

Fig. 187 ① 6 mm bolt ③ Link arm
② Throttle shaft

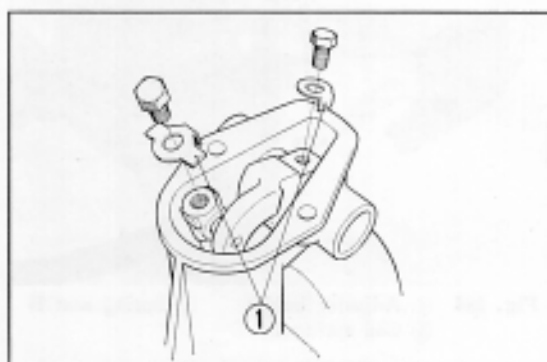


Fig. 188 ① Tongued washer

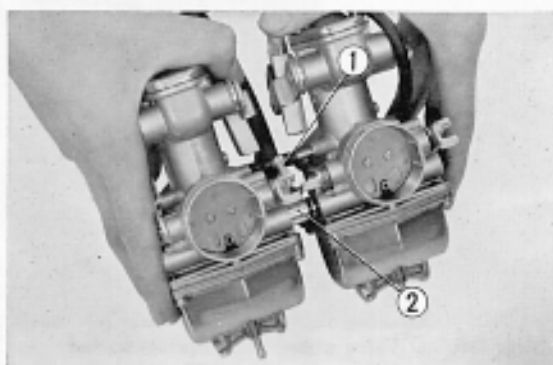


Fig. 189 ① Rubber pipe ② T type joint

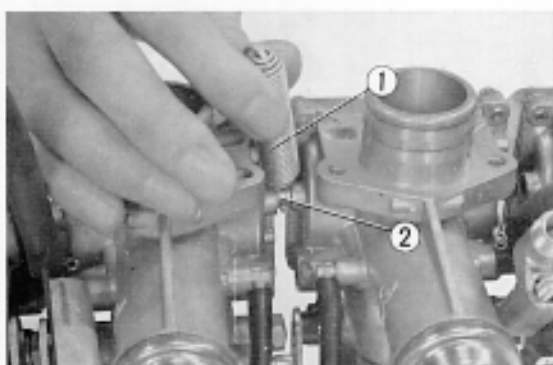


Fig. 190 ① Return spring ② Spring set plate

4. Unscrew the 6 mm bolt from the throttle shaft and push the spherical end of the link arm into the throttle shaft while pulling up the throttle shaft.

5. Install the tongued washer with the tongue positioned as shown in Fig. 187, tighten the 6 mm bolt, and then bend up the washer tongue against the bolt head.
6. Install the carburetor top with the two 5 mm screws.

7. Combine the two carburetors with the T type joint and the rubber pipe.

8. Mount the spring set plate, and then hook up the return spring. Position the four carburetors, install the set plate, and tighten with the eight 6 mm flat head screws.



