



# Service Bulletin

no. 78-1  
(Revised)

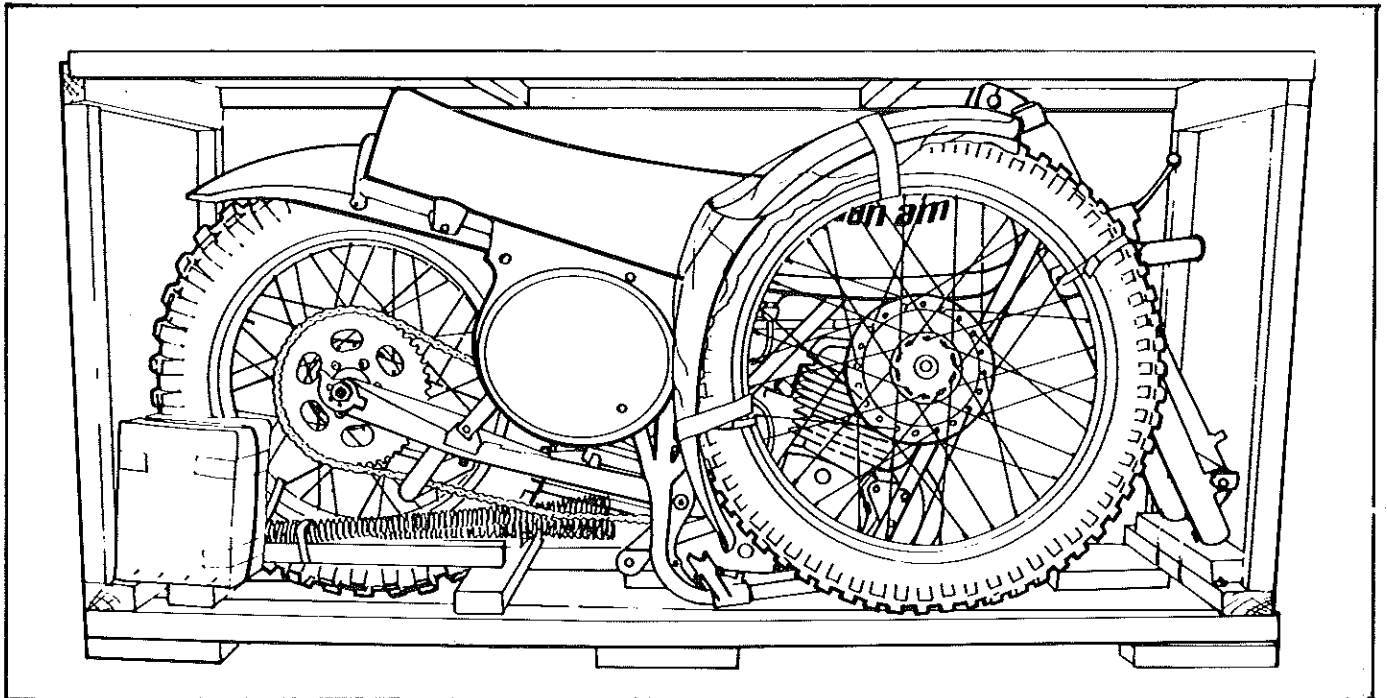
Date: JANUARY 12th, 1978

Subject: PRE-DELIVERY

Serial nos: 8840-8864-8884

Models: MX-4 125 / 250 / 370

## UNCRATING



◆ **WARNING:** Strapping is under pressure, therefore, care must be taken while cutting.

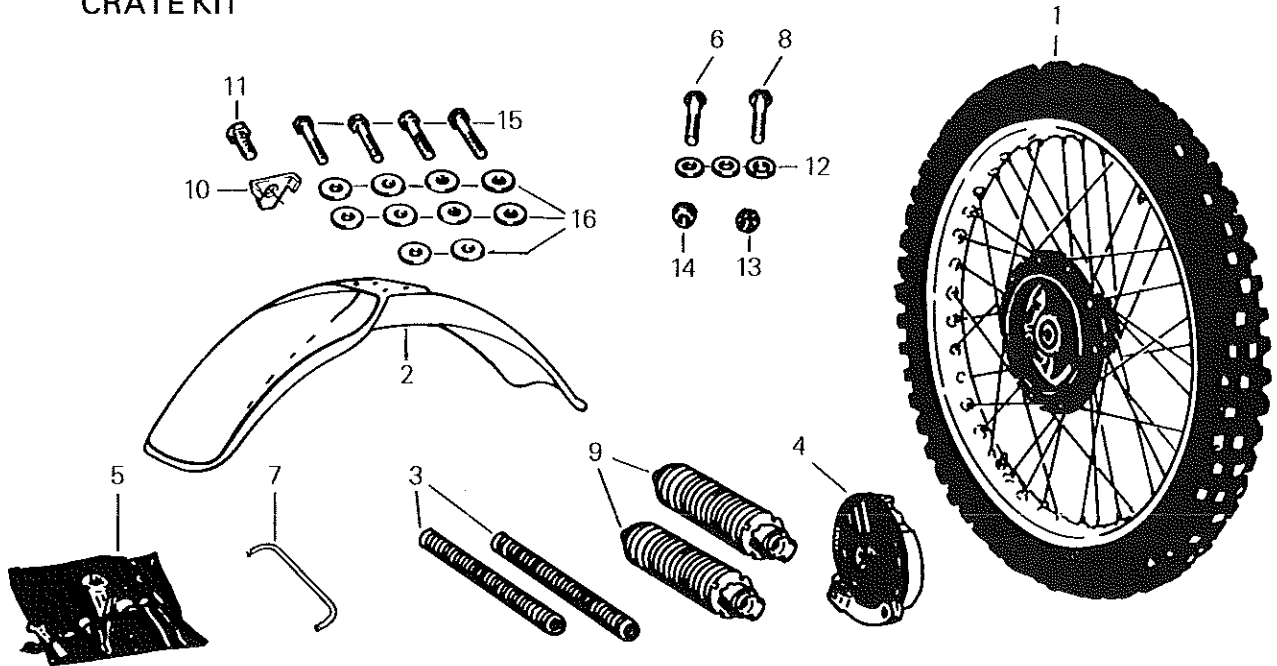
Remove staples holding top cover and remove cover.

Remove crate ends and crate sides.

▼ **CAUTION:** Care should be taken during panel removal to prevent vehicle from being scratched.

Remove the vehicle from the wooden base, and mount it on a box or a stand, in order to keep the front of the bike elevated to ease the installation of the front fender and front wheel.

## CRATE KIT



- 1. Front wheel
- 2. Front fender ass'y
- 3. Spring front fork (2)
- 4. Backing plate front ass'y
- 5. Tool kit
- 6. Shock absorber retaining bolt M8 x 1.25 x 45 (1)
- 7. Wrench plastic nut
- 8. Shock absorber retaining bolt M8 x 1.25 x 40 (1)

- 9. Shock absorber (2)
- 10. Tab lock (1) (Front brake torque arm screw)
- 11. Front brake torque arm screw M8 x 20
- 12. Flat washer (3) (shock absorber)
- 13. Lock washer (shock absorber)
- 14. Elastic stop nut M8 x 1.25 (1) (shock absorber)
- 15. Front fender screw M6 x 1.00 x 20 (4)
- 16. Flat washer 6 mm x 20 x 2 (10) (front fender)

## ASSEMBLY INSTRUCTIONS

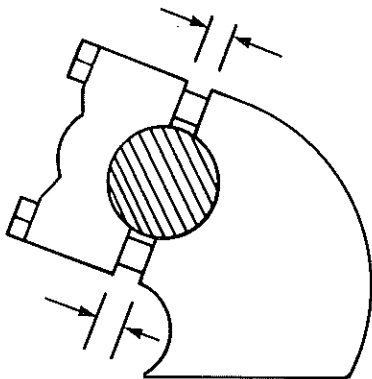
Prior to assembly, set clearly all the parts on a table.

