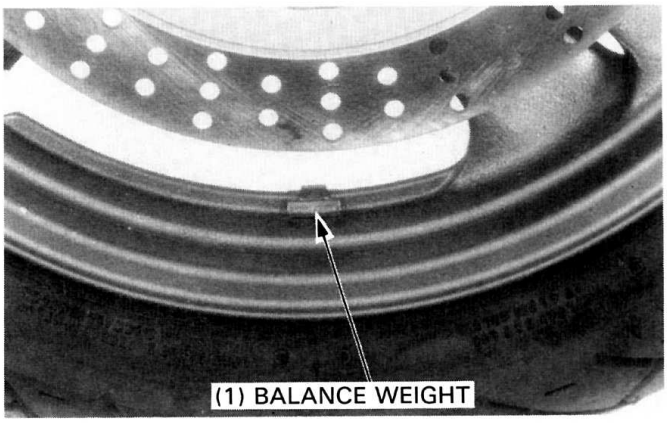
To balance the wheel, install wheel weights on the highest side of the rim, the side opposite the chalk marks. Add just enough weight so the wheel will no longer stop in the same position when it's spun.
Do not add more than 60 grams to the front wheel.

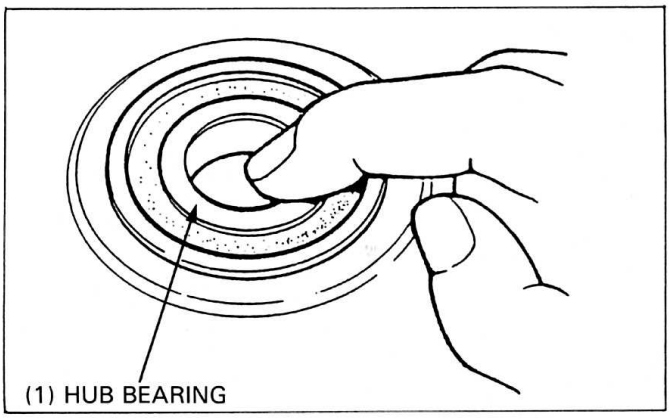


Wheel bearing
Turn the inner race of each bearing with your finger. The bearings should turn smoothly and quietly. Also check that the bearing outer race fits tightly in the hub.

Remove and discard the bearings if the races do not turn smoothly, quietly, or if they fit loosely in the hub.

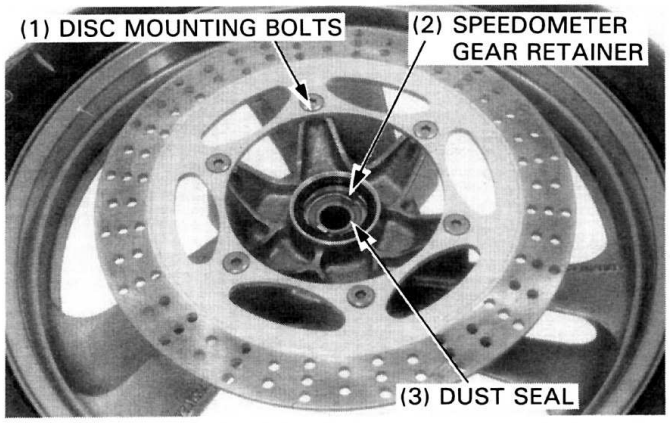
NOTE

- Replace hub bearings in pairs.



BEARING REPLACEMENT

Remove the brake disc mounting bolts and discs.
Remove the dust seal from both sides.
Remove the speedometer gear retainer.



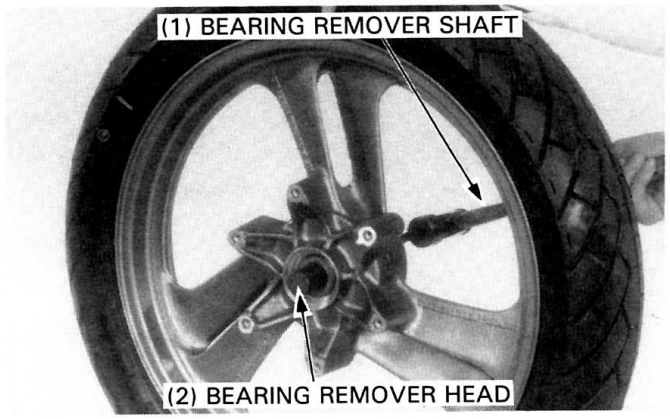
Install the bearing remover head into the bearing.
From the opposite side install the bearing remover shaft and drive the bearing out of the wheel.

NOTE

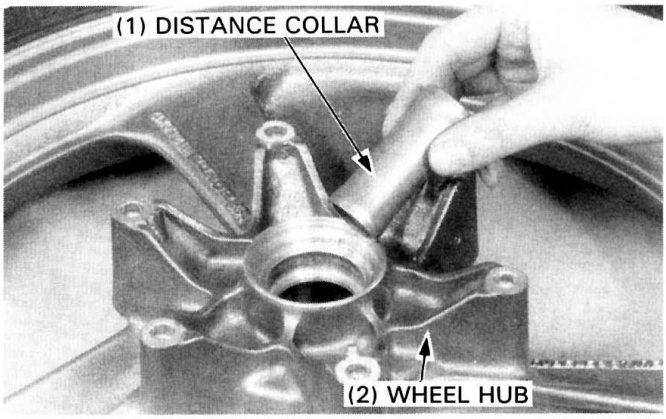
- If the bearings are removed, they must be replaced with new ones.

