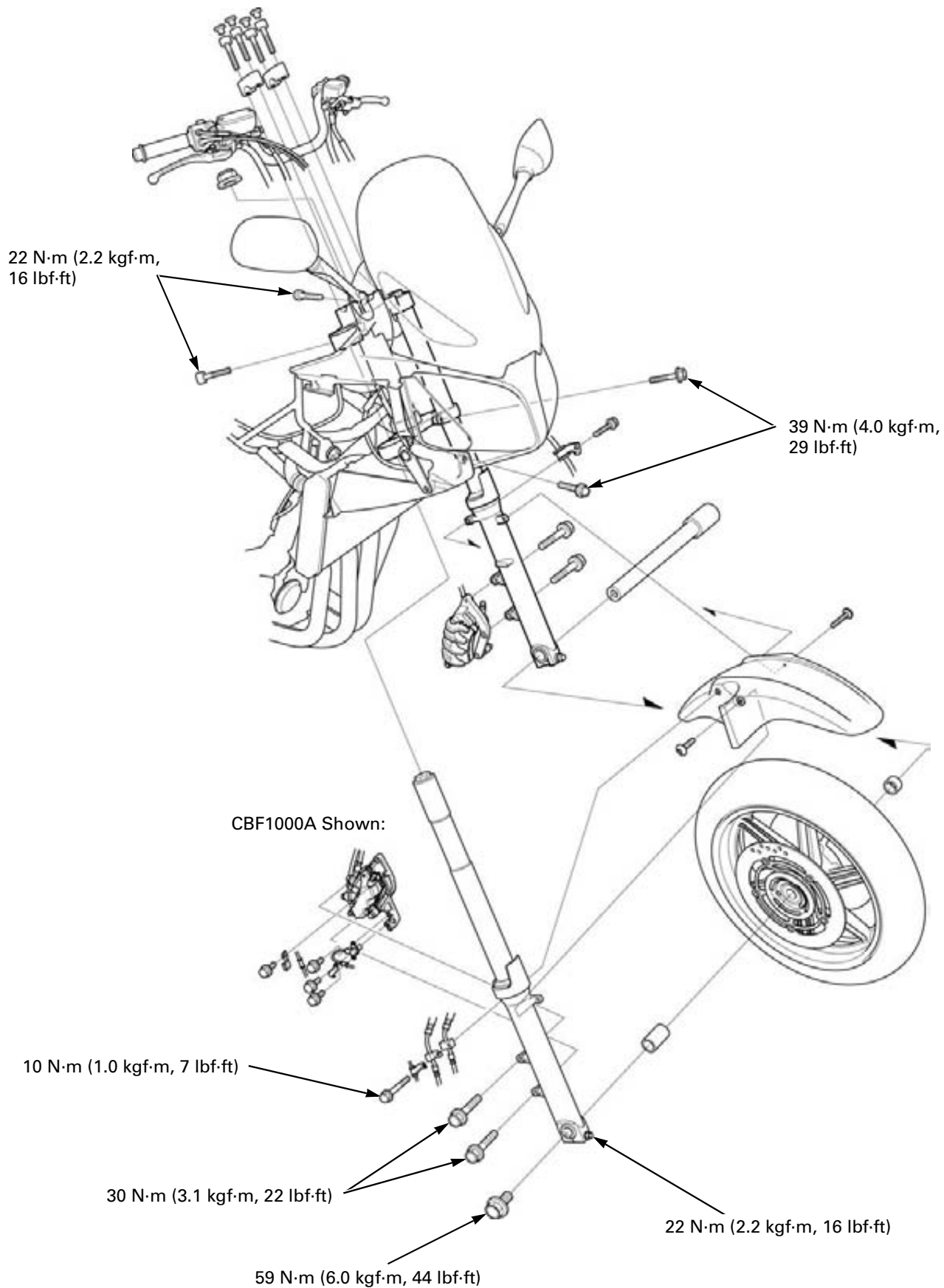


14. FRONT WHEEL/SUSPENSION/STEERING

SYSTEM COMPONENTS	14-2	FRONT WHEEL	14-13
SERVICE INFORMATION	14-3	FORK	14-19
TROUBLESHOOTING	14-5	STEERING STEM.....	14-30
HANDLEBAR	14-6		

FRONT WHEEL/SUSPENSION/STEERING

SYSTEM COMPONENTS



SERVICE INFORMATION

GENERAL

- A hoist or equivalent is required to support the motorcycle when servicing the front wheel, fork and steering stem.
- A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.
- Riding on damaged rims impairs safe operation of the vehicle.
- Use only tires marked "TUBELESS" and tubeless valves on rim marked "TUBELESS TIRE APPLICABLE".
- Refer to page 16-2 for hydraulic brake system service.

SPECIFICATIONS

Unit: mm (in)



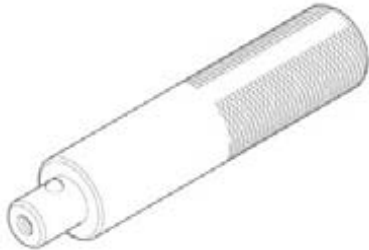






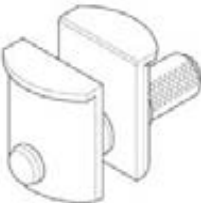
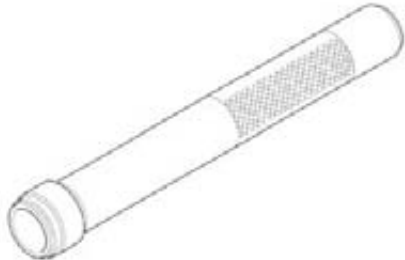

ITEM		STANDARD	SERVICE LIMIT
Minimum tire tread depth		–	1.5 (0.06)
Cold tire pressure	Driver only	250 kPa (2.50 kgf/cm ² , 36 psi)	–
	Driver and passenger	250 kPa (2.50 kgf/cm ² , 36 psi)	–
Axle runout		–	0.2 (0.008)
Wheel rim runout	Radial	–	2.0 (0.08)
	Axial	–	2.0 (0.08)
Wheel balance weight		–	60 g (2.1oz) max.
Fork	Spring free length	358.8 (14.13)	352 (13.9)
	Fork pipe runout	–	0.20 (0.008)
	Recommended fork fluid	Honda ULTRA CUSHION OIL 10W or equivalent	–
	Fluid level	129 (5.1)	–
	Fluid capacity	437 ± 2.5 cm ³ (14.8 ± 0.08 US oz, 15.4 ± 0.09 Imp oz)	–
Steering head bearing pre-load		9.8 – 13.7 N (1.0 – 1.4 kgf, 2.2 – 3.1 lbf)	–

TORQUE VALUES

Steering stem adjusting lock nut	See page 14-34	
Steering stem adjusting nut	25 N·m (2.5 kgf·m, 18 lbf·ft)	Apply engine oil to the threads.
Steering stem nut	103 N·m (10.5 kgf·m, 76 lbf·ft)	
Bottom bridge pinch bolt	39 N·m (4.0 kgf·m, 29 lbf·ft)	
Top bridge pinch bolt	22 N·m (2.2 kgf·m, 16 lbf·ft)	
Fork cap	22 N·m (2.2 kgf·m, 16 lbf·ft)	
Fork cap lock nut	19.6 N·m (2.0 kgf·m, 14 lbf·ft)	
Fork center bolt	20 N·m (2.0 kgf·m, 15 lbf·ft)	Apply locking agent.
Front axle pinch bolt	22 N·m (2.2 kgf·m, 16 lbf·ft)	
Front axle bolt	59 N·m (6.0 kgf·m, 44 lbf·ft)	
Front brake disc bolt	20 N·m (2.0 kgf·m, 15 lbf·ft)	ALOC bolt; replace with new one.
Front master cylinder holder bolt	12 N·m (1.2 kgf·m, 9 lbf·ft)	
Wheel speed sensor pulse ring torx bolt	7 N·m (0.7 kgf·m, 5.2 lbf·ft)	ALOC bolt; replace with new one.
Brake caliper mounting bolt	30 N·m (3.1 kgf·m, 22 lbf·ft)	ALOC bolt; replace with new one.

FRONT WHEEL/SUSPENSION/STEERING

TOOLS

<p>Bearing remover shaft 07GGD-0010100</p> 	<p>Bearing remover head, 20 mm 07746-0050600</p> 	<p>Driver 07749-0010000</p> 
<p>Attachment, 42 x 47 mm 07746-0010300</p> 	<p>Attachment, 52 x 55 mm 07746-0010400</p> 	<p>Pilot, 20 mm 07746-0040500</p> 
<p>Fork seal driver weight 07947-KA50100</p> 	<p>Fork seal driver attachment, 41 mm I.D. 07947-KF00100</p> 	<p>Steering stem socket 07916-3710101</p> 
<p>Bearing remover 07946-3710500</p> 	<p>Steering stem driver 07946-MB00000</p> 	<p>Ball race remover attachment 07953-MJ10100</p> 

Ball race remover handle
07953-MJ10200



TROUBLESHOOTING

Hard steering

- Steering stem adjusting nut too tight
- Worn or damaged steering head bearings
- Worn or damaged steering head bearing races
- Bent steering stem
- Insufficient tire pressure
- Faulty front tire

Steers to one side or does not track straight

- Bent fork leg
- Damaged steering head bearings
- Loose steering head bearings
- Bent frame
- Worn wheel bearings
- Bent front axle
- Worn swingarm pivot components (page 15-5)

Front wheel wobbles

- Bent rim
- Unbalanced tire and wheel
- Worn wheel bearings
- Faulty tire

Wheel turns hard

- Faulty wheel bearings
- Bent axle
- Brake drag (page 16-6)

Soft suspension

- Low tire pressure
- Weak fork spring
- Low fluid level in fork
- Incorrect fluid weight (low viscosity)

Stiff suspension

- High tire pressure
- Bent fork tube
- Fork slider binds
- High fluid level in fork
- Incorrect fluid weight (high viscosity)
- Clogged fork fluid passage

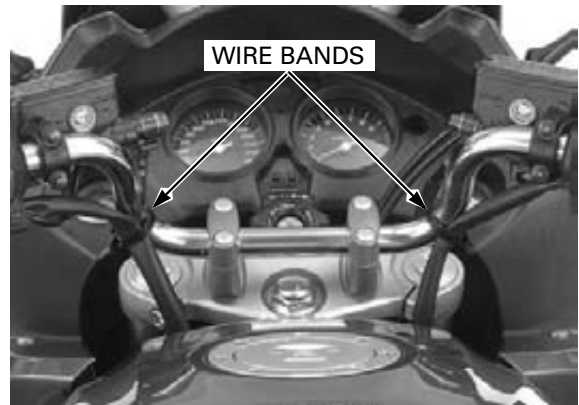
Front suspension noise

- Loose fork fasteners
- Incorrect fluid weight (low viscosity)
- Worn guide bushing or fork tube bushing

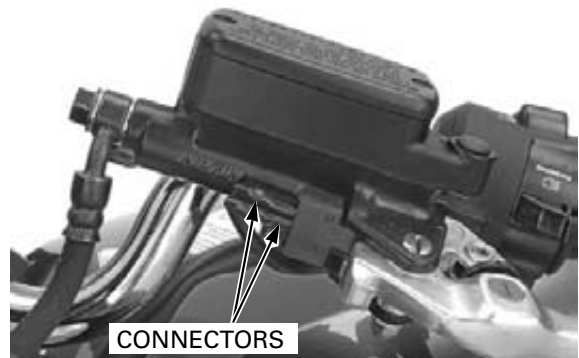
HANDLEBAR

REMOVAL

Remove the wire bands.

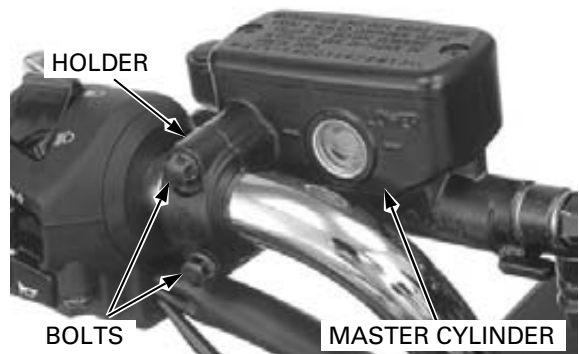


Disconnect the clutch switch wire connectors.



Keep the reservoir upright to prevent air from entering the hydraulic system.

Remove the holder bolts, holder and clutch master cylinder.



Remove the screws and left handlebar switch.

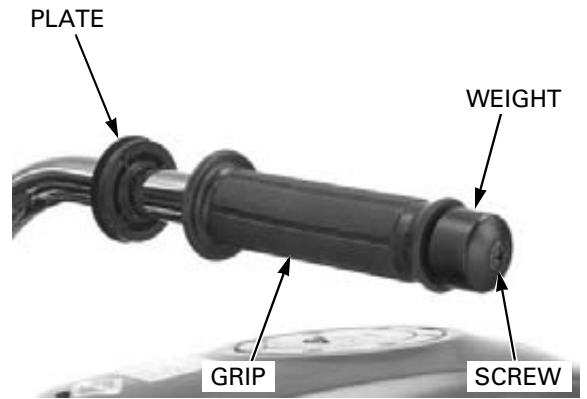


FRONT WHEEL/SUSPENSION/STEERING

For inner weight replacement, see page 14-13.

Remove the screw and left handlebar weight.

