

94 DISASSEMBLY

- Pry the other side of the tire onto the rim, starting at the side opposite the valve. Take care not to insert the tire irons so deeply that the tube gets damaged.
- Check that the tube is not pinched between the tire and rim, and then inflate to the specified pressure (Pg.153).
- Tighten the bead protector and valve stem nuts, and put on the valve cap.
- Balance the wheel (Pg. 20).
- Mount the wheel on the motorcycle (Pg. 80 or 87).
- Adjust the drive chain (Pg. 17), if the rear wheel was removed.

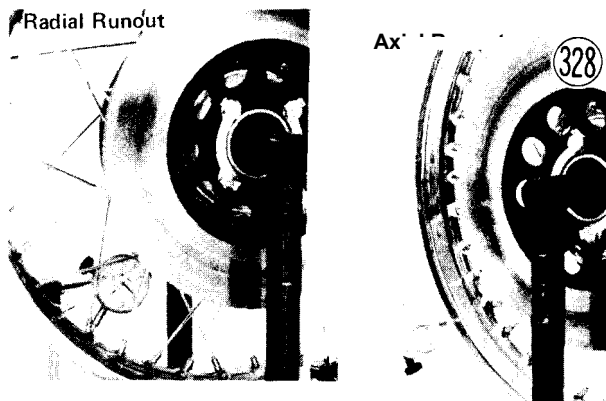
RIM

Removal:

- Remove the wheel from the motorcycle (Pg. 79 or 87).
- Take the tire and tube off the rim (Pg. 93).
- Remove the bead protectors (only on the rear wheel) and the rubber band.
- Tape or wire all the spoke intersections so that the spokes don't get mixed up, and unscrew the nipples from all the spokes with a screwdriver.

Installation:

- Fit all the spokes through the holes, and screw all the nipples onto the spokes tightening them partially.
- Suspend the wheel by the axle, and setup a dial gauge to measure rim runout. Fix the axle in place if necessary to prevent horizontal movement.



- Tighten the spokes evenly so that the radial (out from the axle) runout is less than 0.8 mm and the axial (side to side) runout is less than 0.5 mm.
- Make sure that the spokes are tightened evenly. Standard torque is 0.20~0.40 kg-m (17-35 in-lbs).
- Mount the tube and tire (Pg. 93).
- Balance the wheel (Pg. 20).
- Mount the wheel on the motorcycle (Pg. 80 or 87).
- Adjust the drive chain (Pg. 17), if the rear wheel was removed.

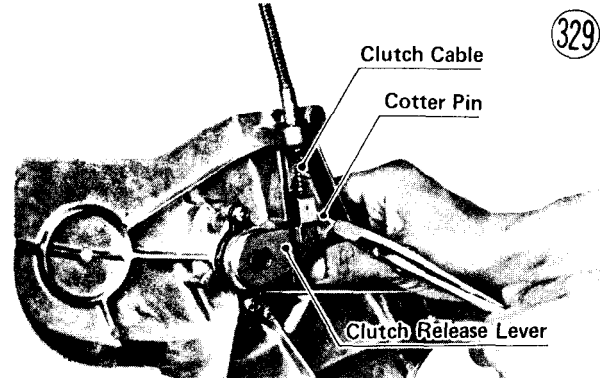
SPOKE (breakage replacement)

- Reduce the tire air pressure by a small amount.
- Insert the new spoke through the hub, and bend it to meet the nipple.
- Tighten with a spoke wrench. Standard torque is 0.20-0.40 kg-m (17-35 in-lbs).
- Inflate the tire to standard pressure (Pg. 153).

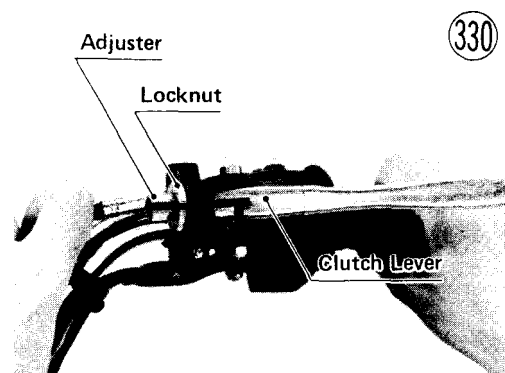
CLUTCH CABLE

Removal:

- Remove the left foot peg mounting nuts (2) and washers (2), and take off the left foot peg.
- Remove the shift pedal bolt, and take off the shift pedal.
- Remove the engine sprocket cover bolts (4), and pull the cover free from the crankcase.
- Remove the cotter pin, and disconnect the tip of the clutch cable from the clutch release lever.



- Loosen the lock nut on the clutch lever, and screw in the adjuster.
- Line up the slots in the clutch lever, locknut, and adjuster and free the cable from the lever.
- Pull the cable free from the motorcycle.



Installation:

- NOTE:** Before installing the clutch cable, lubricate it.
- Run the upper end of the cable between the left shock absorber and the head pipe, through the guide at the left of the stem head, and to the clutch lever.