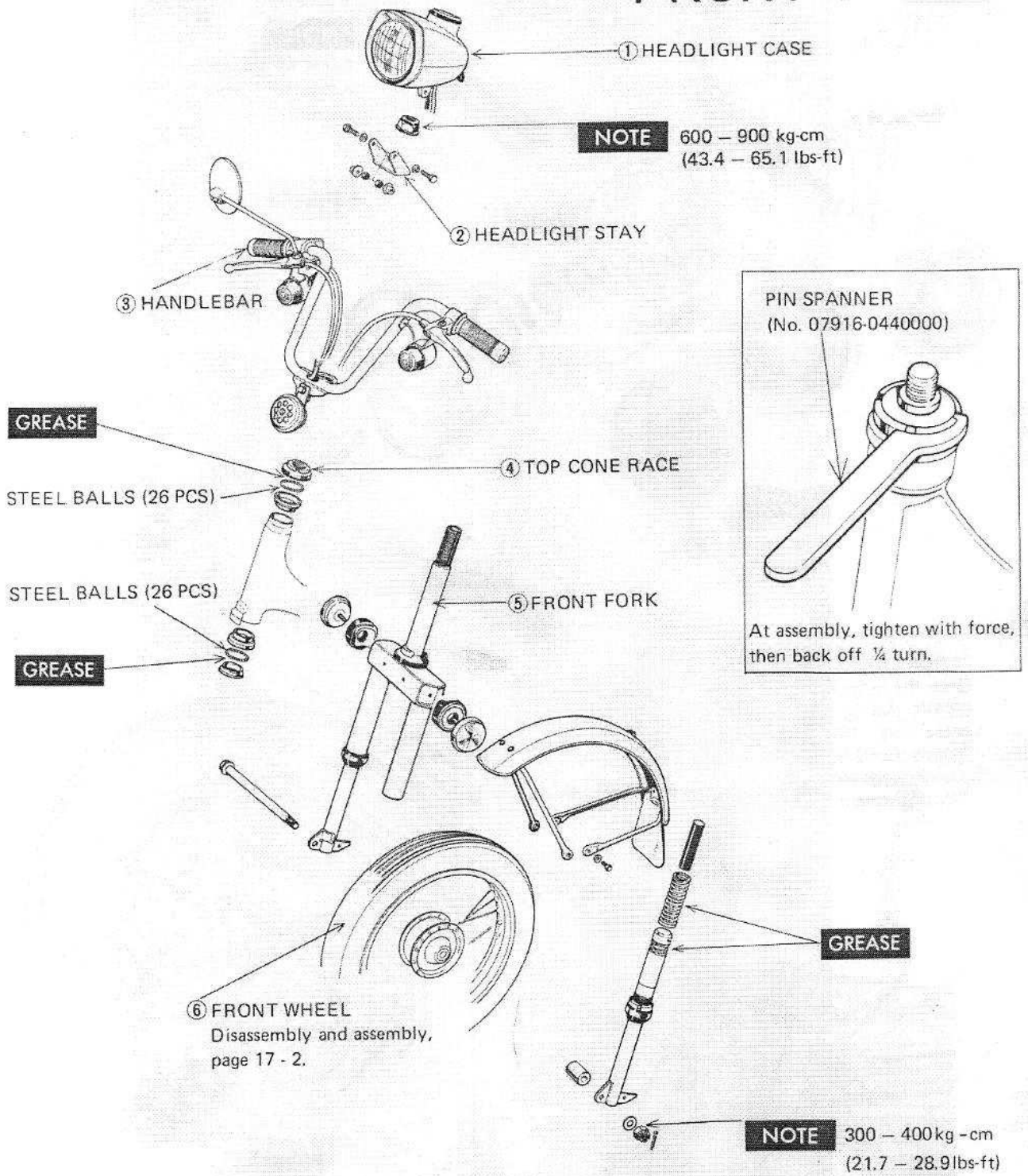
17 Frame
HANDLEBAR/ FRONT FORK/ FRONT WHEEL



■ BALL RACE DISASSEMBLY AND ASSEMBLY, PAGE 17 - 3.

