

## SERVICE INFORMATION

### GENERAL

#### ⚠ WARNING

Frequent inhalation of brake shoe or pad dust, regardless of material composition could be hazardous to your health.

- Avoid breathing dust particles.
- Never use an air hose or brush to clean brake assemblies. Use an OSHA-approved vacuum cleaner.

- When servicing the front wheel, fork or steering stem, support the motorcycle using a safety stand or hoist.
- A contaminated brake disc or pad (drum or shoe) reduces stopping power. Discard contaminated pads (shoes) and clean a contaminated disc (drum) with a high quality brake degreasing agent.
- After the front wheel installation, check the brake operation by applying the brake lever and pedal.
- Refer to procedure for hydraulic brake system servicing (page 16-3).

## TROUBLESHOOTING

### Hard steering

- Steering top thread too tight
- Faulty steering head bearings
- Damaged steering head bearings
- Faulty tire
- Insufficient tire pressure

### Steers to one side or does not track straight

- Bent fork
- Faulty steering head bearings
- Damaged steering head bearings
- Bent frame
- Worn wheel bearings
- Bent front axle
- Worn swingarm pivot component

### Front wheel wobbling

- Bent rim
- Worn wheel bearings
- Faulty tire
- Unbalanced tire and wheel

### Soft suspension

- Weak fork spring
- Low fluid level in fork
- Insufficient fluid in fork
- Low tire pressure

### Hard suspension

- High tire pressure
- Bent fork
- High fluid level in fork
- Incorrect fluid weight
- Clogged fluid passage

### Front suspension noise

- Loose fork fasteners
- Insufficient fluid in fork

### Wheel turns hard

- Faulty wheel bearings
- Bent front axle
- Brake drag
- Faulty speedometer gear

### Poor front brake performance (XL125LK)

- Improper brake adjustment
- Worn brake linings
- Contaminated brake linings
- Worn brake cam
- Worn brake drum
- Brake arm serrations improperly engaged
- Worn brake shoes at cam contact faces