Torque the retaining screws to 4-5 N•m (3-4 ft-lbs).

### HANDLEBAR

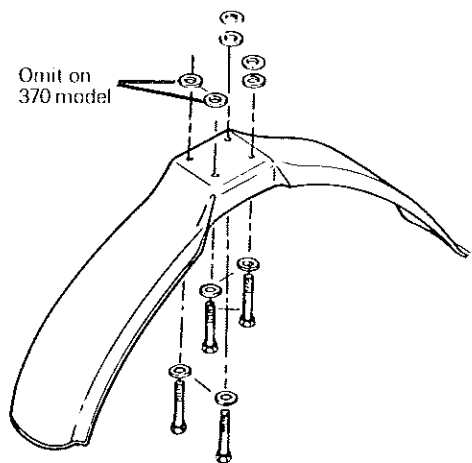
Install the handlebar in the desired position and torque the retaining screws to 13-16 N•m (10-12 ft-lbs).

▼ **CAUTION:** Tighten the screws equally and ensure there is an equal gap on each side of the clamps.



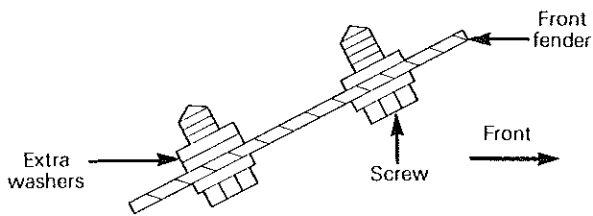
### FRONT FENDER

Install the front fender with the screws and washers positioned as illustrated.



▼ **CAUTION:** The two (2) extra washers must be placed at the rear.

▼ **CAUTION:** On the 370 model to prevent the front fender from touching the exhaust pipe, the two front fender mount washers must be omitted.



## FORK SPRINGS

Loosen the top crown clamp screws and remove the fork spring retaining caps. Insert the fork springs.

**CAUTION:** Prior to installation, always ensure that the spring guide insert is installed on the bottom of the spring. Damage to the damper rod piston could occur, if not installed. The spring guide insert has a tight fit into the spring.

Reinstall the fork spring retaining caps and torque to 40-54 N•m (30-40 ft-lbs).

Torque the top crown clamp screws to 47-54 N•m (35-40 ft-lbs).

**NOTE:** The forks are pre-filled with SAE 10W fork oil.

Fork liquid capacity:

250-370 models: 365 ml (12.8 fl. oz)

125 model: 265 ml (9.3 fl. oz)

## FRONT WHEEL INSTALLATION

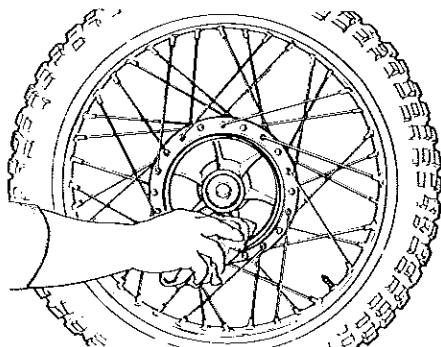
**WARNING:** Prior to wheel installation, ensure that the steering stem adjusting nut is properly tightened and that the stem top nut is torqued to 120-135 N•m (90-100 ft-lbs).

Remove the axle nut, loosen the axle pinch bolts and remove the axle.

Loosen the front brake torque arm upper retaining bolt.

**WARNING:** Make sure there are no fasteners lodged inside the front backing plate assembly, it may cause the front wheel to jam, stop or skid.

Carefully clean the brake shoe linings and the brake drum with a dry cloth.



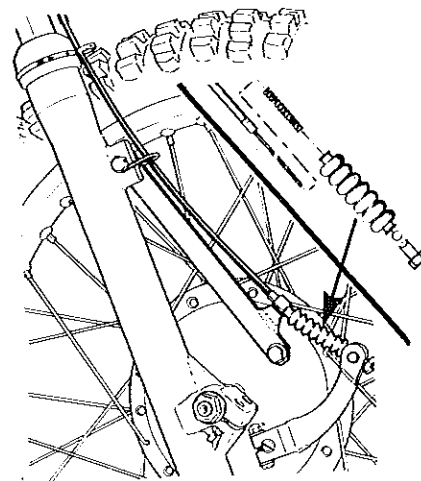
Position the brake plate.

Position the wheel and insert the axle from the clutch side. Slightly tighten the axle nut. Secure the torque arm to the backing plate and torque the retaining bolts to 20-27 N•m (15-20 ft-lbs).

**NOTE:** Ensure the wheel spacer is installed between the fork leg (clutch side) and the wheel.

**WARNING:** Bend tab lock against flat face of retaining bolt and always replace by a new one each time parts are assembled.

Install and route the front brake cable. As illustrated.



Spin front wheel in forward rotation, apply brake and while holding brake on, torque the axle nut to 34-81 N•m (25-60 ft-lbs).

**NOTE:** This is important, it centers the brake shoes.

**CAUTION:** To ensure correct fork action, briskly compress forks (with front brake applied) to align forks legs before tightening axle pinch bolts.

Retorque axle pinch bolts to 8-11 N•m (6-8 ft-lbs).

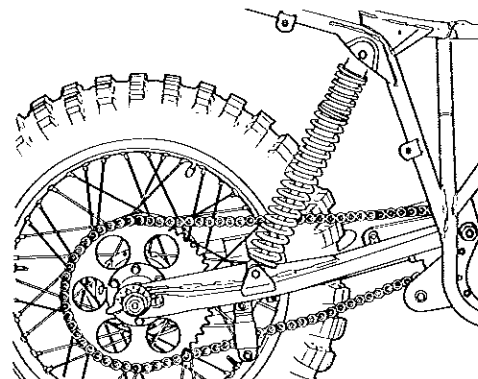
Inspect front wheel spokes and tighten if necessary.

## REAR SHOCKS

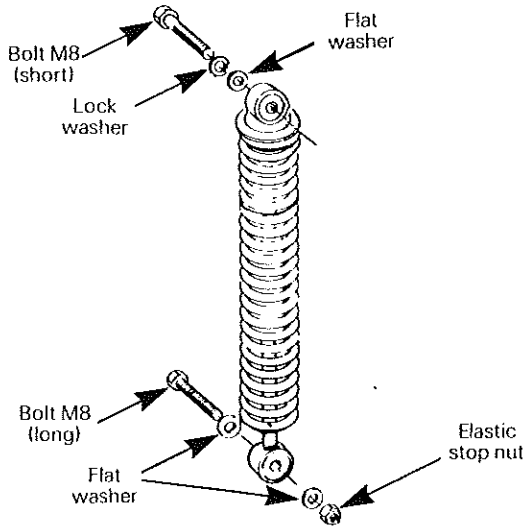
Remove both left and right number plates.

Remove the rear brace support (used for transport).

Raise the rear end slightly then mount the shocks on the swing arm, as illustrated.



EX.: left side shock



NOTE: Install the longest bolt at the lower end of shock.

Torque the shock absorber retaining bolts to 20-27 N•m (15-20 ft-lbs).

Reinstall both number plates.

## CLEANING

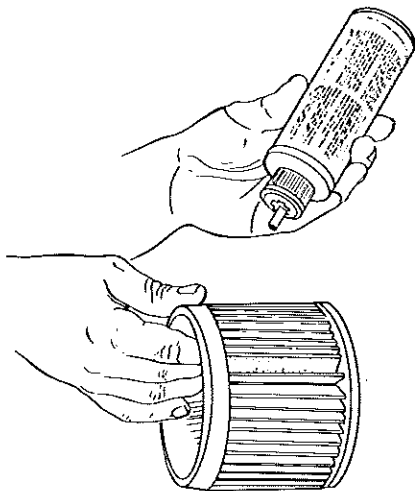
Clean the motorcycle thoroughly with a cotton cloth to remove the anti-rust spray.

