

3. INSPECTION/ADJUSTMENT

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Tie-rod lock nut	2..5 kgf-m (25 N-m)
Front wheel hub nut	5.5kgf-m (70 N-m)
Rear wheel hub nut	5.5kgf-m (100 N-m)

SPECIAL TOOLS

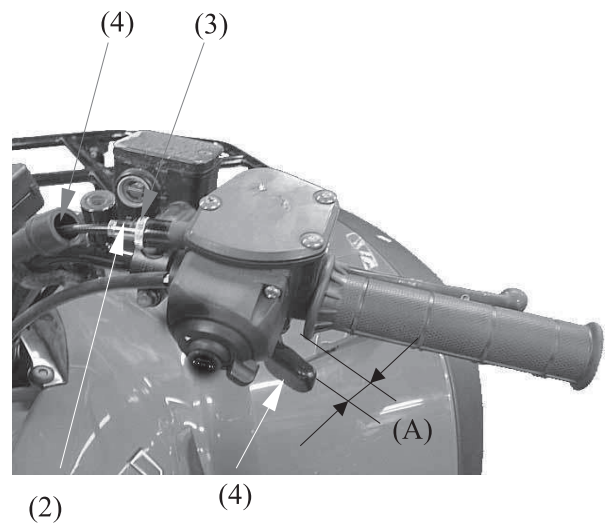
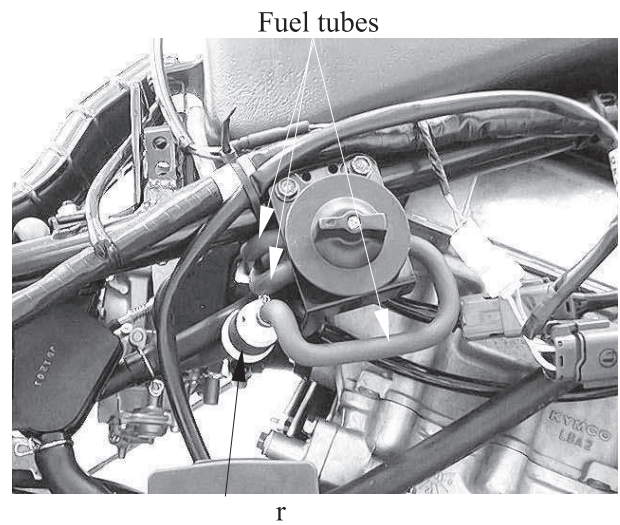
Valve adjusting wrench	A120E00036
Oil cartridge wrench	A120E00061

3. INSPECTION/ADJUSTMENT

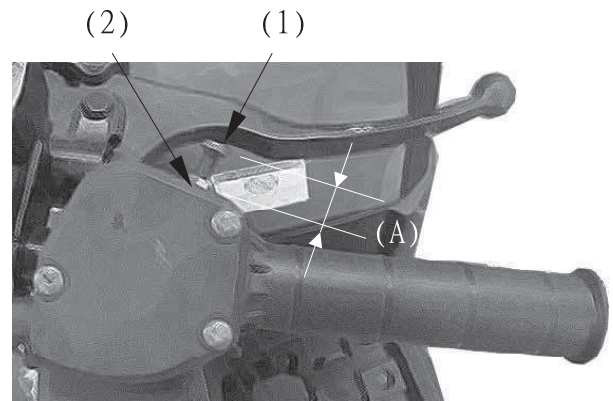
ITEM	WHICHEVER COMES FIRST ROUTINE	INITIAL		EVERY	
		mi	100	600	1200
		Km	150	1000	2000
		MONTH	1	6	12
Engine oil	•Replace (Warm engine before draining).		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Oil strainer	•Clean. •Replace if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engine oil filter cartridge	•Replace		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Front drive gear oil	•Check oil level/oil leakage •Replace every 12 months.		<input type="radio"/>		<input type="radio"/>
Rear drive gear oil	•Check oil level/oil leakage •Replace every 12 months.		<input type="radio"/>		<input type="radio"/>
Air filter element (for engine and *V-belt compartment)	•Clean. (More often in wet or dusty areas.) •Replace if necessary.			<input type="radio"/>	<input type="radio"/>
Carburetor	•Check idle speed/starter operation. •Adjust if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cylinder head cover breather system	•Check breather hose for cracks or damage. •Replace if necessary.			<input type="radio"/>	<input type="radio"/>
Spark plug	•Check condition. •Adjust gap and clean. •Replace if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fuel line	•Check fuel hose for cracks or damage. •Replace if necessary.			<input type="radio"/>	<input type="radio"/>
Valves	•Check valve clearance. •Adjust if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Brake	•Check operation and brake fluid. •Replace brake pad if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Coolant	•Check coolant leakage. •Replace if necessary. •Replace coolant every 24 months.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
V-belt	•Check operation. •Replace if damage or excessive wear.		<input type="radio"/>		<input type="radio"/>
Exhaust system	•Check leakage. •Retighten if necessary. •Replace gasket if necessary.			<input type="radio"/>	<input type="radio"/>
Spark arrester	•Clean			<input type="radio"/>	<input type="radio"/>
Wheels	•Check balance/damage/runout. •Replace if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wheel bearings	•Check bearing assembly for looseness/damage. •Replace if damaged.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Steering system	•Check operation. •Replace if damaged. •Check toe-in. •Adjust if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive shaft boots	•Check operation. •Replace if damaged.			<input type="radio"/>	<input type="radio"/>
Suspension	•Check operation. •Correct if necessary.			<input type="radio"/>	<input type="radio"/>
Knuckle shafts/ Steering shaft	•Lubricate every 6 months.			<input type="radio"/>	<input type="radio"/>
Fittings and Fasteners	•Check all chassis fittings and fasteners. •Correct if necessary.		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>


3. INSPECTION/ADJUSTMENT

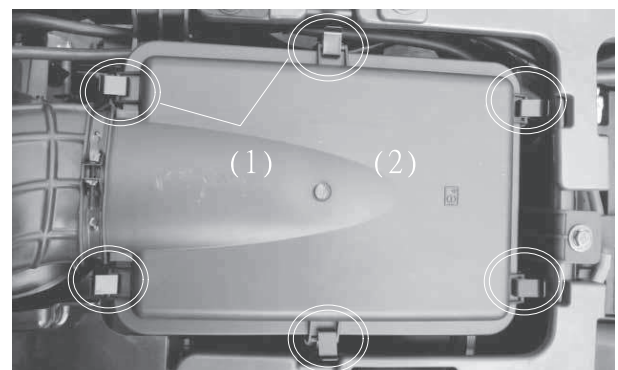
* Do not smoke or allow flames or sparks in your working area.



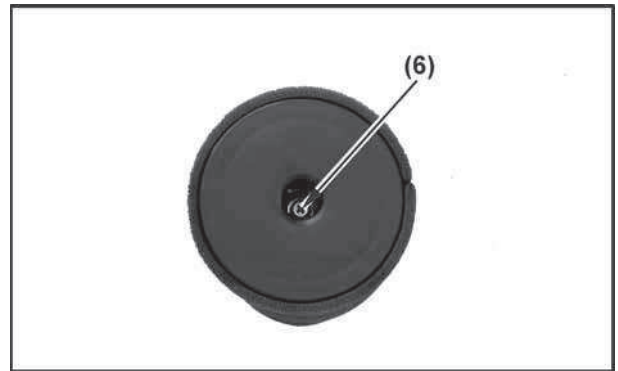
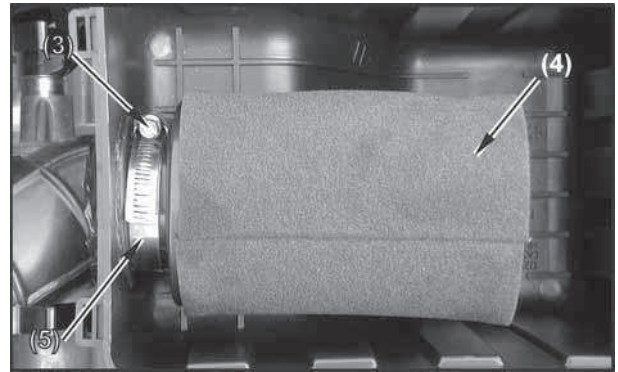
3. INSPECTION/ADJUSTMENT



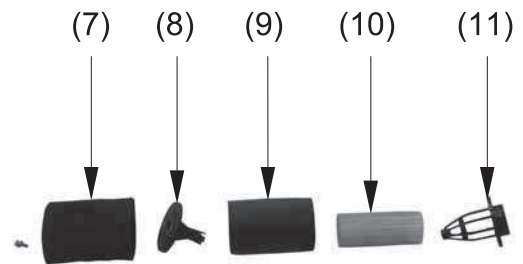
 WARNING
<p>POTENTIAL HAZARD Improper adjustment of the speed limiter and throttle.</p> <p>WHAT CAN HAPPEN The throttle cable could be damaged. Improper throttle operation could result. You could lose control, have an accident or be injured.</p> <p>HOW TO AVOID THE HAZARD Do not turn the speed adjuster out more than 13 mm (0.52 in). Always make sure the throttle lever free play is adjusted to 1.0~4.0 mm (0.04~0.16 in).</p>