TOOLS:

Bearing remover shaft	**07746—0050100**
Bearing remover head, 20 mm	**07746—0050600**



Remove the distance collar from the wheel hub.
Remove the other bearing from the hub using the same tools.



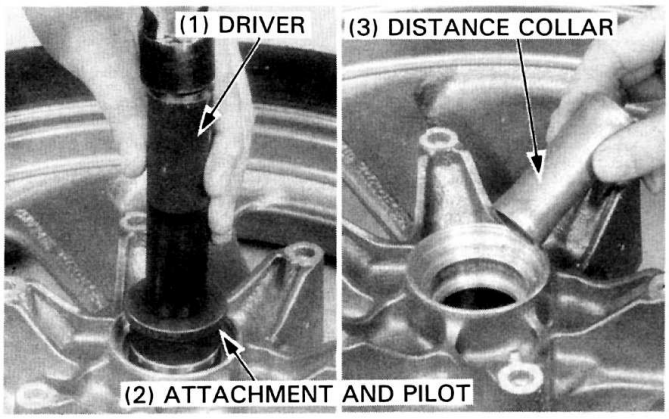
Drive a new right bearing into the wheel until it is fully seated first.

TOOLS:

Driver	**07749—0010000**
Attachment, 42 x 47 mm	**07746—0010300**
Pilot, 20 mm	**07746—0040500**

NOTE

- Do not allow the bearings to tilt while driving them in.
- Never install an old bearing, once a bearing is removed, it must be replaced with a new one.



Install the distance collar into the wheel hub.
Drive a new left bearing into the wheel until it is fully seated.

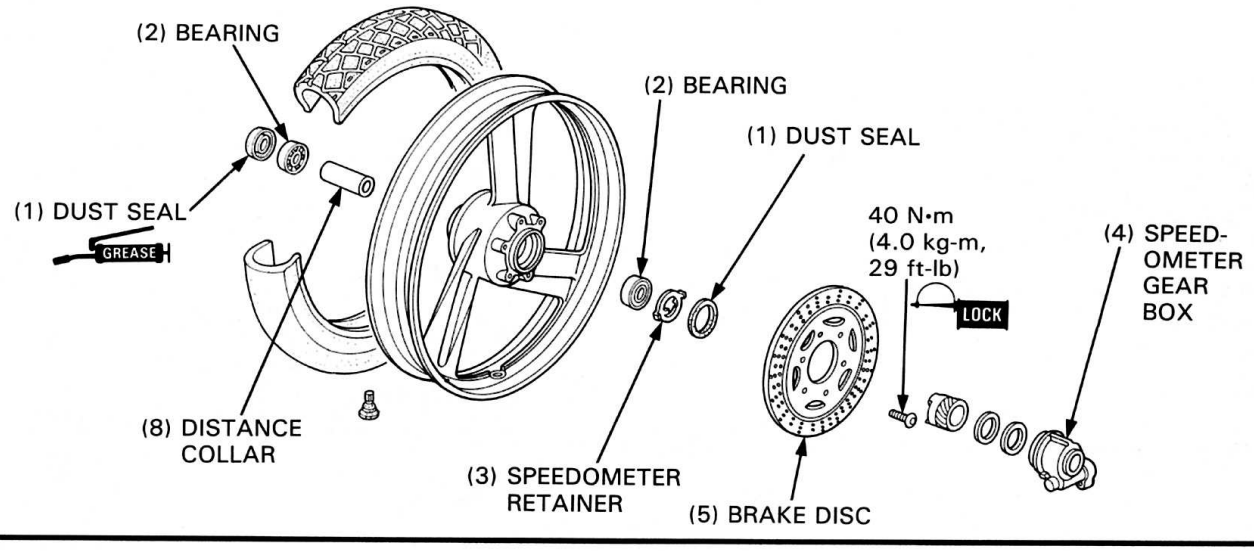
ASSEMBLY

NOTE

- The front wheel has no rim band.

⚠WARNING

- ***Do not get grease on the brake disc or stopping power will be reduced.***

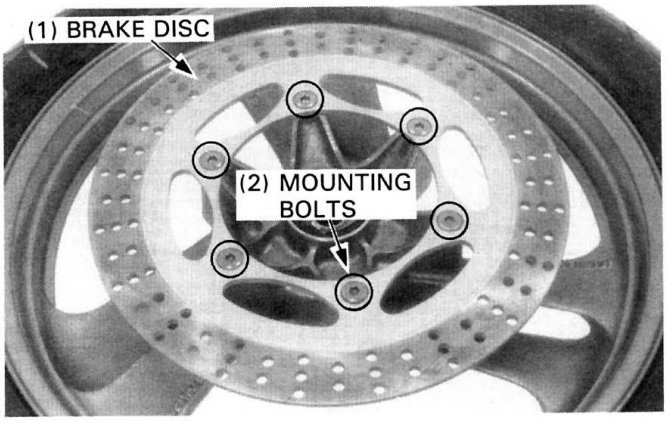


Install the brake disc onto the wheel hub with the minimum thickness marking (MIN TH 4.0 mm) facing out.
Clean and apply locking agent to the mounting bolt threads.
Tighten the bolts to the specified torque in a crisscross pattern in 2 or 3 steps.

