3 INSPECTION AND ADJUSTMENT

HONDA CB X

《ENGINE》

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《CHASSIS》

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SERVICE INFORMATION

WORKING PRACTICE

Engine oil level check	See page 2–2
Engine oil change	See page 2–2
Oil strainer screen cleaning	See page 2–3

SPECIFICATION

<ENGINE>

Spark plug gap 0.6–0.7 mm (0.024–0.028 in)

Spark plug tpye

Type / Manufacture	CM, E, F, G, ED	DK, DM, SA, U
ND	X24ESR-U	X24ES-U
NGK	DR8ES-L	D8EA

Manufacturer

ND: Nippon Denso Co., Ltd.
NGK: NGK Co., Ltd.

Ignition timing	Initial 10° (BTDC)
Valve clearance: IN. and EX.	$0.08\ ^{+0.05}_{-0.02}$ mm ($0.003\ ^{+0.002}_{-0.001}$ in)
Idle speed	900 ± 100 min^{-1} (900 ± 100 rpm)
Synchronization vacuum	Difference of each cylinder 40 mmHg (1.6 in Hg)
Compression	1,176.8 ± 98.1 kPa (12 ± 1 Kg/cm^2, 170 ± 14 psi)

SPECIAL TOOLS

Special tools

Valve lifter holder	07964–4220000
Carb. throttle wrench	07908–4220100
Degree wheel	07974–4220000
Vacuum gauge	07404–0020000

<CHASSIS>

Drive chain free play	15–25 mm (5/8 in)
Clutch free play	10–20 mm (3/8–3/4 in)

Tire

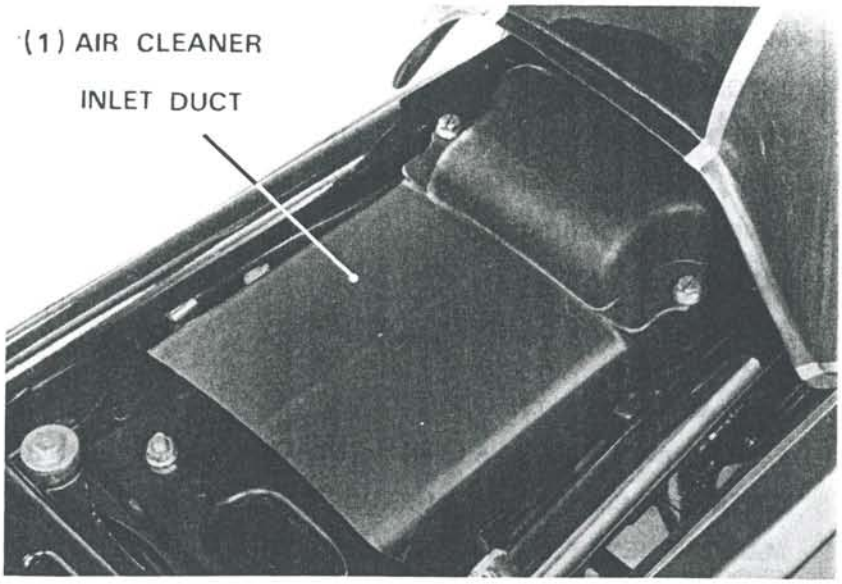
Type		CM, D, DK, DM, SA	E, F, G, ED
Cold tire pressures kPa (kg/cm^2, psi)	Front	200 (2.0, 28)	225 (2.25, 31)
	Rear	280 (2.8, 40)	280 (2.8, 40)
Vehicle capacity load limit kg (lbs)		163 (360)	
Tire size	Front	3.50H19-4PR	3.50V19-4PR
	Rear	4.25H18-4PR	4.25V18-4PR

TORQUES

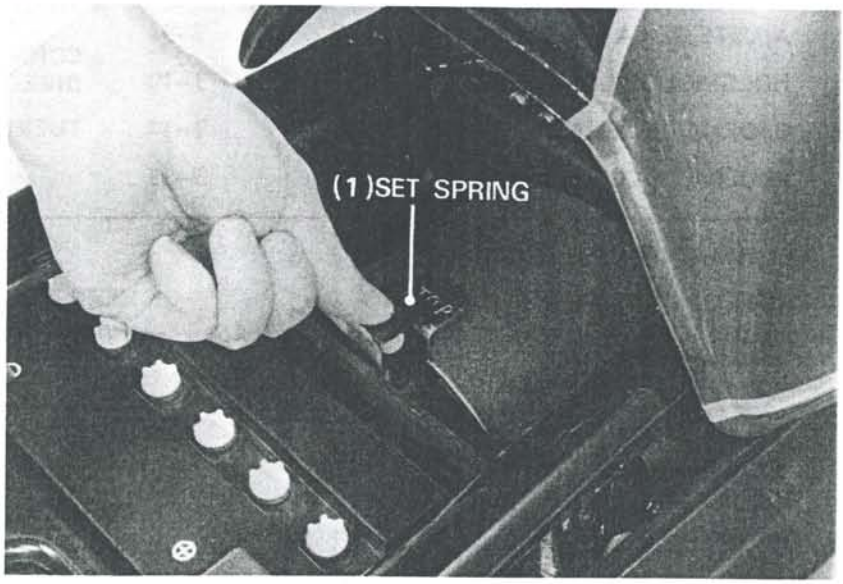
Front axle holder nut	18–25 N·m (1.8–2.5 kg-m)
Rear axle nut	80–100 N·m (8.0–10.0 kg-m)

AIR CLEANER MAINTENANCE

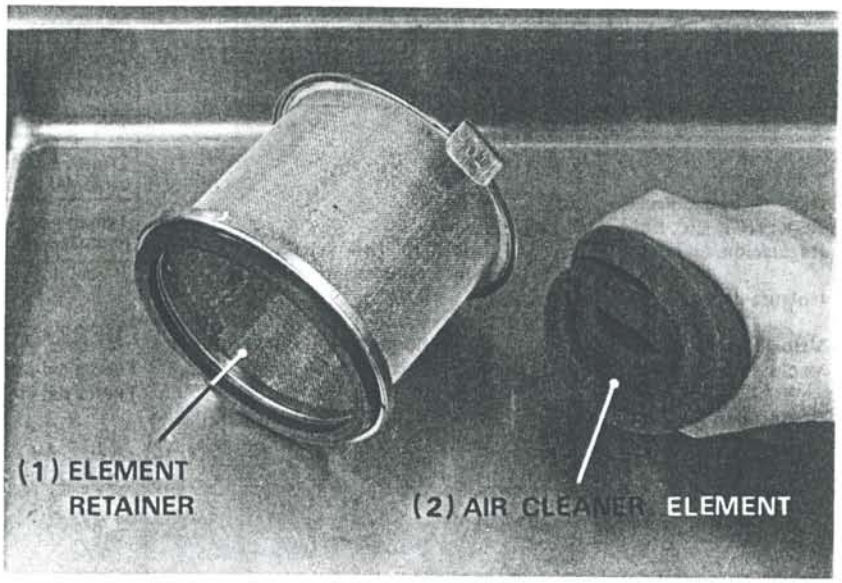
Remove the seat.
Remove the two screws and the air cleaner inlet duct.



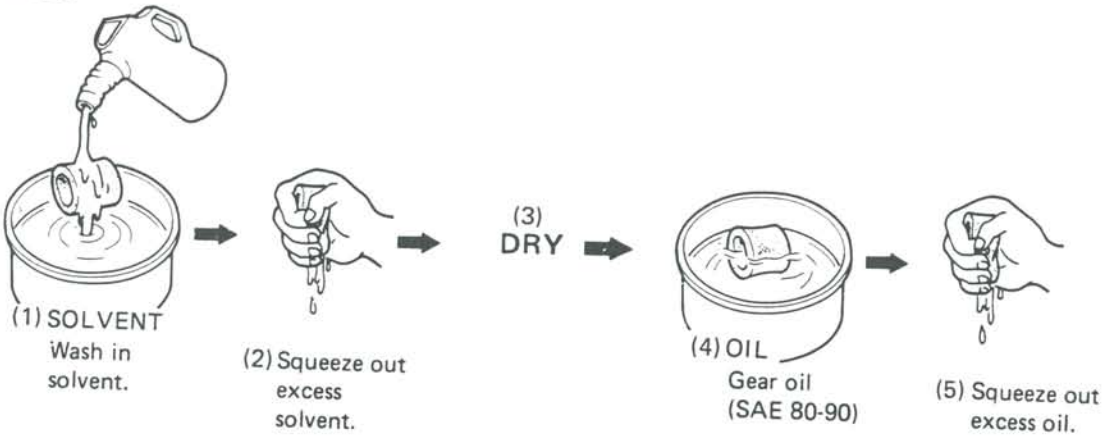
Remove the air cleaner set spring.



Remove the air cleaner element retainer and element.



Wash the element in non-flammable or high flash point solvent.
Allow to dry.
Soak the element in gear oil (SAE 80–90) and squeeze out the excess.



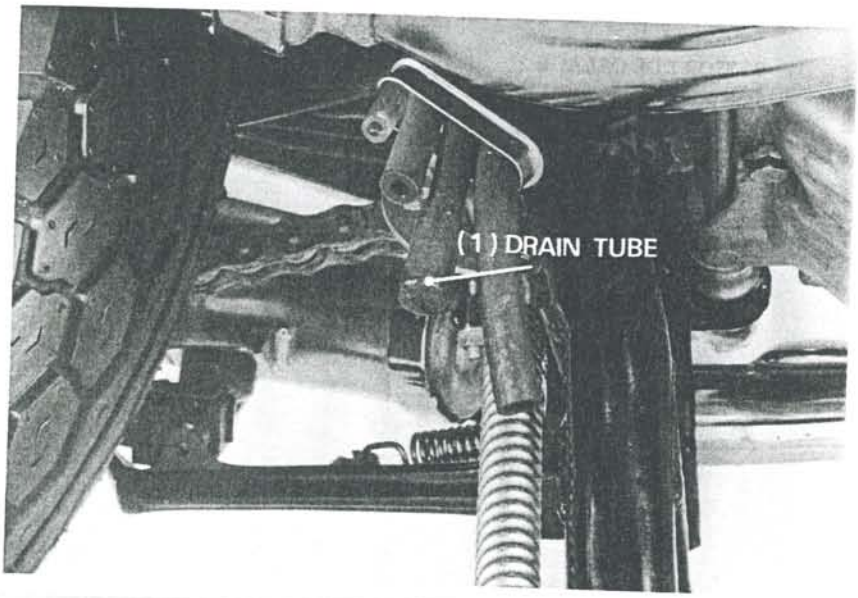
Install the air cleaner element.
Install the holder, set spring and air cleaner inlet duct.
Install the seat.

CRANKCASE BREATHER

CM type

Squeeze to open the lower end of the drain tube.
Remove any oil or water which may have accumulated.

CAUTION
Check the drain tube for clogging and routing.



FUEL LINES

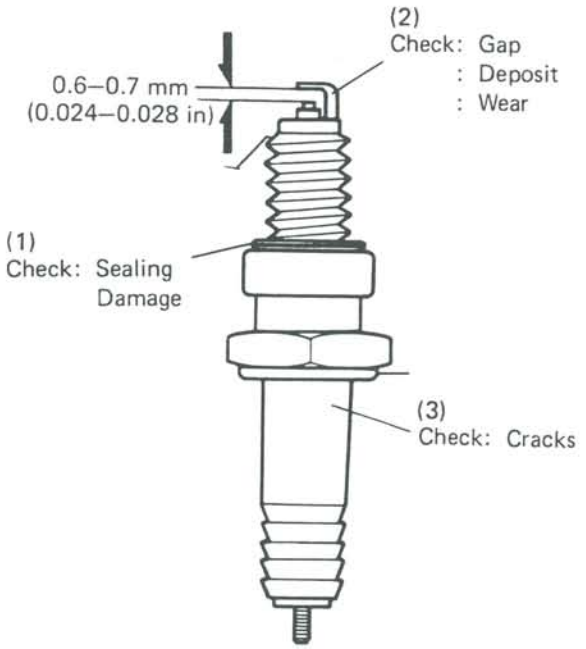
place any parts which show deterioration, damage or leakage.



SPARK PLUGS

Disconnect the spark plug caps and remove the spark plugs.
Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrodes should have a constant thickness. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped. If the spark plug deposits can be removed by sandblasting, the spark plug can be reused.
Adjust the spark plug gap by bending the side electrode.

