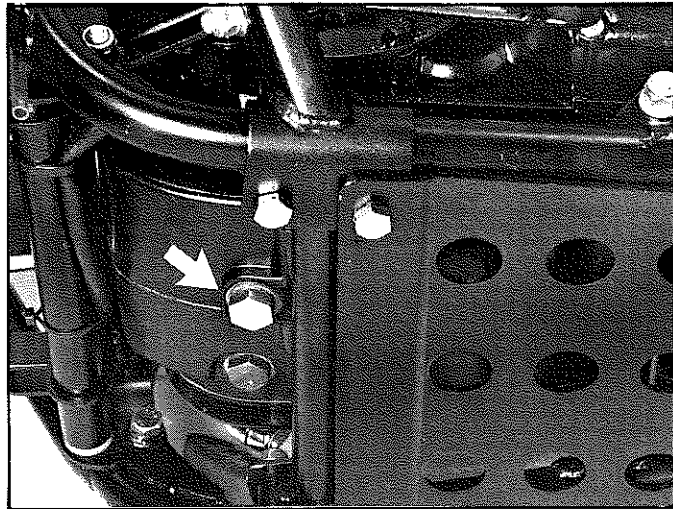


TRANSMISSION OIL CHANGE

1. Remove the drain plug and completely drain oil.
2. Replace the drain plug.

NOTE: Do not cross-thread or overtighten.



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3. Remove the filler/vent plug and refill the transmission with approximately 1200cc of SAE 80 gear oil until oil reaches level orifice.

NOTE: Hold motorcycle upright to check oil level.

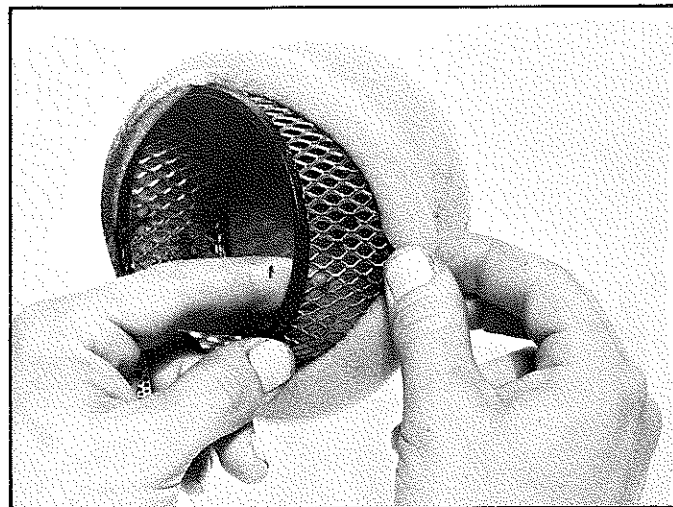
4. Replace the level plug, the filler/vent plug and the vent tube.



AIR FILTER CLEANING

PROCEDURE

1. Remove the seat. Clean the area around the filter.
2. Remove air filter. Do not allow dirt or dust to fall into the air box opening.
3. Separate the foam from the filter screen.

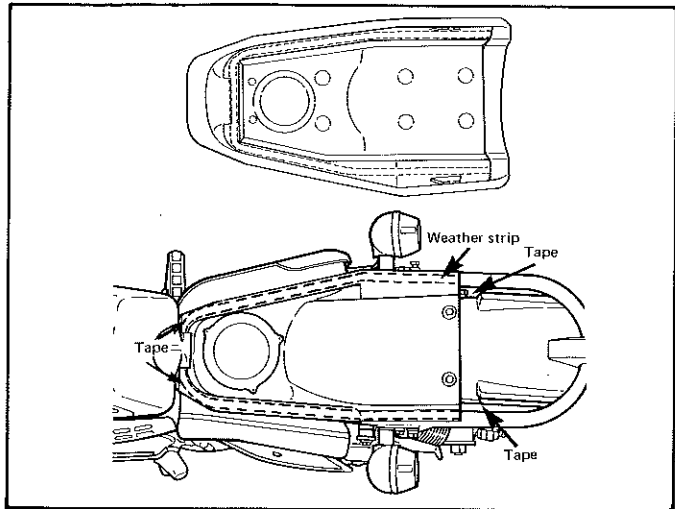


11. Fit the screen into the foam element and install the filter.

12. Install some foam (strip 1/4") around the bottom of seat on three sides to prevent air from entering through front or sides of seat. The air intake must only be from rear, between seat and fender.

