8.4 Check tire pressures with an accurate gauge

8.5 Make sure the tire valve locknut (arrow) is snug and the valve cap is tight

3 Repair or replace punctured tires as soon as damage is noted. Do not try to patch a torn tire, as wheel balance and tire reliability may be impaired.

4 Check the tire pressures when the tires are cold and keep them properly inflated (see illustration). Proper air pressure will increase tire life and provide maximum stability and ride comfort. Keep in mind that low tire pressures may cause the tire to slip on the rim or come off, while high tire pressures will cause abnormal tread wear and unsafe handling.

5 Make sure the valve stem locknuts (see illustration) are tight. Also, make sure the valve stem cap is tight. If it is missing, install a new one made of metal or hard plastic.

9 Throttle cable and choke operation - check and adjustment

Throttle cable

Refer to illustrations 9.3, 9.5 and 9.6

1 Make sure the throttle grip rotates easily from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released. If the throttle sticks, check the throttle cables for cracks or kinks in the housings and make sure the inner cables are clean and well-lubricated.

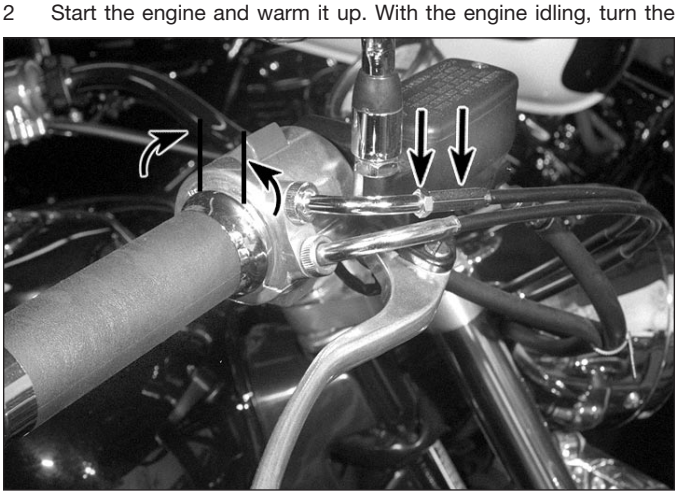
2 Start the engine and warm it up. With the engine idling, turn the handlebars all the way to the left, then all the way to the right. The idle speed should not increase. If it does, check throttle grip freeplay.

3 Throttle grip freeplay is the distance the throttle grip can be rotated before resistance is felt, i.e. the point at which the throttle cable begins to open the carburetor throttle plates. Measure the throttle grip freeplay **(see illustration)** and compare your measurement to the value listed in this Chapter's Specifications.

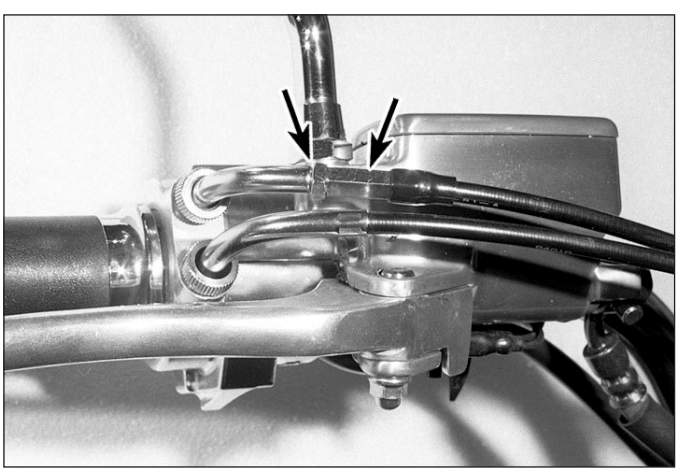
4 There are actually two throttle cables - an "accelerator" cable and a "decelerator" cable. The accelerator cable opens the throttle plates; the decelerator cable closes them. If the throttle grip freeplay must be adjusted, it can be adjusted at either end of the accelerator cable, but only at the lower end of the decelerator cable. The upper adjuster at the throttle grip is used to make fine adjustments to the accelerator cable; throttle grip freeplay is usually adjusted here. The lower adjusters at the carburetors are only used to make major adjustments to the cables. Both cables can be adjusted at the carburetors, but the accelerator cable is the one that is adjusted to achieve correct throttle grip freeplay; the decelerator cable is adjusted only to compensate for the amount of freeplay that's added or subtracted from the accelerator cable. There should be no freeplay in the decelerator cable.

