

5. CHASSIS

1. FRONT WHEEL AND FRONT BRAKE

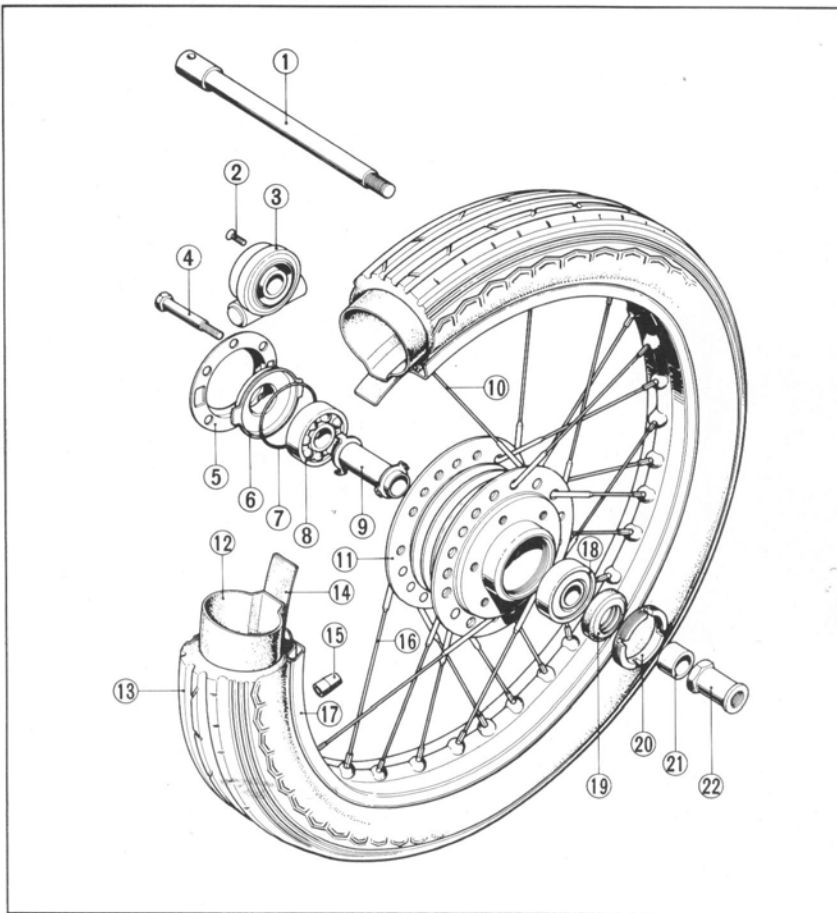


Fig. 195

Front Wheel

A. Disassembly

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Disconnect the speedometer cable from the speedometer gear box.
3. Unscrew the axle holder mounting nuts and remove the front wheel assembly from the front fork.
4. Unscrew the front wheel axle nut and remove the front axle.

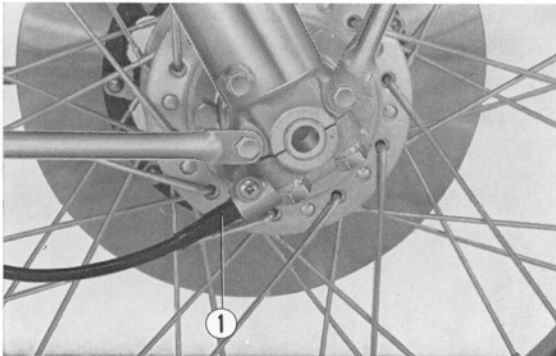


Fig. 196 ① Speedometer cable

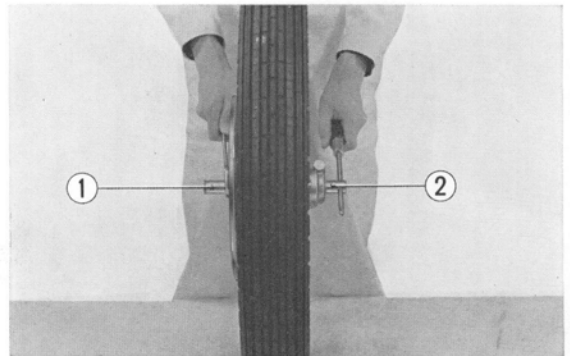


Fig. 197 ① Front axle nut ② Front axle

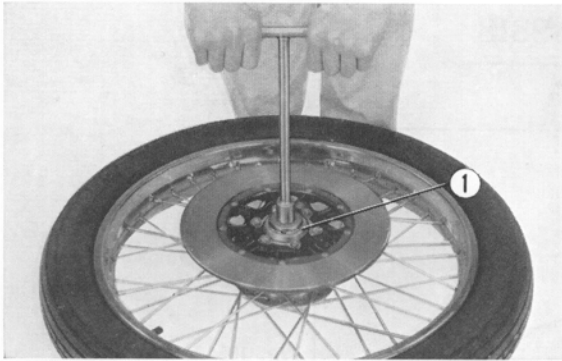


Fig. 198 ① Front wheel bearing retainer

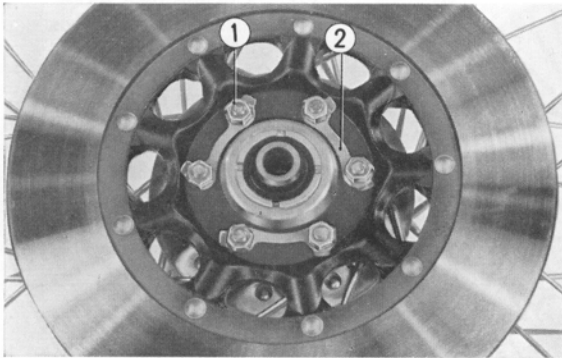


Fig. 199 ① Disc mounting nuts
② Tongued washers

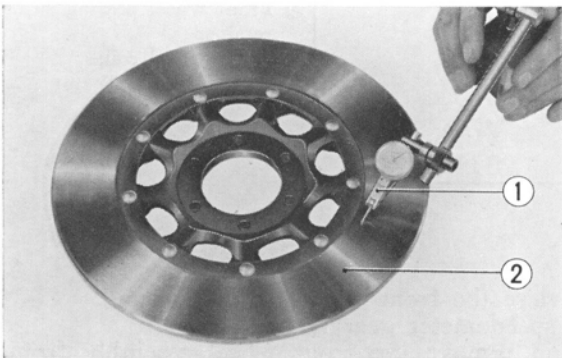


Fig. 200 ① Dial gauge ② Front brake disc

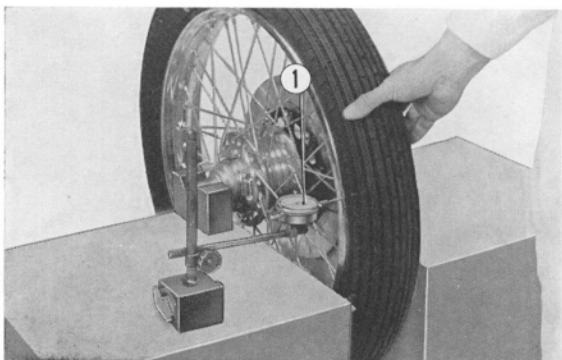


Fig. 201 ① Dial gauge

5. Remove the bearing retainer (Tool No. 07910-3230100) from the wheel hub, and the dust seal from the bearing retainer.

6. To remove the brake disc from the wheel, first, straighten the tongues on the tongued washers, and unscrew the disc mounting nuts.
7. Remove the speedometer gear box and retainer cover from the opposite side.
8. Remove the front wheel bearing.

B. Inspection

1. Checking the brake disc.
Place the disc on a surface plate and measure the trueness using a dial gauge as shown in Fig. 199. Replace the disc if beyond the serviceable limit.
2. Checking rim wobble and wheel runout.
Spin the wheel by hand and check both wobble and runout using a dial gauge as shown in Fig. 200.

3. Checking the wheel bearings.
Measure bearing wear in both axial and radial directions.
4. Check for loose or bent spokes.
Tighten loose spokes, and straighten or replace bent spokes.
5. If tire pressure is low, check for leaks around the valve stem and also the valve.
6. Check the condition of the tire both inside and outside for cuts, bruises, and imbedded nails.
7. Check to be sure that the tire is correctly inflated.

Tire inflation pressure: 1.3 kg/cm^2
(25.6 psi)

8. Check if air leaks from the tire valve.

C. Reassembly

1. Drive the 6302R wheel ball bearing into the hub using a bearing driver.
On the model CB 550, use driver attachment (Tool No. 07946-935020) and driver handle (Tool No. 07949-6110000).
2. Install the dust seal in the wheel bearing retainer, mount the retainer into the wheel hub, and install the O-ring into the hub.
3. Install the gear box retainer cover on the gear box retainer so that the cover matches the slot.
4. Mount the brake disc on the wheel with bolts, tongued washers, and nuts. After tightening, bend up the tongues on the washers to lock the nuts.

