



9.2 Check throttle freeplay at the grip

11 If the coolant level is consistently low, and no evidence of leaks can be found, have the entire system pressure checked by a Honda dealer service department, motorcycle repair shop or service station.

9 Throttle operation and freeplay - check and adjustment



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, refer to the following Steps.



9.3 Make minor throttle cable adjustments at the handlebar adjuster - loosen the locknut (left arrow) and turn the adjuster (right arrow)

3 To make fine adjustments, loosen the locknut on the upper cable adjuster at the handlebar (see illustration). Turn the adjuster until the desired freeplay is obtained, then retighten the locknut.

4 If major adjustment is necessary, use the lower adjuster (see illustration). Refer to Chapter 8 and remove the center inner fairing panel for access. Loosen the locknut, turn the adjuster until the desired freeplay is obtained, then retighten the locknut.

5 Make sure the throttle releases all the way 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.

10 Exhaust system - check



1 Periodically check all of the exhaust system joints for leaks and loose fasteners. The left and right engine covers will have to be removed to do this properly (see Chapter 8). If tightening the clamp bolts fails to stop any leaks, replace the gaskets with new ones (a procedure which requires disassembly of the system - see Chapter 4).

2 The exhaust pipe flange nuts at the cylinder heads are especially prone to loosening, which could cause damage to the head. Check them frequently and keep them tight.

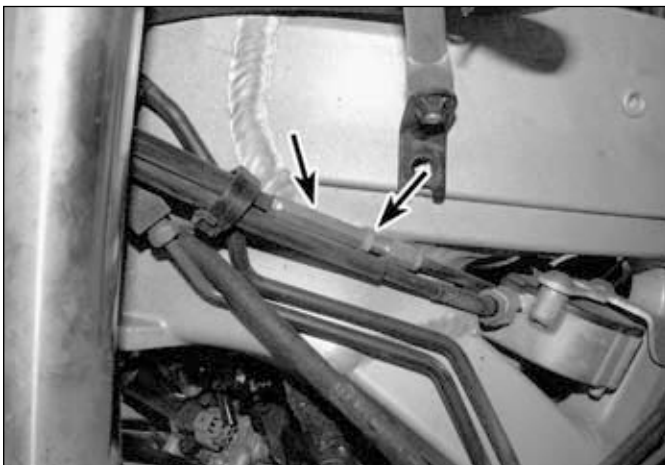
11 Fuel system - check



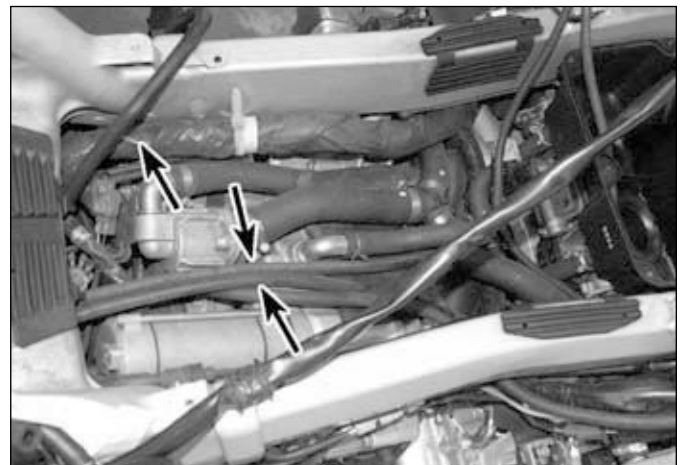
Warning: Gasoline (petrol) is extremely flammable, so take extra precautions when you work on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a gas-type appliance (such as a water heater or clothes dryer) is present. If you spill any fuel on your skin, rinse it off immediately with soap and water. When you perform any kind of work on the fuel system, wear safety glasses and have a class B type fire extinguisher on hand.

1 For access to the fuel lines, remove the air cleaner housing (see Chapter 4). Check the fuel tank, the lines and the throttle body for leaks and evidence of damage (see illustration).

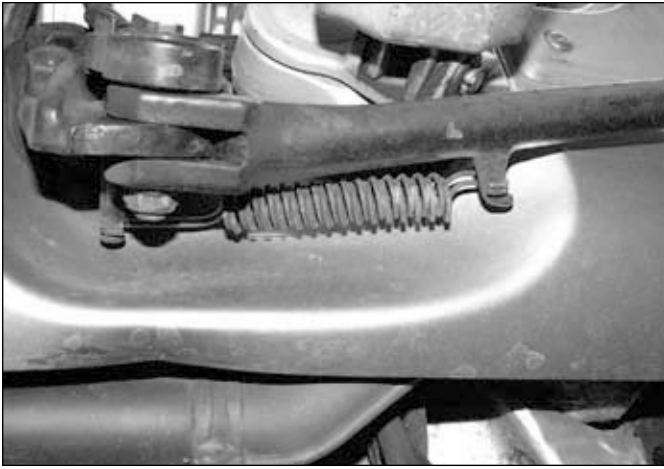
2 If the fuel lines are cracked or otherwise deteriorated, replace them with new ones.