5 To adjust freeplay at the throttle grip, loosen the locknut **(see illustration)** and turn the adjuster until the freeplay is within the specified distance. Tighten the locknut.

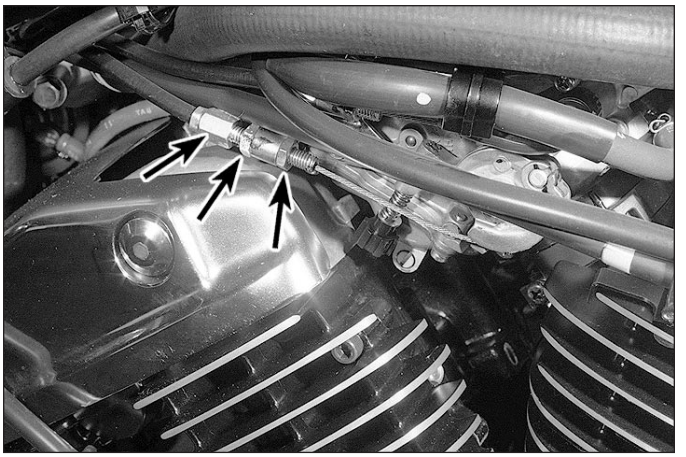
6 To adjust freeplay at the carburetors, loosen the cable adjuster locknuts **(see illustration)**, turn the adjuster nut on the decelerator cable to set freeplay to zero, tighten the decelerator cable adjuster



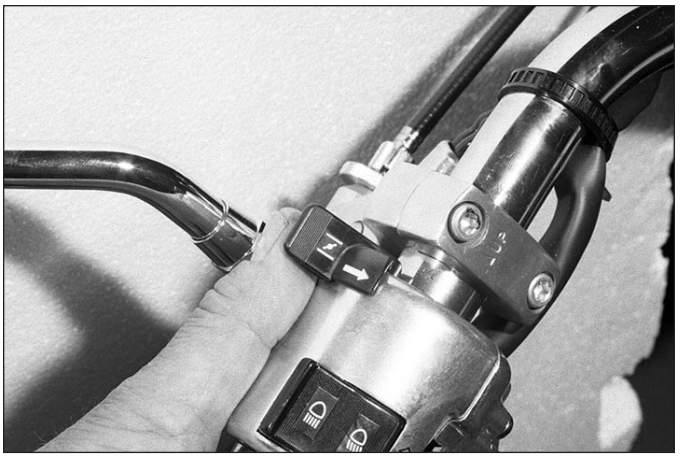
9.3 Throttle grip freeplay is the distance the throttle grip can be turned before resistance is felt, as the throttle plates begin to open