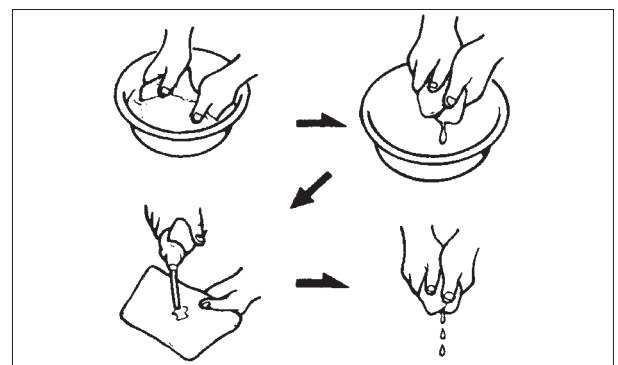
3. INSPECTION/ADJUSTMENT



* Use parts cleaning solvent only. Never use gasoline or low flash point solvents which may lead to a fire or explosion.

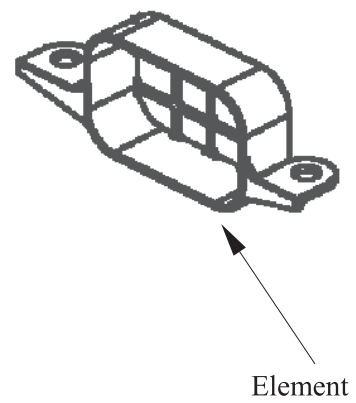
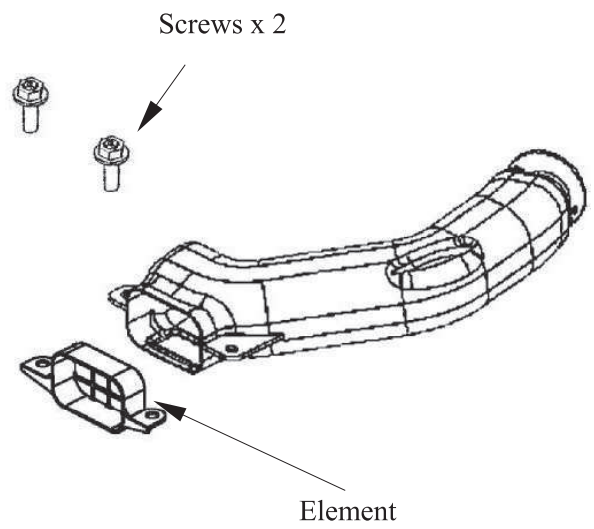
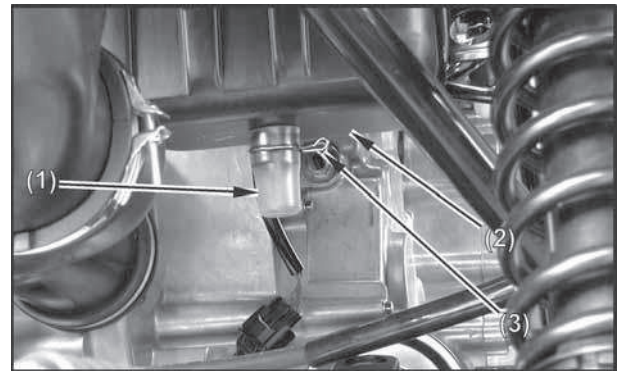


* Do not twist or wring out the foam element. This could damage the foam material.

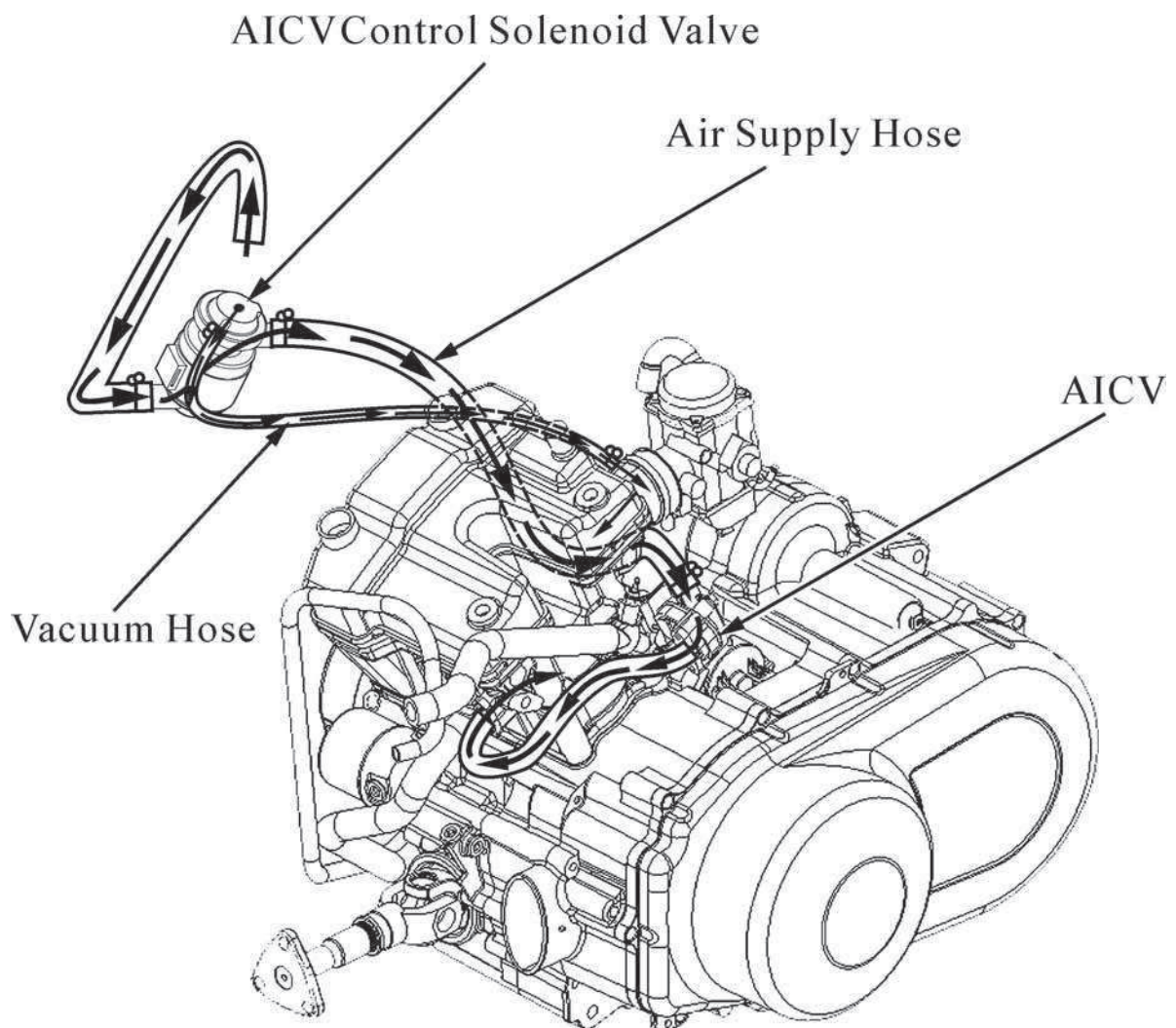


* The element should be wet but not dripping.