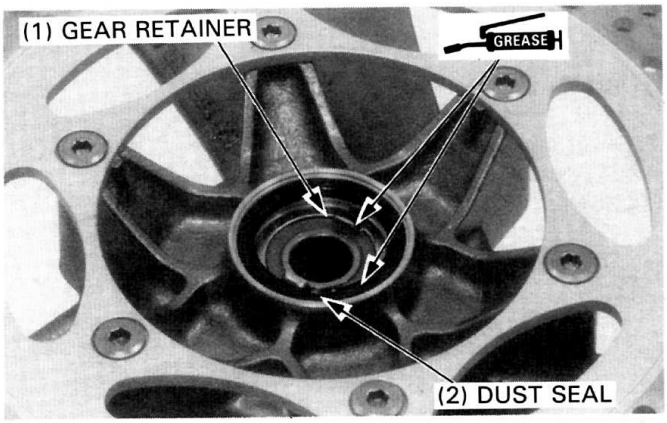
TORQUE: 40 N·m (4.0 kg-m, 29 ft-lb)

⚠WARNING

- ***Do not get grease on the brake disc or stopping power will be reduced.***

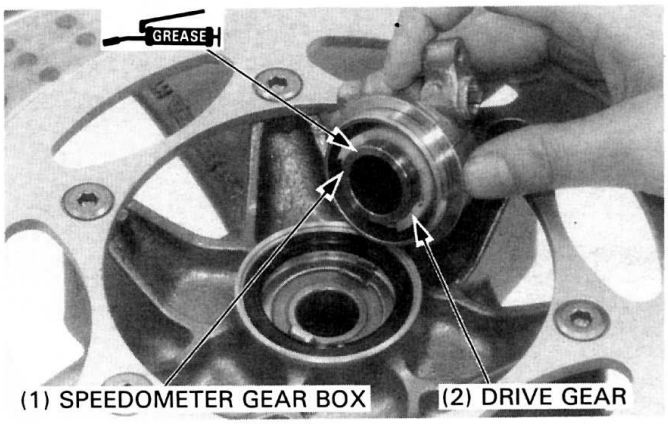


Coat the speedometer gear retainer with clean grease and install the retainer into the wheel hub, aligning the tangs with the slots in the hub.
Apply clean grease to the dust seal lip and install the dust seal over the gear retainer.

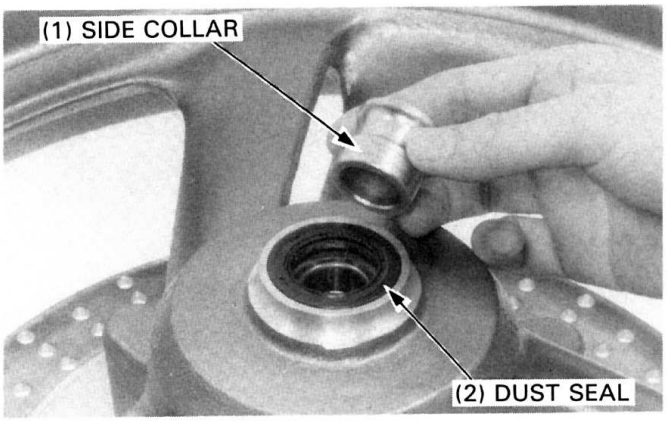


Fill the speedometer gear box with clean grease and install the drive gear.

Install the speedometer gear box into the wheel hub.



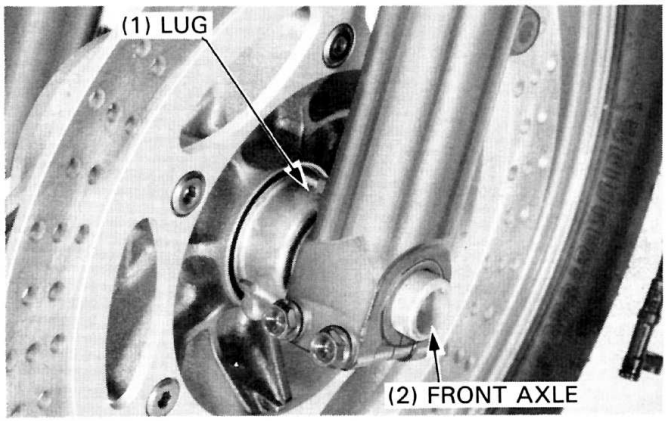
Apply clean grease to the right dust seal lip and install the seal into the wheel.
Install the side collar.



INSTALLATION

Position the wheel between the fork legs.
Insert the axle from the leftside, through the left fork leg and wheel hub.

Position the tang on the speedometer gear box against the back of the lug on the left fork leg.

