

CHASSIS

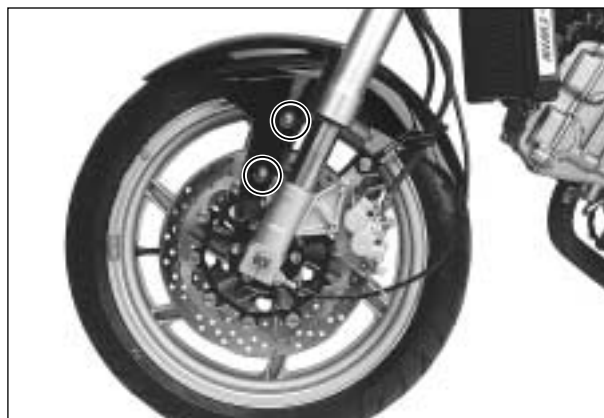
CONTENTS

<i>EXTERIOR PARTS</i>	7- 1
<i>FRONT WHEEL</i>	7- 2
<i>FRONT BRAKE</i>	7- 6
<i>HANDLEBARS</i>	7- 13
<i>FRONT FORK</i>	7- 15
<i>STEERING</i>	7- 23
<i>REAR WHEEL</i>	7- 26
<i>REAR BRAKE</i>	7- 30
<i>REAR SHOCK ABSORBER</i>	7- 32
<i>SWING ARM</i>	7- 33

EXTERIOR PARTS

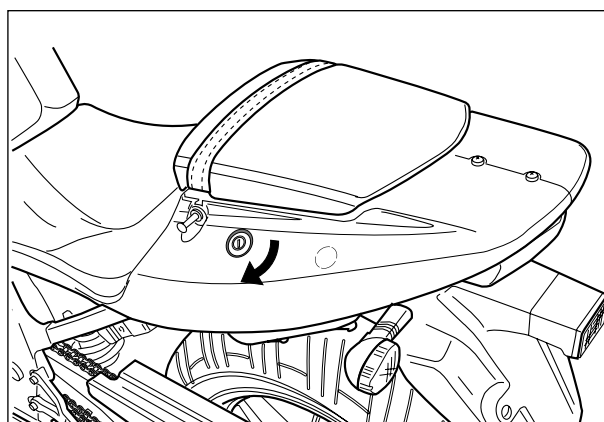
⦿ FRONT FENDER

- With the bolts removed, remove the front fender.



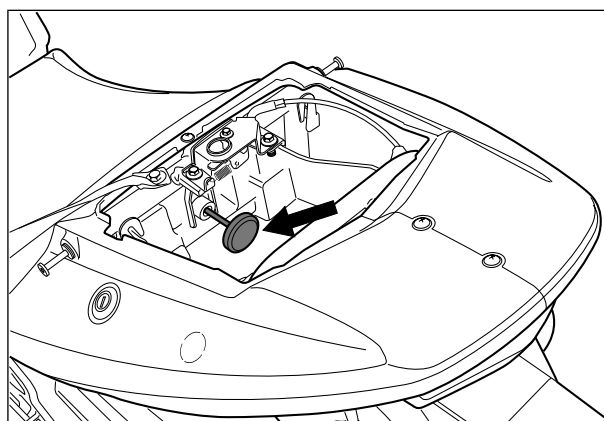
⦿ REAR SEAT

- Remove the rear seat with the ignition key.

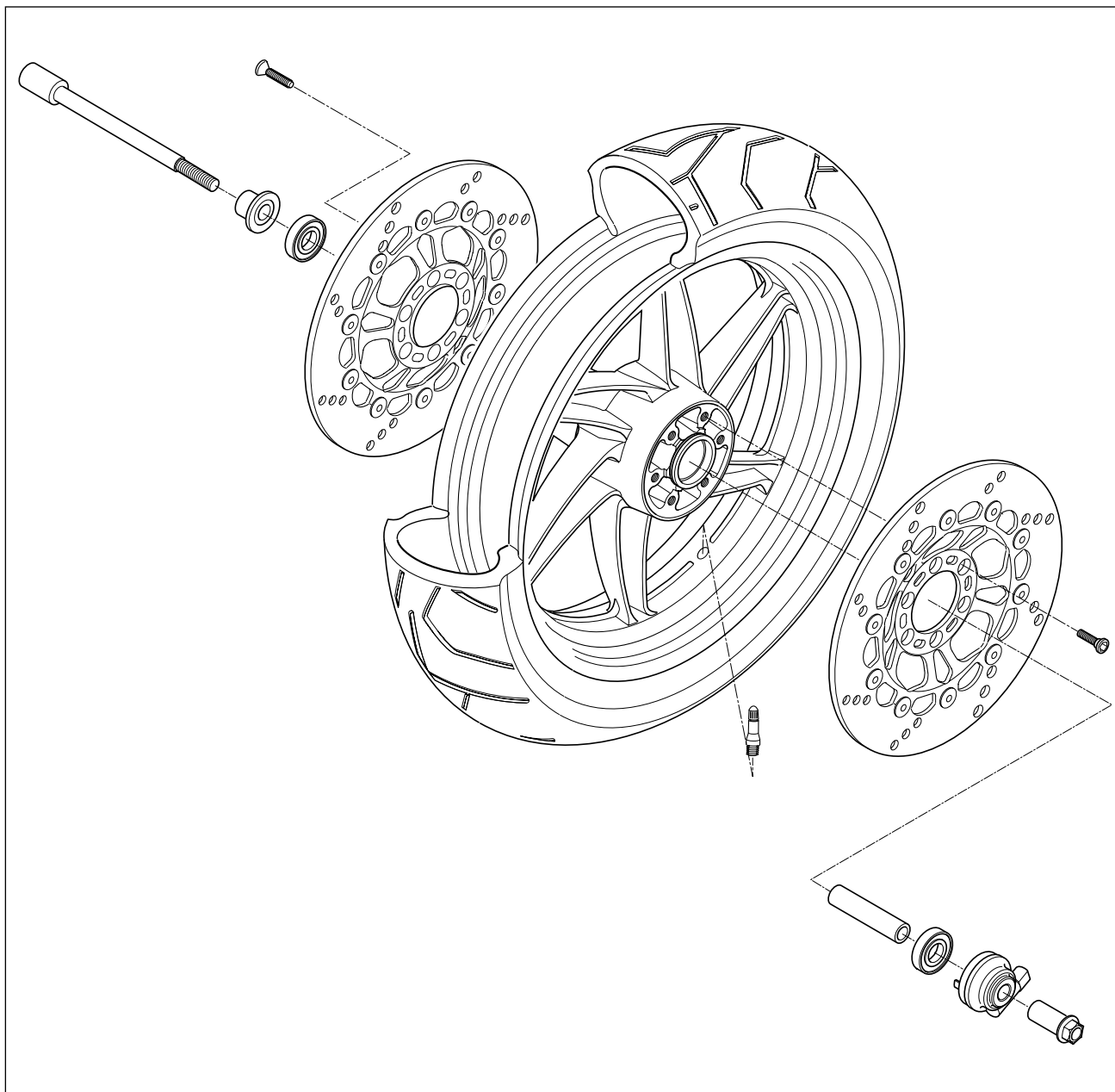


⦿ FRONT SEAT

- To remove the front seat, pull the knob located under the rear seat.



FRONT WHEEL



REMOVAL

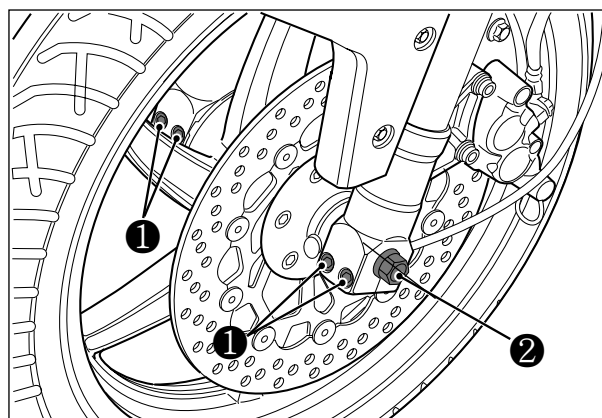
- Loosen the axle pinch bolt ①, right and left.
- Loosen the front axle ②.
- Raise the front wheel off the ground with a block or jack.



CAUTION

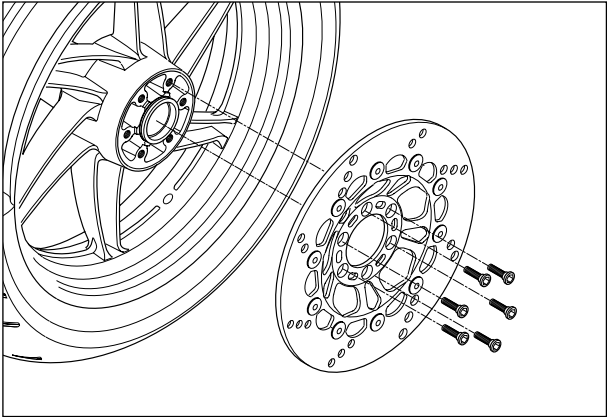
When using a jack, take care not to cause scratches on the chassis.

- Remove the front wheel by removing the front axle ②.

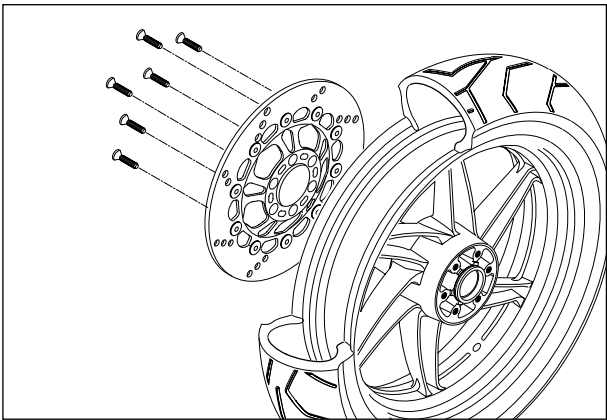


7-3 CHASSIS

● Remove the brake disk, right and left.



[Left front brake]



[Right front brake]

⊙ INSPECTION AND DISASSEMBLY

■ TIRE

For inspection of the tire : Refer to page 2-19.

■ FRONT AXLE

Measure the front axle runout using the dial gauge.
If the runout exceeds the limit, replace the front axle.

Axle shaft runout	Service limit
	0.25 mm (0.01 in)



Dial gauge : 09900-20606

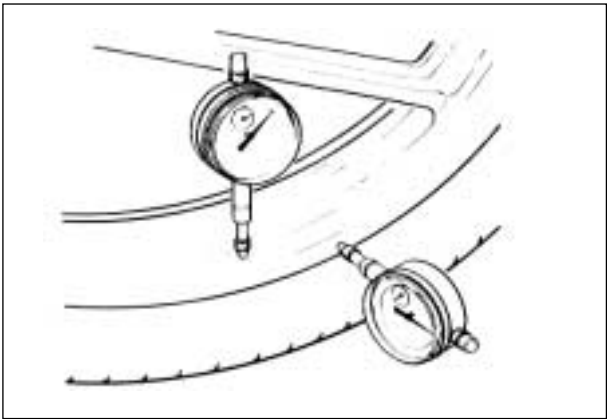
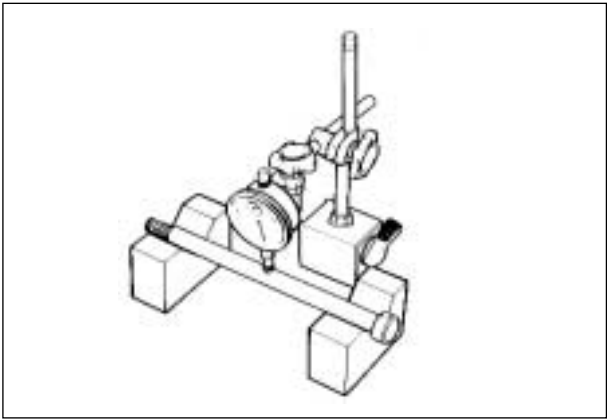
Magnetic stand : 09900-20701

V-block : 09900-21304

■ WHEEL

Make sure that the wheel runout (axial and radial) does not exceed the service limit when checked as shown. An excessive amount of runout is usually due to worn or loose wheel bearings and can be corrected by replacing the bearings. If bearing replacement fails to reduce the wheel.

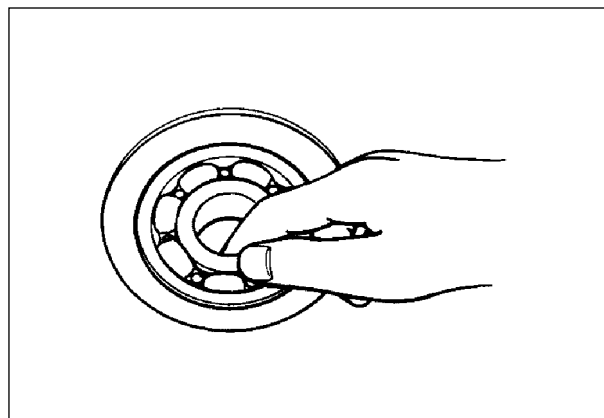
Wheel runout (axial and radial)	Service limit
	2.0 mm (0.08 in)



■ WHEEL BEARING

Inspect the play of the wheel bearings by finger while they are in the wheel. Rotate the inner race by finger to inspect for abnormal noise and smooth rotation.

Replace the bearing in the following procedure if there is anything unusual.



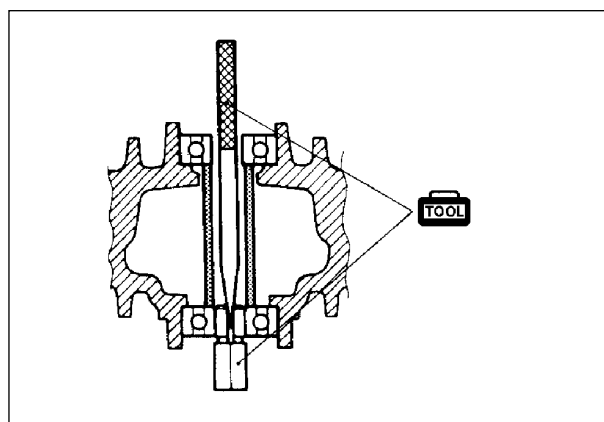
■ WHEEL BEARING REMOVAL

- Remove the wheel bearing by using the special tool.

 Wheel bearing remover : 09941-50111

CAUTION

The removed bearing should be replaced with new ones.



⊙ REASSEMBLY

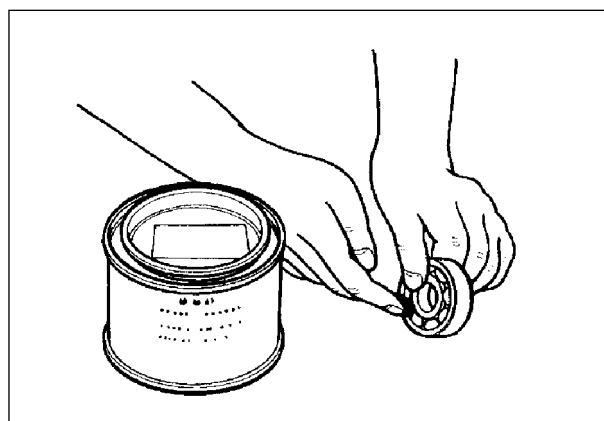
Reassemble the front wheel in the reverse order of removal and disassembly.