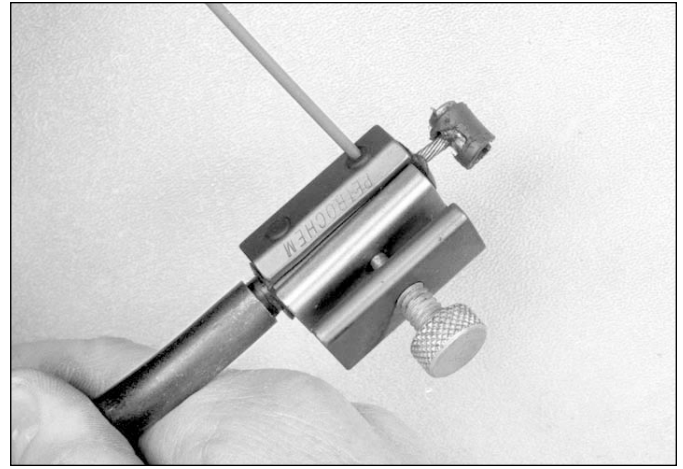
9.4 Make major throttle cable adjustments at the mid-cable adjuster - loosen the locknut (right arrow) and turn the adjuster (left arrow)



11.1 Check the fuel lines (arrows) for cracks or deterioration



15.1 Make sure the sidestand spring is securely attached and in good condition



16.3 Lubricating a cable with a pressure lube adapter (make sure the tool seats around the inner cable)

3 If you plan to check the secondary air system (see Section 12), leave the air cleaner housing off for now. If not, reinstall it (see Chapter 4).

12 Secondary air system - inspection



- 1 If you haven't already done so, remove the air cleaner housing (see Chapter 4).
- 2 Remove the lower front fairing panel (see Chapter 8).
- 3 Using an inspection mirror where necessary, check the rubber hoses that connect the metal lines, check valves and control valve. Refer to Chapter 4 for complete details of the system.

13 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 *Daily (pre-ride) checks* at the front of this manual). 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.

14 Reverse system operation - check



- 1 Sit on the bike in the normal riding position. Put the sidestand and centerstand up and hold the bike upright with your feet.
- 2 With the transmission in neutral, start the engine.
- 3 Operate the reverse switch. The reverse indicator should come on and the neutral indicator lamp should go out.
- 4 Make sure there's room behind the bike, then operate the starter and make sure the bike moves in reverse.
- 5 If the system doesn't work properly, see Chapter 9 for electrical component inspection and Chapter 2 for mechanical component inspection.

15 Sidestand - check



- 1 With the bike on its centerstand, raise and lower the sidestand (**see illustration**). Check that the spring keeps it securely in the raised and lowered positions.
- 2 Check the centerstand in the same way as the sidestand (see Chapter 8 for details).
- 3 Sit on the bike in the normal riding position with the sidestand up. With the transmission in neutral, start the engine. Pull in the clutch and shift the transmission into first gear.
- 4 With the engine running, lower the sidestand. The engine should shut off. If not, refer to Chapter 9 and check the sidestand switch.
- 5 Refer to Section 16 and lubricate the sidestand and centerstand pivots.

16 Lubrication - general



- 1 Since the controls, cables and various other components of a motorcycle are exposed to the elements, they should be lubricated periodically to ensure safe and trouble-free operation.
- 2 The footpegs, clutch and brake levers, brake pedal, shift lever and sidestand pivots should be lubricated frequently. In order for the lubricant to be applied where it will do the most good, the component should be disassembled. However, if chain and cable lubricant is being used, it can be applied to the pivot joint gaps and will usually work its way into the areas where friction occurs. If motor oil or light grease is being used, apply it sparingly as it may attract dirt (which could cause the controls to bind or wear at an accelerated rate). **Note:** *One of the best lubricants for the control lever pivots is a dry-film lubricant (available from many sources by different names).*
- 3 To lubricate the throttle cables, disconnect the cable(s) at the lower end, then lubricate the cable with a pressure lube adapter (**see illustration**).
- 4 Refer to Chapter 7 for the swingarm needle bearing lubrication procedures.

17 Tires/wheels - general check



- 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