

3. Remove the rear axle nut cotter pin and loosen the rear axle nut.
4. Loosen the lock nut and turn the adjusting bolts on both the right and left chain adjusters to increase or decrease chain tension.  
Align the chain adjuster index marks to corresponding scale graduations on both sides of the rear fork.
5. Tighten the rear axle nut and secure the nut with a new cotter pin.  
Tighten the lock nuts.
6. Recheck drive chain tension.
7. Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain tension. Check rear brake pedal free travel and adjust as necessary.

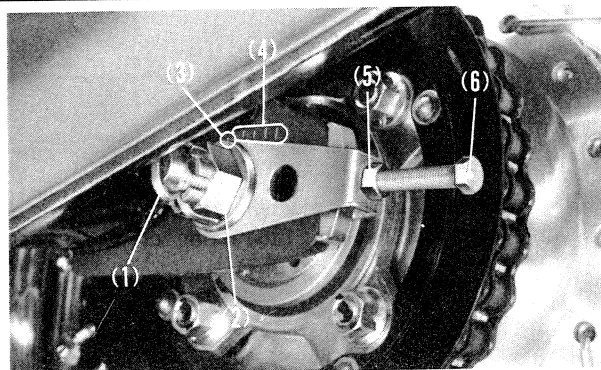


Fig. 3-39 (1) Cotter pin (2) Rear axle nut (3) Index mark (4) Corresponding scale (5) Lock nut (6) Adjusting bolt

## 12. FRONT FORK

### Changing fork oil

1. Unscrew the front fork drain plug at the bottom of fork leg. Drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.
2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolts.
5. Unscrew the fork filler plugs until free.
6. Lower the jack under the engine to extend the fork springs with the attached filler plugs.
7. Move the fork springs to one side and pour 135-140cc (4.6-4.7 ozs.) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs.
10. Reinstall handlebar, tightening the two front bolts first, then securely tightening the two rear bolts.
11. Remove the jack from under the engine.

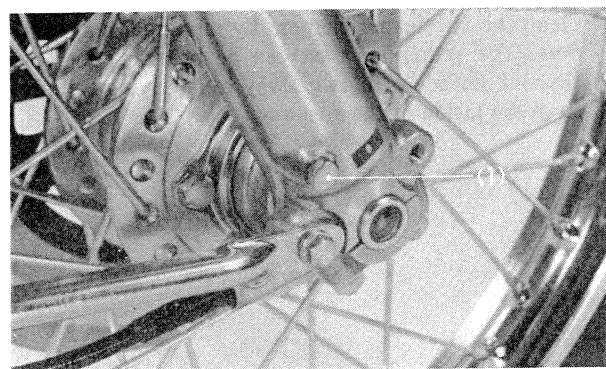


Fig. 3-40 (1) Front fork drain plug

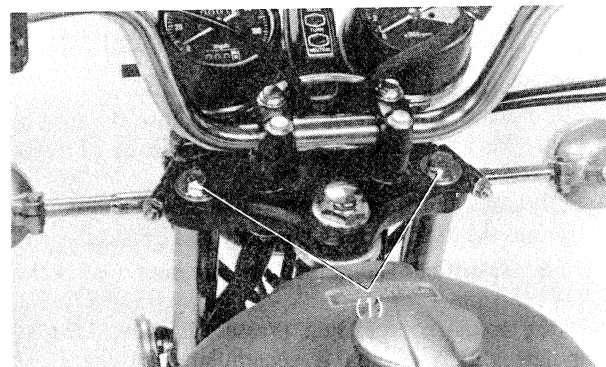


Fig. 3-41 (1) Fork filler plugs

## 13. REAR SHOCK ABSORBER

Each rear shock absorber has five adjustment positions for different types of road or riding conditions. Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for stiffer rear suspension, and are used when the motorcycle is heavily laden or operated on rough roads.

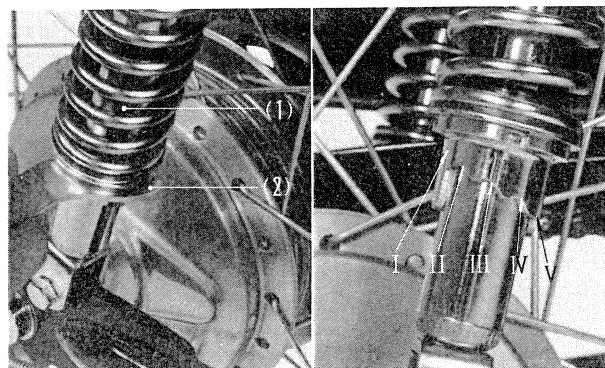


Fig. 3-42 (1) Rear shock absorber (2) Pin spanner