Pay attention to the following points :

■ WHEEL BEARING

- Apply SUPER GREASE "A" to the wheel bearings.

 SUPER GREASE "A"

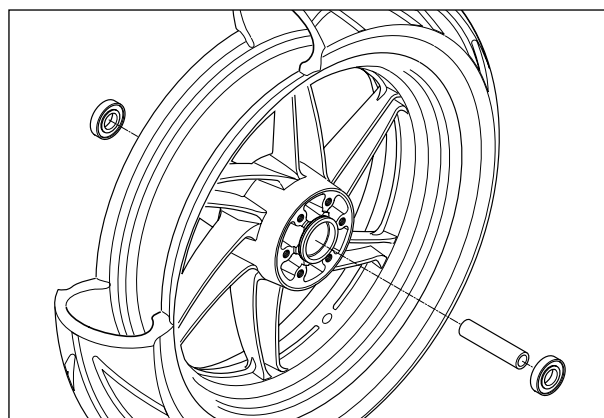


- Install the wheel bearings as follows by using the special tools.

 Steering race installer : 09941-34513

CAUTION

First install the right wheel bearing, then install the left wheel bearing.



7-5 CHASSIS

■ BRAKE DISK

Make sure that the brake disk is clean and free of any greasy matter.

- Apply THREAD LOCK “1324” to the right and left disk mounting bolts and tighten them to the specified torque.

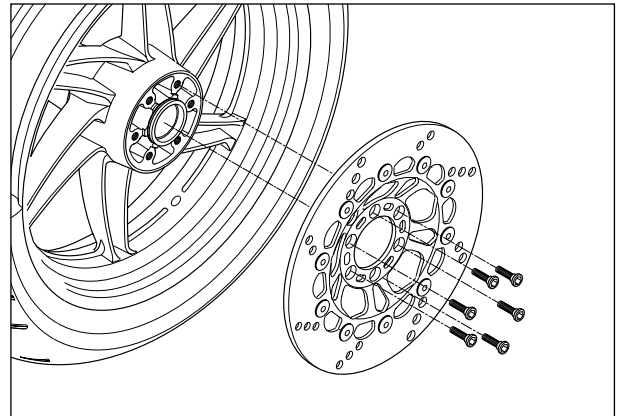


Brake disk bolt

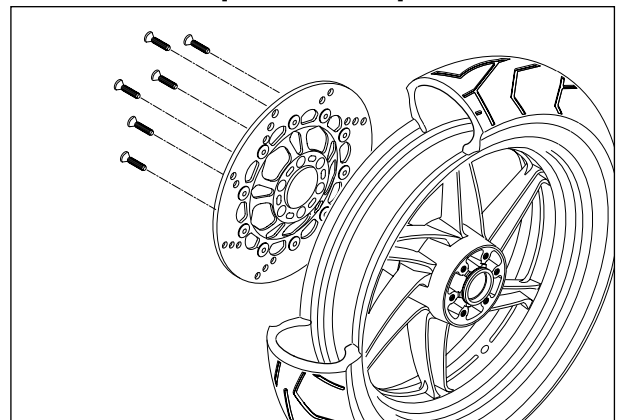
: 18~28 N · m (1.8 ~2.8 kg · m)



THREAD LOCK “1324”



[Left front brake]



[Right front brake]

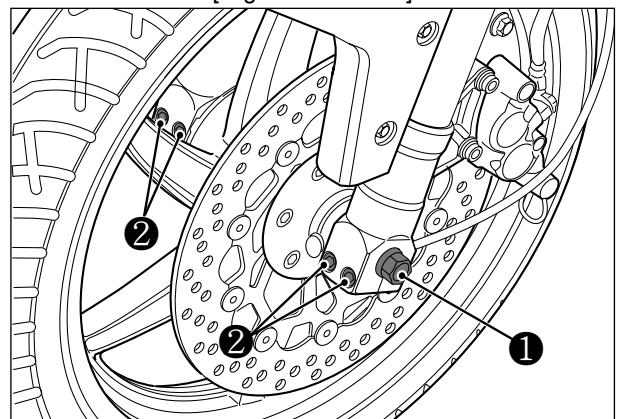
- Tighten the front axle bolt ① and axle pinch bolt ② to the specified torque.



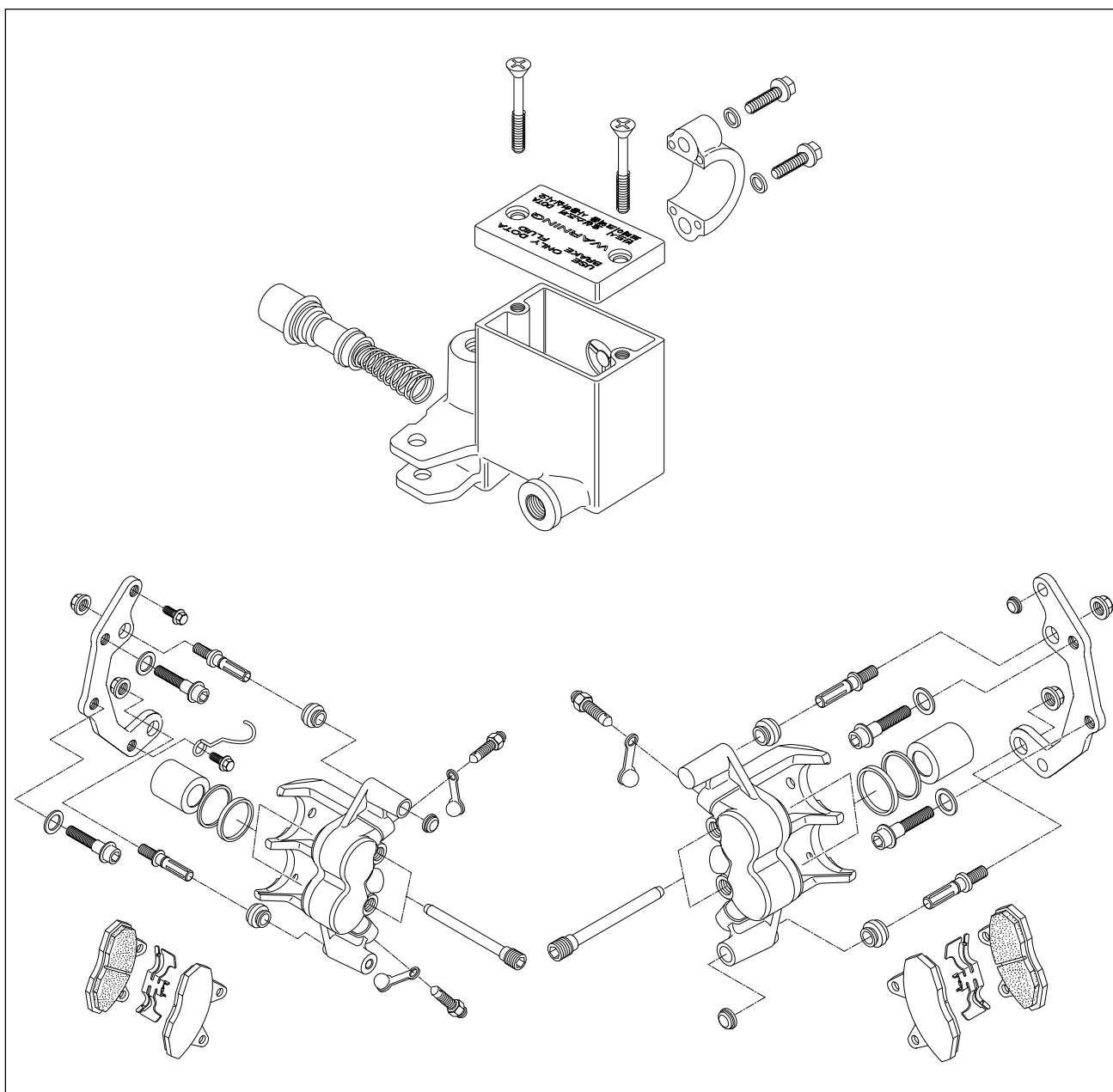
Front axle bolt : 50~80 N · m (5.0 ~8.0 kg · m)

Front axle pinch bolt

: 15~25 N · m (1.5 ~2.5 kg · m)



FRONT BRAKE



WARNING

- ❖ Do not mix brake fluid with different brand.
- ❖ Do not use a brake fluid kept in an open container or stored for long period of time.
- ❖ To store brake fluid, make sure to seal the container and keep it in a safe place to be out of reach of children.
- ❖ When filling brake fluid, take care not to allow water or dirt to enter the system.
- ❖ To wash the brake system parts, use brake fluid and not any other material.
- ❖ Do not allow dirt and fluid to contact the brake disk or pad.

CAUTION

Do not allow brake fluid to contact the paint surface, plastic or rubber parts, or its chemical reaction can cause discoloration or crack.

⊙ BRAKE FLUID REPLACEMENT

- For replacing procedure of brake fluid : Refer to page 2-16

⊙ BRAKE PAD REPLACEMENT

- For replacing procedure of brake pad : Refer to page 2-15

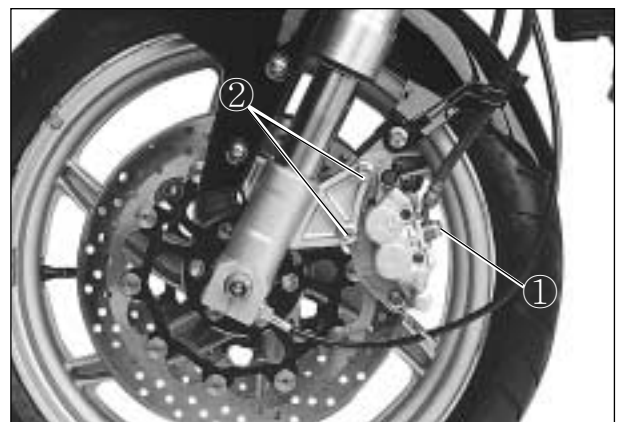
⊙ CALIPER DISASSEMBLY

- Drain brake fluid. (Refer to page 2-16)

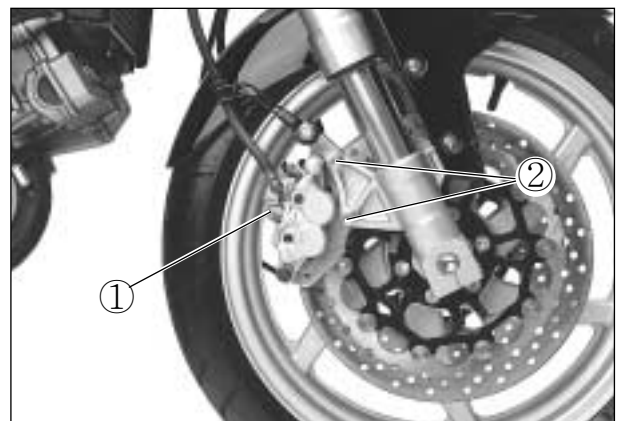
CAUTION

To prevent brake fluid from splashing on the parts nearby, cover the parts with cloth.

- Remove the right and left front brake union bolt ① and caliper mounting bolts ②.
- Remove the brake pad. (Refer to page 2-15)

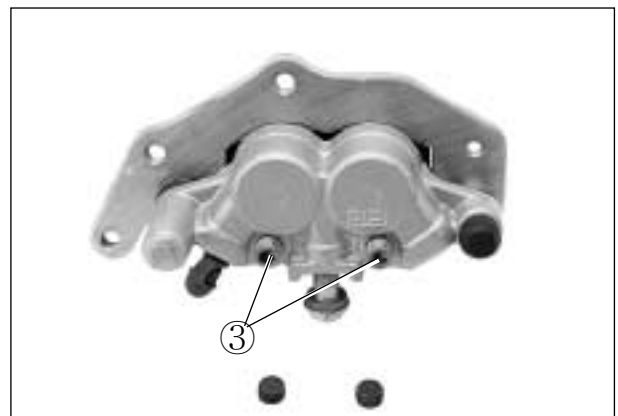


[Left front brake]

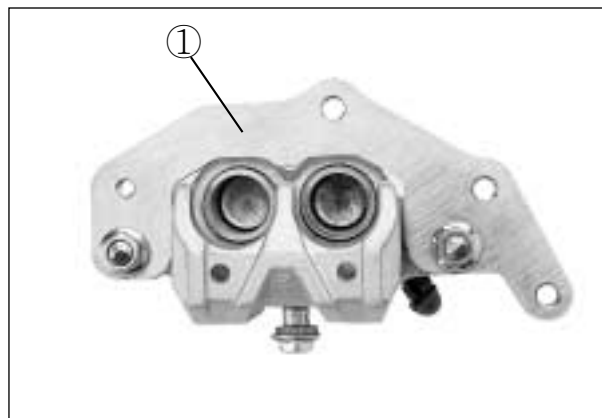


[Right front brake]

- Remove the brake pad mounting bolt ③.



- Remove the brake caliper holder ①.



- Using an air gun, push out the caliper piston.

WARNING

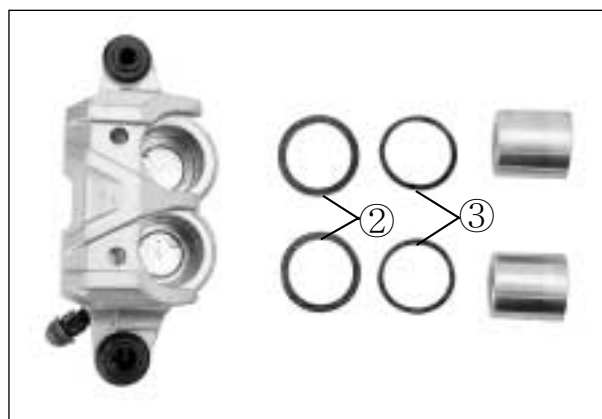
- ❖ Place a rag over the piston to prevent it from popping out and flying and keeping hand off the piston.
- ❖ Be careful of brake fluid which can possibly splash.
- ❖ Do not use high pressure air but increase the pressure gradually.



- Remove the dust seal ② and piston seal ③.

CAUTION

- ❖ Care not to cause scratch on the cylinder bore.
- ❖ Do not reuse the piston seal and dust seal that have been removed.



CALIPER INSPECTION

Inspect the caliper cylinder wall and piston surface for scratch, corrosion or other damages.
If any abnormal condition is noted, replace the caliper.



⦿ CALIPER REASSEMBLY

Reassemble the caliper in the reverse order of disassembly procedures and observe the following points.



CAUTION

- ❖ Wash the caliper components with fresh brake fluid before reassembly. Do not wipe off brake fluid after washing the components.
- ❖ Replace the piston seal and dust seal with new ones with brake fluid applied.



Brake fluid specification and classification

(Front brake) : DOT 4

(Rear brake) : DOT 4

- Install the brake pad spring.

- Apply SILICONE GREASE to the brake caliper holder.



SILICONE GREASE

- Install the brake pads. (Refer to page 2-15)

- Tighten the caliper mounting bolts ①.
- With the hose end seated to the stopper, tighten the right and left front brake hose union bolt ②.