3. INSPECTION/ADJUSTMENT

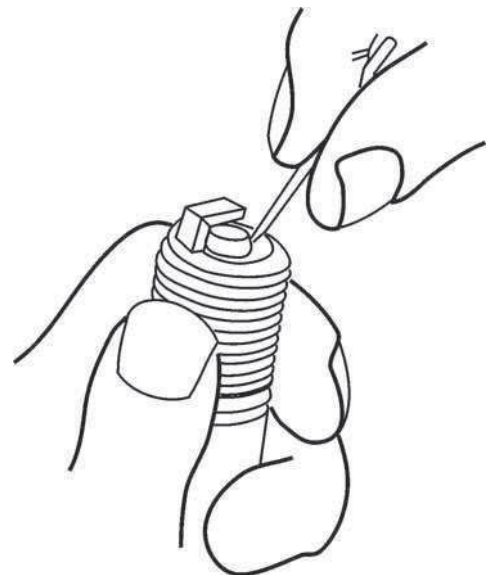
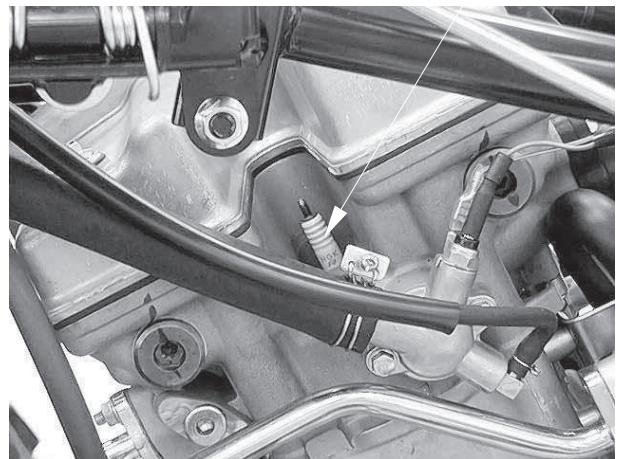
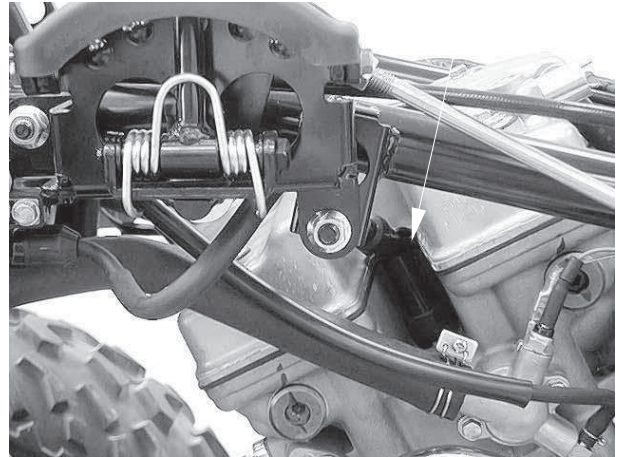


3. INSPECTION/ADJUSTMENT

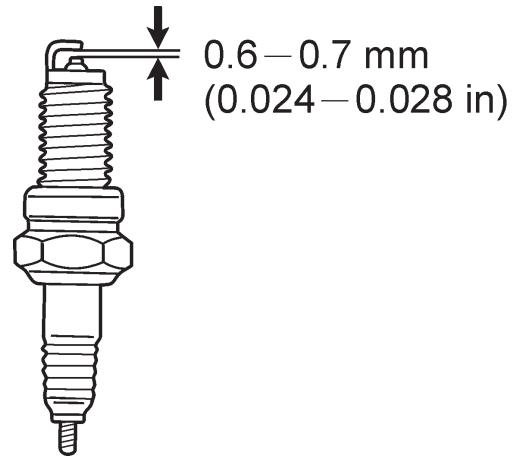


3. INSPECTION/ADJUSTMENT

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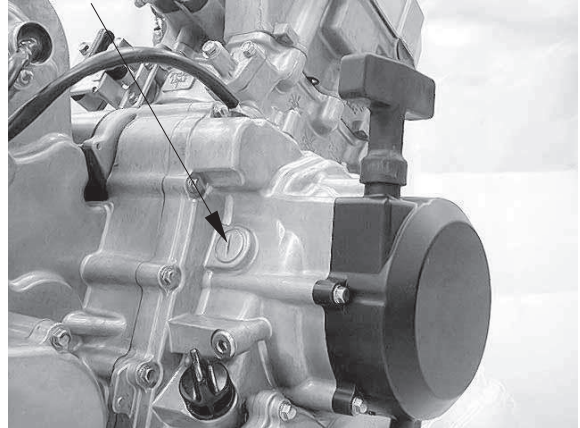
3. INSPECTION/ADJUSTMENT



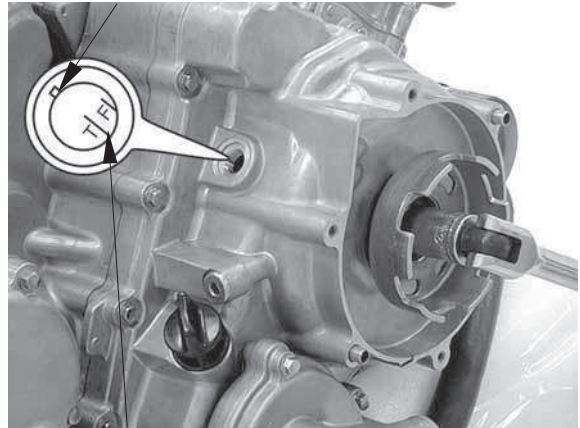
3. INSPECTION/ADJUSTMENT

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Timing Hole Cap/O-ring

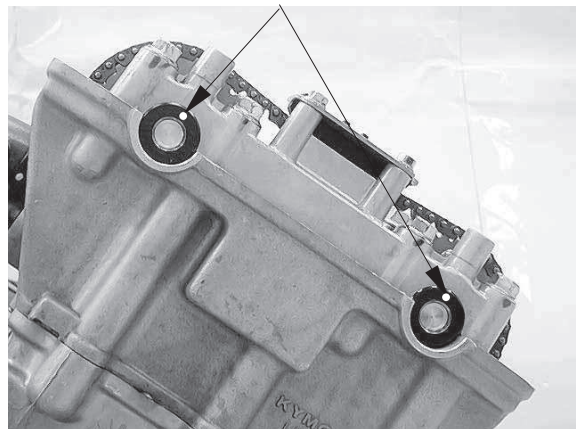


Index Mark



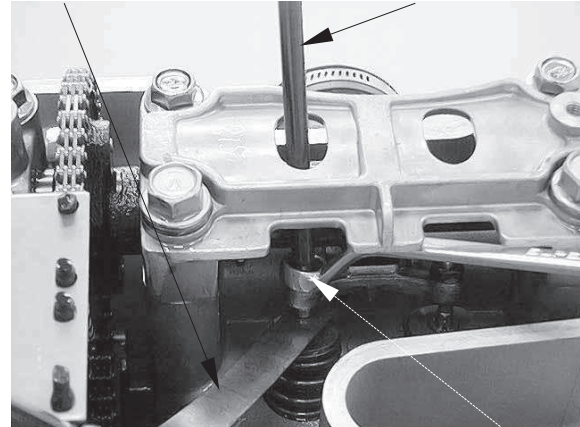
"T" Mark

Punch Marks



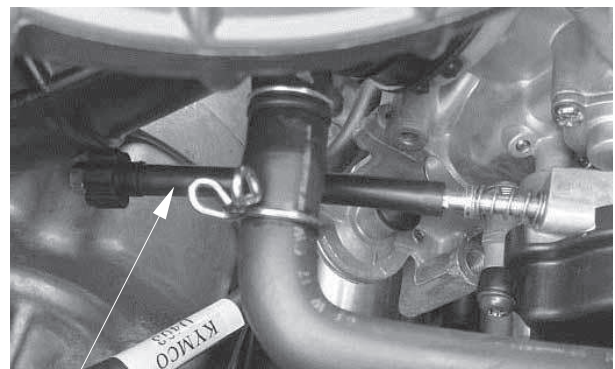
3. INSPECTION/ADJUSTMENT

Wrench Thickness Gauge Valve Adjusting



Lock Nut

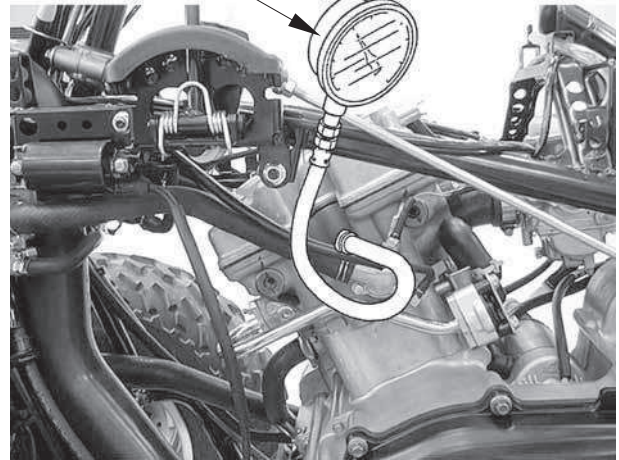
* The engine must be warm for accurate idle speed inspection and adjustment.



