



# Warranty Bulletin

no. 78-1

**SAFETY**

**Date:** JUNE 22nd, 1978

**Subject:** STEERING STEM

**Serial nos:** 7854-000001 to  
7854-000251 inclusively

**Models:** MX-3 175 cm<sup>3</sup>

Under severe riding conditions, the steering stem on the above mentioned vehicles may be subject to failure, therefore the steering stem must be replaced on every vehicle.

**PART REQUIRED:**

1 steering stem 742 008 006

**PROCEED AS FOLLOWS**

With the motorcycle mounted on a stand (front wheel raised), remove the front wheel assembly, the front fender, the front number plate and the handlebar/top crown assembly.

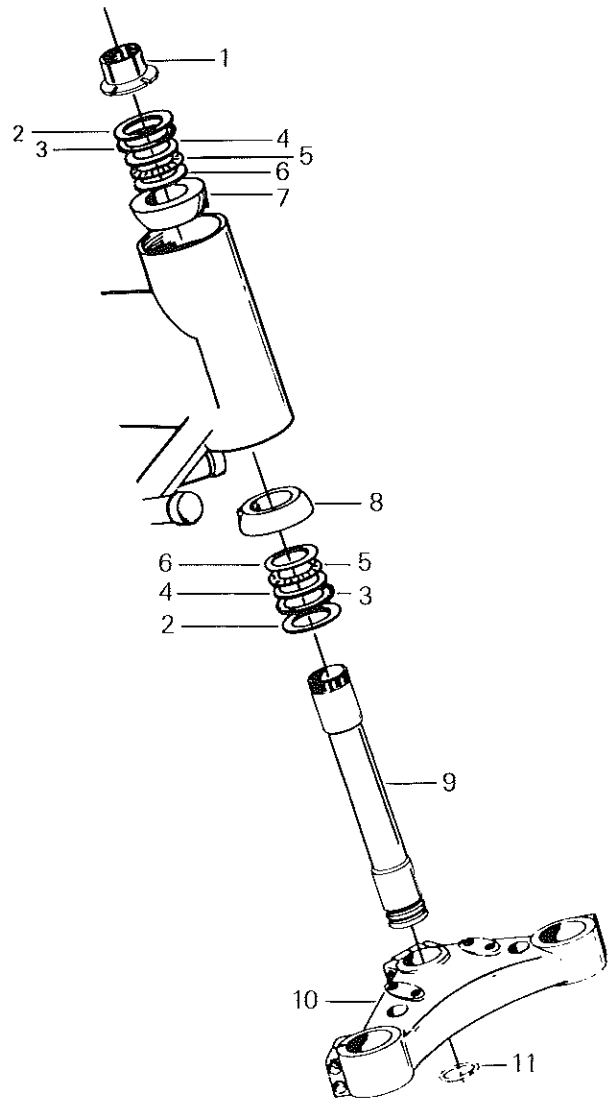
Unscrew the steering stem adjuster nut and disassemble the steering head.

With the steering head apart and the front fender removed, loosen the Allen screw retaining the steering stem to the lower crown.

Tap gently on the steering stem top portion to lower it through the triple clamp. Remove the circlip.

To re-install the new steering stem inverse the removal procedure, and torque the lower triple clamp retaining screw to 11 N•m (8 ft-lbs).

