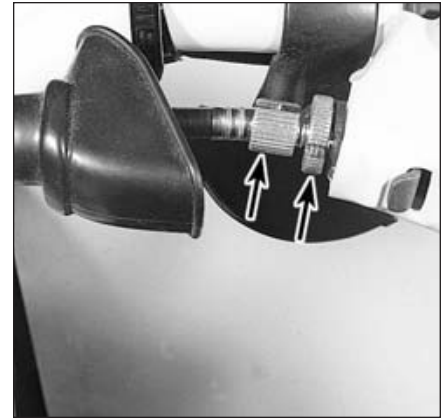


5.5 Make sure the spokes are tight, but don't overtighten them



5.7 Tighten the locknut on the rim lock to the specified torque



6.2 Loosen the lockwheel (right arrow) and turn the adjuster (left arrow) to make minor adjustments in clutch lever freeplay

soon as damage is noted. Do not try to patch a torn tire, as wheel balance and tire reliability may be impaired.

4 Check the tire pressures as described in *Daily (pre-ride) checks* at the front of this manual.

5 The wheels should be kept clean and checked periodically for cracks, bending, loose spokes and rust. Never attempt to repair damaged wheels; they must be replaced with new ones. Loose spokes can be tightened with a spoke wrench (**see illustration**), but be careful not to overtighten and distort the wheel rim.

6 Check the valve stem locknuts to make sure they're tight. Also, make sure the valve stem cap is in place and tight. If it is missing, install a new one made of metal or hard plastic.

7 Check the tightness of the locknut on the rim lock (**see illustration**). Tighten it if necessary to the torque listed in this Chapter's Specifications.

6 Clutch - check and freeplay adjustment

1 Operate the clutch lever and measure freeplay at the tip of the lever. If it's not within the range listed in this Chapter's Specifications, adjust it as follows.

2 Pull back the rubber cover from the adjuster at the handlebar (**see illustration**). Loosen the lockwheel and turn the adjuster to change freeplay.

3 If freeplay can't be brought within specifications by using the handlebar adjuster, turn the handlebar adjuster in all the way, then back it out one turn.

4 Loosen the locknut on the lower cable adjuster and turn the adjusting nut to set freeplay (**see illustrations**). Tighten the locknut and adjusting nut securely.

5 If freeplay still can't be adjusted to within the specified range, the cable is probably stretched and should be replaced with a new one.

7 Throttle operation/grip freeplay - check and adjustment

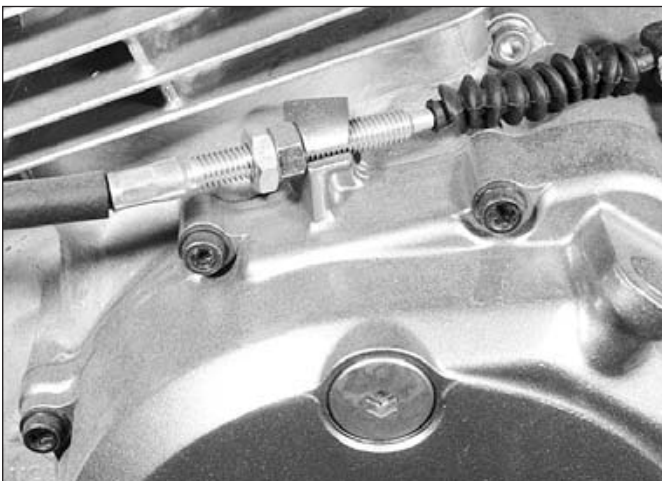
Check

1 Make sure the throttle twistgrip moves easily from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released. If the throttle sticks, check the throttle cable for cracks or kinks in the housings. Also, make sure the inner cable is clean and well-lubricated.

2 Check for a small amount of freeplay at the twistgrip and compare the freeplay to the value listed in this Chapter's Specifications.

Adjustment

3 Minor adjustments are made at the throttle lever end of the accelerator cable. Major adjustments are made at the carburetor end of the cable.



6.4a Major adjustments are made at the adjuster near the lower end of the clutch cable. This is an air-cooled model . . .



6.4b . . . and this is an XR650R

1•12 Tune-up and routine maintenance

4 Pull back the rubber cover from the adjuster and loosen the lockwheel on the cable (**see illustration**). Turn the adjuster until the desired freeplay is obtained, then retighten the lockwheel.

5 If the freeplay can't be adjusted at the grip end, loosen the locknuts at the carburetor end of the cable (**see illustrations**). Turn the adjuster to set freeplay, then tighten the locknuts securely.

8 Choke - operation check



XL600R models

1 Check that the choke lever on the left handlebar moves smoothly. If not, refer to Section 9 and lubricate the cable.

2 Remove the seat and fuel tank (see Chapters 8 and 4). Locate the choke cable at its connection to the carburetor. Move the choke lever through its full stroke and measure the distance that the cable fitting at the carburetor moves. Compare this to the value

listed in this Chapter's Specifications.

3 If the choke valve stroke is not within the specified range, loosen the cable fitting at the carburetor and relocate the cable housing within the fitting.

XR600R and XR650R models

4 Operate the choke lever on the carburetor while you feel for smooth operation.

5 If the lever doesn't move smoothly, refer to Chapter 4 and check the choke mechanism for worn or damaged parts.

XR650L models

6 Unscrew the choke cable fitting from the carburetor (**see illustration**). Check the condition of the choke valve piston; it should be smooth and free of scratches (**see illustration**).

