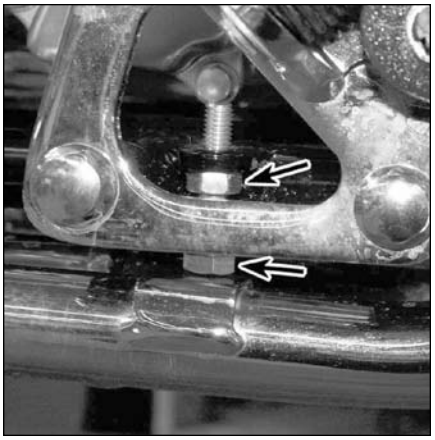
7.1a Measure brake pedal height from the top of the footpeg (left arrow) to the top of the pedal (right arrow)



7.1b The Rebel brake pedal height adjuster is located inside of the footpeg bracket - loosen the locknut (upper arrow), adjust the height with the bolt (lower arrow), then tighten the locknut

7.1c The Nighthawk brake pedal height adjuster is located inside of the pedal bracket - loosen the locknut (upper arrow), adjust the height with the bolt, (lower arrow), then tighten the locknut

by Honda, but it can be adjusted. To obtain a reference point, measure from the top of the footpeg to the top of the pedal **(see illustration)**. If necessary, adjust the pedal height. Loosen the locknut **(see illustrations)**, turn the adjuster bolt to set the pedal height and tighten the locknut.

2 Check pedal freeplay (the distance the pedal travels downward before the brake shoes contact the drum) and compare it to the value listed in this Chapter's Specifications. If the pedal freeplay isn't within this dimension, adjust it by turning the nut at the rear end of the brake rod **(see illustration)**.

3 If necessary, adjust the brake light switch (see Section 6).

8 Tires/wheels - general check

1 Routine tire and wheel checks should be made with the realization that your safety depends to a great extent on their condition.

2 Check the tires carefully for cuts, tears, embedded nails or other sharp objects and excessive wear. Operation of the motorcycle with excessively worn tires is extremely hazardous, as traction and handling are directly affected. Measure the tread depth as described in *Daily (pre-ride) checks* at the front of this manual, and replace worn tires with new ones when the tread depth is less than specified.

3 Repair or replace punctured tires as soon as damage is noted. Do not try to patch a torn tire, as wheel balance and tire reliability may be impaired.

4 Check the tire pressures when the tires are cold and keep them properly inflated, referring to *Daily (pre-ride) checks*. Proper air pressure will increase tire life and provide maximum stability and ride comfort. Keep in mind that low tire pressures may cause the tire to slip on the rim or come off, while high tire pressures will cause abnormal tread wear and unsafe handling.

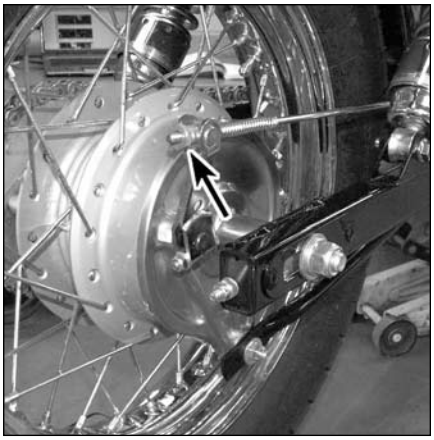
5 Make sure the valve stem locknuts **(see illustration)** are tight. Also, make sure the valve stem cap is tight. If it is missing, install a new one made of metal or hard plastic.

9 Throttle cable and choke operation - check and adjustment

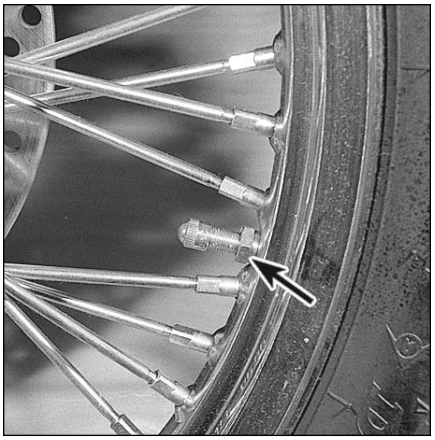
Throttle cable

1 Make sure the throttle grip rotates easily from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released. If the throttle sticks, check the throttle cables for cracks or kinks in the housings and make sure the inner cables are clean and well-lubricated.

