



7.2 Loosen the lockwheel (right arrow) and turn the adjuster wheel (left arrow) to make fine adjustments in clutch lever freeplay

3 If freeplay can't be brought within specifications by using the handlebar adjuster, turn the handlebar adjuster in all the way, then unscrew it two turns.

4 Loosen the locknuts on the lower cable adjuster and turn it in all the way (see illustration).

5 Loosen the adjusting screw locknut in the right engine cover (see illustration). Turn the adjusting screw counterclockwise just until you feel resistance, then turn it back in 1/8 to 1/4-turn. Hold the screw in this position and tighten the locknut.

6 Turn the lower cable adjuster back out until freeplay at the tip of the clutch lever is 25 mm (one inch), then tighten the nuts.

7 Repeat Step 2 to bring clutch lever freeplay within the range listed in this Chapter's Specifications.

8 If freeplay still can't be adjusted to within the specified range, the cable is probably stretched and should be replaced with a new one.

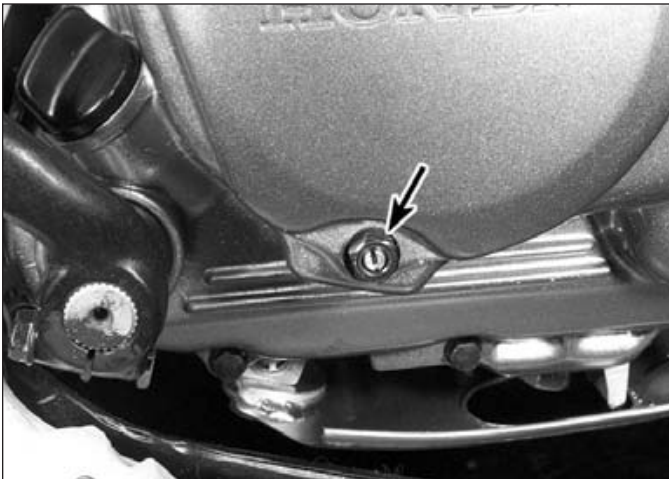
50 and 70 models

Refer to illustration 7.10

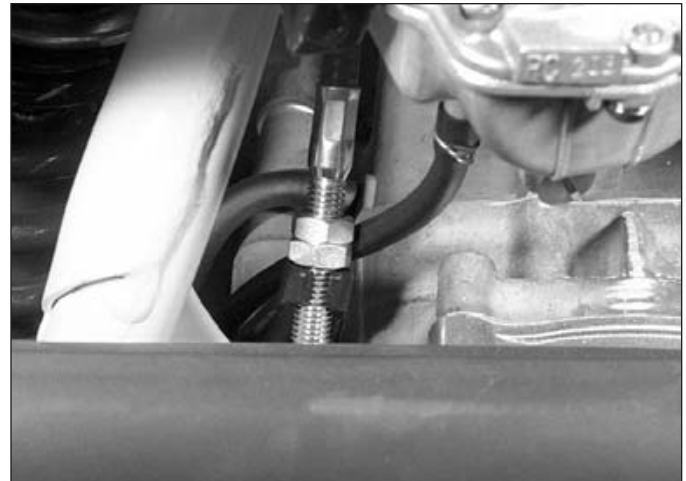
9 The clutch disengages automatically when the gearshift pedal is moved from one gear position to another.

10 Loosen the adjuster locknut (see illustration). Carefully turn the adjusting screw one full turn clockwise (but don't force it).

11 Turn the screw back (counterclockwise) just until you feel resistance. Then turn it clockwise 1/8 turn. Hold the screw in this position



7.5 The 80/100 clutch adjusting screw and locknut are located in the bottom of the right engine cover (arrow)



7.4 The in-line adjuster is located near the lower end of the clutch cable

with the screwdriver and tighten the locknut.

12 Ride the bike and check clutch operation. You should be able to shift gears without grinding, and the clutch should not slip.

8 Throttle and choke operation/grip freeplay - check and adjustment

Throttle check

1 Make sure the throttle twistgrip 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.

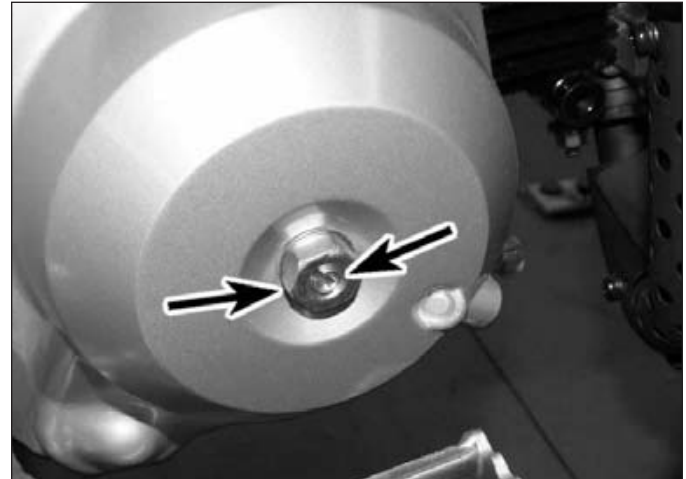
2 Check for a small amount of freeplay at the twistgrip and compare the freeplay to the value listed in this Chapter's Specifications.