9. Install the dust plate A, and mount the adjuster holder to the link arm.

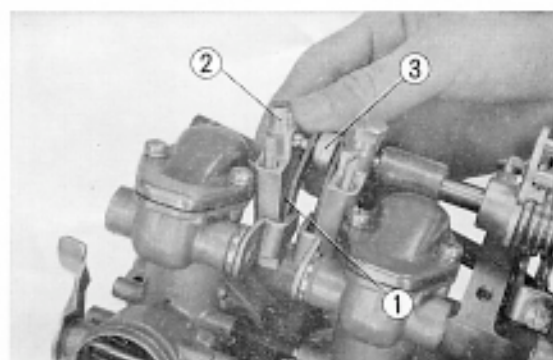


Fig. 191 ① Dust plate A ③ Link arm
② Adjuster holder

10. Insert the coil spring B and tighten it with the cap nut.

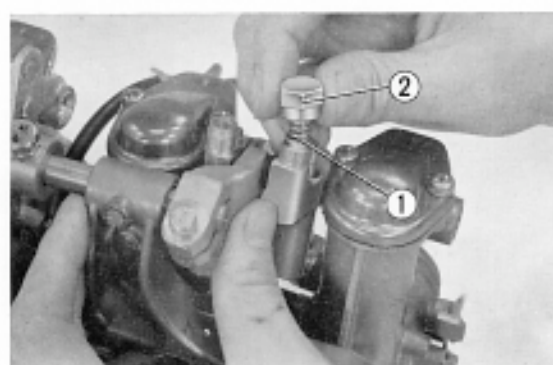


Fig. 192 ① Coil spring B ② Cap nut

11. Install the special washer D, dust plate B, and flat washer on the adjuster screw and tighten with the nuts.

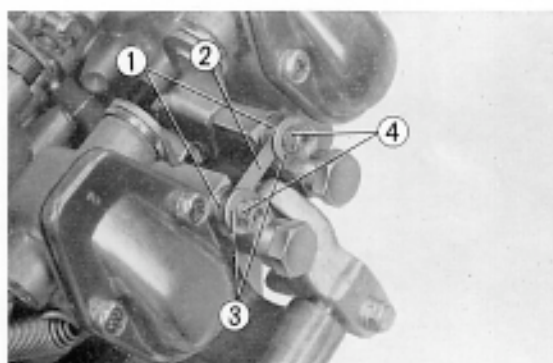


Fig. 193 ① Special washer D ③ Washers
② Dust plate B ④ Nuts

12. Connect the throttle return spring on the link lever, being careful not to damage the hook.
13. Install and route the two fuel tubes as shown in Fig. 193.
14. Mount the carburetor unit on the engine in the reverse order as described in section 2. A.

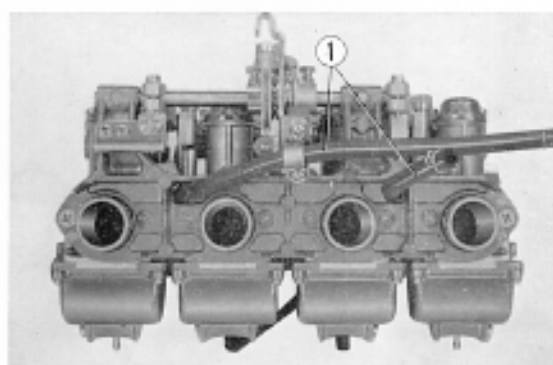


Fig. 194 ① Fuel tubes

5. CHASSIS

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1. FRONT WHEEL AND FRONT BRAKE