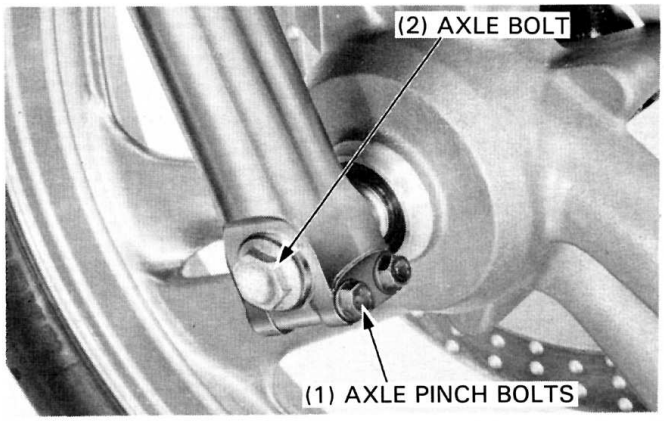


Insert and tighten the axle bolt.

TORQUE: 60 N·m (6.0 kg-m, 43 ft-lb)

Tighten the axle pinch bolts.

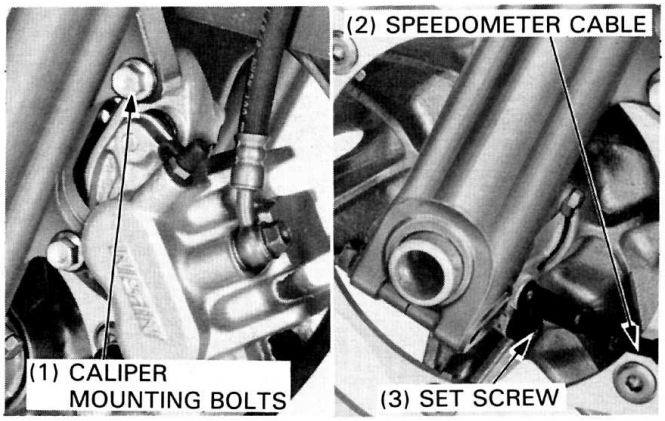
TORQUE: 22 N·m (2.2 kg-m, 16 ft-lb)



Install the brake caliper with the caliper bracket.
Install the caliper mounting bolts and tighten the bolts.

TORQUE: 27 N·m (2.7 kg-m, 20 ft-lb)

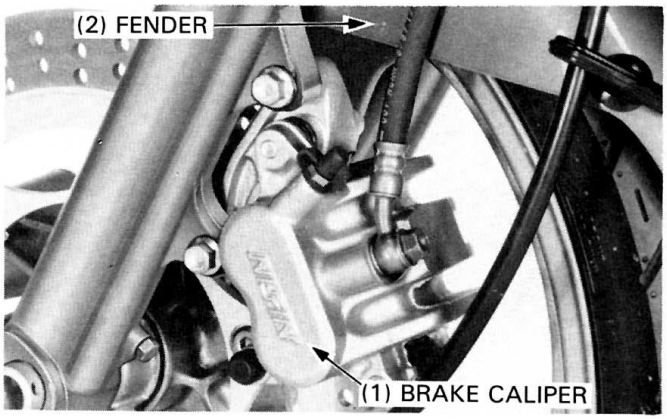
Connect the speedomater cable with the set screw.



FORK

REMOVAL

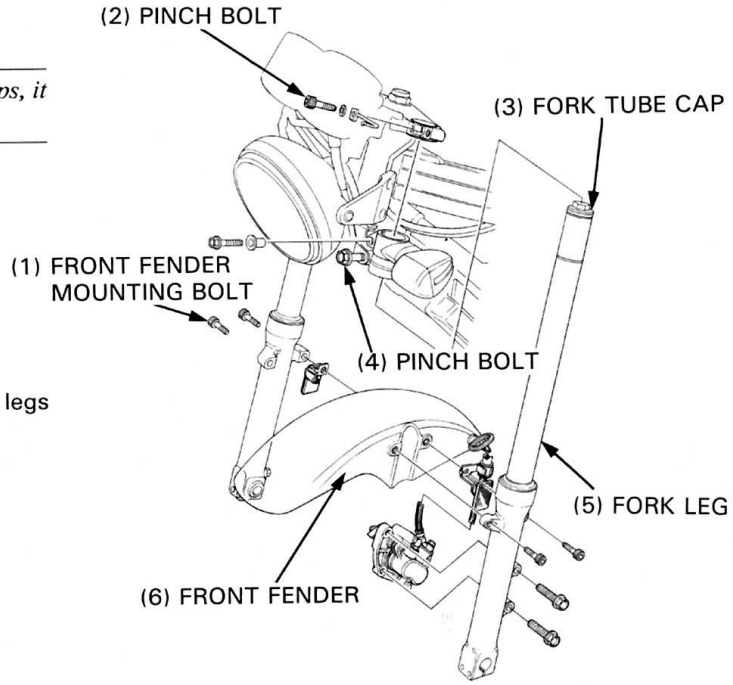
Remove the following:
- handlebars (page 12-3).
- front wheel (page 12-7).
- brake caliper (page 14-11).
- mounting bolts and fender.



