

If the inner tube becomes bent, dented, scored or otherwise damaged, it in turn will damage the oil seal and allow oil leakage. If the tube is bent badly enough, poor handling may also result. 1

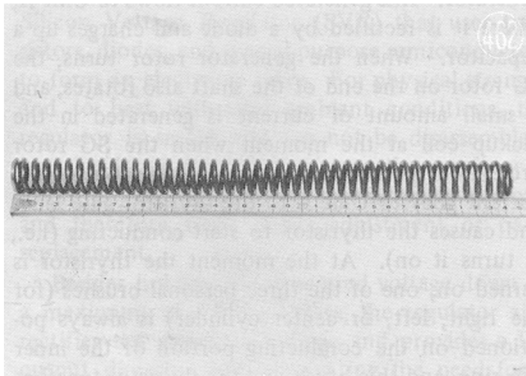
Contaminated or deteriorated oil will also affect shock damping, and in addition will accelerate wear of the internal fork parts. For this reason it should be changed periodically.

c. Spring tension

Since the spring becomes shorter as it weakens, check its free length to find out if it is weak. If the spring of either fork is shorter than the service limit, replace it. If the length of the replacement spring and that of the remaining old spring vary greatly, replace both old springs to keep the shock absorbers balanced and thereby maintain motorcycle stability.

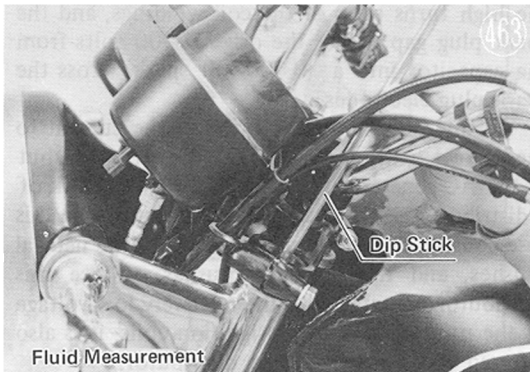
Table 42 Fork Spring Free Length

Standard	Service Limit
13.58 in. (345 mm)	13.19 in. (335 mm)

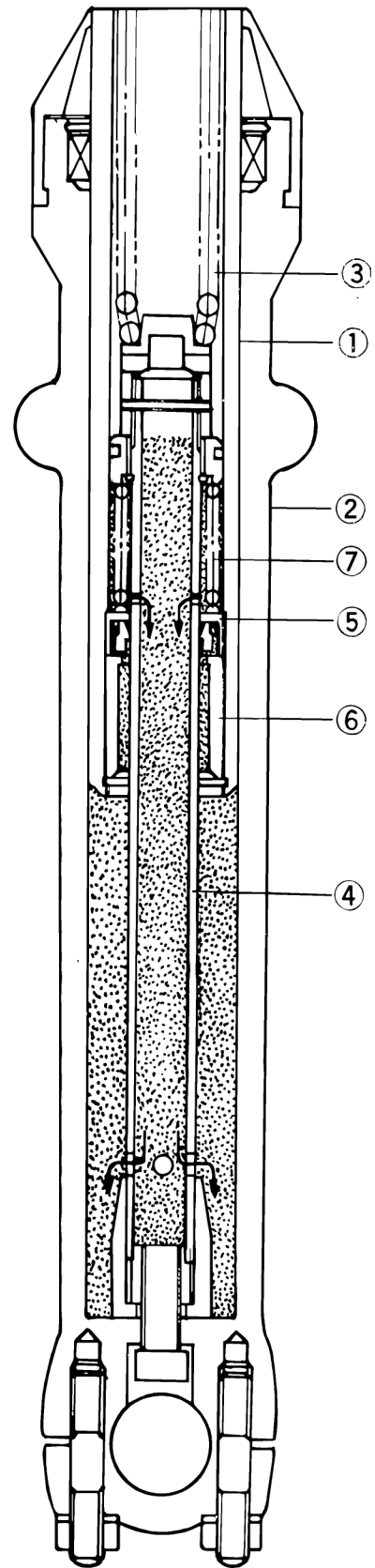


d. Fork oil

Place a jack or stand under the engine to that the front wheel is raised off the ground to check fork oil. Remove the top bolt from the inner tube. Insert a rod down into the tube and measure the distance from the top of the tube to the oil level. If the oil is below the correct level, add enough oil to bring it up to standard, but do not overfill the fork.



Extension Stroke



- 1. Inner Tube
- 2. Outer Tube
- 3. Spring
- 4. Cylinder
- 5. Valve
- 6. Piston
- 7. Spring