

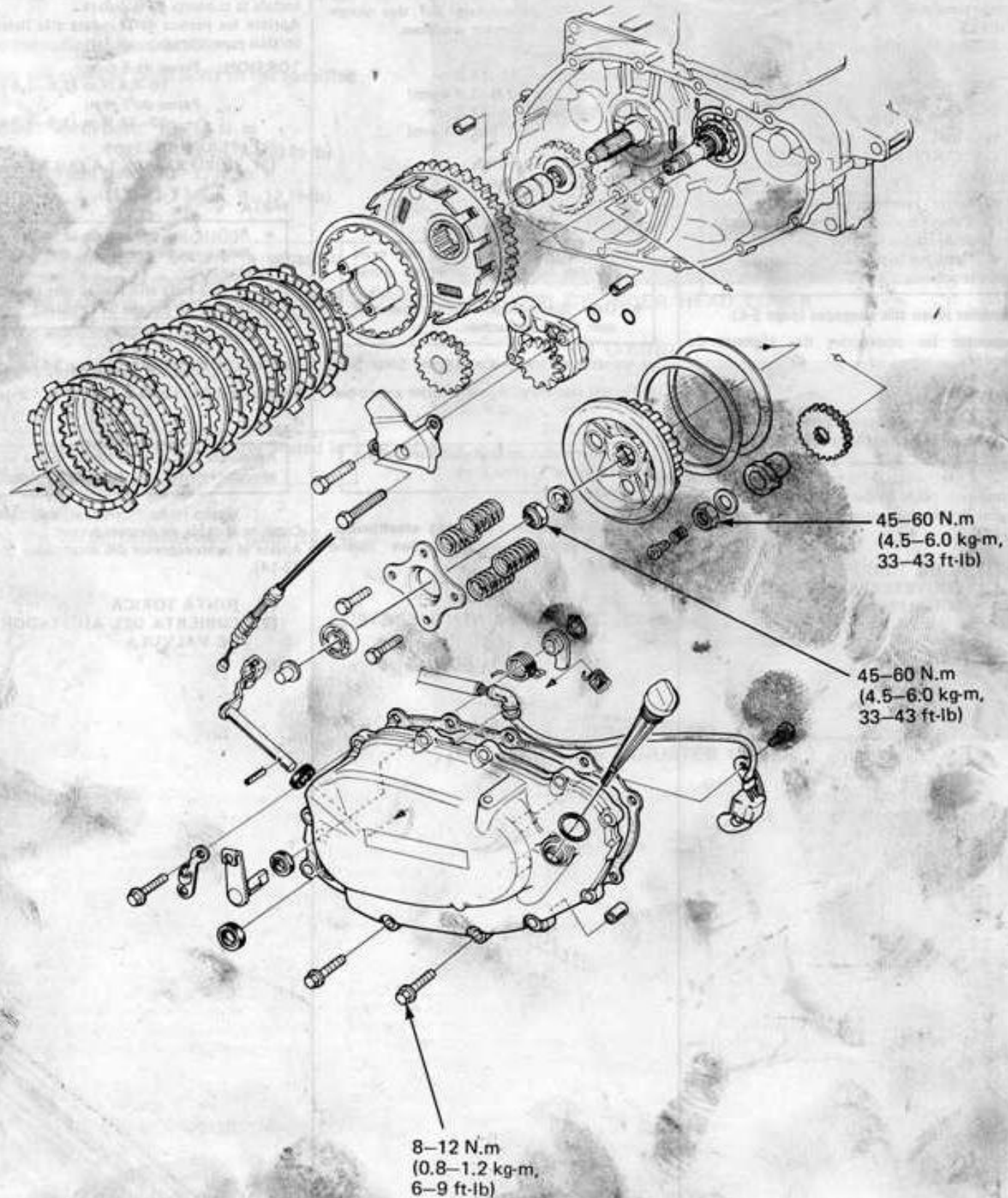


HONDA
XL400R·500R

XL400R·XL500R ADDENDUM

www.hondaxl.it

CLUTCH/OIL PUMP





● CLUTCH SPRING SPECIFICATIONS

	STANDARD	SERVICE LIMIT
Clutch spring free length	44.1 mm (1.74 in)	42.5 mm (1.67 in)
Clutch spring preload/length	23.7–26.3 kg/27 mm (52.2–58.0 lb/1.06 in)	_____

● PULSE GENERATOR ROTOR

Removal:

Drain the engine oil from the crankcase.

Remove the clutch lifter plate and clutch spring (See page 8-6).

Attach the clutch center holder to the pressure plate with two clutch bolts.

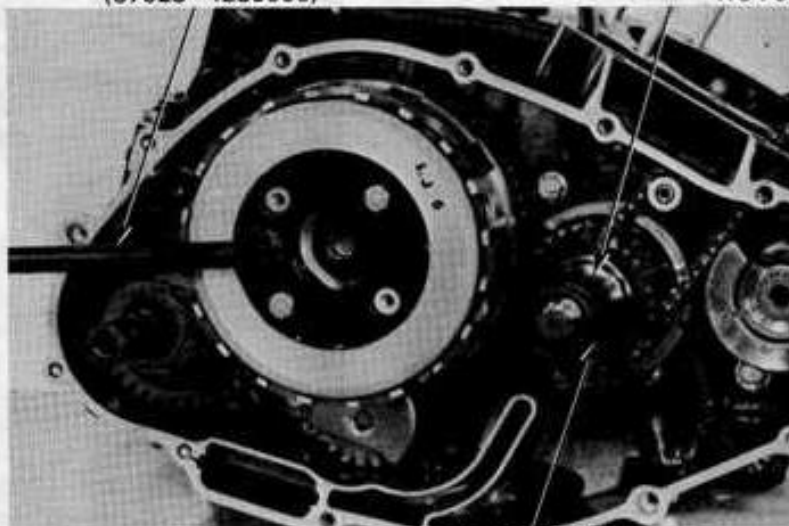
Remove the primary gear lock nut.

