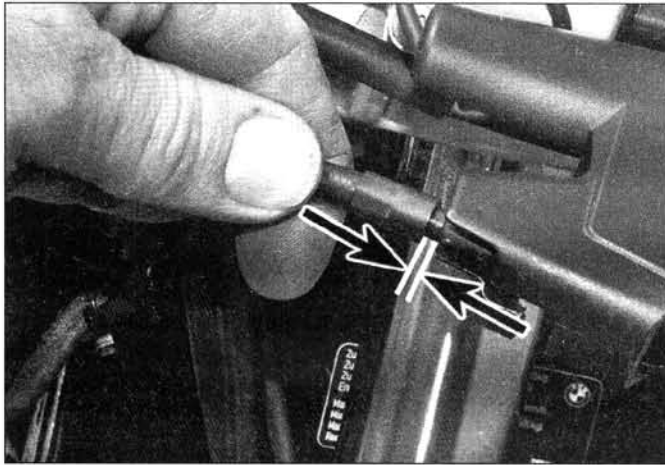
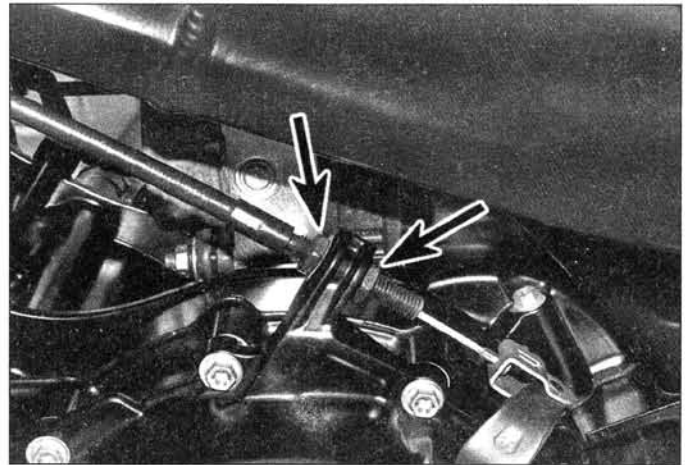


1•12 Routine maintenance and servicing



4.3 Measure the gap (arrowed)



4.4 Loosen the locknuts (arrowed) on the adjuster

4 Clutch and throttle cables



Clutch cable

- 1 Check that the clutch lever operates smoothly and easily.
- 2 If the clutch lever operation is heavy or stiff, remove the cable (see Chapter 2, Section 15) and lubricate it (see below). Check that the inner cable slides freely and easily in the outer cable. If not, fit a new cable. Install the lubricated or new cable (see Chapter 2) and adjust the freeplay as follows.
- 3 Periodic adjustment is necessary to compensate for wear in the clutch plates and stretch of the cable. Turn the handlebars all the way to the left, then pull the outer cable gently and measure the gap between the end of the outer cable and the handlebar lever (see

illustration). Check that the gap (freeplay) is as specified at the beginning of this Chapter.

4 If adjustment is required, loosen the locknuts on the adjuster on the lower end of the cable (see illustration). To reduce freeplay, thread the upper locknut towards the adjuster bracket. To increase freeplay, thread the lower locknut towards the adjuster bracket. Ensure the handlebars are turned all the way to the left while making the adjustment.

5 When the correct adjustment has been achieved, tighten the locknuts against the bracket. Turn the handlebars from left-to-right and back again a few times and check the adjustment.

6 If all the cable adjustment has been taken-up, fit a new cable (see Chapter 2).

7 The clutch lever has a span adjuster which alters the distance of the lever from the handlebar (see illustration). Each setting is indexed – push the lever gently forwards and turn the adjuster clockwise to increase

the distance or anti-clockwise to reduce the distance.