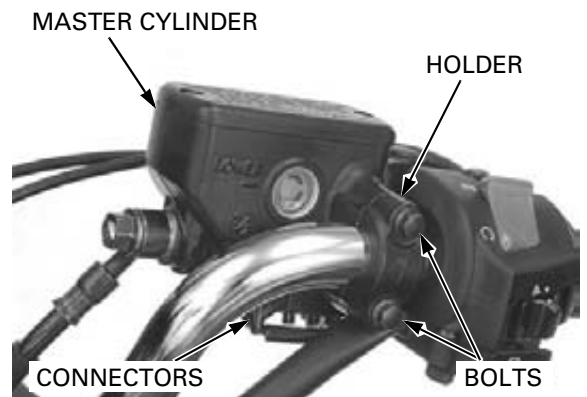
Remove the left handlebar grip and switch housing plate.



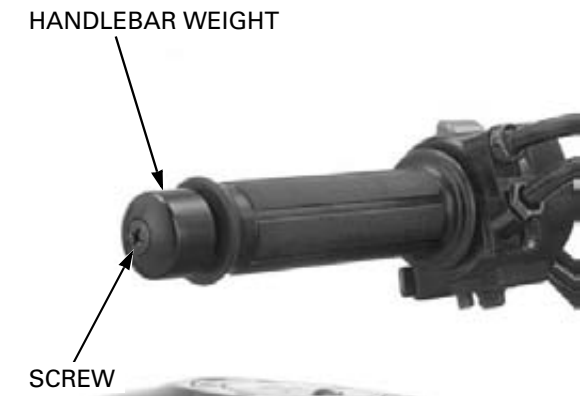
Disconnect the brake light switch wire connectors.

Keep the reservoir upright to prevent air from entering the hydraulic system.

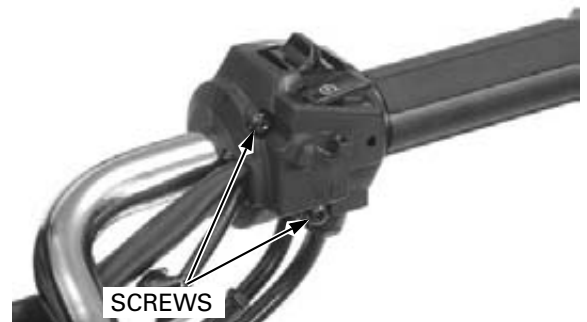
Remove the bolts, holder and brake master cylinder.



Remove the screw and right handlebar weight.

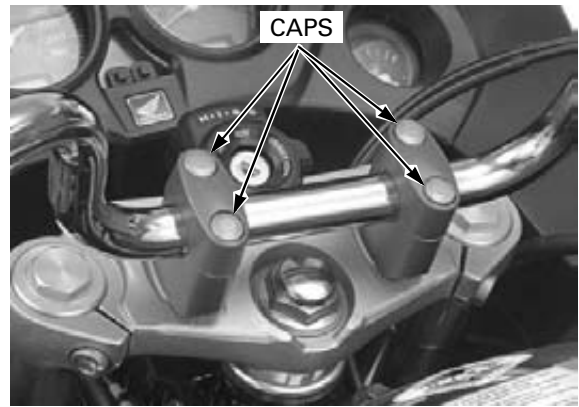


Remove the screws and right handlebar switch.

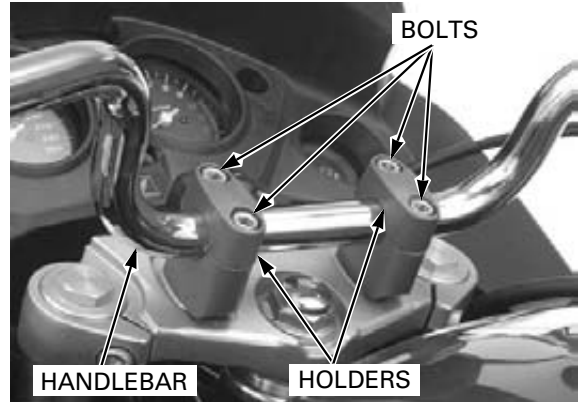


FRONT WHEEL/SUSPENSION/STEERING

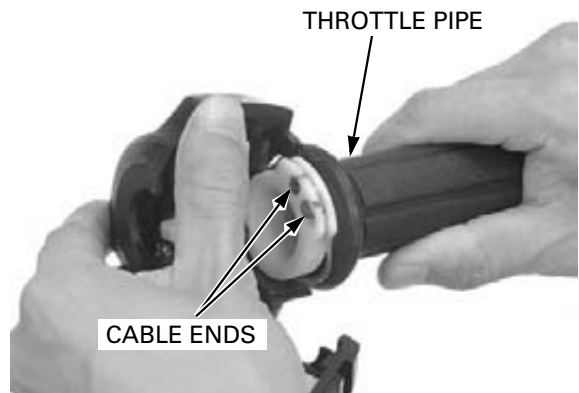
Remove the bolt caps from the handlebar upper holders.



Remove the bolts, handlebar upper holders and handlebar.

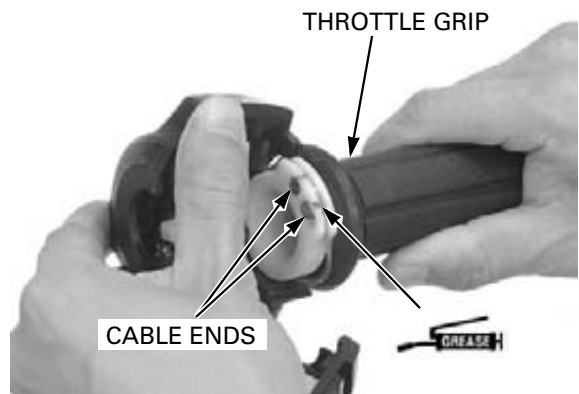


Remove the throttle pipe from the handlebar.
Disconnect the throttle cables from the throttle pipe.



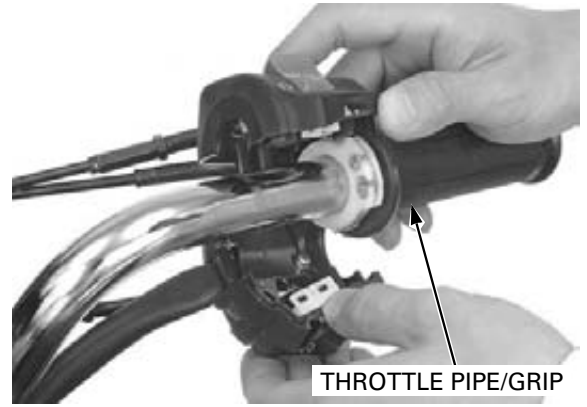
INSTALLATION

Apply grease to the throttle pipe flange groove and sliding areas.
Connect the throttle cables to the throttle pipe flange.

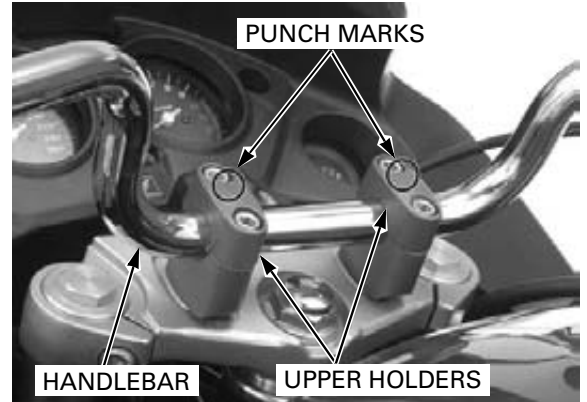


FRONT WHEEL/SUSPENSION/STEERING

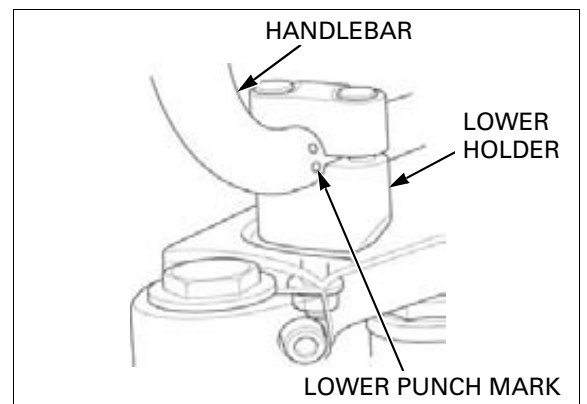
Clean the sliding surfaces of the throttle pipe and handlebar.
Install the throttle pipe onto the handlebar.



Install the handlebar onto the lower holders, then install the upper holders with the punch marks facing forward.

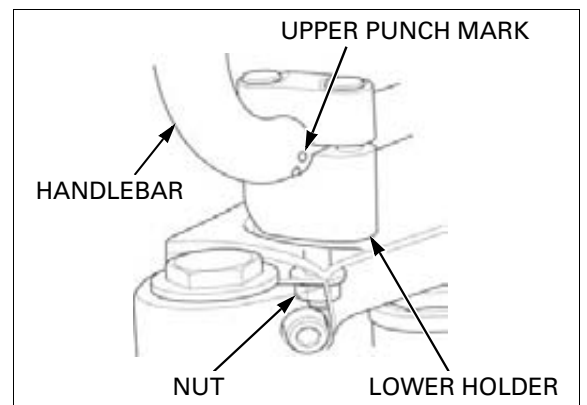


Standard position: Align the lower punch mark on the handlebar with the edge of the lower holder.



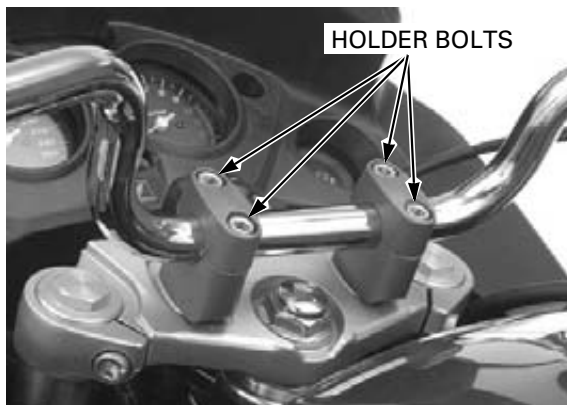
Forward position: If you wish the handlebar position forward, loosen the lower holder nuts and turn the lower holder 180 degrees.

Align the upper punch mark on the handlebar with the edge of the lower holder.

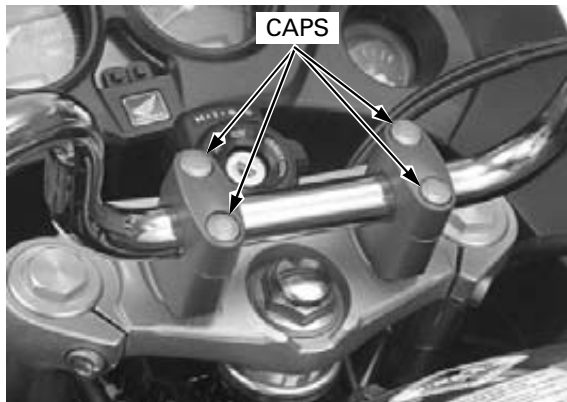


FRONT WHEEL/SUSPENSION/STEERING

Tighten the handlebar holder front bolt first, then the rear bolt.

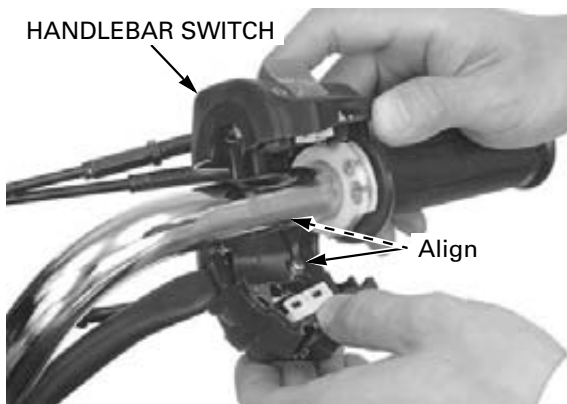


Install the bolt caps onto the handlebar upper holder.



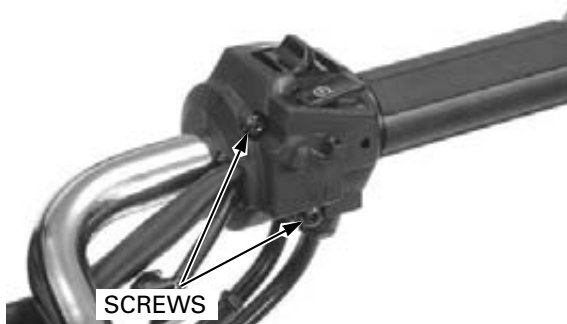
Align the locating pin on the housing with the hole in the handlebar.

Install the right handlebar switch housing.



Tighten the front screw (short) first, then tighten the rear screw (long).

Check the throttle grip for smooth operation (page 4-6).



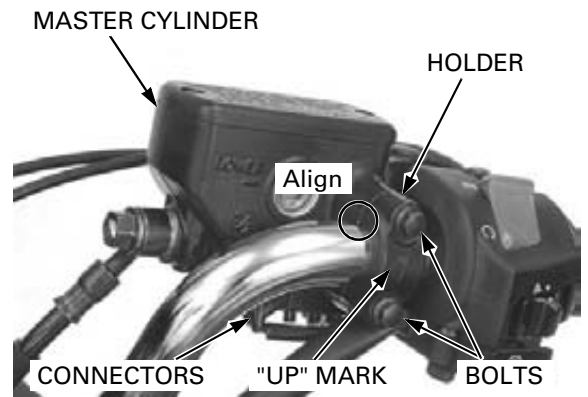
FRONT WHEEL/SUSPENSION/STEERING

Install the master cylinder holder with the "UP" mark facing up.

