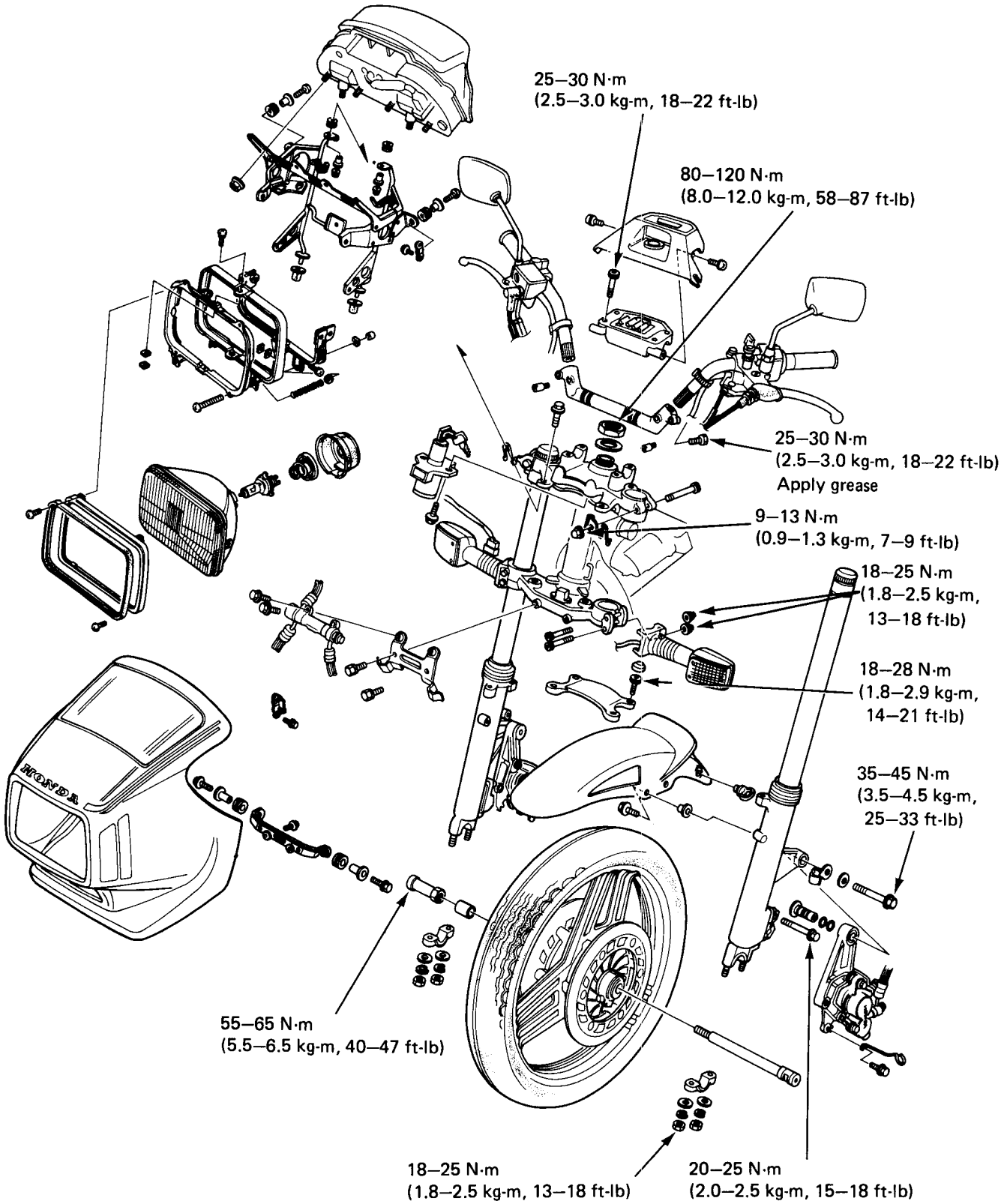

Date of Issue: August, 1982

14. FRONT WHEEL/SUSPENSION

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- A jack or other support is required to support the motorcycle.
- Never ride on the rim or try to bend the wheel.

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Axle shaft runout		—	0.2 mm (0.01 in)
Front wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)
Fork spring free length		564 mm (22.20 in)	553 mm (21.77 in)
Fork tube run out		—	0.2 mm (0.01 in)
Front fork tube O.D.		38.950–38.975 mm (1.533–1.534 in)	38.90 mm (1.531 in)
Front fork fluid capacity		281 ± 2.5 cc (9.5 ± 0.08 oz)	—
Front fork air pressure		0–0.6 kg/cm^2 (0–9 psi)	—

14

TORQUE VALUES

Front brake disc		30–35 N·m (3.0–3.5 kg-m, 22–25 ft-lb)
Front brake caliper shaft		25–30 N·m (2.5–3.0 kg-m, 18–22 ft-lb)
Front brake caliper		20–25 N·m (2.0–2.5 kg-m, 15–18 ft-lb)
Anti-dive pivot bolt		35–45 N·m (3.5–4.5 kg-m, 25–33 ft-lb)
Front axle nut		55–65 N·m (5.5–6.5 kg-m, 40–47 ft-lb)
Steering stem nut		80–120 N·m (8.0–12.0 kg-m, 58–87 ft-lb)
Steering top thread nut		11–13 N·m (1.1–1.3 kg-m, 8–9 ft-lb) Apply oil to the threads
Fork top bridge bolt		9–13 N·m (0.9–1.3 kg-m, 7–9 ft-lb)
Steering stem pinch bolts		45–55 N·m (4.5–5.5 kg-m, 33–40 ft-lb)
Fork cap bolt		15–30 N·m (1.5–3.0 kg-m, 11–22 ft-lb)
Fork drain bolt		6–9 N·m (0.6–0.9 kg-m, 4–7 ft-lb)
Fork socket bolt		15–25 N·m (1.5–2.5 kg-m, 11–18 ft-lb)
Air hose	Right	15–20 N·m (1.5–2.0 kg-m, 11–14 ft-lb)
	Left	4–7 N·m (0.4–0.7 kg-m, 3–5 ft-lb)
Air hose connector		4–7 N·m (0.4–0.7 kg-m, 3–5 ft-lb)
Air valve		4–7 N·m (0.4–0.7 kg-m, 3–5 ft-lb)
Axle holder		18–25 N·m (1.8–2.5 kg-m, 13–18 ft-lb)

TOOLS

Special		
Snap ring pilers	07914–3230001	
Steering stem socket wrench	07916–3710100	
Hex wrench, 6 mm	07917–3230000	or Commercially avaliable in U.S.A.
Race remover	07946–3710500	
Steering stem driver	07946–MB00000	or 07946–3710601
Attachment	07946–3710700	or 07946–3710701
Race remover	07953–4250002	
Fork seal driver	07947–4630100	
Common		
Attachment 52 x 55 mm	07746–0010400	
Attachment 42 x 47 mm	07746–0010300	or 07946–9350200
Pilot 15 mm	07746–0040300	
Lock nut wrench socket 30 x 32 mm	07716–0020400	or Commercially available in U.S.A.
Driver	07749–0010000	or 07949–6110000
Extension bar	07716–0020500	or Commercially available in U.S.A.
Lock nut wrench socket 17 x 27 mm	07716–0020300	
Front fork oil seal driver body	07749–0010100	or 07947–4630100
Front fork oil seal attachment E	07747–0010600	

TROUBLESHOOTING

Hard steering
1. Steering stem nut too tight
2. Faulty steering stem bearings
3. Damaged steering stem bearings
4. Insufficient tire pressure

Steers to one side or does not track straight
1. Unevenly adjusted right and left shock absorbers
2. Bent front forks
3. Bent front axle; wheel installed incorrectly

Front wheel wobbling
1. Distorted rim
2. Worn front wheel bearing
3. Faulty tire
4. Axle not tightened properly

Soft suspension
1. Weak fork spring
2. Insufficient fluid in front forks
3. Front fork air pressure incorrect

Hard suspension
1. Incorrect fluid weight in front forks
2. Front fork air pressure incorrect
3. Bent fork tubes
4. Clogged fluid passage
5. Clogged anti-dive orifice

Front suspension noise
1. Worn slider or guide bushings
2. Insufficient fluid in forks
3. Loose front fork fasteners
4. Lack of grease in speedometer gear box

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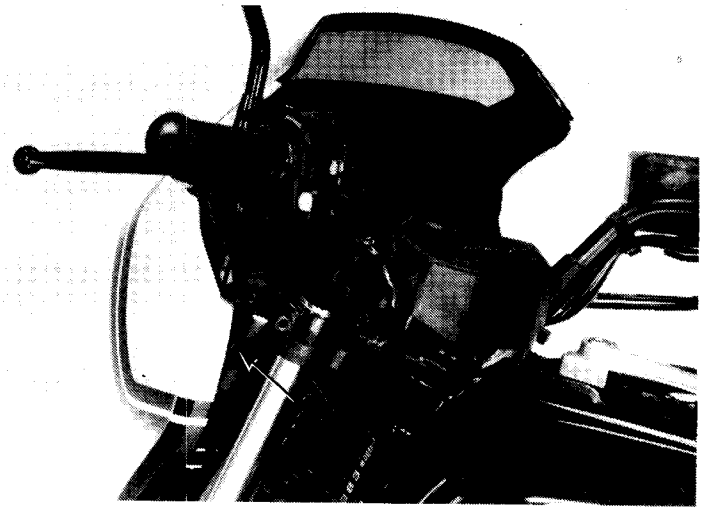
HEADLIGHT

REMOVAL

Remove the upper fairing mounting bolts.
Loosen the lower fairing mounting bolts and tilt the fairing forward.



Remove the two headlight mounting bolts.
Disconnect the headlight coupler and remove the headlight.

HEADLIGHT MOUNTING BOLT

DISASSEMBLY/ASSEMBLY

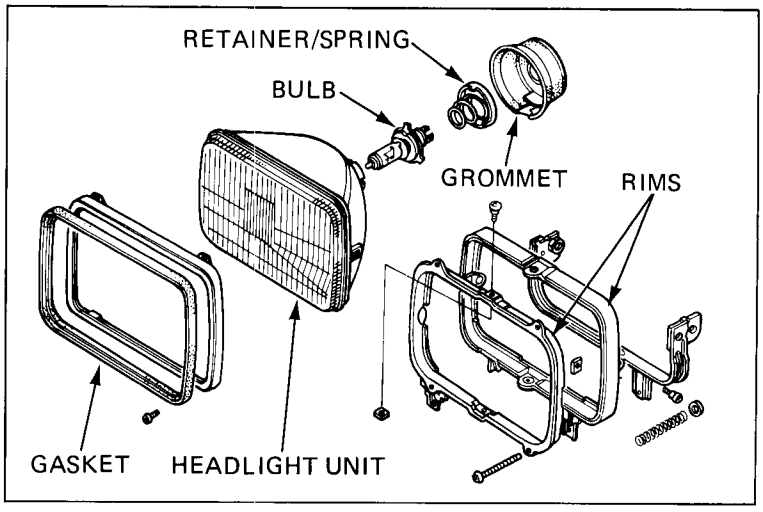
Remove the retaining screws and horizontal and vertical adjusting screws from the rim.
Remove the four unit retaining screws, and remove the rim and gasket.

Unfasten the bulb retainer and remove the spring.
Remove the bulb from the headlight unit and install a new bulb.

CAUTION:

Wear clean gloves when installing the halogen bulb. If you touch the bulb with your bare hands, clean it with a clotch moistened with alcohol to prevent hot spots and its early failure.

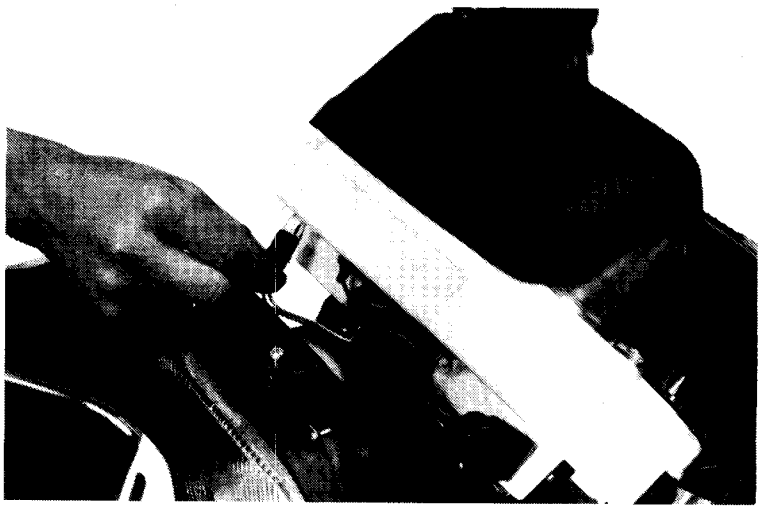
Assemble in the reverse order of disassembly.
After assembly, adjust the headlight beam (Page 3-19).



INSTRUMENTS

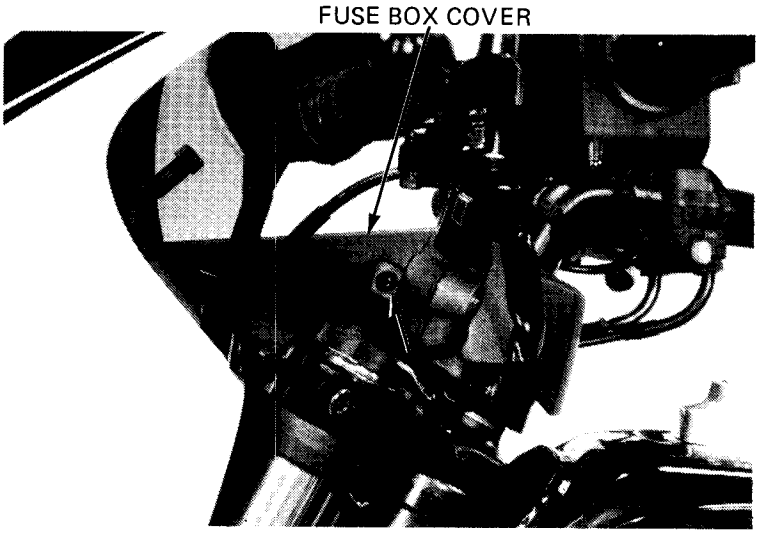
INDICATOR LIGHT BULB REPLACEMENT

Tilt the fairing forward (page 14-3).
Replace the faulty bulb.
If a replacement bulb does not light, check the wiring for a short or open circuit, or loose wire connections.

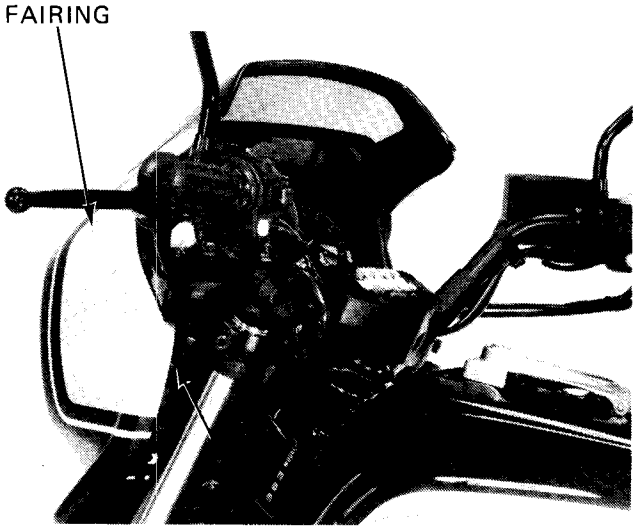


REMOVAL

Remove the fuse box cover.

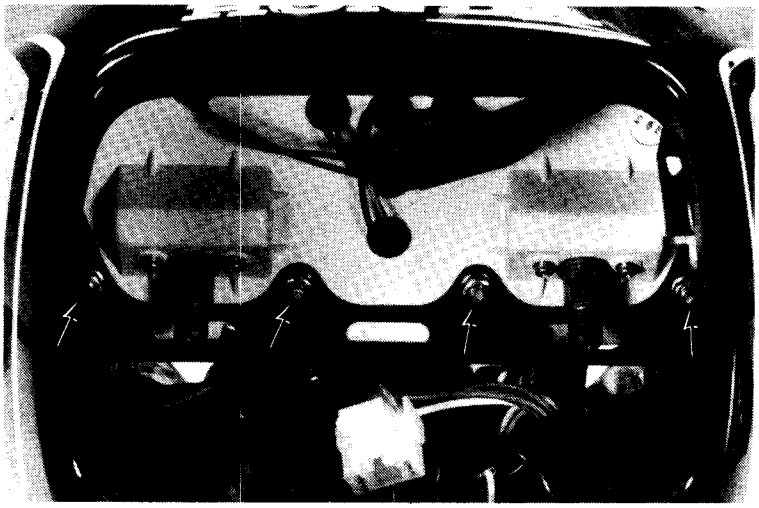


Tilt the fairing forward and remove the headlight unit (page 14-3).



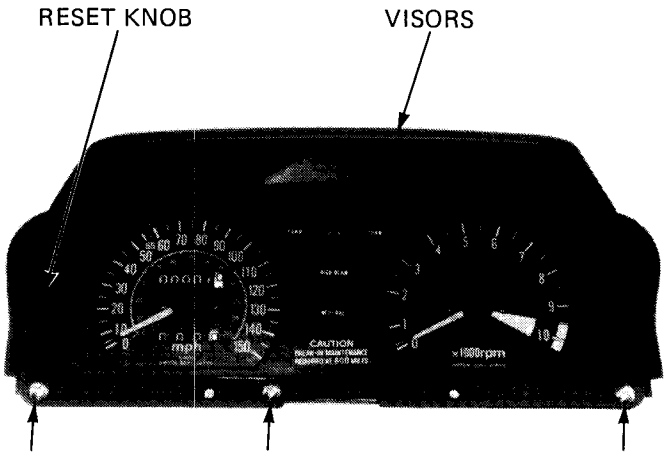
Disconnect the speedometer and tachometer cables from the instruments.

Disconnect the instrument wire coupler.
Remove the instrument mounting nuts and the instruments.

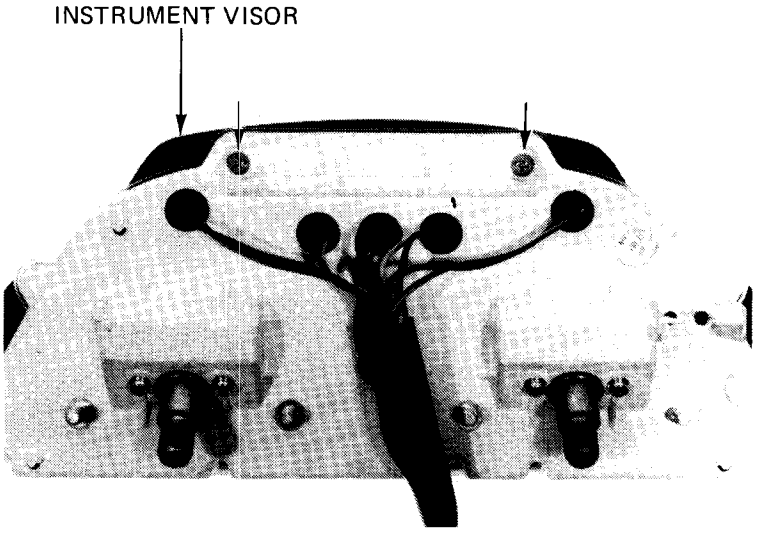


DISASSEMBLY

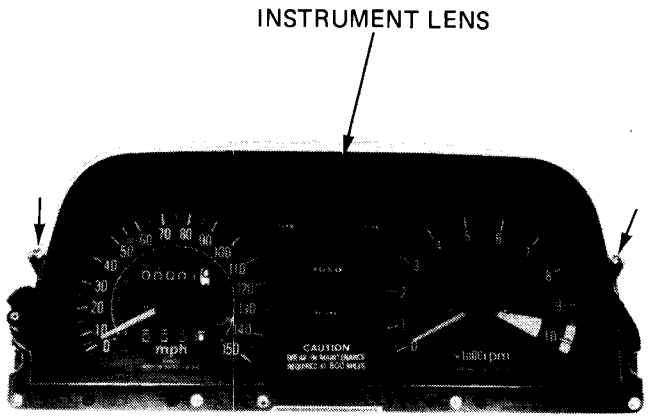
Remove the screw attaching the tripmeter reset knob and knob.
Remove the instrument visors three front screws.