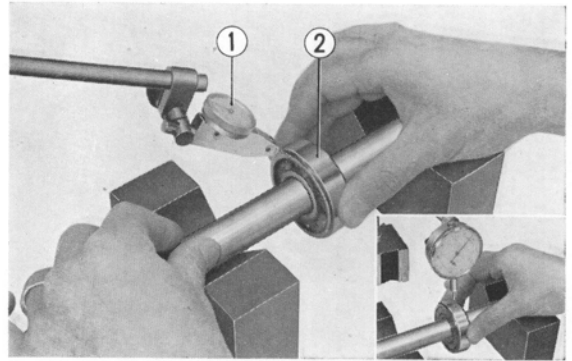


Fig. 202 ① Dial gauge ② Ball bearing

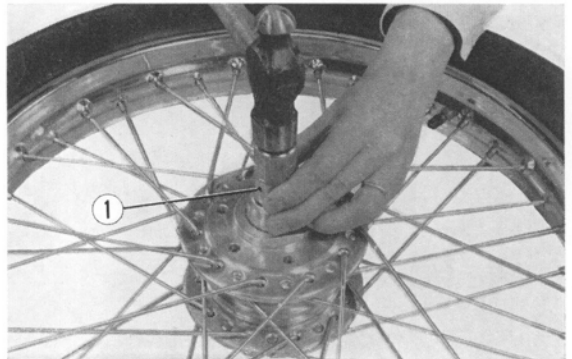


Fig. 203 ① Bearing driver

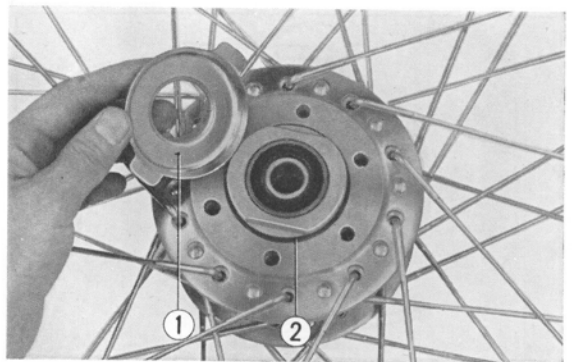


Fig. 204 ① Gear box retainer
② O-ring

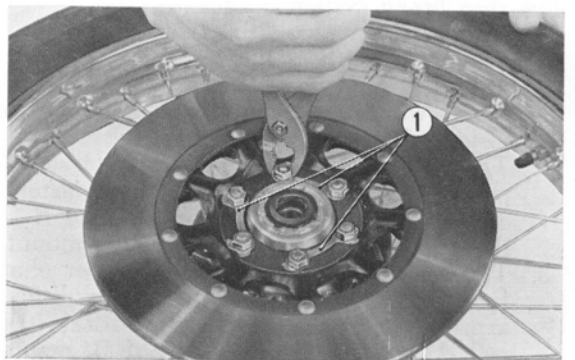


Fig. 205 ① Tongued washers

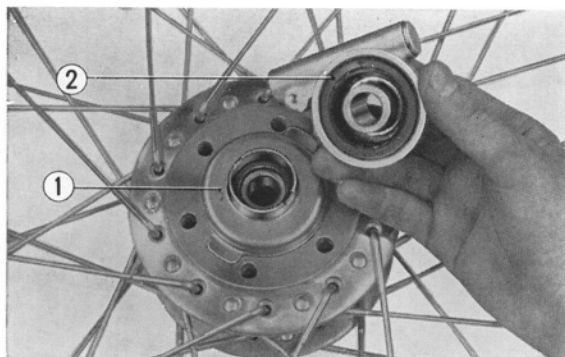


Fig. 206 ① Gear box retainer
② Speedometer gear box

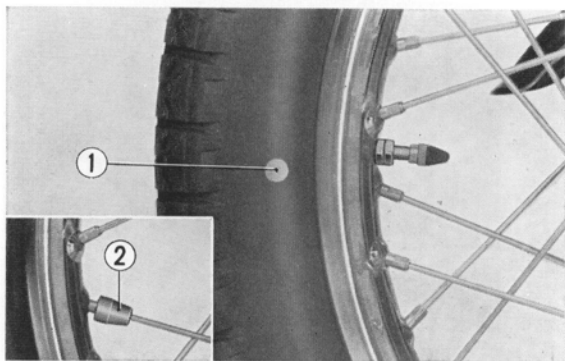


Fig. 207 ① Balance marking ② Balance weight

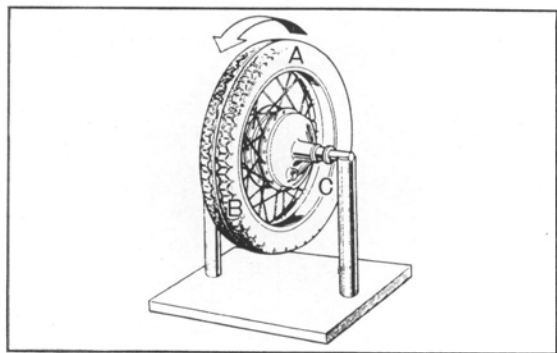


Fig. 208

Front disc brake

The disc brake system consists of the brake lever and master cylinder on the right handle bar, caliper mounted on the front fork left side, and the special stainless steel brake disc mounted on the wheel hub.

(Operation)

1. When the brake lever ① is gripped, the cam ② at the base of the lever actuates a piston of the master cylinder.
2. The piston moves the primary cup ③ which blocks the passage to the reservoir and pressurizes the fluid within the master cylinder. This pressure is transmitted to the caliper chamber through brake hose B ④, 3 way joint ⑤, and brake hose A ⑦. Also, the stop light pressure switch ⑥ mounted on the 3 way joint is actuated.
3. The hydraulic pressure within caliper chamber A applies pressure against piston ⑨, which forces pad A ⑩ against the brake disc. Since the caliper assembly is mounted on an arm which pivots at the front fork, it is free to swivel, therefore, the reaction from pad A ⑩ is transmitted to pad B, resulting in equalized pressure being applied by the pads to both sides of the brake disc.

5. Install the speedometer gear box on the opposite side of the brake disc, and insert front axle into the hub through the speedometer gear box.

6. Mount the front wheel on the front fork, install the axle holders, and tighten the nuts.

Note:

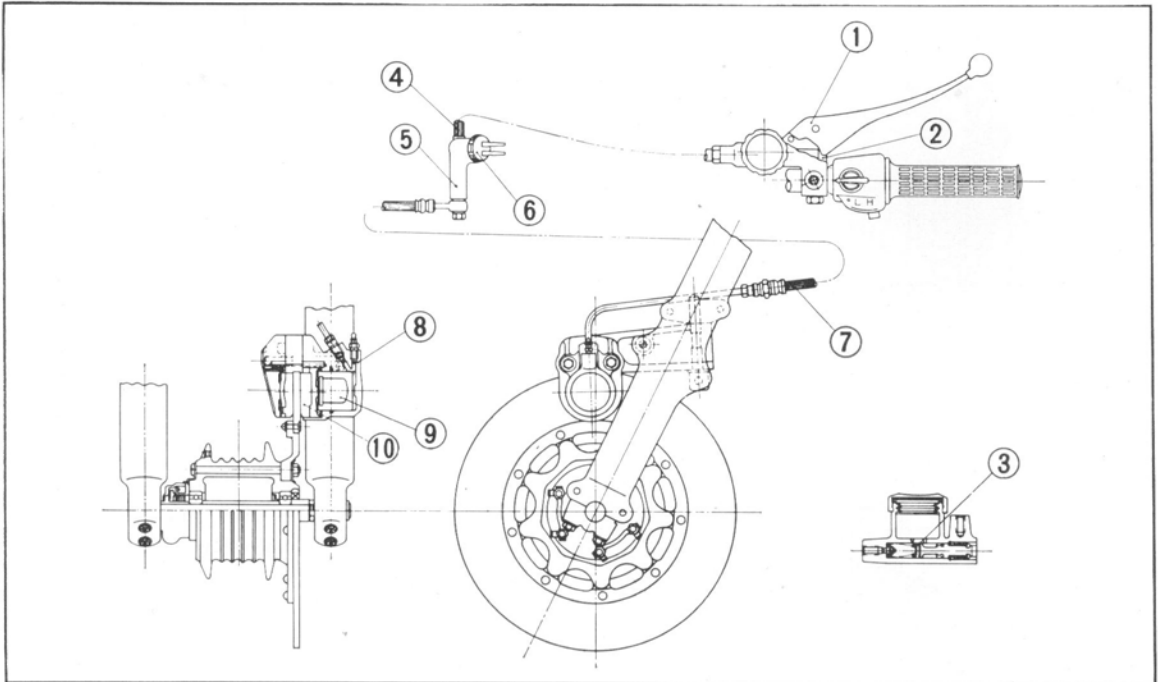
Make sure that the speedometer gear box is mounted in the proper position.

First tighten the axle holder on the left side (brake disc side), and then the right side.

7. Connect the speedometer cable to the gear box.

8. Checking the wheel balance

- a. Mark the side of the tire and rotate the wheel lightly several times and observe the position where the mark comes to rest.
- b. If the wheel is not statically balanced, the mark on the tire will come to rest at the same position. (heavier section will be at the bottom).
- c. Attach a balance weight on the spoke at the lighter section (at the top).
- d. The wheel is in balance when it does not stop at any definite position after rotating the wheel several times.
The balance weights are available in four different weight sizes (5, 10, 15 and 20 gr).
- e. The front wheel should be balanced with the brake disc installed.



- ① Front brake lever
- ② Front brake lever cam
- ③ Primary cup
- ④ Front brake hose B

- ⑤ Three way joint
- ⑥ Stop switch
- ⑦ Front brake hose A
- ⑧ Caliper A

- ⑨ Piston
- ⑩ Pad A

Fig. 209

A. Disassembly

1. Remove the front wheel.
2. Unscrew the oil joint bolt and disconnect the brake hose.

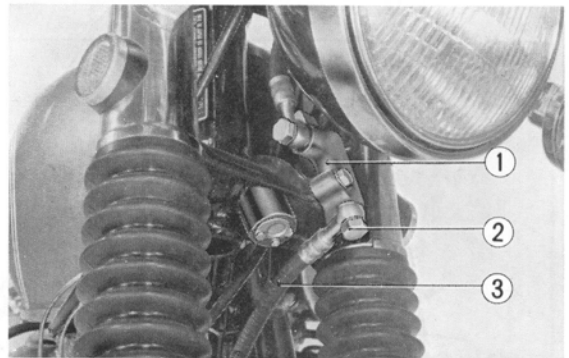


Fig. 210 ① Oil joint ② Oil joint bolt ③ Brake hose

3. Unscrew the three caliper mounting bolts and a caliper adjusting bolt, and remove the caliper assembly.
4. Unscrew the two caliper set bolts and separate caliper A and B.

