Assembly

To assemble, reverse the disassembly procedures, paying attention to the following:

1. When the upper joints have been removed, apply a coat of thread locking agent to the tapped portion for the rear dampers.

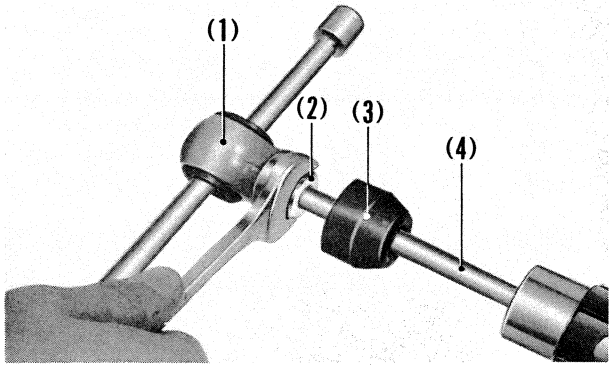


Fig. 5–79 (1) Upper joint
(2) 9 mm lock nut
(3) Stopper rubber
(4) Rear damper

2. Compress each rear shock absorber spring, pull the upper joint upward and secure with the spring seat stops.

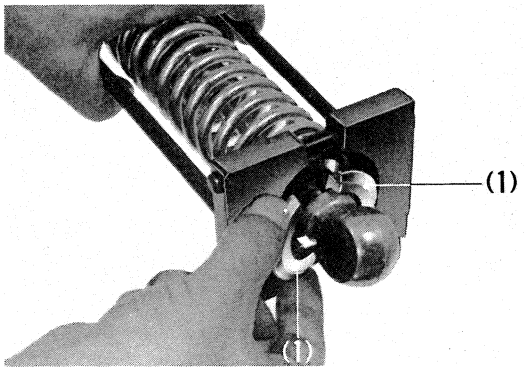


Fig. 5–80 (1) Spring seat stops
(2) Rear shock absorber compressor

3. Apply a coat of grease to the inside and outside of the rear fork center collar and to the inside of the rear fork bushing. Install the right and left dust seal caps and install the rear fork to the frame using the rear fork pivot bolt.
Apply a coat of grease to the rear fork pivot bolt.

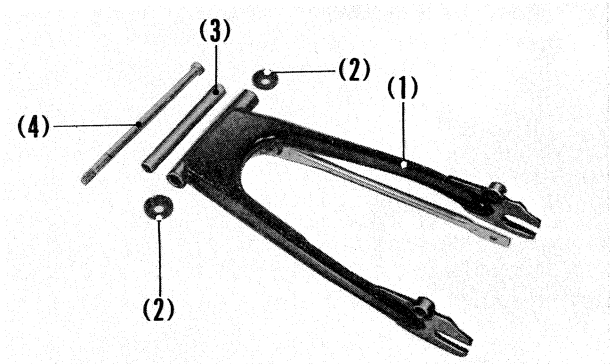


Fig. 5–81 (1) Rear fork
(2) Dust seal caps
(3) Rear fork center collar
(4) Pivot bolt

4. Install the right and left rear shock absorbers so that the adjusters (1) are in the same position. The standard installation position is the 1st groove mark.

