

## Swingarm

### Swingarm Bearing, Sleeve Inspection

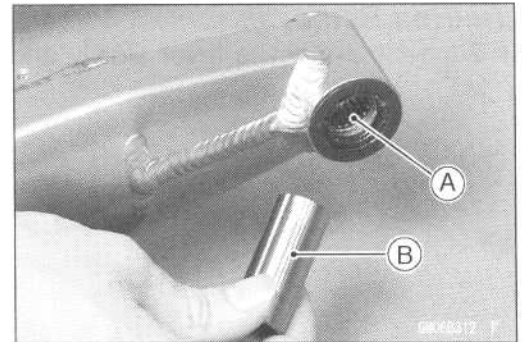
#### CAUTION

**Do not remove the bearings for inspection. Removal may damage them.**

- Inspect the needle bearings [A] installed in the swingarm.
- The rollers and ball in a bearing normally wear very little, and wear is difficult to measure. Instead of measuring, visually inspect the bearing for abrasion, discoloration, or other damage.
- ★ If the needle bearings and sleeves [B] show any signs of abnormal wear, discoloration, or damage, replace them as a set.

### Swingarm Bearing Lubrication

- Refer to the Swingarm Pivot Lubrication in the Periodic Maintenance chapter.



## 13-20 SUSPENSION

### Tie-Rod, Rocker Arm

#### Tie-Rod Removal

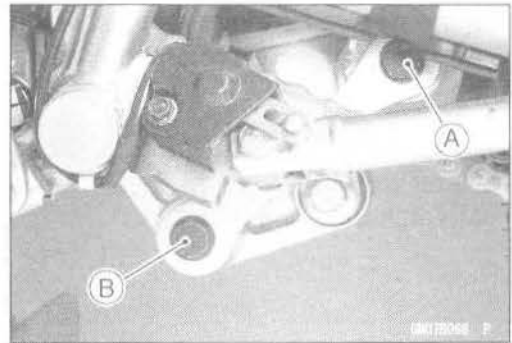
- Squeeze the brake lever slowly and hold it with a band [A].



- Raise the rear wheel off the ground with the jack.

**Special Tools - Jack: 57001-1238**

- Remove:
  - Upper Tie-Rod Nut and Bolt [A]
  - Lower Tie-Rod Nut and Bolt [B]
  - Tie-Rods



#### Tie-Rod Installation

- Install the tie-rods so that the marked side [A] faces outside.
- Tighten:
  - Torque - Tie-Rod Nuts: 98 N·m (10 kgf·m, 72 ft·lb)

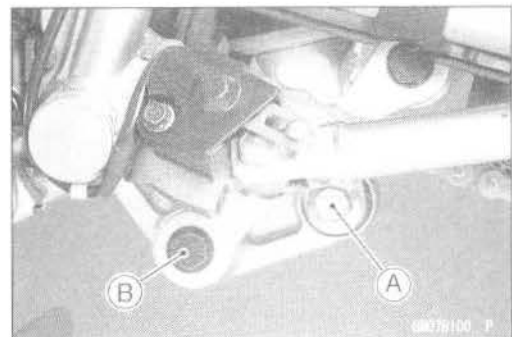


#### Rocker Arm Removal

- Squeeze the brake lever slowly and hold it with a band [A].
- Raise the rear wheel off the ground with the jack.
  - Special Tool - Jack: 57001-1238**

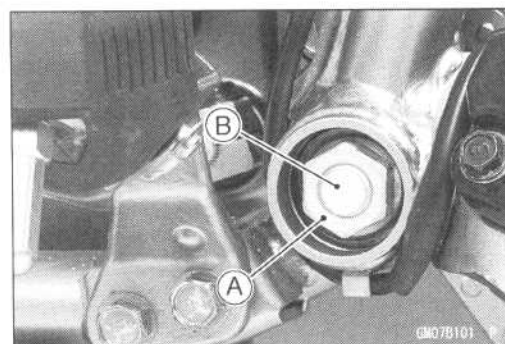


- Remove:
  - Lower Rear Shock Absorber Nut and Bolt [A]
  - Lower Tie-Rod Nut and Bolt [B]
- Loosen:
  - Swingarm Pivot Shaft Nut (see Swingarm Removal)
  - Lower Engine Mounting Nut (see Engine Removal in the Engine Removal/Installation chapter)



## Tie-Rod, Rocker Arm

- Remove:
  - Plug (Both Sides)
  - Rocker Arm Nut [A] and Bolt [B]
- Remove the rocker arm downward.



### Rocker Arm Installation

- Apply plenty of grease to the needle bearings [A].
- Apply grease to the lip of the oil seals [B].
- Be sure to install the oil seals and sleeves [C] to the rocker arm.

- Install the washer, and tighten the rocker arm nut.