Remove the oil pressure pad and spring by removing the stopper pin.

Remove the pulse generator rotor from the crankshaft.

(1) CLUTCH CENTER HOLDER
(07923-4280000)

(2) PULSE GENERATOR
ROTOR



(3) LOCK NUT

(1) STOPPER PIN



(2) OIL PRESSURE PAD

Installation:

Install the pulse generator rotor, aligning the dowel pin on the crankshaft with rotor cut-out.

Install the oil pressure pad, spring and stopper pin.

Tighten the primary gear lock nut to the specified torque.

TORQUE: 45–60 N.m
(4.5–6.0 kg-m, 33–43 ft-lb)

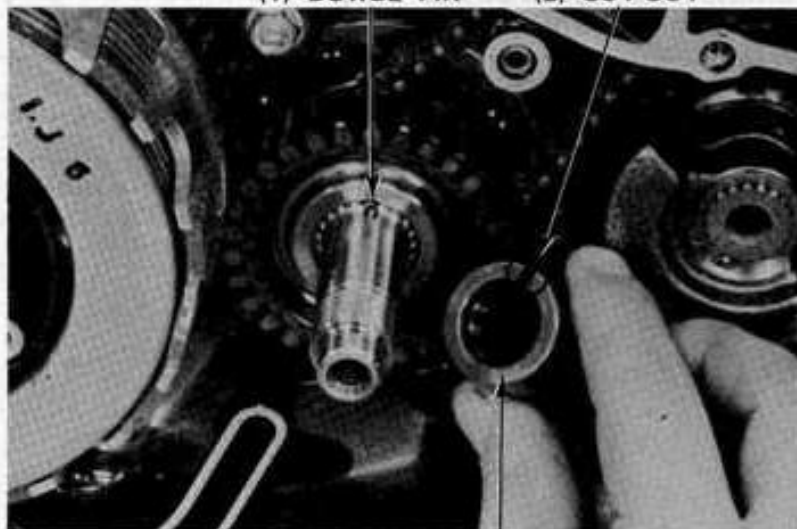
Check the oil pressure pad for smooth movement.

Rotate the clutch lever to align the hole in the lever with the hole in the clutch cover and insert the lifter piece.

Install the right crankcase cover with new gasket (See page 8-16).

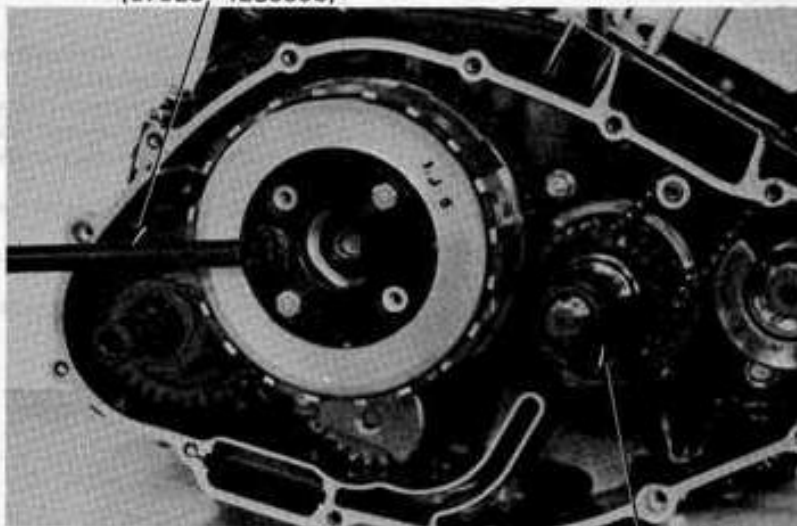
Fill crankcase with recommended oil (See Page 22-11, 2-3).

(1) DOWEL PIN (2) CUT-OUT



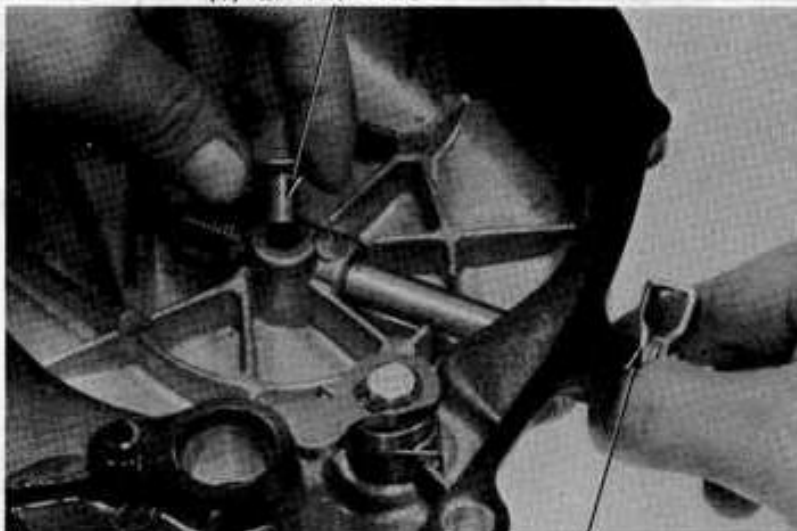
(3) PULSE GENERATOR ROTOR

(1) CLUTCH CENTER HOLDER
(07923-4280000)



(2) LOCK NUT

(1) LIFTER PIECE



(2) CLUTCH LEVER

AC GENERATOR

8–12 N.m
(0.8–1.2 kg-m, 6–9 ft-lb)

9–13 N.m
(0.9–1.3 kg-m, 7–9 ft-lb)

100–120 N.m
(10.0–12.0 kg-m,
72–87 ft-lb)

8–12 N.m
(0.8–1.2 kg-m,
6–9 ft-lb)

30–40 N.m
(3.0–4.0 kg-m, 22–29 ft-lb)

8–12 N.m
(0.8–1.2 kg-m, 6–0 ft-lb)



● AC GENERATOR STATOR COIL

Removal:

Remove the left crankcase cover.