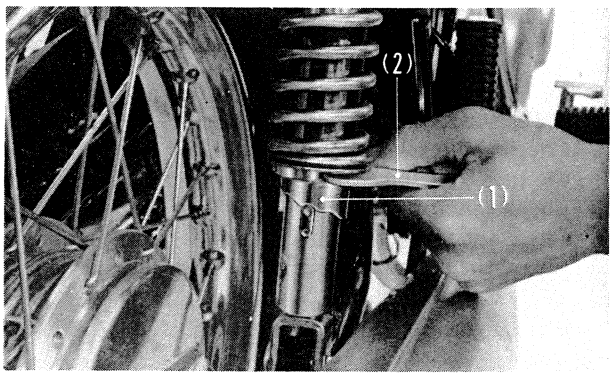


Fig. 5–82 (1) Adjuster
(2) Pin spanner

8. FRAME BODY AND OTHER RELATED PARTS

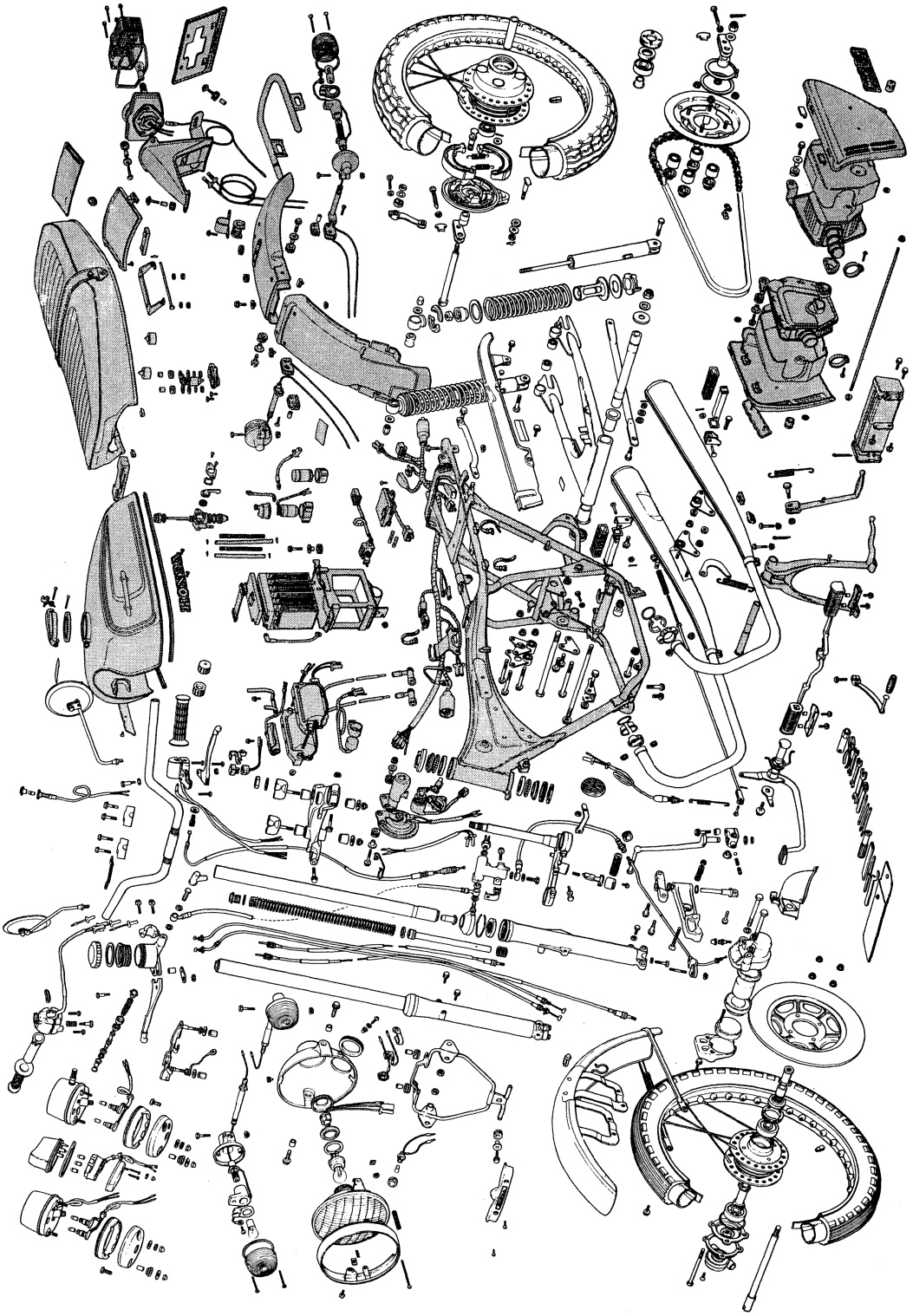


Fig. 5–83

Fuel valve and fuel tank cap

1. Drain the fuel tank and remove it.
2. Remove the fuel strainer cup, O-ring and strainer screen in this order. Remove the 6 mm screw and remove the fuel valve from the fuel tank.
3. Remove the 3 mm screws and remove the fuel valve lever set plate and valve lever.
4. Remove the fuel valve gasket.
5. To install, reverse the removal procedures.
6. Connect the fuel tubes and hold them securely with the clips.
7. Check the following items.

