About this manual

Its purpose

The purpose of this manual is to help you get the best value from your motorcycle. It can do so in several ways. It can help you decide what work must be done, even if you choose to have it done by a dealer service department or a repair shop; it provides information and procedures for routine maintenance and servicing; and it offers diagnostic and repair procedures to follow when trouble occurs.

We hope you use the manual to tackle the work yourself. For many simpler jobs, doing it yourself may be quicker than arranging an appointment to get the vehicle into a shop and making the trips to leave it and pick it up. More importantly, a lot of money can be saved by avoiding the expense the shop must pass on to you to cover its labor and overhead costs. An added benefit is the sense of satisfaction and accomplishment that you feel after doing the job yourself.

Using the manual

The manual is divided into Chapters. Each Chapter is divided into numbered Sections, which are headed in bold type between horizontal lines. Each Section consists of consecutively numbered paragraphs or steps.

At the beginning of each numbered Section you will be referred to any illustrations which apply to the procedures in that Section. The reference numbers used in illustration captions pinpoint the pertinent Section and the Step within that Section. That is, illustration 3.2 means the illustration refers to Section 3 and Step (or paragraph) 2 within that Section.

Procedures, once described in the text, are not normally repeated. When it's necessary to refer to another Chapter, the reference will be given as Chapter and Section number. Cross references given without use of the word 'Chapter' apply to Sections and/or paragraphs in the same Chapter. For example, 'see Section 8' means in the same Chapter.

References to the left or right side of the vehicle assume you are sitting on the seat, facing forward.

Motorcycle manufacturers continually make changes to specifications and recommendations, and these, when notified, are incorporated into our manuals at the earliest opportunity.

Even though we have prepared this manual with extreme care, neither the publisher nor the author can accept responsibility for any errors in, or omissions from, the information given.

NOTE

A Note provides information necessary to properly complete a procedure or information which will make the procedure easier to understand.

CAUTION

A Caution provides *a* special procedure or special steps which must be taken while completing the procedure where the Caution is found. Not heeding a Caution can result in damage to the assembly being worked on.

WARNING

A Warning provides a special procedure or special steps which must be taken while completing the procedure where the Warning is found. Not heeding a Warning can result in personal injury.

Introduction to the Honda V45/65 Sabre & Magna (VF700, 750 & 1100 V-Fours)

The first Honda V-Four engine, introduced in 1982 in a 750 cc (45 cu in) capacity, was widely regarded as a milestone of motorcycle engineering. Its 90° V configuration allowed for a lighter engine which was more compact, yet more powerful than any previous Honda 750 cc engine. Because of the inherent balancing characteristics of a V-engine, as well as the rubber mountings, it is also an unusually smooth and quiet engine compared with the more conventional in-line, air-cooled counterparts in production at the time.

The 750 cc engine was superceded in 1984 by a shorter-stroke 700 cc model, designed to fall below the heavyweight motorcycle import tariff imposed on machines imported into the US. The 700 cc engine continued for the remaining years of the Sabre, but a return was made to the 750 cc unit in 1988 for the last year of the Magna's production. All models imported into the UK were of 750 cc capacity.

An 1100 cc (65 cu in) engine was introduced in 1983 for the US market.

There are two distinctly different models, the Sabre (known as the Sport in the UK) and the Magna (known as the Custom in the UK). The Sabre differs from the Magna in having Honda's Pro-Link rear suspension and sophisticated electronic instrumentation. Conversely, Magna models are custom-styled, with high handlebars, teardrop tank and a stepped seat. The Magnas have conventional twin-shock rear suspension.

Both Sabre and Magna have appeared in 700, 750 and 1100 cc engine sizes during the model run, and have received a number of improvements and modifications. Owners are therefore advised to refer to the table under *'Identification numbers'* to establish the exact model year of their machine before carrying out any of the procedures given in the main text of the manual.

Identification numbers

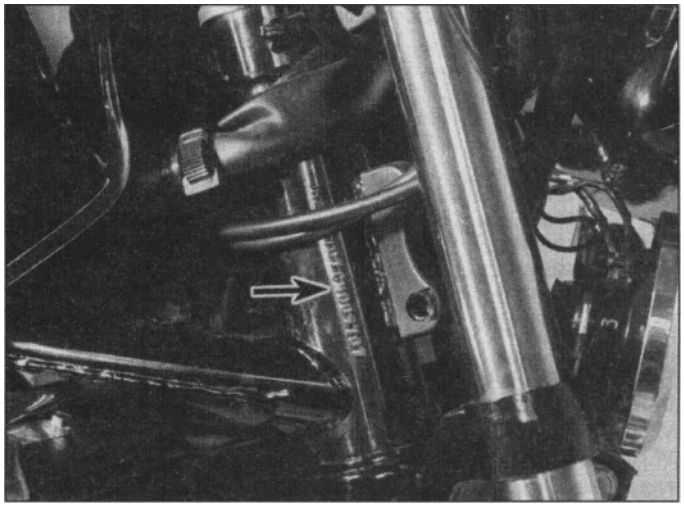
The frame serial number is stamped into the right side of the steering head and the VIN (Vehicle Identification Number) appears on the left side of the steering head; on 1987 and 1988 700/750 Magna models, it is attached to the right frame top tube under the fuel tank. The engine number is stamped into the right upper side of the crankcase, directly above the clutch unit.

A label attached to the right or left frame tube under the side cover, or attached to the rear fender top surface under the seat, gives the color code of the machine. The carburetor identification number appears on the carburetor body casting, just above the float chamber joint. Emission control information (US models only) is given on a label attached to the right lower frame tube on models through 1986, or to the right upper frame tube on later models.

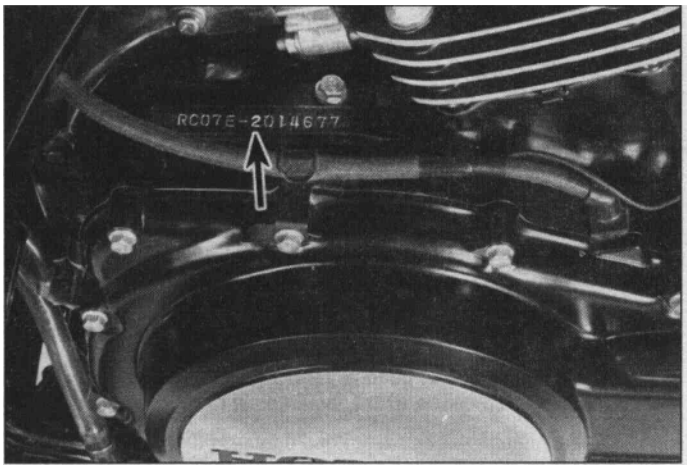
All serial numbers should be recorded and kept in a safe place so they can be furnished to law enforcement officials in the event of a theft.

The frame serial number, engine serial number, carburetor identification number and color code should also be kept in a handy place (such as with your driver's license) so they are always available when purchasing or ordering parts for your machine.

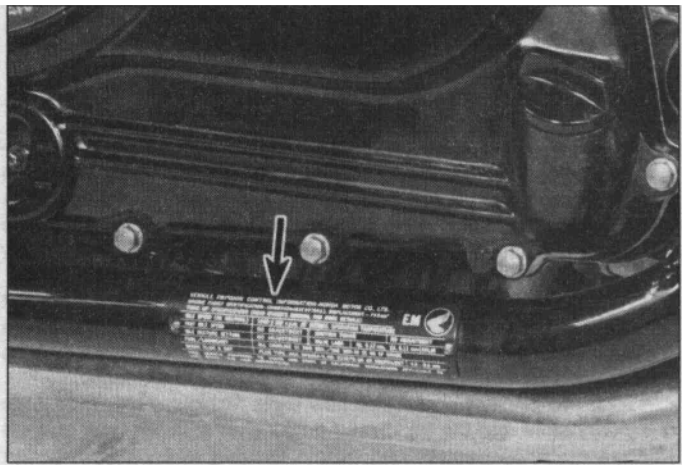
The procedures in this manual identify the bikes by production year. If this is not known, it can be determined from the engine and frame serial numbers as shown in the chart on the next page.



Frame number location on steering head right side



Engine number location on crankcase top surface



Emission Control label location (models through 1986)

		Engine number	Frame number
US models (except California)			
VF750S (1982)	RC07E-2000066 to 2015996	RC070-CM000036 to 012083	
VF750S (1983)	RC07E-2100018 to 2115544	RC070-DM100006 to 108632	
VF700S (1984)	RC22E-2000008 to 2005978	RC220-EM000007 to 005012	
VF700S (1985)	RC22E-2100001 to 2103668	RC220-FM100001 to 102800	
VF750C (1982)	RC07E-4000046 to 4029232	RC071-CM000033 to 027062	
VF750C (1983)	RC07E-4100013 to 4124548	RC071-DM100011 to 122819	
VF700C (1984)	RC21E-2000021 to 2016382	RC210-EM000002 to 014552	
VF700C (1985)	RC21E-2100016 to 2110238	RC210-FM100006 to 108900	
VF700C (1986)	RC21E-2200005 to 2209873	RC210-GM200003 to 208928	
VF700C (1987)	RC21E-2300015 to 2304999	RC210-HM300007 to 303508 or HA305001 to 310415	
VF750C (1988)	RC07E-4600001 on	RC280-JA100001 on	
VF1100S (1984)	SC17E-2000001 to 2008727	SC170-EM000001 to 010029	
VF1100S (1985)	SC17E-2100001 on	SC170-FA100001 on	
VF1100C (1983)	SC12E-2000039 to 2018597	SC120-DM000029 to 017677	
VF1100C (1984)	SC12E-2100001 to 2116075	SC120-EA100001 to 117064	
VF1100C (1985)	SC12E-2200001 to 2208055	SC120-FA200006 to 208465	
VF1100C (1986)	SC12E-2300020 to 2304336	SC120-GM300101 to 304425	
US California models			
VF750S (1982)	As above	As above	
VF750S (1983)	As above	As above	
VF700S (1984)	RC22E-2002575 to 2006097	RC221-EM000006 to 001081	
VF700S (1985)	RC22E-2100001 to 2103285	RC221-FM100001 to 100863	
VF750C (1982)	As above	As above	
VF750C (1983)	As above	As above	
VF700C (1984)	RC21E-2000019 to 2018662	RC211-EM000003 to 002300	
VF700C(1985)	RC21E-2100022 to 2108674	RC211-FM100007 to 101325	
VF700C (1986)	RC21E-2200011 to 2210193	RC211-GM200001 to 201250	
VF700C(1987)	RC21E-2300020 to 2303889	RC211-HM300006 to 300514 or HA305003to311015	
VF750C (1988)	RC07E-4600001 on	RC281-JA100001 on	
VF1100S (1984)	SC17E-2000001 to 2009087	SC170-EA100004 to 117067	
VF1100S (1985)	SC17E-2100001 on	SC170-FA100001 on	
VF1100C (1983)	As above	As above	
VF1100C (1984)	SC12E-2102298 to 2114635	SC120-EA100004 to 117067	
VF1100C (1985)	SC12E-2200001 to 2206580	SC120-FA200001 to 206845	
VF1100C (1986)	SC12E-2300001 to 2302532	SC120-GM301306 to 302625	
UK models			
VF750S-C (1982-84)	RC07E-2007411 to 2020350	RC07-2000034 to 2008149	
VF750C-H (1987)	RC07E-4501116 to 4501315	RC28-2000607 to 2000806	
VF750C-J (1988)	RC07E-4604226 on	RC28-2100005 on	

Note: *Unless specifically mentioned in this manual, the information given for the 1982 750 Sabre applies to the UK VF750S-C, and that for the 1987 and 1988 700/750 Magnas applies to the UK VF750C-H and C-J respectively.*

Buying parts

Once you have found all the identification numbers, record them for reference when buying parts. Since the manufacturers change specifications, parts and vendors (companies that manufacture various components on the machine), providing the ID numbers is the only way to be reasonably sure that you are buying the correct parts.

