



9.4 Use an accurate gauge to check the air pressure in the tires



10.2 Twist the throttle grip lightly and check freeplay



10.6 To adjust throttle freeplay, loosen the lock wheel (A), turn the adjuster (B), then tighten the lock wheel

and tightening the locknuts (**see illustration**).

7 Check pedal free play and compare it to the value listed in this Chapter's Specifications. If it's incorrect, check the rear brake for worn pads (Section 5). If the pads are okay, check the brake for wear or damage (see Chapter 6).

#### All models

8 If necessary, adjust the brake light switch (see Section 7).

### 9 Tires/wheels - general check

Refer to illustration 9.4

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 motorcycle 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 specified.

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.

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 cast wheels used on these machines are virtually maintenance free, but they should be kept clean and checked periodically for cracks and other damage. Never attempt to repair damaged cast wheels; they must be replaced with new ones.

6 Check the valve stem locknuts to make sure they are 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.

### 10 Throttle operation/grip freeplay - check and adjustment

#### Throttle check

Refer to illustration 10.2

1 Make sure the throttle grip rotates 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 cables for cracks or kinks in the housings. Also, make sure the inner cables are clean and well-lubricated.

2 Check for a small amount of free play at the grip and compare the freeplay to the value listed in this chapter's Specifications (**see illustration**). If adjustment is necessary, adjust idle speed first (see Section 19).

#### Throttle cable adjustment

Refer to illustration 10.6

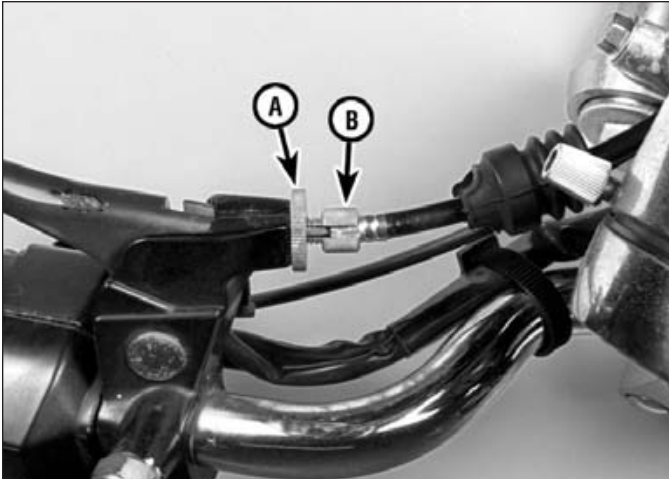
3 Freeplay adjustments are made at the carburetor end of the cable.

4 Make sure the throttle grip is in the fully closed position.

5 Make sure the throttle linkage lever contacts the idle adjusting screw when the throttle grip is in the closed throttle position.

6 At the throttle grip, loosen the lock wheel (**see illustration**). Turn the adjuster to achieve the correct freeplay, then tighten the locknut.

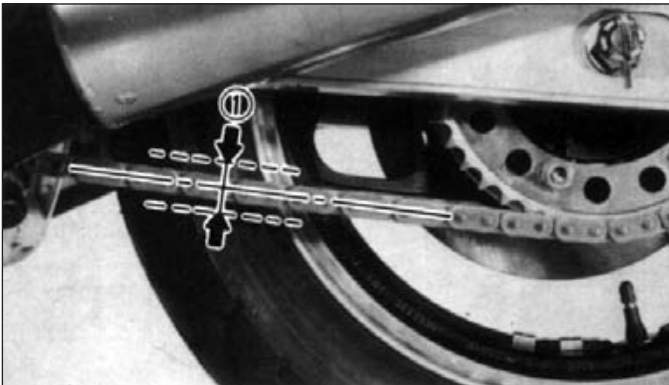
**Warning:** Turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, the cables may be routed incorrectly. Correct this dangerous condition before riding the bike.