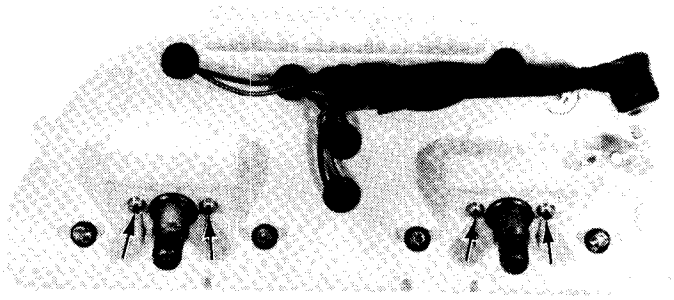
Remove the rear two screws attaching the instrument visor and remove the visor.



Remove the screws attaching the instrument lens and remove the lens.

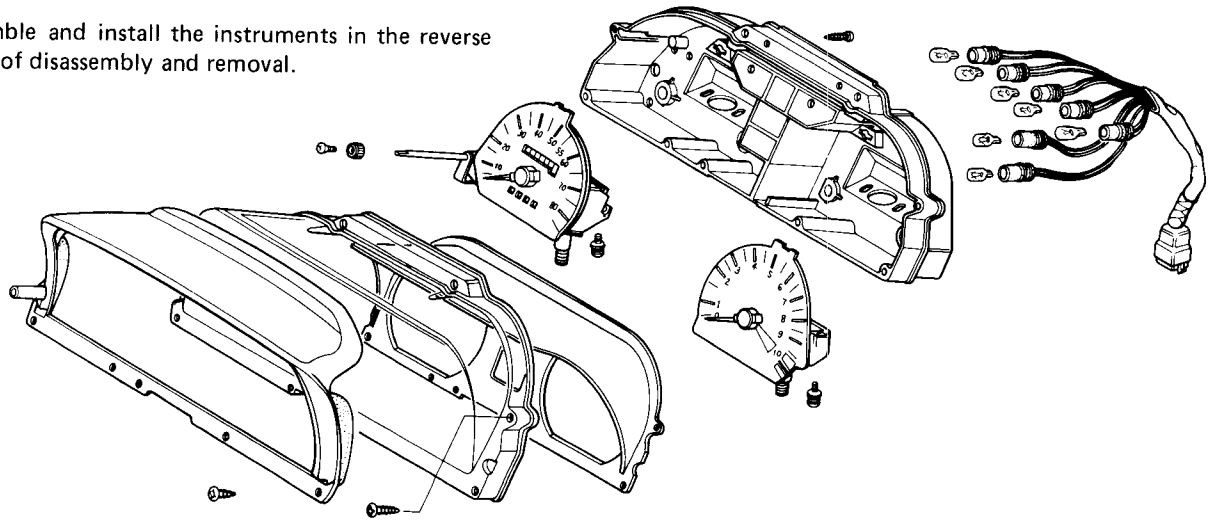


Remove the screws mounting the speedometer and tachometer and remove the instruments from the case.



ASSEMBLY/INSTALLATION

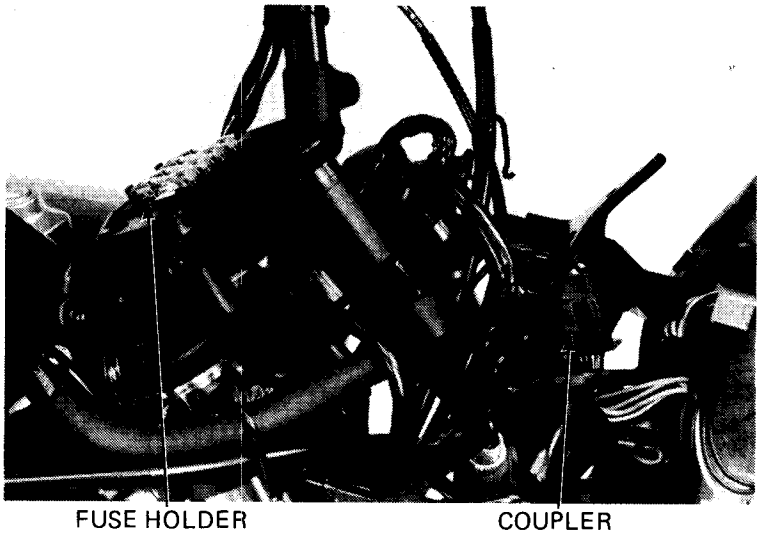
Assemble and install the instruments in the reverse order of disassembly and removal.



FUSE HOLDER REPLACEMENT

Remove the fuse cover.
Remove the headlight (page 14-3) and instruments (page 14-5).
Disconnect the wire coupler.

Release the fuse holder pawls and remove the fuse holder.



FUSE HOLDER COUPLER

IGNITION SWITCH

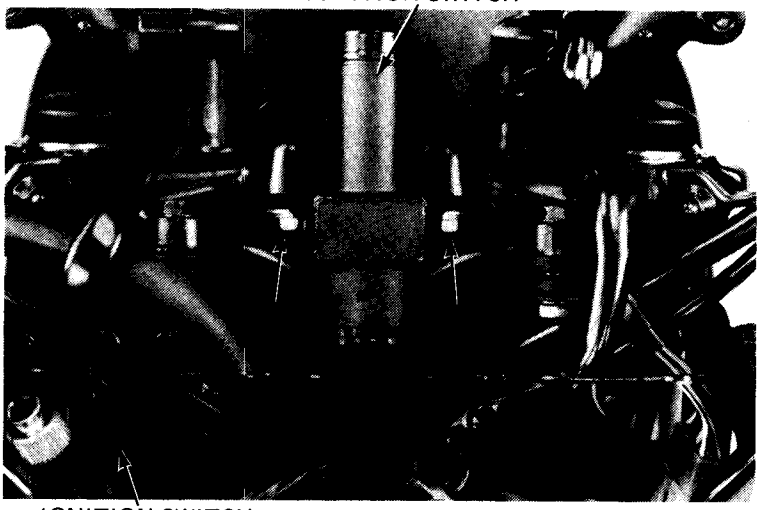
REMOVAL/INSTALLATION

Remove the headlight (page 14-3).

Disconnect the ignition switch wire coupler.

Remove the ignition switch mounting bolts, and ignition switch.

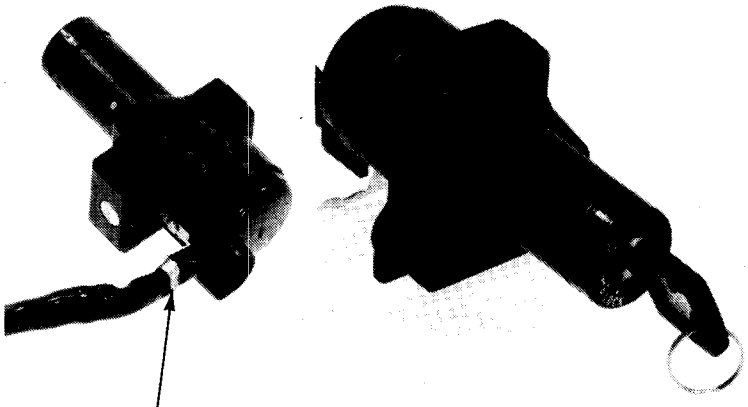
Install the ignition switch in the reverse order of removal.



IGNITION SWITCH
IGNITION SWITCH COUPLER

DISASSEMBLY/ASSEMBLY

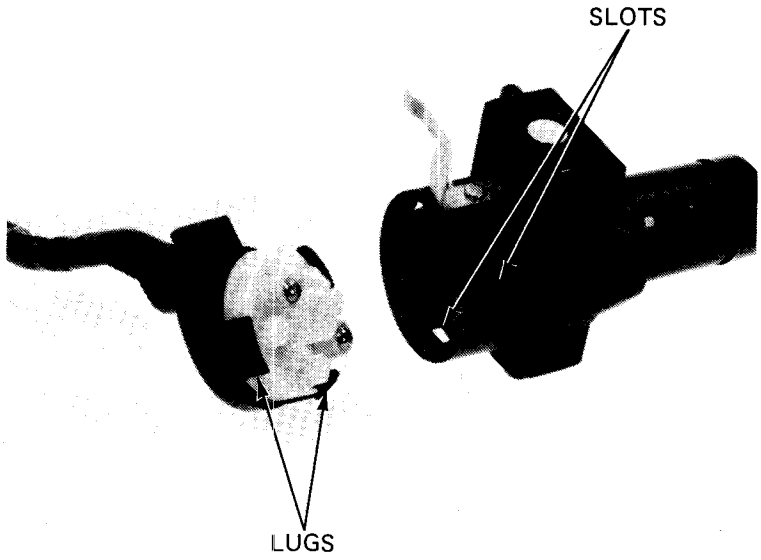
Remove wire clamp.
Insert the ignition key and turn it to between the ON and OFF detent positions.



WIRE CLAMP BETWEEN "ON" AND "OFF"

Push in the lugs in the slots and pull the contact base from the switch.

Assemble the ignition switch in the reverse order of disassembly.



HANDLEBAR

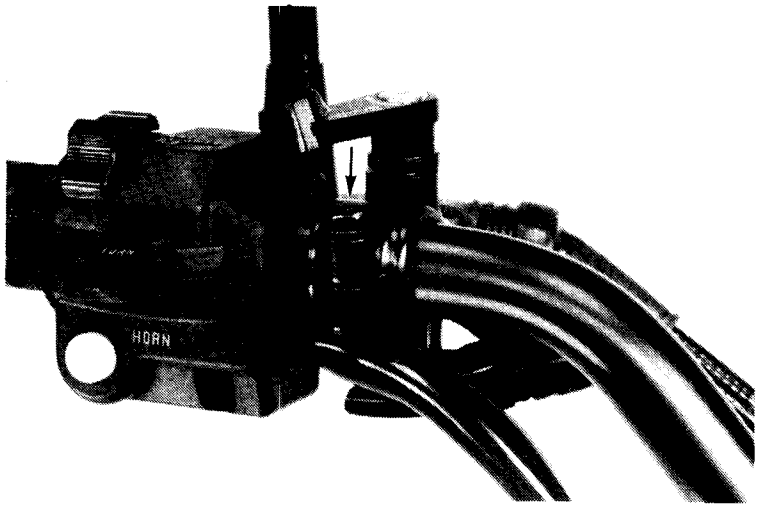
REMOVAL

Remove the headlight and instruments (pages 14-3, 14-5).

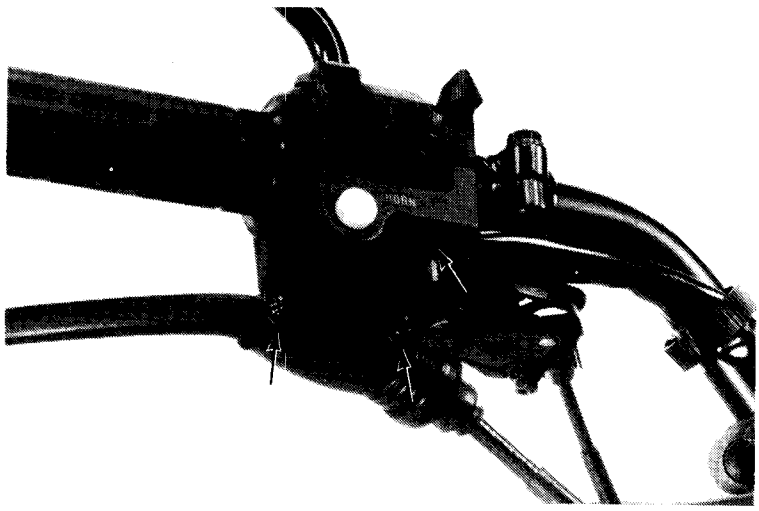
Disconnect the right and left switches and fuse holder wires.

Remove the handlebar wire bands.

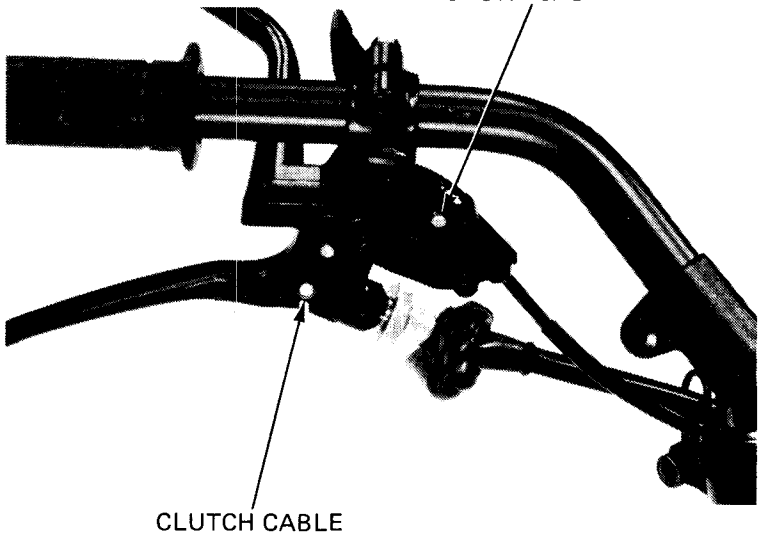
Loosen the clutch lever bracket pinch bolt.



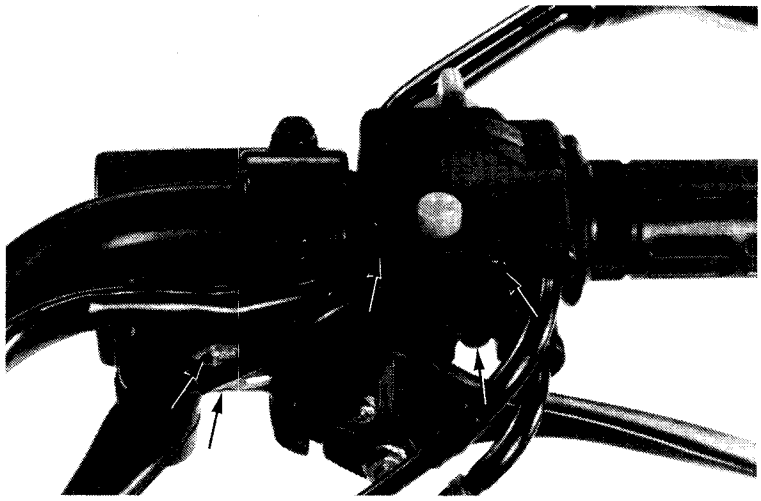
Disconnect the clutch switch wires and remove the left handlebar switch.



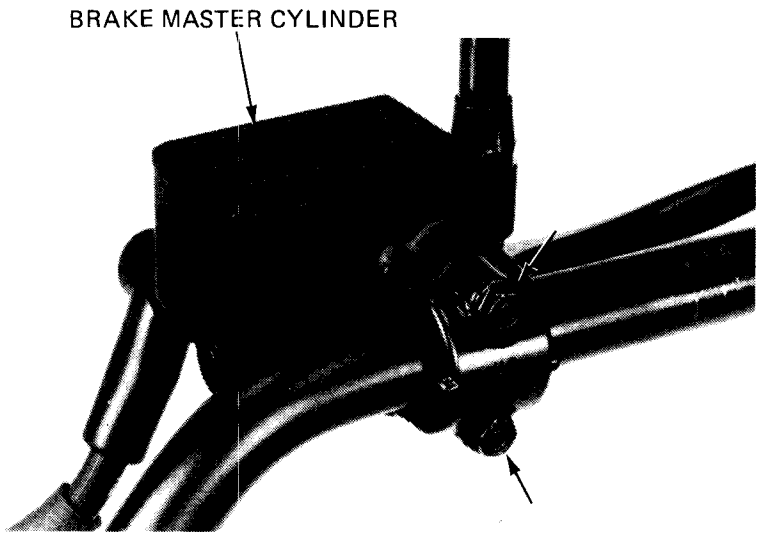
Disconnect the clutch and choke cables.



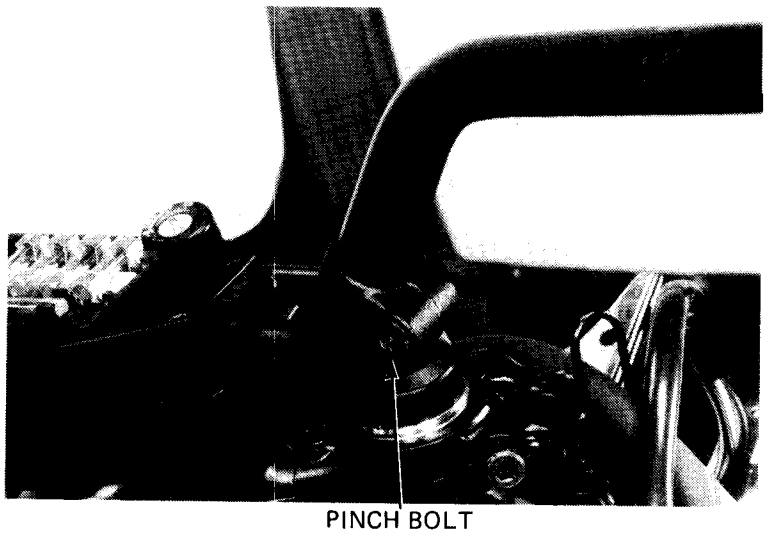
Disconnect the brakelight swtich wires.
Remove the right handlebar switch and throttle grip.



Remove the front brake master cylinder with the brake lever.

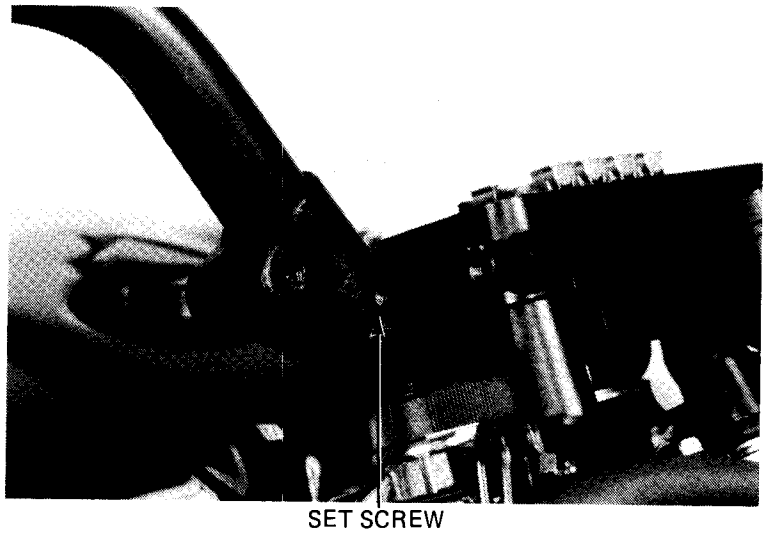


Remove the right and left handlebar pinch bolt caps.
Remove the pinch bolts.