Whenever possible, take the worn part to the dealer so direct comparison with the new component can be made. Along the trail from the manufacturer to the parts shelf, there are numerous places that the part can end up with the wrong number or be listed incorrectly.

The two places to purchase new parts for your motorcycle - the accessory store and the franchised dealer - differ in the type of parts they carry. While dealers can obtain virtually every part for your motorcycle, the accessory dealer is usually limited to normal high wear items such as shock absorbers, tune-up parts, various engine gaskets, cables, chains, brake parts, etc. Rarely will an accessory outlet have major suspension components, cylinders, transmission gears, or cases.

Used parts can be obtained for roughly half the price of new ones, but you can't always be sure of what you're getting. Once again, take your worn part to the wrecking yard (breaker) for direct comparison.

Whether buying new, used or rebuilt parts, the best course is to deal directly with someone who specializes in parts for your particular make.

General specifications

Wheelbase	
1982 750 Sabre model	1562 mm (61.5 in)
1983 through 1985 700/750 Sabre models	1570 mm (61.8 in)
1982 through 1984 700/750 Magna models	1540 mm (60.6 in)
1985 and 1986 700 Magna models	1565 mm (61.6 in)
1987 and 1988 700/750 Magna models	1660 mm (65.4 in)
1100 Sabre models	1590 mm (62.6 in)
1100 Magna models	1595 mm (62.8 in)
Overall length	
700/750 Sabre models	2245 mm (88.4 in)
1982 through 1984 700/750 Magna models	2190 mm (86.2 in)
1985 and 1986 700 Magna models	2220 mm (87.4 in)
1987 and 1988 700/750 Magna models	2360 mm (92.9 in)
1100 models	2280 mm (89.8 in)
Overall width	
1982 through 1984 700/750 Sabre models	830 mm (32.7 in)
1985 700 Sabre model	800 mm (31.5 in)
1982 through 1984 700/750 Magna models	815 mm (32.1 in)
1985 and 1986 700 Magna models	850 mm (33.5 in)
1987 and 1988 700/750 Magna models	800 mm (31.5 in)
1100 Sabre models	790 mm (31.1 in)
1983 and 1986 1100 Magna models	810 mm (31.9 in)
1984 and 1985 1100 Magna models	825 mm (32.5 in)
Overall height	
1982 and 1983 750 Sabre models	1165 mm (45.9 in)
1984 and 1985 700 Sabre models	1160 mm (45.7 in)
1982 through 1984 700/750 Magna models	1195 mm (47.0 in)
1985 and 1986 700 Magna models	1200 mm (47.2 in)
1987 and 1988 700/750 Magna models	1155 mm (43.9 in)
1100 Sabre models	1185 mm (46.7 in)
1983 and 1986 1100 Magna models	1210 mm (47.6 in)
1984 and 1985 1100 Magna models	1230 mm (48.4 in)
Seat height	
1982 and 1983 750 Sabre models	780 mm (30.7 in)
1984 and 1985 700 Sabre models	790 mm (31.1 in)
1982 through 1984 700/750 Magna models	760 mm (29.9 in)
1985 and 1986 700 Magna models	740 mm (29.1 in)
1987 and 1988 700/750 Magna models	705 mm (27.8 in)
1100 Sabre models	820 mm (32.3 in)
1100 Magna models	800 mm (31.5 in)
Ground clearance	
1982 and 1983 750 Sabre models	135mm (5.3 in)
1984 and 1985 700 Sabre models	145 mm (5.7 in)
1982 through 1984 700/750 Magna models	165 mm (6.5 in)
1985 and 1986 700 Magna models	150 mm (5.9 in)
1987 and 1988 700/750 Magna models	152 mm (6.0 in)
1100 Sabre models	145 mm (5.7 in)
1100 Magna models	155 mm (6.1 in)
Weight (with oil and full fuel tank)	
700/750 models	Approx 243 kg (535 lb)
1100 Sabre models	268 kg (591 lb)
1100 Magna models	265 kg (584 lb)

Maintenance techniques, tools and working facilities

Basic maintenance techniques

There are a number of techniques involved in maintenance and repair that will be referred to throughout this manual. Application of these techniques will enable the amateur mechanic to be more efficient, better organized and capable of performing the various tasks properly, which will ensure that the repair job is thorough and complete.

Fastening systems

Fasteners, basically, are nuts, bolts and screws used to hold two or more parts together. There are a few things to keep in mind when working with fasteners. Almost all of them use a locking device of some type (either a lock washer, locknut, locking tab or thread adhesive). All threaded fasteners should be clean, straight, have undamaged threads and undamaged corners on the hex head where the wrench fits. Develop the habit of replacing all damaged nuts and bolts with new ones.

Rusted nuts and bolts should be treated with a penetrating oil to ease removal and prevent breakage. Some mechanics use turpentine in a spout type oil can, which works quite well. After applying the rust penetrant, let it -work for a few minutes before trying to loosen the nut or bolt. Badly rusted fasteners may have to be chiseled off or removed with a special nut breaker, available at tool stores.

If a bolt or stud breaks off in an assembly, it can be drilled out and removed with a special tool called an E-Z out (or screw extractor). Most dealer service departments and motorcycle repair shops can perform this task, as well as others (such as the repair of threaded holes that have been stripped out).

Flat washers and lock washers, when removed from an assembly, should always be replaced exactly as removed. Replace any damaged washers with new ones. Always use a flat washer between a lock washer and any soft metal surface (such as aluminum), thin sheet metal or plastic. Special locknuts can only be used once or twice before they lose their locking ability and must be replaced.

Tightening sequences and procedures

When threaded fasteners are tightened, they are often tightened to a specific torque value (torque is basically a twisting force). Over-tightening the fastener can weaken it and cause it to break, while under-tightening can cause it to eventually come loose. Each bolt, depending on the material it's made of, the diameter of its shank and the material it is threaded into, has a specific torque value, which is noted in the Specifications. Be sure to follow the torque recommendations closely.

Fasteners laid out in a pattern (i.e. cylinder head bolts, engine case bolts, etc.) must be loosened or tightened in a sequence to avoid warping the component. Initially, the bolts/nuts should go on finger tight only. Next, they should be tightened one full turn each, in a crisscross or diagonal pattern. After each one has been tightened one full turn, return to the first one tightened and tighten them all one half turn, following the same pattern. Finally, tighten each of them one quarter turn at a time until each fastener has been tightened to the proper torque. To loosen and remove the fasteners the procedure would be reversed.

Disassembly sequence

Component disassembly should be done with care and purpose to help ensure that the parts go back together properly during reassembly. Always keep track of the sequence in which parts are removed. Take note of special characteristics or marks on parts that can be installed more than one way (such as a grooved thrust washer on a shaft). It's a good idea to lay the disassembled parts out on a clean surface in the order that they were removed. It may also be helpful to make sketches or take instant photos of components before removal.

When removing fasteners from a component, keep track of their locations. Sometimes threading *a* bolt back in a part, or putting the washers and nut back on a stud, can prevent mixups later. If nuts and bolts can't be returned to their original locations, they should be kept in a compartmented box or a series of small boxes. A cupcake or muffin tin is ideal for this purpose, since each cavity can hold the bolts and nuts from a particular area (i.e. engine case bolts, valve cover bolts, engine mount bolts, etc.). A pan of this type is especially helpful when working on assemblies with very small parts (such as the carburetors and the valve train). The cavities can be marked with paint or tape to identify the contents.

Whenever wiring looms, harnesses or connectors are separated, it's a good idea to identify the two halves with numbered pieces of masking tape so they can be easily reconnected.

Gasket sealing surfaces

Throughout any motorcycle, gaskets are used to seal the mating surfaces between components and keep lubricants, fluids, vacuum or pressure contained in an assembly.

Many times these gaskets are coated with a liquid or paste type gasket sealing compound before assembly. Age, heat and pressure can sometimes cause the two parts to stick together so tightly that they are very difficult to separate. In most cases, the part can be loosened by striking it with a soft-faced hammer near the mating surfaces. A regular hammer can be used if a block of wood is placed between the hammer and the part. Do not hammer on cast parts or parts that could be easily damaged. With any particularly stubborn part, always recheck to make sure that every fastener has been removed.

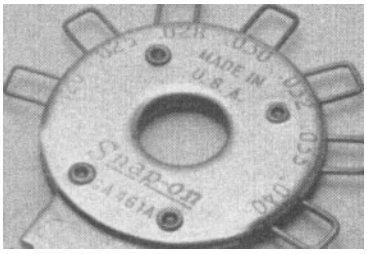
Avoid using a screwdriver or bar to pry apart components, as they can easily mar the gasket sealing surfaces of the parts (which must remain smooth). If prying is absolutely necessary, use a piece of wood, but keep in mind that extra clean-up will be necessary if the wood splinters.

After the parts are separated, the old gasket must be carefully scraped off and the gasket surfaces cleaned. Stubborn gasket material can be soaked with a gasket remover (available in aerosol cans) to soften it so it can be easily scraped off. A scraper can be fashioned from a piece of copper tubing by flattening and sharpening one end. Copper is recommended because it is usually softer than the surfaces to be scraped, which reduces the chance of gouging the part. Some gaskets can be removed with a wire brush, but regardless of the method used, the mating surfaces must be left clean and smooth. If for some reason the gasket surface is gouged, then a gasket sealer thick enough to fill scratches will have to be used during reassembly of the components. For most applications, a non-drying (or semi-drying) gasket sealer is best.

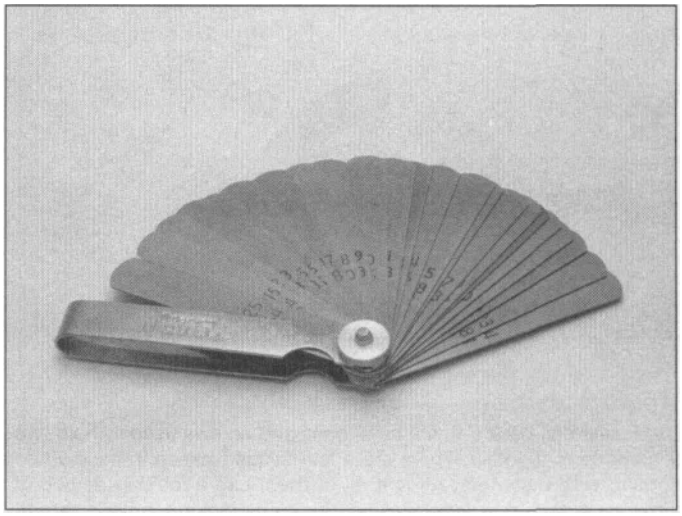
Hose removal tips

Hose removal precautions closely parallel gasket removal precautions. Avoid scratching or gouging the surface that the hose mates against or the connection may leak. Because of various chemical reactions, the rubber in hoses can bond itself to the metal spigot that the hose fits over. To remove a hose, first loosen the hose clamps that secure it to the spigot. Then, with slip joint pliers, grab the hose at the clamp and rotate it around the spigot. Work it back and forth until it is completely free, then pull it off (silicone or other lubricants will ease removal if they can be applied between the hose and the outside of the spigot). Apply the same lubricant to the inside of the hose and the outside of the spigot to simplify installation.

