

HONDA

CR125M ELSINORE



'76

OWNER'S

MANUAL

HONDA CR-125 AND CR-250 MOTORCYCLES
ARE SOLD AS IS WITHOUT WARRANTY
AND THE ENTIRE RISK AS TO QUALITY
AND PERFORMANCE IS WITH THE BUYER

IMPORTANT NOTICE

THIS VEHICLE IS DESIGNED AND MANUFACTURED FOR COMPETITION USE ONLY.
IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS
AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL.

STATE LAWS PROHIBIT OPERATION OF THIS VEHICLE EXCEPT IN AN
ORGANIZED RACING OR COMPETITIVE EVENT UPON A CLOSED COURSE
WHICH IS CONDUCTED UNDER THE AUSPICES OF A RECOGNIZED SANCTIONING
BODY OR BY PERMIT ISSUED BY THE LOCAL GOVERNMENTAL
AUTHORITY HAVING JURISDICTION.

FIRST DETERMINE THAT OPERATION IS LEGAL.

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FOR OFF-ROAD USE OTHER THAN SANCTIONED RACING EVENTS, THE
ADDITIONAL SPARK ARRESTER-MUFFLER ENCLOSED SHOULD BE IN-
STALLED IN THE MANNER PROVIDED BY DIRECTIONS. THIS SPARK AR-
RESTER-MUFFLER IS PROVIDED TO COMPLY WITH NOISE LEVEL (86 DBA)
AND SPARK ARRESTER LAWS AND REGULATIONS. PERFORMANCE WILL BE
DECREASED AND RETUNING IS NOT NECESSARY.

FIRST DETERMINE THAT OPERATION IS LEGAL.

TO THE NEW OWNER

By selecting a Honda motocross "CR-125M ELSINORE" as your new motorcycle, you have placed yourself in a distinguished family of motorcycle owners and riders.

The CR-125M ELSINORE is designed and built by Honda engineers who spent as much time riding as at the drawing board, and it offers outstanding features.

The purpose of this manual is to acquaint you with the operation and maintenance of your new Honda CR-125M ELSINORE.

Please take the time to read this manual carefully. Proper care and maintenance are essential for trouble-free operation and optimum performance.

Your authorized Honda dealer will be glad to provide further information and is fully equipped to handle your service needs.

**HONDA MOTOR CO., LTD.
SERVICE DIVISION**

CONTENTS

I. OPERATING INSTRUCTIONS

1. Controls..... 1
2. Fuel..... 2
3. Riding the Motorcycle..... 3
 - Starting the engine..... 3
 - Braking the motorcycle..... 3
 - Stopping the engine..... 3
 - Running-in the motorcycle..... 3

II. INSPECTION AND MAINTENANCE

1. Service Precautions..... 4
2. Parts Replacement..... 4
3. Inspection Checklists..... 4
4. Maintenance Procedures..... 5
 - Engine..... 5
 - Transmission oil..... 5
 - Spark plug..... 6
 - Clutch..... 7
 - Ignition check..... 8
 - Decarbonizing..... 9
 - Air cleaner..... 10
 - Handlebar..... 10
 - Throttle grip..... 11
 - Front and rear wheels..... 11
 - Front fork..... 11
 - Rear suspension..... 12
 - Front brake adjustment..... 12
 - Rear brake adjustment..... 13
 - Drive chain maintenance..... 14
 - Fuel tank..... 17
 - Fuel filter..... 17
 - Expansion chamber..... 17
 - Spark arrestor..... 17
 - Greasing..... 17

III. SERVICING THE ENGINE

1. Service Not Requiring Engine Removal..... 18
2. Engine Removal and Installation..... 18
3. Cylinder Head, Cylinder and Piston..... 19
4. Clutch..... 22
5. Kick Starter..... 25
6. Gearshift Mechanism..... 26
7. Crankcase and Transmission..... 28
8. Crankshaft and Connecting Rod..... 30
9. Carburetor and Air Cleaner..... 31

IV. SERVICING THE FRAME

1. Handlebar and Front Suspension..... 35
2. Rear Suspension..... 38
3. Front Wheel and Front Brake..... 43
4. Rear Wheel and Rear Brake..... 45

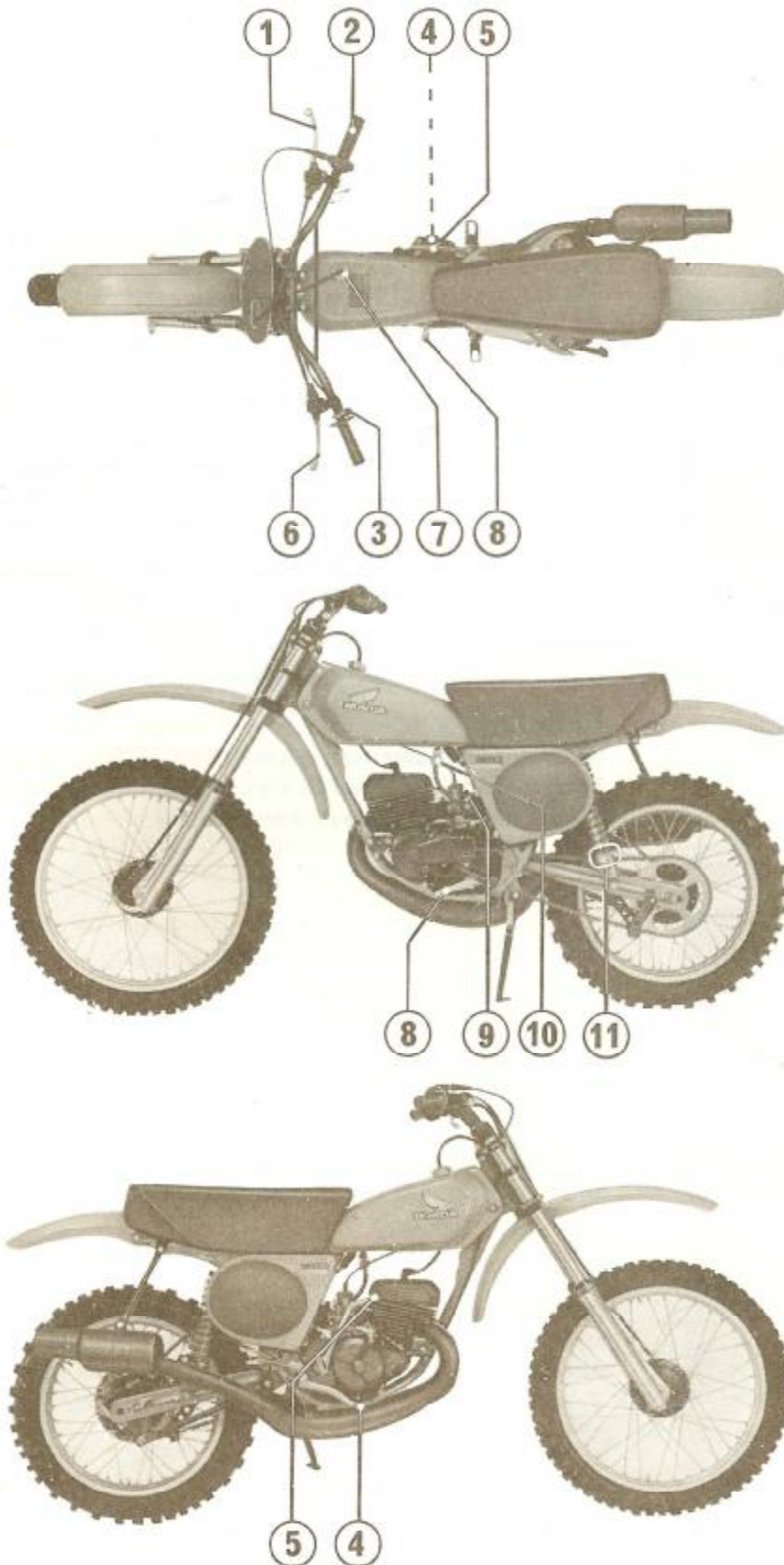
V. SERVICING THE ELECTRICAL SYSTEM

46

VI. SERVICE DATA

1. Trouble Shooting..... 47
2. Torque Specifications..... 50
3. Service Data..... 51
4. Wiring Diagram..... 52
5. Special Tools..... 53
6. Optional Parts..... 54
7. Specifications..... 55
8. Noise Control/Spark Arrestor Kit
Removal and installation..... 57

I. OPERATING INSTRUCTIONS



1. CONTROLS

- (1) Front brake lever
- (2) Throttle grip
Twist the throttle grip inward to increase engine rpm. Twist it outward to decrease engine rpm.
- (3) Engine stop switch
When shutting off engine operation, press in the engine stop switch button.
- (4) Rear brake pedal
- (5) Kick starter pedal
- (6) Clutch lever
- (7) Fuel tank filler cap
- (8) Gear change pedal
The transmission has 6 speeds. Depress the pedal to shift into 1st gear. Raise the pedal to shift into 2nd, 3rd, 4th, 5th and 6th gears. Neutral is located between 1st and 2nd gears.
- (9) Fuel mixture enrichment lever
When starting a cold engine, lower the fuel mixture lever and fully depress the kick starter pedal.
- (10) Fuel valve
When the fuel valve is turned to the "OFF" position, fuel cannot flow from the fuel tank to the carburetor. When the fuel valve is turned to the "ON" position, fuel will flow from the tank to the carburetor.
- (11) Rear shock absorber
The rear shock absorber springs have five settings for precise adjustment of the rear suspension to suit riding conditions and differences in rider weight.

Fig. 1-1

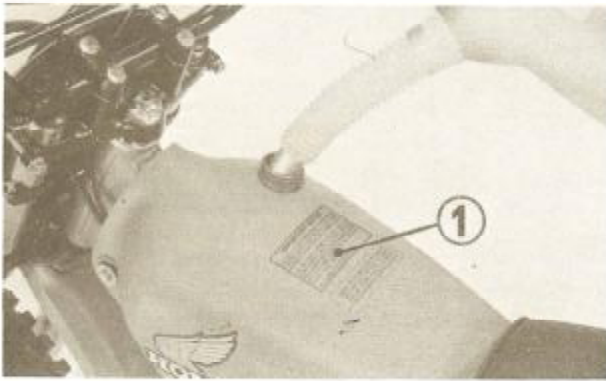


Fig. I-2 (1) Fuel tank

2. FUEL

The Honda CR-125M Elsinore has a two-stroke engine that requires a gasoline-oil mixture.

The capacity of the fuel tank is 6.8ℓ (1.8 USgal.)

- Use gasoline with an octane rating of 91 or higher.
- Use two stroke oil or high grade motor oil (SAE 40).
- Premix gasoline and oil in a ratio of 20:1. Prepare the fuel mixture in a clean container, and shake until thoroughly mixed before filling the fuel tank.

CAUTION:

Too much oil will cause excessive smoking and spark plug fouling. Too little oil will cause engine damage or premature wear. Mix fuel in a ratio of 20 parts gasoline to 1 part oil.

- Vegetable oils separated from gasoline more easily than mineral oils, especially in cold weather. It is advisable to use mineral oil when ambient temperatures of below 0°C (32°F) are expected.
- If the gasoline-oil mixture is left standing in a container for a long period of time, lubricity will become poor. Use the mixture within 24 hours.
- Once an oil container is opened, the oil must be used within one month, since oxidation may occur.

CAUTION:

Do not mix vegetable and mineral oils.

WARNING:

Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.



3. RIDING THE MOTORCYCLE

Starting the engine

1. Place the fuel valve lever in "ON" position.
2. Shift the transmission into neutral.
3. Lower the fuel mixture enrichment lever.

4. With throttle closed, operate the kick starter pedal with rapid, full strokes until the engine starts. Open the throttle when the engine fires.
5. Run the engine for a few minutes, blipping the throttle, until it warms up enough to idle with the fuel mixture enrichment lever raised. The lever should be raised as soon as possible to prevent spark plug fouling due to rich fuel mixture.

WARNING:

Exhaust contains poisonous carbon monoxide gas. Never run the engine in a closed garage or in a confined area.

Braking the motorcycle

For maximum deceleration, close the throttle and apply both front and rear brakes equally. Disengage the clutch as the motorcycle comes to a stop. Independent use of the front and rear brakes may be advantageous under certain conditions. Downshift progressively as speed is reduced to ensure good acceleration when speed is resumed.

Stopping the engine

1. Return the throttle grip to the idle position.
2. Shift the transmission into neutral.
3. Continue pressing in the engine stop switch button until the engine stops completely.
4. Turn the fuel valve lever to the "OFF" position.

NOTE :

Failure to close the fuel valve may cause the carburetor to overflow, filling the crankcase with fuel and resulting in hard starting.

Running-in the motorcycle

When first riding a new or reconditioned motorcycle, or after replacing the piston, rings, or cylinder (which must be broken-in) operate the motorcycle for the first hour (about 25 km or 16 miles) using not more than half throttle and shifting gears so that the engine does not lug.

CAUTION:

Revvng the engine more than necessary may cause engine damage.



Fig. 1-3 (1) Fuel mixture enrichment lever

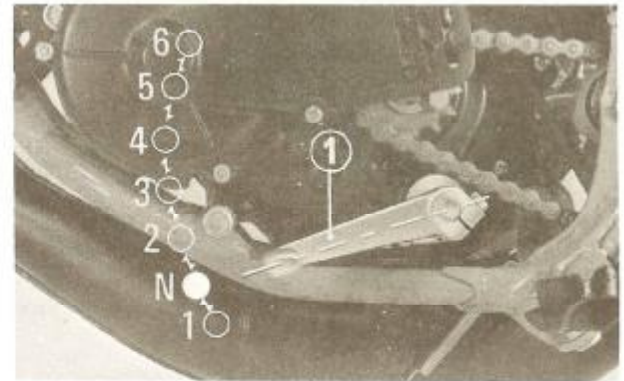
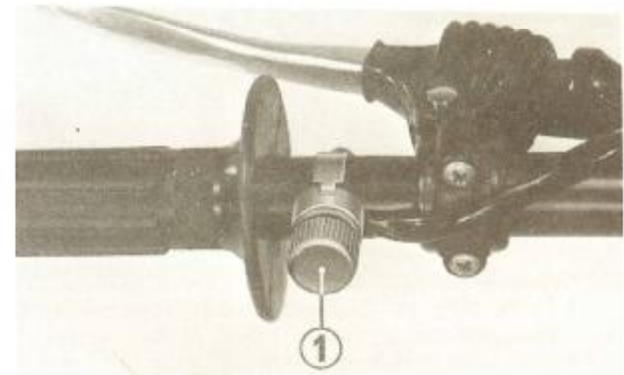
Fig. 1-4 (1) Gear change pedal
SHIFTING PATTERN

Fig. 1-5 (1) Engine stop switch

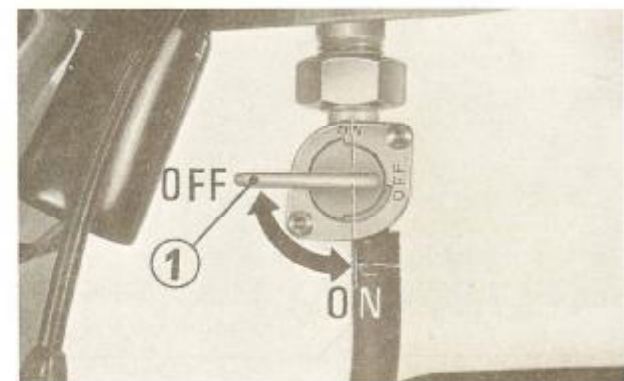


Fig. 1-6 (1) Fuel valve lever

II. INSPECTION AND MAINTENANCE

1. SERVICE PRECAUTIONS

- Replace gaskets, O-rings, cotter pins, piston pin clips, lock washers, snap rings, etc. when reassembling.
- When torquing bolts, nuts or screws, start with the larger-diameter or inner fasteners, and tighten them to the specified torque using a criss-cross pattern.
- Use only genuine Honda or Honda-recommended parts and lubricants when servicing your motorcycle.
- Be sure to use special tools where specified.
- Clean the engine before disassembly.

Clean all parts after dismantling, and when reassembling coat all sliding surfaces with good quality lubricant.

- Grease parts by coating or filling where specified.
- After reassembling, check to be sure each part is securely tightened.

NOTE:

- All service data is listed at the end of this manual.
- To assemble engine and frame components, reverse the disassembly procedures.

2. PARTS REPLACEMENT (following values are standard.)

Engine

- Piston ring Every 200 km (125 miles) (About every 2 races).
- Spark plug Every 100 km (60 miles) (About every 1 race).
- Transmission oil Every 100 km (60 miles) (About every 1 race).

Frame

- Drive chain Every 300 km (190 miles) (About every 3 races).
- Cables Every 300 km (190 miles) (About every 3 races).
- Tire Tread depth: 8–10 mm (0.32–0.4 in.).
- Air cleaner element Every 500 km (310 miles) (About every 5 races).

3. INSPECTION CHECK LISTS

Prepractice inspection

Check:	Ref. page	Check:	Ref. page
● Transmission oil for proper level.	5	● Rim locks for looseness.	11
● Spark plug and hightension cord terminal for looseness.	6	● Brakes for correct free play and proper operation.	12
● Clutch for proper operation.	7	● Drive chain for correct tension and proper lubrication.	14
● Carburetor throttle valve for proper operation.	—	● Every possible part for looseness (especially, cylinder head bolts, engine hanger bolts, axle holder, drive chain adjusters, drive chain guide, connector of wire harness, etc.).	—
● Frame head and its related parts for condition.	—		
● Spokes for looseness.	—		
● Tires for correct inflation pressure.	11		

Prerace inspection

Check:	Ref. page	Check:	Ref. page
● All items "prepractice inspection".	—	● Air cleaner element for contamination.	10
● Ignition	8	● Brake shoes for wear and contact.	—
● Spark plug for heat range and carbon fouling.	6	● Cables for proper lubrication and condition.	—
● Cylinder head and piston for carbon fouling.	9	● Drive and driven sprockets for wear.	14
● Clutch friction discs for wear.	—	● Expansion chamber for cracks or damage.	17
		● Fuel system for condition.	—

4. MAINTENANCE PROCEDURES

Engine

Start the engine and ride the motorcycle to check for abnormal noises or knocking. Engine knocking is often caused by incorrect ignition timing and overheating. Check and adjust carburetion. (If an abnormal noise such as detonation is heard, use a carburetor main jet #2–#5 larger than the standard numbered jet.) If any other abnormal noise is heard, check and correct.

Check each bolt and nut for security. Loose cylinder head nuts may cause exhaust gas leak.

Transmission Oil

Transmission oil level

To check the oil level and add oil, proceed as follows:

1. Start the engine and warm it up for about three minutes.
2. Stop the engine. Place the motorcycle in an upright level position and remove the oil check bolt.
3. The oil should flow out of the oil check bolt hole. After checking, tighten the oil check bolt securely.
4. If the oil does not flow out, add oil slowly through the oil filler hole until the oil starts to flow out of the oil check bolt hole.

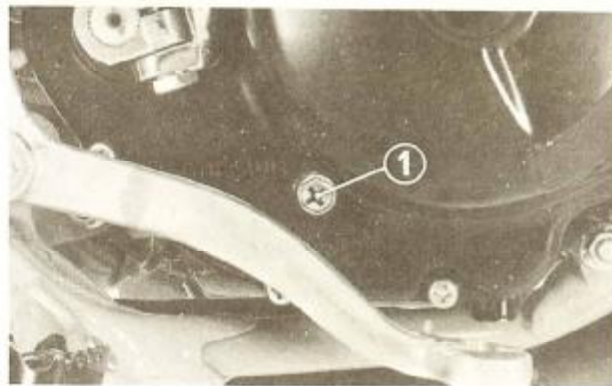


Fig. 2-1 (1) Oil check bolt

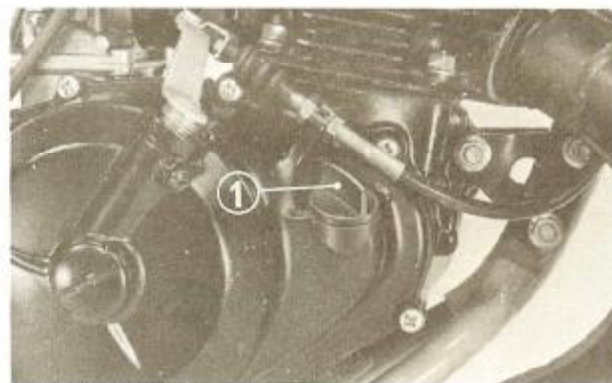


Fig. 2-2 (1) Oil filler cap

Transmission oil change

When changing oil, drain the used oil from the crankcase while the engine is warm. This will ensure complete and rapid draining.

1. Start the engine and warm it up for about three minutes.
2. Remove the oil filler cap from the right crankcase cover.
3. Place an oil drain pan under the engine to catch the oil, and then remove the drain plug with a 17 mm wrench. Rock the motorcycle from side to side to drain all residual oil.
4. When the oil has been completely drained, ensure that the drain plug sealing washer is in good condition and reinstall the drain plug.
5. Pour the recommended oil (approximately 0.85ℓ or 0.90 US qt.) slowly through the oil filler hole. Place the motorcycle in an upright position and check the oil level. Refer to the oil level checking section.

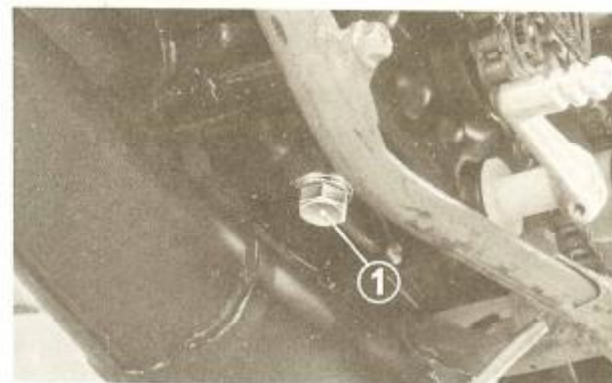


Fig. 2-3 (1) Drain plug

NOTE:

When reassembling the engine, add oil until it flows out of the oil check bolt hole. It takes approximately 1.0 ℓ (1.1 USqt) to fill a dry transmission.



Fig. 2-4 (1) Transmission oil filler hole

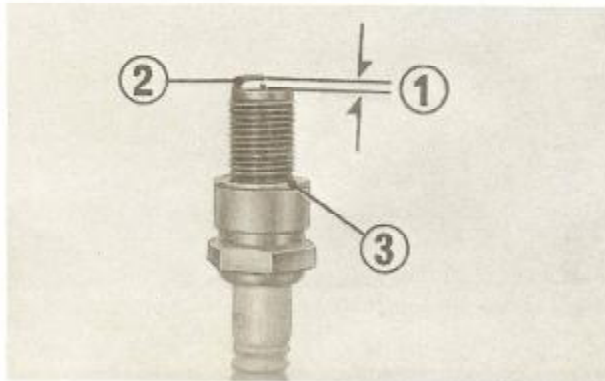


Fig. 2-5 (1) Spark plug gap
(2) Side electrode
(3) Sealing gasket

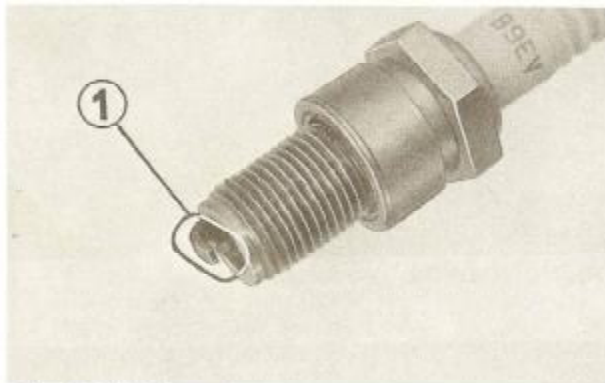


Fig. 2-6 (1) Electrode

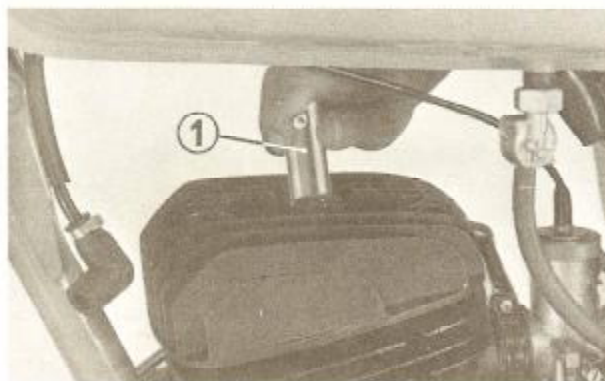


Fig. 2-7 (1) Spark plug wrench

Transmission oil recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE. Motor oils intended for Service SE will show this designation on the container.

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially.

Recommended oil viscosity:

General, all temperatures SAE 10 W-40

Alternate

Above 59°F	SAE 30
32° to 59°F	SAE 20 or 20 W
Below 32°F	SAE 10 W

Spark Plug

The NGK B9EV spark plug is standard for this model. If replacing with any other make of spark plug, be certain to select the correct reach and heat range.

Before removing the spark plug, clean the spark plug area thoroughly to prevent dirt from entering the cylinder.

1. Measure spark plug gap with a wire gauge, and adjust by carefully bending the side electrode.

The recommended spark plug gap is 0.5-0.6 mm (0.020-0.024 in.).

2. Inspect the firing tip of the used spark plug. The electrode and insulator nose should appear tan or medium gray.

To obtain accurate spark plug readings, switch ignition off at operating speed, coast to a stop with the clutch disengaged, then remove and inspect the spark plug. Idling or low speed operation will produce darker spark plug coloration or increased fouling.

If electrodes appear burnt, or the insulator nose is white or very light gray, this indicates one or more of the following conditions:

- Spark plug heat range too hot.
- Ignition timing excessively advanced.
- Fuel mixture too lean.
- Insufficient oil in fuel mixture.

If the electrodes and insulator nose are black or fouled, this indicates one or more of the following conditions:

- Spark plug heat range too cold.
- Ignition timing retarded.
- Fuel mixture too rich.
- Excessive or improper oil in fuel mixture.

3. Install the spark plug by hand until finger tight, then tighten with a spark plug wrench until the sealing gasket is compressed (1/2 to 3/4 turn to compress a new spark plug gasket).

CAUTION:

The use of spark plug of incorrect reach or heat range can cause engine damage.

Clutch

Adjustment of clutch

1. Make sure that the center of the clutch cable lower end is within each 10 mm (0.3937 in.) of the index mark on the crankcase as shown. If not, loosen the lock nut and turn the clutch cable lower adjuster.

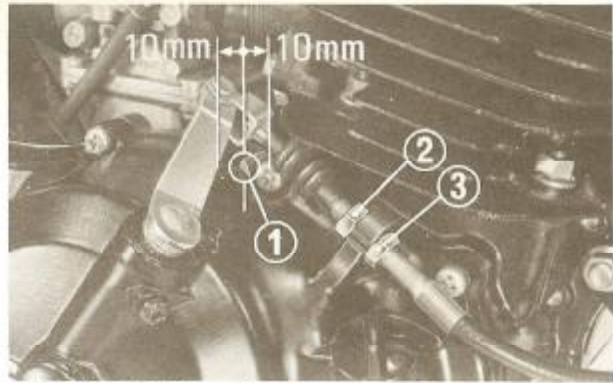


Fig. 2-8 (1) Index mark
(2) Lock nut
(3) Clutch cable lower adjuster

2. Remove the clutch adjuster cap from the right crankcase cover.
3. Loosen the adjuster lock nut and turn the clutch adjuster clockwise until it no longer turns. From that position, turn the adjuster counterclockwise 1/2 turn and tighten the lock nut.

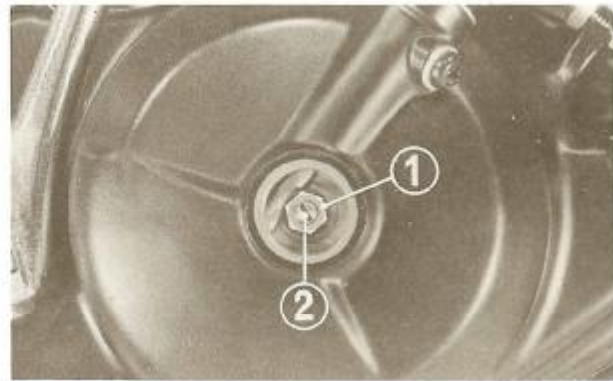


Fig. 2-9 (1) Lock nut
(2) Clutch adjuster

Check the clutch lever free play

4. The normal clutch lever free play is 10–20 mm (0.4–0.8 in.) at the tip of the lever.

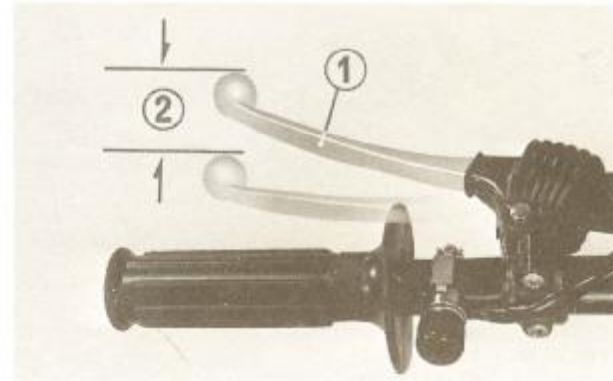


Fig. 2-10 (1) Clutch lever
(2) Clutch lever free play

To adjust, remove the dust cover, loosen the lock nut and turn the upper adjuster in either direction. Turning the adjuster in direction **A** will increase the free play and turning it in direction **B** will decrease the free play.