Loosen the fork top bridge pinch bolts.
If the fork legs will be disassembled, loosen the fork tube caps but do not remove them yet.

CAUTION

- *Do not use an adjustable wrench to loosen the fork tube caps, it may damage them.*



Loosen the fork bottom pinch bolts and remove the fork legs from the fork top bridge and steering stem.

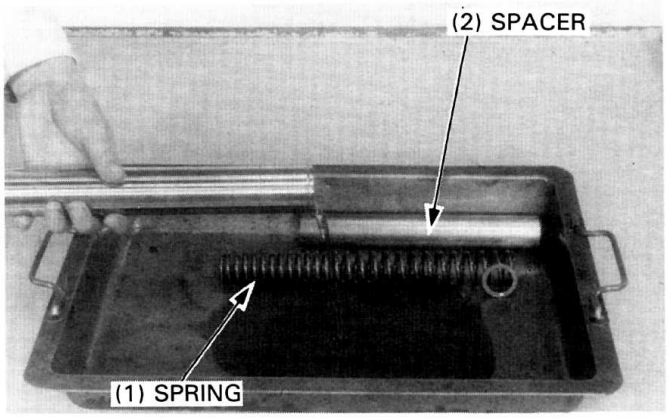
DISASSEMBLY

Remove the fork tube cap and the spring.

⚠WARNING

- ***The cap is under spring pressure. Use care when removing it and wear eye and face protection.***

Drain the oil by pumping the tube up and down several times.

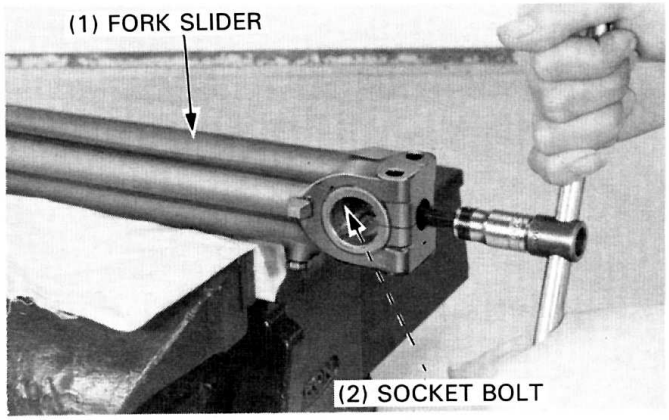


Hold the fork slider in a vise with soft jaws or use a shop towel.

Remove the socket bolt with a hex wrench.

NOTE

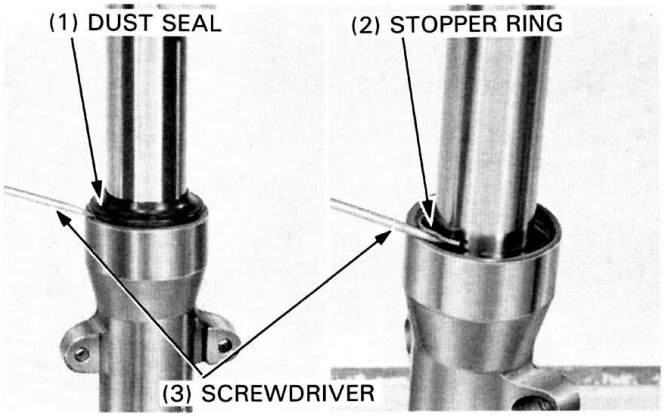
- Temporarily reinstall the spring and cap if the bolt is difficult to remove.



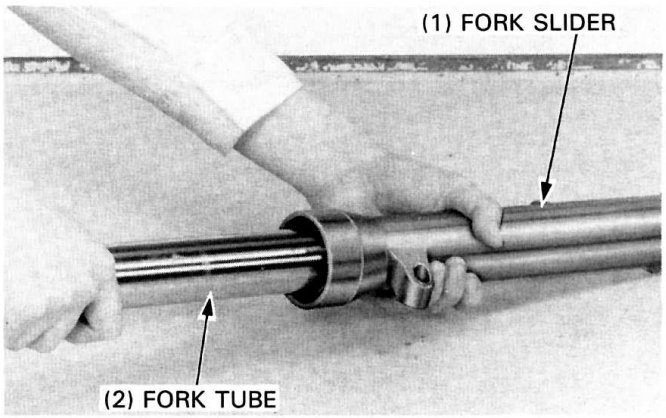
Remove the dust seal and the stop ring with a screwdriver.

CAUTION

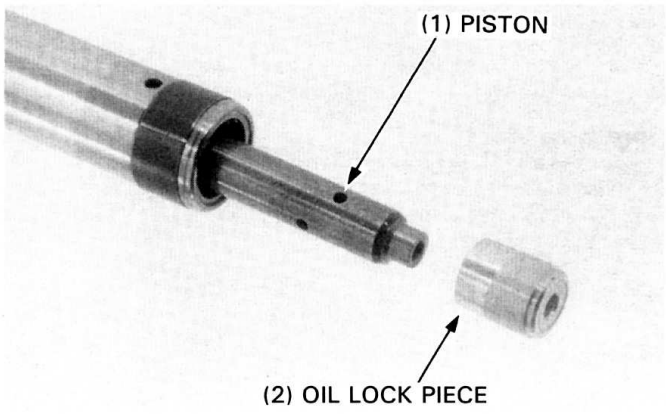
- *Do not scratch the fork tube sliding surface.*



Pull the fork tube out until resistance from the slider bushing is felt. Then move it in and out, tapping the bushing lightly until the fork tube separates from the slider. The slider bushing will be forced out by the fork tube bushing.



