

● REAR WHEEL

Removal:

Raise the rear wheel off the ground by placing a jack or block under the engine.

Remove the rear brake adjuster nut and disconnect the brake rod.

Loosen the rear axle nut.

Turn both adjusters so the rear wheel can be moved all the way forward for maximum drive chain slack.

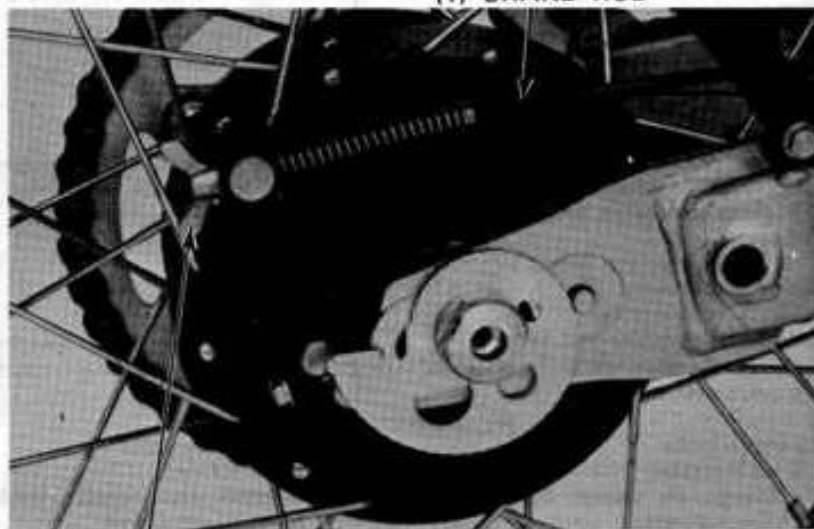
Move the rear wheel forward and "hook" the adjuster over the stopper pins on the swingarm.

Derail the drive chain from the drive sprocket.

Remove the stopper plate from the pin on the swingarm's right side.

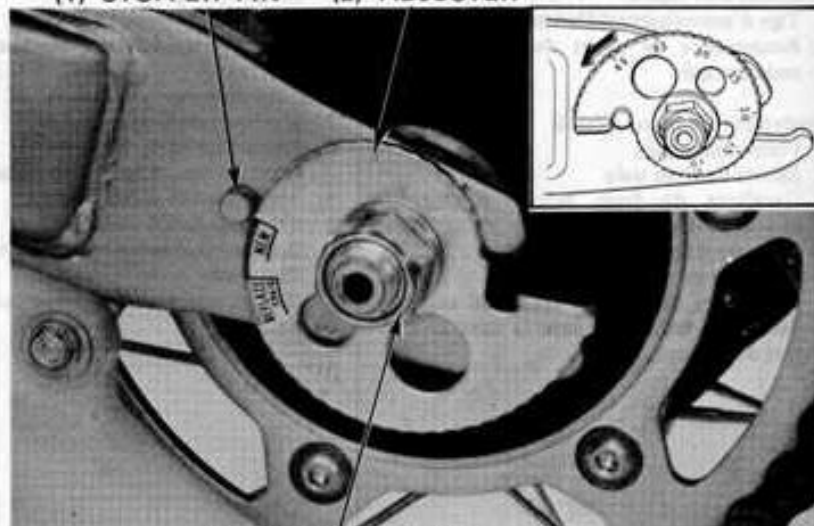
Remove the rear wheel with the rear axle.

