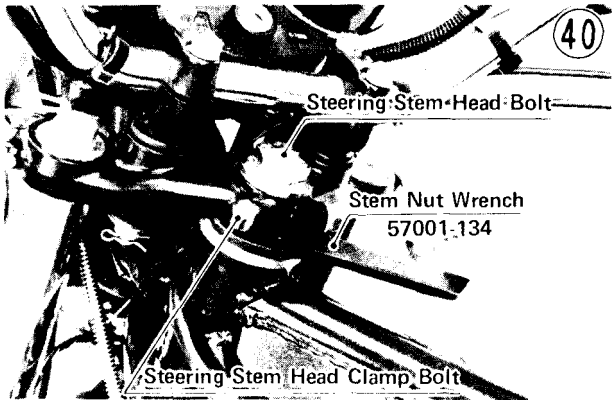
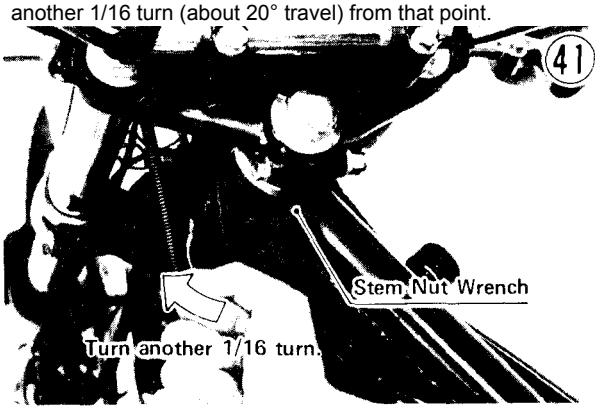
20 ADJUSTMENT

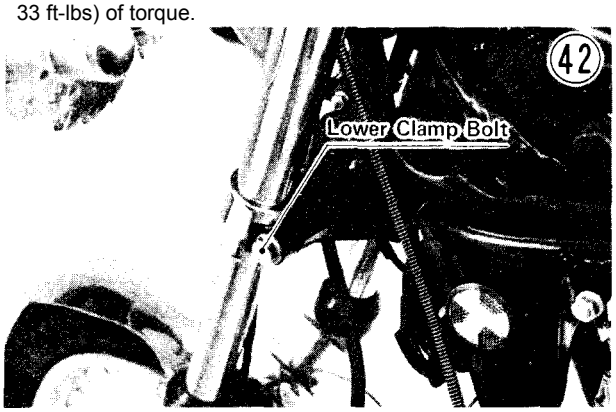
•Loosen the steering stem head bolt, clamp bolt, and steering stem locknut using the stem nut wrench (special tool).



•Tighten first the stem locknut lightly by turning until it suddenly becomes hard to turn, and then make it another 1/16 turn (about 20° travel) from that point.



•Tighten down the steering stem head bolt with 4~5 kg-m (29-36 ft-lbs) of torque.
•Tighten the steering stem head clamp bolt with 1.6~ 2.2 kg-m (11,5-16.0 ft-lbs) of torque.
•Loosen the lower clamp bolts (2) on left and right shock absorbers to let the tubes reseat themselves, and then tighten the bolts with 3.4 ~ 4.6 kg-m (25 ~ 33 ft-lbs) of torque.



•Check the steering again. If the steering is too tight or too loose in spite of correct adjustment, Inspect the steering stem parts according the maintenence part (Pg. 163).

•Remount the fuel tank (Pg. 32).

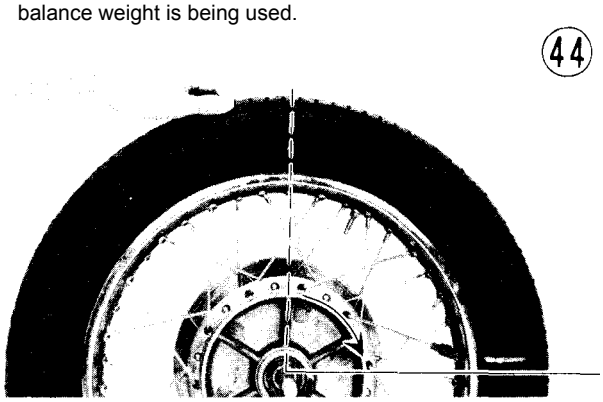
WHEEL BALANCE

To improve stability and decrease vibration at high speed, the front and rear wheels must be kept balanced.

Check and balance the wheels when required, or when a tire is replaced with a new one:

•Remove the wheel (Pgs. 79, 87).
•Check that all the spokes are tightened evenly and the rim runout is within the service limit (Pg. 154).
•Suspend the wheel so that it can be spun freely.
•Spin the wheel lightly, and mark the spoke at the top when the wheel stops.
•Repeat this procedure several times. If the wheel stops of its own accord in various positions, it is well balanced.
•However, if the wheel always stops in one position, attach a balance weight loosely to the marked spoke.

•Rotate the wheel 1/4 turn, and see whether or not the wheel stops in this position. If it does, the correct balance weight is being used.



•If the wheel rotates and the weight goes up, replace the weight with the next heavier size. If the wheel rotates and the weight goes down, replace the weight with the next lighter size. Repeat these steps until the wheel remains at rest after being rotated 1/4 turn.
•Rotate the wheel another 14 turn and then another 1/4 turn to see if the wheel is correctly balanced.
•Repeat the entire procedure as many times as necessary to achieve correct wheel balance, and then clamp on the balance weights firmly using pliers.

•Mount the wheel back onto the motorcycle (Pg. 80, 87).