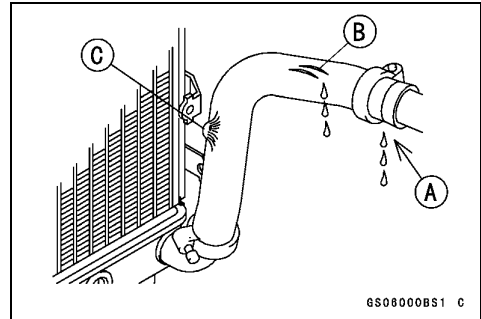


Maintenance Procedure

Radiator Hoses and Connections Inspection

- The high pressure inside the radiator hose can cause coolant to leak [A] or the hose to burst if the line is not properly maintained. Visually inspect the hoses for signs of deterioration. Squeeze the hoses. A hose should not be hard and brittle, nor should it be soft or swollen.
- ★ Replace the hose if any fraying, cracks [B] or bulges [C] are noticed.
- Check that the hoses are securely connected and clamps are tightened correctly.

Torque - Radiator Hose Clamp Screws: 2.5 N·m (0.25 kgf·m, 22 in·lb)

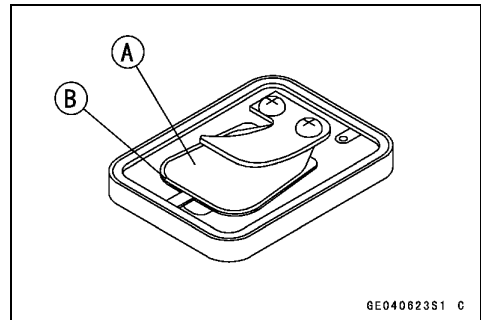


Engine Top End

Air Suction Valve Inspection

The air suction valve is essentially a check valve which allows fresh air to flow from the air cleaner into the exhaust port. Any air that has passed the air suction valve is prevented from returning to the air cleaner.

- Remove the air suction valves.
- Visually inspect the reeds [A] for cracks, folds, warps, heat damage, or other damage.
- ★ If there is any doubt as to the condition of the reed, replace the air suction valve as an assembly.
- Check the reed contact areas [B] of the valve holder for grooves, scratches, any signs of separation from the holder, or heat damage.
- ★ If there is any doubt as to the condition of the reed contact areas, replace the air suction valve as an assembly.
- If any carbon or other foreign particles have accumulated between the reed and the reed contact area, wash the valve assembly clean with a high flash-point solvent.



CAUTION

Do not scrape off the deposits with a scraper as this could damage the rubber, requiring replacement of the suction valve assembly.

Valve Clearance Inspection

Valve Clearance Inspection

NOTE

○ Valve clearance must be checked and adjusted when the engine is cold (room temperature).

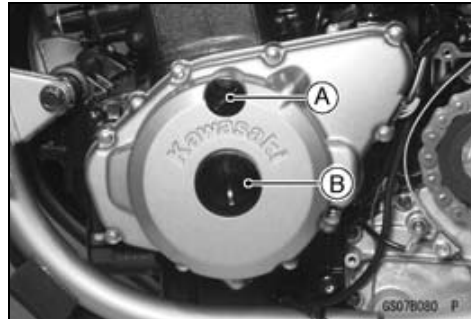
- Remove the cylinder head cover (see Cylinder Head Cover Removal in the Engine Top End chapter).
- Remove the cylinder head oil pipes (see Cylinder Head Oil Pipe Removal in the Engine Top End chapter).

2-20 PERIODIC MAINTENANCE

Maintenance Procedure

- Unscrew the upper [A] and lower [B] caps on the alternator cover.

Special Tool - Filler Cap Driver: 57001-1454



- Check the valve clearance when the pistons are at TDC.
- The pistons are numbered beginning with the engine left side.
- Using a wrench on the crankshaft rotation bolt [A], turn the crankshaft clockwise [B] until the "C" mark [C] on the rotor is aligned with the notch [D] in the edge of the upper hole in the alternator cover for #2 piston and "T" mark for #1 piston.

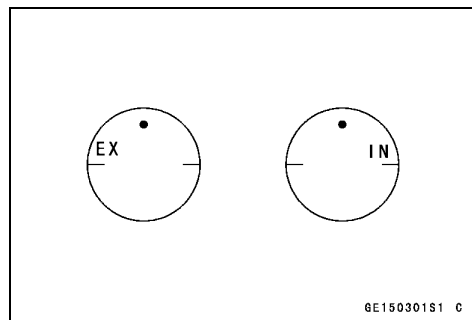


- Measure the valve clearance of the valves for which the cam lobe is pointing away from the rocker arm.
- Each piston has two inlet and two exhaust valves. Measure these two inlet or exhaust valves at the same crankshaft position.

