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</table>
MAINTENANCE

SERVICE INFORMATION

GENERAL
• Place the motorcycle on a level surface before starting any work.
• The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and may lead to death. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.

SPECIFICATIONS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>SPECIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Throttle grip freeplay</td>
<td>3 – 6 mm (0.12 – 0.24 in)</td>
</tr>
<tr>
<td>Spark plug</td>
<td>Standard</td>
</tr>
<tr>
<td>Spark plug gap</td>
<td>0.8 – 0.9 mm (0.03 – 0.04 in)</td>
</tr>
<tr>
<td>Valve clearance</td>
<td>IN/EX</td>
</tr>
<tr>
<td>Engine oil capacity</td>
<td>At draining</td>
</tr>
<tr>
<td></td>
<td>At disassembly</td>
</tr>
<tr>
<td>Recommended engine oil</td>
<td>Pro Honda GN4 4-stroke oil (U.S.A and Canada) or equivalent motor oil</td>
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<tr>
<td></td>
<td>API service classification: SG or higher</td>
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<tr>
<td></td>
<td>JASO T 903 standard: MA</td>
</tr>
<tr>
<td></td>
<td>Viscosity: SAE 10W-30</td>
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<tr>
<td>Engine idle speed</td>
<td>1,400 ± 100 rpm</td>
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<tr>
<td>Drive chain slack</td>
<td>10 – 20 mm (0.4 – 0.8 in)</td>
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<tr>
<td>Drive chain size/link</td>
<td>RK</td>
</tr>
<tr>
<td>Brake lever freeplay</td>
<td>15 mm (0.59 in)</td>
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<tr>
<td>Brake pedal freeplay</td>
<td>15 mm (0.59 in)</td>
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<tr>
<td>Tire size</td>
<td>Front 70/100-14 M/C 37J</td>
</tr>
<tr>
<td></td>
<td>Rear 80/100-12 50J</td>
</tr>
<tr>
<td>Tire brand</td>
<td>Front C-803 (CHENG SHIN)</td>
</tr>
<tr>
<td></td>
<td>Rear C-803 (CHENG SHIN)</td>
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<tr>
<td>Cold tire pressure</td>
<td>Front 100 kPa (1.00 kgf/cm², 15 psi)</td>
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<tr>
<td></td>
<td>Rear 100 kPa (1.00 kgf/cm², 15 psi)</td>
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TORQUE VALUES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QTY</th>
<th>THREAD DIA. (mm)</th>
<th>TORQUE N•m (kgf•m, lbf•ft)</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air cleaner housing cover screw</td>
<td>4</td>
<td>5</td>
<td>1.5 (0.15, 1.1)</td>
<td></td>
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<tr>
<td>Air cleaner element guard holder screw</td>
<td>2</td>
<td>5</td>
<td>1.5 (0.15, 1.1)</td>
<td></td>
</tr>
<tr>
<td>Spark plug</td>
<td>1</td>
<td>10</td>
<td>16 (1.6, 12)</td>
<td></td>
</tr>
<tr>
<td>Valve adjusting lock nut</td>
<td>2</td>
<td>5</td>
<td>9 (0.9, 6.6)</td>
<td>Apply oil to the threads and seating surface.</td>
</tr>
<tr>
<td>Crankshaft hole cap</td>
<td>1</td>
<td>30</td>
<td>8 (0.8, 5.9)</td>
<td></td>
</tr>
<tr>
<td>Timing hole cap</td>
<td>1</td>
<td>14</td>
<td>10 (1.0, 7)</td>
<td></td>
</tr>
<tr>
<td>Oil drain bolt</td>
<td>1</td>
<td>12</td>
<td>24 (2.4, 18)</td>
<td></td>
</tr>
<tr>
<td>Oil centrifugal filter cover bolt</td>
<td>3</td>
<td>5</td>
<td>5 (0.5, 3.7)</td>
<td>Apply locking agent to the threads.</td>
</tr>
<tr>
<td>Rear axle nut</td>
<td>1</td>
<td>12</td>
<td>64 (6.5, 47)</td>
<td>U-nut</td>
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<tr>
<td>Clutch adjuster lock nut</td>
<td>1</td>
<td>8</td>
<td>12 (1.2, 9)</td>
<td></td>
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<tr>
<td>Sidestand pivot bolt</td>
<td>1</td>
<td>10</td>
<td>10 (1.0, 7)</td>
<td>See page 3-17</td>
</tr>
<tr>
<td>Sidestand pivot nut</td>
<td>1</td>
<td>10</td>
<td>39 (4.0, 29)</td>
<td>See page 3-17, U-nut</td>
</tr>
<tr>
<td>Spark arrester mounting bolt</td>
<td>3</td>
<td>10</td>
<td>10 (1.0, 7)</td>
<td></td>
</tr>
<tr>
<td>Front spoke</td>
<td>36</td>
<td>BC2.9</td>
<td>3.2 (0.33, 2.4)</td>
<td></td>
</tr>
<tr>
<td>Rear spoke</td>
<td>36</td>
<td>BC2.9</td>
<td>3.2 (0.33, 2.4)</td>
<td></td>
</tr>
</tbody>
</table>
Valve adjuster B
07908-KE90000

