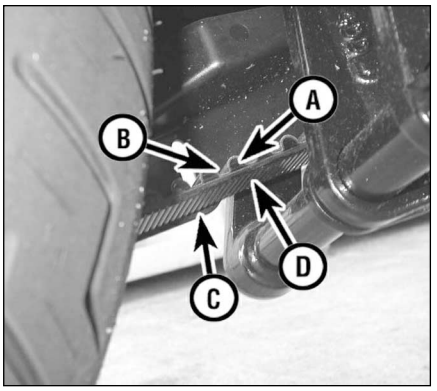


12.11 Check the drive belt for wear and damage

A) Hairline cracks and minor chipping in the internal areas of the teeth (not the outer surface) are acceptable, but check the belt often
B) Cracks or other damage to the tooth surfaces require belt replacement
C) Frayed edges or a beveled outer edge are acceptable, but check the belt often
D) Stone damage in the center of the belt is acceptable, but replace the belt if stone damage is on the edge

Warning: Overtightening the nut could cause the rear wheel bearings to seize, resulting in loss of control of the motorcycle.

Inspection

11 Place the transmission in neutral and support the bike with the rear wheel off the ground. Rotate the rear wheel slowly and check each belt and sprocket tooth for wear or damage **(see illustration)**. The following conditions don't require belt replacement, but the belt should be given frequent, complete inspections:

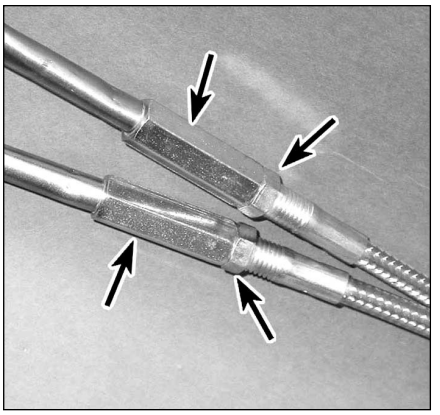
a) Hairline cracks in the internal portion of the belt teeth (if the cracks don't penetrate the outer layer of the tooth - the layer that contacts the sprocket)
b) Minor chips in the internal tooth material at the ends of teeth
c) Frayed fabric along the edges, with strands of cord exposed
d) Bevel wear of the outer edge of the belt
e) Stone damage in the middle of the belt

12 The following conditions require belt replacement:

a) Cracks that penetrate the outer layer of a tooth
b) Missing teeth
c) Hook (uneven) wear of teeth
d) Outer layer of teeth worn through
e) Stone damage on the edge of the belt

13 Check the sprocket teeth for chips and other damage, especially if the damaged area has sharp edges. If the damage is severe enough that it has left a pattern on the belt, replace the belt and sprockets.
14 If teeth are missing or heavily damaged, replace the belt and sprockets.
15 Check the chrome surface of the sprockets for wear. If you can't tell whether the chrome has worn off, drag a sharp tool (knife tip or nail) across the surface in the valley between two teeth. If the chrome is good, it won't be visibly scratched by the tool. If the chrome has worn away and the aluminum is exposed, the tool will leave a shiny scratch. In this case, replace the belt and sprockets.

13.13a Slide back the rubber boots for access to the throttle cable adjusters



13.13b Loosen the locknuts (right arrows) and turn the adjusters (left arrows)

13 Throttle operation/grip freeplay - check and adjustment

Check

1 With the engine stopped, 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. Also, make sure the inner cables are clean and well-lubricated.
2 Check for a small amount of freeplay at the grip and compare the freeplay to the value listed in this Chapter's Specifications.

Adjustment

Spiral throttle control

3 Early models use a spiral-type throttle control with a single throttle cable. It can be identified by the screw in the end of the grip (drum type throttle controls have an end cap, rather than an end screw).
4 When turned by hand and released, the throttle grip must return to the closed (idle) position. There should be 1/4-inch between the carburetor control clip and throttle control coil with the throttle closed. If not, or if the grip turns stiffly, the grip should be disassembled, cleaned and inspected (see Chapter 3).

Single cable, drum type throttle control

5 When turned by hand and released, the throttle grip must return to the closed (idle) position. If it doesn't return freely, back off the friction screw until it does.
6 If the throttle grip turns stiffly, or if backing off the friction screw doesn't cause it to return freely, it should be disassembled, cleaned and inspected (see Chapter 3).
7 Locate the throttle cable's connection at the carburetor. Watch it while turning the handlebars all the way from full left to full right lock. The inner cable should not pull on the carburetor lever as the handlebars are turned.
8 If it does, loosen the knurled round locknut on the cable adjuster (not the hex locknut on the elbow fitting). Turn the adjuster to change the cable's effective length, then tighten the locknut. Recheck as described in Step 7.
9 Center the front wheel in the straight-ahead position and open the throttle all the way. The carburetor throttle lever should reach the full-open position as the grip reaches the end of its travel. If not, adjust the stop screw on the underside of the grip with a 2 mm Allen wrench. Don't allow the grip to have remaining travel when the carburetor is all the way open, or the cable will be damaged by the strain.

Dual cables (1981 and later models)

Note: *These motorcycles use two throttle cables - a throttle (pull) cable and an idle (push) cable.*
10 Start freeplay adjustments at the throttle end of the cables. Loosen the locknut on each cable where it leaves the handlebar. Turn the adjusters to eliminate all throttle grip play, but leave the locknuts loose for the time being.
11 While holding the throttle wide open, make sure the cam on the throttle pulley just touches its stop. If necessary, turn the adjuster on the throttle cable to change the position of the throttle pulley cam. Once this is done, tighten the throttle cable locknut.
12 Release the throttle grip and turn the handlebars all the way to full right lock.
13 Turn the idle cable adjuster at the handlebar while watching the cable housing at the carburetor or throttle body **(see illustra-**

tions). The adjustment is correct when the cable housing just touches the spring inside the cable tube on the cable bracket.