7 Place the choke lever on the handlebar in the On position and measure the distance between the top of the choke valve piston and the bottom of the nut; it should be 1 to 2 mm (0.04 to 0.08 inch). If it isn't, adjust the choke cable at the handlebar end.

8 When reinstalling the choke cable fitting to the carburetor, tighten it finger tight, then

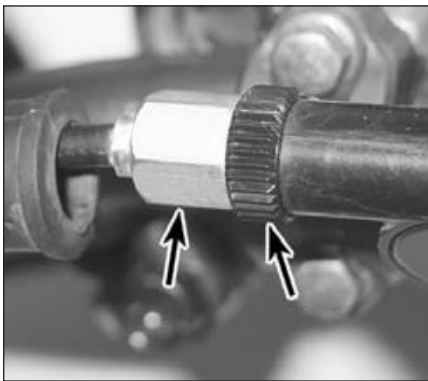
just a little bit more with a wrench to secure it; it's plastic and breaks easily.

9 Lubrication - general

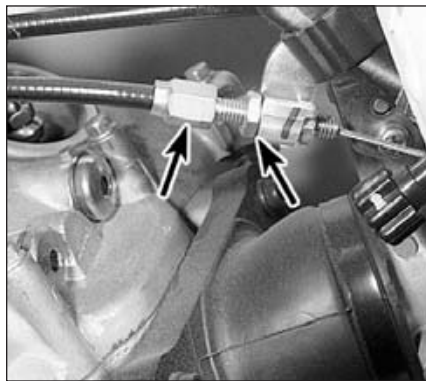


1 Since the controls, cables and various other components of a motorcycle are exposed to the elements, they should be lubricated periodically to ensure safe and trouble-free operation.

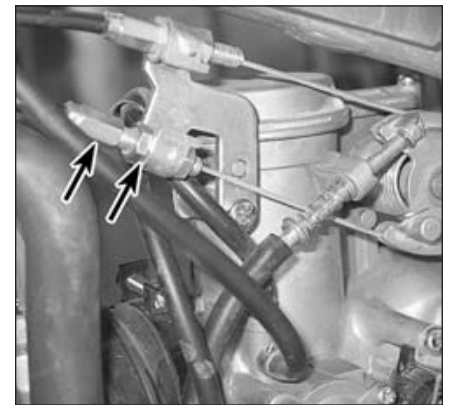
2 The throttle twistgrip, brake lever, brake pedal, kickstarter pedal pivot and sidestand pivot should be lubricated frequently. In order for the lubricant to be applied where it will do the most good, the component should be disassembled. However, if chain and cable lubricant is being used, it can be applied to the pivot joint gaps and will usually work its way into the areas where friction occurs. If motor oil or light grease is being used, apply it sparingly as it may attract dirt (which could cause the controls to bind or wear at an accelerated rate). **Note:** *One of the best lubricants for the control lever pivots is a dry-*



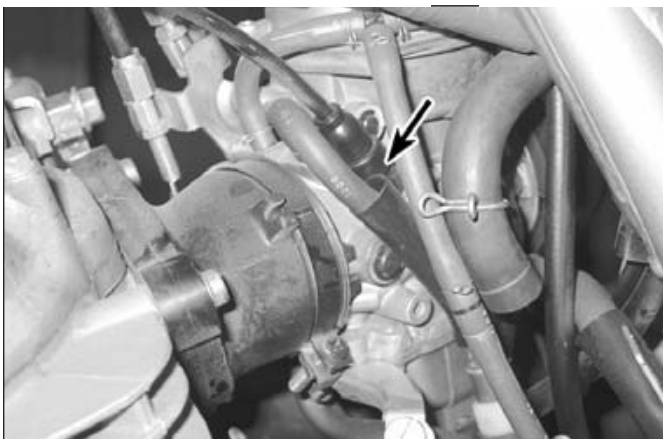
7.4 Loosen the locknut and turn the adjuster to make minor throttle freeplay adjustments



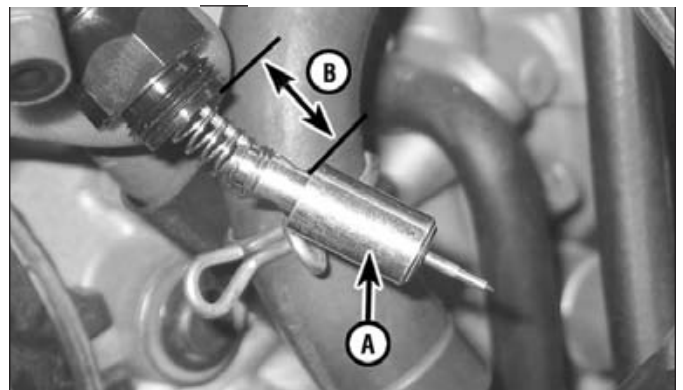
7.5a Major throttle cable adjustments are made at the adjuster near the carburetor. This is an XR600R . . .



7.5b . . . and this is an XR650R



8.6a On XR650L models, unscrew the choke cable fitting from the left side of the carburetor . . .



8.6b . . . and check the choke valve piston (A) - it shouldn't have any scratches on it. Then, place the choke lever on the handlebar in the on position and measure the distance between the top of the piston and the bottom of the plastic nut (B) (the choke has not been actuated in this photo; that's why the clearance is greater than specified)