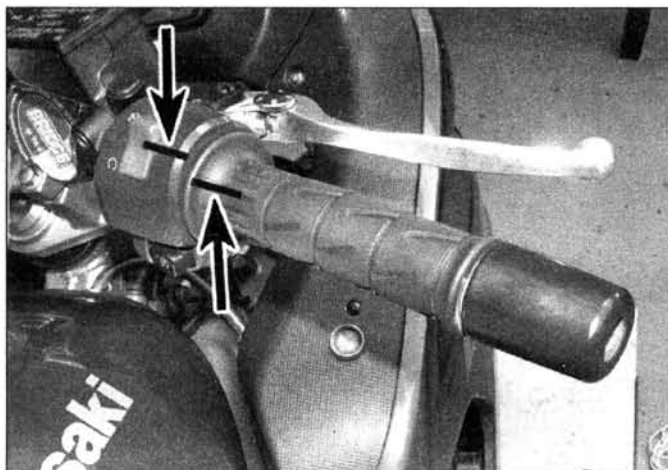
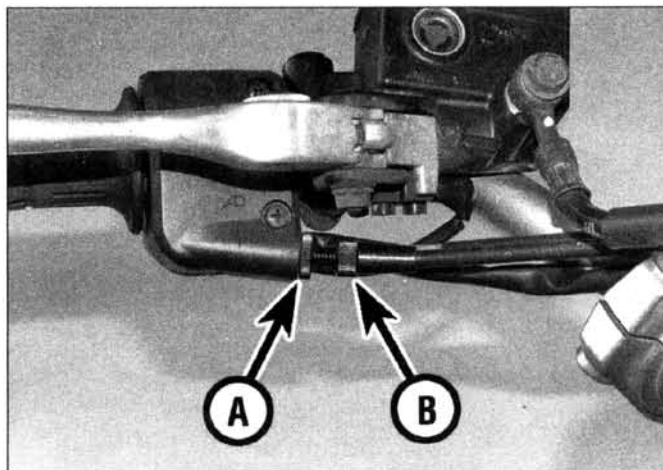


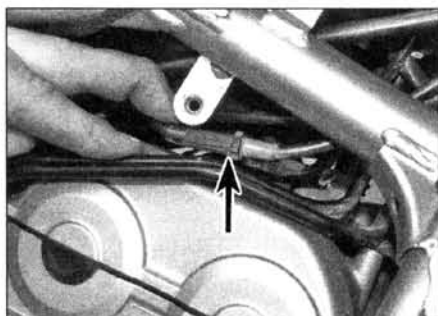
1•16 Routine maintenance and servicing



6.5 Throttle cable freeplay is measured in terms of twistgrip rotation



6.6 Accelerator cable locking (A) and adjuster (B)



6.7 Location of the decelerator cable adjuster (arrowed)

disconnecting it to prevent fuel flowing into the canister.

11 To check the operation of the separator, first disconnect the breather hose from the separator and inject approximately 20 ml of fuel into the separator via the hose union. Now disconnect the return hose from the fuel tank, place the open end in a suitable container, and hold the container level with the top of the tank. Start the engine and let it run at idle speed – if the separator is working correctly, the fuel should come out of the return hose into the container. If not, replace the separator with a new one.

Caution: Fuel vapour is toxic. A small amount of vapour will be present in the system when it is removed from the bike. Take care not to inhale the vapour when checking the separator and canister.

Removal and installation

12 Remove the left-hand fairing side panel (see Chapter 7).

13 Release the clips securing the hoses to the unions on the separator and disconnect the hoses, noting how they fit. Unclip the strap securing the separator to the mounting bracket and remove the separator.

14 Release the clips securing the hoses to the unions on the canister and disconnect the hoses, noting how they fit. Unclip the strap

securing the canister to the mounting bracket and remove the canister.

15 Installation is the reverse of removal

6 Throttle cables

1 Make sure the throttle twistgrip rotates smoothly and freely from fully closed to fully open with the front wheel turned at various angles. The twistgrip 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 4) and lubricate them (see Section 15). Check that the inner cables slide freely and easily in the outer cables. If not, replace the cables with new ones.

