

# SECTION G

## TELESCOPIC FRONT FORK

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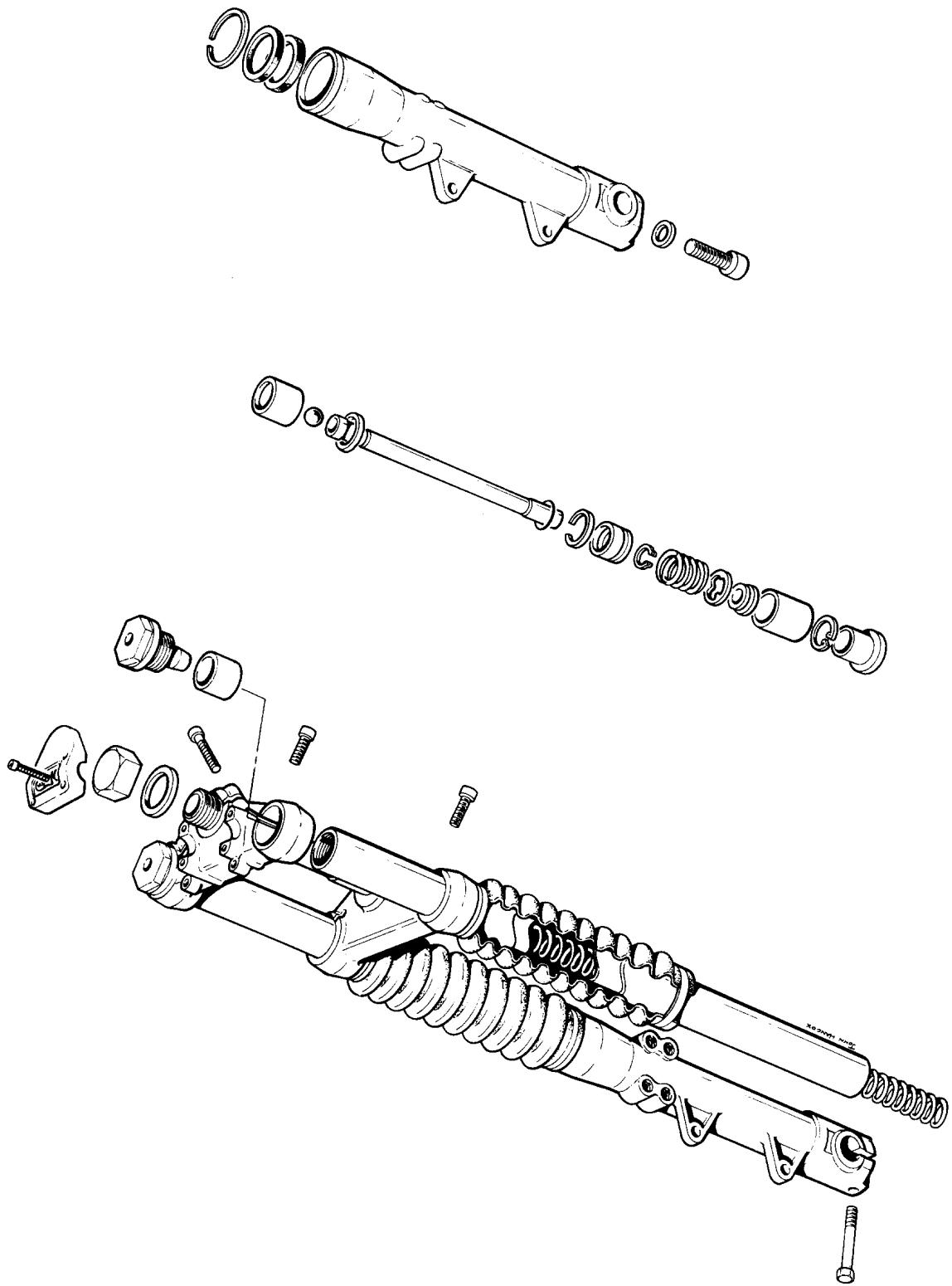


Fig. G1. Sectioned View of the Front Fork

## DESCRIPTION

The front fork is telescopic, the lower sliders being manufactured in aluminium alloy, fine bored to act as close fitting bearings, and sliding on the chrome plated high grade steel stanchion tubes supported by internal coiled suspension springs. Each leg contains 250 cc of hydraulic fluid controlling both the fork thrust and rebound damping characteristics provided by the internal damper tube, piston and ball check valve assembly. The forks can be drained at specified intervals by means of a plug provided in each sliding member and replenished by removing the large fork tube top plug assembly.

