REAR WHEEL INSTALLATION

Place the rear wheel into the swingarm locating the tang on the swingarm into the slot on the brake panel.

Place the stopper plate over the pin on the swingarm.

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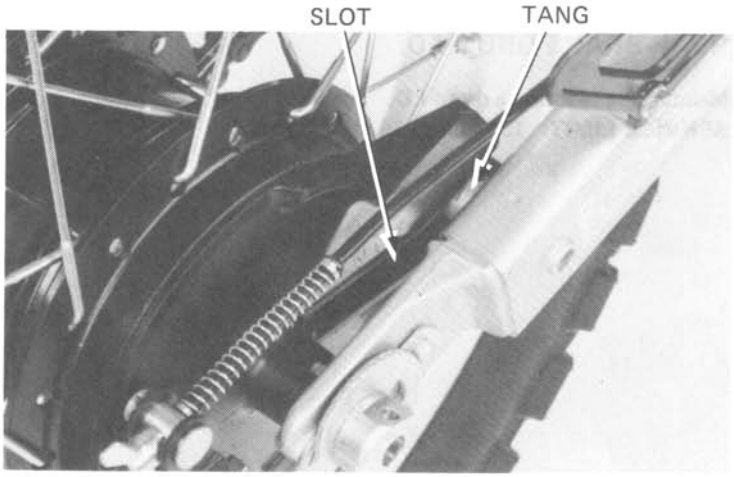
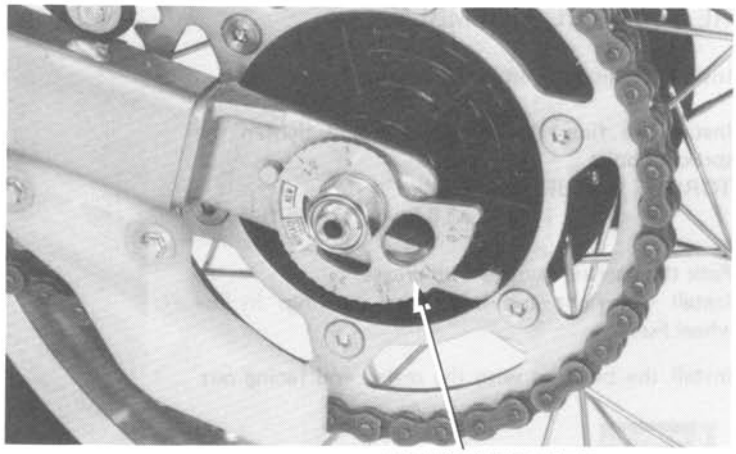


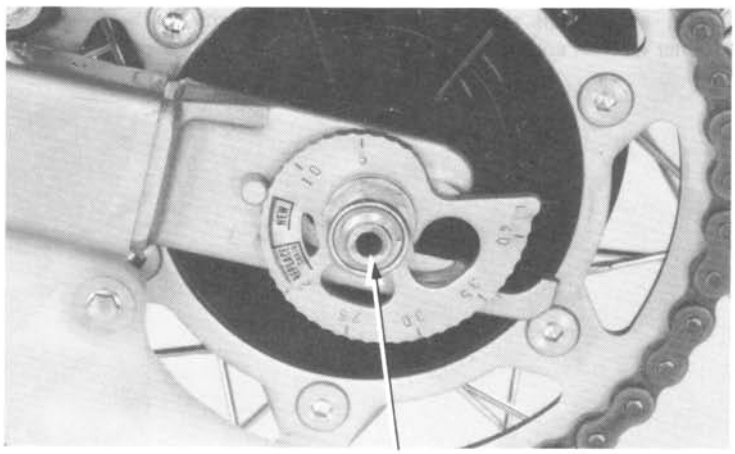
Run the chain over the final driven sprocket.

Adjust the drive chain by turning the adjuster plates (left and right) to the same index mark on both sides (Page 3-13).



Tighten the axle nut.
TORQUE: 80–110 N·m (8–11 kg-m, 58–80 ft-lb)

Pull the brake arm pin holder and brake arm forward and insert the brake rod into the pin, then install the adjuster nut.
Adjust the brake pedal free play (3-15).