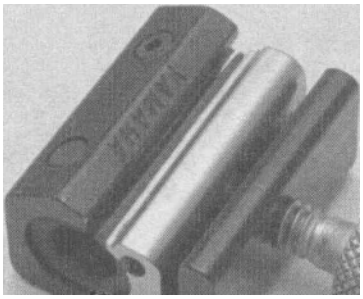
If a hose clamp is broken or damaged, do not reuse it. Also, do not reuse hoses that are cracked, split or torn.



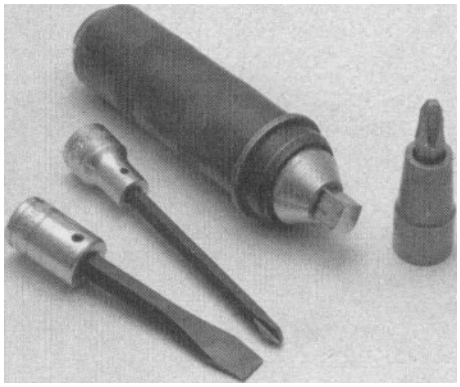
Spark plug gap adjusting tool



Feeler gauge set



Control cable pressure luber



Hand impact screwdriver and bits

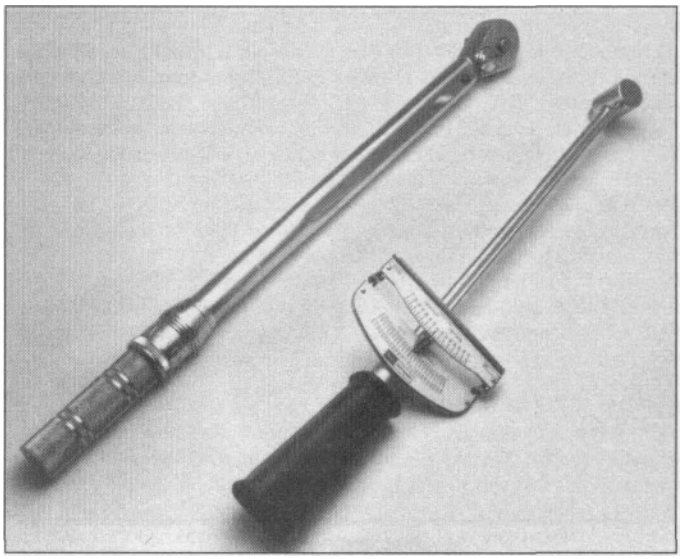
Tools

A selection of good tools is a basic requirement for anyone who plans to maintain and repair a motorcycle. For the owner who has few tools, if any, the initial investment might seem high, but when compared to the spiraling costs of routine maintenance and repair, it is a wise one.

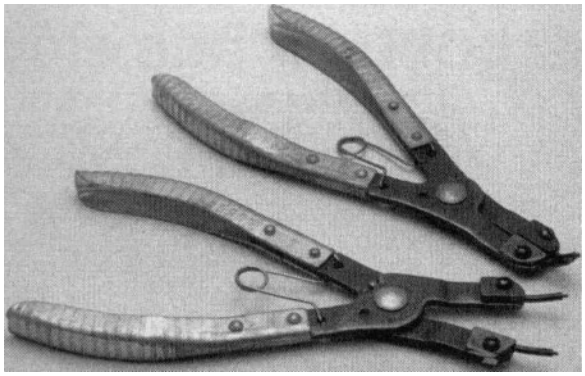
To help the owner decide which tools are needed to perform the tasks detailed in this manual, the following tool lists are offered: Maintenance and minor repair, Repair and overhaul and Special. The newcomer to practical mechanics should start off with the Maintenance and minor repair tool kit, which is adequate for the simpler jobs. Then, as confidence and experience grow, the owner can tackle more difficult tasks, buying additional tools as they are needed. Eventually the basic kit will be built into the Repair and overhaul tool set. Over a period of time, the experienced do-it-yourselfer will assemble a tool set complete enough for most repair and overhaul procedures and will add tools from the Special category when it is felt that the expense is justified by the frequency of use.

Maintenance and minor repair tool kit

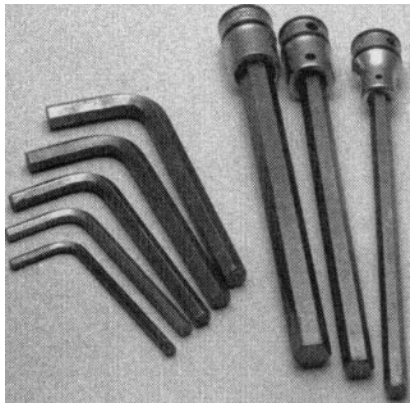
The tools in this list should be considered the minimum required for performance of routine maintenance, servicing and minor repair work. We recommend the purchase of combination wrenches (box end



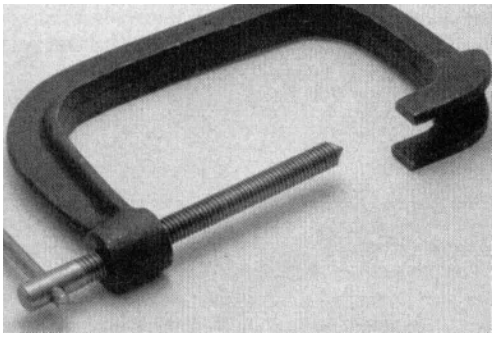
Torque wrenches (left - click type; right - beam type)



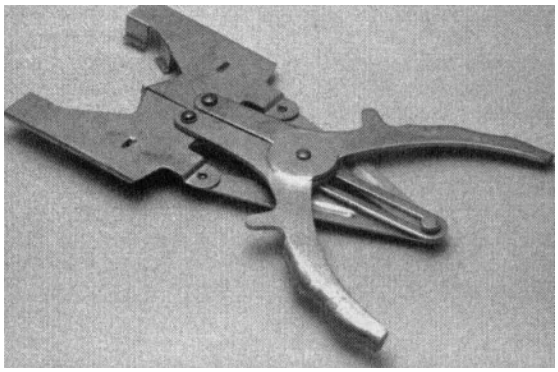
Snap-ring pliers (top - external; bottom - internal)



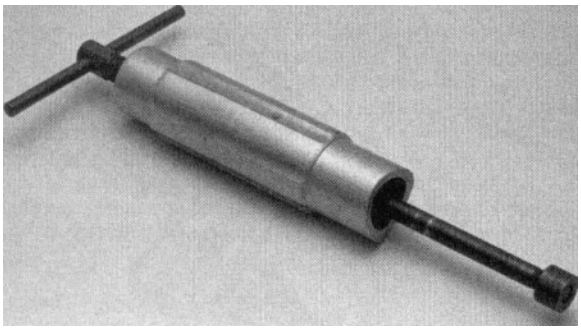
Alien wrenches (left) and Alien head sockets (right)



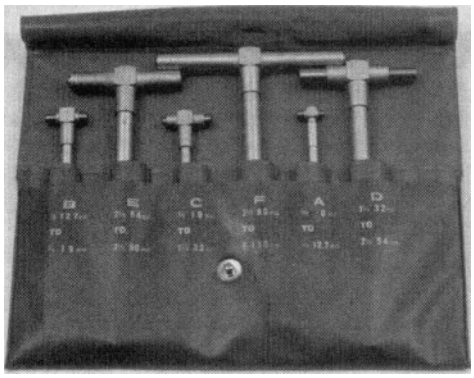
Valve spring compressor



Piston ring removal/installation tool

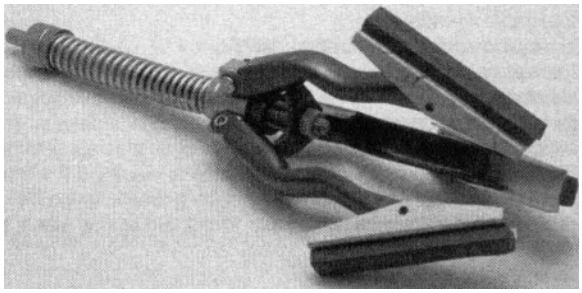


Piston pin puller

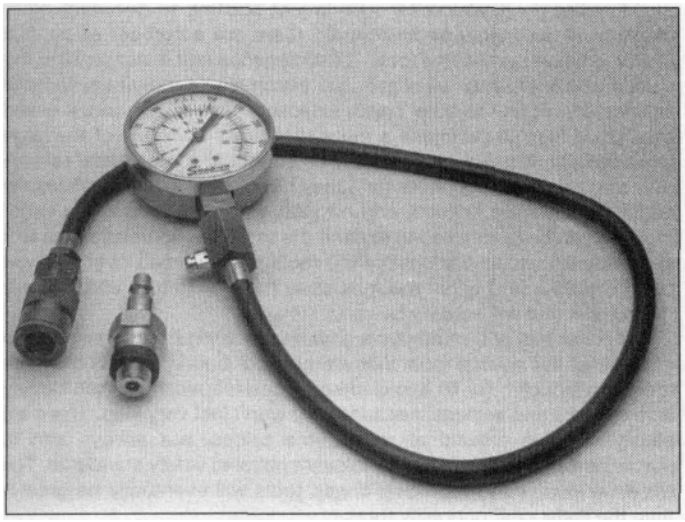


Telescoping gauges

0-to 1-inch micrometer

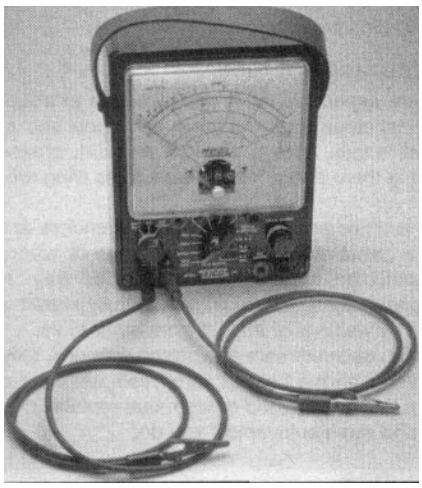


Cylinder surfacing hone

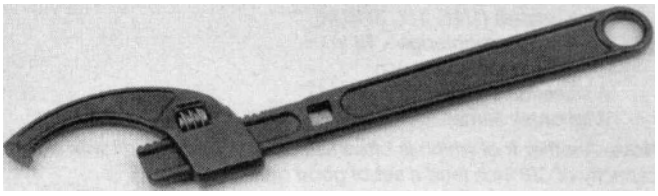


Cylinder compression gauge

Dial indicator set



Multimeter (volt/ohm/ammeter)



Adjustable spanner

and open end combined in one wrench); while more expensive than open-ended ones, they offer the advantages of both types of wrench.

