



CARBURETOR IDLE SPEED

NOTE

- Inspect and adjust the idle speed after all other engine adjustments are within specifications.
- The engine must be warm for accurate idle inspection and adjustment. Ten minutes of stop and go riding is sufficient.

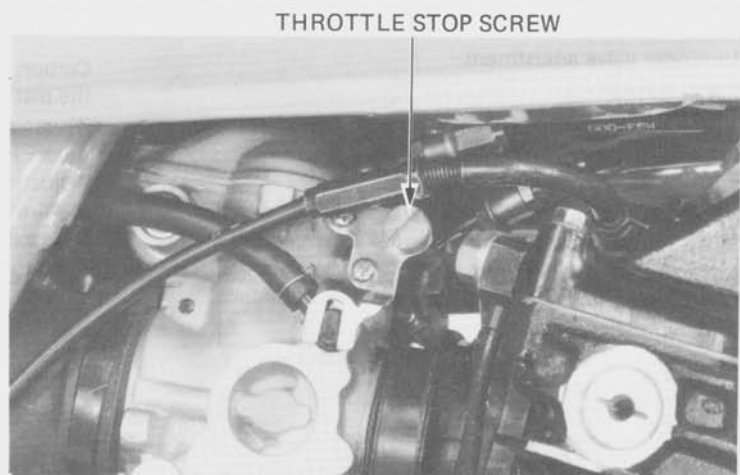
Warm up the engine, shift to NEUTRAL, and hold the motorcycle upright.

Adjust the idle speed with the throttle stop screw.

IDLE SPEED:

'83: 1,200 ± 100 rpm

'84: 1,300 ± 100 rpm

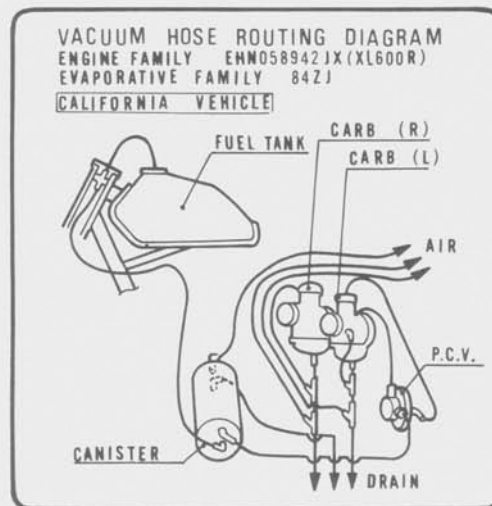


EVAPORATIVE EMISSION CONTROL SYSTEM (California model only)

Check all fuel tank, charcoal canister, and purge control valve hoses to be sure they are securely connected and are not kinked or clogged. If a canister or purge control valve problem is suspected, refer to test procedures on page 4-18.



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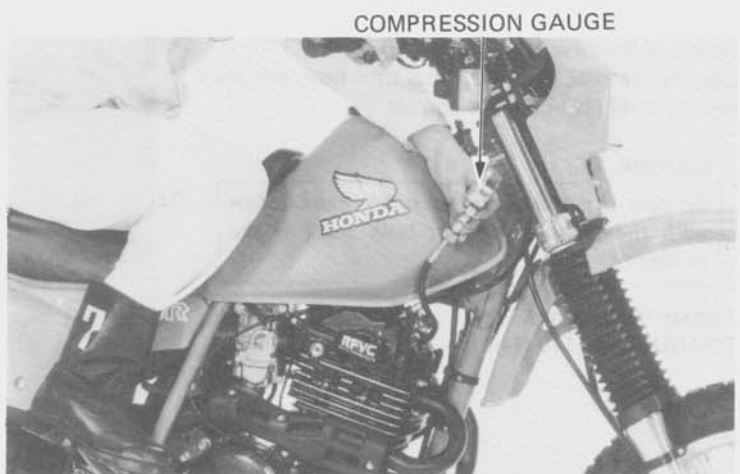


CYLINDER COMPRESSION

- Warm up the engine.
- Stop the engine and remove the fuel tank and spark plug.
- Disconnect the kickstarter decompressor linkage at the cylinder head.
- Connect a compression gauge.
- Push the choke knob forward until it stops.
- Open the throttle grip fully.
- Operate the kick starter pedal several times and check the gauge reading.

NOTE

Be sure compression is not leaking at the gauge connection.



COMPRESSION: 12.5 kg/cm² (175 psi)



MAINTENANCE

Low compression can be caused by;

- Improper valve adjustment
- Valve leakage
- Leaking cylinder head gasket
- Worn piston rings or cylinder

NOTE

To remove foreign particles stuck between the valve and seat, operate the lifter lever about 10 times with force. Then test the cylinder compression.

High compression can be caused by:

- Carbon deposits in the combustion chamber or on the piston head.
- Disconnect the compression gauge, then reinstall the kick starter decompressor linkage.
- Adjust the kick starter decompressor free play, as required.
- Reinstall the spark plug.