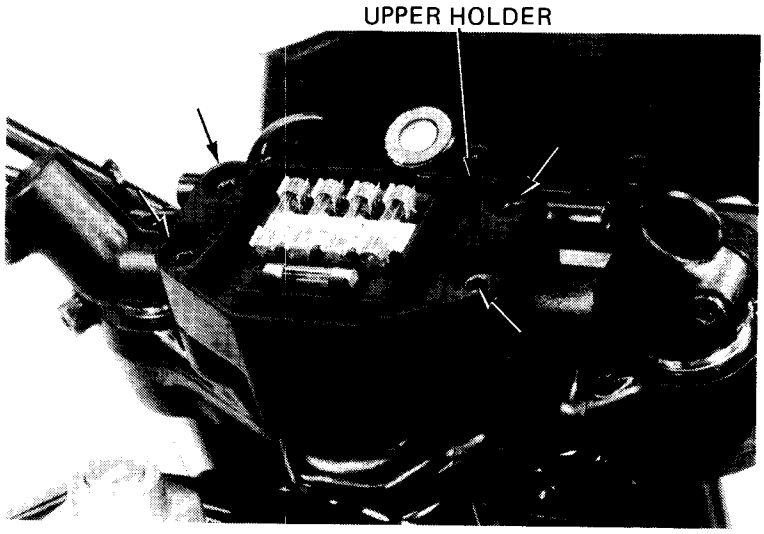
PINCH BOLT

Remove the handlebar set screw and the handlebars.



SET SCREW

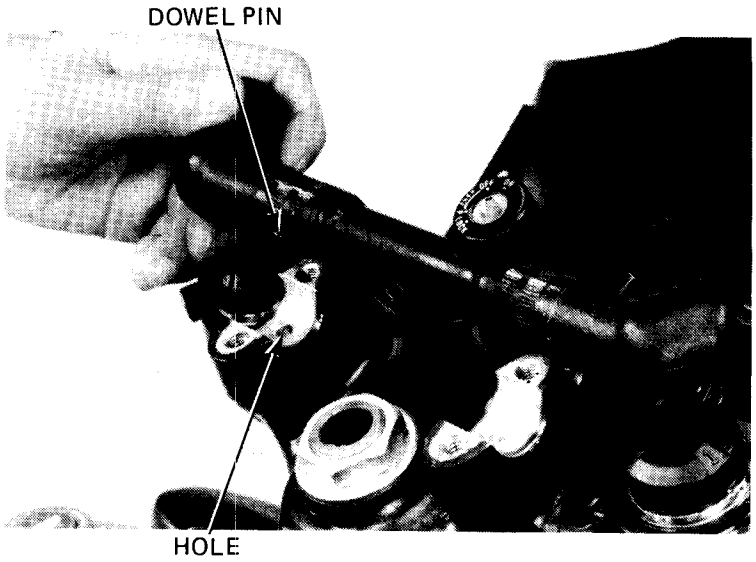
Remove the handlebar upper holder bolts.
Remove the handlebar upper holder and the center handlebar.



UPPER HOLDER

INSTALLATION

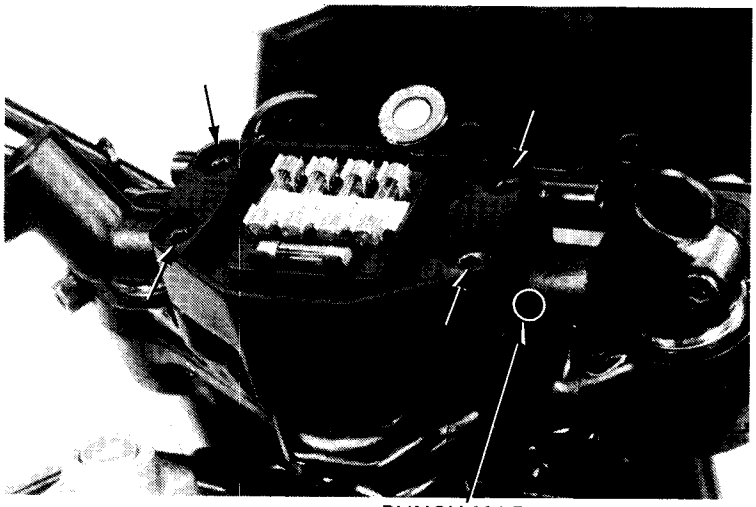
Place the center handlebar aligning the dowel pin with the hole on the handlebar lower holder.



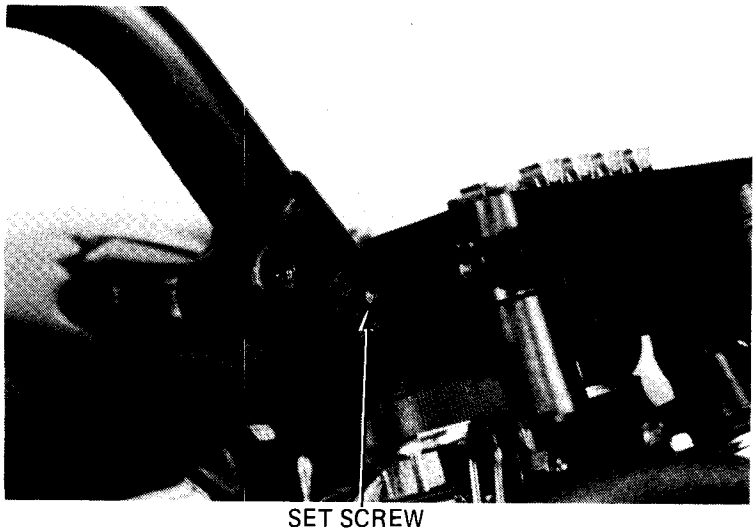
Place the upper holder onto the lower holder aligning the center handlebar punch mark with the upper face of the lower holder.

Tighten the forward bolts first, then tighten the rear bolts.

TORQUE 25–30 N·m (2.5–3.0 kg-m, 18–22 ft-lb)



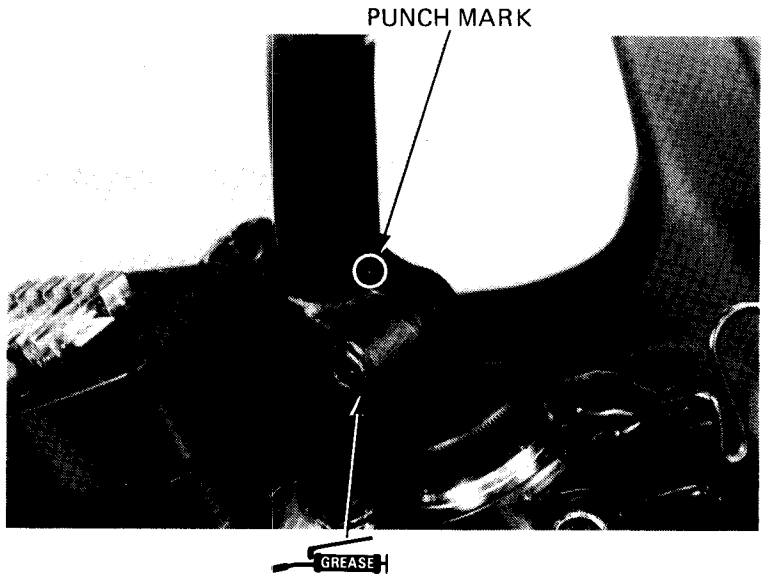
Install the right and left handlebars with the set screws.



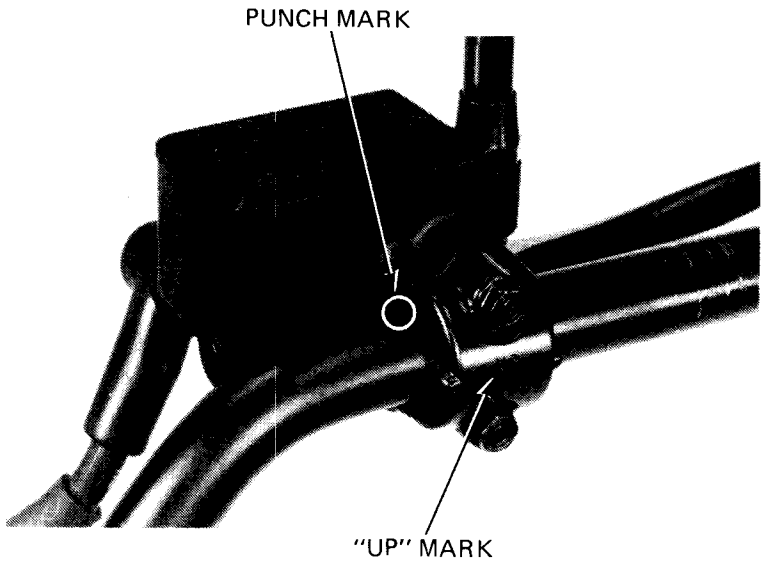
Apply grease to the handlebar pinch bolts.
Tighten the pinch bolts aligning the punch marks with the slits on the center handlebar.

TORQUE: 25–30 N·m (2.5–3.0 kg-m, 18–22 ft-lb)

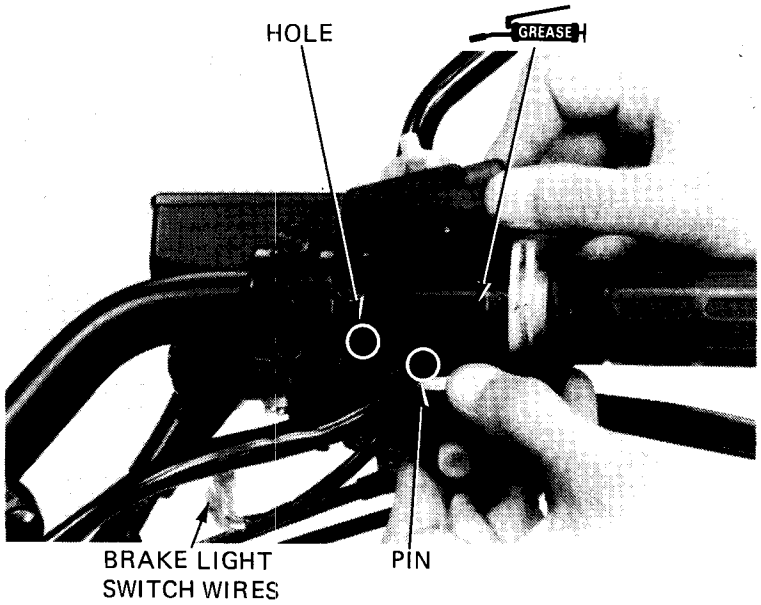
Install the pinch bolt caps.



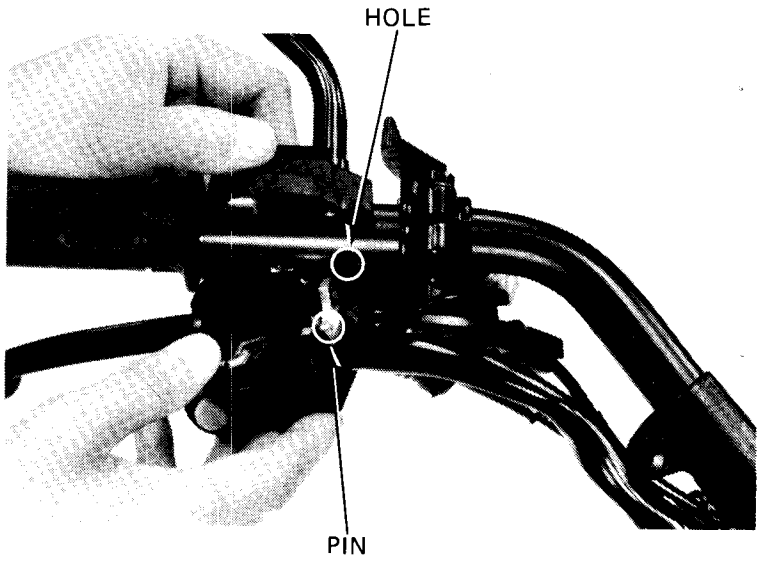
Install the front brake master cylinder with "UP" mark facing up.
Align the end of the holder with the handlebar punch mark.
Tighten the upper bolt first, then the lower bolt.



Apply grease to the throttle grip sliding surface.
Align the right switch locating pin with the hole in the handlebar and install the right switch.
Connect the brakelight switch wires.



Install the handlebar switch.
Align the locating pin on the switch housing with the hole in the handlebar.

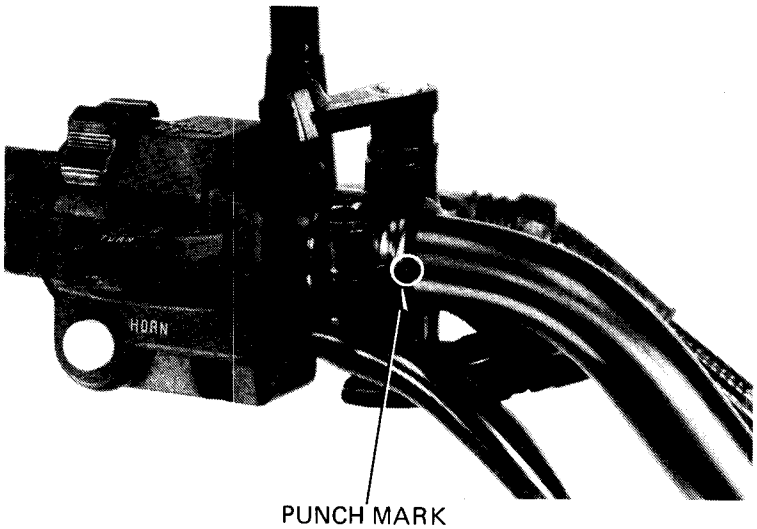


Tighten the clutch lever bracket pinch bolt by aligning the slit of the bracket with the punch mark on the handlebar.

Connect the clutch switch wires.

Connect the clutch and choke cables.

Install the handlebar wire bands.



FRONT WHEEL

REMOVAL

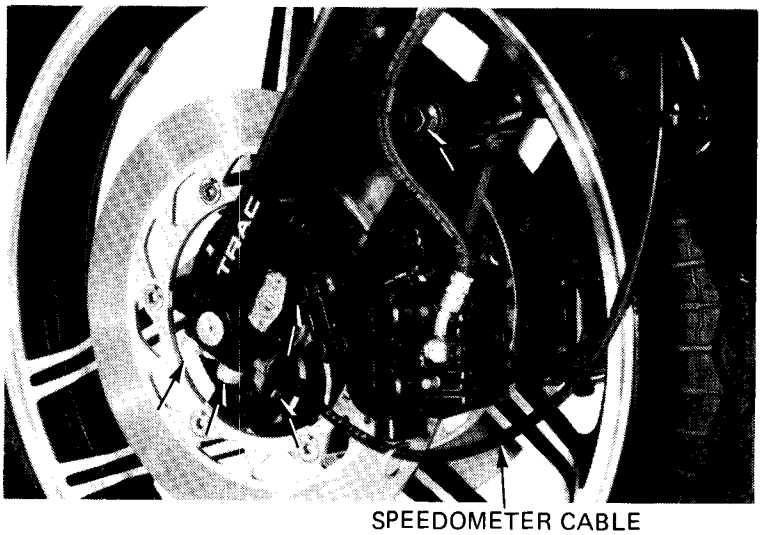
Remove the speedometer cable set screw and the speedometer cable.

Remove the left side caliper assemblies by loosening the bolts.

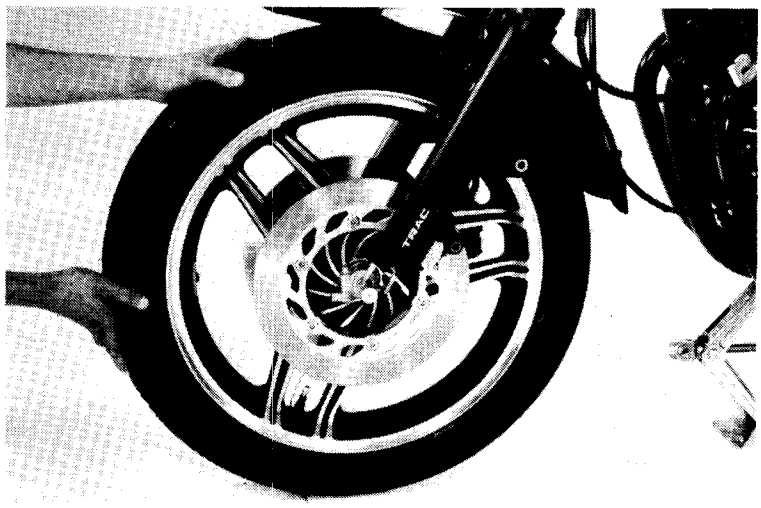
NOTE:

> Do not operate the front brake lever after removing the front wheel. To do so will cause difficulty in fitting the brake disc between the brake pads.

Remove the right and left axle holders.

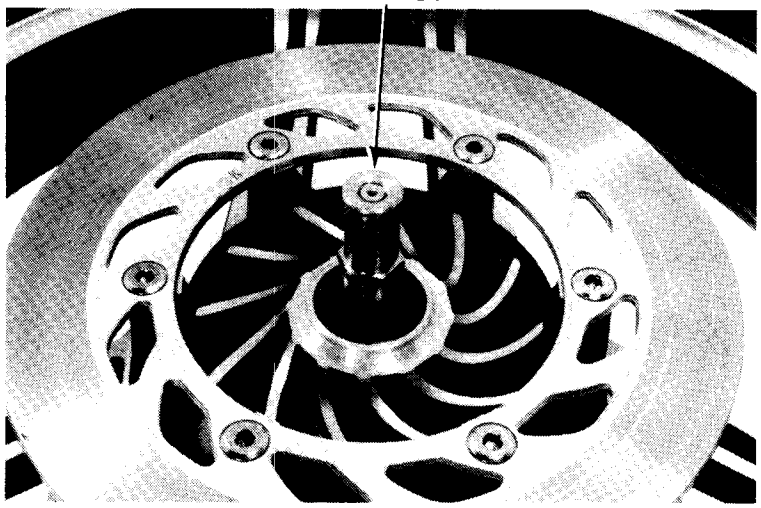


Jack up the engine until the forks clear the front axle and remove the front wheel.



DISASSEMBLY

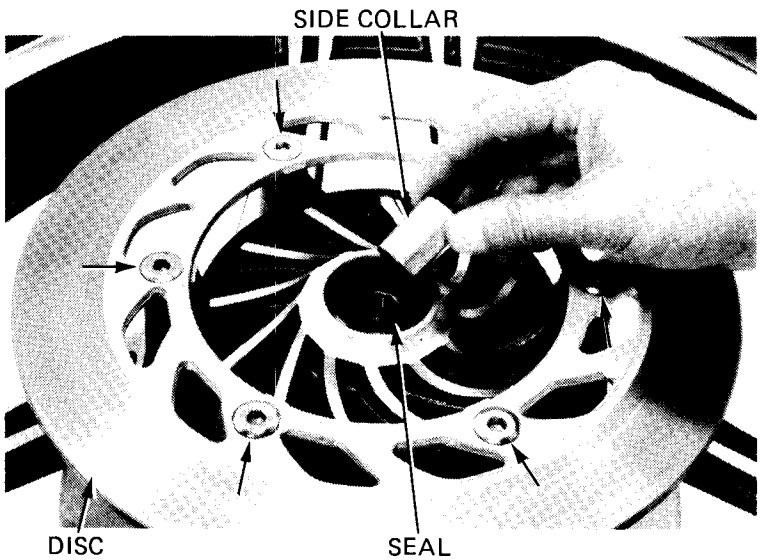
Remove the front axle nut and axle.



Remove the side collar and right seal.
Remove the brake disc mounting bolts, and discs.
Remove the left seal and speedometer gear retainer.
Remove the wheel bearings and the distance collar from the hub if the bearings need replacement. See bearing inspection (page 14-15) before removing bearings.