9.5 Accelerator cable locknut (left arrow) and adjuster (right arrow) at the twist-grip end of the throttle cable



9.6 Carburetor-end cable adjuster (left arrow) and locknuts (right arrows)

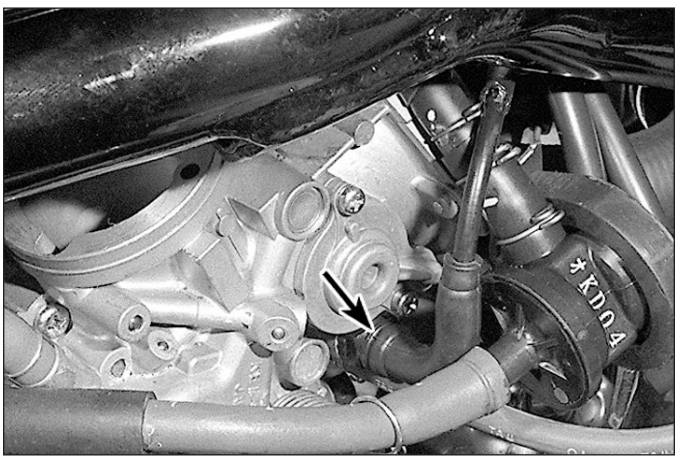


9.11 Verify that the choke lever at the handlebar switch operates smoothly; if it doesn't, lubricate the choke cable

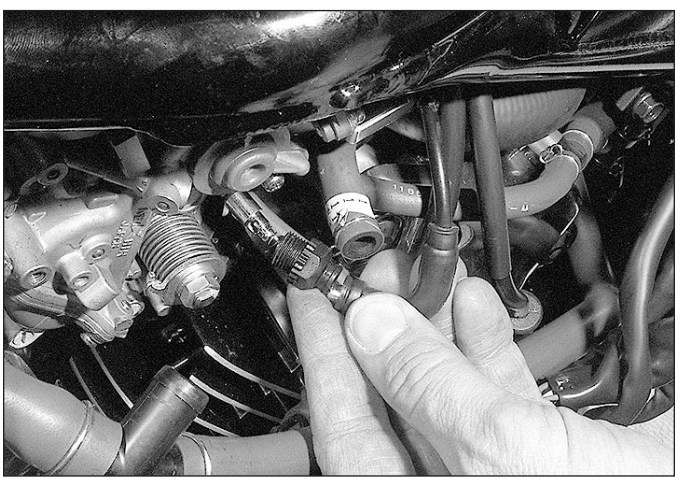
locknut, then turn the accelerator cable adjuster nut to bring freeplay at the throttle grip within the range listed in this Chapter's Specifications. Once freeplay is correct, tighten the accelerator cable adjuster locknut.

7 Make sure the throttle grip is now in the fully-closed position.

8 Make sure the throttle linkage lever still contacts the idle adjusting screw when the throttle grip is in the fully-closed position.



9.14a Unscrew the SE valve locknuts . . .



9.14b . . . and remove the SE valves (right carburetor shown)

9 Again, turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, either the cables are incorrectly routed or freeplay is still insufficient. **Warning:** *Correct this condition before riding the bike*.

Choke

Refer to illustrations 9.11, 9.14a, 9.14b and 9.15

10 The choke system consists of a pair of starting enrichment (SE) valves - one per carburetor - which control the fuel enrichment circuits in the carburetors. When the choke lever on the left handlebar switch is pulled back, the cable-actuated SE valves open the fuel enrichment circuits in the carburetors.

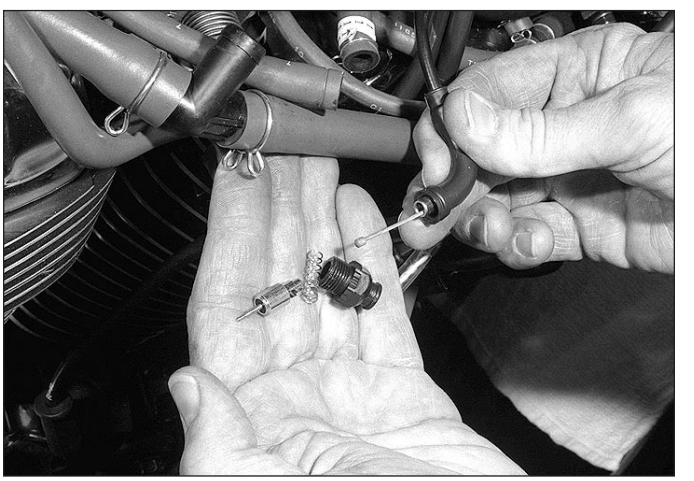
11 Make sure that the choke lever (see illustration) operates smoothly. If the lever is hard to operate, disconnect the upper end of the cable from the left handlebar switch (see Chapter 9) and lubricate the cable with cable lube or lightweight oil. Adjust the choke cable when you're done (see below). If lubricating the cable doesn't help, remove and inspect the SE valves (see below).

12 If the engine is hard to start when it's cold, but easy to start when it's warmed up, the SE valves are not opening completely. If the idle speed "wanders" up and down, even after the engine is warmed up, the SE valves are not closing completely. In either case, remove the SE valves and adjust the choke cable.

13 Remove the fuel tank (see Chapter 4).

14 Remove the SE valves from the carburetors **(see illustrations)**.

15 Before checking and adjusting the choke cable, make sure that



9.15 Before adjusting the choke cable, inspect the spring, valve and threaded barrel of each SE valve; replace any broken or worn pieces