Each leg is rigidly clamped into an aluminium alloy lower fork yoke in which the steering stem is located and fitted, taper roller races being used to mount the forks into the frame steering head. The top yoke onto which the handlebars are mounted and clamped is also manufactured from aluminium alloy, being retained to the top of the stanchion tubes by M10 pinch bolts, making an extremely rigid structure. The front wheel spindle is clamped into the right hand fork slider, the left positively locating the front wheel alignment, and retained in position by means of a locknut.

## SECTION G1

### REMOVING AND REPLACING THE FRONT MUDGUARD

To remove the front mudguard first remove the front wheel (Section F10). Release the speedometer cable restraining clip and remove the two bolts securing each mounting bracket to the fork slider legs. Ease each brake pipe rearwards through its support bracket on the mudguard until the grommet can be removed and the brake pipe is free to be lifted clear of the bracket. The mudguard can then

be removed. Refitting the front mudguard is the reverse of the above procedure.

#### CAUTION

Great care must be exercised when removing and refitting the front mudguard assembly in order that damage to the front brake pipes should be avoided.

## SECTION G2

### REMOVING AND REPLACING THE HANDLEBARS

The handlebars can be removed from the front fork top yoke clamp assembly (eg when refilling the fork legs with damping fluid) without need to detach the hydraulic pipe or the electrical or control cables. Place a protective cover over the fuel tank and remove the four handlebar clamp retaining socket headed screws, carefully holding the handlebars in position until detached and free to lower them carefully onto protective cover over the fuel tank. Replacement is the exact reverse procedure. (See overleaf).

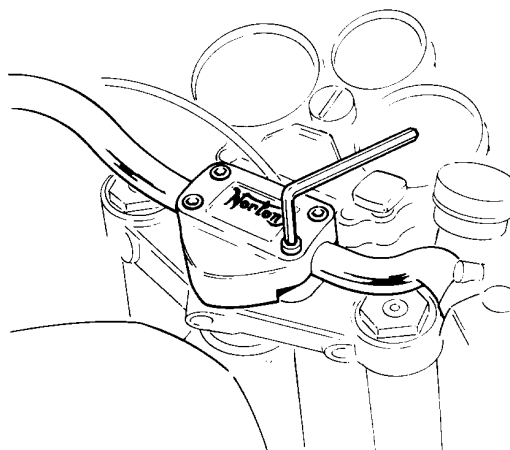


Fig. G2. Handlebar Removal or Adjustment

To detach the handlebars completely from the machine (eg for replacement purposes) it will first be necessary to remove the front brake master cylinder (Section F7), throttle/twist grip assembly (Section G3), clutch lever assembly, left handlebar switch (Section H11) and handlebar grip.

The clutch cable can normally be removed by slackening off the cable adjuster at the abutment to allow disengagement of the cable nipple from the lever slot. As an aid to easy handlebar grip removal, slide a thin blade or screwdriver between the grip and the handlebar, and squirt a small amount of petrol (gasolene) into the gap. Twist off the grip.

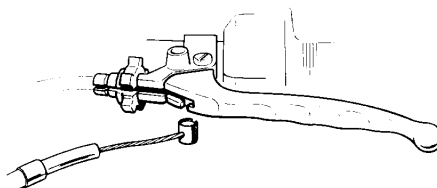


Fig. G3. Removal of the Clutch Cable at the Handlebar.

After replacing the handlebars a check must always be made to ensure that complete freedom is available for full fork and handlebar movement, and that all the controls and cables remain totally unobstructed.