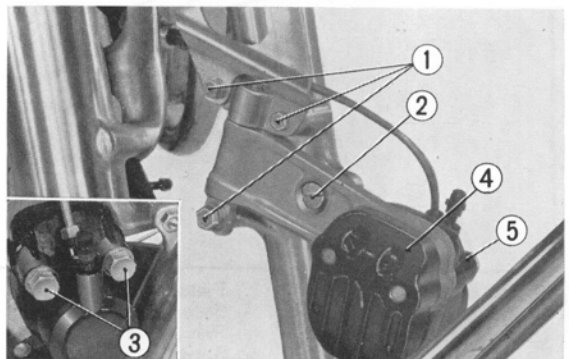


Fig. 211 ① Caliper mounting bolts ② Caliper adjusting bolt ③ Caliper set bolts ④ Caliper B ⑤ Caliper A

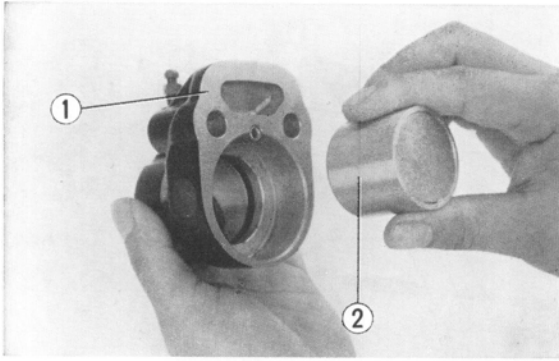


Fig. 212 ① Caliper A ② Piston

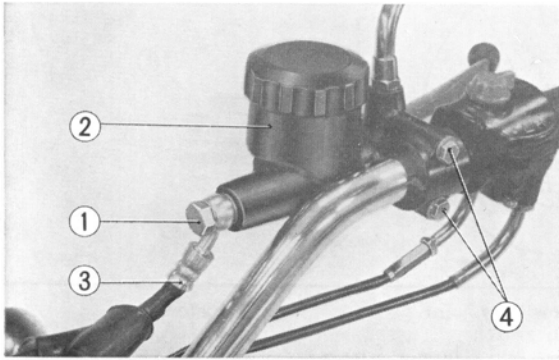


Fig. 213 ① Joint bolt
② Master cylinder unit
③ Brake hose
④ Master cylinder mounting bolts

5. Remove pad A and piston from caliper A.

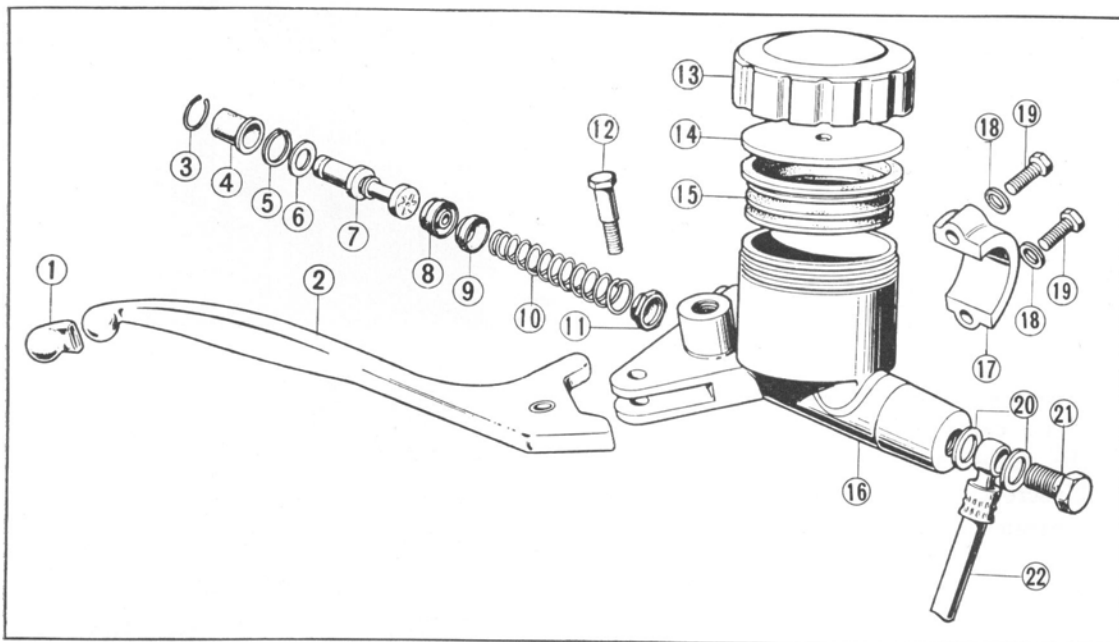
Use compressed air to remove the piston.

6. Remove pad B from caliper B.

7. Unscrew the master cylinder joint bolt and remove the brake hose.

8. Unscrew the master cylinder mounting bolts and remove the master cylinder unit from the handle bar.

9. Disassemble the master cylinder.



- | | | | |
|---------------------------|---------------------------|--------------------------|---------------------|
| ① Brake lever cap | ⑦ Piston | ⑬ Reservoir cap | ⑲ 6mm hex bolt |
| ② Brake lever | ⑧ Secondary cup | ⑭ Master cylinder plate | ⑳ Joint bolt washer |
| ③ Stopper washer | ⑨ Primary cup | ⑮ Diaphragm | ㉑ Joint bolt |
| ④ Boot | ⑩ Spring | ⑯ Master cylinder body | ㉒ Front brake hose |
| ⑤ 18mm internal snap ring | ⑪ Check valve | ⑰ Master cylinder holder | |
| ⑥ 10.5mm washer | ⑫ Handle lever pivot bolt | ⑱ 6mm spring washer | |

Fig. 214

10. Remove the boot and remove the snap ring from the master cylinder body with the snap ring plier (Tool No. 07914-3230000) Next, remove the 10.5mm washer, piston, secondary cup, spring, and check valve.

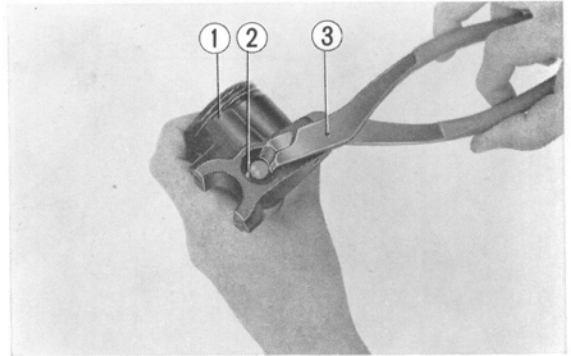


Fig. 215 ① Master cylinder body ③ Special pliers
② Snap ring

B. Inspection

1. Checking the wear of the disc brake pad. Red grooves are provided for both pad A and B as a wear limit indicator. When the pad is worn to this red groove, the pad should be replaced. After replacing the pads, adjust the clearance between the brake disc and pad to **0.15 mm (0.006 in.)** with the caliper adjusting bolt. Adjust by turning the caliper adjusting bolt until the pad drags slightly against the brake disc, and from this position back off 1/2 turn and tighten the lock nut.

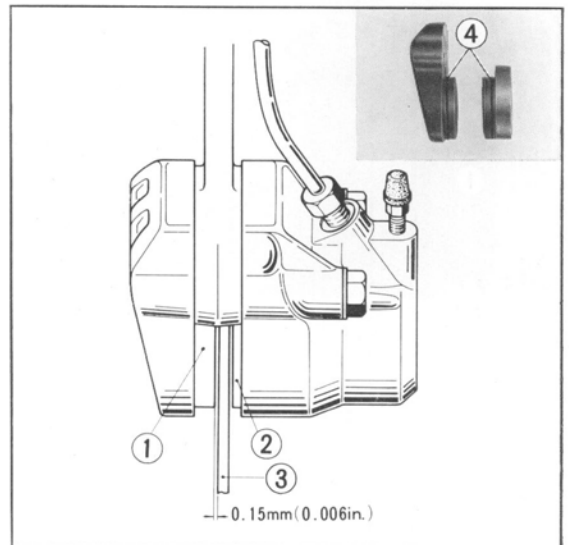


Fig. 216 ① Pad B ③ Brake disc
② Pad A ④ Wear limit indicator

2. Checking the caliper cylinder and piston. Measure the inside diameter of the caliper cylinder and the outside diameter of the piston using a cylinder gauge and a micrometer. If the clearance is greater than serviceable limit, replace the part.

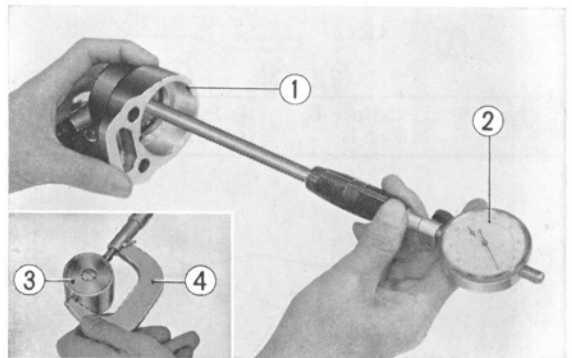


Fig. 217 ① Caliper cylinder ③ Piston
② Cylinder gauge ④ Micrometer

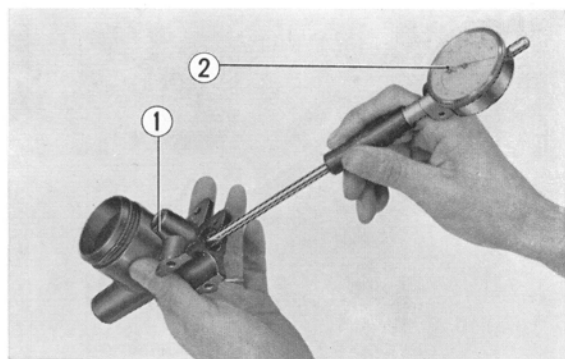


Fig. 218 ① Master cylinder ② Cylinder gauge

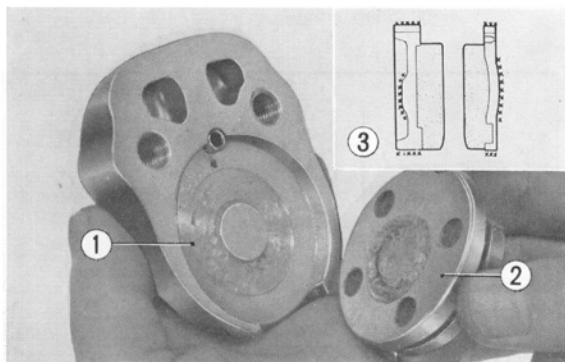


Fig. 218-1 ① Caliper B
② Pad B
③ Apply grease to part marked (X)

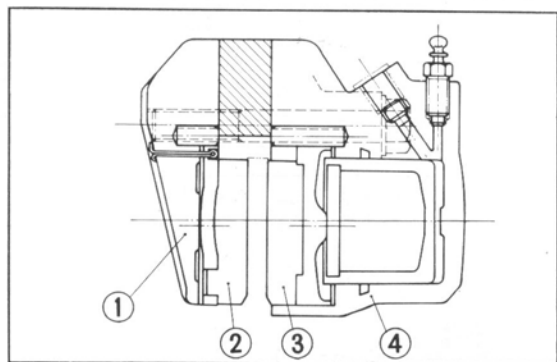


Fig. 219 ① Caliper B ③ Pad A
② Pad B ④ Caliper A

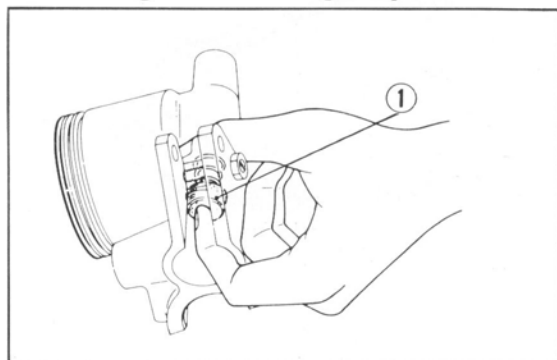


Fig. 220 ① Primary cup

3. Checking the master cylinder and piston. Measure the inside diameter of the cylinder and the outside diameter of the piston using cylinder gauge and a micrometer. If the clearance is greater than serviceable limit, replace the part.