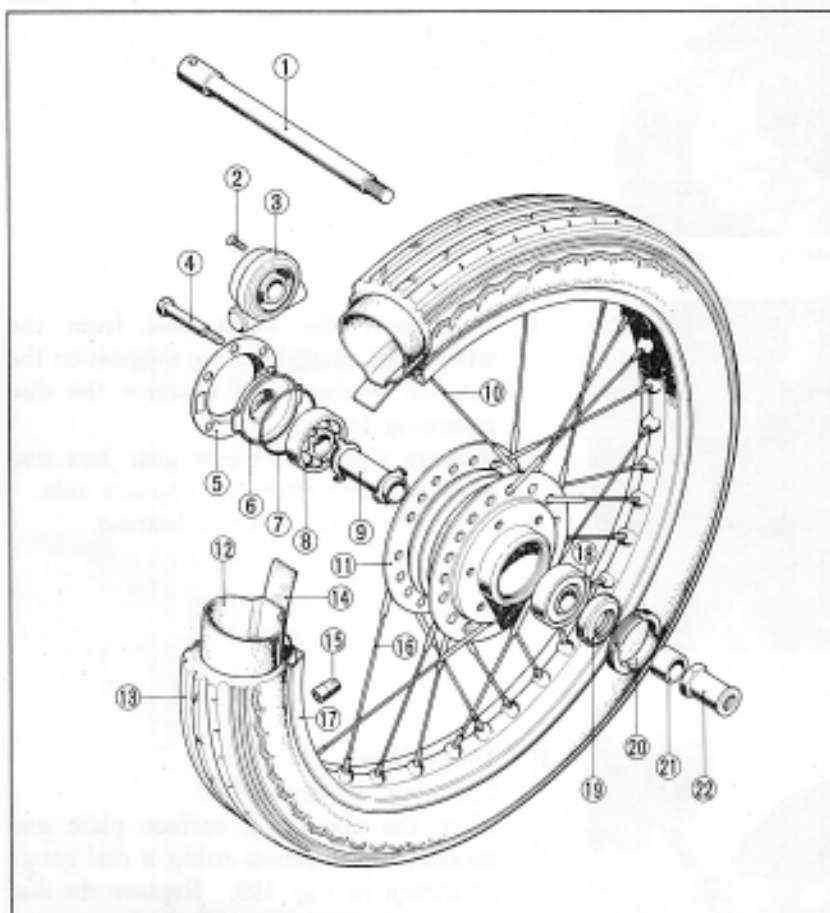


Fig. 195

- ① Axle shaft
- ② 5×15 mm oval screw
- ③ Speedometer gear box
- ④ 8×102 mm bolt
- ⑤ Gear box retainer cover
- ⑥ Gear box retainer
- ⑦ O-ring
- ⑧ 6302 R ball bearing
- ⑨ Front axle distance collar
- ⑩ Front spoke B
- ⑪ Front wheel hub
- ⑫ Front wheel tube
- ⑬ Front wheel tire
- ⑭ Front tire flap
- ⑮ Wheel balancer
- ⑯ Front spoke A
- ⑰ Front wheel rim
- ⑱ 6302 R ball bearing
- ⑲ 22368 dust seal
- ⑳ Front wheel bearing retainer
- ㉑ Front wheel collar
- ㉒ Front wheel axle nut

Front Wheel

A. Disassembly

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Disconnect the speedometer cable from the speedometer gear box.
3. Unscrew the axle holder mounting nuts and remove the front wheel assembly from the front fork.
4. Unscrew the front wheel axle nut and remove the front axle.



Fig. 196 ① Speedometer cable

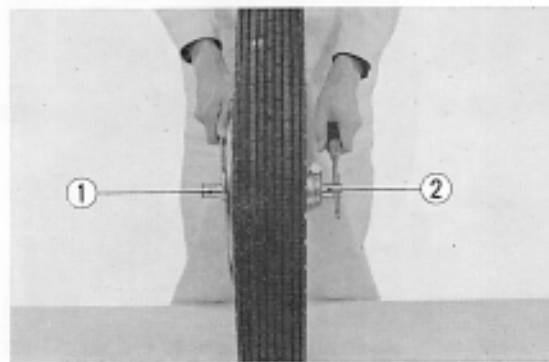


Fig. 197 ① Front axle nut ② Front axle



Fig. 198 ① Front wheel bearing retainer

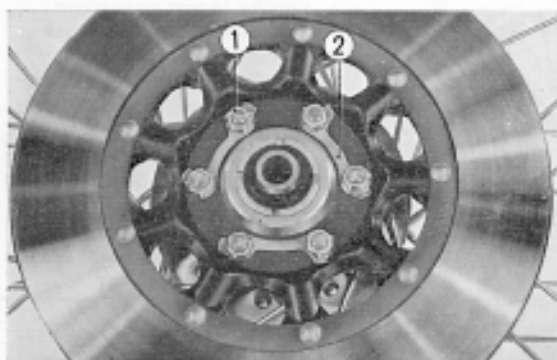


Fig. 199 ① Disc mounting nuts
② Tongued washers

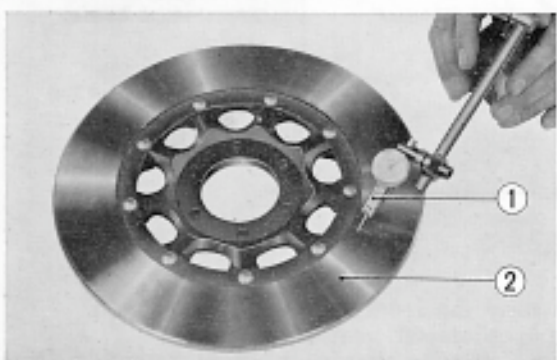


Fig. 200 ① Dial gauge ② Front brake disc



Fig. 201 ① Dial gauge

5. Remove the bearing retainer from the wheel hub, and the dust seal from the bearing retainer.

6. To remove the brake disc from the wheel, first, straighten the tongues on the tongued washers, and unscrew the disc mounting nuts.
7. Remove the speedometer gear box and retainer cover from the opposite side.
8. Remove the front wheel bearing.