SPARK PLUG GAP: 0.6–0.7 mm (0.024–0.028 in)



RECOMMENDED SPARK PLUG

Usage / Manufacturer	DK, DM, SA, U	CM, E, ED, F, G
ND	X22ES-U	X24ESR-U
NGK	D8EA	DR8ES-L

Reinstall the spark plugs and reconnect the spark plug caps.

NOTE

First tighten the spark plug finger tight, then tighten with a spark plug wrench.

IGNITION TIMING CHECK

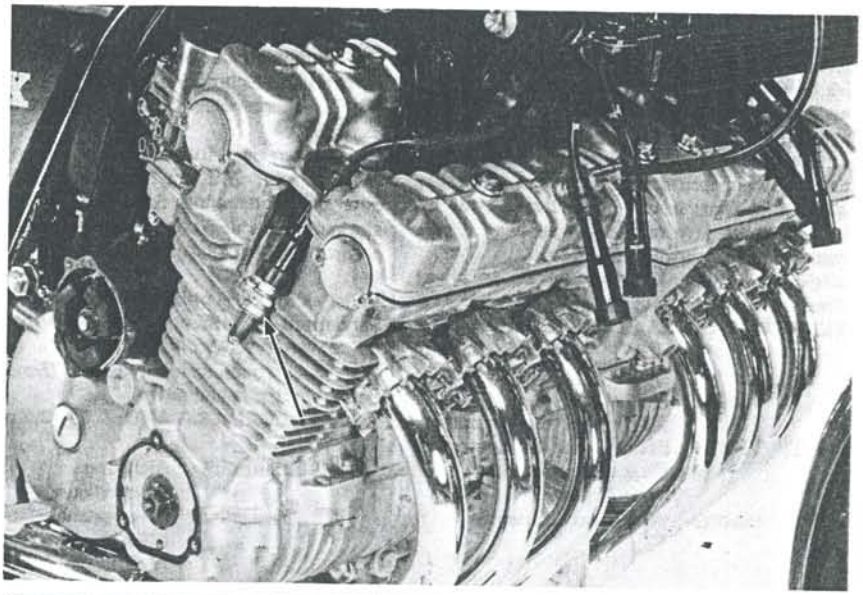
DYNAMIC

NOTE

Drain oil from engine for this inspection method. Place an oil drain pan under the right crankshaft end.

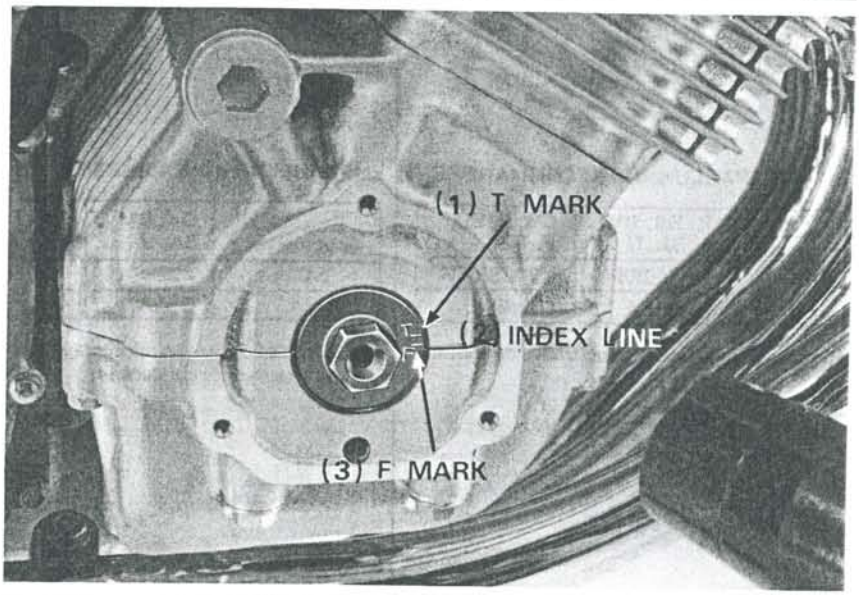
Remove all spark plug caps and either No. 6 plug spark or No. 1 spark plug.
Connect the removed plug with the spark plug cap and ground the plug to the cylinder head.

Remove the right crankshaft cap.
Connect a stroboscopic timing light to the grounded high tension cord.
Operate the starter motor while aiming the timing light at the right crankshaft end.
The "F" mark should align with the front crankcase mating surfaces.



ADJUSTMENT

Remove the pulser coil cover.
Adjust by loosening the three pulser base plate screws and rotating the plate.
Tighten the screws and recheck the timing.



ALTERNATIVE METHOD

(Can be done with oil in engine.)

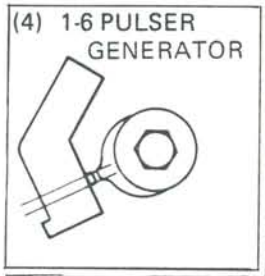
STATIC

Remove right crankcase cap and pulser coil cover.
Rotate crankshaft clockwise and align "F" mark with front crankcase mating surfaces.

NOTE

Either No. 6 or No. 1 piston must be near T.D.C. of the compression stroke at this time.

The timing is correct if the narrow projection of "1–6" pulser generator is aligned with the rotor tooth.

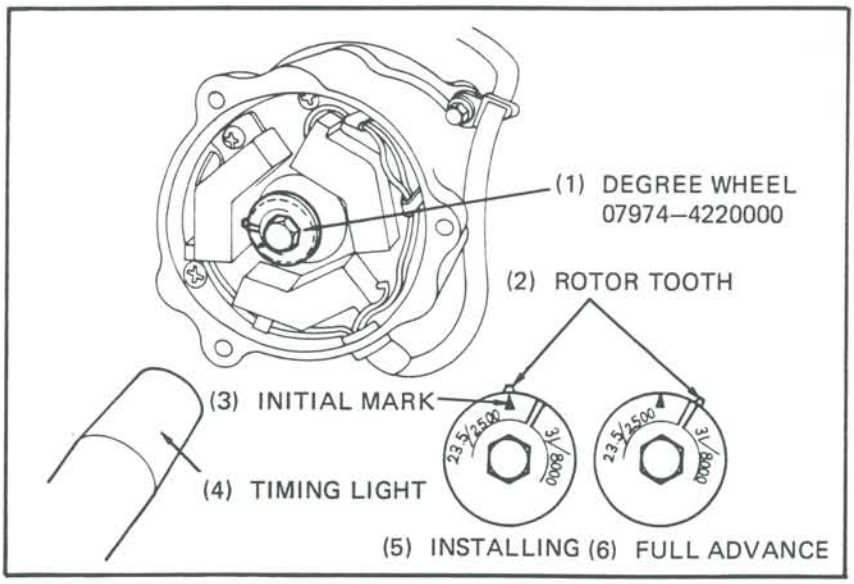


SPARK ADVANCER

NOTE

- Check the spark advancer only if engine performance difficulties occur.
- A high quality stroboscopic timing light designed for transistorized ignition systems must be used. It should also be capable of accurate operation at 8,000 min^{-1} (8,000 rpm).

Remove the pulser cover.
Remove the rotor bolt and isntall the special degree wheel.
Align initial mark on the degree wheel with the rotor tooth and tighten the rotor bolt.
Connect a timing light to the No.6 high tension wire.

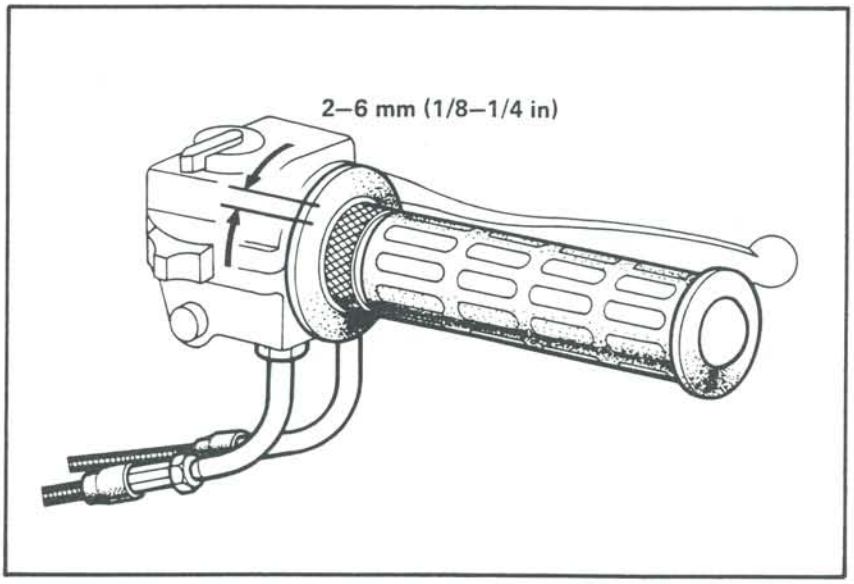


Start the engine.
Check that the initial mark remains aligned with the rotor tooth at idle.
Bring engine speed to 2,500 min^{-1} (2,500 rpm) and check that the rotor tooth aligns with the 23.5 degree mark.
Then bring engine speed to 8,000 min^{-1} (8,000 rpm) and check that the rotor tooth aligns with the 31 degree mark.

CAUTION

Do not allow engine speed to exceed 8,000 rpm or engine damage may result.

Replace the advancer assembly if it is not functioning properly.
Install the pulser cover.



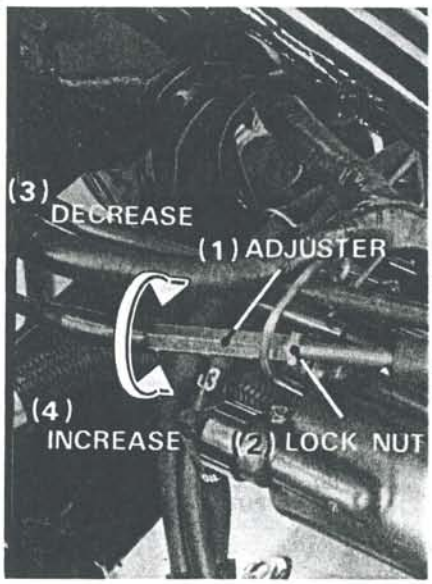
THROTTLE OPERATION

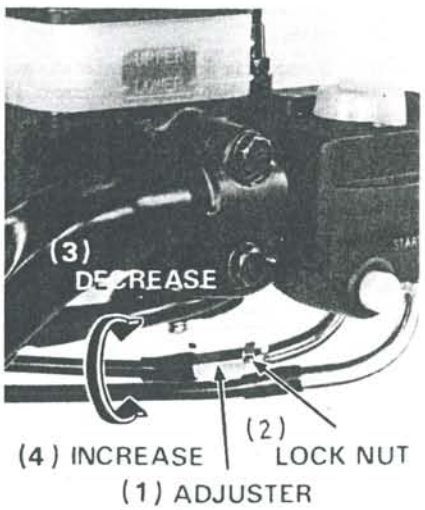
Make sure that there is no deterioration, damage, or kinks in the throttle cables, and that the throttle grip free play is 2–6 mm (1/8–1/4 in) on the outer edge of the throttle grip flange.

Check for smooth throttle grip rotation from fully closed to fully open in all steering positions and that it automatically returns to "fully closed" when released.
Adjust if necessary.

Major adjustments are made at the middle adjuster. To adjust, loosen the grip play adjuster lock nut and turn the adjuster. Tighten the lock nut.
Minor adjustments are performed at the upper adjuster.

Recheck throttle operation.
Replace any damaged parts.