Spoke wrench, 4.5 x 5.1 mm
07701-0020200

or 07908-KE90200 (U.S.A. only)
MAINTENANCE SCHEDULE

Perform the Pre-ride inspection in the Owner’s Manual at each scheduled maintenance period.


The following items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult a dealer.

<table>
<thead>
<tr>
<th>ITEMS</th>
<th>FREQUENCY WHICHEVER COMES FIRST</th>
<th>INITIAL MAINTENANCE</th>
<th>REGULAR MAINTENANCE INTERVAL</th>
<th>REFER TO PAGE</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>mi 100 km 150</td>
<td>600 1200 1800 2400</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Months 1</td>
<td>I 6 12 18 24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FUEL LINE</td>
<td>C</td>
<td></td>
<td></td>
<td>3-5</td>
</tr>
<tr>
<td>THROTTLE OPERATION</td>
<td>C</td>
<td></td>
<td></td>
<td>3-6</td>
</tr>
<tr>
<td>AIR CLEANER</td>
<td>C</td>
<td></td>
<td></td>
<td>3-7</td>
</tr>
<tr>
<td>CRANKCASE BREATHER</td>
<td>C</td>
<td></td>
<td></td>
<td>3-7</td>
</tr>
<tr>
<td>SPARK PLUG</td>
<td>C</td>
<td></td>
<td></td>
<td>3-8</td>
</tr>
<tr>
<td>VALVE CLEARANCE</td>
<td>C</td>
<td></td>
<td></td>
<td>3-9</td>
</tr>
<tr>
<td>ENGINE OIL</td>
<td>C</td>
<td>R 3000 4000</td>
<td></td>
<td>3-10</td>
</tr>
<tr>
<td>ENGINE OIL STRAINER SCREEN</td>
<td>C</td>
<td>C</td>
<td></td>
<td>3-11</td>
</tr>
<tr>
<td>ENGINE OIL CENTRIFUGAL FILTER</td>
<td>C</td>
<td>C</td>
<td></td>
<td>3-11</td>
</tr>
<tr>
<td>ENGINE IDLE SPEED</td>
<td>C</td>
<td></td>
<td></td>
<td>3-12</td>
</tr>
<tr>
<td>DRIVE CHAIN</td>
<td>I, L</td>
<td></td>
<td>I, L: EVERY 300 mi (500 km) or 3</td>
<td>3-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>month</td>
<td></td>
</tr>
<tr>
<td>DRIVE CHAIN SLIDER</td>
<td></td>
<td></td>
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<td>3-15</td>
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<tr>
<td>BRAKE SHOES WEAR</td>
<td></td>
<td></td>
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<td>3-15</td>
</tr>
<tr>
<td>BRAKE SYSTEM</td>
<td></td>
<td></td>
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<td>3-15</td>
</tr>
<tr>
<td>CLUTCH SYSTEM</td>
<td></td>
<td></td>
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<td>3-17</td>
</tr>
<tr>
<td>SIDESTAND</td>
<td></td>
<td></td>
<td></td>
<td>3-17</td>
</tr>
<tr>
<td>SPARK ARRESTER</td>
<td></td>
<td></td>
<td>C: EVERY 1000 mi (1600 km) or</td>
<td>3-18</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EVERY 100 operating hours</td>
<td></td>
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<tr>
<td>NUTS, BOLTS, FASTENERS</td>
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<td>WHEELS/ TIRES</td>
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<td>3-19</td>
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<tr>
<td>STEERING HEAD BEARINGS</td>
<td></td>
<td></td>
<td></td>
<td>3-19</td>
</tr>
</tbody>
</table>

SHOULD BE SERVICED BY A DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED.

IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY A DEALER.

Honda recommends that a dealer should road test your motorcycle after each periodic maintenance is carried out.