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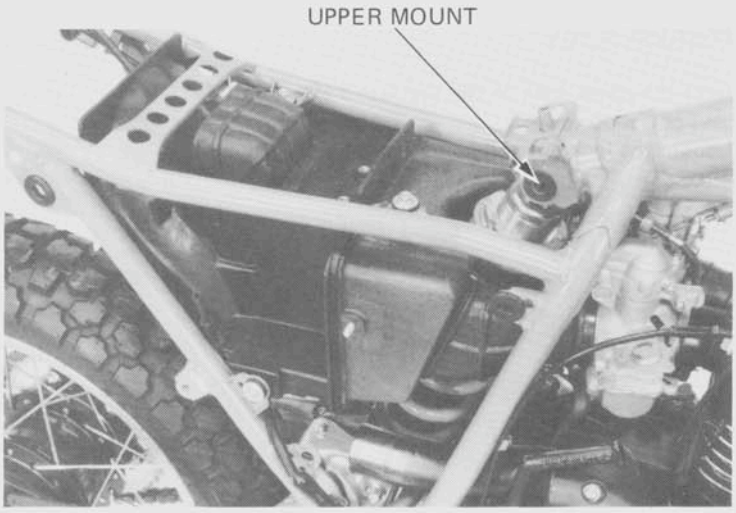
SHOCK ABSORBERS

Raise the rear wheel off the ground by placing a box or workstand under the engine.
Remove the seat.
Remove the side covers.
Remove the air cleaner case (Page 4-4).

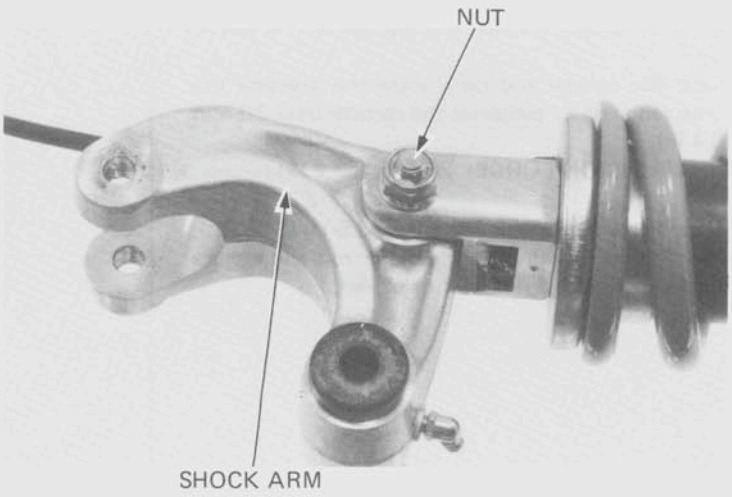
NOTE

Seal the carburetor inlet with tape or clean cloth to keep dirt and debris from entering the intake tract.



Pull the shock absorber to the rear, then remove the shock absorber.

Remove the shock arm from the shock absorber.



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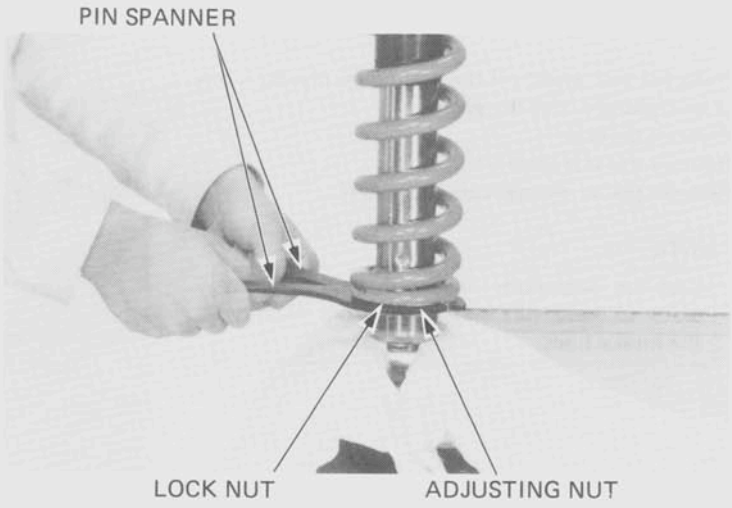
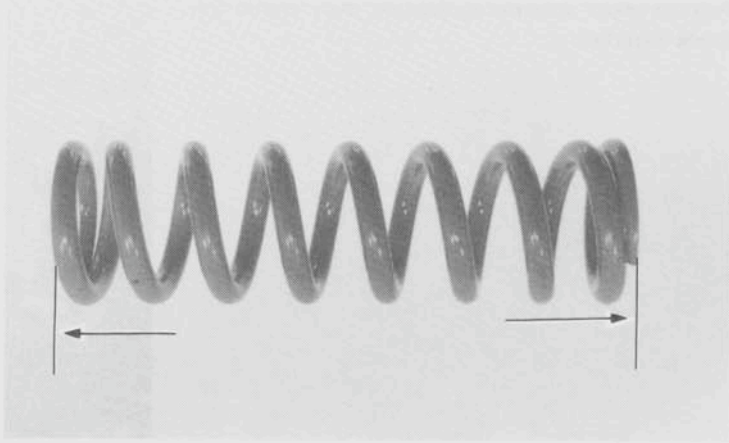
DISASSEMBLY