## PRE-DELIVERY INSPECTION

### AIR FILTER SERVICE

Remove the seat by slackening the two (2) rear retaining screws. Remove the filter.

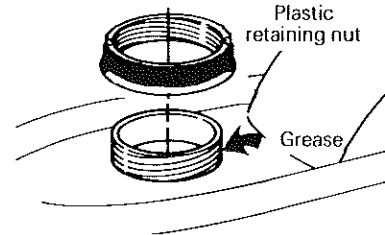
Inspect filter for sufficient oiling. While patches in the element indicates under oiling. Retouch if necessary, using K & N air filter oil, or equivalent.



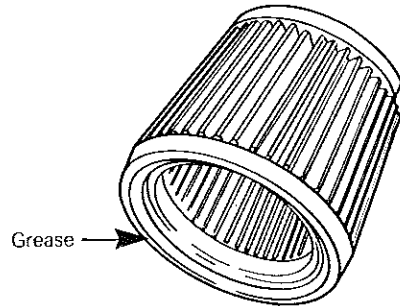
NOTE: The K & N air filter oil is specially formulated for these filters. However, it is possible to use SAE 30 motor oil.

Remove the plastic nut using special wrench provided in tool kit.

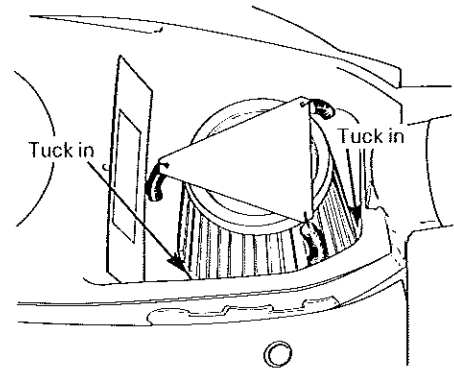
Grease the top of the pan around the air box opening then coat the thread of the plastic retaining nut with grease and screw it tightly into position using the special purpose wrench in tool kit.



Generously grease the bottom edge of the air filter and install it.



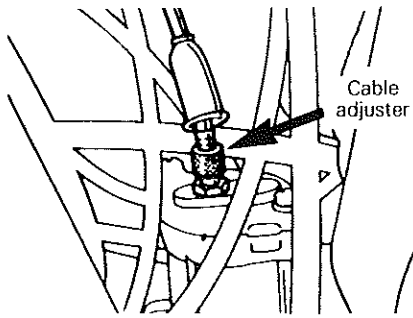
CAUTION: Ensure air filter bottom edge is well seated on plastic retaining nut.



CAUTION: An under oiled or dry filter will cause extreme piston and cylinder damage.

### THROTTLE CABLE SYNCHRONIZATION

Using the cable adjuster located on the throttle slide chamber cover, set cable slack to 1.6 mm (1/16").

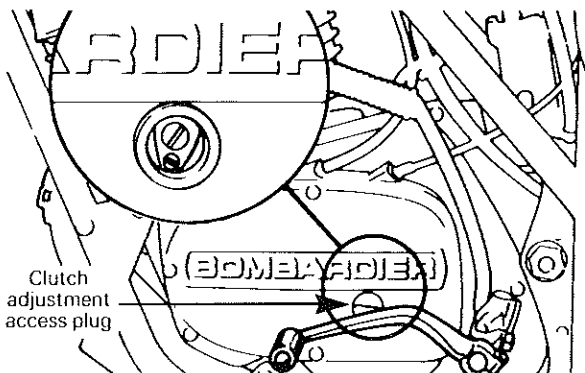


◆ **WARNING:** Before starting engine, carburetor slide must be free to snap back to idle position. Make sure the rubber grip does not rub on the throttle body.

## CLUTCH ADJUSTMENT

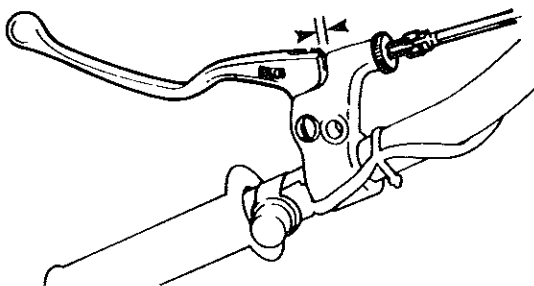
Prior to clutch adjustment, the clutch cable access plug must be screwed in, and the clutch lever operated a couple of times to seat the cable in place.

Loosen the clutch cable adjuster (at handlebar) to provide maximum slack. Remove the clutch adjustment access plug and loosen the 4 mm set screw. Turn the 8 mm clutch adjusting screw in and out to locate the point of contact with the release bearing, then turn the screw ¼ turn out (counter-clockwise).



Carefully tighten the 4 mm set screw to lock the adjustment. Replace the access plug.

Adjust the cable adjuster to provide 6-9 mm (¼ - ⅜ ") slack, between clutch lever and housing.



## DRIVE CHAIN ADJUSTMENT

Loosen the rear axle nut and move each adjuster plate equally to tighten or loosen chain as required.

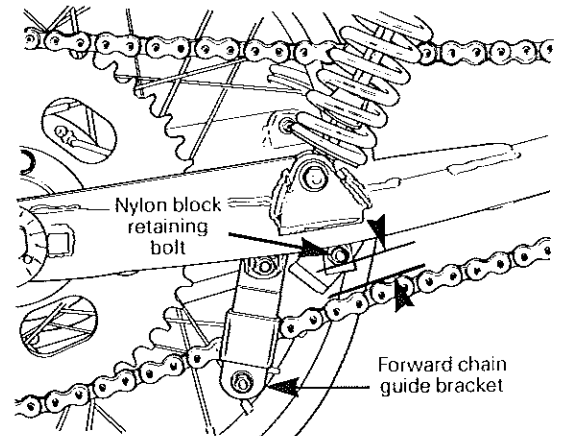
▼ **CAUTION:** Alignment marks must be at the same position on each side of wheel.

Adjust the drive chain in order to obtain the specified distance between the top run of the chain and the nylon block retaining bolt of the forward chain guide bracket.

125 model: 15 mm (⅝ ")

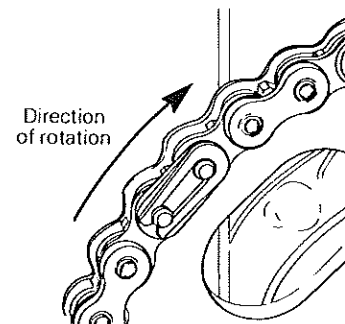
250 / 370 models: 9 mm (⅜ ")

(Measured at the chains tightest point and with wheel off the ground).



○ **NOTE:** The chain guide should be adjusted as high as possible to partially take up the chain slack.

Master link clip must be installed with its closed end facing the direction of travel.



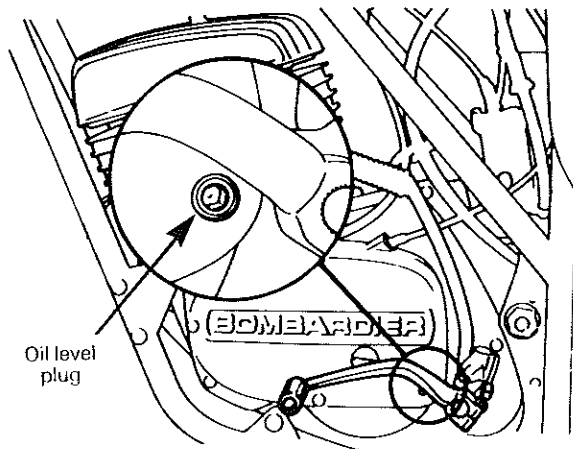
When adjusting chain slack inspect rear wheel spokes and tighten if necessary.

Tighten rear axle nut to 88-100 N•m (65-75 ft-lbs).