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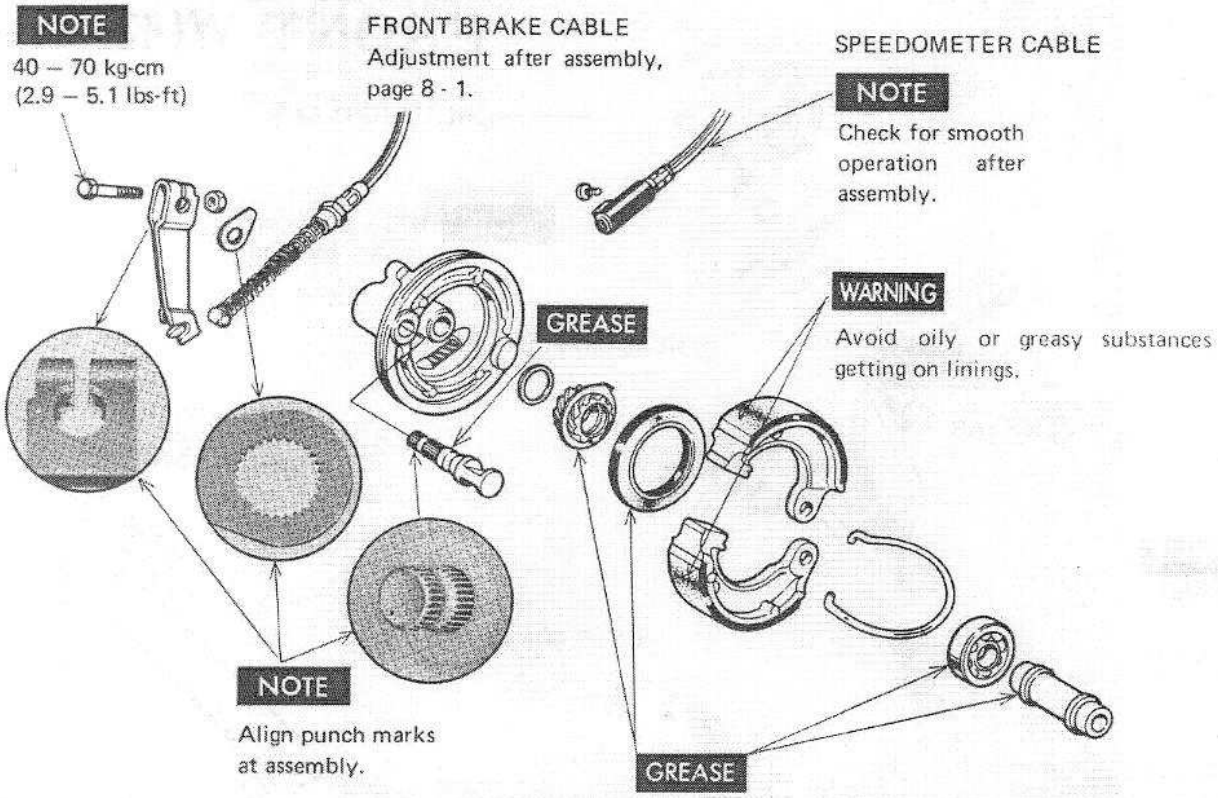
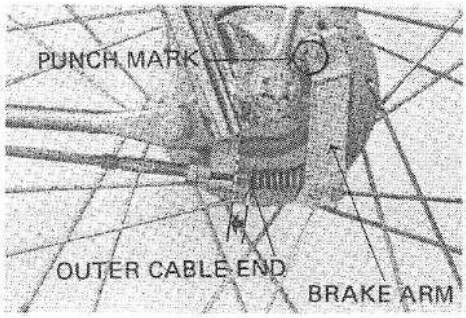
(FRONT WHEEL DISASSEMBLY/ASSEMBLY)