Front brake caliper mounting bolts

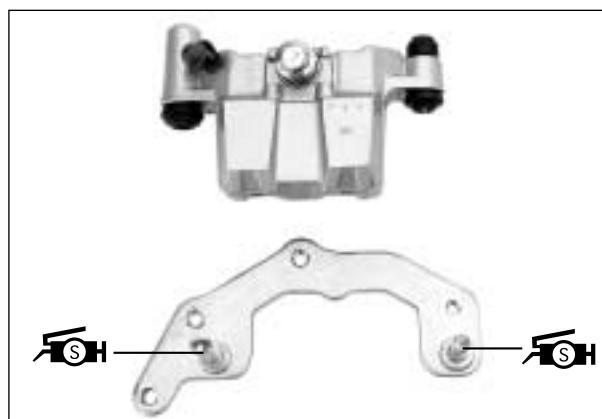
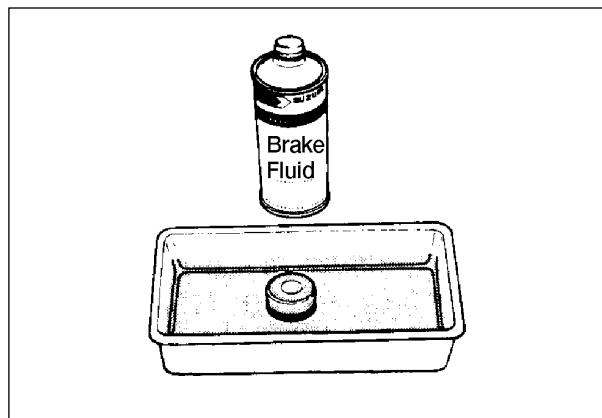
:18~28 N · m (1.8~2.8 kg · m)

Front brake hose union bolts

:20~25 N · m (2.0~2.5 kg · m)

- Fill the system with brake fluid and bleed air. (Refer to page 2-17)

Inspection after reassembly : Refer to page 2-14




[Left front brake]

⦿ BRAKE DISK INSPECTION

Check the brake disk for damage or cracks. Measure the thickness using the micrometer.

Replace the brake disk if the thickness is less than the service limit or if damage is found.

Brake disk thickness	Service limit
	3.0 mm (0.12 in)

 **Micrometer (0 ~ 25 mm) : 09900-20201**

Measure the runout using the dial gauge.

Replace the brake disk if the runout exceeds the service limit.

Brake disk runout	Service limit
	0.3 mm (0.012 in)

 **Dial gauge : 09900-20606**
Magnetic stand : 09900-20701

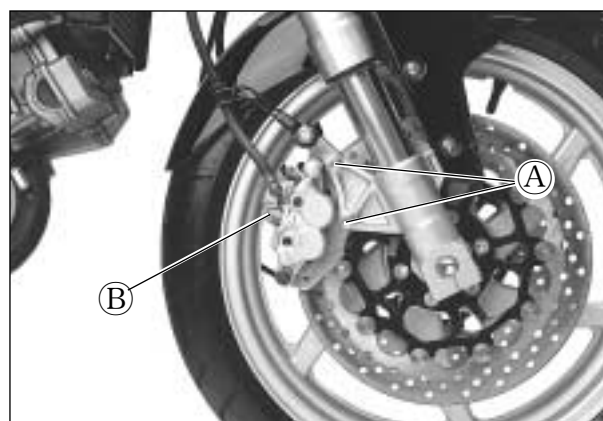
- If either measurement exceeds the service limit, replace the brake disk. (Refer to page 7-3)

⦿ MASTER CYLINDER DISASSEMBLY

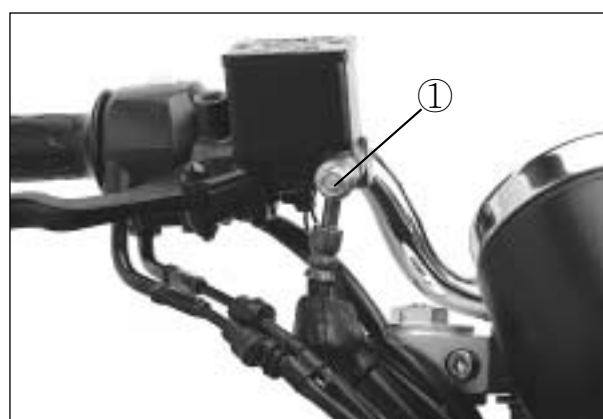
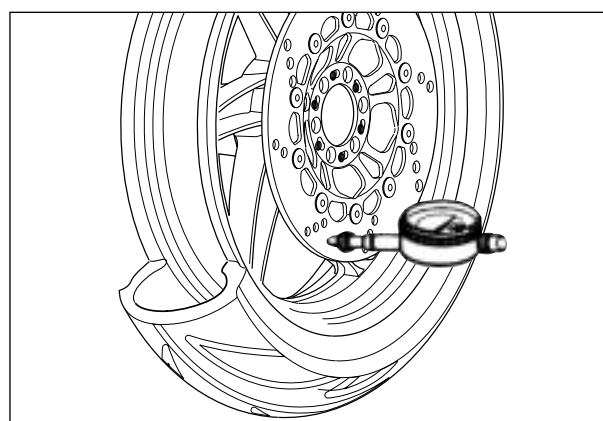
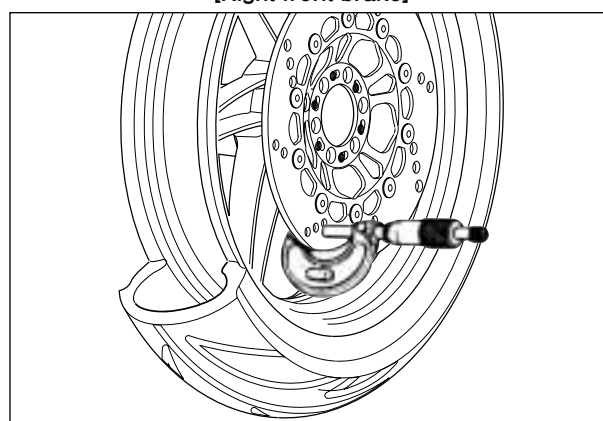
- Drain brake fluid the master cylinder.
- Disconnect the brake lamp switch lead wire coupler.
- Remove the union bolt ①.

CAUTION

Place a rag under the union bolt so that brake fluid can not contact the parts.

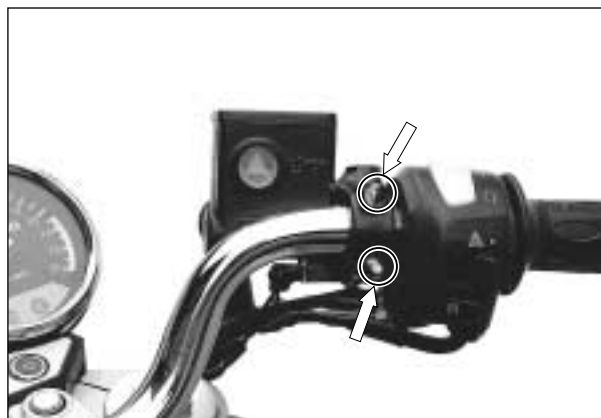


[Right front brake]



7-11 CHASSIS

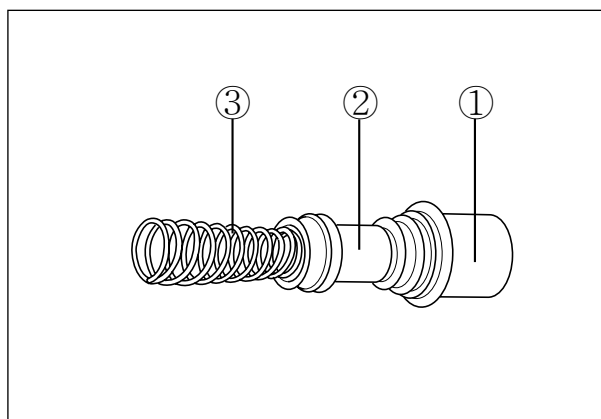
- Remove the two clamp bolts and take off the master cylinder.



- Remove the two fitting screws and separate the cap and diaphragm.



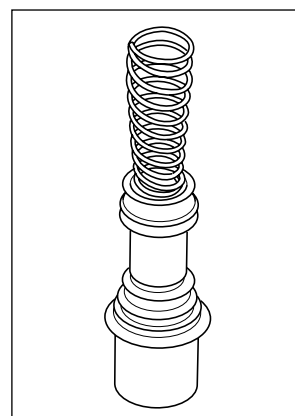
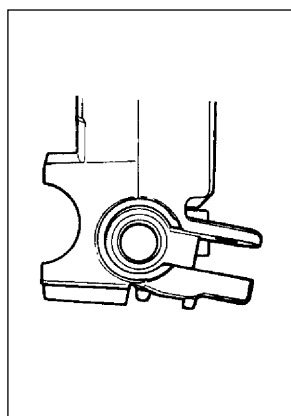
- Detach the dust seal boot ① and remove the circlip.
- Pull out the piston/cup set ② and spring ③.



⊙ MASTER CYLINDER INSPECTION

Inspect the master cylinder bore for any scratches or other damage.

Inspect the piston surface for any scratches or other damage.



⦿ MASTER CYLINDER REASSEMBLY

Reassemble the master cylinder in the reverse order of disassembly.

Pay attention to the following points :



CAUTION

- ❖ Wash the master cylinder components with new brake fluid before reassembly.
- ❖ When washing the components, use the specified brake fluid. Never use different types of fluid or cleaning solvents such as gasoline, kerosene, etc.



Brake fluid specification and classification

(Front brake) : DOT 4

(Rear brake) : DOT 4

NOTE

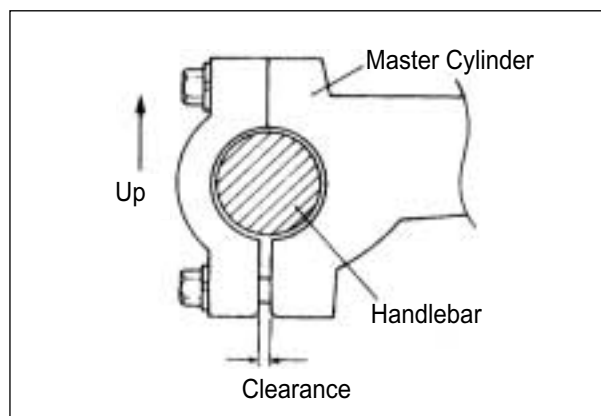
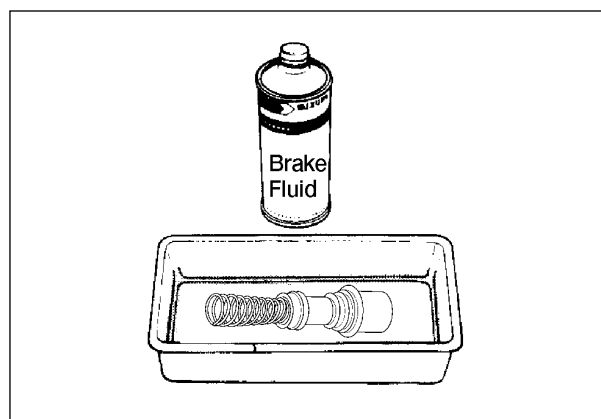
When installing the circlip, make sure that the sharp edge of the circlip faces outside.

- When remounting the master cylinder to the handlebars, first tighten the clamp bolts for upside as shown.



WARNING

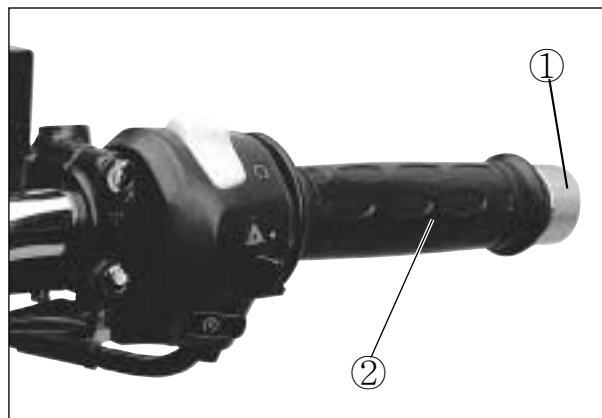
Bleed air from the brake fluid circuit after assembling master cylinder.(See page 2-17)



HANDLEBARS

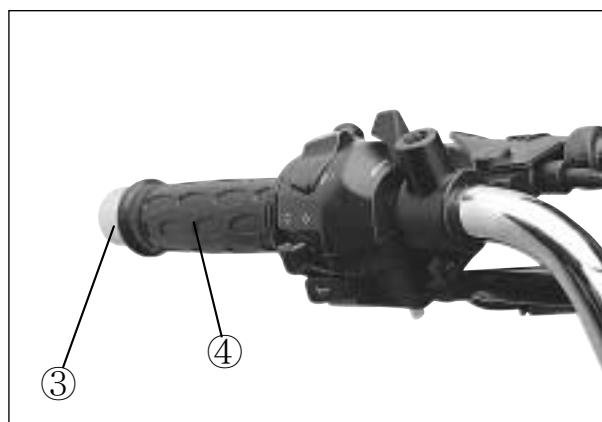
⊙ HANDLEBARS RIGHT SIDE PARTS REMOVAL

- Remove the right handlebar switches.
- Disconnect the brake lamp switch lead wires and remove the master cylinder. (Refer to page 7-10)
- Remove the handlebar balancer ① and grip ②.



⊙ HANDLEBARS LEFT SIDE PARTS REMOVAL

- Remove the left handlebar switches.
- Remove the handlebar balancer ③ and grip ④.
- Remove the clutch lever holder.



- Remove the clamp bolts and detach the handlebar holders.
- Remove the handlebar.



⊙ REMOUNTING

Perform the remounting work in the reverse order of the removal procedures while observing the following instructions.

- Install the handlebars with the punch mark ⑤ aligned with the handlebar clamp as shown.
- Tighten the handlebar clamp bolts to the specified torque.



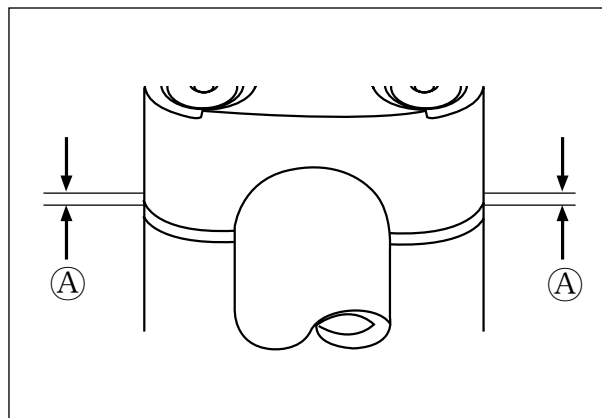
Handlebar clamp bolts

: 18~28 N · m (1.8 ~2.8 kg · m)

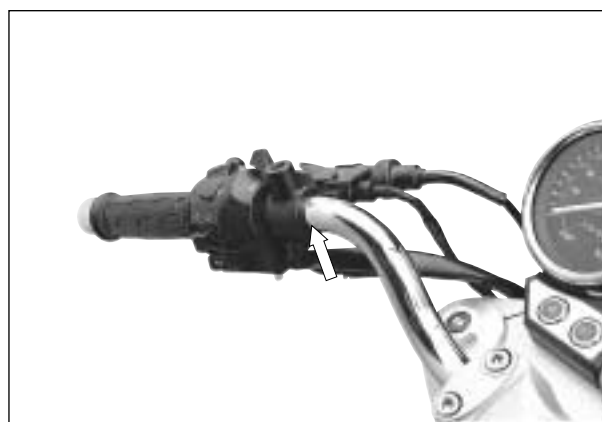


NOTE

The gap ① between the handlebar clamp and holder should be even.