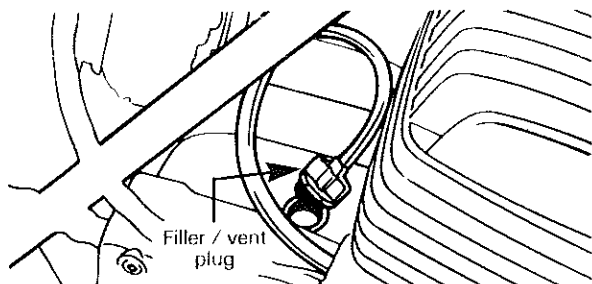
## TRANSMISSION OIL LEVEL

With the motorcycle in a vertical position, remove the transmission oil level plug and check the oil level.

Oil level should be up to level plug. Add oil through filler / vent plug if necessary. (SAE 80, gear oil).



Oil level plug



Filler / vent plug

## BRAKE ADJUSTMENT

### Front

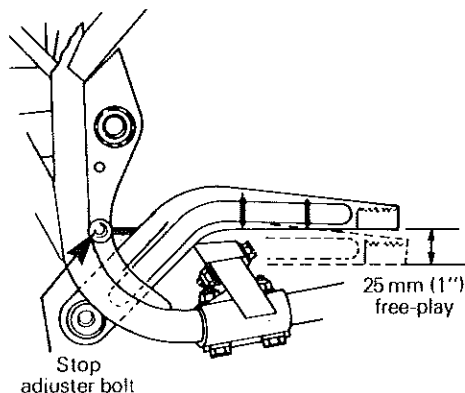
Completely loosen the brake cable adjuster (at handlebar), then using the adjuster located at the brake plate adjust the cable to provide 25 mm (1") of free lever travel (at handlebar).

- NOTE:** Use adjuster at handlebar for final adjustment.

### Rear

Turn the rod adjusting nut until the brake pedal free travel is 25 mm (1").

- NOTE:** The brake pedal height can be adjusted as desired by moving the stopper.



25 mm (1") free-play

## FUEL MIXING

### Recommended gasoline

The correct gasoline is premium gasoline available from all service stations.

- CAUTION:** Never experiment with different fuel or fuel ratios. Never use low lead or non leaded gasoline, naphtha, methanol or similar products.

### Recommended oil

Use concentrated Bombardier 50 / 1.

This type of oil has specially formulated oil bases to meet the lubrication requirements of the Bombardier-Rotax engine.

If Bombardier 50 / 1 oil is unavailable substitute with a high-quality 2 cycle oil, ex: Castrol Super TT, Belray MC3. The oil gas mix must meet the vehicle requirements. See oil manufacturer recommendations on container.

- CAUTION:** Never use outboard oils, straight mineral oils or injector oils.

### Fuel mixture ratio

The importance of using the correct fuel mixture cannot be overstressed. An incorrect fuel ratio results in serious engine damage. Recommended fuel ratio is 32 / 1.

- EX.: 5 imp. oz to 1 imp. gallon  
 4 U.S. oz to 1 U.S. gallon  
 160 mL to 5 L  
 25 imp. oz to 5 imp. gallons  
 20 U.S. oz to 5 U.S. gallons  
 625 mL to 20 L

## CARBURETOR ADJUSTMENT

### Mixture adjustment

With the motorcycle held in a vertical position, gently turn air mixture adjusting screw in until it stops, then back it out 1 1/8 turn.

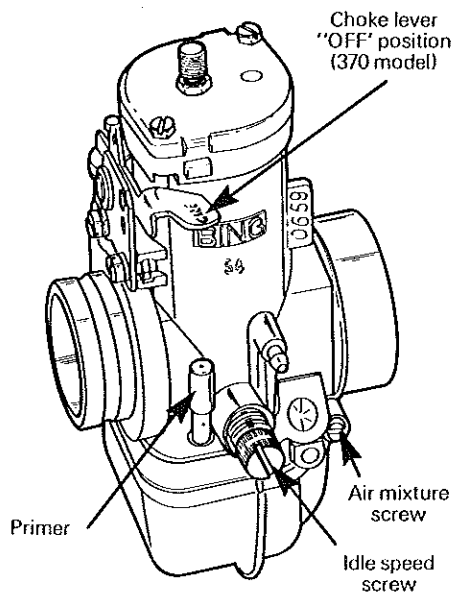
### Idle speed

- CAUTION:** Prior to starting engine ensure to use **premix fuel at a ratio of 32 to 1.**

Start the engine and allow it to warm.

Adjust idle speed screw in or out for desired idle speed (approximately 1,000 R.P.M.)

- NOTE:** The air mixture screw can be turned in or out (within 1/4 turn of basic setting) to achieve smoothest idle possible. Re-adjust idle speed if necessary.



▼ **CAUTION:** Do not attempt to set the idle speed by using the air screw. Severe engine damage can occur.

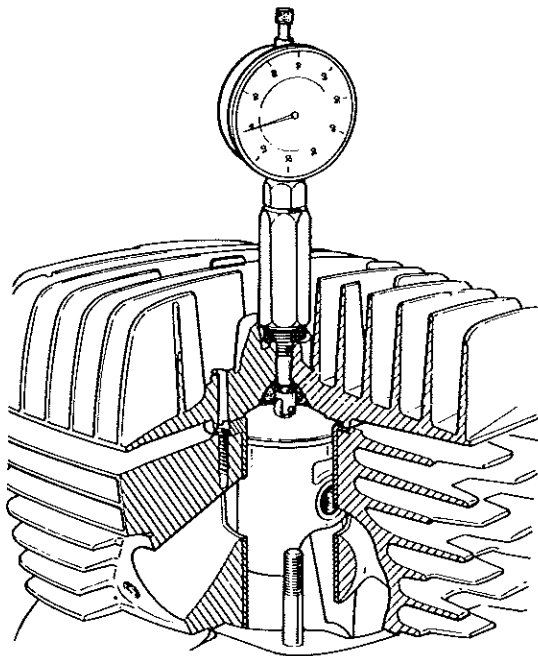
## ENGINE TIMING

### Timing mark verification

Disconnect the spark plug wire and remove the spark plug.

Remove the inspection plug on the magneto cover.

Install and adjust the top dead center gauge.



Engage transmission to fourth or fifth gear.

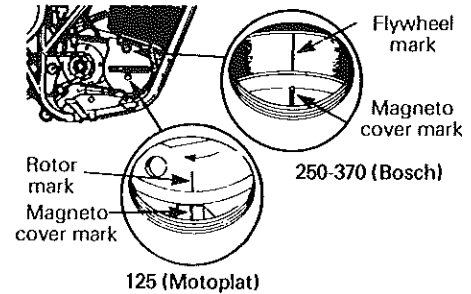
Rotate the rear wheel counter-clockwise until the piston is at the specified distance before top dead center.

125: 1.0 mm ± .2 (0.039" ± .007) BTDC

250: 1.3 mm ± .2 (0.051" ± .007) BTDC

370: 2.5 mm ± .2 (0.098" ± .007) BTDC

Check through the inspection hole, the flywheel / rotor and the magneto cover marks must align perfectly.



If the marks do not align, scribe a new mark on the magneto cover in line with the flywheel / rotor mark at the specified distance before top dead center.

▼ **CAUTION:** The timing mark verification cannot be used as a timing procedure therefore always check the timing (using a stroboscopic timing light at 7000 R.P.M.) after the marks have been aligned.

Re-install the spark plug and connect the high tension spark plug wire.

Set transmission to neutral.

### Timing light procedure

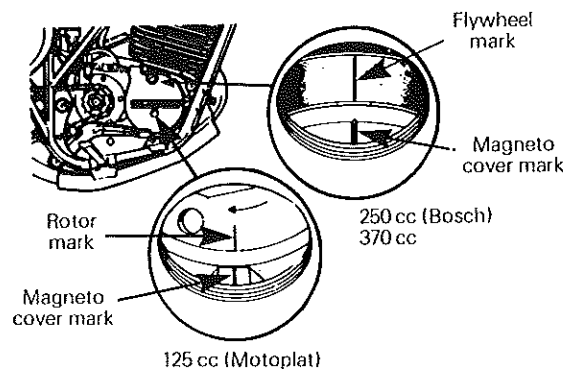
▼ **CAUTION:** Prior to timing light procedure, be sure timing marks have been checked with a dial indicator (top dead center gauge), for perfect accuracy.

