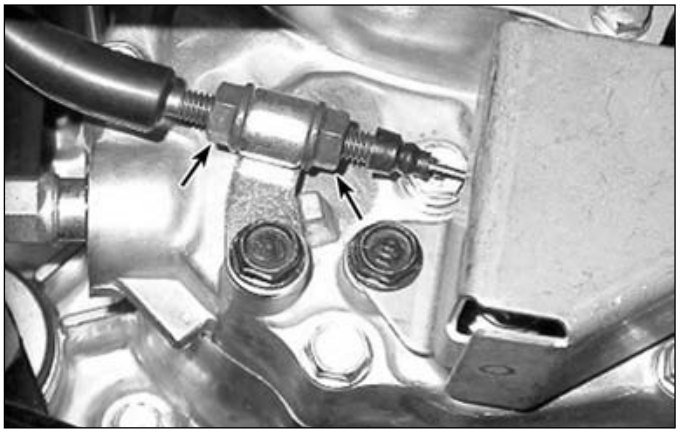


8.4 On 250 models, loosen the locknut and turn the adjusting nut (arrows)

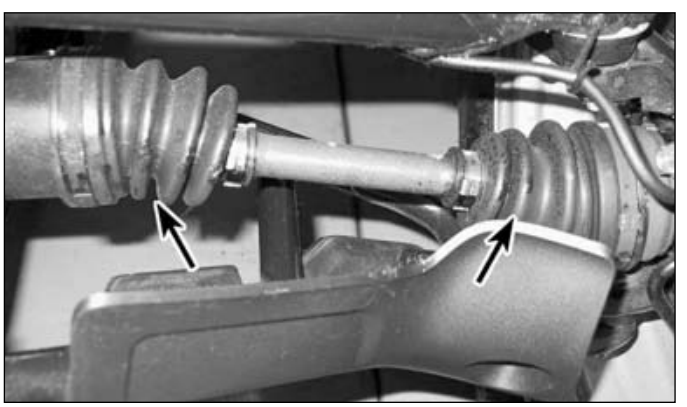
9.2b . . . and here's the adjuster on 250 models

4 To adjust the cable on Recon and 250EX models, loosen the locknut at the cable adjuster **(see illustration)**. Turn the adjusting nut to achieve the correct play at the handlebar, then tighten the locknut securely.

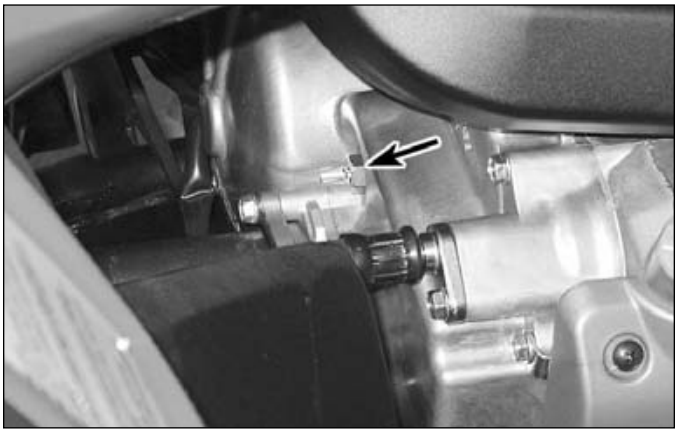
9 Clutch - check and freeplay adjustment

Refer to illustrations 9.2a and 9.2b

1 The automatic clutch mechanism on these models disengages the change clutch automatically when the shift lever is operated, so there is no clutch lever (as is normal on motorcycles). If shifting gears



10.1 Check the driveaxle boots (arrows) for damage or deterioration



9.2a Loosen the locknut and turn the screw as described in the text, then tighten the locknut - here's the 350 adjuster . . .

becomes difficult, the clutch may be in need of adjustment.

2 Loosen the locknut on the front of the engine **(see illustration)**. Carefully turn the adjusting screw counterclockwise until you feel resistance, then turn it back in 1/4 turn. Hold the screw in this position and tighten the locknut to the torque listed in this Chapter's Specifications.

10 Driveaxle boots (4wd models) - check

Refer to illustration 10.1

1 Check the driveaxle boots for cracks or damage, such as tears and cuts **(see illustration)**.

2 If any problems are found, refer to Chapter 5 and replace the boots.

11 Throttle operation/grip freeplay - check and adjustment

Throttle check

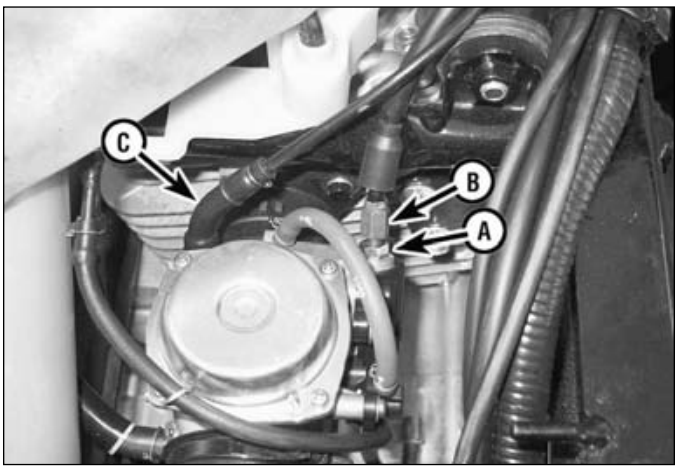
Refer to illustration 11.2

1 Make sure the throttle lever moves 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 cable for cracks or kinks in the housings. Also, make sure the inner cable is clean and well-lubricated.

