

HELPFUL HINTS AND TIPS ON SETTING UP AND MAINTENANCE INFORMATION

Much useful information can be found in the instruction manual which is furnished with every model.

When installing forks, it will be helpful to cut a length of board that can be wedged between the floor and the underside of the fork crown to hold the forks in place while the handlebar lug is being fitted.

Be careful not to dislodge the ball races when inserting the stem through the fork head.

Don't forget to pass the headlight wiring loom between the fork head and the left fork tube, also be sure to place the rubber grommet and aluminum ring under the lamp lug tubes and the chrome ring on top of the lamp lug tubes, before installing the handlebar lug.

Sometimes these rubbers and rings are found packed inside the headlamp along with the side lamps.

The fork damper rods can be drawn up from inside the fork tubes by using a 2 foot length of stiff wire with a 3/8" long right angle bent on one end. Push this wire down inside the tube, turn it a little to hook the damper rod locknut and pull the rod up. Lock the large top inner tube nuts securely against the damper rod locknuts, before screwing in the tube caps, pour the proper quantity of oil into the fork tubes. You should use 6½ fluid ounces of S.A.E. 20 or 30 oil in each tube depending on climate and the intended use of the machine.

When inserting the front axle in the hub, take care to avoid damaging the hub oil seal. A 1/4" drift should be used to tap in the outer bearing race, be sure and tap the outer race clear in, until it seats against the bearing. Make sure the locknut for the bearing adjusting ring is tightened securely.

When fitting the front brake cover plate, the brake shoes should be centered in the drum by applying pressure to the cam lever, while tightening the outer nut.

Front fender installation can be made easier by rotating the fork sliders forward, pushing the fender up in place and then rotating the sliders back until the studs and holes line up with the fender yoke.

Check the locknut of the rear hub (Bearing adjusting ring) located between the rear brake cover plate and the speedometer drive, be sure that it is locked tight. Also check this locking ring periodically during the use of the motorcycle.

Fill the oil tank, gearbox and primary chaincase to the proper level with a good grade of S.A.E. 50 oil.

Before delivering the machine it is a good idea to check all nuts, bolts and screws for tightness.

It is more convenient to remove the exhaust pipes before installing the footrests on sport twins and touring models, but the exhaust pipe should be left on when installing the footrests on the scrambles models because of the close clearance between the footrest and the gearbox.

The engine should be warmed up carefully, do not race the engine.

Do not run the engine fast in testing the motorcycle. Caution the new owner to break the motorcycle in carefully for 1000 miles to 1500 miles.