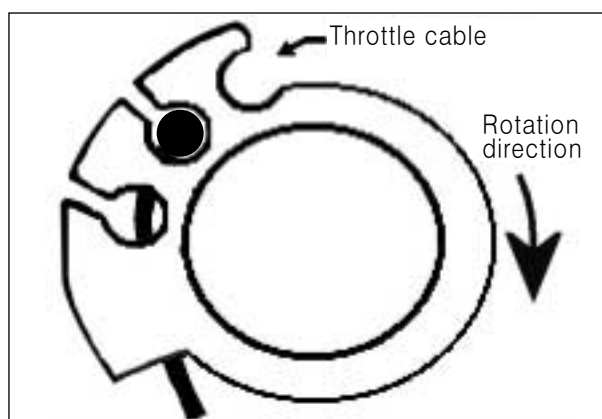
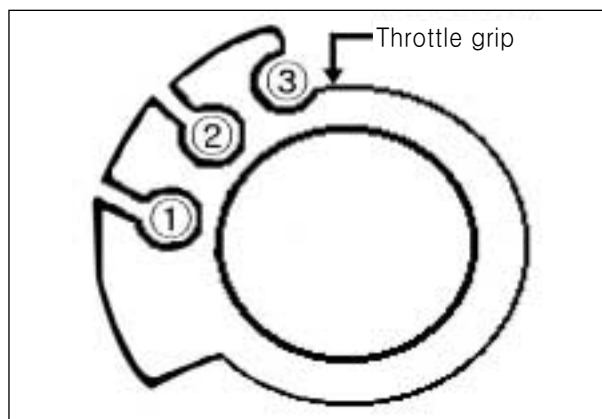
- Align the mating face of clutch lever holders with the respective punch marks and tighten the bolt.
- Install the brake master cylinder. (Refer to page 7-12).



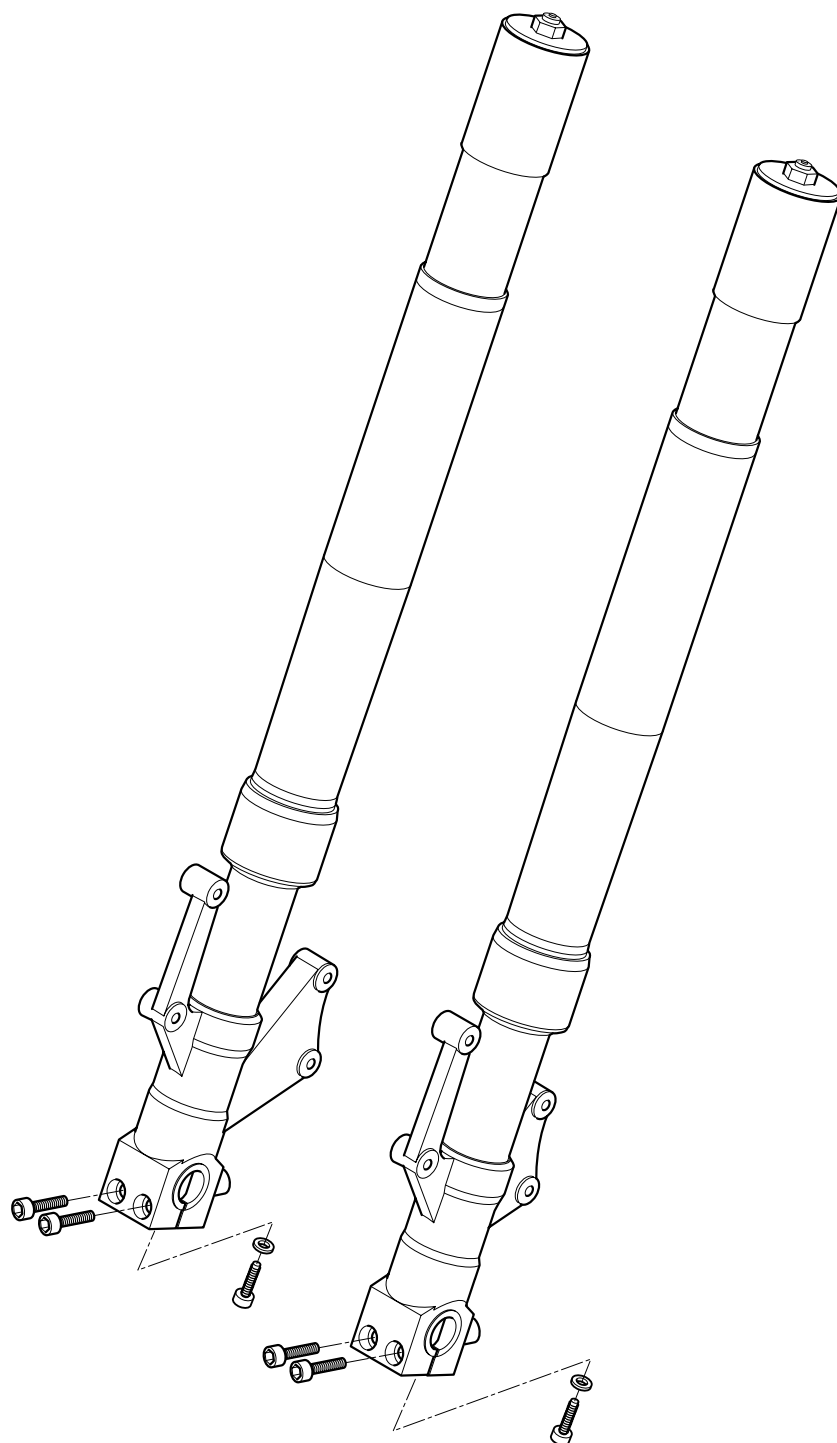
- Apply SUPER GREASE “A” to the throttle cables.

 **SUPER GREASE “A”**

- Install the throttle cable and returning cable to the throttle grip ①, ②.
 - ① : Throttle cable
 - ② : Returning cable



FRONT FORK



⊙ REMOVAL AND DISASSEMBLY

- Remove the front fender. (Refer to page 7-1)
- Take off the front wheel. (Refer to page 7-2)

- Loosen the right and rear front fork upper and lower clamp bolts.
- Remove the front brake hose clamp.
- Pull down right and left front forks.

NOTE

Slightly loosen the front fork cap bolt ① to facilitate later disassembly.

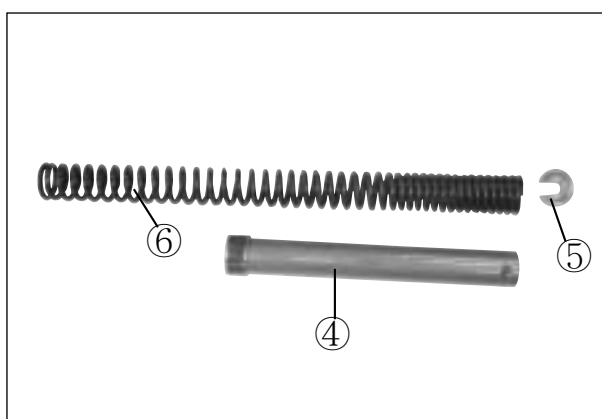
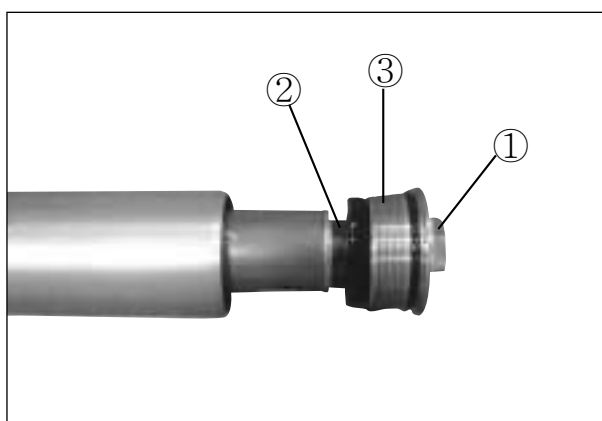
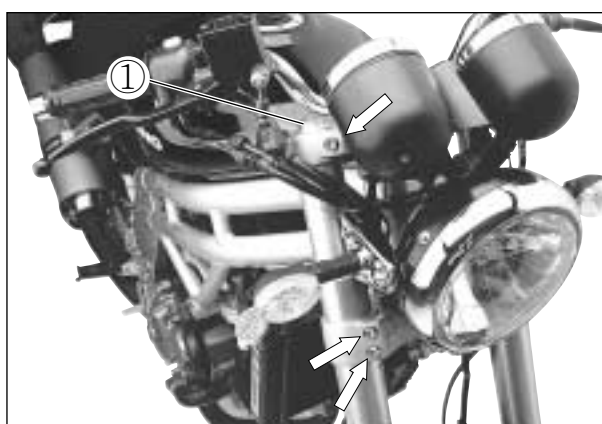
- Remove the front fork cap bolt ① from the inner rod by loosening the lock nut ②.



CAUTION

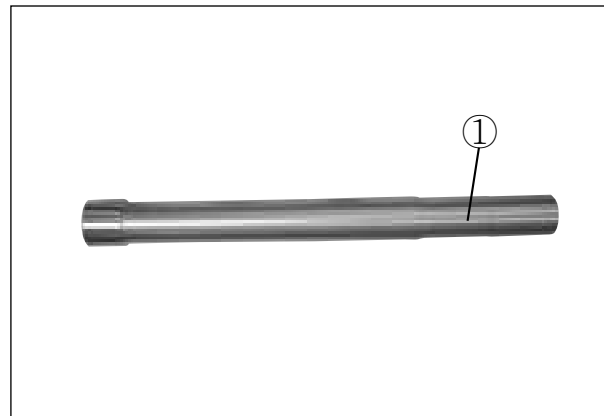
Do not disassemble the front fork cap ③.

- Remove spacer ④, spring retainer ⑤ and spring ⑥.

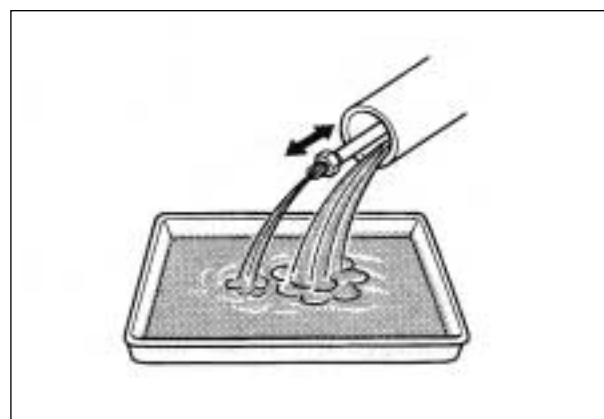


7-17 CHASSIS

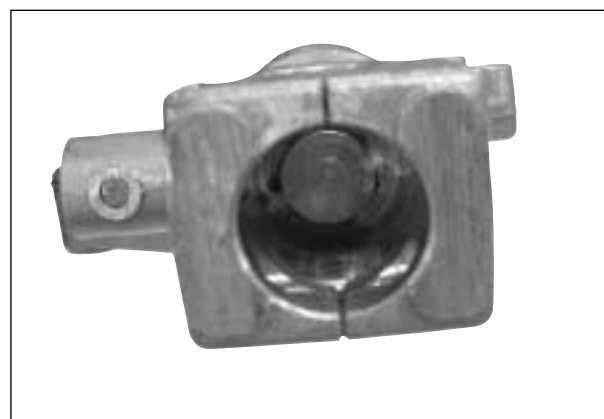
- Remove the outer tube ① from the inner tube.



- Invert the front fork and stroke the inner rod several times to let out fork oil.
- Under the inverted condition of front fork, drain oil to hold it for a few time.



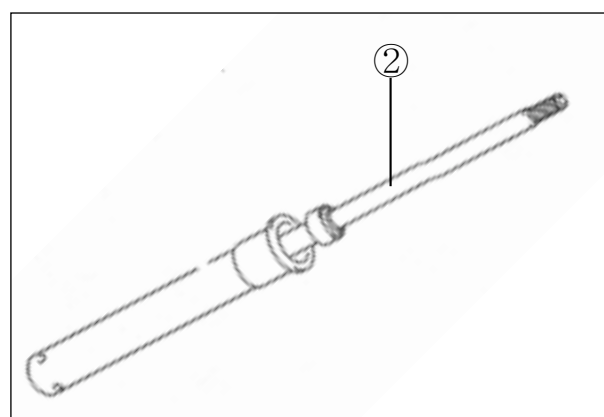
- Remove the damper rod bolt.



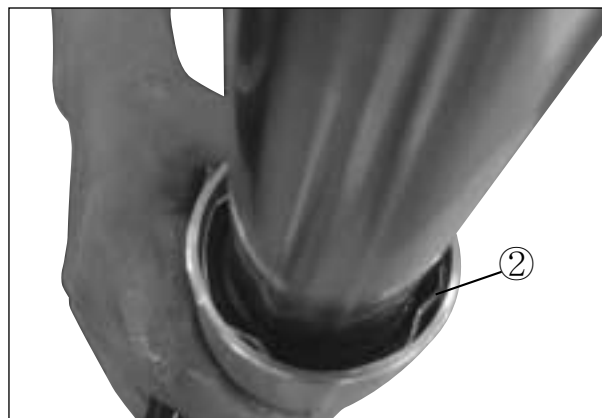
- Remove the inner rod/damper rod ②.

CAUTION

Do not disassemble the inner rod/damper rod(cartridge).



- Remove the dust seal ① and the oil seal stopper ring ②.



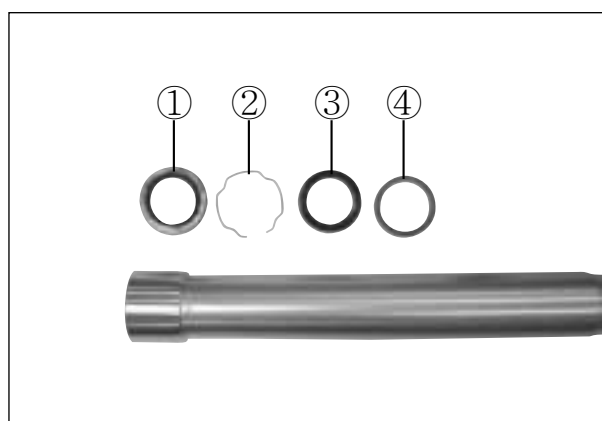
- Remove the oil seal ③ and oil seal retainer ④ by using the special tool.

 **Oil seal remover : 09913-50121**



CAUTION

The removed oil seal must be replaced with a new one.