NOTE: If dust or dirt is thought to have entered the engine, listen for piston noise or measure the clearance between piston and cylinder. Make sure that clearance is within specifications.

13. Install some tape between fender and frame rail to prevent water thrown by the rear wheel from entering filter area.



FUEL & OIL FILTER SERVICING

Dirty filters may restrict fuel or oil supply thereby causing adverse engine conditions.

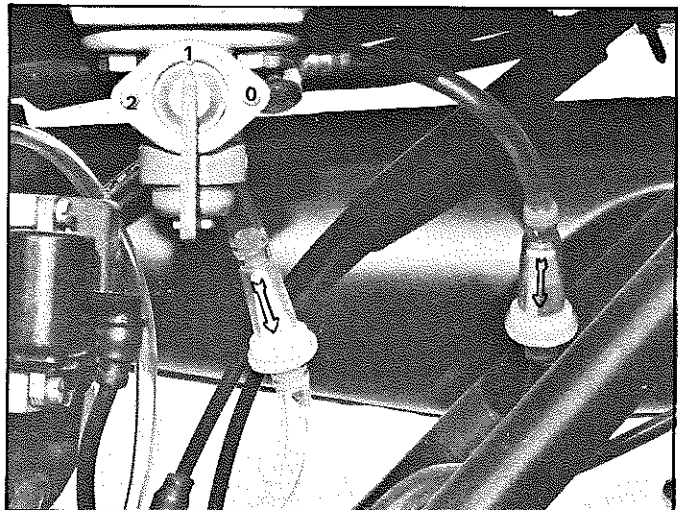
1. Carefully remove the filters from the plastic hoses and flush them with solvent in the reverse direction of flow (see arrow on filter). If filters cannot be cleaned, they must be replaced.

NOTE: Fuel control valve must be at "O" (OFF) position.

Plug oil supply hose to prevent loss of oil.

Handle filters with caution to prevent damage.

2. Replace the filters in proper flow direction.

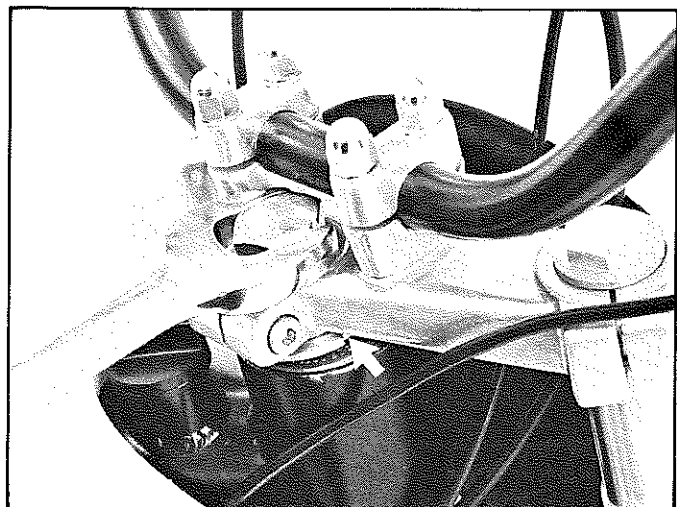


STEERING STEM BEARING ADJUSTMENT

1. Loosen the stem top nut and the 5 Allen head screws retaining the upper crown.

2. Tighten the adjuster nut (see arrow) until steering becomes snug, not tight.

3. Tap upper crown down against adjuster nut then tighten top nut and the 5 clamp screws.



IGNITION TIMING

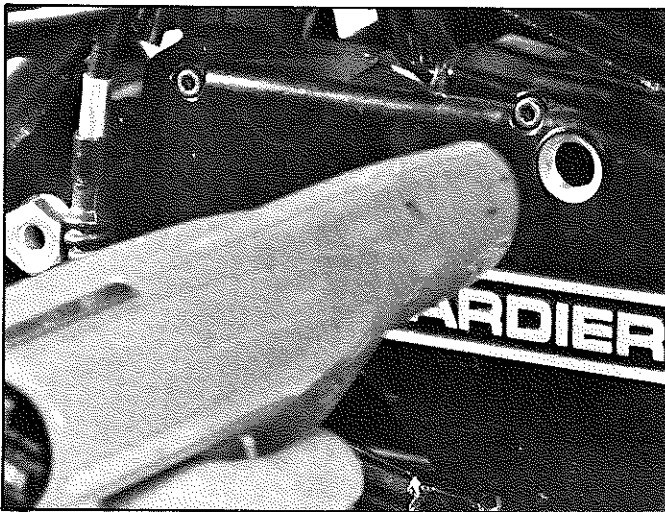
NOTE: Only stroboscopic timing lights utilizing a capacitor or inductive pick-up can be used to indicate correct spark setting without disturbing the electronic equilibrium of the ignition circuit.