Remove the AC generator wire holder bolt and stator coil bolts.

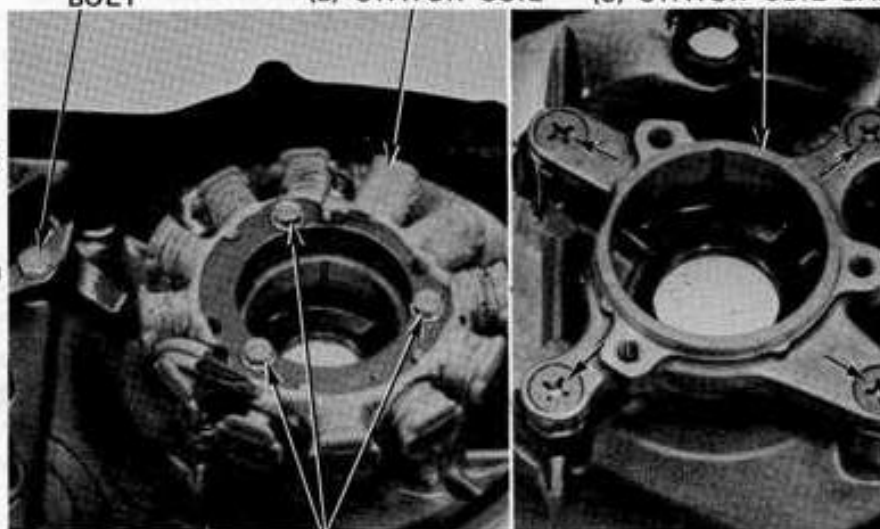
Remove the stator coil from the stator base.

Remove the stator coil base by removing screws.

(1) WIRE HOLDER
BOLT

(2) STATOR COIL

(3) STATOR COIL BASE



(4) STATOR COIL
BOLTS

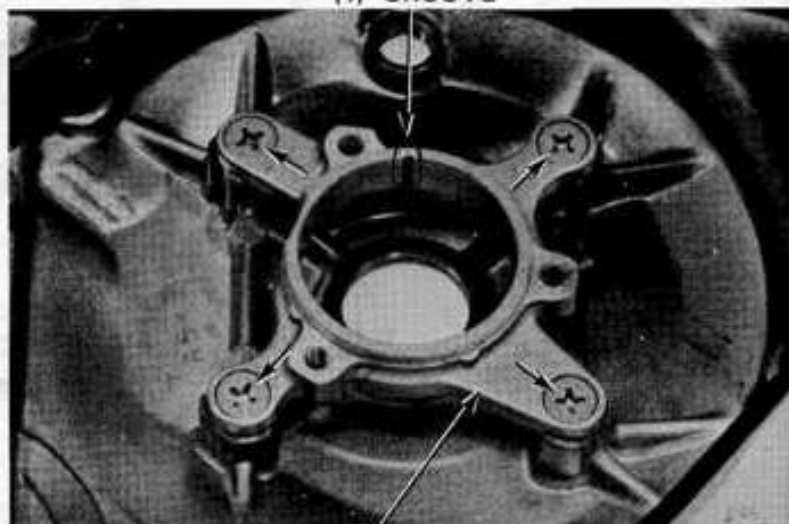
Installation:

Install the stator coil base with the groove facing upward.

Torque the screws.

TORQUE: 9–13 N.m
(0.9–1.3 kg-m, 7–9 ft-lb)

(1) GROOVE



(2) STATOR COIL BASE

Install the stator coil on the stator base and torque the bolts.

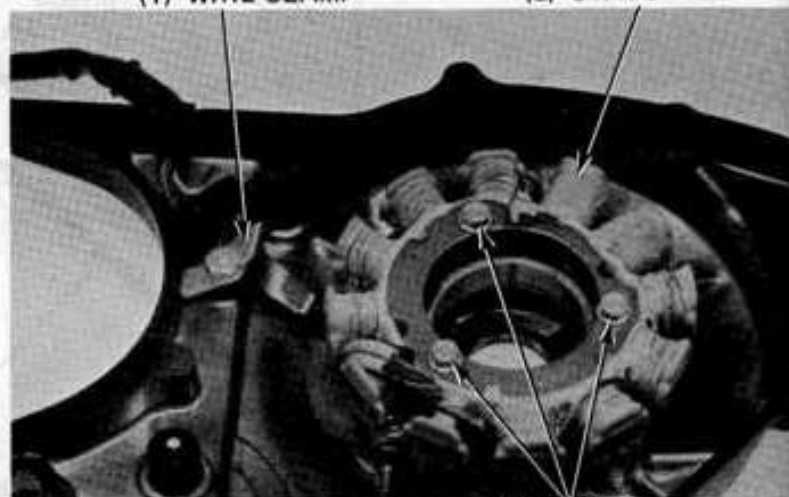
TORQUE: 8–12 N.m
(0.8–1.2 kg-m, 6–9 ft-lb)

Install the wire clamp as shown.

Install the left crankcase cover (See page 9-4).

