

Maintenance (Trips):

Prior to starting out on a major trip, or at intervals of one month or 1,000 miles, all of the fittings on the motorcycle should be checked for tightness. These include:

1. Chain adjust bolt lock nuts.
2. Headlamp, front fork and front axle nuts.
3. Speedometer and tachometer fittings.
4. Carburetor clamp screws.
5. Side cover and air cleaner securing screws.
6. Engine mounting bolts.
7. Foot peg and exhaust system securing bolts.
8. Crankcase cover Allen screws.
9. Rear axle securing nut.
10. Front and rear fender mounting bolts.
11. Taillight and license plate mounting bolts.

NOTE: The fittings on your XS2 which are subjected to vibration are either rubber mounted or secured with self-locking aircraft type nuts and therefore should not be affected by vibration. However, it is a good safety point to always check your machine in any case.

TORQUE: All fittings require a minimal amount of torque during tightening to keep them from vibrating loose. Excessive tightening will only lead to stripped threads and broken studs.

As a rule of thumb, use the following tightening chart:

STUD SIZE	TORQUE
6 mm	90 in/lbs.
7 mm	135 in/lbs.
8 mm	180 in/lbs.
10 mm	300-350 in/lbs.
12 mm	350-400 in/lbs.
14 mm	400-450 in/lbs.
Axle Nuts	500-600 in/lbs.

Break-in

THERE IS NEVER A MORE IMPORTANT PERIOD IN THE LIFE OF YOUR XS2 THAN THE PERIOD BETWEEN ZERO AND FIVE HUNDRED MILES'

For this reason we ask that you carefully read the following material.

Because the engine is brand new, you must not put an excessive load on it during the first several hours of running. You could look it in this manner: During the first 500 miles the various parts in the engine wear and polish themselves to the correct operating clearances. During this period prolonged full throttle operation, or any condition which might result in excessive head and cylinder temperatures, must be avoided. However, momentary full throttle operation under load (two seconds maximum) does not harm the engine. Each full throttle acceleration sequence should be followed with a substantial "rest period" for the engine by cruising at lower rpm's so the engine can rid itself of the temporary build up of heat.

The method for breaking in an XS2 is quite simple.

1. Zero to 300 fifty miles Avoid operation above 3,500 rpm.
Allow a cooling off period of five to ten minutes after every hour of operation.
Vary the speed of the motorcycle from time to time. Do not operate it at one, set, throttle position.
2. 300 to 600 miles: Avoid prolonged operation above 4,000 rpm. Allow the motorcycle to rev freely through the gears but do not use full throttle at any time.
3. 600 miles and beyond: Avoid prolonged full throttle operation.
Avoid cruising speeds in excess of 7,000 rpm's. Vary speeds occasionally.