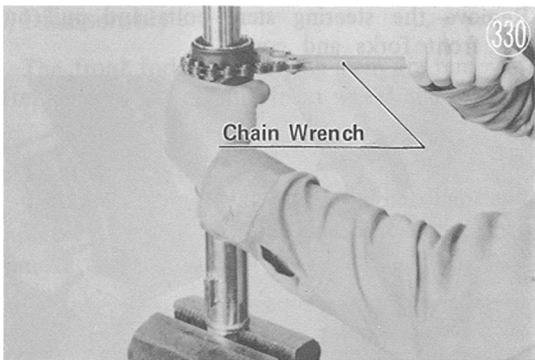
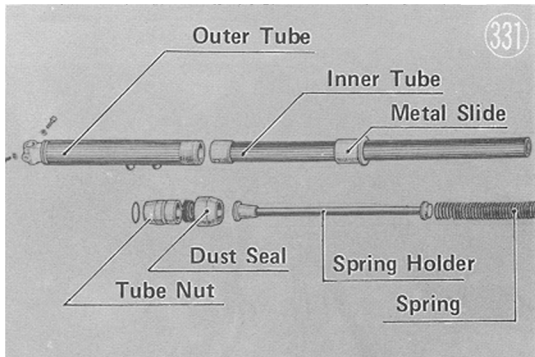


H1

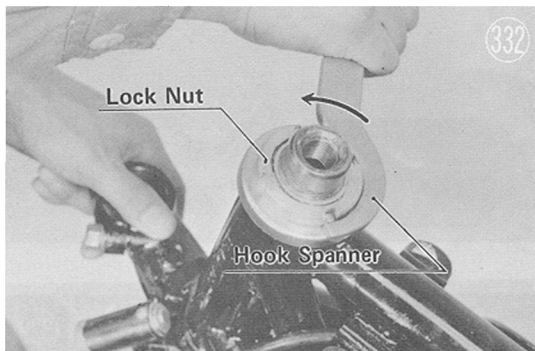


H1



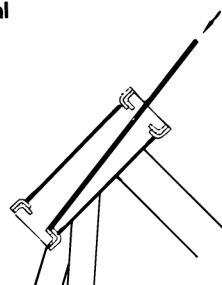
b. Steering Stem

(If it is installed, first remove the hydraulic steering damper.) Remove the steering stem lock nut with a hook spanner (special tool) and pull the steering stem out of the head pipe. When pulling this out be careful not to lose the balls from the upper and lower bearings, since their inner and outer races separate when the stem is pulled.

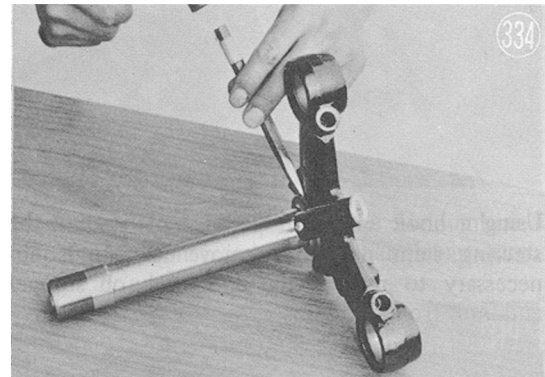


When removing the upper and lower outer races from the head pipe, insert a bar or starting punch into the pipes, as shown in the illustration, and knock them out.

Race Removal



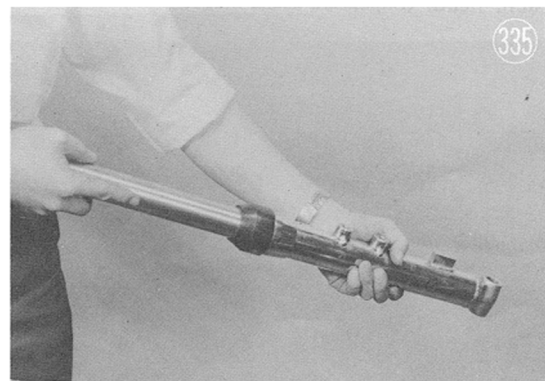
To remove the inner race from the steering stem, set a cold chisel to the point where the race and stem meet and hammer on the chisel lightly, moving it to different points so as to remove the race evenly. Be careful not to hammer too heavily as the stem will become misshapen.



3) Inspection

a. Inner and Outer Tubes

Fit the outer and inner tubes together with the metal slide in place. Move the inner tube in and out, checking for smooth movement.



b. Inner Tube

If the sliding surface of the inner tube is dented, scratched or bent, it must be repaired or replaced as the uneven surface will damage the lip of the oil seal and cause oil leakage.

c. Dust Seal

Any hard foreign particles, or dust or dirt that gets past the dust seal will scratch the sliding surface of the inner tube and damage the oil seal. Wipe the seal clean and check it, replacing it if it is damaged, worn or has hardened.

d. Spring

As shock absorbing ability is impaired by weak springs, measure the free length of each spring and replace it if it is out of tolerance.