| Items |  |  | Frequency*1 |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\times 1,000 \mathrm{mi}$ | 0.6 | 4 | 8 | 12 | 16 | 20 | 24 | Regular Replace | Refer to page |
|  |  |  | $\times 1,000 \mathrm{~km}$ | 1.0 | 6.4 | 12.8 | 19.2 | 25.6 | 32.0 | 38.4 |  |  |
|  | Drive Belt | $\checkmark$ |  |  |  | I |  | B |  | I |  | - |
|  | Final Drive Oil *5 | 1 |  |  |  |  |  |  |  |  | 2 Years | - |
|  | Brake Fluid*5 |  |  |  | I | 1 | 1 | 1 | 1 | 1 | 2 Years | 81 |
| $\stackrel{\text { E }}{ \pm}$ | Brake Shoes/Pads Wear |  |  |  | I | I | I | 1 | I | 1 |  | 82, 86 |
| $\bigcirc$ | Brake System |  |  |  | I | 1 | I | 1 | 1 | 1 |  | 55 |
| $\frac{0}{0}$ | Brake Lock Operation | 4 |  |  | I | I | I | 1 | I | 1 |  | 34 |
| $\stackrel{\text { ¢ }}{\substack{1 \\ 亡}}$ | Headlight Aim |  |  |  | I | I | 1 | I | 1 | 1 |  | 90 |
| $\cdots$ | Clutch Shoes Wear | $x$ |  |  |  | I |  | 1 |  | 1 |  | - |
| 気 | Side Stand |  |  |  | I | 1 | 1 | 1 | 1 | 1 |  | 87 |
| $\stackrel{1}{\text { L }}$ | Suspension | $\checkmark$ |  |  | 1 | 1 | 1 | 1 | 1 | I |  | - |
| 2 | Nuts, Bolts, Fasteners | $\checkmark$ |  |  |  | I |  | 1 |  | I |  | - |
|  | Wheels/Tires | $x$ |  |  | 1 | 1 | 1 | 1 | I | 1 |  | 63 |
|  | Steering Head Bearings | $x$ |  |  |  | 1 |  | 1 |  | 1 |  | - |

## Notes:

${ }^{7} 1$ : At higher odometer reading, repeat at the frequency interval established here.
2 2 : Service more frequently when riding in unusually wet or dusty areas.
*3: Service more frequently when riding in rain or at full throttle.
*4:50 STATE (meets California).
*5 : Replacement requires mechanical skill.