3 With the cables removed, check that the twistgrip turns smoothly around the handlebar – dirt combined with a lack of lubrication can cause the action to be stiff. Remove, clean and lightly grease the twistgrip pulley and the inside of the twistgrip housing if necessary. *Note: To remove the twistgrip it will first be necessary to remove the right-hand bar end – see Chapter 5, Section 5).*

4 Install the lubricated or new cables, making sure they are correctly routed (see Chapter 4). If this fails to improve the operation of the throttle, the fault could lie in the throttle bodies. Remove the air filter housing and check the action of the throttle pulley (see Chapter 4).

5 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 as follows.

6 Loosen the locking on the accelerator (throttle opening) cable and turn the adjuster

in to increase freeplay in the cable (see illustration).

7 Remove the right-hand fairing side panel (see Chapter 7). Displace the coolant reservoir (see Section 10). Locate the adjuster on the decelerator (throttle closing) cable (see illustration). *Note: On models equipped with ABS it may be necessary to displace the brake system pipes to access the decelerator cable adjuster (see Section 2).* Ensure the throttle twistgrip is fully closed, then loosen the locking and turn the adjuster to remove all freeplay in the cable. Tighten the locking.

8 Now turn the accelerator cable adjuster out until the specified amount of freeplay is obtained, then retighten the locking.

9 If the cables cannot be adjusted as specified, install a new set (see Chapter 4).

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

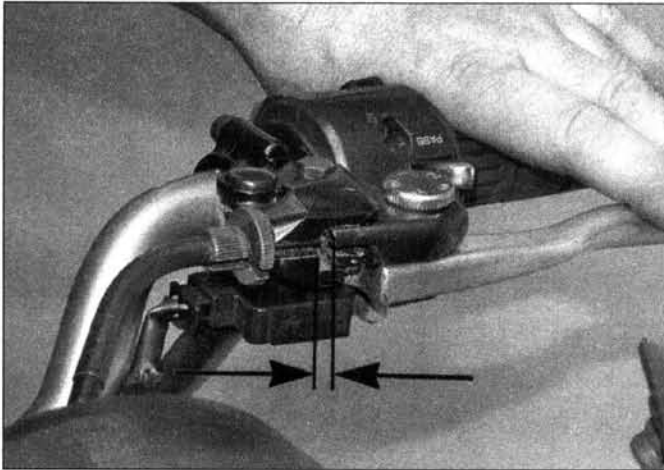
10 Check that the throttle twistgrip operates smoothly and snaps shut quickly when released. Install the right-hand fairing side panel (see Chapter 7).

7 Clutch cable

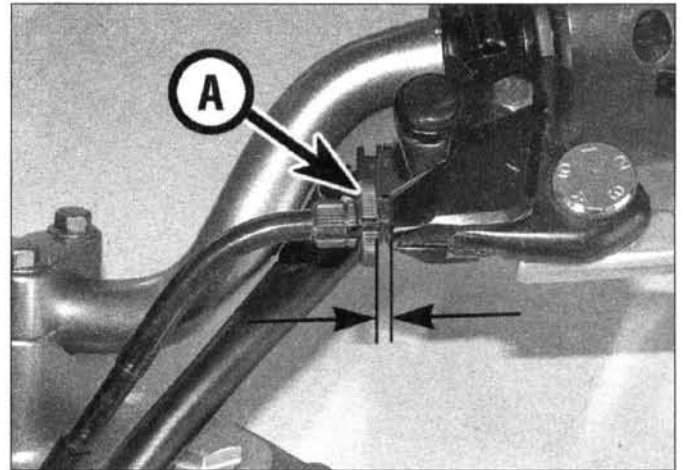
1 Check that the clutch lever operates smoothly and easily.

2 If the clutch lever operation is heavy or stiff, remove the cable (see Chapter 2) and lubricate it (see Section 15). If the cable is still stiff, replace it with a new one. Install the lubricated or new cable (see Chapter 2).

3 With the cable operating smoothly, check that it is correctly adjusted. Periodic



7.3 Gap (arrowed) should be as specified



7.4 Turn the adjuster (A) to expose thread (arrowed)

adjustment is necessary to compensate for wear in the clutch plates and stretch of the cable. Pull lightly on the clutch lever until freeplay is taken up, then measure the gap between the inner front edge of the lever and the lever bracket (see illustration). Check that the gap is as specified at the beginning of the Chapter.