After adjusting, tighten the lock nut and install the dust cover.

5. Test ride to be sure the clutch operates properly, without slip or drag. If clutch operation is not satisfactory after adjustment, check the condition of the clutch plates and friction discs (See pages 23.)

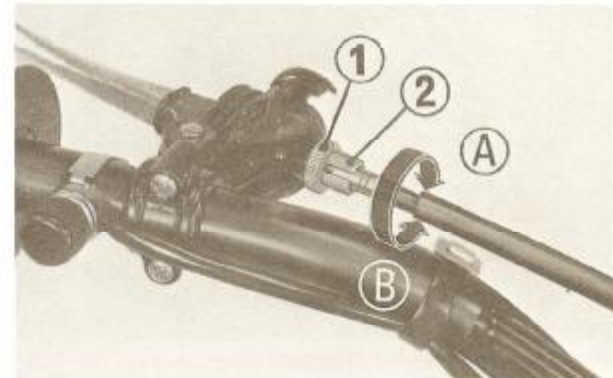


Fig. 2-11 (1) Lock nut
(2) Upper adjuster

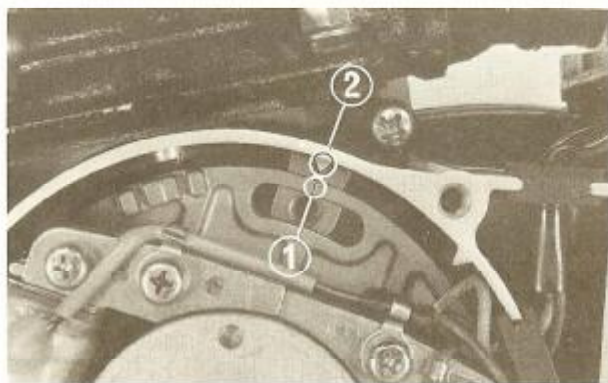


Fig. 2-12 (1) Matching mark
(2) Index

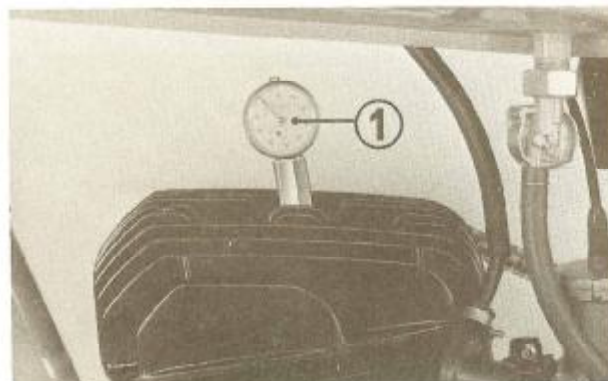


Fig. 2-13 (1) Dial gauge

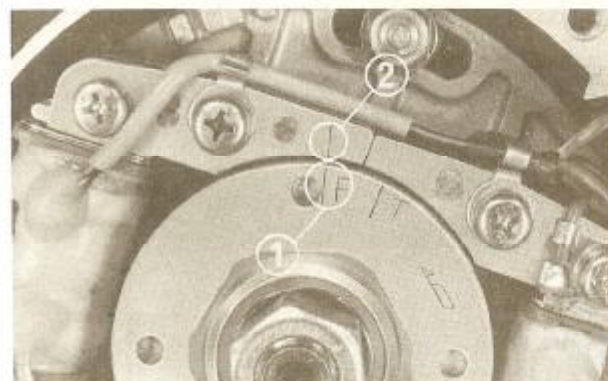


Fig. 2-14 (1) "F" mark
(2) Timing mark

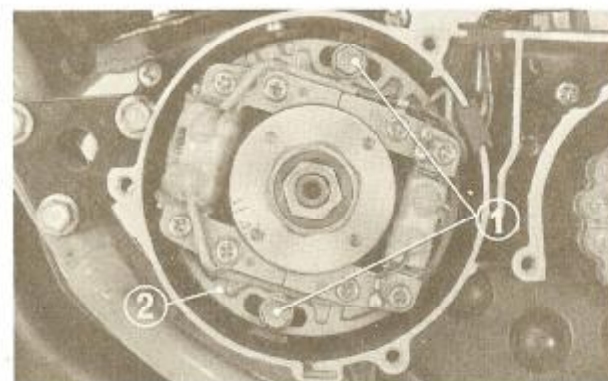


Fig. 2-15 (1) Stator attaching bolts
(2) Stator

Ignition Check

C.D.I. (Capacitive Discharge Ignition) method is adopted in this motorcycle.

This does not use the contact breaker points.

To adjust the ignition timing, proceed as follows:

1. Remove the left crankcase cover.
2. Remove the top stator attaching bolt and check to see if the matching mark on the stator is aligned with the index on the crankcase.

Ignition timing check with dial gauge

1. Clean the spark plug area thoroughly to prevent dirt from entering the cylinder, and remove the spark plug.
2. Install the dial gauge set (Tool No. 07542-4000000) in the spark plug hole.
3. Turn the crankshaft counterclockwise until the dial gauge indicates that the piston is precisely at top dead center. With the piston at top dead center, set the dial gauge scale to zero.
4. Turn the crankshaft clockwise (backward) until the dial gauge indicates that the piston is 2.3 mm (0.0906 in.) before top dead center. In this position, the "F" mark on the rotor should be aligned to the timing mark on the stator.
5. If ignition timing is incorrect, loosen the stator attaching bolts, and rotate the stator to obtain correct timing. Rotate the stator counterclockwise to retard timing or clockwise to advance timing. Tighten the stator attaching bolts and recheck the ignition timing.

Ignition timing check with stroboscopic timing light

1. Set a stroboscopic type of timing light in position and start the engine. With the engine running at 6,000 rpm, direct the beam of the timing light to the "F" mark on the rotor and see if it is aligned with the timing mark on the stator.

NOTE:

When the engine speed is 6,000 rpm, the correct ignition timing is 22° BTDC.

2. If the "F" mark is not aligned with the timing mark, loosen the two stator attaching bolts and turn the stator in either direction with a standard type screwdriver fitted into the groove in the stator. Turning the stator clockwise will advance the ignition timing and turning it counterclockwise will retard the timing. Then tighten the stator attaching bolts and recheck.

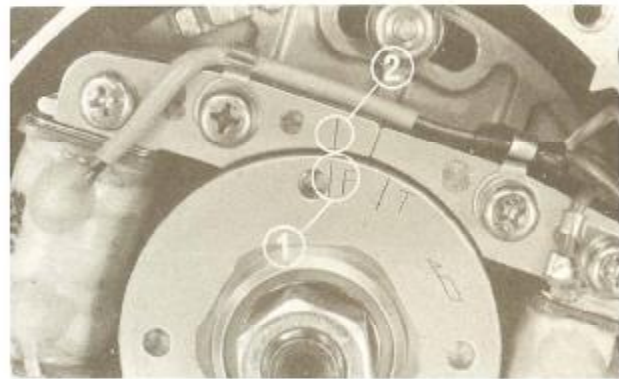


Fig. 2-16 (1) "F" mark
(2) Timing mark

Other ignition parts check

After adjusting the ignition timing, check the C.D.I. unit and AC generator coupler for looseness. Also check them for entry of mud or water.



Fig. 2-17 (1) C.D.I. unit (2) Connector

Decarbonizing

Carbon deposits which build up in the combustion chamber and exhaust pipe will decrease engine performance. These carbon deposits must be removed periodically.

1. Remove the exhaust pipe, and scrape carbon deposits from the throat of the pipe.
2. Remove the spark plug and cylinder head nuts; then remove the cylinder head.
3. Remove the carburetor and cylinder nuts from the cylinder; then remove the cylinder. As the cylinder is raised, place a clean cloth over the crankcase bore to prevent dirt from entering the engine.
4. Remove piston pin clip and piston pin. Remove the piston.
5. Remove carbon deposits from the piston crown, cylinder head, cylinder and exhaust port, using a scraper of soft material such as wood or plastic to prevent damage to the parts.
6. Inspect the piston, piston rings, and cylinder for wear, damage, or sticking rings (See pages 19-21).
7. Reassemble in the reverse order of disassembly, using new gaskets and piston pin clips. Coat the cylinder wall with oil before lowering the cylinder over the piston.

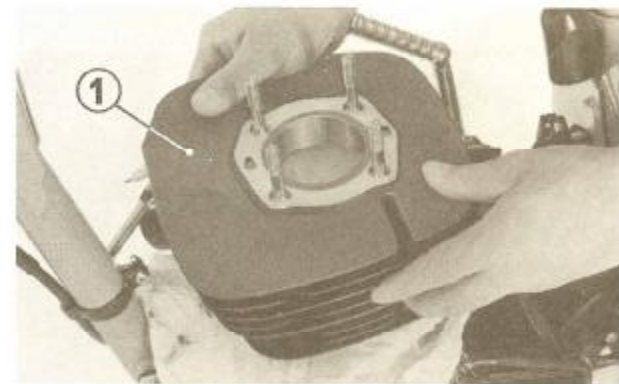


Fig. 2-18 (1) Cylinder

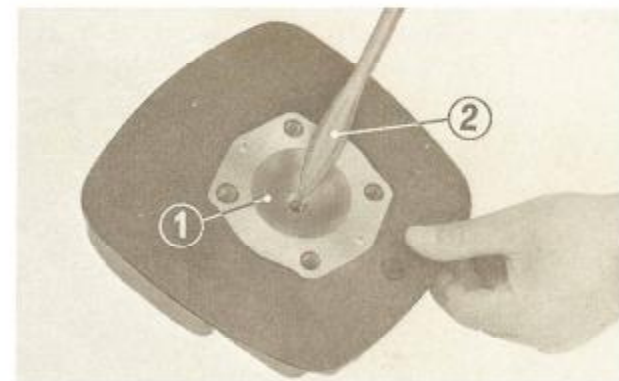


Fig. 2-19 (1) Cylinder head combustion chamber
(2) Scraper

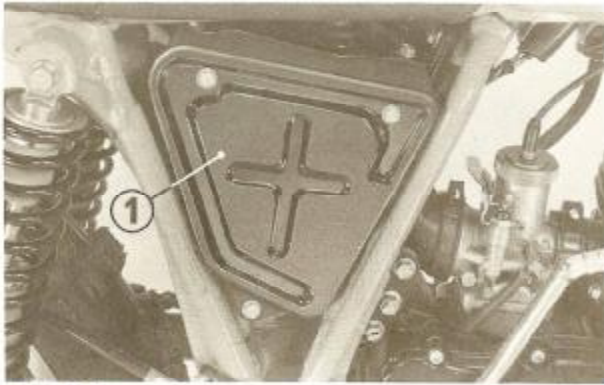


Fig. 2-20 (1) Air cleaner cover

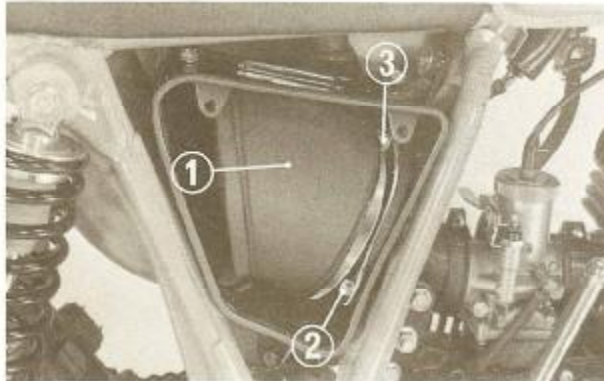


Fig. 2-21 (1) Air cleaner element
(2) Bolt
(3) Screw

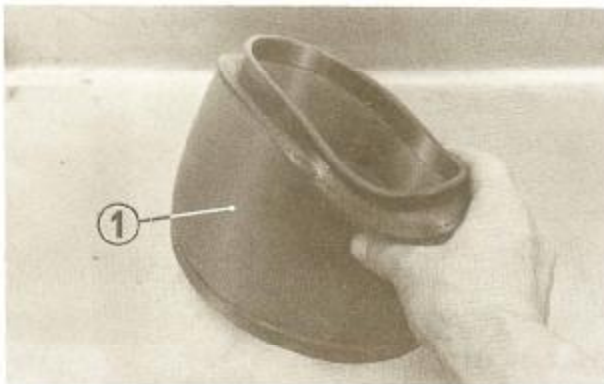


Fig. 2-22 (1) Air cleaner element



Fig. 2-23 (1) Handlebar
(2) Handlebar upper holders

Air Cleaner

The air cleaner uses a polyurethane element. A dirty element will reduce engine output. To clean the element:

1. Remove the left side cover.
2. Remove the air cleaner cover by removing nuts.
3. Remove bolt holding the air cleaner and pull out the air cleaner element.
4. Loosen the screw and remove the air cleaner element.
5. Wash the element in clean stoddard solvent and dry it thoroughly.
6. Soak the element in clean gear oil (SAE. 80-SAE. 90) and squeeze it to remove excess oil.

7. Install the element on its mounting base.

CAUTION:

If the element is not installed to the mounting base properly, dirt and dust may enter, resulting in rapid wear of the piston rings and cylinder.

Handlebar

Check the handlebar for deformation or cracks and the upper holders for proper tightness. Turn the handlebar to right and left to check for smooth operation.

Throttle Grip

The standard throttle grip free play is 5° -10° of grip rotation. To adjust, loosen the lock nut and turn the throttle cable adjuster. Turn the adjuster in direction (A) to increase free play or in direction (B) to decrease free play. Tighten the lock nut after adjustment is completed. Operate the throttle grip to ensure that it functions smoothly.

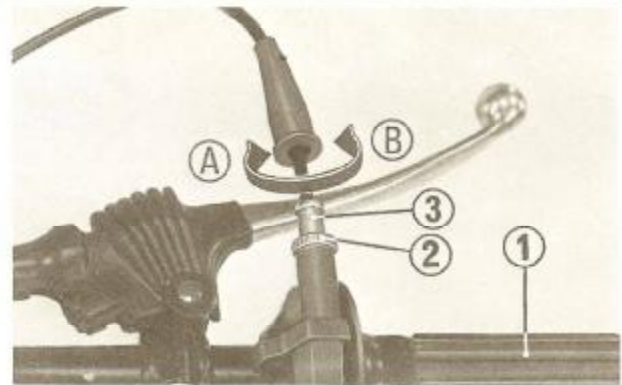


Fig. 2-24 (1) Throttle grip
(2) Lock nut
(3) Throttle cable adjuster

Front and Rear Wheels

1. Inspect tires for wear or damage.
2. Check tire pressure.
FRONT: 1.2 kg/cm² (17.1 psi)
REAR: 0.9 kg/cm² (12.8 psi)
3. Inspect wheel rims and spokes for damage.
4. Tighten any loose spokes or loosen rim locks.
5. Check wheel rim runout, and true wheels if necessary.

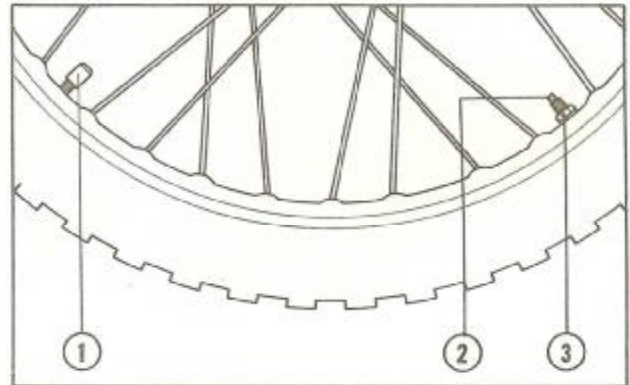


Fig. 2-25 (1) Valve cap
(2) Rim lock
(3) Lock nut

Front Fork

Front fork oil change

1. Place a block under the engine to raise the front wheel off the ground.
2. Remove the two handlebar upper holders and remove the handlebar.
3. Remove the front fork drain plugs.
Allow both forks to drain completely.
4. Remove the rubber cap.
5. While pushing down the spring upper seat with the tip of a screwdriver, remove the snap ring using a snap ring pliers. Screw the bolt in thread of the upper seat and pull out the bolt. The spring upper seat can be removed.

CAUTION:

When removing the snap ring, the spring upper seat may accidentally jump out by means of the force of shock absorber spring.

6. Install the drain plugs and tighten securely.
7. Fill each fork leg with the specified amount of ATF (Automatic Transmission Fluid).

FRONT FORK FLUID CAPACITY	
Amount required to fill dry assembly.	180 cc (6.1 ozs.) each fork leg
Amount required to refill after draining (total capacity less amount of residual fluid).	165 cc (5.6 ozs.) each fork leg

8. Installation is the reverse order of removal.

NOTE:

Securely set the snap ring in the ring groove in the front fork.

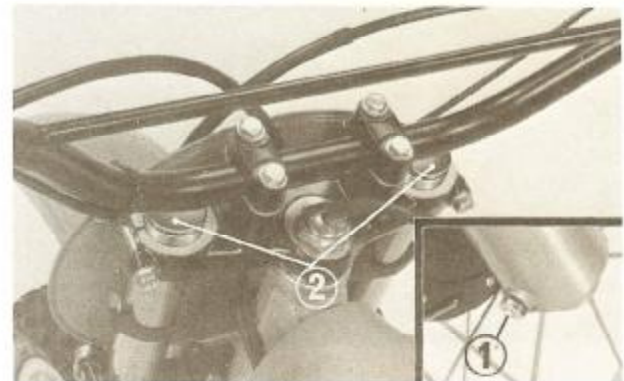


Fig. 2-26 (1) Drain plug (2) Rubber cap

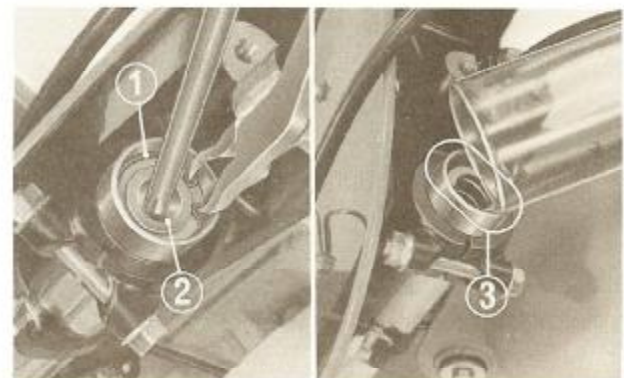


Fig. 2-27 (1) Snap ring
(2) Spring upper seat
(3) Filler hole

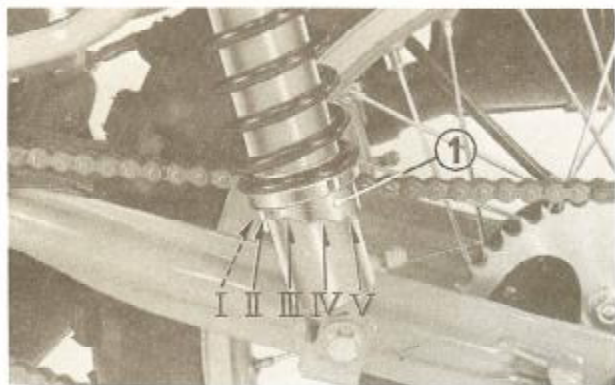


Fig. 2-28 (1) Spring adjuster

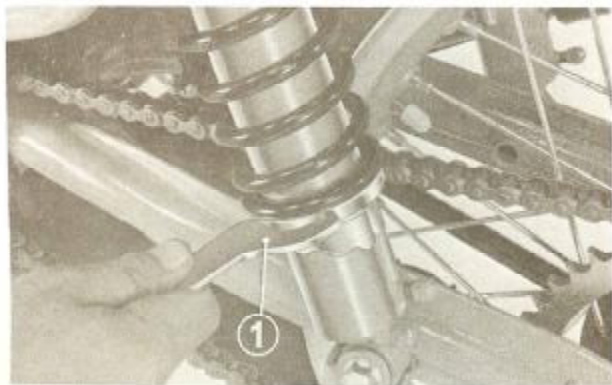


Fig. 2-29 (1) Pin spanner

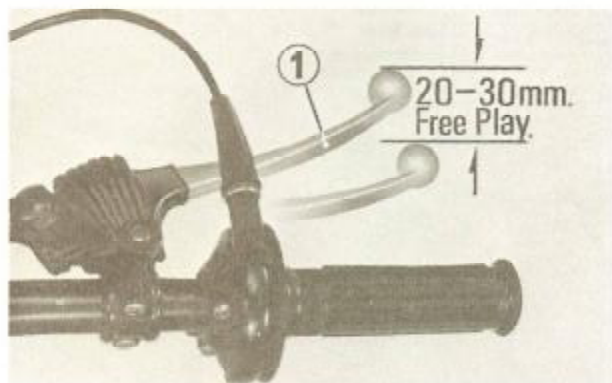
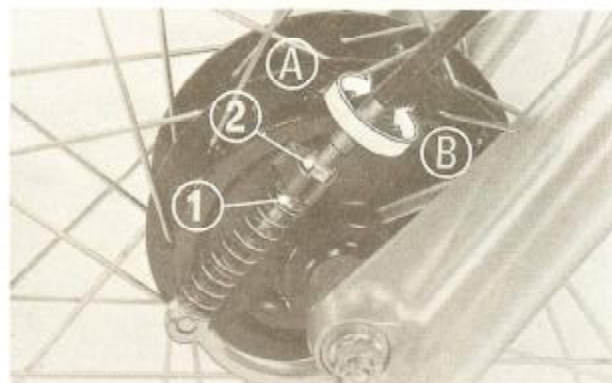


Fig. 2-30 (1) Front brake lever

Fig. 2-31 (1) Lock nut
(2) Front brake adjusting nut

Rear Suspension

Inspection

Inspect shock absorbers for damage or leakage.
Inspect rear fork bushings for looseness by checking side play at the rear wheel.

Adjustment

Rear suspension spring tension is adjustable in five increments to suit riding conditions and rider weight.
Turn the adjusters to the desired setting using a pin spanner.
Be certain that both right and left rear suspension springs are adjusted to identical settings.

Front Brake Adjustment

Free play, measured at the tip of the front brake lever, should be maintained at 20-30 mm (0.8-1.2 in.).
Free play is the distance the brake lever moves before the brake starts to engage.

Major adjustments should be made using the adjusting nut located at the front wheel.

- Loosen the lock nut and then turn the front brake adjusting nut.
Turning the nut in direction **A** will decrease the brake lever free play and turning the nut in direction **B** will increase the free play.

2. Minor adjustments can be made with the front brake cable adjuster at the front brake lever.

Remove the dust cover, loosen the lock nut and turn the front brake cable adjuster. Turning the adjuster in direction **A** will decrease the brake lever free play and turning the adjuster in direction **B** will increase the free play.

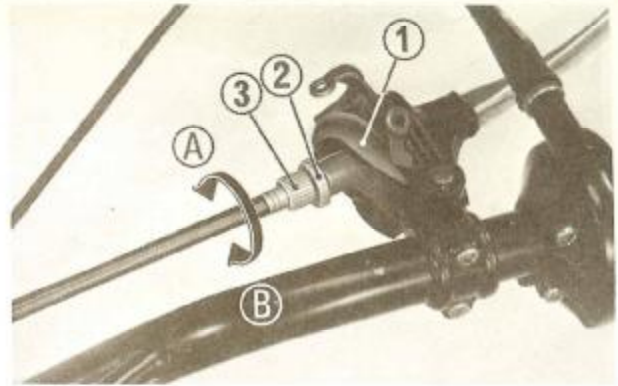


Fig. 2-32 (1) Dust cover
(2) Lock nut
(3) Front brake cable adjuster

Brake wear indicator

The wear indicator is provided in the front brake. When the brake is applied, an arrow, adjacent to the brake arm, moves toward a reference mark on the brake panel. The distance between the arrow and the reference mark, on full application of the brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the brake, replace the brake shoes.

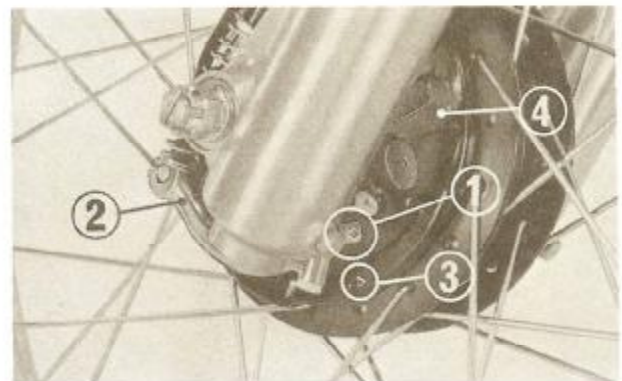


Fig. 2-33 (1) Arrow (3) Reference mark
(2) Brake arm (4) Brake panel

Rear Brake Adjustment

1. The height of the rear brake pedal can be adjusted to the rider. To adjust, loosen the lock nut and turn the adjusting bolt.

Turning the adjusting bolt in direction **A** will raise the tip of the brake pedal and turning it in direction **B** will lower the tip of the pedal. After adjusting, tighten the lock nut securely.

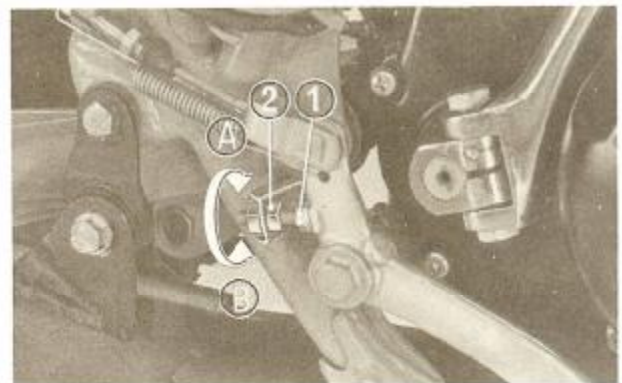


Fig. 3-34 (1) Adjusting bolt
(2) Lock nut

2. Rear brake pedal free play, measured at the tip of the rear brake pedal, should be maintained at 20-30mm (0.8-1.2in.). Free play is the distance the brake pedal moves before the brake starts to engage.

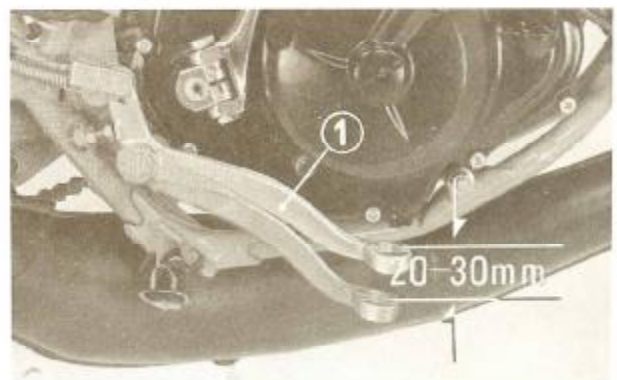


Fig. 2-35 (1) Rear brake pedal

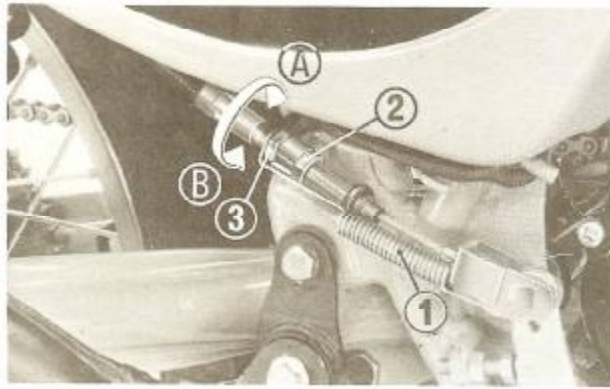


Fig. 2-36 (1) Rear brake pedal spring
(2) Lock nut
(3) Brake cable adjuster

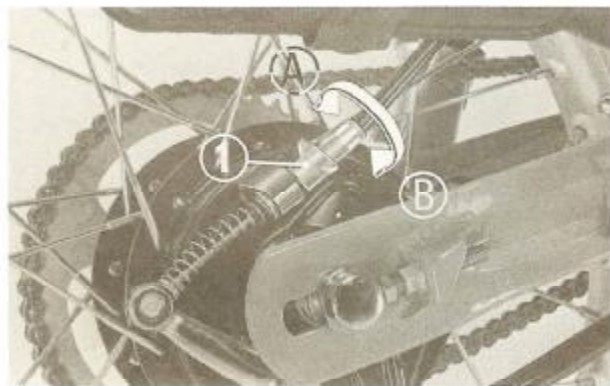


Fig. 2-37 (1) Adjuster

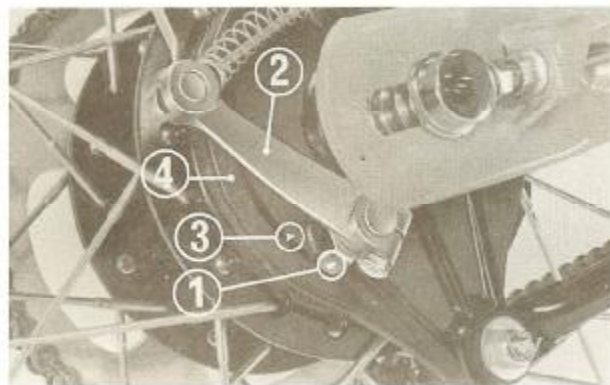


Fig. 2-38 (1) Arrow (3) Reference mark
(2) Brake arm (4) Brake panel

3. Major adjustments should be made at the forward rear brake cable adjuster. Remove the rear brake pedal spring from the forward rear brake cable adjuster, loosen the lock nut and turn the brake cable adjuster. Turning the adjuster in direction (A) will increase the free play and turning it in direction (B) will decrease the free play. After adjusting, tighten the lock nut securely.