B. Inspection

1. Checking the brake disc.
Place the disc on a surface plate and measure the trueness using a dial gauge as shown in Fig. 199. Replace the disc if beyond the serviceable limit.
2. Checking rim wobble and wheel runout.
Spin the wheel by hand and check both wobble and runout using a dial gauge as shown in Fig. 200.



3. Checking the wheel bearings.
Measure bearing wear in both axial and radial directions.
4. Check for loose or bent spokes.
Tighten loose spokes, and straighten or replace bent spokes.
5. If tire pressure is low, check for leaks around the valve stem and also the valve.
6. Check the condition of the tire both inside and outside for cuts, bruises, and imbedded nails.

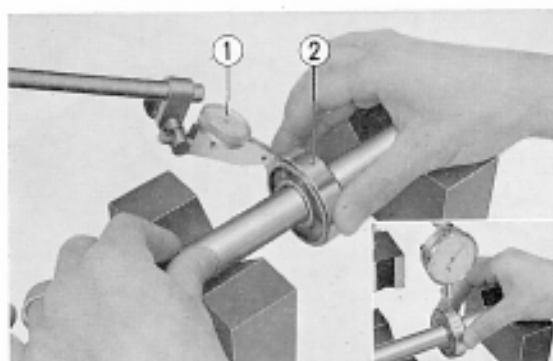


Fig. 202 ① Dial gauge ② Ball bearing

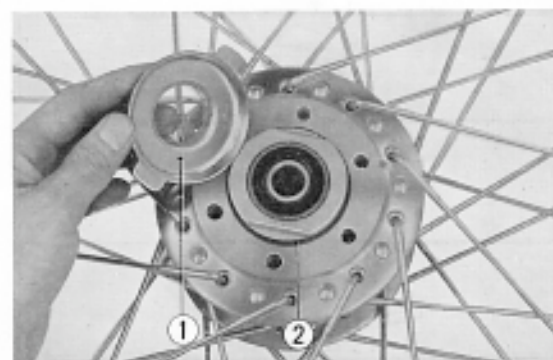
C. Reassembly

1. Drive the 6302R wheel ball bearing into the hub using a bearing driver.
2. Install the dust seal in the wheel bearing retainer, mount the retainer into the wheel hub, and install the O-ring into the hub.



Fig. 203 ① Bearing driver

3. Install the gear box retainer cover on the gear box retainer so that the cover matches the slot.

Fig. 204 ① Gear box retainer
② O-ring

4. Mount the brake disc on the wheel with bolts, tongued washers, and nuts. After tightening, bend up the tongues on the washers to lock the nuts.