* Contamination of fuel strainer screen
* Weakness of fuel valve lever spring
* Clogging of vent in fuel tank cap

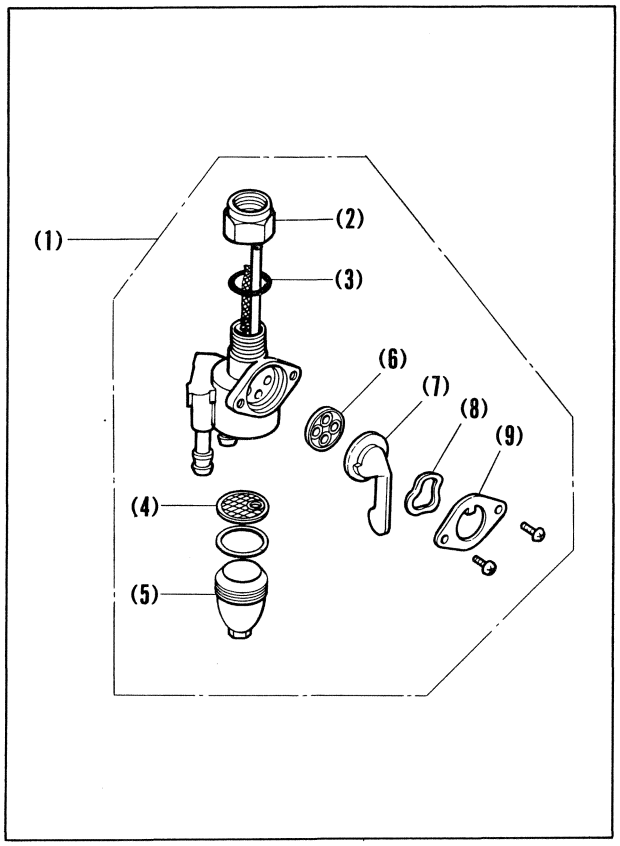


Fig. 5–84 (1) Fuel valve assy.
(2) Valve joint nut
(3) Joint ring
(4) Screen
(5) Fuel strainer cup
(6) Valve gasket
(7) Valve lever
(8) Valve lever spring
(9) Valve lever set plate

Air cleaner

1. Open the seat and remove the right and left side covers.
2. Remove the nut (2), bolt (3) and screw (4) and remove each air cleaner case.
3. Separate each air cleaner element from the air cleaner case.

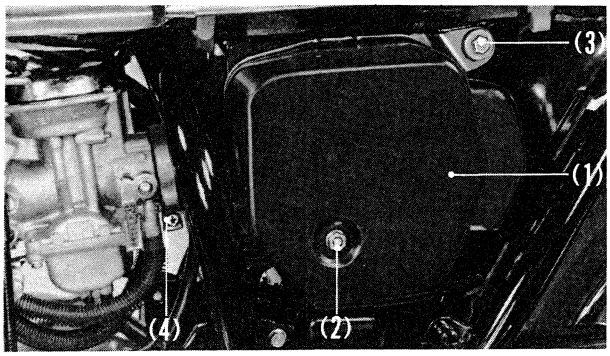


Fig. 5–85 (1) Air cleaner case

4. Clean the air cleaner elements.

   Give a light tap to the air cleaner element to remove dirt and dust. If necessary, direct a blast of compressed air at the inner surface to blow off dirt and dust completely.

   CAUTION:
   If the air cleaner elements become oily or if they are broken, replace.

5. To install, reverse the removal procedures.

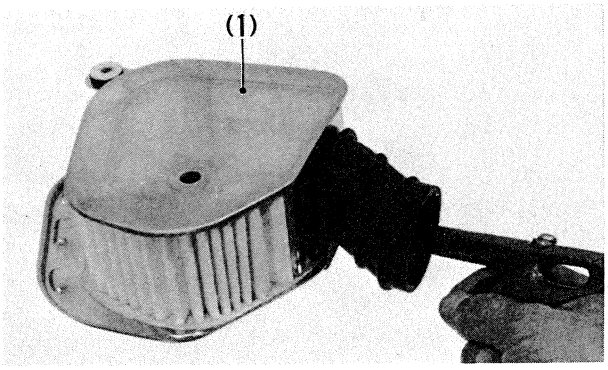


Fig. 5–86 (1) Air cleaner element

Battery box and tool box

1. Remove the air cleaner assembly.
2. Remove the battery.
3. Disconnect the starting motor cable.
4. Disconnect the electrical part wires at the battery box.
5. Remove the three bolts (2) and the battery box can be removed.
6. Remove the electrical parts.

