

## 2 Introduction to tune-up and routine maintenance

Refer to illustration 2.1

This Chapter covers in detail the checks and procedures necessary for the tune-up and routine maintenance of your motorcycle. Section 1 includes the routine maintenance schedule, which is designed to keep the machine in proper running condition and prevent possible problems. The remaining Sections contain detailed procedures for carrying out the items listed on the maintenance schedule, as well as additional maintenance information designed to increase reliability. Maintenance and safety information is also printed on decals, which are mounted in various locations on the motorcycle (**see illustration**). Where information on the decals differs from that presented in this Chapter, use the decal information.

Since routine maintenance plays such an important role in the safe and efficient operation of your motorcycle, it is presented here as a comprehensive check list. For the rider who does all his own maintenance, these lists outline the procedures and checks that should be done on a routine basis.

Deciding where to start or plug into the routine maintenance schedule depends on several factors. If you have owned the bike for some time but have never performed any maintenance on it, then you may want to start at the nearest interval and include some additional procedures to ensure that nothing important is overlooked. If you have just had a major engine overhaul, then you may want to start the maintenance routine from the beginning. If you have a used machine and have no knowledge of its history or maintenance record, you may desire to combine all the checks into one large service initially and then settle into the maintenance schedule prescribed.

The Sections which outline the inspection and maintenance procedures are written as step-by-step comprehensive guides to the actual performance of the work. They explain in detail each of the routine inspections and maintenance procedures on the check list. References to additional information in applicable Chapters is also included and should not be overlooked.

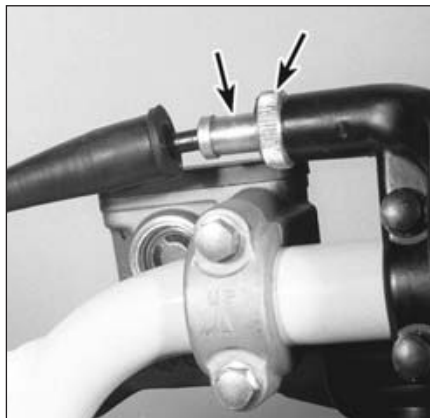
Before beginning any actual maintenance or repair, the machine should be cleaned thoroughly, especially around the oil filler plug, radiator cap, engine covers, carburetor, etc. Cleaning will help ensure that dirt does not contaminate the engine and will allow you to detect wear and damage that could otherwise easily go unnoticed.

## 3 Engine kill switch - check

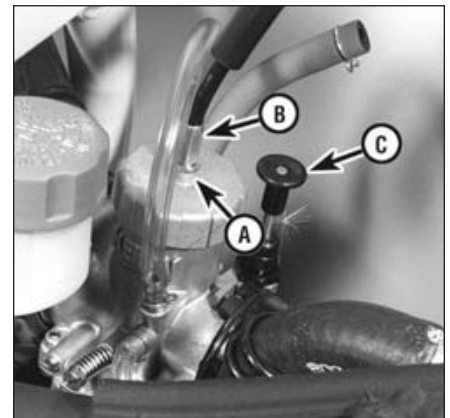
Start the engine, then use the kill switch to shut it off. If it doesn't shut off or if the engine doesn't start, refer to Chapter 5 and the wiring diagrams at the end of the book to test the switch.



4.2 Measure throttle freeplay at the grip



4.4 Loosen the lockwheel (right arrow) and turn the adjuster (left arrow) to make minor freeplay adjustments



4.5 To make major adjustments, loosen the locknut (A) and turn the adjuster (B); the choke knob (C) should operate smoothly



2.1 Decals on the motorcycle include maintenance information such as drive chain adjustment

## 4 Throttle and choke operation/grip freeplay - check and adjustment

### Throttle check

Refer to illustration 4.2

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 (**see illustration**) and compare the freeplay to the value listed in this Chapter's Specifications.

