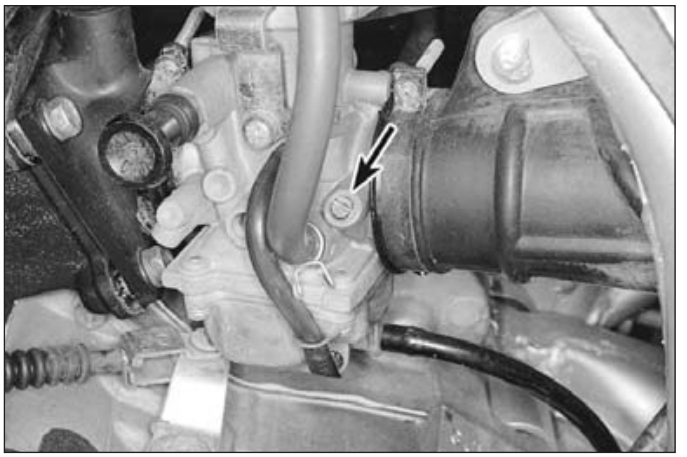
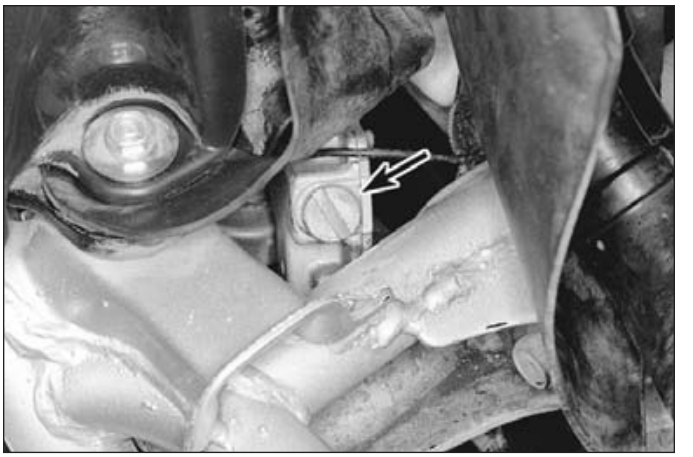


7.3 Carburetor pilot screw



7.4 The idle speed screw (arrow) is on the carburetor switch housing

8.3 Check throttle lever freeplay at the lever tip

8.7 Measure limiter screw length from the throttle housing to the underside of the screw head

9.1 The choke knob is on the carburetor

4 Turn the throttle stop screw (see illustration) until the idle speed listed in this Chapter's Specifications is obtained.
5 Snap the throttle open and shut a few times, then recheck the idle speed. If necessary, repeat the adjustment procedure.
6 If a smooth, steady idle can't be achieved, the fuel/air mixture may be incorrect. Refer to Chapter 3 for additional carburetor information.

8 Throttle freeplay and speed limiter - check and adjustment

Throttle check

1 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 throttle sticks, check the throttle cable for cracks or kinks in the housing. 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.

Throttle adjustment

Refer to illustration 8.3

3 Check freeplay at the throttle lever **(see illustration)**. If it's within the range listed in this Chapter's Specifications, no adjustment is necessary. If not, adjust it as described below.
4 Before making adjustments, check and adjust idle speed (see Section 7).
5 Pull back the rubber boot from the adjuster at the handlebar end of the throttle cable.
6 Loosen the adjuster lockwheel. Turn the adjuster to set freeplay, then tighten the lockwheel.

Speed limiter adjustment

Refer to illustration 8.7

7 The speed limiter can be used to restrict maximum throttle opening **(see illustration)**. Turning the screw all the way in reduces the maximum throttle opening; turning it out to the maximum length listed in this Chapter's Specifications allows maximum throttle opening.
8 To make adjustments, loosen the locknut, turn the screw in or out as necessary and tighten the locknut. Screw length is measured from the underside of the screw head to the throttle housing. Never turn the screw out farther than the maximum specified length.

9 Choke - operation check

Refer to illustration 9.1

1 Operate the choke knob while you feel for smooth operation **(see illustration)**.
2 If the knob doesn't move smoothly, refer to Chapter 3 and remove the choke plunger for inspection.

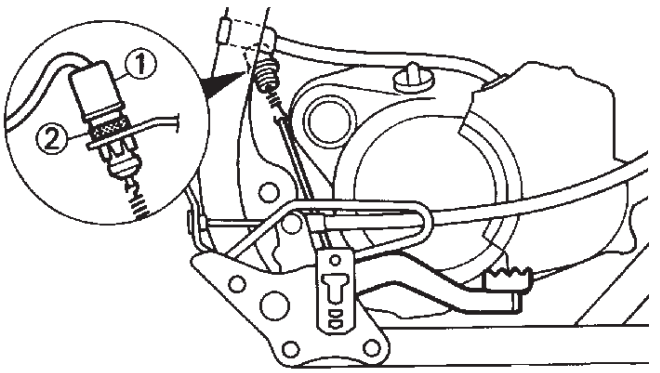
10 Exhaust system - inspection

1 Periodically check the exhaust system for leaks and loose fasteners. If tightening the holder nuts at the cylinder head fails to stop any leaks, replace the gasket with a new ones (a procedure which requires removal of the system).
2 The exhaust pipe flange nuts at the cylinder head are especially prone to loosening, which could cause damage to the head (see Chapter 3). Check them frequently and keep them tight.