**NOTE:** At assembly, lightly grease the stem.

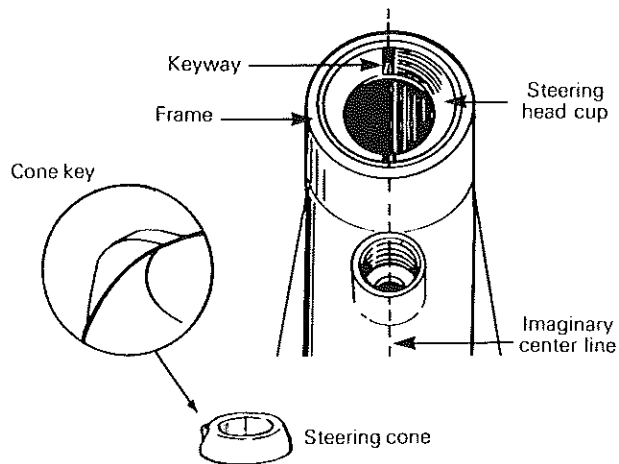


1. Adjuster stem nut
2. Steering cone cover
3. "O" ring 1 1/2" x 1 3/4" x 1/8"
4. Thrust washer
5. Thrust bearing
6. Thrust washer
7. Steering cone
8. Steering cone
9. Steering stem
10. Lower triple clamp
11. Circlip

When assembling the steering head, lubricate both needle bearings, thrust bearings and O' ring with lithium grease.

At assembly, coat the round surface of both cones 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.

Re-assemble the front fender, the handlebar/top crown and front number plate.

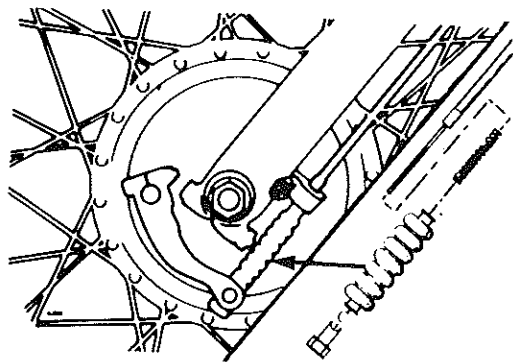
Apply Loctite no. 242 blue (medium strength) on the steering stem cap nut threads and torque to 135 N•m (100 ft-lbs).

Proceed as follows to re-assemble front wheel.

Position the spacer on the magneto side, and the brake plate on the other.

Position the wheel and insert the axle from the magneto side, slightly tighten axle nut making sure the left fork leg boss is in the backing plate channel.

Install the front brake cable.



Spin front wheel in forward rotation, apply brake and while holding brake on, torque axle nut to 34-80 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 fork legs before tightening axle pinch bolts.

Retorque axle pinch bolt to 20-27 N•m (15-20 ft-lbs).

**WARRANTY:** Complete a warranty campaign form, using campaign number 78-018. The replaced steering stem p/n 742 008 001 must be returned with the claim to your area distributor. The time allowed to perform this correction is 0.7 hr.

**IMPORTANT:** The registered owners of all above listed vehicles will be advised by registered mail.

**IMPORTANT:** For control a campaign claim must be submitted as soon as the modification is performed. Remember records are for your protection. This replacement is the subject of a security recall. Strict compliance is therefore required for your customers and your own protection.

**Date:** AUGUST 2nd, 1978

**Subject:** STEERING STEM

**Serial nos:** 7854-000001 to  
7854-000251 Inclusive

**Models:** MX-3 175 cm<sup>3</sup>

Under severe riding conditions, the steering stem on the above mentioned vehicles may be subject to failure, therefore the steering stem must be replaced on every vehicle.

**PART REQUIRED:**

1 steering stem 742 008 006

**PROCEED AS FOLLOWS**

With the motorcycle mounted on a stand (front wheel raised), remove the front wheel assembly, the front fender, the front number plate and the handlebar/top crown assembly.