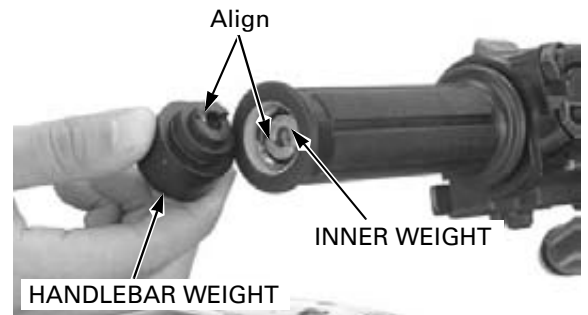
Install the brake master cylinder, holder and holder bolts.
Align the edge of the master cylinder with the punch mark on the handlebar.
Tighten the holder upper bolt first, then the lower bolt.

TORQUE: 12 N·m (1.2 kgf·m, 9 lbf·ft)

Connect the brake light switch wire connectors.



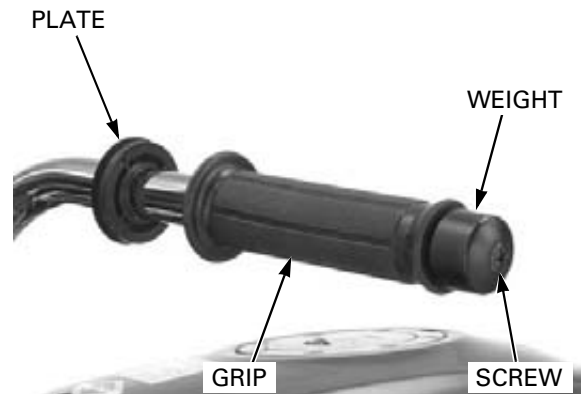
Install the right handlebar weight onto the inner weight, aligning each cut-out of the weights.
Tighten the screw while holding the weight securely.



Install the switch housing plate.
Apply Honda Bond A, Honda hand grip cement or equivalent to the inside surface of the left handlebar grip and to the clean surfaces of the handlebar.

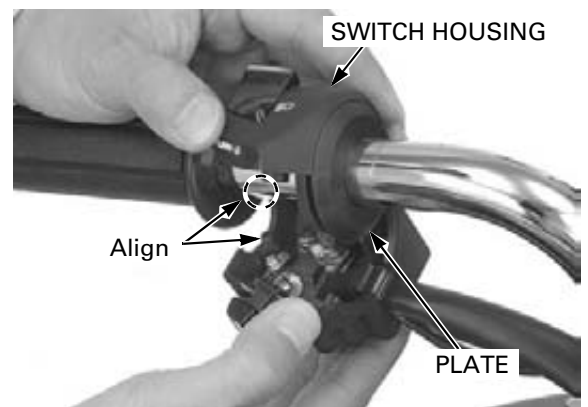
Allow the adhesive to dry for 1 hour before using.

Wait 3–5 minutes and install the grips. Rotate the grips for even application of the adhesive.
Install the handlebar weight in the same manner as above.



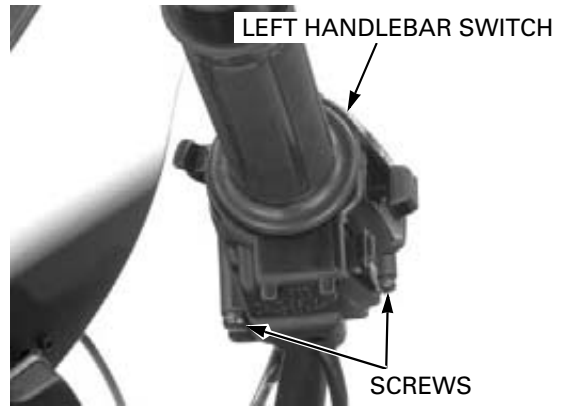
Set the housing ends into the plate groove.

Install the left handlebar switch housing, aligning the locating pin on the housing with the hole in the handlebar.



FRONT WHEEL/SUSPENSION/STEERING

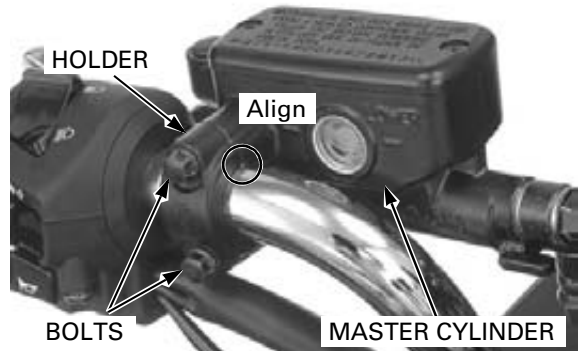
Tighten the front screw (long) first, then tighten the rear screw (short).



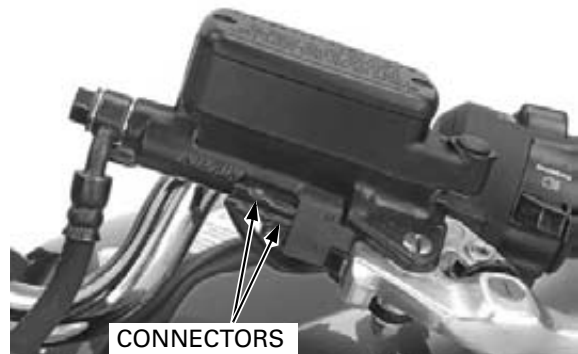
Install the master cylinder holder with the "UP" mark facing up.

Install the clutch master cylinder, holder and bolts. Align the edge of the master cylinder with the punch mark on the handlebar. Tighten the holder upper bolt first, then the lower bolt.

TORQUE: 12 N·m (1.2 kgf·m, 9 lbf·ft)

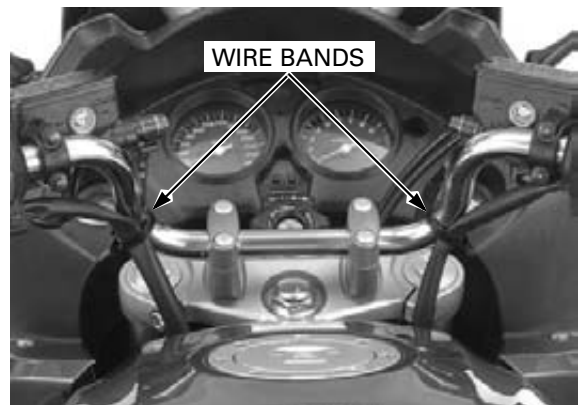


Connect the clutch switch wire connectors.



Secure the handlebar switch wires with the wire bands.

Check the throttle operation and grip free play (page 4-6).



HANDLEBAR INNER WEIGHT REPLACEMENT

Remove the left handlebar grip and throttle grip.

Straighten the retainer tab with a screwdriver or punch.

Apply lubricant spray through the tab locking hole for easy removal.

Temporarily install the handlebar weight and screw, then remove the inner weight by turning the handlebar weight.

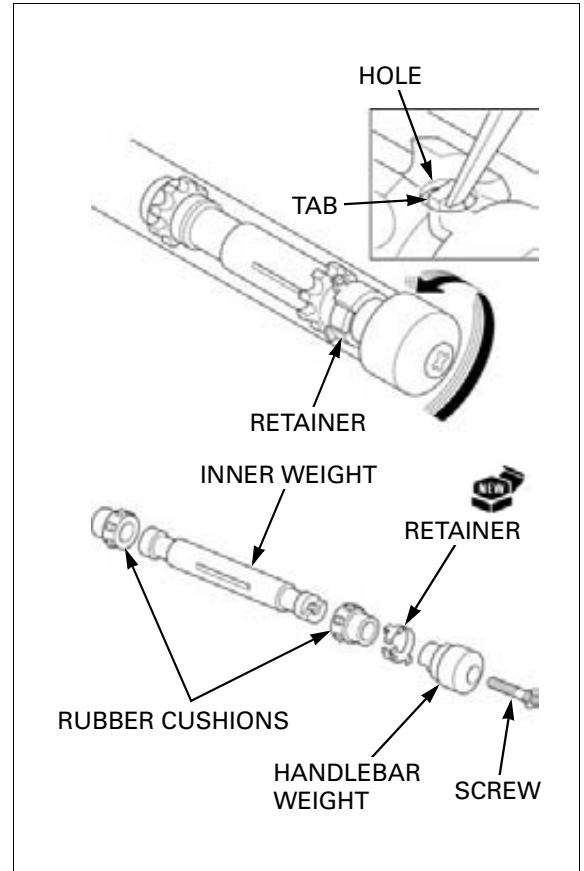
Remove the handlebar weight from the inner weight.

Discard the retainer.

Install the new retainer onto the inner weight, aligning the flats each other. Tighten the screw while holding the weight securely.

Insert the weight assembly into the handlebar. Turn the handlebar weight and hook the retainer tab with the hole in the handlebar.

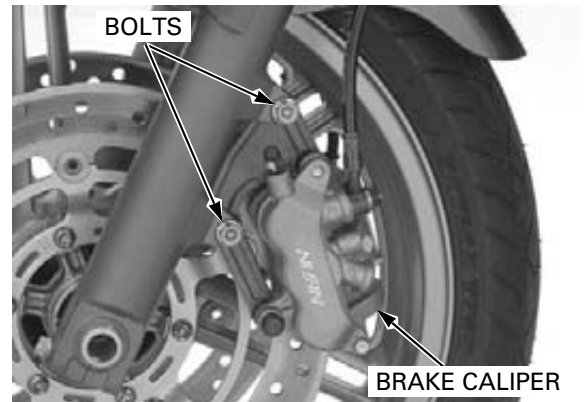
Install the left handlebar grip and throttle grip.



FRONT WHEEL

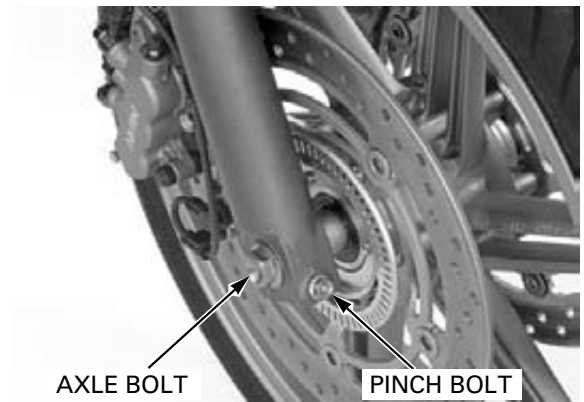
REMOVAL

Remove the mounting bolts and left brake caliper.



Remove the axle bolt and loosen the right axle pinch bolt.

Support the motorcycle securely using a hoist or equivalent and raise the front wheel off the ground.



FRONT WHEEL/SUSPENSION/STEERING

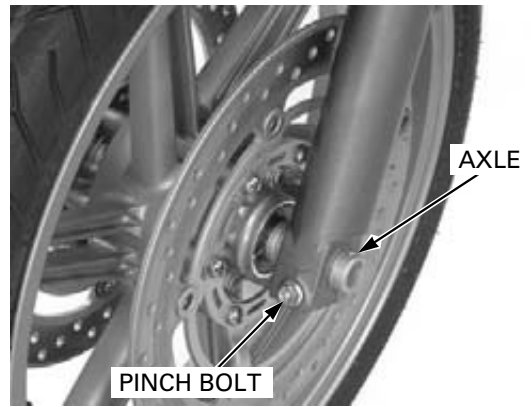
Loosen the left axle pinch bolt.

CBF1000A: Be careful not to damage the speed sensor on the brake caliper.

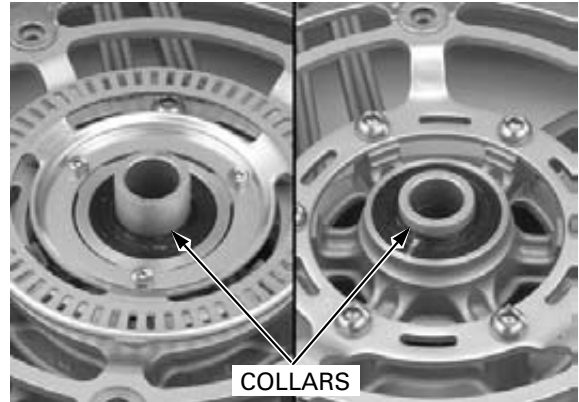
Pull the front axle out and remove the front wheel.

NOTE:

- Do not operate the brake lever after removing the wheel. To do so will cause difficulty in fitting the brake disc between the brake pads.



Remove the side collars.

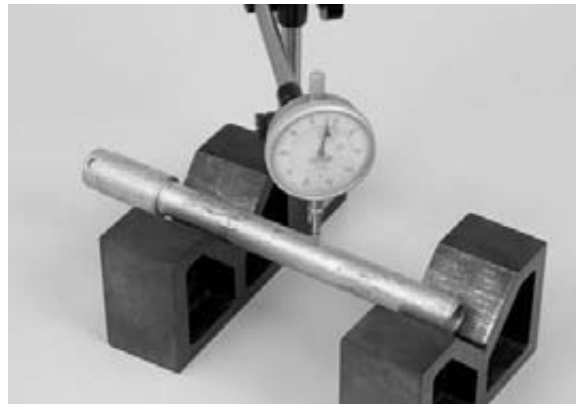


INSPECTION

AXLE

Set the front axle in V-blocks. Turn the axle and measure the runout using a dial indicator. Actual runout is 1/2 the total indicator reading.

SERVICE LIMIT: 0.2 mm (0.01 in)



WHEEL RIM

Check the rim runout by placing the wheel in a truing stand.