(1) WIRE CLAMP

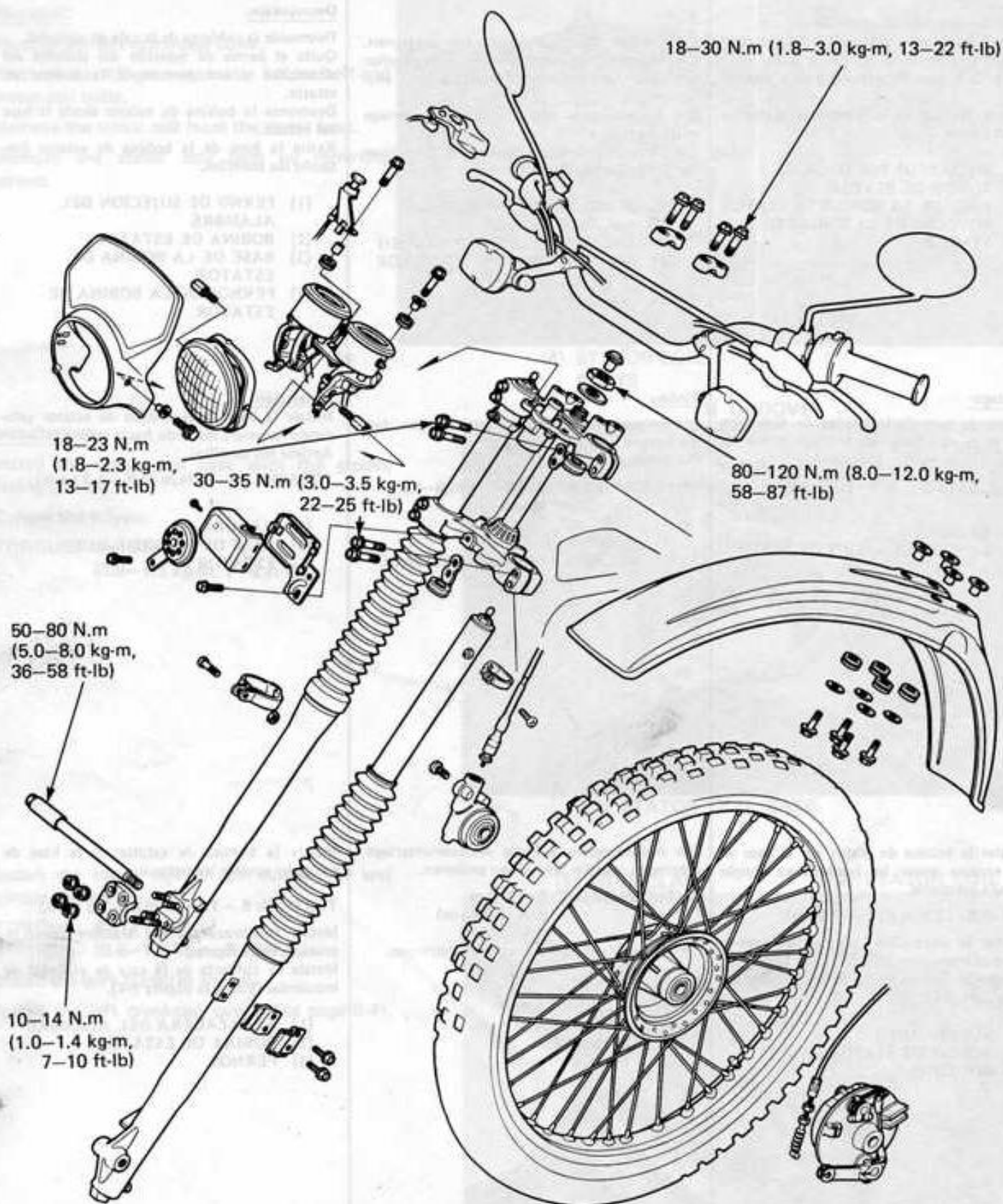
(2) STATOR COIL



(3) BOLTS



FRONT WHEEL/BRAKE/SUSPENSION/STEERING





HONDA
XL400R·500R



www.hondaxl.it

XL400R · 500R SUPPLEMENT
XL400R · 500R NACHTRAG
XL400R · 500R APENDICE

SERVICE INFORMATION	22-36
TROUBLE SHOOTING	22-37
HEADLIGHT/INSTRUMENT	22-38
FRONT WHEEL	22-39
FRONT BRAKE	22-42
FRONT FORK	22-45
STEERING STEM	22-53

**ROUE/FREIN/SUSPENSION/
DIRECTION AVANT**

INFORMATIONS D'ENTRETIEN	22-36
DEPISTAGE DES PANNES	22-37
PHARE/INSTRUMENT	22-38
ROUE AVANT	22-39
FREIN AVANT	22-42
FOURCHE AVANTANT	22-45
TIGE DE DIRECTION	22-53

**VORDERRAD/BREMSE/
AUFHÄNGUNG/LENKUNG**

WARTUNGSMITTE- LUNG	22-36
STÖRUNGSBESEITIGUNG	22-37
SCHEINWERFER/ INSTRUMENT	22-38
VORDERRAD	22-39
VORDERRADBREMSE	22-42
VORDERRADGABEL	22-45
STEUERKOPFSCHAFT	22-53

**RUEDA/FRENO/SUSPEN-
SION DIRECCION
DERANTERA**

INFORMACION DE SERVICIO	22-36
LOCALIZACION DE AVERIAS	22-37
FARO/INSTRUMENTO	22-38
RUEDA DELANTERA	22-39
FRENO DELANTERO	22-42
HORQUILLA DELANTERA	22-45
VASTAGO DE DIREC- CION	22-53



SERVICE INFORMATION

● GENERAL INSTRUCTIONS

WARNING

Brake dust may contain asbestos which can be harmful to your health. Do not use compressed air to clean the brake drum or brake panel. Use a vacuum with a sealed dust collector. Wear a protective face mask and thoroughly wash your hands when finished.

Special

6 mm hex wrench	07917-3230000
Circlip pliers	07914-3230001
Steering stem socket	07916-3710100
Bearing race remover	07953-MA00000
Steering stem driver	07946-4300101
Fork seal driver	07947-3710101

Common

Socket wrench, 30 x 32 mm	07716-0020400	
Extension	07716-0020500	
Attachment, 32 x 35 mm	07746-0010100	
Pilot, 15 mm	07746-0040300	
Attachment, 42 x 47 mm	07746-0010300	or Attachment 07946-4300200
Driver	07749-0010000	

● SPECIFICATIONS

ITEM		STANDARD	SERVICE LIMIT
Axle runout		—	0.2 mm (0.01 in)
Wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)
Brake drum I.D.		130.0 mm (5.12 in)	131.0 mm (5.16 in)
Brake shoe thickness		4.0 mm (0.16 in)	2.0 mm (0.08 in)
Front fork spring free length		580.4 mm (22.85 in)	568.8 mm (22.39 in)
Fork tube runout		—	0.20 mm (0.008 in)
Front fork air pressure		0–20 kPa (0–0.2 kg/cm ² , 0–2.8 psi)	—
Front fork oil	Capacity	376.0–381.0 cc (12.71–12.8 oz)	—
	Level	163.0 mm (6.42 in)	—