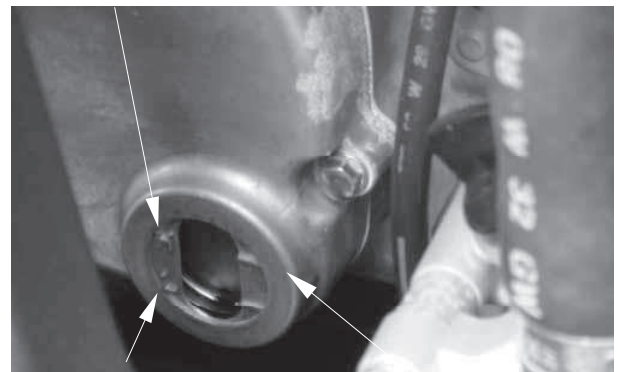
Throttle Stop Screw

3. INSPECTION/ADJUSTMENT

Compression Gauge



Upper Level

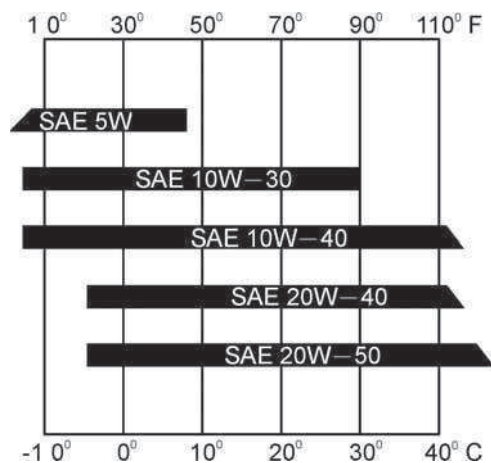


Lower Level

Inspection Window

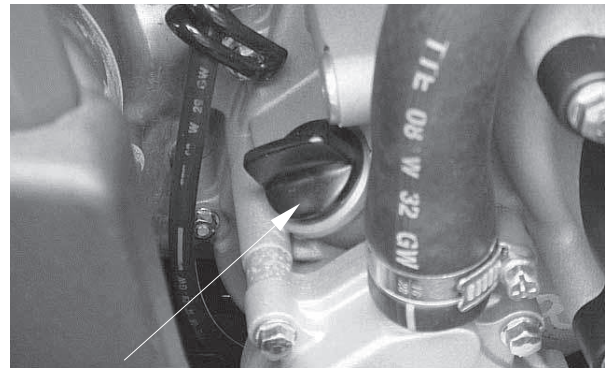
* Run the engine for 2~3 minutes and check the oil level after the engine is stopped for 2~3 minutes.

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



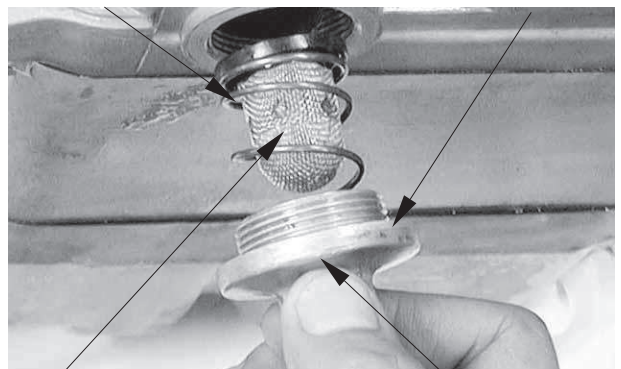
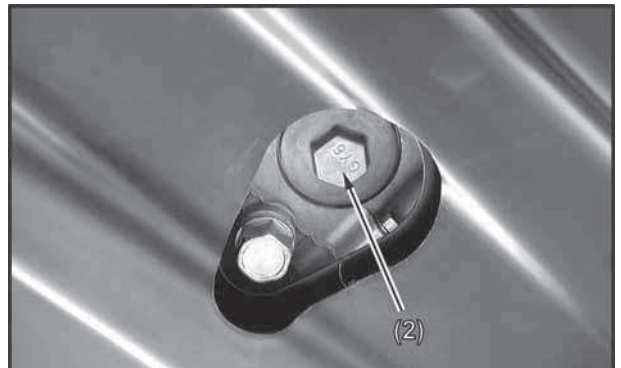
3. INSPECTION/ADJUSTMENT

* Be sure no foreign material enters the crankcase.



(1)

* The engine oil will drain more easily while the engine is warm.

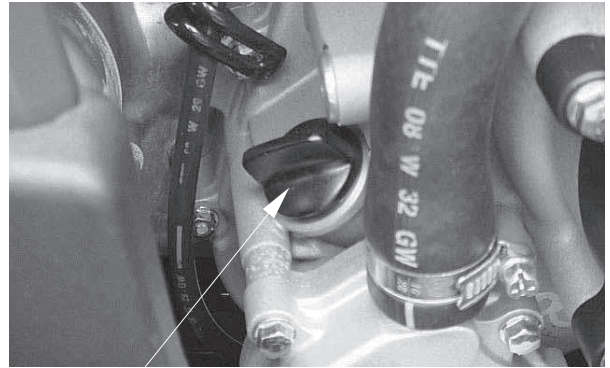


r

Oil Filter Cap

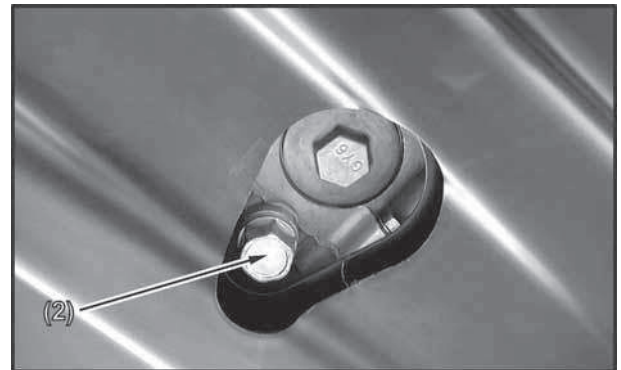
3. INSPECTION/ADJUSTMENT

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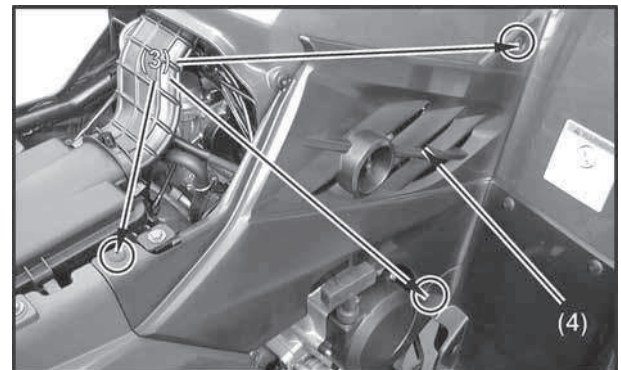


(1)

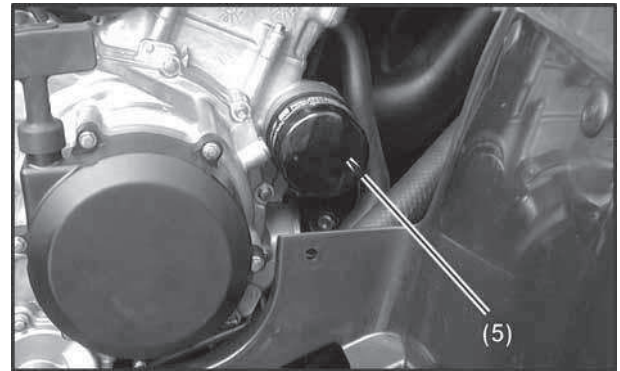
* The engine oil will drain more easily while the engine is warm.



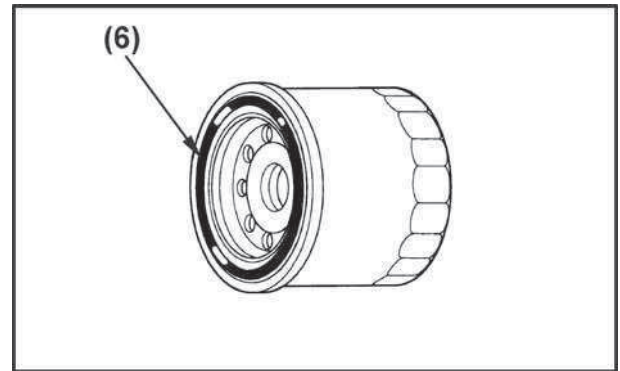
* Skip steps 6 to 10 if the oil filter cartridge is not being replaced.