4 If adjustment is required, first loosen the locking on the adjuster at the handlebar end, then turn the adjuster so that 5 to 6 mm of thread is exposed (see illustration).

5 Locate the in-line adjuster on the clutch cable behind the cylinder head (see illustration). On EX650 models first remove the right-hand fairing side panel (see Chapter 7). Loosen the locknut and turn the adjuster until the specified amount of freeplay is obtained at the lever, then tighten the locknut. On EX650 models, install the right-hand fairing side panel (see Chapter 7).

6 When required, further adjustment can be

made with the adjuster at the handlebar end. Don't forget to tighten the adjuster locking.

Note: Ensure the slot in the adjuster is not aligned with the slot in the lever bracket. These slots are to facilitate cable removal – if they are aligned while the bike is in use the cable could jump out. Also ensure the adjuster is not threaded too far out of the handlebar bracket – this will leave it unstable and the threads could be damaged.

7 The clutch lever has a span adjuster which alters the distance of the lever from the handlebar (see illustration). Each setting is identified by a number on the adjuster which must align with the arrow on the lever. Push the lever away from the handlebar and turn the adjuster until the setting which best suits the rider is obtained. Setting 1 gives the maximum span and setting 5 the minimum. When making adjustment, ensure that the pin set in the lever bracket is engaged in its detent in the adjuster.

8 Spark plugs

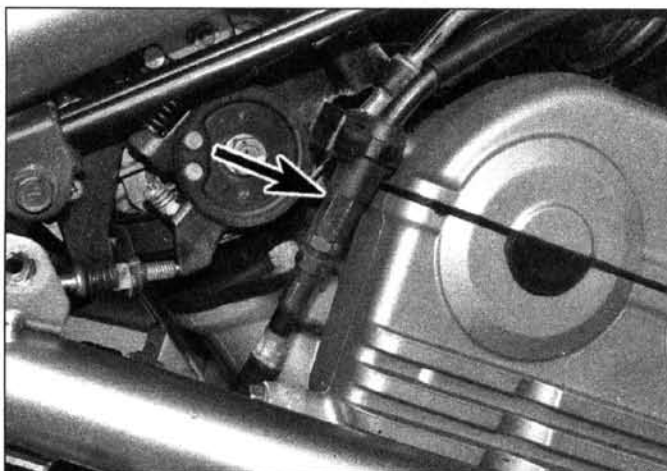
Note: The spark plug caps are integral with the ignition coils. To avoid damaging the wiring, always disconnect the wiring connectors before removing the coils. Do not attempt to lever the coils off the plugs or pull them off with pliers. Do not drop the coils.

Special tool: A wire-type feeler gauge is necessary for this job (see Step 10).

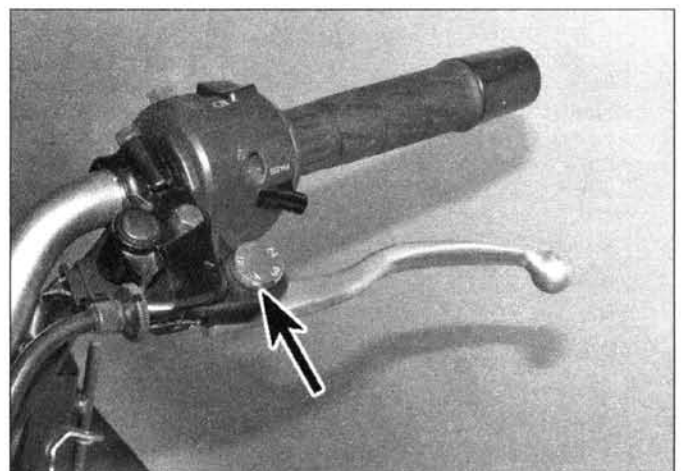
Removal

1 Make sure your spark plug socket is the correct size before attempting to remove the plugs – a suitable one is supplied in the motorcycle's tool kit which is stored under the seat (see Step 5). Make sure the ignition is switched OFF.

2 To access the spark plugs, first remove the



7.5 Location of the in-line clutch cable adjuster



7.7 Clutch lever span adjuster (arrowed)