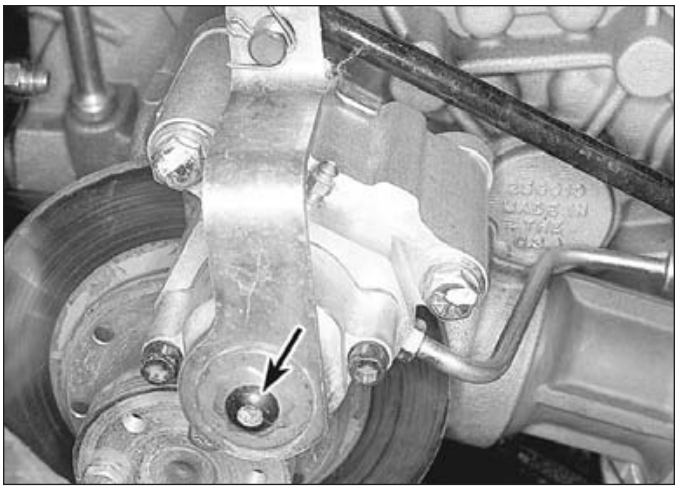


9.6d . . . or an Allen bolt (arrow)

then back off the adjuster bolt 1/4 turn **(see illustrations)**.
7 Recheck pedal play and repeat the adjustment if necessary.

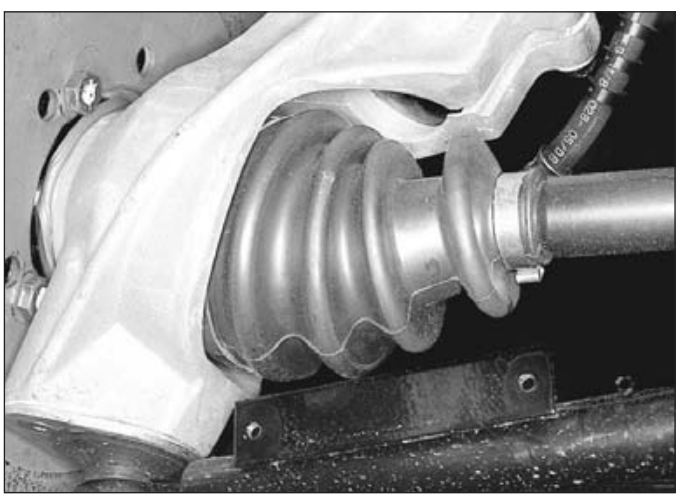
Hydraulic disc brakes

8 The brakes adjust themselves automatically; there is no means of mechanical adjustment. If there's too much freeplay in the lever or pedal, or the lever comes too close to the handlebar, check fluid level in the master cylinder (Section 3) and bleed the brakes (Chapter 7).

10 Tires/wheels - general check

Refer to illustration 10.4

1 Routine tire and wheel checks should be made with the realization that your safety depends to a great extent on their condition.
2 Check the tires carefully for cuts, tears, embedded nails or other sharp objects and excessive wear. Operation of the vehicle with excessively worn tires is extremely hazardous, as traction and handling are directly affected. Measure the tread depth at the center of the tire and replace worn tires with new ones when the tread depth is less than that listed in this Chapter's Specifications.
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.



11.1 Check the driveaxle boots for cuts, cracks or deteriorated rubber

10.4 Check tire pressure with a gauge that will read accurately at the low pressures used in ATV tires

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 The steel wheels used on this machine are virtually maintenance free, but they should be kept clean and checked periodically for cracks, bending and rust. Never attempt to repair damaged wheels; they must be replaced with new ones.
6 Check the valve stem locknuts to make sure they're tight. Also, make sure the valve stem cap is in place and tight. If it is missing, install a new one made of metal or hard plastic.

11 Driveaxle boots - inspection

Refer to illustration 11.1

1 If the vehicle is equipped with driveaxles, clean the rubber boots so they can be inspected **(see illustration)**.
2 Check the boots for cracks, deterioration and loose clamps. Make sure the boots haven't been running on any part of the vehicle.
3 Tighten loose clamps. If the boots have any of the other problems, or if the lubricant has leaked out, refer to Chapter 6 for replacement procedures.