NOTE:

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

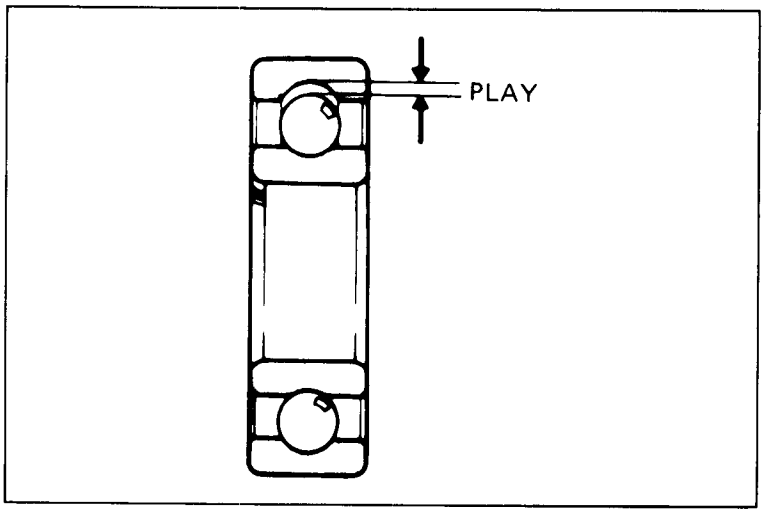


INSPECTION

WHEEL BEARING

Check wheel bearing play by placing the wheel in a truing stand and spining the wheel by hand. Replace the bearings with new ones if they are noisy or have excessive play.

SERVICE LIMIT: 0.03 mm (0.001 in)



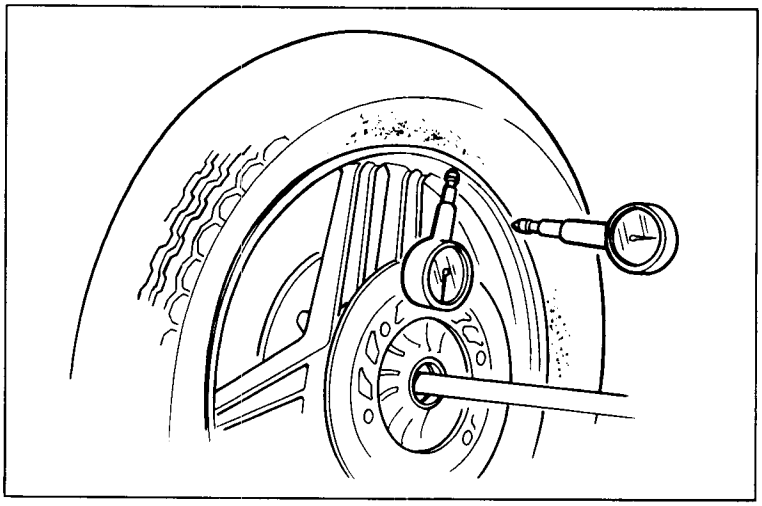
WHEEL

Check the rim runout by placing the wheel in a truing stand. Spin the wheel slowly and read the runout using a dial indicator.

SERVICE LIMITS:
RADIAL RUNOUT: 2.0 mm (0.08 in)
AXIAL RUNOUT: 2.0 mm (0.08 in)

NOTE:

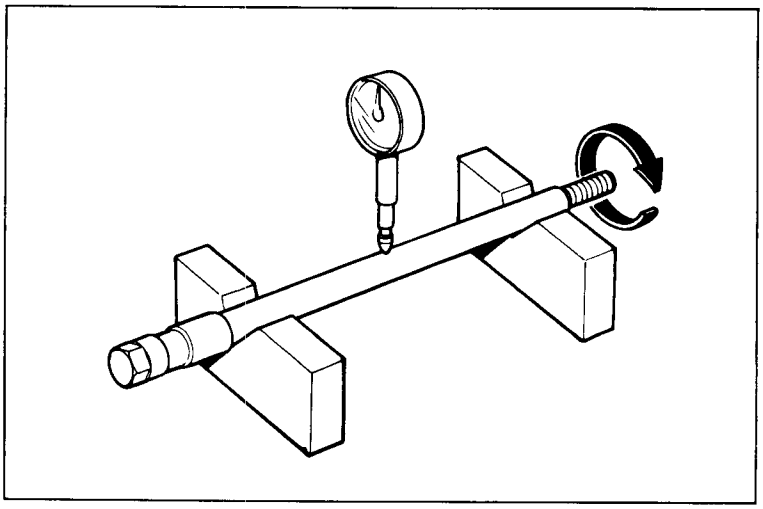
> The wheel cannot be repaired and must be replaced with a new one if the service limits are exceeded.



AXLE

Set the axle in V blocks and measure the runout. The actual runout is 1/2 of the total indicator reading.

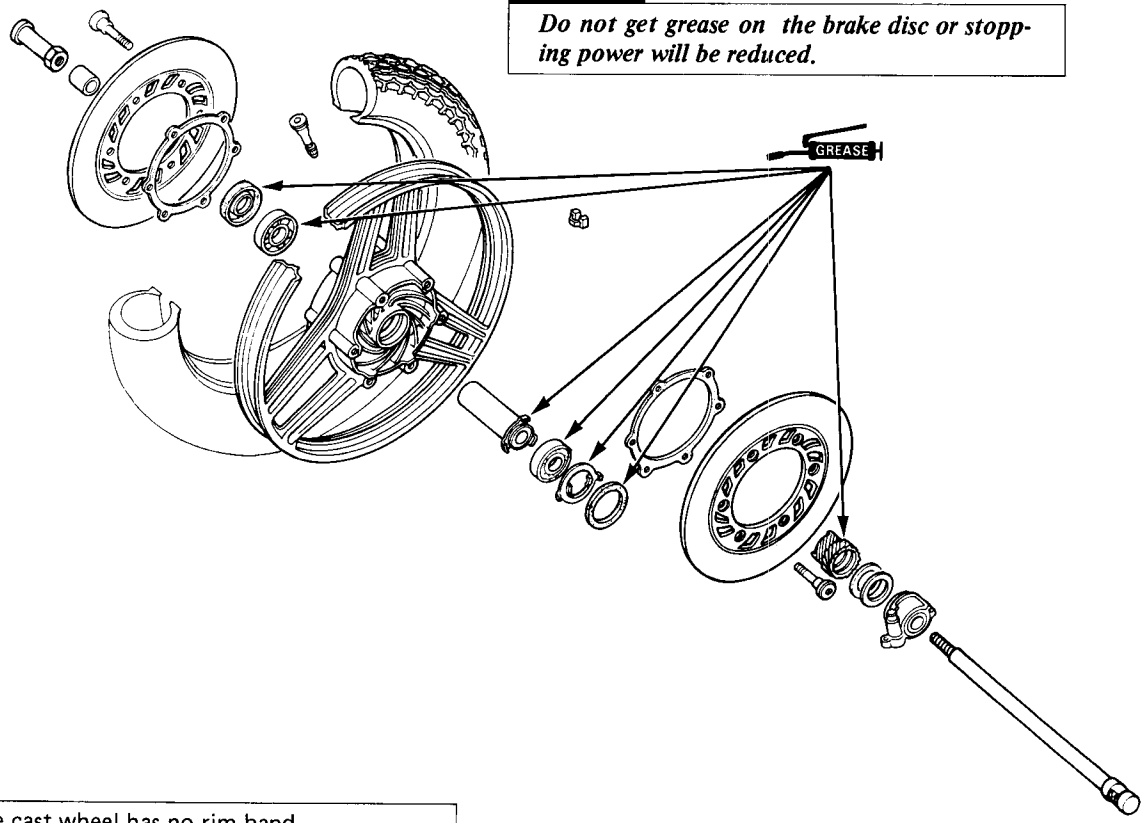
SERVICE LIMIT: 0.2 mm (0.01 in)



ASSEMBLY

WARNING

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



NOTE:

- The cast wheel has no rim band.
- The front wheel uses a tubeless tire. For tubeless tire repair, refer to the Honda Tubeless Tire Manual.

Pack all bearing cavities with grease.
Drive in the right bearing first and press the distance collar into place.

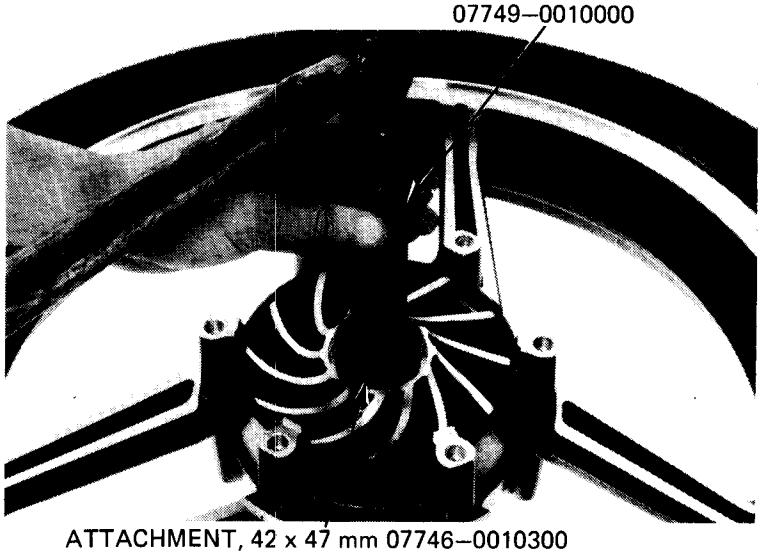
NOTE:

Be certain the distance collar is in position before installing the bearings.

Drive in the left bearing squarely.

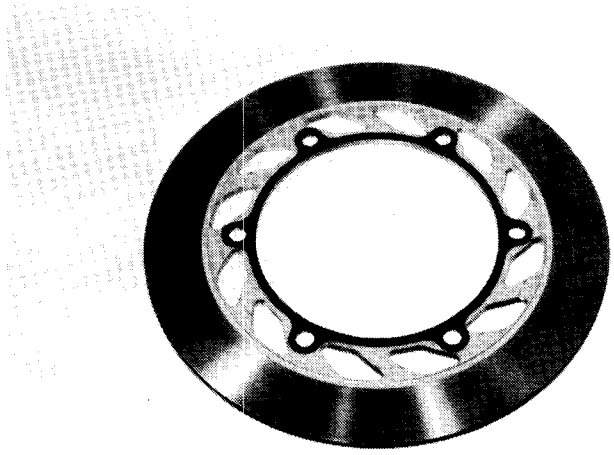
NOTE:

Drive the bearing into position, making sure that it is fully seated and that the sealed side is facing out.



ATTACHMENT, 42 x 47 mm 07746–0010300
PILOT, 15 mm 07746–0040300

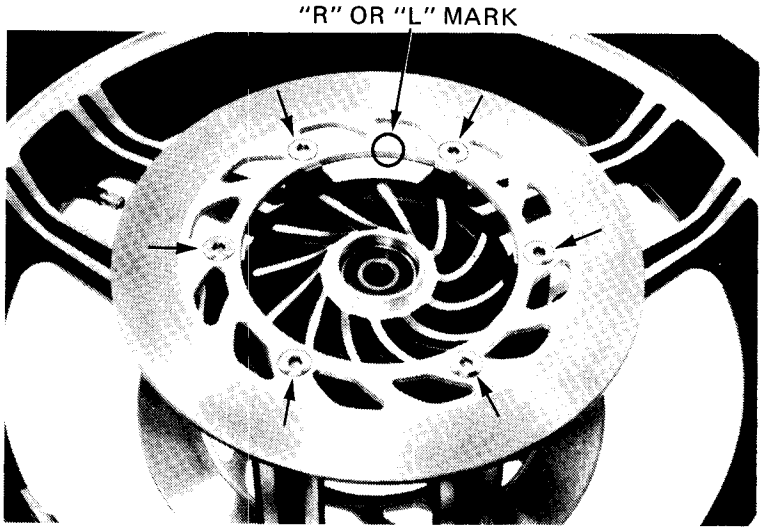
Install a new gasket onto each brake disc.



Install the brake disc with the "R" mark on the right and the disc with the "L" mark on the left.

TORQUE: 30–35 N·m (3.0–3.5 kg-m, 22–25 ft-lb)

Clean the brake discs with a high quality degreasing agent.

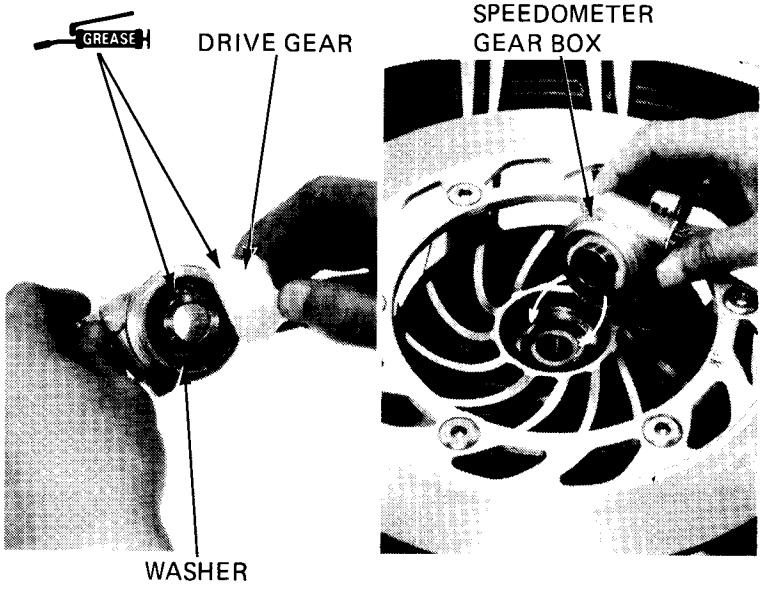


Install the speedometer gear retainer in the wheel hub, aligning the tangs with the slots.

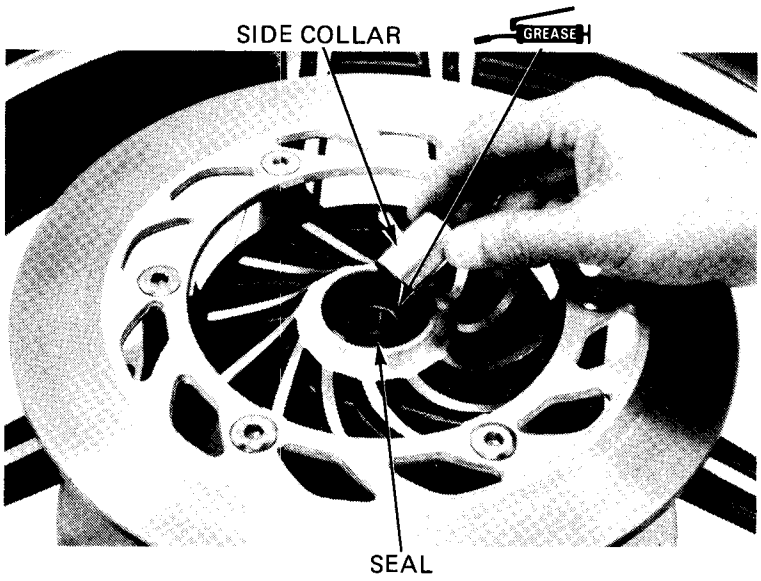
Install the left seal all the way.

Fill the speedometer gearbox with grease and install the plain washer and drive gear.

Install the speedometer gearbox in the wheel hub, aligning the tangs with the slots.



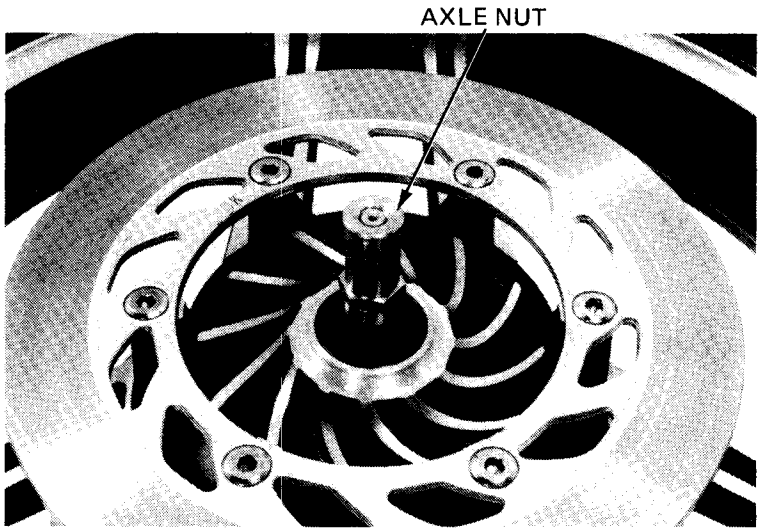
Install the right seal and side collar.



Install the front axle and axle nut.

TORQUE: 55–65 N·m (5.5–6.5 kg-m, 40–47 ft-lb)

Clean the brake discs with a high quality degreasing agent.



INSTALLATION

Position the wheel between the fork legs.
Lower the engine so the fork legs rest on the top of the axle.

CAUTION:

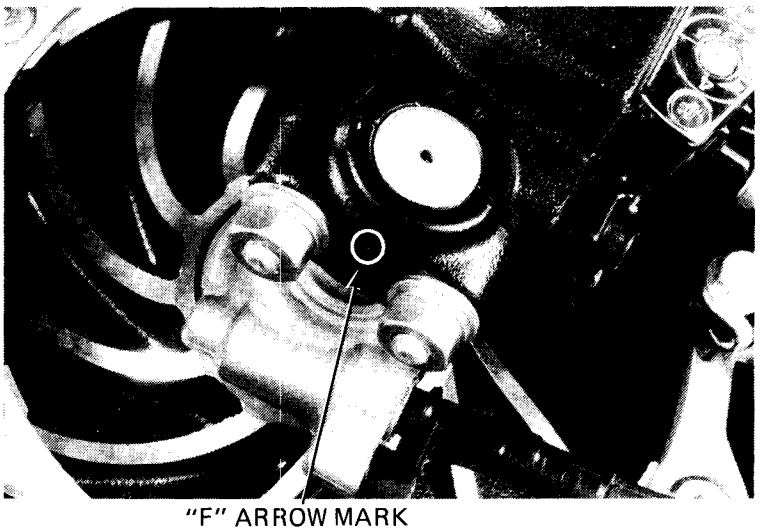
When installing the wheel, fit the right brake disc carefully between the brake pads to avoid damaging the pads.

TORQUE: 18–25 N·m (1.8–2.5 kg-m, 13–18 ft-lb)

Install the caliper bolt and anti-dive pivot bolt.

TORQUE: 35–45 N·m (3.5–4.5 kg-m, 25–33 ft-lb)

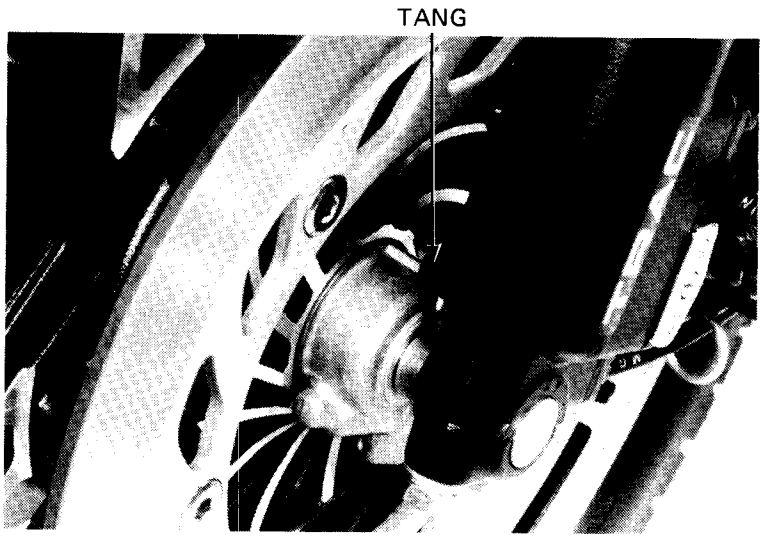
Loosely install the axle holders with the "F" arrow forward.



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

Tighten the right axle holder nuts to the specified torque, starting with the forward nuts.