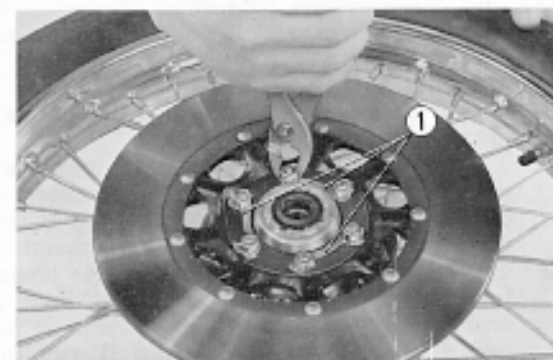


Fig. 205 ① Tongued washers



Fig. 206 ① Gear box retainer
② Speedometer gear box

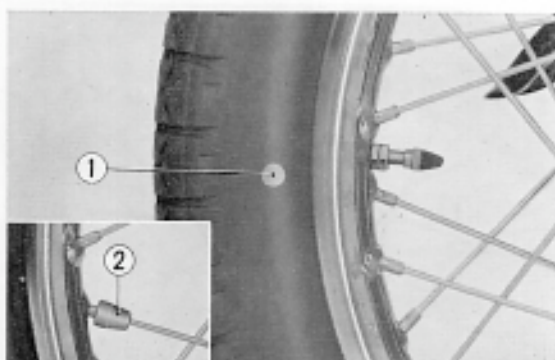


Fig. 207 ① Balance marking ② Balance weight

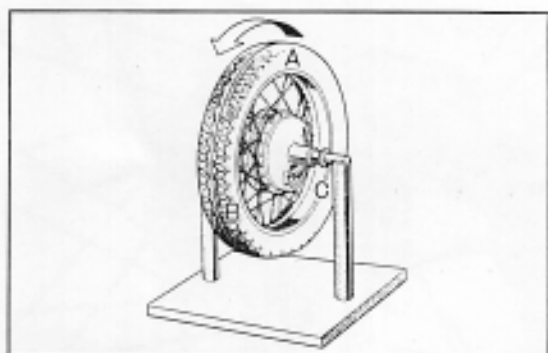


Fig. 208

Front disc brake

The disc brake system consists of the brake lever and master cylinder on the right handle bar, caliper mounted on the front fork left side, and the special stainless steel brake disc mounted on the wheel hub.

(Operation)

1. When the brake lever ① is gripped, the cam ② at the base of the lever actuates a piston of the master cylinder.
2. The piston moves the primary cup ③ which blocks the passage to the reservoir and pressurizes the fluid within the master cylinder. This pressure is transmitted to the caliper chamber through brake hose B ④, 3 way joint ⑤, and brake hose A ⑦. Also, the stop light pressure switch ⑥ mounted on the 3 way joint is actuated.
3. The hydraulic pressure within caliper chamber A applies pressure against piston ⑧, which forces pad A ⑩ against the brake disc. Since the caliper assembly is mounted on an arm which pivots at the front fork, it is free to swivel, therefore, the reaction from pad A ⑩ is transmitted to pad B, resulting in equalized pressure being applied by the pads to both sides of the brake disc.

5. Install the speedometer gear box on the opposite side of the brake disc, and insert front axle into the hub through the speedometer gear box.

6. Mount the front wheel on the front fork, install the axle holders, and tighten the nuts.

Note:

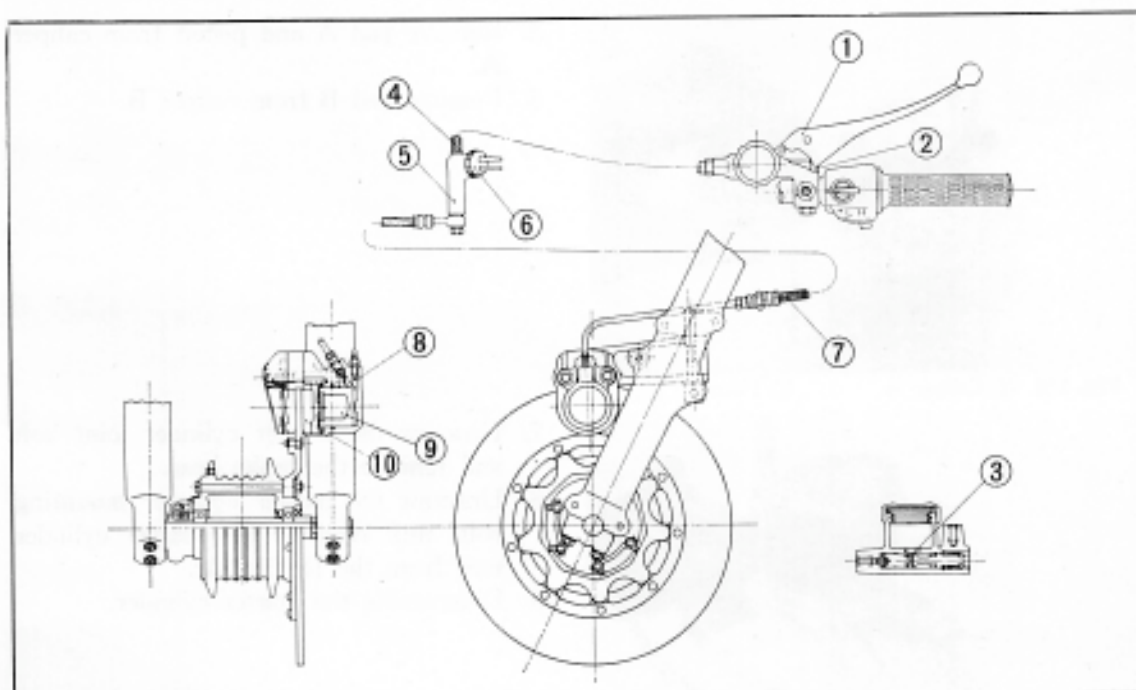
Make sure that the speedometer gear box is mounted in the proper position.