⦿ INSPECTION

■ INNER AND OUTER TUBES

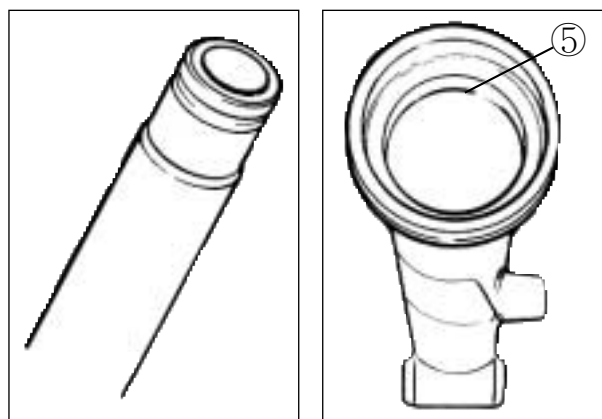
Inspect the inner tube outer surface and outer tube slide metal ⑤ face for scratches.

If any defects are found, replace them with a new one.



CAUTION

Don't remove the outer tube slide metal ⑤.

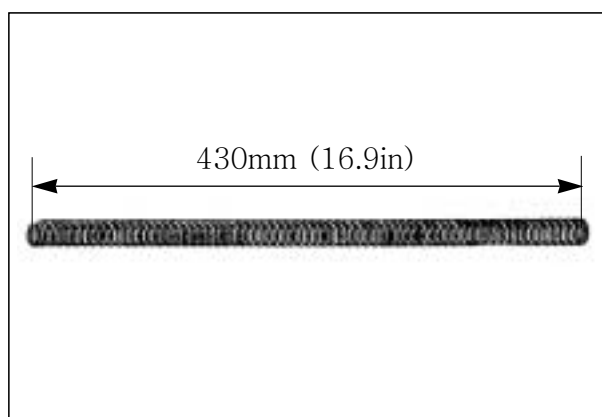


■ FORK SPRING

Measure the fork spring free length.

If it is shorter than the service limit, replace it with a new one.

Front fork spring free length	Service limit
	430mm (16.9in)



■ INNER ROD/DAMPER ROD

Move the inner rod by hand to examine it for smoothness.

If any abnormal points are found, replace inner rod/damper rod with a new one.

⊙ REASSEMBLY AND REMOUNTING

Reassemble and remount the front fork in the reverse order of removal and disassembly. Pay attention to the following points :

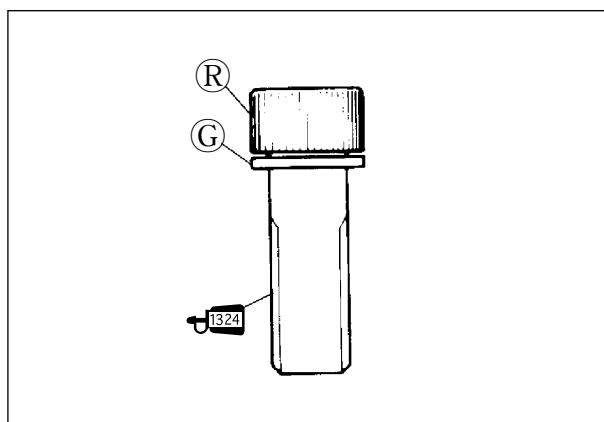
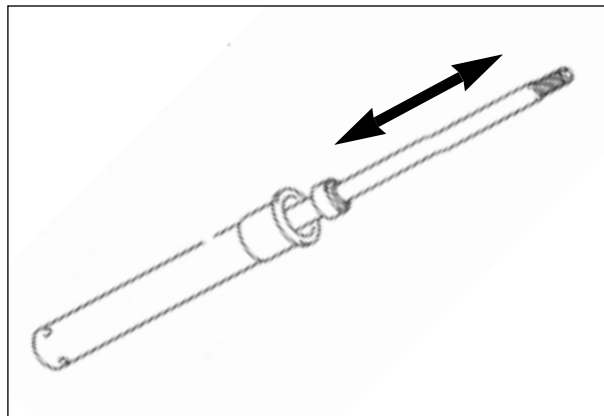
■ DAMPER ROD BOLT

- Insert the inner rod/damper rod into the inner tube.
- Install the gasket ⑥ to the damper rod bolt ⑤, and apply THREAD LOCK “1324” to the damper rod bolt ⑤ and tighten it to the specified torque.

 **THREAD LOCK “1324”**

 **Damper rod bolt**

: 30~40 N · m (3.0~4.0 kg · m)



CAUTION

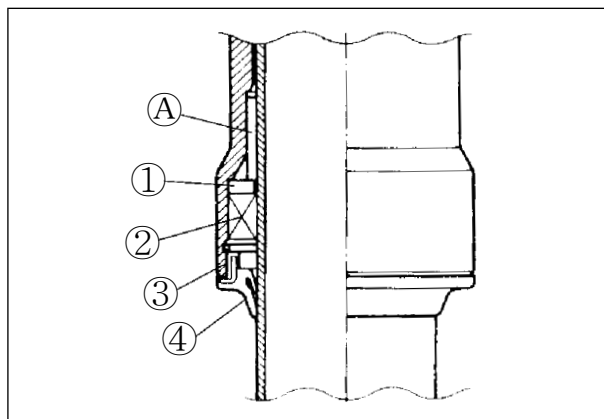
Use a new gasket to prevent oil leakage.

■ OIL SEAL AND DUST SEAL

- Apply SUPER GREASE “A” to the new oil seal and dust seal lips lightly before installing it.

 **SUPER GREASE “A”**

- Install the oil seal retainer ①, oil seal ②, oil seal stopper ring ③ and dust seal ④ to the outer tube.



CAUTION

- When installing the oil seal to outer tube, be careful not to damage the oil seal lip.
- Do not use solvents for washing to prevent oil seal damage.
- Apply fork oil to the Anti-friction metal ⑤.
- Make sure that the oil seal stopper ring ③ has been fitted securely.

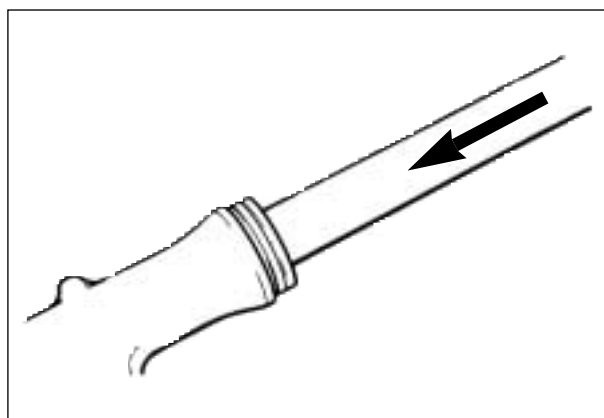
■ OUTER TUBE

- Install the outer tube to the inner tube.



CAUTION

Be careful not to damage the dust seal lip and the oil seal lip, when installing the outer tube.



■ FORK OIL

- Place the front fork vertically without spring.
- Compress it fully.
- Pour specified front fork oil up to the top level of the outer tube.
- Move the inner rod slowly more than ten times until bubbles do not come out from the oil.

NOTE

Refill front fork oil up to the top of the outer tube to find bubbles while bleeding air.

- Refill specified front fork oil up to the top level of the outer tube again. Move the outer tube up and down several strokes until bubbles do not come out from the oil.
- Keep the front fork vertically and wait 5-6 minutes.

NOTE

- *Always keep oil level over the tube top end, or air may enter the tube during this procedure.*
- *Take extreme attention to pump out air completely.*

- Hold the front fork vertically and adjust fork oil level with the special tool.

NOTE

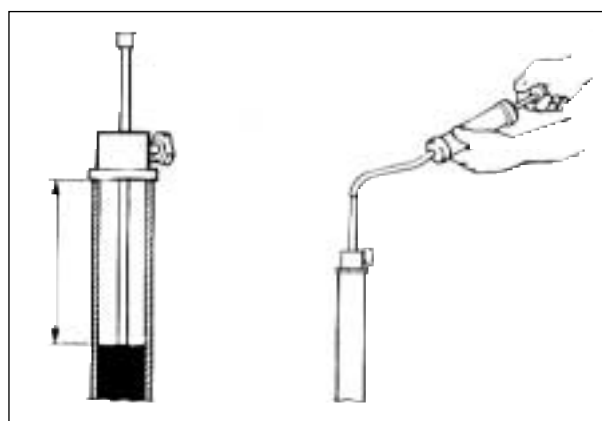
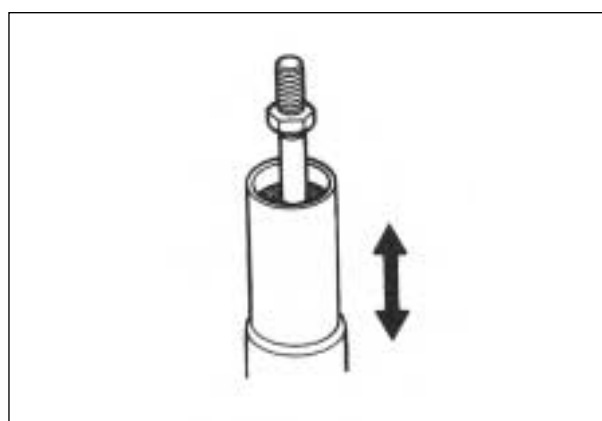
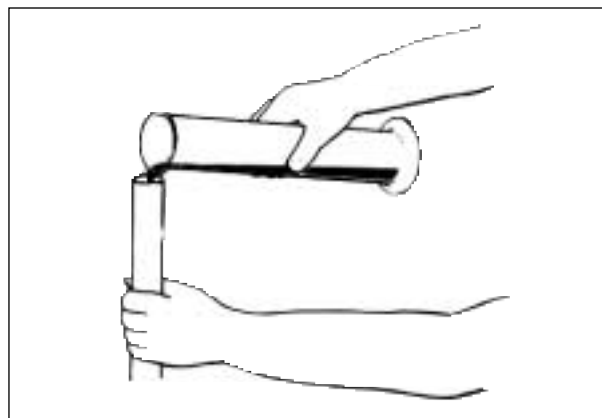
When adjusting the fork oil level, remove the fork spring and compress the outer tube fully.

Front fork oil capacity	Each leg
	380cc

Front fork oil level	Standard
	146mm(5.8 in) from end of outer tube (when maximum compressed without spring)

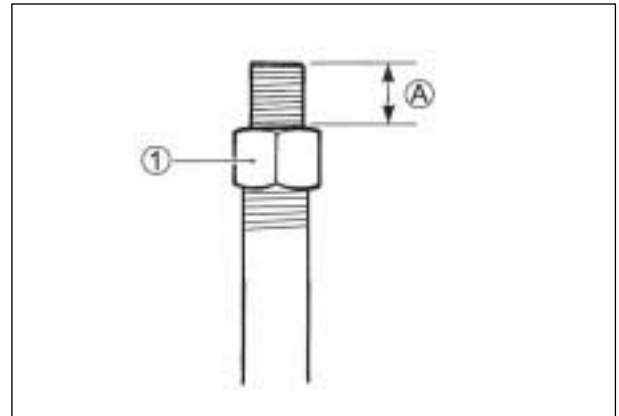
FORK Front fork oil specification : TELLUS #32

TOOL Front fork oil level gauge : 09943-74111



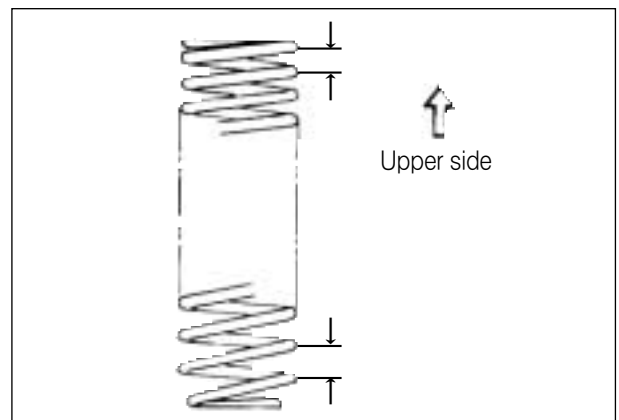
■ FRONT FORK INNER ROD LOCK NUT

- Adjust the height ① of the inner rod threads by turning the lock nut ① at 11mm(0.43 in) as shown in illustration.




■ FORK SPRING

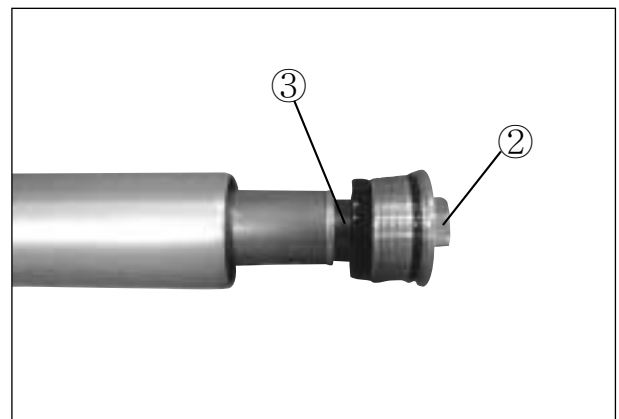
- Install the fork spring as shown in the illustration.
- Install the spring retainer and the spacer.



■ FRONT FORK CAP BOLT

- Hold the cap bolt ② and tighten the lock nut ③ to the specified torque.


 **Inner rod lock nut**
: 17.5~22.5N · m (1.75~2.25 kg · m)



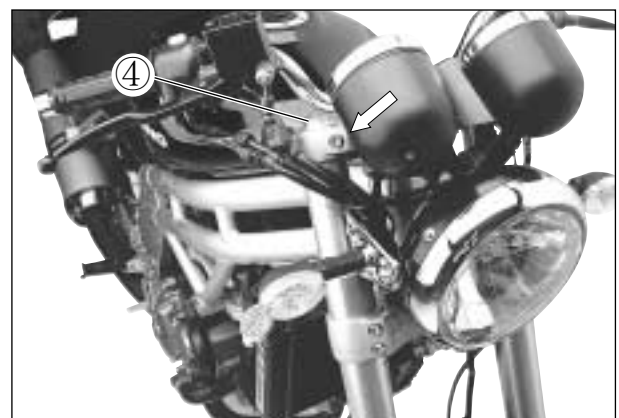
- Install the front fork cap bolt to the outer tube temporarily.
- Set the front fork to the lower bracket temporarily, tighten the front fork cap bolt ④ to the specified torque.

 **Front fork cap bolt**
: 30~40N · m (3.0~4.0 kg · m)

- With the front fork upper face contacted with the handlebar holder, tighten the front fork upper and lower clamp bolts to the specified torque.

 **Front fork upper clamp bolt**
: 22~35N · m (2.2~3.5 kg · m)

Front fork lower clamp bolt
: 22~35N · m (2.2~3.5 kg · m)



- Install the left front fork in the same manner as the right one.
- Install the front fender and tighten its mounting bolts with finger.
- Install the front wheel. (Refer to page 7-4)
- Install the brake calipers. (Refer to page 7-9)
- Swing the motorcycle up and down several times.
- Tighten the front fender mounting bolts.
- Install the brake hose securely.

⊙ FRONT FORK SETTING

After installing the front fork, adjust the rebound and compression damping force as follows.

■ DAMPING FORCE ADJUSTMENT

1.Rebound damping force

To adjust the rebound damping force turn in the adjuster ① fully for “S” or “H” direction.

Count the number of clicks from the fully turned-in position.

Fully turned-in “H” direction provides stiffest rebound damping force and turning “S” direction the adjuster will soften rebound damping force.

