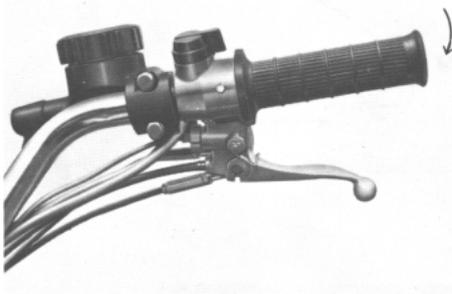


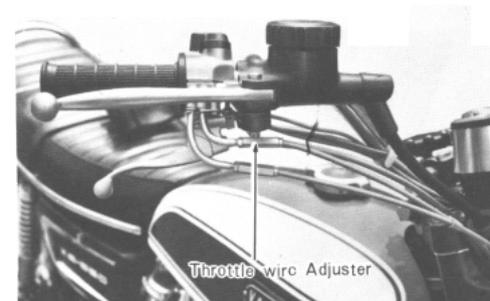
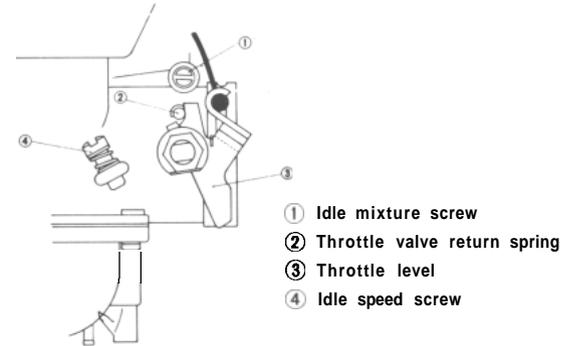
THROTTLE CABLE AND GRIP LUBRICATION:

The throttle twist grip assembly should be greased at the time that the cable is lubricated, since the grip must be removed to get at the end of the throttle cable. Two screws clamp the throttle grip to the handlebar. Once these two are removed, the end of the cable can be held high to pour in several drops of liquid graphite. Coat the metal surfaces of the grip assembly with a suitable all-purpose grease to cut down friction.



Checking the throttle valves for synchronization and full throttle:

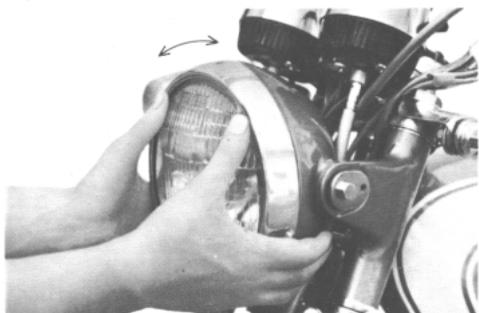
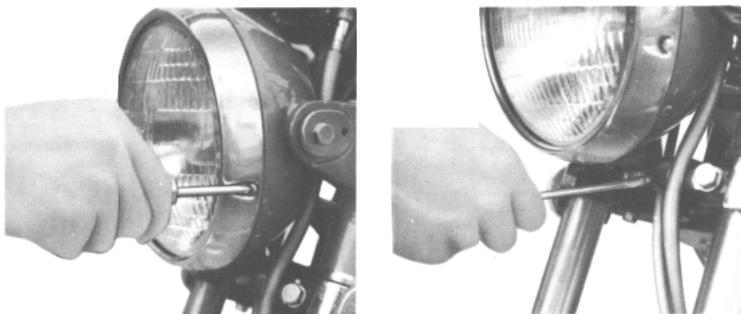
To check the throttle valve at full throttle, fully turn out the throttle grip, and make sure that the valve is in the full open position. If the throttle lever is in contact with the shaft on which the throttle valve return spring is hooked as shown in the drawing below the opening of the throttle valve at "full open" is correct. Next, turn out the throttle grip slightly, and check to see whether or not both right and left throttle levers begin to move simultaneously. If not, the throttle levers should be corrected by use of the throttle wire adjuster.



Headlight

To replace the headlight bulb, remove the two countersunk screws (Phillips) from the lower part of the headlight body. Remove the head lamp rim from the headlight body, and remove The sealed beam unit can then be removed for replacement.