12 Idle speed and throttle operation - check and adjustment

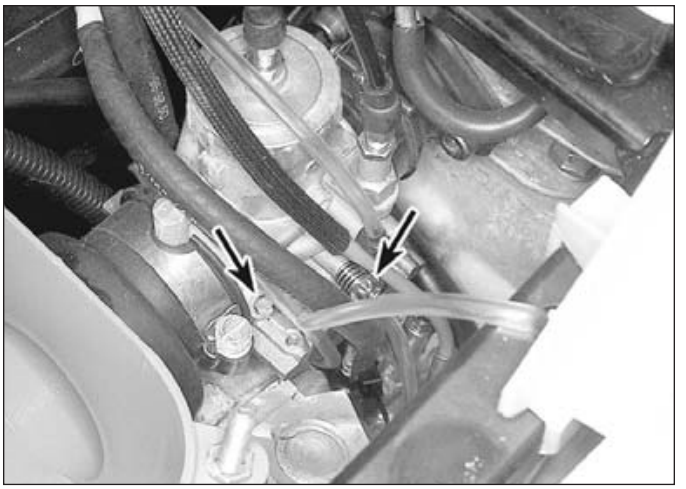
Idle speed

Refer to illustrations 12.3a and 12.3b

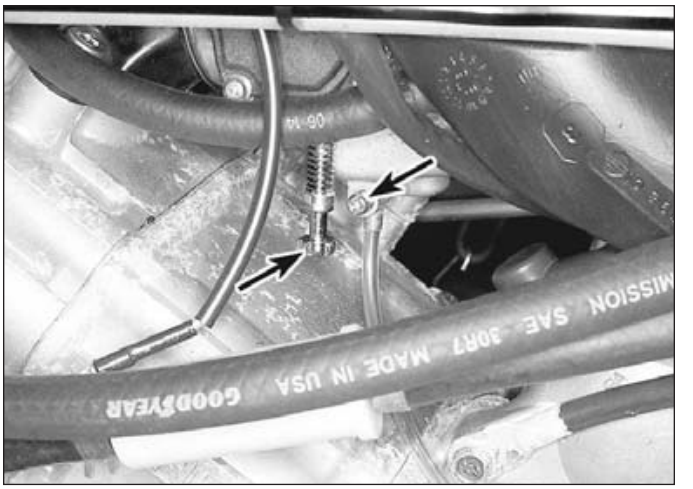
1 Start the engine and warm it to normal operating temperature. Ten to 15 minutes of stop-and-go riding is usually sufficient.
2 Connect a tune-up tachometer to the engine, following the tachometer manufacturer's instructions.
3 Check idle speed on the tachometer. Adjust if necessary by turning the idle speed screw **(see illustrations)**.
4 After adjusting the idle speed, always check throttle operation and freeplay as described below. If you're working on a 2-stroke, always adjust the oil pump cable as well (Chapter 2 Part A).

Throttle check

5 Make sure the throttle lever moves easily from fully closed to fully open with the front wheel turned at various angles. The lever should return automatically from fully open to fully closed when released. If the



12.3a Two-stroke pilot screw (left arrow) and throttle stop screw (right arrow)



12.3b Four-stroke throttle stop screw (left arrow) and float chamber drain screw (right arrow)

throttle sticks, check the throttle cable for cracks or kinks in the housings. Also, make sure the inner cable is clean and well-lubricated.

6 With the engine idling, turn the handlebars all the way in one direction, then all the way in the other direction. Idle speed should not increase. If it does, check the cable for incorrect routing. If the cable is routed correctly, insufficient freeplay may be the problem. **Warning:** *This condition can cause you to lose control of the vehicle. Don't operate it until the problem has been found and corrected.*