**Torque - Rocker Arm Nut: 98 N·m (10 kgf·m, 72 ft·lb)**

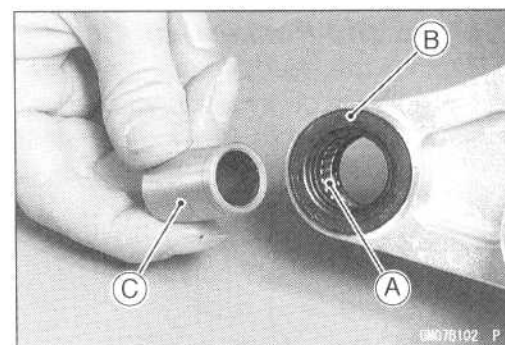
- Tighten:

**Torque - Swingarm Pivot Shaft Nut: 88 N·m (9.0 kgf·m, 65 ft·lb)**

**Lower Engine Mounting Nut: 44 N·m (4.5 kgf·m, 32 ft·lb)**

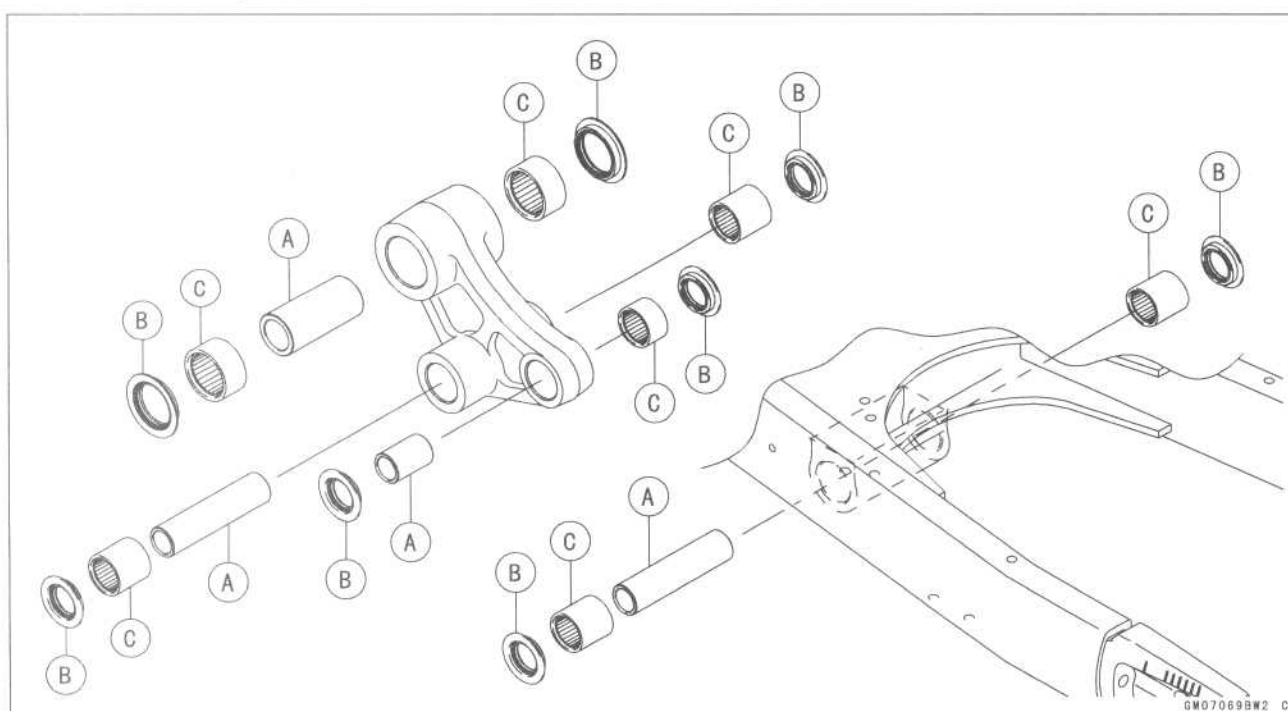
**Tie-Rod Nuts: 98 N·m (10 kgf·m, 72 ft·lb)**

**Lower Rear Shock Absorber Nut: 98 N·m (10 kgf·m, 72 ft·lb)**



### Tie-Rod and Rocker Arm Bearing Removal

- Remove:
  - Tie-Rods (see Tie-Rod Removal)
  - Rocker Arm (see Rocker Arm Removal)
  - Swingarm (see Swingarm Removal)
  - Sleeves [A]
  - Grease Seals [B]
  - Needle Bearings [C]

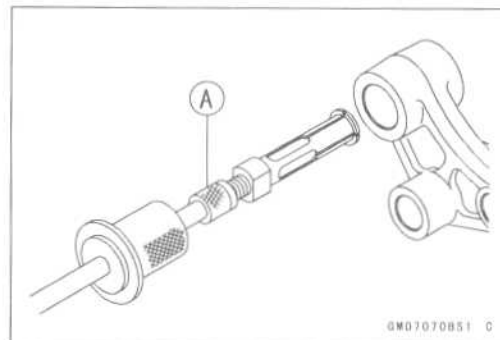


## 13-22 SUSPENSION

### Tie-Rod, Rocker Arm

- Remove the needle bearings, using the oil seal & bearing remover [A].

