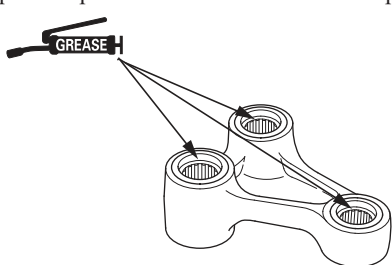


General Competition Maintenance (Off-Road Use Only)

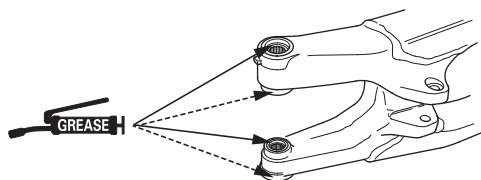
Suspension Linkage Lubrication

Disassemble, clean, inspect and lubricate all suspension linkage pivot bearings with molybdenum disulfide grease (containing more than 3% molybdenum disulfide additive Moly Paste 77) after each 15.0 hours of running time in order to maintain proper suspension performance and minimize component wear.



Swingarm Pivot Lubrication

Clean, inspect and lubricate the swingarm and suspension linkage pivots with molybdenum disulfide grease (containing more than 3% molybdenum disulfide additive Moly Paste 77). Be sure all of the dust seals are in good condition.

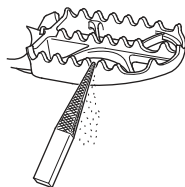


Swingarm

Do not attempt to weld or otherwise repair a damaged swingarm. Welding will weaken the swingarm.

Footpegs

Worn footpeg teeth can be repaired by filing the grooves between the teeth with a triangular shaped file. Be aware that filing them too sharp will reduce boot sole lifespan. Sharpen only the points of the teeth. Filing the grooves deeper will weaken the footpegs. Be sure the pegs are free to pivot freely and that the pivot pin retaining cotter pins are in good condition.



Brake Fluid Replacement

Refer to *Brake Pad Wear* on page 125.

Brake Caliper Inspection: Be sure both the front and rear calipers are able to move freely on the caliper pin and caliper bracket pins. Check pad thickness periodically and replace the pads when minimum thickness is reached. If the brakes fade when they are hot, inspect the pads for glazing or damage, and replace if necessary.

Brake Fluid Replacement: Refer to an official Honda Service Manual (page 194) for brake fluid replacement instructions. Replace the brake fluid in the brake system every 2 years. Replace the fluid more frequently if you subject your brakes to severe use. Heavy braking heats the brake fluid and it may deteriorate sooner than expected. Any type of riding, that requires frequent use of the brakes, such as in tight woods, can shorten the service life of brake fluid.

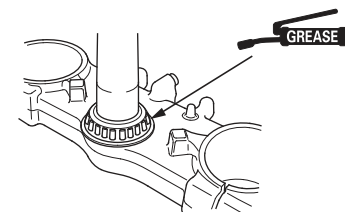
Throttle Control

Remove the throttle control every few rides, clean the inside of the throttle pipe and handlebar thoroughly. Inspect the cable carefully for kinks or other damage that may restrict throttle control in anyway. Move the handlebar from lock to lock to be sure there is no cable interference. Make certain the throttle operation is perfect after servicing and inspecting.

Steering Head Bearings

Periodically clean, inspect and regrease the steering head bearings — especially if wet, muddy or extremely dusty courses are encountered often.

Use urea based multi-purpose grease designed for high temperature, high pressure performance (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan or equivalent).



Bleed Hole

After every races, check the bleed hole below the water pump cover for leakage. Clean away any clogged dirt or sand, if necessary. Check for signs of seal leakage. If water leaks through the bleed hole, replace the mechanical seal. If oil leaks through the bleed hole, replace the oil seal. Make sure that there is no continuous coolant leakage from the bleed hole while operating the engine. A small amount of coolant weeping from the bleed hole is normal. See an official Honda Service Manual or consult your dealer for replacing the mechanical seal or oil seal. Both seals should be replaced at the same time.

Spokes

Check spoke tension frequently between the first few rides. As the spokes, spoke nuts and rim contact points seat-in, the spokes may need to be retightened. Once past this initial seating-in period, the spokes should hold their tension. Still, be sure your race maintenance program includes checking spoke tension and overall wheel condition on a regular basis (page 126).

Nuts, Bolts, Etc.

Application of a thread locking agent to essential fasteners offers added assurance and security. Remove the nuts, clean the threads of both the nuts and bolts, apply Pro Honda Hondalock or an equivalent and tighten to the specified torque.