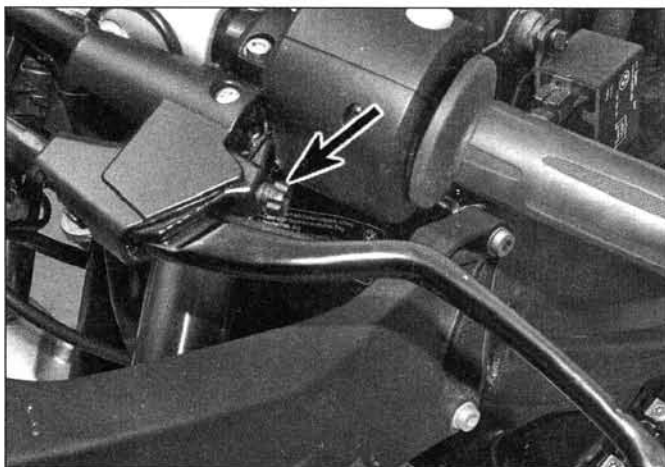
Throttle cable

8 Make sure the throttle cable operates smoothly and freely with the front wheel turned at various angles. The throttle twistgrip should return automatically from fully open to fully closed when released.

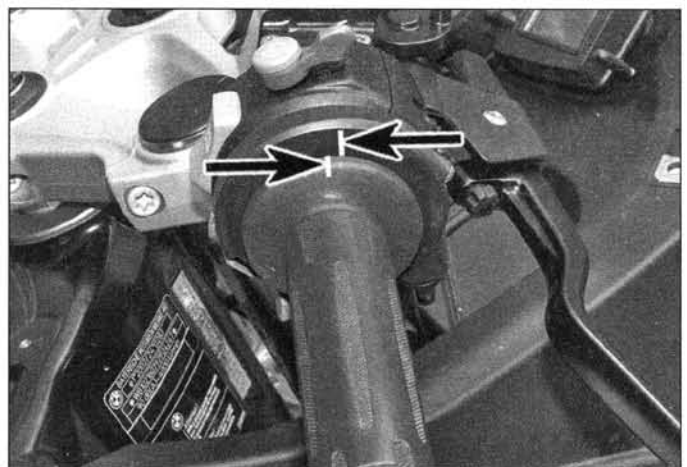
9 If action is sticky, this is probably due to a cable fault. Remove the cable (see Chapter 4) and lubricate it (see below). Check that the inner cable slides freely and easily in the outer cable. If not, fit a new cable.

10 With the cable removed, make sure the twistgrip turns freely on the handlebar – dirt combined with a lack of lubrication can cause the action to be stiff. If necessary, remove, clean and lubricate the twistgrip (see Chapter 5).

11 With the cable operating smoothly, check for freeplay by noting the amount of twistgrip rotation before the pulley on the throttle bodies moves (see illustration).



4.7 Clutch lever span adjuster (arrowed)



4.11 Throttle cable freeplay is measured in terms of twistgrip rotation

12 If adjustment is required, loosen the locking on the adjuster on the upper end of the cable (see illustration). To reduce freeplay, thread the adjuster out from the cable elbow. To increase freeplay, thread the adjuster towards the cable elbow.

13 When the correct adjustment has been achieved, tighten the locking. Turn the handlebars from lock to lock a few times and check the adjustment.

14 If all the cable adjustment has been taken up, fit a new cable (see Chapter 4).



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

Cable lubrication

Special tool: A cable lubricating adapter is necessary for this procedure.

15 To lubricate the cables, disconnect the relevant cable at its upper end, then lubricate it with a pressure adapter and aerosol lubricant cable lube (see illustrations).