4. Minor adjustments should be made at the back rear brake cable adjuster. To adjust rear brake pedal free play turn the rear brake cable adjuster. Turning the adjuster in direction (A) will decrease the free play and turning it in direction (B) will increase the free play.

Brake wear indicator

The wear indicator is provided in the rear brake. When the brake is applied, an arrow, adjacent to the brake arm, moves toward a reference mark on the brake panel. The distance between the arrow and the reference mark, on full application of the brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the brake, replace the brake shoes.

Drive Chain Maintenance

Proper adjustment and lubrication will help to extend the service life of the drive chain. Place a wood block under the engine to raise the rear wheel off the ground. Shift the transmission into neutral. Then, turn the rear wheel slowly and check the drive chain and sprockets for any of the following conditions.

Drive Chain

- Damaged rollers
- Loose pins
- Dry and rusted links
- Kinked and binding links
- Excessive wear
- Improper adjustment

Sprockets

- Excessively worn teeth
- Broken or damaged teeth

Measuring drive chain wear

Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, and then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut and any still joints straightened, measure the distance between a span of 20 pins, from pin center to pin center. In a new CR-125M drive chain, this distance will measure 241.3 mm or 9.5 in. (each pitch=12.7 mm or 0.5 in.) If the distance exceeds 246.4 mm (9.7 in.), the chain is worn out and should be replaced. After the chain is measured, shift the transmission into neutral again before proceeding with inspection and service.

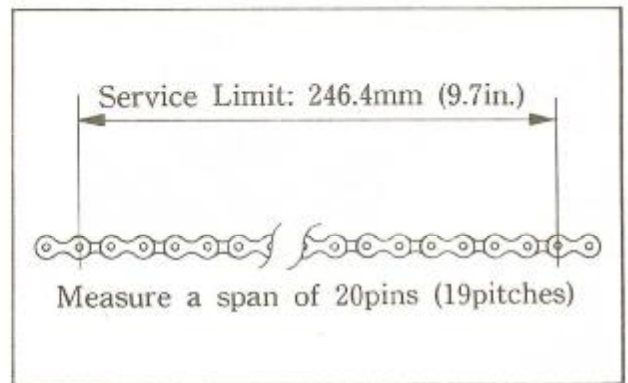


Fig. 2-39

Inspecting the sprockets

Check the drive and driven sprockets for wear or damage. The left rear crankcase cover must be removed for access to the drive sprocket. Excessively worn sprocket teeth have a hooked and asymmetric appearance. Replace any sprocket which is damaged or excessively worn.

Standard sprocket sizes:

Drive sprocket (engine)	Driven sprocket (rear wheel)
14 teeth	53 teeth

NOTE:

Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

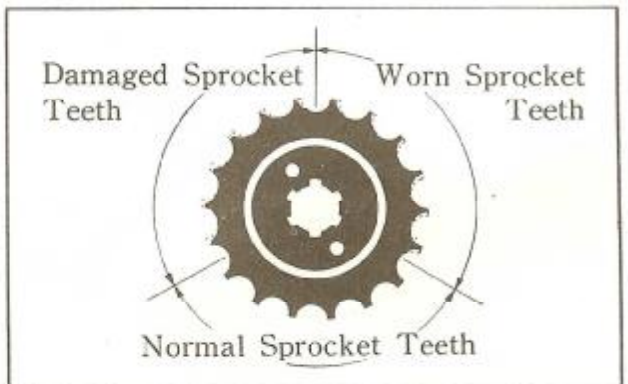


Fig. 2-40

Measuring drive chain slack

Check drive chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Move the chain up and down with your fingers, and measure the amount of slack. Drive chain slack is adjusted to approximately 20 mm (3/4 in.). Slack becomes greater as the chain wears. If chain slack is found to exceed a maximum of 38 mm (1 1/2 in.), the drive chain must be readjusted.

Drive chain tension should remain constant as the wheel is rotated.

If the chain is found to be slack in one segment of its length and taut in another, this indicates that some of the links are either worn or kinked and binding. Kinking and binding can frequently be eliminated by lubrication.

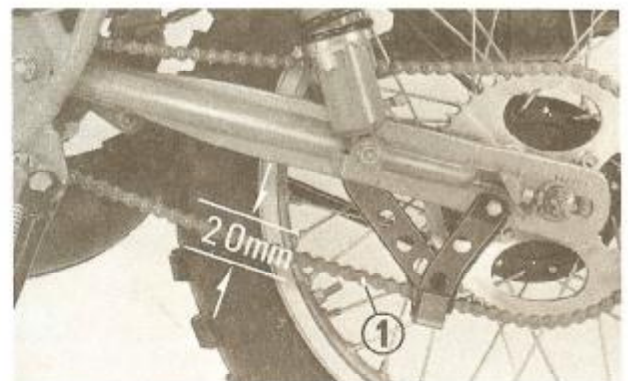


Fig. 2-41 (1) Drive chain

Drive chain adjustment

If the drive chain is found to require adjustment, the procedure is as follows:

1. Remove the rear axle nut cotter pin and loosen the rear axle nut.
2. Loosen the lock nuts and turn the adjusting bolts to increase or decrease chain tension. Align the chain adjuster index marks to the reference marks on both sides of the rear fork.
3. Tighten the rear axle nut and secure the nut with the cotter pin (replace the cotter pin if it has become broken or damaged).
4. Tighten the adjusting bolts and secure them with the lock nuts.

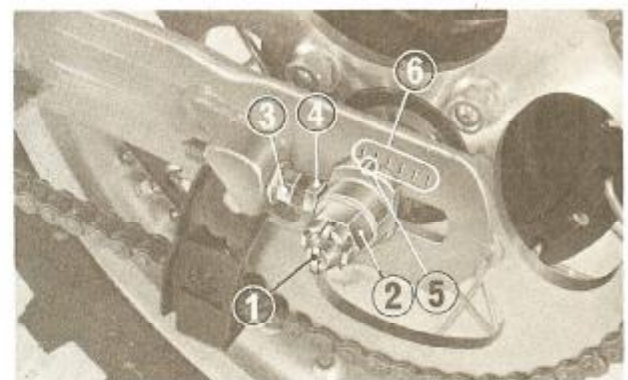


Fig. 2-42 (1) Cotter pin (2) Rear axle nut (3) Lock nut (4) Adjusting bolt (5) Index mark (6) Reference marks



Fig. 2-43 (1) Chain protector

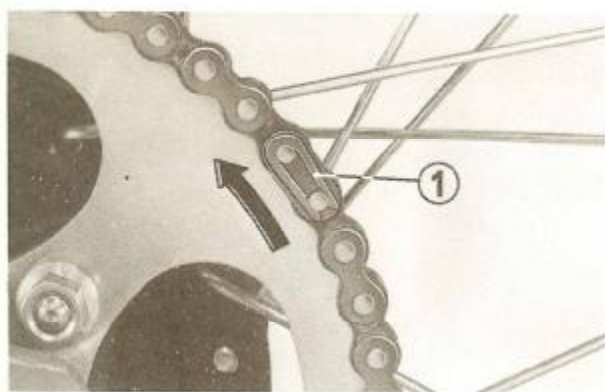


Fig. 2-44 (1) Retaining clip

CAUTION:

Check alignment of the chain protector. If the chain protector should become bent, it may rub against the drive chain and cause rapid wear.

Lubrication

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants.

Saturate each chain joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Removal and cleaning

When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

1. Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.
Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation. The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.
6. Adjust the drive chain to the proper tension, following the instruction on page 15.

Fuel Tank

Check the fuel tank, fuel valve, and fuel line for leaks.

Fuel Filter

The fuel filter is incorporated in the fuel valve which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel filter should be serviced periodically.

1. Drain the fuel from the fuel tank. Disconnect the fuel line.
2. Remove the fuel valve by turning it. Wash the fuel screen filter in cleaning solvent.
3. Reassemble the fuel valve in the reverse order of removal and turn the fuel valve to "ON" position and check for leaks.

Expansion Chamber

Check the three exhaust pipe springs, and replace if damaged or stretched.

Check the chamber bolts for proper tightness.

Remove carbon deposits from the throat of the exhaust pipe. Check the expansion chamber for cracks or deformation.

A damaged chamber may cause an excessive drop in engine horsepower.

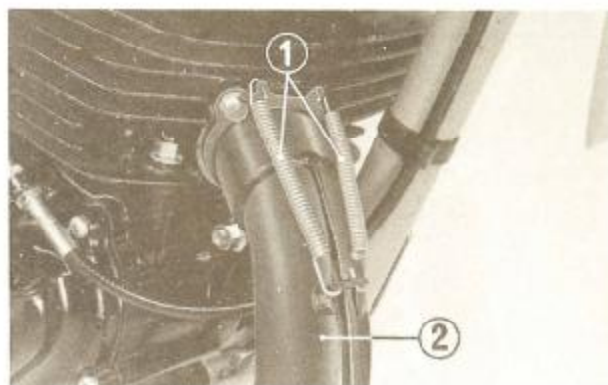


Fig. 2-45 (1) Springs
(2) Expansion chamber

Spark Arrestor

The exhaust system spark arrestor must be purged of accumulated carbon periodically.

1. Remove the spark arrestor mounting bolts.
2. Remove the spark arrestor from the muffler outlet.
3. Start the engine and purge accumulated carbon from the muffler by momentarily revving up the engine.
4. Clean the spark arrestor of carbon.
5. Stop the engine and reinstall the spark arrestor and mounting bolts.

WARNING:

- * Exercise caution when performing this operation because the exhaust system becomes very hot after the engine has been running.
- * Because of the increased fire hazard when purging the spark arrestor be sure that there are no combustible materials in the area.



Fig. 2-46 (1) Spark Arrestor

Greasing

The rear fork pivot bolt is equipped with grease fittings. Refill with grease at proper intervals.

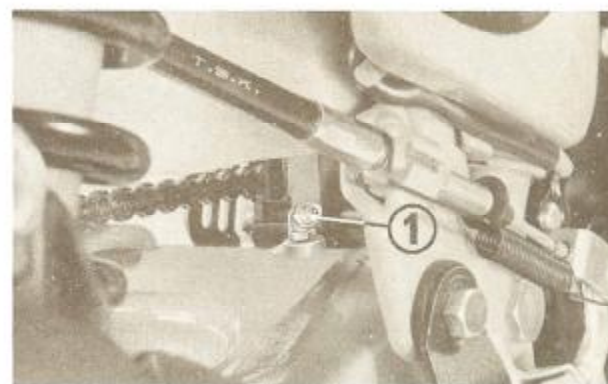


Fig. 2-47 (1) Grease nipple

III. SERVICING THE ENGINE

1. SERVICE NOT REQUIRING ENGINE REMOVAL

Part to be serviced	Ref. page
Cylinder head, cylinder, piston	19
Clutch	22
Kick starter (one part)	25
Gearshift mechanism (one part)	26
Carburetor	31
Electric system	46

2. ENGINE REMOVAL AND INSTALLATION

Remove the engine from the frame by removing the following parts in the order shown.

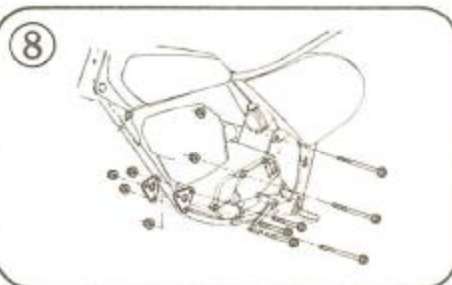
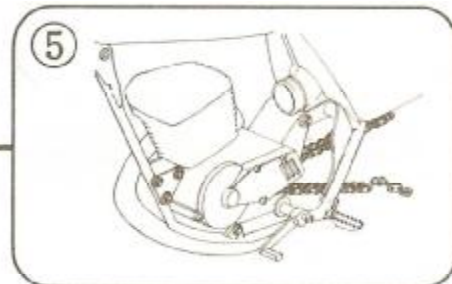
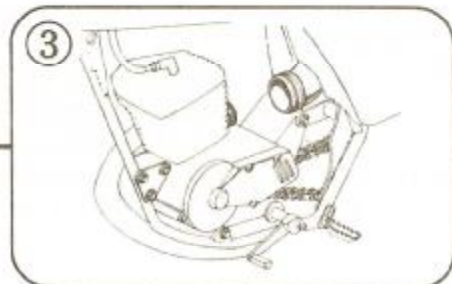
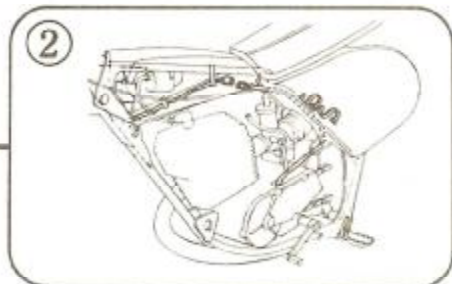
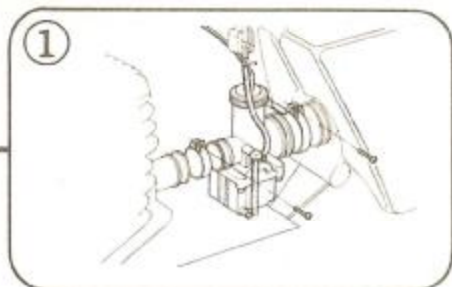
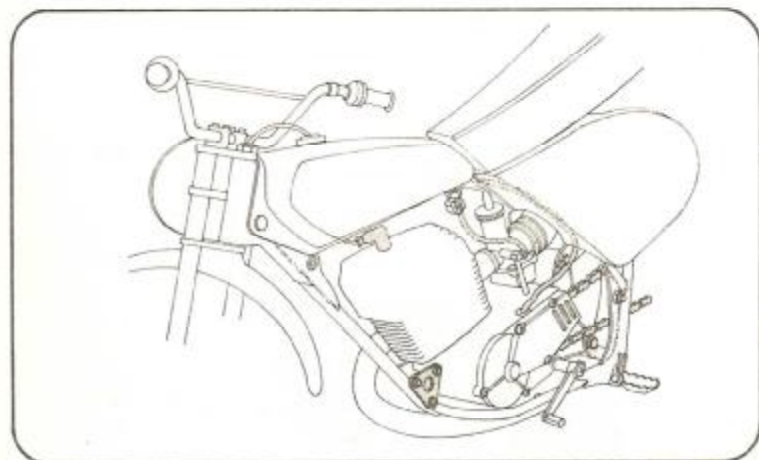
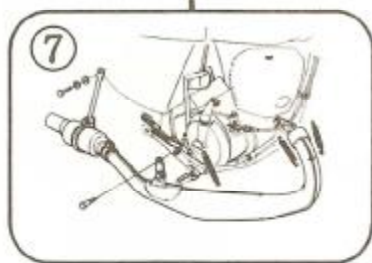
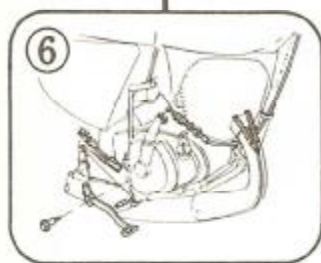
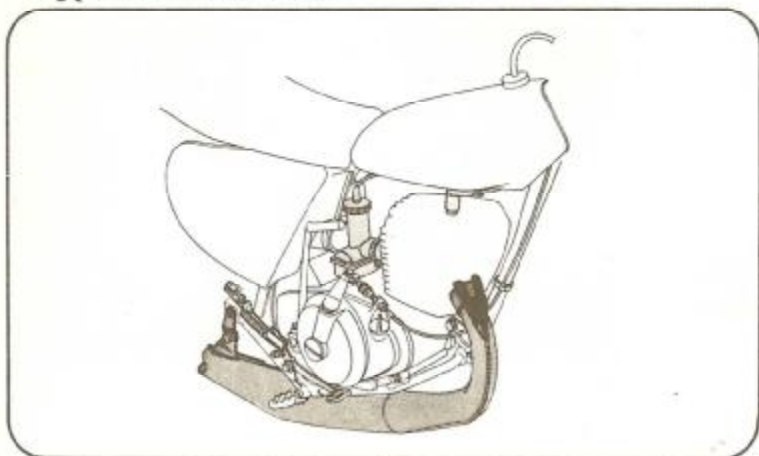


Fig. 3-1

(1) Carburetor connecting band
(2) Generator cord connector
(3) Fuel tube and carburetor

(4) Plug cap
(5) Clip and drive chain
(6) Clutch cable and rear brake pedal

(7) Three expansion chamber springs and two bolts
(8) Bolts

3. CYLINDER HEAD, CYLINDER AND PISTON

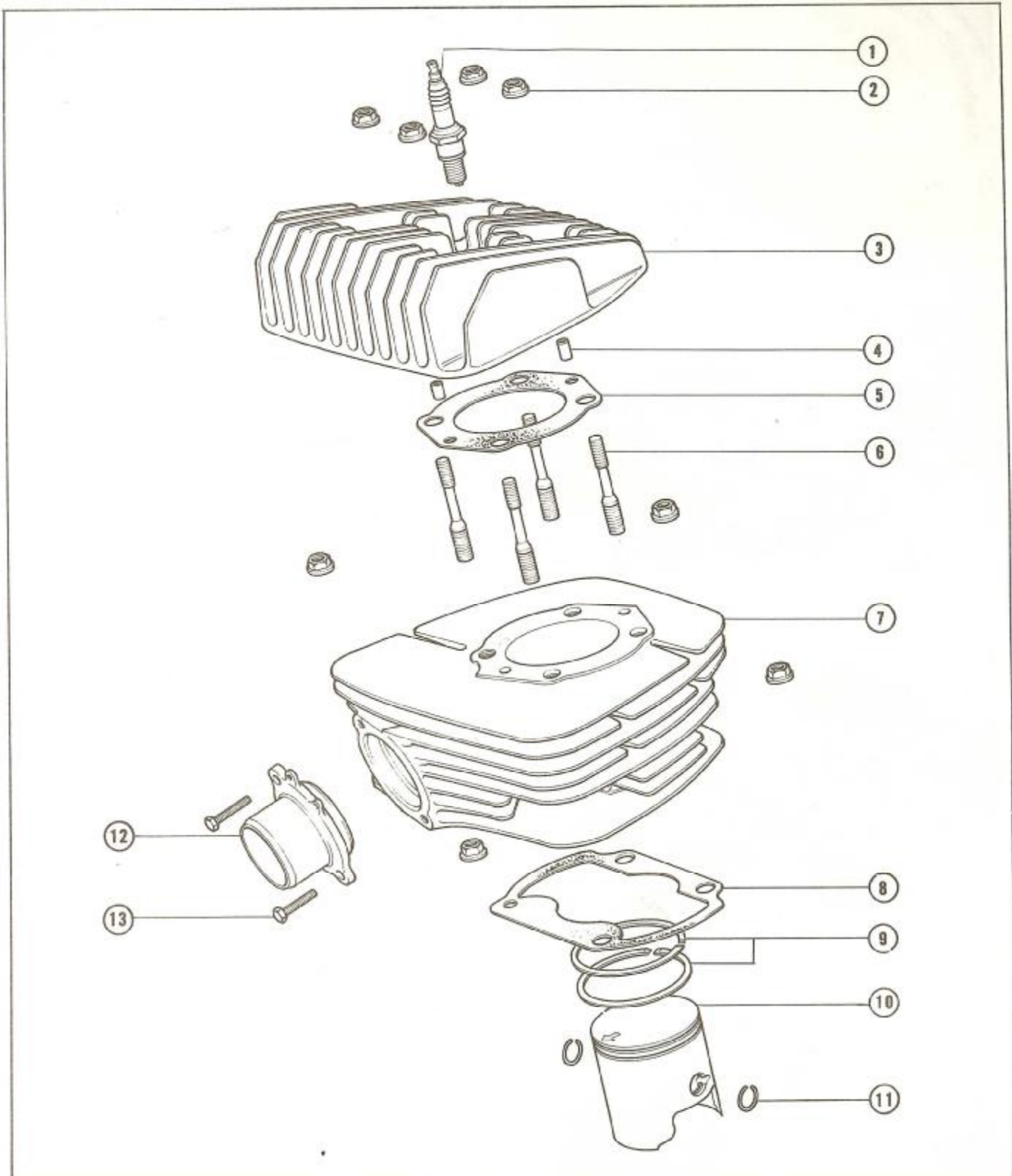


Fig. 3-2

- (1) Spark plug
- (2) Nut (eight)
- (3) Cylinder head
- (4) Dowel pin (two)
- (5) Cylinder head gasket

- (6) Cylinder stud bolt (four)
- (7) Cylinder
- (8) Cylinder gasket
- (9) Piston ring set
- (10) Piston

- (11) Piston pin clip (two)
- (12) Exhaust pipe joint
- (13) Bolt (two)

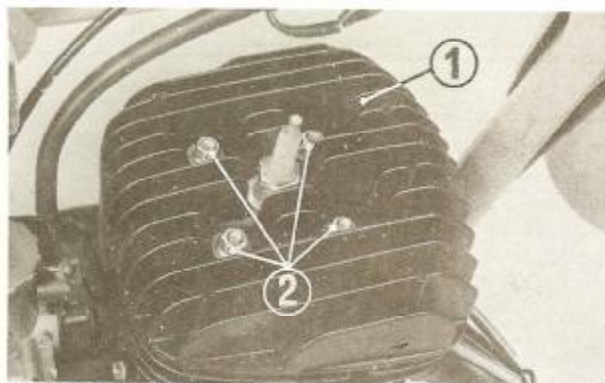


Fig. 3-3 (1) Cylinder head
(2) Nut

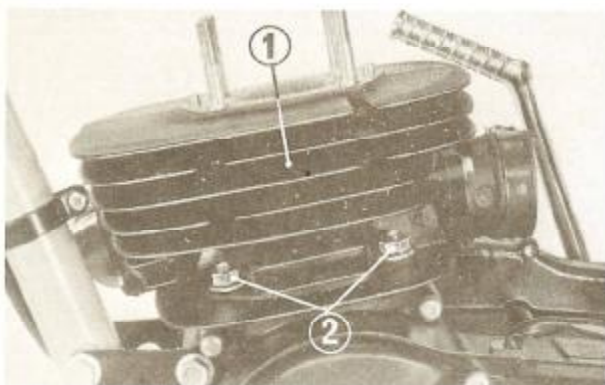


Fig. 3-4 (1) Cylinder
(2) Nut



Fig. 3-5 (1) Piston
(2) Piston pin clip
(3) Piston pin

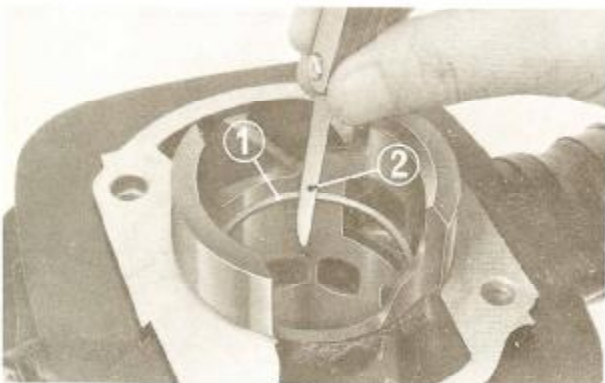


Fig. 3-6 (1) Piston ring
(2) Feeler gauge

Disassembly

1. Remove the seat.
2. Remove the fuel tank.
3. Remove the spark plug cap from the spark plug.
4. Remove the four nuts and remove the cylinder head.
5. Loosen the carburetor insulator band, remove the four nuts and remove the cylinder.
6. Put a clean cloth over the bore in the crankcase. Remove the piston pin clip, piston pin and piston.

Inspection

1. Carbon deposit.
Remove carbon deposits from the combustion chamber, exhaust port and piston. (See page 9)
2. Measure the cylinder bore at 15–20 mm from top of the cylinder.
3. Piston ring gap.
Seat the piston rings squarely in the skirt of the cylinder, and measure the ring gap with a feeler gauge. If the gap exceeds 0.65 mm (0.0256 in.), replace the rings with new ones.

4. Piston ring groove side clearance.
Measure the side clearance with a feeler gauge. If the clearance exceeds the service limit, replace the rings. If the clearance is too great even with new rings, replace the piston and rings.
5. Measure the piston O.D. at 5–10 mm from the skirt end and at right angle to the piston pin hole.
6. Check the piston pin for peeled surface and excessive discoloration, replace if necessary.

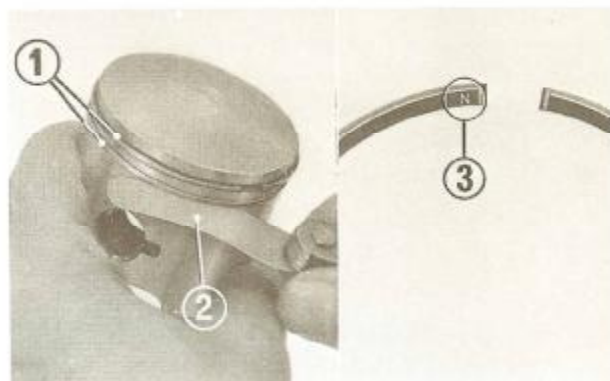


Fig. 3-7 (1) Piston rings (2) Feeler gauge (3) Marking

Assembly

1. When installing new piston rings, put them in the ring grooves and turn the rings to check for smooth movement. The piston rings should be installed with their markings facing upward.
Decarbonize the ring grooves if necessary.
When installing the top and second rings to the piston, install them in their correct positions.
 - The top ring is a keystone type and the free ring gap is 6.0–6.5 mm (0.236–0.256-in.)
 - The second ring is a flat type and the free ring gap is 5.0–5.5 mm (0.197–0.216-in.)

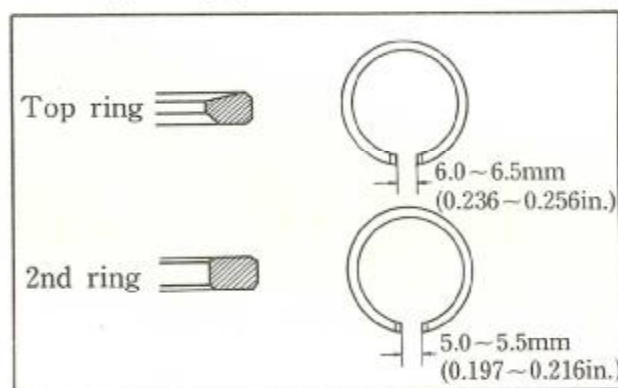


Fig. 3-8

NOTE:

- Discard the piston pin clip removed. Use a new clip.
2. Install the piston to the connecting rod with the arrow mark on the piston crown toward the front of the engine.



Fig. 3-9 (1) Arrow mark

4. CLUTCH

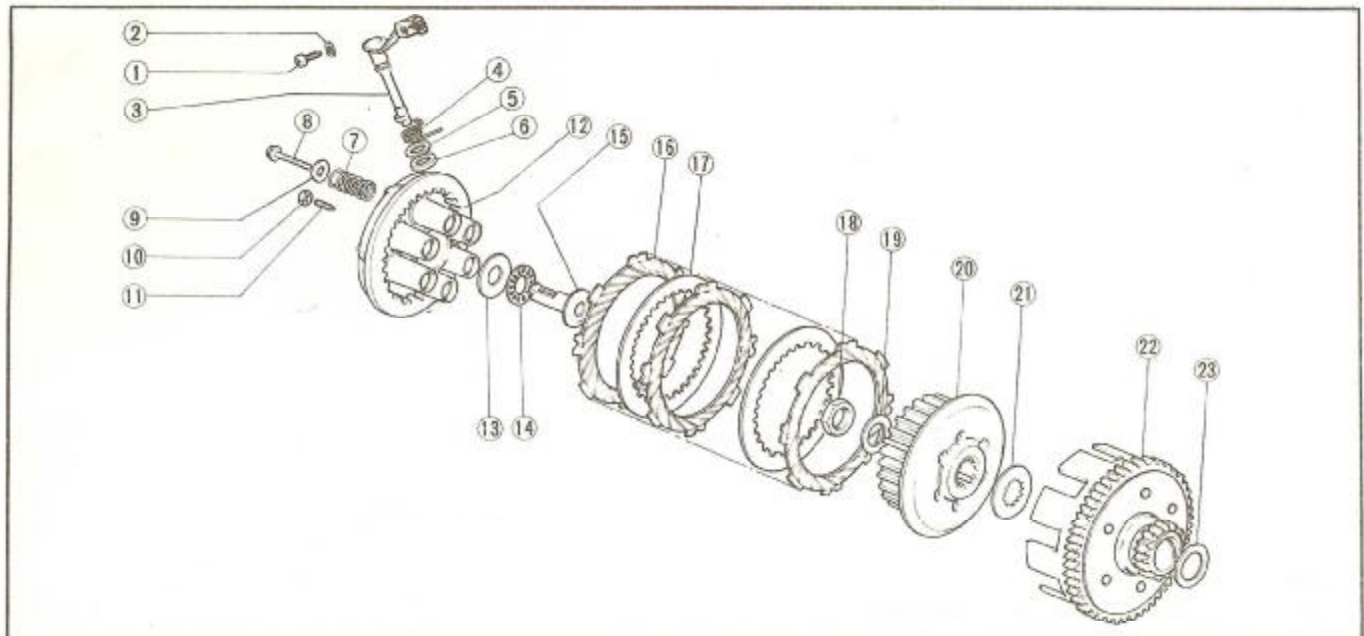
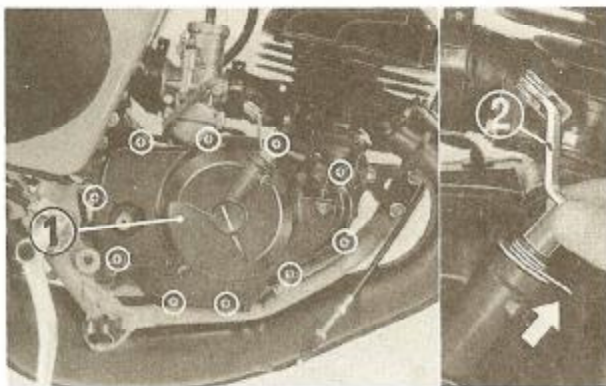


Fig. 3-10

- | | | | |
|-------------------------|-----------------------------|----------------------------|----------------------------|
| (1) Special bolt | (7) Clutch spring (six) | (13) Thrust washer | (19) Lock washer |
| (2) Sealing washer | (8) Flange bolt (six) | (14) Thrust needle bearing | (20) Clutch center |
| (3) Clutch lifter shaft | (9) Plain washer (six) | (15) Clutch lifter rod | (21) Spline washer |
| (4) Lifter shaft spring | (10) Hex. nut | (16) Clutch disc (six) | (22) Clutch outer assembly |
| (5) Special washer | (11) Clutch adjusting screw | (17) Clutch plate (five) | (23) Thrust washer |
| (6) Oil seal | (12) Clutch pressure plate | (18) Lock nut | |

Fig. 3-11 (1) Right crankcase cover
(2) Clutch leverFig. 3-12 (1) Bolt
(2) Clutch pressure plate
(3) Clutch lifter rod

Disassembly

1. Drain the transmission oil from the crankcase.
2. Remove the brake pedal pivot.
3. Remove the kick starter pedal.
4. Disconnect the clutch cable from clutch lever.
5. Remove the 10 right crankcase cover tightening screws. Then remove the screw and remove the right crankcase cover with the clutch lever raised.
6. Remove the six clutch bolts and remove the clutch pressure plate. Then remove the clutch lifter rod, thrust needle bearing and thrust washer from the clutch pressure plate.