Front fork rebound damping force adjuster	Standard
	3 clicks out from end of “H” direction

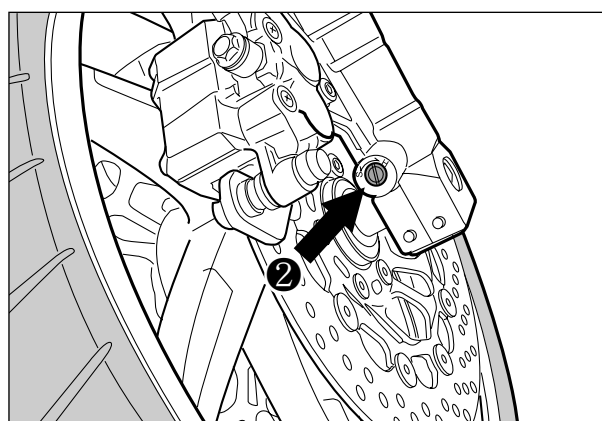
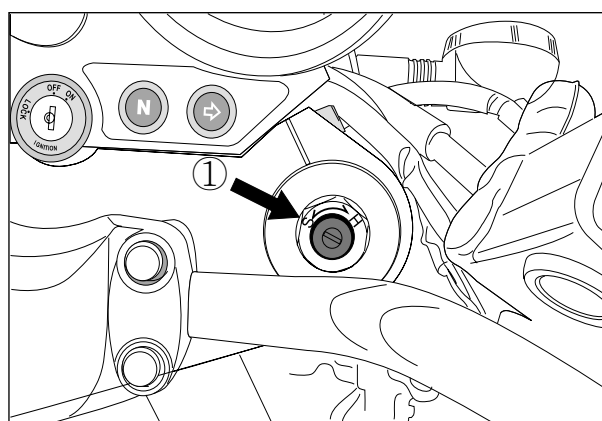
2. Compression damping force

To adjust the compression damping force turn in the adjuster ② fully for “S” or “H” direction.

Count the number of clicks from the fully turned-in position.

Fully turned-in “H” direction provides stiffest compression damping force and turning “S” direction the adjuster will soften compression damping force.

Front fork compression damping force adjuster	Standard
	End of “S” direction



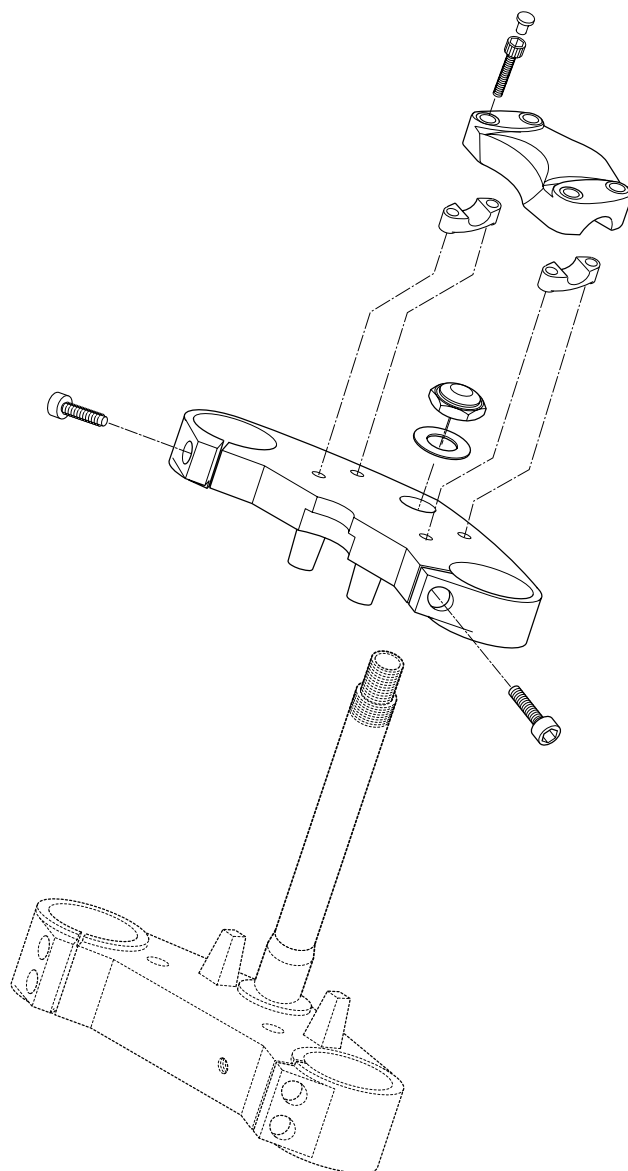
STANDARD FRONT FORK DAMPING FORCE

		Rebound	Compression
Solo riding	Softer	Turn to “S” direction	Turn to “S” direction
	Standard	3 clicks out from end of “H” direction	End of “S” direction
	Stiffer	Turn to “H” direction	Turn to “H” direction
Dual riding		3 clicks out from end of “H” direction	2 clicks out from end of “S” direction

⚠ WARNING

Be sure to adjust the rebound and compression damping force on both front fork legs equally.

STEERING

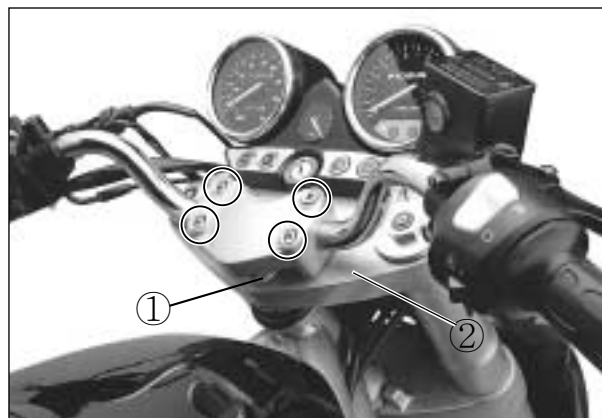


⦿ REMOVAL AND DISASSEMBLY

- Take off the front wheel. (See page 7-2)
- Remove the four bolts and front fender.
- Take off the front fork. (See page 7-16)



- Remove the handlebar clamp bolts.
- Remove the steering stem head nut ① and take off the steering stem upper bracket ②.



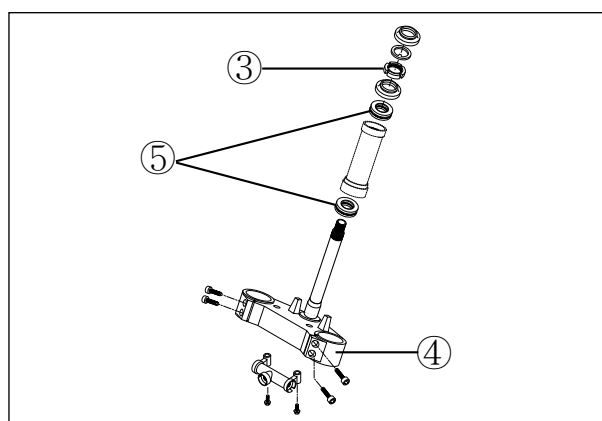
- Remove the steering stem nut ③ and draw out the steering stem.

 **Clamp wrench : 09940-10122**

- Take off the steering stem lower bracket ④.

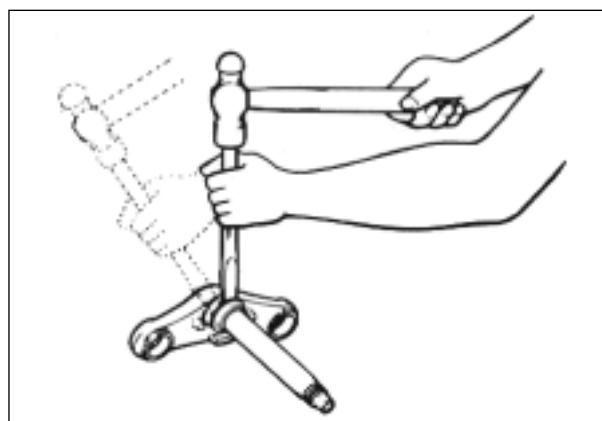
CAUTION

Hold the steering stem lower bracket by hand to prevent from falling.

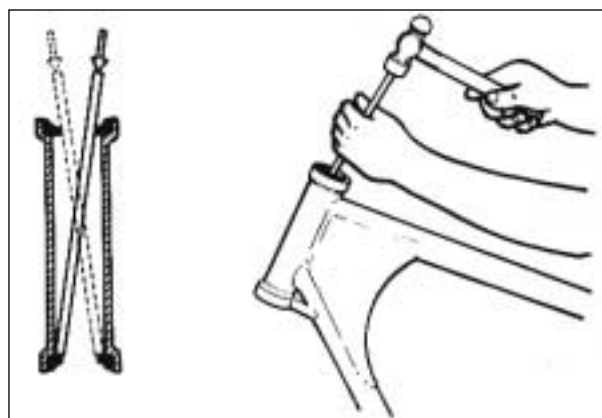


- Remove the upper and lower bearing ⑤.

- Remove the outer race fitted on the steering stem. This can be done with a chisel.



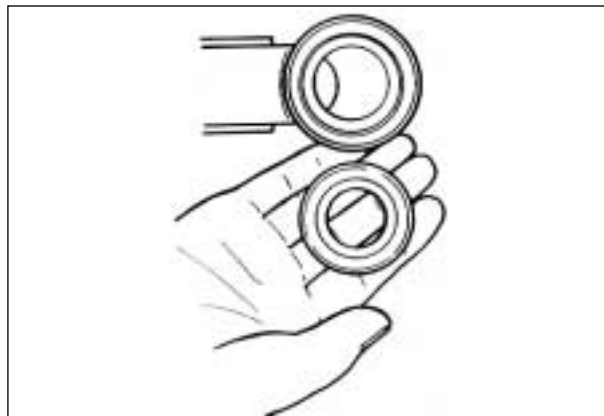
- Draw out the two inner races fitted to the top and bottom ends of the head pipe.



⊙ INSPECTION

Inspect and check the removed parts for the following abnormalities.

- Handlebar distortion.
- Handlebar clamp wear.
- Abnormality operation of bearing.
- Worn or damaged races.
- Distortion of steering stem.



⊙ REASSEMBLY

Reassemble and remount the steering stem in the reverse order of disassembly and removal, and also carry out the following steps :

- Apply SUPER GREASE “A” to the upper bearing and lower bearing ①.


 **SUPER GREASE “A”**

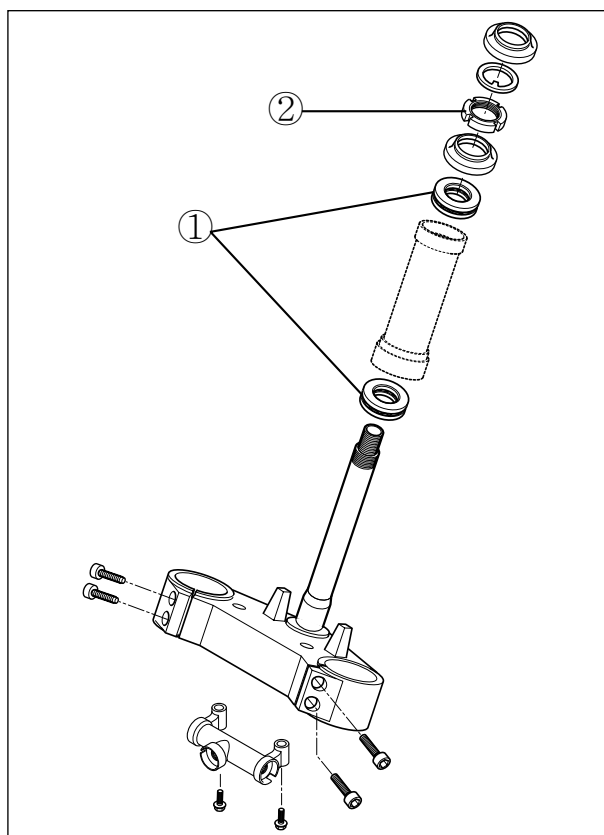
- Tighten the steering stem nut ② with the special tool.

 **Clamp wrench : 09940-10122**

 **Steering stem nut : 80~100 N · m (8.0~10.0 kg · m)**

- Turn the steering stem right and left, lock-to-lock, five or six times.
- Tighten the steering stem head nut to the specified torque.

 **Steering stem head nut**
: 80~100 N · m (8.0~10.0 kg · m)



CAUTION

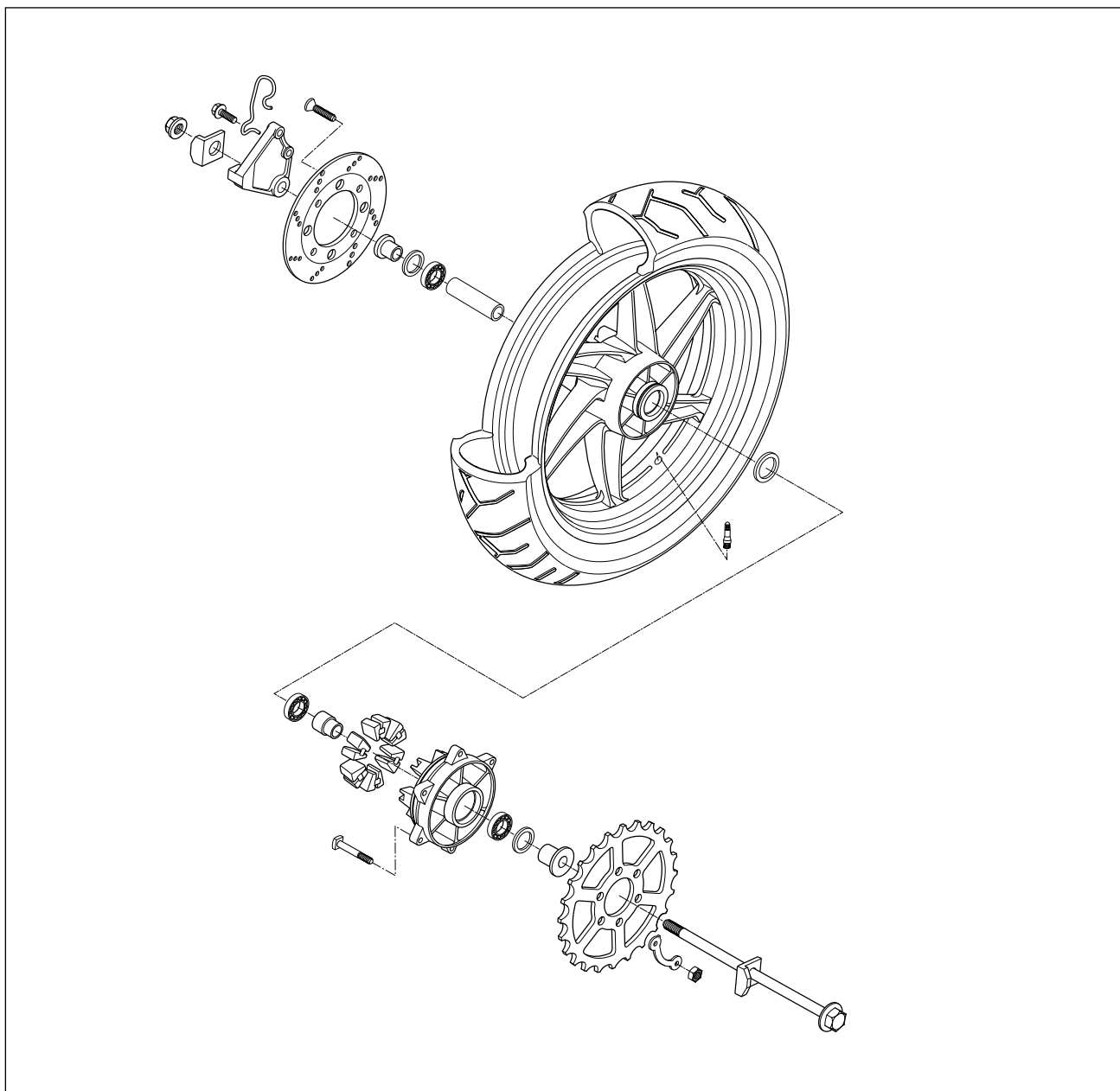
After performing the adjustment and installing the steering stem upper bracket, rock the front wheel assembly forward and backward to ensure that there is no play and that the procedure was accomplished correctly. If play is noticeable, re-adjust the steering stem nut.