DRIVE CHAIN

REMOVAL

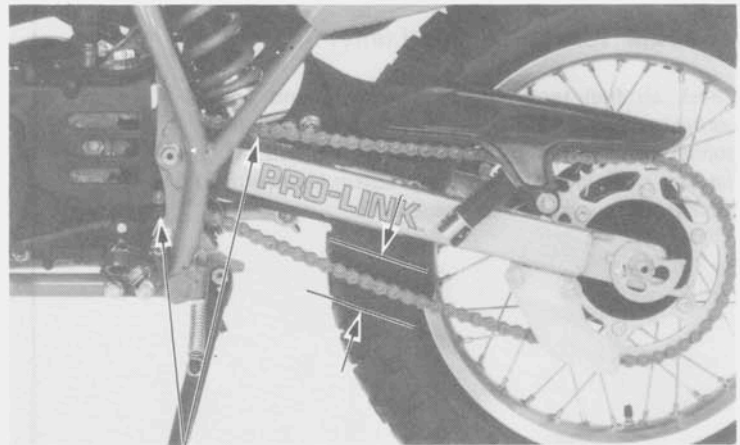
Turn the engine off. Raise the rear wheel off the ground by placing a workstand or box under the engine.

Shift the transmission into neutral.

Measure the slack in the higher drive chain run midway between the sprockets.

STANDARD SLACK: 30–40 mm (1-1/4–1-5/8 in)

Inspect the chain guide rollers and chain slider for wear.



CHAIN SLIDERS

Adjust as follows:

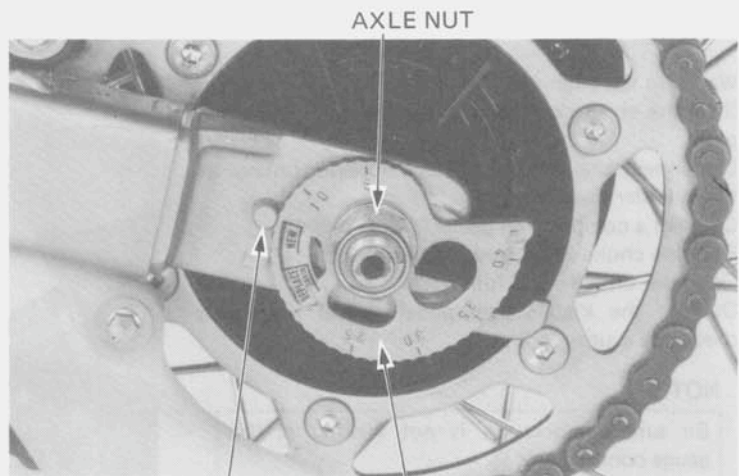
Loosen the rear axle nut, then turn both adjusters equally until chain slack is correct.

CAUTION

Be sure the same adjuster index marks align with the stopper pins on both sides of the swingarm.

Tighten the axle nut.

TORQUE: 80–110 N·m (8–11 kg·m, 58–80 ft·lb)



STOPPER PIN

ADJUSTER



When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

Remove the rear wheel (Page 13-3).

Disconnect the rear shock, then remove the swingarm. (Page 13-3)

Remove the drive sprocket cover.

Remove the drive chain.



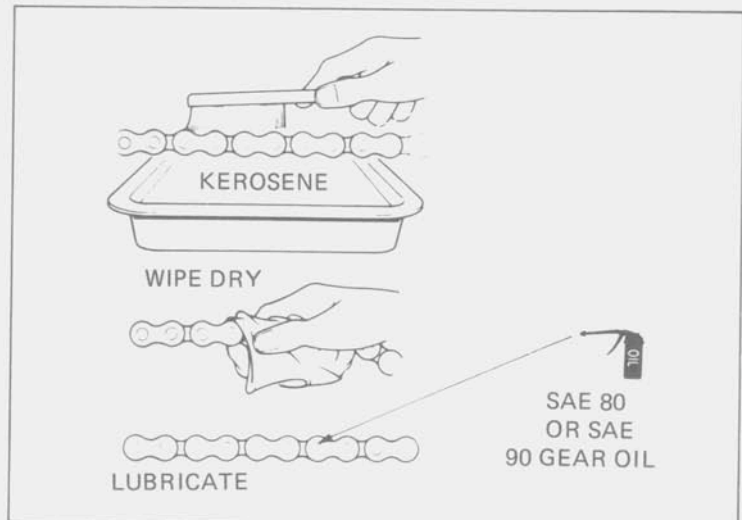
Clean the drive chain with a non-flammable or high flash point solvent that will not damage the O-rings and wipe dry.

CAUTION

Do not use a steam cleaner, high pressure washers or aerosol chain lubricants as these will damage the O-rings.