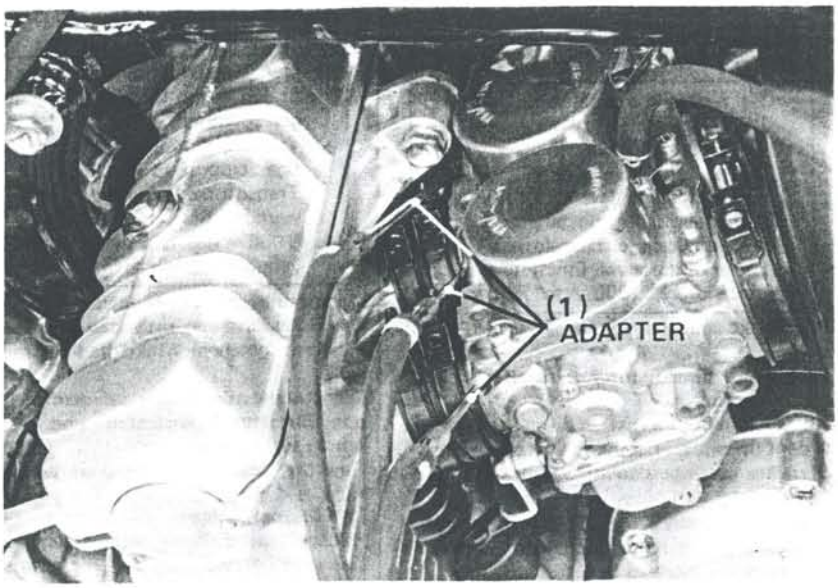


CARBURETOR SYNCHRONIZATION

NOTE

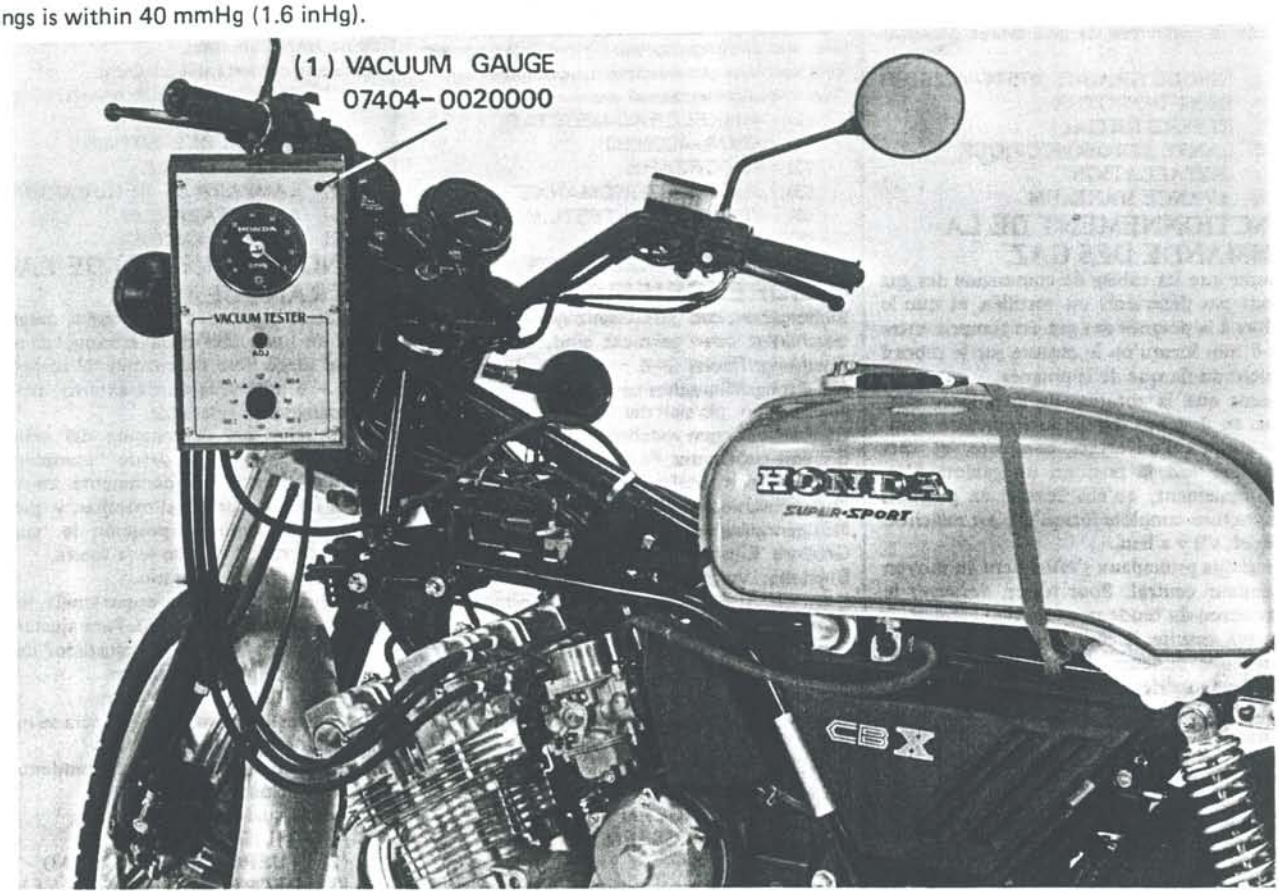
Perform carburetor synchronization with engine at normal operating temperature, transmission in neutral and motorcycle on the center stand.

Remove the seat and air cleaner inlet duct.
Turn the fuel valve OFF and remove the fuel tube and fuel tank.
Prepare a longer fuel tube and reconnect it to the fuel tank and carburetor.



Position the fuel tank higher than its normal position.
Remove vacuum plugs from the carburetor and install long adapters to inner carburetors and short adapters to outer carburetors.
Connect vacuum gauges.

Start the engine and adjust the idle speed to 900 ± 100 min^{-1} (900 ± 100 rpm), then make sure that the maximum difference in vacuum readings is within 40 mmHg (1.6 inHg).



ADJUSTMENT

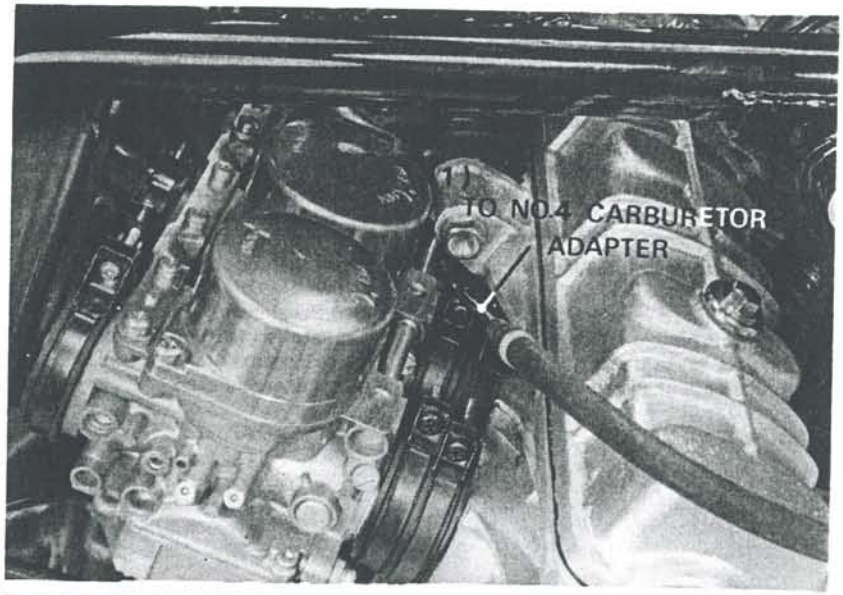
NOTE

The No.4 carburetor cannot be adjusted; it is the base.

Start the engine and adjust the idle speed.

IDLE SPEED: 900 ± 100 min^{-1} (900 ± 100 rpm)

Make sure that the maximum difference in vacuum readings does not exceed 40 mmHg (1.6 inHg).



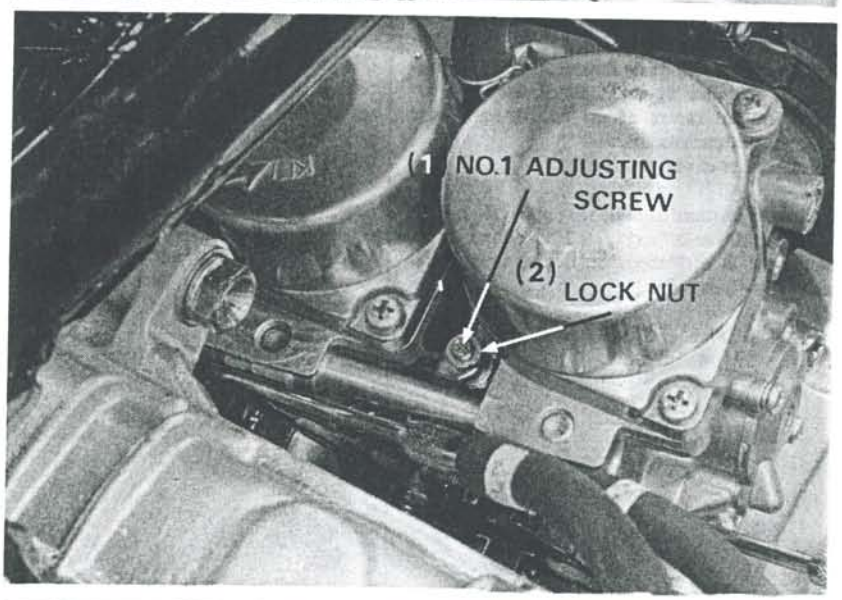
Adjust by turning the adjusting screws with the special tool "Carburetor Throttle Wrench" to achieve a maximum difference in vacuum readings between cylinders of less than 40 mmHg (1.6 inHg).

Adjust in the following order:

CARBURETOR

No. 5 → No. 6

No. 3 → No. 2 → No. 1

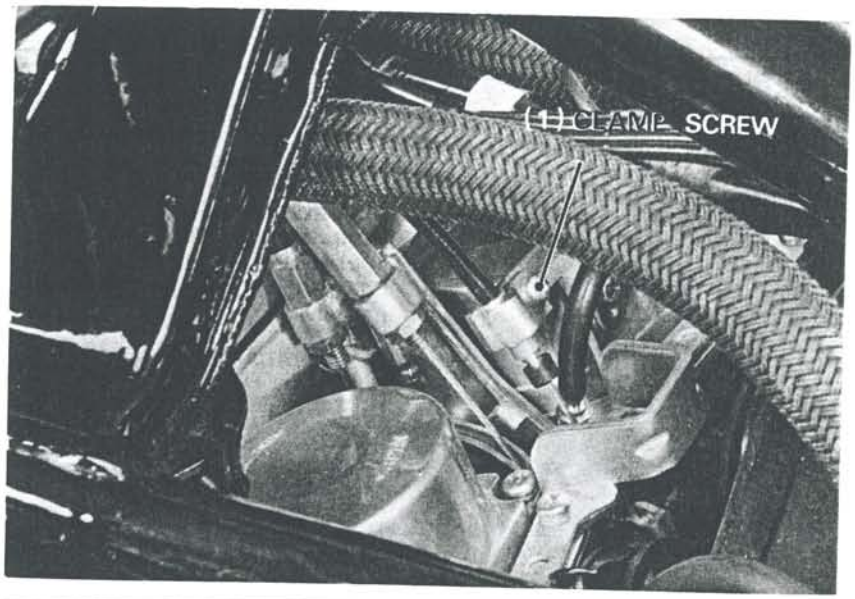


Recheck the idle speed and synchronization.



CHOKE MECHANISM MAINTENANCE

Operate the choke lever and check for smooth operation.
Pull the choke to "fully closed" and make sure that the choke lever is fully closed at the carburetors.
Adjust by loosening the choke wire clamp and removing the choke wire.
Retighten the clamp, holding the choke lever fully closed.



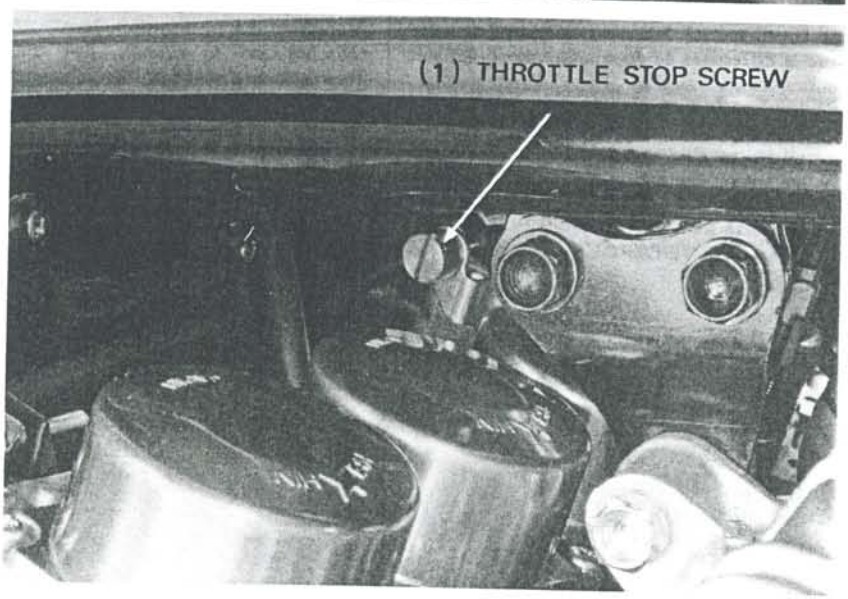
IDLE SPEED ADJUSTMENT

NOTE

Adjust idle speed after synchronizing carburetors. The engine must be warm for accurate idle adjustment. Ten minutes of stop-and-go driving is sufficient.