3. INSPECTION/ADJUSTMENT

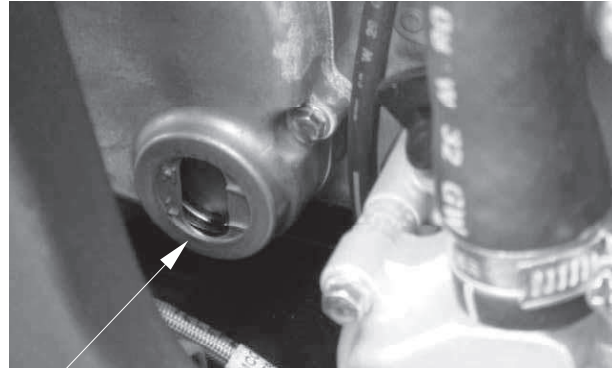


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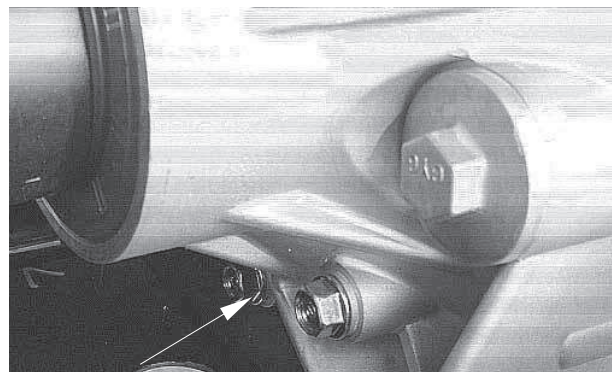


* Be sure no foreign material enters the crankcase.

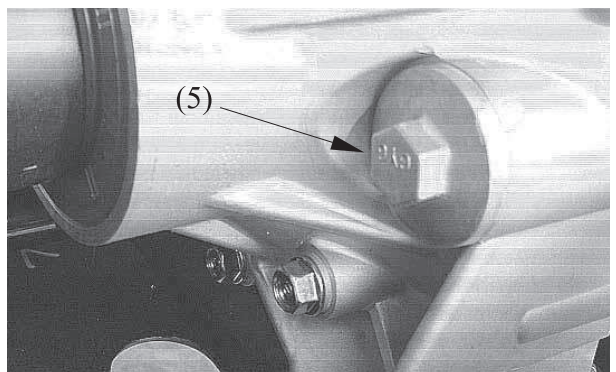
3. INSPECTION/ADJUSTMENT



(7)



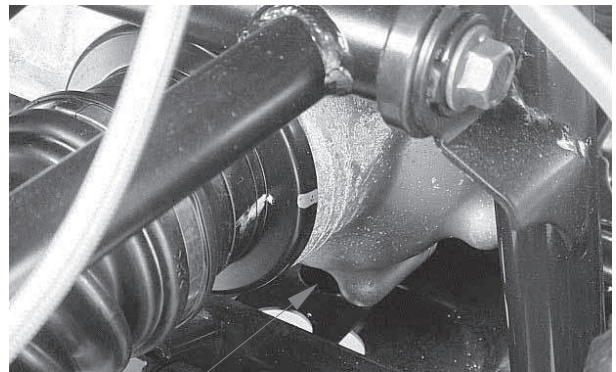
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(5)

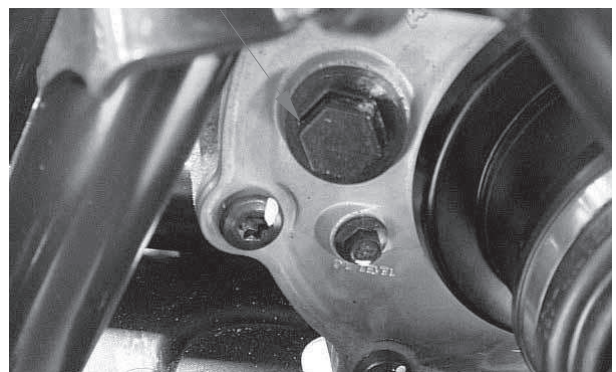
3. INSPECTION/ADJUSTMENT

* Be sure no foreign material enters the crankcase.

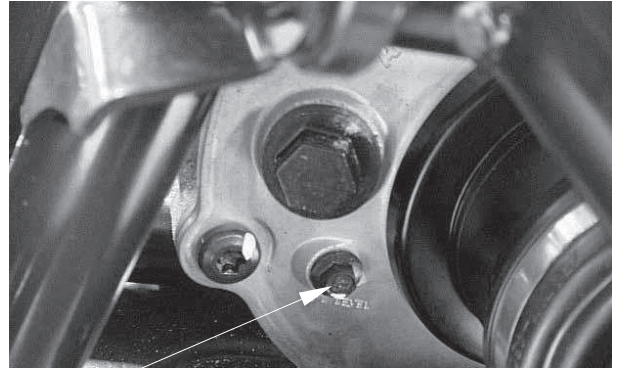


(1)

(2)

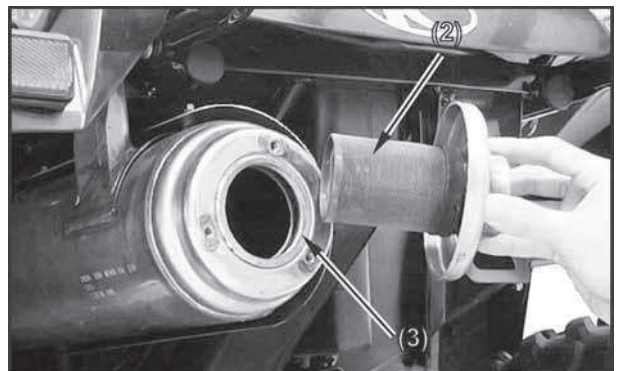
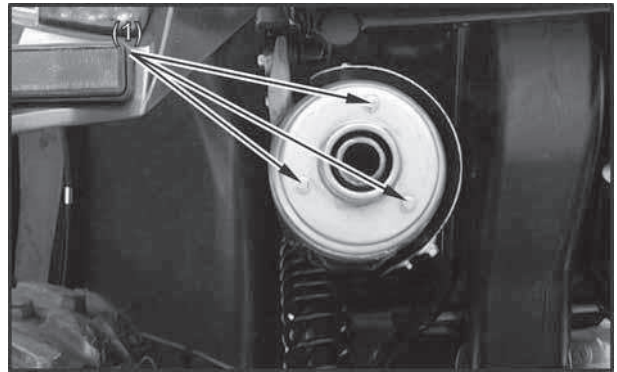


3. INSPECTION/ADJUSTMENT



(3)

* Be sure no foreign material enters the crankcase.



3. INSPECTION/ADJUSTMENT

⚠ WARNING

POTENTIAL HAZARD

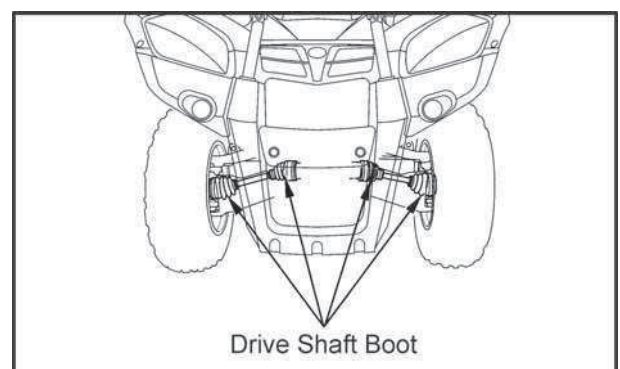
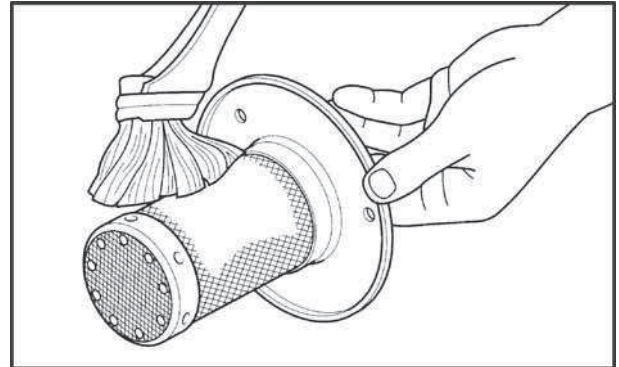
Improper cleaning of the spark arrester.
Hot exhaust system.

WHAT CAN HAPPEN

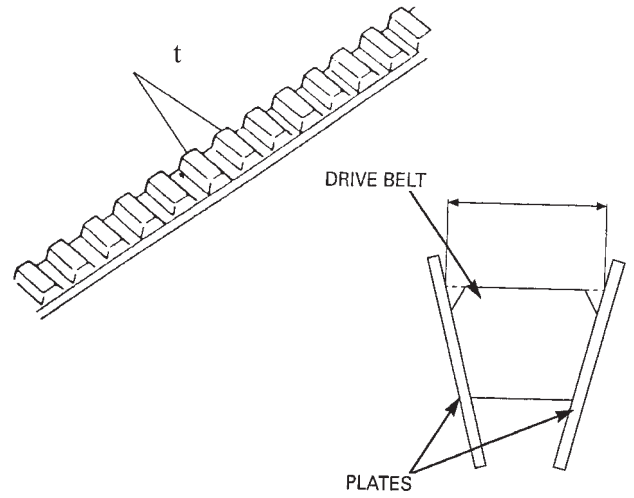
Could injure the eyes.
Could cause burns.
Could cause carbon monoxide poisoning,
possibly leading to death.
Could start a fire

HOW TO AVOID THE HAZARD

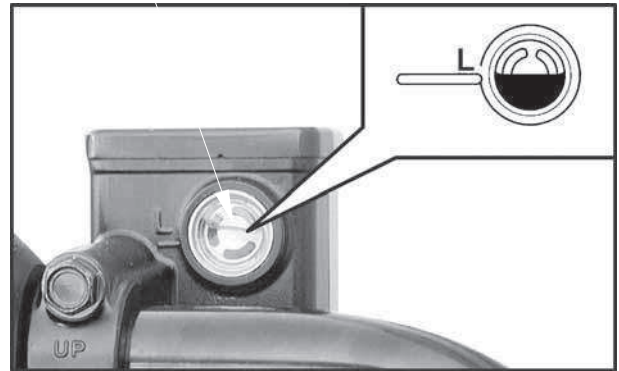
When cleaning the spark arrester:
Always let the exhaust system cool prior to
touching exhaust components
Do not start the engine when cleaning the
exhaust system.



