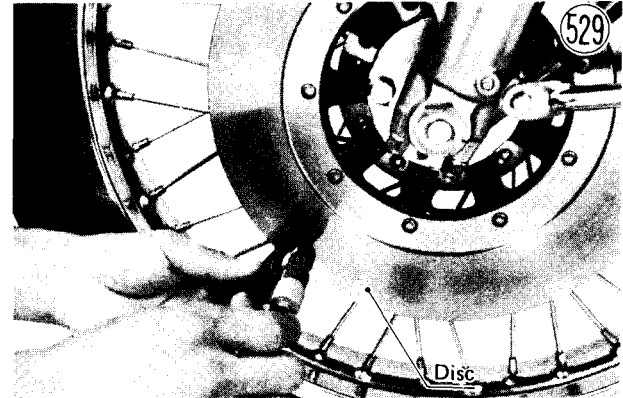


Measure the cylinder inside diameter and piston out-



side diameter.

Replace the cylinder and piston if they are worn out of tolerance, badly scored, or rusty.

Check both seals and the O rings, and replace any that are cracked, worn, swollen or otherwise damaged.

Table 96 Caliper Parts (Front, Rear)

	Standard	Service Limit
Cylinder inside diameter	42.850-42.900 mm	42.92 mm
Piston outside diameter	42.788-42.820 mm	42.75 mm

Brake line damage

The high pressure inside the brake line can cause fluid to leak or the hose to burst if the line is not properly maintained.

Bend and twist the rubber hose while examining it. Replace it if any cracks or bulges are noticed.

The metal pipe (only on front) is made of plated steel, and will rust if the plating is damaged. Replace the pipe if it is rusted or cracked (especially check the fittings), or if the plating is badly scratched.

Disc wear, warp

Besides wearing down, the disc may warp. A warped disc will cause the brake pads to drag on the disc and wear down both the pads and disc quickly. Dragging will also cause overheating and poor braking efficiency. Poor braking can also be caused by oil on the disc.

Oil on the disc must be cleaned off with trichloroethylene or a high flash-point solvent. Do not use one which will leave an oily residue.

Jack up the motorcycle so that the front wheel is off the ground, and turn the handlebar fully to one side. Set up a dial gauge against the front disc as illustrated,

and measure disc runout. Remove the jack and set the motorcycle up on its center stand, and measure the rear disc runout. If runout exceeds the service limit, replace the disc.

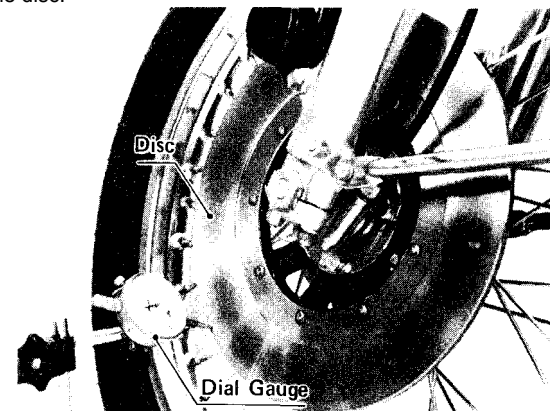


Table 97 Disc Runout

Standard	Service Limit
under 0.1 mm	0.3 mm

Measure the thickness of each disc at the point where it has worn the most. Replace the disc if it has worn past the service limit.

Table 98 Disc Thickness

damage. Apply

Standard	Service Limit
6.9-7.1 mm	6 mm

STEERING STEM

The steering stem supports the handlebar and front fork shock absorbers, and turns inside the frame head pipe. Ball bearings in the upper and lower ends of the head pipe enable the steering stem to turn smoothly and easily.

The steering stem itself does not wear, but it may become bent. If it becomes bent, the steering will be stiff, and the bearings may become damaged.

The steering stem will require periodic adjustment as it becomes loose due to bearing wear. Overtightening during adjustment, however, will make the steering stiff and cause accelerated bearing wear. Lack of proper lubrication will also bring about the same results.

From overtightening or from a heavy shock to the steering stem, the bearing race surfaces may become dented. Damaged bearing races will cause the handlebar to jerk or catch when turned.

Table 99 Bearing Ball Specifications

	Size	Number
Upper	1/4"	19
Lower	1/4"	20

Steering stem warp

Examine the steering stem, and replace it if it is bent.

Bearing wear, damage

Wipe the bearings clean of grease and dirt, and examine the races and balls. If the balls or races are worn, or if either race is dented, replace both races and all the balls for that bearing as a set.

Bearing lubrication

In accordance with the Periodic Maintenance Chart (Pg. 195), and whenever the steering stem is disassembled, the steering stem bearings should be relubricated.

Wipe all the old grease off the races and balls, washing them in a high flash-point solvent if necessary. Replace the bearing parts if they show wear or