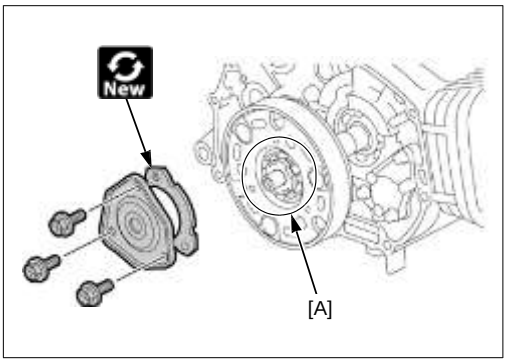
ENGINE OIL CENTRIFUGAL FILTER



Drain the engine oil.

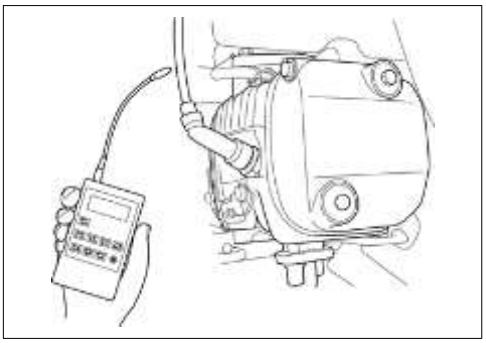
- Crankcase cover
- Bolts
- Oil centrifugal filter cover
- Gasket
- Clean the centrifugal filter cover
- Clean the inside of the drive plate [A]
- New gasket
- Oil centrifugal filter cover
- Bolts

ENGINE IDLE SPEED

PGM-FI TYPE

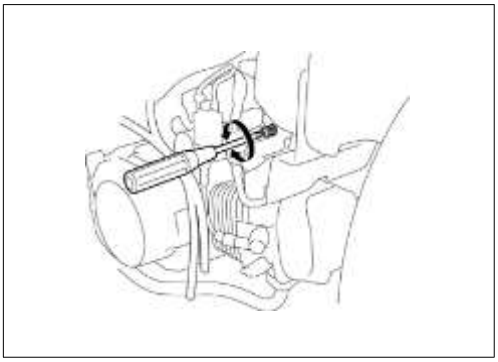
- Inspect the idle speed after all other engine maintenance items have been performed and are within specifications.
- Before checking the idle speed, inspect following items.
  – No DTC and MIL blinking
  – Spark plug condition
  – Air cleaner condition
- The engine must be warm for accurate idle speed inspection.
- Use a tachometer with graduations of 50 min^{-1} (rpm) or smaller that will accurately indicate a 50 min^{-1} (rpm) change.

IACV Type:



- Support the vehicle on a level surface.
- Warm up about 10 minutes.
- Connect the tachometer
- Engine idle speed
- If the idle speed is out of the specification, check the following:
  – Throttle operation and throttle grip freeplay
  – Intake air leak or engine top-end problem
  – IACV operation

Idle Air Screw Type:



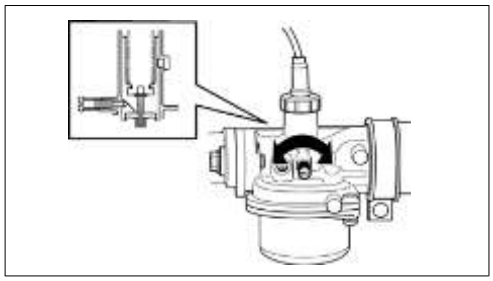
- Support the vehicle on a level surface.
- Warm up about 20 minutes.
- Connect the tachometer
- Engine idle speed
- If the idle speed is abnormal, adjust the idle speed by the idle air screw.

NOTE:

- The idle air screw can be turned up to 1/4 turn per one try. Leave the engine idling for 10 seconds or more to confirm the idle speed after adjustment.
- If the idling speed is still not in the specified engine idle speed, repeat the steps above.

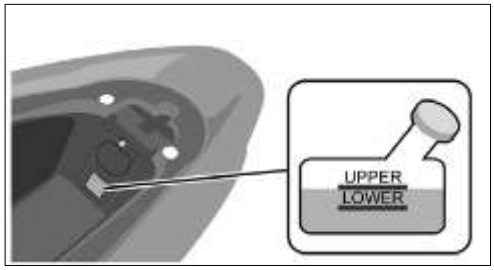
CARBURETOR TYPE

- Inspect and adjust the engine idle speed after all other engine maintenance items have been performed and are within specifications.
- The engine must be warm for accurate engine idle speed inspection and adjustment.
- Use a tachometer with graduations of 50 min^{-1} (rpm) or smaller that will accurately indicate a 50 min^{-1} (rpm) change.