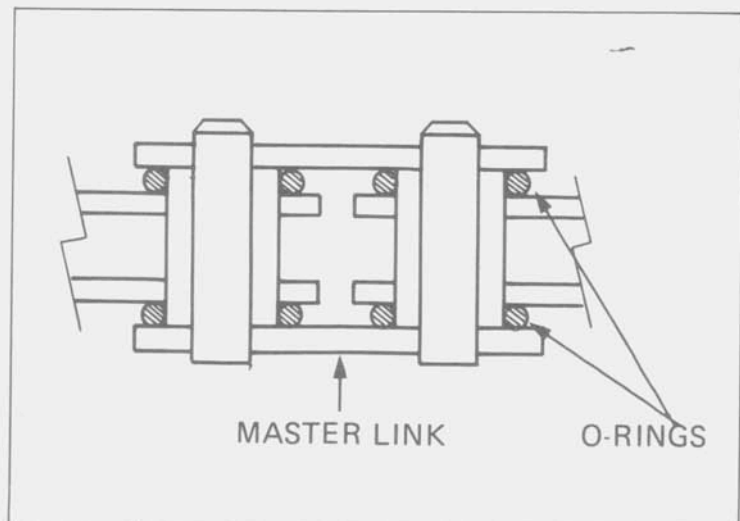
CAUTION

Do not use commercial aerosol chain lubricants. They contain solvents which could damage the O-rings.



Inspect the drive chain and O-rings for possible wear or damage. Replace the chain, if it is worn excessively or damaged.

Lubricate the drive chain with SAE 80 or 90 gear oil.



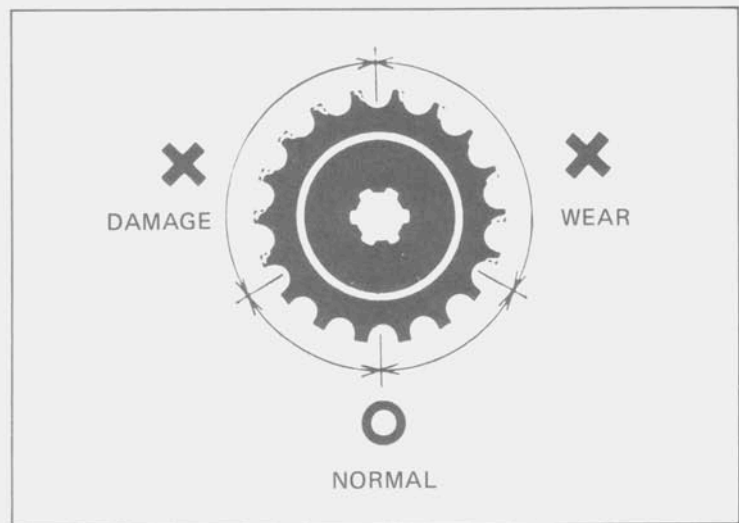


MAINTENANCE

Inspect the sprocket teeth for excessive wear or damage. Replace if necessary.

NOTE

Never install a new drive chain on worn sprockets or a worn chain on new sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprockets will wear rapidly.



BATTERY

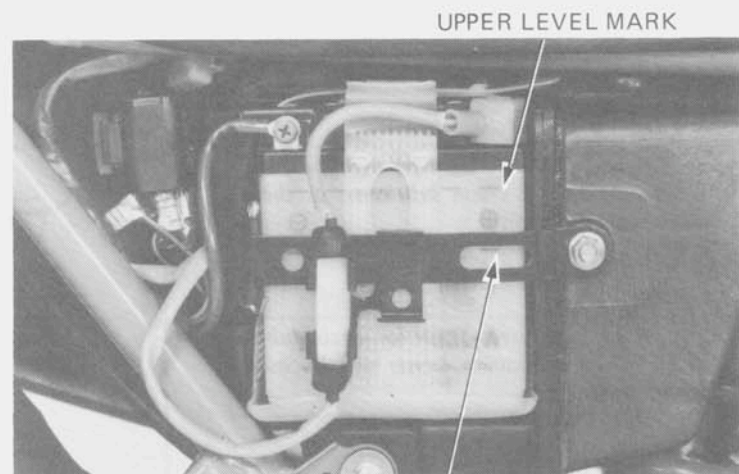
Remove the battery cover.
Inspect the battery fluid level.
When the fluid level nears the lower level, add distilled water to the upper level.

CAUTION

Add only distilled water. Tap water will shorten the service life of the battery.

WARNING

The battery electrolyte contains sulphuric acid. Protect your eyes, skin, and clothing. If electrolyte gets in your eyes, flush them thoroughly with water and call a doctor.



BRAKE FLUID

Check the front brake fluid reservoir level.
If the level is very low, check the entire system for leaks.
If the level is near the lower level mark, remove the cover and diaphragm.
Fill the reservoir with **DOT-4 BRAKE FLUID** from a sealed container above to the lower level.

Check the entire system for leaks, if the level is low.