There are two headlight beam adjusting methods. To adjust the headlight beam horizontally, turn in or out the slot-head screw on the head lamp rim. To adjust it vertically, loosen the head lamp mounting bolts on the bottom of the shell and it the head lamp body.



Drive chain:

Because the chain consists of an extraordinary amount of parts that rub against one another, it is prone to wear if it is not maintained constantly and correctly. Without any lubrication, a chain can wear out within 500 miles. You should develop a habit of servicing the chain on a regular schedule. This habit is especially important if you spend the major portion of your time riding in the dirt where dust and dirt can readily work into the chain links.

1. Lubrication — there are several excellent pressure can lubricants available. Use a rag to wipe off any accumulation of dirt, then spray a liberal amount of lubricant on the chain (See page 22)
2. Cleaning — the chain has to be periodically removed from the machine and soaked in cleaning solvent. Completely saturate the chain with solvent to remove as much dirt as possible. Drain and dry the chain thoroughly. Immediately after the chain has dried completely, lubricate to prevent any rust from forming.
3. Adjustment — proper drive chain up and down free play, with the rider in position and both wheels on the ground, should equal 20 mm (3/4") when measured at the center of the lower section of chain.

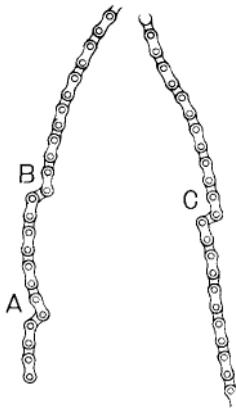
Follow these steps to obtain the correct free play:



- a. Loosen the rear wheel nut
- b. Loosen the chain adjusting bolt lock nuts
- c. Rotate the adjusting bolts in or out, whichever is needed to obtain the correct free play, and at the same time make sure that both ends of the axle are positioned evenly. This can be checked by utilizing the marks on the very end of the swing arms, just above and to the rear of the rear wheel must.
- f. After completing the adjustment, retighten all the lock nuts.
- g. Finally, check for correct brake pedal operation as it could have changed due to the chain adjustment.

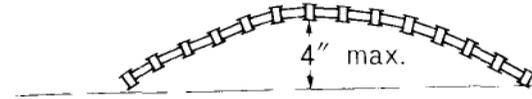
4. Checking the chain

Whenever you have the chain off for cleaning, take time to check for excessive wear or links binding up. Clean the chain first and hold the chain straight up in the air. Visually check to see if any part of the chain is kinked (any place the chain does not hang straight down).

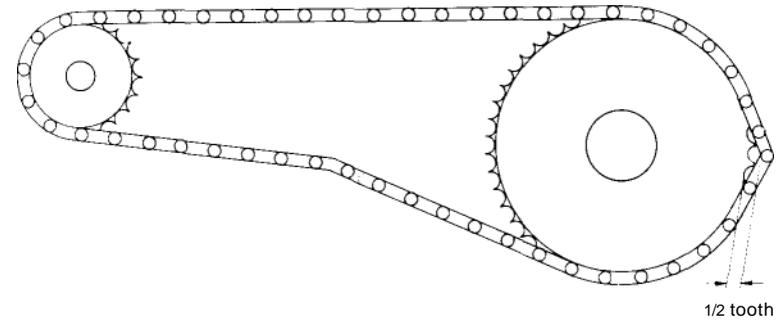


Another check is to lay the chain on a bench, in a straight line, and see how much the chain "bows".

A new chain, or one that can still be used, will not deviate more than 3" - 4" from a straight line.

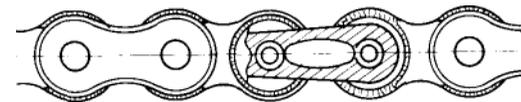


A simple test that can be utilized while the chain is still on the motorcycle is to lift the chain away from the curvature of the rear wheel sprocket. A chain is defective if you can pull the chain away from the sprocket more than half the length of a chain link.