7. Remove the six clutch friction discs and five clutch plates.
8. Shift the transmission in gear. Hold the drive sprocket with the drive sprocket holder (tool no. 07922-3570000). Remove the lock nut, lock washer and clutch center.



Fig. 3-13 (1) Lock nut
(2) Clutch center

9. Remove the splined washer, clutch outer, starter shaft and thrust washer.

Inspection

1. Check the clutch friction discs for burning, wear or any other damage, and replace any damaged discs.
2. Check the clutch plates for face runout. Warped or damaged plates may cause the clutch to slip when engaged. Replace the plates if necessary.
3. Check the clutch springs for fatigue and replace them if necessary.
4. Check the clutch outer for stepped wear and replace it if necessary.

Assembly

1. Install the thrust washer to the main shaft.
2. Install the clutch outer. Install the splined washer to the main shaft and rotate the shaft until the washer meshes with the shaft.

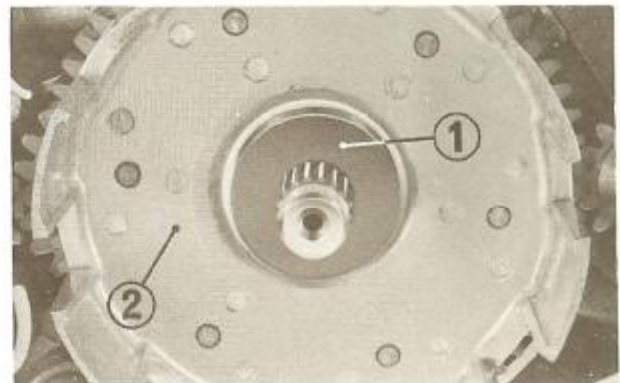


Fig. 3-14 (1) Splined washer
(2) Clutch outer

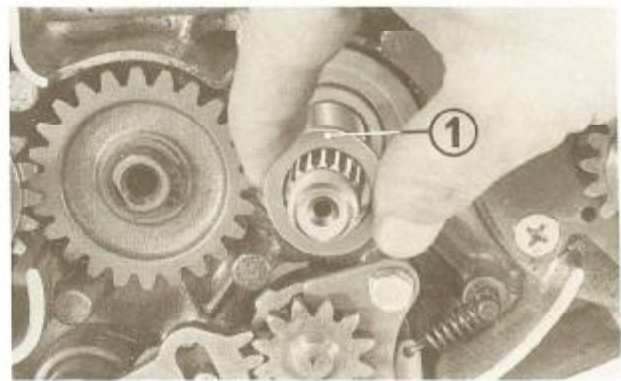


Fig. 3-15 (1) Thrust washer



Fig. 3-16 (1) Splined washer

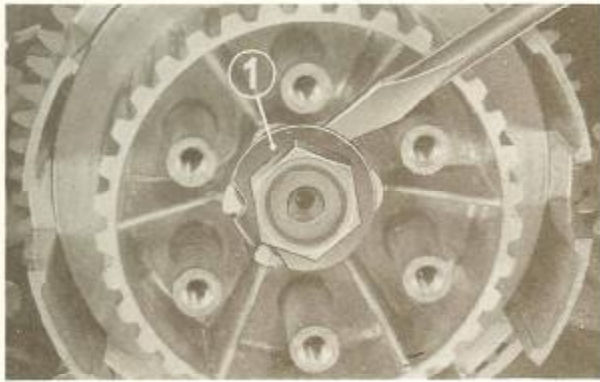


Fig. 3-17 (1) Lock washer

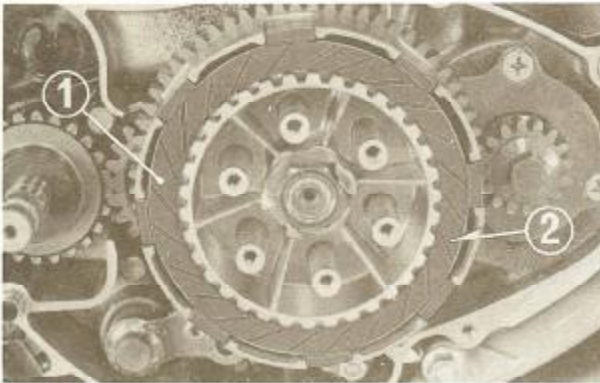


Fig. 3-18 (1) Clutch friction disc
(2) Groove

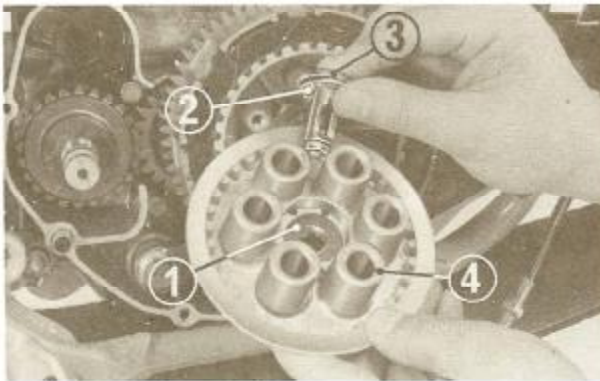


Fig. 3-19 (1) Thrust washer
(2) Thrust needle bearing
(3) Clutch lifter rod
(4) Clutch pressure plate

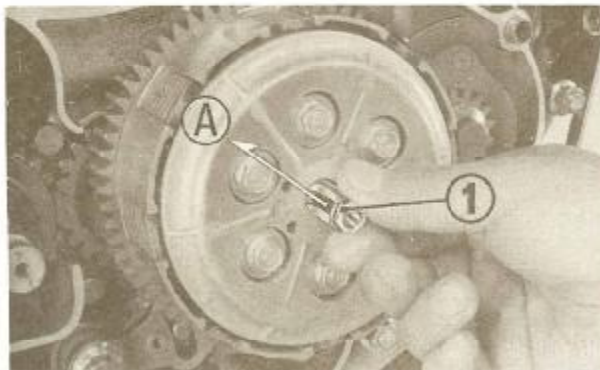


Fig. 3-20 (1) Clutch lifter rod

3. Install the clutch center. Install the lock washer with the lug in the recess of the clutch center. Tighten the lock nut to the specified torque. Bend the lock washer against a flat on the lock nut.

NOTE:

Properly fit the tab of the lock washer into the groove in the clutch center.

4. Install the six friction discs and five clutch plates on the clutch center (alternating the friction discs and clutch plates). The friction discs must be installed with the grooves facing in the direction shown in Fig. 3-18.

5. Install the thrust washer, thrust needle bearing and clutch lifter rod to the clutch pressure plate.

6. With the groove in the clutch lifter rod faced in direction (A) in Fig. 3-20, install the right crankcase cover. Insert the clutch lever and turn it clockwise to fit the tip into the groove in the clutch lifter rod.

5. KICK STARTER

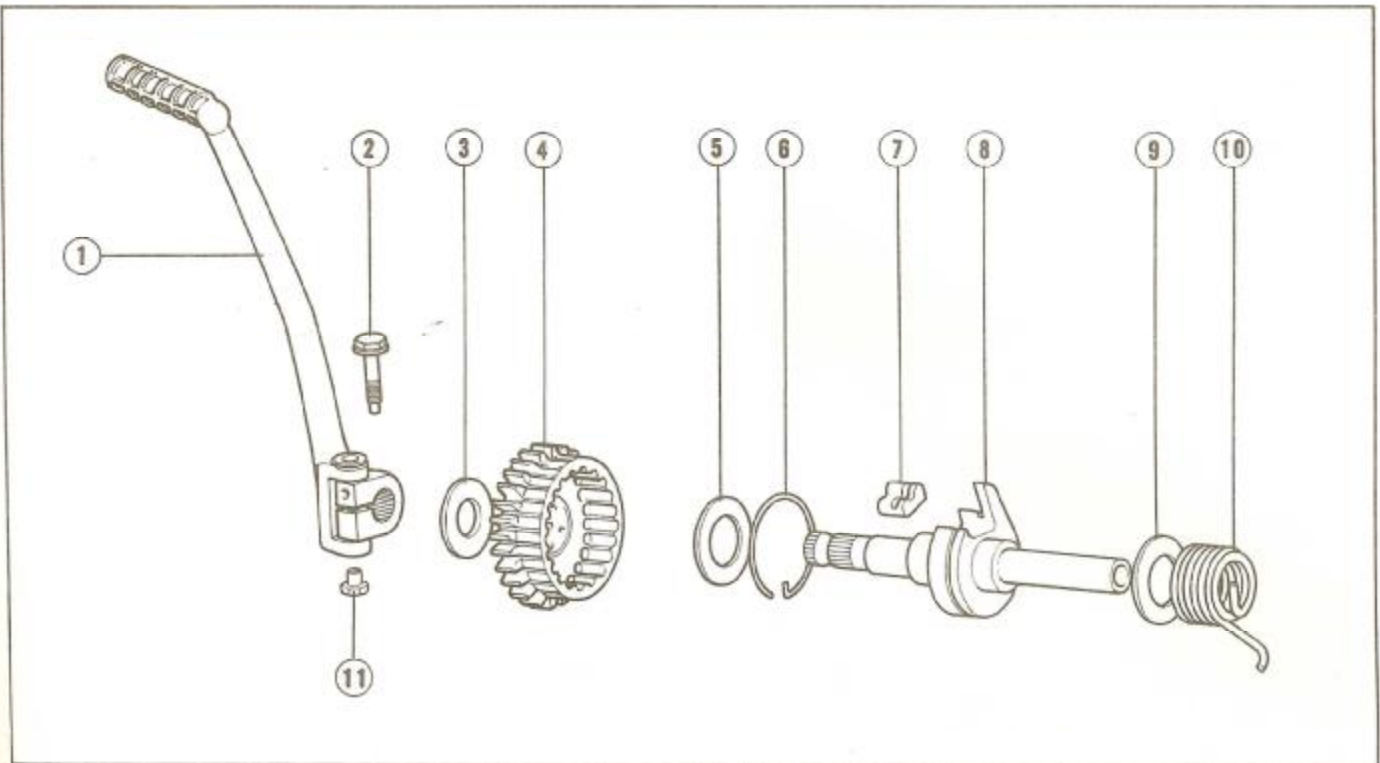


Fig. 3-21

- | | | |
|---------------------------------|---------------------------|------------------------------|
| (1) Kick starter arm | (5) Thrust washer | (9) Thrust washer |
| (2) Kick starter bolt | (6) Starter pawl spring | (10) Starter return spring |
| (3) Thrust washer | (7) Kick starter pawl | (11) Kick arm nut |
| (4) Starter pinion (24 teeth) | (8) Starter shaft | |

Disassembly

1. Drain the transmission oil from the crankcase.
2. Remove the brake pedal pivot.
3. Remove the kick starter pedal.
4. Disconnect the clutch cable from the clutch lever.
5. Remove the right crankcase cover (See page 22).
6. Remove the thrust washer and starter pinion.
7. Disassemble the right and left crankcase (See page 28).
8. Remove the starter spring and the starter shaft assembly.

Inspection

Check the ratchet pawl for damage and the pawl spring for fatigue.

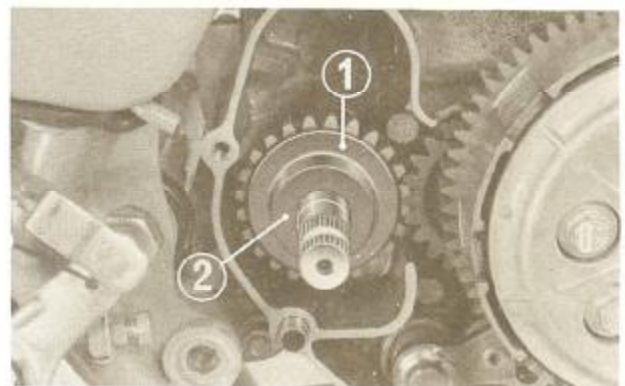


Fig. 3-22 (1) Starter pinion
(2) Thrust washer

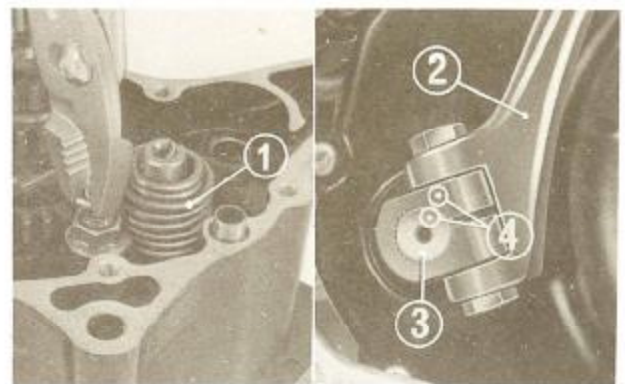


Fig. 3-23 (1) Starter spring
(2) Kick starter
(3) Starter shaft
(4) Punch marks

6. GEARSHIFT MECHANISM

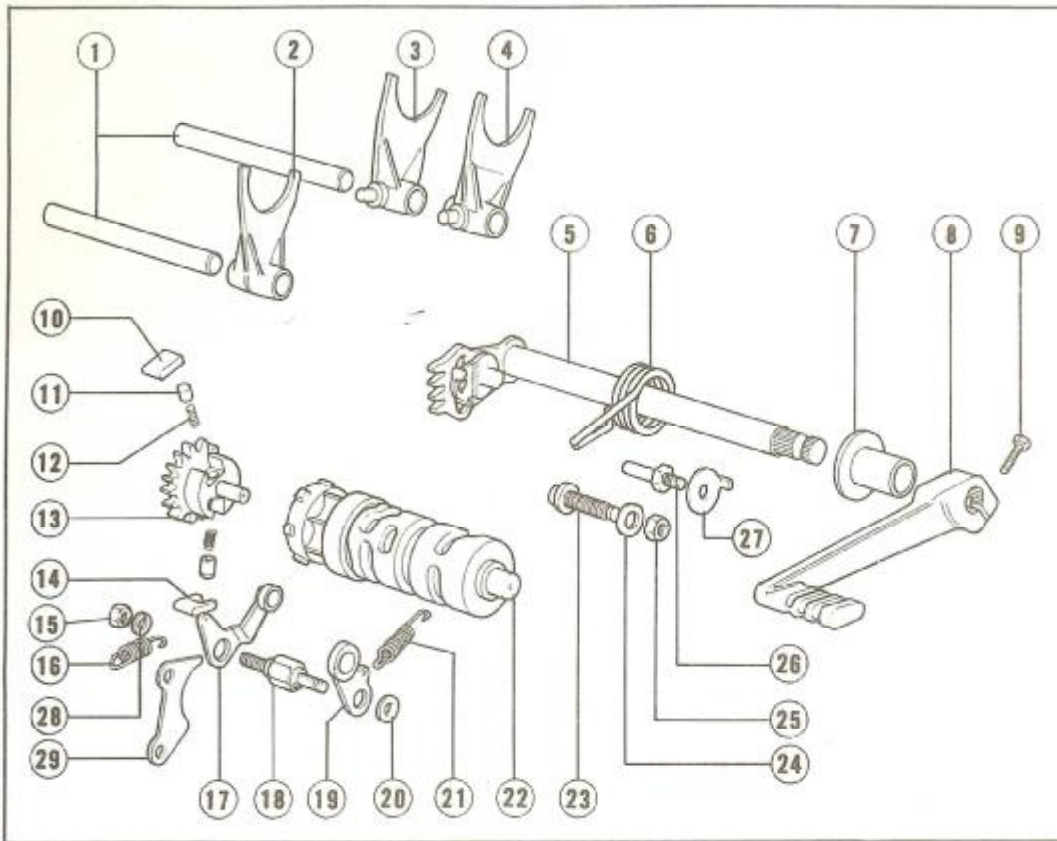


Fig. 3-24

- (1) Shift fork shaft (two)
- (2) Center gear shift fork
- (3) Right gear shift fork
- (4) Left gear shift fork
- (5) Gear shift spindle
- (6) Gear shift return spring
- (7) Shift spindle protector
- (8) Gear change pedal
- (9) Hex. bolt
- (10) Ratchet pawl A
- (11) Pawl plunger (two)
- (12) Pawl plunger spring (two)
- (13) Drum shifter
- (14) Ratchet pawl B
- (15) Hex. nut
- (16) Neutral stopper spring
- (17) Neutral stopper arm
- (18) Drum stopper arm collar
- (19) Shift drum stopper arm
- (20) Drum stopper washer
- (21) Shift drum stopper arm spring
- (22) Shift drum
- (23) Starter return pin
- (24) Washer
- (25) Hex. nut
- (26) Return spring pin
- (27) Lock washer
- (28) Spring washer
- (29) Guide plate

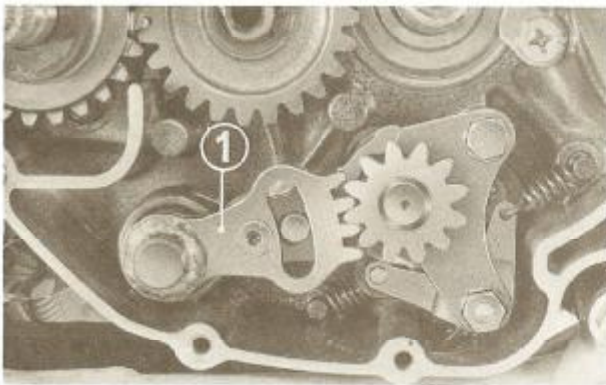


Fig. 3-25 (1) Gearshift spindle

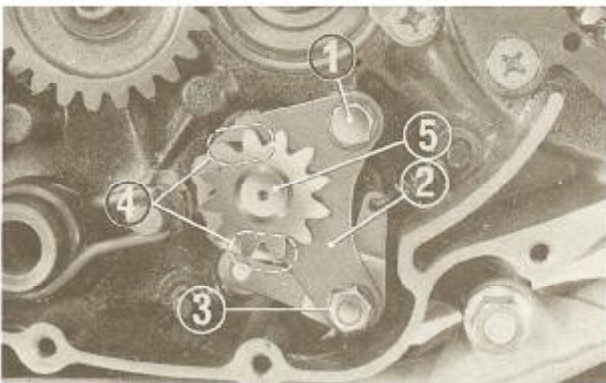


Fig. 3-26 (1) Bolt (4) Ratchet pawl
 (2) Plate guide (5) Drum shifter
 (3) Nut

Disassembly

1. Remove the clutch. (See page 22.)
2. Remove the gear change pedal and gearshift spindle.
3. Remove the bolt and nut and remove the plate guide. Then remove the drum shifter while holding the two ratchet pawls.

- Remove the neutral stopper spring and neutral stopper.

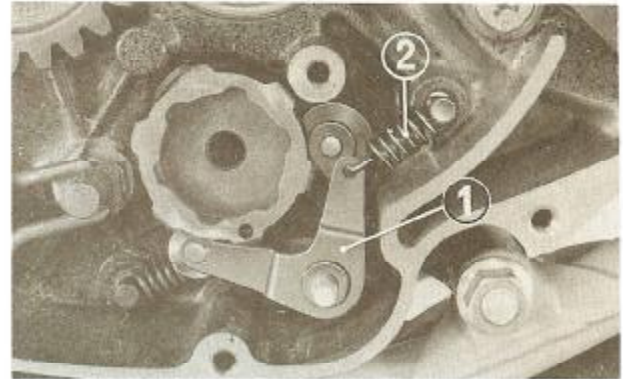


Fig. 3-27 (1) Neutral stopper (2) Neutral stopper spring

- Remove the drum stopper arm collar and drum stopper arm spring and remove the drum stopper arm.



Fig. 3-28 (1) Drum stopper arm (3) Arm spring
(2) Arm collar

- Disassemble the right and left crankcases. (See page 28). Remove the two fork shafts, three gearshift forks and gearshift drum.

Inspection

- Check the condition of the gearshift fork finger.
- Measure the gearshift fork guide shaft O.D.
- Measure the gearshift fork I.D.
- Measure the gearshift drum O.D.
- Check for sticking or bent gearshift forks.
- Check for broken, worn, or bent gearshift spindle spring.

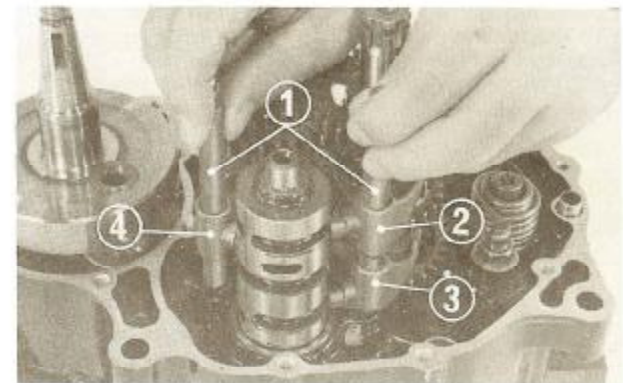


Fig. 3-29 (1) Gearshift fork shaft
(2) Left gearshift fork
(3) Right gearshift fork
(4) Center gearshift fork

Assembly

- Install the gearshift forks.
- Place the gearshift drum in the neutral position. With the punch mark on the drum shifter facing in the direction shown in Fig. 3-30, install the drum shifter and two ratchet pawls to the gearshift drum. Install the gearshift spindle by fitting the center notch in the spindle ratchet on the punch marked drum shifter tooth.

NOTE:

Ensure that the ratchet pawls are installed correctly.

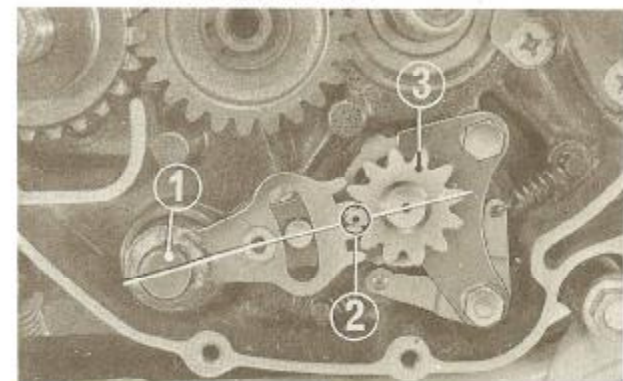


Fig. 3-30 (1) Gearshift spindle (3) Drum shifter
(2) Punch mark

7. CRANKCASE AND TRANSMISSION

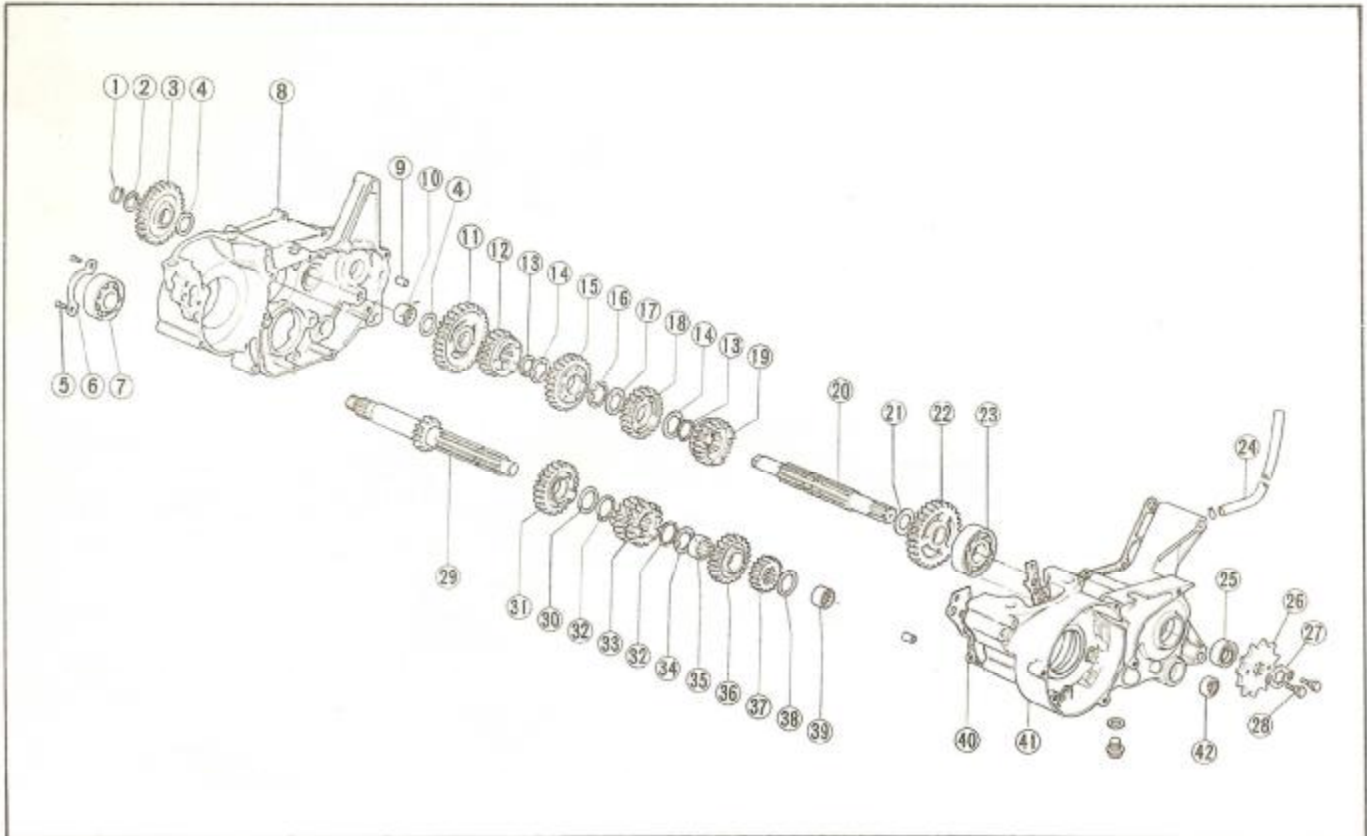


Fig. 3-31

- | | | | |
|-------------------------|-------------------------|---|---|
| (1) Set ring | (5) Flat screw (two) | (9) Dowel pin (two) | (25) Oil seal |
| (2) Thrust washer | (6) Bearing set plate B | (10) Needle bearing 1612 | (26) Drive sprocket |
| (3) Starter idle gear | (7) Ball bearing | (11) Countershaft low gear
(32 teeth) | (27) Fixing plate B |
| (4) Thrust washer (two) | (8) Right crankcase | (12) Countershaft fifth gear
(23 teeth) | (28) Hex. bolt (two) |
| | | (13) Snap ring (two) | (29) Main shaft |
| | | (14) Spline washer (two) | (30) Thrust washer |
| | | (15) Countershaft third gear
(26 teeth) | (31) Main shaft fifth gear
(24 teeth) |
| | | (16) Lock washer | (32) Snap ring (two) |
| | | (17) Spline washer | (33) Main shaft third gear
(20 teeth) |
| | | (18) Countershaft fourth gear
(24 teeth) | (34) Spline washer |
| | | (19) Countershaft sixth gear
(22 teeth) | (35) Spline collar |
| | | (20) Countershaft | (36) Main shaft sixth gear
(25 teeth) |
| | | (21) Thrust washer | (37) Main shaft second gear
(18 teeth) |
| | | (22) Countershaft second gear
(29 teeth) | (38) Thrust washer |
| | | (23) Ball bearing | (39) Needle bearing |
| | | (24) Breather tube | (40) Crankcase gasket |
| | | | (41) Left crankcase |
| | | | (42) Oil seal |

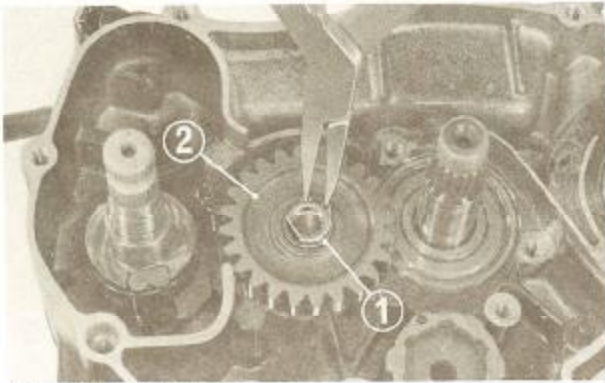
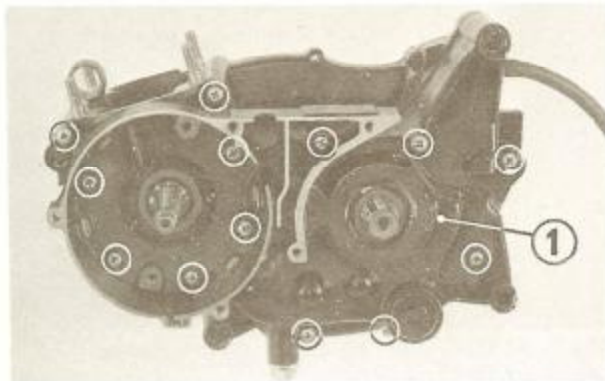
Fig. 3-32 (1) Snap ring
(2) Starter idle gear

Fig. 3-33 (1) Left crankcase

Disassembly

1. Remove the engine. (See page 18.)
2. Remove the cylinder head, cylinder and piston. (See page 19.)
3. Remove the clutch. (See pages 22.)
4. Remove the kick starter. (See page 25.)
5. Remove the stator base and A.C. generator.
6. Remove the drive sprocket.
7. Remove the gearshift spindle, neutral stopper and gearshift drum stopper.
8. Remove the snap ring and remove the starter idle gear.
9. Remove the 13 left crankcase screws.