● TORQUE VALUES

Steering stem nut	: 80–120 N.m (8.0–12.0 kg-m, 58–87 ft-lb)
Steering adjusting nut	: 1–2 N.m (0.1–0.2 kg-m, 0.7–1.5 ft-lb)
Fork pinch bolt (upper)	: 18–23 N.m (1.8–2.3 kg-m, 13–17 ft-lb)
(lower)	: 30–35 N.m (3.0–3.5 kg-m, 22–25 ft-lb)
Handlebar holder bolt	: 18–30 N.m (1.8–3.0 kg-m, 13–22 ft-lb)
Axle	: 50–80 N.m (5.0–8.0 kg-m, 36–58 ft-lb)
Axle holder nut	: 10–14 N.m (1.0–1.4 kg-m, 7–10 ft-lb)
Steering stem pipe pinch bolt	: 40–50 N.m (4.0–5.0 kg-m, 29–36 ft-lb)
Brake arm bolt (upper arm)	: 8–12 N.m (0.8–1.2 kg-m, 6–9 ft-lb)
(lower arm)	: 10–14 N.m (1.0–1.4 kg-m, 7–10 ft-lb)



● HEADLIGHT/INSTRUMENT

Removal:

Remove the headlight case mounting bolts.

Remove the headlight case.

Remove the headlight by removing two mounting bolts.

Remove the coupler box cover.

Disconnect the instrument wires.

Disconnect the speedometer and tachometer cables from the instrument.

Remove the speedometer and tachometer by removing mounting nuts.

Installation:

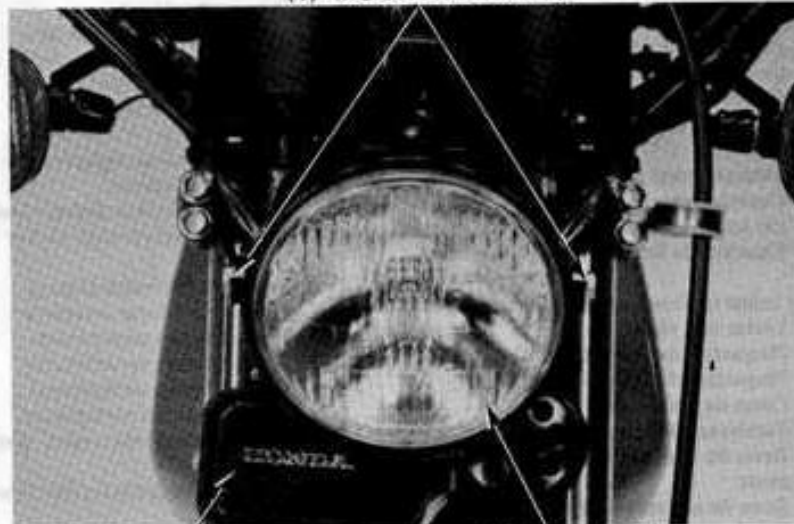
Install the instrument in the reverse order of removal.

(1) MOUNTING BOLTS



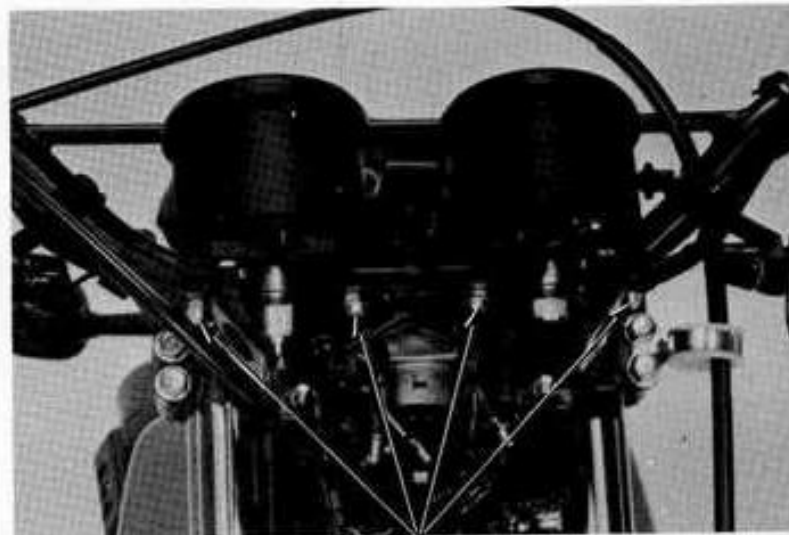
(2) HEADLIGHT CASE

(1) MOUNTING BOLTS



(2) COUPLER
BOX COVER

(3) HEADLIGHT



(1) MOUNTING NUTS

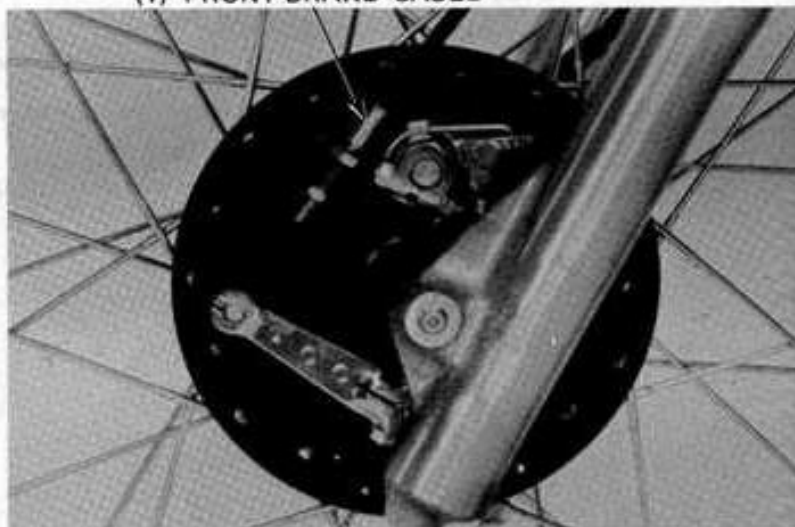
● FRONT WHEEL

Removal:

Raise the front wheel off the ground by placing a block or safety stand under the engine.