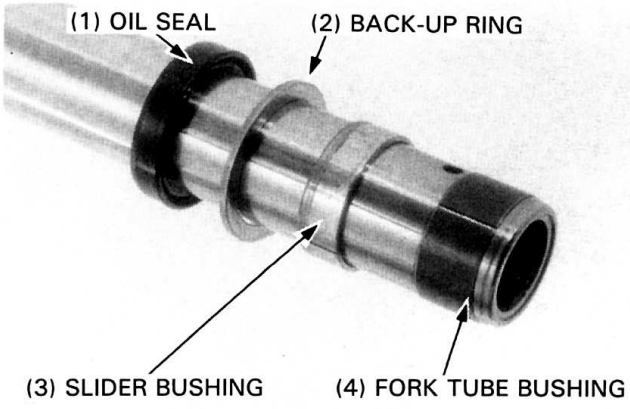
Remove the oil lock piece from the piston.
Remove the piston and rebound spring from the fork tube.



Remove the oil seal, back-up ring and slider bushing from the fork tube.

NOTE

- Do not remove the fork tube bushing unless it is necessary to replace it with a new one. See bushing inspection, page 12-15.

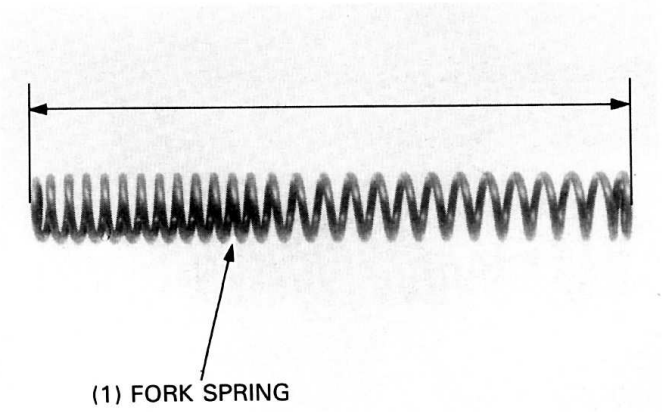


INSPECTION

Fork spring
Measure the fork spring free length.

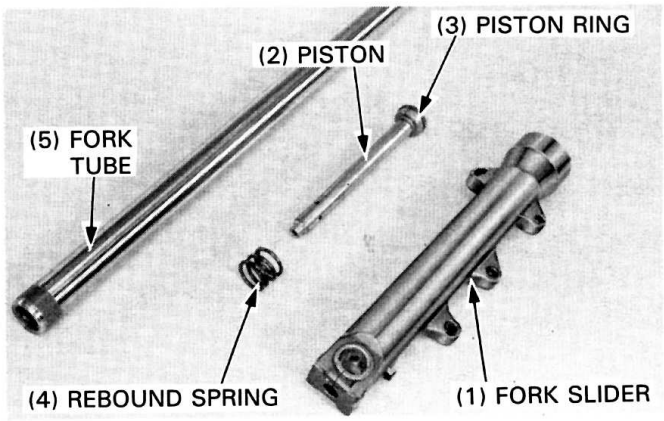
SERVICE LIMIT: 336.4 mm (13.2 in)

Replace the spring if it is shorter than the service limit.



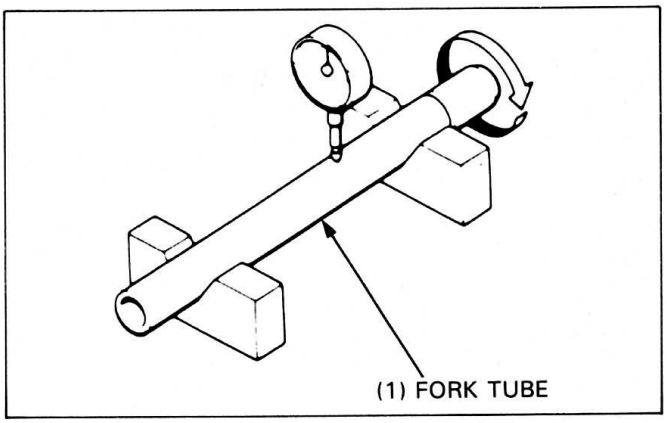
Fork tube/slider/piston
Check the fork tube, fork slider and piston for score marks and excessive or abnormal wear.
Replace any components which are worn or damaged.

Check the fork piston ring for wear or damage.
Check the rebound spring for fatigue or damage.