C. Reassembly

1. Perform reassembly in the reverse order of disassembly.
2. Assemble pad A and B.

Note:

Apply silicone sealing grease on the pads sliding surfaces of the caliper before assembling pad A and B. This serves as a dust preventative as well as water repellent. Do not apply grease on the pad friction surface.

3. Apply a coat of brake fluid to the inside surface of the cylinder.
4. Install the check valve to the return spring and install them in the cylinder.

CAUTION:

When installing the check valve and return spring in the cylinder, make sure that the valve is facing correctly and that the spring is in correct position.

5. Apply a thin coat of brake fluid to the outside surface of the primary cup. Install the primary cup taking care not to allow dust to attach to it or not to damage it. Make sure that the cup is not inclined or not reversed in the cylinder.

Note:

When the primary cup has been disassembled, replace it with a new one.

6. Install the 18mm internal snap ring. Turn the snap ring to check for proper fit.

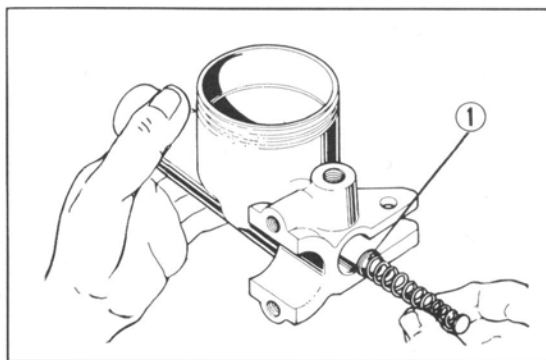


Fig. 221 ① Diaphragm ③ Master clinder
② Brake fluid

D. Brake adjustment

When the brake has been disassembled always perform the air bleeding operation of the hydraulic brake and then adjust the brake.

1. Brake lever free play

Lever free play of **2~5 mm (0.08~0.2 in.)** measured at the end of the lever is normal. If the play is excessive, inspect the brake system and replace any worn or defective part.

2. Brake fluid level

Fill the reservoir with brake fluid to the level line.

Note:

Brake fluid will damage paint finish, rubber parts, and meter components, therefore, exercise care in handling and immediately wipe in case of spillage.

- To air bleeding the brake system refer page 15.

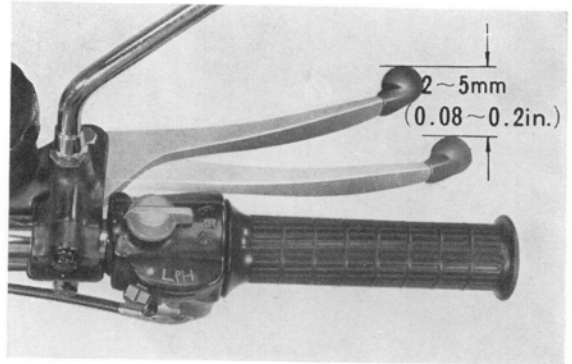


Fig. 222

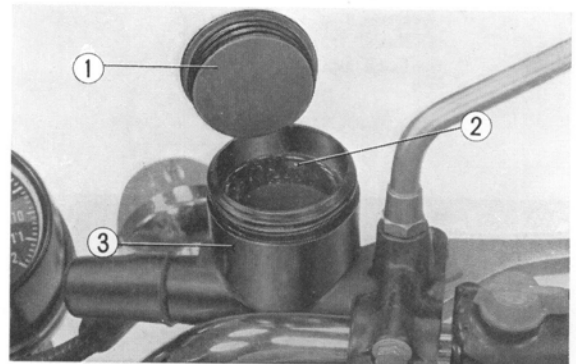


Fig. 223 ① Diaphragm ② Brake fluid ③ Master cylinder

2. REAR WHEEL AND REAR BRAKE

- ① 6304 U ball bearing
- ② Distance collar
- ③ Wheel balancer
- ④ Tire
- ⑤ Tube
- ⑥ Tire flap
- ⑦ Wheel hub
- ⑧ Rim
- ⑨ O-ring
- ⑩ Wheel damper A
- ⑪ Wheel damper B
- ⑫ Final driven flange
- ⑬ Distance collar B
- ⑭ 6305 U ball bearing
- ⑮ Bearing retainer
- ⑯ 10×48 driven sprocket bolt
- ⑰ Side collar
- ⑱ Final driven sprocket
- ⑲ 34559 oil seal
- ⑳ O-ring
- ㉑ Sprocket side plate
- ㉒ Tongued washer
- ㉓ 10 mm nut

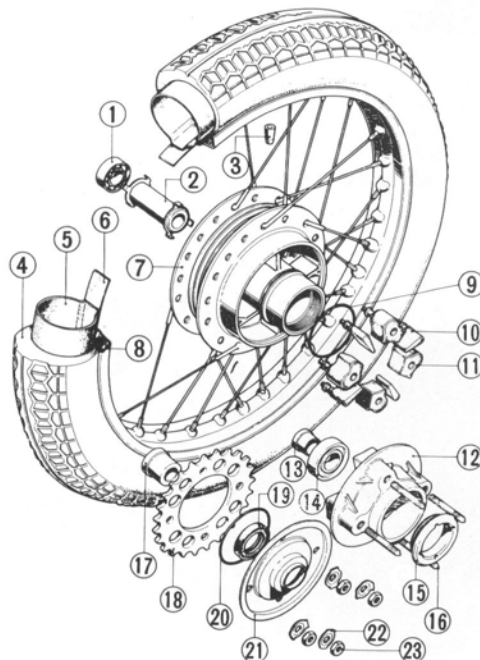


Fig. 224

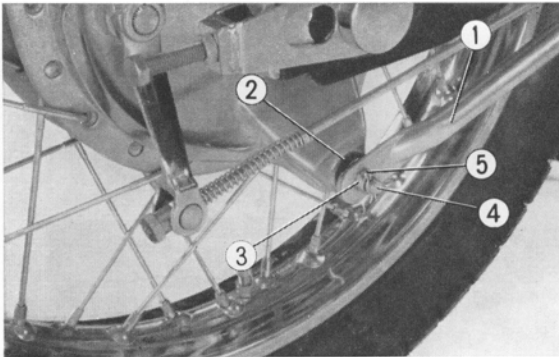


Fig. 225 ① Brake stopper arm
② Stopper arm cushion rubber
③ 8mm nut
④ Panel stopper bolt
⑤ Lock pin

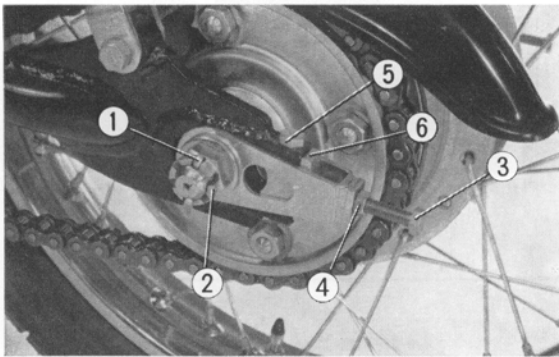


Fig. 226 ① Cotter pin
② Axle nut
③ Adjusting bolt
④ Lock nut
⑤ Lock bolt
⑥ Chain adjusting stopper

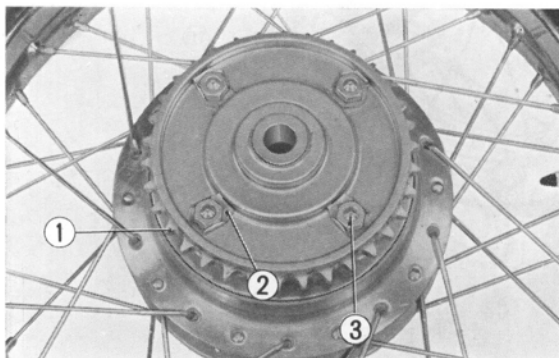


Fig. 227 ① Driven sprocket
② Tongued washer
③ Lock nut

A. Disassembly

1. Remove the rear brake rod.
2. Remove the rear brake panel stopper bolt to disconnect the brake stopper arm.

3. Remove the both left and right mufflers.
4. Loosen the drive chain adjusting bolt on both sides, remove the cotter pin, and loosen the axle nut.
5. Push the wheel forward, and lift the chain off the driven sprocket. Remove the lock bolts, chain adjusting stoppers and pull the wheel rearward to remove the wheel and axle from the rear wheel.
6. Straighten the tongued washers and unscrew the four nuts to remove the driven sprocket.
7. Remove the rear wheel bearing retainer with the bearing retainer remover, and drive out the bearing from the hub.

Note:

The bearing retainer has a left hand thread.

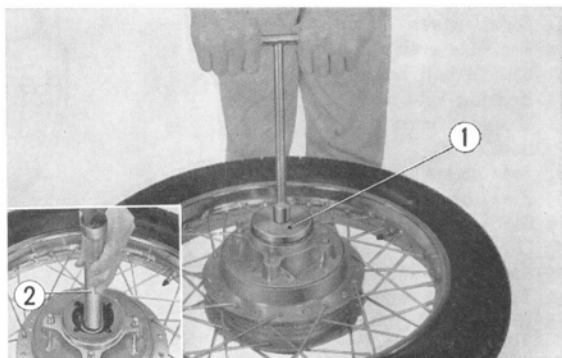


Fig. 228 ① Bearing retainer remover
② Bearing driver

8. Remove the two cotter pins and washer from the brake shoe anchor posts.

B. Inspection

1. Check rim runout and wobble.
2. Check rear axle shaft runout.
3. Check brake lining wear.
4. Check brake drum wear.
5. Check ball bearing wear.
6. Check for loose spokes, bending and damage. Tighten, straighten or replace as necessary.
7. Check tire on both inside and outside for cuts, bruises, and imbedded of nails. Repair or replace as necessary.