First tighten the axle holder on the left side (brake disc side), and then the right side.

7. Connect the speedometer cable to the gear box.

8. Checking the wheel balance

- a. Mark the side of the tire and rotate the wheel lightly several times and observe the position where the mark comes to rest.
- b. If the wheel is not statically balanced, the mark on the tire will come to rest at the same position. (heavier section will be at the bottom).
- c. Attach a balance weight on the spoke at the lighter section (at the top).
- d. The wheel is in balance when it does not stop at any definite position after rotating the wheel several times.
The balance weights are available in four different weight sizes (5, 10, 15 and 20 gr).
- e. The front wheel should be balanced with the brake disc installed.



- ① Front brake lever
- ② Front brake lever cam
- ③ Primary cup
- ④ Front brake hose B

- ⑤ Three way joint
- ⑥ Stop switch
- ⑦ Front brake hose A
- ⑧ Caliper A

- ⑨ Piston
- ⑩ Pad A

Fig. 209

A. Disassembly

1. Remove the front wheel.
2. Unscrew the oil joint bolt and disconnect the brake hose.

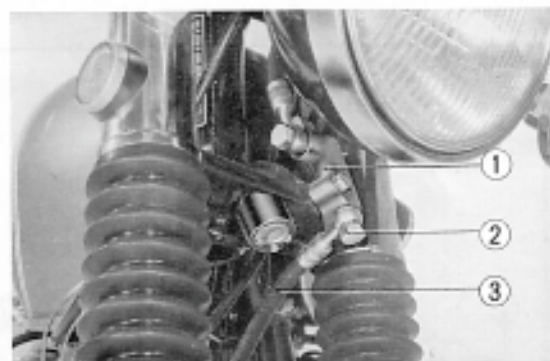


Fig. 210 ① Oil joint ② Oil joint bolt ③ Brake hose

3. Unscrew the three caliper mounting bolts and a caliper adjusting bolt, and remove the caliper assembly.
4. Unscrew the two caliper set bolts and separate caliper A and B.

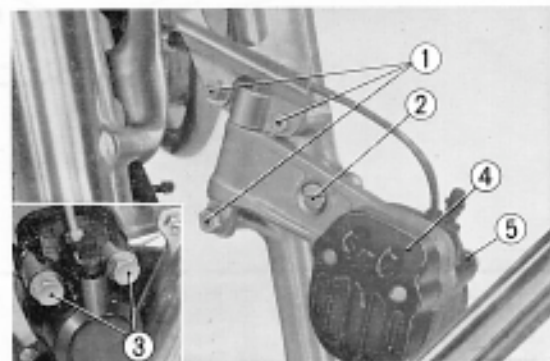


Fig. 211 ① Caliper mounting bolts
 ② Caliper adjusting bolt
 ③ Caliper set bolts
 ④ Caliper B
 ⑤ Caliper A