Hold the upper part of the shock in a vise with soft jaws or a shop towel.
Loosen the lock nut and adjusting nut.



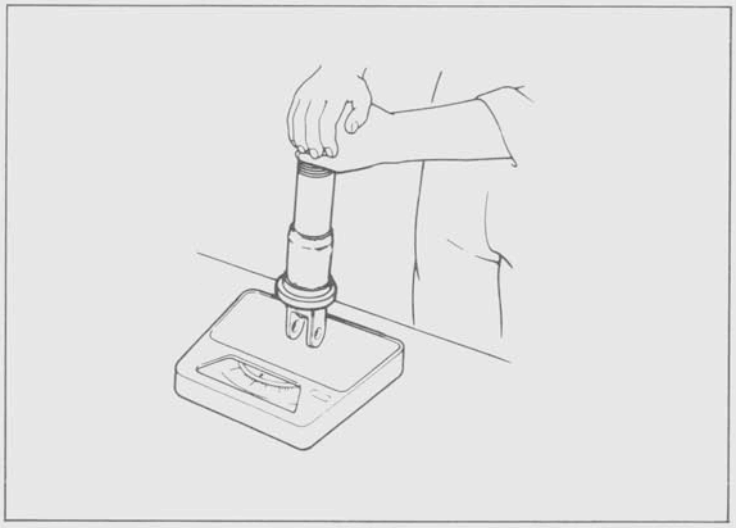
SHOCK ABSORBER SPRING INSPECTION

Measure the spring free length.
SERVICE LIMIT: 273 mm (10.75 in)



Visually inspect the damper unit for dents, oil leaks or other faults. Replace the damper unit if necessary.
Place the damper rod on a scale and measure the force required to compress the damper until 10 mm (0.4 in).
COMPRESSION FORCE: 28.5 kg (62.8 lb)

If the force required is less than 23.5 kg (51.8 lbs), gas is leaking. Examine the damper rod and replace the damper until if it is bent or scored.



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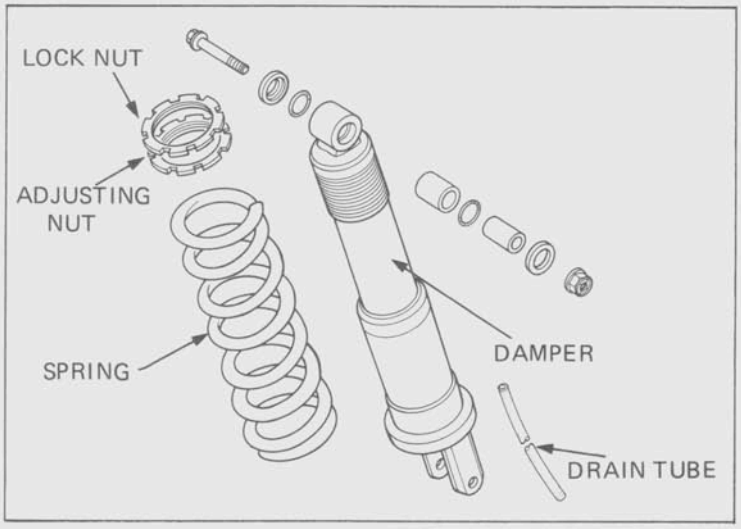
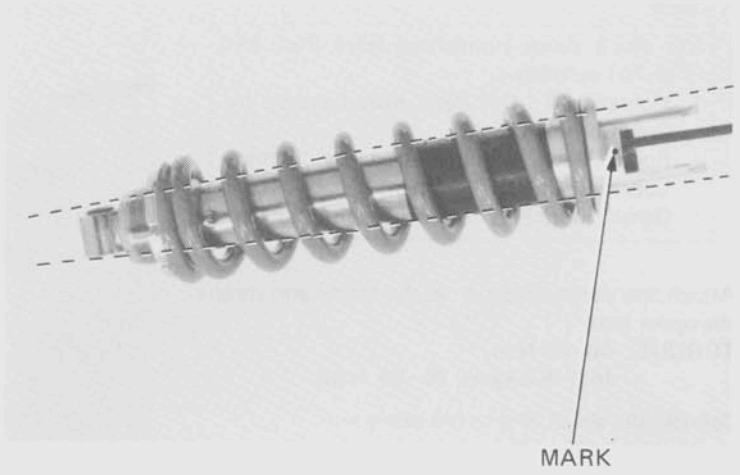
ASSEMBLY