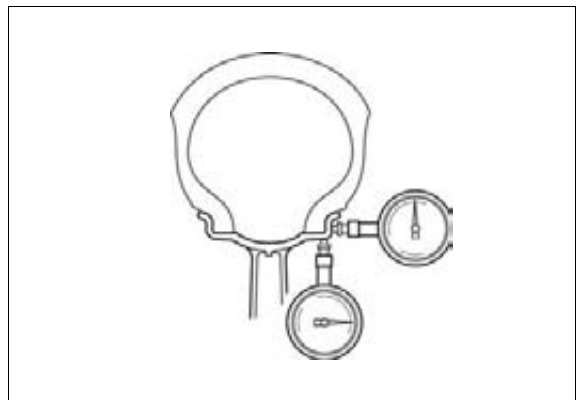
Spin the wheel slowly and read the runout using a dial indicator.

Actual runout is 1/2 the total indicator reading.

SERVICE LIMITS:

Radial: 2.0 mm (0.08 in)

Axial: 2.0 mm (0.08 in)

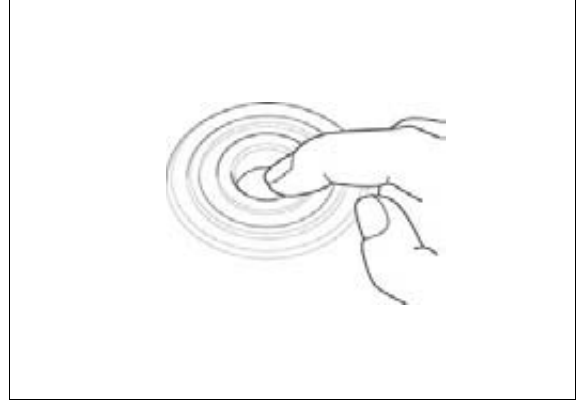


WHEEL BEARING

Turn the inner race of each bearing with your finger; the bearings should turn smoothly and quietly. Also check that the bearing outer race fits tightly in the hub.

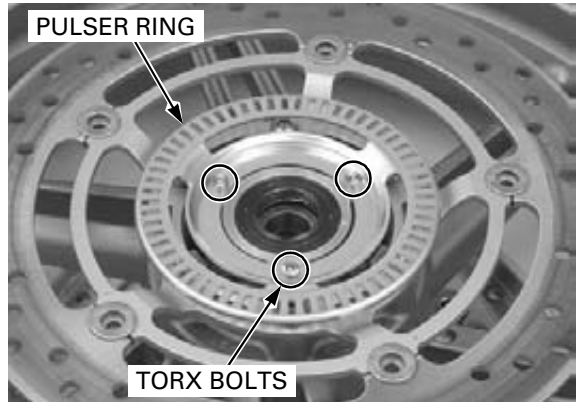
Replace the wheel bearings in pairs.

Remove and discard the bearings if they do not turn smoothly and quietly, or if they fit loosely in the hub.



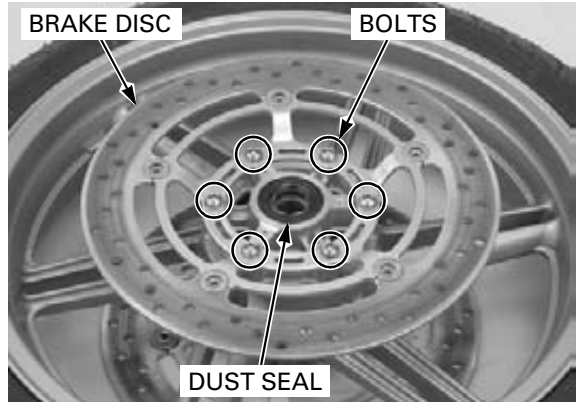
DISASSEMBLY

CBF1000A only: Remove the torx bolts and speed sensor pulser ring.



Remove the following (from both sides of the hub):

- Dust seals
- Bolts and brake discs

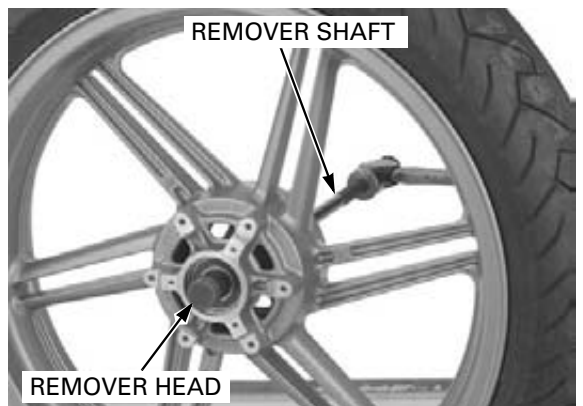


Replace the wheel bearings in pairs. Do not reuse old bearing.

Install the remover head into the bearing. From the opposite side of the wheel, install the remover shaft and drive the bearing out of the wheel hub. Remove the distance collar, then drive out the other side bearing.

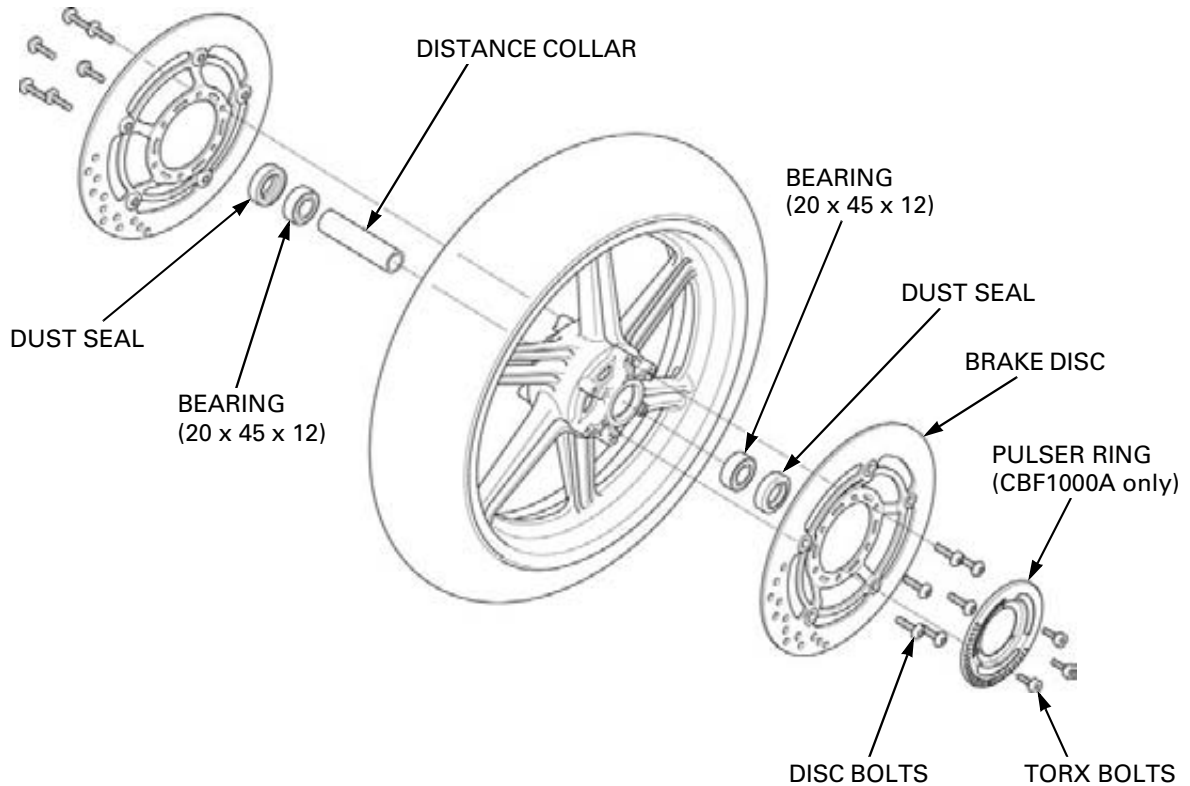
TOOLS:

- Bearing remover shaft** **07GGD-0010100**
- Bearing remover head, 20 mm** **07746-0050600**



FRONT WHEEL/SUSPENSION/STEERING

ASSEMBLY



Drive in new right wheel bearing squarely with the marked side facing up until it is fully seated.

Install the distance collar.

Drive in new left bearing squarely with the marked side facing up until it is fully seated on the distance collar.

TOOLS:

Driver

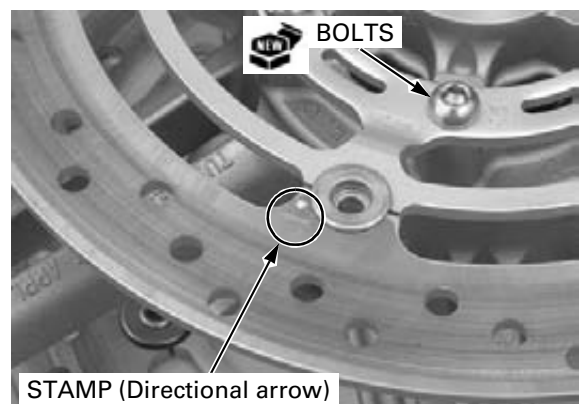
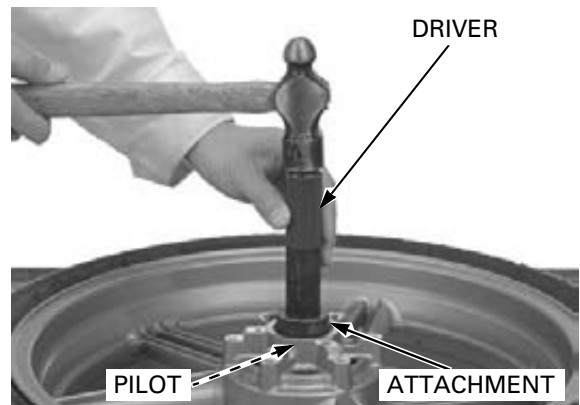
07749-0010000

Attachment, 42 x 47 mm

07746-0010300

Pilot, 20 mm

07746-0040500



Do not get grease on the brake disc or stopping power will be reduced.

Install the brake disc with the stamp facing out.

Install new disc bolts and tighten them in a criss-cross pattern in several steps.

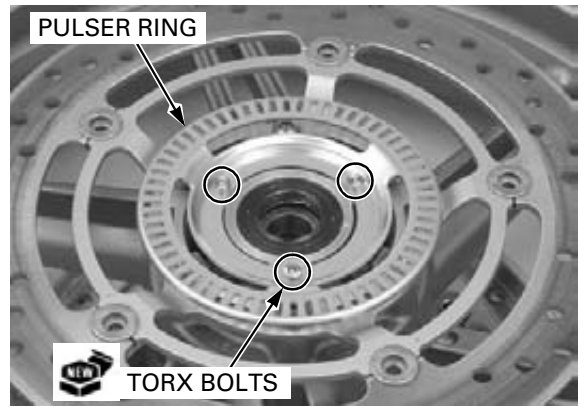
TORQUE: 20 N·m (2.0 kgf·m, 15 lbf·ft)

Install the other side brake disc.

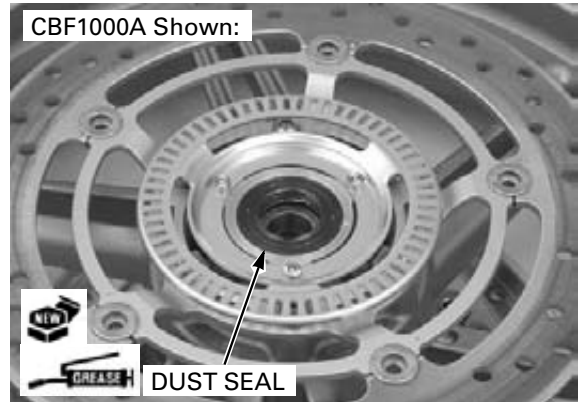
FRONT WHEEL/SUSPENSION/STEERING

CBF1000A only: Install the speed sensor pulser ring onto the right wheel hub.
Install the new torx bolts and tighten them to the specified torque.

TORQUE: 7 N·m (0.7 kgf·m, 5.2 lbf·ft)



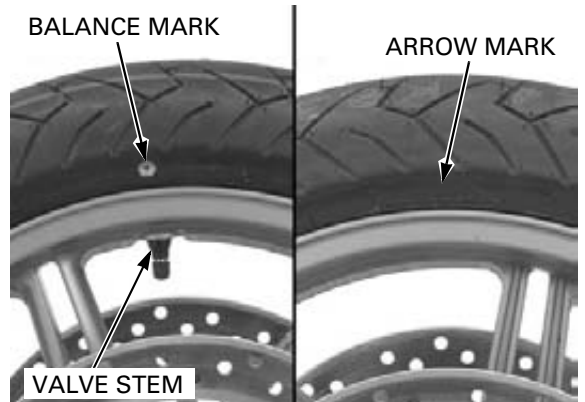
Apply grease to new dust seal lips and install the dust seals until they are flush with the wheel hub.



WHEEL BALANCE

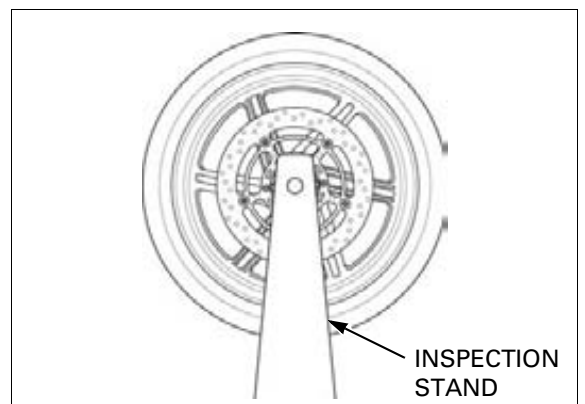
NOTE:

- Mount the tire with the arrow mark facing in the direction of rotation.
- The wheel balance must be checked when the tire is remounted.
- For optimum balance, the tire balance mark (light mass point: a paint dot on the side wall) must be located next to the valve stem. Remount the tire if necessary.



