Table 84 Tires, Air Pressure (measured when cold)

	Air pressure		Size	Make, Type
Fro	2.00 kg/cm^2 (28 psi)		3.25H19 4PR	BRIDGESTONE SUPER SPEED-21R1
REA	up to 97.5 kg	2,25 kg/cm^2 (32 psi)	4.00H18 4PR	BRIDGESTONE SUPER SPEED-21R2
	over 97.5kg	2,50 kg/cm^2 (36 psi)		

Table 85 Tire Tread Depth

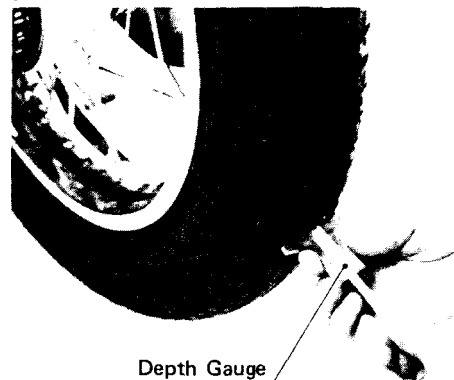| Tire	Standard	Service Limit	
		Normal Speed	over 130 kph
Front	3.4 mm	1 mm	1 mm
Rear	6.7 mm	2 mm	3 mm

Bead protectors are provided on the rear wheel to keep the tire from slipping on the rim and damaging the tube when extreme braking or driving forces are applied.

Tire wear, damage

Tires must not be used if they are getting bald, or if they are cut or otherwise damaged. As the tire tread wears down, the tire becomes more susceptible to puncture and failure. 90% of tire failures occur during the last 10% of tire life.

Visually inspect the tire for cracks and cuts, replacing the tire in case of bad damage. Remove any imbedded stones or other foreign particles from the tread. Swelling or high spots indicate internal damage, requiring tire replacement unless the damage to the fabric is very minor.

Measure the depth of the tread with a depth gauge, and replace the tire if tread depth is less than the service limit.

Depth Gauge

RIM AND **SPOKES**

The rim of each wheel is made of steel and is connected to the hub by the spokes. A rim band around the outside center of the rim keeps the tube from coming into direct contact with the rim and the spoke nipples.

The spokes are connected to the hub at tangents and in different directions so that different spokes bear the brunt of the load under different conditions. With the spokes doing specialized work, the Strength of the spokes can be used more effectively.

When the motorcycle is at rest (Fig. 506A), the spokes above the axle are stretched and tense, while the spokes below the axle are slightly loose and do not provide support. During acceleration (B), the spokes running to the hub in the direction of rotation are stretched, while during deceleration or braking (C), the spokes running to the hub opposite to the direction of rotation are the ones that are stretched. In both cases B and **C,** the spokes that are not stretched (omitted from the diagram) are slightly loose and do not provide support. A damping of road shock is achieved by flexing of the spokes since they are arranged in this cross pattern instead of running straight from the hub to the rim.

Since the spokes must withstand this repeated stress, it is important to take sufficient care that the spokes are not allowed to loosen and that they are tightened evenly. Loose or unevenly tightened spokes cause the rim to warp, increase the possibility of spoke breakage, and hasten nipple and spoke metal fatigue.

NOTE: The rim size shown in Table 86 is the outer width and diameter, both in inches. The spoke size is diameter number by length in milimeters. The two numbers for diameter size mean that each

spoke has two to diameters. To make the spoke more resistant breakage the diameter is greater near the hub.

Spoke Force

Direction of rotation

C