2 Check for a small amount of freeplay at the lever and compare the freeplay to the value listed in this Chapter's Specifications **(see illustration)**.

11.2 Measure throttle freeplay at the lever

11.3 Loosen the lockwheel (right arrow) and turn the adjuster wheel (left arrow) to make fine adjustments in throttle freeplay



11.5 Here are the carburetor throttle cable locknut (A), adjuster (B) and choke cable (C) (350 shown; 250 similar)

Throttle adjustment

Refer to illustration 11.3

3 Freeplay adjustments can be made at the throttle lever end of the accelerator cable. Pull back the rubber boot and loosen the lockwheel on the cable **(see illustration)**. Turn the adjuster until the desired freeplay is obtained, then retighten the lockwheel.

Rancher models

Refer to illustration 11.5

4 If the freeplay can't be adjusted at the grip end, adjust the cable at the carburetor end. To do this, first remove the seat (see Chapter 7).

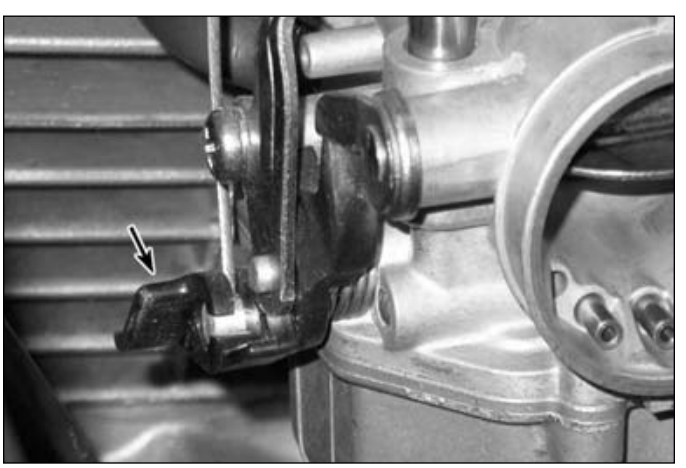
5 Loosen the locknut on the throttle cable **(see illustration)**. Turn the adjusting nut to set freeplay, then tighten the locknut securely.

12 Choke - operation check

Refer to illustration 12.2

1 Operate the choke knob on the left handlebar while you feel for smooth operation. If the lever doesn't move smoothly, refer to Section 13 and lubricate the choke cable.

2 Follow the cable from the handlebar to the choke lever or starting enrichment valve on the engine **(see illustration 11.5 or the accompanying illustration)**. Check for kinks, bends, loose retainers or other problems and correct them as necessary.



12.2 On 250 models, make sure the choke lever (arrow) moves freely

13 Lubrication - general

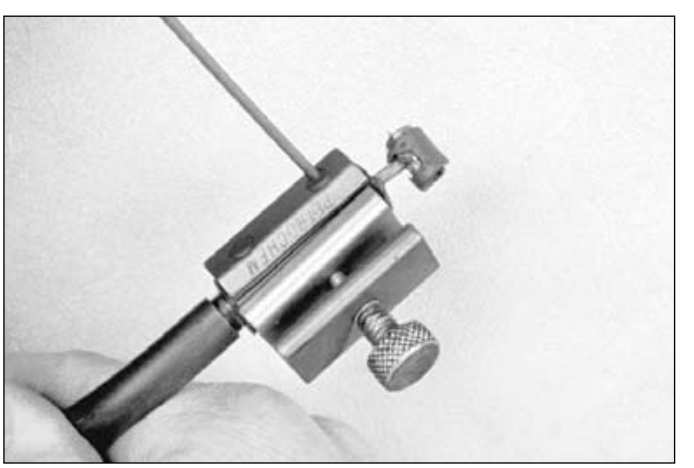
Refer to illustration 13.3

1 Since the controls, cables and various other components of a vehicle are exposed to the elements, they should be lubricated periodically to ensure safe and trouble-free operation.

2 The throttle and brake levers, brake pedal, kickstarter pivot should be lubricated frequently. In order for the lubricant to be applied where it will do the most good, the component should be disassembled. However, if chain and cable lubricant is being used, it can be applied to the pivot joint gaps and will usually work its way into the areas where friction occurs. If motor oil or light grease is being used, apply it sparingly as it may attract dirt (which could cause the controls to bind or wear at an accelerated rate). **Note:** *One of the best lubricants for the control lever pivots is a dry-film lubricant (available from many sources by different names).*

3 The throttle, choke, brake and reverse cables should be removed and treated with a commercially available cable lubricant which is specially formulated for use on vehicle control cables. Small adapters for pressure lubricating the cables with spray can lubricants are available and ensure that the cable is lubricated along its entire length **(see illustration)**. When attaching the cable to the lever, be sure to lubricate the barrel-shaped fitting at the end with multi-purpose grease.

4 To lubricate the cables, disconnect them at the lower end, then lubricate the cable with a pressure lube adapter **(see illustration 13.3)**.



13.3 Lubricating a cable with a pressure lube adapter (make sure the tool seats around the inner cable)