Remove the timing inspection plug, and connect the timing light pick-up to the high tension wire.

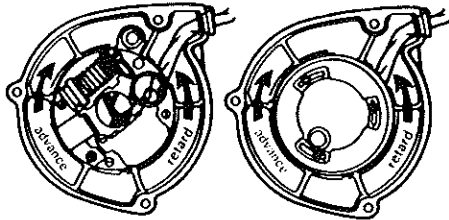
Start the engine and allow it to warm.

◆ **WARNING:** To prevent powerful electric shock, do not touch the high tension wire while the engine is running.

Point the timing light beam straight into the inspection hole and briefly rev the engine to 7000 RPM. The timing marks on the magneto cover and on the flywheel / rotor should align. Stop the engine.



If the timing marks do not align, remove the magneto cover, slacken the stator plate retaining screws and move the stator plate in the advance or retard direction to correct the misalignment.



(Bosch) 250 cc  
(Bosch) 370 cc

(Motoplat) 125 cc

**NOTE:** Only stroboscopic timing lights utilizing a capacitor or inductive pick-up can be used to indicate correct spark setting without disturbing the electronic equilibrium of the ignition circuit.

Examples of suitable lights:

- Sun PTL 45
- Snap-on MT215B
- Bosch EFAW 169A

## TIRE PRESSURE

Check and adjust as required.

The recommended pressure is:

<b>125</b>	<b>FRONT &amp; REAR</b>	
Dry and rocky terrain	84 kPa (12 P.S.I.)	
Soft, wet, muddy terrain	70 kPa (10 P.S.I.)	
<b>250 — 370</b>	<b>FRONT</b>	<b>REAR</b>
Dry and rocky terrain	84 kPa (12 P.S.I.)	70 kPa (10 P.S.I.)
Soft, wet muddy terrain	70 kPa (10 P.S.I.)	56 kPa (8 P.S.I.)

## TEST RIDE MOTORCYCLE

Fill the gas tank with pre-mixed gasoline.

Read the operator manual and familiarize yourself with vehicle operation.

Start the motorcycle and test ride briefly for abnormal noises or faulty operation. Run through all the gears, checking for performance, braking and handling, etc... Note the suspension action and throttle response.

Clean the vehicle thoroughly. Explain the operator manual to the customer.

**NOTE:** Make sure the customer is well aware of the engine break-in procedure and fuel mixing recommendations.

## FIRST HOUR (370 MODEL ONLY)

Remove engine flywheel nut.

Clean threads properly, then apply Loctite adhesive sealant 242 (medium strength) on threads and retorque to 100 N•m (75 ft-lbs); repeat after 5 hours.

## FIRST FIVE HOURS

- Do not run the engine at excessive R.P.M.
- Shift gears frequently to keep the engine running freely at a moderate R.P.M. range without subjecting in to extreme loads (lugging, overrevving, etc).
- Make any necessary corrections or adjustments of controls, spokes, drive chain, etc.
- Check for loose nuts, bolts and fasteners. Tighten them if necessary.
- Retorque cylinder head nuts.
- Always allow engine to warm up before riding.

## INSPECTION

Explain to the customer the **must** of the vehicle inspection after a few hours, see inspection checklist in operator manual. Inspection is at the expense of the vehicle owner.

THIS BULLETIN IS PUBLISHED FOR INFORMATION PURPOSES.

## 1978 MX-4 PRE-DELIVERY TECHNICAL DATA

Throttle adjustment	1.6 mm ( $\frac{1}{16}$ " ) free play at carburetor top.		
Clutch adjustment	At engine: $\frac{1}{4}$ turn counter-clockwise before point of contact.		
	At handlebar: 6-9 mm ( $\frac{1}{4}$ - $\frac{3}{8}$ " ) free-play between clutch lever and housing.		
Chain adjustment (with wheel off the ground)	125: 15 mm ( $\frac{5}{8}$ " ) 250 / 370: 9 mm ( $\frac{3}{8}$ " )		
Brake adjustment	25 mm (1" ) of free-play at end of lever or pedal.		
Transmission oil level	Up to level plug (SAE 80, gear oil).		
Ignition timing at 7,000 R.P.M.	Timing marks of magneto cover and flywheel rotor must align.		
Basic timing	125: 1.0 mm $\pm$ .2 (0.039" $\pm$ .007) BTDC 250: 1.3 mm $\pm$ .2 (0.051" $\pm$ .007) BTDC 370: 2.5 mm $\pm$ .2 (0.098" $\pm$ .007) BTDC		
Tire pressure	125	FRONT & REAR	
	Dry and rocky terrain	84 kPa (12 P.S.I.)	
	Soft, wet, muddy terrain	70 kPa (10 P.S.I.)	
	250 / 370	FRONT	REAR
	Dry and rocky terrain	84 kPa (12 P.S.I.)	70 kPa (10 P.S.I.)
	Soft, wet, muddy terrain	70 kPa (10 P.S.I.)	56 kPa (8 P.S.I.)

## CARBURETOR SPECIFICATIONS

	125	250	370
Carburetor type	Bing 32 mm (type 84)		Bing 36 mm (type V 54)
Carburetor number	1 / 32A / 3302		54 / 36 / 120
Main jet	155		165
Needle jet	2.70	2.73	2.82
Idle jet	40		60
Needle identification	4 ring		8 G 2
Needle setting	3rd groove from top		2nd groove from top
Slide	No. 1		230
Idle jet screw adjustment	1 $\frac{1}{8}$ $\pm$ $\frac{1}{4}$ turn out		
Float level	22.5 mm (.885" )		



# Service Bulletin

no. 78-2

Date: JANUARY 18th, 1978

Subject: RETORQUE FLYWHEEL

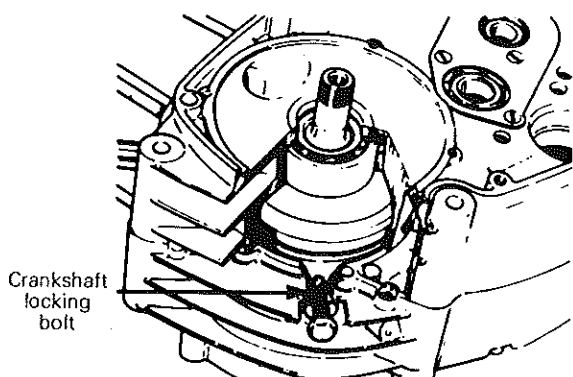
Serial nos: ALL

Models: MX-4 370

It is recommended to retorque the flywheel of the 370 engine after the first hour of operation and to retorque again after the first three (3) to five (5) hours of operation.

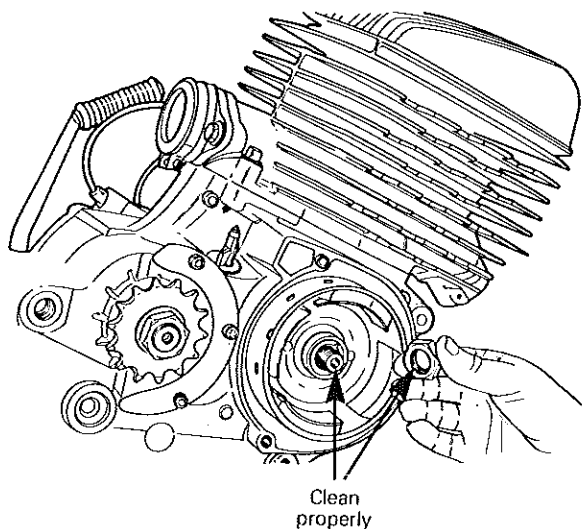
## PROCEDURE

To remove the flywheel nut, lock crankshaft at the top dead center position using a crankshaft locking bolt.

