemble the side stand.

CAUTION

- *Install the dust seal with its mark side facing in.*
- *Make sure that the dust seal spring is seated on the outside of the seal lips after installing the pivot collar.*

Recheck the side stand movement.

SUSPENSION

WARNING

- *Do not ride a vehicle with faulty suspension.*
- *Loose, worn or damaged suspension parts impair vehicle stability and control.*

FRONT

Check the action of the fork by compressing the suspension several times.

Check the entire fork assembly for leaks or damage.

Replace damaged components which cannot be repaired.

Tighten all nuts and bolts.

REAR

Support the motorcycle securely on level ground.

Check for worn swingarm bearings by grabbing the rear wheel as shown, and attempting to move the wheel side to side. Replace the bearings if any looseness is noted (page 13-20).

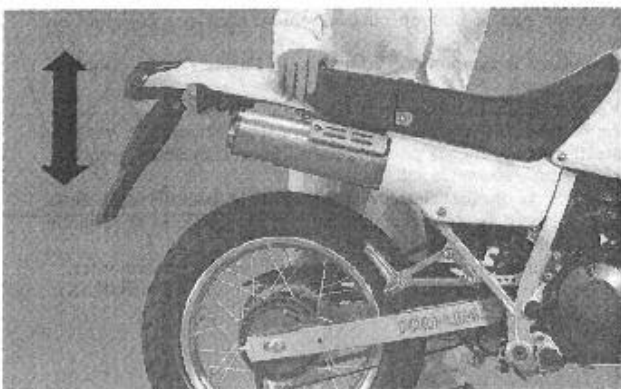
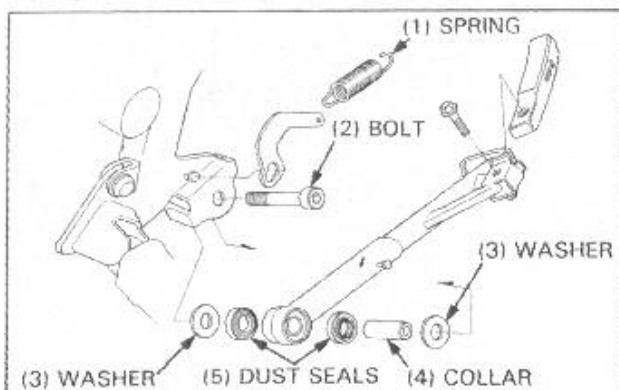
Check the action of the rear shock absorbers by compressing them several times.

Check entire shock absorber assembly for leaks or damage. Replace any damaged components which cannot be repaired. Tighten all nuts and bolts.

NUTS, BOLTS, FASTENERS

Check that all chassis nuts and bolts are tightened to their correct torque values (page 1-5) at the intervals shown in the Maintenance Schedule (page 3-3).

Check all cotter pins, safety clips, hose clamps and cable stays.



MAINTENANCE

WHEELS/TIRES

TIRE PRESSURE

NOTE

- Tire pressure should be checked when tires are COLD.

Check the tire pressure, according to the table below.
Check the tires for cuts, imbedded nails, or other damage.
Check the front and rear wheels for trueness (Refer to sections 12 and 13).

Measure the tread depth at the center of the tires.
Replace the tires when the tread depth reaches the following limits:

Minimum tread depth:

- Front: 1.5 mm (0.06 in)
- Rear: 2.0 mm (0.08 in)

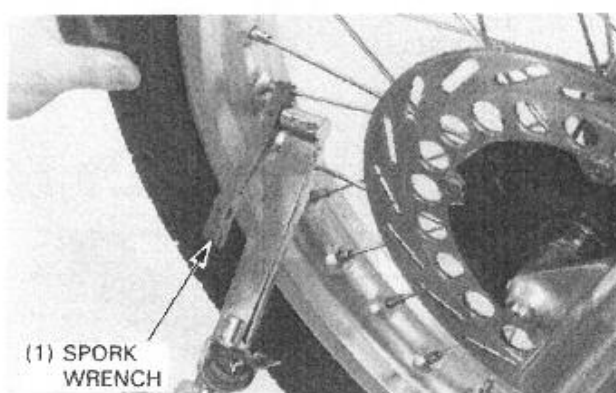
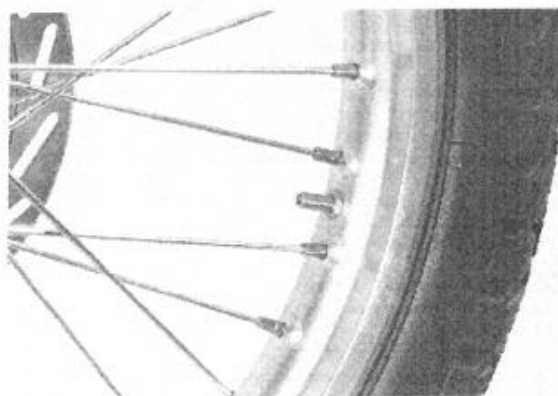
Inspect the wheel rims and spokes for damage.
Tighten any loose spokes.

TORQUE: 3.8 N·m (0.38 kg·m, 2.7 ft·lb)

TOOL:

Spoke wrench, 5.8 x 6.1 mm 07701-0020300

Check wheel rim runout (page 12-6, 13-4).



Recommended tire pressures and tire sizes:

		Front	Rear
Tire size		90/100-19 55P (Tube type)	120/90-16 63P (Tube type)
Cold tire pressure kPa (kg/cm ² , psi)	Driver only	150 (1.50, 22)	150 (1.50, 22)
	Driver and one passenger	150 (1.50, 22)	175 (1.75, 25)
Tire brand	DUNLOP	K460	K460
	BRIDGESTONE	TW39	TW40

MAINTENANCE

STEERING HEAD BEARINGS

NOTE

- Check that the control cables do not interfere with handlebar rotation.

Raise the front wheel off the ground. Check that the fork moves freely from side to side. If the fork moves unevenly, binds, or has vertical movement, inspect the steering head bearings (Section 12).