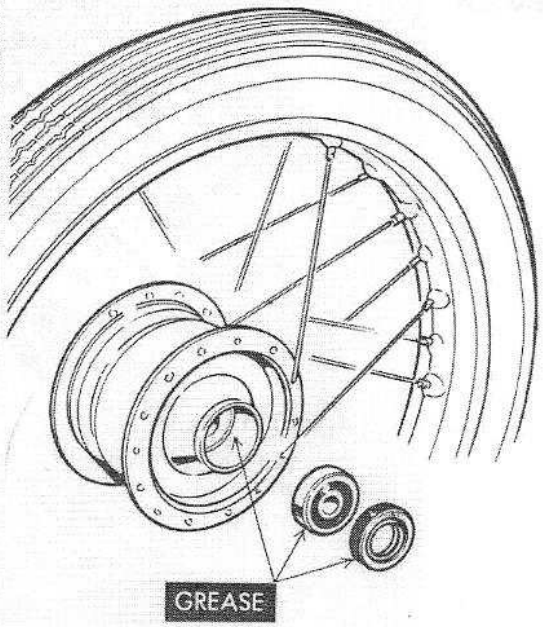


〈 FRONT BRAKE ARM READJUSTMENT 〉

Once the outer cable end reaches the point shown in the picture due to shoe wearing after adjusting the front brake lever free play, reset the brake arm position (punch mark) by turning the brake arm by one serration counterclockwise.

This adjustment is only enough with one time resetting.





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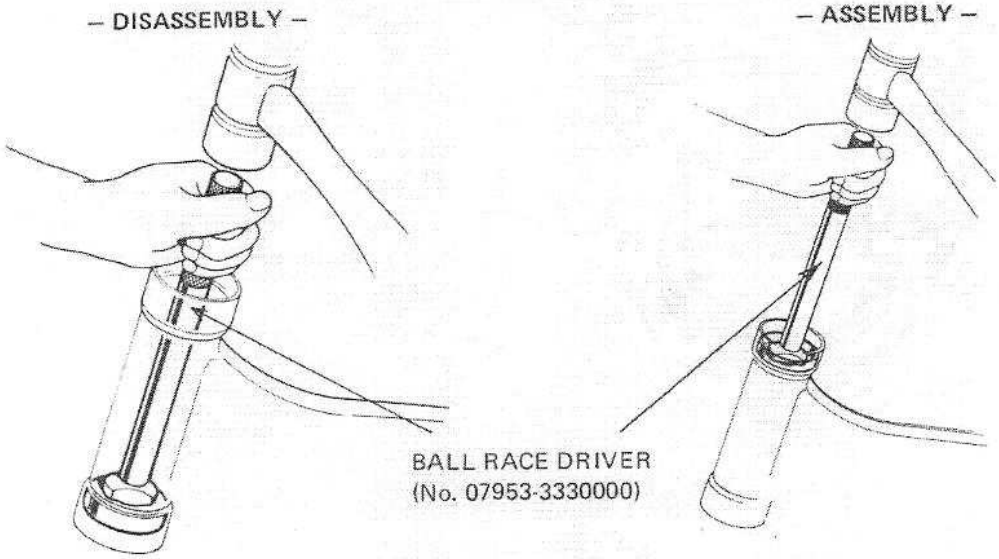
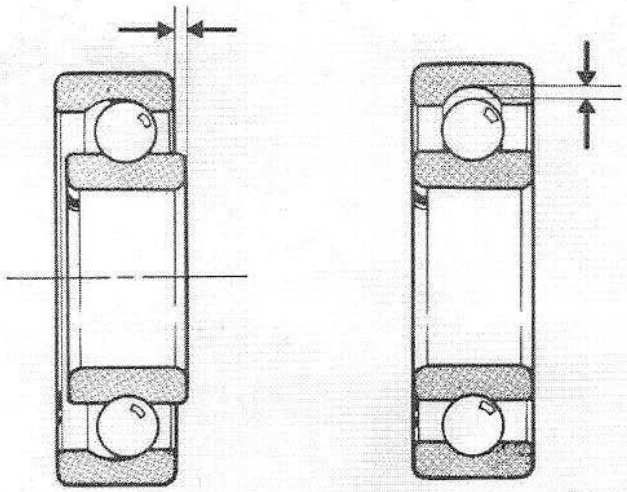
(BALL RACE DISASSEMBLY/ASSEMBLY)



