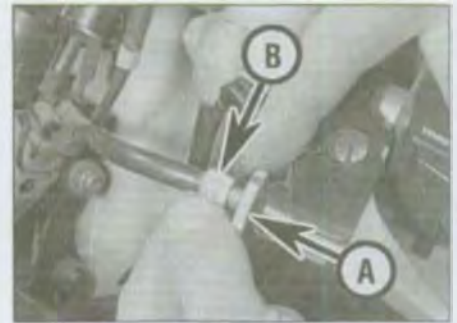




5.10a Tighten the front bolts (arrowed) first



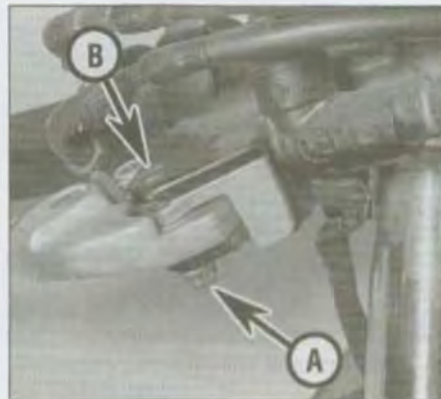
5.10b Ensure lever clamps with UP facing up



5.11a Slacken the locking (A) and thread in the adjuster (B) ...



5.11b ... then unscrew the nut (A) and the pivot bolt (B)



5.12 Unscrew the nut (A) and the pivot bolt (B)

### Installation

10 Installation is the reverse of removal, noting the following.

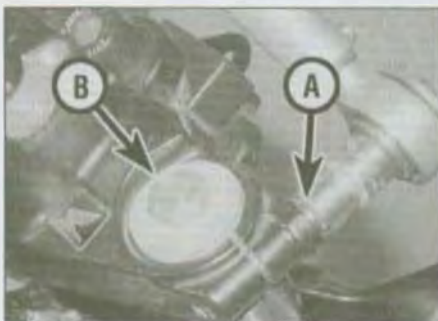
- a) Align the punch mark on the handlebars with the split in the clamp (see illustration 5.8b). Fit the handlebar clamps with the punch marks to the front (see illustration 5.8a). Tighten the front handlebar clamp bolts to the specified torque setting before the rear ones (see illustration).
- b) Do not forget to install the choke lever pulley on the left-hand end of the bar first.
- c) Make sure the front brake and clutch lever assembly clamps are installed with the UP mark facing up and so that the clamp joint at the top aligns with the punchmark on

- d) Make sure the pin in the lower half of each switch housing locates in the hole in the handlebar.
- e) If removed, apply a suitable non-permanent locking compound to the handlebar end-weight retaining screws. If new grips are being fitted, secure them using a suitable adhesive to the handlebar (left-hand grip) or to the throttle twistgrip (right-hand grip).
- f) Tighten all bolts to the torque settings specified at the beginning of this Chapter.

### Handlebar levers

#### Removal – clutch lever

- 11 Slacken the clutch cable adjuster locking



6.4 Slacken the top yoke clamp bolt (A). Fork top bolt (B)



6.5 Slide the fork leg out of the bottom yoke

and thread the adjuster fully into the bracket to provide maximum freeplay in the cable (see illustration). Unscrew the lever pivot locknut, then withdraw the pivot bolt and remove the lever, detaching the cable nipple as you do so (see illustration).

#### Removal – brake lever

12 Unscrew the lever pivot bolt locknut, then withdraw the pivot bolt and remove the lever (see illustration).

#### Installation

13 Installation is the reverse of removal. Apply grease to the pivot bolt shafts and the contact areas between the lever and its bracket, and to the clutch cable nipple. Adjust the clutch cable freeplay (see Chapter 1).

### 6 Forks – removal and installation

#### Removal

**Caution:** Although not strictly necessary, before removing the forks it is recommended that the fairing (SW, SX and SY models) and radiator side panels (R, T, V, W, X and Y models) are removed (see Chapter 8). This will prevent accidental damage to the paintwork.

- 1 Remove the front wheel (see Chapter 7) and the front mudguard (see Chapter 8).
- 2 Remove each fork leg individually.
- 3 Unscrew the bolts securing the front brake caliper bracket to the right-hand fork slider and remove the caliper. Secure the caliper to the bike with a cable tie to ensure no strain is placed on the hydraulic hose. Discard the caliper bracket bolts as new ones must be fitted on reassembly (see Chapter 7).
- 4 Slacken but do not remove the fork clamp bolt in the top yoke (see illustration). If the fork legs are going to be disassembled or the fork oil is going to be changed, slacken the fork top bolt while the leg is still clamped in the bottom yoke.
- 5 Slacken but do not remove the fork clamp bolt in the bottom yoke and remove the fork leg by twisting it and pulling it downwards (see illustration).



