

Figure 6-31. Ultra oils

Oil Brand and Grade

Honda ultra oil is recommended. The grade of oil for the season is shown on the R. crankcase cover. When the Honda ultra oil is not available, use the oil corresponding to MS, DG or DM in the A.P.I. service classification.

(Fig. 6-31)

- Under 0°C (32°F)SAE 10W
- 0° ~ 15°C (32° ~ 59°F)SAE 20W
- over 15°C (59°F)SAE 30

(Note)

- (1) Oil plays a prominent role in the life and the trouble free performance of an engine, therefore, it is very important that the oil change be performed periodically and refrain from using dirty oil over a long period. The more frequent the oil change, the better it is for the engine.
- (2) When refilling or adding oil, it should not be filled above the specified level. Overfilling will cause oil pumping and loss of power.
- (3) Use only recommended oil.

3. GREASING

1. Lubrication

Apply grease to all grease nipples with grease gun until the grease is forced out at the clearances.

(Fig. 6-32)

Use multi-purpose NLGI No. 2 grease.

(Note)

- (1) Clean the dirt from the nipple before greasing.
- (2) Fit the grease gun nozzle securely to the nipple when greasing.
- (3) Exercise care and do not permit the grease to become contaminated with dirt, dust or mix with air.

C. DRIVE CHAIN ADJUSTMENT

An excessively slack drive chain will cause chain to whip, whereas an over-tension condition will produce resistance, resulting in lowering the power output at the rear wheel. Always maintain the chain at the specified tension.

1. Tension Checking Procedure

- a. Remove the inspection cover on the chain case and check to see if the total vertical slack of the chain is between 1 ~ 2cm (0.40 ~ 0.78 in). (Fig. 6-33)
- b. Perform adjustment by loosening the axle nut and sleeve nut and then adjust with the adjuster nut. (Fig. 6-34)

Turn to the right to decrease chain slack.

Turn to the left to increase chain slack.

(Caution)

The adjusters should be at the same adjuster marks for both the right and left sides.

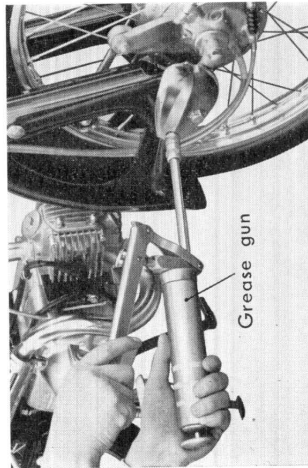


Figure 6-32. Greasing



Figure 6-33. Inspecting drive chain tension

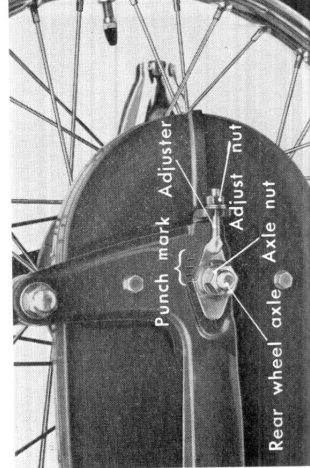


Figure 6-34. Adjusting the drive chain

- c. Periodically clean and lubricate the chain. Lack of oil will cause the chain links to bind and cause undesirable effect on the sprocket.

D. BRAKE ADJUSTMENT

Brakes are the life-line of the rider, therefore, do not neglect to perform the periodic inspection, daily inspection and pre-riding inspection.

1. FRONT BRAKE ADJUSTMENT

1. Lever free play

- a. The free play of the brake lever, that is, the distance between the normal attitude and the point where the brake starts to take hold should be 2 ~ 3cm (0.73 ~ 1.12 in). (Fig. 6-35)
 - b. Adjustment is made by the adjusting nut. (Fig. 6-36)
- Turn to the right to decrease the free play.
Turn to the left to increase the free play.

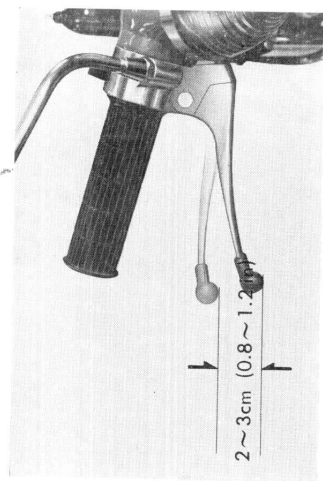


Figure 6-35. Free play of front brake lever

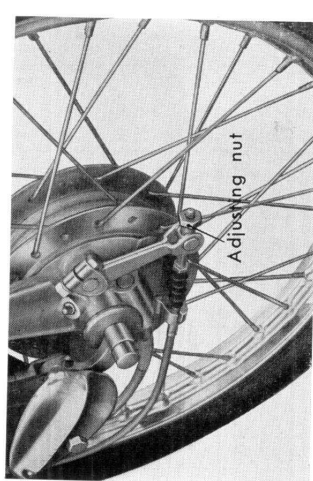


Figure 6-36. Adjusting front brake lever

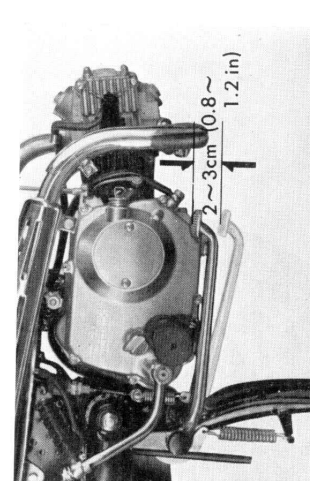


Figure 6-37. Free play of brake pedal

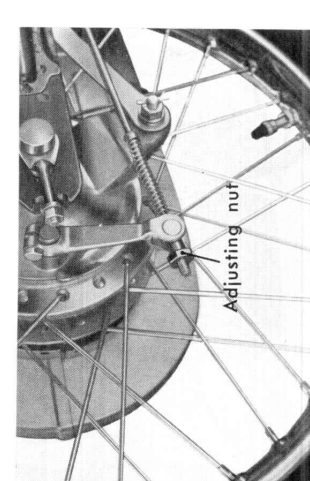


Figure 6-38. Adjusting rear brake

2. REAR BRAKE ADJUSTMENT

1. Pedal free play

- a. The free play of the brake pedal, that is the distance between the normal attitude and the point where the brake starts to take hold should be 2 ~ 3cm. (0.78 ~ 1.12 in). (Fig. 6-37)
 - b. Adjustment is made by the adjusting nut. (Fig. 6-38)
- Turn to the right to decrease pedal play.
Turn to the left to increase pedal play.
- c. When the braking stroke is small, the following condition is apparent.
 - (1) Too small a clearance between brake panel and shoe.
 - (2) Loss of tension in the brake spring.
 - (3) Brake lining damaged due to overheating.