

1•16 Routine Maintenance and Servicing

11 Battery – check



**Every 4000 miles (6000 km) –
1995 to 1999 models**

**Every 6000 miles (10,000 km) –
2000-on models**

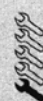
1 All models are fitted with a sealed (maintenance-free) battery which requires no maintenance. **Note:** Do not attempt to remove the battery caps to check the electrolyte level or battery specific gravity. Removal will damage the caps, resulting in electrolyte leakage and battery damage.

2 All that should be done is to check that the terminals are clean and tight and that the casing is not damaged or leaking. See Chapter 8 for further details.

Caution: Be extremely careful when handling or working around the battery. The electrolyte is very caustic and an explosive gas (hydrogen) is given off when the battery is charging.

3 If the machine is not in regular use, disconnect the battery and give it a refresher charge every month to six weeks (see Chapter 8).

12 Wheels and tyres – general check



**Every 4000 miles (6000 km) –
1995 to 1999 models**

**Every 6000 miles (10,000 km) –
2000-on models**

Tyres

1 Check the tyre condition and tread depth thoroughly – see *Daily (pre-ride) checks*.

Wheels

2 Cast wheels are virtually maintenance free, but they should be kept clean and checked periodically for cracks and other damage. Also check the wheel runout and alignment (see Chapter 6). Never attempt to repair

damaged cast wheels; they must be renewed. Check the valve rubber for signs of damage or deterioration and have it renewed if necessary. Also, make sure the valve cap is in place and tight.

13 Wheel bearings – check



**Every 4000 miles (6000 km) –
1995 to 1999 models**

**Every 6000 miles (10,000 km) –
2000-on models**

1 Wheel bearings will wear over a period of time and result in handling problems.

2 Place the motorcycle on its centrestand. Check for any play in the bearings by pushing and pulling the wheel against the hub (see illustration). Also rotate the wheel and check that it rotates smoothly.

3 If any play is detected in the hub, or if the wheel does not rotate smoothly (and this is not due to brake or transmission drag), the wheel bearings must be removed and inspected for wear or damage (see Chapter 6).

14 Sidestand and centrestand – check



**Every 4000 miles (6000 km) –
1995 to 1999 models**

**Every 6000 miles (10,000 km) –
2000-on models**

1 Check the stand springs for damage and distortion. The springs must be capable of retracting the stands fully and holding them retracted when the motorcycle is in use. If a spring is sagged or broken it must be renewed.

2 Lubricate the stand pivots regularly (see Section 17).

3 Check the stands and their mounts for bends and cracks. Stands can often be repaired by welding.

4 The sidestand switch forms part of the ignition cut-off system. Place the motorcycle on its centrestand and check the system as described below.

5 Check the operation of the starter interlock circuit by trying to start the engine with the sidestand down – the engine should not start. Retract the stand and now try to start the engine when it is in gear – it should only start with the clutch lever pulled in. Shift the transmission into neutral and start the engine. Pull in the clutch lever and select a gear. Extend the sidestand. The engine should stop as the sidestand is extended. If the sidestand switch does not operate as described, check its circuit (see Chapter 8).

15 Nuts and bolts – tightness check



**Every 4000 miles (6000 km) –
1995 to 1999 models**

**Every 6000 miles (10,000 km) –
2000-on models**

1 Since vibration of the machine tends to loosen fasteners, all nuts, bolts, screws, etc. should be periodically checked for proper tightness.

2 Pay particular attention to the following:

Spark plugs

Engine oil drain plug

*Gearchange lever, brake and clutch lever,
and brake pedal bolts/nuts*

Footrest and stand bolts

Engine mounting bolts

*Shock absorber bolts and swingarm pivot
bolt nut*

Handlebar clamp bolts

Front axle bolt and axle clamp bolt

*Front fork clamp bolts (top and bottom
yoke)*

Rear axle nut

Brake caliper mounting bolts

*Brake hose banjo bolts and caliper bleed
valves*

Brake disc bolts

Exhaust system bolts/nuts

3 If a torque wrench is available, use it along with the torque specifications at the beginning of this and other Chapters.