Examples of suitable timing lights:

Sun PTL 45

Snap-on Mt 215B

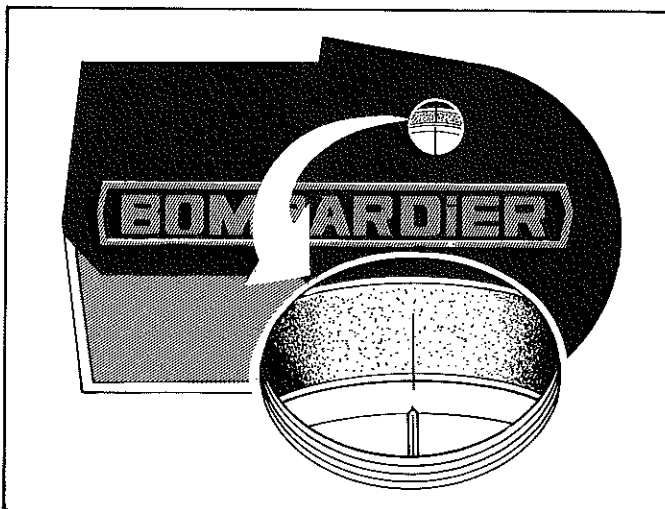
Bosch EFAW 169A



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

2. Start the engine and allow it to warm up.

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



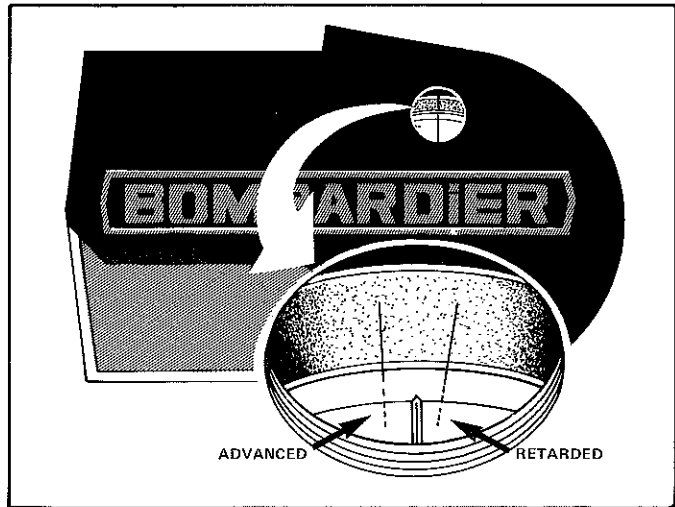
3. Holding the engine at a steady 7000 R.P.M., point the timing light beam straight into the inspection hole. If the timing is correct, the timing marks will align as shown.

NOTE: Use a tachometer for accuracy.

4. If the timing is not correct:
 - a) Note if advanced or retarded and mark the amount of misalignment. (see dotted line).
 - b) Stop engine.
 - c) Remove magneto cover.

NOTE: Do not lose the 3 locating dowels.

- d) Loosen the 2 Allen screws.
 - e) Move the stator plate in the advance or retard direction to correct the misalignment.
 - f) Tighten the 2 Allen screws.
5. Replace the magneto cover, start engine, and at 7000 R.P.M., recheck the timing mark alignment.
6. Repeat this procedure until timing marks are perfectly aligned at 7000 R.P.M.



INSPECTION OF ELECTRICAL COMPONENTS

Check all electrical equipment.

1. Headlamp (Hi & Lo)
2. Taillamp
3. Stoplamp
4. Turn signal (left & right, front & rear)
5. Horn
6. Indicator lamps.

HEADLAMP

Adjust headlamp aim as per your State/Province legislation:

Canadian model: Loosen both reflector nuts, position the headlamp housing to obtain desired aim and retighten nuts.

U.S. Model: Loosen both side reflector nuts, position the headlamp housing to obtain desired height of aim and retighten nuts. Make the final adjustment with the adjusting screw located in front of the headlamp housing.

NOTE: Make sure the side reflectors have their locating boss (back of reflectors) in a vertical axis.