(1) BRAKE ROD



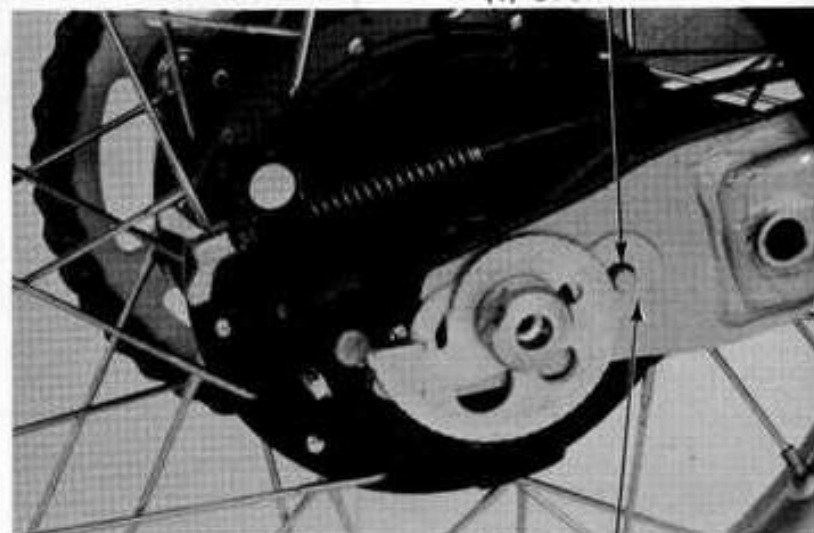
(2) ADJUSTER NUT

(1) STOPPER PIN (2) ADJUSTER



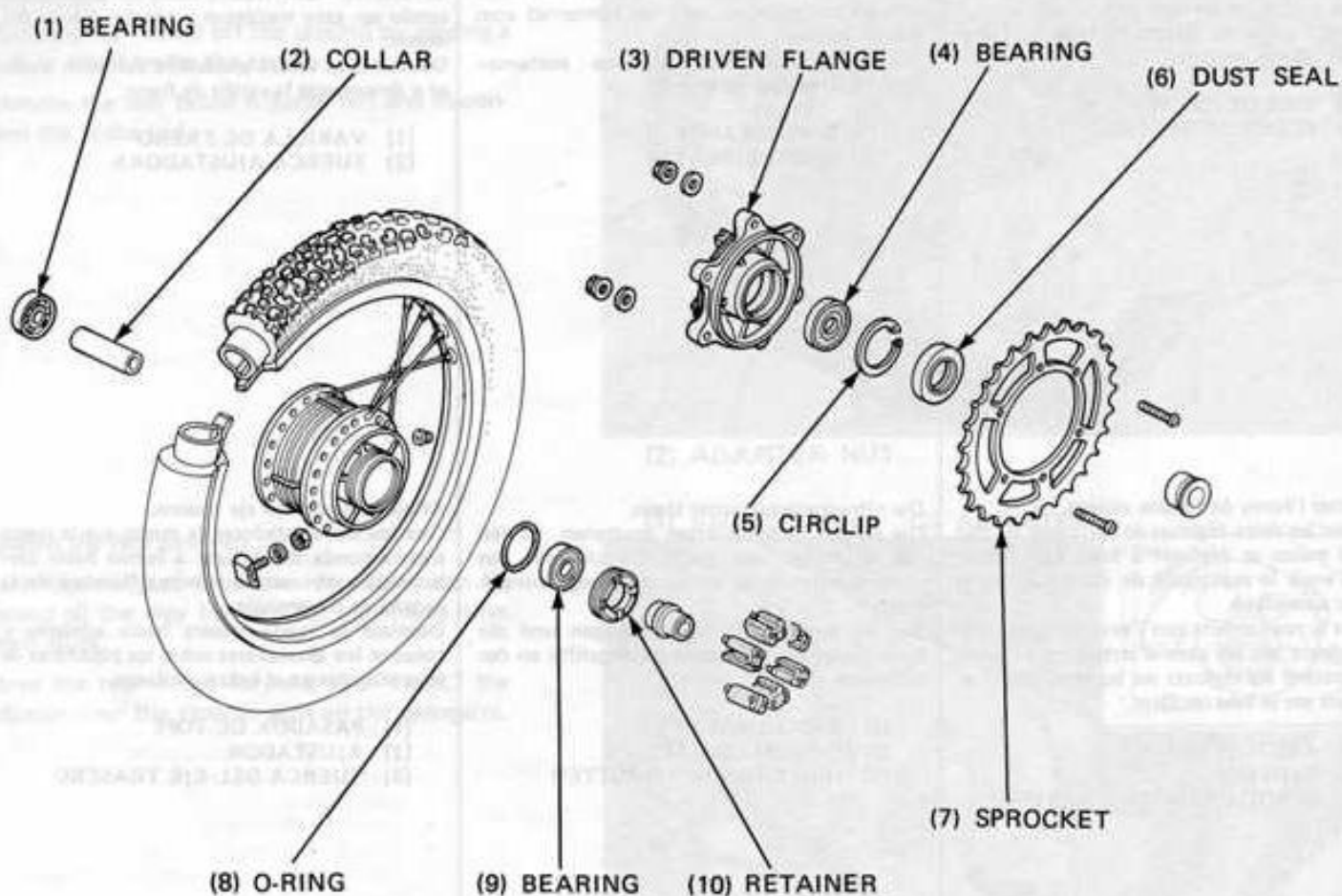
(3) REAR AXLE NUT

(1) STOPPER PIN



(2) STOPPER PLATE

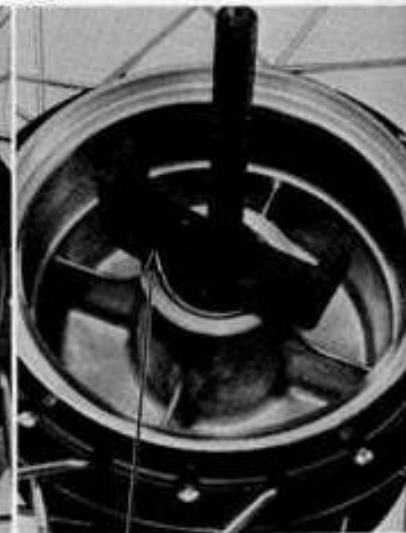
Disassembly:



Remove the bearing retainer.

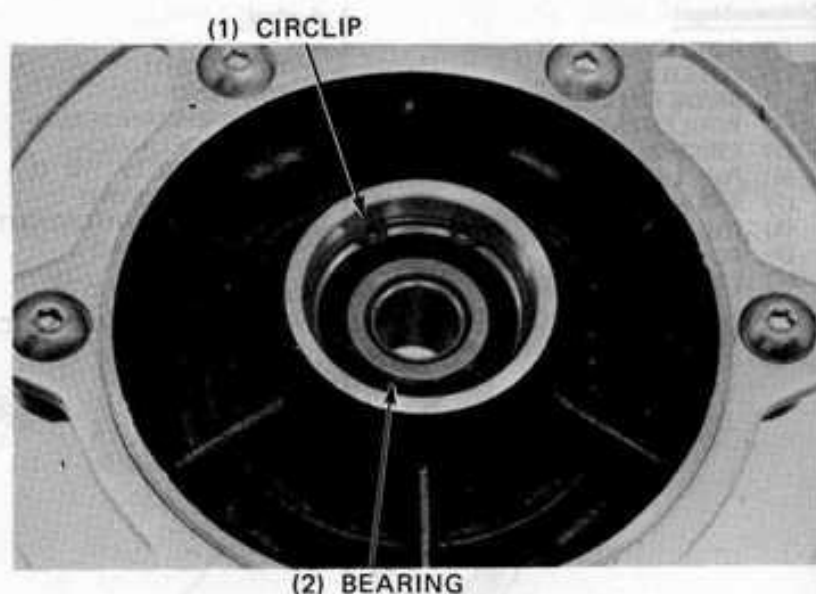
Remove the bearing and collar from the wheel hub.

(1) RETAINER WRENCH
ATTACHMENT (07710-0010200)



(2) RETAINER WRENCH BODY
(07710-0010401)

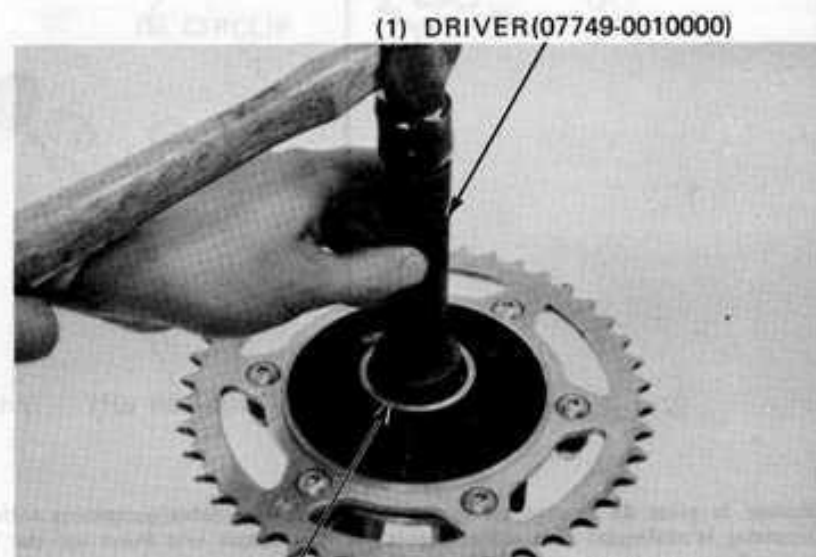
Remove the dust seal and circlip, then remove the bearing from the driven flange.



Assembly:

Pack the bearing cavity with grease.

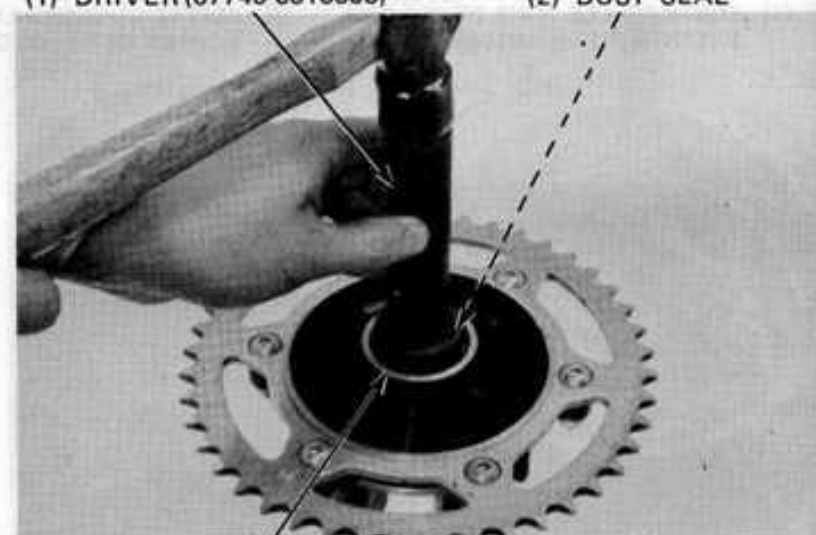
Install the bearing with the sealed end facing out.