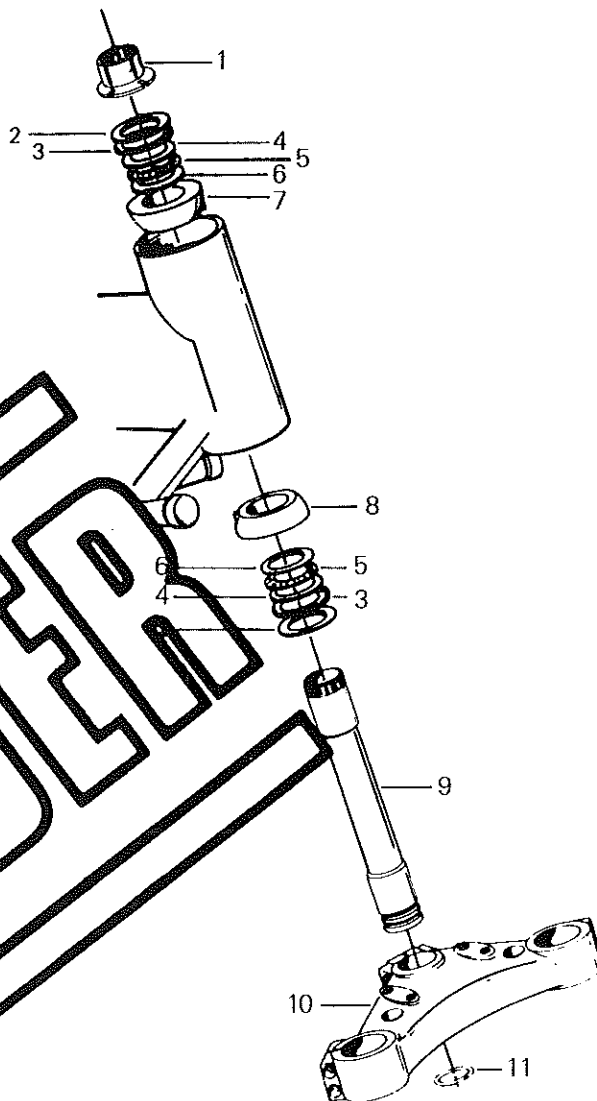
Unscrew the steering stem adjuster nut and disassemble the steering head.

With the steering head apart and the front fender removed, loosen the Allen screw retaining the steering stem to the lower crown.

Tap gently on the steering stem top portion to lower it through the triple clamp. Remove the circlip.

To re-install the new steering stem invert the removal procedure, and torque the lower triple clamp retaining screw to 11 N•m (8 ft-lbs).

NOTE: At assembly, lightly grease the stem.



1. Adjuster stem nut
2. Steering cone cover
3. "O" ring 1 1/2" x 1 3/4" x 1/8"
4. Thrust washer
5. Thrust bearing
6. Thrust washer
7. Steering cone
8. Steering cone
9. Steering stem
10. Lower triple clamp
11. Circlip

**Date:** AUGUST 2nd, 1978

**Subject:** STEERING STEM

**Serial nos:** 7854-000001 to  
7854-000251 inclusively

**Models:** MX-3 175 cm<sup>3</sup>

Under severe riding conditions, the steering stem on the above mentioned vehicles may be subject to failure, therefore the steering stem must be replaced on every vehicle.

**PART REQUIRED:**

1 steering stem 742 008 006

**PROCEED AS FOLLOWS**

With the motorcycle mounted on a stand (front wheel raised), remove the front wheel assembly, the front fender, the front number plate and the handlebar/top crown assembly.