Warm up the engine, shift to NEUTRAL, and place the motorcycle on its center stand.
Turn the throttle stop screw as required to obtain the specified idle speed.

IDLE SPEED: 900 ± 100 min^{-1} (900 ± 100 rpm)



NOTE

Pilot screws are factory pre-set. Do not adjust the pilot screw unless the carburetors are overhauled.

VALVE CLEARANCE

NOTE

- Inspect and adjust valve clearance while the engine is cold. (Below 35°C, 95°F).
- Before removing the cylinder head cover, allow oil to drain from the cylinder head into the crankcase by placing the motorcycle on its side stand.

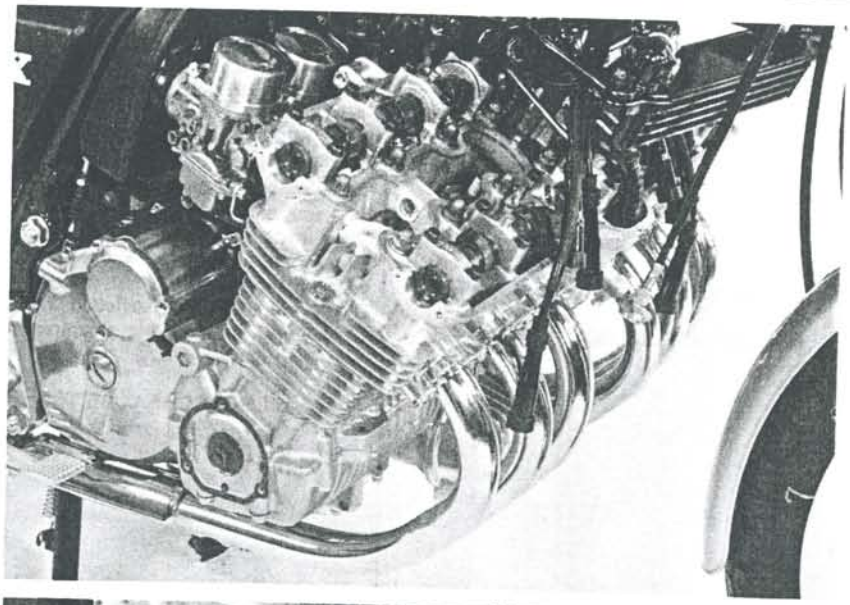
Remove the seat.
Turn the fuel valve OFF and remove the fuel tube and fuel tank.
Remove the No. 1 and No. 6 spark plugs.
Remove the cylinder head brackets.
Remove the tachometer cable.

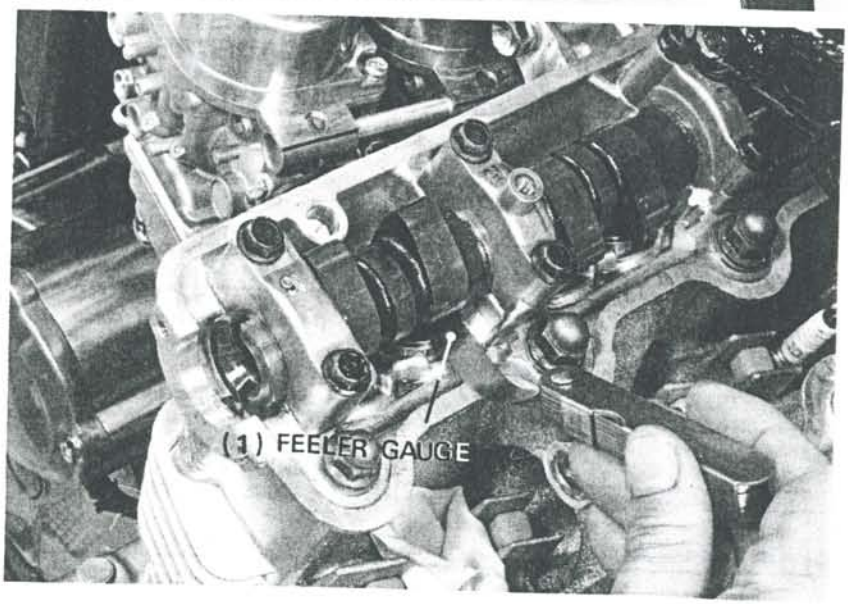
Remove the tachometer gear cap and driven gear.
Remove the four cylinder head side covers.
Remove the eight cylinder head cover mounting bolts and cylinder head cover.

NOTE

- Do not allow engine oil to enter the combustion chambers when the cylinder head cover is removed.
- Make sure the torque of the camshaft holder mounting bolts (32 bolts) is 12–14 N·m (1.2–1.4 kg-m).

Remove the right crank cap.





INSPECTION

Measure intake and exhaust valve clearances by inserting a feeler gauge between the camshaft and valve lifter shim.

VALVE CLEARANCE:

$$0.08\ ^{+0.05}_{-0.02}\ \text{mm}\ (0.003\ ^{+0.002}_{-0.001}\ \text{in})$$

Rotate the crankshaft clockwise and measure the valve clearances in the following sequence:

Open No. 2 Ex.	Valves to maximum and Measure	No. 2 In., No. 1 Ex., No. 3 Ex. clearance
Open No. 4 Ex.	Valves to maximum and Measure	No. 4 In., No. 5 Ex., No. 6 Ex. clearance
Open No. 2 In.	Valves to maximum and Measure	No. 1 In., No. 3 In., No. 5 In. clearance
Open No. 5 Ex.	Valves to maximum and Measure	No. 6 In., No. 2 Ex., No. 4 Ex. clearance

Record the valve clearances.

ADJUSTMENT

NOTE

Adjustment shims are available in 0.05 mm increments, from 2.30 to 3.50 mm.

Select a replacement shim to achieve the specified valve clearance, using the following procedures.

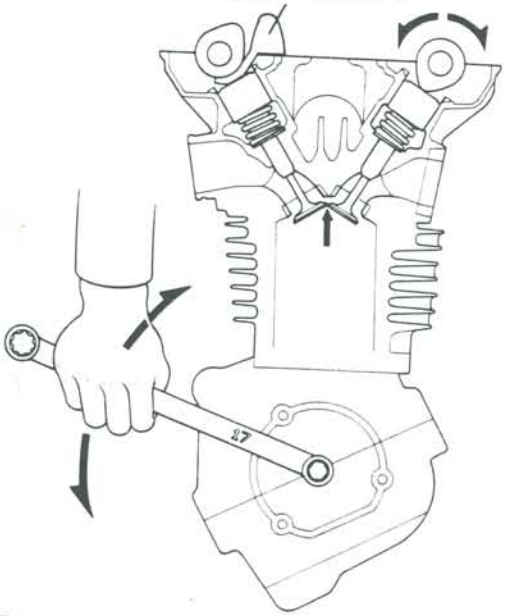
Rotate the valve lifter until the notch of the lifter appears on the shim so that the shim can be removed.

Rotate the crankshaft so that the valve being adjusted is at maximum lift.

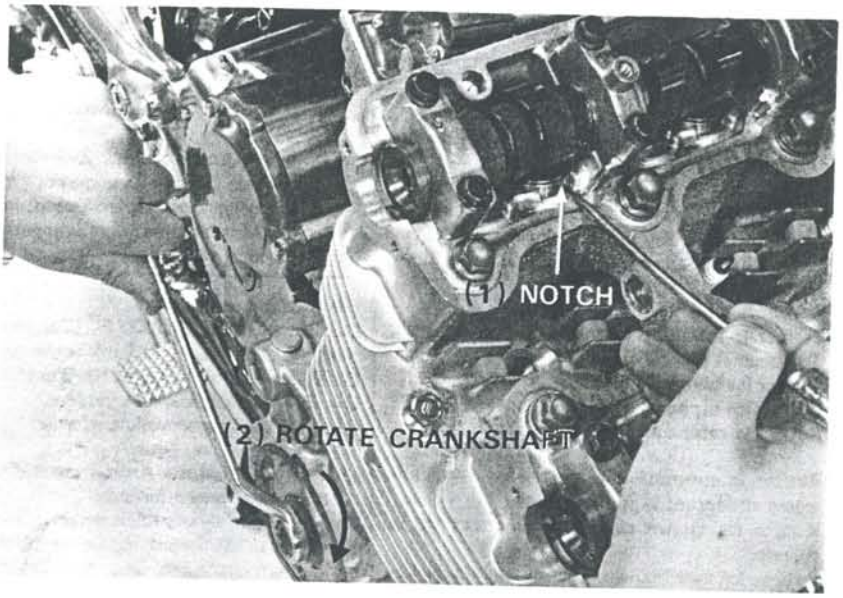
Insert the special tool (Valve Lifter Holder) between the camshaft and two adjacent lifters.

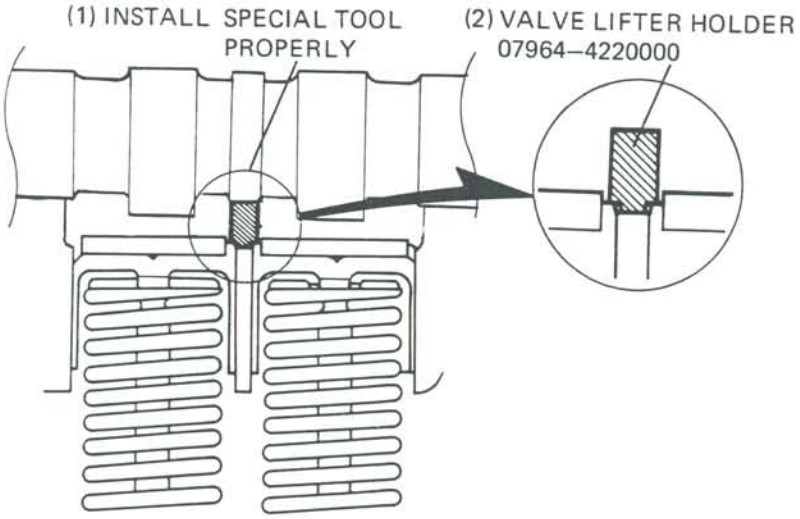
CAUTION

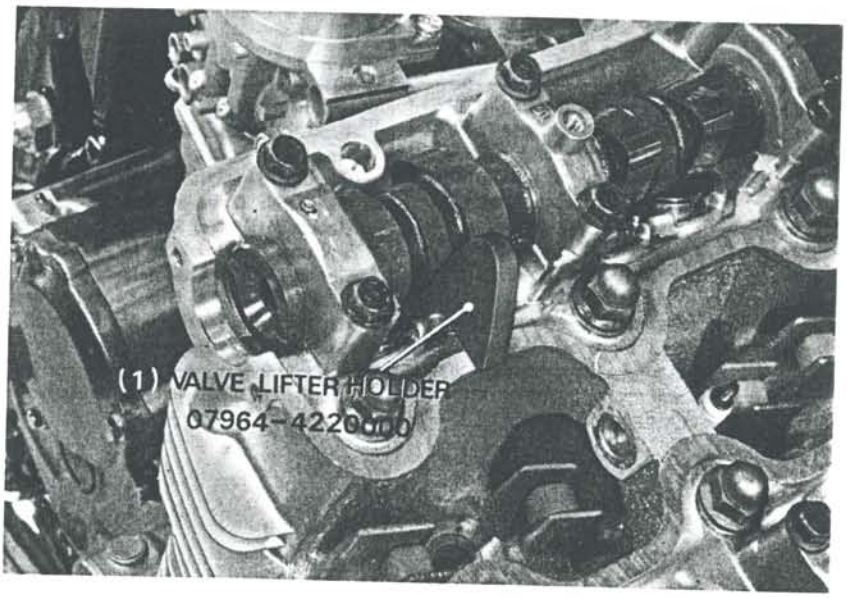
Do not rotate the crankshaft too far or in the wrong direction when the Valve Lifter Holder is depressing a pair of Valves. To do so will cause the intake and exhaust valves to strike and damage each other.