If the fork legs are seized in the yokes, spray the area with penetrating oil and allow time for it to soak in before trying again.

**Installation**

- 6 Remove all traces of corrosion from the fork tubes and the yokes. Install each fork leg individually. Slide the leg up through the bottom yoke into the top yoke until the top edge of the fork tube is level with the top edge of the yoke. Tighten the fork clamp bolt in the bottom yoke to the torque setting specified at the beginning of this Chapter.
- 7 If the fork legs have been disassembled or the fork oil changed, tighten the fork top bolt to the specified torque setting, and then tighten the fork clamp bolt in the top yoke to the specified torque setting.
- 8 Install the front brake caliper on the right-hand fork slider with new bolts and tighten the bolts to the specified torque setting.
- 9 Install the front mudguard (see Chapter 8) and the front wheel (see Chapter 7).
- 10 Check the operation of the front forks and brakes before taking the machine out on the road.

**7 Forks – disassembly, inspection and reassembly**



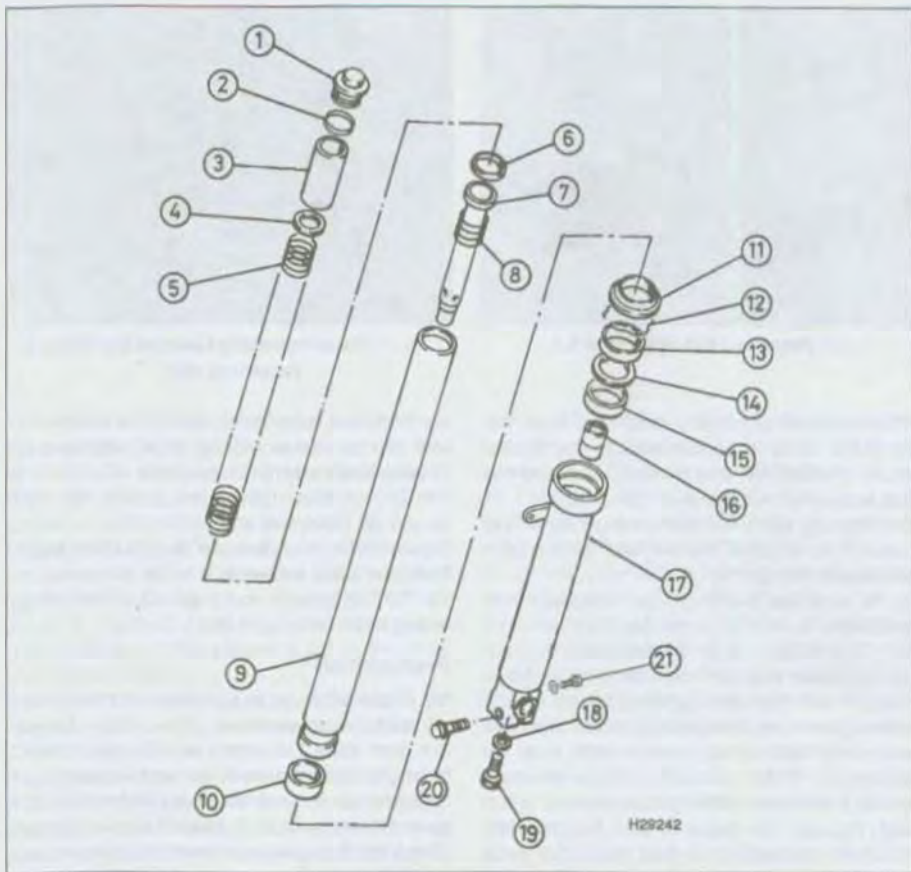
**Disassembly**

- 1 Always dismantle the fork legs separately to avoid interchanging parts. Store all components in separate, clearly marked containers (see illustration).
- 2 Before dismantling the fork leg, it is advised that the damper rod bolt be slackened at this stage. Invert the fork leg and compress the fork tube in the slider so that the spring exerts maximum pressure on the damper rod head, then slacken the damper rod bolt in the base of the fork slider (see illustration 7.7).
- 3 If the fork top bolt was not slackened with the fork on the bike, carefully clamp the fork tube in a vice equipped with soft jaws, taking care not to overtighten or score its surface, and slacken the top bolt.
- 4 Unscrew the fork top bolt from the top of the fork tube and discard the O-ring as a new one must be fitted on reassembly.