Install the spring, spring seat and seat stopper.
Align the upper and lower shock absorber mounts.

NOTE

Install the rear shock absorber with the index mark for the damping adjuster facing the rear.



Measure the spring's length.
Turn the adjusting nut to obtain the standard spring length.

STANDARD SPRING LENGTH: 265 mm (10.43 in)

NOTE

One turn equals 1.5 mm (0.06 in) of spring length.

To increase spring preload; tighten the adjusting nut to shorten the spring length up to 5 mm (1/4 in) and tighten the lock nut.

CAUTION

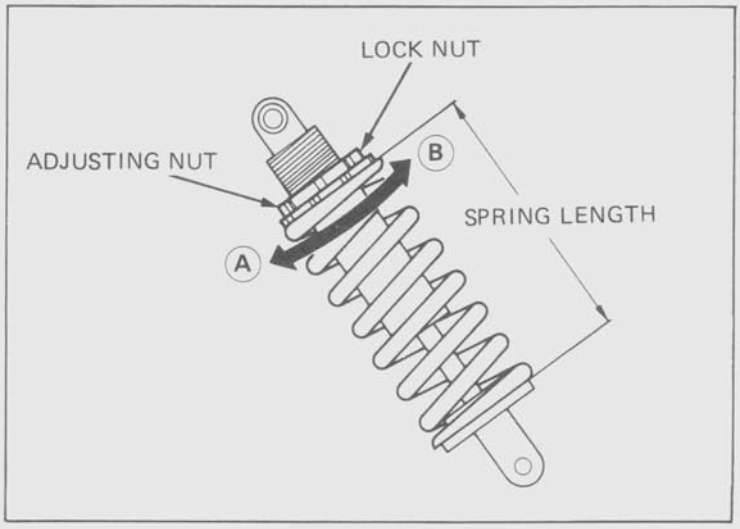
Do not shorten the spring more than 5 mm (1/4 in), or damage to the spring could result.

To reduce spring preload; loosen the adjusting nut to increase spring length 5 mm (1/4 in) and tighten the lock nut.

CAUTION

Do not ride the motorcycle without the spring having preload. Loss of rider control could result.

A: SHORTEN THE SPRING LENGTH
B: INCREASE THE SPRING LENGTH



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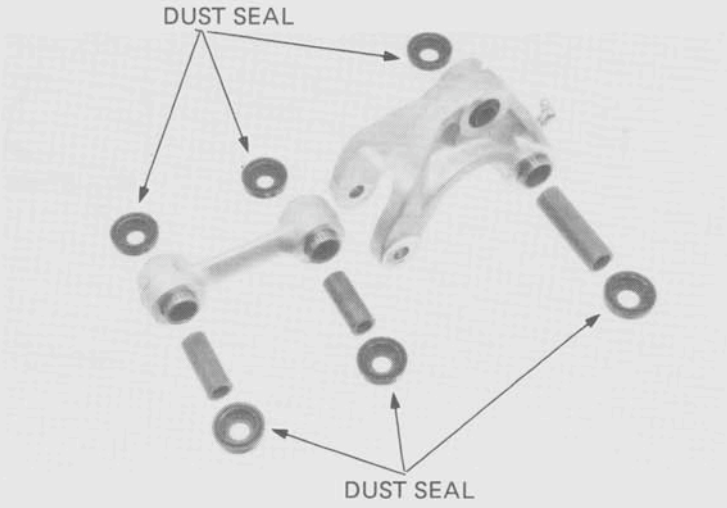
SHOCK LINKAGE INSPECTION