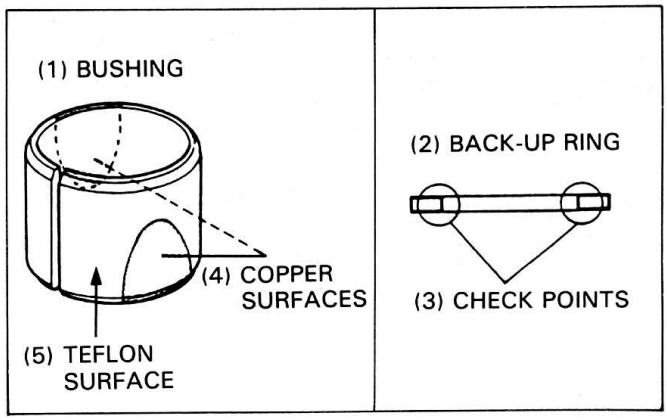
Set the fork tube in V blocks and read the runout.
Use 1/2 the total indicator reading to determine the actual run-out.

SERVICE LIMIT: 0.20 mm (0.008 in)



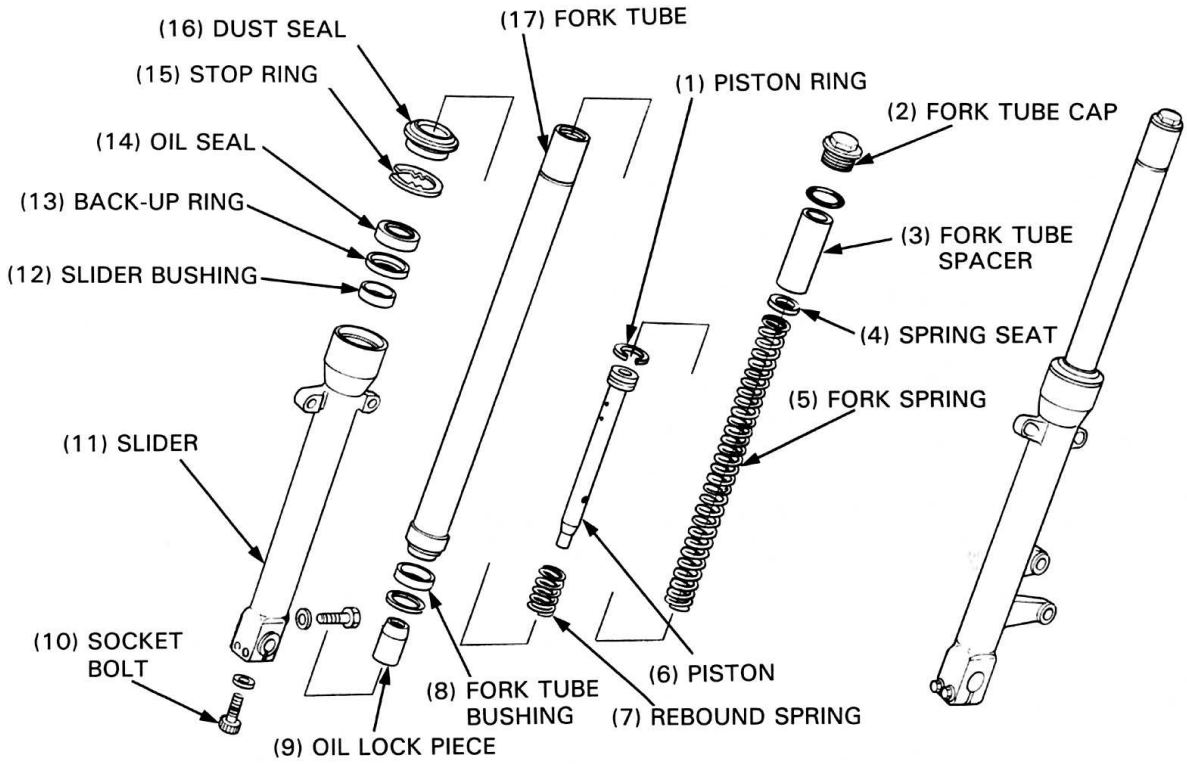
Bushings
Visually inspect the slider and fork tube bushings.
Replace the bushings if there is excessive scoring or scratching, or if the teflon is worn so that the copper surface appears on more than 3/4 of the entire surface.

Check the back-up ring; replace it if there is any distortion at the points shown.

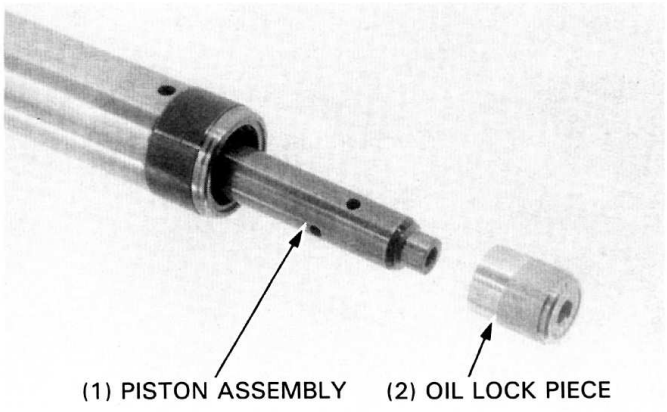


ASSEMBLY

Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.

