

SECONDARY AIR SUPPLY SYSTEM

NOTE:

The secondary air supply system introduces filtered air into exhaust gases in the exhaust port. 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.

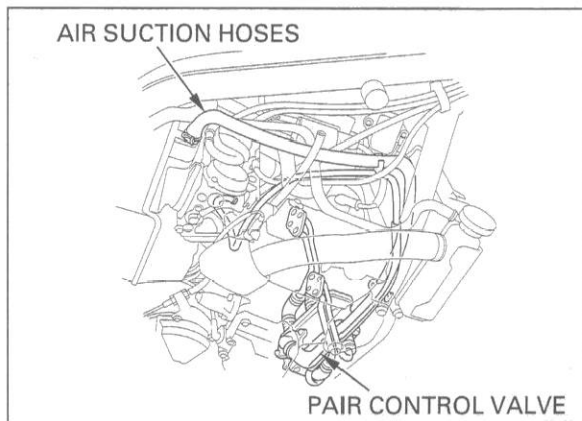


Check the air injection hoses between the PAIR (pulse secondary air injection) control valve and cylinder head for deterioration, damage or loose connections.

Make sure that the hoses are not cracked.

NOTE:

If the hoses show any signs of heat damage, inspect the PAIR check valve for damage.



Check the air suction hose between the air filter and PAIR control valve for deterioration, damage or loose connections. Make sure that the hoses are not kinked, pinched or cracked.

DRIVE CHAIN

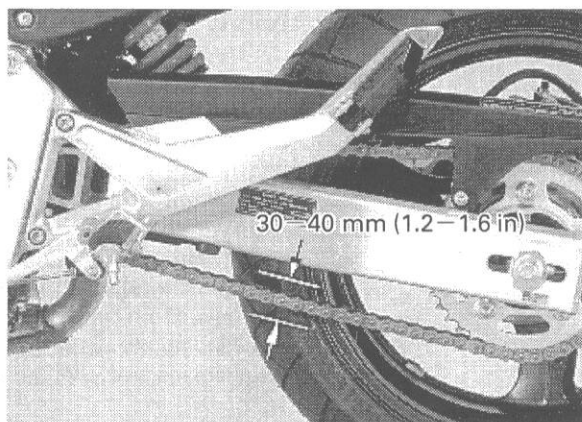
DRIVE CHAIN SLACK INSPECTION

▲WARNING

Never inspect and adjust the drive chain while the engine is running.

Turn the ignition switch OFF, support the motorcycle on its side stand and shift the transmission into neutral.

Check the slack in the drive chain lower run midway between the sprockets.



CHAIN SLACK: 30–40 mm (1.2–1.6 in)

CAUTION:

Excessive chain slack, 50 mm (2.0 in) or more, may damage the frame.

Lubricate the drive chain with #80 – #90 gear oil or drive chain lubricant designed specifically for use with O-ring chains. Wipe off excess oil or chain lubricant.