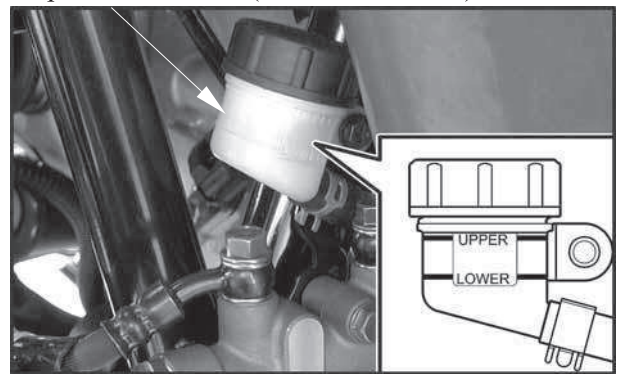
3. INSPECTION/ADJUSTMENT



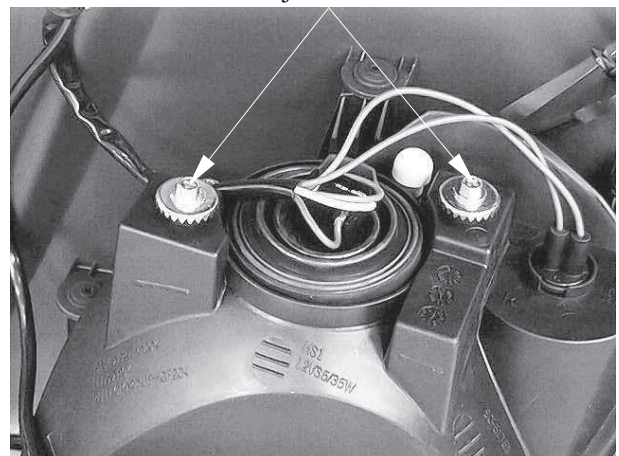
3. INSPECTION/ADJUSTMENT



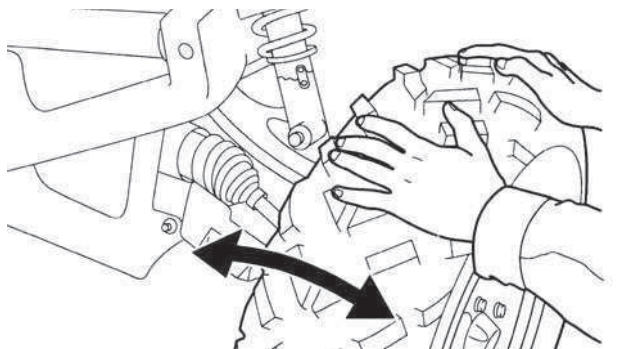
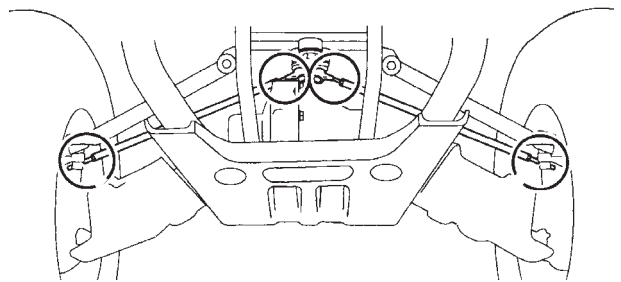
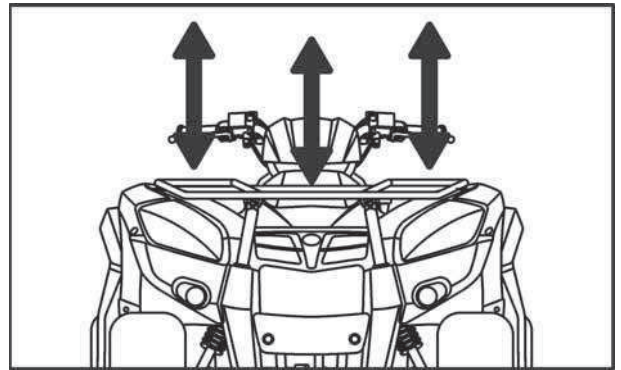
Inspection Window (Rear Brake Pedal)



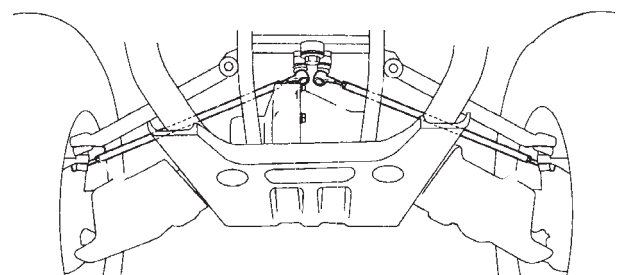
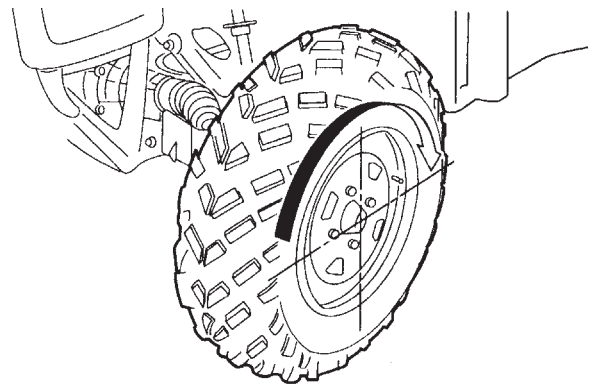
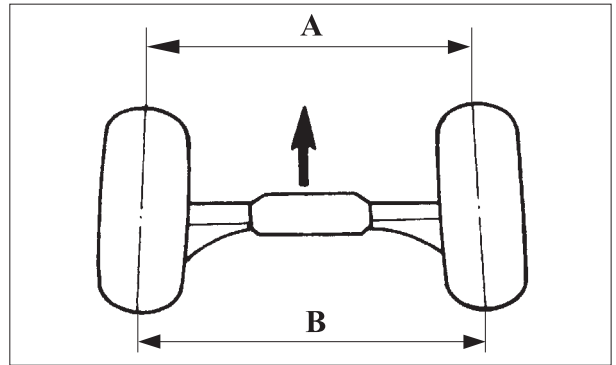
Adjust Screws



3. INSPECTION/ADJUSTMENT



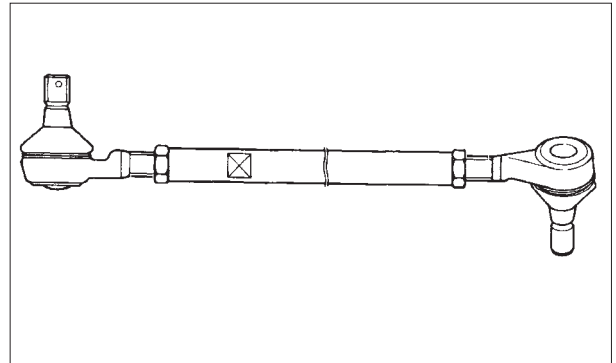
3. INSPECTION/ADJUSTMENT



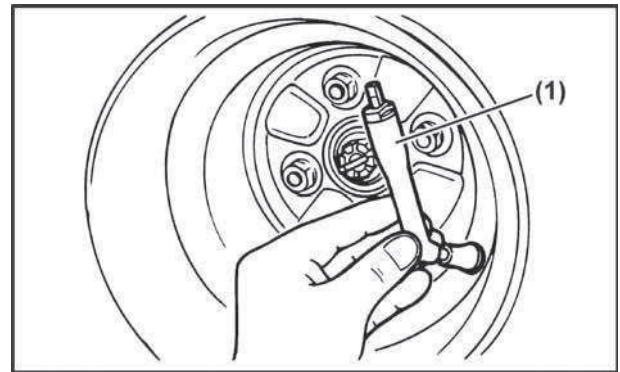
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3. INSPECTION/ADJUSTMENT

* The threads on both rod-end must be of the same length.