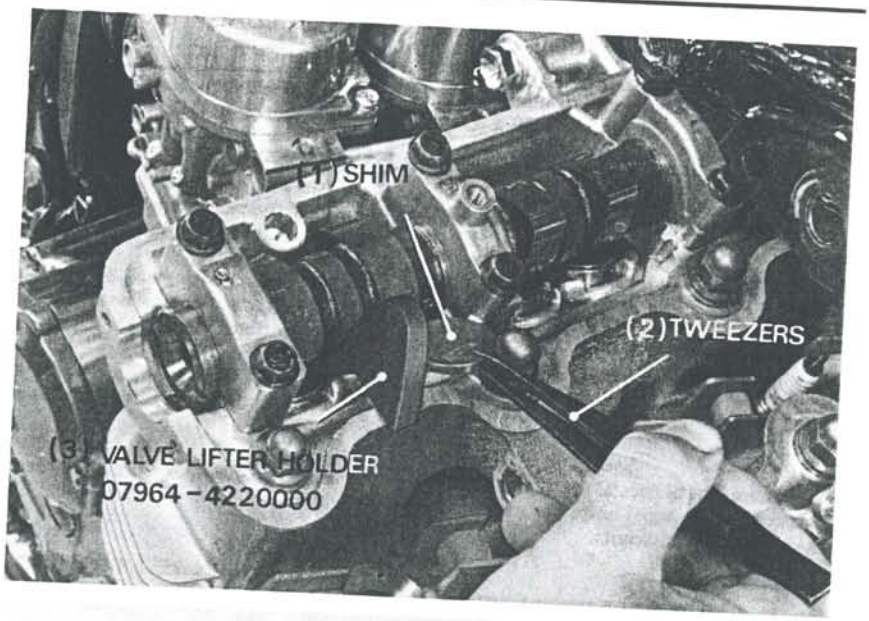
Rotate the crankshaft one turn in the proper direction, so that the cam lobe points away from the lifter.



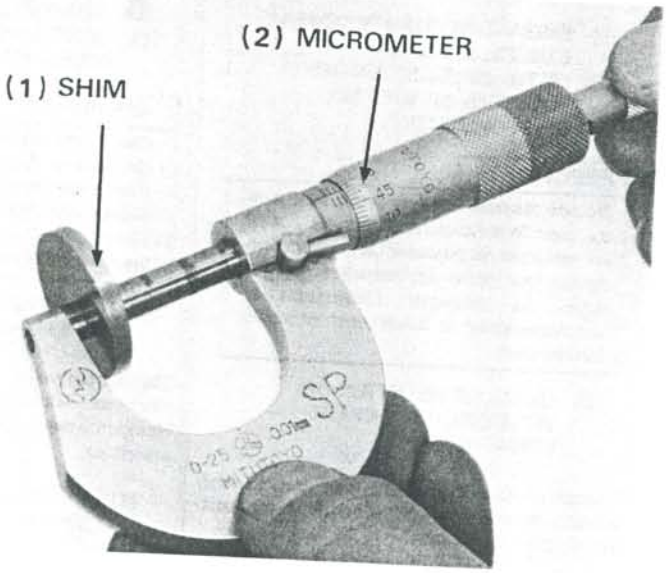




Remove the shim with tweezers.



Measure the thickness of used shim with a micrometer.
Select a replacement shim using the chart on Page 3-13.



Insert the replacement shim.

CAUTION

Make sure the opposite pair of valves does not open. The valves could be bent or damaged if the crankshaft is rotated incorrectly.

Rotate the crankshaft one turn until the valves are at maximum lift.
Remove the special tool "Valve Lifter Holder".
Rotate the crankshaft 2-3 revolutions to fully seat the replacement shim.
Recheck the valve clearance.

(1) EXAMPLE: 1. Measure valve clearance = 0.16 mm
2. Measure present shim size = 2.50 mm
3. Refer to chart. (See shaded columns)
4. Replacement shim size = 2.55 mm

(2) VALVE SHIM SELECTION CHART

(3) STANDARD VALVE CLEARANCE = 0.08 $^{+0.05}_{-0.02}$ mm

(4) EX

(6) SHIM mm	(5) PRESENT SHIM SIZE mm																									
(7) VALVE CLEARANCE mm	2.30	2.35	2.40	2.45	**2.50**	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50
0.01–0.05		2.30	2.35	2.40	**2.45**	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45
0.06–0.13	(9) SPECIFIED CLEARANCE (10) NO CHANGE REQUIRED																								
(8) EX ⇨ **0.14–0.16**	**2.35**	**2.40**	**2.45**	**2.50**	**2.55**	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50	
0.17–0.21	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50		
0.22–0.26	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50			
0.27–0.31	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50				
0.32–0.36	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50					
0.37–0.41	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50						
0.42–0.46	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50							
0.47–0.51	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50								
0.52–0.56	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50									
0.57–0.61	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50										
0.62–0.66	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50											
0.67–0.71	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50												
0.72–0.76	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50													
0.77–0.81	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50														
0.82–0.86	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50															
0.87–0.91	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																
0.92–0.96	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																	
0.97–1.01	3.20	3.25	3.30	3.35	3.40	3.45	3.50																		
1.02–1.06	3.25	3.30	3.35	3.40	3.45	3.50																			
1.07–1.11	3.30	3.35	3.40	3.45	3.50																				
1.12–1.16	3.35	3.40	3.45	3.50																					
1.17–1.21	3.40	3.45	3.50																						
1.22–1.26	3.45	3.50																							
1.27–1.31	3.50																								

(11) REPLACE WITH THIS SHIM

(12)
NOTE

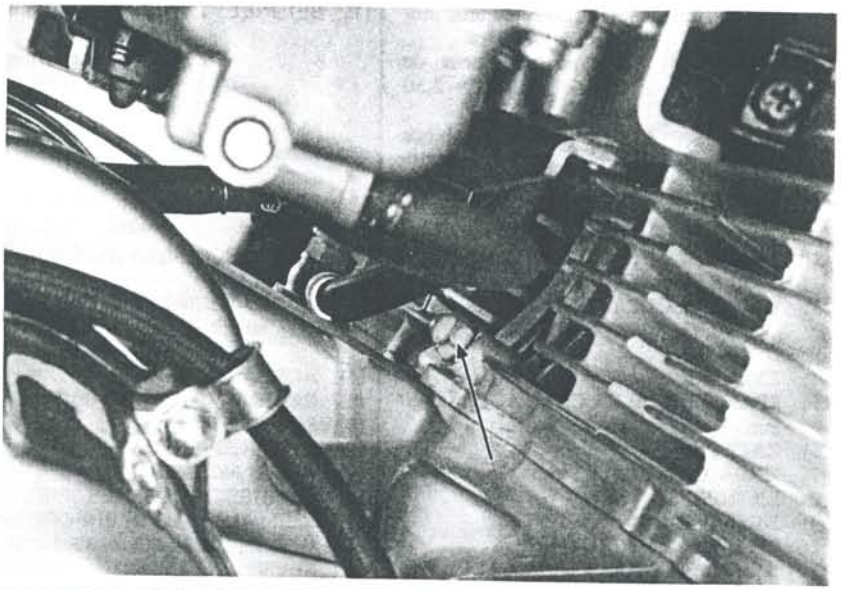
(1) Measure the valve clearance while the engine is cold.
(2) For shim replacement, see page 3–11.
(3) Measure old and new shims with a micrometer.
(4) The chart is for reference purpose only. After installing new shims, recheck the valve clearance.
Before rechecking, rotate the camshafts several times to seat the shims in the lifters.
(5) If the shim thickness required exceeds 3.5 mm, there is carbon build-up on the valve seat. Remove the carbon and reface the seat.

CAM CHAIN

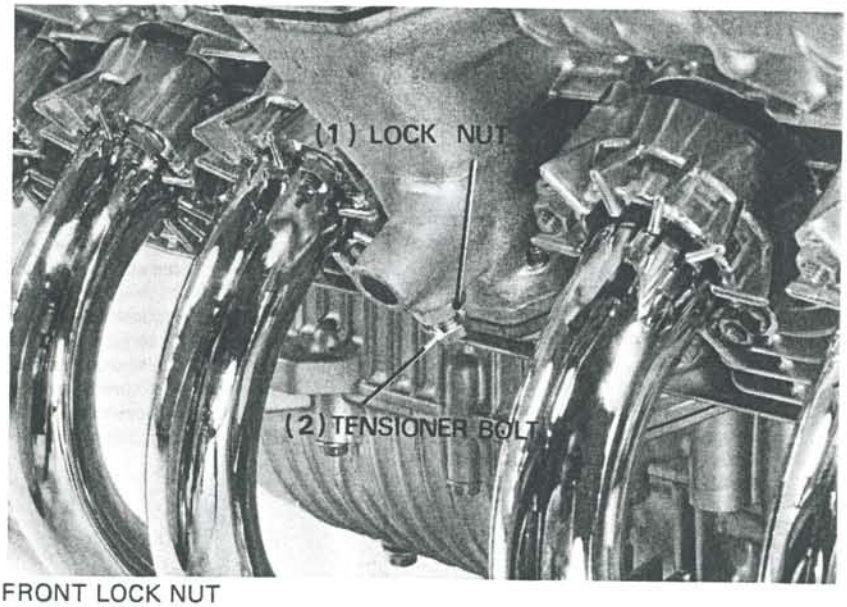
Start the engine and allow it to idle.
Loosen the rear cam chain tensioner lock nut 1/2 turn.
Tighten the lock nut.

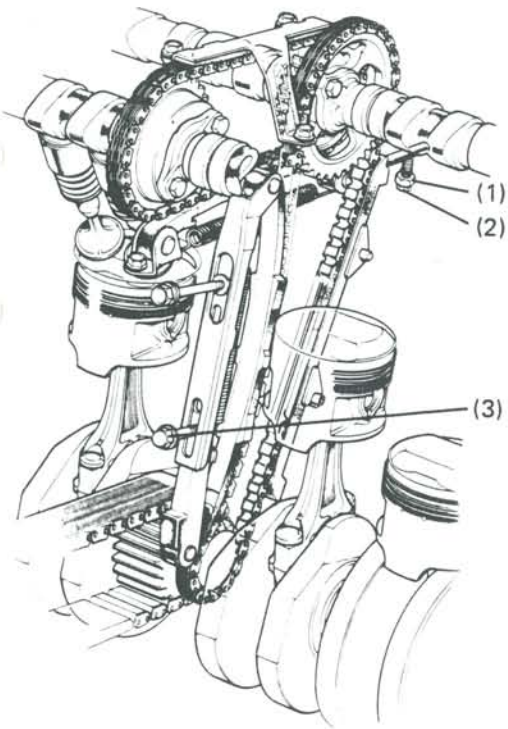
NOTE

The tensioner will automatically position itself to provide the correct tension.



Loosen the front cam chain tensioner lock nut and bolt 1/2 turn.
Tighten the bolt and lock nut.





(1) FRONT LOCK NUT
(2) FRONT LOCK BOLT

(3) REAR LOCK NUT

COMPRESSION TEST

Warm up the engine.
Remove all spark plugs.
Insert the compression gauge.
Open the choke and throttle valves fully.
Crank the engine with the starter motor.

NOTE

Crank the engine until the gauge reading stops rising. The maximum reading is usually reached in several seconds (electric starter).



COMPRESSION PRESSURE:

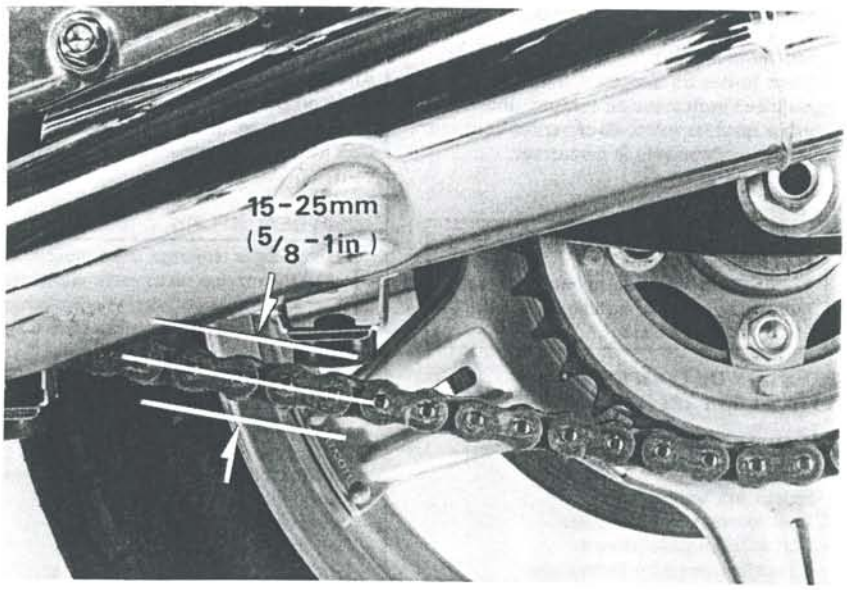
1,176.8 ± 98.1 kPa (12 ± 1 kg/cm^2, 170 ± 14 psi)

If compression is low, check the following:

- Leaky valves
- Improper valve clearance
- Leaking cylinder head gasket
- Worn piston/rings/cylinder

If compression is high, it indicates that carbon deposits have accumulated on the combustion chamber wall or on the piston crown.

