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Applicable Models: H1B, H1D, H2, S2A, F11, Z1

### PROBLEM #1:

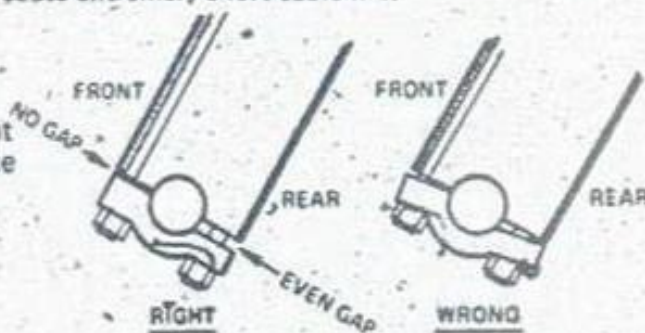
At a glance, the front fork axle clamp used on the alloy front forks seems symmetrical, but there is a front and back to the clamp which must be recognized, or the clamp may be installed incorrectly. With the clamp installed backwards, excessive stress is placed on the studs which may bend them, or under certain conditions, possibly strip the stud threads. The F11 clamps have not only front and rear, but left and right sides as well.

### PROBLEM #2:

On all disc brake models, the speedometer drive gearbox is not fixed in position. The position of the speedometer drive gearbox in the front fork determines the angle at which the cable intersects the gearbox. Improper position of the gearbox will cause extremely short cable life.

### SOLUTION:

Proper assembly will prevent damage to the studs and will insure the integrity of the front axle mount. To install front axle clamps, make sure the axle is squarely seated in the forks. Position the clamps with the thicker portion of the clamp on the front stud. This leaves no gap in front and an even gap at the back.



Before tightening the nuts on the disc brake models, check to make sure the speedometer gearbox is turned so that the speedometer cable points back to the engine; otherwise, bending or kinking will cause strain on the cable, with consequent failure. Since cable length is not quite the same, each model should be set as shown:

## S2A

Point toward cylinder head



## H2

Point toward center exhaust pipe



**Z1**

Point toward exhaust nut



**H1B H1D**

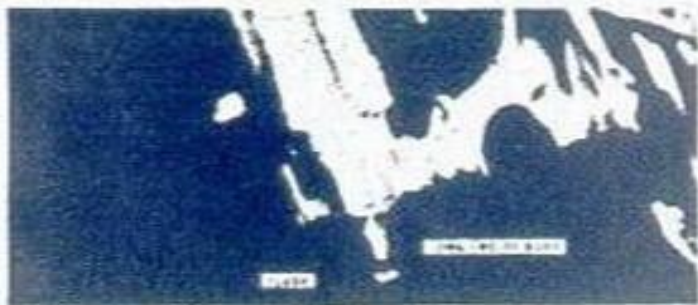
Point toward spark plug



New models are marked with a spot of yellow paint on the speedometer gearbox and the left hand fork outer tube to avoid this problem. This applies to the following frame numbers: Z1F-03Q13 and up, H2F-28060 and up, H1F-07050 and up, S2T-09310 and up.



Once the speedometer gearbox is properly positioned, tighten the front nut first, then the rear. Torque to 14 lb.-ft. The F11 procedure is slightly different. The two clamps on the F11 are not interchangeable because the studs are off-center in the fork. The longer side of the axle boss goes to the inside, toward the hub, and the gap should be flush in front and evenly spaced in back. Tighten the front nut first, and then the rear, both to 10 lb.-ft.



**WARRANTY:**

This bulletin is for service information only, not for warranty authorization.