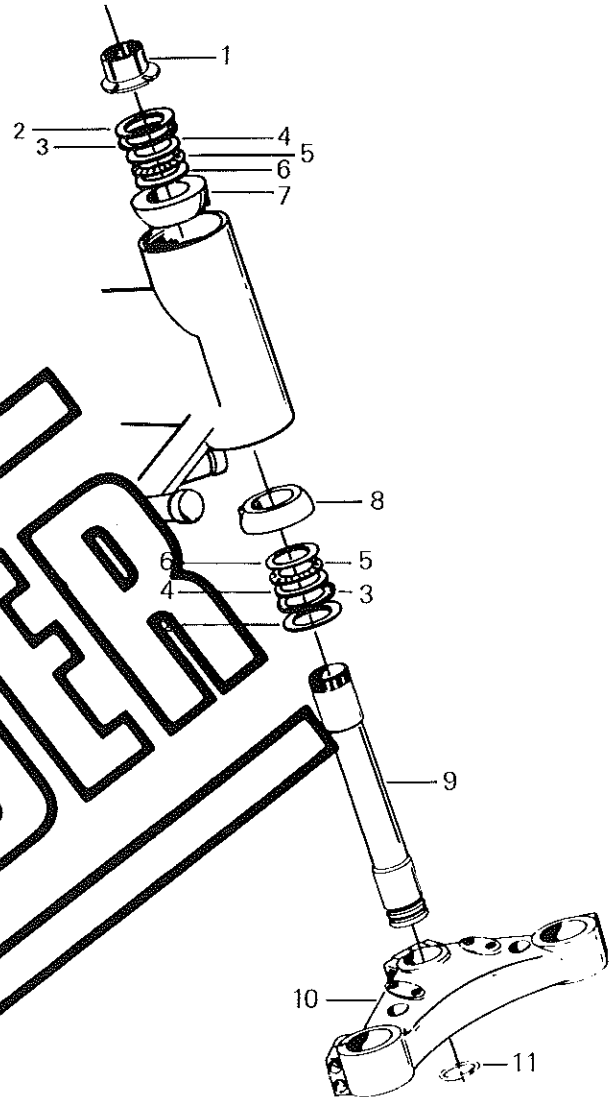
Unscrew the steering stem adjuster nut and disassemble the steering head.

With the steering head apart and the front fender removed, loosen the Allen screw retaining the steering stem to the lower crown.

Tap gently on the steering stem top portion to lower it through the triple clamp. Remove the circlip.

To re-install the new steering stem inverse the removal procedure, and torque the lower triple clamp retaining screw to 11 N•m (8 ft-lbs).

**NOTE:** At assembly, lightly grease the stem.

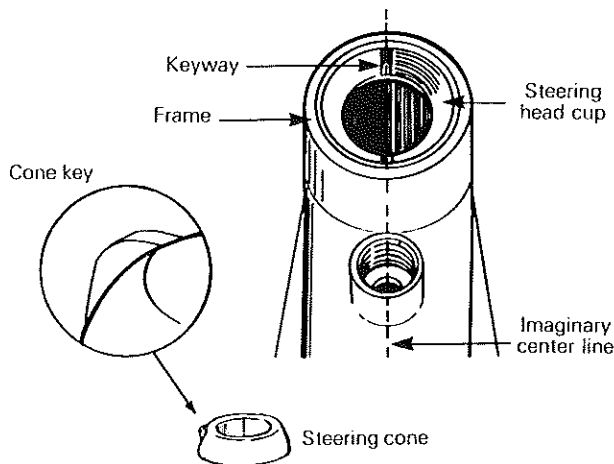


1. Adjuster stem nut
2. Steering cone cover
3. "O" ring 1 1/2" x 1 3/4" x 1/8"
4. Thrust washer
5. Thrust bearing
6. Thrust washer
7. Steering cone
8. Steering cone
9. Steering stem
10. Lower triple clamp
11. Circlip

When assembling the steering head, lubricate both needle bearings, thrust bearings and O' ring with lithium grease.

At assembly, coat the round surface of both cones 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.

Re-assemble the front fender, the handlebar/top crown and front number plate.

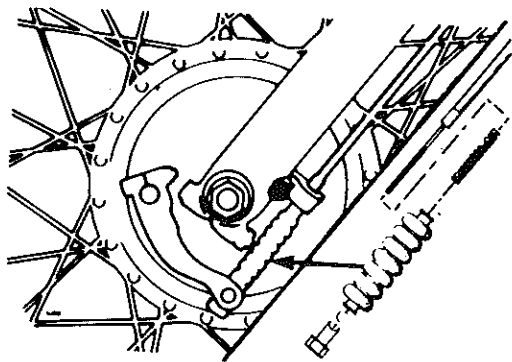
Apply Loctite no. 242 blue (medium strength) on the steering stem cap nut threads and torque to 135 N•m (100 ft-lbs).