2 Start the engine and warm it up. With the engine idling, turn the handlebars all the

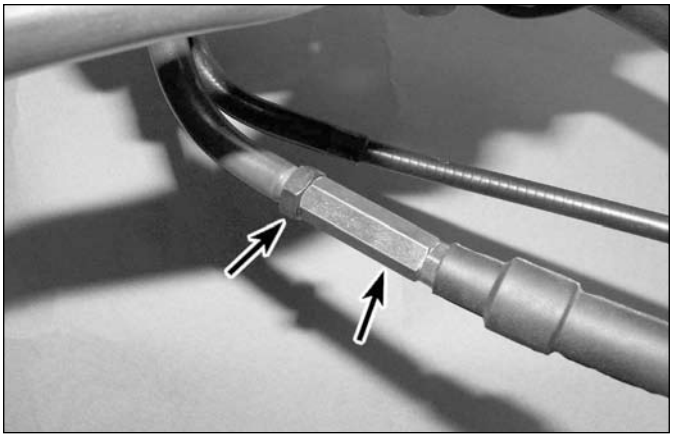


7.2 To adjust brake pedal freeplay, turn the adjusting nut at the end of the linkage rod (arrow)

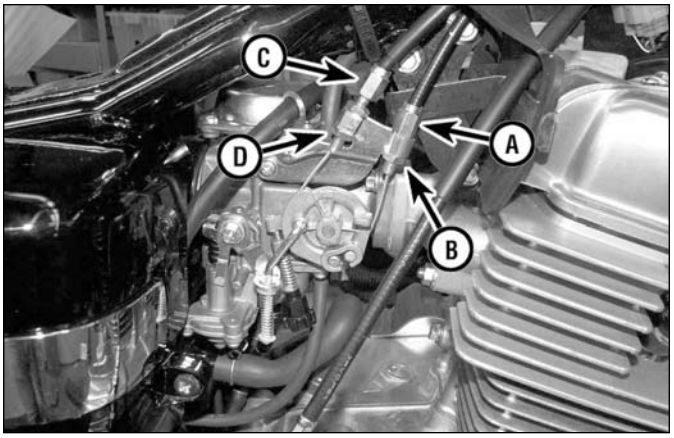


8.5 Make sure the tire valve locknut (arrow) is snug and the valve cap is tight

9.3 Rotate the throttle grip to check freeplay



9.5 To make minor adjustments, loosen the locknut (left arrow) and turn the adjuster (right arrow), located at the handlebar



9.6 Make major adjustments at the throttle cable bracket near the carburetor

A Accelerator cable adjuster
B Accelerator cable locknut
C Decelerator cable adjuster
D Decelerator cable locknut

way to the left, then all the way to the right. The idle speed should not increase. If it does, check throttle grip freeplay.

3 Throttle grip freeplay is the distance the throttle grip can be rotated before resistance is felt (the point at which the throttle cable begins to open the carburetor throttle plate). Measure the throttle grip freeplay (see illustration) and compare your measurement to the value listed in this Chapter's Specifications.

4 There are actually two throttle cables - an accelerator cable and a decelerator cable. The accelerator cable opens the throttle plate; the decelerator cable closes it. If the throttle grip freeplay must be adjusted, it can be adjusted at either end of the accelerator cable, but only at the lower end of the decelerator cable. The upper adjuster at the throttle grip is used to make fine adjustments to the accelerator cable; throttle grip freeplay is usually adjusted here. The lower adjuster at the carburetor is only used to make major adjustments to the cables. Both cables can be adjusted at the carburetor, but the accelerator cable is the one that is adjusted to achieve correct throttle grip freeplay; the decelerator cable is adjusted only to compensate for the amount of freeplay that's added or subtracted from the accelerator cable. There should be no freeplay in the decelerator cable.

5 To adjust freeplay at the throttle grip, loosen the locknut and turn the adjuster until the freeplay is within the specified distance (see illustration). Tighten the locknut.

6 To adjust freeplay at the carburetor, loosen the cable adjuster locknut (see illustration), turn the adjuster nut on the decelerator cable to set freeplay to zero, tighten the decelerator cable adjuster locknut, then turn the accelerator cable adjuster nut to bring freeplay at the throttle grip within the range listed in this Chapter's Specifications. Once freeplay is correct, tighten the accelerator cable adjuster locknut.

7 Make sure the throttle grip is now in the fully-closed position.

8 Make sure the throttle linkage lever still contacts the idle adjusting screw when the throttle grip is in the fully-closed position.

9 Again, turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, either the cables are incorrectly routed or freeplay is still insufficient.

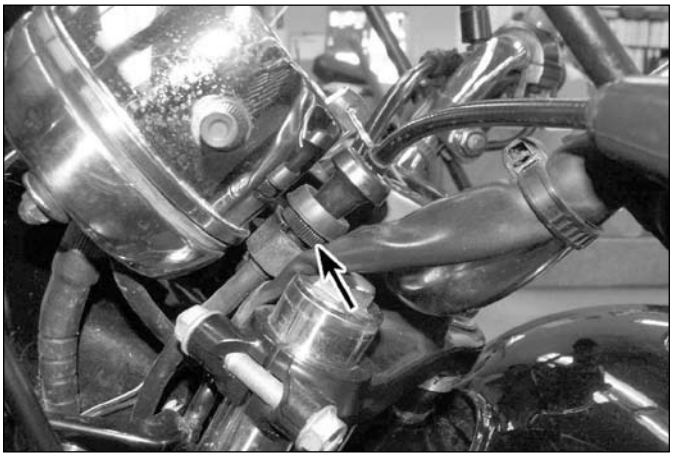
Warning: Correct this condition before riding the bike.

Choke

10 The choke system consists of a starting enrichment (SE) valve that controls the fuel enrichment circuit in the carburetor. When the choke lever (Rebel) or choke knob (Nighthawk) is operated, the cable-actuated SE valve opens the fuel enrichment circuit (see illustrations).

11 Make sure that the choke knob or lever operates smoothly. If the knob on a Nighthawk is difficult to pull out or push in, pull back the rubber cover and back off the friction adjuster (see illustration 9.10b).

9.10a On Rebels, check choke operation at the handlebar lever (arrow)



9.10b On Nighthawks, tension of the choke knob can be changed by turning the adjuster (arrow)