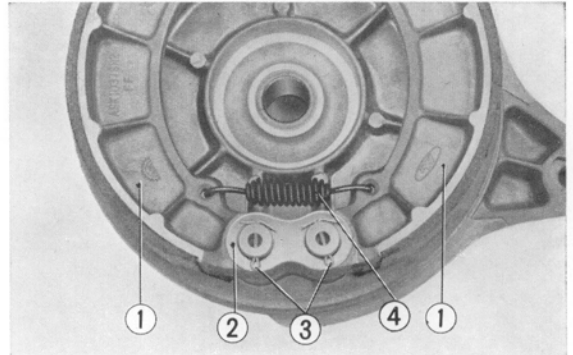


Fig. 229 ① Brake shoes ③ Cotter pins
② Pin washer ④ Brake shoe spring

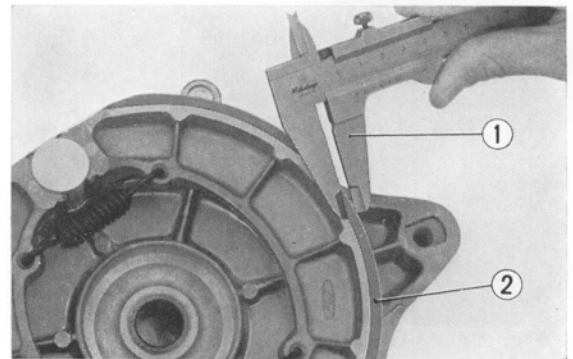


Fig. 230 ① Vernier caliper ② Brake shoe

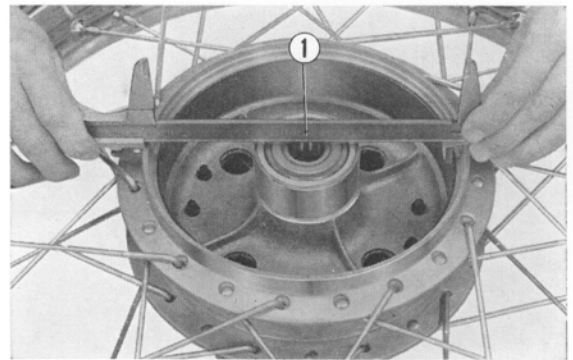


Fig. 231 ① Vernier caliper

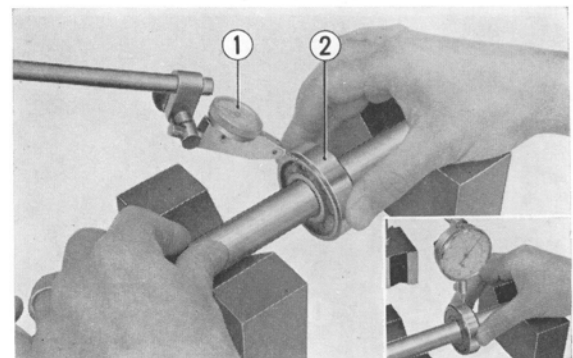


Fig. 232 ① Dial gauge ② Ball bearing

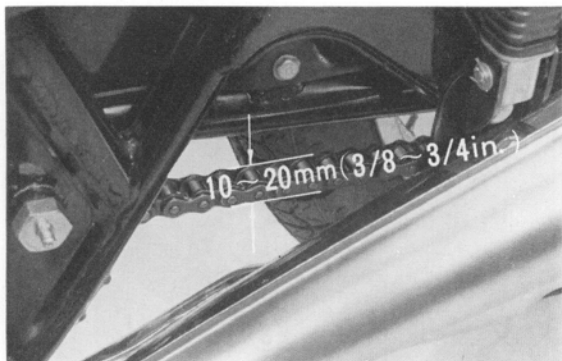


Fig. 233

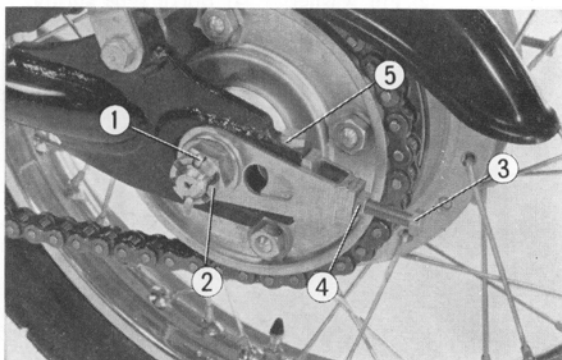


Fig. 234 ① Cotter pin ④ Lock nut
② Axle nut ⑤ Lock bolt
③ Adjusting bolt

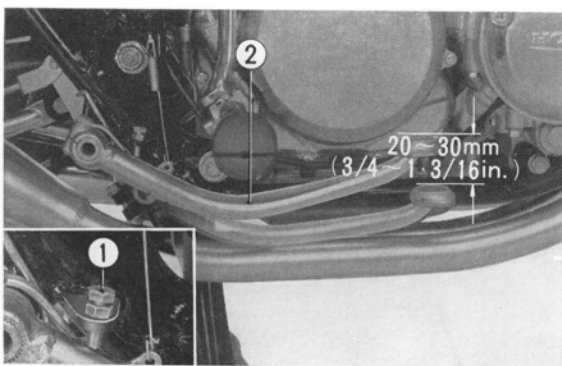


Fig. 235 ① Adjusting bolt
② Brake pedal

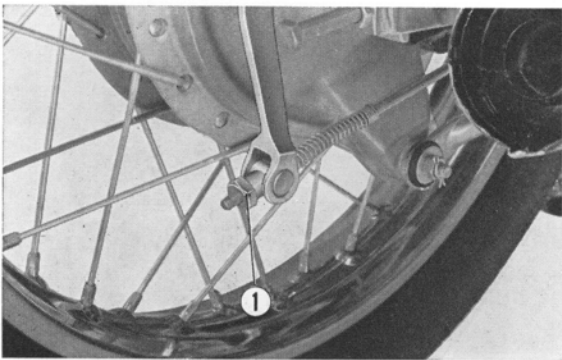


Fig. 236 ① Adjusting nut

C. Reassembly

1. Perform reassembly in the reverse order of disassembly.
2. Install the brake shoes on the brake panel.

Note:

Pay special attention not to allow oil, grease, dust or dirt to get inside the brake shoes and wheel hub.

Use thread lock cement when installing the bearing retainer.

Apply grease on the friction surfaces of the flange and wheel hub.

3. Fill the cavity in each ball bearing and inside the wheel hub with grease. Install the bearings using the bearing driver B attachment (Tool No. 07945-3230200), on the model CB550, use a driver attachment (Tool No. 07946-3600000) and driver handle (Tool No. 07949-6110000), taking care not to allow the space collars to incline.
4. Mount the brake panel on the hub and the drive chain on the sprocket. Insert the wheel axle through the assembled wheel hub, and mount the wheel on the rear fork.
5. After completing the reassembly, adjust the slack of the drive chain.
 - a. Normal chain slack is 10~20 mm ($3/8 \sim 3/4$ in) with a slight force.
 - b. Loosen the axle nut and adjust the drive chain with the adjusting bolt, making sure the adjuster marks on both sides are in the same position when completed.
6. Install the rear brake stopper arm, and adjust the height and play of the brake pedal.
 - a. Adjust the height of the pedal with the adjusting bolt.
 - b. Adjust the free play of the pedal to 20~30 mm ($3/4 \sim 1 \frac{3}{16}$ in) with the adjusting nut on the end of the brake rod.
7. Check to be sure that is correctly inflated.

Tire inflation pressure: 2.0 kg/cm² (28.5)

3. STEERING

The steel tube handle bar is mounted on the front fork top bridge with the handle bar holders. The top bridge is bolted to the front fork and steering stem. The steering stem is mounted on the frame head pipe.

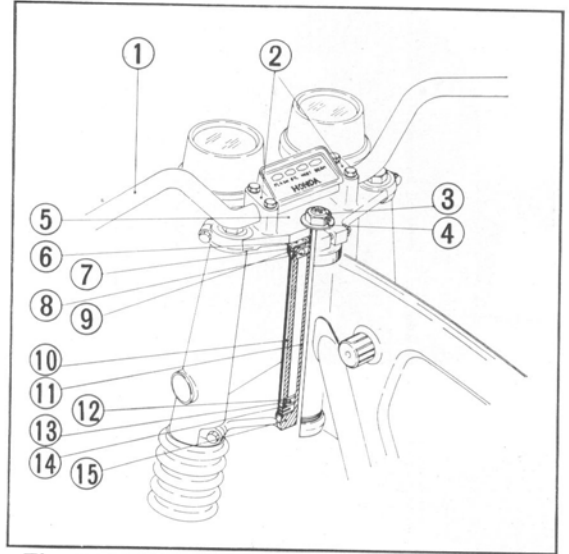


Fig. 237 ① Steering handle bar
② Handle bar holder
③ Steering stem nut
④ Steering stem washer
⑤ Fork top bridge
⑥ Steering head top nut
⑦ Steering head top cone race
⑧ Steel ball
⑨ Steering top ball race
⑩ Steering head
⑪ Steering stem
⑫ Steering bottom ball race
⑬ Steel ball
⑭ Steering bottom cone race
⑮ Steering head dust seal

A. Disassembly

1. Unscrew two bolts to remove the master cylinder unit.
2. Disconnect the clutch cable at the clutch lever.
3. Remove the lighting switch and disconnect the throttle cable from the throttle grip pipe.
4. Remove the head light unit from the head light case and disconnect the wiring at the harness within the case.
5. Unscrew four bolts, remove the handle bar holders and disconnect the wire harness.