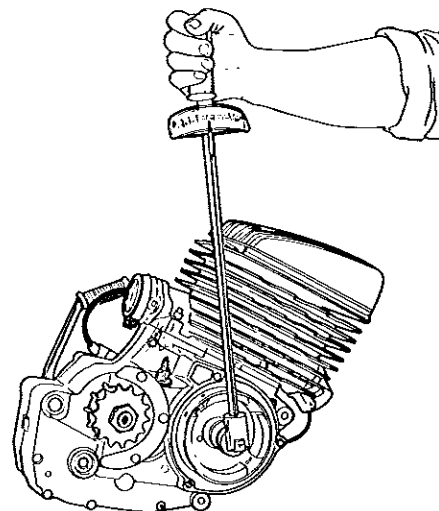


Remove the magneto cover and the crankshaft nut.

Clean threads properly.



Apply Loctite adhesive sealant 242 blue (medium strength) on threads and retorque to 100 N•m (75 ft-lbs).



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TECHNICAL INFORMATION CENTER

(CAN-AM, SERVICE 78-2), PAGE 1



# Service Bulletin

no. 78-3

Date: JANUARY 18th, 1978

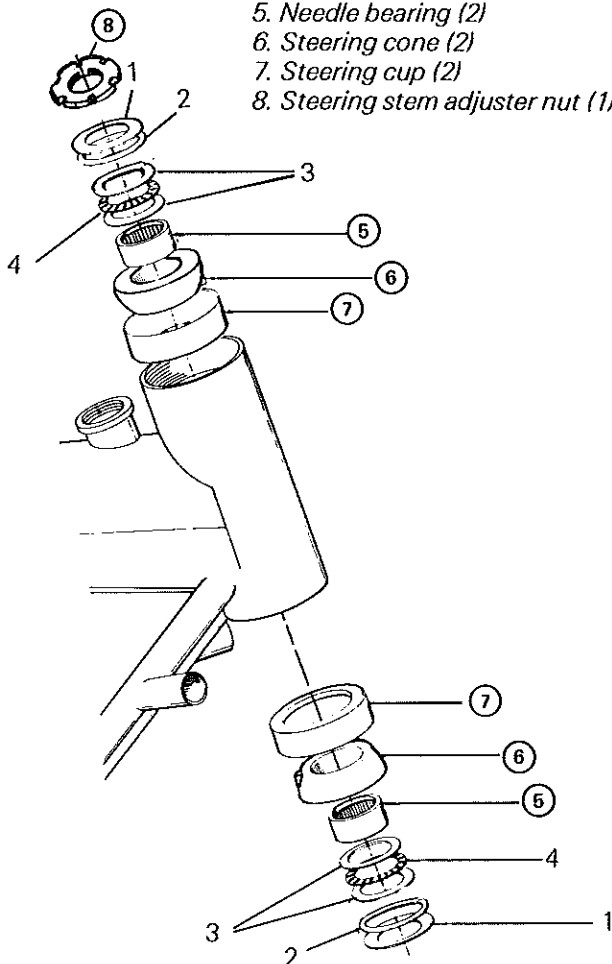
Subject: STEERING HEAD

Serial nos: ALL

Models: ALL

Each time the steering head is disassembled either for repair or for fork angle adjustment, it is imperative that the steering cones be reassembled in the correct position.

1. Steering cone cover (2)
2. O' ring 1 1/2" x 1 1/4" x 1/8" (2)
3. Thrust washer (4)
4. Thrust bearing (2)
5. Needle bearing (2)
6. Steering cone (2)
7. Steering cup (2)
8. Steering stem adjuster nut (1)



**CAUTION:** The needle bearings (item ⑤) cannot be removed from cones without damage. Do not attempt to re-use a bearing that has been removed. If necessary to replace a bearing because of wear or damage, press the new bearing into the cone using a large vise. Lubricate the bearing with lithium grease.

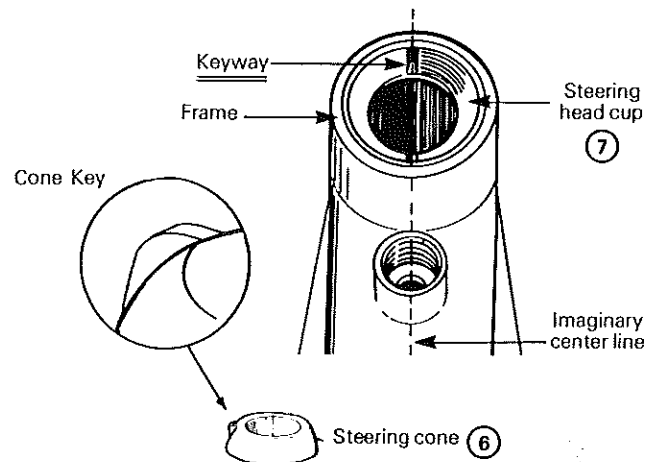
**WARNING:** Unless major repair, do not attempt to remove or turn the steering cups (item ⑦). They are pressed into the frame head and misalignment would result in the forks being positioned out of line with the frame. If necessary to replace a cup observe shop manual procedure.

## RE-ASSEMBLY RECOMMENDATIONS

Lubricate both needle bearings, thrust bearings and O' ring with lithium grease.

At assembly, coat the round surface of both cones (item ⑥) with a thick layer of silicone sealant. This will provide waterproofing of the assembly.

**WARNING:** To obtain correct fork angle and prevent loosening, ensure that the cone key perfectly aligns with the cup keyway.



**NOTE:** A small punch mark on each cone and on the steering head will facilitate alignment.

Tighten the steering stem adjuster nut until the steering becomes, snug; but not tight.

Apply Loctite no. 242 blue (medium strength) on the steering stem cap nut threads and torque to 135 N.m (100 ft-lbs).

THIS BULLETIN IS PUBLISHED FOR INFORMATION PURPOSES.

TECHNICAL INFORMATION CENTER

Date: FEBRUARY 22nd, 1978

Serial nos: 8840-8864-8884

Subject: SPECIAL RECOMMENDATIONS

Models: MX-4 125 / 250 / 370

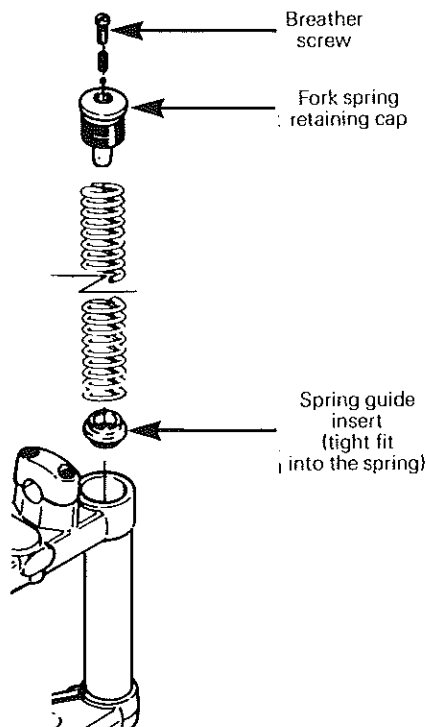
## FORK SPRING INSTALLATION

Prior to fork spring retaining caps removal, ensure to loosen the top crown clamp screws and to slacken the fork cap breather screws to release any build-up pressure.

▼ CAUTION: Use the proper hexagonal tool for tightening or loosening fork spring retaining caps; any other tool can greatly damage them.

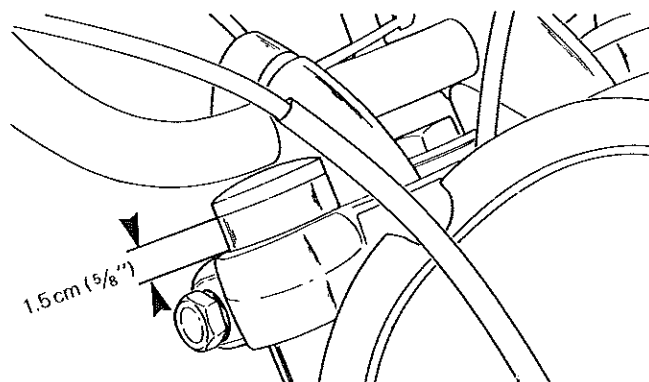
Insert the spring into the fork tube.

