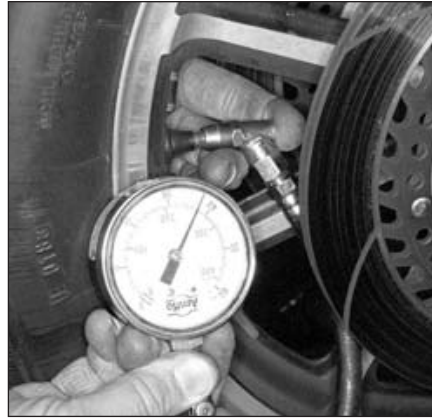




8.2 Measure tread depth; if the raised wear indicators (arrow) are even with the tread surface, the tire needs to be replaced



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



9.2 Check for a small amount of freeplay at the throttle grip (arrows)

8 Tires/wheels - general check

Refer to illustrations 8.2 and 8.4

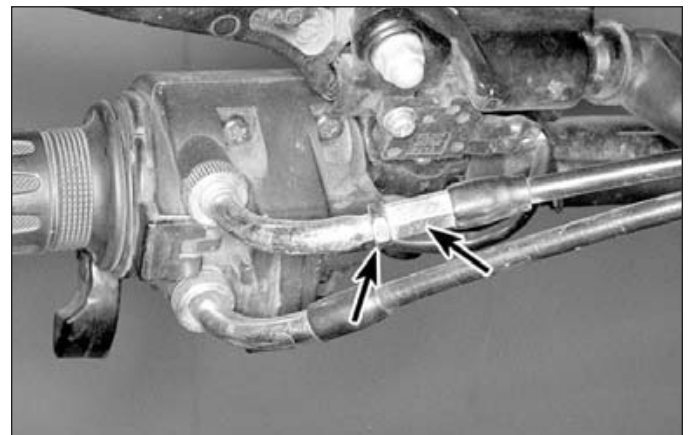
- 1 Routine tire and wheel checks should be made with the realization that your safety depends to a great extent on their condition.
- 2 Check the tires carefully for cuts, tears, embedded nails or other sharp objects and excessive wear. Operation of the motorcycle with excessively worn tires is extremely 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 (**see illustration**).
- 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 this machine 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.

9 Throttle and choke operation and freeplay - check and adjustment

Throttle

Refer to illustrations 9.2, 9.3 and 9.4

- 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 freeplay 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 as described in Section 17.
- 3 To make fine adjustments, loosen the upper locknut on the handlebar cable adjuster (**see illustration**). Turn the adjuster until the



9.3 To make minor throttle cable adjustments, loosen the locknut (left arrow) and turn the adjuster (right arrow)

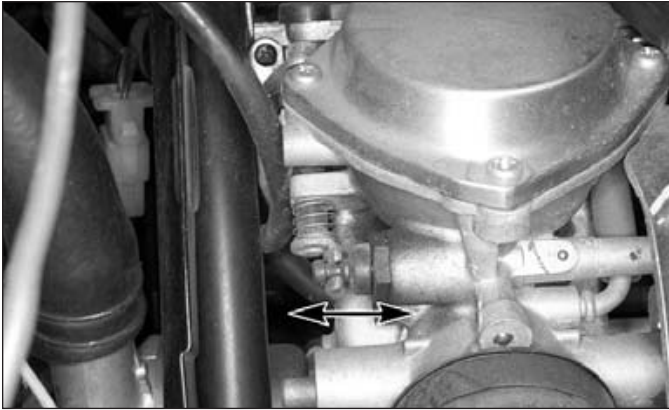


9.4 To make major adjustments, loosen the locknut (right arrow) and turn the adjuster (left arrow)

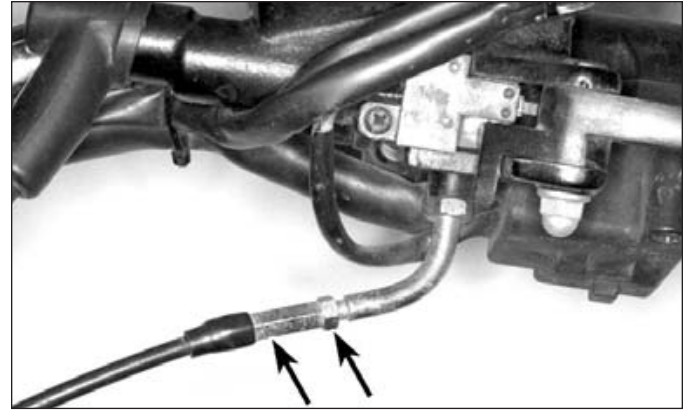
desired freeplay is obtained, then retighten the locknut.

- 4 To make major adjustments, loosen the locknut on the middle cable adjuster (**see illustration**). Turn the adjuster until the desired freeplay is obtained, then retighten the locknut.

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



9.7 Measure the stroke of the choke valves



9.8 To adjust the choke cable, loosen the locknut (right arrow) and turn the adjuster (left arrow)

Choke

Refer to illustrations 9.7 and 9.8

6 Operate the choke lever on the left handlebar. It should move smoothly, without sticking or binding. If it doesn't, check the choke cable for cracks or kinks in the housing. Also, make sure the inner cable is clean and well-lubricated.

