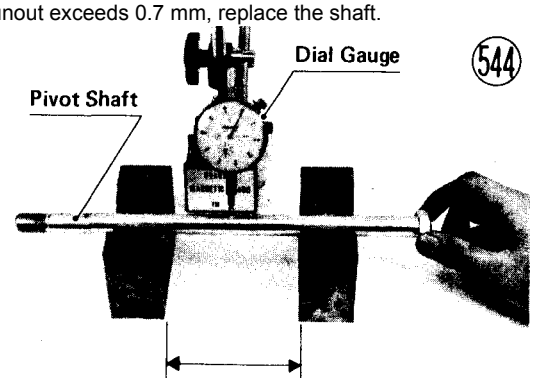
and turning the shaft to get a variation in the dial gauge reading. If the shaft runout exceeds the service limit, straighten it. If it cannot be straightened, or if the runout exceeds 0.7 mm, replace the shaft.



100mm

Table 103 Pivot Shaft Runout/100 mm

Standard	Service Limit
under 0.1 mm	0.2 mm

Swing Arm Lubrication

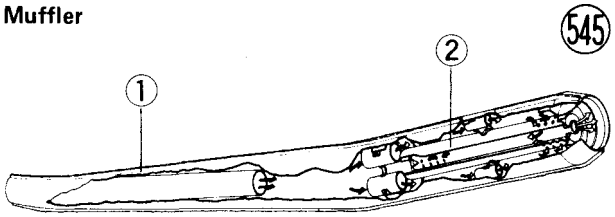
There is a'grease fitting on the swing arm for lubrication. Grease the swing arm with regular cup grease as a part of general lubrication (Pg. 197) which the frequency given in the Periodic Maintenance Chart (Pg. 195). Force the grease into the fitting until it comes out at both sides of the swing arm, and wipe off any excess. If the grease does not come out, first check that the fitting is not clogged with dirt or old grease. If the fitting is clear but wil still not take grease, remove the swing arm pivot shaft, sleeves and bushes, and clean out the old grease first.

MUFFLERS

The mufflers reduce exhaust noise and conduct the exhaust gases back away from the rider while keeping power loss to a minimum. If much carbon is built up inside the mufflers, exhaust efficiency is reduced, which lowers the engine power output.

If there is any exhaust leakage where the mufflers connect to the cylinder head, or if the gaskets appear damaged, replace the gaskets. If either muffler is badly damaged, dented, cracked or rusted, replace it with a new one.

Muffler

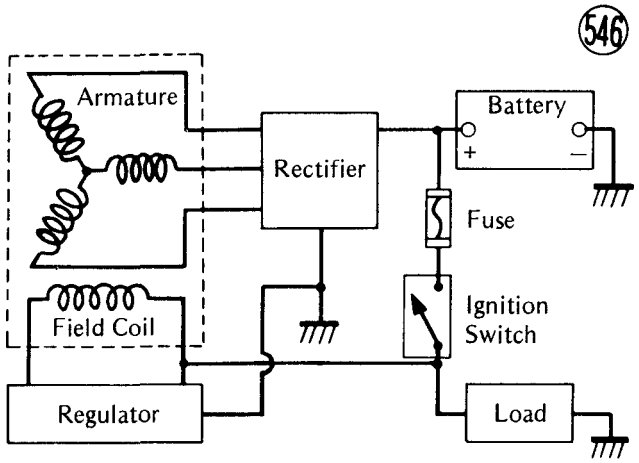


1. Muffler 2. BuffleTube

DYNAMO

The dynamo generates the current required by the electrical circuits. The generated current is a 3 phase alternating current (AC), which is changed to direct current (DC) by a rectifier and controlled by a 2 point regulator to supply an even voltage to the circuit components.

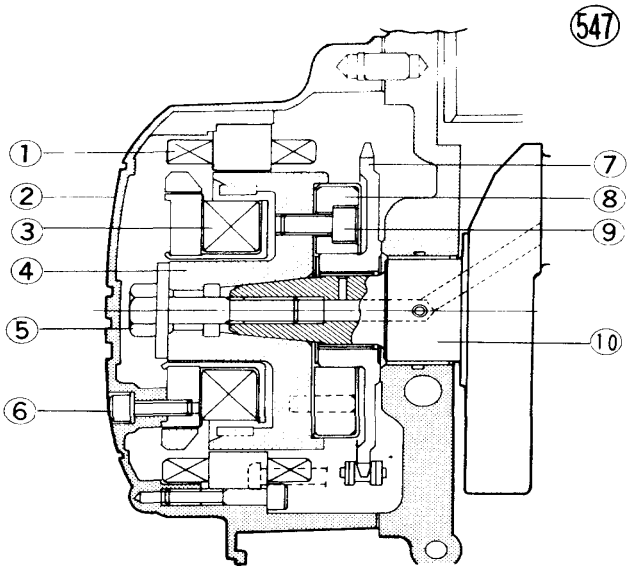
Dynamo Circuit



Dynamo

The dynamo consists of a stationary field coil 3 , an armature "I , and a revolving rotor'4 , all of which are separately mounted. The field coil and armature are both mounted in the dynamo cover, while the rotor is secured to the left end of the cranskhaft 1o; and rotates at engine rpm. This rotor/stationary field coil combination characterizes the dynamo used on this motorcycle. This is different from a conventional dynamo, since there is no brush needed to supply the field coil with the magnetizing current.

Dynamo Construction



1. Armature
2. Dynamo Cover
3. Field Coil
4. Rotor
5. Rotor Bolt
6. Alien Bolt
7. Starter Motor Sprocket
8. Starter Motor Clutch
9. Alien Bolt
10. Crankshaft