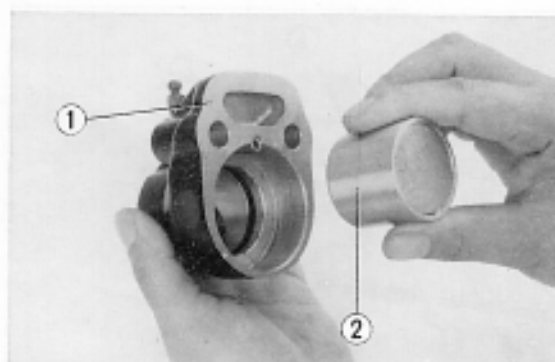
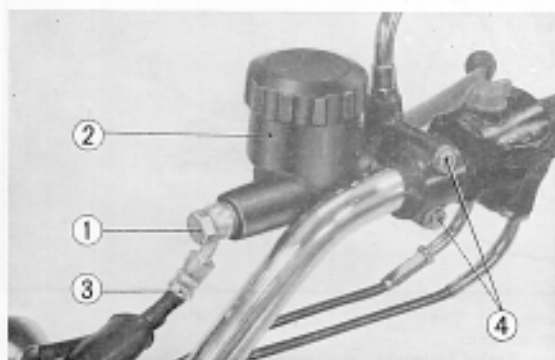
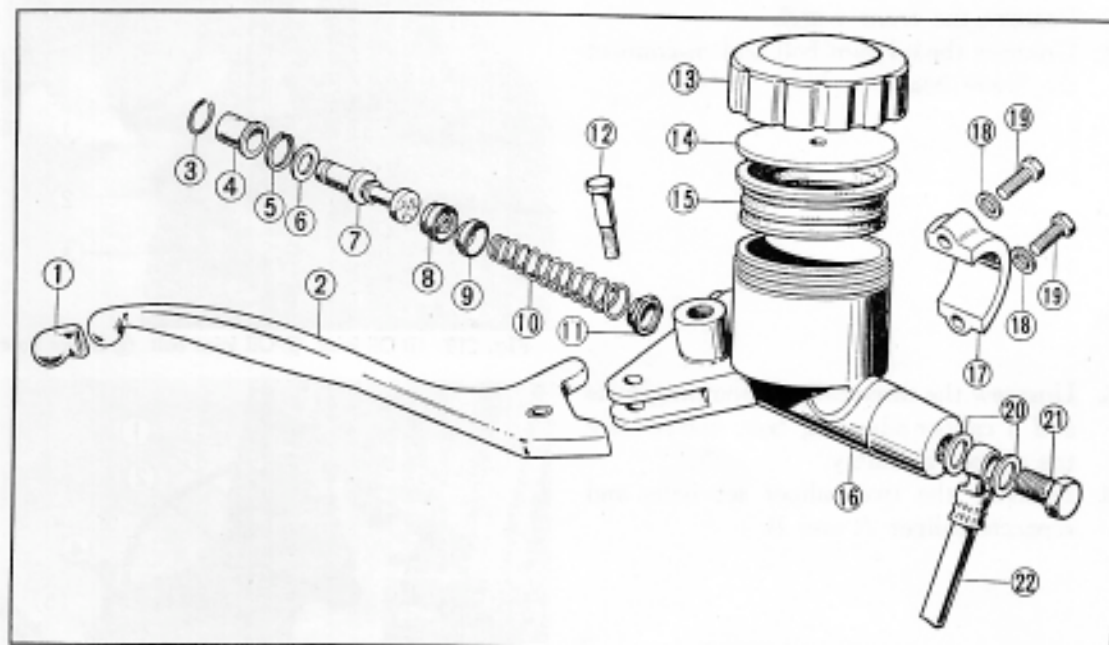


Fig. 212 ① Caliper A ② Piston

Fig. 213 ① Joint bolt
② Master cylinder unit
③ Brake hose
④ Master cylinder mounting bolts

5. Remove pad A and piston from caliper A.
6. Remove pad B from caliper B.

7. Unscrew the master cylinder joint bolt and remove the brake hose.
8. Unscrew the master cylinder mounting bolts and remove the master cylinder unit from the handle bar.
9. Disassemble the master cylinder.