7 If you're working on an Interstate or Aspencade, remove the fairing lower and inner covers (see Chapter 8). Operate the choke lever and make sure the starting enrichment valve on the carburetor assembly moves smoothly from fully closed to fully open and back. Measure the travel of each choke valve and compare it with the value listed in this Chapter's Specifications (**see illustration**). If travel is not within the specified range, adjust the cable as described below.

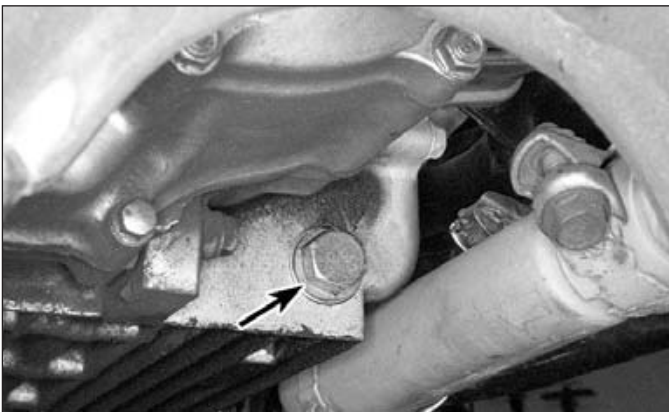
8 Loosen the locknut on the cable adjuster at the left handlebar (**see illustration**). Turn the adjuster to get the correct enrichment valve travel, then tighten the locknut.

10 Clutch - check and adjustment

1 The hydraulic clutch release mechanism eliminates the need for freeplay adjustment. No means of manual adjustment is provided.

2 Check the fluid level (see Section 3). Check for fluid leaks around the master cylinder on the left handlebar. Pull back the rubber cover and inspect the fluid line connection, then follow the fluid line to the release cylinder on the rear of the engine. If leaks are found, refer to Chapter 2 for repair procedures.

3 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, there may be air in the clutch fluid (the air compresses, rather than transmitting lever force to the release mechanism). Refer to Chapter 2 and bleed the system.



11.4 Remove the oil pan drain plug (arrow) and sealing washer

11 Engine oil/filter - change

Refer to illustrations 11.4, 11.5a, 11.5b, 11.5c and 11.7

1 Consistent routine oil and filter changes are the single most important maintenance procedure you can perform on a motorcycle. The oil not only lubricates the internal parts of the engine, transmission and clutch, but it also acts as a coolant, a cleaner, a sealant, and a protectant. Because of these demands, the oil takes a terrific amount of abuse and should be replaced often with new oil of the recommended grade and type. Saving a little money on the difference in cost between a good oil and a cheap oil won't pay off if the engine is damaged.

2 Before changing the oil and filter, warm up the engine so the oil will drain easily. Be careful when draining the oil, as the exhaust pipes, the engine, and the oil itself can cause severe burns.

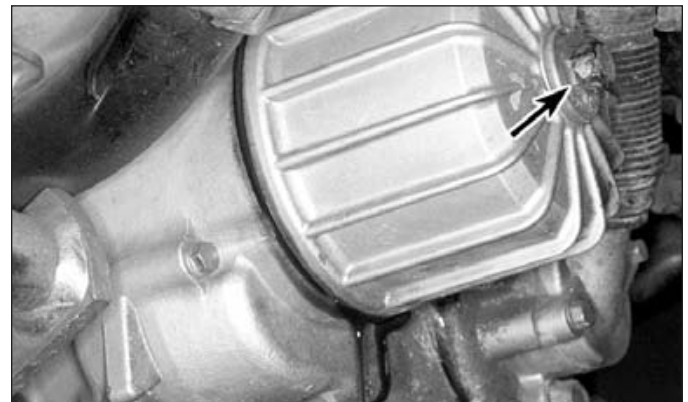
3 Place the bike on its centerstand. Remove the oil filler cap to vent the crankcase and act as a reminder that there is no oil in the engine.

4 Place a clean drain pan under the drain plug and oil filter. Remove the drain plug from the engine and allow the oil to drain into the pan (**see illustration**). Discard the sealing washer on the drain plug; it should be replaced whenever the plug is removed.

5 Unscrew the filter bolt partway and let the oil drain from the filter housing (**see illustration**). Once it's stopped draining, remove the filter bolt, take off the housing and remove the element (**see illustrations**).

6 Apply a film of oil to the small O-ring (**see illustration 11.5c**). Install the small O-ring on the filter bolt, then install the filter bolt in the housing and slip the spring and washer over it.

7 Coat the large O-ring with oil and install it in the groove of the filter housing. Position the filter housing on the engine with its tabs on either side of the locating boss on the water pump cover (**see illustration**). Tighten the filter bolt to the torque listed in this Chapter's Specifications.



11.5a Partially loosen the oil filter bolt (arrow) and let the filter housing drain