Throttle adjustment

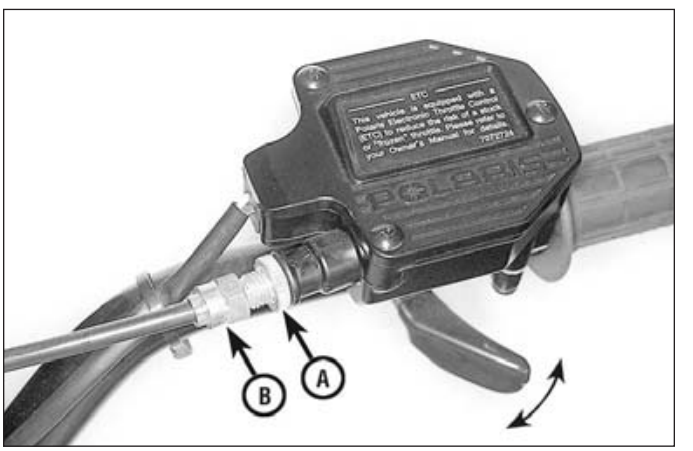
Refer to illustrations 12.8, 12.9, 12.13a and 12.13b

7 Engine idle speed must be set correctly before making this adjustment.

8 Minor freeplay adjustments can be made at the throttle lever end of the accelerator cable. Pull back the adjuster boot and loosen the locknut on the cable **(see illustration)**.

9 On models with electronic throttle control, remove the cover from the throttle housing **(see illustration)**.

10 Operate the throttle lever and check for a small amount of freeplay at the lever (this is the amount the lever moves before engine speed starts to increase). Compare the freeplay to the value listed in this Chapter's Specifications **(see illustration 12.8)**. If it's incorrect, loosen the locknut. Back out the adjuster until engine speed starts to increase, then turn it in until freeplay is as specified. If the vehicle has electronic throttle control, the switch plunger must be held in by the tension of the throttle cable **(see illustration 12.9)**.



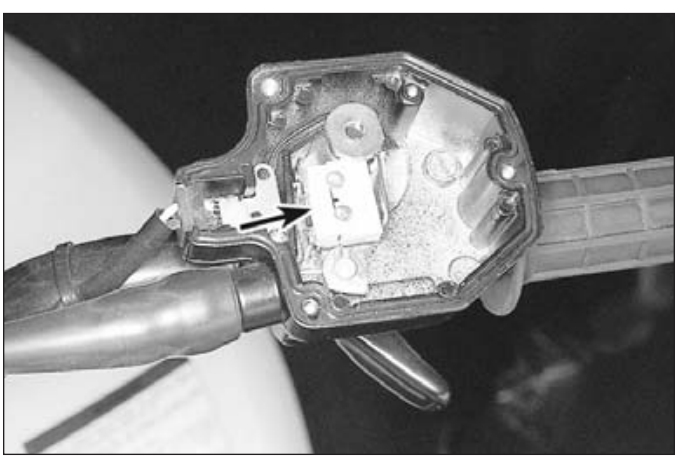
12.8 Measure throttle freeplay at the lever tip

A Locknut *B Throttle cable adjuster*

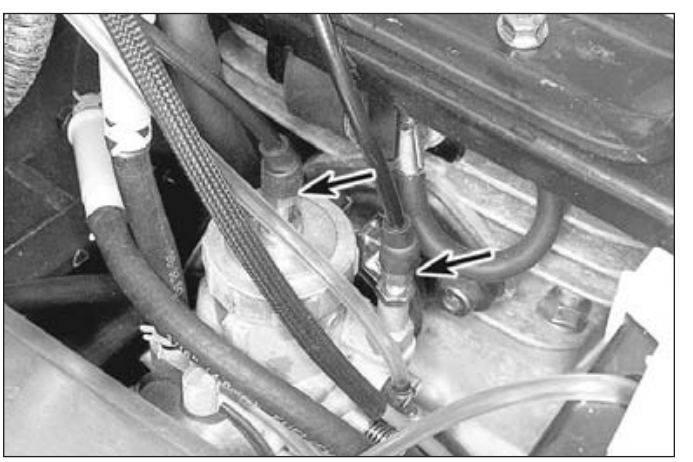
11 Once freeplay is set correctly, tighten the locknut. Install the throttle housing cover if it was removed.

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

13 Remove the boot from the cable adjuster and loosen the locknut



12.9 The tension of the cable must hold in the switch plunger (arrow)



12.13a Two-stroke throttle cable adjuster (left arrow) and choke cable adjuster (right arrow)