Note: Whenever reinstalling the chain, always install the master link retaining clip so that the rounded end faces the direction of travel.

driving direction >

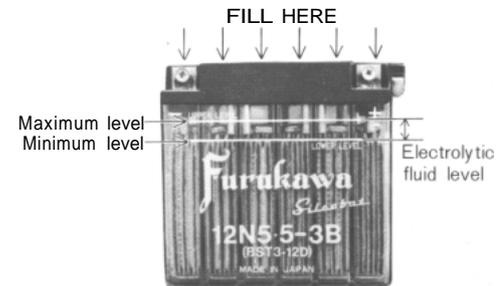


Note: TO DETERMINE THE VALUE OF KEEPING THE CHAIN IN PROPER WORKING CONDITION, JUST CONSIDER THAT A CHAIN THAT HAS BECOME EXCESSIVELY WORN COULD QUITE POSSIBLY REDUCE THE LIFE OF BOTH SPROCKETS. WHENEVER YOU INSTALL A NEW CHAIN, ALWAYS CHECK BOTH SPROCKETS, IF EITHER ONE IS WORN SUFFICIENTLY, REPLACE IT. BEAR IN MIND THAT A WORN SPROCKET CAN POSSIBLY CAUSE YOUR BRAND NEW CHAIN TO WEAR OUT PREMATURELY.

Battery:

The life of your battery depends greatly on how well you keep it serviced. In order to service it completely and correctly, there are certain facts that you must know.

1. Always keep the battery fluid level between the "Maximum" and the "Minimum" level. It should be checked at least once a month, and more often during hot weather. If the battery needs filling, use distilled water. Do not use tap water as it usually contains minerals that can be harmful to the life of the battery.

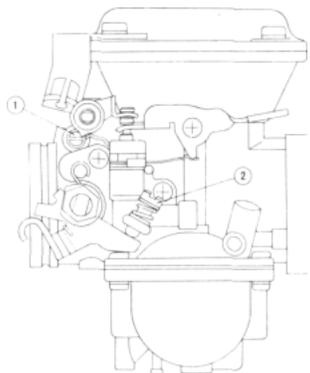


2. If for any reason the battery has become discharged, and you are going to charge it yourself, use a "trickle charger" that has no more than a one amp per hour rating. Also, make sure that all the battery caps have been taken off and that the rubber battery breather tube is not clogged or pinched shut. A charging battery creates gas, and pressure could build up in the battery if all the outlets were plugged up.

- If the motorcycle is to be stored for more than a month, then remove the battery, have it fully charged, and store it in a cool dry storage area. If storage time is going to be lengthy, it is best to leave the battery with your dealer with specific instructions to recharge the battery every month or so. This procedure is necessary to insure maximum battery life.
- When reinstalling the battery, be sure to hook up the RED lead to the positive terminal and the BLACK lead to the negative terminal (the polarity of each is stamped just below each terminal).

Carburetor

There are only two adjustments on the carburetor that do not require the services of a mechanic: the idle mixture and the engine idle speed. Because the carburetor is such a critical part of the engine, any carburetor disassembly should be done by an experienced mechanic.



1 Idle mixture screw
2 Idle speed screw

This picture shows the location of the two adjustments. To set the idle mixture you must turn the idle mixture screw (1) in until lightly seated, then back it out 3/4 turn – no more or no less. DO NOT EXPERIMENT. This is a factory setting that can be set with the engine stopped and no further adjustment is required.

Engine idle speed is set by warming up the engine completely and then screwing the idle speed screw (2) in or out, whichever direction is necessary for the engine to idle between 900 and 1,000 rpm.

Air Filter

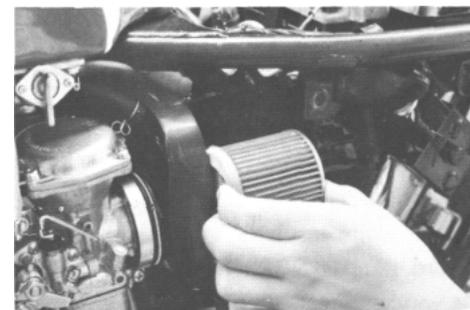
The air filter element should be removed and cleaned once a month.

- Remove the side cover.

(See page 23)



- Remove the air cleaner element.



- Remove the dust from the air cleaner element by tapping it lightly, and clean it with compressed air.

Ignition timing

Timing is of critical importance. If, after both your service check-ups have been completed, and for any reason you wish to check the timing, have your dealer check for you.