

General Competition Maintenance

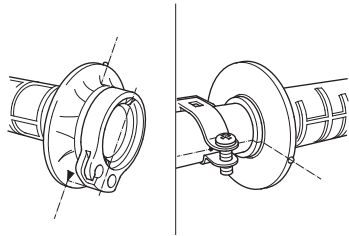
Handgrips

Always use Hand Grip Cement when replacing handgrips. Refer to an official Honda Shop Manual for installation instructions.

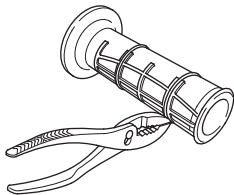
Throttle Grip

Right throttle grip: Align the index mark on the throttle grip with the index mark of the throttle pipe.

Left handlebar grip: Align the index mark on the left handlebar grip with the paint mark on the handlebar.



For added security, you may choose to bind the hand grips to the handlebar and throttle pipe with safety wires to prevent the possibility of them loosening. Position the twisted wire ends away from your palms and be sure to bend the wire ends well into the handgrip rubber so they will not snag your glove.



Throttle Control

Remove the throttle control every few rides, clean the inside of the throttle pipe and handlebar thoroughly. Inspect the cable carefully for kinks or other damage that may restrict throttle control in anyway. Move the handlebar from lock to lock to be sure there is no cable interference. Make certain the throttle operation is perfect after servicing and inspecting.

Gaskets

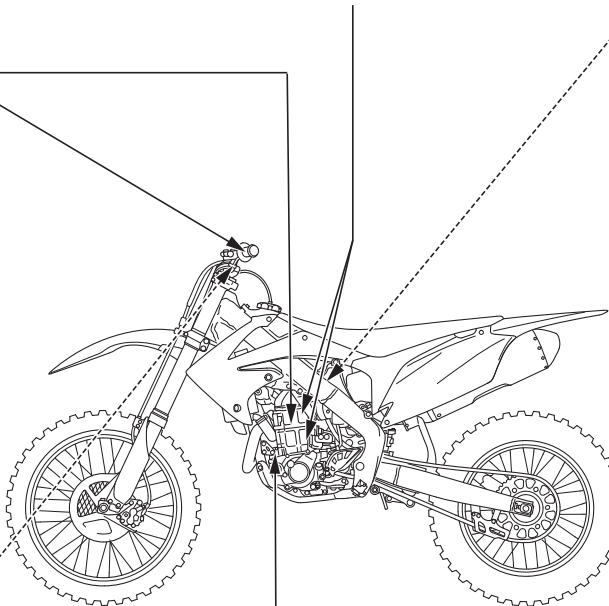
Always use new gaskets when reassembling components.

Cylinder head/Cylinder

Put a little grease on the dowel pins of the cylinder head and cylinder to prevent corrosion from dissimilar metals. The tolerances are quite tight, so it's important to keep these dowels absolutely clean (pages 81, 83).

Fuel Line

Refer to *Fuel System* in your Owner's Manual, page 44. Check the fuel line for deterioration, damage, or leakage. Replace the fuel line every year.



Electrical Connectors

Clean electrical connectors and wrap them with electrical tape to reduce the possibility of unwanted disconnections, water shorts or corrosion. Additional corrosion protection is offered by using Honda Dielectric Grease on all electrical connections.

Engine Mounting Bolts and Nuts

Make sure the engine mounting bolts and nuts are tightened to the proper torque specification. For added peace of mind, remove the nuts, clean the threads, and apply Honda Thread Lock or an equivalent prior to torquing the nuts.