## SECTION G3

### REMOVING AND REPLACING THE THROTTLE CABLE

#### HANDLEBAR END

1. Remove the fuel tank (Section E2).
2. Remove left hand side cover and engine cover. (Section E1)
3. Remove the two screws from the base of the right hand switch cluster. Separate the two halves and unhook the upper cable nipple from the twist grip drum.

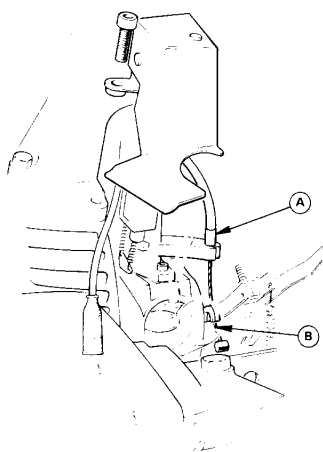


Fig. G5. Removal of the Butterfly Cable.

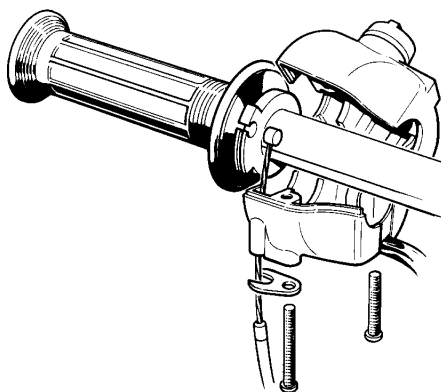


Fig. G4. Right Handlebar Twistgrip

#### REMOVING THE BUTTERFLY CABLE

1. Lift the butterfly cable outer ferrule from the cast bracket on the back of the air bypass body (A) Fig. G5.
2. Allow cable outer to drop down cable inner.
3. This will allow the end nipple to be removed from the throttle linkage on the back of the rotor housing (B).

## REMOVING OIL METERING UNIT CABLE

1. Remove the inspection cover from the left hand gearbox end cover casting by undoing the three socket headed screws. Be careful not to lose the nylon sealing washers under the screw heads.
2. Unhook the cable from the oil metering unit operating lever (Fig. G6), being careful not to lose the nylon roller on the nipple. Remove this and keep in a safe place until required for assembly.
3. Remove the upper hexagon nut from adjuster assembly being careful not to disturb adjustment. The cable may now be removed from the gearbox end cover casting.

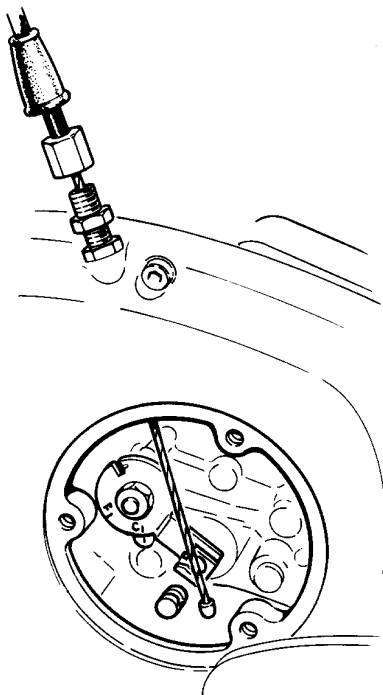


Fig. G6. The Oil Metering Unit Cable.

## THROTTLE CABLE – REPLACEMENT AND ADJUSTMENT

Replacement of complete throttle cable assembly.

1. At this stage, the complete throttle cable assembly may be removed from the machine and replaced.
2. The procedure for replacement is exactly the reverse of the various operations described.

3. If required, the assembly may be divided at the junction block under the tank. The two halves of the block can be separated and the outer sleeve pulled back from the upper cable to reveal the nylon block which carried the upper nipples of the butterfly cable and the oil metering unit cable. These can be unhooked as required.