(2) ATTACHMENT, 42 x 47 mm (07746-0010300) AND PILOT, 20 mm (07746-0040500)

(1) DRIVER (07749-0010000) (2) DUST SEAL

Install the circlip.
Grease the dust seal lip.
Drive the dust seal into the driven flange.



(3) ATTACHMENT 42 x 47 mm (07746-0010300)

Pack the new bearing cavities with grease.

Drive the left bearing in the hub first, then install the distance collar and drive in the right bearing.

NOTE

Install both bearings with the sealed end facing out.

WARNING

Grease on the brake linings reduces stopping power. Keep grease off the linings.

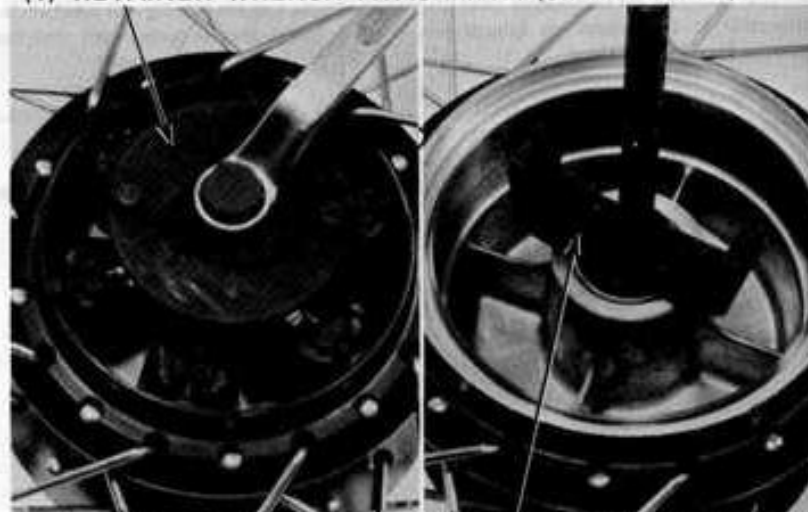
Grease the bearing retainer and install it in the hub with the retainer wrench attachment and retainer wrench body.

(1) DRIVER (07749-0010000)



(2) ATTACHMENT, 37 x 40 mm (07746-0010200) AND PILOT, 17 mm (07746-0040400)

(1) RETAINER WRENCH ATTACHMENT (07710-0010200)

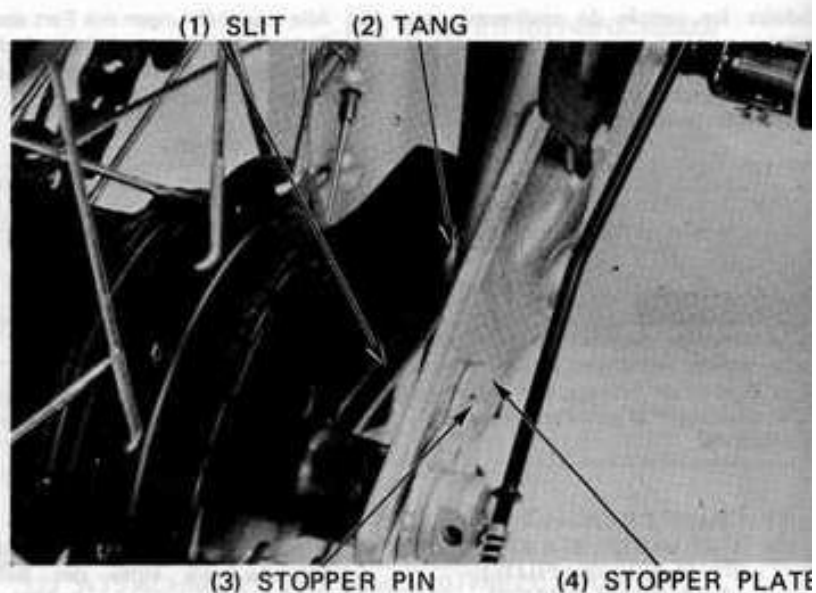


(2) RETAINER WRENCH BODY (07710-0010401)

Installation:

Place the rear wheel into the swingarm locating the tang on the swingarm into the slot on the brake panel.

Set the stopper plate to the pin on the swingarm.

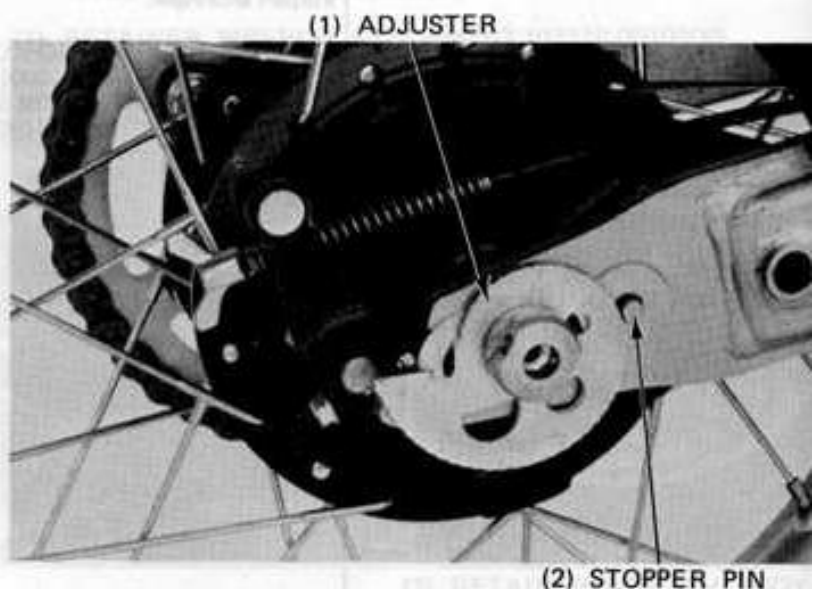


Run the chain over the final sprocket.

Turn the right and left chain adjuster plates and adjust the drive chain. (page 22-15).

CAUTION

The same index mark on both sides should align with pins on the swingarm.

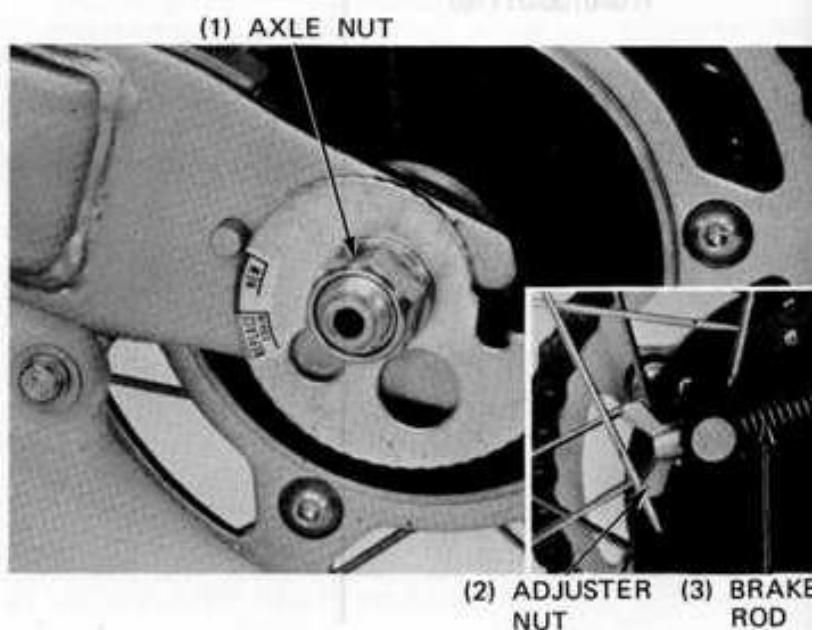


Tighten the axle nut.