Throttle adjustment

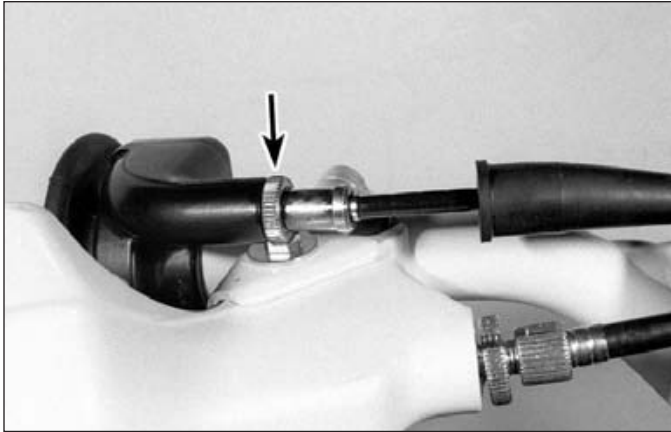
Refer to illustration 8.4

3 Freeplay adjustments can be made at the throttle lever end of the accelerator cable. On 1985 models only, freeplay can also be adjusted at the carburetor end of the cable.

4 Pull back the rubber cover from the adjuster and loosen the lock-



7.10 The 50/70 clutch adjusting screw and locknut (arrows) are located in the center of the right engine cover



8.4 Make throttle freeplay adjustments at the handlebar; on 1985 models only, adjustments can also be made at the carburetor

wheel on the cable (see illustration). Turn the adjuster until the desired freeplay is obtained, then tighten the lockwheel.

5 If the freeplay can't be adjusted at the grip end on 1985 models, adjust the cable at the carburetor end. To do this, first remove the fuel tank (see Chapter 3). Loosen the locknut on the throttle cable. Turn the adjusting nut to set freeplay, then tighten the locknut securely.

9 Choke - operation check

Refer to illustration 9.1

1 Operate the choke lever on the carburetor while you feel for smooth operation (see illustration).

2 If the lever doesn't move smoothly, refer to Chapter 3 and check the choke mechanism for worn or damaged parts.

10 Lubrication - general

Refer to illustration 10.3

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

2 The throttle twistgrip, brake lever, brake pedal, kickstarter pivot and sidestand 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 and brake cables should be removed and treated with a commercially available cable lubricant which is specially formulated for use on motorcycle 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 10.3). See Chapter 3 (throttle cable) or Chapter 6 (brake cables).

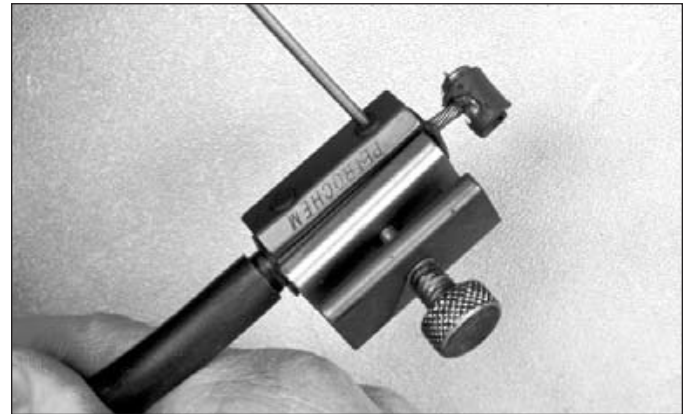
5 Refer to Chapter 5 for the following lubrication procedures:

- Swingarm bearing and dust seals
- Rear suspension linkage and dust seals
- Steering head bearings

6 Refer to Chapter 6 for the following lubrication procedures:



9.1 Move the choke lever back and forth and check for smooth operation



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

- Front and rear wheel bearings
- Brake pedal pivot

11 Engine oil change and filter screen cleaning

Refer to illustrations 11.5a, 11.5b, 11.7a, 11.7b, 11.10a and 11.10b

1 Consistent routine oil changes and filter screen cleaning are the single most important maintenance procedure you can perform on these models. The oil not only lubricates the internal parts of the engine, transmission and clutch, but it also acts as a coolant, a cleaner, a sealant, and a protectant. Because of these demands, the oil takes a terrific amount of abuse and should be replaced often with new oil of the recommended grade and type. Saving a little money on the difference in cost between a good oil and a cheap oil won't pay off if the engine is damaged. Honda recommends against using the following:

- Oils with graphite or molybdenum additives
- Non-detergent oils
- Castor or vegetable based oils
- Oil additives

2 Before changing the oil and cleaning the filter screen, warm up the engine so the oil will drain easily. Be careful when draining the oil, as the exhaust pipe, the engine and the oil itself can cause severe burns.

3 Park the motorcycle over a clean drain pan.

4 Remove the dipstick/oil filler cap to vent the crankcase and act as a reminder that there is no oil in the engine.

5 Next, remove the drain plug from the engine (see illustrations) and allow the oil to drain into the pan. Do not lose the sealing washer on the drain plug.