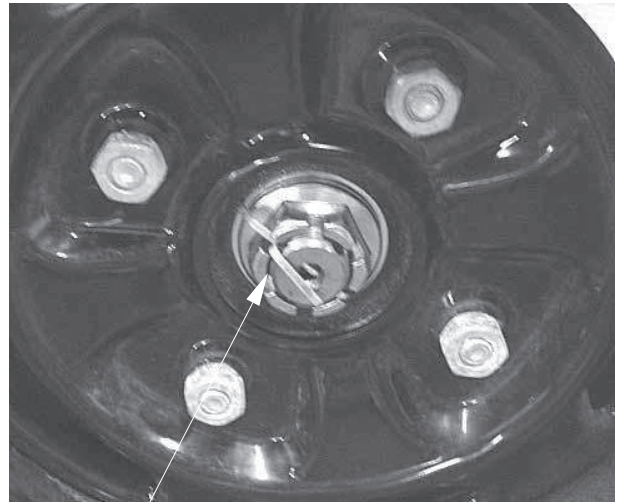
* Tire pressure should be checked when tires are cold.



t

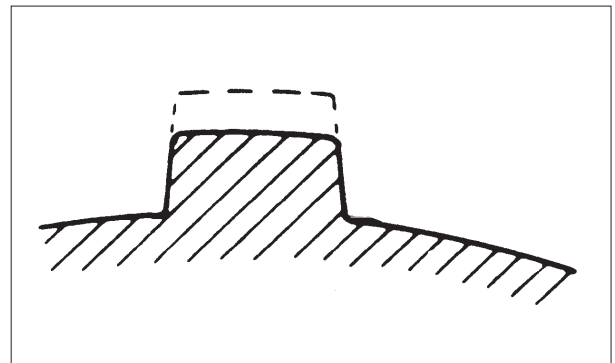


3. INSPECTION/ADJUSTMENT



Rear Axle Nut

* It is dangerous to ride with a worn out tire. When a tire wear is out of specification, replace the tire immediately.



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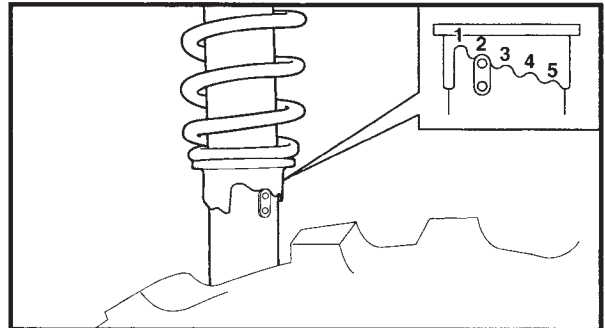
- Never attempt even small repairs to the wheel.
- Ride conservatively after installing a tire to allow it to seat itself properly on the rim.

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spring preload to the same setting.
Uneven adjustment can cause poor handling and loss of stability.

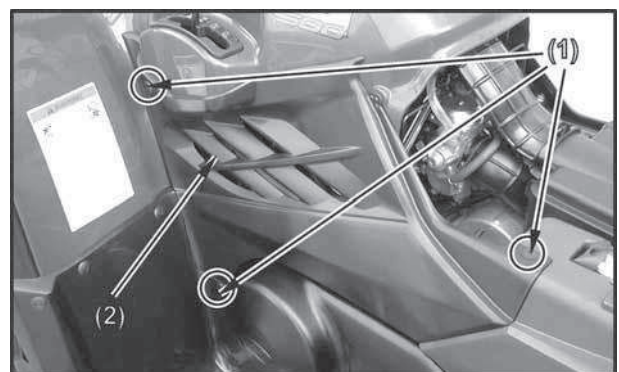
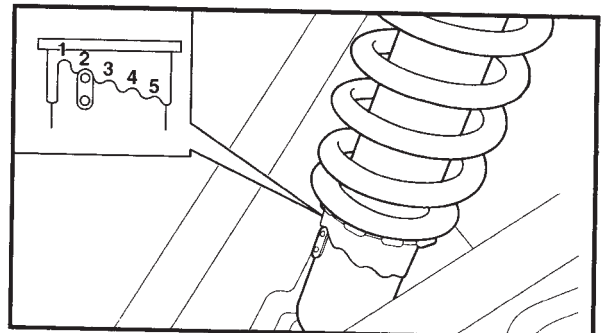
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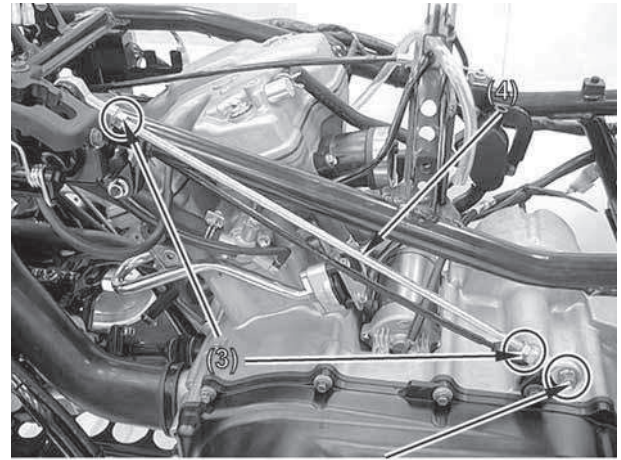
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Uneven adjustment can cause poor handling and loss of stability.

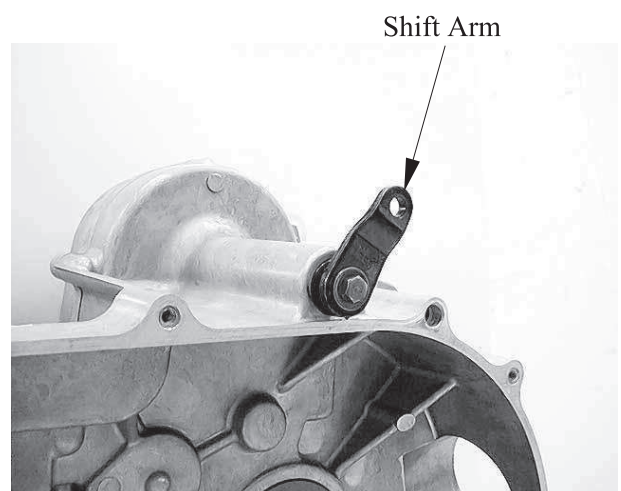
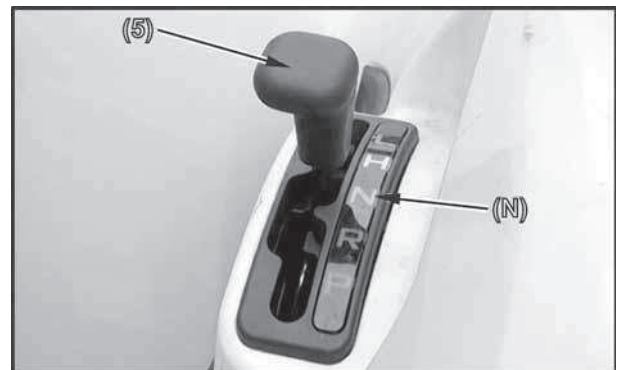
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3. INSPECTION/ADJUSTMENT

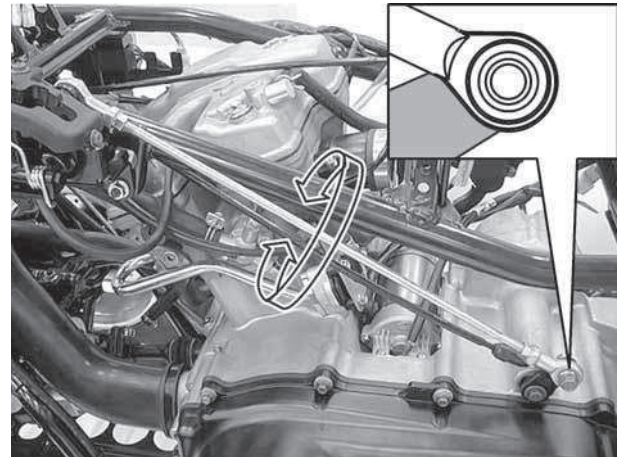


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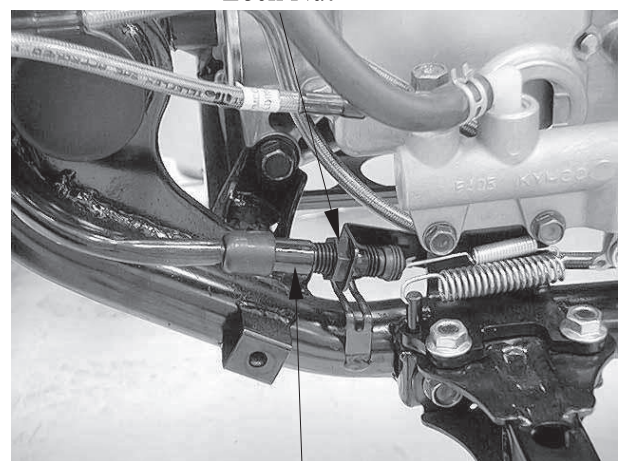
- * When align the joint ball in the rod with the hole on the shift arm. Always keep the joint ball original position, do not turn the joint ball.