TORQUE: 80–110 N·m
(8.0–11.0 kg-m, 58–80 ft-lb)

Connect the rear brake rod.

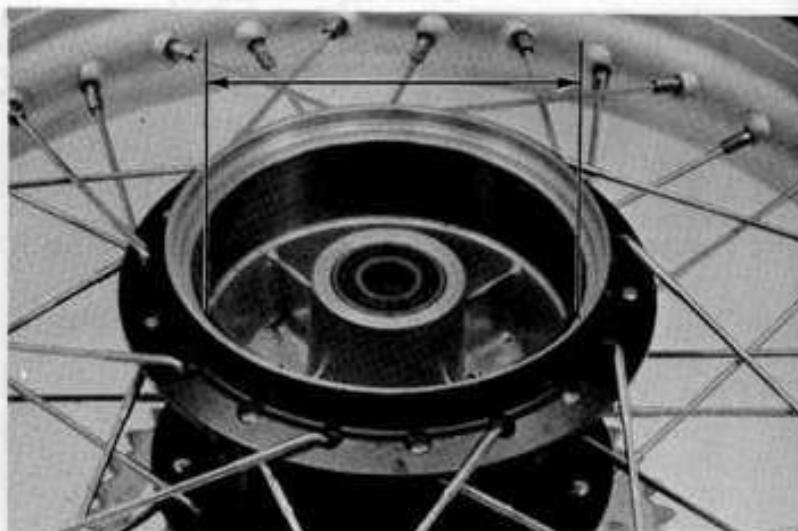
Adjust the rear brake pedal free play.



● REAR BRAKE

Measure the rear brake drum I.D.

SERVICE LIMIT: 131.0 mm (5.16 in)



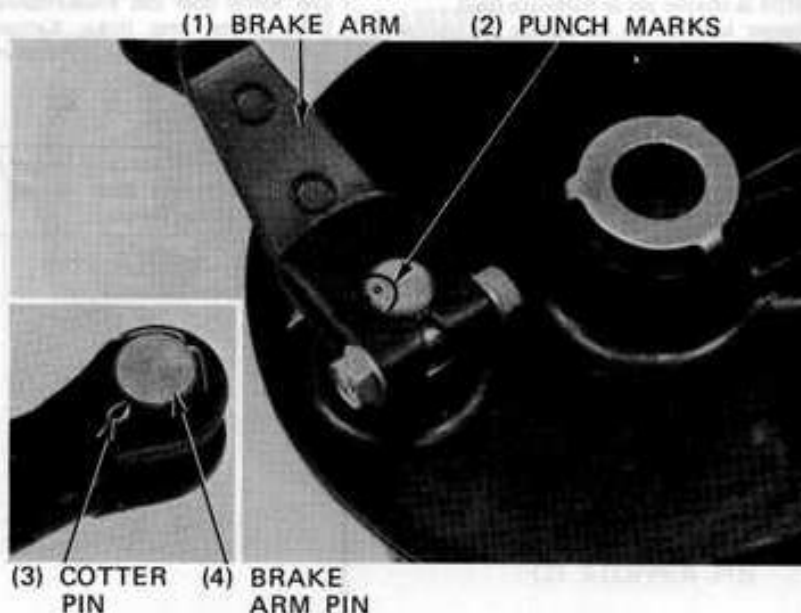
Install the brake arm aligning the punch mark with the punch mark on the brake cam.

Torque the brake arm bolt.

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

Install the brake arm pin.

Place a new cotter pin through the brake arm pin and spread the ends.



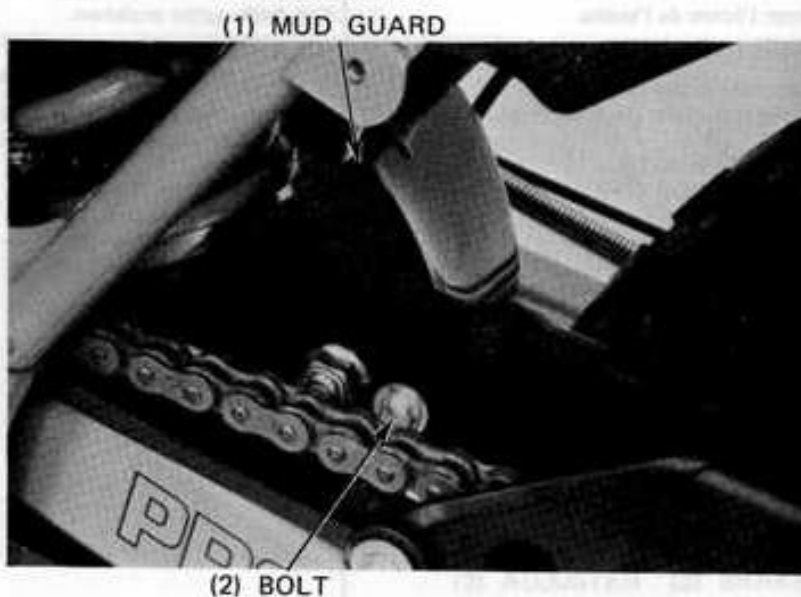
● SHOCK ABSORBER

Removal:

Raise the rear wheel off the ground by placing a jack or workstand under the engine.

Remove the right and left side covers.

Remove the mud guard and the seat.





Remove the shock link pivot bolt.



(1) PIVOT BOLT

Loosen the shock arm pivot bolt (swing arm side).

Loosen the rear shock absorber lower mount bolt.

Lift up the rear wheel with a jack or block under the wheel, then remove the two bolts.

Remove the shock arm with the shock link.



(2) PIVOT BOLT

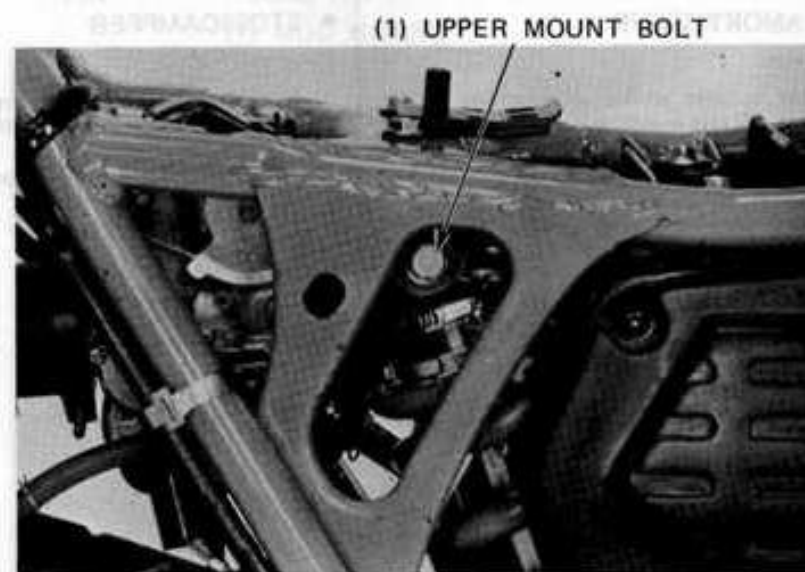
Remove the rear shock absorber upper mount bolt and remove the shock absorber from behind.