10. Bolt the crankcase disassembly tool (tool no. 07937-3600000) to the left crankcase as shown in Fig. 3-34. Turn the screw of the tool against the end of the crankshaft to separate the cases.

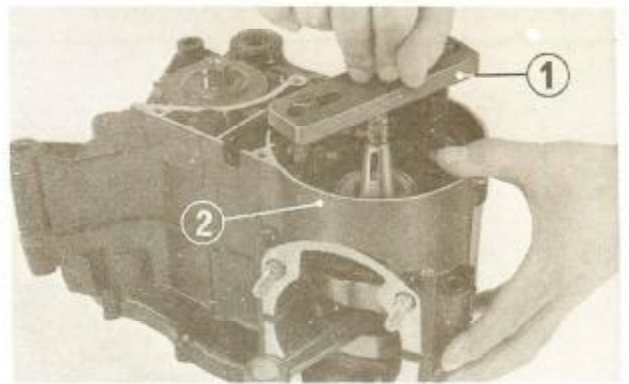


Fig. 3-34 (1) Crankcase disassembly tool
(2) Left crankcase

11. Remove the two shift fork shafts, three shift forks and gearshift drum.
12. Remove the main shaft and countershaft gears.

Inspection

1. Check the gear teeth for damage, and replace any damaged gears.
2. Check the dogs of the gears for wear. Also check to see if the gears move smoothly along the shaft splines.

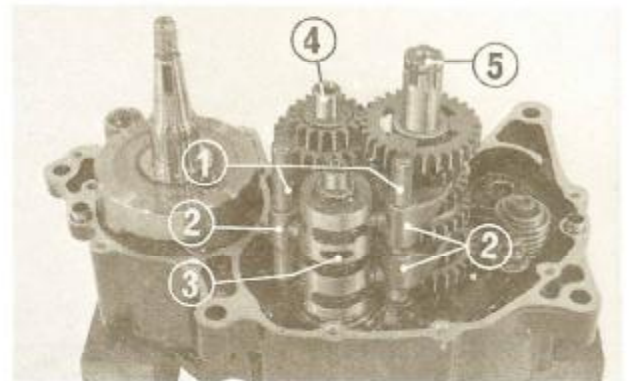


Fig. 3-35 (1) Shift fork shaft (4) Main shaft
(2) Shift fork (5) Countershaft
(3) Gearshift drum

Assembly

1. When installing the right and left crankcases, thoroughly clean the crankshaft chamber first.
2. When installing the main shaft and countershaft, apply a coat of oil to the bearing attaching surfaces. Also fill the shafts with oil.

NOTE:

When installing the spline collar (35) (Fig. 3-31) to the main shaft, align the oil holes.

3. Fill the void between double lips of the oil seal with gasoline-resistant grease. Check the lips for burr.

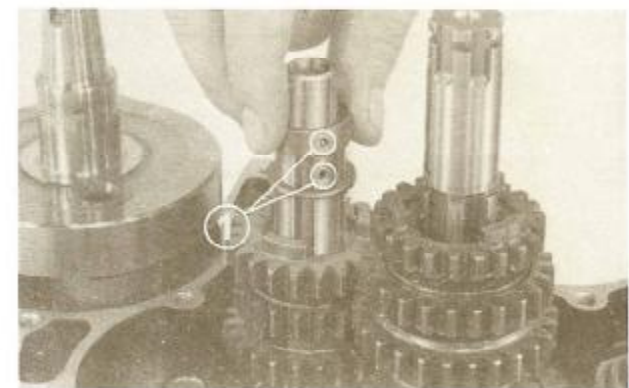


Fig. 3-36 (1) Oil holes



Fig. 3-37 (1) Main shaft (2) Countershaft

8. CRANKSHAFT AND CONNECTING ROD

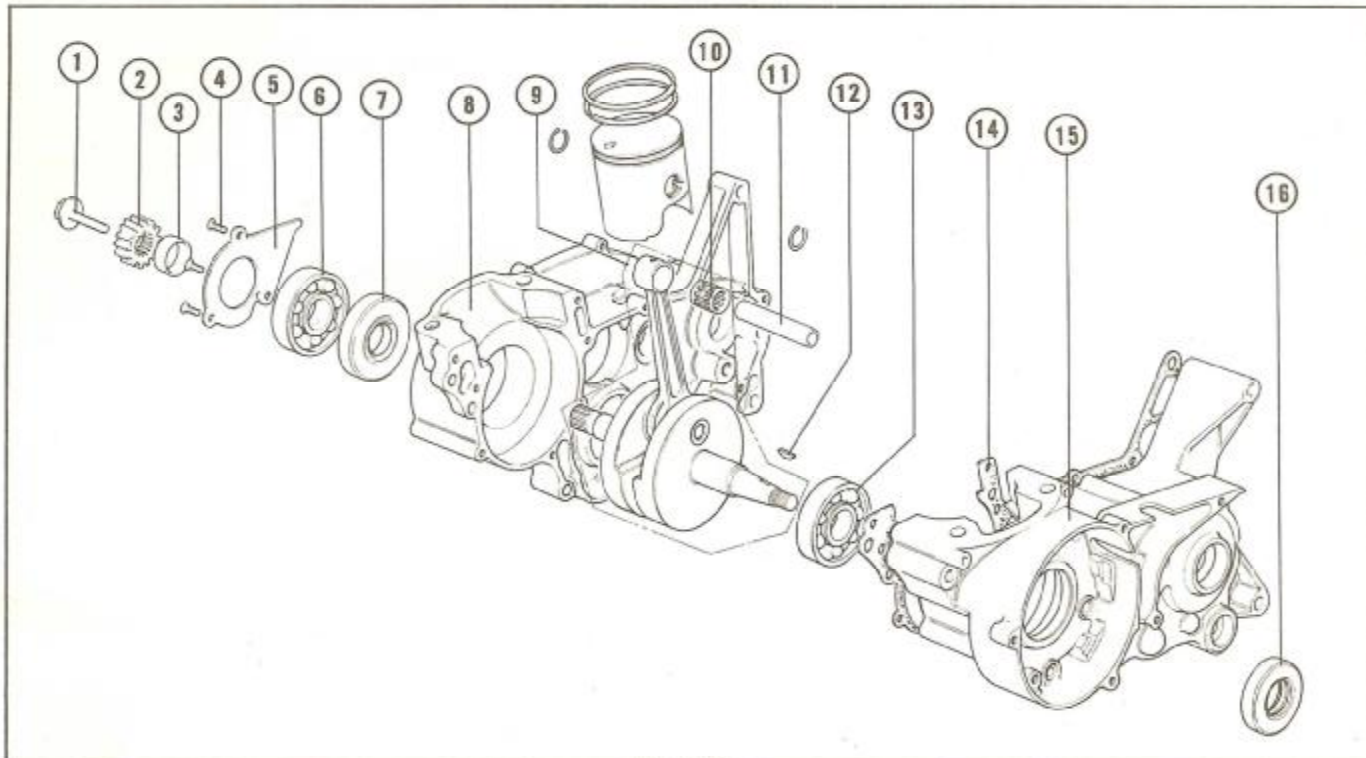


Fig. 3-38

- | | | | |
|-----------------------------------|-------------------------|---------------------------------------|-----------------------|
| (1) Special bolt | (5) Bearing set plate A | (9) Crankshaft | (13) Ball bearing |
| (2) Primary drive gear (16 teeth) | (6) Ball bearing | (10) Connecting rod small end bearing | (14) Crankcase gasket |
| (3) Primary drive gear collar | (7) Oil seal | (11) Piston pin | (15) Left crankcase |
| (4) Screw (three) | (8) Right crankcase | (12) Woodruff key | (16) Oil seal |

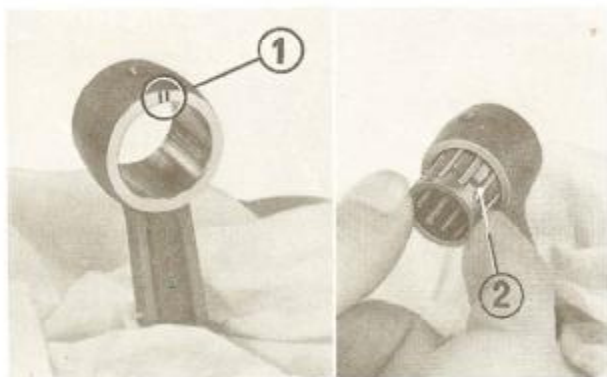


Fig. 3-39 (1) Connecting rod small end I.D. identification mark
(2) Small end bearing

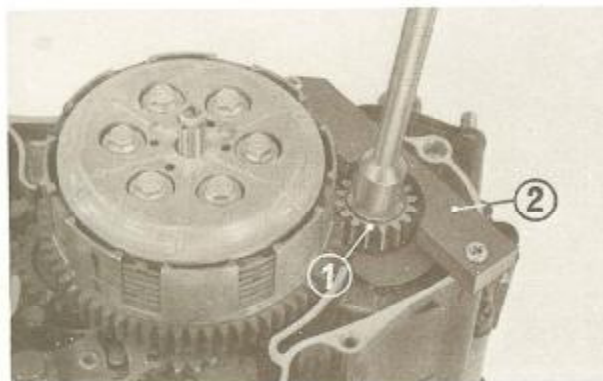


Fig. 3-40 (1) Primary drive gear
(2) Drive gear holder

Disassembly

1. Disassemble the crankcase. (See pages 28-29)

NOTE:

Before disassembling the crankcase, remove the primary drive gear by using the drive gear holder (tool no. 07924-360000).

2. Remove the crankshaft assembly from the crankcase.

Inspection

Before disassembling, hold both ends of the crankshaft and check for looseness. If the crankshaft rattles, check to see if the rattle is caused by loose bearings or excessive clearance between the crankcase and bearing outers.

Assembly

The connecting rod small end bearing is selective-fitted with the connecting rod small end I.D. The connecting rod small end I.D. is identified by the number of notches.

For identification see the table below.

Connecting rod small end I.D. identification	Bearing package color
One notch	Red
Two notches	Blue
Three notches	White

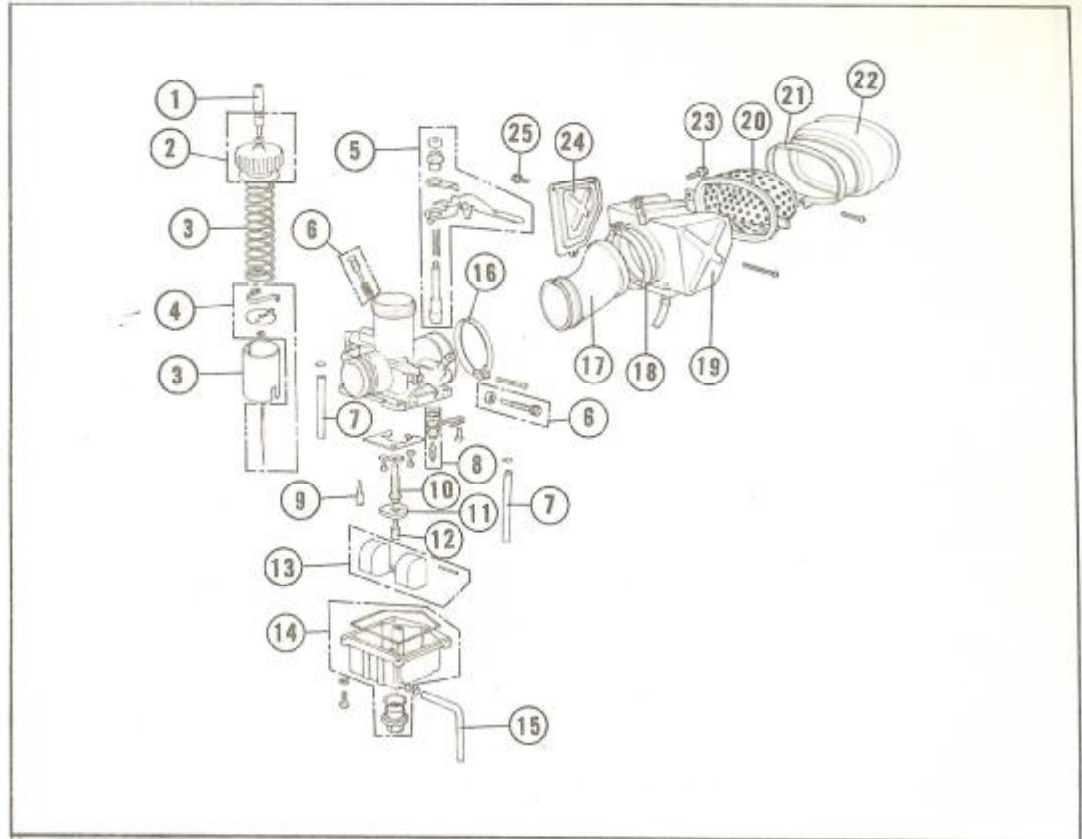
NOTE:

- The connecting rod small end bearings are identified by the colors of their packaging.

9. CARBURETOR AND AIR CLEANER

Fig. 3-41

- (1) Rubber cap
- (2) Top set
- (3) Throttle valve set
- (4) Jet needle set
- (5) Starter valve set
- (6) Screw set
- (7) Fuel tube (breather tube)
- (8) Float valve set
- (9) Slow jet
- (10) Jet needle set
- (11) Jet holder
- (12) Main jet
- (13) Float set
- (14) Float chamber set
- (15) Fuel tube
- (16) Connecting tube band A
- (17) Connecting tube
- (18) Connecting tube band
- (19) Air cleaner element case
- (20) Air cleaner element holder
- (21) Air cleaner element band
- (22) Air cleaner element
- (23) Bolt
- (24) Air cleaner case cover
- (25) Bolt



Construction

1. Starting circuit

When the starter valve (1) is opened, fuel is metered by the starter jet (2) and is mixed with air from the passages (3) and (4). Then, the mixture is drawn into the cylinder through the hole (5).

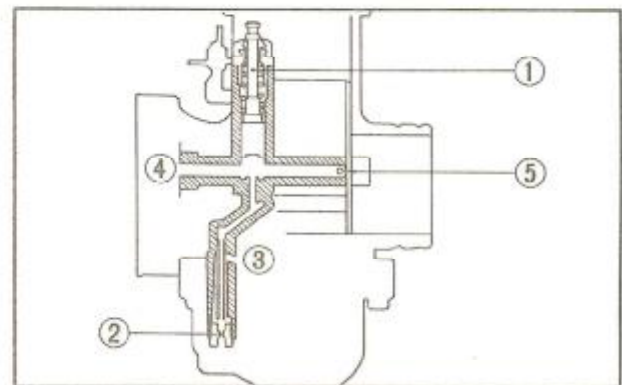


Fig. 3-42 (1) Starter valve
(2) Starter jet

2. Slow circuit

Fuel is metered by the slow jet (6) and is mixed with air from the slow air passage at the bleed. Then, the mixture is squirted from the bypass (8) and pilot outlet (9).

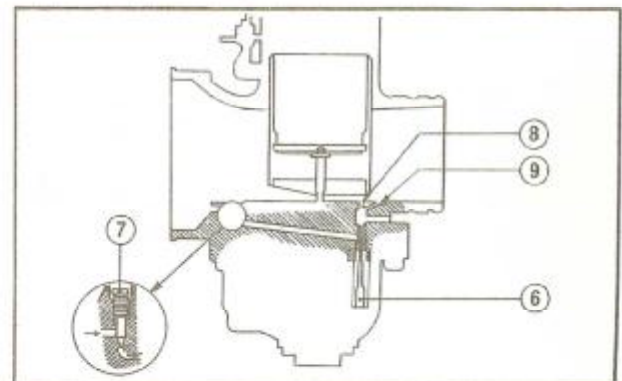


Fig. 3-43 (6) Slow jet (8) Bypass
(7) Air screw (9) Pilot outlet

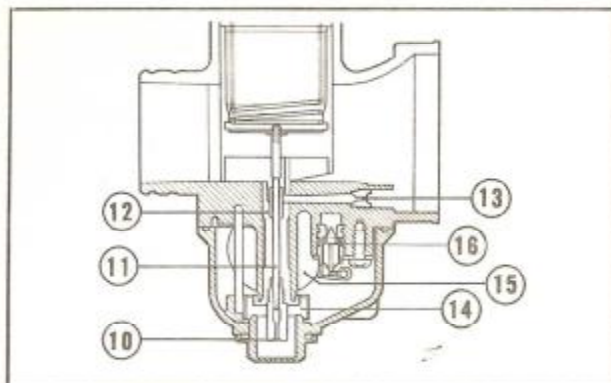


Fig. 3-44 (10) Main jet (11) Jet needle (12) Needle jet (13) Air jet (14) Jet holder (15) Float (16) Float valve

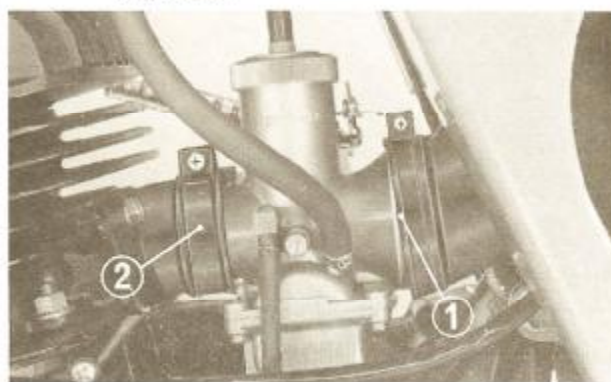


Fig. 3-45 (1) Connecting band (2) Insulator band

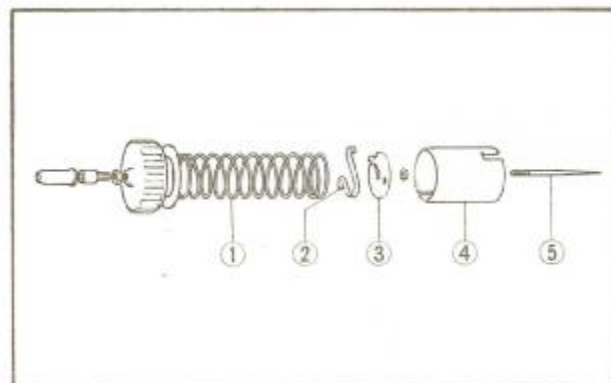


Fig. 3-46 (1) Spring (2) Clip (3) Clip plate (4) Throttle valve (5) Jet needle

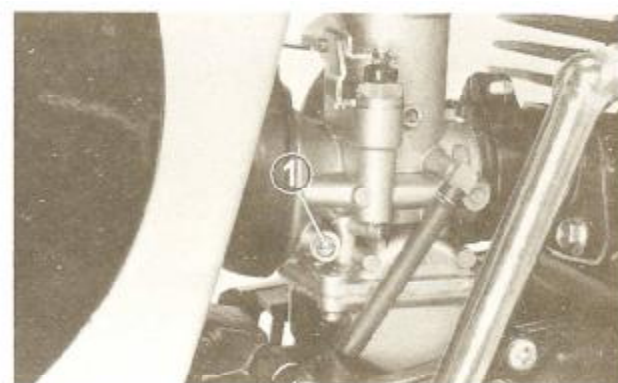


Fig. 3-47 (1) Air screw

3. Main circuit

Fuel metered by the main jet (10) flows through the passage between the jet needle (11) and needle jet (12) and is then mixed with air from air jet (13) at the outlet. Then the mixture is squirted from the nozzle tip. The jet holder (14) and the main jet (10) are secured together.

4. Float chamber

The float chamber maintains a constant fuel level.

A spring built into the float valve (16) prevents the float from moving abnormally to maintain a constant fuel level and to prevent wear on float valve.

5. Baffle plate

The baffle plate installed in the float chamber inhibits change of fuel level and bubbling caused by vibration.

Disassembly

1. Loosen the connecting band.
2. Loosen the insulator band.
3. Remove the carburetor.

4. Remove the carburetor top, and remove the spring and throttle valve.

CAUTION:

If gasoline comes out of the breather tube accidentally, wipe it completely.

Inspection

1. Slow jet
The slow jet is a means of regulating the fuel flow in the slow circuit. Its setting is based on adjustment of the air screw.
2. Air screw
The air screw regulates the flow of air in the slow circuit. Turning the air screw clockwise will make the mixture rich and turning it counterclockwise will make the mixture lean.

To adjust, warm up the engine and turn the screw so that the engine runs smoothly at the maximum idle speed. Open the throttle slightly and ensure that the engine revs up smoothly. If the slow jet is too small in size, the response will be slow. If the slow jet is too large, the response will be slow, too, due to too rich a mixture. Check response smoothness when the throttle valve is opened slightly.

3. Throttle valve cutaway

The throttle valve cutaway regulates the flow of air at a throttle opening of 1/8-1/4. The higher the value of the marking, the leaner the mixture, and vice versa.

Road-test the motorcycle with 1/4 throttle. Check the spark plug if any unsmoothness is felt. If the plug is wet, change the throttle valve for one with a larger number and if overheated, use a throttle valve with a smaller number.

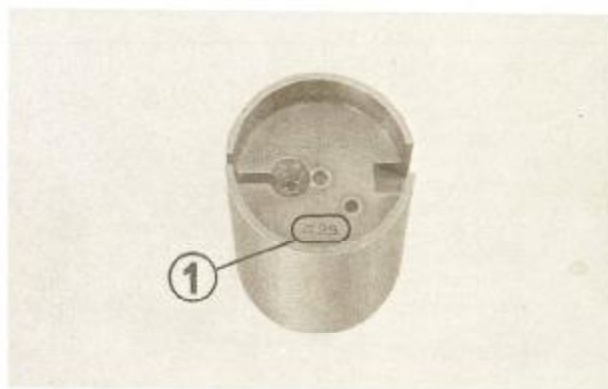


Fig. 3-48 (1) Cutaway number

4. Jet needle

The jet needle regulates the flow of fuel at a throttle opening of 1/4-1/2. The straight part of the needle regulates fuel flow at low throttle opening, and the tapered part regulates fuel flow at mid-throttle.

Five grooves are cut into the needle head to allow for adjustment of the needle. If throttle response is poor or if the engine will not maintain constant rpm, change the position of the needle. Before adjusting, set the main jet.

Example:

If the engine is running erratically with the jet needle set at the 3rd groove position, change to the 4th groove position. If the motorcycle jerks when accelerated or when running at a certain speed, change to a lower-numbered groove position.

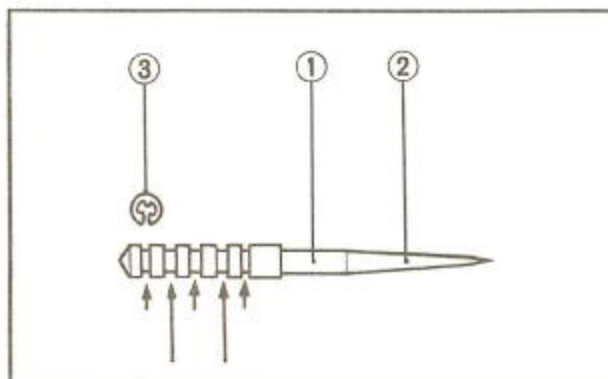


Fig. 3-49 (1) Straight (2) Tapered (3) Clip

5. Main jet

The main jet operates at 1/2 to full throttle and is important in regulating the flow of fuel from 3/4 to full throttle.

Select a larger jet to obtain maximum speed.

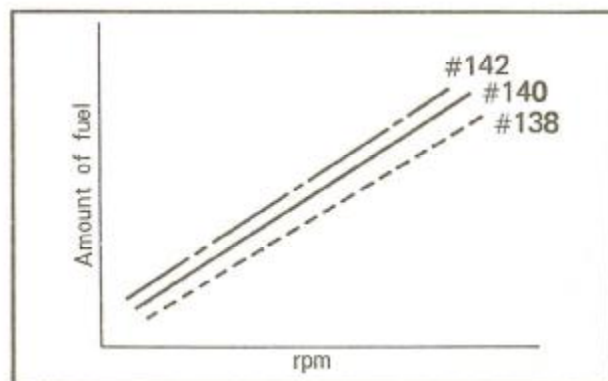


Fig. 3-50

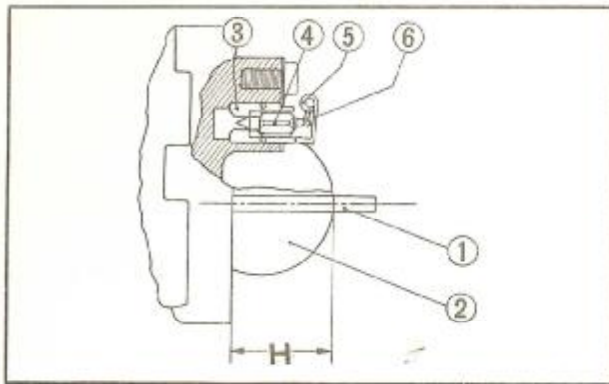


Fig. 3-51 (1) Float valve gauge (4) Float valve
(2) Float (5) Float arm pin
(3) Valve seat (6) Float arm tang

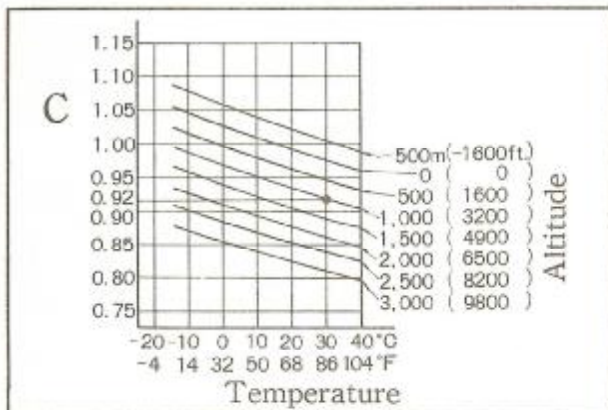


Fig. 3-52

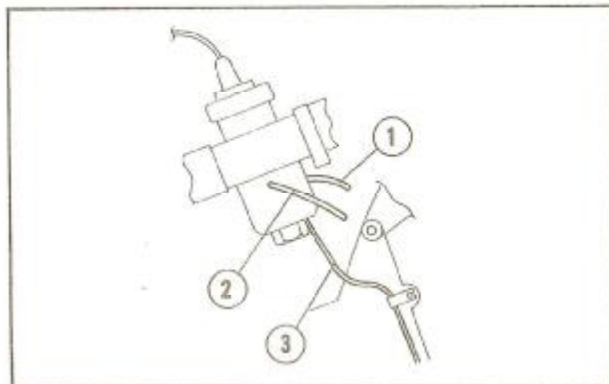


Fig. 3-53 (1) Right carburetor breather tube
(2) Left carburetor breather tube
(3) Carburetor overflow tube

Carburetor Setting Table

Setting No.		083A
Main jet	STD	# 140
	Option	# 132, 135, 138, 142, 145
Air jet	STD	# 200
	Option	# 160, 180, 220, 240
Slow jet	STD	# 45
	Option	# 42, 48
Throttle valve	STD	# 2.5
	Option	# 2.0, 3.0
Jet needle setting		Third groove

6. Float level

Hold the carburetor with its main bore in a vertical position, so the float arm-tang will just close the float valve, without compressing the spring loaded plunger in the end of the valve. Measure float height with a float level gauge.

Float height (distance between the carburetor body and the opposite edge of the float) should be 20 mm (0.787 in.) when the float valve just closes.

If adjustment is needed, carefully bend the float arm tang toward or away from the float valve until the specified float height is obtained. Replace any damaged or leaking float.

7. Temperature and altitude correction factor

The carburetor should be adjusted for changes in temperature and altitude. Determine the needle and air screw settings and main jet size by correction factor C in the table below. Select the correct factor to meet riding conditions.

• Main jet

$\text{specified main jet no.} \times C = \text{main jet to be used}$

• Jet needle

$\text{specified jet needle groove no.} + \text{rating of } C = \text{groove no. to be used}$

C	1.20 min.	1.20 1.05	1.05 0.95	0.95 0.80	0.80 max.
Rating	+2	+1	—	-1	-2

(+) Raise the needle.