Mount the wheel, tire and brake disc (and pulser ring; CBF1000A) assembly on an inspection stand. Spin the wheel, allow it to stop, and mark the lowest (heaviest) part of the wheel with chalk. Do this two or three times to verify the heaviest area.

If the wheel is balanced, it will not stop consistently in the same position.



FRONT WHEEL/SUSPENSION/STEERING

To balance the wheel, install a balance weight on the lightest side of the rim, on the side opposite the chalk marks. Add just enough weight so the wheel will no longer stop in the same position when it is spun.

Do not add more than 60 g (2.1 oz) to the front wheel.

NOTE:

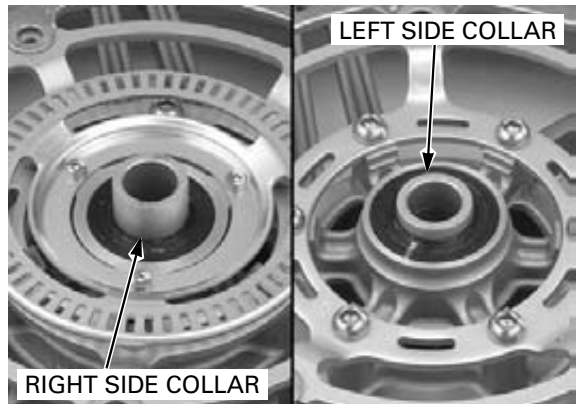
- This model is equipped with a new shape balance weight made of zinc spelter. This balance weight is incompatible with the conventional one in case of installation to the wheel.



INSTALLATION

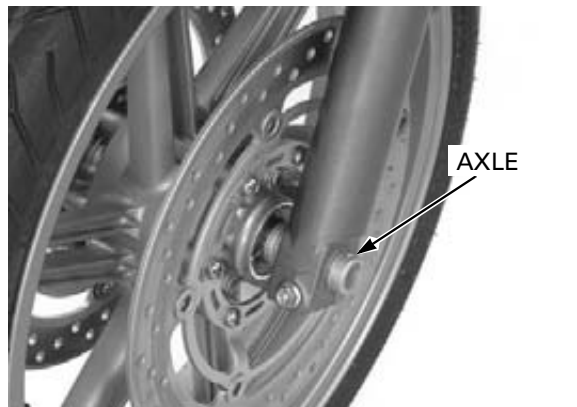
The right side collar is longer than the left side collar.

Install the right and left side collars.



Be careful not to damage the brake pads and wheel speed sensor (CBF1000A).

Coat the axle surface with thin layer of grease. Place the wheel between the fork legs so the right brake disc is positioned between the brake pads. Insert the axle from the left side.

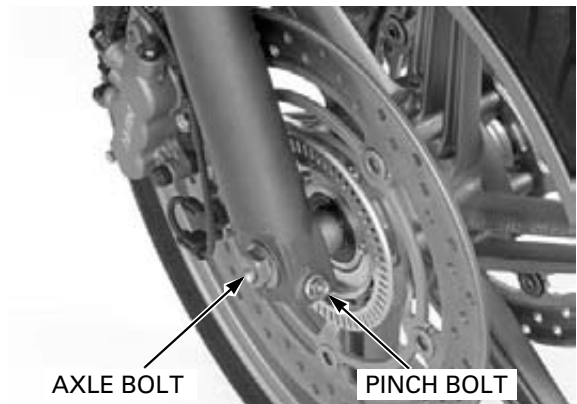


Install the axle bolt and tighten it while holding the axle.

TORQUE: 59 N·m (6.0 kgf·m, 44 lbf·ft)

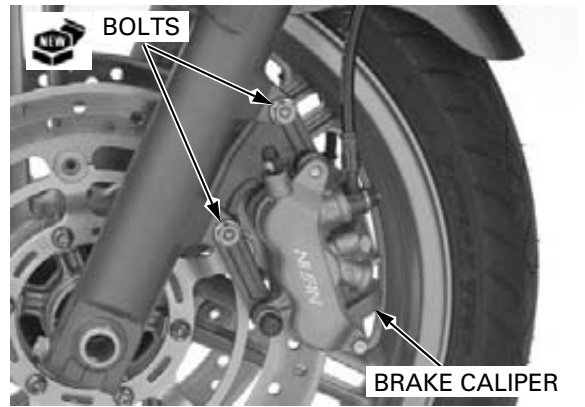
Tighten the right axle pinch bolt.

TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)



Install the left brake caliper.
Install new caliper bracket mounting bolts and tighten them to the specified torque.

TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)



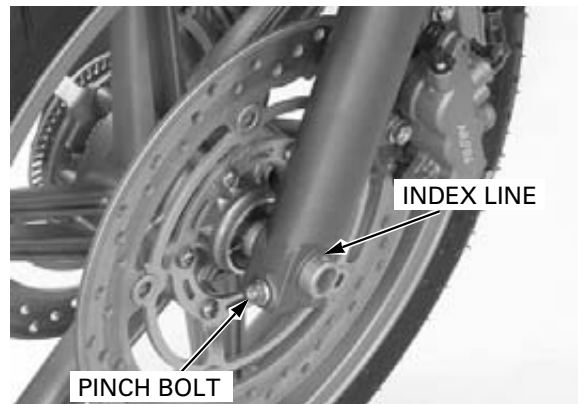
With the front brake applied, pump the forks up and down several times to seat the axle and check brake operation.



Make sure that the index line on the front axle aligns with the outer surface of the fork leg.

TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)

CBF1000A only: Check the front wheel speed sensor air gap (page 17-25).



FORK

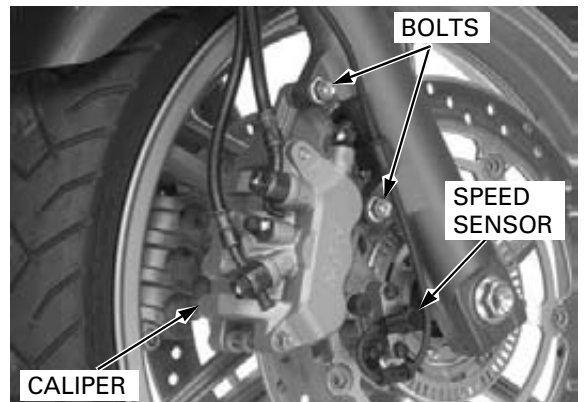
REMOVAL

Remove the front fender (page 3-9).

CBF1000A only: Remove the wheel speed sensor and clamp from the right brake caliper bracket (page 17-25).

Support the brake caliper so it does not hang from the brake hose. Do not twist the brake hose.

Remove the mounting bolts, and the right and left brake calipers.



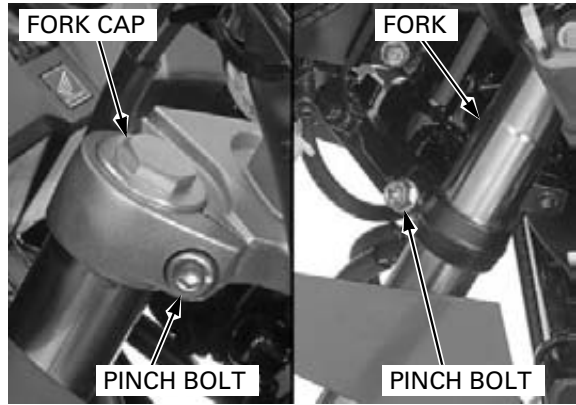
FRONT WHEEL/SUSPENSION/STEERING

When the fork is ready to be disassembled, loosen the fork cap, but do not remove it.

Support the fork leg.

Loosen the top and bottom bridge pinch bolts.

Pull the fork leg down and remove it out of the fork bridges.

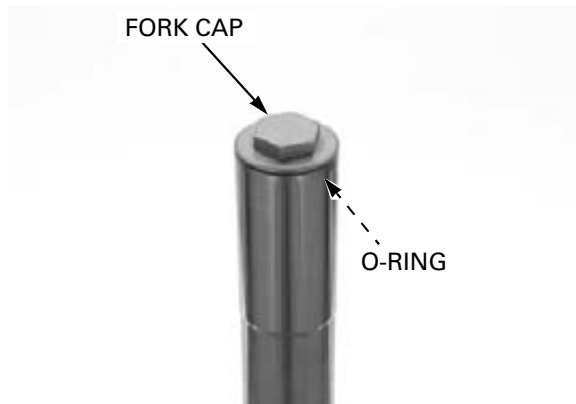


DISASSEMBLY

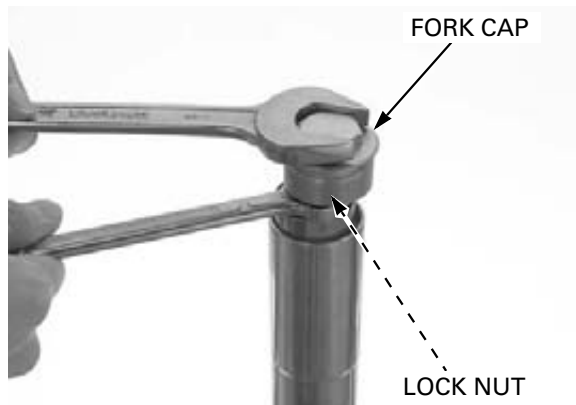
The fork cap is under spring pressure; use care when loosening it.

Remove the fork cap.

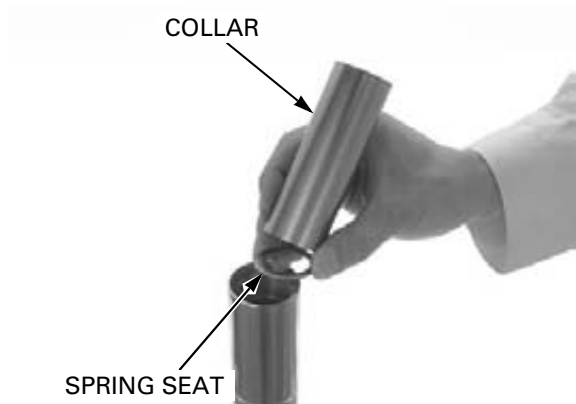
Remove the O-ring from the fork cap.



Hold the fork cap and loosen the lock nut.
Remove the fork cap from the fork damper.



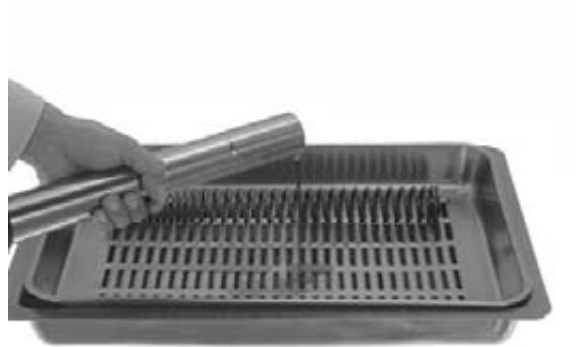
Remove the spring collar and spring seat.



Remove the fork spring.



Pour out the fork fluid by pumping the fork tube up and down several times.

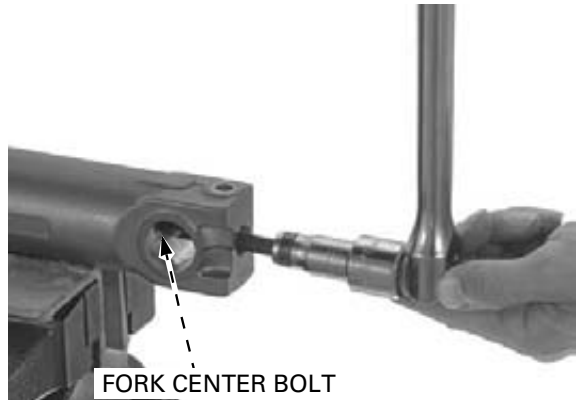


Hold the fork slider in a vise with soft jaws or shop towels.

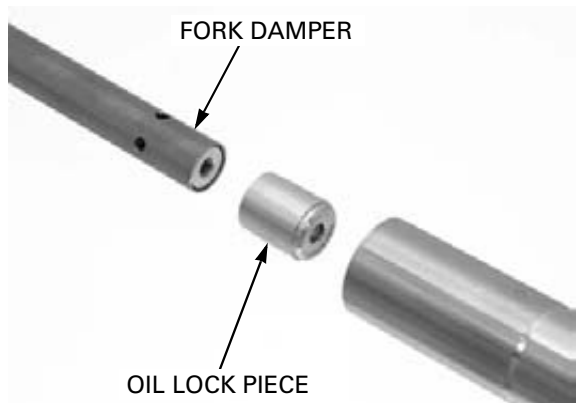
Remove the axle pinch bolt.

If the fork piston turns with the center bolt, temporarily install the fork spring, spring seat, collar and fork cap.

Remove the fork center bolt and sealing washer.

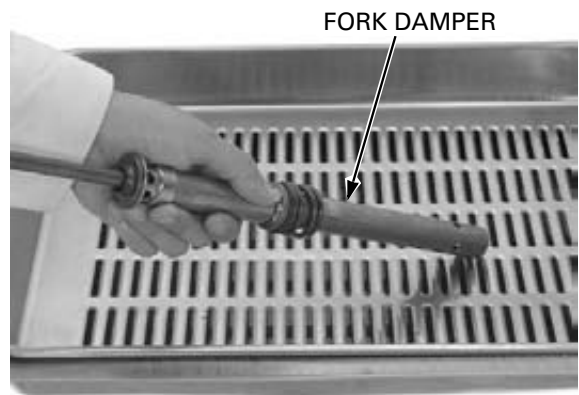


Remove the fork damper and oil lock piece.