NOTES:

1. Service more frequently when ridden in wet or dusty conditions.
FUEL LINE

Check the fuel line [1] for deterioration, damage or leakage.
Replace the fuel line if necessary.

FUEL STRAINER SCREEN

Turn the fuel valve lever [1] to OFF position and disconnect the fuel hose [2] from the carburetor.
Place a drain pan under the fuel hose and turn the fuel valve lever ON to drain the fuel tank.
After the tank has drained completely, remove the two bolts [3] and collars [4].

Remove the fuel valve [1] and fuel strainer screen [2].
Wash the fuel strainer screen in non-flammable or high flash point solvent.
Install a new O-ring to the fuel valve.
Install the removed parts in the reverse order of removal.
After installation, check for fuel leaks.
MAINTENANCE

THROTTLE OPERATION

INSPECTION/ADJUSTMENT

Check for any deterioration or damage to the throttle cable. Check the throttle grip for smooth operation. Check that the throttle opens and automatically closes in all steering positions.

If the throttle grip does not return properly, overhaul and lubricate the throttle grip housing.

If the throttle grip still does not return properly, replace the throttle cable.

With the engine idling, turn the handlebar all the way to the right and left to ensure that the idle speed does not change. If idle speed increases, check the throttle grip freeplay and throttle cable connection.

Measure the throttle grip freeplay at the grip flange.

FREEPLAY: 3 – 6 mm (0.12 – 0.24 in)

Throttle grip freeplay can be adjusted at the throttle housing adjuster [1].

Remove the dust cover [2] from the adjuster.

Adjust the freeplay by loosening the lock nut [3] and turning the adjuster.

Recheck the throttle operation.

Replace any damaged parts if necessary.

THROTTLE LIMITER ACTIVATION

This motorcycle can reduce the throttle grip movement.

Remove the M5 x 10 screw [1] from the throttle housing.

Replace the M5 x 10 screw with the M5 x 40 screw [2] provided and tighten it fully.

When the M5 x 10 screw is installed, the throttle can be fully opened.

When the M5 x 40 screw is installed, the throttle opening is restricted to approximately 50% and maximum engine speed is limited.

- Do not remove the screw except when activating or deactivating the limiter.
- Use only provided screws. Do not use any other screw.
- Never operate the motorcycle without either the M5 x 10 or M5 x 40 screws installed as debris can enter the housing and cause the throttle to bind.
AIR CLEANER

Remove the left fuel tank shroud (page 2-3).
Remove the four screws [1] and air cleaner housing cover [2].
Remove the air cleaner element [3] from the housing.
Pour clean Pro Honda Foam Filter Oil or equivalent (Canada: Honda Foam Filter Oil or equivalent) over the entire surface of the air cleaner.
Use both hands to evenly spread the oil into the air cleaner.
Gently squeeze out any excess oil (To keep your hands dry, place the air cleaner in a clean plastic bag before spreading the oil into the air cleaner).
Clean the inside of the air cleaner housing.
Installation is in the reverse order of removal.
• When installing the air cleaner element, apply grease to the element all around.

TORQUE:
Air cleaner housing cover screw:
1.5 N-m (0.15 kgf-m, 1.1 lbf-ft)

CRANKCASE BREATHER

NOTE:
Service more frequently when ridden in rain, at full throttle, or after the motorcycle is washed. Service if the deposit level can be seen in the drain cap.
Check the crankcase breather drain cap [1].
If deposits has collected, remove the clip [2] and crankcase breather drain cap.
Drain deposits into the suitable container.
Install the crankcase breather drain cap and clip.

Check the crankcase breather hose [1] for deterioration, damage or leakage.
MAINTENANCE

SPARK PLUG

Disconnect the spark plug cap [1].

Clean around the spark plug bases with compressed air before removing, and be sure that no debris is allowed to enter the combustion chamber.

Remove the spark plug [2] using a spark plug wrench or equivalent.

Inspect or replace as described in the maintenance schedule (page 3-4).

INSPECTION

Check the following and replace if necessary.

- Insulator [1] for damage
- Center electrode [2] and side electrode [3] for wear
- Burning condition, coloration:
  - Dark to light brown indicates good condition.
  - Excessive lightness indicates malfunctioning ignition system or lean mixture.
  - Wet or black sooty deposit indicates over-rich mixture.

RECOMMENDED SPARK PLUG: CPR6EA-9S (NGK)

Clean the spark plug electrodes with a wire brush or special plug cleaner.

Check the gap between the center and side electrodes with a wire-type feeler gauge.