16 Throttle and choke – check and adjustment



**Every 4000 miles (6000 km) –
1995 to 1999 models**

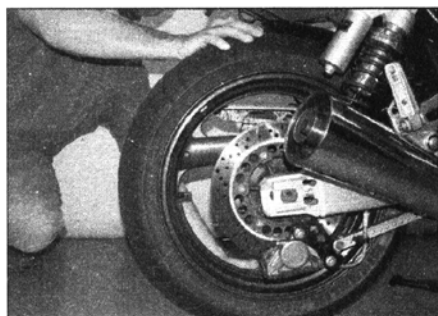
**Every 6000 miles (10,000 km) –
2000-on models**

Note: At the carburettor end of the cables, on 1995 to 2001 models the accelerator (opening cable) fits into the front holder on the cable bracket and the decelerator (closing) cable fits into the rear holder, and the choke cable routes between the two throttle cables. From 2002 the throttle cables are the other way round in the bracket, and the choke cable routes in front of both of them.

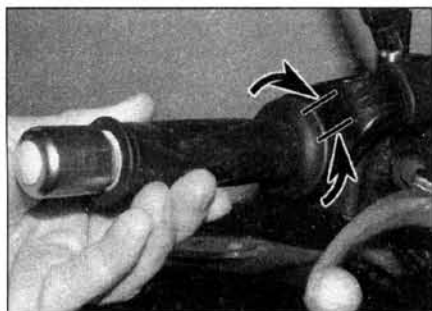
Throttle

1 Make sure the throttle grip rotates easily from fully closed to fully open with the handlebars turned at various angles. The grip should return automatically from fully open to fully closed when released.

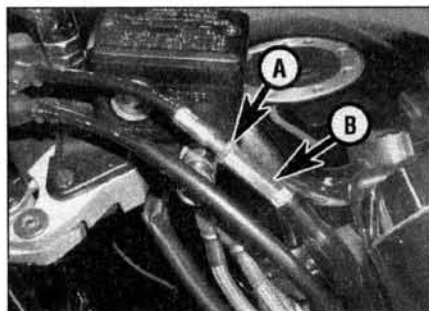
2 If the throttle sticks, this is probably due to a cable fault. Remove the cables (see Chapter 3) and lubricate them (see Section 17). Check that the inner cables slide freely and



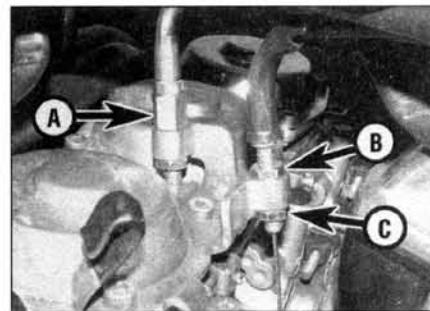
13.2 Checking for play in the wheel bearings



16.3 Measure the amount of freeplay in the throttle as shown



16.4 Throttle cable adjuster locknut (A) and adjuster (B).



16.6a Make sure the decelerator cable (A) is tight against the bracket. Accelerator cable top nut (B) and bottom nut (C)

easily in the outer cables. If not, renew the cables. With the cables removed, make sure the throttle twistgrip rotates freely on the handlebar. Install the cables, making sure they are correctly routed. If this fails to improve the operation of the throttle, the cables must be renewed. Note that in very rare cases the fault could lie in the carburetors rather than the cables, necessitating their removal and inspection (see Chapter 3).

3 With the throttle operating smoothly, check for a small amount of freeplay in the cables, measured in terms of the amount of twistgrip rotation before the throttle opens, and compare the amount to that listed in this Chapter's Specifications (see illustration). If it's incorrect, adjust the cables to correct it as follows.

