

6.3a Idle speed adjuster (arrowed) – X, Y, K1 and K2 models

5 When the oil has completely drained, fit the plug to the sump, using a new sealing washer if necessary, and tighten it to the torque setting specified at the beginning of the Chapter (see illustrations). Avoid overtightening, as it is quite easy to damage the threads in the sump.

6 Refill the engine to the proper level using the recommended type and amount of oil (see the Specifications at the beginning of this chapter). Install the filler cap (see illustration 5.3). Start the engine and let it run for two or three minutes (make sure that the oil pressure light extinguishes after a few seconds). Shut it off, wait a few minutes, then check the oil level (see *Daily (pre-ride) checks*). If necessary, add more oil to bring the level to the F line on the inspection window. Check that there are no leaks from around the drain plug and the oil filter. A leak around the drain plug probably means a new washer is needed. A leak around the filter probably means it is not tight enough.

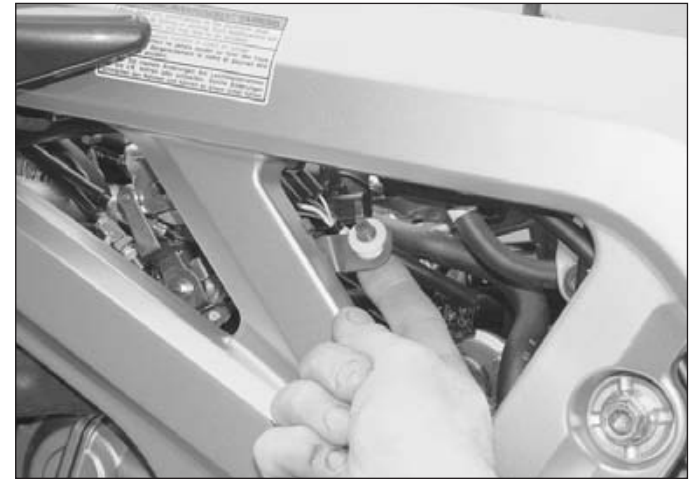
7 The old oil drained from the engine cannot be re-used and should be disposed of properly. Check with your local refuse disposal company, disposal facility or environmental agency to see whether they will accept the used oil for recycling. Don't pour used oil into drains or onto the ground.



Check the old oil carefully – if it is very metallic coloured, then the engine is experiencing wear from break-in (new engine) or from insufficient lubrication. If there are flakes or chips of metal in the oil, then something is drastically wrong internally and the engine will have to be disassembled for inspection and repair. If there are pieces of fibre-like material in the oil, the clutch is experiencing excessive wear and should be checked.



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6.3b Idle speed adjuster – K3, K4 and K5 models

Note: It is antisocial and illegal to dump oil down the drain. In the UK, call this number free to find the location of your local recycling bank. In the USA, note that any oil supplier must accept used oil for recycling.

then recheck the idle speed. If necessary, repeat the adjustment procedure.

5 If a smooth, steady idle can't be achieved, the fuel/air mixture may be incorrect (see Chapter 4A) or the carburettors or throttle bodies may need synchronising (see Section 17 or 18). Also check the intake manifold rubbers for cracks or a loose clamp that will cause an air leak, resulting in a weak mixture.

6 Idle speed – check and adjustment



1 The idle speed should be checked and adjusted before and after the carburettors or throttle bodies are synchronised (balanced), after checking the valve clearances, and when it is obviously too high or too low. Before adjusting the idle speed, turn the handlebars from side-to-side and check the idle speed does not change as you do. If it does, the throttle cables may not be adjusted or routed correctly, or may be worn out. This is a dangerous condition that can cause loss of control of the bike. Be sure to correct this problem before proceeding.

2 The engine should be at normal operating temperature, which is usually reached after 10 to 15 minutes of stop-and-go riding. Place the motorcycle on its sidestand, and make sure the transmission is in neutral.