If necessary, adjust the gap by bending the side electrode carefully.

SPARK PLUG GAP: 0.8 – 0.9 mm (0.03 – 0.04 in)

Install and hand tighten the spark plug [1] to the cylinder head, then tighten the spark plug to the specified torque.

TORQUE: 16 N·m (1.6 kgf·m, 12 lbf·ft)

Install the spark plug cap.
VALVE CLEARANCE

INSPECTION

Inspect and adjust the valve clearance while the engine is cold (below 35°C/95°F).

Remove the cylinder head cover (page 8-6).

Remove the crankshaft hole cap and timing hole cap from the left crankcase cover.


Make sure the piston is at TDC (Top Dead Center) on the compression stroke.

Check the valve clearance by inserting a feeler gauge [1] between the valve adjusting screw [2] and valve stem.

VALVE CLEARANCE:
IN/EX: 0.10 ± 0.02 mm (0.004 ± 0.001 in)

ADJUSTMENT

Adjust by loosening the lock nut [1] and turning the adjusting screw [2] until there is a slight drag on the feeler gauge.

TOOLS:
[3] Valve adjuster B 07908-KE90000 or 07908-KE90200 (U.S.A. only)

Apply engine oil to the lock nut. Hold the adjusting screw and tighten the lock nut to the specified torque.

TORQUE: 9 N·m (0.9 kgf·m, 6.6 lbf·ft)

After tightening the valve adjuster lock nut, recheck the valve clearance.

Apply engine oil to a new crankshaft hole cap O-ring and timing hole cap O-ring, then install them to the caps.

Install and tighten the crankshaft hole cap and timing hole cap to the specified torque.

TORQUE:
Crankshaft hole cap 8 N·m (0.8 kgf·m, 5.9 lbf·ft)
Timing hole cap 10 N·m (1.0 kgf·m, 7 lbf·ft)

Install the cylinder head cover (page 8-7).
MAINTENANCE

ENGINE OIL

ENGINE OIL LEVEL CHECK

Start the engine and let it idle for 3 - 5 minutes.

Stop the engine and wait 2 - 3 minutes.

Support the motorcycle in an upright position on level ground.

Remove the filler cap/dipstick [1] and wipe it clean.

Reinstall the oil filler cap/dipstick, but do not screw in.

Remove the filler cap and check the oil level.

If the oil level is below the lower level line on the dipstick, fill the crankcase with the recommended oil.

Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.

RECOMMENDED ENGINE OIL:

Pro Honda GN4 4-stroke oil (U.S.A and Canada) or equivalent motor oil

API service classification: SG or higher

JASO T 903 standard: MA

Viscosity: SAE 10W-30

Check that the O-ring is in good condition, replace if necessary.

Reinstall the oil filler cap/dipstick.

ENGINE OIL CHANGE

Warm up the engine.

Stop the engine and remove the oil filler cap/dipstick, drain bolt [1] and sealing washer [2].

Drain the oil completely.

After the oil has drained completely, install the drain bolt with a new sealing washer.

Tighten the drain bolt to the specified torque.

TORQUE: 24 N·m (2.4 kgf·m, 18 lbf·ft)

Fill the crankcase with the recommended engine oil.

ENGINE OIL CAPACITY:

1.0 liter (1.1 US qt, 0.9 Imp qt) at draining

1.15 liter (1.22 US qt, 1.01 Imp qt) at disassembly

Check that the O-ring on the oil filler cap is in good condition, and replace it if necessary.

Install the oil filler cap/dipstick.

Start the engine and let it idle for 2 to 3 minutes.

Stop the engine and recheck the oil level.

Check the engine oil level (page 3-10) and make sure there are no oil leaks.
ENGINE OIL STRAINER SCREEN

Remove the right crankcase cover (page 10-5).
Remove the oil strainer screen [1] and clean it.
Install the oil strainer screen with its tapered side facing the crankcase side and thinner edge facing up as shown.
Install the right crankcase cover (page 10-8).

ENGINE OIL CENTRIFUGAL FILTER CLEANING

Remove the right crankcase cover (page 10-5).
Remove the bolts [1], oil centrifugal filter cover [2] and gasket [3].

Clean the oil centrifugal filter cover and inside of the drive plate using a clean lint-free cloth.

Install a new gasket [1] with its sealed side facing the oil centrifugal filter cover.
MAINTENANCE

Apply locking agent to the oil centrifugal filter cover bolt [1] threads.
Install the oil centrifugal filter cover [2] and bolts. Tighten the bolts to the specified torque.
TORQUE: 5 N·m (0.5 kgf·m, 3.7 lbf·ft)
Install the right crankcase cover (page 10-8).

