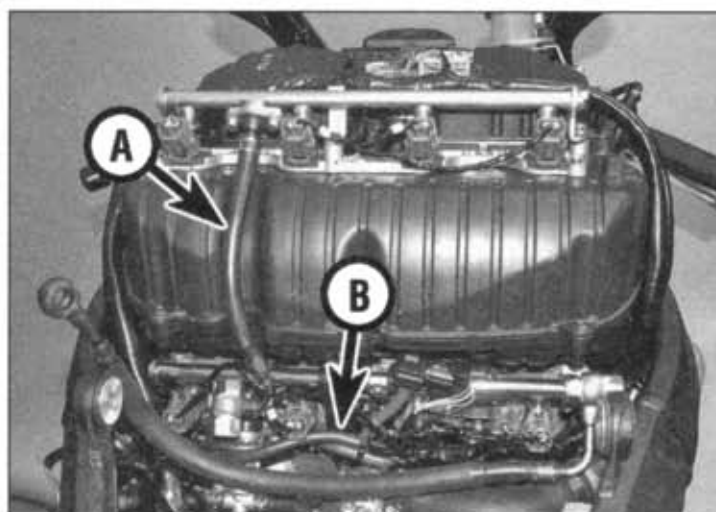


5.1a Check the fuel supply hose (A), the tank drain and breather hoses (B) and pump mounting plate (C) . . .



5.1b . . . the fuel hose (A) linking the fuel rails, the vacuum hoses (B) . . .

the injectors and the throttle bodies (see illustration). If there are any leaks, remove the fuel rail(s) and fit new seals and O-rings to the injectors (see Chapter 4).

Fuel strainer and filter

4 Cleaning of the fuel strainer is advised after a particularly high mileage has been covered, although no interval is specified. It is also necessary if fuel starvation is suspected. Remove the pump from the fuel tank to access the strainer (see Chapter 4). The strainer is in the form of a wad of mesh in the bottom of the pump – it is difficult to clean, but as it is not available separately it is preferable to clean it than to replace the whole pump.

5 The filter is integral with the fuel pump, and is not available as a separate component. If after checking all other possibilities a blocked filter is the cause of fuel starvation a new pump assembly must be installed (see Chapter 4).

6 Throttle cables

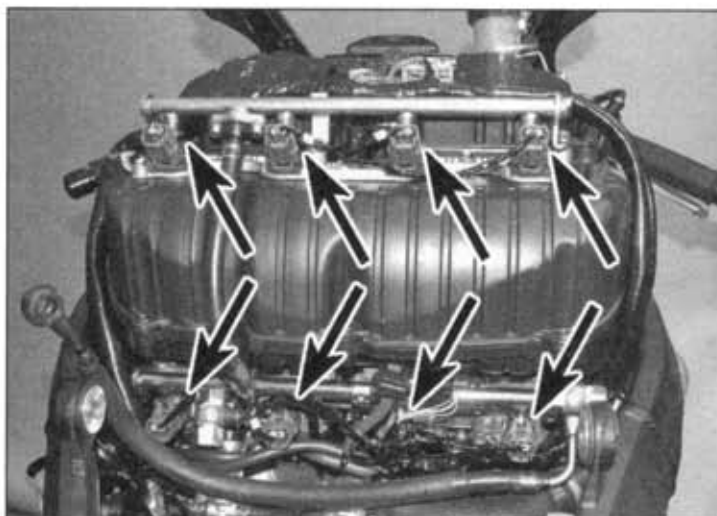
1 Make sure the throttle grip rotates smoothly and freely from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released.

2 If the throttle sticks, this is probably due to a cable fault. Remove the cables (see Chapter 4) and lubricate them (see Section 14). Check that the inner cables slide freely and easily in the outer cables. If not, replace the cables with new ones.

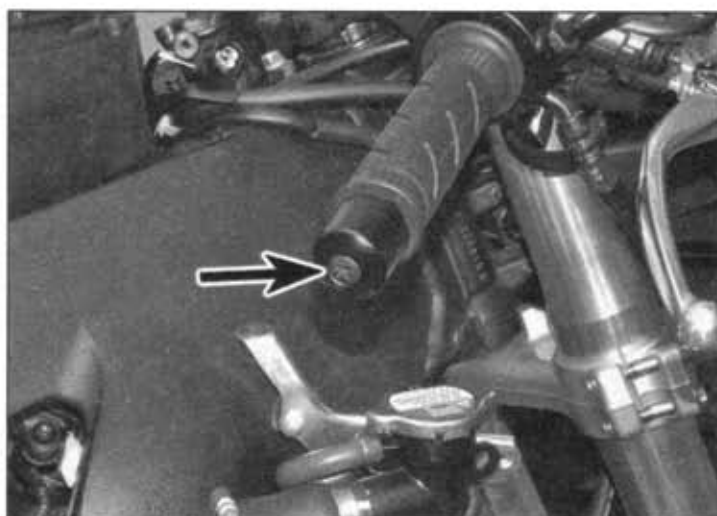
3 With the cables removed, make sure the throttle twistgrip rotates freely on the handlebar – dirt combined with a lack of lubrication can cause the action to be stiff. If necessary, unscrew the handlebar end-weight