Combination wrench set (6 mm to 22 mm)
Adjustable wrench - 8 in
Spark plug socket (with rubber insert)
Spark plug gap adjusting tool
Feeler gauge set
Standard screwdriver (5/16 in x 6 in)
Phillips screwdriver (No. 2 x 6 in)
Alien (hex) wrench set (4 mm to 12 mm)
Combination (slip-joint) pliers - 6 in
Hacksaw and assortment of blades
Tire pressure gauge
Control cable pressure luber
Grease gun
Oil can
Fine emery cloth
Wire brush
Hand impact screwdriver and bits
Funnel (medium size)
Safety goggles
Drain pan
Work light with extension cord

Repair and overhaul tool set

These tools are essential for anyone who plans to perform major repairs and are intended to supplement those in the Maintenance and minor repair tool kit. Included is a comprehensive set of sockets which, though expensive, are invaluable because of their versatility (especially when various extensions and drives are available). We recommend the 3/8 inch drive over the 1/2 inch drive for general motorcycle maintenance and repair (ideally, the mechanic would have a 3/8 inch drive set and a 1/2 inch drive set).

Alternator rotor removal tool
Socket set(s)
Reversible ratchet
Extension - 6 in
Universal joint
Torque wrench (same size drive as sockets)
Ball pein hammer - 8oz
Soft-faced hammer (plastic/rubber)
Standard screwdriver (1/4 in x 6 in)
Standard screwdriver (stubby - 5/16 in)
Phillips screwdriver (No. 3 x 8 in)
Phillips screwdriver (stubby - No. 2)
Pliers - locking
Pliers - lineman's
Pliers - needle nose
Pliers - snap-ring (internal and external)
Cold chisel - 1/2 in
Scriber
Scraper (made from flattened copper tubing)
Center punch
Pin punches (1/16, 1/8, 3/16 in)
Steel rule/straightedge - 12 in
Pin-type spanner wrench
A selection of files
Wire brush (large)

Note: *Another tool which is often useful is an electric drill with a chuck capacity of 3/8 inch (and a set of good quality drill bits).*

Special tools

The tools in this list include those which are not used regularly, are expensive to buy, or which need to be used in accordance with their manufacturer's instructions. Unless these tools will be used frequently, it is not very economical to purchase many of them. A consideration would be to split the cost and use between yourself and a friend or friends (i.e. members of a motorcycle club).

This list primarily contains tools and instruments widely available to the public, as well as some special tools produced by the vehicle manufacturer for distribution to dealer service departments. As a result, references to the manufacturer's special tools are occasionally included in the text of this manual. Generally, an alternative method of doing the job without the special tool is offered. However, sometimes there is no alternative to their use. Where this is the case, and the tool can't be purchased or borrowed, the work should be turned over to the dealer service department or a motorcycle repair shop.

Valve spring compressor
Piston ring removal and installation tool
Piston pin puller
Telescoping gauges
Micrometers) and/or dial/Vernier calipers
Cylinder surfacing hone
Cylinder compression gauge
Dial indicator set
Multimeter
Adjustable spanner
Manometer or vacuum gauge set
Small air compressor with blow gun and tire chuck

Buying tools

For the do-it-yourselfer who is just starting to get involved in motorcycle maintenance and repair, there are a number of options available when purchasing tools. If maintenance and minor repair is the extent of the work to be done, the purchase of individual tools is satisfactory. If, on the other hand, extensive work is planned, it would be a good idea to purchase a modest tool set from one of the large retail chain stores. A set can usually be bought at a substantial savings over the individual tool prices (and they often come with a tool box). As additional tools are needed, add-on sets, individual tools and a larger tool box can be purchased to expand the tool selection. Building a tool set gradually allows the cost of the tools to be spread over a longer period of time and gives the mechanic the freedom to choose only those tools that will actually be used.

Tool stores and motorcycle dealers will often be the only source of some of the special tools that are needed, but regardless of where tools are bought, try to avoid cheap ones (especially when buying screwdrivers and sockets) because they won't last very long. There are plenty of tools around at reasonable prices, but always aim to purchase items which meet the relevant national safety standards. The expense involved in replacing cheap tools will eventually be greater than the initial cost of quality tools.

It is obviously not possible to cover the subject of tools fully here. For those who wish to learn more about tools and their use, there is a book entitled *Motorcycle Workshop Practice Manual* (Book no. 1454) available from the publishers of this manual. It also provides an introduction to basic workshop practice which will be of interest to a home mechanic working on any type of motorcycle.

Care and maintenance of tools

Good tools are expensive, so it makes sense to treat them with respect. Keep them clean and in usable condition and store them properly when not in use. Always wipe off any dirt, grease or metal chips before putting them away. Never leave tools lying around in the work area.

Some tools, such as screwdrivers, pliers, wrenches and sockets, can be hung on a panel mounted on the garage or workshop wall, while others should be kept in a tool box or tray. Measuring instruments, gauges, meters, etc. must be carefully stored where they can't be damaged by weather or impact from other tools.

When tools are used with care and stored properly, they will last a very long time. Even with the best of care, tools will wear out if used frequently. When a tool is damaged or worn out, replace it; subsequent jobs will be safer and more enjoyable if you do.

Working facilities

Not to be overlooked when discussing tools is the workshop. If anything more than routine maintenance is to be carried out, some sort

of suitable work area is essential.

It is understood, and appreciated, that many home mechanics do not have a good workshop or garage available and end up removing an engine or doing major repairs outside (it is recommended, however, that the overhaul or repair be completed under the cover of a roof).

A clean, flat workbench or table of comfortable working height is an absolute necessity. The workbench should be equipped with a vise that has a jaw opening of at least four inches.

As mentioned previously, some clean, dry storage space is also required for tools, as well as the lubricants, fluids, cleaning solvents, etc. which soon become necessary.

Sometimes waste oil and fluids, drained from the engine or cooling system during normal maintenance or repairs, present a disposal problem. To avoid pouring them on the ground or into a sewage system, simply pour the used fluids into large containers, seal them with caps and take them to an authorized disposal site or service station. Plastic jugs (such as old antifreeze containers) are ideal for this purpose.

Always keep a supply of old newspapers and clean rags available. Old towels are excellent for mopping up spills. Many mechanics use rolls of paper towels for most work because they are readily available and disposable. To help keep the area under the motorcycle clean, a large cardboard box can be cut open and flattened to protect the garage or shop floor.

Whenever working over a painted surface (such as the fuel tank) cover it with an old blanket or bedspread to protect the finish.

Safety first

Professional mechanics are trained in safe working procedures. However enthusiastic you may be about getting on with the job at hand, take the time to ensure that your safety is not put at risk. A moment's lack of attention can result in an accident, as can failure to observe simple precautions.

There will always be new ways of having accidents, and the following is not a comprehensive list of all dangers; it is intended rather to make you aware of the risks and to encourage a safe approach to all work you carry out on your bike.

Essential DOs and DON'Ts

DON'T start the engine without first ascertaining that the transmission is in neutral.
DON'T suddenly remove the pressure cap from a hot cooling system - cover it with a cloth and release the pressure gradually first, or you may get scalded by escaping coolant.
DON'T attempt to drain oil until you are sure it has cooled sufficiently to avoid scalding you.
DON'T grasp any part of the engine or exhaust system without first ascertaining that it is cool enough not to burn you. **DON'T** allow brake fluid or antifreeze to contact the machine's paint work or plastic components.
DON'T siphon toxic liquids such as fuel, hydraulic fluid or antifreeze by mouth, or allow them to remain on your skin.
DON'T inhale dust - it may be injurious to health (see Asbestos heading).
DON'T allow any spilled oil or grease to remain on the floor - wipe it up right away, before someone slips on it.
DON'T use ill fitting wrenches or other tools which may slip and cause injury.
DON'T attempt to lift a heavy component which may be beyond your capability - get assistance.
DON'T rush to finish a job or take unverified short cuts. **DON'T** allow children or animals in or around an unattended vehicle. **DON'T** inflate a tire to a pressure above the recommended maximum. Apart from over stressing the carcase and wheel rim, in extreme cases the tire may blow off forcibly.
DO ensure that the machine is supported securely at all times. This is especially important when the machine is blocked up to aid wheel or fork removal.
DO take care when attempting to loosen a stubborn nut or bolt. It is generally better to pull on a wrench, rather than push, so that if you slip, you fall away from the machine rather than onto it. **DO** wear eye protection when using power tools such as drill, sander, bench grinder etc.
DO use a barrier cream on your hands prior to undertaking dirty jobs - it will protect your skin from infection as well as making the dirt easier to remove afterwards; but make sure your hands aren't left slippery. Note that long-term contact with used engine oil can be a health hazard. **DO** keep loose clothing (cuffs, ties etc. and long hair) well out of the way of moving mechanical parts.
DO remove rings, wristwatch etc., before working on the vehicle - especially the electrical system.
DO keep your work area tidy - it is only too easy to fall over articles left lying around.
DO exercise caution when compressing springs for removal or installation. Ensure that the tension is applied and released in a controlled manner, using suitable tools which preclude the possibility of the spring escaping violently.
DO ensure that any lifting tackle used has a safe working load rating adequate for the job.
DO get someone to check periodically that all is well, when working alone on the vehicle.
DO carry out work in a logical sequence and check that everything is correctly assembled and tightened afterwards. **DO** remember that your vehicle's safety affects that of yourself and others. If in doubt on any point, get professional advice.

If, in spite of following these precautions, you are unfortunate enough to injure yourself, seek medical attention as soon as possible.

Asbestos

Certain friction, insulating, sealing and other products - such as brake pads, clutch linings, gaskets, etc. - contain asbestos. *Extreme care must be taken to avoid inhalation of dust from such products since it is hazardous to health.* If in doubt, assume that they do contain asbestos.

Fire

Remember at all times that gasoline (petrol) is highly flammable. Never smoke or have any kind of naked flame around, when working on the vehicle. But the risk does not end there - a spark caused by an electrical short-circuit, by two metal surfaces contacting each other, by careless use of tools, or even by static electricity built up in your body under certain conditions, can ignite gasoline (petrol) vapor, which in a confined space is highly explosive. Never use gasoline (petrol) as a cleaning solvent. Use an approved safety solvent.

Always disconnect the battery ground (earth) terminal before working on any part of the fuel or electrical system, and never risk spilling fuel on to a hot engine or exhaust.

It is recommended that a fire extinguisher of a type suitable for fuel and electrical fires is kept handy in the garage or workplace at all times. Never try to extinguish a fuel or electrical fire with water.

Fumes

Certain fumes are highly toxic and can quickly cause unconsciousness and even death if inhaled to any extent. Gasoline (petrol) vapor comes into this category, as do the vapors from certain solvents such as trichloroethylene. Any draining or pouring of such volatile fluids should be done in a well ventilated area.

When using cleaning fluids and solvents, read the instructions carefully. Never use materials from unmarked containers - they may give off poisonous vapors.

Never run the engine of a motor vehicle in an enclosed space such as a garage. Exhaust fumes contain carbon monoxide which is extremely poisonous; if you need to run the engine, always do so in the open air or at least have the rear of the vehicle outside the workplace.

The battery

Never cause a spark, or allow a naked light near the vehicle's battery. It will normally be giving off a certain amount of hydrogen gas, which is highly explosive.

Always disconnect the battery ground (earth) terminal before working on the fuel or electrical systems (except where noted).

If possible, loosen the filler plugs or cover when charging the battery from an external source. Do not charge at an excessive rate or the battery may burst.

Take care when topping up, cleaning or carrying the battery. The acid electrolyte, even when diluted, is very corrosive and should not be allowed to contact the eyes or skin. Always wear rubber gloves and goggles or a face shield. If you ever need to prepare electrolyte yourself, always add the acid slowly to the water; never add the water to the acid.