11 Brake system - general check

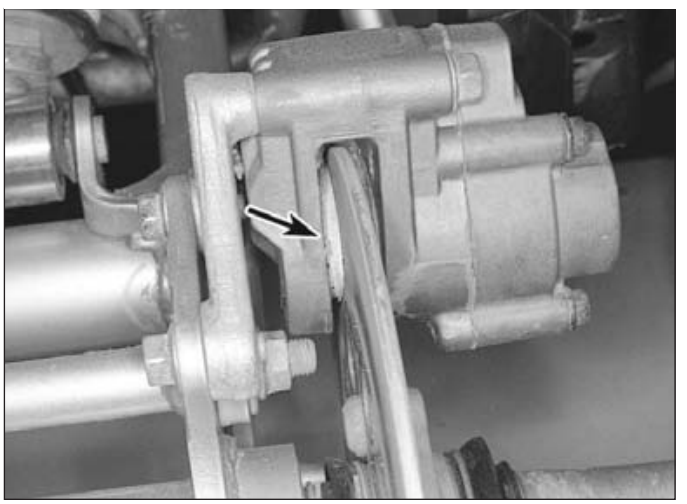
Refer to illustrations 11.4, 11.6 and 11.7

1 A routine general check of the brakes will ensure that any problems are discovered and remedied before the rider's safety is jeopardized.
2 Check the brake lever and pedal for loose pivots, excessive play, bending, cracking and other damage. Replace any damaged parts with new ones (see Chapter 6).
3 Make sure all brake fasteners are tight. Check the brakes for wear as described below.
4 Make sure the brake light (if equipped) operates when the brake pedal is depressed (It should come on just before the brake begins to work). If it doesn't, hold the switch body so it doesn't turn and rotate the adjusting nut as necessary **(see illustration)**. If adjustment doesn't cause the light to turn on, check the switch (see Chapter 5) and replace it if necessary.
5 Operate the brake lever and pedal. If operation is rough or sticky, refer to Section 14 and lubricate the cables.
6 With the front brake properly adjusted (see Section 12), pull the brake lever as far as it will go (or have an assistant do it) and look at the wear indicators **(see illustration)**. If either pointer is at the wear limit mark, refer to Chapter 6 and replace the front brake shoes.
7 Hold down the rear brake pedal so the pads extend and look at the wear grooves **(see illustration)**. If the pad material is worn enough to open up the grooves - or nearly that worn - it's time for new pads.



11.4 Hold the main body (1) and turn the adjusting nut (2) to adjust the brake light switch

1 Main body *2 Adjusting nut*



11.7 If the rear pad material is worn far enough to expose the wear grooves (arrow), it's time for new brake pads

12 Brake lever and pedal freeplay - check and adjustment

Front brake lever

Refer to illustrations 12.1, 12.3a, 12.3b and 12.3c

1 Operate the brake lever and measure freeplay at the pivot **(see illustration)**. If it's not within the range listed in this Chapter's Specifications, adjust it as described below.
2 Loosen the locknut at the handlebar adjuster and turn the adjuster all the way clockwise to get maximum cable slack **(see illustration 12.1)**.
3 Follow the cable to the equalizer under the front body panel **(see illustrations)**. Remove the panel if necessary for access (see Chapter 7). Make sure the joint is horizontal. If not, locate the cable adjusters at the front wheels **(see illustration)**. Turn them as needed to place the equalizer joint in a horizontal position.
4 Jack up the front end of the vehicle and support it securely. Spin the front wheels by hand and make sure the brakes have a slight drag. If they don't, turn the adjusters at the wheel until they do, making sure the equalizer joint remains horizontal. Remove the jackstands and lower the vehicle.
5 Turn the cable adjuster at the handlebar until lever freeplay (measured at the pivot) is the amount listed in this Chapter's Specifications, then tighten the locknut.

Parking brake

Refer to illustration 12.6

6 Pull the cover off the parking brake adjuster at the handlebar **(see illustration)**. The parking brake on early models is mounted on the left handlebar and activated by the clutch lever; on later models, it's mounted on the right handlebar and activated by the brake lever.

11.6 If the pointer aligns with the forward mark when the front brakes are applied (arrow), it's time to replace the front brake shoes