3 On X, Y, K1 and K2 models, the idle speed adjuster is a knurled knob located on the left-hand side of the engine (see illustration). On K3, K4 and K5 models, the idle speed adjuster is a cross-head screw located on the left-hand side of the engine (see illustration). With the engine idling, turn the adjuster until the idle speed listed in this Chapter's Specifications is obtained. Turn the adjuster clockwise to increase idle speed, and anti-clockwise to decrease it.

4 Snap the throttle open and shut a few times,

7 Throttle and choke cables – check and adjustment



Throttle cables

1 Make sure the throttle grip rotates smoothly and freely 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.

2 If the throttle sticks, this is probably due to a cable fault. Remove the cables (see Chapter 4A or 4B as applicable) and lubricate them (see Section 15). Check that the inner cables slide freely and easily in the outer cables. If not, renew the cables. With the cables removed, make sure the throttle twistgrip rotates freely on the handlebar. Install the cables, making sure they are correctly routed. If this fails to improve the operation of the throttle, the cables must be renewed. Note that in very rare cases the fault could lie in the carburettors or throttle bodies rather than the cables, necessitating their removal and inspection (see Chapter 4A or 4B as applicable).

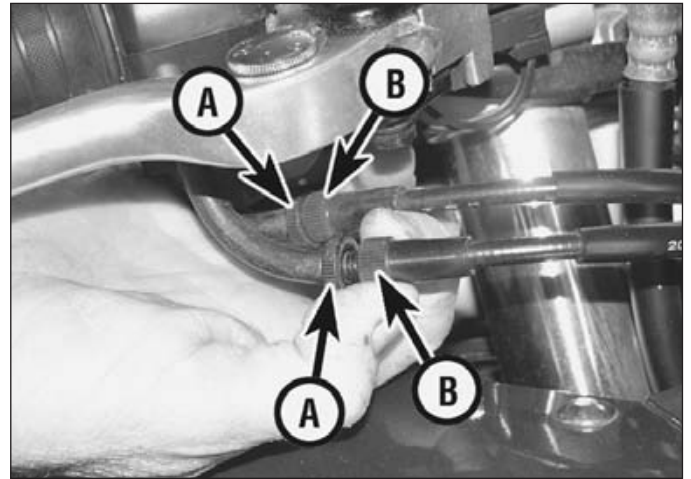
3 With the throttle operating smoothly, check for a small amount of freeplay in the cables, measured in terms of the amount of twistgrip rotation before the throttle opens, and compare the amount to that listed in this Chapter's Specifications (see illustration). If it's incorrect, adjust the cables to correct it as follows.