Remove the dust seals and collars.
Check the bushings for damage.
Measure the bushing I.D.
LIMIT: 15.135 mm (0.596 in)

Measure the collar O.D.
LIMIT: 14.941 mm (0.588 in)



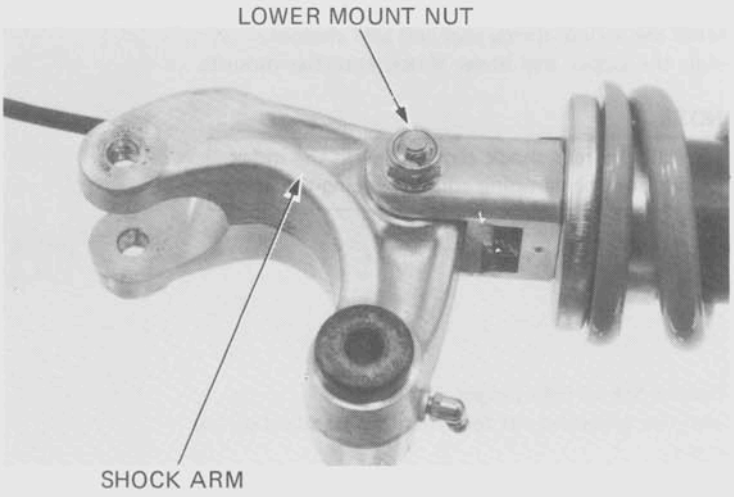
REAR SHOCK ABSORBER INSTALLATION

Install the shock arm to the lower mount.
Temporaly tighten nut.

Apply molybdenum disulfied (MoS_2) paste (containing more than 45 % of (MoS_2) to the upper mount bushings.

NOTE

Use MoS_2 paste (containing more than 45% of MoS_2) as follows:
- Molykote ® G-n Paste manufactured by Dow Corning U.S.A.
- Rocol Paste manufactured by Sumico Lubricant Co., LTD., Japan.
- Other lubricants of equivalent quality.

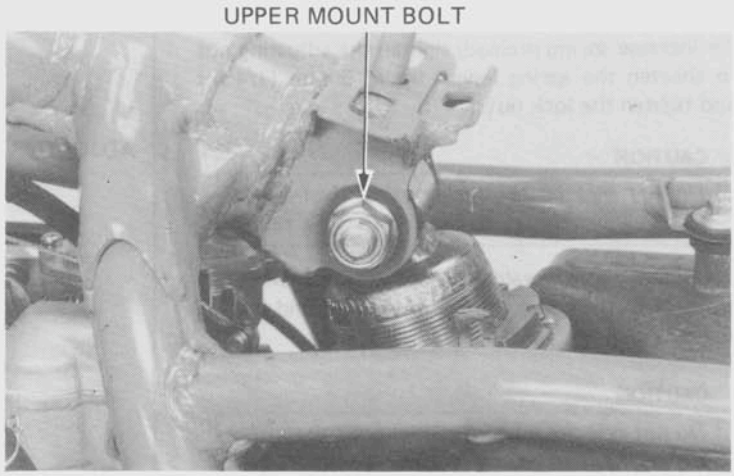


Attach the shock absorber to the frame and torque the upper bolt.
TORQUE: 40–50 N·m
(4.0–5.0 kg-m, 29–36 ft-lb)

Connect the shock arm to the swing arm.
TORQUE: 90–120 N·m
(9.0–12.0 kg-m, 65–87 ft-lb)
Connect the shock arm to the shock link.
TORQUE: 40–50 N·m
(4.0–5.0 kg-m, 29–36 ft-lb)
Torque the shock absorber lower mount nut.
TORQUE: 40–50 N·m
(4.0–5.0 kg-m, 29–36 ft-lb)

WARNING

Use only the correct bolts. Do not substitute other fasteners. Since they may not have adequate strength and may fail during operation.