TORQUE: 18–25 N·m (1.8–2.5 kg-m, 13–18 ft-lb)



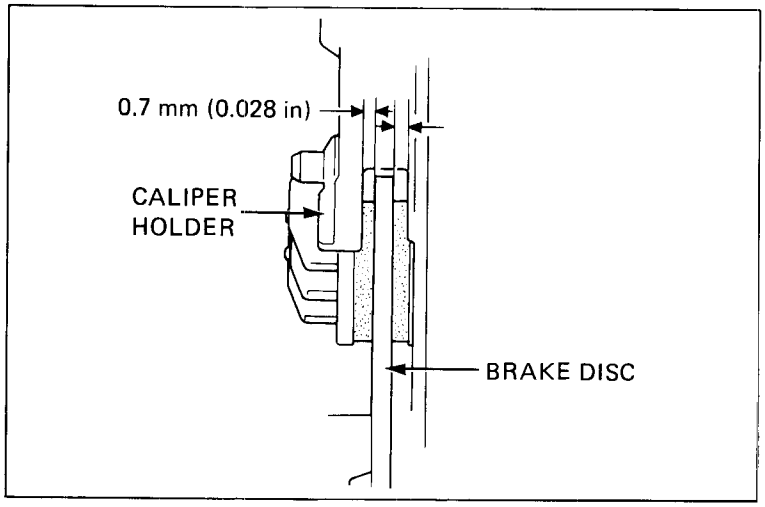
Measure the clearance between each surface of the left brake disc and the left caliper holder with a 0.7 mm (0.028 in) feeler gauge. If the gauge inserts easily, tighten the forward left axle holder nut to the specified torque, then tighten the rear nut.

If the feeler gauge cannot be inserted easily, pull the left fork out or push it in until the gauge can be inserted.

After installing the wheel, apply the brake several times, then recheck both discs for caliper holder to disc clearance.

WARNING

Failure to provide adequate disc to caliper holder clearance may damage the brake disc and impair brake efficiency.

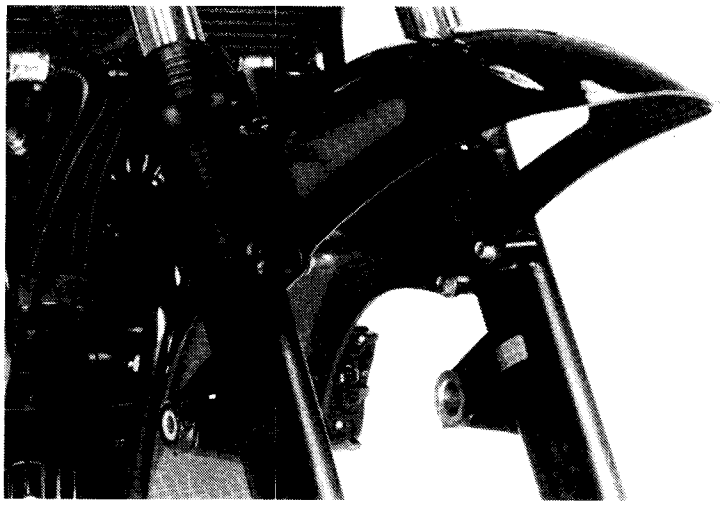


FRONT FORK

REMOVAL

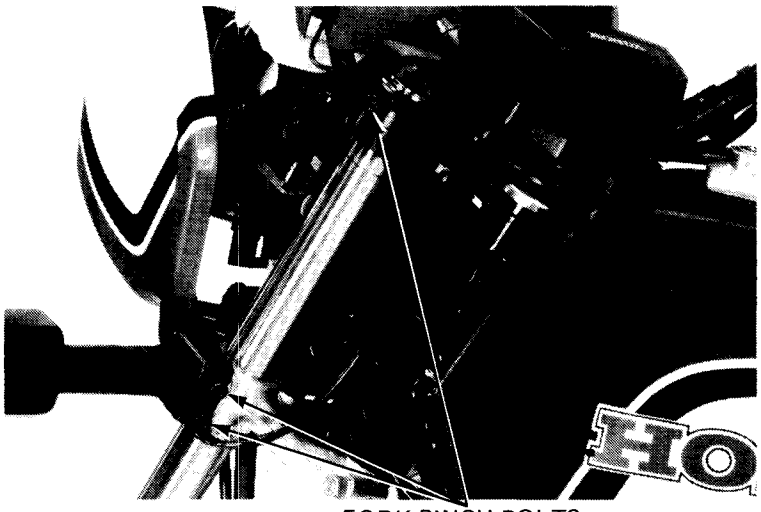
Remove the brake caliper (page 16-11).
Remove the front wheel (page 14-14).
Open the fairing.

Remove the front fender mounting bolts and fender.



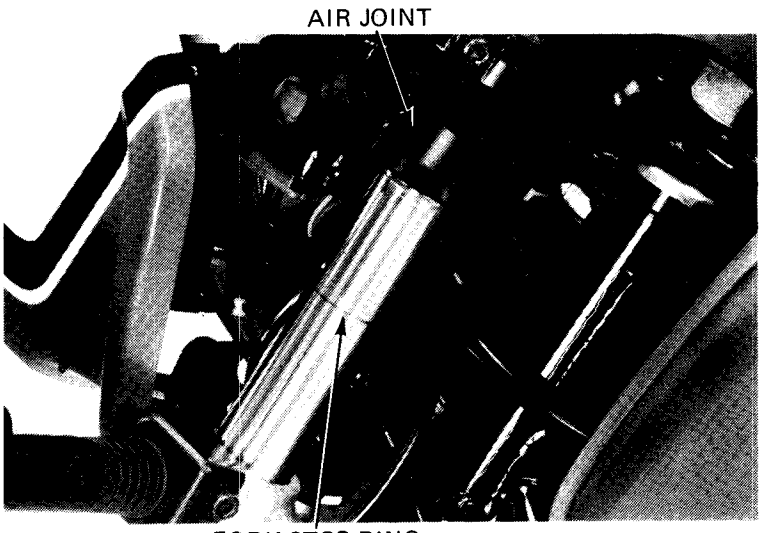
Remove the front fork brace bolt caps, bolts and brace.

Loosen the fork upper and lower pinch bolts.



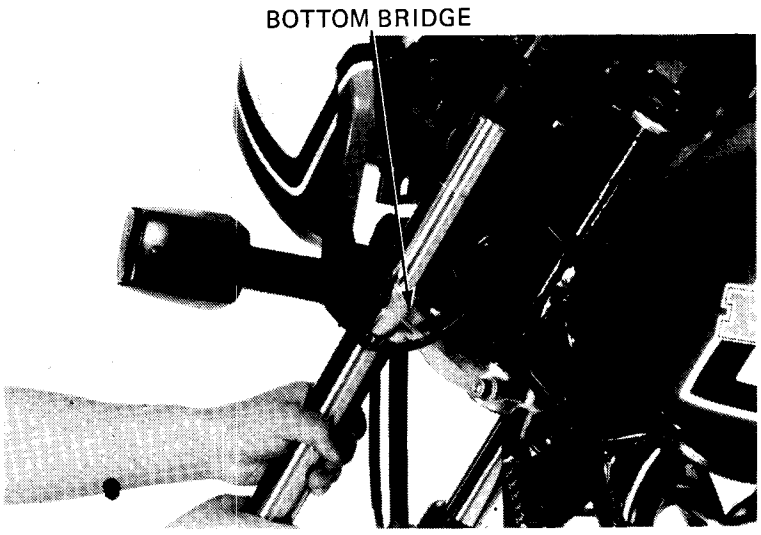
FORK PINCH BOLTS

Pull down each fork pipe out of the fork top bridge and the air joints while turning it.
Remove the fork stop rings.

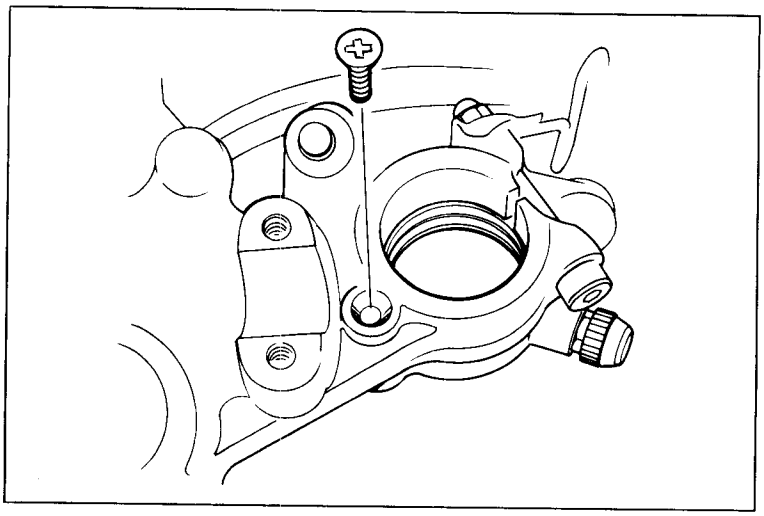


FORK STOP RING

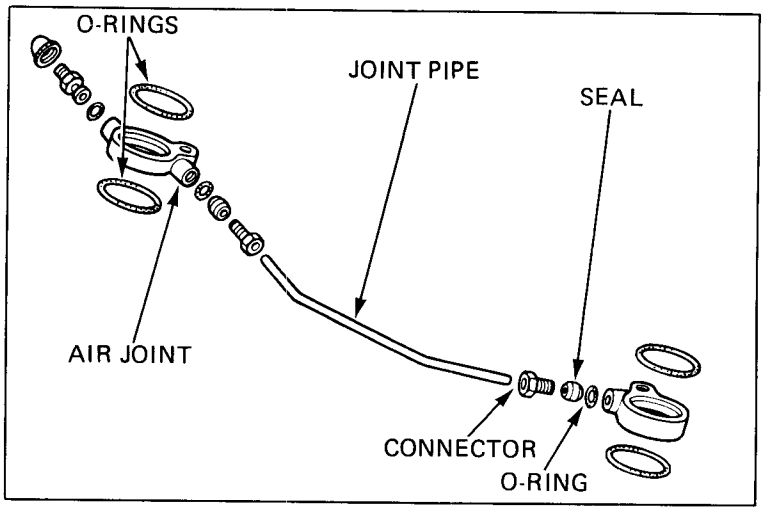
Pull each fork pipe out of the fork bottom bridge.



If the service of the air joints is necessary, remove the handlebar (page 14-8) and remove the two screws attaching the fork air joints to the fork top bridge.



Loosen the air joint pipe connectors and remove the joint pipe.



DISASSEMBLY

Depress the air valve and release front fork air pressure.

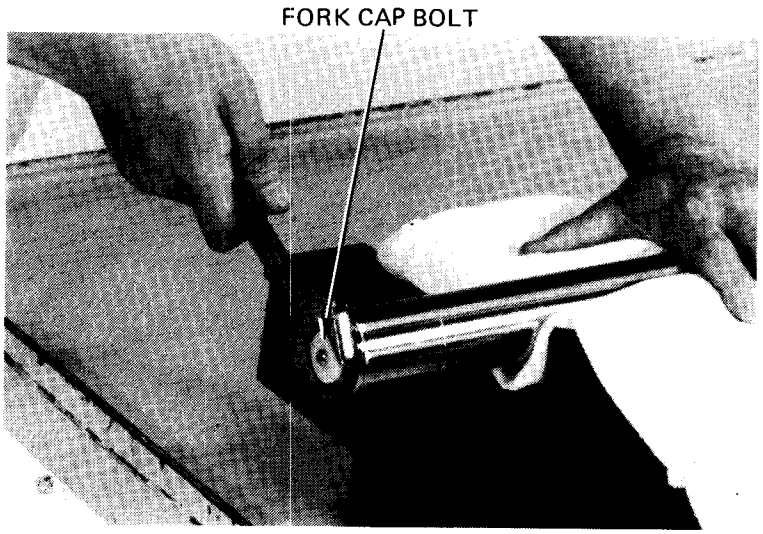
CAUTION:

- *If air pressure is not released before disassembling, the fork tube cap may become a projectile.*
- *The cap is also under spring pressure. Use care when removing and wear eye and face protection.*

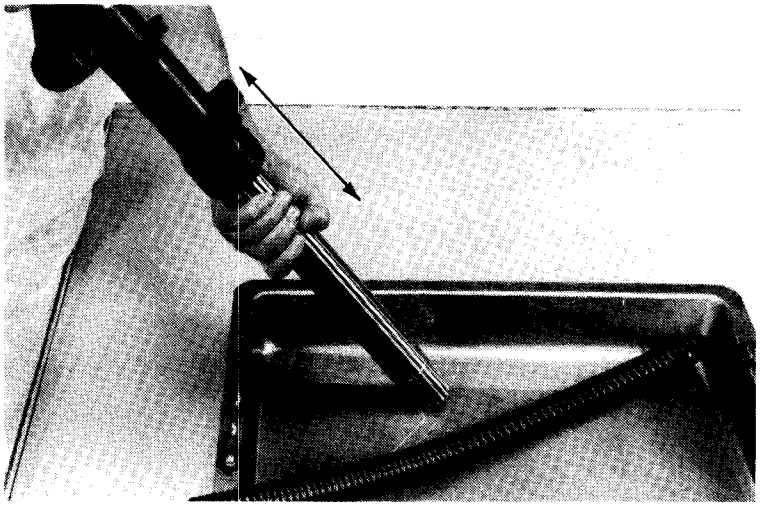
Hold the fork tube in a vise, with soft jaws or s shop towel and remove the fork tube cap.

CAUTION:

Be careful not to damage the sliding surface.



Remove the fork spring.
Pour out fork fluid by pumping the fork up and down several times.

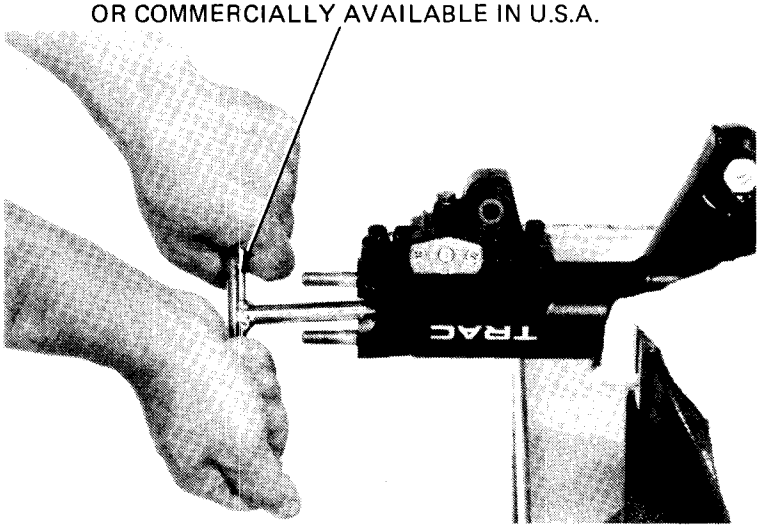


Hold the fork slider in a vise with soft jaws or a shop towel.
Remove the socket bolt with a hex wrench.

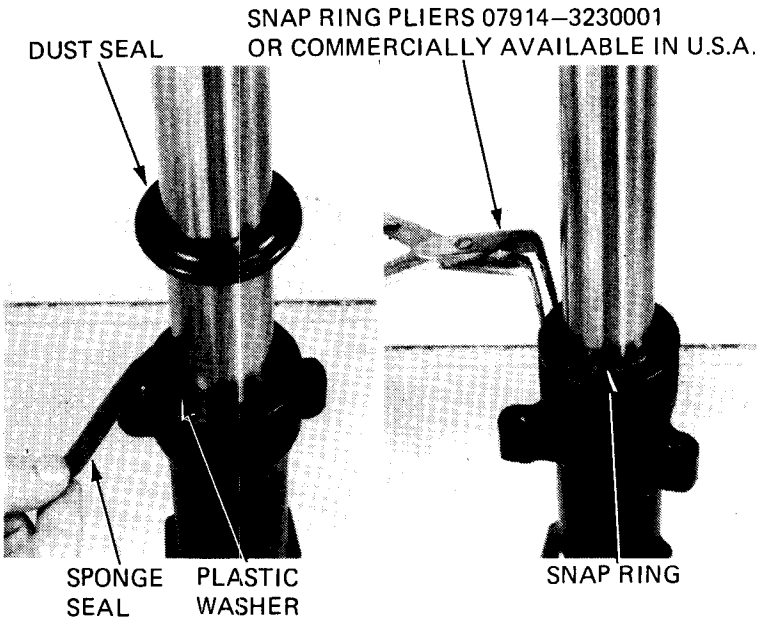
NOTE:

> Temporaily install the spring and fork bolt if difficulty is encountered in removing the socket bolt.

The piston and rebound spring can now be removed from the fork.

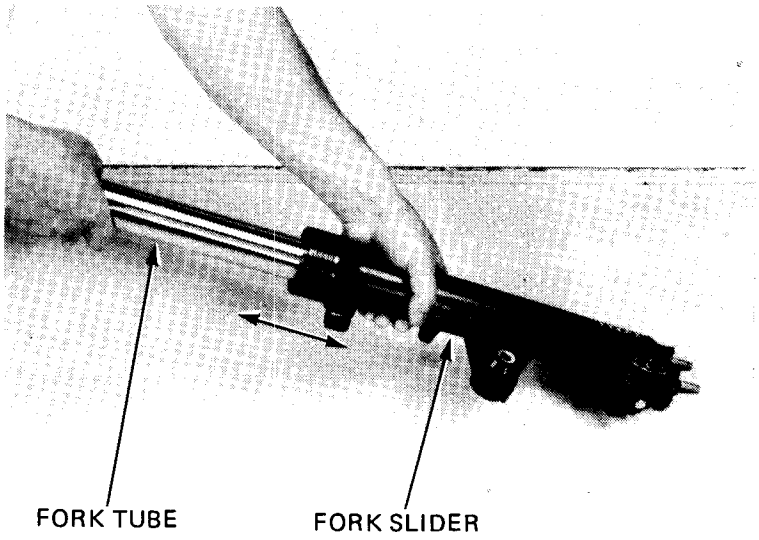


Remove the dust seal, sponge seal and plastic washer.
Remove the snap ring.



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.

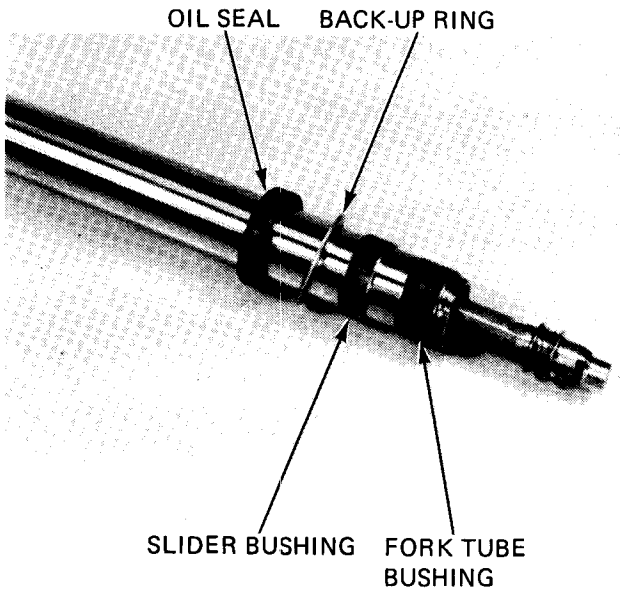
Remove the oil lock piece from inside the slider.



