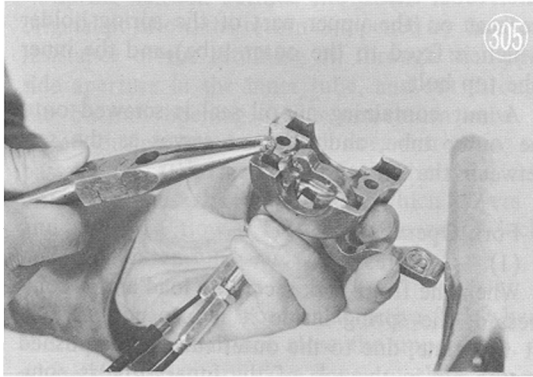
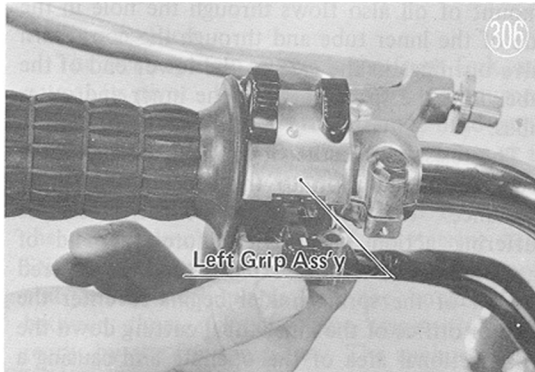


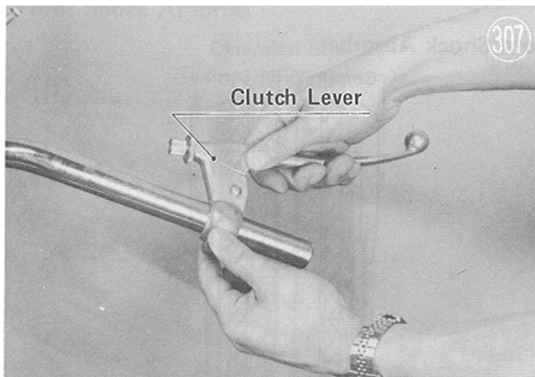
Remove the throttle and starter cable wires.



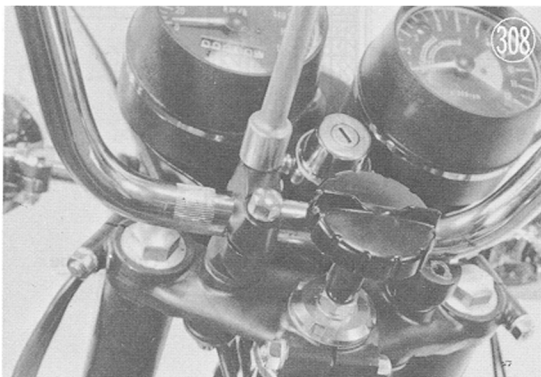
Remove the left grip assembly.



Remove the clutch and brake lever assembly.



Unbolt the upper half of the left mounting and remove the handlebar.



3) Inspection

a. Handlebar

Check that the handlebar is not bent or cracked.

b. Bushings

Inspect the rubber bushings and replace any bushing that has deteriorated, cracked or become worn. Such a bushing will not effectively perform its function of dampening shock and vibration to the handlebar.

4) Assembly

Assembly is in the reverse order of disassembly.

NOTE: The handlebar is usually mounted at an angle conforming to that of the front fork. For mounting bolt torque, see the appendix.

5) Adjustment

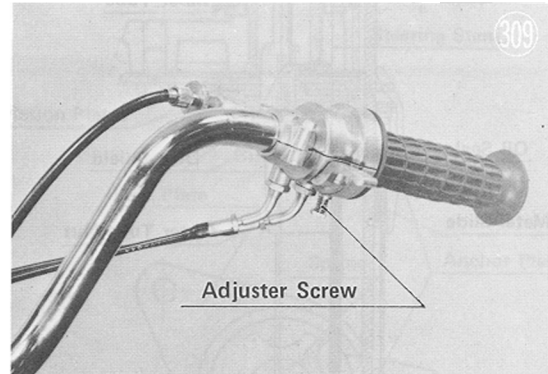
a. Throttle Cable (Page 9)

b. Starter Lever (Page 11)

c. Clutch Lever (Page 12)

d. Front Brake Lever (Expansion brakes only—page 68)

e. Throttle Grip: Adjust throttle grip stiffness to individual preference by turning the adjuster screw under the right grip assembly. (only on '69~'73 model)



6. FRONT FORK · STEERING STEM

On disc brake models, details of front shock absorber construction and operation differ from that shown here. However, both types of shocks dampen movement by oil flow resistance, which is greater on the extension stroke, and oil locks occur at the ends of the stroke. Disassembly, inspection and assembly is generally the same.

1) Construction · Operation

a. Fork

The front fork serves as the shock absorbing device for the front wheel. The fork consists of two telescopic tubes mounted to the frame head pipe with brackets via the steering stem.

The shock absorbing telescopic tubes include the inner tube, outer tube, spring holder and spring, damping action being provided by the spring tension and by the resistance of the flow of oil inside the tube.