Disconnect the front brake cable from the brake panel.

(1) FRONT BRAKE CABLE



(1) UPPER AXLE HOLDER NUTS



(2) AXLE

(3) LOWER AXLE HOLDER NUTS

Disconnect the speedometer cable.

Loosen the lower axle holder nuts then loosen the upper axle holder nuts.

Unscrew the axle, and remove the front wheel.

CAUTION

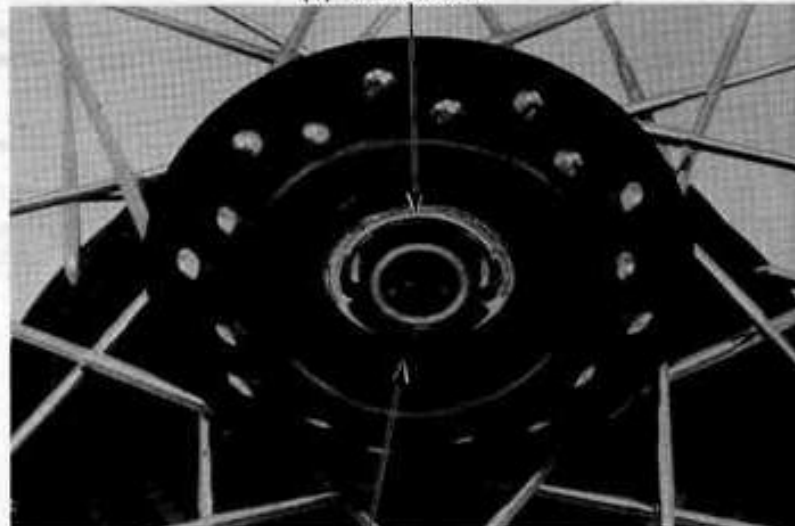
- Do not let the brake panel fall.
- If the brakes are not going to be serviced, do not turn the brake arm or arm connecting rod. The rod synchronization will be off and stopping power will be reduced.

Disassembly:

Remove the dust seal and speedometer gear retainer from the wheel hub.

Remove the bearings and collar from wheel hub.

(1) RETAINER



(2) DUST SEAL

NOTE

If bearings are removed, replace them with new bearings during assembly.

Assembly:

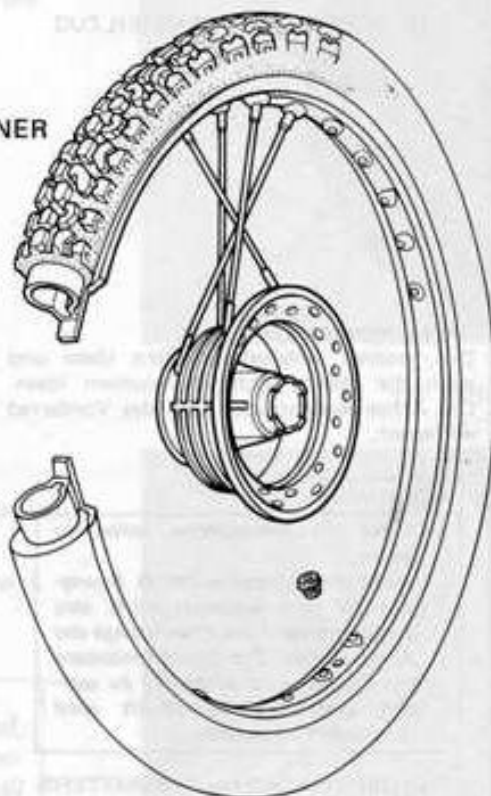
(1) DUST SEAL

(2) RETAINER

(4) DISTANCE
COLLAR

(3) BEARING

(5) BEARING



Pack all front wheel bearing cavities with grease.

Drive in the right bearing first.

Install the distance collar and drive in the left bearing.

NOTE

- Do not allow the bearing to tilt while driving it in.
- Install the bearings with the sealed end facing out.

WARNING

Avoid getting grease on the inside face of the brake drum.

(1) DRIVER (07749-0010000)



(2) ATTACHMENT, 32 x 35 mm (07746-0010100) AND PILOT, 15 mm (00746-0040300)

Apply grease to the inside of the dust seal.
Install the dust seal and the speedometer gear retainer.

(1) RETAINER



(2) DUST SEAL

(1) BOSS



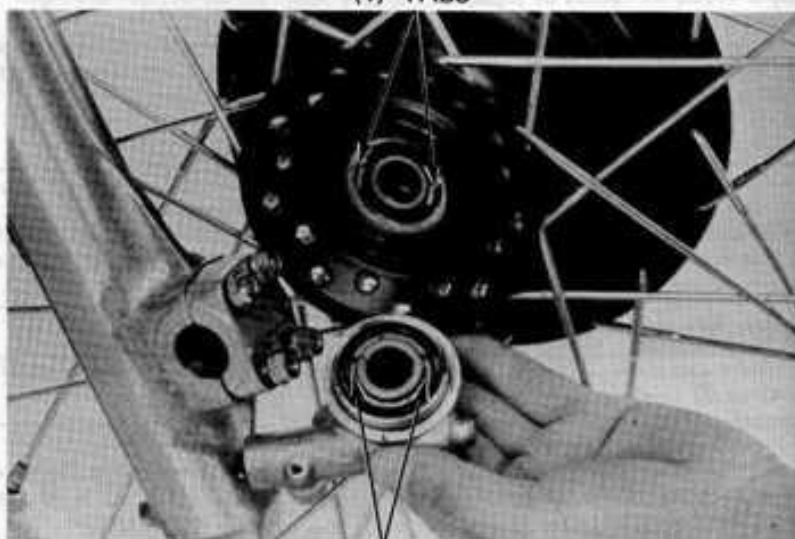
(2) GROOVE

Installation:

Install the brake panel into the front wheel.

