

Figure 4-5. Steering stem sectional diagram (left C50, right S65)

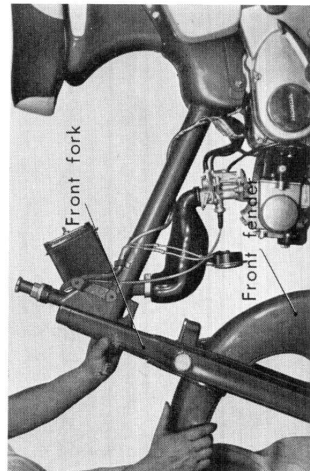


Figure 4-6. Removing front fork

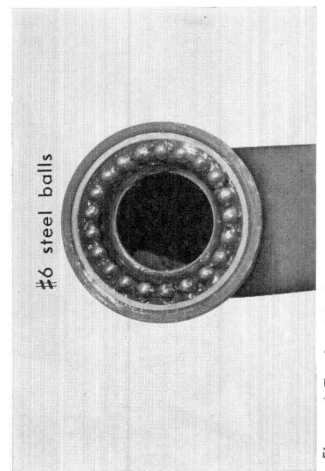


Figure 4-7. Steel balls

**c. Reassembly**

- (1) Re-install the wires, speedometer and leads on the specified locations and fix in place with handle fixing bolts and nuts.
- (2) Re-install the front brake cable, speedometer cable and throttle cable.
- (3) Reconnect all connectors from the electrical leads and re-install the headlight.

**(Caution)**

When installing the steering handle, care shall be taken not to pinch cables and leads.

**2. FRONT FORK**

The steering stem of these models incorporate a ball as shown in Fig. 4.5. It excels in steerability as well as in stability for both high and low speed. The steering stem is welded to the front fork which is made of pressed steel sheet. The stem incorporates a cone race and is installed on the frame head pipe. It serves a vital function since it is the rotating shaft of which the head pipe is the axis. (Fig. 4-5)

**a. Disassembly**

- (1) Remove the steering handle in accordance with section 4.1a.
- (2) Remove the headlight case.
- (3) Remove the front wheel in accordance with section 4.4a.
- (4) Remove the fork top bridge by unscrewing the steering head stem nut and the two 8mm bolts.
- (5) Unscrew the steering head top thread by using a hook spanner and slide the front fork out the bottom. (Fig. 4-6)

**(Caution)**

When removing the front fork care shall be taken not to drop and lose the #6 steel balls. (Fig. 4-7)

**b. Inspection**

- (1) Inspect the #6 steel balls for cracks and wear.
- (2) Inspect the steering stem for bend and twist.
- (3) Inspect the steering bottom and top cone races and ball races, for scratches, wear and streaks.

**c. Reassembly**

- (1) Wash the cone races, ball races and the steel balls, and pack with new grease. Use recommended fiber grease.

**(Caution)**

Care shall be taken not to over-torque the steering stem nut so as to cause heavy steering.

**4.2 FRONT CUSHION**

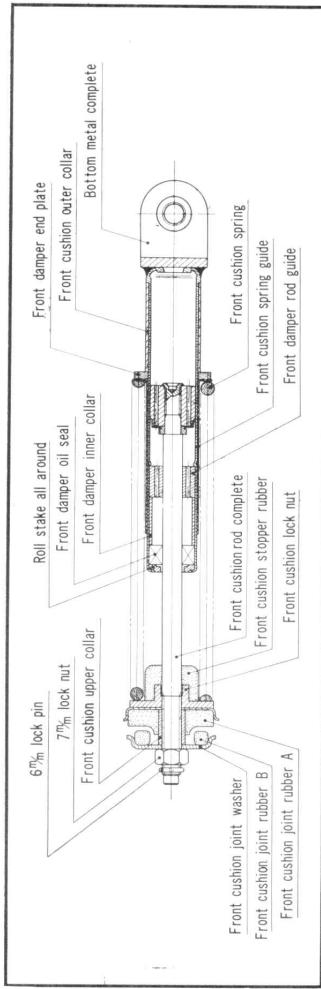


Figure 4-8. Front cushion cross section diagram

**1. FRONT CUSHION CONSTRUCTION**

The front wheel axle and axle nut assembles the cast aluminum hub consisting of two sets of 6202 radial ball bearings and an integral brake drum to the front brake panel which contains the brake shoes and speedometer gear.

The front cushion, in contrast to the previous type having an upper metal, is installed with a nut and lock pin to improve the cushioning effect. In addition, the upper bolt which had been torqued from the front fork side is eliminated to afford a clean appearance

**a. Disassembly**

- (1) Remove the front wheel in accordance with section 4.4a.
- (2) Remove the 6 mm lock pin and 7 mm lock nut, and then the front cushion joint washer and the joint rubber A can both be removed. Next, by removing the front arm pivot bolt, and 8mm X 42, hex bolt the front cushion and the front suspension arm may be removed together from the front fork.
- (3) Remove the 8 mm hex nut and then by pulling out the 8 mm hex bolt, the front arm rebound stopper may be removed from the front fork.
- (4) By removing the 8 mm hex nut and the front cushion lower bolt; the front cushion and the front suspension arm may be separated.

**(Caution)**

- a. When separating the front suspension arm from the front cushion, care should be taken to prevent the front cushion lower dust seal cap, dust seal and distance collar from dropping.
- b. Remove the pivot dust seal by unlocking the staking and remove the dust seal and pivot collar. (Fig. 4-10)
- (5) The front cushion disassembly can be performed by removing the front cushion lock nut and then removing the front cushion spring.

**(Caution)**

The front damper bottom metal should not be disassembled as it requires special tools and the component parts are not sold individually.

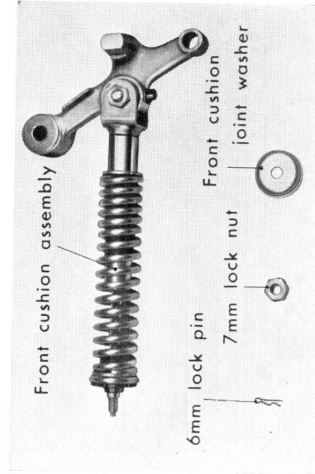


Figure 4-9. Front cushion

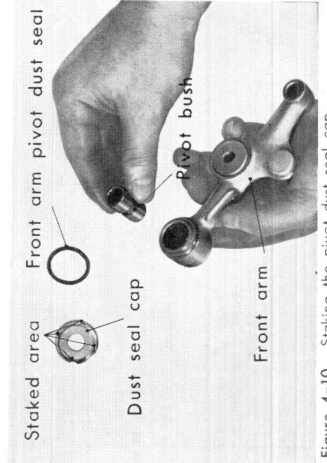


Figure 4-10. Staking the pivot dust seal cap