Proceed as follows to re-assemble front wheel.

Position the spacer on the magneto side, and the brake plate on the other.

Position the wheel and insert the axle from the magneto side, slightly tighten axle nut making sure the left fork leg boss is in the backing plate channel.

Install the front brake cable.



Spin front wheel in forward rotation, apply brake and while holding brake on, torque axle nut to 34-80 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 fork legs before tightening axle pinch bolts.

Retorque axle pinch bolt to 20-27 N•m (15-20 ft-lbs).

**WARRANTY:** Complete a warranty campaign form, using campaign number 78-018. The replaced steering stem p/n 742 008 001 must be returned with the claim to your area distributor. The time allowed to perform this correction is 0.7 hr.

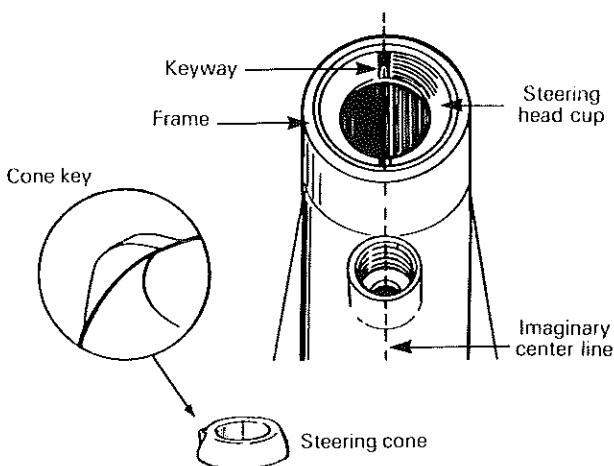
**IMPORTANT:** The registered owners of all above listed vehicles will be advised by registered mail.

**IMPORTANT:** For control a campaign claim must be submitted as soon as the modification is performed. Remember records are for your protection. This replacement is the subject of a security recall. Strict compliance is therefore required for your customers and your own protection.

When assembling the steering head, lubricate both needle bearings, thrust bearings and O' ring with lithium grease.

At assembly, coat the round surface of both cones 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.

Re-assemble the front fender, the handlebar/top crown and front number plate.

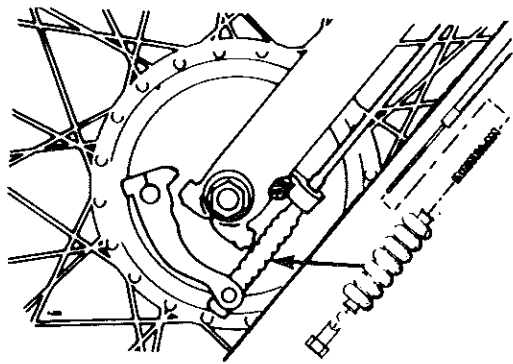
Apply Loctite no. 242 blue (medium strength) on the steering stem cap nut threads and torque to 135 N•m (100 ft-lbs).

Proceed as follows to re-assemble front wheel.

Position the spacer on the magneto side, and the brake plate on the other.

Position the wheel and insert the axle from the magneto side, slightly tighten axle nut making sure the left fork leg boss is in the backing plate channel.

Install the front brake cable.



Spin front wheel in forward rotation, apply brake and while holding brake on, torque axle nut to 34-80 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 fork legs before tightening axle pinch bolts.

Retorque axle pinch bolt to 20-27 N•m (15-20 ft-lbs).

**WARRANTY:** Complete a warranty campaign form, using campaign number 78-018. The replaced steering stem p/n 742 008 001 must be returned with the claim to your area distributor. The time allowed to perform this correction is 0.7 hr.

**IMPORTANT:** The registered owners of all above listed vehicles will be advised by registered mail.

**IMPORTANT:** For control a campaign claim must be submitted as soon as the modification is performed. Remember records are for your protection. This replacement is the subject of a security recall. Strict compliance is therefore required for your customers and your own protection.