2. ENGINE OIL CHANGE

Change oil at initial **300 km (185 mi)** and at every **1000 km (620 mi)** thereafter.

1. Oil Change

a. Remove the oil cap and drain the engine completely of oil by unscrewing the plug at the bottom of the engine. **(Fig. 6–15)**

(Note)

The oil should be drained while the engine is still warm. This will save time and assure proper draining.

b. The proper oil level is indicated by the oil level markers on the gauge when checked without screwing the cap down. **(Fig. 6–16)**

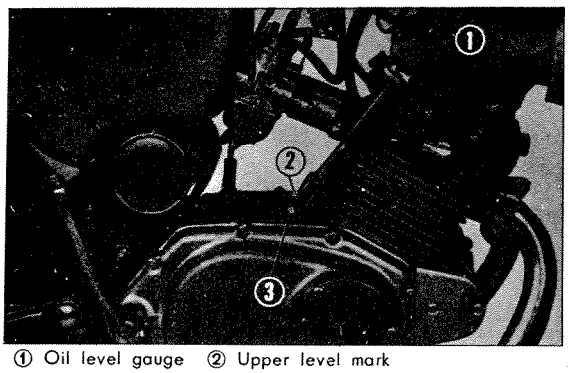
Oil capacity
CB/CL175 : 1.5 ℓ (3.2 U.S. pt, 2.7 Imp pt)
CB/CL125 : 1.2 ℓ (2.5 U.S. pt, 2.1 Imp. pt)

Oil Brand and Grade
The grade of oil for the season is shown on the upper crankcase. Use the oil corresponding to MS. DG in the A. P. I. service classification. **(Fig. 6–17)**

Under 0°C (32°F)..... SAE 10 W
0°~15°C (32°~60°F)... SAE 20 W
Over 15°C (60°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 with consequent fouling of the spark plug.
3. Use only recommended oil of proper grade.



① Oil level gauge ② Upper level mark
③ Lower level mark
Fig. 6–16. Oil level gauge

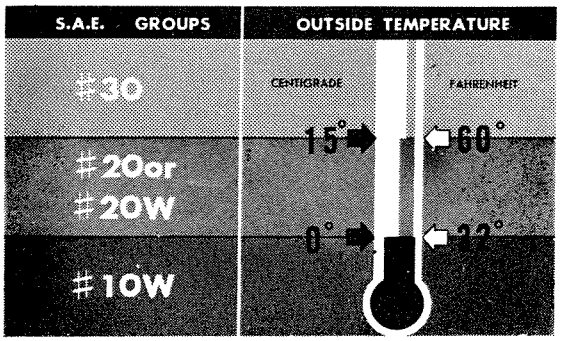


Fig. 6–17. Oil viscosity

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. Check to see if the total vertical slack of the chain at the mid point is between **1–2cm (0.40–0.80 in).** **(Fig. 6–18)**

b. Perform adjustment by loosening the axle nut and then adjust with the adjusting bolts. **(Fig. 6–19)**

Turn to the right to decrease chain slack.

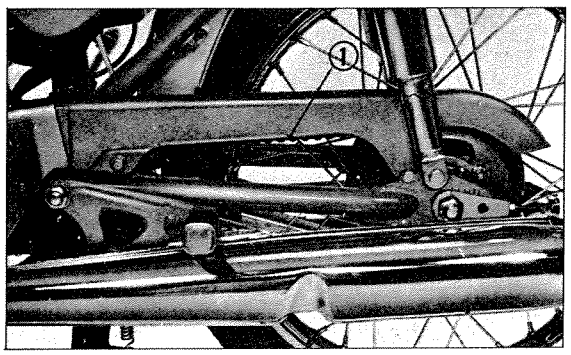
Turn to the left to increase chain slack.

(Note)

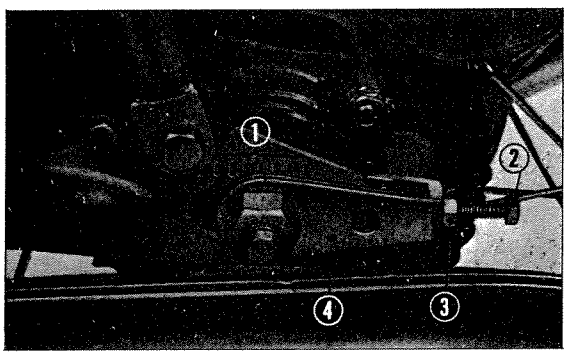
The adjusters should be at the same alignment marks for both the right and left sides.

c. Periodically clean and lubricate the chain.

Lack of oil will cause the chain links to bind and cause undesirable effect on the sprocket.



① Drive chain
Fig. 6–18. Inspecting drive chain tension



① Alignment mark ② Adjusting bolt ③ Lock nut
④ Adjuster
Fig. 6–19. Adjusting the drive chain