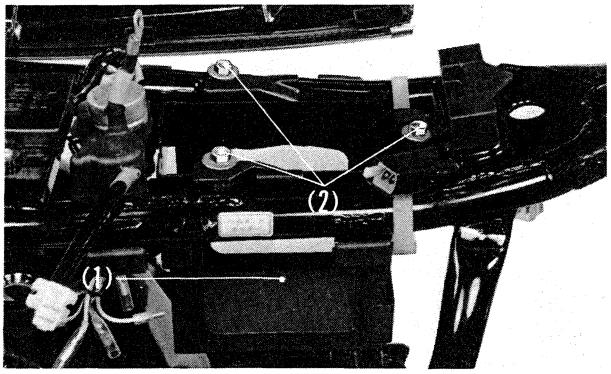


Fig. 5–87 (1) Battery box (2) Bolts

7. Remove the four bolts (2) and remove the tool box.
8. To install, reverse the removal procedures.
   Install the electrical parts and connect the wires as shown in Fig. 5–89 below.

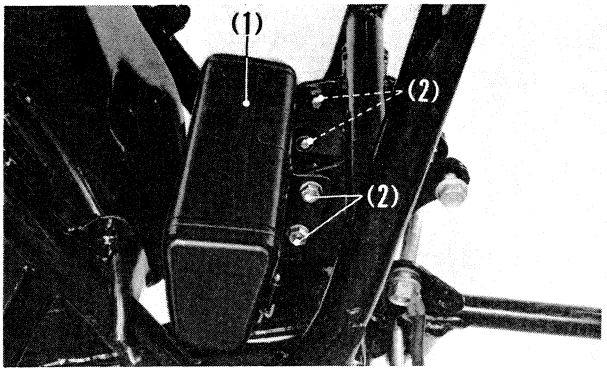
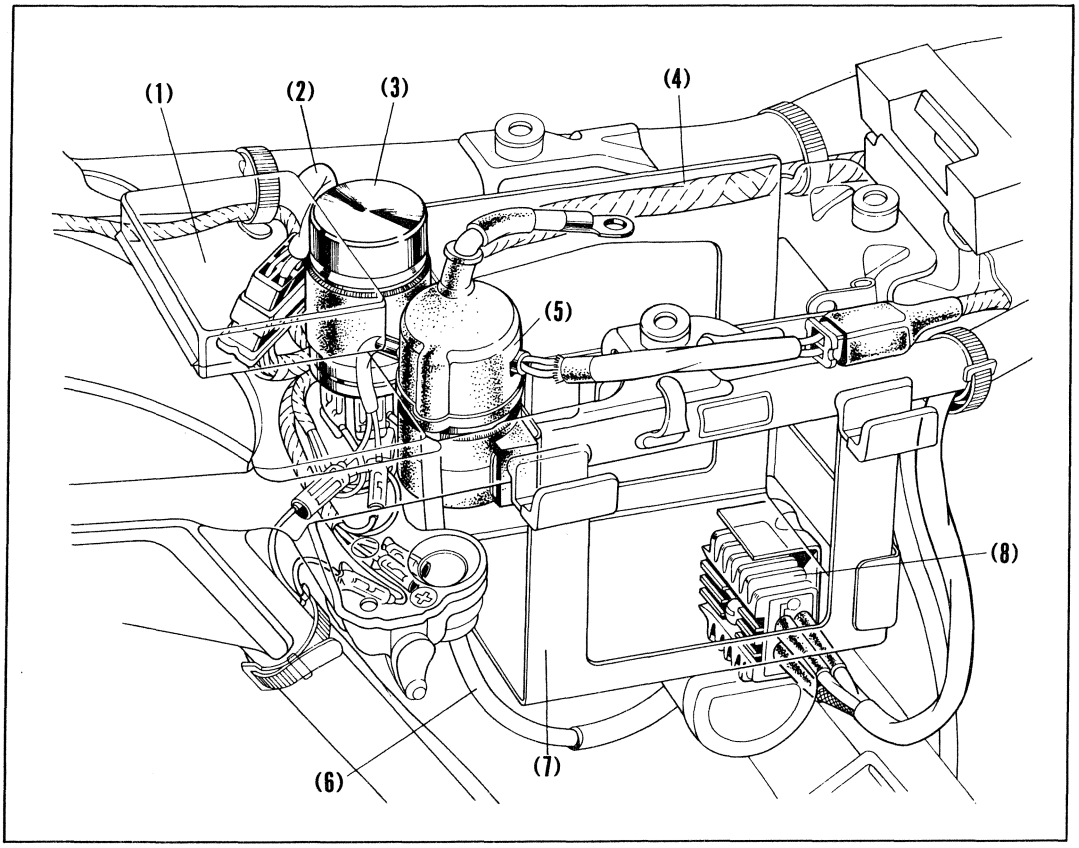