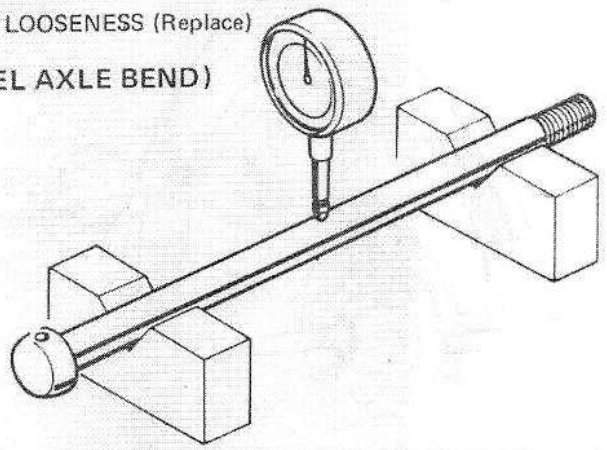
(CHECKING BALL BEARING LOOSENESS)



EXCESSIVE LOOSENESS (Replace)

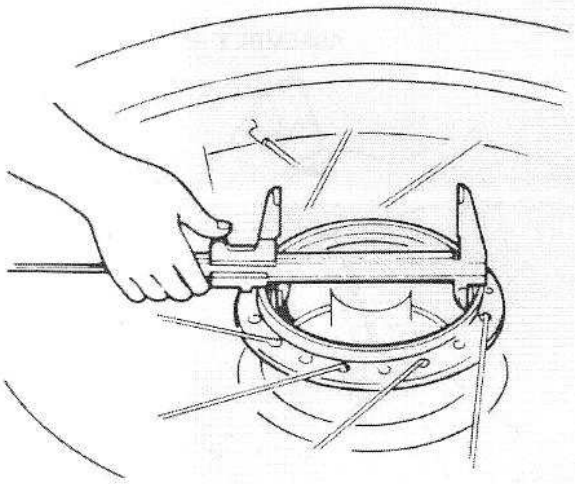
EXCESSIVE LOOSENESS (Replace)

(CHECKING FRONT WHEEL AXLE BEND)



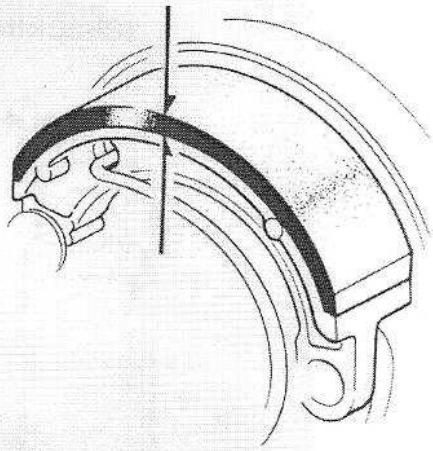
0.05mm (0.0020 in.) MAX.
Service Limit: 0.1mm (0.0039 in.)

(WHEEL HUB I.D.)



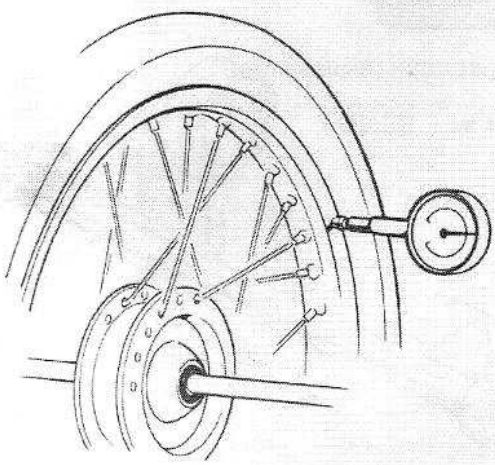
80.0 – 80.2mm (3.150–3.158 in.)
Service Limit: 81.0mm (3.189 in.)

(BRAKE LINING THICKNESS)



3.5mm (0.138 in.)
Service Limit: 2.0mm (0.079 in.)