▼ CAUTION: Prior to installation, always ensure that the spring guide insert is installed on the bottom of the spring. Damage to the damper rod piston could occur, if not installed. The spring guide insert has a tight fit into the spring.



## FRONT FORK (250-370 MODELS)

The fork tubes must be protruding 1.5 cm (5/8") over the upper crown. To set, loosen the top and bottom crown clamp screws; afterwards, retorque to 47-54 N-m (35-40 ft-lbs).

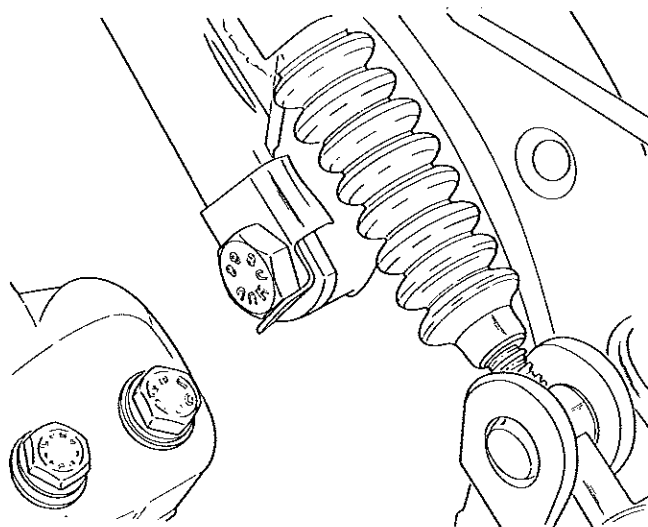


○ NOTE: On the 370 model, it may be necessary to set the fork tubes in order to have them protruding 13 mm (1/2") over the top crown to give enough clearance between the front fender and the exhaust pipe.

## FRONT WHEEL BACKING PLATE

The torque arm is secured to the backing plate using a retaining bolt. It is of the utmost importance that the tab lock be correctly placed and secured.

Torque to 20-27 N-m (15-20 ft-lbs).



◆ WARNING: Bend tab lock against flat face of retaining bolt and always replace by a new one each time parts are disassembled.

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## NUMBER PLATE RETAINING SCREWS

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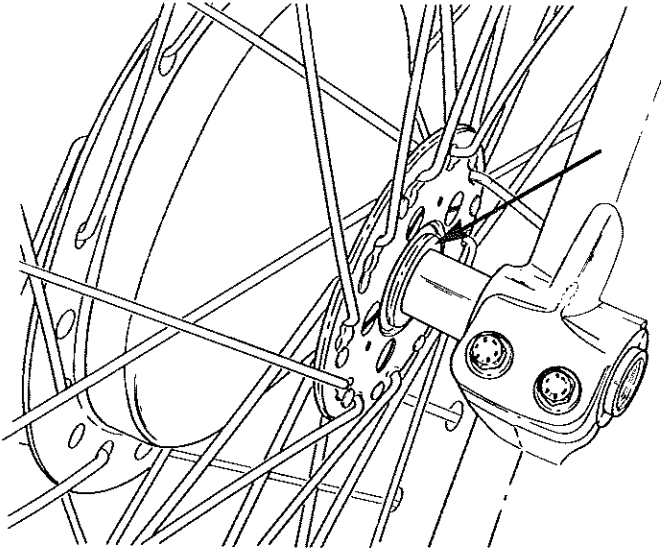
For a better fit, ensure that the retaining screws have 2 rubber washers behind the number plate.

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## FRONT WHEEL SPACER

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A small spacer has been added to the front wheel for a better assembly. It must always be placed between front wheel and clutch side fork leg.

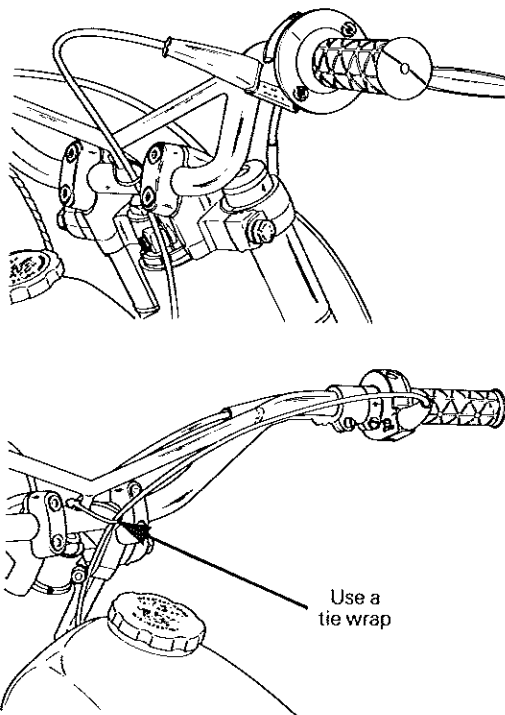


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## THROTTLE ASSEMBLY

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To provide throttle cable protection and safe operation it is recommended to position the throttle assembly as illustrated.



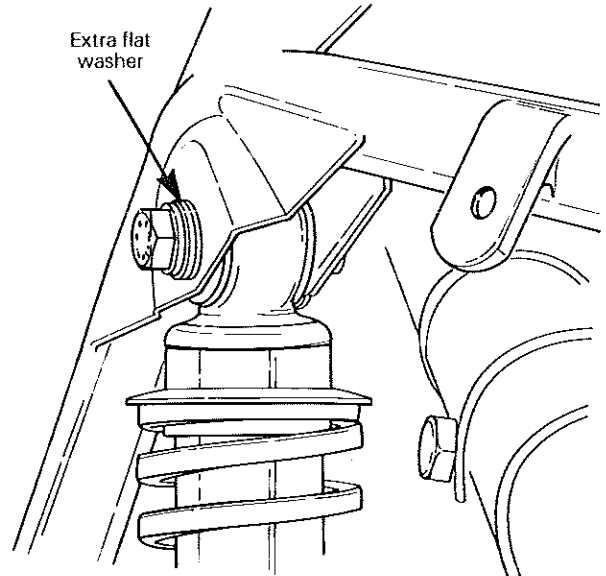
◆ **WARNING:** Ensure there is no oil or grease between the throttle body and handlebar. The rubber grip must not rub on the throttle body or the handlebar end.

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## SHOCK ABSORBER (LH SIDE)

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It is recommended to add an extra flat washer at the upper retaining screw, to provide a better clearance between exhaust pipe and upper screw.



○ **NOTE:** Use extra washer provided in bag kit.

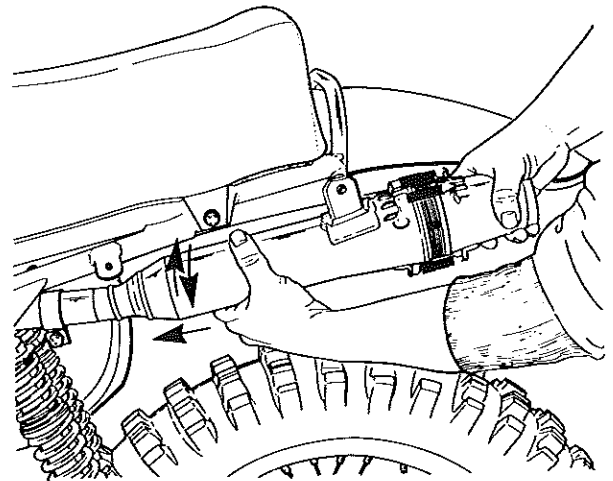
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## MUFFLER (250-370 MODELS)

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At assembly the muffler must be hand-slipped over the exhaust pipe.