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

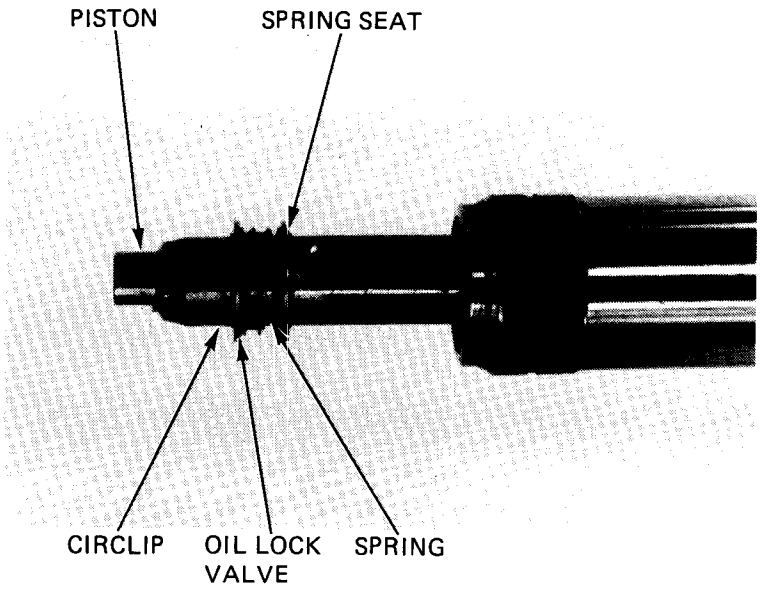
NOTE:

> Do not remove the fork tube bushing unless it is necessary to replace it with a new one.



Remove the circlip, oil lock valve, spring, and spring seat from the piston.

Remove the piston and rebound spring from the fork tube.

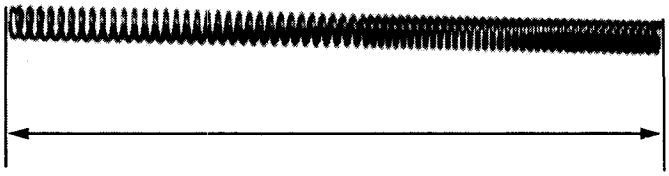


INSPECTION

FORK SPRING FREE LENGTH

Measure the fork spring free length.

SERVICE LIMIT: 553 mm (21.77 in)

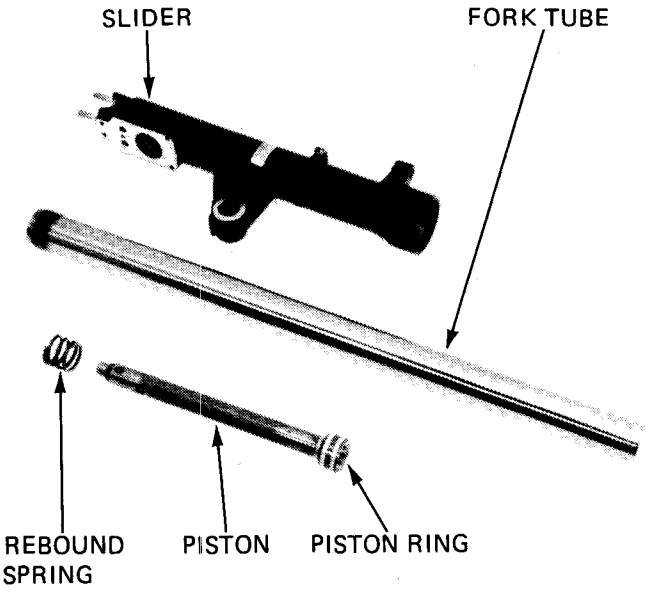


FORK TUBE/FORK SLIDER/PISTON

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

Check the fork piston ring for wear or damage.

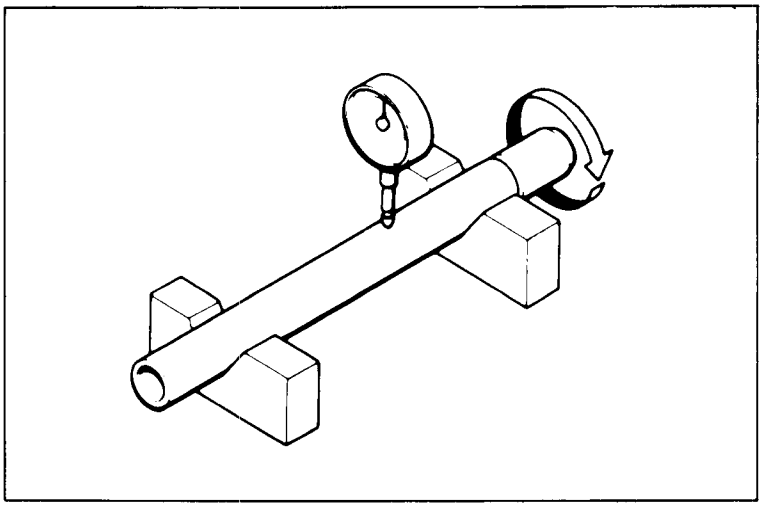
Check the rebound spring for fatigue or damage.



FORK TUBE

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

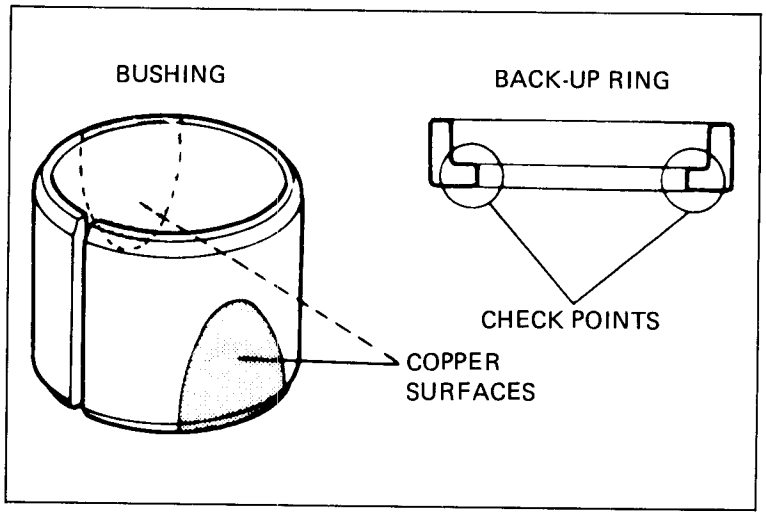
SERVICE LIMIT: 0.20 mm (0.008 in)



BUSHING/BACK-UP RING

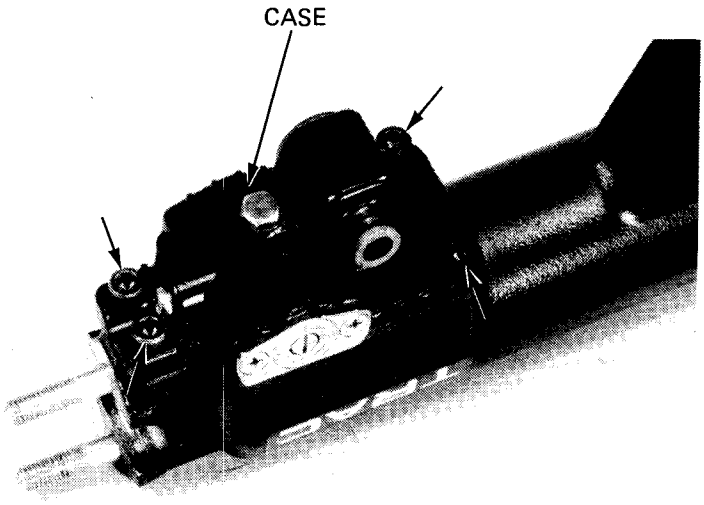
Visually inspect the slider and fork tube bushings. Replace the bushings if there is excessive scoring or scratching, or if the teflon is worn so that the copper surface appears on more than 3/4 of the entire surface.

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

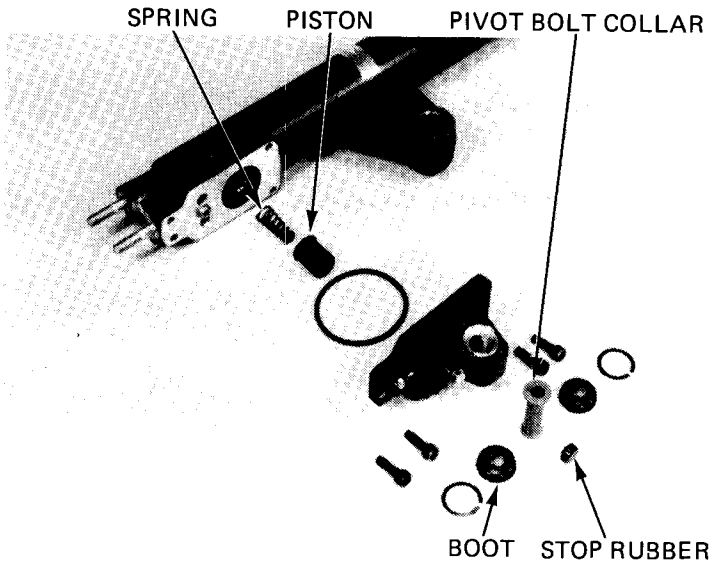


ANTI-DIVE CASE

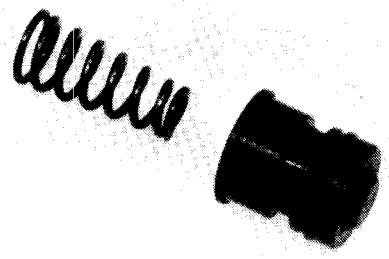
Remove the four socket bolts and remove the anti-dive case.



Remove the piston and spring.
Remove the boots, pivot bolt collar and stop rubber.



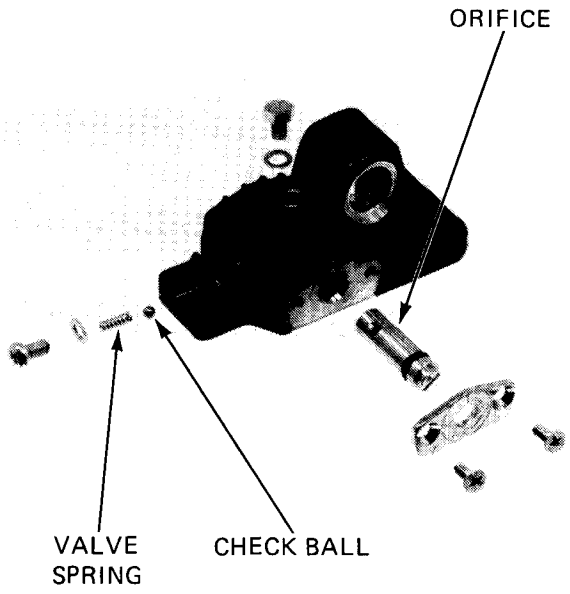
Check the spring and piston for wear of damage.



Remove the orifice setting plate screws, setting plate and orifice.

Check the orifice for clogging by applying compressed air. Also check the orifice for damage and replace if necessary.

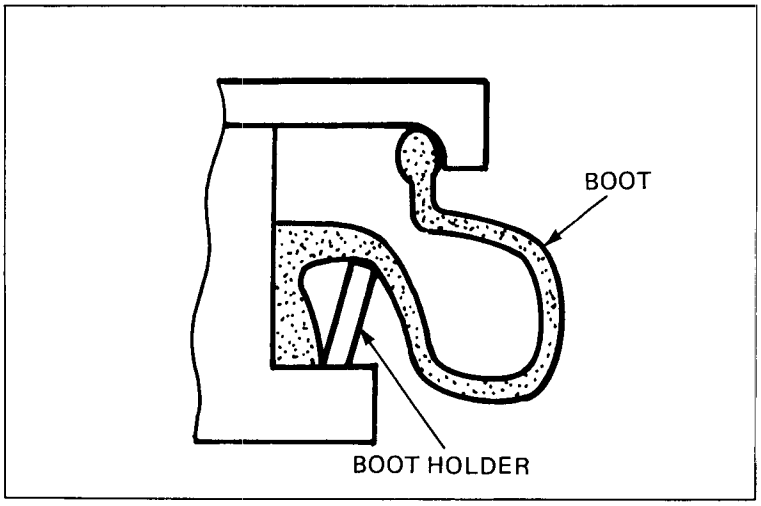
Remove the check valve setting screw, valve spring and check ball.



Assemble the anti-dive case in the reverse order of disassembly.

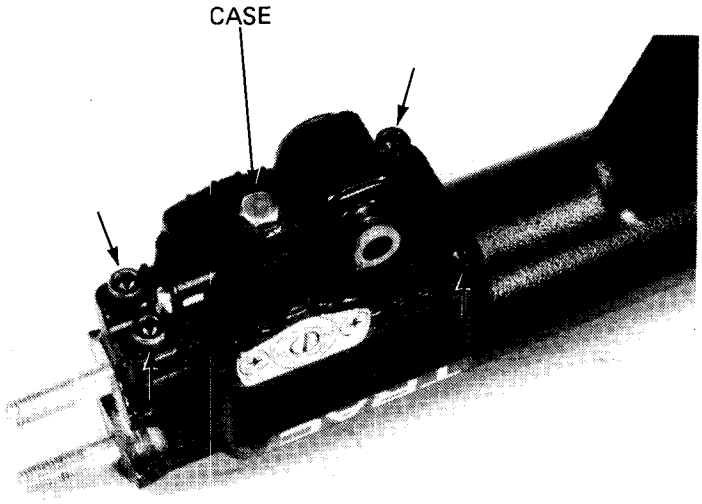
NOTE:

- Apply a Thread Lock Agent to the threads of the screws and socket bolts before assembly.
- Apply ATF to the piston and piston O-ring.
- Apply silicone grease to the pivot bolt collar.
- Install the pivot bolt collar boot holder as shown.



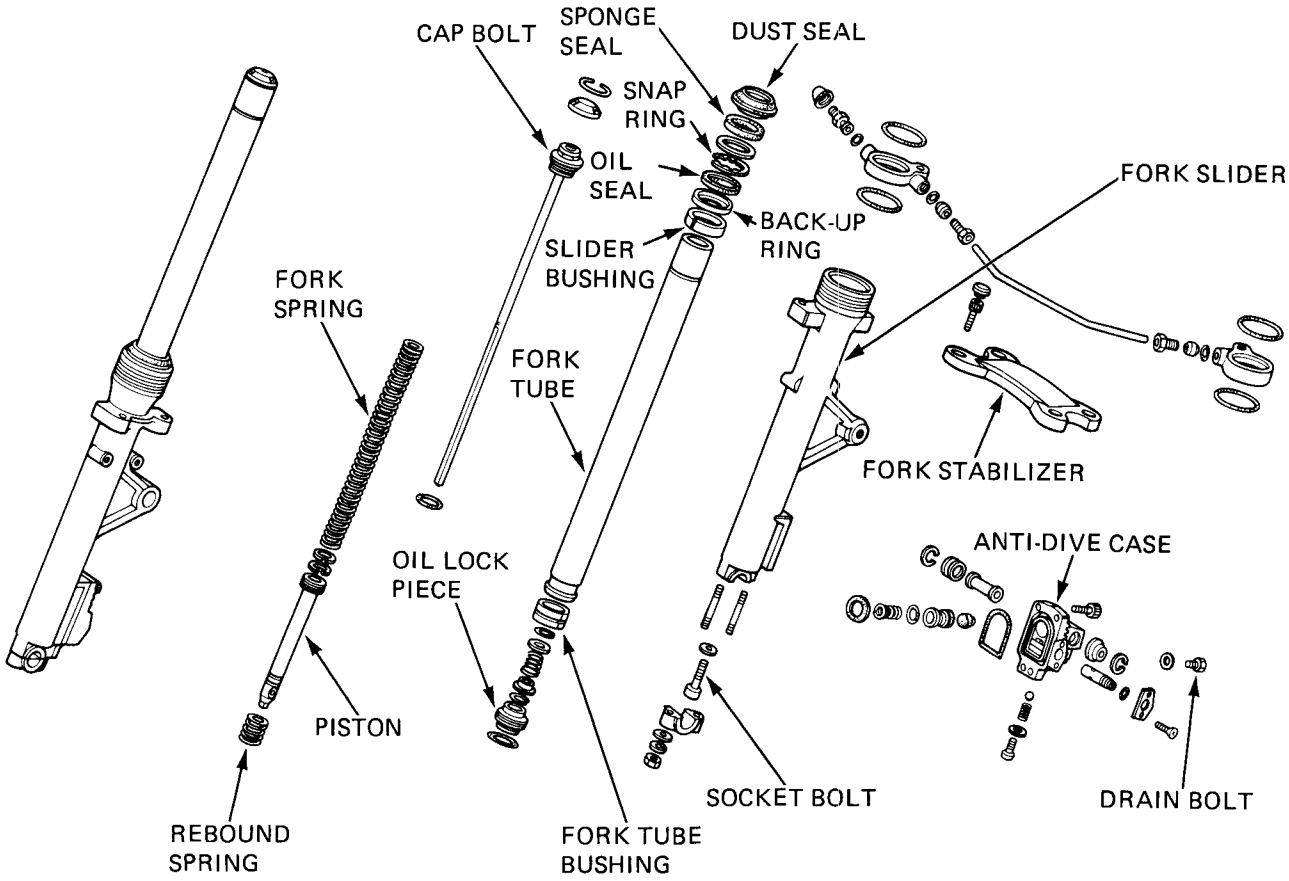
Check the operation of the collar and piston.

STANDARD PISTON STROKE: 2 mm (0.08 in)

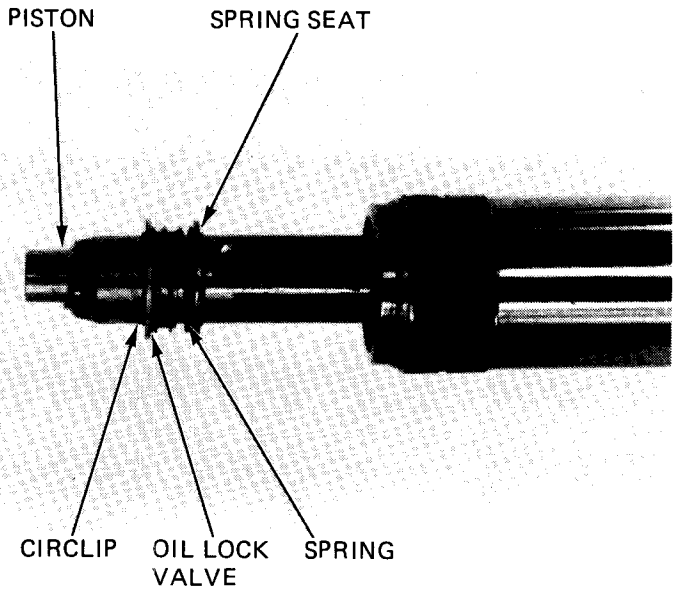


ASSEMBLY

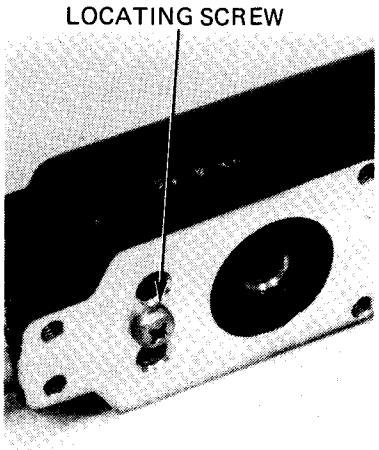
Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.



Insert the rebound spring and piston into the fork tube.
On the left fork, install the spring seat, valve spring, oil lock valve and circlip on the piston.



Remove the locating screw from the fork slider.
Install the oil lock piece and piston into the fork tube and insert the tube into the slider.
Align the slot in the oil lock piece with the screw hole and install the locating screw.
Install the TRAC cover.