- Set the handlebars to match its punched mark to the mating face of the holder.
- Secure the each handlebar clamp bolts in such a way that the clearances ahead of and behind the handlebars should be equalized.

 **Handlebar clamp bolts**
: 18~28 N · m (1.8~2.8 kg · m)

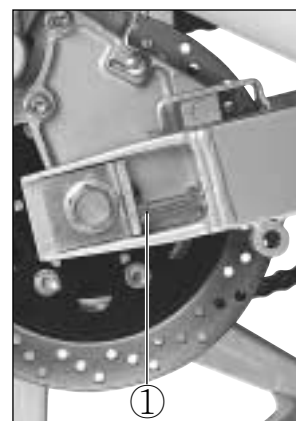
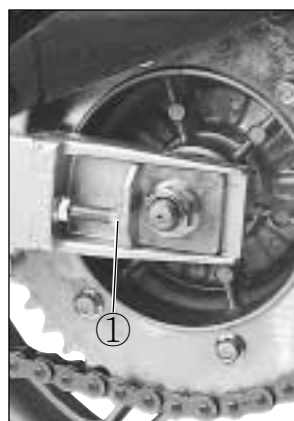


REAR WHEEL



⦿ REMOVAL

- Raise the rear wheel off the ground with a jack or block.
- Loosen the drive chain adjuster ①, right and left.
- Disengage the drive chain from the rear sprocket.

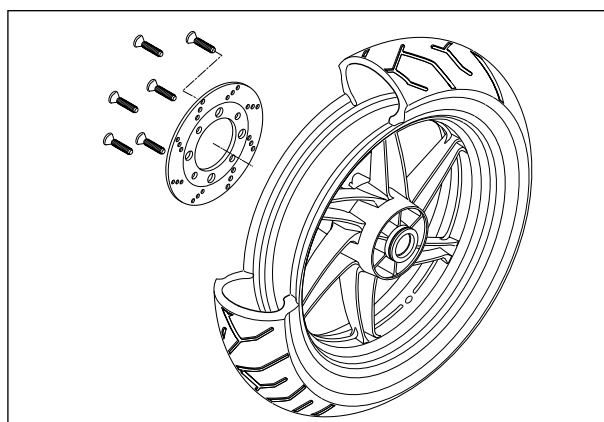


7-27 CHASSIS

- Remove the rear wheel by removing the rear axle ①.



- Remove the brake disk.

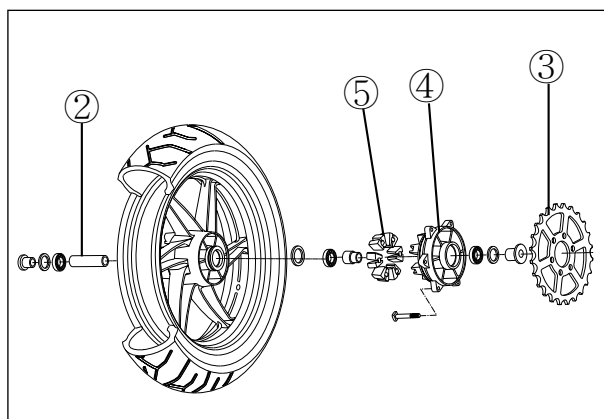


- Remove the spacer ②.
- Remove the rear sprocket ③ with mounting drum ④ from the rear wheel.

NOTE

Before separating the rear sprocket and mounting drum, slightly loosen the rear sprocket bolts.

- Remove the rear wheel shock absorber ⑤.
- Remove the rear sprocket ③ from the rear sprocket mounting drum.



■ WHEEL BEARING REMOVAL

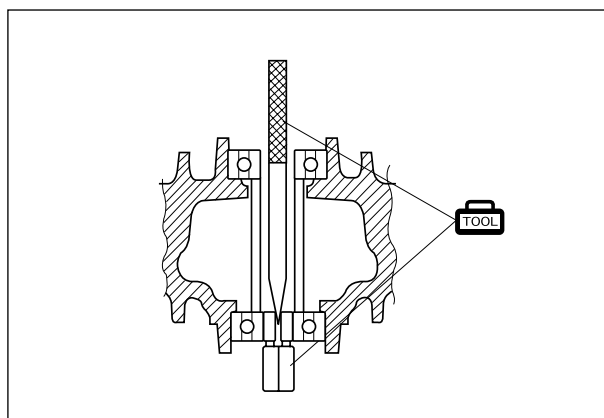
- Remove the bearing by using the special tool.

 Wheel bearing remover : 09941-50111



CAUTION

The removed bearing should be replaced with new one.



⦿ INSPECTION

WHEEL AXLE : Refer to page 7-3

WHEEL : Refer to page 7-3

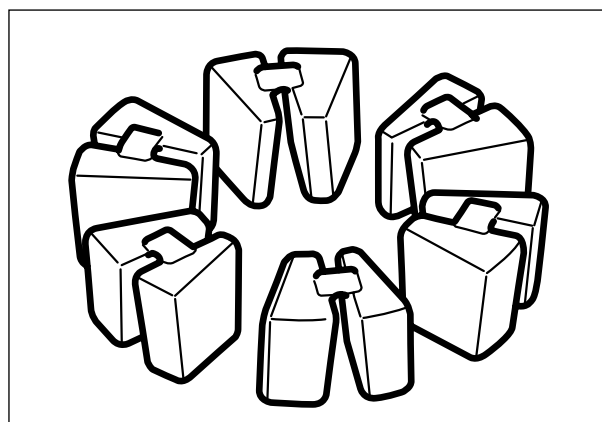
WHEEL BEARING : Refer to page 7-4

TIRE : Refer to page 2-19

■ REAR WHEEL SHOCK ABSORBER

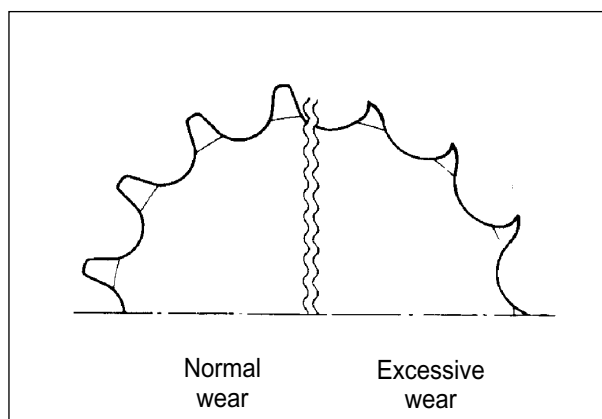
Inspect the rear wheel shock absorber for wear and damage.

Replace the rear wheel shock absorber if there is anything unusual.



■ SPROCKET

Inspect the sprocket's teeth for wear. If they are worn, replace the sprocket and drive chain as a set.



⦿ REASSEMBLY

Reassemble the rear wheel and rear brake in the reverse order of disassembly.

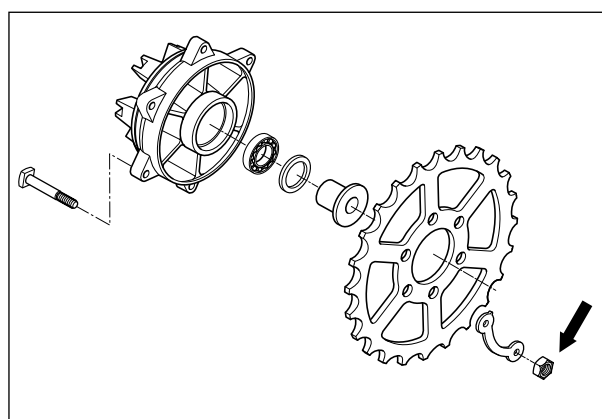
Pay attention to the following points :

- Tighten the rear sprocket nuts to the specified torque.



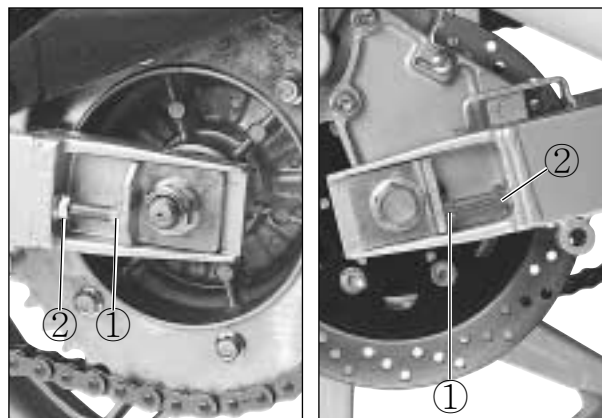
Rear sprocket nut


: 20~30 N · m (2.0~3.0 kg · m)



7-29 CHASSIS

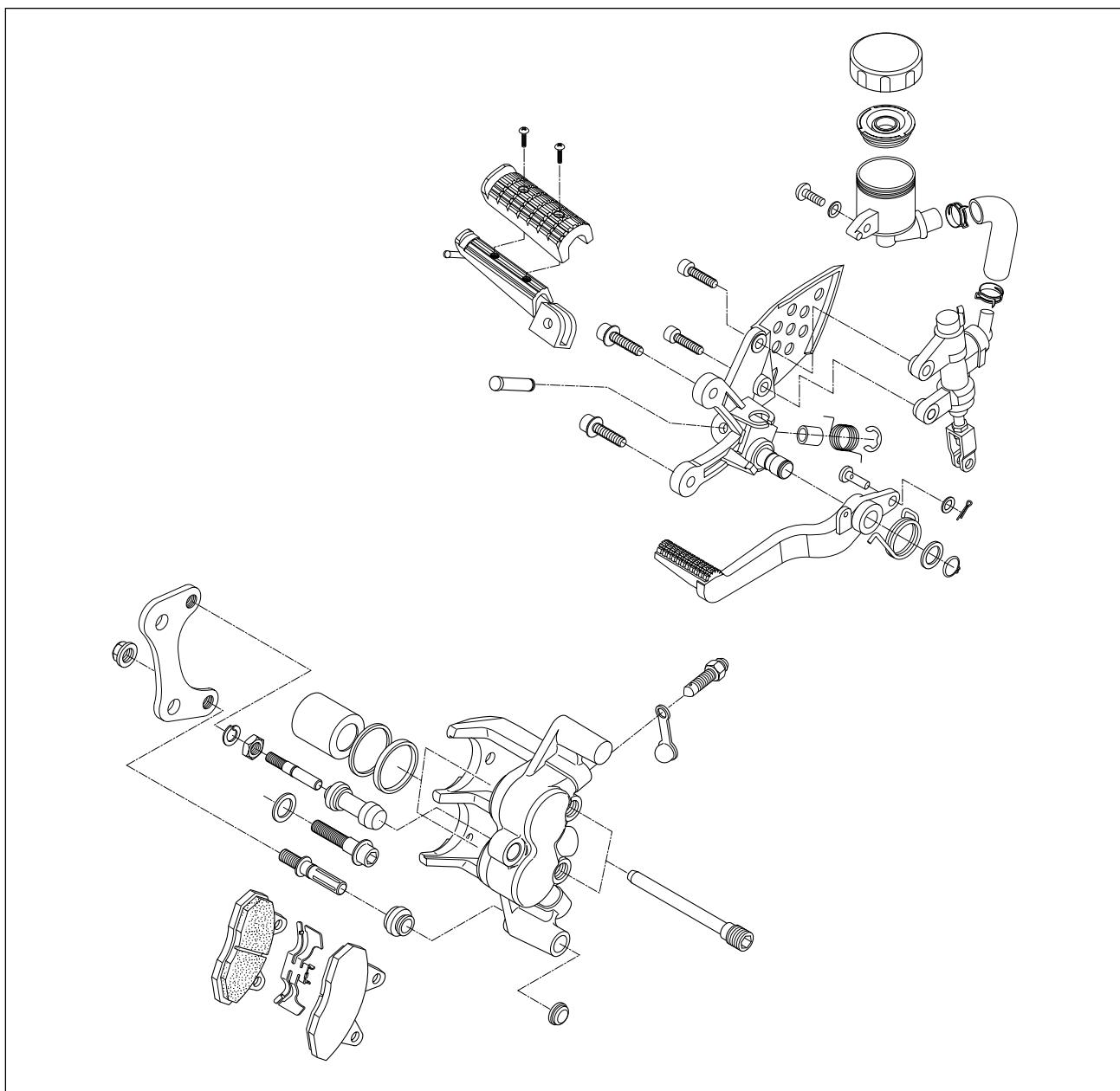
- Install the rear wheel.
After installing the drive chain to the rear sprocket, adjust the drive chain by turning both chain adjusters ①.
- Tighten both chain adjuster lock nuts ② securely.