**11.2** Pull back the rubber boot to adjust clutch lever position; loosen the lock wheel (A) and turn the adjuster (B), then tighten the lock wheel

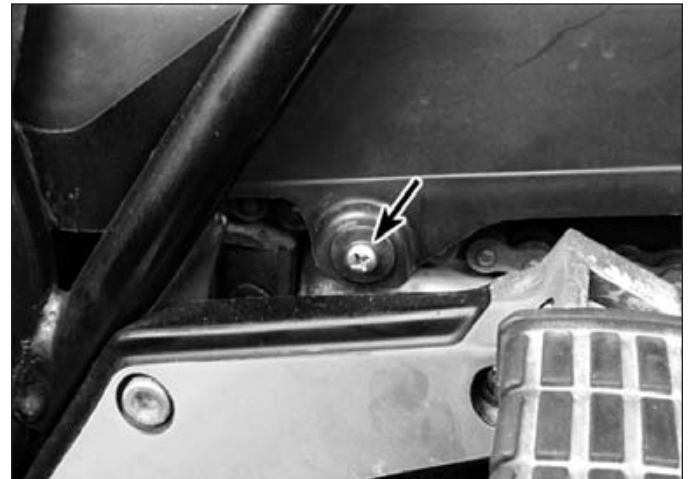


**11.3** To adjust the clutch cable at the engine, loosen the nuts (arrows), turn them to move the cable housing, then tighten the nuts



**12.3** Push up on the lower run of the chain and measure how far it deflects - if it's not within the specified limits, adjust the slack in the chain

1 Chain deflection



**12.4a** The chain guard is secured by screws at the front (arrow) . . .

## 11 Clutch - check

Refer to illustrations 11.2 and 11.3

- 1 The clutch release mechanism is adjustable at the lever and engine attachment locations.
- 2 Start at the lever. Pull the rubber cover back, loosen the lock wheel and turn the adjuster in or out as required (**see illustration**).
- 3 If you can't adjust freeplay to specifications with the handlebar adjuster, loosen the two nuts on the cable and adjust the housing position (**see illustration**).
- 4 Start the bike, release the clutch and ride off, noting the position of the clutch lever when the clutch begins to engage. If it's too close to the handlebar with freeplay correctly adjusted, check the cable and clutch components for wear and damage (see Chapter 2).

## 12 Drive chain and sprockets - check, adjustment and lubrication

### Check

Refer to illustrations 12.3, 12.4a, 12.4b, 12.4c and 12.5

- 1 A neglected drive chain won't last long and can quickly damage the sprockets. Routine chain adjustment and lubrication isn't difficult

and will ensure maximum chain and sprocket life.

- 2 To check the chain, place the bike on its centerstand (if equipped) or prop it securely in an upright position. Shift the transmission into Neutral. Make sure the ignition switch is Off.

- 3 Push up on the bottom run of the chain and measure the slack midway between the two sprockets (**see illustration**), then compare your measurements to the value listed in this chapter's Specifications. As wear occurs, the chain will actually stretch, which means adjustment usually involves removing some slack from the chain. In some cases where lubrication has been neglected, corrosion and galling may cause the links to bind and kink, which effectively shortens the chain's length. If the chain is tight between the sprockets, rusty or kinked, it's time to replace it with a new one. Note: Repeat the chain slack measurement along the length of the chain - ideally, every inch or so. If you find a tight area, mark it with felt pen or paint and repeat the measurement after the bike has been ridden. If the chain is still tight in the same area, it may be damaged or worn. Because a tight or kinked chain can damage the transmission output shaft bearing, it's a good idea to replace it.

- 4 Remove the chain guard (see illustrations). Check the entire length of the chain for damaged rollers, loose links and pins. Pull the chain rearward, away from the center of the rear sprocket (see illustration). If the chain pulls away by more than half the length of a sprocket tooth, it's worn and should be replaced. Rotate the wheel and repeat this