- * Damaged cable sheath may cause corrosion and interfere with the cable movement. An unsafe condition may result so replace such cable as soon as possible.

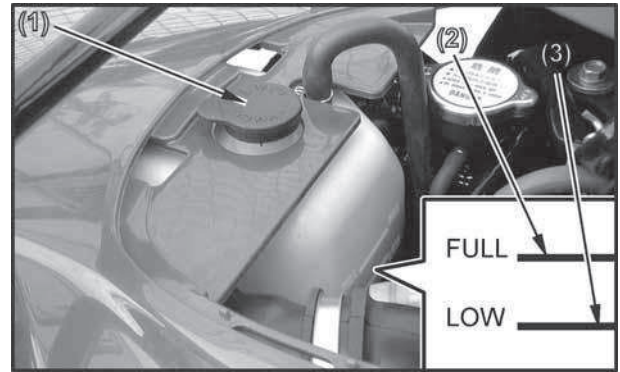
- * Hold cable end high and apply several drops of lubricant to cable.

Lock Nut



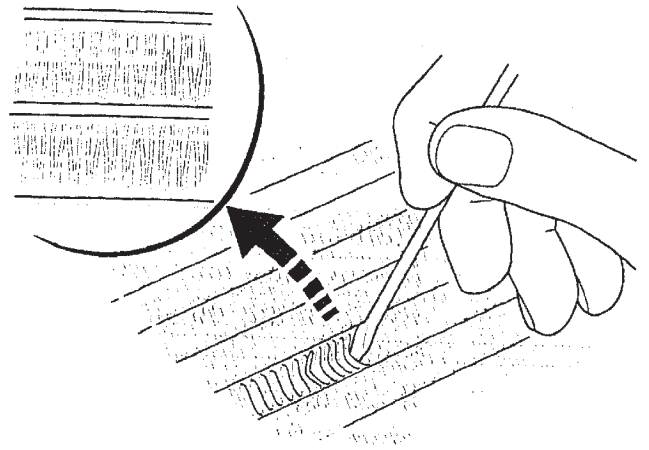
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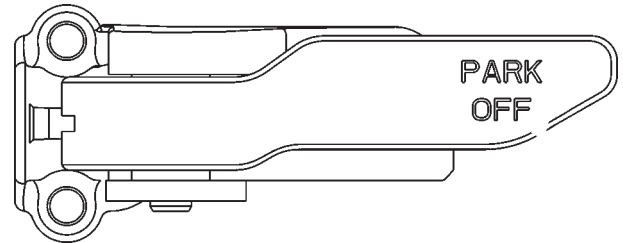


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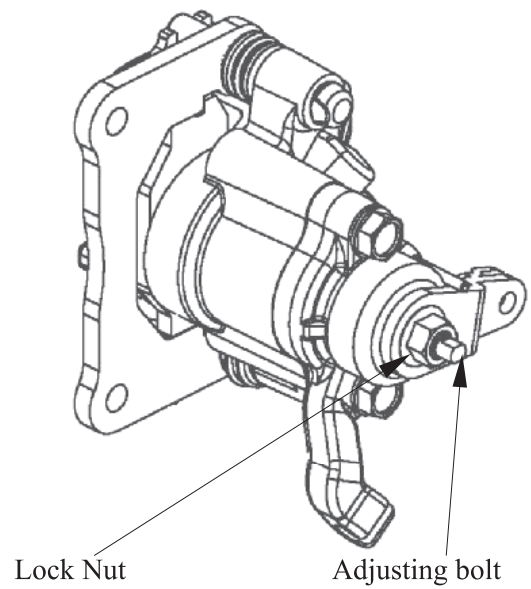
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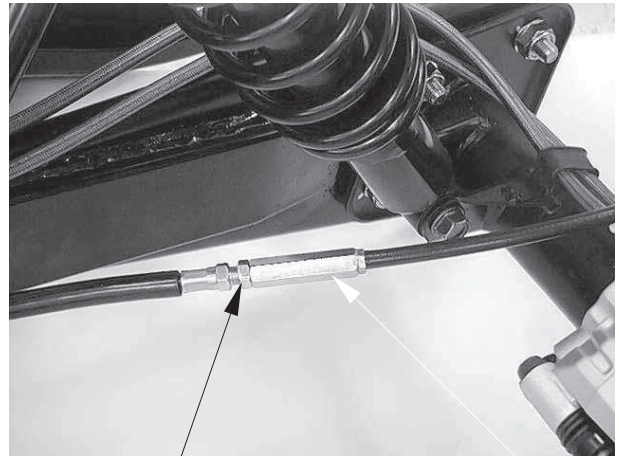
3. INSPECTION/ADJUSTMENT



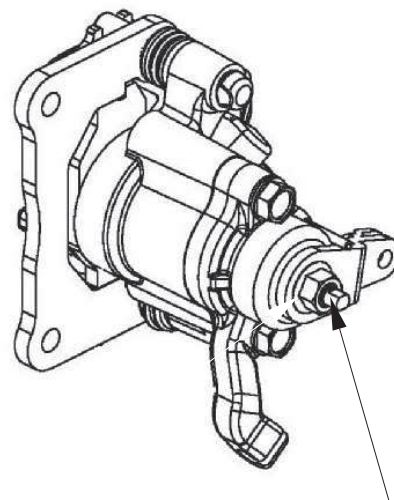
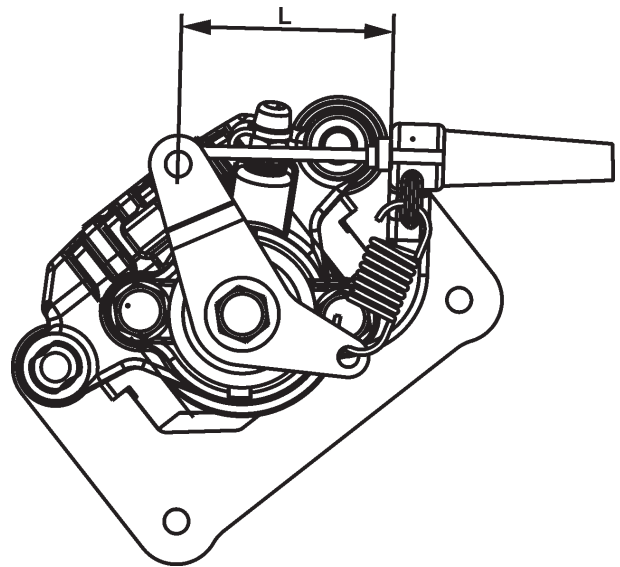
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3. INSPECTION/ADJUSTMENT

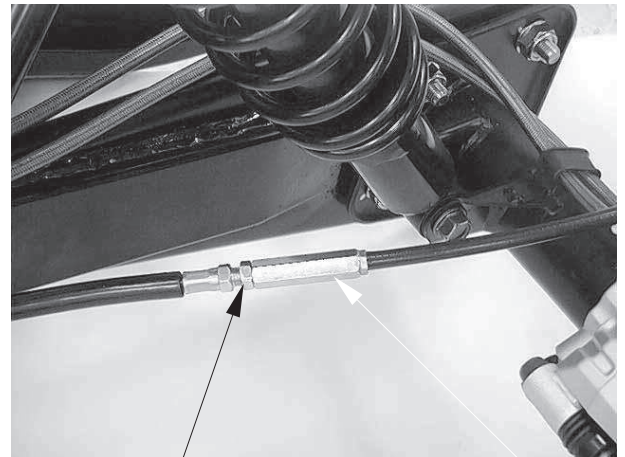
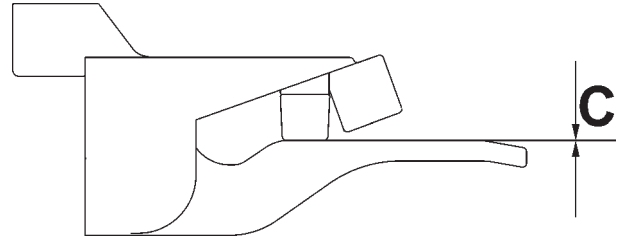


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3. INSPECTION/ADJUSTMENT



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