NOTE

Hold the shock absorber to prevent it from falling.

WARNING

Do not swing the swingarm with no rear shock absorber installed. You may get hurt by the wheels or damage the swingarm.



(1) UPPER MOUNT BOLT

- (1) PIN SPANNER A (89201-KA4-810)
PIN SPANNER B (89202-KA4-810)

Disassembly:

Hold the upper mount of the shock absorber in a vise with soft jaws or shop towel.

Remove the lock nut and adjusting nut.

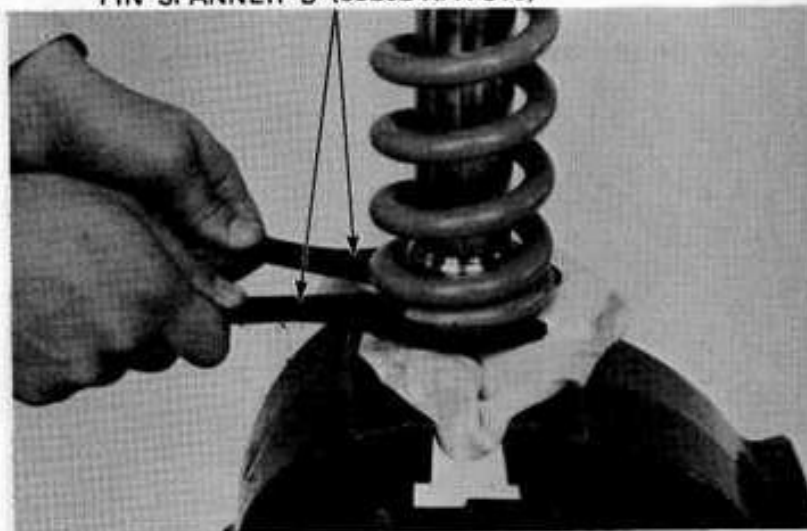
NOTE

The pin spanners are optional tools.

CAUTION

Do not try to disassembly the gas-filled damper.

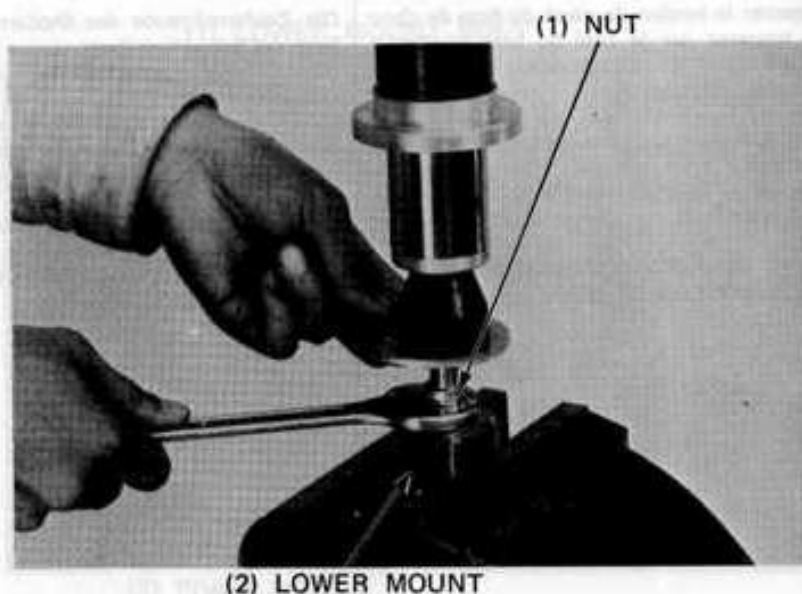
Remove the spring.



Hold the lower mount of the shock absorber in a vise with soft jaws or shop towel.

Turn the lock nut and remove the lower mount.

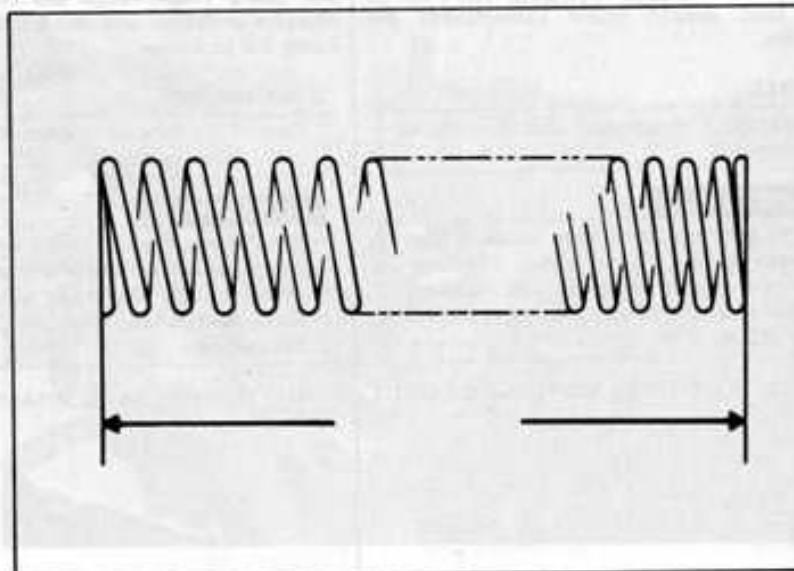
Remove the dust seal, spring guide, spring seat and spring seat stopper.



Inspection:

Measure the rear shock absorber spring length.

SERVICE LIMIT: 248.5 mm (9.78 in)





Visually inspect the damper unit for dents, oil leaks or other faults.

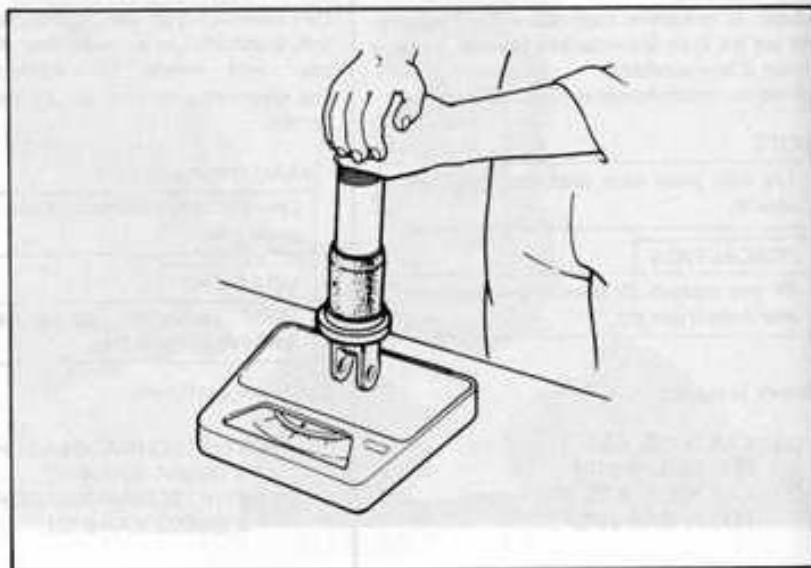
Replace the damper unit if necessary.