**Warning:** The fork spring is pressing on the fork top bolt with considerable pressure. Unscrew the bolt very carefully, keeping a downward pressure on it and release it slowly as it is likely to spring clear. It is advisable to wear some form of eye and face protection when carrying out this operation.

- 5 Slide the fork tube down into the slider and withdraw the spacer, spring seat and the spring from the tube (see illustrations 7.26a, b and c). Note which way up the spring is fitted.



7.1 Front fork components

- |               |                   |                              |
|---------------|-------------------|------------------------------|
| 1 Top bolt    | 8 Rebound spring  | 15 Top bush                  |
| 2 O-ring      | 9 Fork tube       | 16 Damper rod seat           |
| 3 Spacer      | 10 Bottom bush    | 17 Fork slider               |
| 4 Spring seat | 11 Dust seal      | 18 Sealing washer            |
| 5 Spring      | 12 Retaining clip | 19 Damper rod bolt           |
| 6 Piston ring | 13 Oil seal       | 20 Axle clamp bolt           |
| 7 Damper rod  | 14 Washer         | 21 Oil drain screw - R model |

- 6 Invert the fork leg over a suitable container and pump the fork vigorously to expel as much fork oil as possible.
- 7 Remove the previously slackened damper rod bolt and its copper sealing washer from the bottom of the slider (see illustration). Discard the sealing washer as a new one must be used on reassembly. If the damper rod bolt was not slackened before dismantling the

- fork, it may be necessary to re-install the spring, spring seat, spacer and top bolt to prevent the damper rod from turning. Alternatively, a long metal bar passed down through the fork tube and pressed hard into the damper rod head quite often suffices.
- 8 Withdraw the damper rod from inside the fork tube. Remove the rebound spring from the damper rod (see illustration).



7.7 Remove the damper rod bolt and sealing washer (arrowed)



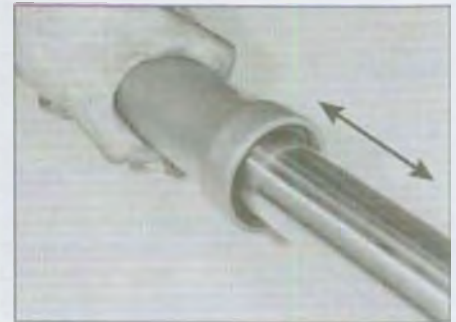
7.8 Withdraw the damper rod and rebound spring from the tube



7.9 Prise out the dust seal . . .



7.10 . . . then carefully remove the oil seal retaining clip



7.11 Pull the fork tube and slider apart to drive the top bush out

9 Carefully prise out the dust seal from the top of the slider to gain access to the oil seal retaining clip (see illustration). Discard the dust seal as a new one must be used.

10 Carefully remove the retaining clip, taking care not to scratch the surface of the tube (see illustration).

11 To separate the tube from the slider it is necessary to displace the top bush and oil seal. The bottom bush will not pass through the top bush, and this can be used to good effect. Push the tube gently inwards until it stops against the damper rod seat. Take care not to do this forcibly or the seat may be damaged. Then pull the tube sharply outwards until the bottom bush strikes the top bush. Repeat this operation until the top bush and seal are tapped out of the slider (see illustration).

12 With the tube removed, slide off the oil seal and its washer, noting which way up they fit (see illustration). Discard the oil seal as a new one must be used. The top bush can then be slid off the upper end of the tube.

**Caution: Do not remove the bottom bush from the tube unless it is to be renewed.**

13 Tip the damper rod seat out of the slider, noting which way up it fits.

### Inspection

14 Clean all parts in solvent and blow them dry with compressed air, if available. Check the fork tube for score marks, scratches, flaking of the chrome finish and excessive or abnormal wear. Look for dents in the tube and renew the tube in both forks if any are found. Check the fork seal seat for nicks, gouges and scratches. If damage is evident, leaks will

occur. Also check the oil seal washer for damage or distortion and renew it if necessary.

15 Check the fork tube for runout using V-blocks and a dial gauge, or have it done by a Honda dealer (see illustration). If the amount of runout exceeds the service limit specified, the tube should be renewed.



**Warning: If the tube is bent or exceeds the runout limit, it should not be straightened; renew it.**

16 Check the spring for cracks and other damage. Measure the spring free length and compare it to the specifications at the beginning of this Chapter. If it is defective or has sagged below the service limit, renew the springs in both forks. Never renew only one spring. Also check the rebound spring.

17 Examine the working surfaces of the two bushes; if worn or scuffed they must be renewed. To remove the bottom bush from the fork tube, prise it apart at the slit using a flat-bladed screwdriver and slide it off (see illustration). Make sure the new one seats properly.