ENGINE IDLE SPEED

- Inspect and adjust the idle speed after all other engine maintenance items have been performed and are within specifications.
- The engine must be warm for accurate idle speed inspection and adjustment.

Connect a tachometer.
Warm up the engine for about 10 minutes.
Turn the throttle stop screw [1] as required to obtain the specified idle speed.

IDLE SPEED: 1,400 ± 100 rpm

DRIVE CHAIN

**WARNING**
Amputation hazard. Never inspect or adjust the drive chain while the engine is running.

**DRIVE CHAIN SLACK INSPECTION**

Turn the ignition switch OFF, place the motorcycle on its sidestand and shift the transmission into neutral.
Check the slack in the drive chain lower run midway between the sprockets.
CHAIN SLACK: 10 – 20 mm (0.4 – 0.8 in)

**NOTICE**
Excessive chain slack, 50 mm (2.0 in) or more, may damage the frame.
ADJUSTMENT

Loosen the rear axle nut [1] and chain adjuster lock nuts [2].

Turn both chain adjusting nuts [3] equally until the chain slack is correct.

Make sure the both adjusters [4] end surface are aligned with the index marks [5] on the swingarm.

Tighten the rear axle nut to the specified torque.

**TORQUE:** 64 N·m (6.5 kgf·m, 47 lbf·ft)

Tighten both chain adjuster lock nuts.

Recheck the drive chain slack and free wheel rotation.

Check the rear brake pedal freeplay (page 3-16), adjust if necessary.

Lubricate the drive chain with Pro Honda chain lube or equivalent.

Wipe off any excess drive chain lubricant.

CLEANING, INSPECTION AND LUBRICATION

If the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

Remove the left crankcase rear cover (page 2-7).

Carefully remove the retaining clip [1] with pliers.

Remove the link plate [2], master link [3] and drive chain.

Clean the chain with non-flammable or high flash point solvent and wipe it dry.

Be sure the chain has dried completely before lubricating.

Inspect the drive chain for possible damage or wear.

Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

Installing a new chain on badly worn sprockets will cause the new chain to wear quickly.

Inspect and replace sprocket if necessary.
Lubricate the drive chain with Pro Honda chain lube or equivalent.
Wipe off any excess drive chain lubricant.

Measure the drive chain distance between a span of 40 pins from pin center to pin center with the chain held taut and any kinked joint straightened.
SERVICE LIMIT: 518 mm (20.4 in)

SPROCKETS INSPECTION
Inspect the drive and driven sprocket teeth for wear or damage, replace if necessary.
Never use a new drive chain on worn sprockets.
Both chain and sprockets must be in good condition, or the new replacement chain will wear rapidly.
Check the attaching bolts and nuts on the drive and driven sprockets.
If any are loose, torque them.

Install the drive chain onto the sprockets.
Install the master link [1] and link plate [2].
Install the retaining clip [3] with the open end opposite the direction of chain travel.
DRIVE CHAIN SLIDER

INSPECTION
Check the drive chain slider [1] for wear or damage.
Replace the drive chain slider if it is worn to the service limit or if it has been damaged.
SERVICE LIMIT: 1.5 mm (0.06 in)

BRAKE SHOE WEAR

FRONT/REAR BRAKE SHOES
Check the brake shoes and brake drum if the arrow mark [1] on the indicator plate aligns with the triangle mark [2] on the brake panel when the brake lever/brake pedal is applied.
Refer to for brake shoe replacement:
- Front brake (page 14-14)
- Rear brake (page 15-10)

BRAKE SYSTEM

FRONT BRAKE
Measure the front brake lever freeplay at the tip of the lever.
FREEPLAY: 15 mm (0.59 in)
MAINTENANCE

Pull the dust cover [1] off.

Minor adjustments can be made with the upper adjuster.

Loosen the lock nut [2] and turn the adjuster [3] until the freeplay is within specification.

After adjustment, tighten the lock nut.

Major adjustments can be made with the lower adjuster on the brake panel.

Loosen the lock nut [1] and turn the adjusting nut [2] until the freeplay is within specification.

After adjustment, tighten the lock nut.

REAR BRAKE

Check the brake pedal freeplay.

FREEPLAY: 15 mm (0.59 in)

Adjust the brake pedal freeplay by turning the adjusting nut [1].