(FRONT WHEEL WOBBLE)



0.05mm (0.0020 in.) MAX.
Service Limit: 2.0mm (0.079 in.)

NOTE

Check for damage or nails embeded in the tire treads.

– SPOKE LOOSENESS –

Retighten or reapair as necessary.

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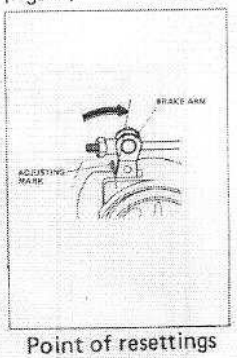
REAR WHEEL/ REAR BRAKE

(fig. D)

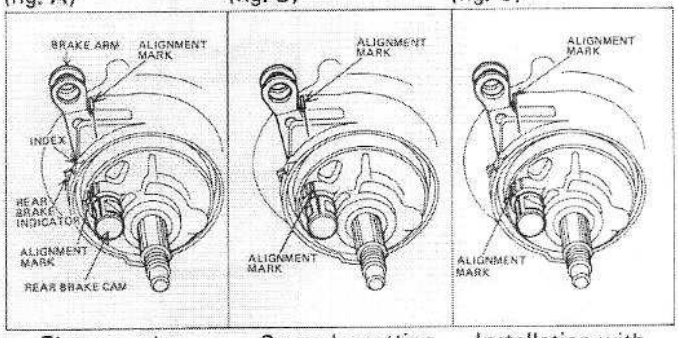


Point of resettings

REAR BRAKE ARM RESETTINGS

Before arrow on rear brake indicator aligns to index on L crankcase, brake arm resetting is necessary two times according to shoe wearing.

(fig. A) (fig. B) (fig. C)



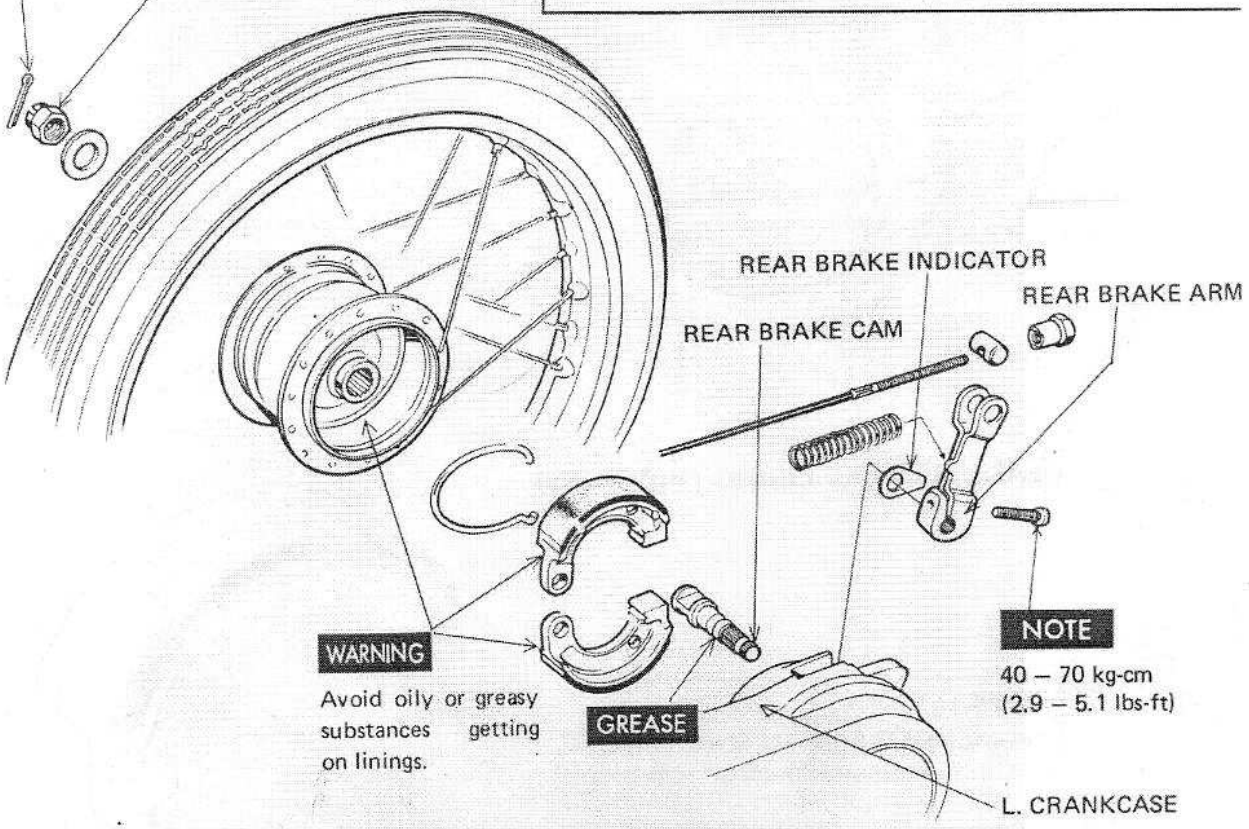
First resetting Second resetting Installation with new shoe