Fig. 5–88 (1) Tool box (2) Bolts

Fig. 5–89
(1) Fuse box
(2) Fuse box leads
(3) Flasher relay
(4) Wire harness
(5) Starting magnetic switch
(6) Starting motor cable
(7) Battery case
(8) Silicon rectifier



Wire harness

1. Connect the wire harness as shown below.
   Hold the wire harness with one wire band at the position **20–30 mm (0.8–1.2 in.)** from the rear side of the fuel tank rear stay and with the other band at the position **10–20 mm (0.4–0.8 in.)** from the front side of the upper tube cross plate.

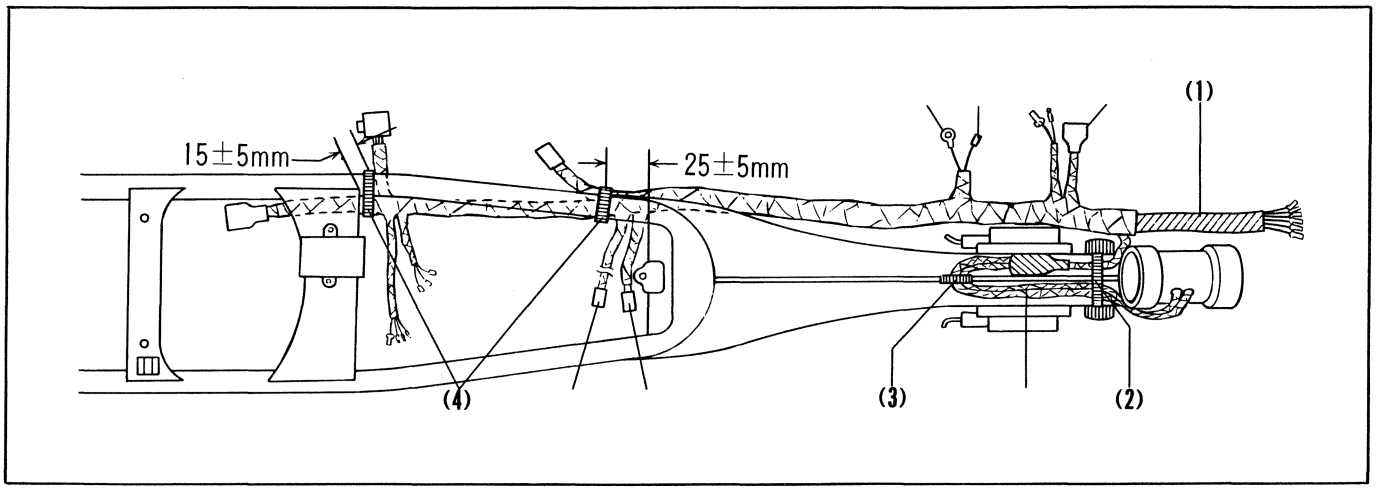


Fig. 5–90 (1) Wire harness
(2) Wire harness clip A
(3) Wire harness clip B
(4) Wire band

VI. ELECTRICAL SYSTEM

1. CHARGING SYSTEM

The charging system consists essentially of a flywheel type AC generator, a silicon rectifier and a current limiter. Alternating current from the flywheel type rotor installed to crankshaft is converted into direct current (DC) by bridge-type silicon rectifier and then is fed to the battery. Upon battery voltage reaches 15.0±0.5V, the regulator begins to actuate in order to bypass a surplus current, reducing the amount of charging current, to prevent the battery from being overcharged.