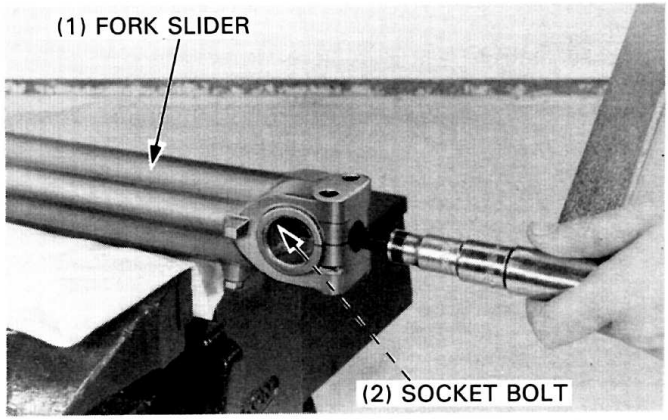


Assemble the rebound spring onto the piston.
Insert the piston assembly into the fork tube.
Place the oil lock piece on the end of the piston and insert the fork tube assembly into the slider.



Place the fork slider in a vise with soft jaws or use a shop towel to avoid damaging the slider.
Clean and apply a locking agent to the socket bolt threads and screw the bolt into the piston.
Temporarily install the fork spring and cap to tighten the socket bolt.
Tighten the bolt with a 6 mm hex wrench.

TORQUE: 17 N·m (1.7 kg-m, 12 ft-lb)



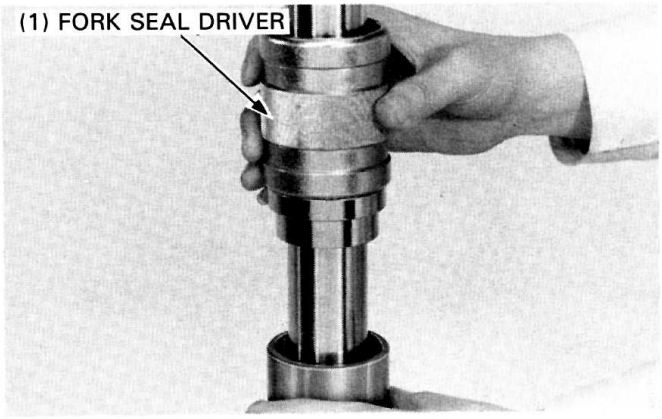
Place the slider bushing over the fork tube and rest it on the slider.

Drive the bushing into place with the seal driver.

Coat a new oil seal with ATF or equivalent and install it with the seal markings facing up. Drive the seal in with the seal driver.

TOOLS:

Fork seal driver	**07947—KA50100**
— driver attachment	**07947—KF00100**

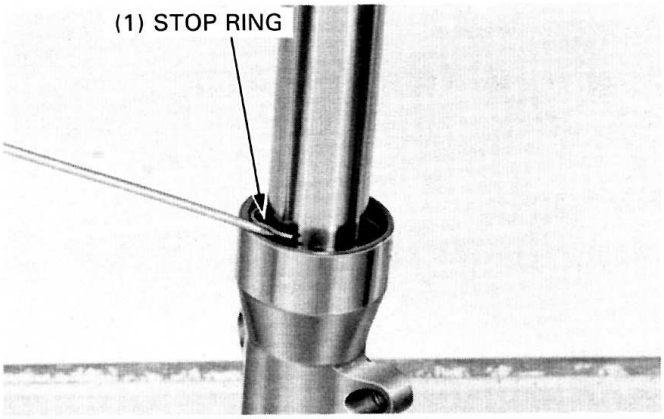


Install the stop ring securely into the groove in the fork slider.

CAUTION

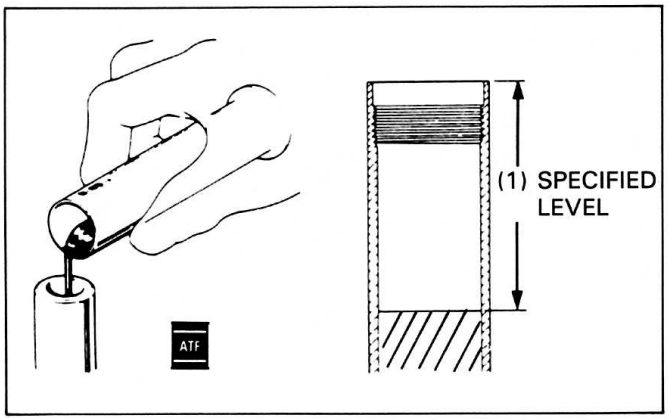
- *Do not scratch the fork tube sliding surface.*

Install the new dust seal onto the fork slider.



Compress the fork tube and pour in the recommended fork oil to the specified level.

RECOMMENDED FORK OIL: ATF or EQUIVALENT
SPECIFIED LEVEL: '88: 133 mm (5.2 in)
After '88: 128 mm (5.0 in)
CAPACITY: '88: 497 cc (16.8 US oz, 17.4 Imp oz)
After '88: 502 cc (16.9 US oz, 17.6 Imp oz)



Gently install the fork spring in the fork tube then install the spring seat and spacer.

NOTE

- Note the spring direction; the tapered end must face toward the bottom.

Loosely install the fork tube cap with a new O-ring.

CAUTION

- *Do not damage the fork tube sliding surface.*