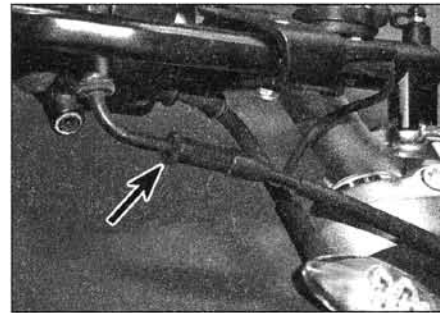
5 Brake system



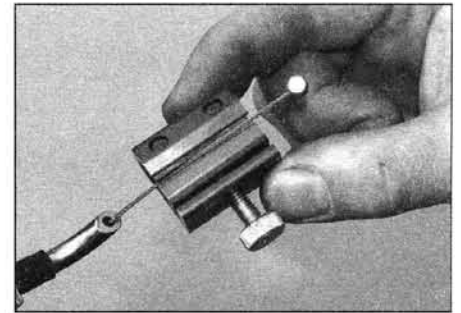
Brake pads and discs

1 Each brake pad has wear indicators, in the form of cut-outs in the friction material on the front pads and a chamfered edge on the rear pads (see illustrations). The wear indicators should be visible by looking at the edges of the friction material, but an accumulation of road dirt and brake dust could make them difficult to see.

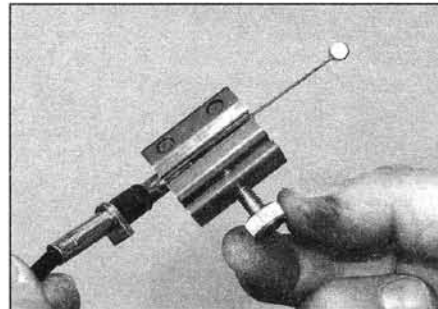
2 If the indicators aren't visible it is advisable either to displace the calipers or remove the pads for inspection (see Chapter 6). **Note:** Some after-market pads may use different



4.12 Throttle cable adjuster locking (arrowed)



4.15a Fitting the cable lubricating adapter onto the inner cable



4.15b Ensure the adapter grips the inner and outer cables firmly

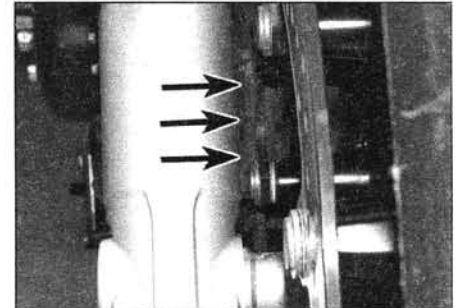


4.15c Connect the can of cable lubricant to the adapter

indicators to those on the original equipment. BMW specifies a minimum thickness of 1 mm for the friction material (see illustration).

3 If the pads are worn to the minimum thickness they must be replaced with new ones (see Chapter 6). **Note:** It is advisable to fit new pads before they become this worn. If the pads are wearing unevenly, displace the caliper(s) and check the operation of the pistons.

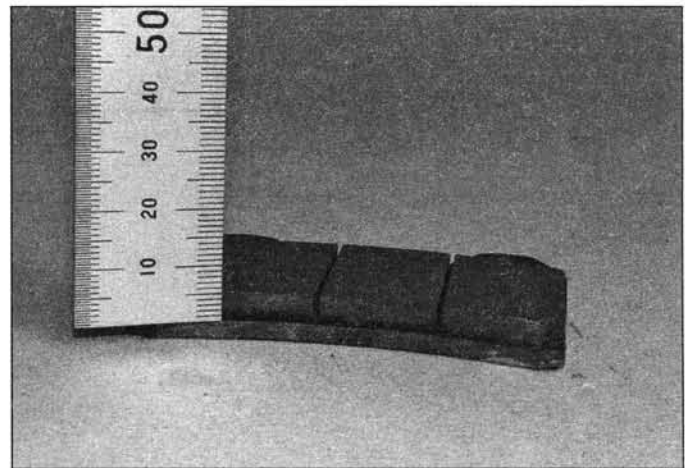
4 Inspect the surface of the brake discs for scoring and check for a lip around the outer edge of the disc – evidence that the disc has worn (see Chapter 6).



5.1a Front brake pad wear indicators



5.1b Rear brake pad wear indicator



5.2 Measuring pad friction material – front pad shown