4 Freeplay adjustments can be made at the throttle twistgrip end of the cable. Loosen the locknut on the adjuster (see illustration). Turn the adjuster until the specified amount of freeplay is obtained (see this Chapter's Specifications), then retighten the locknut. Turn the adjuster in to increase freeplay and out to reduce it.

5 If the adjuster has reached its limit of adjustment, reset it so that the freeplay is at a maximum, then adjust the cable at the carburettor end as follows. Remove the fuel tank (see Chapter 3).

6 First check that the decelerator cable is tightened fully down onto the bracket (see illustration). Now slacken the accelerator cable top nut and slide the cable

down in the bracket until the bottom nut is clear of the lug, then thread the bottom nut up or down as required – thread it down to reduce freeplay, and thread it up to increase it (see illustration). Draw the cable up into the bracket so the bottom nut becomes captive against the lug, then tighten the top nut down onto the bracket (see illustration). Further adjustments can now be made using the adjuster at the throttle end (see Step 4). If the cable cannot be adjusted as specified, renew the cable (see Chapter 3).



Warning: Turn the handlebars all the way through their travel with the engine idling. Idle speed should not change. If it does, the cable may be routed incorrectly. Correct this condition before riding the bike.

7 Check that the throttle twistgrip operates smoothly and snaps shut quickly when released. Install the fuel tank (see Chapter 3).

Choke

Note: On 1995 models the choke is operated by a control knob on the carburettor body. On all later models the choke is operated by a lever on the left handlebar via a cable.

8 On 1995 models, if the choke does not operate smoothly, remove the carburetors and inspect the choke plungers (see Chapter 3). Also check that the choke knob shaft is not bent. No adjustment is possible.

9 On 1996-on models, if the choke does not operate smoothly this is probably due to a cable fault. Remove the cable (see Chapter 3)

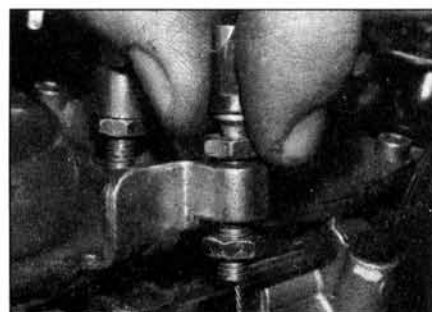
and lubricate it (see Section 17). If the inner cable still does not run smoothly in the outer cable, renew it. If this fails to improve the operation of the choke, check that the lever is not binding in the switch housing. If the lever action is OK, the fault could lie in the carburetors rather than the cable, necessitating their removal and inspection of the choke plungers (see Chapter 3). Make sure there is a small amount of freeplay in the cable before the plungers move. If there isn't, check that the cable is seating correctly at the carburettor end – remove the fuel tank (see Chapter 3) for access. You can create some freeplay in the cable by slackening the locknut on the cable adjuster then turning the adjuster until a small amount of freeplay is created – turn the adjuster in to increase freeplay and out to reduce it, then tighten the locknut against the adjuster (see illustration). Otherwise, renew the cable.

17 Stand, lever pivots and cables – lubrication

Every 4000 miles (6000 km) – 1995 to 1999 models

Every 6000 miles (10,000 km) – 2000-on models

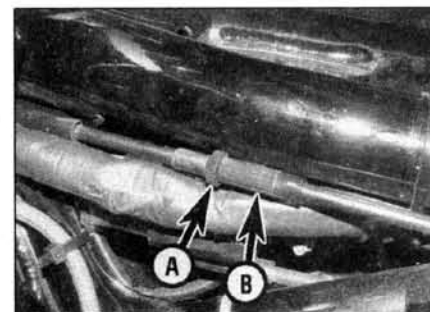
1 Since the controls, cables and various other components of a motorcycle are exposed to the elements, they should be lubricated



16.6b Slacken the top nut, move the cable down in the bracket and adjust the position of the bottom nut as required



16.6c Draw the cable up so the bottom nut is captive against the bracket, then tighten the top nut



16.9 Choke cable adjuster locknut (A) and adjuster (B)