DRIVE CHAIN



NOTE

Perform the following with the ignition switch "OFF".

Place the vehicle on its center stand and shift the transmission into neutral.
Inspect the drive chain midway between sprockets on the lower chain run.

FREE PLAY: 15–25 mm (5/8–1 in)

SERVICE LIMIT: 40 mm (1.5 in)

Adjust as follows:

Remove the rear axle cotter pin and loosen the nut.
Loosen the adjuster bolt lock nuts.
Turn the adjuster bolts an equal number of turns to obtain the specified free play.

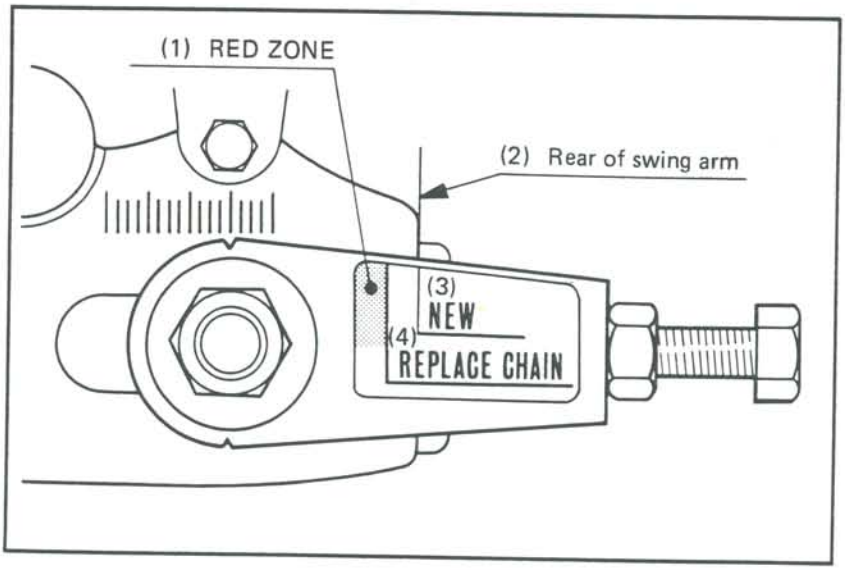
CAUTION

Be sure that the index mark aligns with the same graduation of the scale on both sides.

Tighten the adjuster bolt lock nuts.
Tighten the axle nut and install a new cotter pin.

Recheck free play and free wheel rotation.
Lubricate the drive chain (Page 2-5).

AXLE NUT TORQUE:
80–100 N·m (8.0–10.0 kg-m, 58–72 ft-lb)



Replace the drive chain when the red zone on the label aligns with the rear of the swing arm with a free play of 20 mm (3/4 in).

Replacement chain: RK 630B0 or DID 630ZL

Inspect the sprocket teeth for excessive wear or damage.
Replace if necessary.

NOTE

Never install a new drive chain on worn sprockets or a worn chain on new sprockets. Both chain and sprockets must be in good condition or the replacement chain or sprockets will wear rapidly.

BATTERY

Remove the right and left side covers.
Disconnect the ground cable at the battery terminal.
Disconnect the positive cable at the magnetic switch terminal.
Remove the battery.

Inspect the battery fluid level.
When the fluid level nears the lower level, refill with distilled water to the upper level.

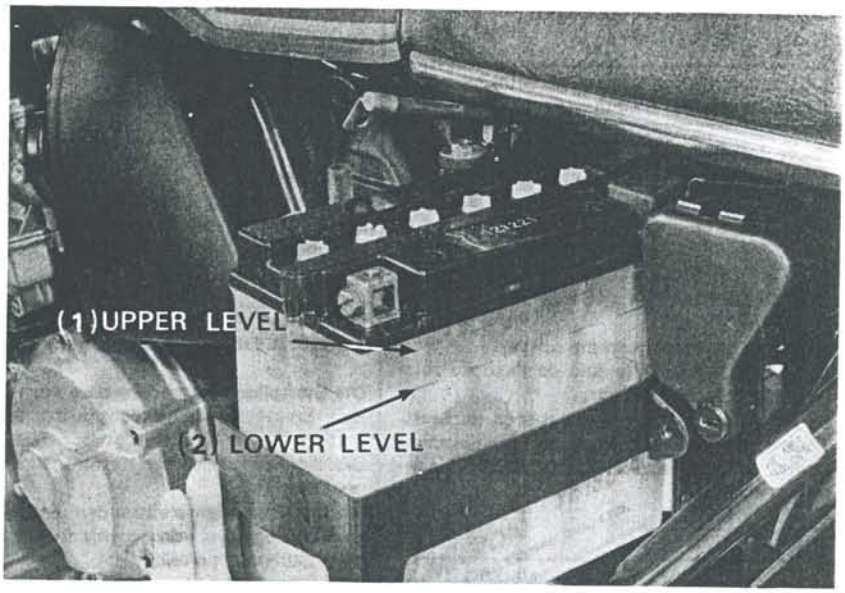
NOTE

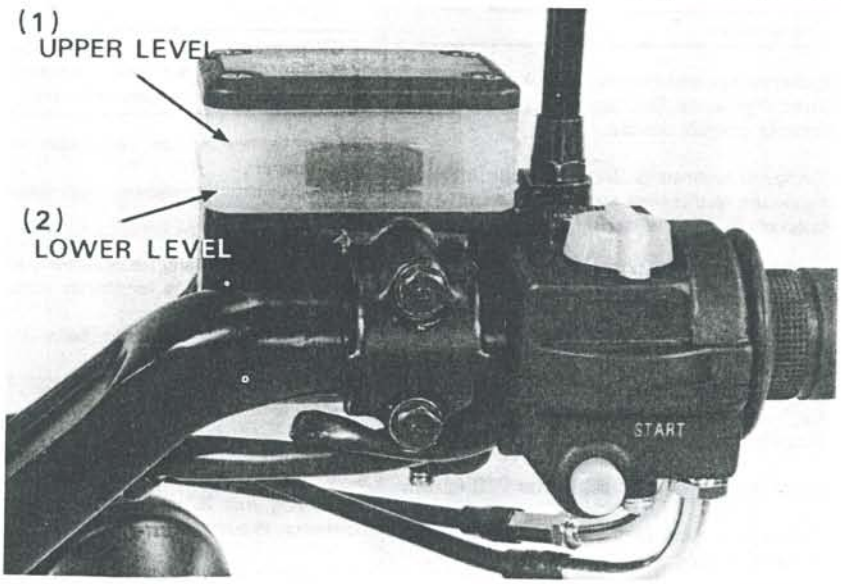
Add only distilled water. Tap water will shorten the service life of the battery.

WARNING

The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact, flush thoroughly with water and call a dosctor if your eyes were exposed.

Replace the battery, if sulfation forms or sediments accumulate on the bottom.





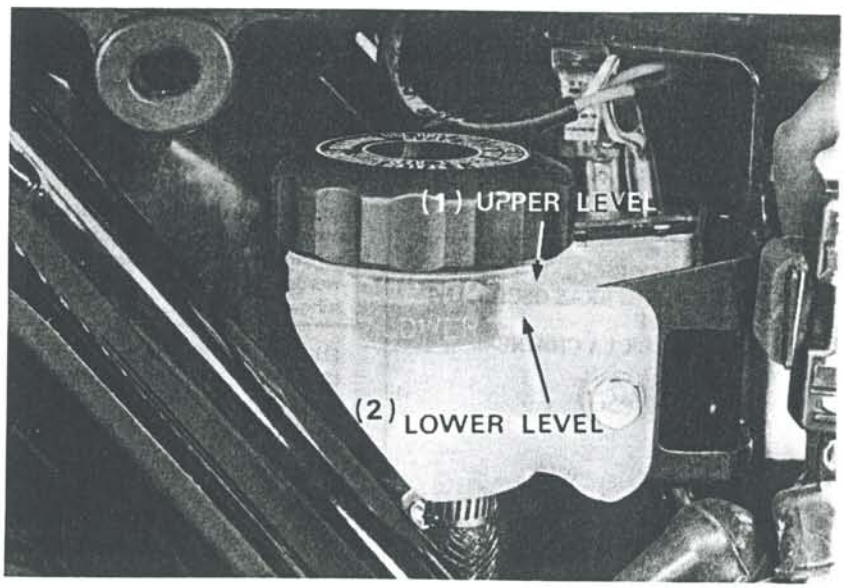
BRAKES

BRAKE FLUID

Check that the front and rear brake fluid reservoirs are filled to the upper level mark.
If the level nears the lower level mark, fill the reservoir with SAE J1703 or DOT–3 BRAKE FLUID to the upper level mark.
Check the entire system for leaks, if the level is low.

CAUTION

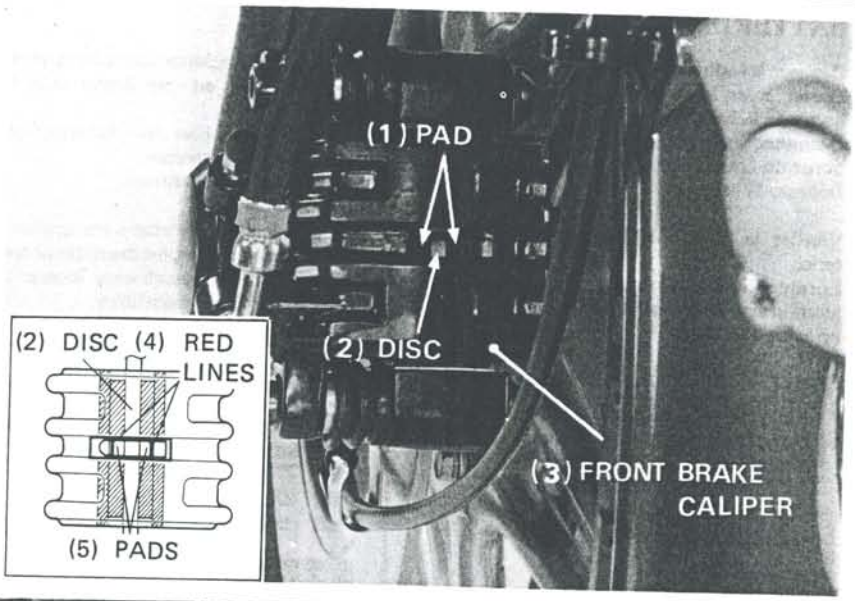
- *Do not mix different brands of fluid as they may not be compatible.*
- *Do not remove the cap until the handlebar has been turned full right so that the reservoir is level.*
- *Avoid operating the brake lever with the cap removed.*
  Brake fluid will flow out if the lever is pulled.

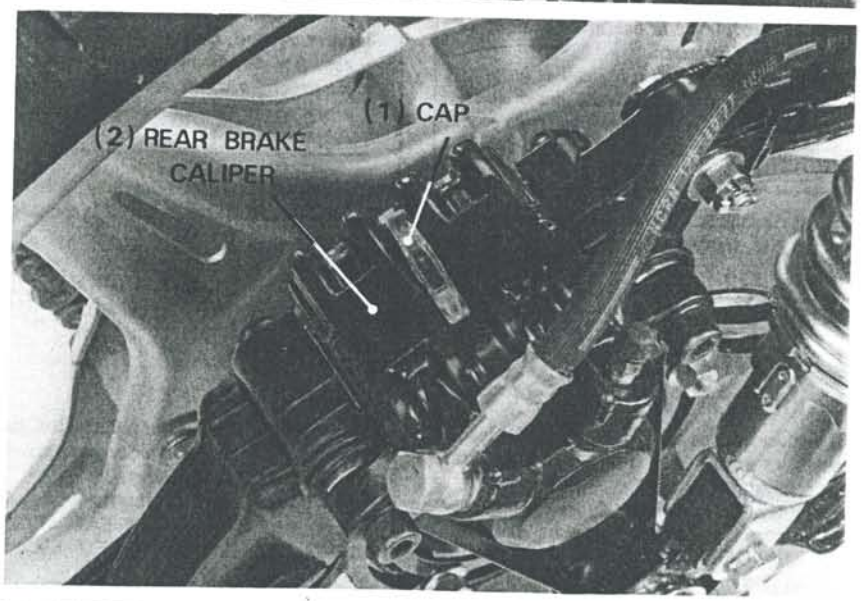


BRAKE PADS WEAR

Remove the cap from the caliper and check for brake pad wear.
Replace the brake pads if the red line on the top of the pads reaches the edge of the brake disc. (Refer to Section 15).