▼ **CAUTION:** Do not use a hammer or heavy mallet to drive the muffler onto the exhaust pipe. Damage to the discs will occur, causing improper pressure in exhaust system and possible engine damage.

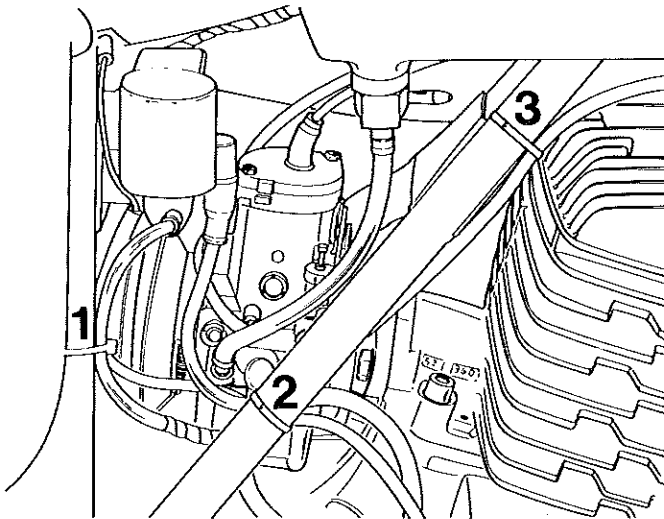


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## VENT TUBE & CABLES ROUTING (250-370 MODELS)

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To prevent the engine wiring harness from creeping down, ensure the harness and H.T. lead are secured at three places on the frame.



○ NOTE: The center tie wrap ② secures together the H.T. wire, the vent tubes and the engine wiring harness.

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# Service Bulletin

no. 78-5

Date: FEBRUARY 23rd 1978

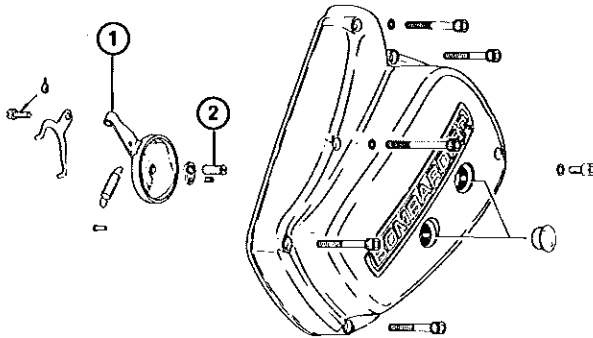
Serial nos: ALL (8840-8864-8884)

Subject: — CLUTCH CABLE INSTALLATION  
— CLUTCH COVER REMOVAL

Models: MX-4 125 / 250 / 370

## CLUTCH CABLE INSTALLATION

The following procedures will ease the installation of the lower end of clutch cable into the clutch cover lever ① (Cam ass'y).

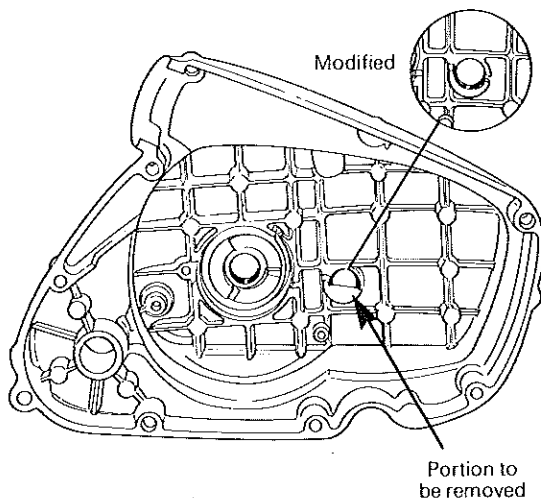


A) It is recommended to loosen the 4 mm set screw and to unscrew a few turns the 8 mm adjusting screw ②.

This should provide sufficient play to the lever ① (cam ass'y) to facilitate installation of lower cable nipple, using long nose pliers.

B) To obtain the easiest way to install clutch cable; the clutch cover can be modified.

Remove clutch cover and remove material behind clutch adjustment access hole as illustrated.

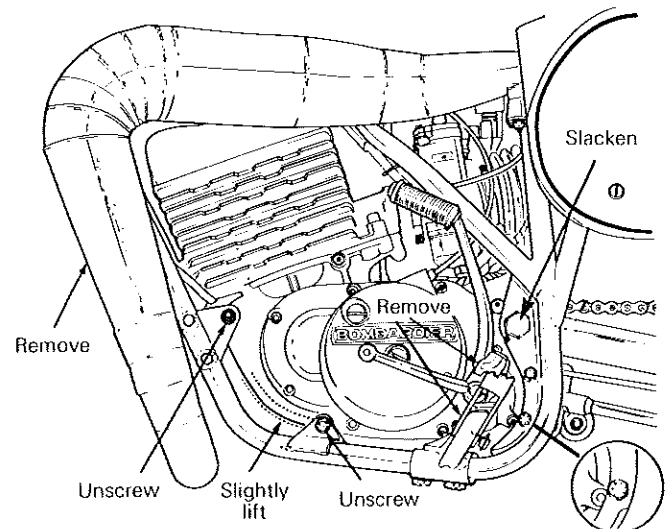


## CLUTCH COVER REMOVAL

Due to the new frame configuration it is necessary at the clutch cover removal to slightly lift the front of the engine to allow clutch cover to clear lower frame portion, near footrest.

Prior to removal, ensure to drain engine oil and to slacken swing arm bolt.

▼ CAUTION: Do not attempt to remove clutch cover without lifting engine. Severe damage can occur.



○ NOTE: Muffler must be removed to allow sufficient lifting at the front of the engine.

▼ CAUTION: At installation, ensure the kick starter oil seal lip is not flipped over by the kick starter shaft splines when pushing the clutch cover into place.

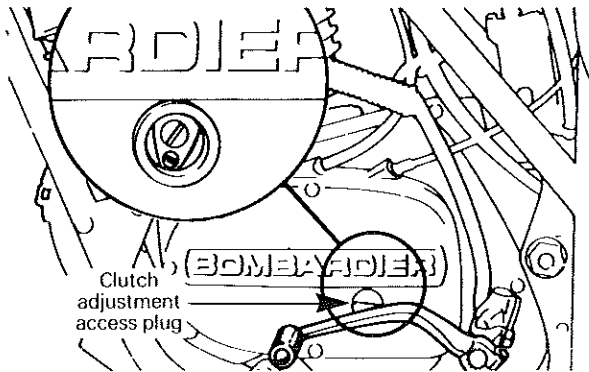
It is imperative to correctly re-adjust clutch when clutch cover has been removed or clutch cable has been changed. Proceed as follows:

Prior to the clutch adjustment, the clutch cable access plug must be screwed in, and the clutch lever operated a couple of times to seat the cable in place.

Loosen the clutch cable adjuster (at handlebar) to provide maximum slack.

Remove the clutch adjustment access plug and loosen the 4 mm screw.

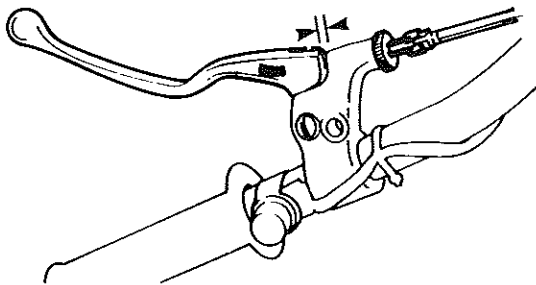
Turn the 8 mm clutch adjusting screw in and out to locate the point of contact with release bearing, then turn screw  $\frac{1}{4}$  turn out (counter-clockwise).



Carefully tighten the 4 mm set screw to lock the adjustment.

Replace the access plug.

Adjust the cable adjuster to provide 6-9 mm ( $\frac{1}{4}$  -  $\frac{3}{8}$  ") slack, between clutch lever and housing.



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