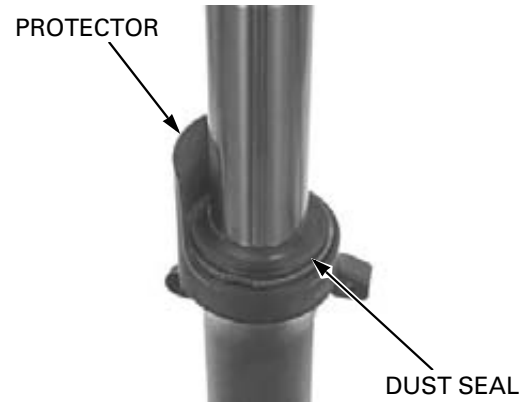


FRONT WHEEL/SUSPENSION/STEERING

Pump the fork damper several times to drain any excess fluid.



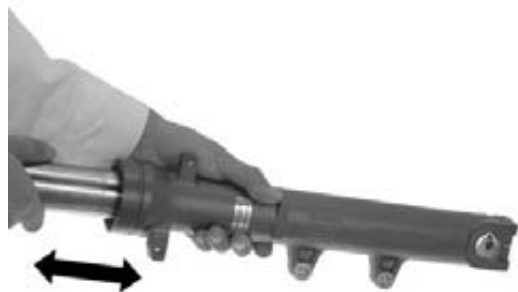
Be careful not to damage the fork slider. Remove the fork protector and dust seal.



Be careful not to scratch the fork tube sliding surface. Remove the stopper ring.



Using quick successive motions, pull the fork tube out of the fork slider.



Remove the oil seal, back-up ring and guide bushing.



Do not remove the fork tube bushing unless it is necessary to replace with new one (page 14-24).

Carefully remove the fork tube bushing by prying the slit with a flat blade screwdriver until the bushing can be pulled off by hand.

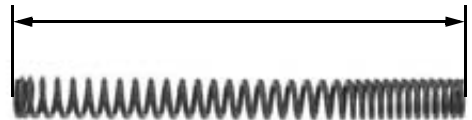


INSPECTION

FORK SPRING

Measure the fork spring free length.

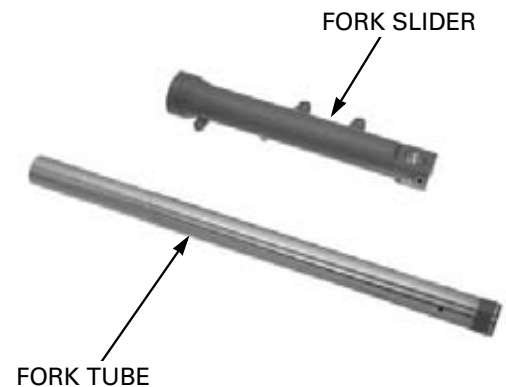
SERVICE LIMIT: 352 mm (13.9 in)



FORK TUBE/SLIDER/FORK DAMPER

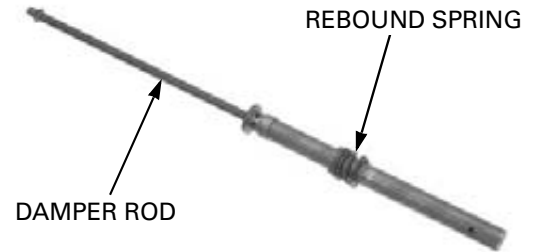
Check the fork tube, slider for score marks, and excessive or abnormal wear.

Replace any damaged component if necessary.



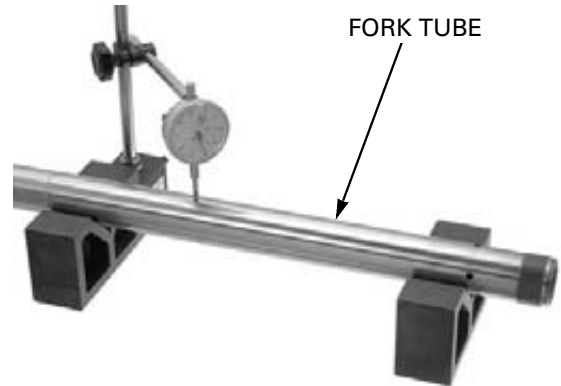
FRONT WHEEL/SUSPENSION/STEERING

Check the fork damper rod for bend or damage.
Check the rebound spring for fatigue or damage.
Replace the fork damper if necessary.



Set the fork tube in V-blocks and measure the fork tube runout with a dial indicator.
Actual runout is 1/2 the total indicator reading.

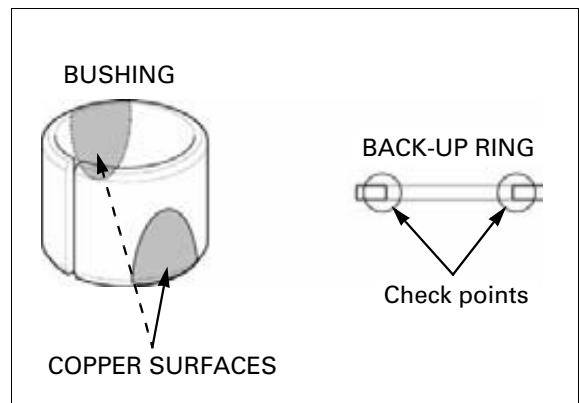
SERVICE LIMIT: 0.20 mm (0.008 in)



BUSHINGS

Visually inspect the guide and fork tube bushings.
Replace the bushings if there is excessive scoring or scratching, or if the teflon is worn so the copper surface appears on more than 3/4 of the entire surface.

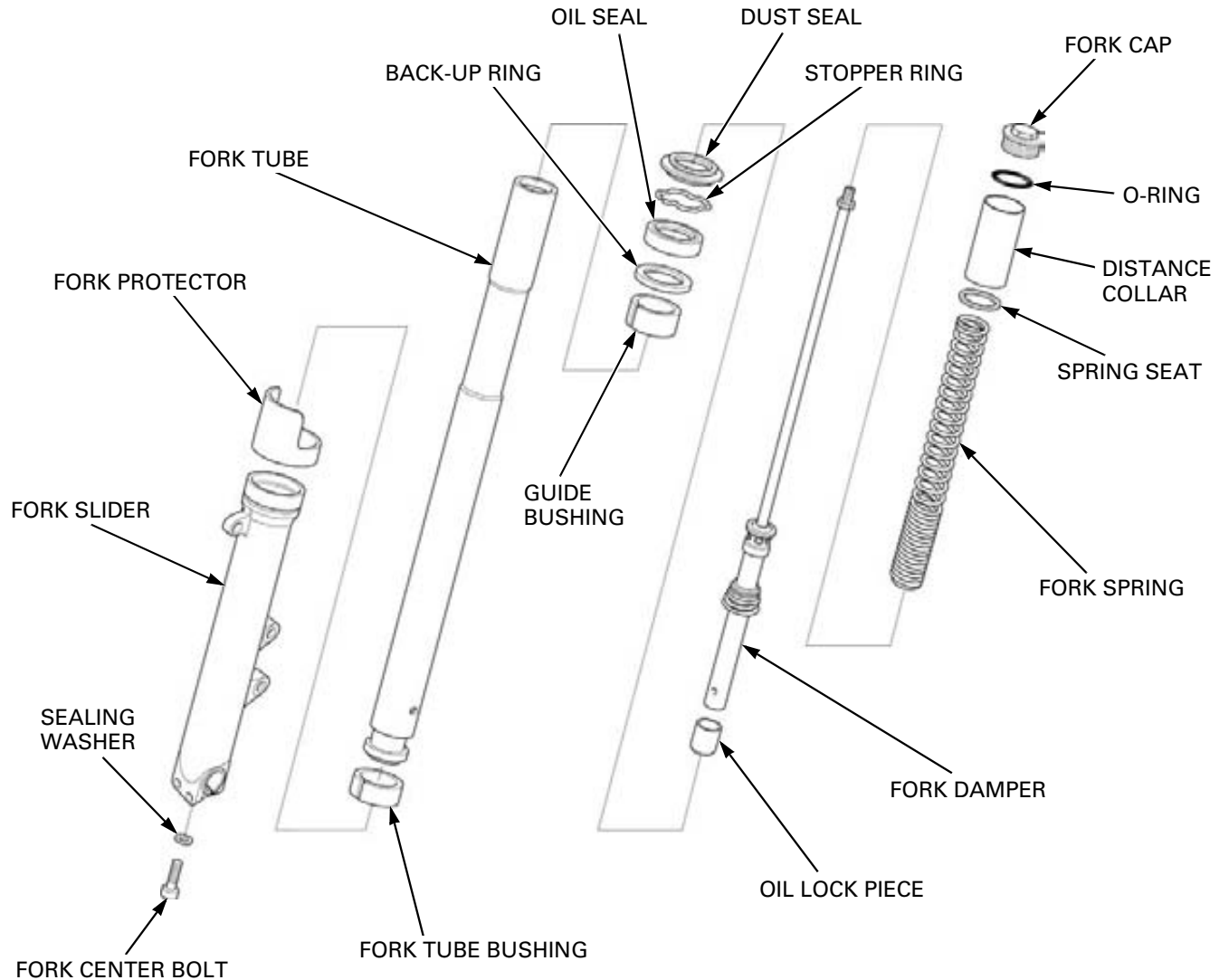
Check the back-up ring; replace it if there is any distortion at the points shown.



ASSEMBLY

NOTE:

- Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.
- When installing the oil seal and dust seal, wrap vinyl tape around the fork tube top end to avoid damaging the seal lips.

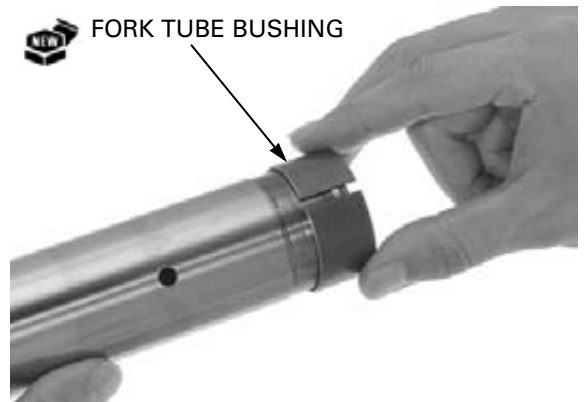


Do not open the bushing more than necessary.

Install new fork tube bushing if it has been removed.

NOTE:

- Remove the burrs from the bushing mating surface, being careful not to peel off the coating.



FRONT WHEEL/SUSPENSION/STEERING

Install the guide bushing and back-up ring onto the fork tube.

Apply fork fluid to new oil seal lips.
Install the oil seal with the marking side facing toward the fork tube top.



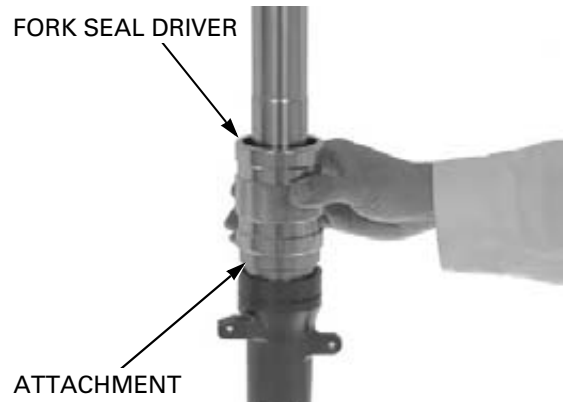
Apply fork fluid to the fork tube bushing and guide bushing, then install the fork tube into the fork slider.



Drive the oil seal into the fork slider until the stopper ring groove is visible, using the special tools.

TOOLS:

Fork seal driver weight 07947-KA50100
Fork seal driver attachment, 07947-KF00100
41 mm I.D.



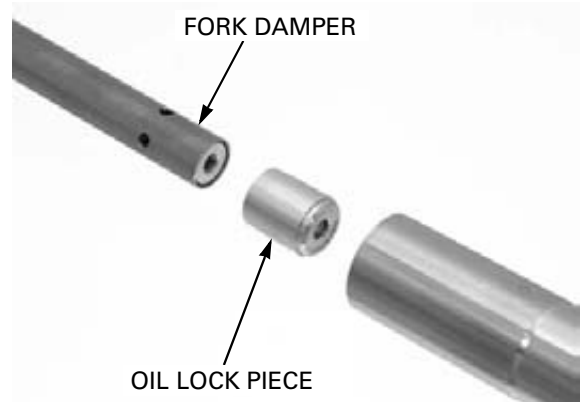
Install the stopper ring into the groove of the fork slider, being careful not to scratch the fork tube sliding surface.



Apply fork fluid to new fork dust seal lips.
Install the dust seal in the fork slider.



Install the oil lock piece onto the fork damper and install them into the fork.



Apply locking agent to the fork center bolt threads.
Install the center bolt with new sealing washer and tighten it.

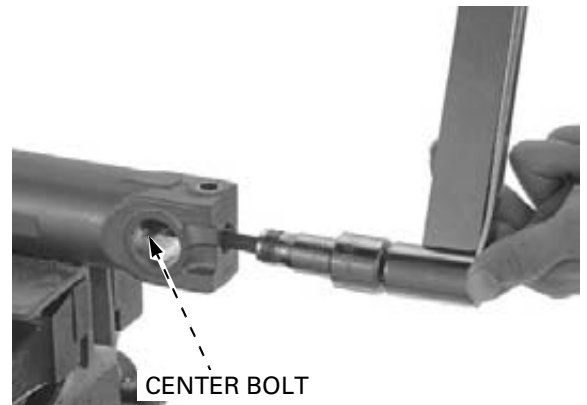


Hold the fork slider in a vise with soft jaws or shop towels.