CAUTION
Always replace the brake pads in pairs to assure even disc pressure.





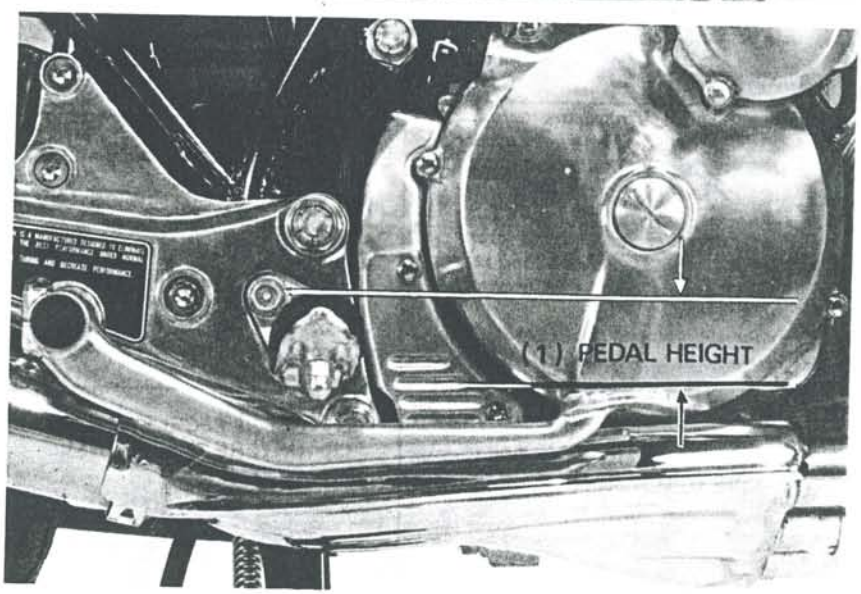
BRAKE SYSTEM

REAR BRAKE PEDAL HEIGHT

Adjust the pedal height so that the distance between the pedal and upper face of the footpeg is correct.

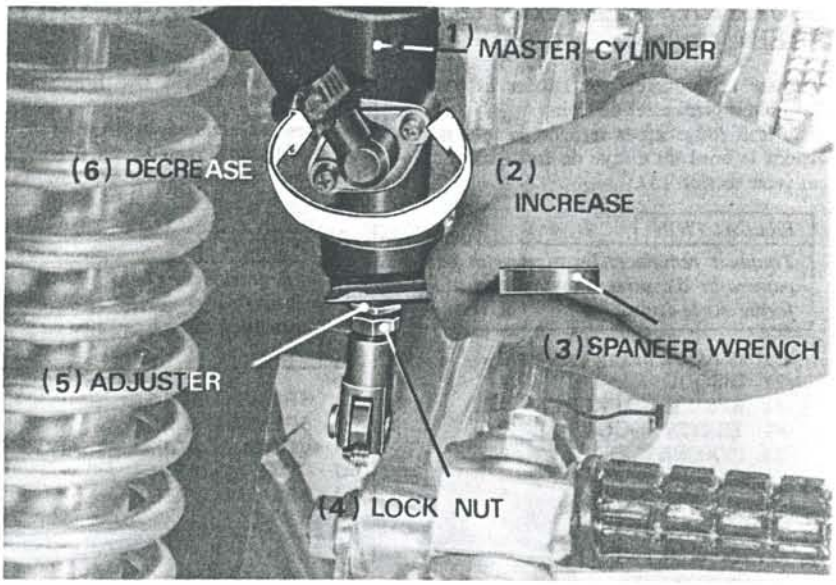
CAUTION
Improper brake pedal height adjustment can cause brake drag.

PEDAL HEIGHT
CM and SA types: 7 mm (0.3 in)
E, F, G, ED, DK, DM and U types:
15 mm (0.6 in)



Adjust as follows:
Loosen the lock nut.
Turn the adjuster until the correct pedal height is obtained.
Tighten the lock nut securely.

NOTE
After adjusting pedal height, adjust the brakelight switch.

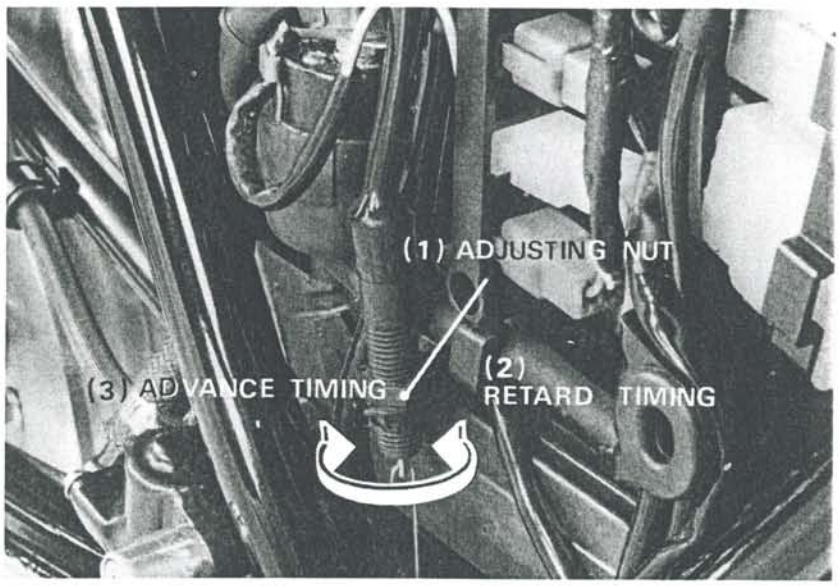


BRAKELIGHT SWITCH

Adjust the brakelight switch so that the brakelight will light when the brake pedal is depressed and the brake begins engagement.

NOTE
Do not turn the switch body. The front brakelight switch does not require adjustment.

Adjust by bending the switch adjusting nut as shown.

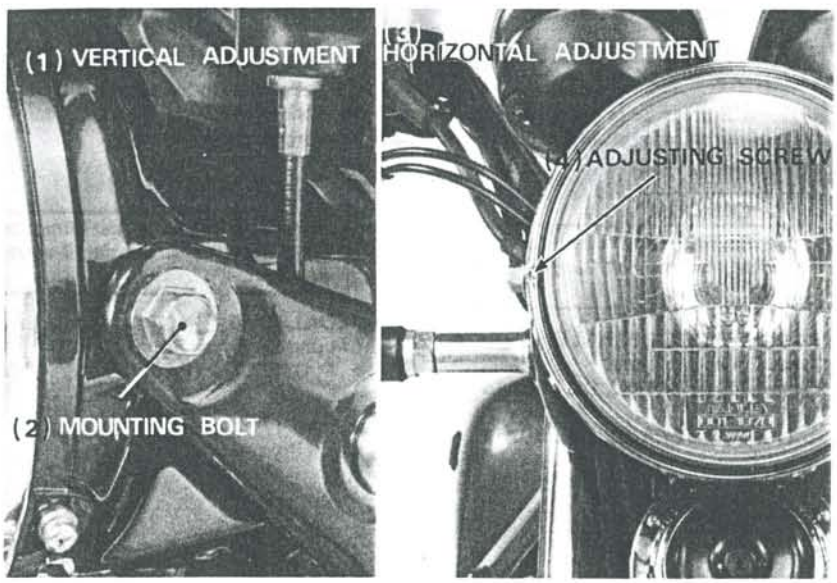


HEADLIGHT AIM

Adjust vertically by loosening both headlight case mounting bolts.
Adjust horizontally by turning the adjusting screw on the headlight rim.
Turn the adjusting screw clockwise to driect the beam toward the right side of the rider.

NOTE
Adjust the headlight beam as specified by local laws and regulation.

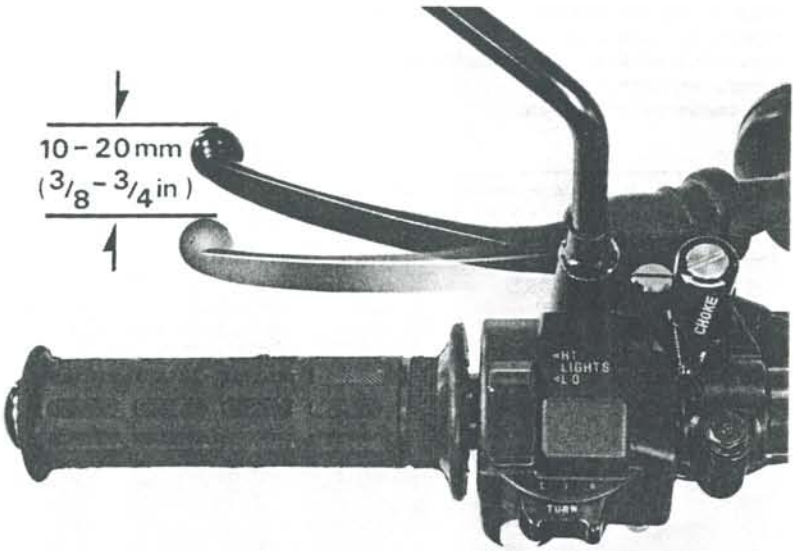
WARNING
An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.



CLUTCH FREE PLAY

Inspect the clutch lever free play at the end of the lever.

FREE PLAY: 10–20 mm (3/8–3/4 in)



ADJUSTMENT

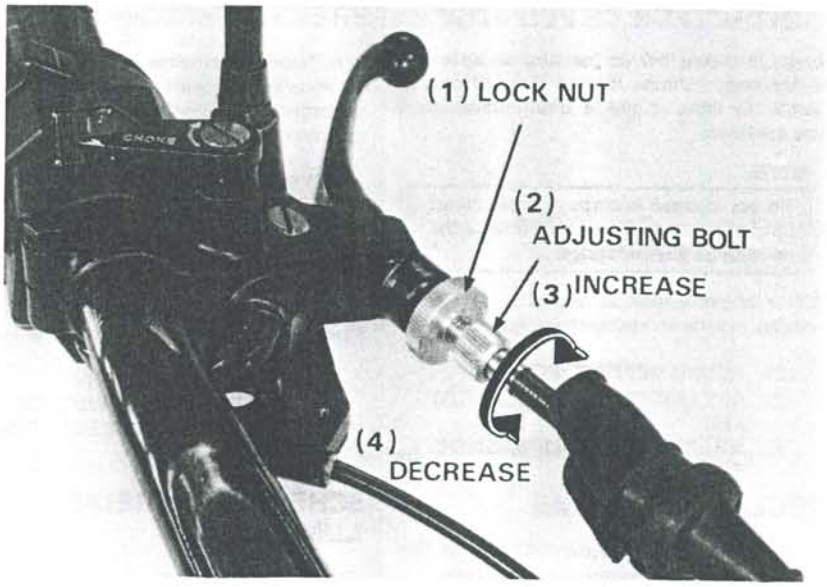
Loosen the upper adjusting bolt's lock nut and turn the adjusting bolt until the correct free play is obtained.

Tighten the lock nut.

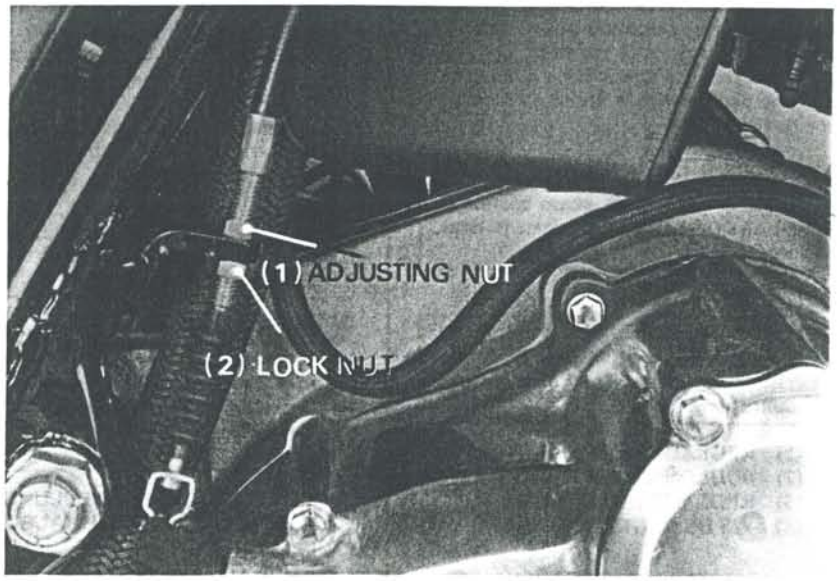
NOTE

Do not expose the adjusting bolt threads more than 8 mm (3/4 in).