CAUTION

- Do not remove the cover until the handlebar has been turned so that the reservoir is level.
- Avoid operating the brake lever with the cap removed. Brake fluid will squirt out if the lever is pulled.
- Do not mix different types of fluid, they are not compatible with each other.





BRAKE SHOE/PAD WEAR

BRAKE PAD WEAR

Check the brake pads for wear by looking under the caliper.

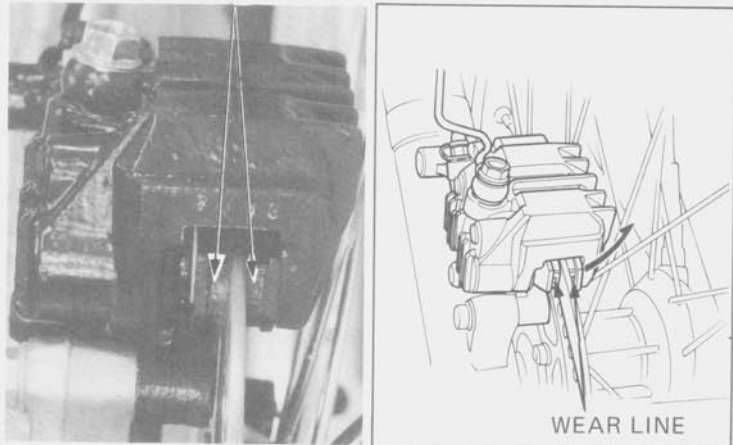
Replace the brake pads if the wear line on the pads reaches the edge of the brake disc (Page 14-5).

CAUTION

Always replace the brake pads in pairs to assure even disc pressure.

Refer to section for brake bleeding procedures.

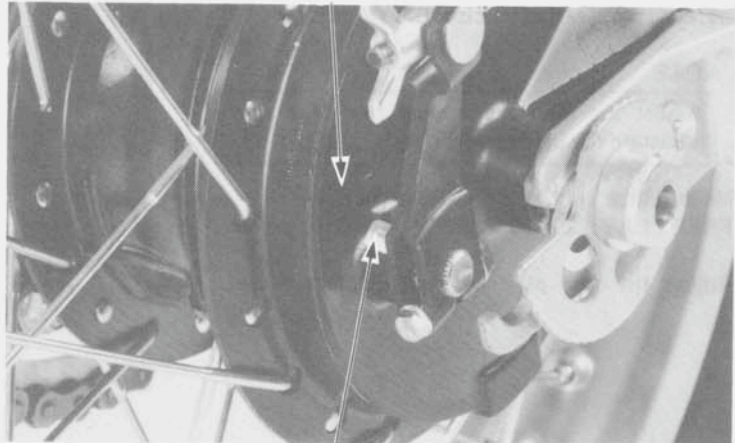
BRAKE PADS



WEAR LINE

"Δ" MARK

Replace the rear brake shoes if the arrow on the indicator plate aligns with the "Δ" mark on the brake panel when the brake is applied.



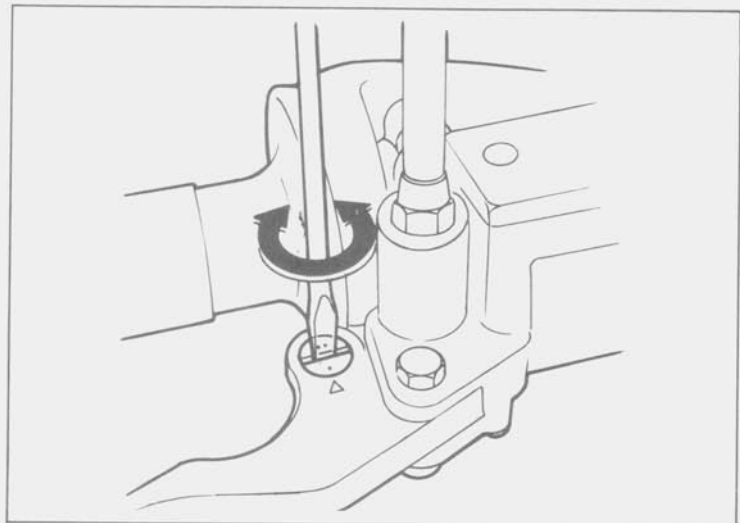
ARROW

FRONT BRAKE LEVER FREE PLAY

Front brake lever adjuster:

The front brake lever adjuster has two positions. To increase free play, align the mark "●" with the arrow on the brake lever bracket. To decrease free play, align the mark "●●" with the arrow.