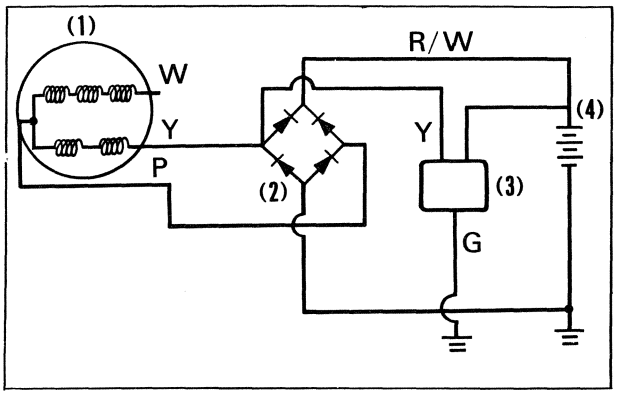


Fig. 6–1 (1) A.C. generator
(2) Silicon rectifier
(3) Regulator
(4) Battery

1. Charging test

1. Check charging current and voltage by means of voltmeter and ammeter.
2. Use a full-charged (12V-12AH) battery
   If the specific gravity is lower than 1.26 (at 20° C or 68° F), recharge battery so that the specific gravity is up to 1.27±0.01 (at 20° C or 68° F).
3. Disconnect the battery cable from the + terminal of the battery, and connect it to the + side of ammeter. Then, connect the − side of the ammeter to the + terminal of battery. Next, connect the − side of voltmeter to the + terminal of battery and consequently + side to the − terminal as shown in Fig. 6–2.
4. Check a reading of ammeter and voltmeter during riding at night and in the day time in accordance with the specifications given below:
   NOTE:
   When checking, disconnect regulator cable.
5. Start the engine. Simulate the nighttime riding and daytime riding conditions and take the ammeter and voltmeter readings at each speed.
   Compare the readings with those in the table below.
   If the actual readings are very different from those in the table, check the generator for condition. The generator output may slightly vary with temperature.

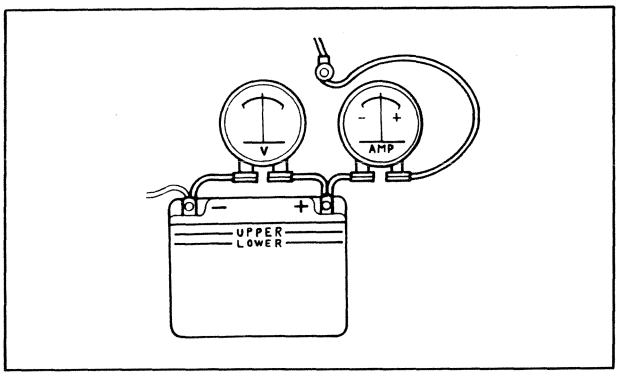


Fig. 6–2 Battery charging test

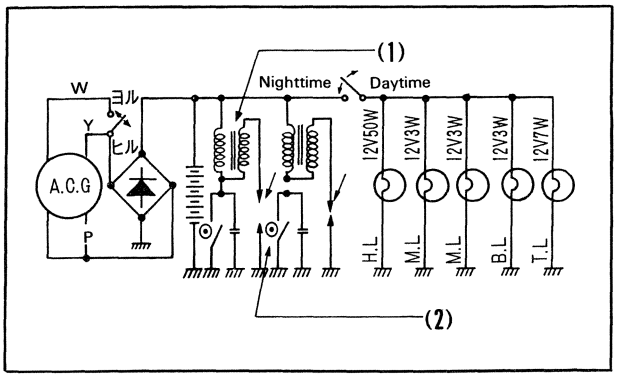


Fig. 6–3 Charging characteristics
(1) Ignition coil
(2) Contact breaker

Charging characteristics (without regulator)

Load		Beginning of charging (rpm)	5,000 rpm	10,000 rpm
Daytime riding	Battery (12V12 AH) + ignition coil x 2	1,550 max. at battery voltage 12.6V	1.2A, min. at battery voltage 14.8V	4A, max. at battery voltage 15.5V
Nighttime riding	Load in daytime riding + 50W + 7W+3Wx3	2,100, max. at battery voltage 12.6V	1.2A, min. at battery voltage 14.8V	4A, max. at battery voltage 15.5V

2. A-C generator stator continuity test

Using a tester, check for the continuity between:
* White lead and stator
* Yellow lead and stator
* Pink lead and stator

If there is no continuity in any one of the cases above, replace the stator.