and slide the twistgrip off the handlebar (see illustration). Clean any old grease from the bar and the inside of the tube. Smear some new grease of the specified type onto the bar, then refit the twistgrip. When fitting the end-weight, align the boss with the cut-out on the inner weight inside the handlebar. Clean the threads of the end-weight retaining screw, then apply a suitable non-permanent thread locking compound and tighten it to the torque setting specified at the beginning of the Chapter. Install the cables, making sure they are correctly routed (see Chapter 4). If this fails to improve the operation of the throttle, the cables must be replaced with new ones. Note that in very rare cases the fault could lie in the throttle bodies. Remove the air filter housing (see Chapter 4) and check the action of the throttle pulley.

4 With the throttle operating smoothly, check for a small amount of freeplay in the



5.3 . . . and the injector joints (arrowed) as described



6.3 Undo the screw (arrowed) to free the end-weight and twistgrip



6.4 Throttle cable freeplay is measured in terms of twistgrip rotation

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.

5 Initially adjust freeplay using the adjuster in the throttle opening cable where it leaves the throttle pulley housing on the handlebar. Loosen the locknut and turn the adjuster in or out as required until the specified amount of freeplay is obtained (see this Chapter's Specifications), then retighten the locknut (see illustration).

6 If the adjuster has reached its limit of adjustment, reset it to its start point by turning it fully in, so that freeplay is at a maximum, then remove the air filter housing (see Chapter 4), and adjust the cable at the throttle body end.

7 The adjuster is on the lower cable in the bracket. Slacken the adjuster locknut, then screw the adjuster in or out as required, making sure the lower nut remains captive in the bracket, thereby threading itself along the adjuster as you turn it, until the specified amount of freeplay is obtained, then tighten the locknut (see illustration). Subsequent

adjustments can be made at the throttle end when required. If the cable cannot be adjusted as specified, replace it with a new one (see Chapter 4). Check that the throttle twistgrip operates smoothly and snaps shut quickly when released.



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.

7 Engine oil and filter

Special tool: A filter removing tool is necessary for this job (see illustration 7.6a).



Warning: Be careful when draining the oil, as the exhaust pipes, the engine, and the oil itself can cause severe burns.

1 Consistent routine oil and filter changes are the single most important maintenance procedure you can perform. The oil not only

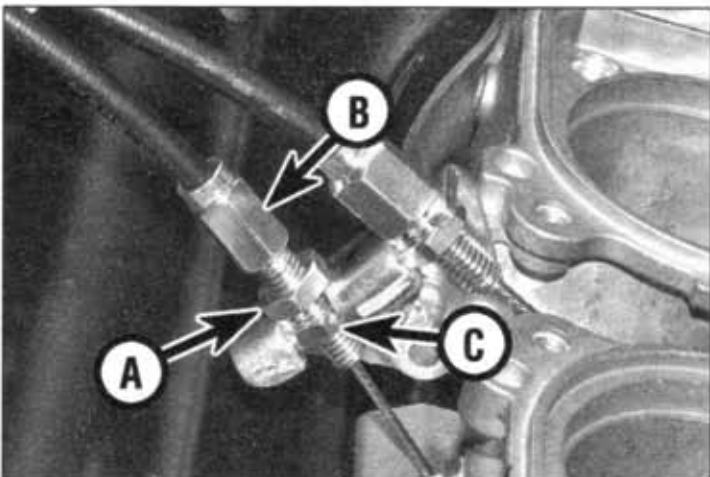
lubricates the internal parts of the engine, transmission and clutch, but it also acts as a coolant, a cleaner, a sealant, and a protector. Because of these demands, the oil takes a terrific amount of abuse and should be replaced often with new oil of the recommended grade and type. The oil filter should be changed with every oil change.



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, warm up the engine so the oil will drain easily. Make sure the bike is on level ground. Remove the lower fairing (see Chapter 7). The oil drain plug is at the front of the sump on the bottom of the engine, and the filter is at the front on the right-hand side.

3 Position a clean drain tray below the engine. Unscrew the oil filler cap from the clutch cover to vent the crankcase and to act as a reminder that there is no oil in the engine (see illustration).



6.7 Throttle cable adjuster locknut (A), adjuster (B) and lower nut (C)



7.3 Unscrew the oil filler cap to act as a vent . . .