Align the brake panel groove with the front fork slider boss.

(1) TABS



(2) LUGS

Aligning the lugs on the speedometer gear box with the tabs on the wheel hub.

Install the speedometer gearbox into the wheel hub.

Insert the axle through the wheel hub and thread it into the left fork leg. Then tighten the axle.

TORQUE: 50–80 N·m
(5.0–8.0 kg-m, 36–58 ft-lb)

NOTE

Make sure that the lug on the speedometer gearbox are aligned with tab on the left fork leg.

Install the axle holder with the "UP" mark facing upward.

With the front brake applied, pump the front fork up and down several times.

Tighten the upper holder nuts first, then tighten the lower holder nuts.

TORQUE: 10–14 N·m
(1.0–1.4 kg-m, 7–10 ft-lb)

Connect the front brake and speedometer cables.

Adjust the front brake lever free play (Page 22-16).

● **FRONT BRAKE**

Disassembly:

Remove the front wheel.

Remove the front brake panel assembly from the wheel hub.

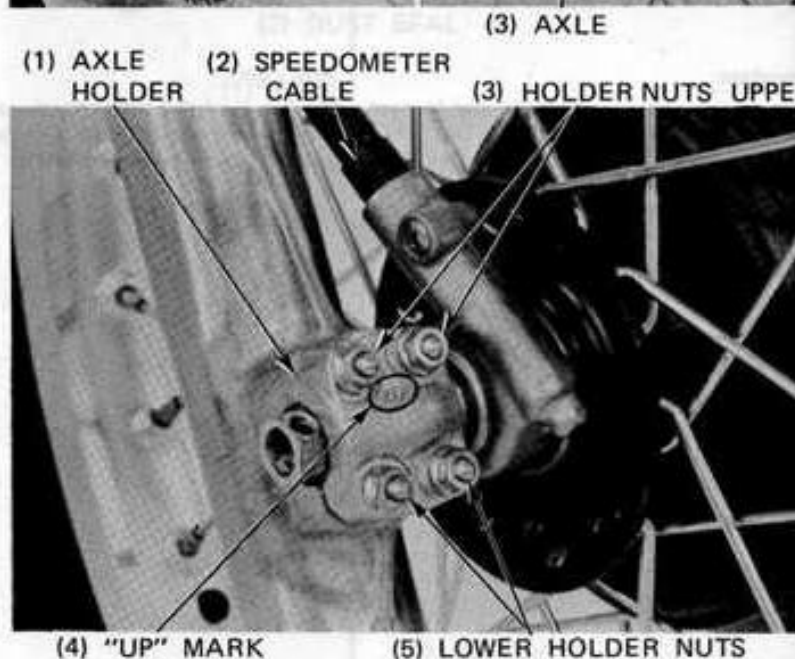
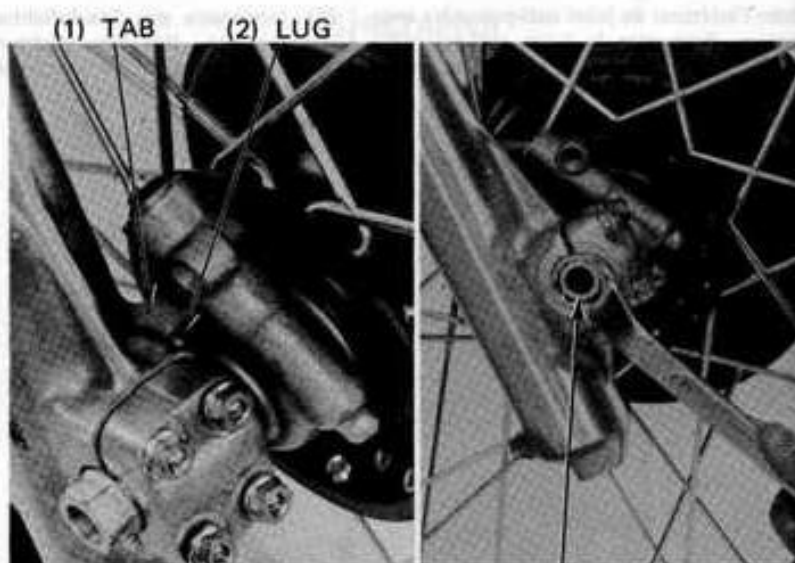
CAUTION

- Mark the shoes to indicate the normal positions before disassembly.
- Always replace the brake shoes in pairs.

Remove the brake shoes and springs.

WARNING

Do not remove the brake arm rod when the brake shoes are replaced.





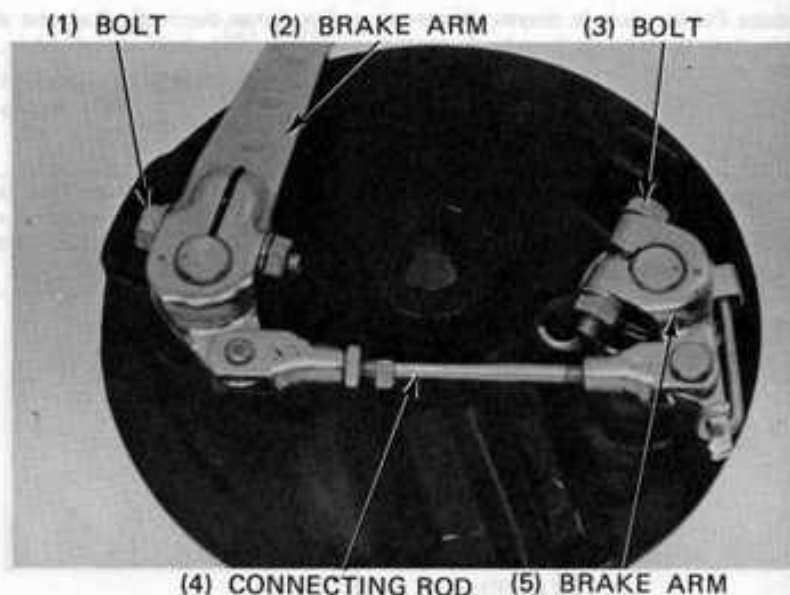
Remove the bolts attaching each brake arm to the brake cams.

