

6.3 Earth lead bolt (arrowed)



6.4a Undo the screw (arrowed), then release and remove the left-hand section of the duct, noting the routing of the hose



6.4b Release the clip and remove the washer from each side ...

side of the frame so it is out of the way (see illustration).

**4** Remove the left-hand section of the air duct (see illustration). Release the radiator upper mounting clips and washers and displace the radiator forwards (see illustrations). Displace the right-hand section of the cooling air duct from in front of the valve cover, noting how it fits and the routing of the wiring and hoses through and around it (see illustration 4.8c).

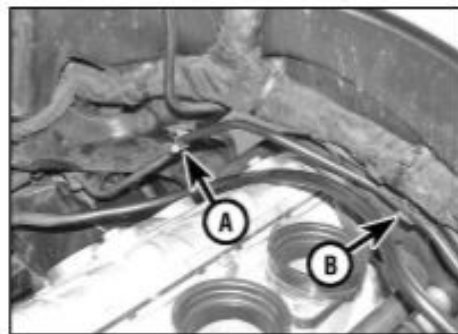
**5** On models with ABS release the cable-tie from around the brake pipe that runs across the top of the valve cover on the right-hand side, then release the pipe from the clip on the inner side of the frame (see illustration). On models with the horn mounted on the right-hand side of the frame unscrew the bolt and displace the horn (see illustration). Undo the bolt securing the pipe/horn holder on the outer side of the frame (see illustration).

**6** Unscrew and remove the valve cover bolts and their washers (see illustration). Lift the cover off the cylinder head and remove it (see illustration). If it is stuck, break the gasket seal by tapping gently around the edge with a soft-faced hammer or block of wood. Do not lever the cover off as this will damage the sealing surface.

**7** Remove the valve cover gasket from the valve cover or from the top of the cylinder



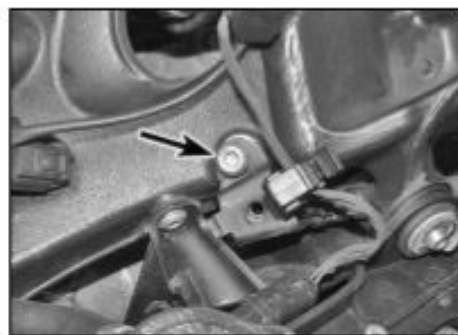
6.4c ... then draw the radiator off the lugs



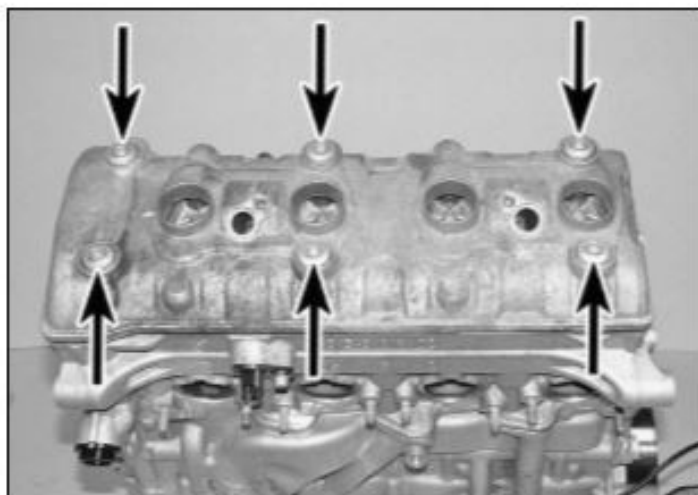
6.5a Cut the cable-tie (A) and release the pipe from the clip (B)



6.5b Displace the horn where fitted on the right



6.5c Unscrew the bolt (arrowed)



6.6a Valve cover bolts (arrowed)



6.6b Removing the valve cover



**6.40c Pump the damper rod to expel the oil from it**

tubes and the damper rod to expel as much of the remaining oil as possible (**see illustration**). Support the fork upside down in the container and allow it to drain for a few minutes. If the oil



**6.41a Pour the oil in ...**



**6.41b ... then lift the damper rod out and pump it up and down**



**6.41c Measure the oil level**



**6.42a Seat the washer around the lip and onto the spring seat**



**6.42b Fit the seat and/or washer over the rod and into the fork**



**6.43 Fit the seat onto the spacer if removed**



**6.45a Lift the rod again ...**



**6.45b ... then seat the shaped washer under the rim of the locknut to prevent it dropping**



**6.46a Thread the top bolt down the rod ...**

contains metal particles disassemble the fork and inspect the bushes for wear (**see below**).

**41** Slowly pour in the quantity and type of fork oil given in the Specifications at the beginning

of the Chapter, then pump the damper rod slowly ten times to distribute it evenly (**see illustrations**). Stand the fork upright for ten minutes to allow any air bubbles to rise. Slide the outer tube down until it is flush with the top of the inner tube, then measure the oil level from the top of the tube (**see illustration**). Add or subtract oil until it is at the level given in the Specifications at the beginning of the Chapter for your model.

**42** On R models fit the bottom washer onto the lipped side of the spring seat (**see illustration**). Lift the damper rod out (**see illustration 6.41b**), then fit the spring seat/washer over the damper rod and into the fork (**see illustration**). Fit the spring, and the top washer (**see illustrations 6.39c and b**).

**43** Make sure the seat is fitted on the bottom of the spacer (**see illustration**). Fit the spacer into the fork, seating the narrow bottom in the top of the spring (**see illustration 6.39a**).

**44** Fit the fork back onto the tool, then fit the top bush, seating the narrow end in the top of the spacer, and secure the tool bolts in it (**see illustrations 6.36a and 6.38b**). Compress the spring (**see illustration 6.38a**).

**45** Lift the damper rod out, then fit the shaped washer and seat the rim of the locknut on the top of the washer to prevent the damper rod dropping (**see illustrations**).

**46** Smear some fork oil onto the top bolt O-ring, using a new one if necessary. Thread the top bolt onto the damper rod until it seats, then hold it and tighten the locknut up against it (**see illustrations**). Decompress the spring, guiding the shaped washer so it slides up the