



6.5 Make sure the spokes are tight, but don't overtighten them



6.7 Tighten the locknut on the rim lock to the specified torque

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.

7 Check the tightness of the locknut on the rim lock (see illustration). Tighten it if necessary to the torque listed in this Chapter's Specifications.

7 Clutch - check and freeplay adjustment

Refer to illustrations 7.2, 7.4a and 7.4b

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

2 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.

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

5 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.

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.

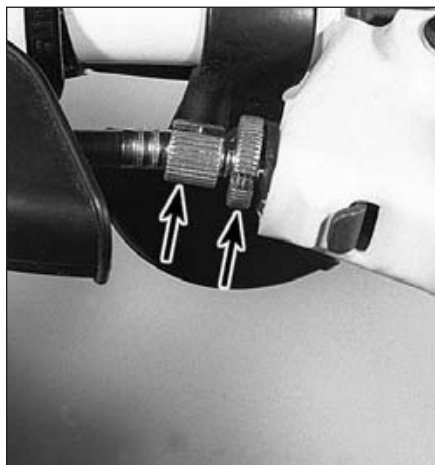
Throttle adjustment

Refer to illustration 8.5

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 4.9). 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 locknuts at the carburetor end of the cable (see illustration). Turn the adjuster to set freeplay, then tighten the locknuts securely.



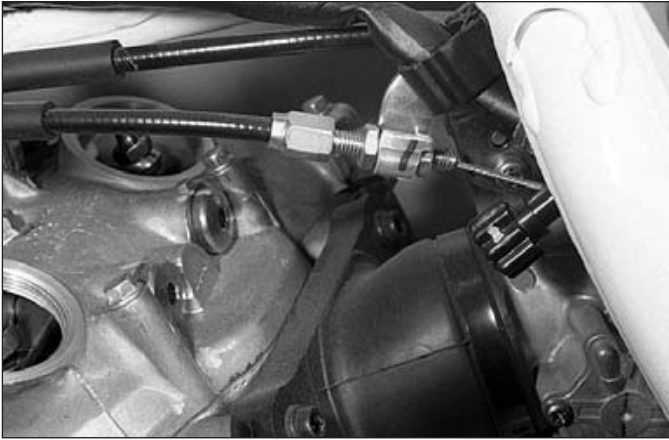
7.2 Loosen the lockwheel (right arrow) and turn the adjuster (left arrow) to make minor adjustments in clutch lever freeplay



7.4a Major adjustments are made at the lower adjuster; it's behind the clutch cover on XR250L and XR250R models . . .



7.4b . . . and above it on XR400R models



8.5 Major throttle cable adjustments are made at the adjuster near the carburetor



9.1 The XR250R choke knob is located near the left front fork

9 Choke - operation check

XR250L

Refer to illustrations 9.1 and 9.2

- 1 Check that the choke knob moves smoothly (see illustration). If not, refer to Section 10 and lubricate the cable.
- 2 Remove the seat and fuel tank (see Chapters 7 and 3). Locate the choke cable at its connection to the carburetor (see illustration). Move the choke lever through its full stroke and make sure the choke valve operates. If it doesn't, refer to Chapter 3 and check the choke mechanism for worn or damaged parts.

XR250R and XR400R

- 3 Operate the choke lever on the carburetor while you feel for smooth operation.
- 4 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 illustrations 10.3, 10.5a and 10.5b

- 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 pedal 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 clutch cables (and the brake and choke cables, if equipped) 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 upper end, then lubricate the cable with a pressure lube adapter (see illustration 10.3). See Chapter 2 (decompressor cable), Chapter 3 (throttle and choke cables) or Chapter 6 (drum brake cable).

5 The swingarm and rear suspension linkage pivots can be lubricated with a grease gun through the grease fittings (see illustrations).

6 Refer to Chapter 5 for the following lubrication procedures:

- a) Swingarm bearings and dust seals
- b) Steering head bearings

7 Refer to Chapter 6 for the following lubrication procedures:

- a) Front and rear wheel bearings
- b) Brake pedal pivot



9.2 The choke cable is attached to this bracket on the carburetor



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