Electricity

When using an electric power tool, inspection light etc., always ensure that the appliance is correctly connected to its plug and that, where necessary, it is properly grounded (earthed). Do not use such appliances in damp conditions and, again, beware of creating a spark or applying excessive heat in the vicinity of fuel or fuel vapor. Also ensure that the appliances meet national safety standards.

A severe electric shock can result from touching certain parts of the electrical system, such as the spark plug wires (HT leads), when the engine is running or being cranked, particularly if components are damp or the insulation is defective. Where an electronic ignition system is used, the secondary (HT) voltage is much higher and could prove fatal.

Motorcycle chemicals and lubricants

A number of chemicals and lubricants are available for use in motorcycle maintenance and repair. They include a wide variety of products ranging from cleaning solvents and degreasers to lubricants and protective sprays for rubber, plastic and vinyl.

Contact point/spark plug cleaner is a solvent used to clean oily film and dirt from points, grime from electrical connectors and oil deposits from spark plugs. It is oil free and leaves no residue. It can also be used to remove gum and varnish from carburetor jets and other orifices.

Carburetor cleaner is similar to contact point/spark plug cleaner but it usually has a stronger solvent and may leave a slight oily reside. It is not recommended for cleaning electrical components or connections.

Brake system cleaner is used to remove grease or brake fluid from brake system components (where clean surfaces are absolutely necessary and petroleum-based solvents cannot be used); it also leaves no residue.

Silicone-based lubricants *are* used to protect rubber parts such as hoses and grommets, and are used as lubricants for hinges and locks.

Multi-purpose grease is an all purpose lubricant used wherever grease is more practical than a liquid lubricant such as oil. Some multi-purpose grease is colored white and specially formulated to be more resistant to water than ordinary grease.

Gear *oil* (sometimes called gear lube) is a specially designed oil used in transmissions and final drive units, as well as other areas where high friction, high temperature lubrication is required. It is available in a number of viscosities (weights) for various applications.

Motor oil, of course, is the lubricant specially formulated for use in the engine. It normally contains a wide variety of additives to prevent corrosion and reduce foaming and wear. Motor oil comes in various weights (viscosity ratings) of from 5 to 80. The recommended weight of the oil depends on the seasonal temperature and the demands on the engine. Light oil is used in cold climates and under light load conditions; heavy oil is used in hot climates and where high loads are encountered. Multi-viscosity oils are designed to have characteristics of both light and heavy oils and are available in a number of weights from 5W-20 to 20W-50.

Gas *(petrol) additives* perform several functions, depending on their chemical makeup. They usually contain solvents that help dissolve gum and varnish that build up on carburetor and intake parts. They also serve to break down carbon deposits that form on the inside surfaces of the combustion chambers. Some additives contain upper cylinder lubricants for valves and piston rings.

Brake fluid is a specially formulated hydraulic fluid that can withstand the heat and pressure encountered in brake systems. Care must be taken that this fluid does not come in contact with painted surfaces or plastics. An opened container should always be resealed to prevent contamination by water or dirt.

Chain lubricants *are* formulated especially for use on motorcycle final drive chains. A good chain lube should adhere well and have good penetrating qualities to be effective as a lubricant inside the chain and on the side plates, pins and rollers. Most chain lubes are either the foaming type or quick drying type and are usually marketed as sprays.

Degreasers are heavy duty solvents used to remove grease and grime that may accumulate on engine and frame components. They can be sprayed or brushed on and, depending on the type, are rinsed with either water or solvent.

Solvents *are* used alone or in combination with degreasers to clean parts and assemblies during repair and overhaul. The home mechanic should use only solvents that are non-flammable and that do not produce irritating fumes.

Gasket sealing compounds may be used in conjunction with gaskets, to improve their sealing capabilities, or alone, to seal metal-to-metal joints. Many gasket sealers can withstand extreme heat, some are impervious to gasoline and lubricants, while others are capable of filling and sealing large cavities. Depending on the intended use, gasket sealers either dry hard or stay relatively soft and pliable. They are usually applied by hand, with a brush, or are sprayed on the gasket sealing surfaces.

Thread cement is an adhesive locking compound that prevents threaded fasteners from loosening because of vibration. It is available in a variety of types for different applications.

Moisture dispersants *are* usually sprays that can be used to dry out electrical components such as the fuse block and wiring connectors. Some types can also be used as treatment for rubber and as a lubricant for hinges, cables and locks.

Waxes and polishes *are* used to help protect painted and plated surfaces from the weather. Different types of paint may require the use of different types of wax polish. Some polishes utilize a chemical or abrasive cleaner to help remove the top layer of oxidized (dull) paint on older vehicles. In recent years, many non-wax polishes (that contain a wide variety of chemicals such as polymers and silicones) have been introduced. These non-wax polishes are usually easier to apply and last longer than conventional waxes and polishes.

Troubleshooting

Contents

Symptom — *Section*

Engine doesn't start or is difficult to start

Starter motor doesn't rotate 1
Starter motor rotates but engine does not turn over 2
Starter works but engine won't turn over (seized) 3
No fuel flow 4
Engine flooded 5
No spark or weak spark 6
Compression low 7
Stalls after starting 8
Rough idle 9

Poor running at low speed

Spark weak 10
Fuel/air mixture incorrect 11
Compression low 12
Poor acceleration 13

Poor running or no power at high speed

Firing incorrect 14
Fuel/air mixture incorrect 15
Compression low 16
Knocking or pinging 17
Miscellaneous causes 18

Overheating

Engine overheats 19
Firing incorrect 20
Fuel/air mixture incorrect 21
Compression too high 22
Engine load excessive 23
Lubrication inadequate 24
Miscellaneous causes 25

Clutch problems

Clutch slipping 26
Clutch not disengaging completely 27

Gear shifting problems

Doesn't go into gear, or lever doesn't return 28
Jumps out of gear 29
Overshifts 30

Abnormal engine noise

Knocking or pinging 31
Piston slap or rattling 32
Valve noise 33
Other noise 34

Abnormal driveline noise

Clutch noise 35
Transmission noise 36
Final drive noise 37

Abnormal frame and suspension noise

Front end noise 38
Shock absorber noise 39
Disc brake noise 40

Oil pressure indicator light comes on

Engine lubrication system 41
Electrical system 42

Excessive exhaust smoke

White smoke 43
Black smoke 44
Brown smoke 45

Poor handling or stability

Handlebar hard to turn 46
Handlebar shakes or vibrates excessively 47
Handlebar pulls to one side 48
Poor shock absorbing qualities 49

Braking problems

Disc brakes are spongy, don't hold 50
Brake lever or pedal pulsates 51
Brakes drag 52

Electrical problems

Battery dead or weak 53
Battery overcharged 54

Engine doesn't start or is difficult to start

1 Starter motor doesn't rotate

1 Engine kill switch Off.
2 Fuse blown. Check fuse block (Chapter 8).
3 Battery voltage low. Check and recharge battery (Chapter 8).
4 Starter motor defective. Make sure the wiring to the starter is secure. Make sure the starter relay clicks when the start button is pushed. If the relay clicks, then the fault is in the wiring or motor.
5 Starter relay faulty. Check it according to the procedure in Chapter 8.
6 Starter button not contacting. The contacts could be wet, corroded or dirty. Disassemble and clean the switch (Chapter 8).
7 Wiring open or shorted. Check all wiring connections and harnesses to make sure that they are dry, tight and not corroded. Also check for broken or frayed wires that can cause a short to ground (earth) (see wiring diagram, Chapter 8).
8 Ignition switch defective. Check the switch according to the procedure in Chapter 8. Replace the switch with a new one if it is defective.
9 Engine kill switch defective. Check for wet, dirty or corroded contacts. Clean or replace the switch as necessary (Chapter 8).
10 Faulty neutral/gearchange/sidestand/clutch switch. Check the wiring to each switch and the switch itself according to the procedures in Chapter 8.

2 Starter motor rotates but engine does not turn over

1 Starter motor clutch defective. Inspect and repair or replace (Chapter 8).
2 Damaged idler or starter gears. Inspect and replace the damaged parts (Chapter 8).

3 Starter works but engine won't turn over (seized)

Seized engine caused by one or more internally damaged components. Failure due to wear, abuse or lack of lubrication. Damage can include seized valves, camshaft, pistons, crankshaft, connecting rod bearings, or transmission gears or bearings. Refer to Chapter 2 for engine disassembly.

4 No fuel flow

1 No fuel in tank.
2 Fuel valve/tap vacuum hose broken or disconnected or turned OFF.
3 Tank cap air vent obstructed (not later California models). Usually caused by dirt or water. Remove it and clean the cap vent hole.
4 Fuel tap filter clogged. Clean or replace the filter (Chapter 1).
5 Fuel line clogged. Pull the fuel line loose and carefully blow through it.
6 Inlet needle valve clogged. For all of the valves to be clogged, either a very bad batch of fuel with an unusual additive has been used, or some other foreign material has entered the tank. Many times after a machine has been stored for many months without running, the fuel turns to a varnish-like liquid and forms deposits on the inlet needle valves and jets. The carburetors should be removed and overhauled if draining the float bowls doesn't solve the problem.

5 Engine flooded

1 Float height too high. Check as described in Chapter 4.
2 Inlet needle valve worn or stuck open. A piece of dirt, rust or other debris can cause the inlet needle to seat improperly, causing excess fuel to be admitted to the float bowl. In this case, the float chamber should be cleaned and the needle and seat inspected. If the needle and seat are worn, then the leaking will persist and the parts should be replaced with new ones (Chapter 4).
3 Starting technique incorrect. Under normal circumstances (i.e., if all the carburetor functions are sound) the machine should start with little or no throttle. When the engine is cold, the choke should be operated and the engine started without opening the throttle. When the engine is at operating temperature, only a very slight amount of throttle should be necessary. If the engine is flooded, turn the fuel tap off and hold the throttle open while cranking the engine. This will allow additional air to reach the cylinders. Remember to turn the fuel tap back on after the engine starts.

6 No spark or weak spark

1 Ignition switch Off.
2 Engine kill switch turned to the Off position.
3 Battery voltage low. Check and recharge battery as necessary (Chapter 8).
4 Spark plug dirty, defective or worn out. Locate reason for fouled plug(s) using spark plug condition chart and follow the plug maintenance procedures in Chapter 1.
5 Spark plug cap or secondary (HT) wiring faulty. Check condition. Replace either or both components if cracks or deterioration are evident (Chapter 5).
6 Spark plug cap not making good contact. Make sure that the plug cap fits snugly over the plug end.
7 Spark unit defective. Check the unit(s), referring to Chapter 5 for details.
8 Pulse generator defective. Check the unit, referring to Chapter 5 for details.
9 Ignition coil(s) defective. Check the coils, referring to Chapter 5.
10 Ignition or kill switch shorted. This is usually caused by water, corrosion, damage or excessive wear. The switches can be disassembled and cleaned with electrical contact cleaner. If cleaning does not help, replace the switches (Chapter 8).
11 Wiring shorted or broken between:

a) Ignition switch and engine kill switch (or blown fuse)
b) Spark unit and engine kill switch
c) Spark unit and ignition coil
d) Ignition coil and plug
e) Spark unit and pulse generator

Make sure that all wiring connections are clean, dry and tight. Look for chafed and broken wires (Chapters 5 and 8).