Install the following:
- Air cleaner case
- Muffler
- Battery mount case
- Chain case
- Side covers
- Seat

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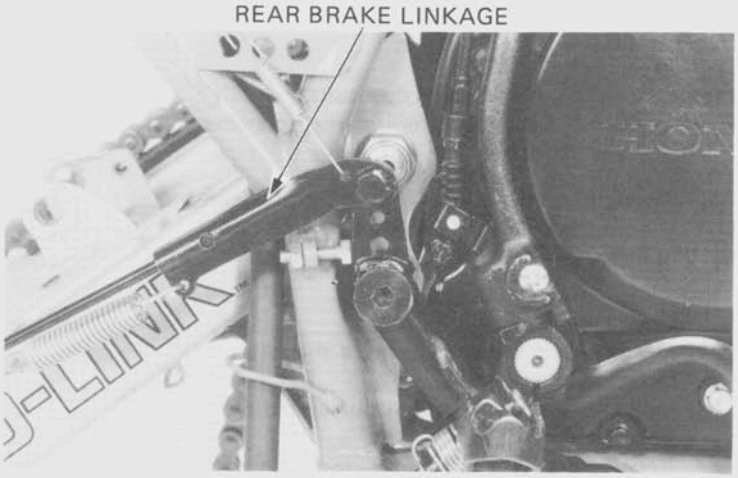
SWING ARM

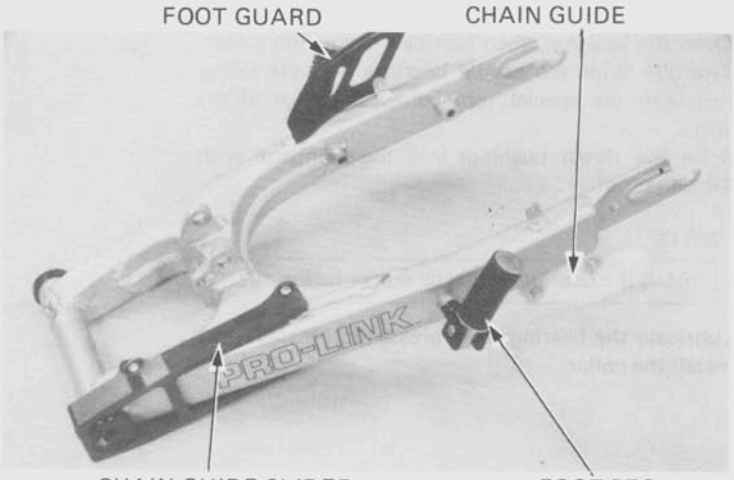
SWINGARM REMOVAL

Raise the near wheel off the ground with a box or workstand under the engine.
Remove the rear wheel. (Page 13-3)
Remove the rear shock absorber. (Page 13-9)
Remove the rear brake linkage.
Remove the swingarm pivot bolt.
Remove the shock link bolts.



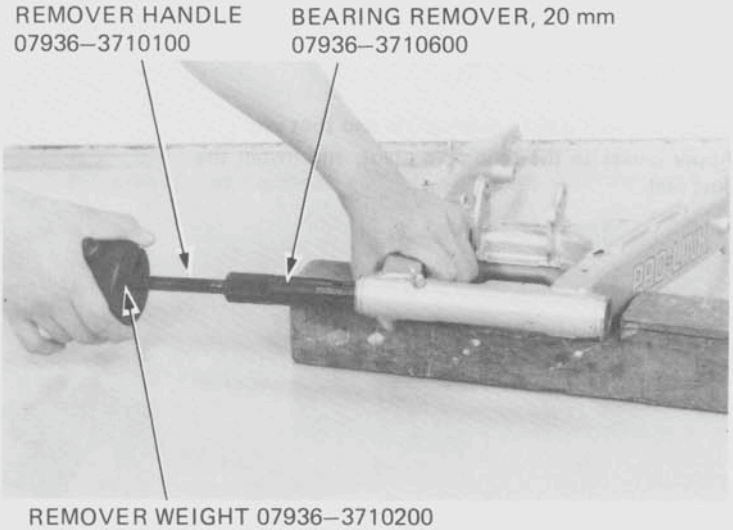
DISASSEMBLY

Remove the chain guide slider, chain guide, foot peg and foot guard.



PIVOT BEARING REPLACEMENT

Remove the dust covers and collar.
Install the bearing remover into the swingarm pivot hole and expand the tool behind the bearing.
Drive bearing out with the slide hammer.