Place the damper rod on a scale and measure the force required to compress the damper unit 10mm (0.4 in).

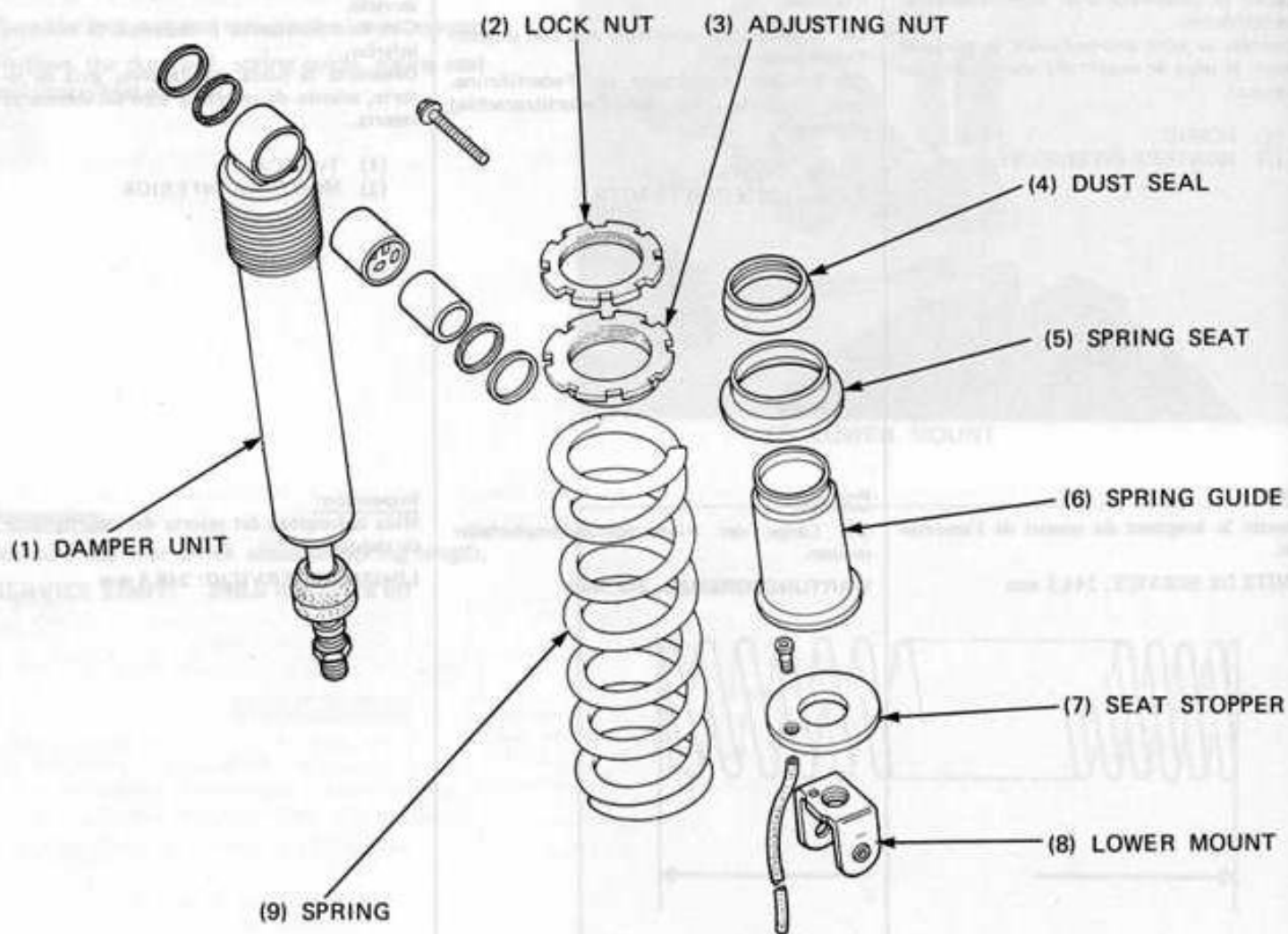
COMPRESSION FORCE: 28–38 kg (62–84 lb)

If the required is less than 28 kg (62 lb), gas is leaking.

Examine the damper rod and replace the damper unit if bent or scored.



Assembly:





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HONDA
XL400R·500R

XL400R·XL500R ADDENDUM

Install the dust seal and other parts.

Apply a locking agent to the lower mount threads.

Align the pin of spring seat stopper with the lower mount cut out and torque the nut.

TORQUE: 60–75 N·m
(6.0–7.5 kg-m, 45–54 ft-lb)

Measure the springs length.

Turn the adjusting nut to obtain the standard spring length.

STANDARD SPRING LENGTH:
241 mm (9.49 in)

Tighten the lock nut.

CAUTION

Do not ride the motorcycle without the spring having preload. Loss of rider control could result.

Installation:

Apply molybdenum disulfide (MoS_2) paste (containing more than 45% of MoS_2) to the upper mount bushings.

NOTE

Use MoS_2 paste (containing more than 45% of MoS_2) as follows:

- Molykote® G-n Paste manufactured by Dow Corning U.S.A.
- Locol Paste manufactured by Sumico Lubricant Co., LTD. Japan.
- Other lubricants of equivalent quality.

Attach the shock absorber to the frame and torque the upper mount bolt.

TORQUE: 60–75 N·m
(6.0–7.5 kg-m, 43–54 ft-lb)

Lubricate the shock arm and shock link pivots with the MoS_2 paste (containing more than 45% of MoS_2).

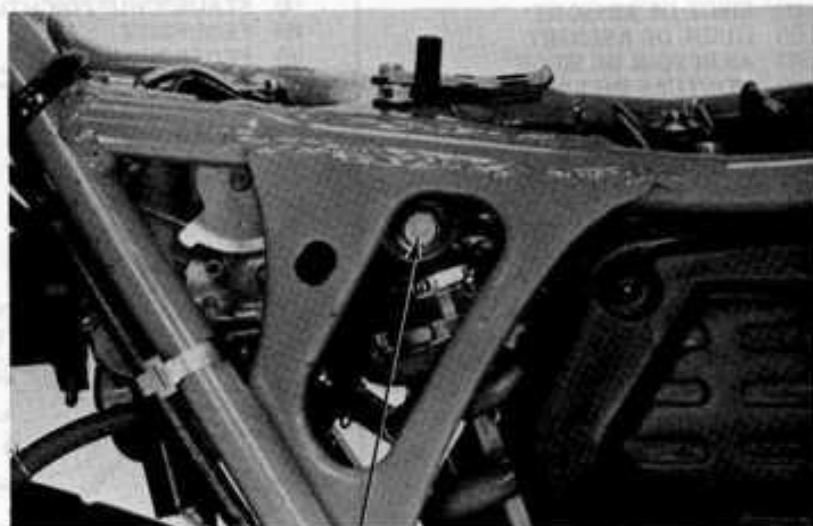
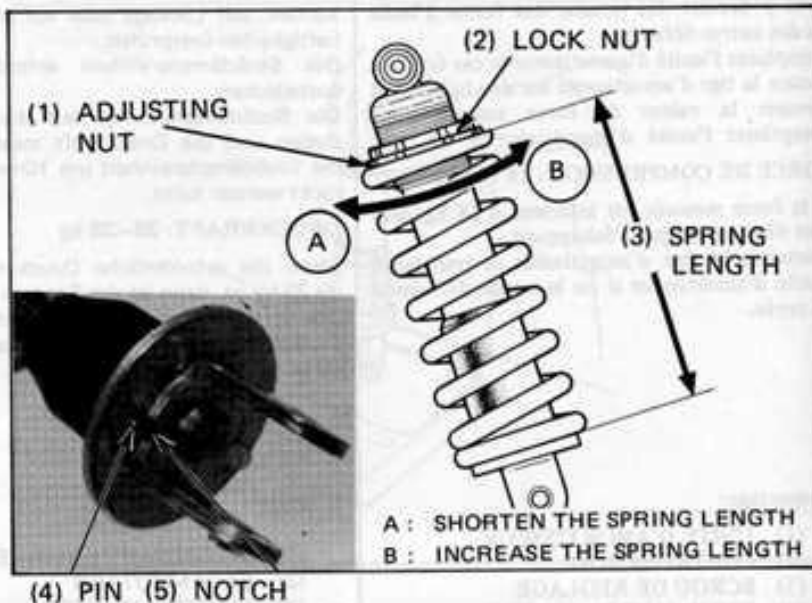
Place the shock arm with the shock link into the swingarm.