14 Make sure the throttle pulley returns to idle when the throttle grip is in the closed throttle position.

Warning: Turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, the cables may be routed incorrectly. Correct this condition before riding the bike.

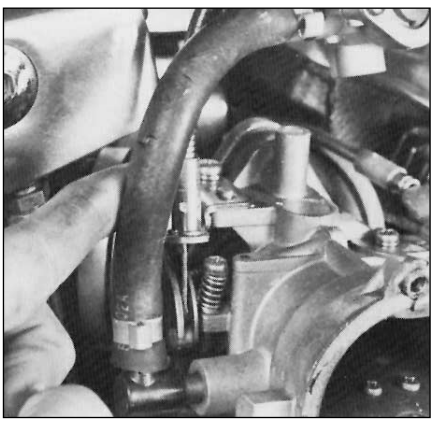
14 Choke knob - check

1 Inspect the choke knob and cable. The choke should pull out easily and stay out by itself.

2 If the knob doesn't operate correctly, loosen the hex nut behind the mounting bracket. Hold the cable with a wrench on the cable flats and adjust the knob's tension with the plastic knurled nut behind the knob. If this doesn't help, check the plunger bushing for wear or damage and replace as necessary. Don't lubricate the cable.

15 Fuel system - check

Warning: Gasoline is extremely flammable, so take extra precautions when you work on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a gas-type appliance (such as a water heater or clothes dryer) is present. If you spill any fuel on your skin, rinse it off immediately with soap and water. When you perform any kind of work on the fuel system, wear safety glasses and have a fire extinguisher suitable for a class B type fire (flammable liquids) on hand.



15.1 Check the fuel lines to make sure they're secure and in good condition - replace leaking and deteriorated ones immediately!

1 Check the fuel tank, the fuel supply valve on the underside of the fuel tank, the lines and the carburetor for leaks and evidence of damage **(see illustration)**.

2 If carburetor gaskets are leaking, the carburetor(s) should be disassembled and rebuilt by referring to Chapter 3.

3 If the fuel supply valve is leaking at the lever, the valve should be disassembled and repaired or replaced with a new one.

4 If the fuel lines are cracked or otherwise deteriorated, replace them with new ones.

16 Evaporative emission control system (California models only) - check

1 This system, installed on California models to conform to stringent emission control standards, routes fuel vapors from the fuel system into the engine to be burned, instead of letting them evaporate into the atmosphere. When the engine isn't running, vapors are stored in a carbon canister.

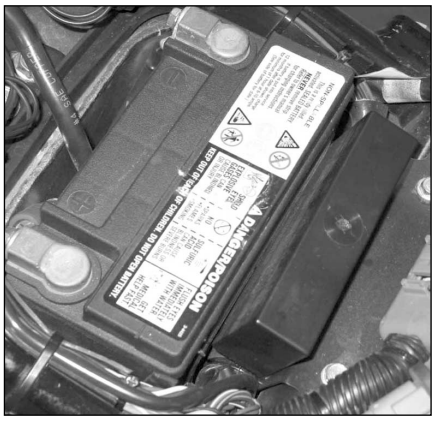
Hoses

2 To begin the inspection of the system, remove the seat and fuel tank (see Chapters 3 and 7 if necessary). Inspect the hoses from the fuel tank, carburetor and air cleaner housing to the canister for cracking, kinks or other signs of deterioration.

Component inspection

3 Label and disconnect the hoses, then remove the canister from the machine (see Chapter 3).

4 Inspect the canister for cracks or other signs of damage. Tip the canister so the nozzles point down. If fuel runs out of the canister, the liquid/vapor separator is probably bad. The fuel inside the canister has probably caused damage, so it would be a good idea to replace it.



19.3 Check the top of the battery, the cable ends and the terminals for corrosion or dirt

17 External oil lines - check

1 Follow the external lines from the oil tank to the engine and check them for leaks.

2 If the bike is equipped with rubber hoses, replace them if they're cracked or deteriorated. Use new hose clamps.

18 Fasteners - check

1 Since vibration of the machine tends to loosen fasteners, all nuts, bolts, screws, etc. should be periodically checked for proper tightness.

2 Pay particular attention to the following:

Spark plugs
Engine and transmission oil drain plugs
Oil filter
Gearshift lever
Footpegs and sidestand
Engine mount bolts
Shock absorber mount bolts
Front axle and clamp bolt(s)
Rear axle nut

3 If a torque wrench is available, use it along with the torque specifications at the beginning of this, or other, Chapters.

19 Battery - inspection

Warning: Be extremely careful when handling or working around the battery. The electrolyte is very caustic and an explosive gas (hydrogen) is given off when the battery is charging.

Maintenance free battery

1 1997 and later models use a maintenance free battery. Do not open the cell caps at any time. If the electrolyte level is low, replace the battery.

2 Remove the seat (see Chapter 7).

3 Check the top of the battery for dirt, electrolyte and the white material that indicates oxidation **(see illustration)**. If any of these are found, remove and clean the battery (see Chapter 8).

4 Check the terminals and cable ends for corrosion and damage. Clean or replace damaged parts. Make sure the cable ends are tight.

5 Check the battery case for damage, including cracks, warpage and leaks. Replace the battery if any of these problems are found.