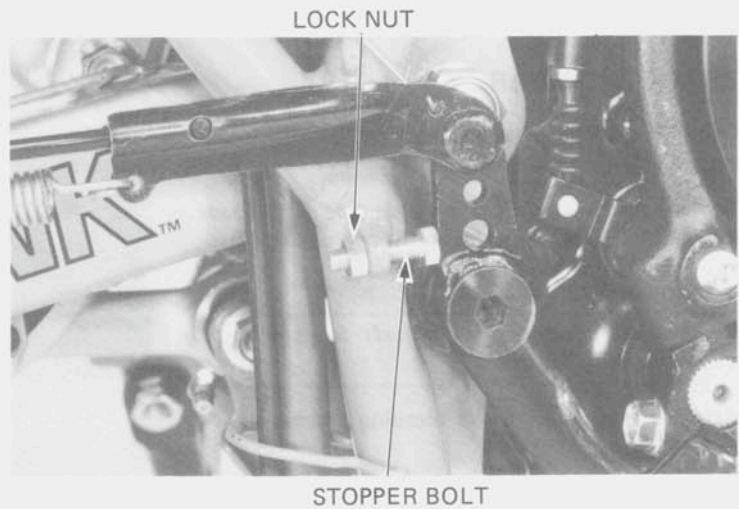
Do not leave the adjuster between the two positions.



REAR BRAKE

BRAKE PEDAL HEIGHT

Loosen the lock nut and adjust the pedal height by turning the stopper bolt. Tighten the lock nut. Adjust the brake pedal free play (Page 3-15).



LOCK NUT

STOPPER BOLT

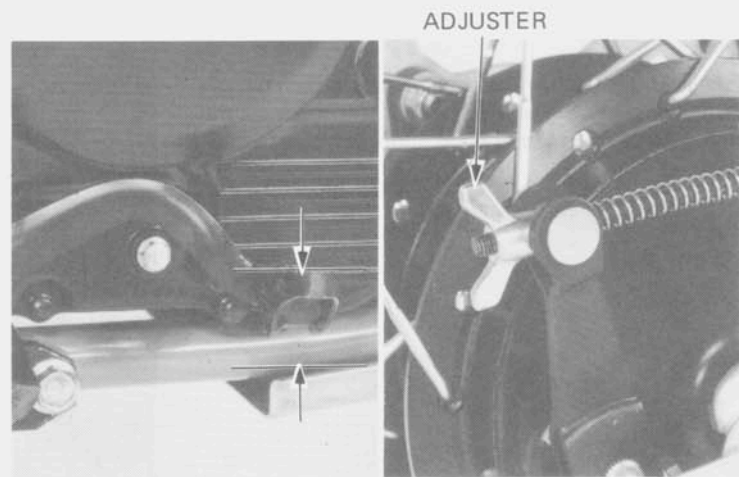
BRAKE PEDAL FREE PLAY

NOTE

Adjust the rear brake pedal free play after adjusting the brake pedal height.

Measure the rear brake pedal free play.
FREE PLAY: 20–30 mm (3/4–1-1/4 in)

Adjust the free play by turning the adjuster.



ADJUSTER

BRAKE LIGHT SWITCH

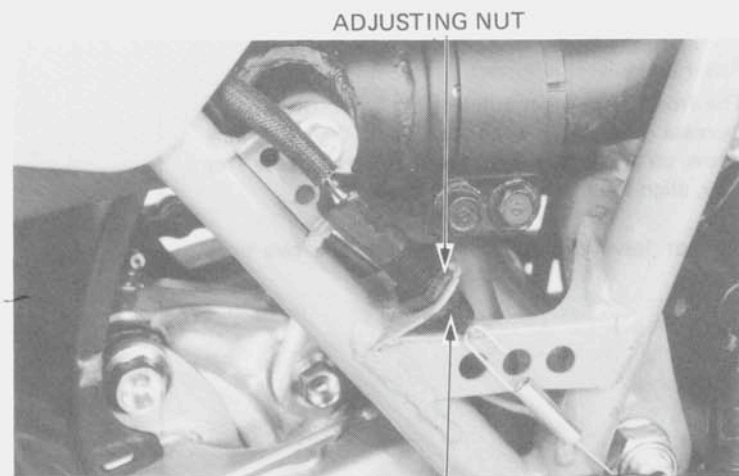
NOTE

Perform this adjustment after adjusting brake pedal height and free play.

The brake light should go on when the brake pedal is depressed 10 mm (3/8 in). Adjust by turning the adjusting nut.

CAUTION

Do not turn the switch body.