If adjustment cannot be made with the clutch lever adjusting bolt, screw the adjusting bolt all the way in. Adjustment must be made at the clutch housing.



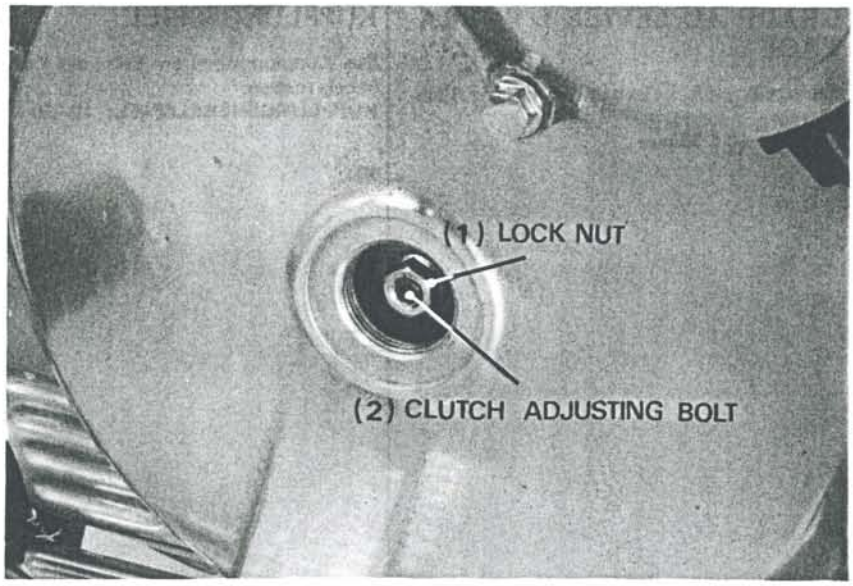
Loosen the lower clutch cable adjusting lock nut and turn the adjusting nut all the way in.



Remove the clutch lifter cap, loosen the clutch lifter lock nut. Turn the adjusting screw in until a slight resistance is felt. From this position, turn the clutch adjusting screw counterclockwise 1 turn, and tighten the lock nut.

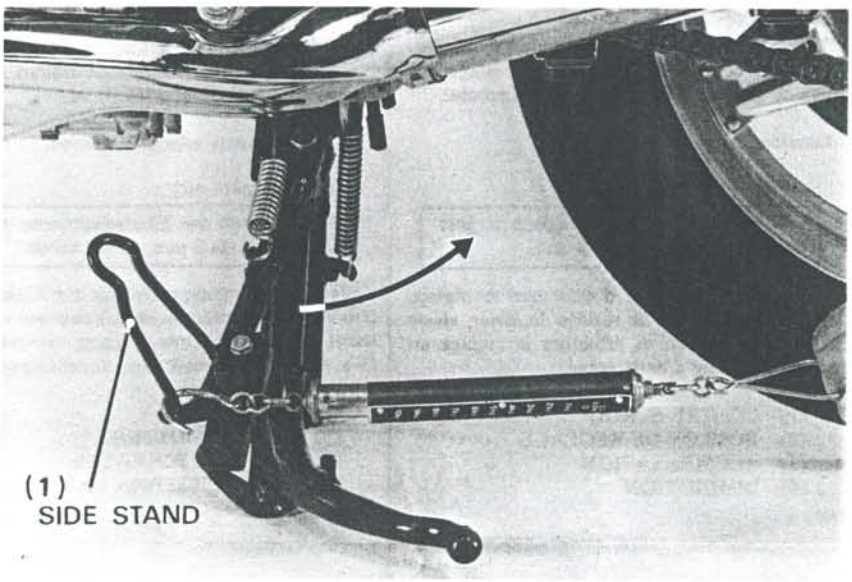
Turn the clutch cable lower adjusting nut so that there is 10–20 mm (3/8–3/4 in) of free play at the end of the clutch lever. Tighten the lock nut.
Any minor adjustment can be obtained with the adjusting bolt and lock nut at the clutch lever.

After adjustment, be sure all lock nuts are tightened securely.
Check to see that the clutch is not slipping and is properly disengaging.



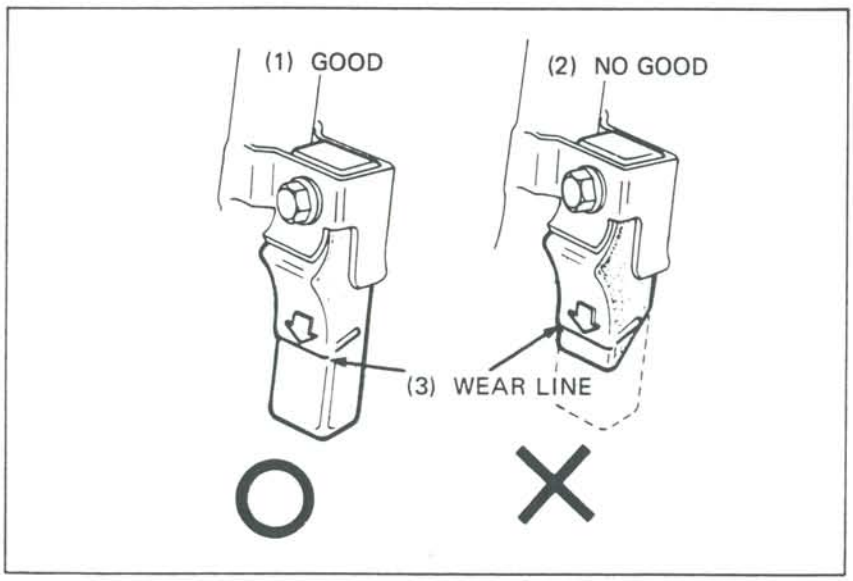
SIDE STAND

Check the rubber pad for deterioration or wear.
Replace if any wear extends to the wear line as shown.
Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement and bending.



NOTE

When replacing, use a rubber pad with the mark "OVER 260 lbs ONLY".
Spring tension is correct if the measurements fall within 14.7–24.5 N (1.5–2.5 kg, 3.3–5.5 lb) when pulling the side stand lower end with a spring scale.



SUSPENSION

WARNING

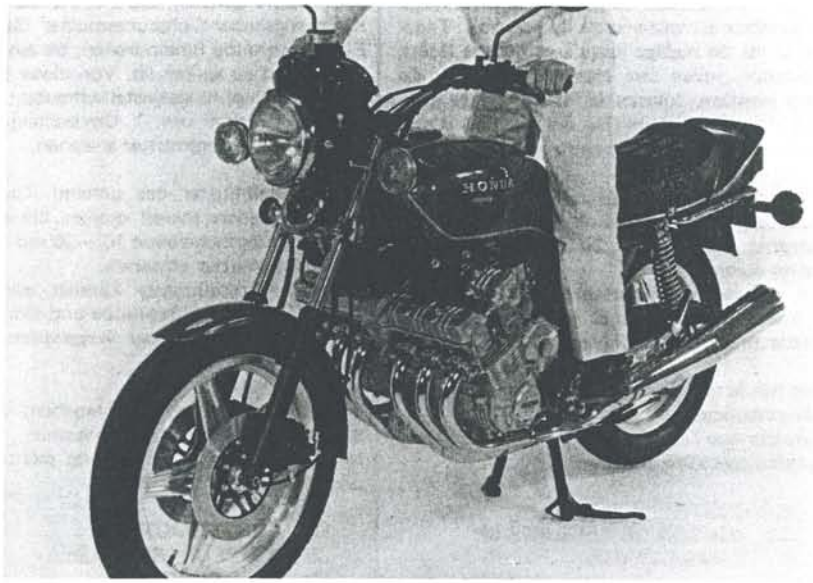
Do not ride a vehicle with faulty suspension. Loose, worn or damaged suspension parts impair vehicle stability and rider control.

FRONT

Check the action of the front forks by compressing them several times.
Check the entire fork assembly for leaks or damage.
Replace any components which cannot be repaired.
Tighten all nuts and bolts.

REAR

Place the motorcycle on its center stand.
Move the rear wheel sideways with force to see if the swing arm bushings are worn.
Replace if excessively worn.
Check the entire suspension assembly to see if it is securely mounted, and not damaged or distorted.
Tighten all nuts and bolts.
Lubricate the swing arm bushings.





WHEELS

TIRE PRESSURE

NOTE

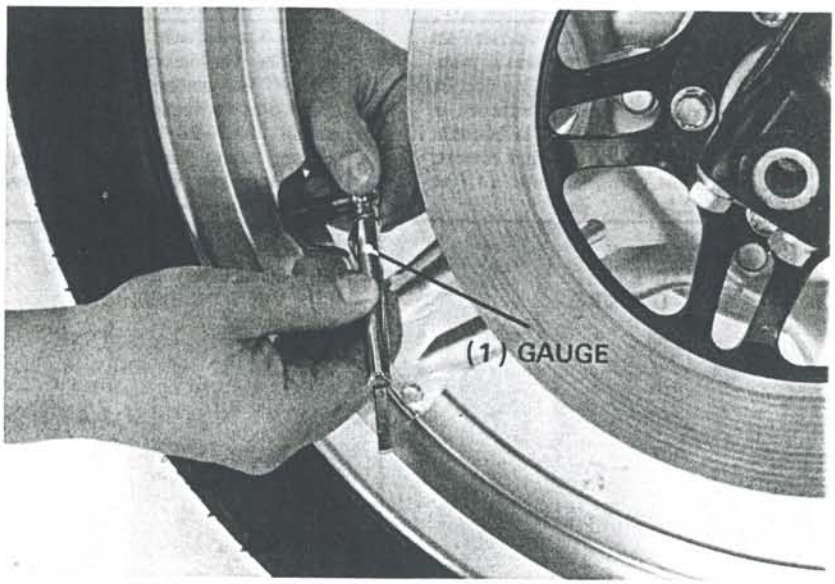
Tire pressure should be checked when tires are **COLD.**

Check the tire for cuts, imbedded nails, or other sharp object.

Recommended tire pressure and tire size:

Type		CM, U, DK, DM, SA	E, F, G, ED
Cold tire pressures kPa (kg/cm^2 psi)	Front	200 (2.0, 28)	225 (2.25, 31)
	Rear	280 (2.8, 40)	280 (2.8, 40)
Vehicle capacity load limit kg (lbs)		163 (60)	
Tire size	Front	3.50H19-4PR	3.50V19-4PR
	Rear	4.25H18-4PR	4.25V18-4PR

Check the front and rear wheels for trueness (page 14–5).

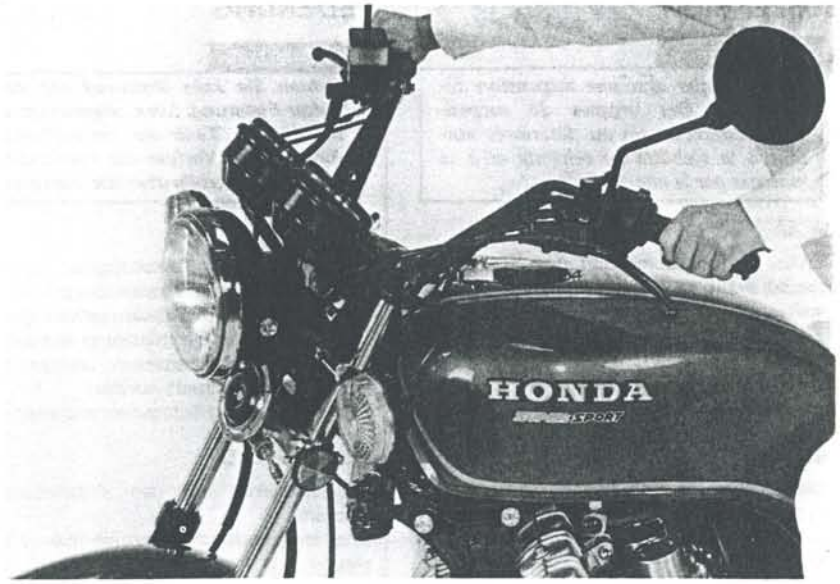


STEERING HEAD BEARINGS

NOTE

Check that the control cables do not interfere with the handlebar rotation.

Raise the front wheel off the ground.
Check that the handlebar rotates freely.
If the handlebar moves unevenly, binds, or has vertical movement, adjust the steering head bearing by turning the steering head adjusting nut with a pin spanner. (page 13-27)



..UTS, BOLTS, FASTENERS

Check that all chassis nuts and bolts are tightened to correct torque values.
Check all cotter pins and safety clips.

