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Minor service 1•13

3.3c Disengage cable inner from slotted trunnion

3.4 Align twistgrip gear marks when refitting throttle cables

3.6 Hydraulic cable oiler in use

lever until the slotted trunnion can be pulled out of the lever (see illustration).
3 The straight-pull twistgrip should be dismantled for greasing or replacing cables. Push back the cable rubber cover. Unscrew the slotted screw in the twistgrip gear cover and remove the cover. Pull the twistgrip drum from the handlebar and unhook the cables from the block.
4 Grease the handlebar end, twistgrip drum gear, pinion shaft and chain. Replace the lower cable nipple in the block. With the slot in the twistgrip drum aligned with the slot in the housing, the marks on the drum gear and the pinion must be in line (see illustration). This ensures that there will be full throttle movement. Replace the upper cable nipple, pull back the outer cables and replace the gear cover.

Control cables

5 Control cables on early models will require regular oiling, which is best achieved by disconnecting them and removing them from the machine. Check the outer cables for signs of damage, then examine the exposed portions of the inner cables. Any signs of kinking or fraying will indicate that renewal is required. To obtain maximum life and reliability from the cables they should be thoroughly lubricated using light machine oil.
6 To do the job properly and quickly use one of the hydraulic cable oilers available from most motorcycle shops. Assemble the cable oiler to the cable as per the manufacturer's instructions. Operate the oiler until oil emerges from the lower end, indicating that the cable is lubricated throughout its length (see illustration). This process will expel any dirt or moisture and will prevent its subsequent ingress.
7 If a cable oiler is not available hang the cable upright and make up a small funnel arrangement using Plasticine or by taping a plastic bag around the upper end (see illustration) Fill the funnel with oil and leave it overnight to drain through.
8 Note that the control cables on later models (approximately from 1978 on) are lined with nylon or a similar material which must not be lubricated. If the cables become stiff through old age, wear, or damage, they must be renewed, although in some cases the application of one of the modern dry lubricants may help.
9 Finish off control lubrication by applying a few drops of engine oil or light machine oil to all nipples and control pivots, and all adjuster threads.

Locks and electrics

10 Using a water dispersant lubricant such as WD40 or CRC5-56, spray a small amount of lubricant into all locks and electrical components.

Nipple
Plastic bag around outer cable
Cable suspended vertically
Cable lubricated when oil drips from far end

3.7 Oiling a control cable using a funnel arrangement

Instrument drive cables

11 The instrument drive cable inner wire cannot be removed from the outer casing so lubrication is not possible; the cables should be renewed if damaged, sticking or worn. To cure a squeaking cable, however, engine oil could be poured through it using the funnel arrangement described above (see illustration). Ensure that all surplus oil has drained off before refitting the cable or it may work up into the instrument as the cable rotates and ruin it.

Stands

12 The side stand pivot is usually fitted with a grease nipple and should be lubricated with a grease gun until fresh grease can be seen. If the stand is sticking, the pivot bolt (or grease nipple) should be removed so that the pivots can be cleaned and greased.
13 Check the stand return springs are in good condition and that their anchorages are secure.
14 Grease all pivot components on reassembly and tighten all fasteners securely (to the specified torque settings, where given). If excessive wear is noted between the side stand and its bracket, note that a modification is available for 1981 to 1984 models which involves inserting headed bushes in the pivot.
15 On certain models, note that the side stand is mounted on the crashbars; check

3.11 Instrument drive cables are retained by knurled rings at their upper ends

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