ADJUSTING NUT

BRAKE LIGHT SWITCH



HEADLIGHT AIM

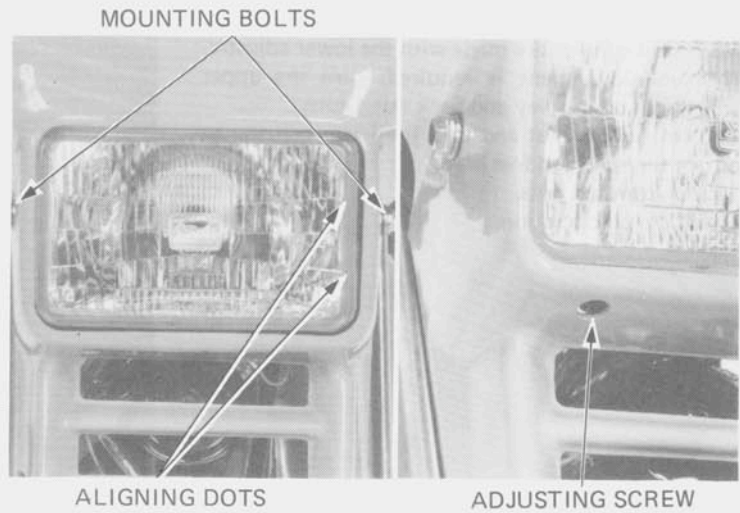
Adjust vertically by loosening both headlight case mounting bolts and tilting the headlight.
Adjust horizontally by turning the adjusting screw on the headlight rim.

NOTE

Adjust the headlight beam as specified by local laws and regulations.

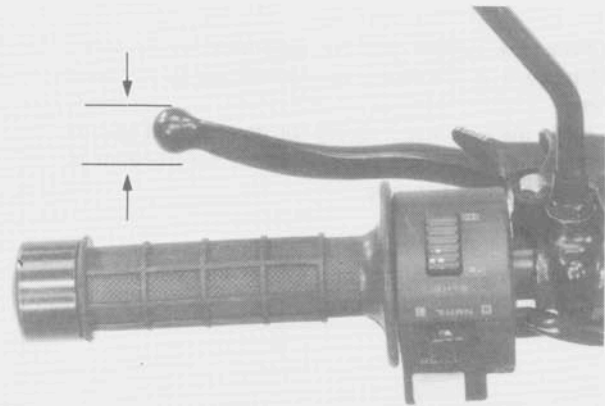
WARNING

An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.

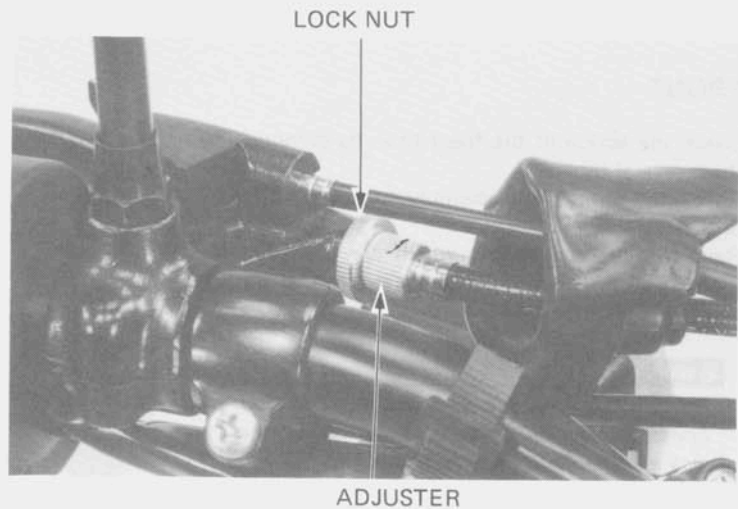


CLUTCH

Measure the clutch free play at the lever end.
FREE PLAY: 10–20 mm (3/8–3/4 in)



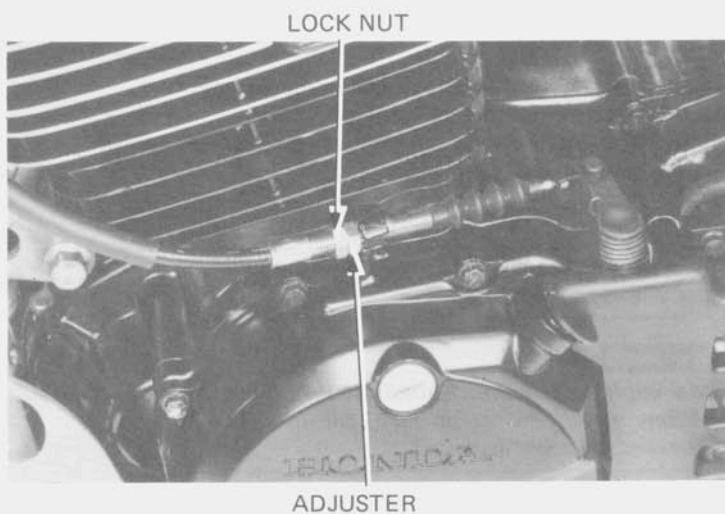
Minor adjustment are made with the upper adjuster.
Pull the cover back.
Loosen the lock nut and turn the adjuster to obtain the specified free play.
Tighten the lock nut and install the cover.
Check clutch operation.





MAINTENANCE

Major adjustments are made with the lower adjuster. If major adjustment is required, turn the upper adjuster in all the way and back out 1 turn. Loosen the lock nut and turn the lower adjuster to obtain the specified free play. Tighten the lock nuts. Check clutch operation.