If the fork damper turns with the center bolt, temporarily install the fork spring, spring seat, collar and fork cap.

Tighten the fork center bolt to the specified torque.

TORQUE: 20 N·m (2.0 kgf·m, 15 lbf·ft)



FRONT WHEEL/SUSPENSION/STEERING

Pour the specified amount of the recommended fork fluid into the fork tube.

RECOMMENDED FORK FLUID:
Honda Ultra Cushion Oil 10W or equivalent

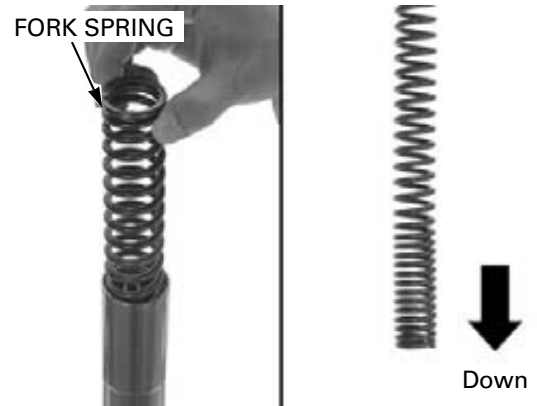
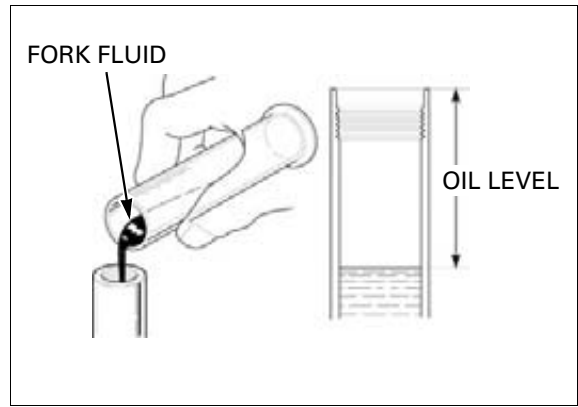
FORK FLUID CAPACITY:
 $437 \pm 2.5 \text{ cm}^3$ (14.8 \pm 0.08 US oz, 15.4 \pm 0.09 Imp oz)

Slowly pump the fork tube several times to remove any trapped air from the lower portion of the fork tube.

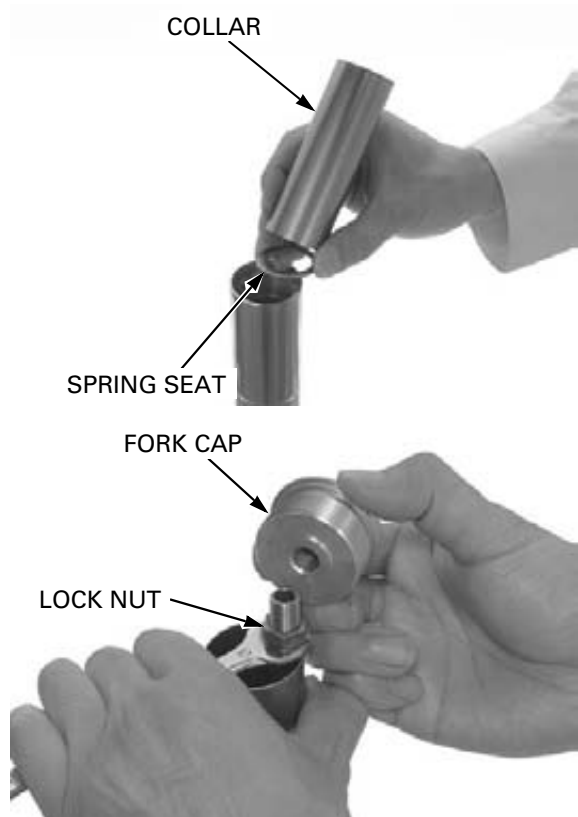
Compress the fork tube fully and measure the fluid level from the top of the fork tube.

FORK F LEVEL: 129 mm (5.1 in)

Pull the fork tube up and install the fork spring with the tightly wound coil side facing down.



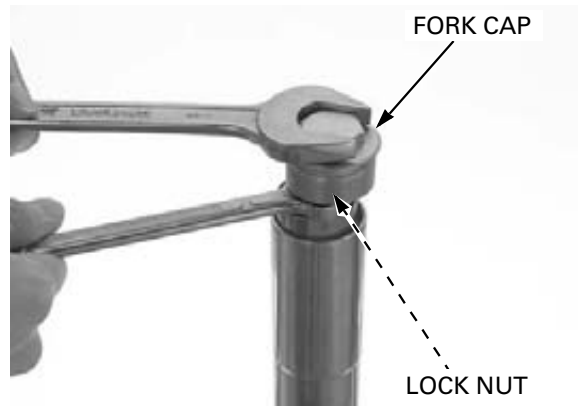
Install the spring seat and spring collar.



Pull up the damper rod end and install the wrench between the lock nut and spring collar, then hold the damper rod. Install and tighten the fork cap until the fork cap is lightly seated on the lock nut.

Hold the fork cap and tighten the lock nut to the specified torque.

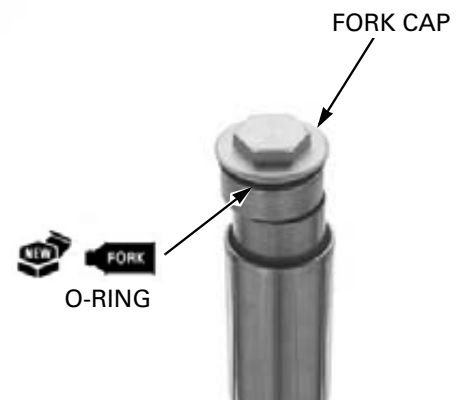
TORQUE: 19.6 N·m (2.0 kgf·m, 14 lbf·ft)



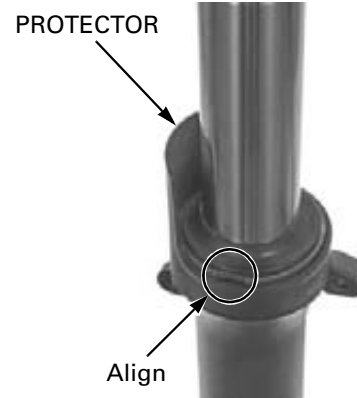
Coat a new O-ring with fork fluid and install it into the fork cap groove.

Be careful not to cross-thread the fork cap. Tighten the fork cap after installing the fork tube into the fork bridges.

Install the fork cap into the fork tube.



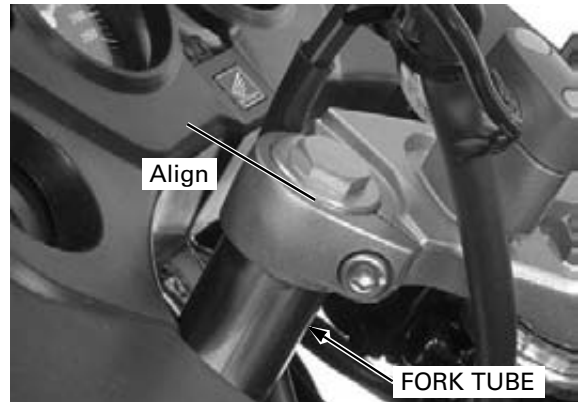
Install the fork protector over the fork slider by aligning the tab with the slider groove.



INSTALLATION

Route the hose, wires and cables properly (page 1-23).

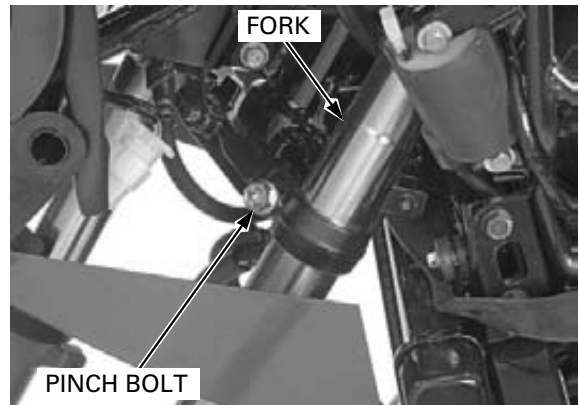
Install the fork tube into the bottom and top bridges. Align the top of the fork tube with the upper surface of the top bridge.



FRONT WHEEL/SUSPENSION/STEERING

Tighten the bottom bridge pinch bolt.

TORQUE: 39 N·m (4.0 kgf·m, 29 lbf·ft)

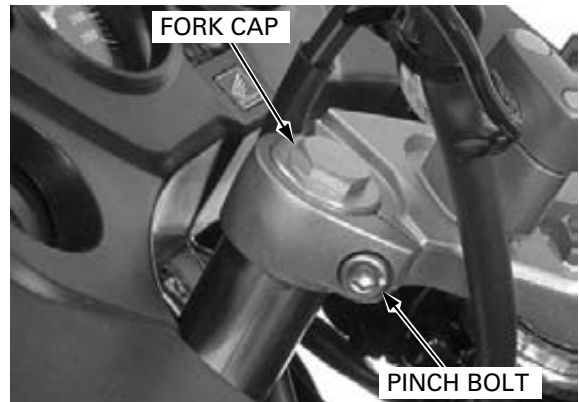


Tighten the fork cap to the specified torque if it was removed.

TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)

Tighten the top bridge pinch bolt.

TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)



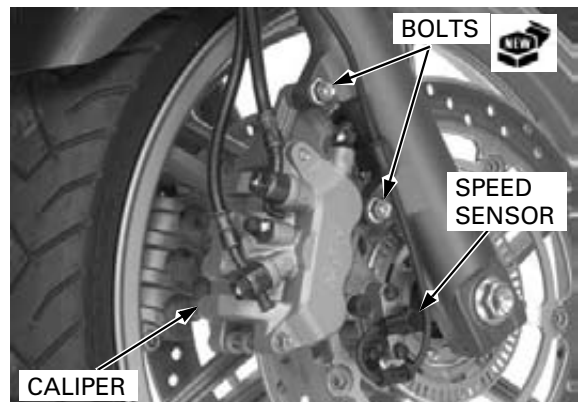
Install the following:

- Front fender (page 3-9)
- Front wheel (page 14-18)

Install the right and left brake calipers with new mounting bolts, and tighten the bolts to the specified torque.

TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)

CBF1000A only: Install the wheel speed sensor and clamp (page 17-25).



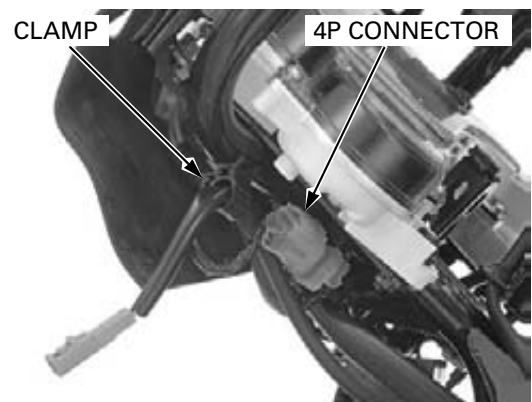
STEERING STEM

REMOVAL

Remove the following:

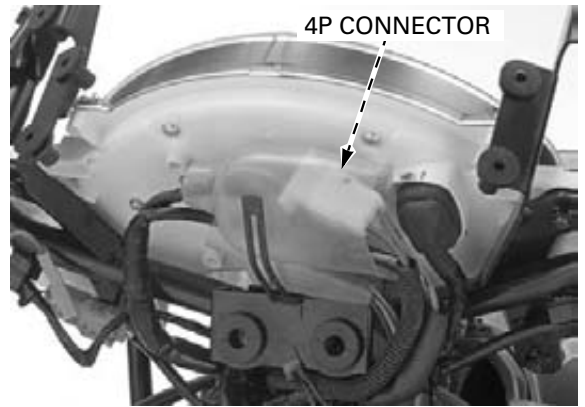
- Front center cowl (page 3-7)
- Front fender (page 3-9)
- Handlebar (page 14-6)
- Front wheel (page 14-13)

Release the immobilizer receiver wire from the harness clamp and disconnect the receiver 4P connector.

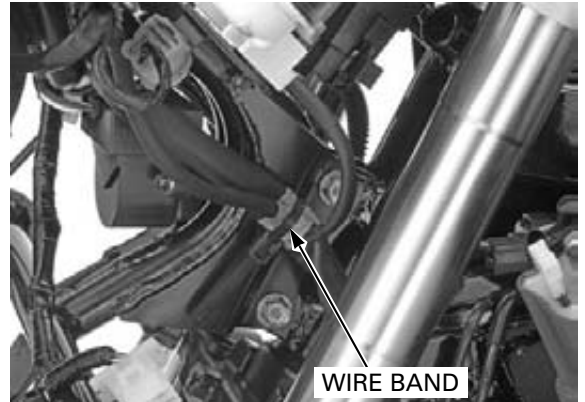


FRONT WHEEL/SUSPENSION/STEERING

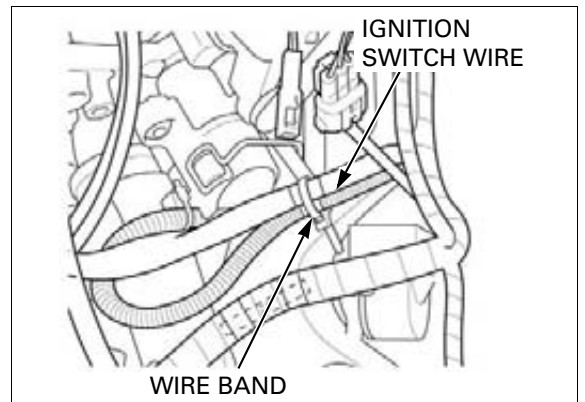
Disconnect the ignition switch 4P connector.