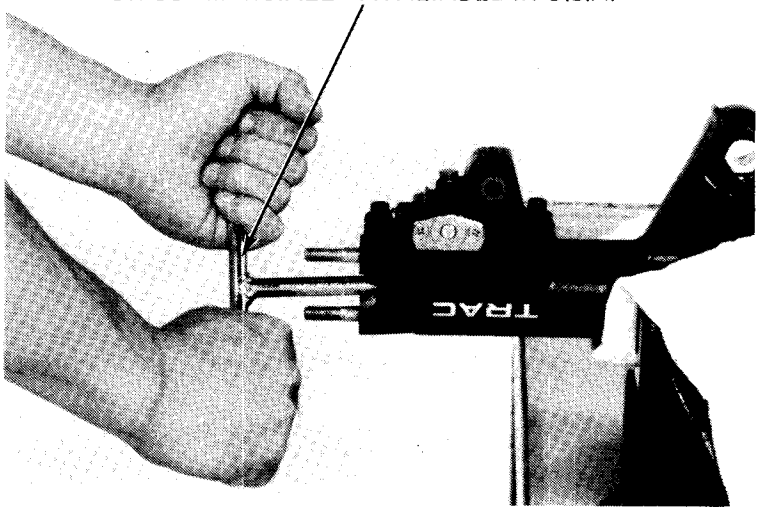
Place the fork slider in a vise with soft jaws or a shop towel.

Apply a locking agent to the socket bolt and thread it into the piston. Tighten with a 6 mm hex wrench.

NOTE:

> Temporaily install the fork spring and fork cap bolt to tighten the socket bolt.

TORQUE: 15–25 N·m (1.5–2.5 kg-m, 11–18 ft-lb)

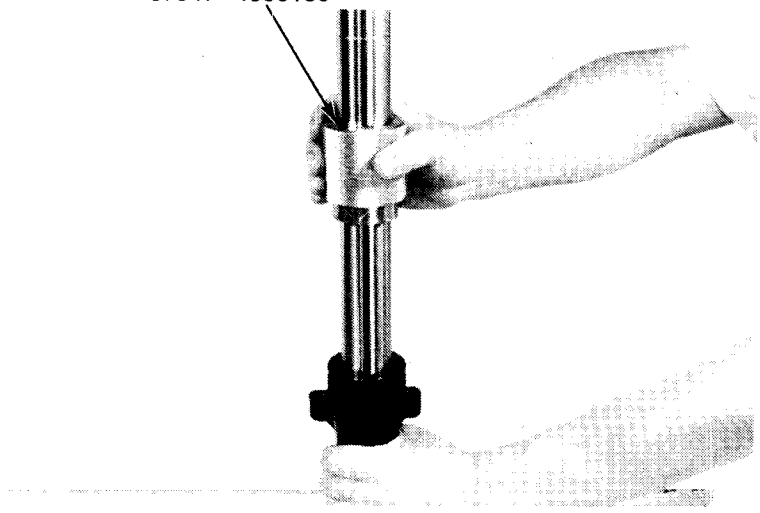


Place the slider bushing over the fork tube and rest it on the slider. Put the back-up ring and an old bushing or equivalent tool on top.

Drive the bushing into place with the seal driver and remove the old bushing or equivalent tool.

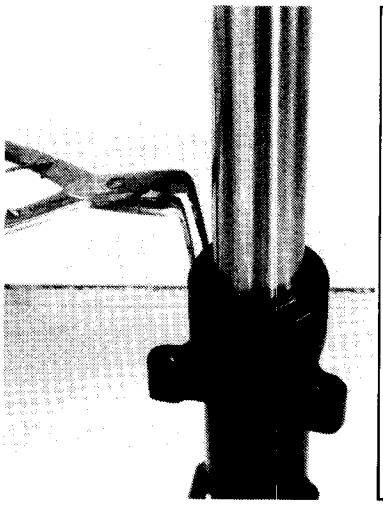
Coat a new oil seal with ATF and install it with the seal markings facing up. Drive the seal in with the seal driver.

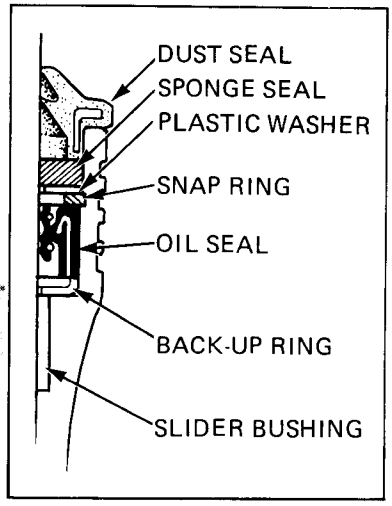
FORK SEAL DRIVER
07947–4630100



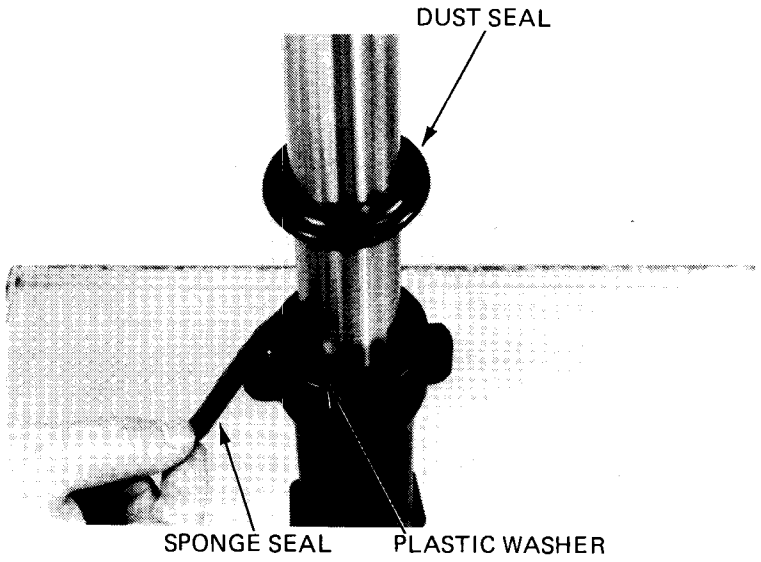
Install the snap ring with its radiused edge facing down.

SNAP RING PLIERS
07914–3230001



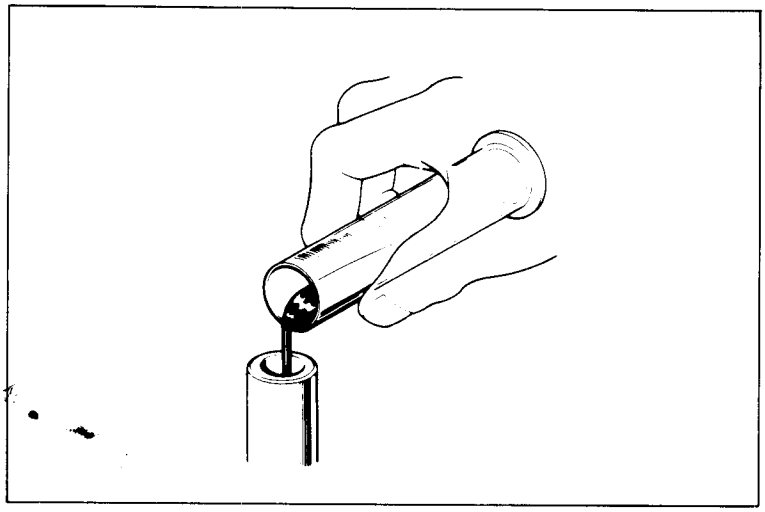


Install the plastic washer, sponge seal and dust seal.



Pour the specified amount of ATF into the fork tube.

CAPACITY: 281 cc (9.5 oz)



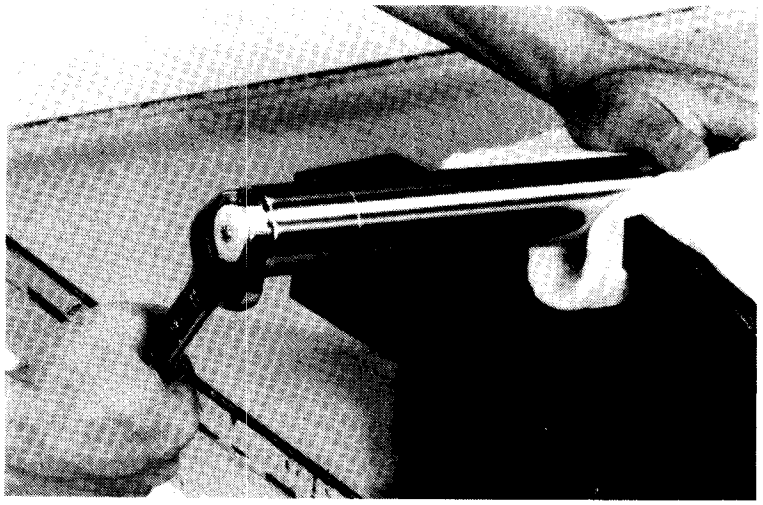
Install the fork spring, spring seat and spacer in the fork tube.

NOTE:

> Note the spring direction, the narrow pitches should face toward the top.

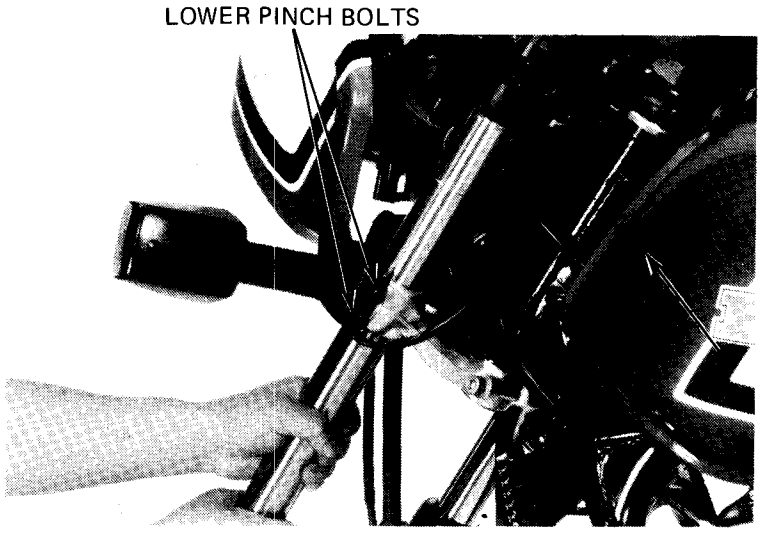
Install and torque the fork tube cap.

TORQUE: 15–30 N·m (1.5–3.0 kg-m, 11–22 ft-lb)

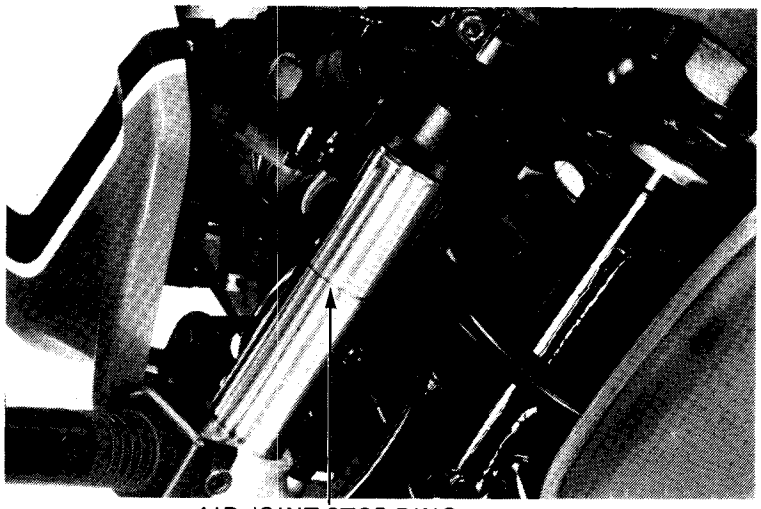


INSTALLATION

Install the front forks and temporarily tighten the lower fork pinch bolts.

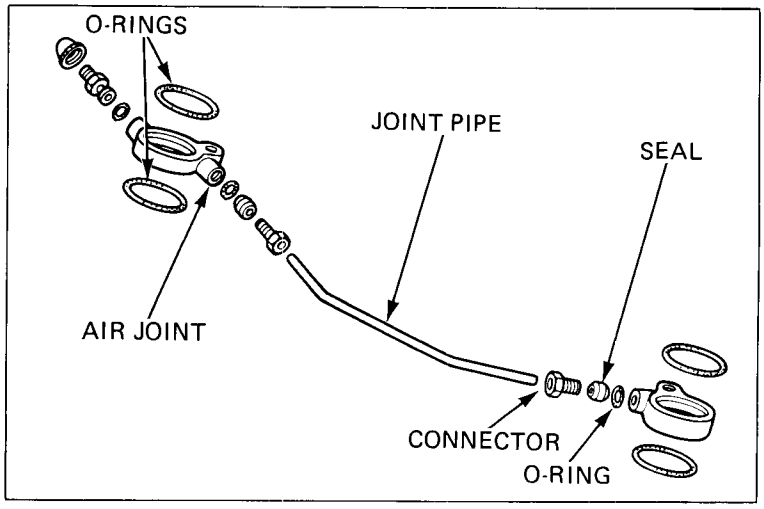


Install the air joint stop rings in the grooves in the fork tubes.



Install new O-rings in the grooves of the air joints.

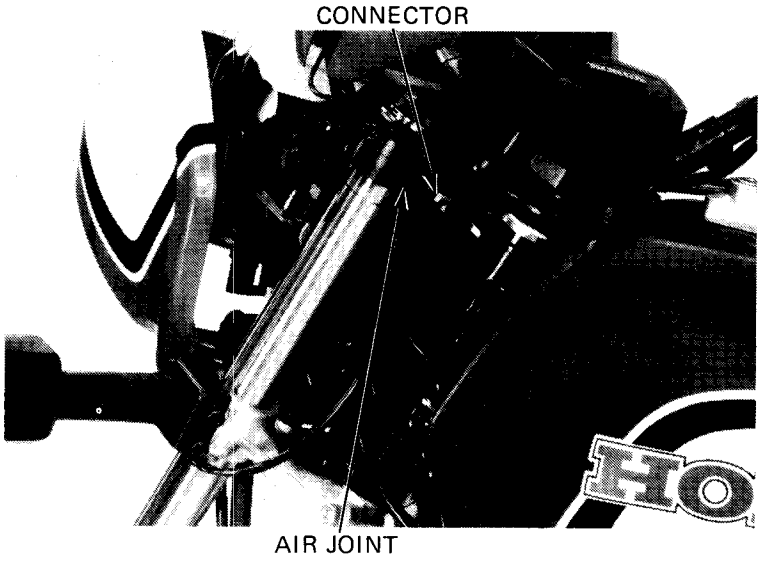
Install the air joint pipe connectors, seals, O-rings over both ends of the air joint pipe.



Install the fork air joints over the fork tubes.

Install the air joint pipe and tighten the connectors.

TORQUE: 4–7 N·m (0.4–0.7 kg-m, 3–5 ft-lb)



Loosen the lower fork pinch bolts and adjust the fork tube level so that the air joints touch the top bridge lower surface.

Align the three alignment marks on the fork cap bolt with the index marks on the fork top bridge.

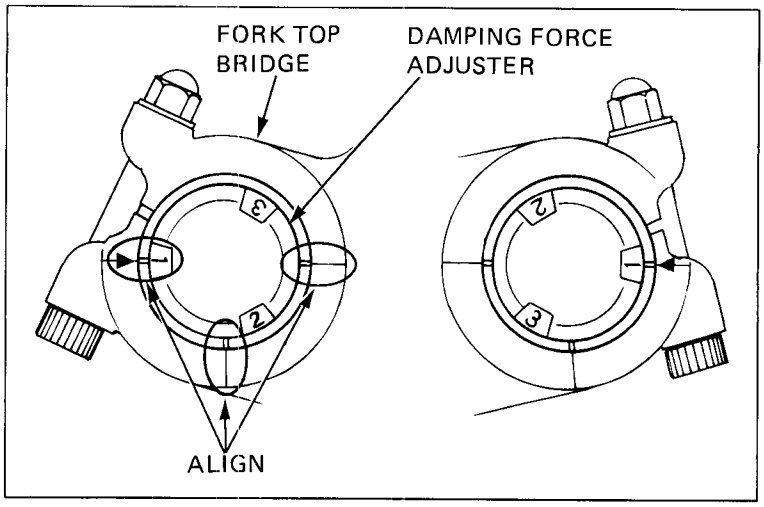
Tighten the upper and lower fork pinch bolts.

TORQUE:

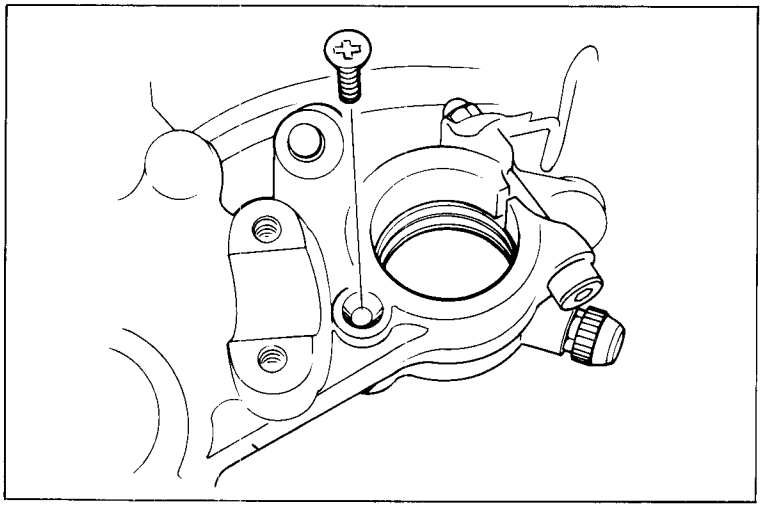
Upper: 9–13 N·m (0.9–1.3 kg-m, 7–9 ft-lb)

Lower: 18–25 N·m (1.8–2.5 kg-m, 13–18 ft-lb)

Install the damping force adjuster over the fork cap bolt so that its adjustment mark 1, 2 or 3 aligns with the adjustment index mark on the fork top bridge.

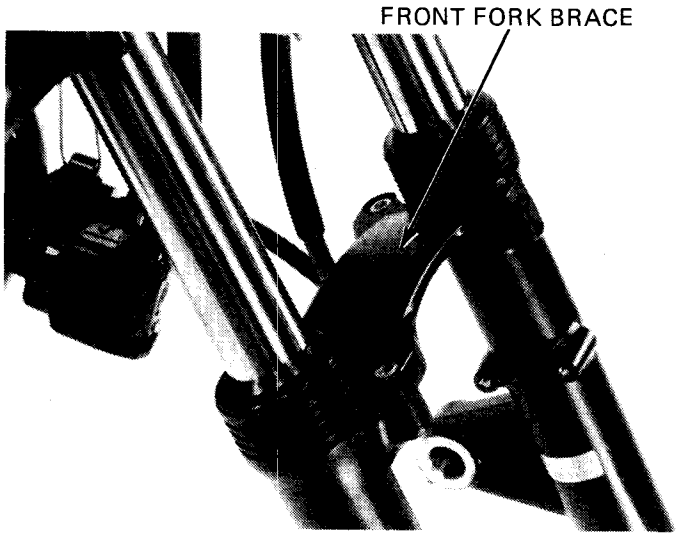


Tighten the air joint mounting screws.



Loosely install the front fork brace.
Install the removed parts in the reverse order of removal.
– Front fender.
– Front wheel.
– Brake calipers.
With the front brake applied, pump the front forks up and down several times.
Tighten the front fork brace mounting bolts.

TORQUE: 18–28 N·m (1.8–2.8 kg-m, 14–21 ft-lb)

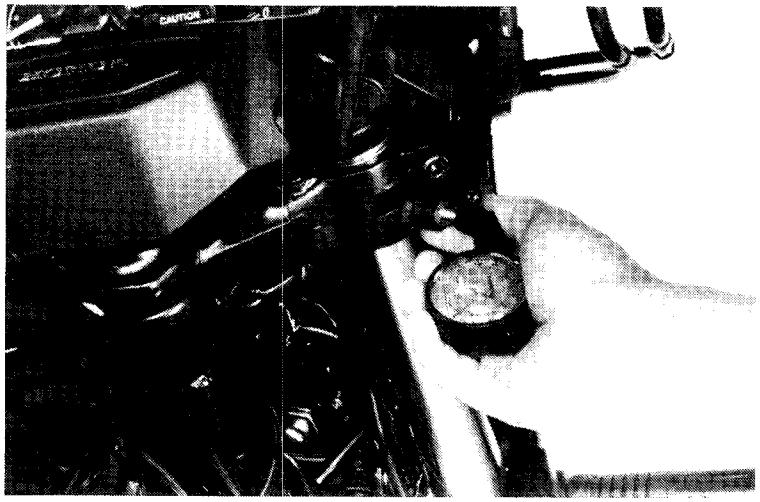


Fill the fork tubes with air to 0–6 kPa (0–0.6 kg/cm^2, 0–8 psi).