If the brake arm reaches the point shown in (fig. D), when brake lever is adjusted with adjusting nut, reset arm in accordance with (fig. A).
And under the same condition, if arm is in the same again, reset like (fig. B).
When installing new shoe, follow with (fig. C).

NOTE
Replace new when disassembled.

NOTE
400 – 500 kg-cm
(28.9 – 36.2 lbs-ft)

REAR WHEEL



■ PAGES 8 - 1 AND 8 - 2 FOR REAR BRAKE CABLE ADJUSTMENT AFTER ASSEMBLING.

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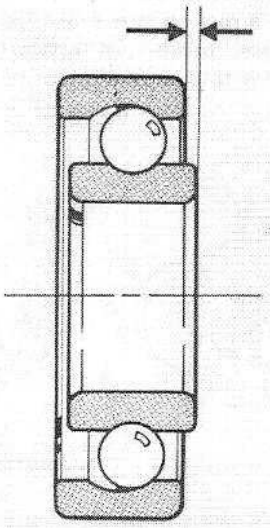
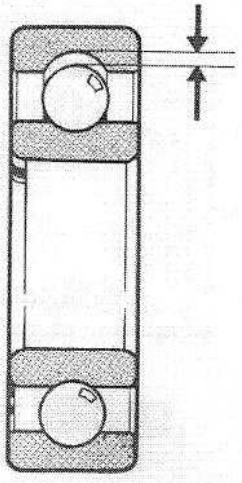
(CHECKING BALL BEARING LOOSENESS)

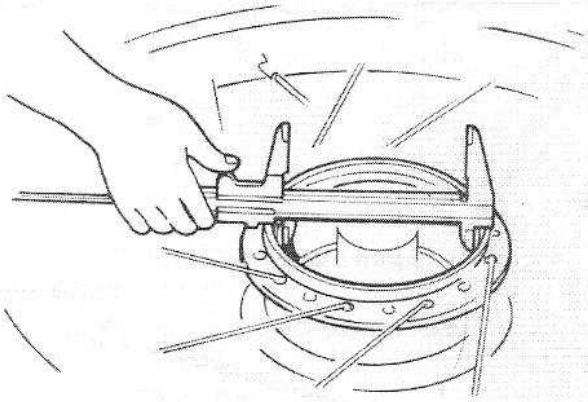


UNUSUAL LOOSENESS (Replace)



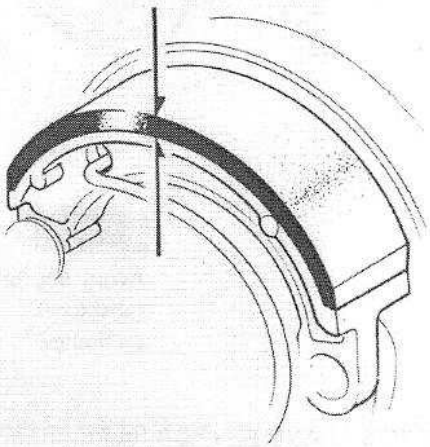
UNUSUAL LOOSENESS (Replace)

(MEASURE WHEEL HUB I.D.)