**Special Tool - Oil Seal & Bearing Remover: 57001-1058**



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#### ***Tie-Rod and Rocker Arm Bearing Installation***

- Replace the needle bearings with new ones.
- Apply plenty of grease to the new needle bearings.
- Install the needle bearings so that the manufacturer's marks faces out.
- Install the new needle bearings [A] and oil seals [B] position as shown

5.0 mm (0.20 in.) [C]

5.5 mm (0.22 in.) [D]

Rear Shock Absorber [E]

Tie-Rods [F]

Rocker Arm [G]

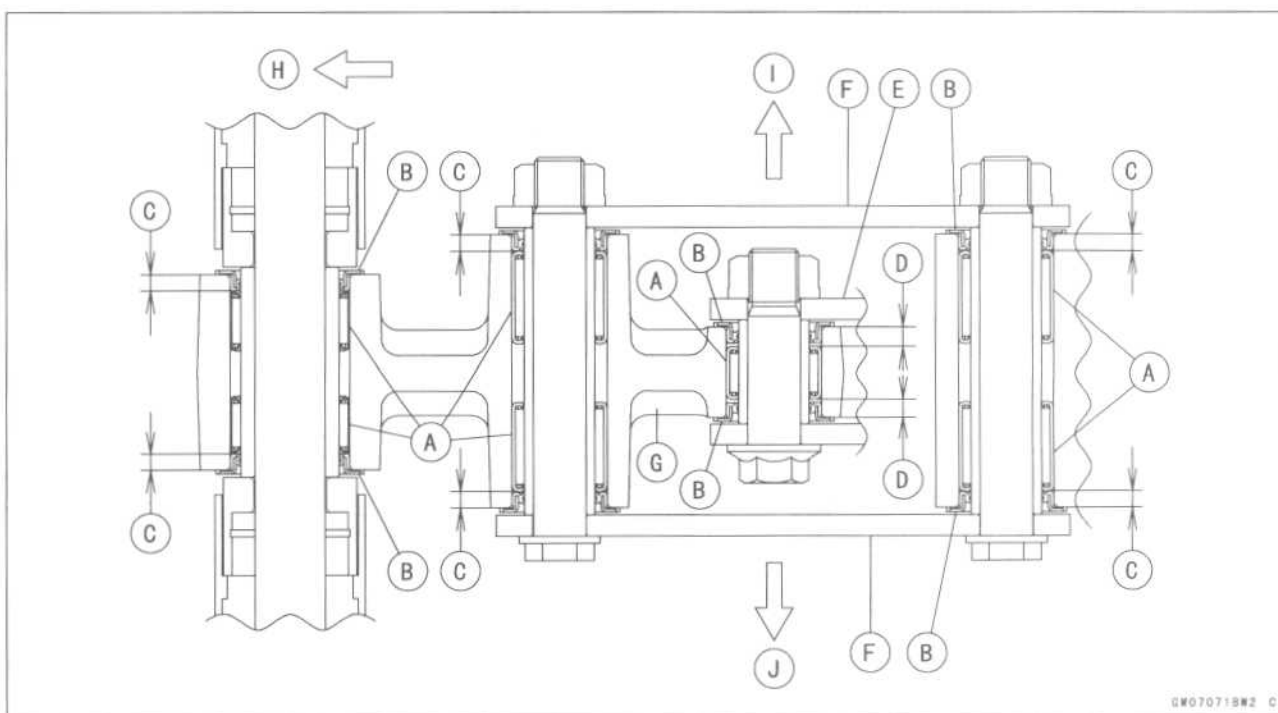
Front [H]

Right Side [I]

Left Side [J]

- Using a suitable bearing driver and the bearing driver set (special tool: 57001-1129).

**Special Tools - Bearing Driver Set: 57001-1129**



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## Tie-Rod, Rocker Arm

### *Rocker Arm/Tie-Rod Bearing, Sleeve Inspection*

#### CAUTION

**Do not remove the bearings for inspection. Removal may damage them.**

- Visually inspect the rocker arm, or tie-rod sleeves [A] and needle bearings [B].
- The rollers in a needle bearing normally wear very little, and wear is difficult to measure. Instead of measuring, inspect the bearing for abrasion, color change, or other damage.
- ★ If there is any doubt as to the condition of any of the needle bearings or sleeves replace the sleeve and needle bearings as a set.

### *Rocker Arm/Tie-Rod Bearing Lubrication*

- Refer to the Rocker Arm/Tie-Rod Bearing Lubrication in the Periodic Maintenance chapter.