CAUTION:

- *Use only a hand operated air pump to fill the fork tubes. Do not use compressed air.*
- *Maximum pressure is 300 kPa (3 kg/cm^2, 43 psi). Do not exceed this or fork tube component damage may occur.*

With the front brake applied, pump the front forks up and down several times. Place the motorcycle on its center stand. Check the air pressure and adjust if necessary.



STEERING STEM

REMOVAL

Remove the front wheel (page 14-13).

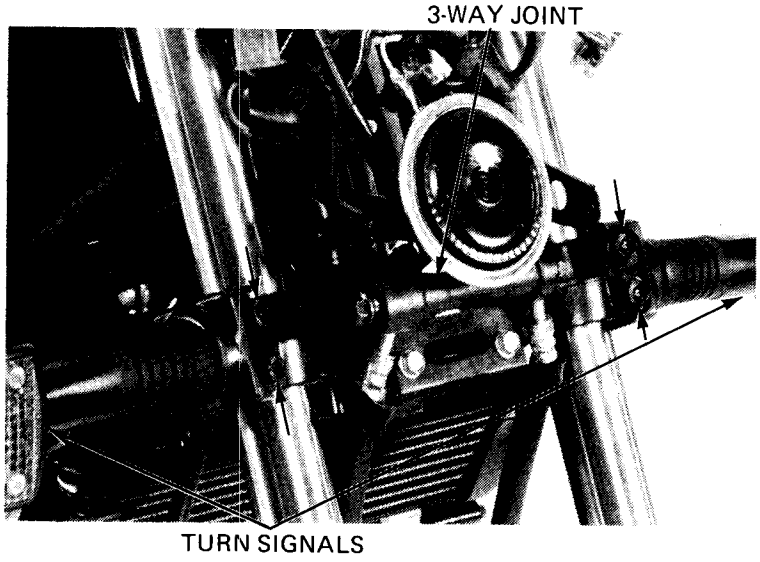
Remove the handlebar (page 14-8).

Remove the headlight (page 14-3) and instruments (page 14-4).

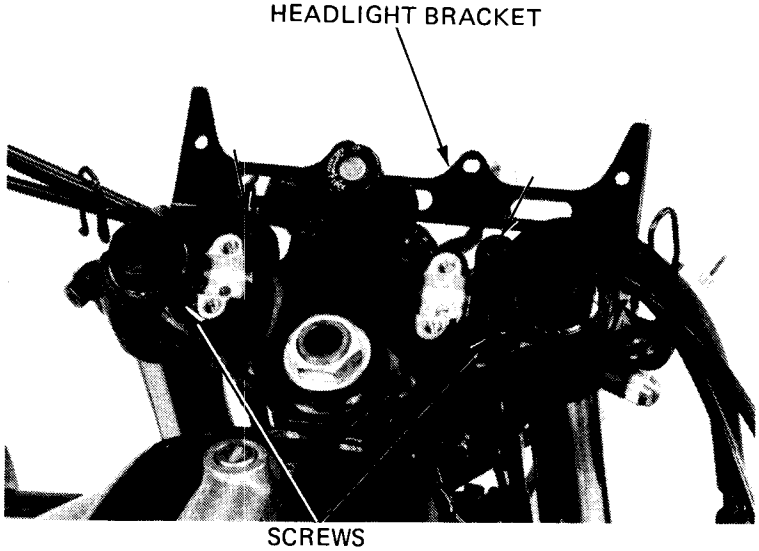
Remove the upper and lower bolts and remove the fairing.

Disconnect the ignition switch coupler.

Disconnect the horn wires at the coupler.
Remove the right and left front turn signals and brake hose 3-way joint.

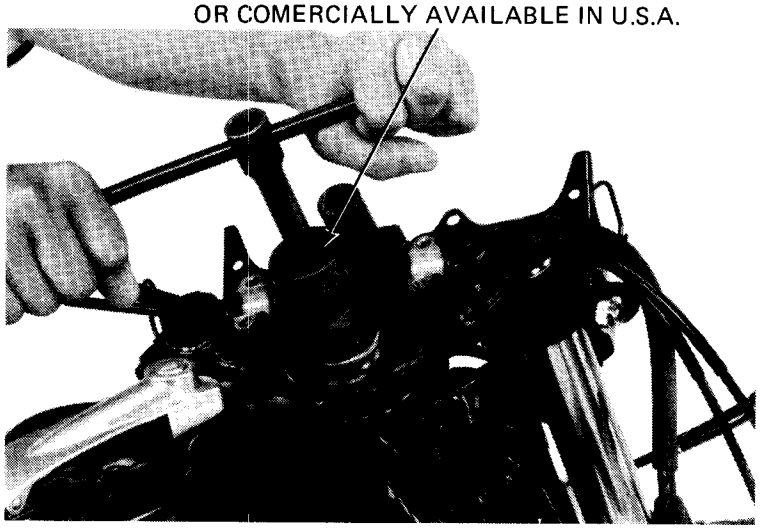


Remove the two screws attaching the fork air joints to the fork top bridge.
Remove the headlight bracket bolts and the bracket.
Loosen the fork upper pinch bolts.



Remove the steering stem nuts.

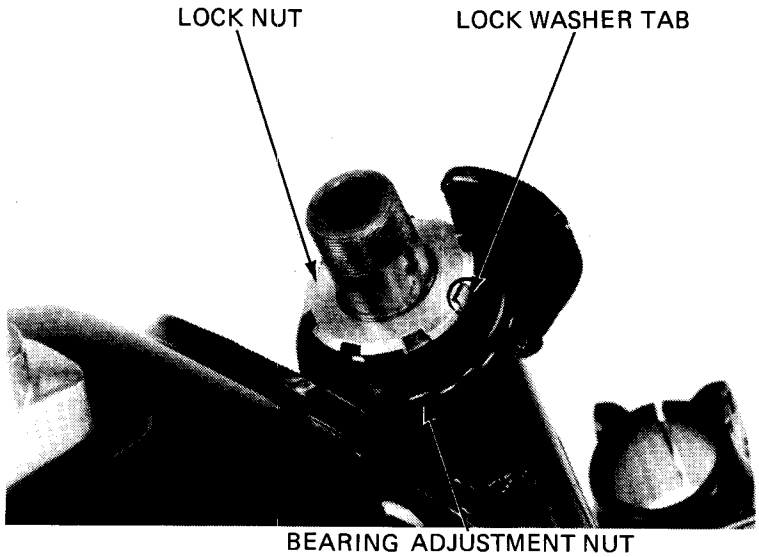
LOCK NUT WRENCH 30 x 32 mm 07716–0020400
OR COMERCIALLY AVAILABLE IN U.S.A.



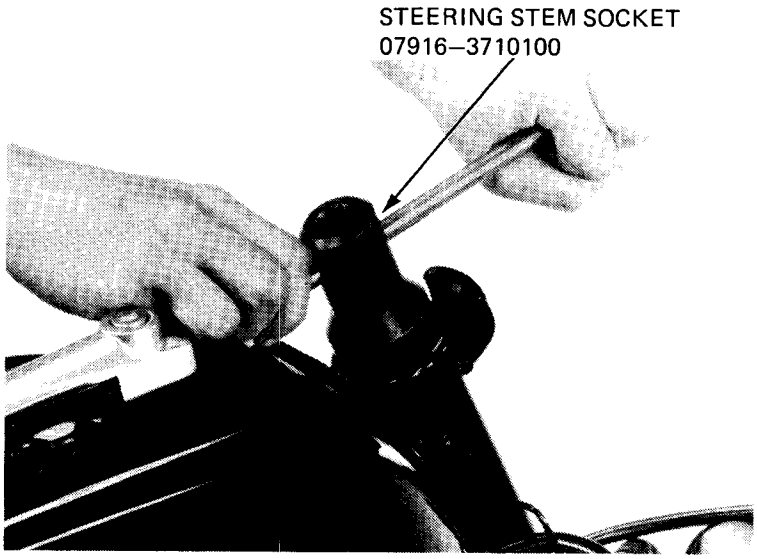
Remove the fork top bridge.

Remove the front forks (page 14-20).

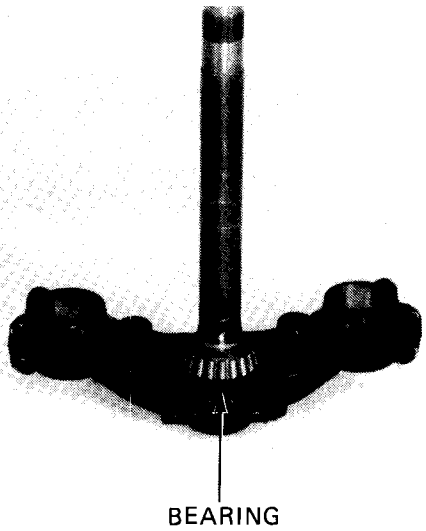
Straighten the stem's bearing adjustment nut lock washer tab. Remove the lock nut and lock washer.



Remove the bearing adjustment nut and the steering stem.
Check the steering stem bearing for damage or wear.

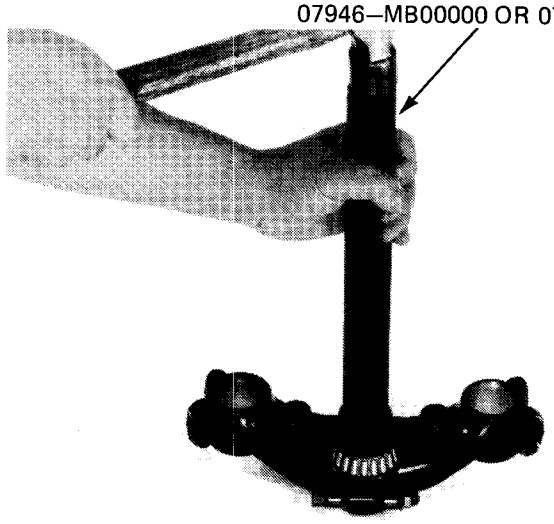


Check the steering stem bearing for damage or wear. Remove the bearing if necessary.



INSTALLATION

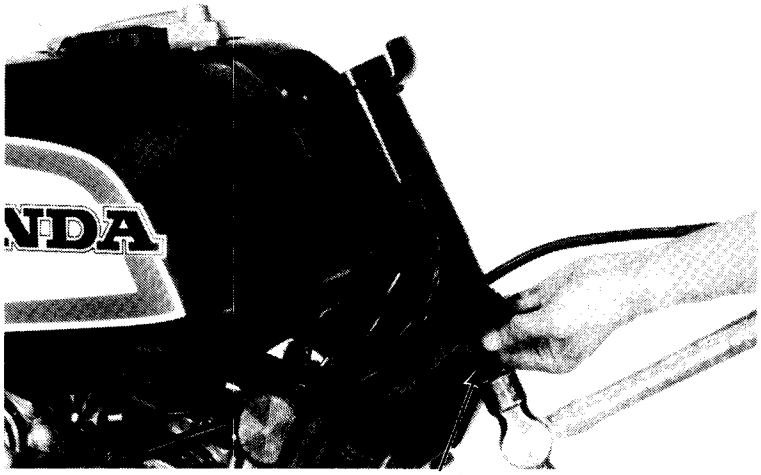
Install a dust seal onto the steering stem and drive the lower bearing inner race over the stem with the special tool.



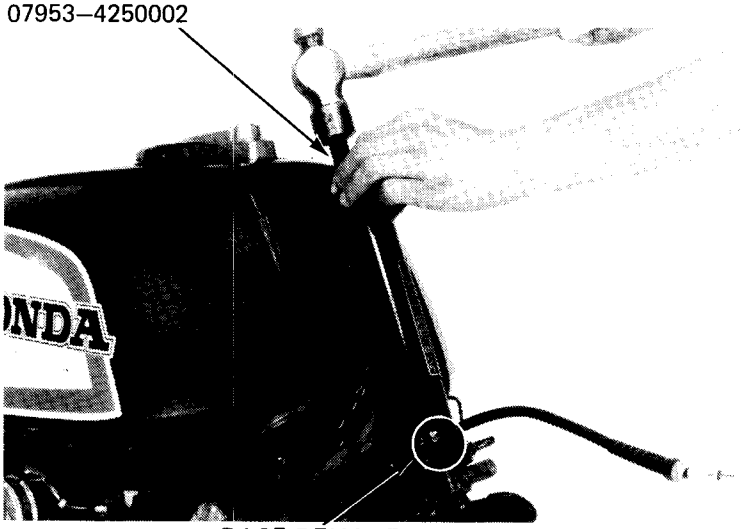
NOTE:

Replace the bearing and bearing race as a set.

Remove the upper bearing race with the special tool.



Remove the lower bearing race with the special tool.

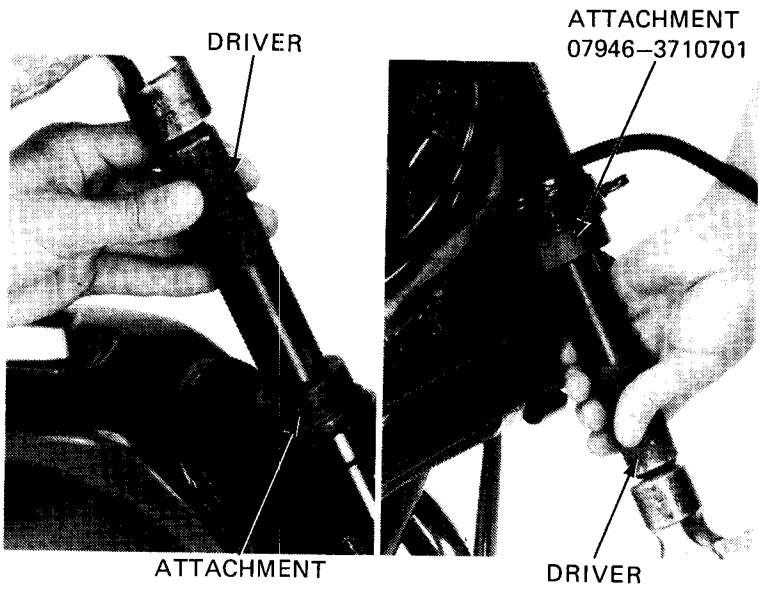


NOTE:

If the motorcycle has been involved in an accident, examine the area around the steering head for cracks.

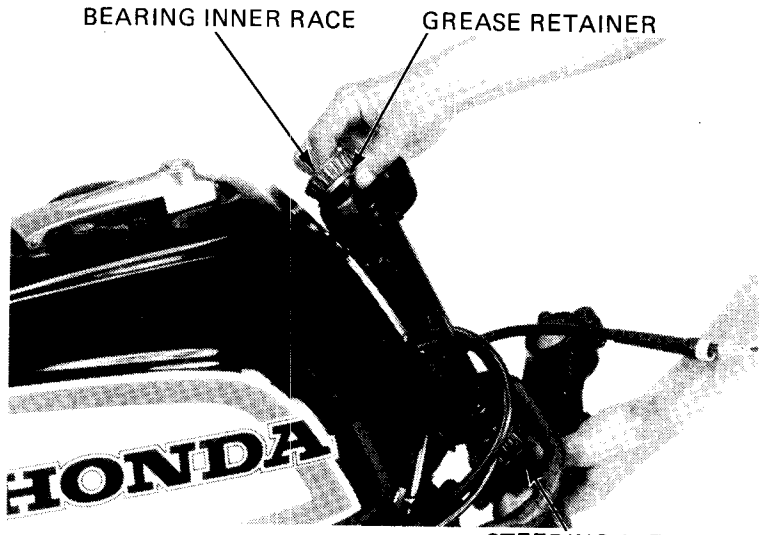
Drive the upper bearing outer race into the head pipe with the common tools.

Drive the lower bearing outer race into the head pipe with the common tools.



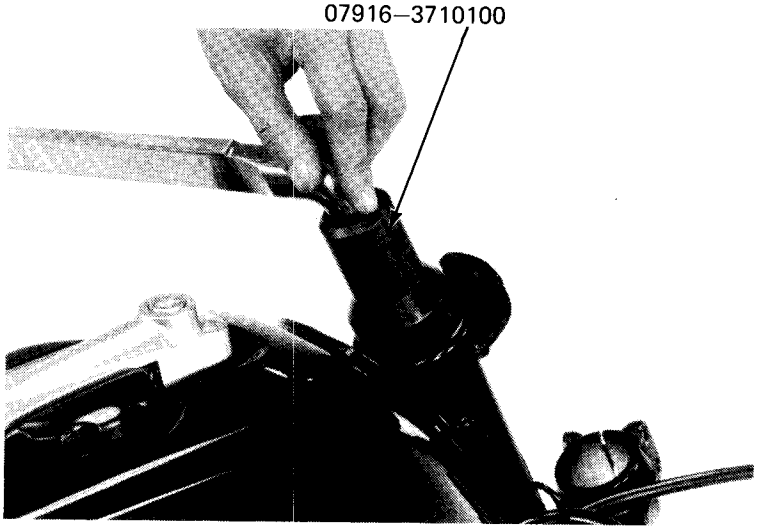
Pack the bearing cavites with bearing grease.

Insert the steering stem into the steering head pipe and install the grease retainer and upper bearing inner race.



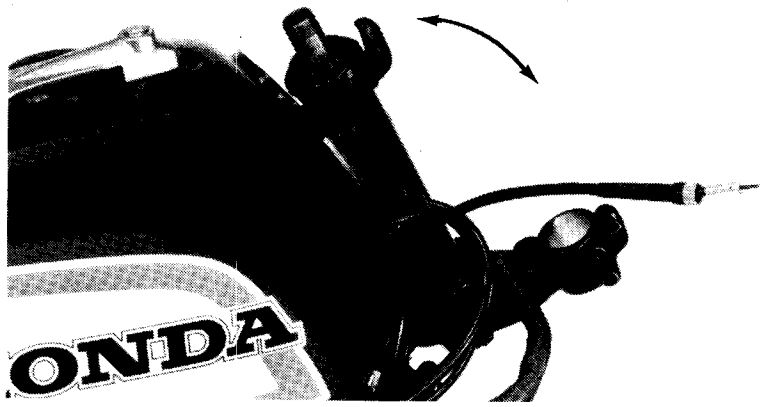
Install and tighten the adjustment nut.

TORQUE: 11–13 N·m (1.1–1.3 kg-m, 8–9 lb-ft)



Turn the steering stem lock-to-lock 5 times to seat the bearings. Repeat the bearing tightening and steering stem turning sequence twice.

If the nut does not tighten after turning the steering stem the first or second time, remove the nut and inspect it and the steering stem threads for dirt or burrs.



Install a new bearing adjustment nut lock washer aligning the tabs with the nuts grooves.

NOTE:

> DO NOT install a used bearing adjustment nut lock washer.

Hand tighten the lock nut. Hold the adjustment nut and further tighten the lock nut only to align its grooves with the lock washer tabs.

NOTE:

> If the lock nut grooves cannot be easily aligned with the lock washer tabs, remove the nut, turn it over and reinstall.

Bend the other two lock washer tabs up into the lock nut grooves.

Install the fork top bridge and tighten the steering stem nut.

TORQUE:
80–120 N·m (8.0–12.0 kg-m, 58–87 ft-lb)

Install the removed parts in the reverse order of removal.