(-) Lower the needle.

• Air screw

$\text{specified number of turns} + \text{rating of } C$

C	1.20 min.	1.20 1.05	1.05 0.95	0.95 0.80	0.80 max.
Rating	-1	-1/2	—	+1/2	+1

(+) Increase the number of turns

For example:

At a temperature of 30°C (86°F) and an altitude of 1,000 m (3,200 ft.), carburetor recommendations are as follows:

• Main jet

$140 \times 0.92 = 128.8$

• #132

• Jet needle

3-1=2

• 2nd groove

• Air screw opening

$1\frac{1}{2} + \frac{1}{2} = 1\frac{3}{4}$

• $1\frac{3}{4}$ turns open

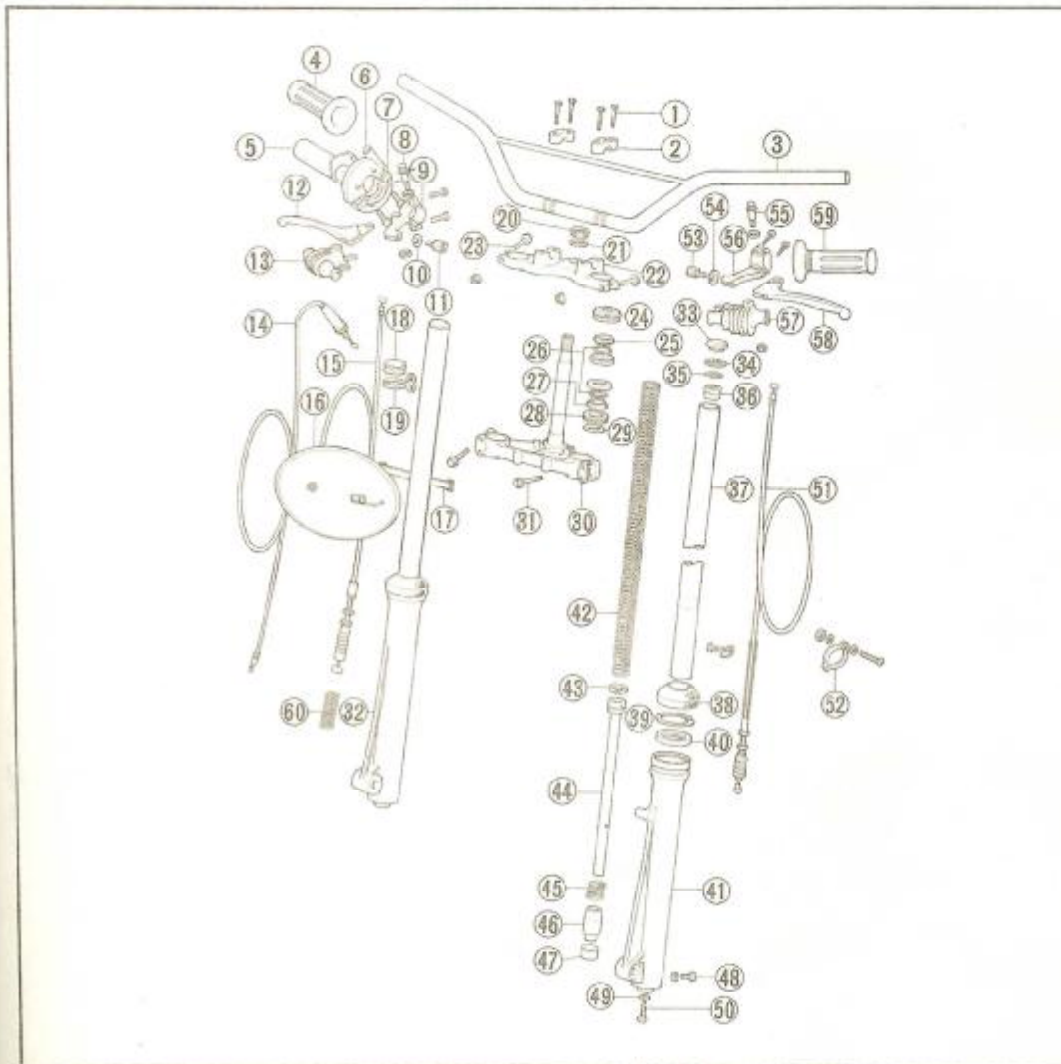
NOTE:

Connect each breather tube and overflow tube as shown in Fig. 3-53.

8. For servicing of the air cleaner see page 10.

IV. SERVICING THE FRAME

1. HANDLEBAR AND FRONT SUSPENSION



- (27) Steering bottom cone race
- (28) Steering head dust seal
- (29) Steering head dust seal washer
- (30) Steering stem
- (31) Flange bolt (four)
- (32) Front fork assembly
- (33) Rubber cap (two)
- (34) Snap ring (two)
- (35) O-ring (two)
- (36) Spring upper seat (two)
- (37) Front fork pipe (two)
- (38) Front fork dust seal (two)
- (39) Internal circlip (two)
- (40) Oil seal (two)
- (41) Right fork bottom case
Left fork bottom case
- (42) Front suspension spring (two)
- (43) Fork piston ring (two)
- (44) Fork piston (two)
- (45) Front suspension rebound spring (two)
- (46) Oil lock piece (two)
- (47) Check valve
- (48) Hex. bolt (two)
- (49) Special washer (two)
- (50) Allen head screw (two)
- (51) Clutch cable
- (52) Clutch cable clammer
- (53) Clutch cable upper adjuster
- (54) Lock nut
- (55) Handle lever pivot bolt
- (56) Left handle lever bracket
- (57) Handle lever cover
- (58) Clutch lever
- (59) Left handle grip
- (60) Front brake return spring

Fig. 4-1

- | | | |
|--------------------------------|---------------------------------|--|
| (1) Flange bolt (four) | (10) Lock nut | (19) Brake cable guide |
| (2) Upper holder B2 (two) | (11) Front brake upper adjuster | (20) Stem nut C |
| (3) Handlebar | (12) Front brake lever | (21) Steering stem nut washer |
| (4) Right handle grip | (13) Handle lever cover | (22) Fork top bridge |
| (5) Throttle grip pipe | (14) Throttle cable | (23) Flange bolt (two) |
| (6) Throttle grip housing A | (15) Front brake cable | (24) Steering head bearing adjusting nut |
| (7) Throttle grip housing B | (16) Front number plate | (25) Steering top cone race |
| (8) Handle lever pivot bolt | (17) Front number plate band | (26) Steel ball #6 (forty-two) |
| (9) Right handle lever bracket | (18) Cable guide inner | |

Disassembly

1. Disconnect the front brake cable from the brake lever.
2. Disconnect the clutch cable from the clutch lever.
3. Remove the engine stop switch wiring connectors.
4. Disconnect the throttle cable from the throttle grip.
5. Remove the two upper holders and remove the handlebar.
6. Remove the front wheel. (See page 43.)
7. Loosen three 8 mm bolts at each front fork and pull down the forks.

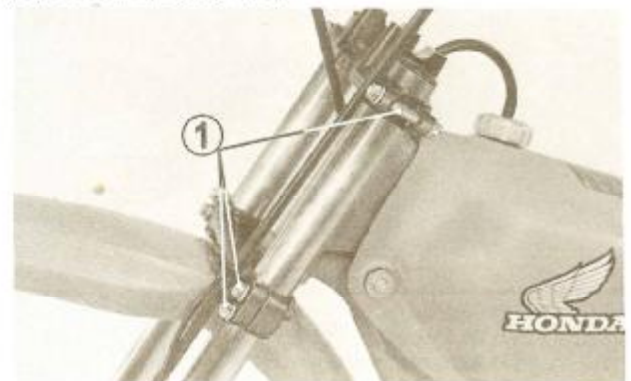


Fig. 4-2 (1) 8 mm front fork bolts

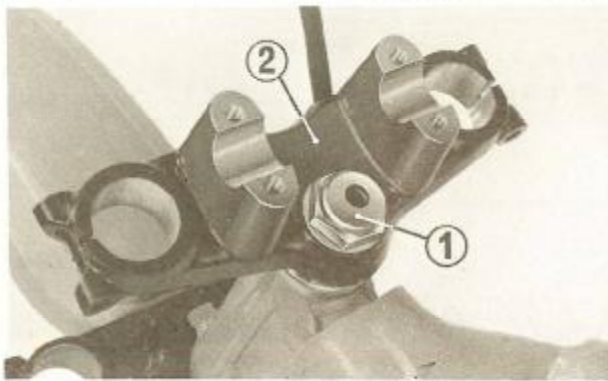


Fig. 4-3 (1) Steering stem nut (2) Fork top bridge

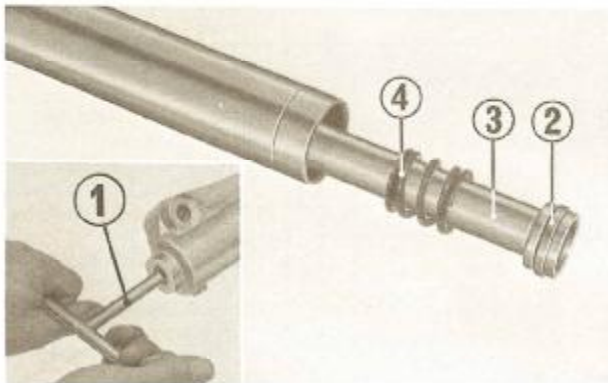


Fig. 4-4 (1) Hollow set wrench
(2) Fork piston ring
(3) Fork piston
(4) Rebound spring

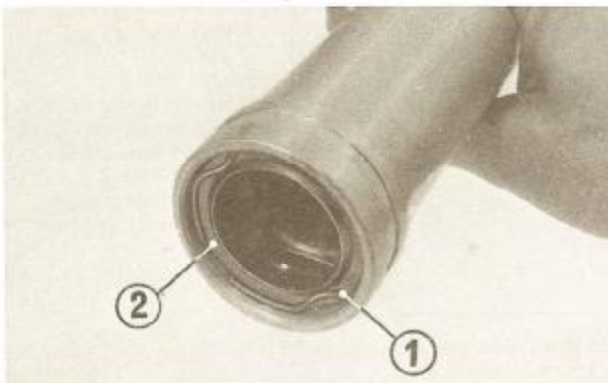


Fig. 4-5 (1) Internal circlip
(2) Oil seal

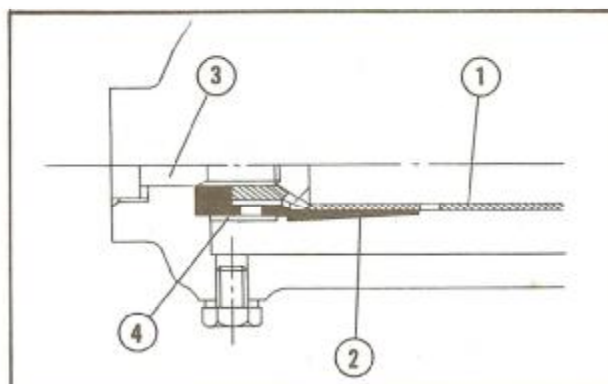


Fig. 4-6 (1) Fork piston
(2) Oil lock piece
(3) Allen head screw
(4) Check valve

8. Remove the steering stem nut and fork top bridge.
9. Remove the steering head bearing adjusting nut and pull out the steering stem.

NOTE:

When pulling out the steering stem, take care not to lose the steel balls.

10. Remove the Allen head screw with the hollow set wrench (too no. 07917-3230000) and remove the fork piston ring, fork piston and rebound spring.

11. Remove the internal circlip and oil seal and remove the oil lock piece and check valve.

Inspection

1. Check the handlebar for bends or cracks.
2. Check the steel balls for wear or cracks.

Assembly

1. Apply locking sealant to the threads of the Allen head screw. Install the oil lock piece, fork piston and check valve, and tighten with the Allen head screw as shown in Fig. 4-6.

2. When installing the steering stem, apply a sufficient coat of grease to the steel balls. Use twenty-one balls on both upper and lower races.
3. Tighten the steering head bearing adjusting nut until the steering stem rotates smoothly without any sign of looseness.

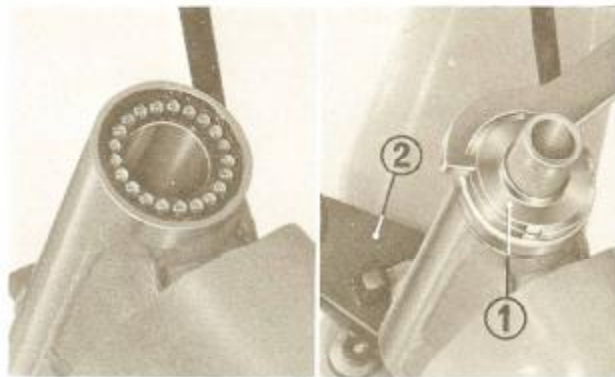


Fig. 4-7 (1) Steering head bearing adjusting nut
(2) Steering stem

4. Install the handlebar by placing the serrated sections on the lower holders. Then, secure the handlebar with the two upper holders, tightening the front bolts first. The installation height of the handlebar can be adjusted to suit the rider.

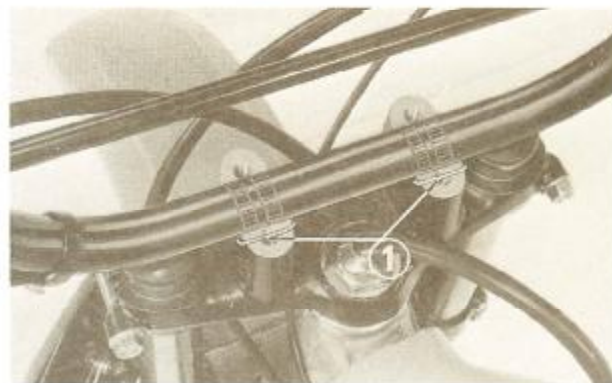


Fig. 4-8 (1) Serrations

NOTE:

Install the upper holders with the punch marks toward the front.

5. Route the throttle cable, front brake cable and clutch cable as shown in Fig. 5-1 (See page 46).

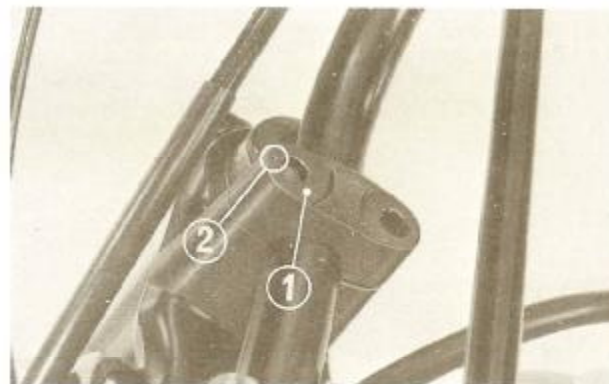


Fig. 4-9 (1) Upper holder
(2) Punch mark

Align the end face of the throttle grip housing with the punch mark on the handlebar as shown in Fig. 4-10, and tighten the two screws securely.

Also, align the slit of the front brake lever bracket and clutch lever bracket with the punch mark, and tighten the screw securely.

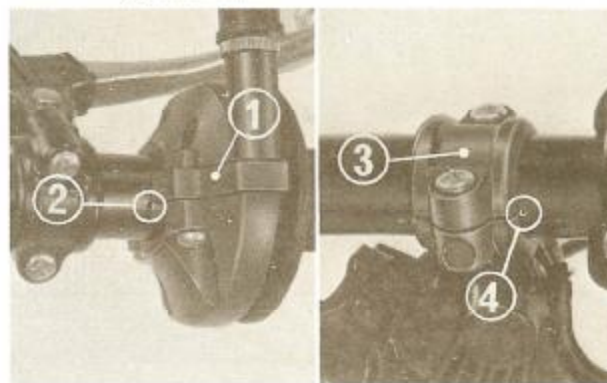


Fig. 4-10 (1) Throttle grip housing
(2) Punch mark
(3) Front brake lever bracket
(4) Punch mark

2. REAR SUSPENSION

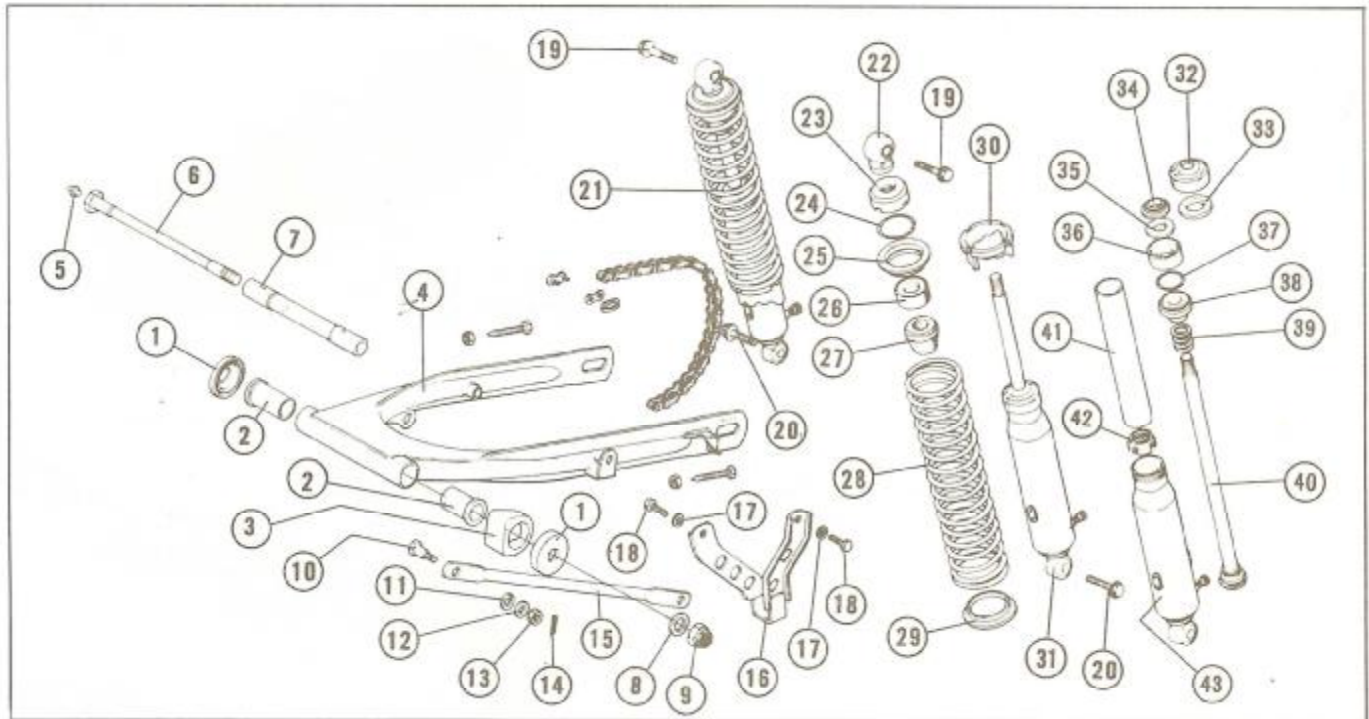


Fig. 4-11

- | | | | |
|----------------------------------|----------------------------------|----------------------------------|--------------------------|
| (1) Dust seal cap (two) | (13) Hex. nut | (25) Upper spring guide (two) | (38) Rod guide (two) |
| (2) Pivot thrust bushing (two) | (14) Cotter pin | (26) Stopper rubber A (two) | (39) Rebound stop spring |
| (3) Chain slider | (15) Rear brake stopper arm | (27) Stopper rubber B (two) | (40) Damper rod (two) |
| (4) Rear fork | (16) Chain guide | (28) Shock absorber spring (two) | (41) Cylinder (two) |
| (5) Grease nipple | (17) Plain washer | (29) Lower spring guide (two) | (42) Bottom valve (two) |
| (6) Rear fork pivot bolt | (18) Hex. bolt | (30) Spring adjuster (two) | (43) Damper case (two) |
| (7) Rear fork center collar | (19) Flanged bolt (two) | (31) Damper unit (two) | |
| (8) Tension arm washer | (20) Flanged bolt (two) | (32) Bump stopper seat (two) | |
| (9) Lock nut | (21) Rear shock absorber (two) | (33) Plate (two) | |
| (10) Rear brake stopper arm bolt | (22) Upper shock mount eye (two) | (34) Dust seal (two) | |
| (11) Spring washer | (23) Upper spring seat (two) | (35) Seal guide (two) | |
| (12) Plain washer | (24) Stopper ring (two) | (36) Oil seal (two) | |
| | | (37) O-ring (two) | |

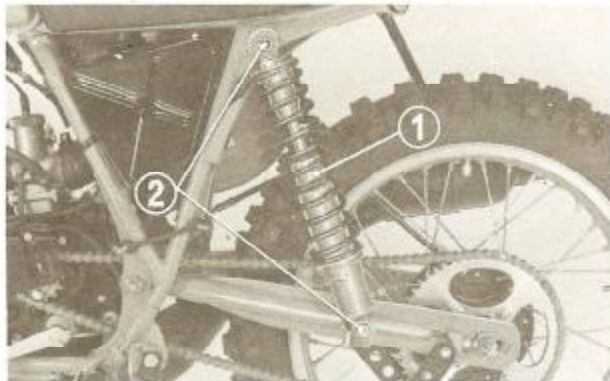


Fig. 4-12 (1) Rear shock absorber (2) Attaching bolts

Disassembly

1. Place a wood block under the engine and remove the rear wheel. (See page 45)
2. Remove the two rear shock absorber bolts, and remove the right and left rear shock absorbers.
3. Pull out the rear fork pivot bolt and remove the rear fork.

WARNING:

- When disassembling a shock absorber, be sure to follow the instructions given on page 39 since it contains high pressure nitrogen gas.
- Release gas from shock absorbers thoroughly when they are discarded.

4. Compress the shock absorber and spring in the tool as shown; take out the stopper ring.

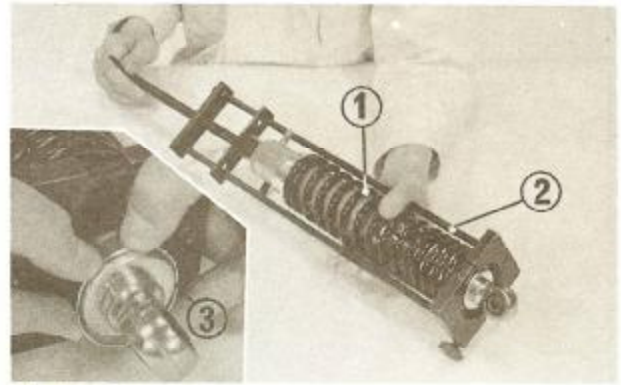


Fig. 4-13 (1) Rear shock absorber
(2) Shock absorber disassembling tool
(3) Stopper ring

5. Hold the upper spring seat and remove the upper shock mount eye.

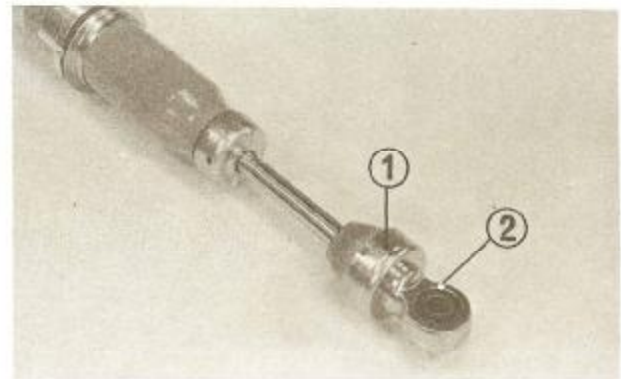


Fig. 4-14 (1) Upper spring seat
(2) Upper shock mount eye

6.

WARNING:

The high pressure nitrogen gas must be released before disassembling the shock.

Hold the shock upright as shown while releasing the pressure to decrease the quantity of oil discharged. Cover the shock with a heavy cloth during this operation as oil particles are sprayed out under high pressure. Eye protection is recommended.

Allow gas to escape through the valve by pushing down the pin with the point of a suitable screwdriver.

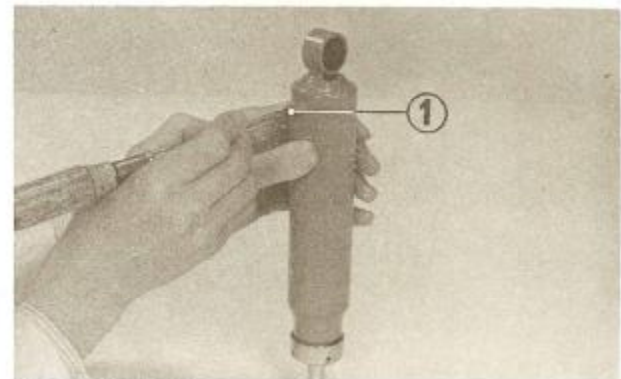


Fig. 4-15 (1) Valve

7. Remove the bump stopper seat with the pin wrench (tool No. 07902-0980000) and pull the rod out together with the related parts.

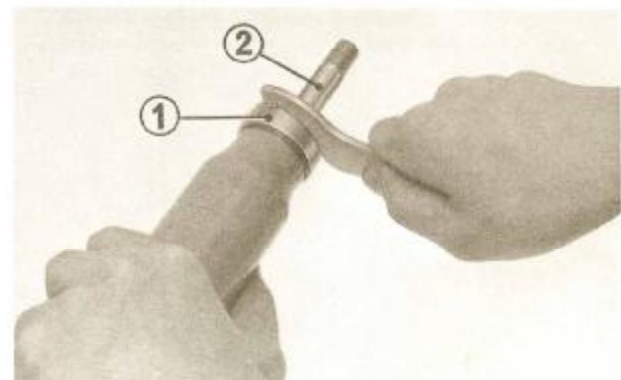


Fig. 4-16 (1) Bump stopper seat
(2) Rod

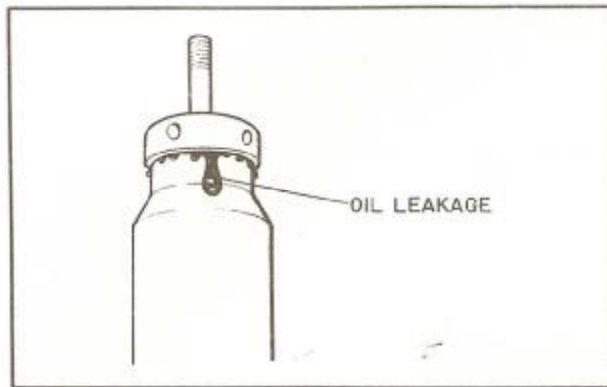


Fig. 4-17

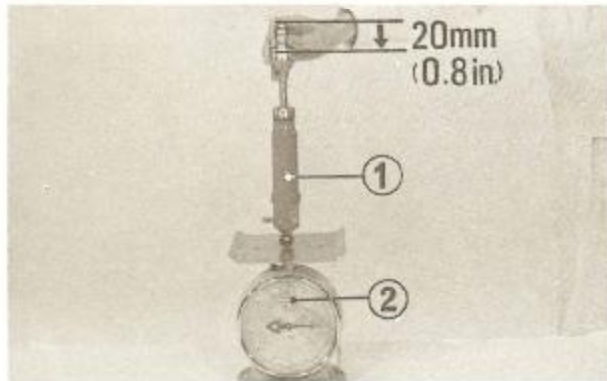
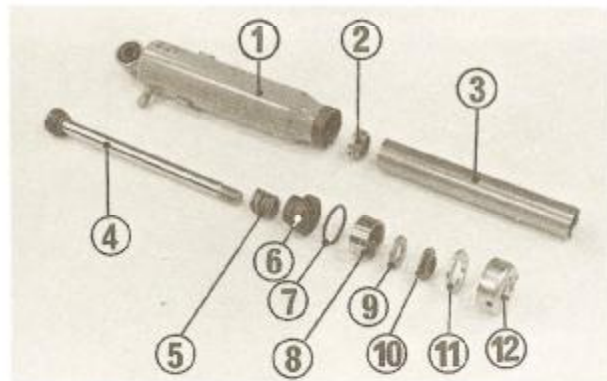
Fig. 4-18 (1) Damper unit
(2) Scale

Fig. 4-19 (1) Damper case (7) O-ring
 (2) Bottom valve (8) Oil seal
 (3) Cylinder (9) Seal guide
 (4) Damper rod (10) Dust seal
 (5) Rebound stop spring (11) Plate
 (6) Rod guide (12) Bump stopper seat

Inspection

1. Visually inspect the damper unit for dents, holes or other defects. Replace the oil seal and O-ring if the bump stopper seat shows any evidence of leaks.

2. Place the damper unit on a scale and measure the force required to compress the damper unit 20 mm (0.8 in.).

Compression force: 13–20 kg (29–44 lbs)

If the compression force is less than 13 kg (29 lbs), gas leakage is indicated and the oil seal and O-ring should be replaced before refilling. Examine the damper rod and replace if bent or scored.

3. Check to make sure that the rod moves up and down freely. It should return smoothly within approx. one second when released.

4. Replace the oil seal and O-ring whenever the rod is replaced. Replace the rod guide and dust seal if worn excessively.

5. Measure the free length of the spring. Discard if the service limits are exceeded.

Standard: 249.5 mm (9.82 in.)

Service limit: 239.5 mm (9.43 in.)

6. Measure the rear fork pivot bushing I.D. and center collar O.D.

Assembly

1. Assembly is the reverse order of removal. However, observe the following assembly notes:

- Slide the cylinder complete with the bottom valve into the damper case. While holding the damper case vertical, fill with a 140 cc (1.7 ozs.) of ATF (Automatic Transmission Fluid).