Install the shock absorber lower mount bolt and torque the bolt.

TORQUE: 38–48 N·m
(3.8–4.8 kg-m, 27–35 ft-lb)

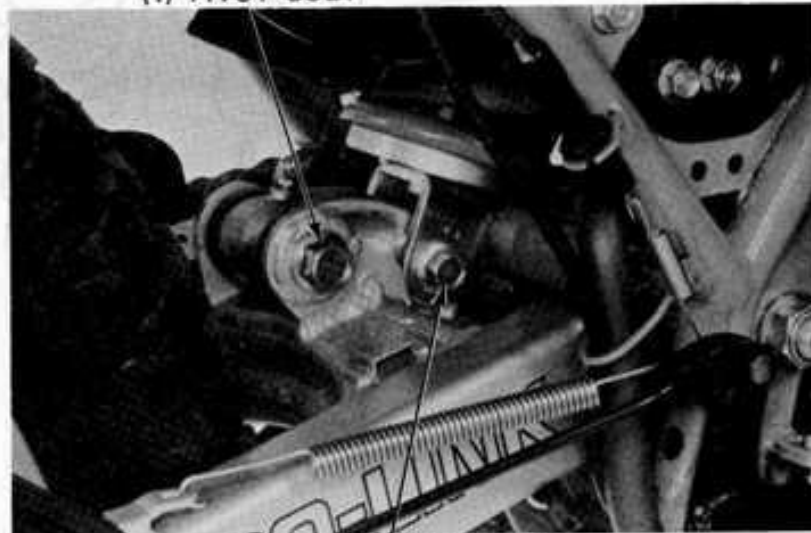
Install the shock link pivot bolt (swingarm side). Torque the bolt.

TORQUE: 90–120 N·m
(9.0–12.0 kg-m, 65–87 ft-lb)



(1) UPPER MOUNT BOLT

(1) PIVOT BOLT



(2) LOWER MOUNT BOLT

Attach the shock link to the frame and torque the pivot bolt.

TORQUE: 60–75 N·m
(6.0–7.5 kg-m, 43–54 ft-lb)

Install the mud guard.

Install the right and left side covers.

Install the seat.

Check the operation of the rear suspension.

(1) PIVOT BOLT



● SWINGARM

Removal:

Raise the rear wheel off the ground with a jack or block under the engine.

Remove the right and left side covers.

Remove the rear wheel (page 22-61).

Remove the shock link pivot bolt.



(1) PIVOT BOLT

Remove the mud guard.

Remove the chain case.

Remove the rear brake return spring.

Remove the rear shock absorber lower mount bolt.

(1) CHAIN CASE

(2) LOWER MOUNT BOLT



(3) RETURN SPRING

Loosen the 12mm engine mount bolt.

Remove the swingarm by removing the pivot bolt.

(1) 12 mm ENGINE MOUNT BOLT



(2) PIVOT BOLT

Disassembly:

Remove the shock arm from the swingarm.

Remove the chain slider, chain guide, passenger foot peg and foot guard.

(1) SHOCK ARM

(2) FOOT GUARD



(3) CHAIN SLIDER

(4) PASSENGER FOOT PEG

(5) CHAIN GUIDE

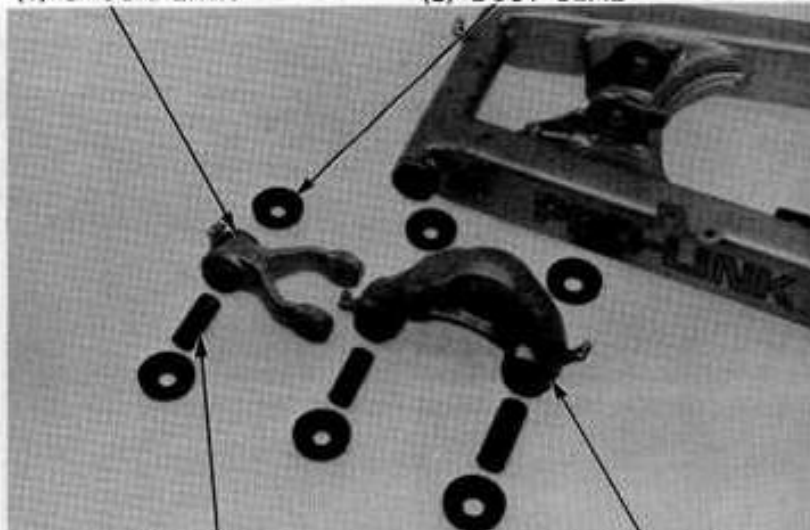
Disassemble the shock arm from the shock link. Inspect the shock arm and shock link components for damage or excessive or abnormal wear; replace if necessary.

Lubricate the parts shown with molybdenum disulfide (MoS_2) paste (See page 22-70).

Remove the dust seals from the swingarm pivot holes. Inspect the bearings and thrust bearings for damage or excessive or abnormal wear and replace them if necessary (page 22-73).

(1) SHOCK LINK

(2) DUST SEAL



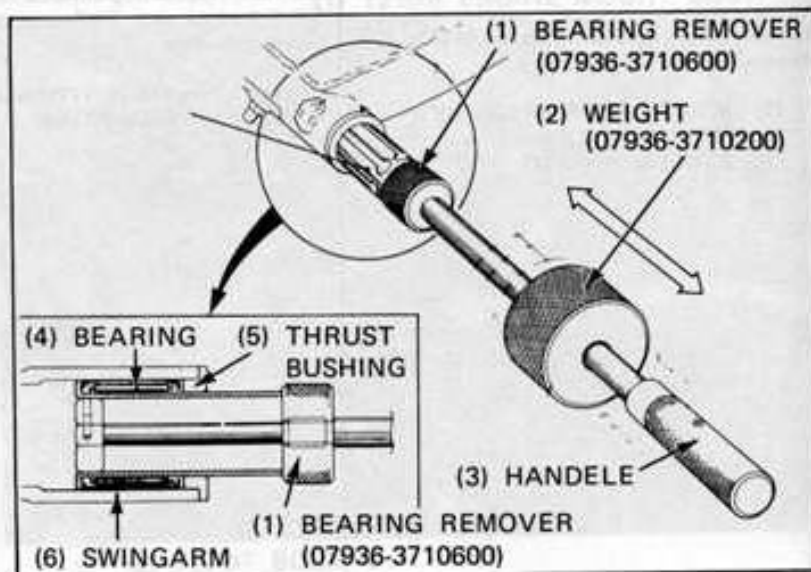
(3) BUSHING

(4) SHOCK ARM

Remove the dust covers.