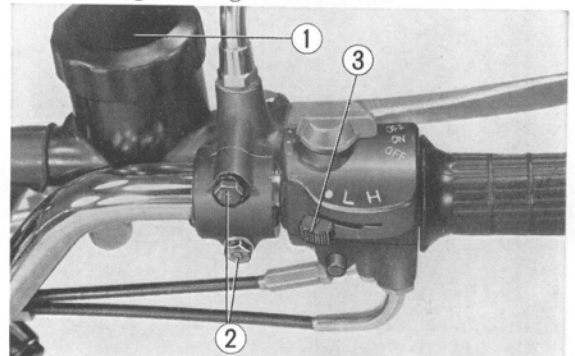


Fig. 238 ① Master cylinder unit ③ Lighting switch
② 6 mm bolts



Fig. 239 ① Upper handle bar holders ② Handle bar

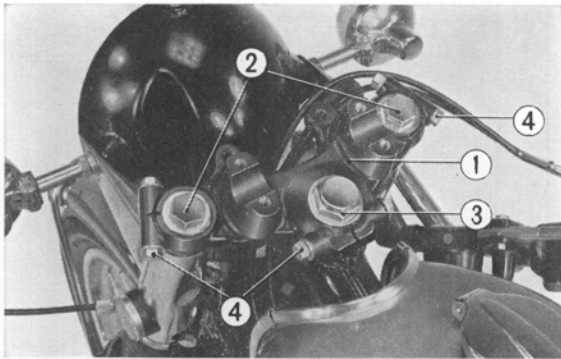


Fig. 240 ① Fork top bridge ③ Stem nut
② Fork top bolts ④ 8 mm bolts

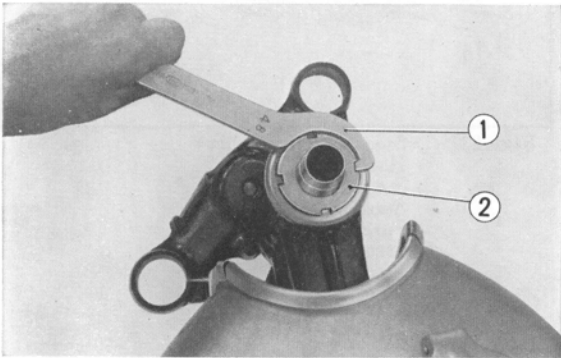


Fig. 241 ① 48 mm pin spanner
② Steering stem head nut

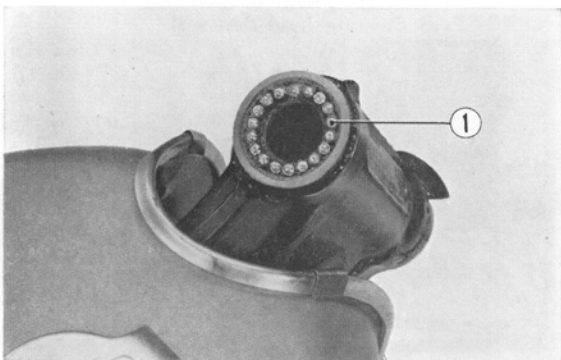


Fig. 242 ① Steel balls

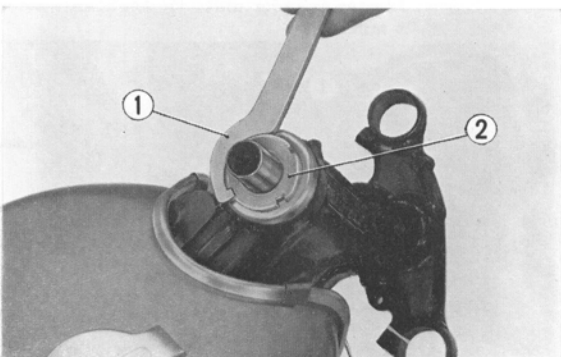


Fig. 243 ① 48 mm pin spanner
② Steering stem head nut

6. Unscrew the two mounting bolts and remove the speedometer and tachometer.
7. Unscrew the stem nut, remove the 8 mm bolts and the fork top bridge.

8. Remove the front fork.
9. Unscrew the steering stem head nut with the 48 mm pin spanner (Tool No. 07902-200000).
10. Remove the steering stem out the bottom.

Note:

#8 Steel balls will drop out, therefore, exercise care not to loose them.

B. Inspection

1. Check the handle bar for twisting and damage.
2. Check the steering stem for twisting and cracking.
3. Check the steel balls for cracks and wear.
4. Check the cone race for wear.
5. Check the stop for deformation or cracks.

C. Reassembly

1. Mix the steel balls in grease and assemble 18 into the upper race and 19 into the lower cone.
2. Install the steering stem into the head pipe being careful not to drop the steel balls.
3. Assemble the top cone race and tighten the steering stem head nut.
First tighten the steering head top thread fully, then back it off just to the point where the handlebar can be turned with reasonable ease.

Note:

Before assembly, wash the cone and ball races, and steel balls. Mix the balls in new grease.

4. Assemble the front fork.
5. Assemble the front fork top bridge, and mount the speedometer and tachometer.
6. Install the handle bar.

Note:

Align the punch marks on the handle bar to the parting surface of the holder.

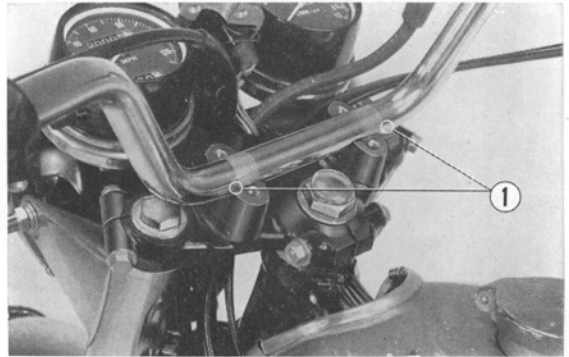


Fig. 244 ① Punch marks

7. Reconnect the electrical wiring.
8. Reconnect the clutch and throttle cables, and the brake hose to the master cylinder unit.

Note:

- Make sure the cables and the electrical wirings are free from binding when the handle is turned fully to both sides.
- Adjust the play in the cables.

Clutch lever: 10.0~20.0 mm (3/8~3/4 in.)
at the end of the lever.

Brake lever: 2~5 mm (5/64~13/64 in.)
at the end of the lever.

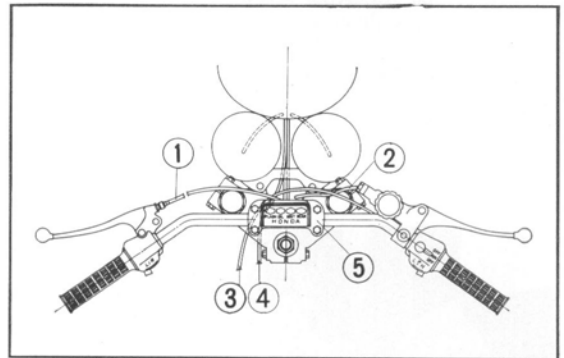


Fig. 245 ① Clutch cable ② Front brake hose ③ Throttle cable ④ Wire harness ⑤ Fork top bridge

4. FRONT SUSPENSION

The front fork unit consist of a lightweight aluminium front fork bottom case with a dual action telescoping shock absorber oil damper. Cushioning travel is 91 mm (3.15 in.) on compression and 31 mm (1.22 in.) on extension strokes.

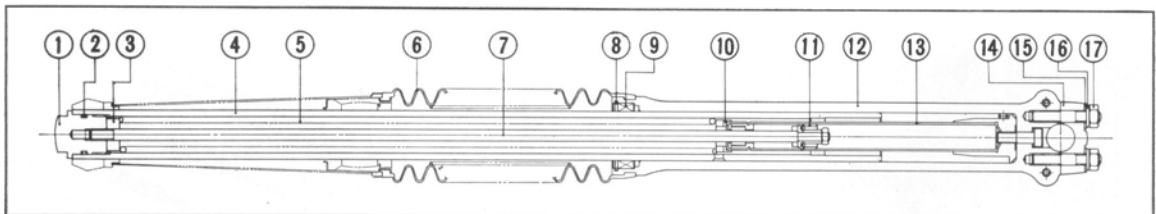


Fig. 246 Front fork unit

- | | |
|---------------------------|--------------------------|
| ① Front fork bolt | ⑩ Holder |
| ② O-ring | ⑪ Collar |
| ③ Lock nut | ⑫ Front fork bottom case |
| ④ Front fork pipe | ⑬ Damper case |
| ⑤ Front suspension spring | ⑭ Axle holder |
| ⑥ Front fork boot | ⑮ Plain washer |
| ⑦ Damper rod | ⑯ Spring washer |
| ⑧ Snap ring | ⑰ Nut |
| ⑨ Oil seal | |

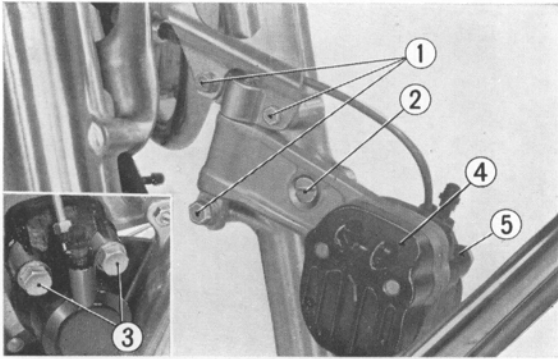


Fig. 247 ① Caliper mounting bolts
② Adjusting screw
③ Caliper set bolts
④ Caliper B
⑤ Caliper A

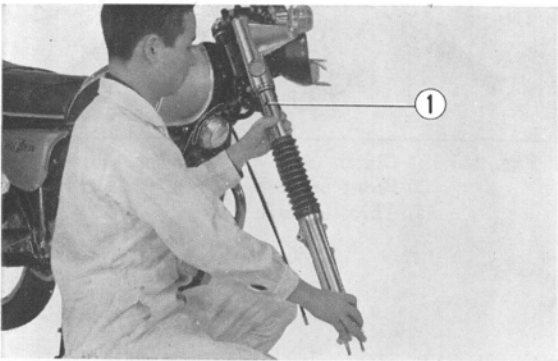


Fig. 248 ① Front fork

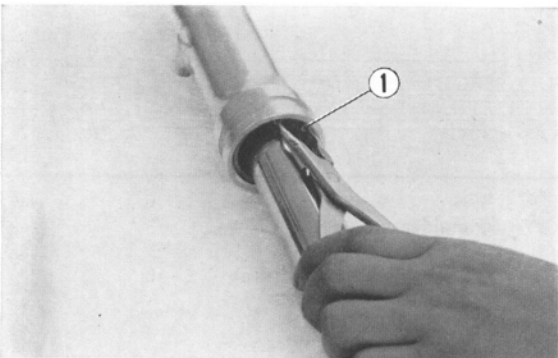


Fig. 249 ① Snap ring

A. Disassembly

1. Loosen the fork bolt, remove the drain plug and drain the damper oil.
2. Remove the front wheel.
3. Unscrew the three caliper mounting bolts and an adjusting screw, and remove the caliper from the left front fork.

4. Unscrew the 8×56 mm and the 10×35 mm bolts, and pull the forks off the bottom.

5. Unscrew the front fork bolt, loose from the piston rod lock nut, and remove the front fork spring and cushion spring seat.

Separate the front fork pipe and bottom case.