80.0 – 80.2mm (3.150 – 3.158 in.)
Service Limit: 81.0mm (3.189 in.)

(MEASURE BRAKE LINING THICKNESS)



3.5mm (0.138 in.)
Service Limit: 2.0mm (0.079 in.)

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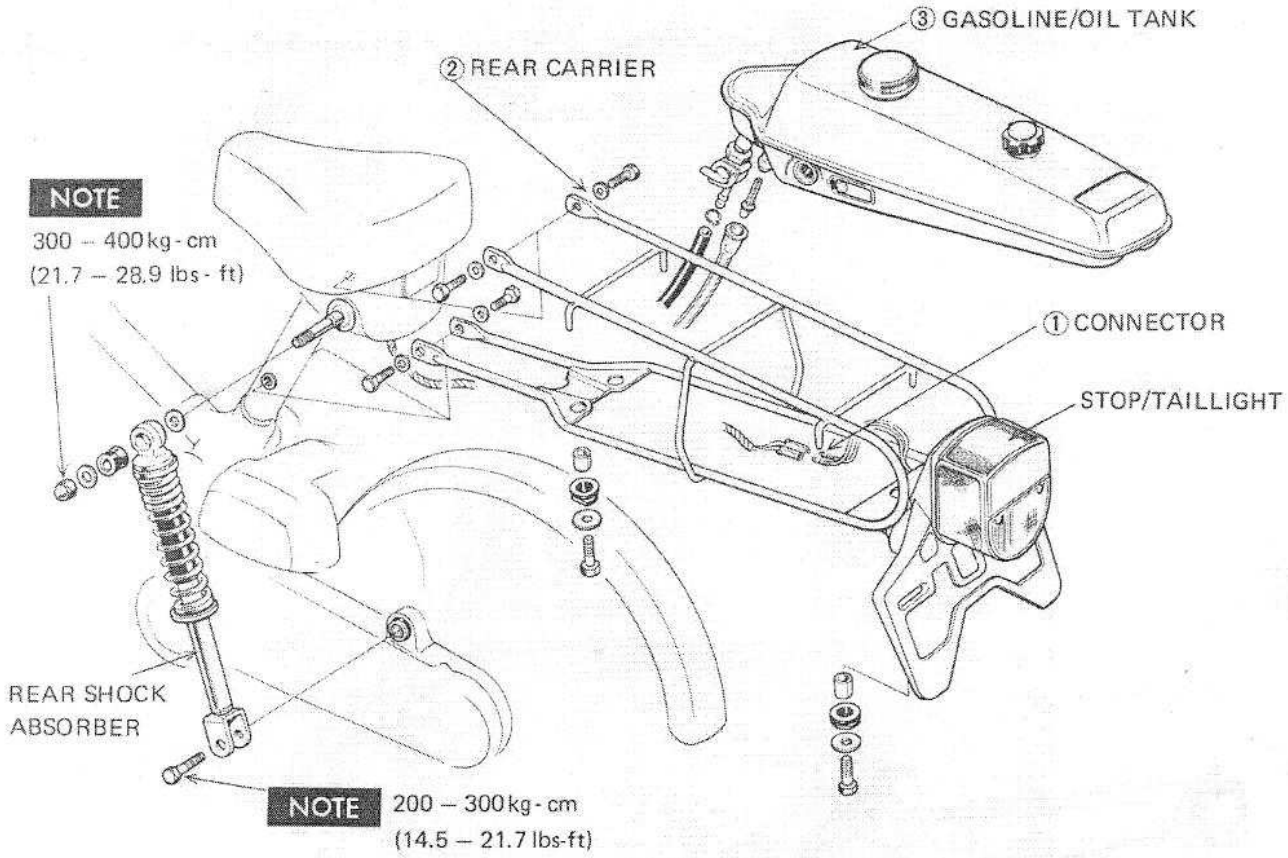
REAR SHOCK ABSORBER/ FUELTANK



(REAR SHOCK ABSORBER DISASSEMBLY)