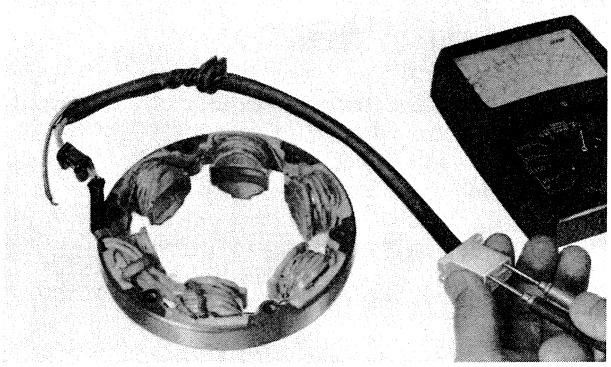


Fig. 6–4 Stator continuity test

Silicon diode rectifier

Check each diode for continuity with a radio tester in high-reading range. If current flows in forward direction (from cathode to anode) only, the diode is normal. Current flow in both directions or no current is a sign of the malfunction of the diode.

To determine that the rectifer is in good condition, follow the instructions given below. Connect the negative probe of the tester to the terminal (1) (green), and positive probe to the terminal (2) (red/white), (3) (yellow) or (4) (pink). If the needle swings, it is an indication that the diode is normal. In like manner as above, connect the positive probe to the terminal (2) (red/white), and negative probe to the terminal (1), (2) or (3). The diode is correct if continuity exists. Continuity should not exist between any terminals or combinations other than those described above.

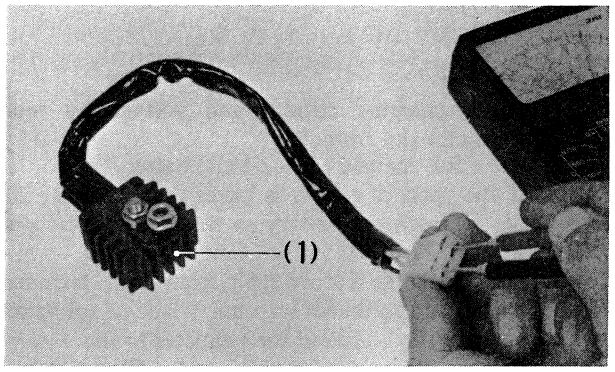


Fig. 6–5 Silicon rectifier

NOTE:

1. **Do not use a megger for this test as the megger will generate high voltage to damage the diode.**
2. **Make sure of proper battery polarity when connecting. Connection in reverse polarity will shorten the battery service life or cause a high current flow throughout the electrical system, resulting in damage to the diodes or burning up the harness.**

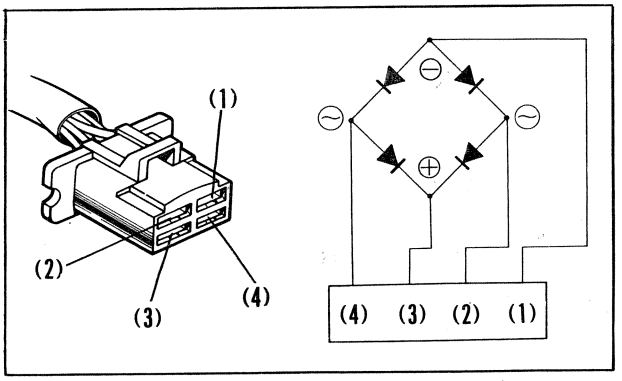


Fig. 6–6 (1) Green lead (3) Yellow lead
(2) Red/white lead (4) Pink lead

4. Battery

1. Specifications

Type	12N12A–4A (Yuasa)
Voltage	12V
Capacity	12AH

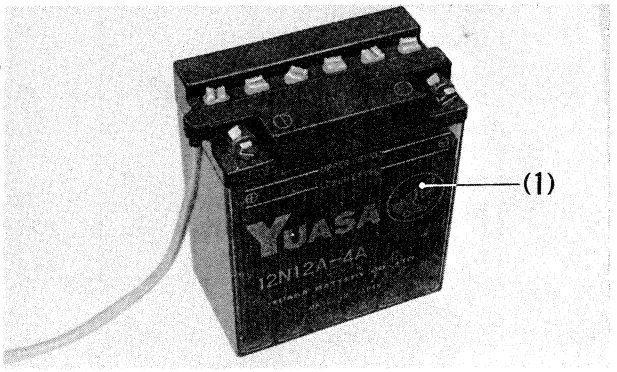


Fig. 6–7 (1) 12N12A–4A battery