Valve Clearance Measuring Position

#2 Piston TDC at End of Compression Stroke →

**Inlet valve clearances of #2 piston, and
Exhaust valve clearances of #2 piston**



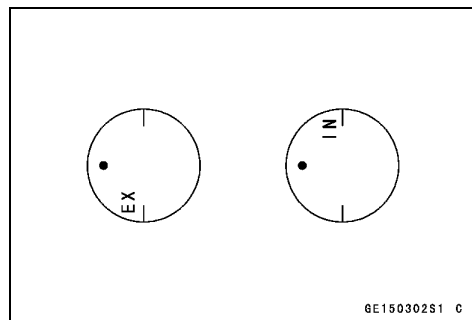
NOTE

- Check the valve clearance using this method only. Checking the clearance at any other cam position may result in improper valve clearance.

Valve Clearance Measuring Position

#1 Piston TDC at End of Compression Stroke →

**Inlet valve clearances of #1 piston, and
Exhaust valve clearances of #1 piston**



Maintenance Procedure

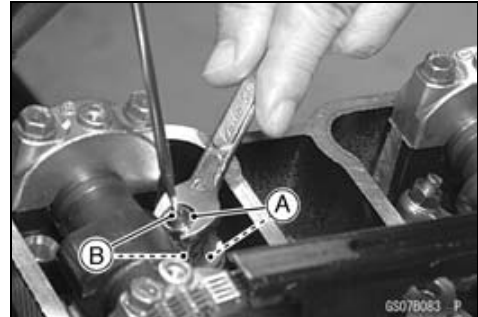
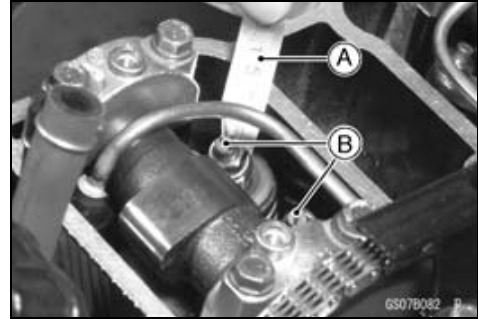
- Measure the clearance of each valve by inserting a thickness gauge [A] between the adjusting screw [B] and the valve stem.

Valve Clearance (when cold)

| | |
|---------|--------------------------------------|
| Inlet | 0.13 ~ 0.18 mm (0.0051 ~ 0.0071 in.) |
| Exhaust | 0.18 ~ 0.23 mm (0.0070 ~ 0.0090 in.) |

Valve Clearance Adjustment

- ★ If the valve clearance is incorrect, loosen the locknut [A] and turn the adjusting screw [B] until the correct clearance is obtained.
 - Tighten the locknut.
- Torque - Valve Adjuster Locknuts:** 25 N·m (2.5 kgf·m, 18 ft·lb)
- Install the two caps on the alternator cover.



Clutch

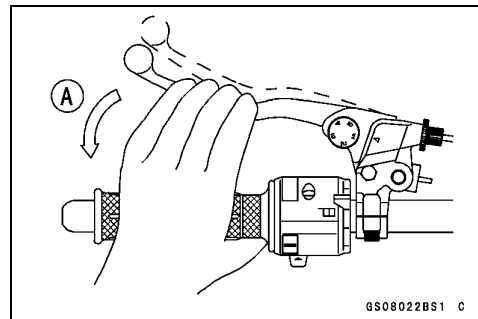
⚠ WARNING

To avoid a serious burn, never touch the engine or exhaust pipe during clutch adjustment.

Clutch Operation Inspection

Clutch Operation Inspection

- With the engine idling, make sure that there is no noise or abnormally heavy feeling when pulling [A] in the clutch lever fully. Also, make sure that the shift lever operates smoothly.
- When moving off the motorcycle by releasing the clutch lever gradually, make sure that the clutch does not slip and that the clutch engages smoothly.
- ★ If the clutch operation is insufficiency, inspect the clutch system.



⚠ WARNING

When inspecting by running the vehicle, note a surrounding traffic situation enough in the place of safety.

Clutch Lever Free Play Inspection

- Pull the clutch lever just enough to take up the free play [A].
- Measure the gap between the lever and the lever holder.
- ★ If the gap is too wide, the clutch may not release fully. If the gap is too narrow, the clutch may not engage fully. In either case, adjust the clutch.

Clutch Lever Free Play

Standard: 2 ~ 3 mm (0.08 ~ 0.12 in.)