- Warm up the engine, shift the transmission into neutral and place the vehicle on a level surface.
- Connect the tachometer
- Engine idle speed
- If the idle speed is abnormal, adjust the idle speed by turning the throttle stop screw.

RADIATOR COOLANT

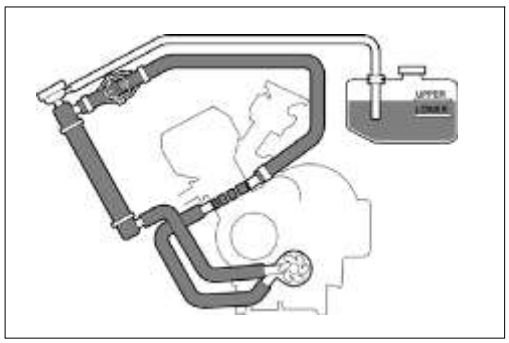


- Warm up until engine running at normal operating temperature
- Coolant level
- The level should be between the “UPPER” and “LOWER” level lines with the vehicle in an upright position.
- If necessary, add recommended coolant.

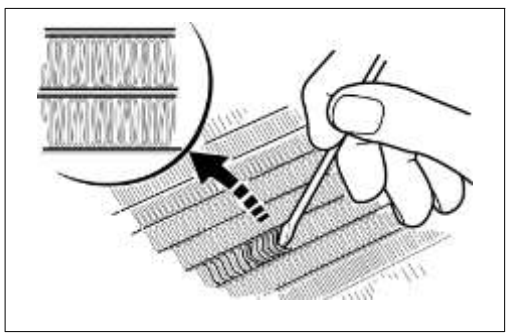
NOTE:

- If the reserve tank becomes completely empty, there is a possibility of air getting into the cooling system. Be sure to remove all air from the cooling system.

COOLING SYSTEM (LIQUID COOLED TYPE)

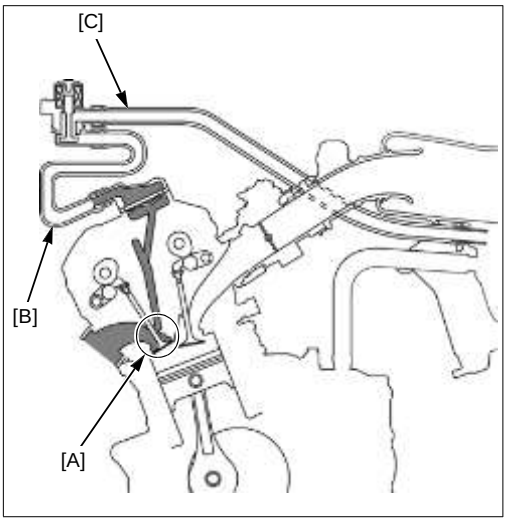


- Radiator for leakage
- Coolant leakage from the water pump, hoses and any hose joint
- Water hoses for cracks or deterioration
- All hose clamps are tight
- Radiator air passage



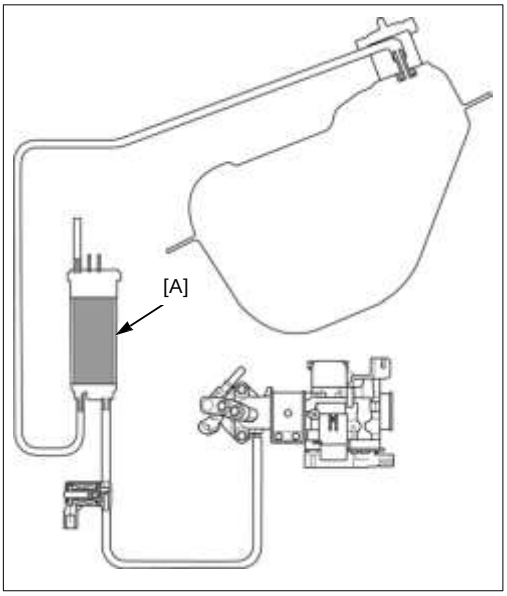
- Straighten bent fins with a small, flat blade screwdriver and remove insects, mud or other obstructions with compressed air or low pressure water.
- Replace the radiator if the air flow is restricted over more than 20% of the radiating surface.

SECONDARY AIR SUPPLY SYSTEM



- The secondary air supply system introduces filtered air into exhaust gases in the exhaust port [A].
  The secondary air is drawn into the exhaust port whenever there is negative pressure pulse in the exhaust system. This charged secondary air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water.
- Related hoses for deterioration, damage or loose connections
  – Cylinder head -to- PAIR control solenoid valve [B]
  – PAIR control solenoid valve -to- air cleaner [C]
- If the hoses show any signs of heat damage, check the cylinder head covers for damage.

EVAP CONTROL SYSTEM



- EVAP canister [A] for cracks or other damage.
- Related hoses for deterioration, damage or loose connection.