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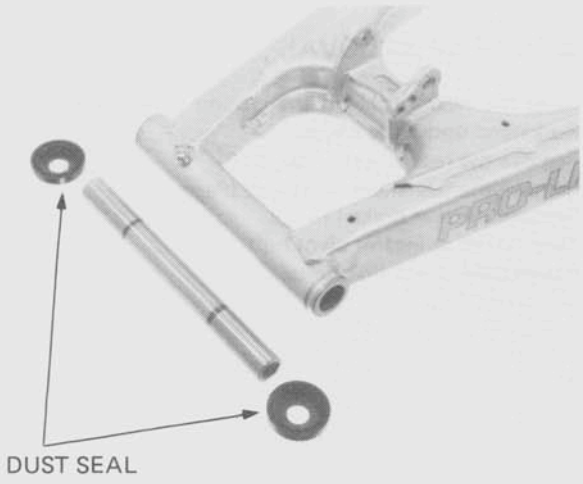
INSPECTION

Inpect the collars, bearings and dust seals.
Replace them if they have score marks, scratches, or excessive or abnormal wear.

Apply molybdenum disulfied (MoS_2) paste (containing more than 45 % of (MoS_2) to the insides of the bushings and dust seal lips.

NOTE

Use MoS_2 paste (containing more than 45% of MoS_2) as follows:
- Molykote® G-n Paste manufactured by Dow Corning U.S.A.
- Rocol Paste manufactured by Sumico Lubricant Co., LTD., Japan.
- Other lubricants of equivalent quality.

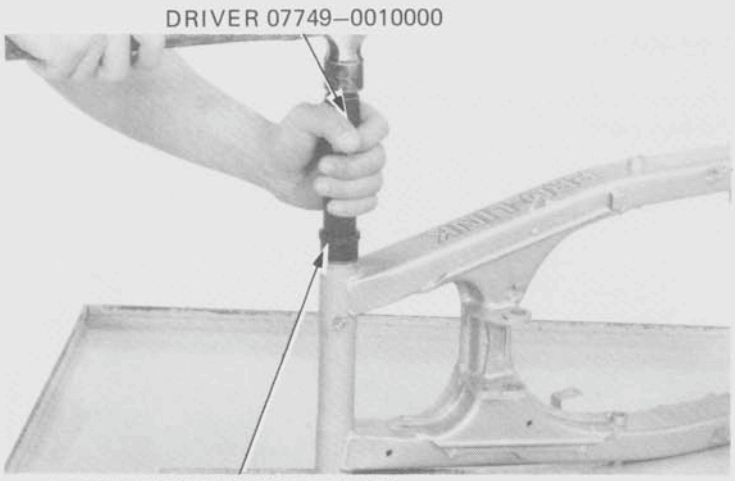


Clean the bearings, then lubricate them with grease.
Carefully drive the needle bearings into the swingarm with the special tool below the edge of the hole.
Drive the thrust bushings into the swingarm with the same tool.

NOTE

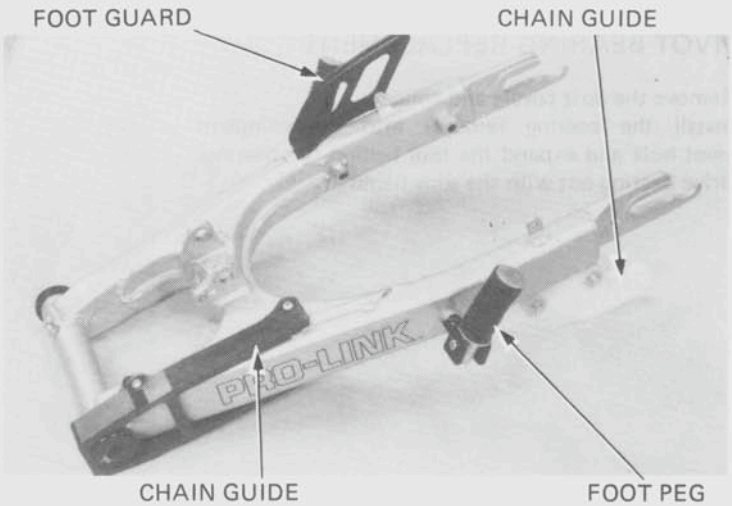
Install the bearings with the marks facing out.

Lubricate the bearings with grease after installation.
Install the collar.



SWINGARM ASSEMBLY

Install the foot guard, chain guide and foot peg.
Apply grease to the swingarm pivot, and install the dust seal.