Make sure the cutout on the adjusting nut is seated on the brake arm pin after making the final freeplay adjustment.
CLUTCH SYSTEM

Loosen the clutch adjuster lock nut [1] and turn the clutch adjuster [2] clockwise one full turn; do not turn excessively. Slowly turn the adjuster counterclockwise until resistance is felt.

From this point, turn the adjuster clockwise 1/8 turn, and tighten the lock nut to the specified torque.

TORQUE: 12 N·m (1.2 kgf·m, 9 lbf-ft)

- Check for clutch operation after adjustment.

SIDESTAND

Support the motorcycle on a level surface.

Check the sidestand spring [1] for damage or loss of tension.

Check the sidestand assembly [2] for freedom of movement and lubricate the sidestand pivot if necessary.

Check that the sidestand pivot bolt is tightened to the correct torque value.

Tighten the pivot bolt to the specified torque.

TORQUE: 10 N·m (1.0 kgf·m, 7 lbf-ft)

Loosen the pivot bolt 1/8 to 1/4 turns, then tighten the sidestand pivot lock nut to the specified torque.

TORQUE: 39 N·m (4.0 kgf·m, 29 lbf-ft)

SUSPENSION

FRONT SUSPENSION INSPECTION

Check the action of the front suspension by operating the front brake and compressing the forks several times.

Check the entire fork assembly for signs of leaks, damage or loose fasteners.

Replace damaged components which cannot be repaired.

Tighten all nuts and bolts.

Refer to page 14-18 for fork service.
MAINTENANCE

REAR SUSPENSION INSPECTION
Support the motorcycle securely and raise the rear wheel off the ground by placing a work stand or a box under the engine.
Check for worn swingarm bushings by grabbing the rear end of the swingarm and attempting to move the swingarm side to side.
Replace the bushings if any are looseness is noted.

Check the action of the shock absorber by compressing it several times.
Check the entire shock absorber assembly for signs of leaks, damage or loose fasteners.
Replace damaged components which cannot be repaired.
Tighten all nuts and bolts.
Refer to page 15-15 for shock absorber service.

SPARK ARRESTER
INSPECTION/CLEANING
Remove the following:
- Right fuel tank shroud (page 2-3)
- Muffler cover (page 2-8)
Remove the three bolts [1], spark arrester [2] and gasket [3] from the muffler.

Check the screen mesh [1], replace if necessary.
Use a soft brush to remove carbon deposits from the spark arrester screen.
Be careful not to damage the spark arrester screen.
The spark arrester [2] must be free of breaks and holes, replace if necessary.
Install the spark arrester in the reverse order of removal.
- Replace the gasket with a new one.
TORQUE:
Spark arrester mounting bolt 10 N·m (1.0 kgf·m, 7 lbf·ft)
NUTS, BOLTS, FASTENERS

Check that all chassis nuts and bolts are tightened to their correct torque values (page 1-9). Check that all safety clips, hose clamps and cable stays are in place and properly secured.

WHEELS/TIRES

Support the motorcycle using a hoist or equivalent, raise the front wheel off the ground.

Hold the front fork leg and move the front wheel sideways with force to see if the wheel bearings are worn.

For front wheel service (page 14-9).

Support the motorcycle using a hoist or equivalent, raise the rear wheel off the ground.

Hold the swingarm and move the rear wheel sideways with force to see if the wheel bearings are worn.

For rear wheel service (page 15-6).

Check the tires for cuts, embedded nails, or other damage.

Check the front and rear wheels for trueness (refer to Sections 14 and 15).

Check the cold tire pressure.

<table>
<thead>
<tr>
<th>RECOMMENDED TIRE PRESSURE AND TIRE SIZE:</th>
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<tbody>
<tr>
<td>Tire pressure</td>
</tr>
<tr>
<td>kpa (kgf/cm², psi)</td>
</tr>
<tr>
<td>Tire size</td>
</tr>
</tbody>
</table>

Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 150 km (100 miles), spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

Inspect the wheel rims and spokes for damage.

Tighten any loose spokes to the specified torque.

TOOL:

[1] Spoke wrench, 4.5 x 5.1 mm  07701 - 0020200

TORQUE: 3.2 N·m (0.33 kgf·m, 2.4 lbf·ft)

STEERING HEAD BEARINGS

Raise the front wheel off the ground by placing a work stand or box under the engine.

Check that the control cables do not interfere with handlebar rotation.

Check that the handlebar moves freely from side to side.

If the handlebar moves unevenly, binds, or has vertical movement, inspect the steering head bearings (page 14-26).