4 Freeplay adjustments can be made using the adjusters in the top end of the cables

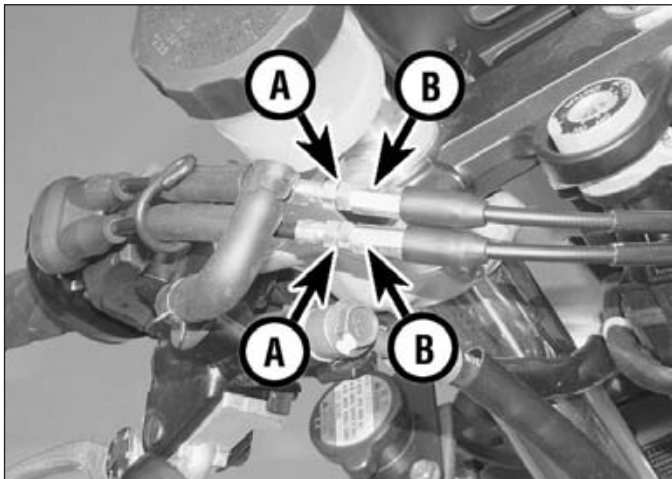
1•16 Every 4000 miles



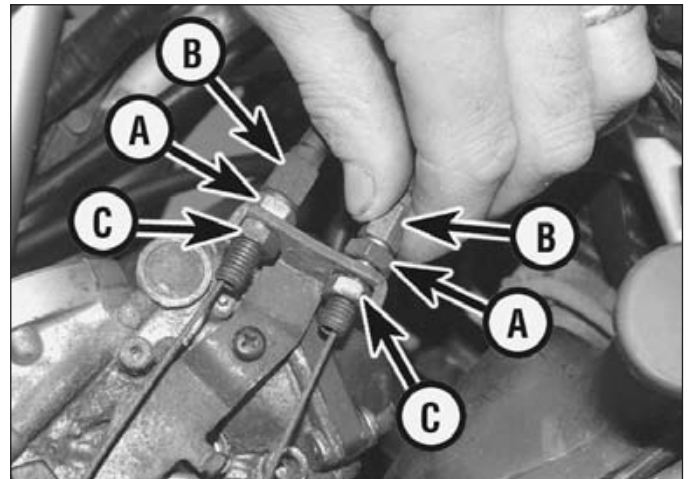
7.3 Throttle cable freeplay is measured in terms of twistgrip rotation



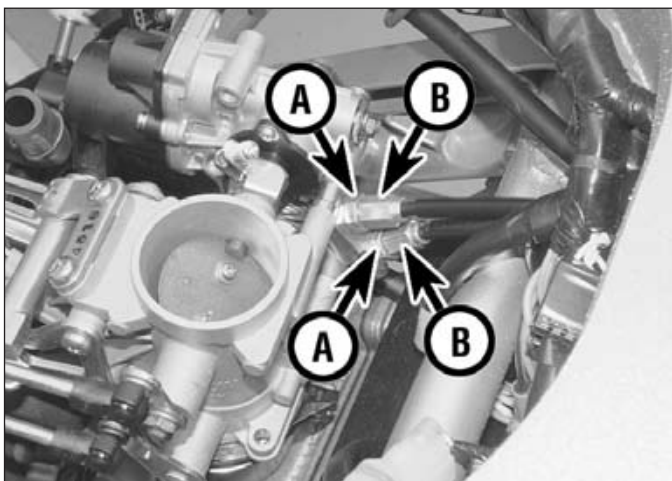
7.5a Slacken the lockrings (A), then turn the adjusters (B) as described



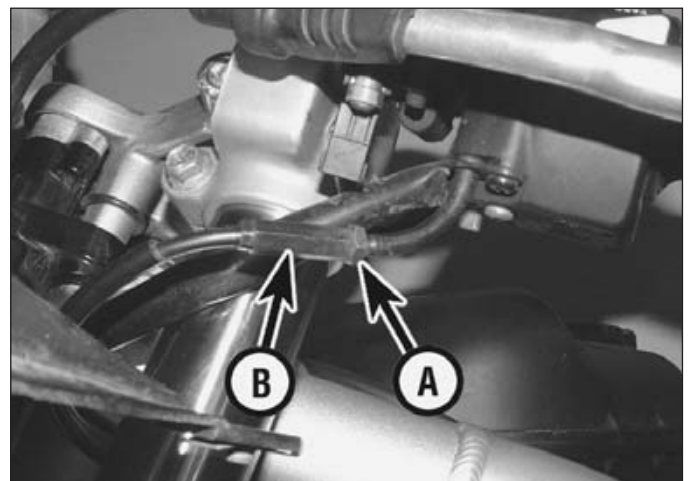
7.5b Slacken the locknuts (A), then turn the adjusters (B) as described – K3, K4 and K5 SV650S models



7.6a Slacken the locknuts (A), then turn the adjusters (B), keeping the captive nuts (C) locked – X, Y, K1 and K2 models



7.6b Slacken the locknuts (A), then turn the adjusters (B) – K3, K4 and K5 models



7.9 Slacken the locknut (A), then turn the adjuster (B) as required