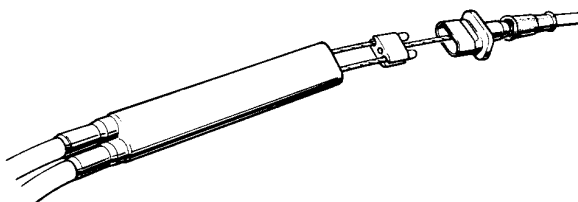


Fig. G7. The Throttle Cable Junction Box

### WARNING

Ensure the oil metering unit outer cable is firmly held in the lower adjuster ferrule. If the outer cable has become detached in service, the cable must be replaced

### Adjustment of throttle cable after refitting.

1. The cable should be adjusted to leave 2.5 mm (0.100") free play at the handlebar end.
2. Check adjustment after refitting the fuel tank (Section E2) when the motor is running and warm, by turning handlebars slowly from lock to lock to discover whether the idling speed is affected.
3. Correct as required.

### Adjustment of oil metering unit cable after refitting (Fig. G6)

1. Final adjustment of the oil metering unit setting should be done with the engine running and warm. (See Section A6)
2. When replacing inspection cover and socket screws, remember to refit the 'O' rings and nylon washers. Do not over tighten the socket screws.

### WARNING

Adjustment of the engine oil metering unit is critical. Maladjustment could cause excessive oil feed to the engine or alternatively eventual seizure. Follow strictly the instructions given in Lubrication Section A6. "Adjusting the oil metering unit".

## SECTION G4

### REMOVING AND REPLACING THE CLUTCH CABLE

#### Removing the Cable

1. Pull out the choke knob to pre-tension the choke cable assembly.
2. Remove the petrol tank. (Section E2)
3. Slacken the clutch cable adjuster at the handlebar end and remove the cable from the lever assembly (Fig. G3).
4. Remove the inspection cover from the primary chain case by undoing the three socket headed screws and removing the nylon washers from the counterbores. Screw an M8 bolt into the cover which will jack the cover from its location.
5. Unhook the cable end from the operating lever with long nosed pliers. (Fig. G8).
6. Remove the cable from the machine.

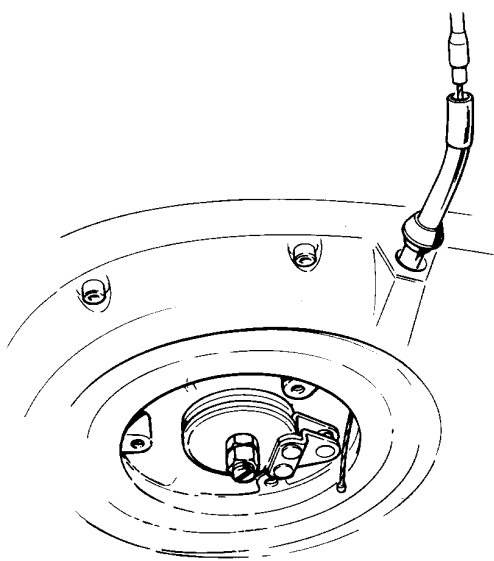


Fig. G8. Clutch Cable Removal at the Primary Chaincase

#### Fitting the Cable

Fitting the cable is the reverse of the procedure described above. Take care to ensure that the cable end is seating correctly in the operating lever.

#### NOTE:

Check that choke control knob is fully lifted before replacing tank. This will prevent the cable junction box from snagging on the inside of the tank tunnel. Check also the plastic anti-chafe guard is correctly positioned between the fork top yoke and the instrument binnacle mounting points.

When refitting a clutch cable, always ensure the cable slot in the lower clutch operating lever trunnion is facing inwards (towards the clutch adjuster pull rod). Insert the end of the cable through the ears of the lever before engaging the cable and entering the cable nipple into the trunnion slot.

Check the operation of the clutch, and if necessary re-adjust the mechanism in accordance with the instructions given in Section C8 "Adjusting the Clutch Operating Mechanism"

If the clutch has any tendency to slip when the clutch lever is fully released, it is a sign that the clutch pull rod (or the cable) is pre-loaded excessively. If the clutch fails to free completely when the clutch lever is fully compressed, it is a sign that too much backlash (or free play) exists in the cable or pull rod.

When adjustment and operation is satisfactory, check its seating of the sealing 'O' ring is correct, that the three plastic sealing washers are in place under the heads of the three socket head screws, and replace the inspection cover.

Finally, re-adjust the cable at the handlebar clutch lever cable adjuster, until all the free play in the outer cable has been eliminated.