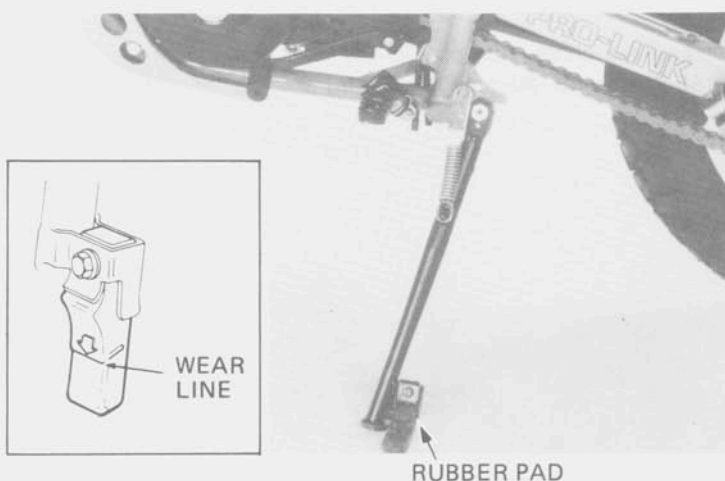


SIDE STAND

Check the rubber pad for deterioration or wear. Replace it if it's worn, or cracked, up to the wear line. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement and bending.

NOTE

When replacing it, use a rubber pad with the mark "above 260 lb only".



SUSPENSION

FRONT

Check the action of the front forks by compressing them several times. Check the entire fork assembly for signs of leaks, or damage. Replace any components which are unrepairable. Tighten all nuts and bolts to their specified torque values.

WARNING

Do not ride a vehicle with faulty suspension. Loose, worn, or damaged suspension parts may affect stability and rider control.





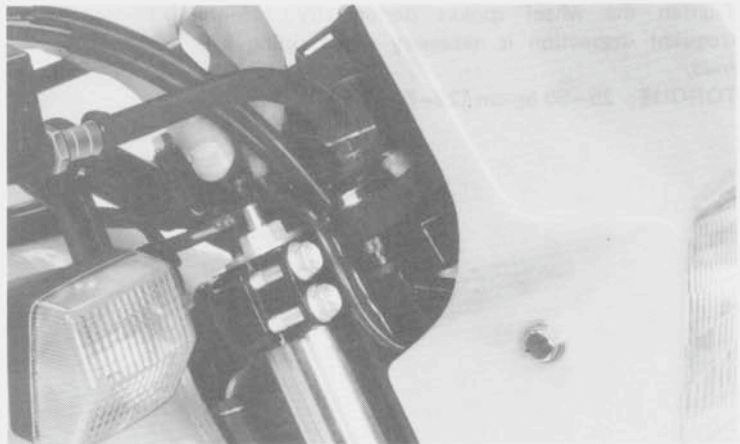
Adjust the air pressure to suit the conditions.

Recommended pressure:

0–2.8 psi (0–20 kPa, 0–0.2 kg/cm²)

NOTE

Do not exceed the recommended air pressure at the ride will be harsh and uncomfortable.



REAR

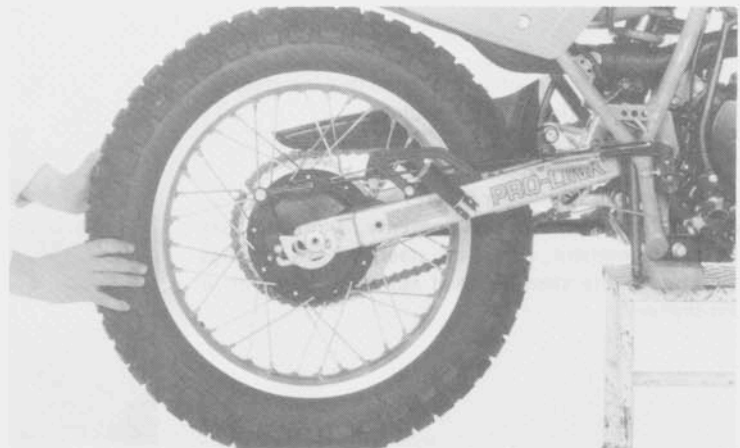
Place the vehicle on a support to raise the rear wheel.

Move the rear wheel sideways with force to see if the swing arm bushings are worn.

Replace if excessively worn.

Check the entire suspension system to be sure it is securely mounted and not damaged or distorted. Tighten all nuts and bolts to their specified torque values.

Grease the swing arm pivot bushing through the swing arm grease fitting.



WHEEL/SPOKES

TIRE PRESSURE

NOTE

Tire pressure should be checked when the tires are COLD.