- | | | | |
|---------------------------|---------------------------|--------------------------|---------------------|
| ① Brake lever cap | ⑦ Piston | ⑬ Reservoir cap | ⑲ 6mm hex bolt |
| ② Brake lever | ⑧ Secondary cup | ⑭ Master cylinder plate | ⑳ Joint bolt washer |
| ③ Stopper washer | ⑨ Primary cup | ⑮ Diaphragm | ㉑ Joint bolt |
| ④ Boot | ⑩ Spring | ⑯ Master cylinder body | ㉒ Front brake hose |
| ⑤ 18mm internal snap ring | ⑪ Check valve | ⑰ Master cylinder holder | |
| ⑥ 10.5mm washer | ⑫ Handle lever pivot bolt | ⑱ 6mm spring washer | |

Fig. 214

10. Remove the boot and remove the snap ring from the master cylinder body. Next, remove the 10.5mm washer, piston, secondary cup, spring, and check valve.

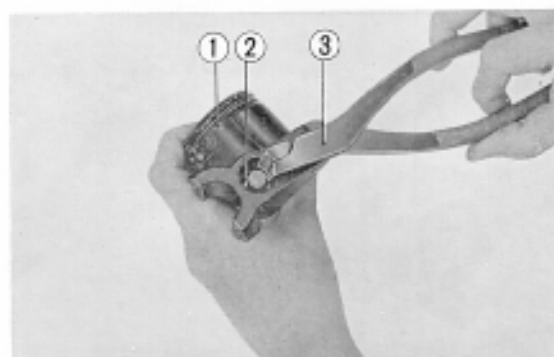


Fig. 215 ① Master cylinder body ② Snap ring ③ Special pliers

B. Inspection

1. Checking the wear of the disc brake pad. Red grooves are provided for both pad A and B as a wear limit indicator. When the pad is worn to this red groove, the pad should be replaced. After replacing the pads, adjust the clearance between the brake disc and pad to **0.15 mm (0.006 in.)** with the caliper adjusting bolt.

Adjust by turning the caliper adjusting bolt until the pad drags slightly against the brake disc, and from this position back off 1/2 turn and tighten the lock nut.

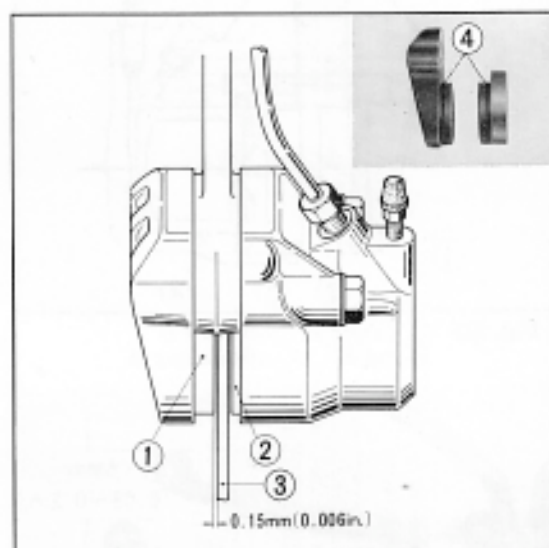


Fig. 216 ① Pad B ② Pad A ③ Brake disc ④ Wear limit indicator

2. Checking the caliper cylinder and piston. Measure the inside diameter of the caliper cylinder and the outside diameter of the piston using a cylinder gauge and a micrometer. If the clearance is greater than serviceable limit, replace the part.

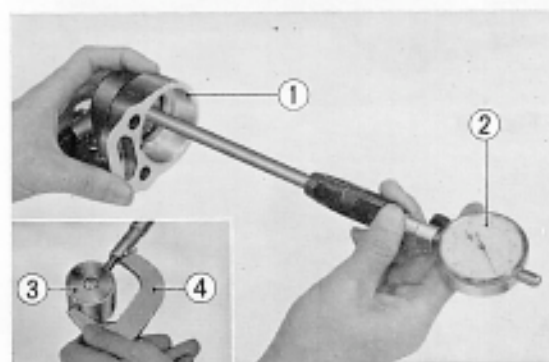


Fig. 217 ① Caliper cylinder ② Cylinder gauge ③ Piston ④ Micrometer