NOTE:

Before filling, wash all parts carefully and blow off with compressed air to remove any small particles which could plug the orifices.



Fig. 4-20

- Install the rebound stop spring, rod guide and O-ring on the damper rod. To prevent seal damage place the cap (tool No. 07974-1280000) on the end of the rod before installing the seal.

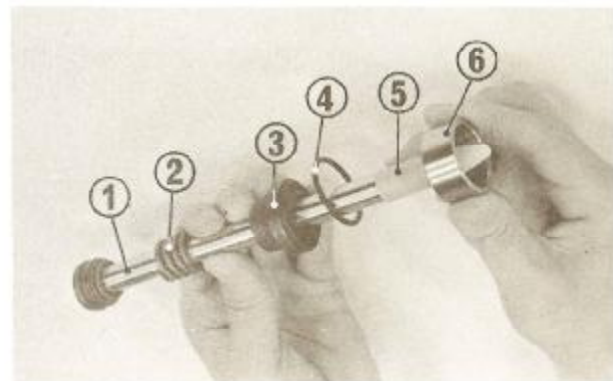


Fig. 4-21 (1) Damper rod (2) Rebound stop spring (3) Rod guide (4) O-ring (5) Cap (6) Oil seal

NOTE:

Install the oil seal with the thicker wall end (b) facing down. Use added care to avoid damaging the sealing lip.

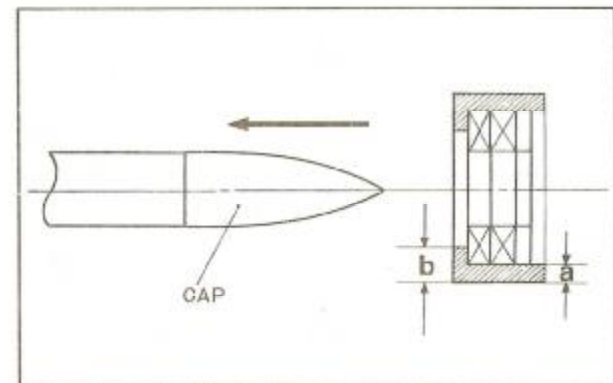


Fig. 4-22

- Insert the damper rod in the damper case; then, set the rod guide in the cylinder. Make sure that the O-ring is properly seated in the groove in the rod guide.

NOTE:

Make sure that the seal is not damaged by the rod threads.

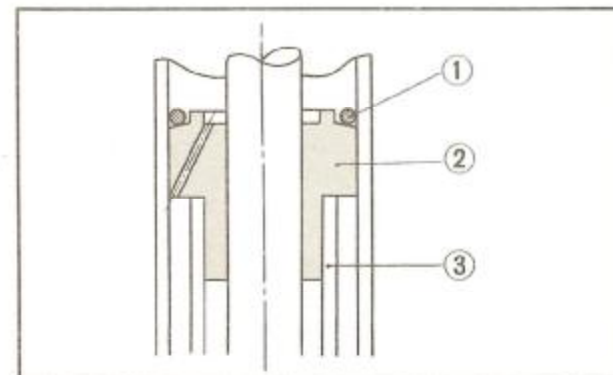


Fig. 4-23 (1) O-ring (2) Rod guide (3) Cylinder

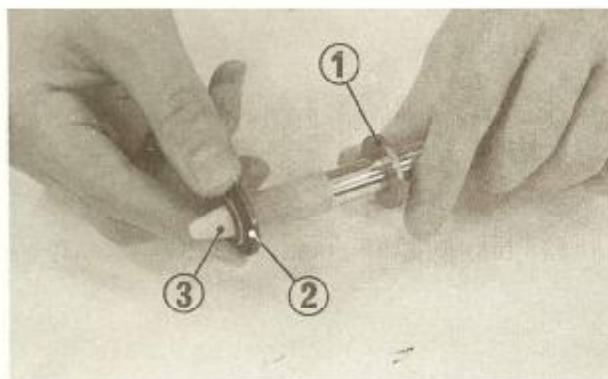


Fig. 4-24 (1) Seal guide
(2) Dust seal
(3) Cap

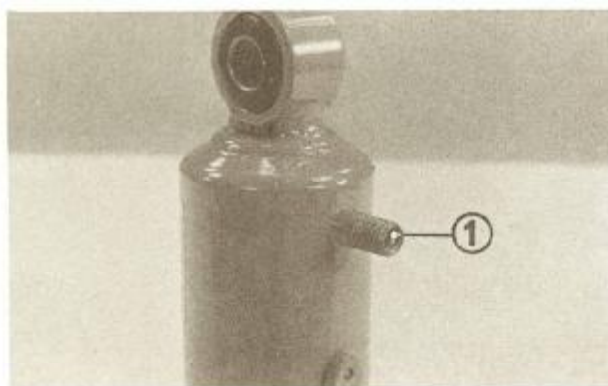


Fig. 4-25 (1) Filler valve opening

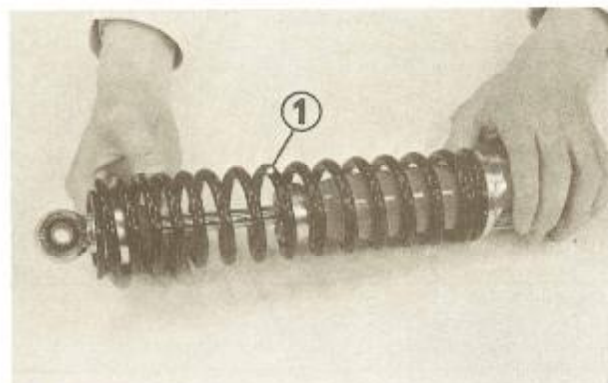


Fig. 4-26 (1) Spring

5. Insert seal guide, dust seal, a plate and bump stopper seat.
6. Hold damper case by the lower shock mount eye and torque bump stopper seat to 350–500 kg-cm (25–36 lb-ft).

7. Hold damper unit securely with valve facing as shown in photo. Fill with nitrogen gas.

Specified Pressure: 10–15 kg/cm² (142–213 psi)

NOTE:

- The purpose of pressurized nitrogen gas in this shock is to prevent dampening curve distortion (unstable dampening characteristics). Increasing the pressure above 10 kg/cm² increases the spring preload but does not change the dampening characteristics significantly.
- Your authorized Honda dealer can give you more detailed information about the equipment required to fill the shocks with nitrogen.
- When disassembling or assembling the damper, care should be exercised to prevent seal and thread damage.
- Do not substitute other gases under any condition.

8. Install upper spring seat and upper shock mount eye.
9. To install the spring, reverse the foregoing removal procedure.

NOTE:

Install the spring so that the narrow pitch end is facing up.

Rear Fork

Tighten the rear fork pivot bolt until the rear fork will just drop under its own weight and there is no side play.

Apply a liberal coat of grease to the inside surface of the pivot thrust bushing (2) (Fig. 4-11) and to the lip and inside surface of the dust seal cap.

3. FRONT WHEEL AND FRONT BRAKE

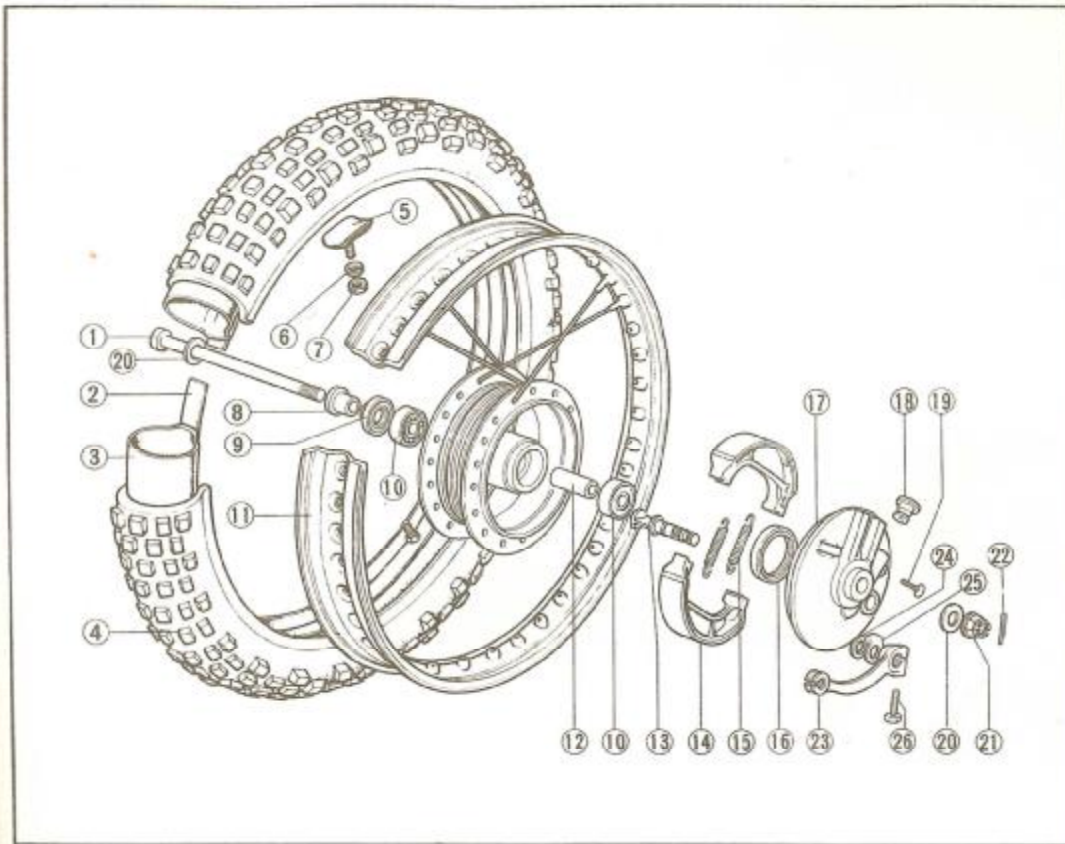


Fig. 4-27

- (1) Front wheel axle
- (2) Tire flap
- (3) Front wheel tube (3.00-21)
- (4) Front wheel tire (3.00-21-4PR)
- (5) Rim lock
- (6) Spring washer
- (7) Hex. nut
- (8) Front wheel side collar
- (9) Oil seal
- (10) Ball bearing (two)
- (11) Front wheel rim
- (12) Front axle distance collar
- (13) Front brake cam
- (14) Brake shoe (two)
- (15) Brake shoe spring (two)
- (16) Oil seal
- (17) Front backing plate
- (18) Cap
- (19) Screw
- (20) Plain washer
- (21) Castle nut
- (22) Cotter pin
- (23) Front brake arm
- (24) Dust seal
- (25) Indicator plate
- (26) Hex. bolt

Disassembly

1. Place a wood block under the engine and raise the front wheel off the ground.
2. Disconnect the front brake cable from the brake arm.
3. Pull out the cotter pin and remove the front axle nut. Then pull out the front axle and remove the front wheel.
4. Remove the two brake shoes from the front brake backing plate.

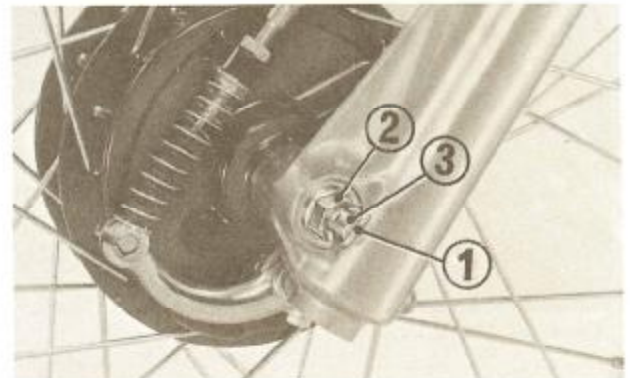


Fig. 4-28 (1) Cotter pin (2) Axle nut (3) Front axle

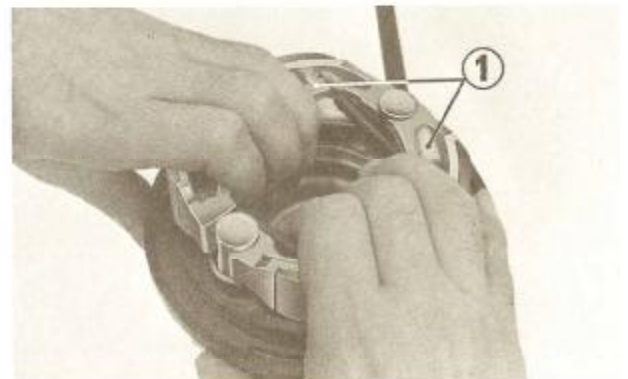


Fig. 4-29 (1) Brake shoes

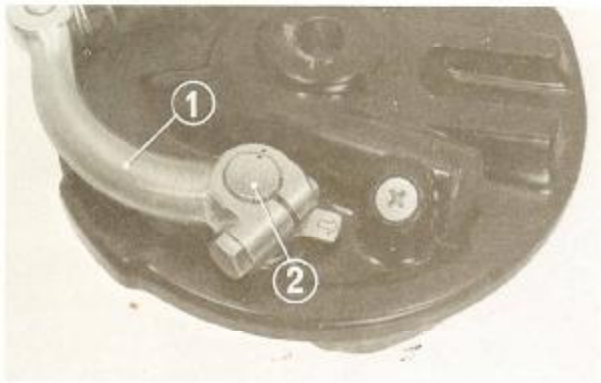


Fig. 4-30 (1) Front brake arm
(2) Front brake cam

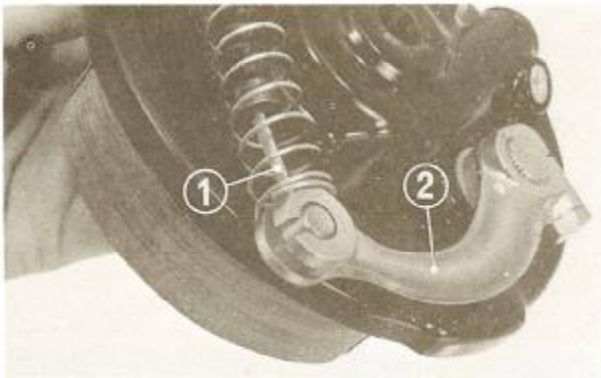


Fig. 4-31 (1) Front brake cable
(2) Brake arm

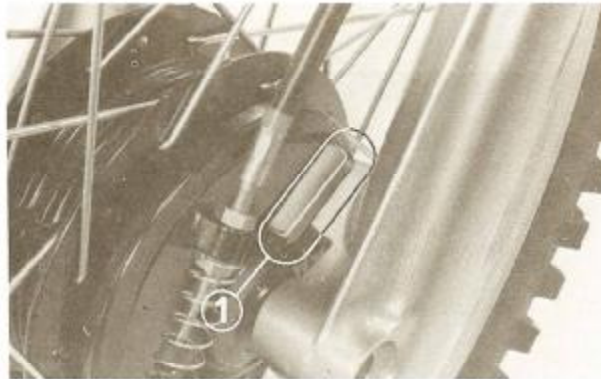


Fig. 4-32 (1) Fitting point

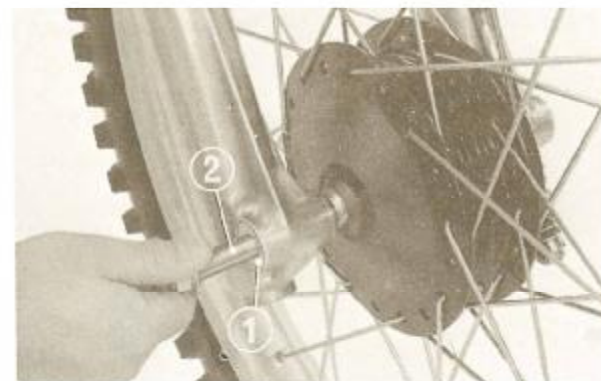


Fig. 4-33 (1) Plain washer (2) Front axle

Inspection

1. Check the front brake drum for wear.
2. Measure brake shoe thickness.
3. Check the brake cam for wear or cracks.
4. Check the front axle and replace if bent.
5. Check the brake shoe springs for fatigue or damage.

Assembly

1. Install the front brake arm on the brake cam.
2. Connect the front brake cable end to the brake arm.
3. Install the front wheel between the fork legs by fitting the tongue of the left fork leg into the groove in the front brake backing plate.
4. Install the plain washers to the right and left fork legs and insert the front axle. Install and tighten the axle nut to the specified torque. Install and split cotter pin to lock nut in place.

4. REAR WHEEL AND REAR BRAKE

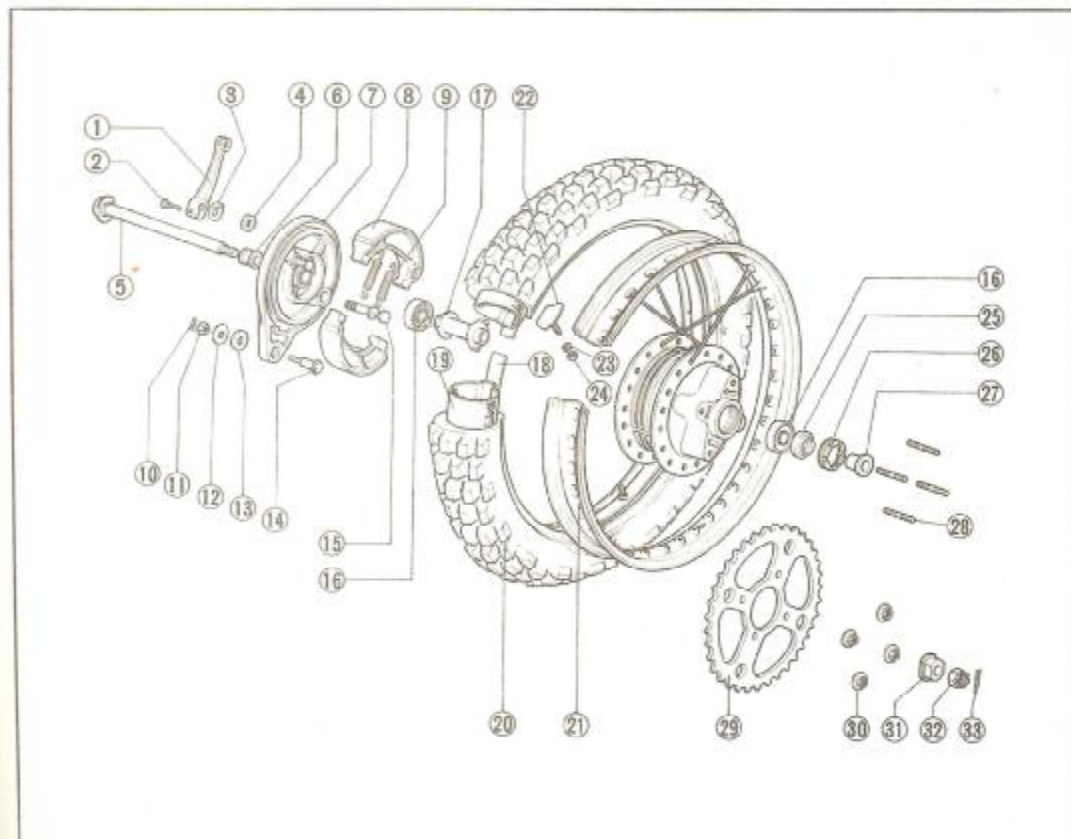


Fig. 4-34

- (1) Rear brake arm
- (2) Hex. bolt
- (3) Indicator plate
- (4) Brake cam dust seal
- (5) Rear wheel axle
- (6) Rear brake panel side collar
- (7) Rear brake backing plate
- (8) Brake shoe (two)
- (9) Brake shoe spring (two)
- (10) Lock pin
- (11) Hex. nut
- (12) Handle holder washer A
- (13) Stopper arm cushion rubber
- (14) Rear brake panel bolt
- (15) Rear brake cam
- (16) Ball bearing (two)
- (17) Rear axle distance collar
- (18) Tire flap
- (19) Rear wheel tube (4.10-18)
- (20) Rear wheel tire (4.10-18-4PR)
- (21) Rear wheel rim
- (22) Rim lock
- (23) Spring washer
- (24) Hex. nut
- (25) Oil seal
- (26) Bearing retainer
- (27) Rear wheel side collar
- (28) Stud bolt (four)
- (29) Drive sprocket
- (30) Hex. nut (UBS) (four)
- (31) Rear axle collar
- (32) Rear axle nut
- (33) Cotter pin

Disassembly

1. Loosen the drive chain adjuster lock nut and screw in the adjuster bolt.
2. Remove the cotter pin from the rear axle nut.
3. Remove the master link clip and remove the drive chain.
4. Remove the torque arm cotter pin and remove the lock nut.
Remove the rear brake backing plate stopper bolt.
5. Remove the rear axle, and remove the rear wheel from the frame.
6. Disconnect the brake cable end from the brake arm.
7. Remove the four lock nuts and remove the driven sprocket.
8. Remove the brake shoes from the rear brake backing plate.

Inspection

Check the same items as in "Front Wheel and Front Brake" (See page 43).

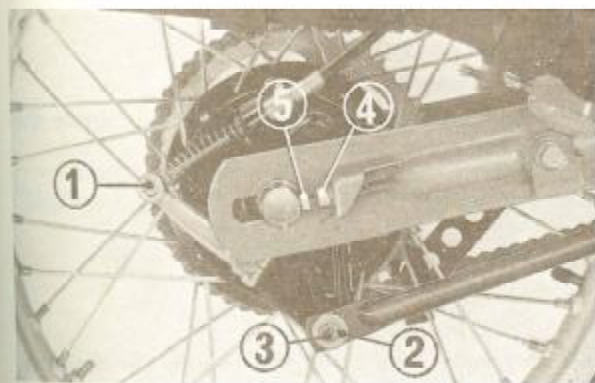


Fig. 4-35 (1) Brake cable end (4) Lock nut
(2) Lock pin (5) Adjusting bolt
(3) Rear brake backing plate stopper bolt

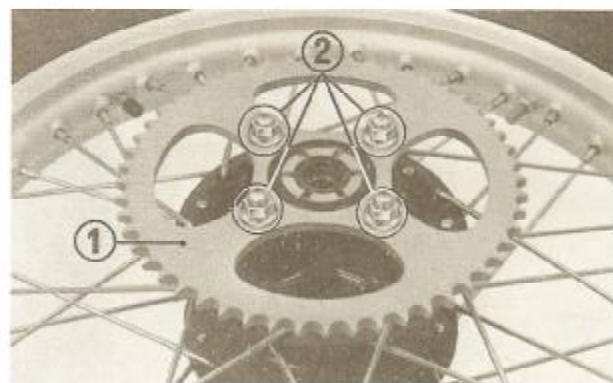


Fig. 4-36 (1) Driven sprocket (2) Lock nuts

VI. SERVICE DATA

1. TROUBLE SHOOTING

Trouble	Cause	Remedy
Engine fails to start or does not start easily.	<ol style="list-style-type: none"> 1. Insufficient compression pressure <ol style="list-style-type: none"> (1) Crankcase compression leak at oil seal (2) Crankcase compression leak at crankcase mating surfaces (3) Worn or stuck piston rings (4) Worn cylinder 2. No spark at plug or points <ol style="list-style-type: none"> (1) Fouled plug (2) Wet plug (3) Poor contact of coupler (4) Defective C.D.I. unit (5) Incorrect ignition timing (6) Defective ignition coil (7) Open or short circuit in ignition cords (8) Short circuit in A.C. generator 3. Raw gas in crankcase 4. No fuel is fed to carburetor <ol style="list-style-type: none"> (1) Broken or clogged breather tube (2) Clogged fuel cock (3) Defective carburetor float valve (4) Clogged fuel tube 5. Deteriorated fuel-oil mixture 	Replace. Repair. Replace. Repair or replace. Clean or replace. Clean or replace. Repair or replace. Replace. Adjust. Replace. Replace. Repair or replace. Remove gas (with fuel cock in "OFF" position after stopping the engine). Repair. Clean. Clean. Clean. Replace.
Engine stalls frequently.	<ol style="list-style-type: none"> 1. Fouled plug 2. Incorrect ignition timing 3. Clogged fuel lines 4. Clogged carburetor jets 5. Crankcase compression leak 6. Intake manifold leak 7. Deteriorated fuel-oil mixture 	Clean or replace. Adjust. Clean. Clean. Repair. Repair or replace. Replace.
Engine does not have sufficient power.	<ol style="list-style-type: none"> 1. Worn cylinder and worn or stuck piston rings 2. Incorrect ignition timing 3. Incorrect plug gap 4. Clogged carburetor jets 5. Incorrect float height 6. Clogged air cleaner 7. Cranked expansion chamber 8. Deteriorated fuel-oil mixture 	Repair or replace. Adjust. Repair or replace. Clean. Adjust. Clean or replace. Repair. Replace.
Engine overheats.	<ol style="list-style-type: none"> 1. Carbon deposit on cylinder head 2. Lean fuel mixture 3. Overadvanced ignition timing 4. Carbon deposit in expansion chamber 5. Deteriorated gasoline 	Clean. Adjust. Adjust. Clean. Replace.

Trouble	Cause	Remedy
Clutch slips.	<ol style="list-style-type: none"> 1. Misadjusted clutch 2. Weak clutch springs 3. Worn or deformed pressure plate 4. Deformed clutch plates 5. Worn or deformed friction discs 	Adjust. Replace. Replace. Replace. Replace.
Clutch drags.	<ol style="list-style-type: none"> 1. Misadjusted clutch 2. Unequal clutch spring tension 3. Deformed clutch plates 	Adjust. Replace. Replace.
Transmission gears fail to shift smoothly or sequentially.	<ol style="list-style-type: none"> 1. Deformed shift drum stopper 2. Broken shift drum 3. Deformed shift forks 4. Weak shift drum stopper spring 	Repair or replace. Replace. Repair or replace. Replace.
Change pedal fails to return.	<ol style="list-style-type: none"> 1. Broken gearshift return spring 2. Contact between cases and gearshift spindle 	Repair or replace. Repair.
Transmission gears disengage accidentally.	<ol style="list-style-type: none"> 1. Worn main shaft and countershaft shifting gears 2. Bent or worn gearshift forks 	Replace. Repair or replace.
Engine operation is erratic at low speeds.	<ol style="list-style-type: none"> 1. Incorrect ignition timing 2. Excessive plug gap 3. Weak spark (defective ignition coil) 4. Short circuit in A.C. generator 5. Incorrect float level 6. Misadjusted carburetor air screw 	Adjust. Repair or replace. Replace. Repair or replace. Adjust. Adjust.
Engine operation is erratic at high speeds.	<ol style="list-style-type: none"> 1. Insufficient plug gap 2. Retarded ignition timing 3. Defective C.D.I. unit 4. Defective ignition coil 5. Incorrect float level 6. Clogged air cleaner element 7. Crankcase compression leak 8. Short circuit in A.C. generator 9. Broken or cracked expansion chamber, broken tail pipe or carbon deposit 	Repair or replace. Adjust. Replace. Replace. Adjust. Clean or replace. Repair. Repair or replace. Repair or replace.
Engine fails to fire.	<ol style="list-style-type: none"> 1. Fouled spark plug 2. Defective ignition coil 3. Defective C.D.I. unit 4. Short circuit in A.C. generator 	Replace. Replace. Replace. Replace.
Spark plug electrodes are fouled.	<ol style="list-style-type: none"> 1. Rich mixture (rich carburetion or clogged air filter) 2. Incorrect gasoline and oil mixing ratio 3. Incorrect spark plug heat range 	Adjust or clean. Adjust. Replace.
Spark plug electrodes are burnt.	<ol style="list-style-type: none"> 1. Incorrect heat range 2. Overheating engine 3. Incorrect ignition timing 4. Loose spark plug 5. Lean mixture 	Use specified plug. Adjust. Retighten. Adjust.

Trouble	Cause	Remedy
Steering is hard.	<ol style="list-style-type: none"> 1. Overtightened steering stem 2. Broken steering stem steel balls 3. Bent steering stem 4. Unevenly worn ball races 	Adjust. Replace. Replace. Replace.
Front wheel shimmies.	<ol style="list-style-type: none"> 1. Deformed rim 2. Loose front wheel bearings 3. Loose spokes 4. Loose axle and related parts 	Replace. Replace. Adjust. Retighten.
Front suspension is spongy.	<ol style="list-style-type: none"> 1. Weak springs 2. Insufficient front fork fluid (ATF) 	Replace. Add.
Front suspension is hard.	<ol style="list-style-type: none"> 1. Incorrect front fork fluid; too high viscosity 2. Excessive front fork fluid 	Replace. Adjust.
Rear wheel shimmies.	<ol style="list-style-type: none"> 1. Deformed rim 2. Loose rear wheel bearings 3. Loose spokes 4. Loose axle and related parts 	Replace. Replace. Adjust. Retighten
Rear suspension is spongy.	<ol style="list-style-type: none"> 1. Weak springs 2. Improper rear suspension adjustment 3. Insufficient nitrogen gas pressure 	Replace. Adjust. Fill to specified pressure
Rear suspension is hard.	<ol style="list-style-type: none"> 1. Improper rear suspension adjustment 2. Spring thrust joint binding 3. Bent shock absorber rods 	Adjust. Repair. Replace.
Braking effect is poor.	<ol style="list-style-type: none"> 1. Improper brake shoe contact 2. Brake linings fouled with oil or grease 3. Broken brake cable or loose brake pedal shaft 4. Misadjusted brake 	Repair or replace. Replace. Repair or replace. Adjust.
Brake free play is insufficient.	<ol style="list-style-type: none"> 1. Worn brake shoes 2. Worn brake cam 3. Improper brake arm position 	Replace. Replace. Repair or replace.