Install the bearing remover into the swingarm pivot hole and expand the tool behind the bearing.

Drive the bearings out with the bearing remover.



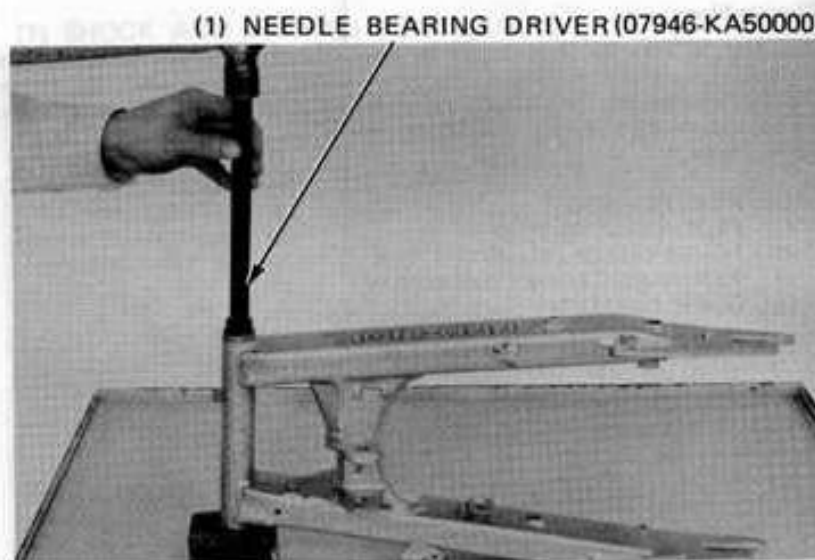
Assembly:

Clean the bearings, the lubricate them with grease.

Carefully drive the new bearings and thrust bushings into the swingarm pivot.

NOTE

Install the bearings with the marks facing out.



Connect the shock link to the shock arm and torque the pivot bolt.

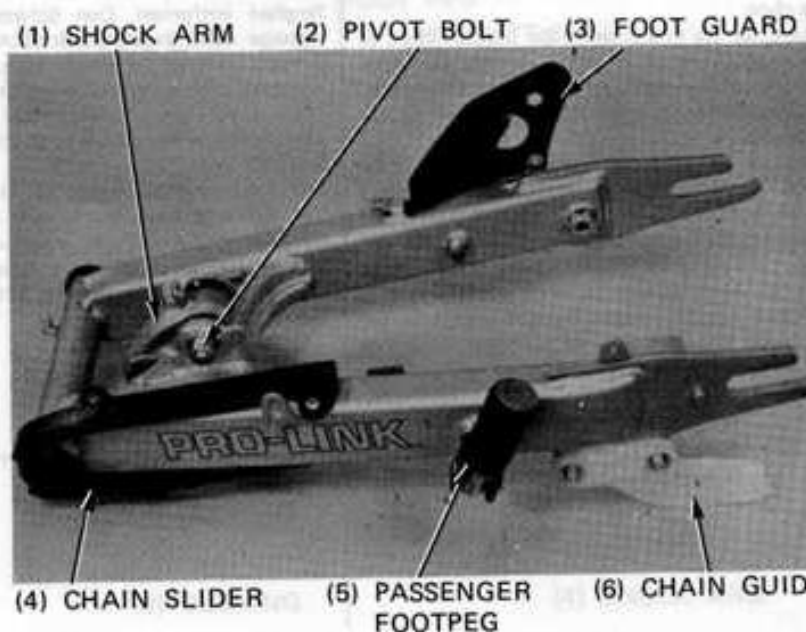
TORQUE: 60–75 N·m
(6.0–7.5 kg-m, 43–54 ft-lb)

Install the shock arm/link to the swingarm and torque the pivot bolt.

TORQUE: 90–120 N·m
(9.0–12.0 kg-m, 65–87 ft-lb)

Install the chain slider, chain guide passenger footpegs and foot guard.

Apply grease to the inside of the pivot dust seal.



Installation:

Install the swingarm and torque the pivot bolt.

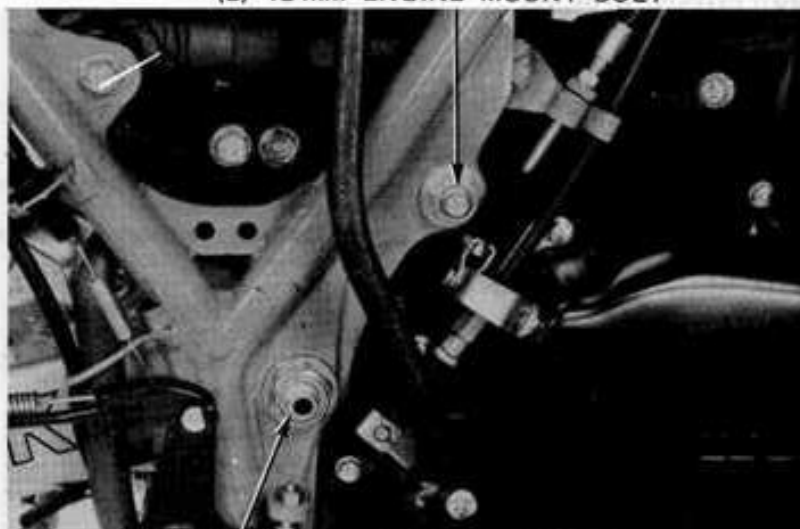
TORQUE: 70–100 N·m
(7.0–10.0 kg·m, 51–72 ft·lb)

Torque the 12mm engine mount bolt.

TORQUE: 90–100 N·m
(9.0–10.0 kg·m, 65–72 ft·lb)

Check the swingarm operation.

(2) 12 mm ENGINE MOUNT BOLT



(1) PIVOT BOLT

Attach the shock absorber lower mount on the shock arm and torque the mount bolt.

TORQUE: 38–48 N·m (3.8–4.8 kg·m,
27–35 ft·lb)

Install the shock link to the frame and torque the pivot bolt.

TORQUE: 60–75 N·m
(6.0–7.5 kg·m, 43–54 ft·lb)

After installation, grease the swingarm pivot through the grease fitting.

Grease the linkage bushings through the grease fittings with the molybdenum disulfide (MoS_2) paste (See page 22-70).

(1) LOWER MOUNT BOLT



(3) GREASE FITTINGS

(2) PIVOT BOLT



(3) GREASE FITTINGS

Install the chain case, and mud guard.

Install the rear wheel (page 22-65).

Install the rear brake return spring and rear brake rod.

Check the operation of the rear suspension.

