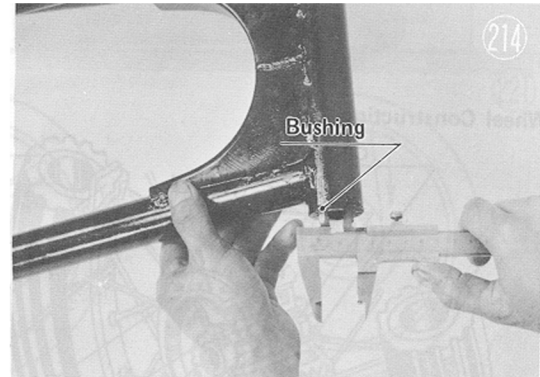
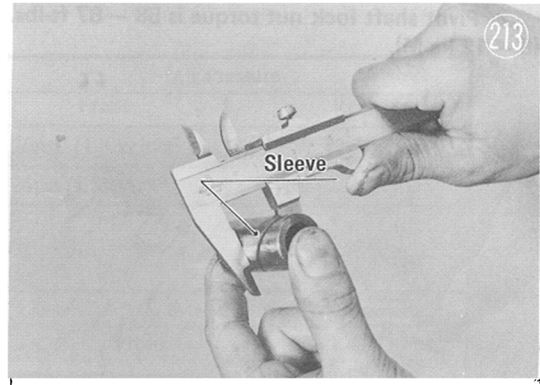
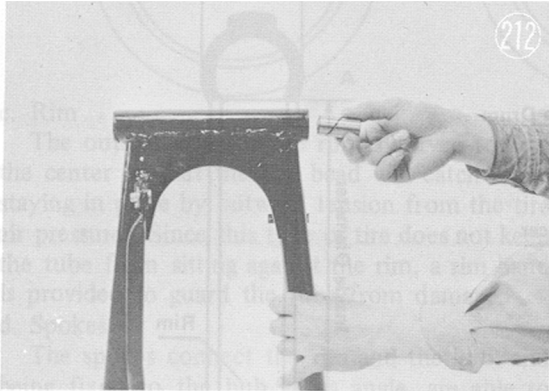
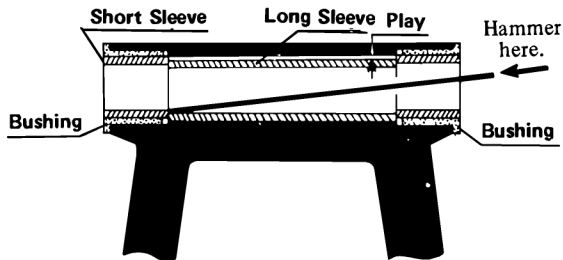


Remove the short sleeves by inserting a rod or starting punch into the pivot shaft and hammering it lightly.

The long sleeve comes out easily after either short sleeve is removed.

Remove the bushing from the swing arm only if it requires replacement, since it cannot be reused once removed.

Swing Arm Pivot



b. Pivot Shaft

Measure pivot shaft runout with a dial gauge.

Table 23 Pivot Shaft Runout

Standard	Service Limit
Under .004" (.1 mm)	.0055" (.14 mm)

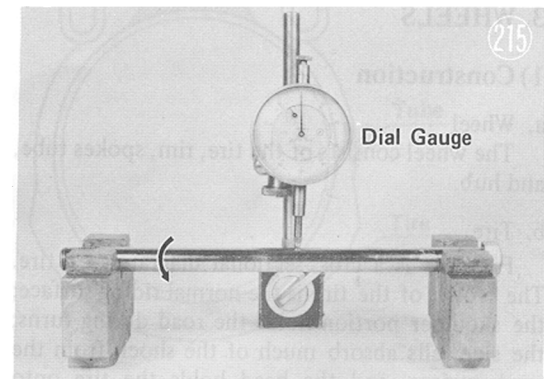
3) Overhaul

a. Sleeve and Bushing

The swing arm pivot point is continually moving due to vibration from the road, and this causes sleeve and bushing wear and works the nut loose. Inspect these parts for looseness or excessive wear, and replace any out of tolerance. Be especially attentive to wear of the bushing on the chain side, as this bushing wears more than the other. Play in either bushing will cause wheel vibration.

Table 22 Sleeve, Bushing Wear

	Standard	Service Limit
Sleeve outer dia.	.8661" (22.00 mm)	.8602" (21.85 mm)
Bushing inner dia.	.8720" (22.15 mm)	.8819" (22.40 mm)
Sleeve/Bushing clearance	.0059" (0.15 mm)	.0217" (0.55 mm)



c. Swing Arm Warp

Swing arm warp or bending will cause the front and rear wheels to go out of alignment, resulting in steering difficulty and handlebar oscillation. If the swing arm is warped, replace it.

4) Assembly

Assembly is in the reverse order of disassembly.

Caution:

1. Use a good quality grease on the sleeve when inserting it, to prevent seizure from overheating.