PRESSURE:

FRONT: 1.5 kg/cm² (21.3 psi)

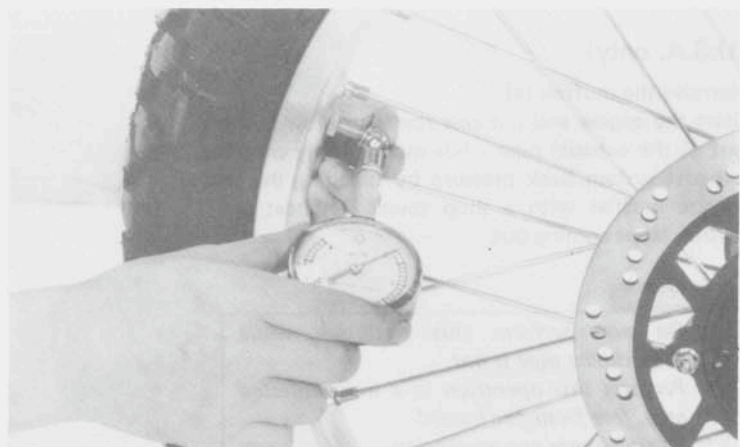
REAR: 1.5 kg/cm² (21.3 psi)

SIZE:

FRONT: 3.00–21–4PR

REAR: 5.10–17–4PR

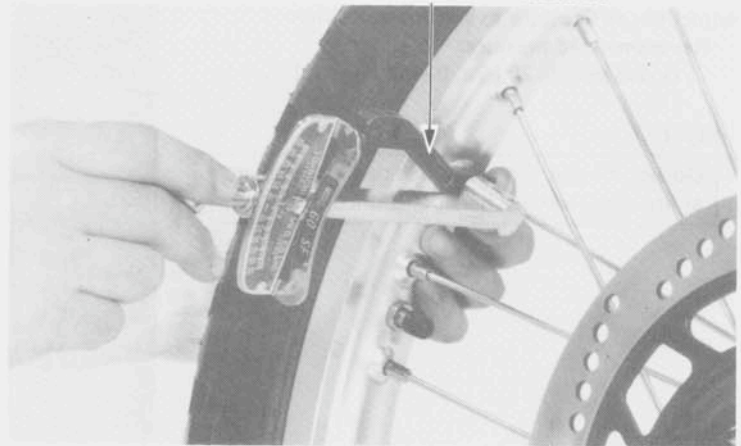
Check the tires for cuts, imbedded nails, or other sharp objects.



Tighten the wheel spokes periodically. More frequent inspection is necessary when riding off-road.

TORQUE: 25–50 kg-cm (29–57 in-lb)

SPOKE WRENCH 07701-0020300



STEERING HEAD BEARING

NOTE

Check that the control cables do not interfere with the rotation of the handlebar.

Raise the front wheel off the ground. Check that the handlebar rotates freely. If the handlebar moves unevenly, binds or has vertical movement, adjust the steering head bearings by turning the steering head adjusting nut with a pin spanner.



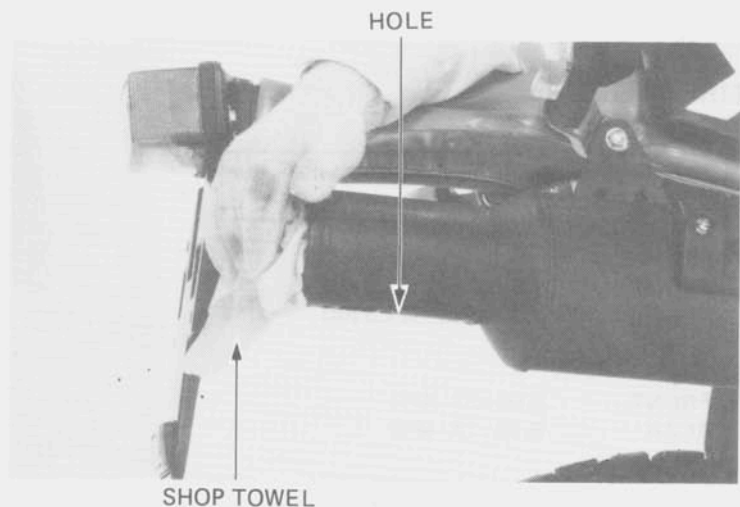
SPARK ARRESTER CLEANING

(U.S.A. only)

Remove the muffler lid. Start the engine and increase rpm's to blow carbon out of the exhaust pipe while momentarily creating exhaust system back pressure by blocking the end of the muffler with a shop towel. Repeat until carbon stops coming out.

WARNING

- Do not perform this operation while the exhaust pipe is hot.
- Perform this operation in a wellventilated area, free from fire hazard.
- Use adequate eye protection.





After cleaning the spark arrester install the muffler lids and gasket.

NOTE

Check that the muffler lid and gasket is in good condition and the bolts are tightened securely.

NUTS,BOLTS,FASTENERS

Tighten the bolts, nuts and fasteners at the intervals shown in the Regular Maintenance Schedule (Page 1-13).

Check that all chassis nuts and bolts are tightened to their correct torque values (Page 1-4 and 5).
Check all cotter pins and safety clips.