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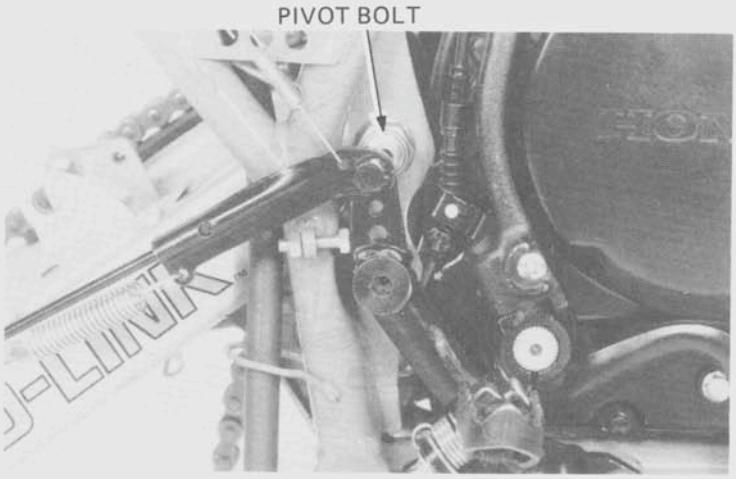
SWINGARM INSTALLATION

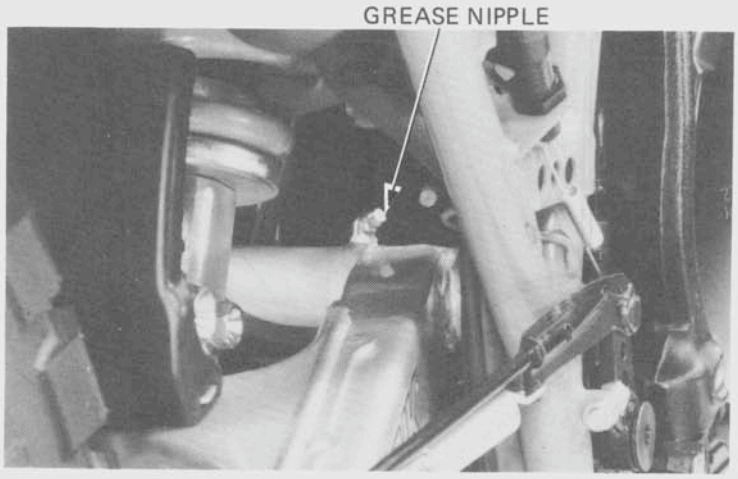
Install the swingarm and torque the pivot bolt.
TORQUE: 70–100 N·m
(7–10 kg-m, 50.6–72.2 ft-lb)

Install the rear wheel and the chain.
Install the shock absorber (Page 13-12).
Connect the rear brake rod.
Adjust the rear brake pedal free play (Page 3-16).



Apply grease to the swingarm pivot through the grease fitting.

Apply molybdenum disulfied (MoS2) paste to the linkage bushings through the grease fittings on the linkage pivots (Page 3-19).



BRAKE PEDAL

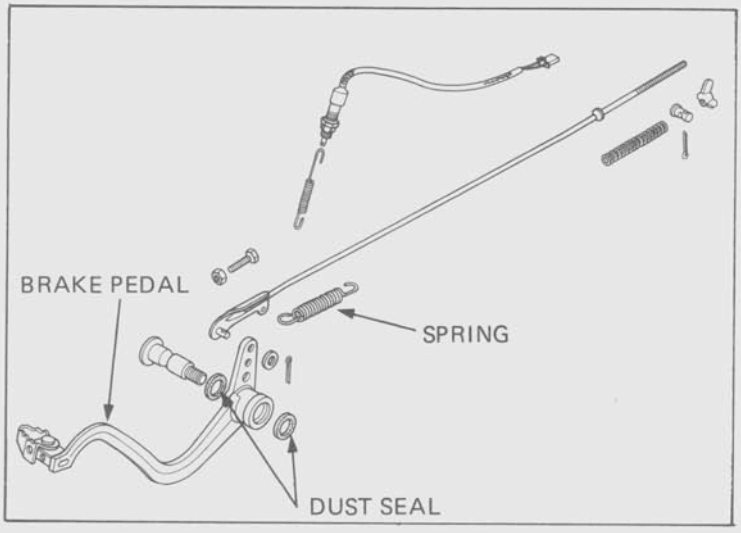
REMOVAL

Disconnect the brake pedal spring.
Disconnect the brake rod and remove brake pedal.

INSTALLATION

When assembling, apply grease to the brake pedal pivot bolt, and dust seals.

Install the brake pedal in the reverse order of removal.



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