2. TORQUE SPECIFICATIONS

Unit: kg-m (lbs-ft.)

	Tightening point	Thread dia. (mm)	Torque	Remarks
Engine	Drive sprocket	6	0.8-1.2 (5.8-8.7)	} Pay special attention to torquing UBS bolts.
	Drum stopper	6	0.8-1.2 (5.8-8.7)	
	Exhaust pipe	6	0.8-1.2 (5.8-8.7)	
	Clutch pressure plate	6	0.8-1.2 (5.8-8.7)	
	A.C. generator rotor	12	5.0-6.0 (36.2-43.4)	
	Cylinder head flange nut	8	2.0-2.3 (14.5-16.6)	
	Cylinder mounting bolt	8	2.0-2.3 (14.5-16.6)	
	Primary drive gear	8	3.5-4.0 (25.3-28.9)	
	Clutch center	16	4.0-5.0 (28.9-36.2)	
Frame	Steering stem nut	22	6.5-8.0 (47.0-57.9)	} UBS bolt } UBS nut
	Front fork top bridge	8	1.8-2.5 (13.0-18.1)	
	Handlebar holder	8	1.8-2.5 (13.0-18.1)	
	Front fork bottom bridge	8	1.8-2.5 (13.0-18.1)	
	Spoke	-	Front: 0.15-0.40 (1.1-2.9) Rear: 0.2-0.45 (1.4-3.3)	
	Rear fork pivot bolt	12	5.5-6.5 (39.8-47.0)	
	Front wheel axle nut	12	5.5-6.5 (39.8-47.0)	
	Engine hanger bolt	8	2.7-3.3 (19.5-23.9)	
	Rear axle nut	14	6.0-8.0 (43.4-57.9)	
	Driven sprocket	10	4.5-6.0 (32.5-43.4)	
	Brake arm	6	0.8-1.2 (5.8-8.7)	
	Rear brake torque link	8	1.8-2.5 (13.0-18.1)	
	Rear shock absorber	10	3.0-4.0 (21.7-28.9)	
	Change arm	6	0.8-1.2 (5.8-8.7)	
	Kick starter pedal	8	1.8-2.5 (13.0-18.1)	
Rear brake pedal pivot	10	3.0-4.0 (21.7-28.9)		

Standard tightening torque

Unit: kg-m (lbs-ft.)

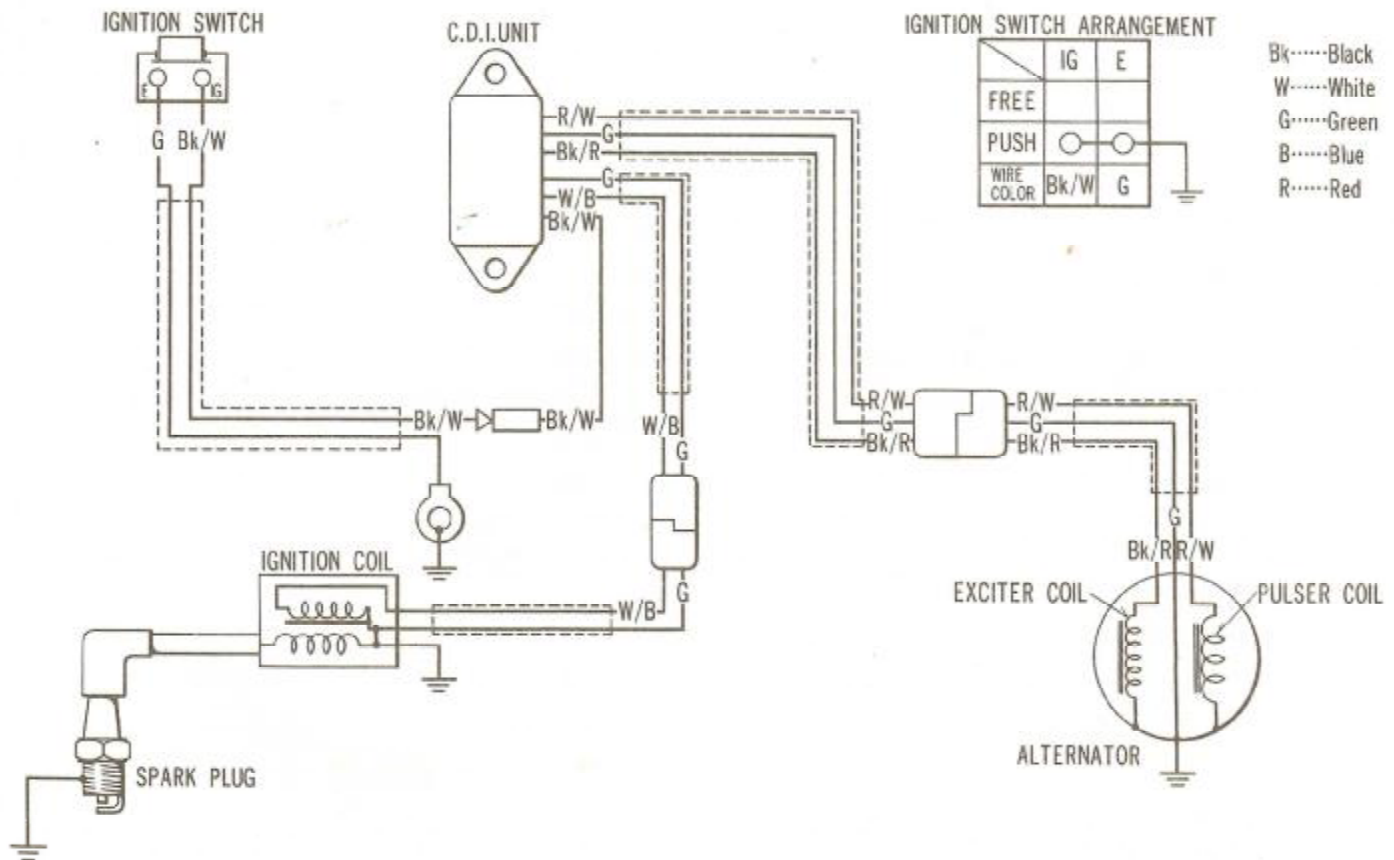
Part	Torque	Part	Torque
6 mm screw	0.7-1.0 (5.1-7.2)	6 mm flanged hex bolt	1.0-1.4 (7.2-10.1)
6 mm hex bolt	0.8-1.2 (5.8-8.7)	8 mm flanged hex bolt	2.4-3.0 (17.4-21.7)
8 mm hex bolt	1.8-2.5 (13.0-18.1)	10 mm flanged hex bolt	3.8-4.8 (27.5-34.7)
10 mm hex bolt	3.0-4.0 (21.7-28.9)		

3. SERVICE DATA

Unit: mm (in.)

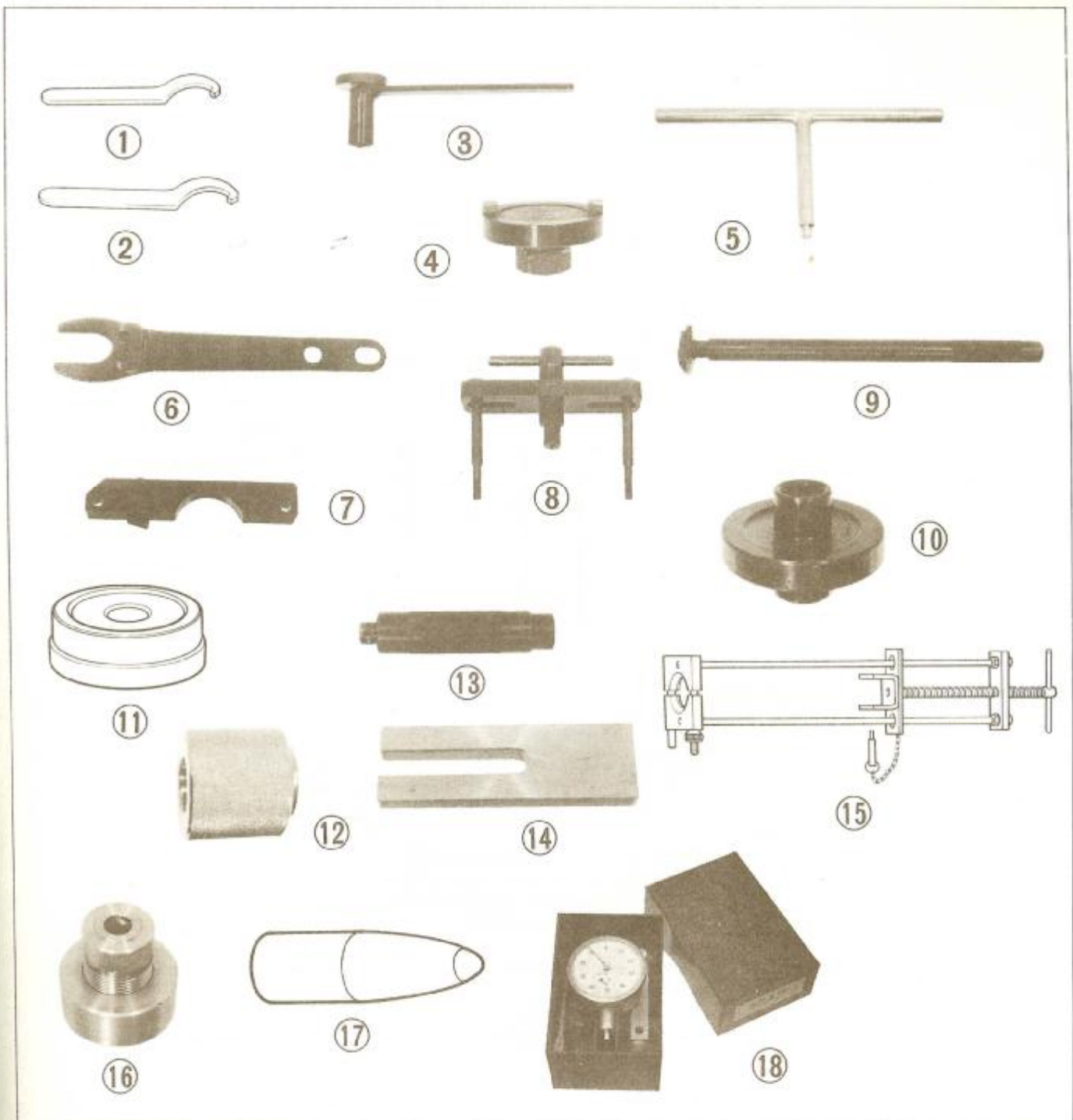
Item		Assembly standard	Service limit	
Engine	Cylinder bore	56.00–56.01 (2.2047–2.2051)	56.05 (2.2067)	
	Piston OD	55.94–55.96 (2.2024–2.2031)	55.85 (2.1988)	
	Piston pin hole dia.	14.002–14.008 (0.5513–0.5515)	14.05 (0.5531)	
	Piston pin OD	13.994–14.000 (0.5509–0.5512)	13.98 (0.5504)	
	Piston ring groove side clearance	—	—	—
		2nd	0.025–0.055 (0.0010–0.0022)	0.07 (0.0028)
	Piston ring gap	0.3–0.5 (0.0118 –0.0197)	0.65 (0.0256)	
	Connecting rod big end axial clearance	0.15–0.60 (0.0059–0.0236)	0.70 (0.0276)	
	Connecting rod big end radial clearance	0.008–0.020 (0.0003–0.0008)	0.03 (0.0012)	
	Clutch friction disc thickness	2.62–2.78 (0.1031–0.1094)	2.40 (0.0945)	
	Clutch plate face runout	0.15 (0.0059)	0.25 (0.0098)	
	Clutch spring free length	37.8 (1.4882)	36.7 (1.4449)	
	Clutch spring tension	23.3/12.75–14.25 kg (0.9173/28.12–31.42 lbs)	23.3/12.5 kg (0.9173/27.56 lbs)	
	Transmission gear backlash	—	0.2 (0.0787)	
	Shift fork guide shaft OD	9.972–9.987 (0.3926–0.3932)	9.92 (0.3906)	
R/H, center and L/H gearshift fork ID	10.000–10.018 (0.3937–0.3944)	10.05 (0.3957)		
Shift fork finger thickness	4.90–4.95 (0.1929–0.1949)	4.6 (0.1811)		
Frame	Front fork pipe OD	34.925–34.950 (1.3750–1.3760)	34.900 (1.3740)	
	Front fork bottom case ID	35.025–35.064 (1.3789–1.3805)	35.180 (1.3850)	
	Front wheel axle runout	0.01 (0.0004)	0.2 (0.0079)	
	6301 ball bearing axial runout	0.02 (0.0008)	0.04 (0.0016)	
	6301 ball bearing radial runout	0.015 (0.0006)	0.03 (0.0012)	
	Front and rear wheel rim face runout	0.5 (0.0197)	2.0 (0.0787)	
	Front and rear brake drum ID	110.0–110.2 (4.3307–4.3386)	111.0 (4.3701)	
	Front and rear brake shoe thickness	3.75 (0.1476)	2.50 (0.0984)	
	Rear wheel axle runout	0.01 (0.0004)	0.20 (0.0079)	
	Rear fork pivot bushing ID	18.000–18.052 (0.7087–0.7107)	18.20 (0.7165)	
	Rear fork center collar OD	17.968–17.941 (0.7074–0.7063)	17.88 (0.7039)	
	6302 ball bearing axial runout	0.02 (0.0008)	0.04 (0.0016)	
	6302 ball bearing radial runout	0.015 (0.0006)	0.03 (0.0012)	

4. WIRING DIAGRAM



MEMO :

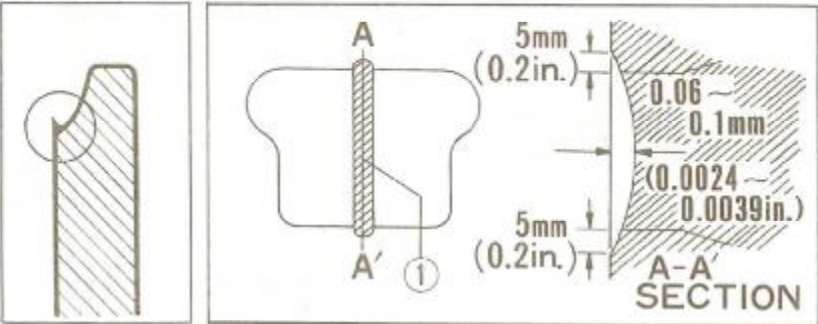
5. SPECIAL TOOLS



Ref. No.	Tool No.	Description	Ref. No.	Tool No.	Description
(1)	07902-0980000	Pin wrench (for rear shock absorber)	(11)	07946-3640000	Bearing driver (for wheel hub)
(2)	07902-2000000	Pin wrench (for steering head)	(12)	07947-3290000	Fork seal driver (for front fork)
(3)	07908-3230000	Clutch adjusting wrench	(13)	07949-6110000	Driver handle
(4)	07910-3600000	Bearing retainer wrench (for rear wheel)	(14)	07958-2500000	Connecting rod holder
(5)	07917-3230000	6mm hollow set wrench (for front fork)	(15)	07959-3290000	Shock absorber disassembling tool
(6)	07922-3570000	Drive sprocket holder	(16)	07965-3610001	Crankcase assembling tool
(7)	07924-3600000	Drive gear holder	(17)	07974-1280000	Cap (for rear shock absorber)
(8)	07937-3600000	Crankcase disassembly tool	*	07797-2920300	Tool set case
(9)	07944-1150001	Ball race driver (for steering head)	(18)	07542-4000000	Dial gauge set (optional tool)
(10)	07946-3600000	Bearing driver attachment (for crankcase)		07542-3570100	Dial gauge
				07510-3570100	Attachment A
				07510-4000000	Attachment B

Special tool set (except No. 18) 07900-400000

6. OPTIONAL PARTS

Optional Parts	Remarks										
<ul style="list-style-type: none"> • Piston, oversize • Piston rings, oversize 	<p>If the cylinder becomes excessively worn or scored, rebore to the size in the following table and install oversize piston and piston rings.</p> <p style="text-align: right;">Unit: mm (in.)</p> <table border="1" data-bbox="691 390 1373 564"> <thead> <tr> <th>Oversize piston and ring</th> <th>Size to which cylinder is to be rebored</th> </tr> </thead> <tbody> <tr> <td>0.25</td> <td>56.25–56.26 (2.2146–2.2149)</td> </tr> <tr> <td>0.50</td> <td>56.50–56.51 (2.2244–2.2248)</td> </tr> <tr> <td>0.75</td> <td>56.75–56.76 (2.2343–2.2347)</td> </tr> <tr> <td>1.00</td> <td>57.00–57.01 (2.2441–2.2445)</td> </tr> </tbody> </table> <p>NOTE: After boring, deburr the edges of the ports with fine emery paper, and relieve the center pillar with an oil stone to a depth of 0.06–0.1 mm as shown below.</p>  <p style="text-align: center;">① Center pillar</p>	Oversize piston and ring	Size to which cylinder is to be rebored	0.25	56.25–56.26 (2.2146–2.2149)	0.50	56.50–56.51 (2.2244–2.2248)	0.75	56.75–56.76 (2.2343–2.2347)	1.00	57.00–57.01 (2.2441–2.2445)
Oversize piston and ring	Size to which cylinder is to be rebored										
0.25	56.25–56.26 (2.2146–2.2149)										
0.50	56.50–56.51 (2.2244–2.2248)										
0.75	56.75–56.76 (2.2343–2.2347)										
1.00	57.00–57.01 (2.2441–2.2445)										
<ul style="list-style-type: none"> • Main jets • Slow jets • Air jets • Throttle valve set 	<p>#132–#145 (At intervals of 2 or 3. For example: #132, #135, #138, #142, #145) (Standard: #140)</p> <p>#42–#48 (At intervals of 3) (Standard: #45)</p> <p>#160–#240 (At intervals of 20) (Standard: #200)</p> <p>#2.0–#3.0 (At intervals of 0.5) (Standard: #2.5)</p>										
<ul style="list-style-type: none"> • Drive sprocket • Driven sprocket • Drive chain, 124 link 	<p>No. of teeth: 15 (Standard: 14)</p> <p>Aluminum: No. of teeth: 49, 51, 53, 55 (Standard: 53)</p> <p>124 link drive chain is supplied for use with optional sprocket combinations requiring greater chain length.</p>										
<ul style="list-style-type: none"> • Mud guard 	<p>The mud guard prevents mud from entering the cylinder or from accumulating on the cylinder head.</p>										
<ul style="list-style-type: none"> • Racing stand 	<p>The racing stand is used to support the motorcycle in an upright position.</p>										
<ul style="list-style-type: none"> • Front and rear wheel tires 	<p>Tire brand: DUNLOP</p>										
<ul style="list-style-type: none"> • Number plate 											
<ul style="list-style-type: none"> • Cylinder head gasket 	<p>Used for: 0.75 or 1.0 over size cylinders</p>										

7. SPECIFICATIONS

	Item	Metric	English
Dimension	Overall length	2,065 mm	81.3 in.
	Overall width	890 mm	35.0 in.
	Overall height	1,160 mm	45.7 in.
	Wheel base	1,385 mm	54.5 in.
	Seat height	890 mm	35.0 in.
	Foot peg height	340 mm	13.4 in.
	Ground clearance	225 mm	8.9 in.
	Dry weight	88.5 kg	195.1 lbs.
Frame	Type	Semi-double cradle	
	F. suspension, travel	Telescopic fork, travel 200 mm (7.9 in.)	
	R. suspension, travel	Swing arm, travel 180 mm (7.1 in.)	
	F. tire size, pressure	3.00-21 (4 PR), air pressure 1.2 kg/cm ² (17.1 psi)	
	R. tire size, pressure	4.10-18 (4 PR), air pressure 0.9 kg/cm ² (12.8 psi)	
	F. brake, lining area	Internal expanding shoes, lining swept areas 50 cm ² (7.8 sq. in.)	
	R. brake, lining area	Internal expanding shoes, lining swept areas 50 cm ² (7.8 sq. in.)	
	Fuel capacity	6.8ℓ	1.8 U.S. gal. 1.5 Imp. gal.
	Caster angle	59°	
	Trail length	137 mm	5.4 in.
	Front fork oil capacity	180 cc	6.1 ozs.
Engine	Type	Air cooled, 2-stroke engine	
	Cylinder arrangement	Single, inclined from vertical	
	Bore and stroke	56.0 x 50.0 mm	2.205 x 1.969 in.
	Displacement	123 cc	7.5 cu-in.
	Compression ratio	7.5 : 1	
	Oil capacity	1.0ℓ	1.1 U.S. qt., 0.9 Imp.qt.
	Idle speed	1,900 rpm	
Carburetor	Type	Piston valve	
	Main jet (standard)	#140	
	Slow jet (standard)	#45	
	Air screw opening	1¼	
	Float height	20 mm	0.787 in.
Drive train	Clutch	Wet, multi-plate type	
	Transmission	6-speed, constant mesh	
	Primary reduction	4.000	
	Gear ratio I	2.133	
	Gear ratio II	1.611	
	Gear ratio III	1.300	
	Gear ratio IV	1.091	
	Gear ratio V	0.958	

VI. SERVICE DATA

	Item	Metric	English
Drive train	Gear ratio VI	0.880	
	Final reduction	3.786	
	Gear shift pattern	Left foot operated return system	
Electrical	Ignition	CDI Ignition coil	
	Starting System	Kick starter	
	Spark plug	NGK B9EV	

MEMO:

8. NOISE CONTROL/SPARK ARRESTOR KIT REMOVAL & INSTALLATION

Spark arrestor—sub-muffler

1. Removal

- Remove the three bolts holding the sub-muffler stay, the sub-muffler clamp and the muffler clamp.
- Remove the clamps.
- Pull out the sub-muffler from the expansion chamber.

NOTE:

If the spark arrestor is removed for maximum performance during competition, this motorcycle will not comply with noise level and spark arrestor laws and regulation.

2. Installation

To install the sub-muffler, follow the reverse order of removal procedure.

- Insert the muffler gasket into the sub-muffler.
- Slip the muffler clamp onto sub-muffler so the nut side will be toward the rear wheel and upward.
- Insert the sub-muffler on the expansion chamber pipe.

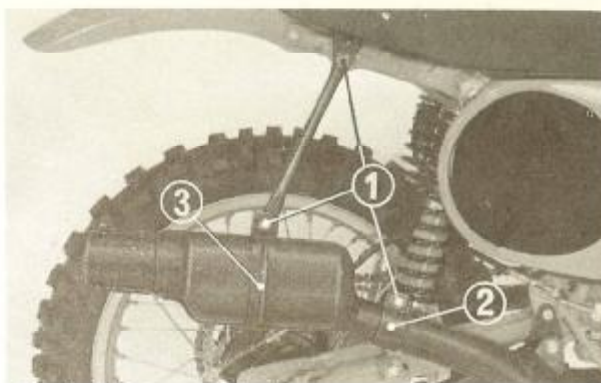


Fig. 6-1 (1) Bolt (2) Sub-muffler clamp (3) Muffler clamp



Fig. 6-2 (1) Muffler gasket

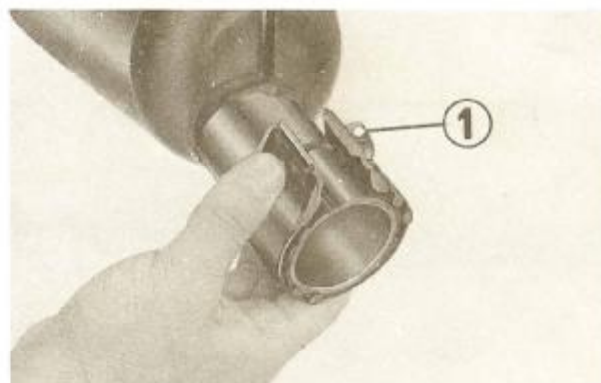


Fig. 6-3 (1) Muffler clamp

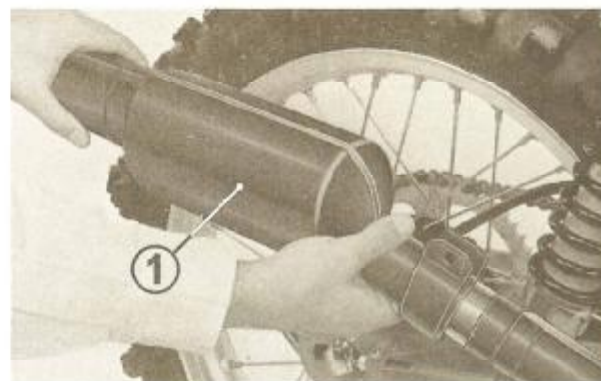


Fig. 6-4 (1) Sub-muffler

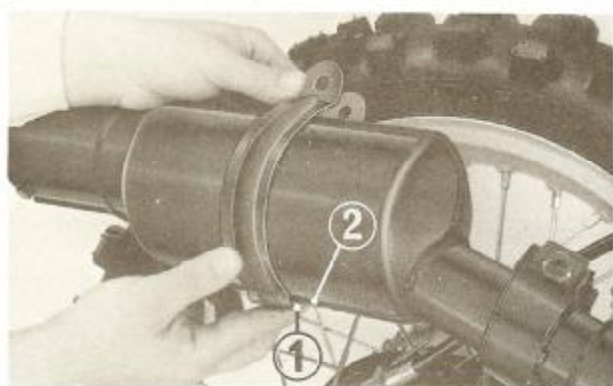


Fig. 6-5 (1) Recess (2) Rib

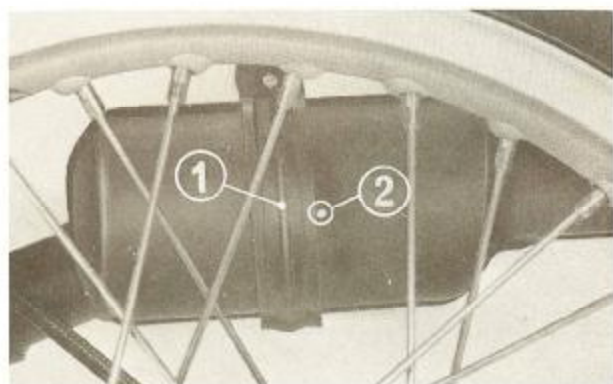


Fig. 6-6 (1) Sub-muffler clamp
(2) Punched mark

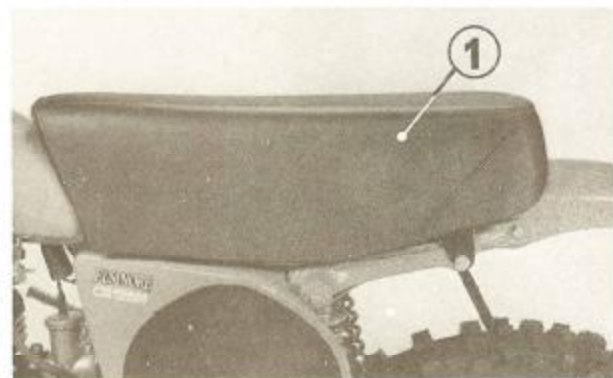


Fig. 6-7 (1) Seat

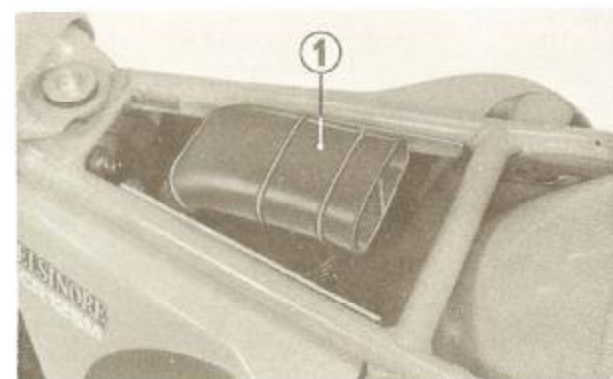


Fig. 6-8 (1) Air cleaner duct (for off road use)

- Slip the sub-muffler clamp onto the sub-muffler so the nut side will be toward the rear wheel and upward. And the recess of the clamp will be aligned to the rib of the sub-muffler.

- Attach the sub-muffler and the sub-muffler stay using the bolts previously removed: Make sure that the sub-muffler clamp will align to the punched mark on the sub-muffler. Tighten bolts securely.

Air cleaner duct change

When off road riding, use the air cleaner duct shown in Fig. 6-8.

When riding for competition, use the air cleaner duct shown in Fig. 6-9.

To replace the air cleaner duct, perform as follows.

- Remove the bolts securing the seat.
 - Lift the rear of the seat up and pull the seat back to remove.
-
- Remove the air cleaner duct by removing the three flanged bolts.

- Install an appropriate air cleaner duct in accordance with riding purpose.
- Tighten bolts securely.

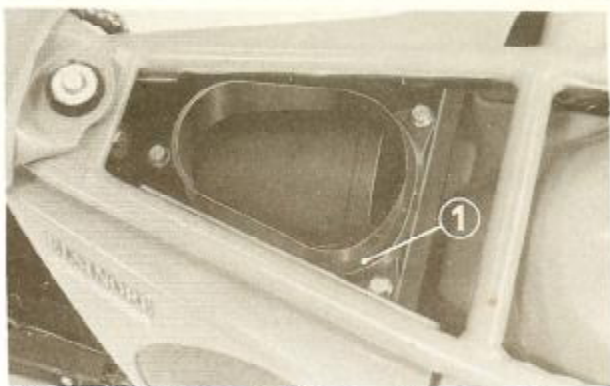


Fig. 6-9 (1) Air cleaner duct (for competition use only)

- Insert seat prong under the frame body.
Install seat with two bolt previously removed.
Tighten bolts securely.



Fig. 6-10 (1) Seat prong



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