6. Unscrew the 8 mm bottom case bolt using a hollow set wrench (Tool No. 07917-3230000) and remove the damper unit from the bottom case. (Fig. 252)

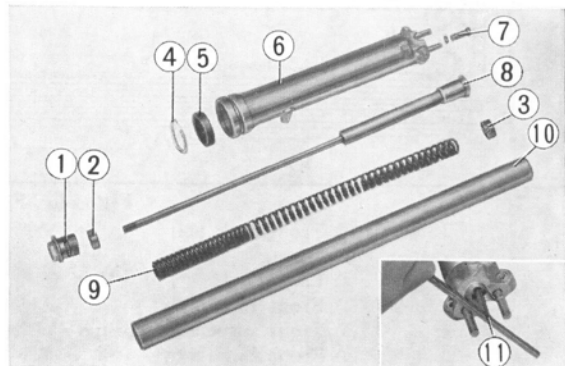


Fig. 250 ① Front fork bolt
② Lock nut
③ Cushion spring seat
④ Snap ring
⑤ Oil seal
⑥ Bottom case
⑦ 8 mm bolt
⑧ Damper unit
⑨ Fork spring
⑩ Fork pipe
⑪ Special tool

B. Inspection

1. Check the front suspension spring.
2. Check the fork pipe and bottom case for damage or looseness.
3. Check the oil seal for scratches and damage.
4. Check for excessive clearance between the shock absorber piston and the cylinder.

C. Reassembly

1. Reassemble in the reverse order of disassembly. Take care not to allow dust, or other foreign matters to adhere to the component parts.
2. Install the fork pipe into the bottom case. Apply a coat of thread lock cement to the socket bolt and tighten it using a socket wrench.
3. Apply a coat of Honda ATF to both sides of the oil seal and install it using a fork seal guide (Tool No. 07947-3290000).

Note:

- Do not forget to install the snap ring.
- Replace the removed seal with a new one.

4. Apply a coat of thread lock cement to the threaded part of the damper. Making sure that the 8 mm lock nut is completely screwed on the threaded part of the damper, tighten the fork bolt.
5. Remove the front fork bolt and pour a specified amount of Honda ATF into the front fork pipe.

Capacity: 155~165 cc (5.3~5.6 oz.)
(at disassembly)

6. Install and tighten the front fork bolt.
7. Route the front forks through the holes in the fork top bridge and tighten them with the 8 mm setting bolts and 10 mm setting bolts.

Note:

Remove oil, if any, from around the front forks.

8. After reassembling, check the front forks for smooth movement. Also check if oil leaks from the oil seals.

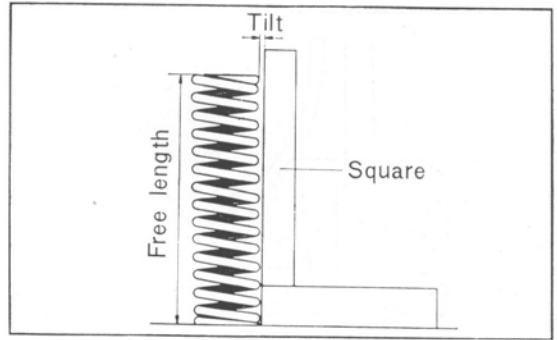


Fig. 251 Measuring the free length

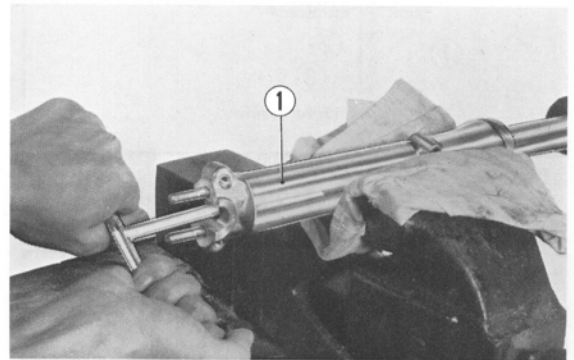


Fig. 252 ① Fork pipe

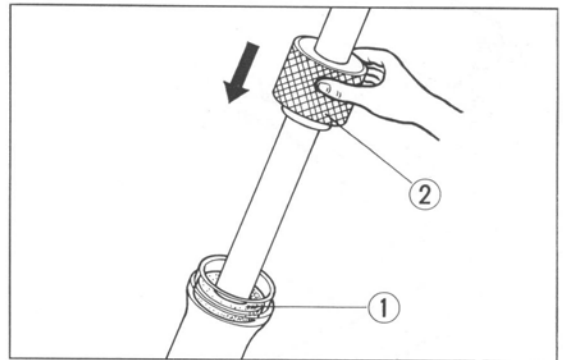


Fig. 252-1 ① Oil seal ② Fork seal guide

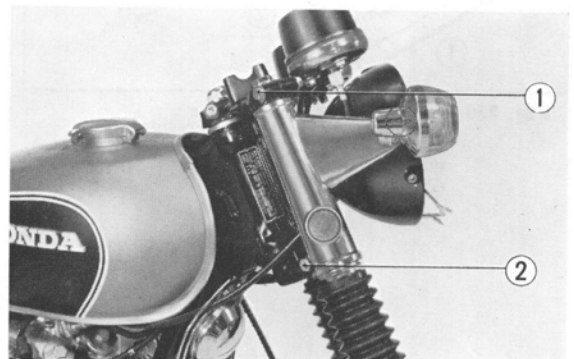


Fig. 253 ① 8 mm setting bolt
② 10 mm setting bolt

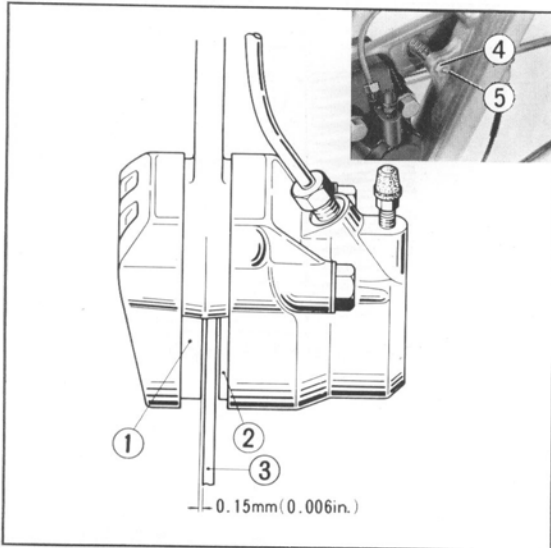


Fig. 254 ① Pad B ④ Nut
② Pad A ⑤ Caliper adjusting screw
③ Brake disc

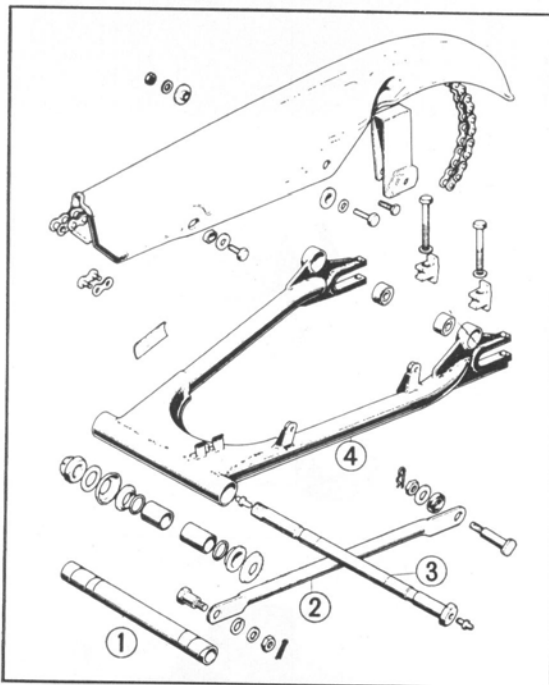


Fig. 255 ① Rear fork pivot collar
② Torque link arm
③ Rear fork pivot shaft
④ Rear fork

9. Adjust the front brake caliper.
Adjust the clearance between brake disc and pad B to **0.15 mm (0.006 in.)** with the caliper adjusting screw.

5. REAR SUSPENSION

The rear suspension is equipped with dual action telescoping shock absorbers.

Rear fork is a swing arm type of tubular construction which provides greater rigidity.

A. Disassembly

1. Remove the mufflers.
2. Remove the rear wheel.
3. Remove the rear suspension mounting nut and bolt, and then remove the suspension from the frame and rear fork.
4. Compress the rear suspension spring using a special suspension compressor tool (Tool No. 07959-3290000) and disassemble.

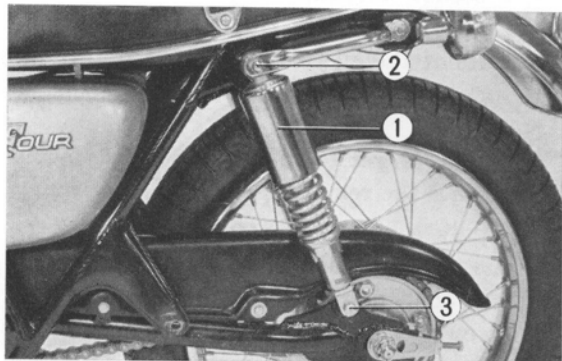


Fig. 256 ① Rear suspension ② Nut ③ Bolt

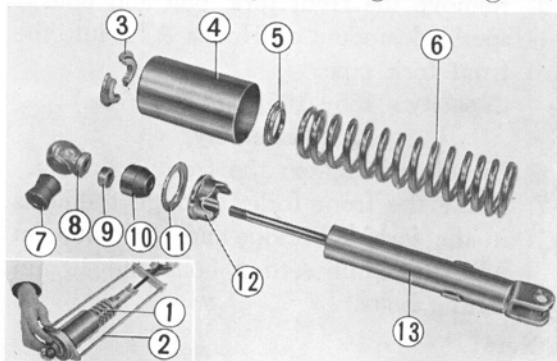


Fig. 257 ① Rear suspension assembly
② Suspension compressor tool
③ Spring seat stopper
④ Rear suspension upper cover
⑤ Spring seat
⑥ Rear suspension spring
⑦ Joint rubber ⑪ Spring seat
⑧ Joint ⑫ Spring adjuster
⑨ Nut ⑬ Rear damper
⑩ Rubber

5. Remove the rear fork pivot nut and shaft, and separate the fork from the frame.

B. Inspection

1. Check the rear suspension spring.
2. Check damper for oil leaks.
3. Inspect the damper upper case and rod for dent and bend. Make sure the oil damper operates smoothly in both directions.
4. Inspect the damper case and stopper for damage and dent.
5. Check the clearance between the rear fork pivot bushing and shaft.
6. Check the pivot shaft for bending.
7. Check the rear fork swing arm for bending, twisting, and cracks.