- Tighten the rear axle nut to the specified torque.
 Rear axle nut : 90~140 N · m (9.0~14.0 kg · m)



REAR BRAKE



WARNING

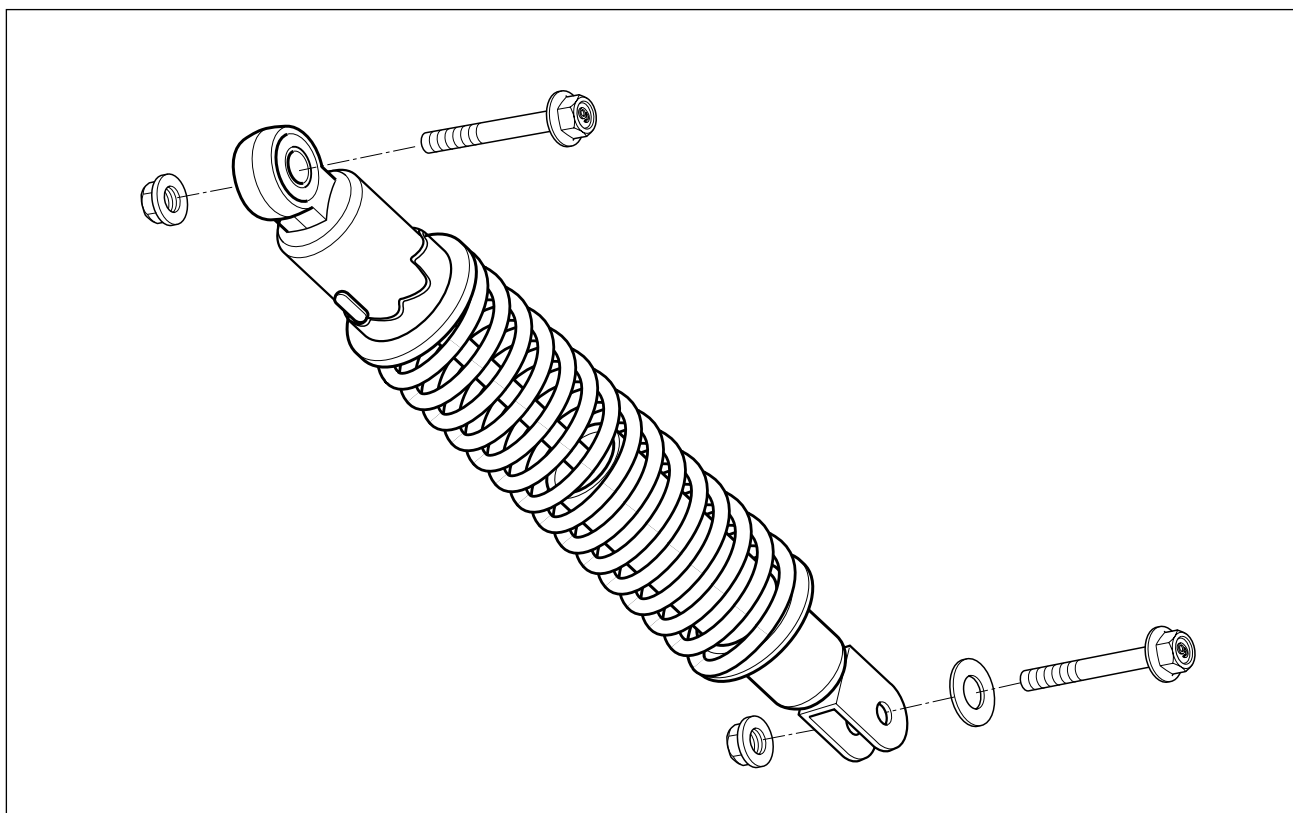
- ❖ Do not mix brake fluid with different brand.
- ❖ Do not use a brake fluid kept in an open container or stored for a long period.
- ❖ To store brake fluid, make sure to seal the container and keep it in a safe place to be out of reach of children.
- ❖ When filling brake fluid, take care not to allow water or dirt to enter the system.
- ❖ To wash the brake system parts, use brake fluid and not any other material.
- ❖ Do not allow dirt and fluid to contact the brake disk or pad.

7-31 CHASSIS

- ⊙ Brake fluid replacement : Refer to page 2-16
- ⊙ Brake pad replacement : Refer to page 2-15
- ⊙ Disassembly of caliper : Refer to page 7-7
- ⊙ Inspection of caliper : Refer to page 7-8
- ⊙ Reassembly of caliper : Refer to page 7-9
- ⊙ Inspection of brake disk : Refer to page 7-10



REAR SHOCK ABSORBER

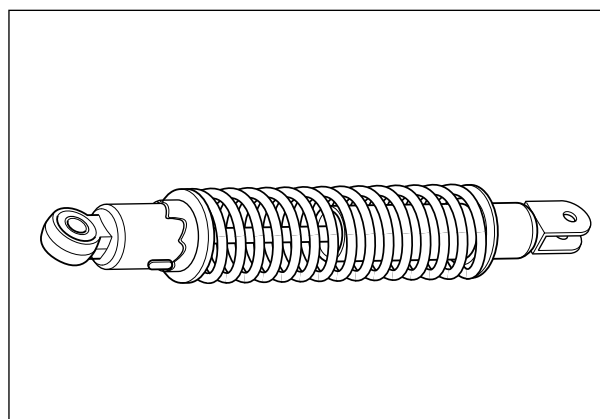


⦿ REMOVAL

- Remove the rear shock absorbers by removing their nuts.

⦿ INSPECTION

Inspect the rear shock absorber for damage and oil leakage. If any defects are found, replace the rear shock absorber with a new one.



CAUTION

Do not attempt to disassemble the rear shock absorber. It is unserviceable.

⦿ REMOUNTING

- Install the rear shock absorber and tighten the nuts to the specified torque.

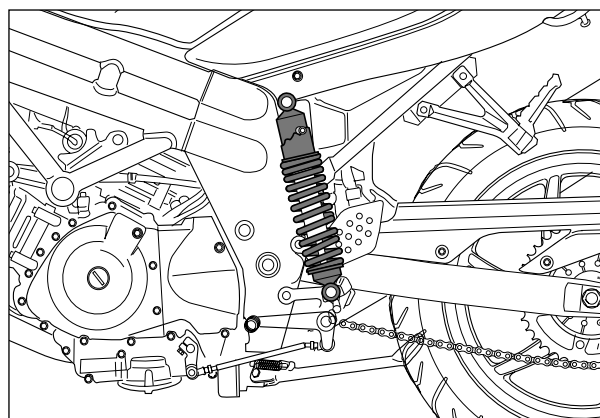


Shock absorber mounting nut (upper)

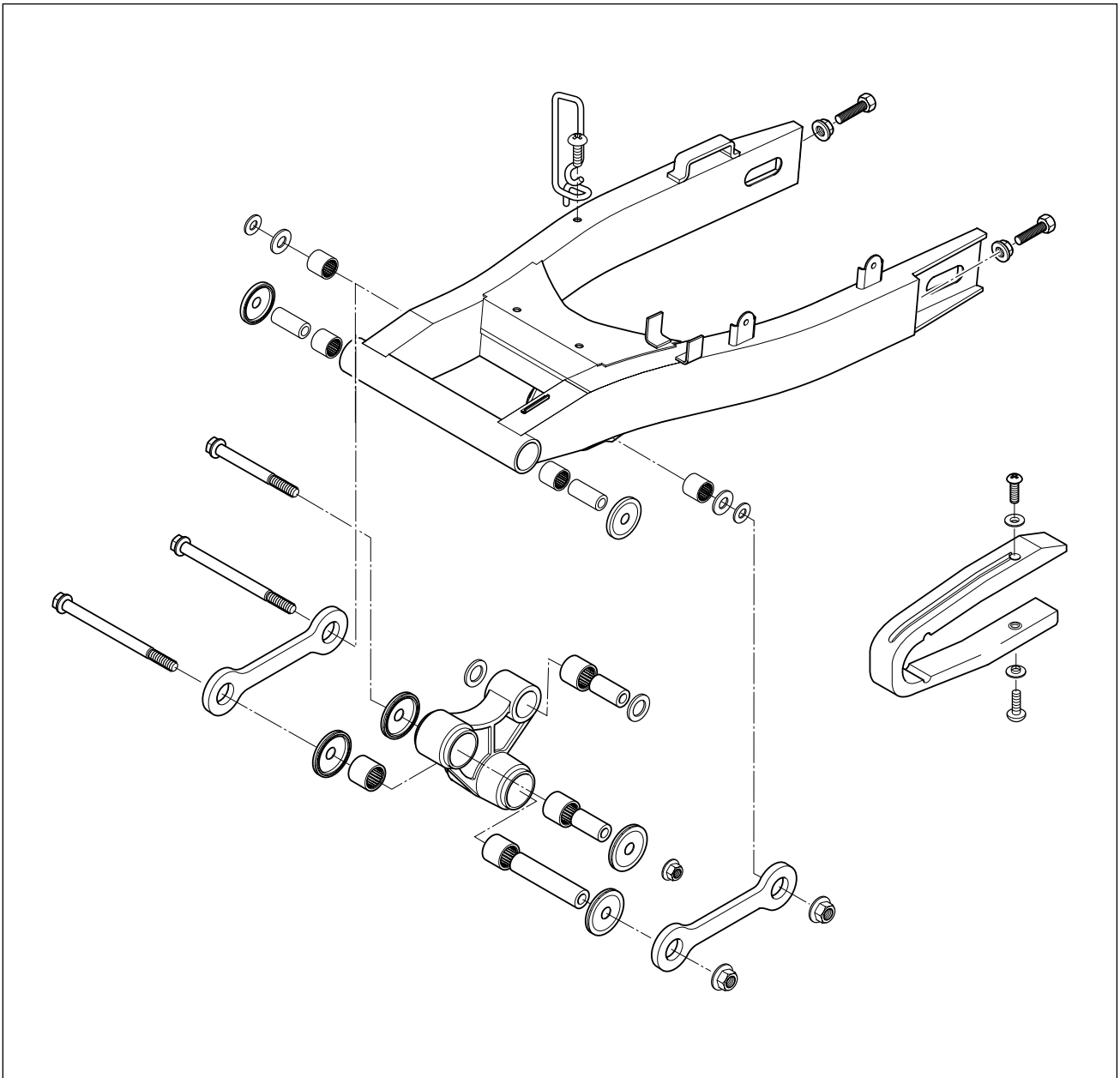
: 40~60 N · m (4.0~6.0 kg · m)

Shock absorber mounting nut (lower)

: 40~60 N · m (4.0~6.0 kg · m)



SWINGARM



⊙ REMOVAL AND DISASSEMBLY

- Remove the rear wheel. (See page 7-26)
- Remove the rear shock absorber fitting nut and bolt. (See page 7-32)
- Remove the swingarm pivot nut.
- Remove the engine mounting lock nut with the special tool.



Engine mounting socket wrench (M26)

: 09940H35010

- Draw out the pivot shaft and take off the swingarm.

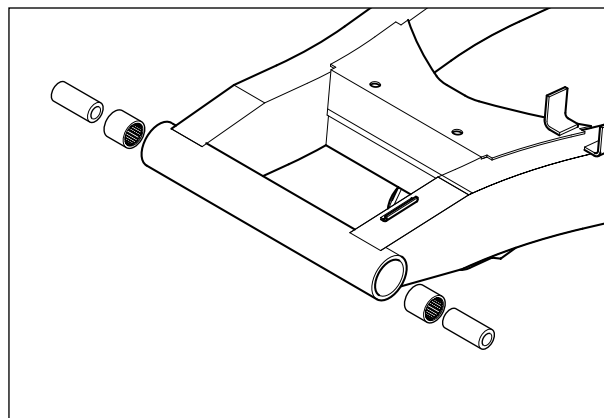


- Remove the chain case.
- Remove the two spacers.
- Remove the bearing by using the special tools.



Bearing remover (17 mm) : 09923-73210

Rotor remover sliding shaft : 09930-30102

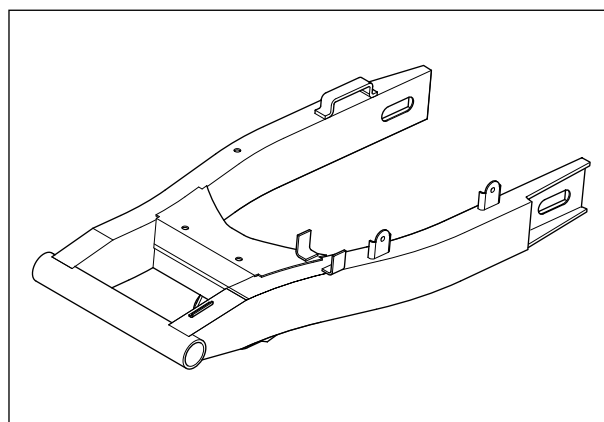


⊙ INSPECTION

■ SWINGARM

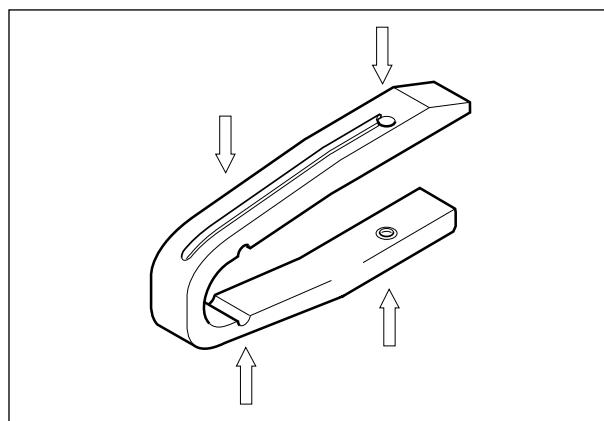
Inspect the swingarm for damage.

If any defects are found, replace the swingarm with a new one.



■ CHAIN BUFFER

Inspect the chain buffer for wear and damage. If any defects are found, replace the chain buffer with a new one.



■ SWINGARM PIVOT SHAFT

Measure the pivot shaft runout using the dial gauge. If the pivot shaft exceeds the service limit, replace it with a new one.

**Swingarm pivot shaft
runout**

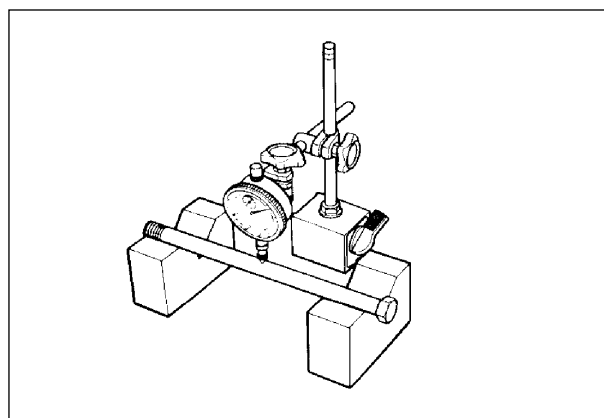
Service limit
0.6 mm (0.024 in)



Dial gauge : 09900-20606

Magnetic stand : 09900-20701

V-block : 09900-21304



⊙ REASSEMBLY

Reassemble the swingarm and rear shock absorber in the reverse order of disassembly.

Pay attention to the following points :

- Press the needle bearings into the swingarm pivot using the special tool.

 **Steering race installer : 09941-34513**

- Apply SUPER GREASE “A” to the needle bearing and spacers.

 **SUPER GREASE “A”**

- Install the swingarm and tighten the swingarm pivot shaft, nut and engine mounting lock nut with the special tool to the specified torque.

 **Swingarm pivot nut ①**


: 50~80 N · m (5.0~8.0 kg · m)

Swingarm pivot shaft ②

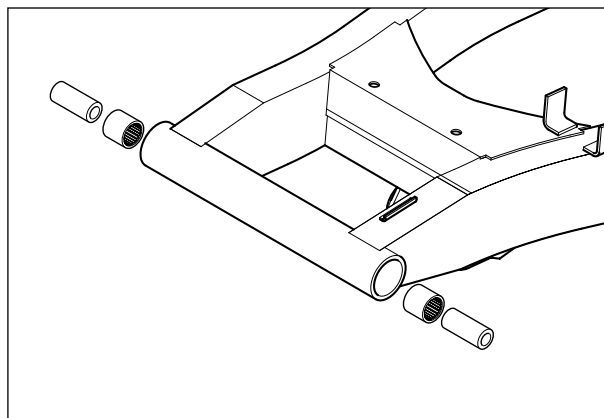
: 15~30 N · m (1.5~3.0 kg · m)

Engine mounting lock nut (M26) ③

: 70~80 N · m (7.0~8.0 kg · m)

 **Engine mounting socket wrench (M26)**
: 09940H35010

- Install the rear wheel. (Refer to page 7-28)
- Install the rear shock absorber. (Refer to page 7-32)
- Adjust the following points :
Drive chain slack : Refer to page 2-13



CAUTION

Set the part ④ of swingarm pivot shaft ② align center line by the hand temporarily and install the swingarm pivot shaft to the specified torque.

If otherwise, it is damage to the thread of swingarm pivot shaft.