Remove the brake arms with the arm connecting rod.

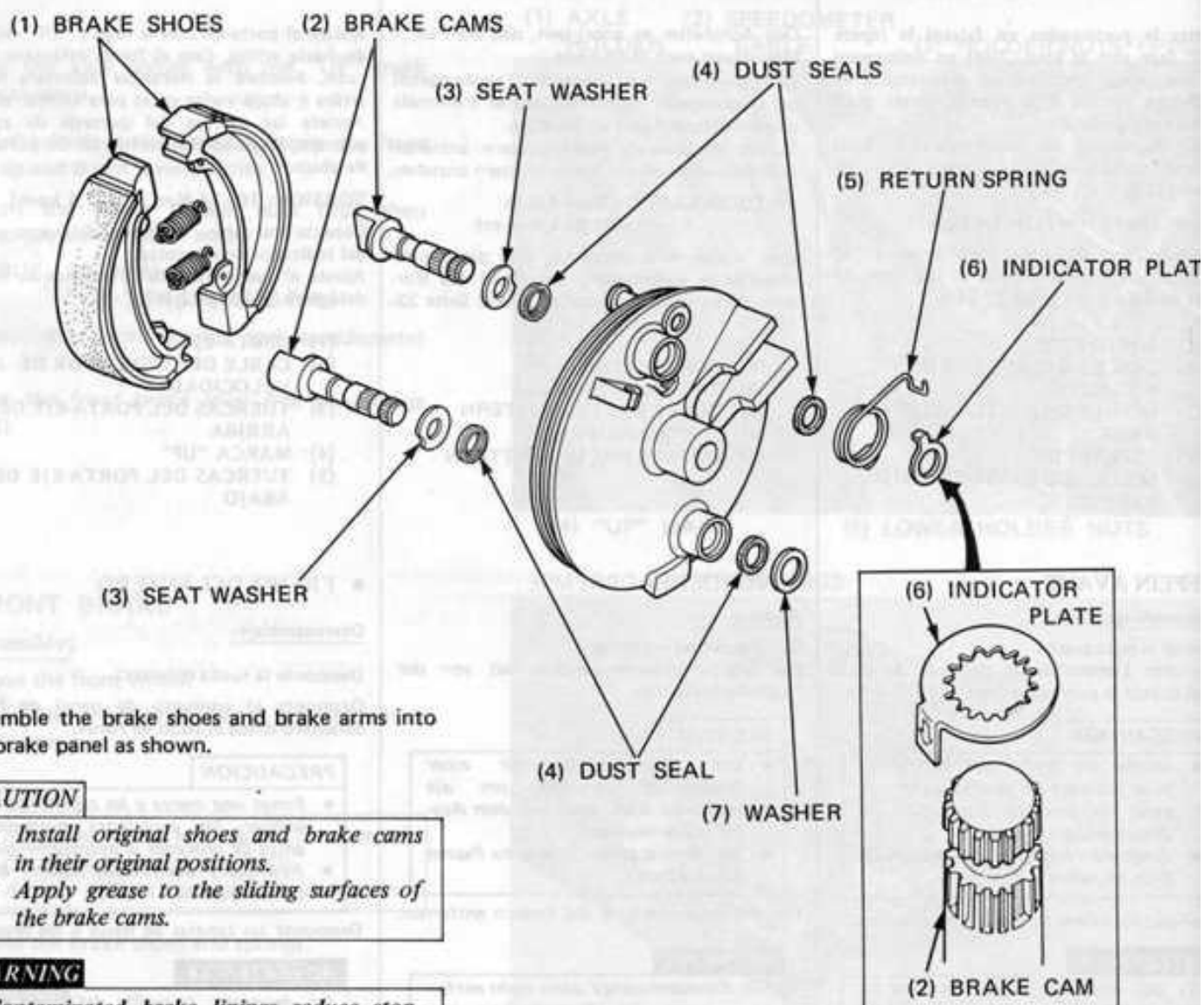
WARNING

Do not try to turn the connecting rod when removing the brake arms of synchronization of the brake arms will be out of order and stopping power will be reduced.

Remove the brake cams from the brake panel.



Assembly:



Assemble the brake shoes and brake arms into the brake panel as shown.

CAUTION

- Install original shoes and brake cams in their original positions.
- Apply grease to the sliding surfaces of the brake cams.

WARNING

Contaminated brake linings reduce stopping power. Keep grease off the linings.

Install the brake arm assembly on the brake cams.

NOTE

When installing the brake arm, align the punch marks on each brake arm and brake cam.

CAUTION

Be careful to do not turn the arms and connecting rod during installation.

Tighten the brake arm bolts.

TORQUE:

Upper arm: 8–12 N·m
(0.8–1.2 kg-m, 6–9 ft-lb)
Lower arm: 10–14 N·m
(1.0–1.4 kg-m, 7–10 ft-lb)

Visually inspect the brake cam synchronization by operating the brake arm.

Adjust the brake cam cynchronization if necessary.

Adjustment:

Adjust the brake arm connecting rod whenever the cam, arm or connecting rod are replaced.

While pushing the brake shoes in toward one another by hand to remove any clearance between the shoes and brake cams, loosen the brake arm connecting rod lock nut, turn the rod until it shows free play, and then turn the rod in direction A just enough to remove that free play.

NOTE

You are looking for the point that free play is just removed.

Tighten the lock nut.

Make sure that both brake cams are parallel to each other and that arms upper and lower start to move at the same time when the brake is applied.