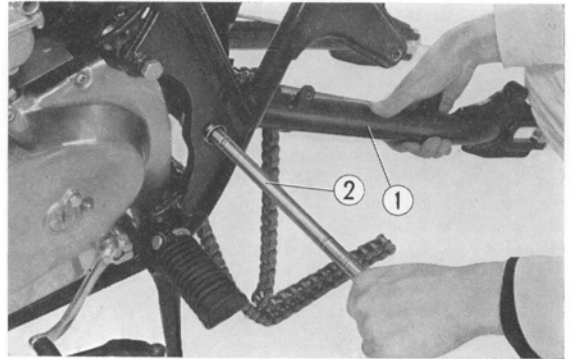


Fig. 258 ① Rear fork ② Rear fork pivot shaft

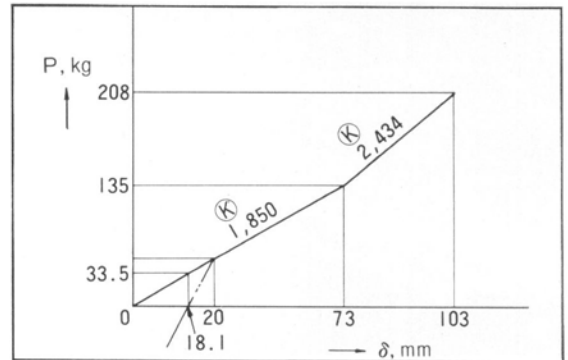


Fig. 259 Rear shock absorber spring characteristic

C. Reassembly

1. Mount the rear brake arm stopper to the rear fork.
2. Apply grease on the fork pivot bushing and install the rear fork on the frame with the pivot shaft.
3. Mount the rear suspension between the frame and fork on both sides and tighten the cap nuts and bolts.
4. Mount the rear wheel.

Note:

When the reassembly is completed, adjust the rear brake and the drive chain tension.

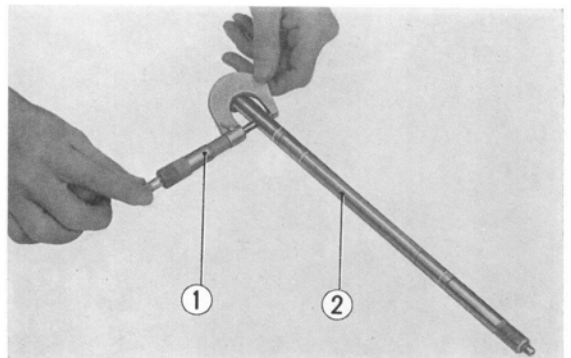


Fig. 260 ① Micrometer ② Rear fork pivot shaft

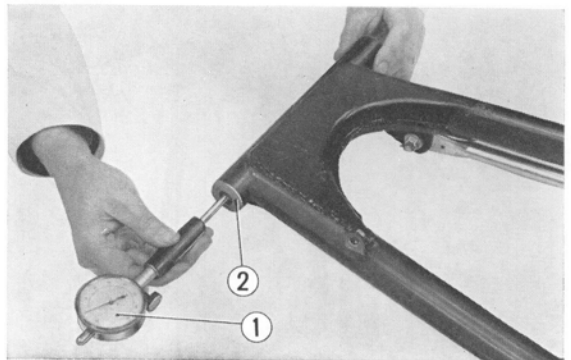


Fig. 261 ① Inside dial gauge ② Rear fork bushing

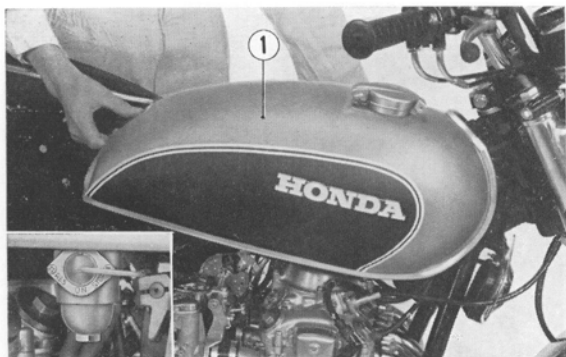


Fig. 262 ① Fuel tank

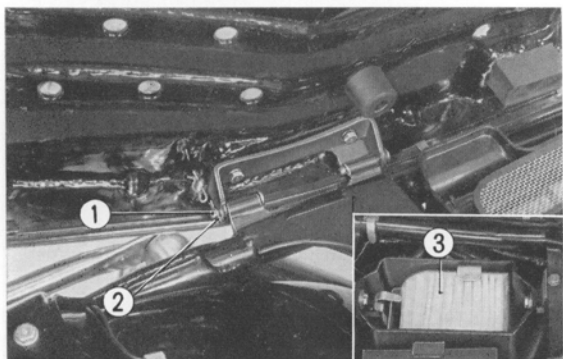
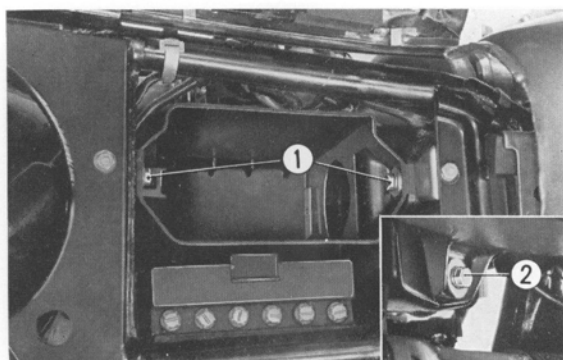
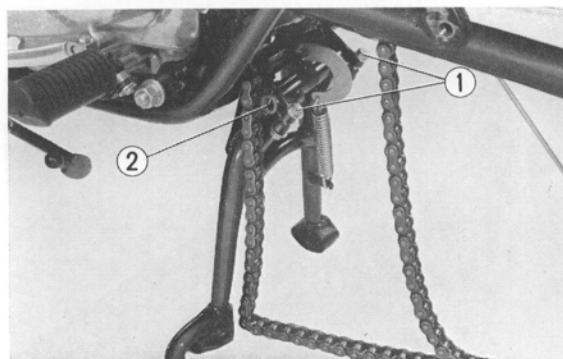
Fig. 263 ① Seat mounting bolt
② Cotter pin
③ Air cleaner

Fig. 264 ① 6 mm bolt ② 6 mm bolt

Fig. 265 ① Mounting bolt
② Cotter pin

6. FRAME BODY

A. Construction

The double cradle frame is constructed of steel tubes and plates. The head pipe section is of drawn tubing construction which provides high rigidity and strength for good handling at high riding speed.

B. Disassembly

1. Position the fuel cock lever to 'STOP', disconnect the fuel tube from the fuel cock, and dismount the fuel tank from the frame.
2. Remove the mufflers, and dismount the engine.
3. Remove the front wheel, and the front fork.
4. Remove the handle bar and the steering stem from the frame.
5. Remove the rear wheel, rear fork, and rear fender.
6. Remove the seat, the tool tray, and the air cleaner element.
7. Detach the electrical equipment.
8. To remove the main stand, unscrew the two mounting bolts, remove the cotter pin, and extract the main stand pivot pipe.

9. Remove the top and bottom ball races from the steering head pipe.

Note:

Use a Ball race remover (Tool No. 07953-3330000) to prevent damage when driving out the ball races.

C. Inspection

1. Check the frame main unit for twisting, deformation, and cracks around the welded areas, and the pipes for bending and cracks.
2. Inspect the top and bottom races for scoring and wear.
3. Check the head pipe for misalignment.
4. Check seat cover for tears.
5. Check fuel tank for leaks, fuel tubes for aging or damage, and fuel cock gasket and strainer cup O-ring for damage. Flush the tank interior with clean gasoline.
6. Remove dust from the air cleaner element by blowing compressed air from the inside. Check element for damage.
7. Replace exhaust pipe gasket if damaged.

D. Reassembly

1. Install the main stand on the frame.
2. Install the rear fender and the electrical equipments on the frame.
3. Install the rear fork, rear cushion and rear wheel.
4. Install the steering stem, front fork and front wheel.
5. Mount the air cleaner case, the battery, the seat, and the fuel tank.

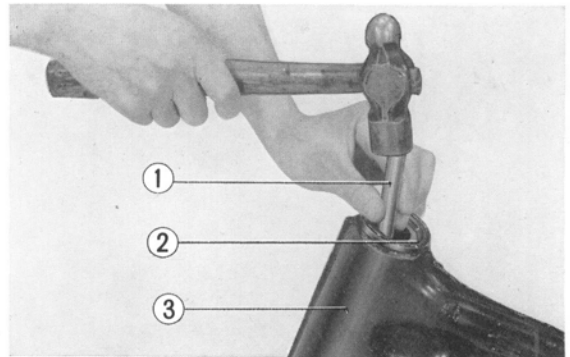


Fig. 265 ① Ball race remover
② Ball race
③ Head pipe

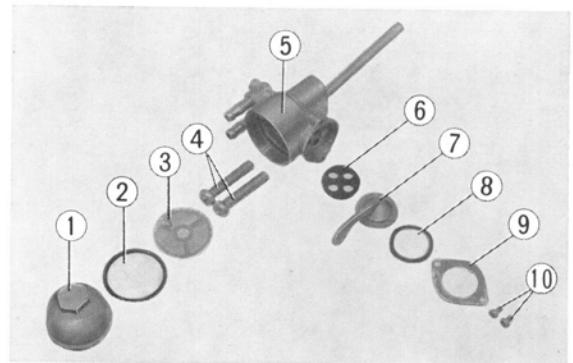


Fig. 267 ① Fuel strainer cup
② O-ring
③ Fuel strainer screen
④ 6 mm cross screws
⑤ Fuel cock body
⑥ Fuel cock gasket
⑦ Fuel cock lever
⑧ Cock lever spring
⑨ Setting plate
⑩ 6 mm screw

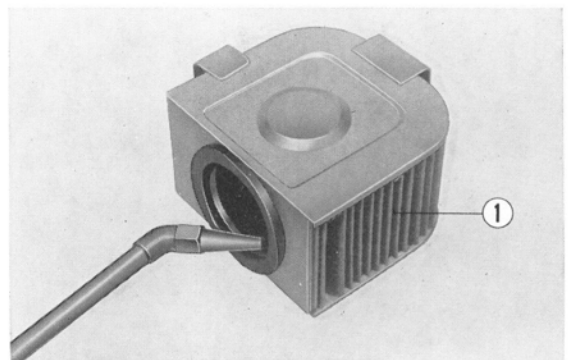


Fig. 268 ① Air cleaner element