7 Compression low

1 Spark plug loose. Remove the plug and inspect the threads. Reinstall and tighten to the specified torque (Chapter 1).
2 Cylinder heads not sufficiently tightened down. If either cylinder head is suspected of being loose, then there's a chance that the gasket or head is damaged if the problem has persisted for any length of time. The head bolts should be tightened to the proper torque in the correct sequence (Chapter 2).
3 Improper valve clearance. This means that the valve is not closing completely and compression pressure is leaking past the valve. Check and adjust the valve clearances (Chapter 1).
4 Cylinder and/or piston worn. Excessive wear will cause compression pressure to leak past the rings. This is usually accompanied by worn rings as well. A top end overhaul is necessary (Chapter 2).
5 Piston rings worn, weak, broken, or sticking. Broken or sticking piston rings usually indicate a lubrication or carburation problem that causes excess carbon deposits or seizures to form on the pistons and

rings. Top end overhaul is necessary (Chapter 2).
6 Piston ring-to-groove clearance excessive. This is caused by excessive wear of the piston ring lands. Piston replacement is necessary (Chapter 2).
7 Cylinder head gasket damaged. If the head is allowed to become loose, or if excessive carbon build-up on the piston crown and combustion chamber causes extremely high compression, the head gasket may leak. Retorquing the head is not always sufficient to restore the seal, so gasket replacement is necessary (Chapter 2).
8 Cylinder head warped. This is caused by overheating or improperly tightened head bolts. Machine shop resurfacing or head replacement is necessary (Chapter 2).
9 Valve spring broken or weak. Caused by component failure or wear; the spring(s) must be replaced (Chapter 2).
10 Valve not seating properly. This is caused by a bent valve (from over-revving or improper valve adjustment), burned valve or seat (improper carburation) or an accumulation of carbon deposits on the seat (from carburation or lubrication problems). The valves must be cleaned and/or replaced and the seats serviced if possible (Chapter 2).

8 Stalls after starting

1 Improper choke action. Make sure the choke rod is getting a full stroke and staying in the out position.
2 Ignition malfunction. See Chapter 5.
3 Carburetor malfunction. See Chapter 4.
4 Fuel contaminated. The fuel can be contaminated with either dirt or water, or can change chemically if the machine is allowed to sit for several months or more. Drain the tank and float bowls (Chapter 4).
5 Intake air leak. Check for loose carburetor-to-intake manifold connections, loose or missing vacuum gauge access port cap or hose, or loose carburetor top (Chapter 4).
6 Engine idle speed incorrect. Turn throttle stop screw until the engine idles at the specified rpm (Chapters 1 and 4).

9 Rough idle

1 Ignition malfunction. See Chapter 5.
2 Idle speed incorrect. See Chapter 1.
3 Carburetors not synchronized. Adjust carburetors with vacuum gauge or manometer set as described in Chapter 1.
4 Carburetor malfunction. See Chapter 4.
5 Fuel contaminated. The fuel can be contaminated with either dirt or water, or can change chemically if the machine is allowed to sit for several months or more. Drain the tank and float bowls (Chapter 4).
6 Intake air leak. Check for loose carburetor-to-intake manifold connections, loose or missing vacuum gauge access port cap or hose, or loose carburetor top (Chapter 4).
7 Air cleaner clogged. Service or replace air filter element (Chapter 1).

Poor running at low speed

10 Spark weak

1 Battery voltage low. Check and recharge battery (Chapter 8).
2 Spark plug fouled, defective or worn out. Refer to Chapter 1 for spark plug maintenance.
3 Spark plug cap or high tension wiring defective. Refer to Chapters 1 and 5 for details on the ignition system.
4 Spark plug cap not making contact.
5 Incorrect spark plug. Wrong type, heat range or cap configuration. Check and install correct plugs listed in Chapter 1. A cold plug or one with a recessed firing electrode will not operate at low speeds without fouling.
6 Spark unit(s) defective. See Chapter 5.
7 Pulse generator defective. See Chapter 5.
8 Ignition coil(s) defective. See Chapter 5.

11 Fuel/air mixture incorrect

1 Pilot screw(s) out of adjustment (Chapter 4).
2 Pilot jet or air passage clogged. Remove and overhaul the carburetors (Chapter 4).
3 Air bleed holes clogged. Remove carburetor and blow out all passages (Chapter 4).
4 Air cleaner clogged, poorly sealed or missing (Chapter 1).
5 Air cleaner housing poorly sealed. Look for cracks, holes or loose clamps and replace or repair defective parts.
6 Fuel level too high or too low. Check the float height (Chapter 4).
7 Fuel tank air vent obstructed (not later California models). Make sure that the air vent passage in the filler cap is open.
8 Carburetor intake manifolds loose. Check for cracks, breaks, tears or loose clamps or bolts. Repair or replace the rubber boots.

12 Compression low

1 Spark plug loose. Remove the plug and inspect the threads. Reinstall and tighten to the specified torque (Chapter 1).
2 Cylinder heads not sufficiently tightened down. If either cylinder head is suspected of being loose, then there's a chance that the gasket and head are damaged if the problem has persisted for any length of time. The head bolts should be tightened to the proper torque in the correct sequence (Chapter 2).
3 Improper valve clearance. This means that the valve is not closing completely and compression pressure is leaking past the valve. Check and adjust the valve clearances (Chapter 1).
4 Cylinder and/or piston worn. Excessive wear will cause compression pressure to leak past the rings. This is usually accompanied by worn rings as well. A top end overhaul is necessary (Chapter 2).
5 Piston rings worn, weak, broken, or sticking. Broken or sticking piston rings usually indicate a lubrication or carburation problem that causes excess carbon deposits or seizures to form on the pistons and rings. Top end overhaul is necessary (Chapter 2).
6 Piston ring-to-groove clearance excessive. This is caused by excessive wear of the piston ring lands. Piston replacement is necessary (Chapter 2).
7 Cylinder head gasket damaged. If the head is allowed to become loose, or if excessive carbon build-up on the piston crown and combustion chamber causes extremely high compression, the head gasket may leak. Retorquing the head is not always sufficient to restore the seal, so gasket replacement is necessary (Chapter 2).
8 Cylinder head warped. This is caused by overheating or improperly tightened head bolts. Machine shop resurfacing or head replacement is necessary (Chapter 2).
9 Valve spring broken or weak. Caused by component failure or wear; the spring(s) must be replaced (Chapter 2).
10 Valve not seating properly. This is caused by a bent valve (from over-revving or improper valve adjustment), burned valve or seat (improper carburation) or an accumulation of carbon deposits on the seat (from carburation, lubrication problems). The valves must be cleaned and/or replaced and the seats serviced if possible (Chapter 2).

13 Poor acceleration

1 Carburetors leaking or dirty. Overhaul the carburetors (Chapter 4).
2 Timing not advancing. The pulse generator or the spark unit(s) may be defective. If so, they must be replaced with new ones, as they

can't be repaired.
3 Carburetors not synchronized. Adjust them with a vacuum gauge set or manometer (Chapter 1).
4 Engine oil viscosity too high. Using a heavier oil than that recommended in Chapter 1 can damage the oil pump or lubrication system and cause drag on the engine.
5 Brakes dragging. Usually caused by debris which has entered the brake piston seals, or from a warped disc or bent axle. Repair as necessary (Chapter 7).

Poor running or no power at high speed

14 Firing incorrect

1 Air filter restricted. Clean or replace filter (Chapter 1).
2 Spark plug fouled, defective or worn out. See Chapter 1 for spark plug maintenance.
3 Spark plug cap or secondary (HT) wiring defective. See Chapters 1 and 5 for details of the ignition system.
4 Spark plug cap not in good contact. See Chapter 5.
5 Incorrect spark plug. Wrong type, heat range or cap configuration. Check and install correct plugs listed in Chapter 1. A cold plug or one with a recessed firing electrode will not operate at low speeds without fouling.
6 Spark unit(s) defective. See Chapter 5.
7 Ignition coil(s) defective. See Chapter 5.

15 Fuel/air mixture incorrect

1 Main jet clogged. Dirt, water or other contaminants can clog the main jets. Clean the fuel tap filter, the float bowl area, and the jets and carburetor orifices (Chapter 4).
2 Main jet wrong size. The standard jetting is for sea level atmospheric pressure and oxygen content.
3 Jet needle or needle jet worn. These can be replaced individually, but should be replaced as a pair (Chapter 4).
4 Air bleed holes clogged. Remove and overhaul carburetors (Chapter 4).
5 Air cleaner clogged, poorly sealed, or missing (Chapter 1).
6 Air cleaner housing poorly sealed. Look for cracks, holes or loose clamps, and replace or repair defective parts.
7 Fuel level too high or too low. Check the float height (Chapter 4).
8 Fuel tank air vent obstructed (not later California models). Make sure the air vent passage in the filler cap is open.
9 Carburetor intake manifolds loose. Check for cracks, breaks, tears or loose clamps or bolts. Repair or replace the rubbers (Chapter 4).
10 Fuel filter clogged. Clean or replace the filter (Chapter 1).
11 Fuel line clogged. Pull the fuel line loose and carefully blow through it.

16 Compression low

1 Spark plug loose. Remove the plug and inspect the threads. Reinstall and tighten to the specified torque (Chapter 1).
2 Cylinder heads not sufficiently tightened down. If either cylinder head is suspected of being loose, then there's a chance that the gasket and head are damaged if the problem has persisted for any length of time. The head bolts should be tightened to the proper torque in the correct sequence (Chapter 2).
3 Improper valve clearance. This means that the valve is not closing completely and compression pressure is leaking past the valve. Check and adjust the valve clearances (Chapter 1).
4 Cylinder and/or piston worn. Excessive wear will cause compression pressure to leak past the rings. This is usually accompanied by worn rings as well. A top end overhaul is necessary (Chapter 2).
5 Piston rings worn, weak, broken, or sticking. Broken or sticking piston rings usually indicate a lubrication or carburation problem that causes excess carbon deposits or seizures to form on the pistons and rings. Top end overhaul is necessary (Chapter 2).
6 Piston ring-to-groove clearance excessive. This is caused by excessive wear of the piston ring lands. Piston replacement is necessary (Chapter 2).
7 Cylinder head gasket damaged. If the head is allowed to become loose, or if excessive carbon build-up on the piston crown and combustion chamber causes extremely high compression, the head gasket may leak. Retorquing the head is not always sufficient to restore the seal, so gasket replacement is necessary (Chapter 2).
8 Cylinder head warped. This is caused by overheating or improperly tightened head bolts. Machine shop resurfacing or head replacement is necessary (Chapter 2).
9 Valve spring broken or weak. Caused by component failure or wear; the spring(s) must be replaced (Chapter 2).
10 Valve not seating properly. This is caused by a bent valve (from over-revving or improper valve adjustment), burned valve or seat (improper carburation) or an accumulation of carbon deposits on the seat (from carburation or lubrication problems). The valves must be cleaned and/or replaced and the seats serviced if possible (Chapter 2).