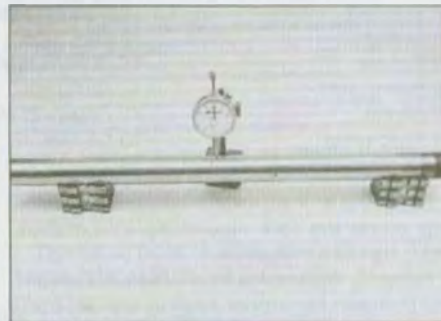
18 Check the damper rod and its piston ring for damage and wear, and renew them if necessary (see illustration). Do not remove the ring from the piston unless it requires renewal.

### Reassembly

19 If removed, install the new piston ring into the groove in the damper rod, then slide the rebound spring onto the rod (see illustration).



7.12 Oil seal (A), washer (B), top bush (C) and bottom bush (D)



7.15 Checking the fork tube runout with V-blocks and a dial gauge



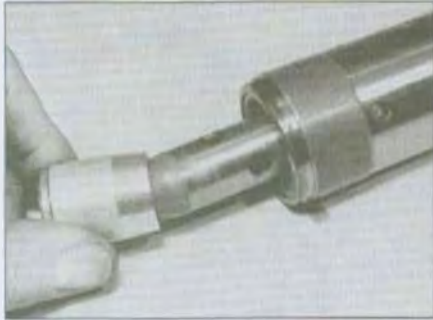
7.17 Prise the bottom bush apart with a flat-bladed screwdriver and slide it off the end of the tube



7.18 Renew the damper rod piston ring if it is worn or damaged



7.19a Slide the rebound spring onto the damper rod



7.19b Fit the seat onto the bottom of the rod



7.20 Slide the tube into the slider



7.21a Install the top bush . . .

Insert the damper rod into the fork tube and slide it into place so that it projects fully from the bottom of the tube, then install the seat on the bottom of the damper rod (see illustration).

20 Oil the fork tube and bottom bush with the specified fork oil and insert the assembly into the slider (see illustration). Fit a new copper sealing washer to the damper rod bolt and apply a few drops of a suitable non-permanent thread-locking compound, then install the bolt into the bottom of the slider. Tighten the bolt to the specified torque setting. If the damper rod rotates inside the tube, hold the rod with spring pressure or a metal bar as on disassembly (see Step 7).

21 Push the fork tube fully into the slider, then oil the top bush and slide it down over the tube (see illustration). Press the bush squarely into its recess in the slider as far as

possible, then install the oil seal washer (see illustration). Either use the Honda service tool or a suitable piece of tubing to tap the bush fully into place; the tubing must be slightly larger in diameter than the fork tube and slightly smaller in diameter than the bush recess in the slider. Take care not to scratch the fork tube during this operation; if the fork tube is pushed fully into the slider any accidental scratching is confined to the area above the oil seal.

22 When the bush is seated squarely in its recess in the slider (remove the washer to check, wipe the recess clean, then reinstall the washer) install the new oil seal. Lubricate the inside of the seal with fork oil, slide it over the tube with its markings facing upwards and press it into place as described in Step 21 until the retaining clip groove is visible above the seal (see illustration).

23 Once the seal is correctly seated, fit the retaining clip, making sure it is correctly located in its groove (see illustration).

24 Lubricate the inside of the new dust seal then slide it down the fork tube and press it into position (see illustration).

25 Slowly pour in the correct quantity of the specified grade of fork oil and carefully pump the fork at least ten times to distribute it evenly (see illustration); the oil level should also be measured and adjustment made by adding or subtracting oil. Fully compress the fork tube into the slider and measure the fork oil level from the top of the tube (see illustration). Add or subtract fork oil until it is at the level specified at the beginning of this Chapter.

26 Pull the fork tube out of the slider to its full extension and install the spring with its closer-wound coils at the bottom, followed by



7.21b . . . followed by the oil seal washer



7.22 Install the oil seal with markings facing up



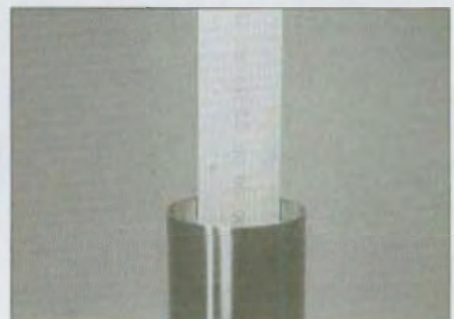
7.23 Install the oil seal retaining clip . . .



7.24 . . . and then the dust seal



7.25a Pour the oil into the top of the tube . . .



7.25b . . . then measure the oil level with the fork leg fully compressed