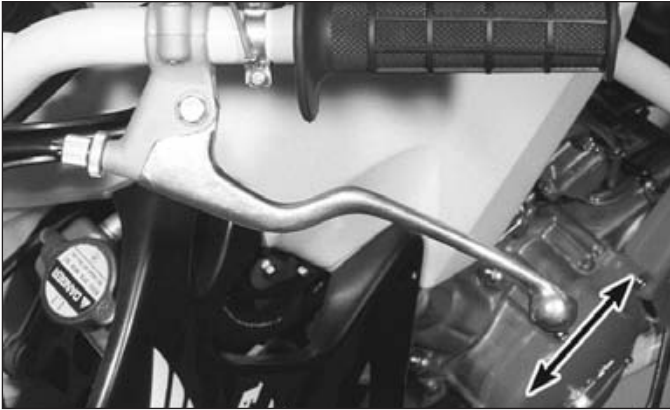
### Throttle adjustment

Refer to illustrations 4.4 and 4.5

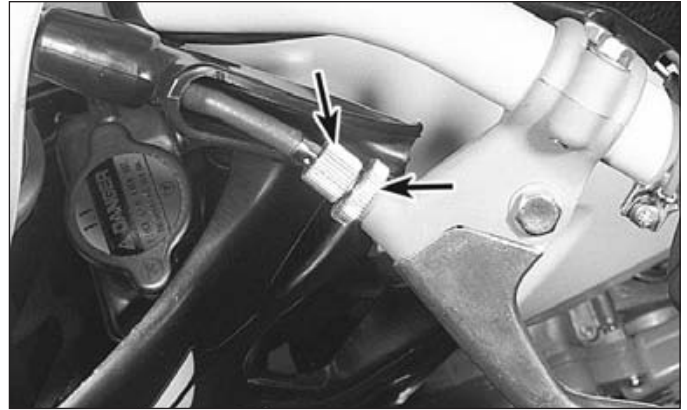
3 Minor adjustments are made at the throttle lever end of the accelerator cable. Major adjustments are made at the carburetor end of the cable.

4 Pull back the rubber cover from the adjuster and loosen the lockwheel on the cable (**see illustration**). Turn the adjuster until the desired freeplay is obtained, then retighten the lockwheel.

5 If the freeplay can't be adjusted at the grip end, loosen the locknut at the carburetor end of the cable (**see illustration**). Turn the adjuster to set freeplay, then tighten the locknuts securely.



5.1 Measure clutch freeplay at the lever tip



5.2 Loosen the lockwheel (right arrow) and turn the adjuster (left arrow) to make minor adjustments

### Choke - operation check

6 Check that the choke knob moves smoothly (see illustration 4.5). If not, refer to Chapter 4 and remove the choke plunger for inspection.

## 5 Clutch - check and freeplay adjustment

Refer to illustrations 5.1 and 5.2

1 Operate the clutch lever and measure freeplay at the tip of the lever (see illustration). If it's not within the range listed in this Chapter's Specifications, adjust it as follows.

2 To make minor adjustments, pull back the rubber cover from the adjuster at the handlebar (see illustration). Loosen the lockwheel and turn the adjuster to change freeplay.

3 If freeplay can't be brought within specifications by using the handlebar adjuster, turn the handlebar adjuster in all the way, then back it out one turn.

### CR80R

Refer to illustration 5.4

4 Loosen the locknut on the lower cable adjuster and turn the adjuster to set freeplay (see illustration). Tighten the locknuts on the upper and lower adjusters.

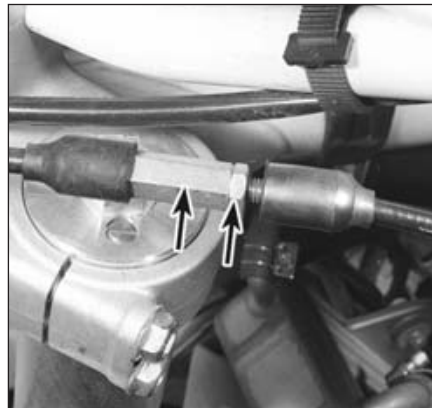
### CR125R

Refer to illustration 5.5

5 Loosen the locknut on the midline cable adjuster behind the number plate (see illustration). Turn the adjuster to set freeplay, then tighten the locknuts on the upper and midline adjusters.



5.4 To make major clutch cable adjustments on a CR80R, loosen the locknut (right arrow) and turn the adjusting nut (left arrow)



5.5 To make major clutch cable adjustments on a CR125R, loosen the locknut (right arrow) and turn the adjuster (left arrow)

### All models

6 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 (see Chapter 2).

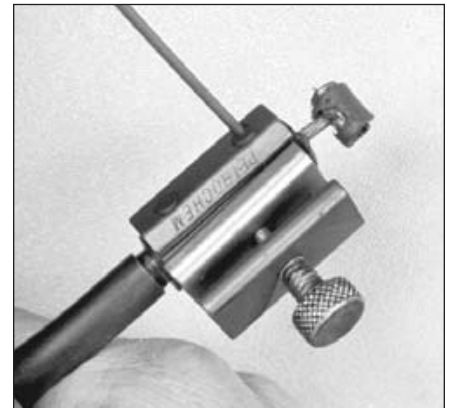
## 6 Lubrication - general

Refer to illustration 6.3

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 and kickstarter pedal 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 clutch 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.



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