17 Knocking or pinging

1 Carbon build-up in combustion chamber. Use of a fuel additive that will dissolve the adhesive bonding the carbon particles to the crown and chamber is the easiest way to remove the build-up. Otherwise, the cylinder head will have to be removed and decarbonized (Chapter 2).
2 Incorrect or poor quality fuel. Old or improper grades of fuel can cause detonation. This causes the piston to rattle, thus the knocking or pinging sound. Drain old fuel and always use the recommended fuel grade.
3 Spark plug heat range incorrect. Uncontrolled detonation indicates the plug heat range is too hot. The plug in effect becomes a glow plug, raising cylinder temperatures. Install the proper heat range plug (Chapter 1).
4 Improper air/fuel mixture. This will cause the cylinder to run hot, which leads to detonation. Clogged jets or an air leak can cause this imbalance. See Chapter 4.

18 Miscellaneous causes

1 Throttle valve doesn't open fully. Adjust the cable slack (Chapter 1).
2 Clutch slipping. May be caused by loose or worn clutch components. Refer to Chapter 2 for clutch overhaul procedures.
3 Timing not advancing.
4 Engine oil viscosity too high. Using a heavier oil than the one recommended in Chapter 1 can damage the oil pump or lubrication system and cause drag on the engine.
5 Brakes dragging. Usually caused by debris which has entered the brake piston seals, or from a warped disc or bent axle. Repair as necessary.

Overheating

19 Engine overheats

1 Coolant level low. Check and add coolant (Chapter 1).
2 Leak in cooling system. Check cooling system hoses and radiator

for leaks and other damage. Repair or replace parts as necessary (Chapter 3).
3 Thermostat sticking open or closed. Check and replace as described in Chapter 3.
4 Faulty radiator cap. Remove the cap and have it checked at a service station.
5 Coolant passages clogged. Have the entire system drained and flushed, then refill with fresh coolant.
6 Water pump defective. Remove the pump and check the components (Chapter 3).
7 Clogged radiator fins. Clean them by blowing compressed air through the fins from the backside.

20 Firing incorrect

1 Spark plugs fouled, defective or worn out. See Chapter 1 for spark plug maintenance.
2 Incorrect spark plugs.
3 Faulty ignition coil(s) (Chapter 5).

21 Fuel/air mixture incorrect

1 Main jet clogged. Dirt, water and other contaminants can clog the main jets. Clean the fuel tap filter, the float bowl area and the jets and carburetor orifices (Chapter 4).
2 Main jet wrong size. The standard jetting is for sea level atmospheric pressure and oxygen content.
3 Air cleaner clogged, poorly sealed or missing (Chapter 1).
4 Air cleaner housing poorly sealed. Look for cracks, holes or loose clamps and replace or repair.
5 Fuel level too low. Check float height(s) (Chapter 4).
6 Fuel tank air vent obstructed (not later California models). Make sure that the air vent passage in the filler cap is open.
7 Carburetor intake manifolds loose. Check for cracks, breaks, tears or loose clamps or bolts. Repair or replace the rubbers (Chapter 4).

22 Compression too high

1 Carbon build-up in combustion chamber. Use of a fuel additive that will dissolve the adhesive bonding the carbon particles to the piston crown and chamber is the easiest way to remove the build-up. Otherwise, the cylinder head will have to be removed and decarbonized (Chapter 2).
2 Improperly machined head surface or installation of incorrect gasket during engine assembly.

23 Engine load excessive

1 Clutch slipping. Can be caused by damaged, loose or worn clutch components. Refer to Chapter 2 for overhaul procedures.
2 Engine oil level too high. The addition of too much oil will cause pressurization of the crankcase and inefficient engine operation. Check Specifications and drain to proper level (Chapter 1).
3 Engine oil viscosity too high. Using a heavier oil than the one recommended in Chapter 1 can damage the oil pump or lubrication system as well as cause drag on the engine.
4 Brakes dragging. Usually caused by debris which has entered the brake piston seals, from a warped disc or bent axle (disc brake), or sticking operating cam (drum brake). Repair as necessary.

24 Lubrication inadequate

1 Engine oil level too low. Friction caused by intermittent lack of lubrication or from oil that is overworked can cause overheating. The oil provides a definite cooling function in the engine. Check the oil level (Chapter 1).
2 Poor quality engine oil or incorrect viscosity or type. Oil is rated not only according to viscosity but also according to type. Some oils are not rated high enough for use in this engine. Check the Specifications section and change to the correct oil (Chapter 1).

25 Miscellaneous causes

Modification to exhaust system. Most aftermarket exhaust systems cause the engine to run leaner, which make them run hotter. When installing an accessory exhaust system, always rejet the carburetors.

Clutch problems

26 Clutch slipping

1 Piston in master cylinder or slave cylinder sticking (Chapter 2).
2 Friction plates worn or warped. Overhaul the clutch assembly (Chapter 2).
3 Steel plates worn or warped (Chapter 2).
4 Clutch spring(s) broken or weak. Old or heat-damaged (from slipping clutch) springs should be replaced with new ones (Chapter 2).
5 Clutch center or housing unevenly worn. This causes improper engagement of the plates. Replace the damaged or worn parts (Chapter 2).

27 Clutch not disengaging completely

1 Air bubbles or lack or fluid in hydraulic system. Check fluid level (Chapter 1) and bleed system (Chapter 7).
2 Clutch plates warped or damaged. This will cause clutch drag, which in turn will cause the machine to creep. Overhaul the clutch assembly (Chapter 2).
3 Clutch spring tension uneven. Usually caused by a sagged or broken spring. Check and replace the spring (Chapter 2).
4 Engine oil deteriorated. Old, thin, worn out oil will not provide proper lubrication for the discs, causing the clutch to drag. Replace the oil and filter (Chapter 1).
5 Engine oil viscosity too high. Using a heavier oil than recommended in Chapter 1 can cause the plates to stick together, putting a drag on the engine. Change to the correct weight oil (Chapter 1).

6 Clutch housing seized on shaft. Lack of lubrication, severe wear or damage can cause the housing to seize on the shaft. Overhaul of the clutch, and perhaps transmission, may be necessary to repair the damage (Chapter 2).
7 Clutch release mechanism defective. Bent or damaged pushrod can stick and fail to apply force to the pressure plate. Overhaul the clutch cover components (Chapter 2).
8 Loose clutch center nut. Causes housing and center misalignment putting a drag on the engine. Engagement adjustment continually varies. Overhaul the clutch assembly (Chapter 2).
9 Hydraulic system leaking. Check all hoses and connections.
10 Piston in master cylinder or slave cylinder sticking (Chapter 2).

Gear shifting problems

28 Doesn't go into gear or lever doesn't return

1 Clutch not disengaging. See Section 27.
2 Shift fork(s) bent or seized. Often caused by dropping the machine or from lack of lubrication. Overhaul the transmission (Chapter 2).
3 Gear(s) stuck on shaft. Most often caused by a lack of lubrication or excessive wear in transmission bearings and bushings. Overhaul the transmission (Chapter 2).
4 Shift drum binding. Caused by lubrication failure or excessive wear. Replace the drum and bearing (Chapter 2).
5 Shift linkage return spring weak or broken (Chapter 2).
6 Shift lever broken. Splines stripped out of lever or shaft, caused by allowing the lever to get loose or from dropping the machine. Replace necessary parts (Chapter 2).
7 Shift mechanism stopper arm broken or worn. Full engagement and rotary movement of shift drum results. Replace the arm (Chapter 2).
8 Pawl spring broken. Allows arm to 'float', causing sporadic shift operation. Replace springs (Chapter 2).

29 Jumps out of gear

1 Shift fork(s) worn. Overhaul the transmission (Chapter 2).
2 Gear groove(s) worn. Overhaul the transmission (Chapter 2).
3 Gear dogs or dog slots worn or damaged. The gears should be inspected and replaced. No attempt should be made to service the worn parts.
4 Shift drum stopper arm broken. Check and replace (Chapter 2).
5 Shift drum shaft bent. Check and replace (Chapter 2).

30 Overshifts

1 Pawl springs weak or broken (Chapter 2).
2 Shift drum stopper arm broken (Chapter 2).

Abnormal engine noise

31 Knocking or pinging

1 Carbon build-up in combustion chamber. Use of a fuel additive that will dissolve the adhesive bonding the carbon particles to the piston crown and chamber is the easiest way to remove the build-up. Otherwise, the cylinder head will have to be removed and decarbonized (Chapter 2).
2 Incorrect or poor quality fuel. Old or improper fuel can cause detonation. This causes the pistons to rattle, thus the knocking or pinging sound. Drain the old fuel and always use the recommended grade fuel (Chapter 4).
3 Spark plug heat range incorrect. Uncontrolled detonation indicates that the plug heat range is too hot. The plug in effect becomes a glow plug, raising cylinder temperatures. Install the proper heat range plug (Chapter 1).
4 Improper air/fuel mixture. This will cause the cylinders to run hot and lead to detonation. Clogged jets or an air leak can cause this imbalance. See Chapter 4.

32 Piston slap or rattling

1 Cylinder-to-piston clearance excessive. Caused by improper assembly. Inspect and overhaul top end parts (Chapter 2).
2 Connecting rod bent. Caused by over-revving, trying to start a badly flooded engine or from ingesting a foreign object into the combustion chamber. Replace the damaged parts (Chapter 2).
3 Piston pin or piston pin bore worn or seized from wear or lack of lubrication. Replace damaged parts (Chapter 2).
4 Piston ring(s) worn, broken or sticking. Overhaul the top end (Chapter 2).
5 Piston seizure damage. Usually from lack of lubrication or overheating. Replace the pistons and bore the cylinders, as necessary (Chapter 2).
6 Connecting rod upper or lower end clearance excessive. Caused by excessive wear or lack of lubrication. Replace worn parts.

33 Valve noise

1 Incorrect valve clearances. Adjust the clearances by referring to Chapter 1.
2 Valve spring broken or weak. Check and replace weak valve springs (Chapter 2).
3 Camshaft or cylinder head worn or damaged. Lack of lubrication at high rpm is usually the cause of damage. Insufficient oil or failure to change the oil at the recommended intervals are the chief causes. Since there are no replaceable bearings in the head, the head itself will have to be replaced if there is excessive wear or damage (Chapter 2).

34 Other noise

1 Cylinder head gasket leaking.
2 Exhaust pipe leaking at cylinder head connection. Caused by improper fit of pipe(s) or loose exhaust flange. All exhaust fasteners should be tightened evenly and carefully. Failure to do this will lead to a leak.
3 Crankshaft runout excessive. Caused by a bent crankshaft (from over-revving) or damage from an upper cylinder component failure. Can also be attributed to dropping the machine on either of the crankshaft ends.
4 Engine mounting bolts loose. Tighten all engine mount bolts (Chapter 2).
5 Crankshaft bearings worn (Chapter 2).
6 Camshaft chain tensioner defective. Replace according to the procedure in Chapter 2.
7 Camshaft chain, sprockets or guides worn (Chapter 2).

Abnormal driveline noise 35 Clutch noise

1 Clutch housing/friction plate clearance excessive (Chapter 2).
2 Loose or damaged clutch pressure plate and/or bolts (Chapter 2).

36 Transmission noise

1 Bearings worn. Also includes the possibility that the shafts are worn. Overhaul the transmission (Chapter 2).
2 Gears worn or chipped (Chapter 2).
3 Metal chips jammed in gear teeth. Probably pieces from a broken clutch, gear or shift mechanism that were picked up by the gears. This will cause early bearing failure (Chapter 2).
4 Engine oil level too low. Causes a howl from transmission. Also affects engine power and clutch operation (Chapter 1).

37 Final drive noise

1 Oil level too low (Chapter 1).
2 Excessive backlast between pinion and ring gear (Chapter 6).
3 Scored driven flange or wheel hub. Inspect the components (Chapter 6).
4 Worn or damaged internal components in the driveshaft or final drive unit. Have a Honda dealer overhaul the assembly.

Abnormal frame and suspension noise 38

Front end noise

1 Low fluid level or improper viscosity oil in forks. This can sound like spurting and is usually accompanied by irregular fork action (Chapter 6).
2 Spring weak or broken. Makes a clicking or scraping sound. Fork oil, when drained, will have a lot of metal particles in it (Chapter 6).
3 Steering head bearings loose or damaged. Clicks when braking. Check and adjust or replace as necessary (Chapters 1 and 6).
4 Fork triple clamps loose. Make sure all fork clamp pinch bolts are tight (Chapter 6).
5 Fork tube bent. Good possibility if machine has been dropped. Replace tube with a new one (Chapter 6).
6 Front axle or axle clamp bolt/nut loose. Tighten them to the specified torque (Chapter 6).

39 Shock absorber noise

1 Fluid level incorrect. Indicates a leak caused by defective seal. Shock will be covered with oil. Replace shock (Chapter 6).
2 Defective shock absorber with internal damage. This is in the body of the shock and can't be remedied. The shock must be replaced with a new one (Chapter 6).
3 Bent or damaged shock body. Replace the shock with a new one (Chapter 6).
4 Loose shork or shock linkage fasteners on Sabre models (Chapter 6).

40 Disc brake noise

1 Brake disc-to-caliper bracket clearance incorrect (front brake) (Chapter 7).
2 Squeal caused by dust on brake pads. Usually found in combination with glazed pads. Clean using brake cleaning solvent (Chapter 7).
3 Contamination of brake pads. Oil, brake fluid or dirt causing brake to chatter or squeal. Clean or replace pads (Chapter 7).
4 Pads glazed. Caused by excessive heat from prolonged use or from contamination. Do not use sandpaper, emery cloth, carborundum cloth or any other abrasive to roughen the pad surfaces as abrasives will stay in the pad material and damage the disc. A very fine flat file can be used, but pad replacement is suggested as a cure (Chapter 7).
5 Disc warped. Can cause a chattering, clicking or intermittent squeal. Usually accompanied by a pulsating lever and uneven braking. Replace the disc (Chapter 7).
6 Loose or worn wheel bearings. Check and replace as needed (Chapter 7).

Oil pressure indicator light comes on 41

Engine lubrication system

1 Engine oil pump defective (Chapter 2).
2 Engine oil level low. Inspect for leak or other problem causing low oil level and add recommended oil (Chapters 1 and 2).
3 Engine oil viscosity too low. Very old, thin oil or an improper weight of oil used in the engine. Change to correct oil (Chapter 1).
4 Camshaft or journals worn. Excessive wear causing drop in oil pressure. Replace cam and/or/cylinder head. Abnormal wear could be caused by oil starvation at high rpm from low oil level or improper weight of type of oil (Chapter 1).
5 Crankshaft and/or bearings worn. Same problems as paragraph 4. Check and replace crankshaft and/or bearings (Chapter 2).
6 Clogger oil strainer. Clean in (Chapter 2).

42 Electrical system

1 Oil pressure switch defective. Check the switch according to the procedure in Chapter 8. Replace it if it is defective.
2 Oil pressure indicator light circuit defective. Check for pinched, shorted, disconnected or damaged wiring (Chapter 8).

Excessive exhaust smoke 43

White smoke

1 Piston oil ring worn. The ring may be broken or damaged, causing oil from the crankcase to be pulled past the piston into the combustion chamber. Replace the rings with new ones (Chapter 2).
2 Cylinders worn, cracked, or scored. Caused by overheating or oil starvation. The cylinders will have to be rebored and new pistons installed.
3 Valve oil seal damaged or worn. Replace oil seals with new ones (Chapter 2).
4 Valve guide worn. Perform a complete valve job (Chapter 2).
5 Engine oil level too high, which causes the oil to be forced past the rings. Drain oil to the proper level (Chapter 1).
6 Head gasket broken between oil return and cylinder. Causes oil to be pulled into the combustion chamber. Replace the head gasket and check the head for warpage (Chapter 2).
7 Abnormal crankcase pressurization, which forces oil past the rings. Clogged breather/separator or hoses usually the cause (Chapter 4).

44 Black smoke

1 Air cleaner clogged. Clean or replace the element (Chapter 1).
2 Main jet too large or loose. Compare the jet size to the Specifications (Chapter 4).
3 Choke stuck, causing fuel to be pulled through choke circuit (Chapter 4).
4 Fuel level too high. Check and adjust the float height(s) as necessary (Chapter 4).
5 Inlet needle held off needle seat. Clean the float bowls and fuel line and replace the needles and seats if necessary (Chapter 4).

45 Brown smoke

1 Main jet too small or clogged. Lean condition caused by wrong size main jet or by a restricted orifice. Clean float bowl and jets and compare jet size to Specifications (Chapter 4).
2 Fuel flow insufficient. Fuel inlet needle valve stuck closed due to chemical reaction with old fuel. Float height incorrect. Restricted fuel line. Clean line and float bowl and adjust floats if necessary.
3 Carburetor intake manifolds loose (Chapter 4).
4 Air cleaner poorly sealed or not installed (Chapter 1).

Poor handling or stability

46 Handlebar hard to turn

1 Steering stem nut too tight (Chapter 6).
2 Bearings damaged. Roughness can be felt as the bars are turned from side-to-side. Replace bearings and races (Chapter 6).
3 Races dented or worn. Denting results from wear in only one position (e.g., straight-ahead), from a collision or hitting a pothole or from dropping the machine. Replace races and bearings (Chapter 6).
4 Steering stem lubrication inadequate. Causes are grease getting hard from age or being washed out by high pressure car washes. Disassemble steering head and repack bearings (Chapter 6).
5 Steering stem bent. Caused by a collision, hitting a pothole or by dropping the machine. Replace damaged part. Don't try to straighten the steering stem (Chapter 6).
6 Front tire air pressure too low (Chapter 1).

47 Handlebar shakes or vibrates excessively

1 Tires worn or out of balance (Chapter 7).
2 Swingarm bearings worn. Replace worn bearings by referring to Chapter 6.
3 Rim(s) warped or damaged. Inspect wheels for runout (Chapter 7).
4 Wheel bearings worn. Worn front or rear wheel bearings can cause poor tracking. Worn front bearings will cause wobble (Chapter 7).
5 Handlebar clamp bolts loose (Chapter 6).
6 Steering stem or fork triple clamps loose. Tighten them to the specified torque (Chapter 6).
7 Engine mounting bolts loose. Will cause excessive vibration with increased engine rpm (Chapter 2).
8 Loose axle (Chapter 7).

48 Handlebar pulls to one side

1 Frame bent. Definitely suspect this if the machine has been dropped. May or may not be accompanied by cracking near the bend. Replace the frame (Chapter 6).
2 Wheel out of alignment. Caused by improper location of axle spacers or from bent steering stem or frame (Chapter 6).
3 Swingarm bent or twisted. Caused by age (metal fatigue) or impact damage. Replace the arm (Chapter 6).
4 Steering stem bent. Caused by impact damage or by dropping the motorcycle. Replace the steering stem (Chapter 6).
5 Fork leg bent. Disassemble the forks and replace the damaged parts (Chapter 6).
6 Fork oil level uneven. Check and add or drain as necessary (Chapter 6).
7 Defective shock absorber on one side (Magna models).

49 Poor shock absorbing qualities

1 Too hard:
a) Fork oil level excessive (Chapter 6).
b) Fork oil viscosity too high.
c) Fork tube bent. Causes a harsh, sticking feeling (Chapter 6).
d) Anti-dive passages clogged (Chapter 6).
e) Shock shaft or body bent or damaged (Chapter 6).
f) Fork internal damage (Chapter 6).
g) Shock internal damage.
h) Tire pressure too high (Chapter 1).

2 Too soft:
a) Fork or shock oil insufficient and/or leaking (Chapter 6).
b) Fork oil level too low (Chapter 6).
c) Fork oil viscosity too light (Chapter 6).
d) Fork springs weak or broken (Chapter 6).
e) Shock internal damage or leakage (Chapter 6).

Braking problems

50 Disc brakes are spongy, don't hold

1 Air in brake line. Caused by inattention to master cylinder fluid level or by leakage. Locate problem and bleed brakes (Chapter 7).
2 Pad or disc worn (Chapters 1 and 7).
3 Brake fluid leak. See paragraph 1.
4 Contaminated pads. Caused by contamination with oil, grease, brake fluid, etc. Clean or replace pads. Clean disc thoroughly with brake cleaner (Chapter 7).
5 Brake fluid deteriorated. Fluid is old or contaminated. Drain system, replenish with new fluid and bleed the system (Chapter 7).
6 Master cylinder internal parts worn or damaged causing fluid to bypass (Chapter 7).
7 Master cylinder bore scratched by foreign material or broken spring. Repair or replace master cylinder (Chapter 7).
8 Disc warped. Replace disc (Chapter 7).

51 Brake lever or pedal pulsates

1 Disc warped or drum out-of-round (Chapter 7).
2 Axle bent. Replace axle (Chapter 7).
3 Brake caliper or bracket bolts loose (Chapter 7).
4 Brake caliper sticking on its mounting bolt shafts, causing caliper to bind. Lube the shafts or replace them if they are corroded or bent (Chapter 7).
5 Wheel warped or otherwise damaged (Chapter 7).
6 Wheel bearings damaged or worn (Chapter 7).

52 Brakes drag

1 Master cylinder piston seized. Caused by wear or damage to piston or cylinder bore (Chapter 7).
2 Lever balky or stuck. Check pivot and lubricate (Chapter 7).
3 Brake caliper binds. Caused by inadequate lubrication or damage to caliper sliders (Chapter 7).
4 Brake caliper pistons seized in bore. Caused by wear or ingestion of dirt past deteriorated seal (Chapter 7).
5 Brake pad damaged. Pad material separated from backing plate. Usually caused by faulty manufacturing process or from contact with chemicals. Replace pads (Chapter 7).
6 Pads improperly installed (Chapter 7).
7 Drum brake operating cam sticking or broken/sagged shoe return strings (Chapter 7).
8 Rear brake pedal freeplay insufficient.

Electrical problems 53

Battery dead or weak

1 Battery faulty. Caused by sulfated plates which are shorted through sedimentation or low electrolyte level. Also, broken battery terminal making only occasional contact (Chapter 8).
2 Battery cables making poor contact (Chapter 8).

3 Load excessive. Caused by addition of high wattage lights or other electrical accessories.
4 Ignition main (key) switch defective. Switch either grounds (earths) internally or fails to shut off system. Replace the switch (Chapter 8).
5 Regulator/rectifier defective (Chapter 8).
6 Alternator stator coil open or shorted (Chapter 8).
7 Wiring faulty. Wiring grounded (earthed) or connections loose in ignition, charging or lighting circuits (Chapter 8).

54 Battery overcharged

1 Regulator/rectifier defective. Overcharging is noticed when battery gets excessively warm or boils over (Chapter 8).
2 Battery defective. Replace battery with a new one (Chapter 8).
3 Battery amperage too low, wrong type or size. Install manufacturer's specified amp-hour battery to handle charging load (Chapter 8).