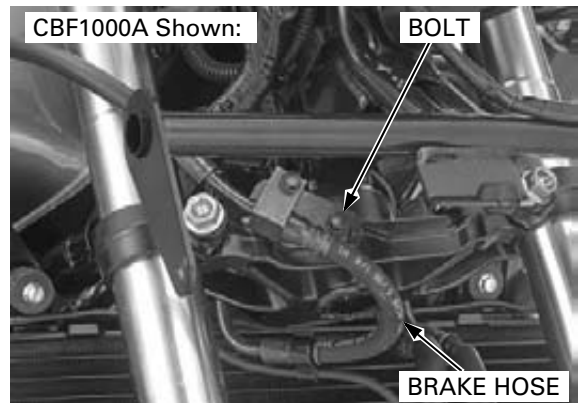
Release the immobilizer receiver wire from the wire band.



Release the ignition switch wire from the wire band.

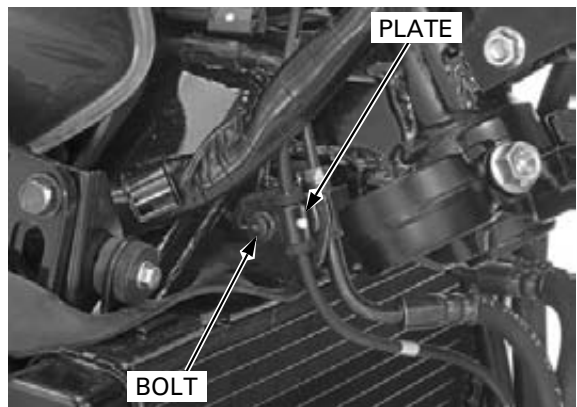


Remove the bolt and brake hose from the bottom bridge.

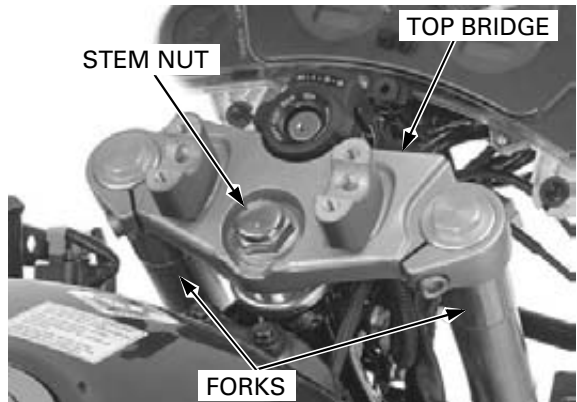


FRONT WHEEL/SUSPENSION/STEERING

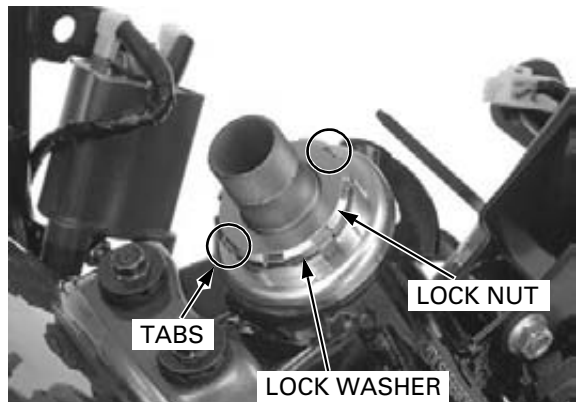
CBF1000A only: Remove the brake pipe mounting bolt and set plate.



Loosen the steering stem nut.
Remove the fork legs (page 14-19).
Remove the stem nut and the top bridge.



Straighten the lock washer tabs.
Remove the lock nut and lock washer.

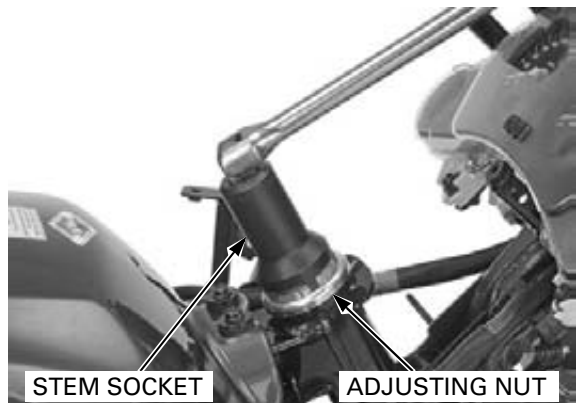


Loosen the steering stem adjusting nut.

TOOL:

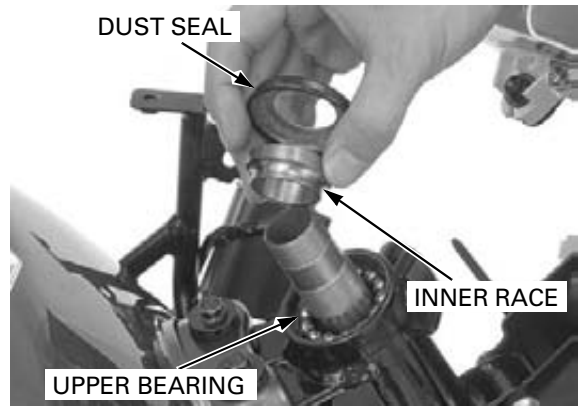
Steering stem socket **07916-3710101**

While holding the steering stem, remove the adjusting nut.

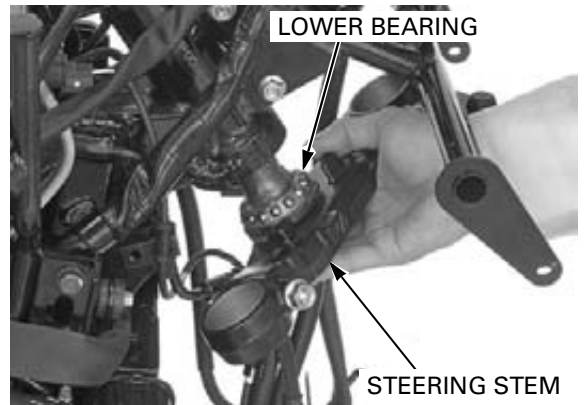


FRONT WHEEL/SUSPENSION/STEERING

Remove the upper dust seal, upper inner race and upper steering head bearing.



Remove the steering stem and lower steering head bearing.



Remove the upper bearing outer race from the steering head pipe using the special tools.

TOOLS:

Ball race remover set	07953-MJ10000
- Remove attachment	07953-MJ10100
- Remove handle	07953-MJ10200



Remove the lower bearing outer race using the special tool and a drift.

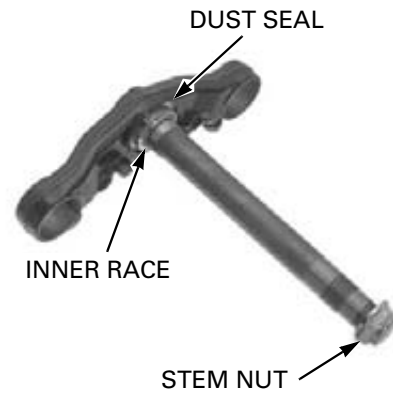
TOOL:

Bearing remover	07946-3710500
------------------------	----------------------

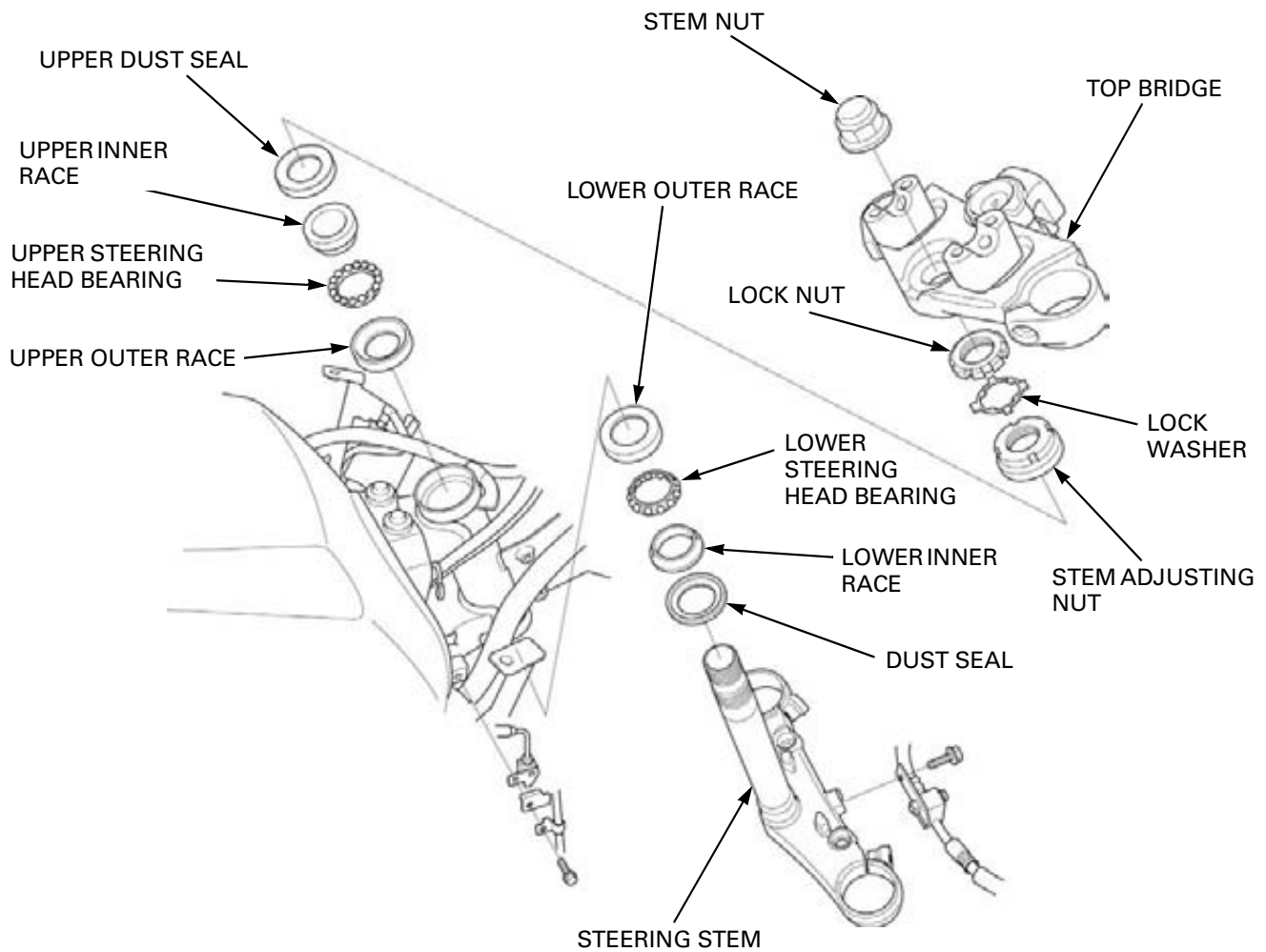


FRONT WHEEL/SUSPENSION/STEERING

Install the stem nut onto the stem to prevent the threads from being damaged when removing the lower bearing inner race.
Remove the lower bearing inner race with a chisel or equivalent tool, being careful not to damage the stem.
Remove the dust seal.



INSTALLATION



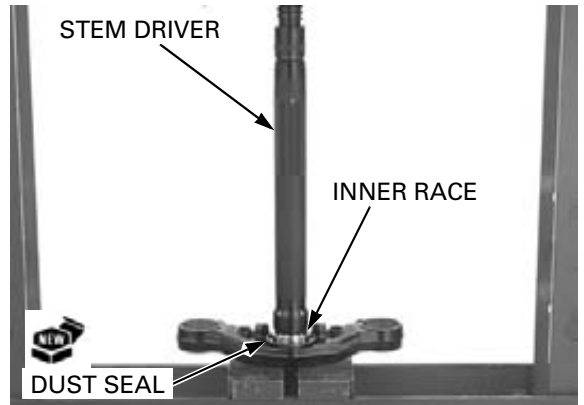
NOTE:

Use urea based multi-purpose grease with extreme pressure agent for the steering head bearings and dust seals:

- Excelite EP2 (Kyodo Yushi)
- Stamina EP2 (Shell) or equivalent or equivalent.

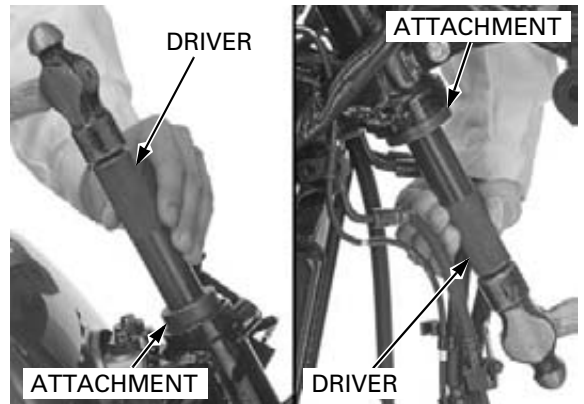
Apply grease to new dust seal lip and install it onto the steering stem.
Press new lower bearing inner race using the special tool and a hydraulic press.

TOOL:
Steering stem driver **07946-MB00000**

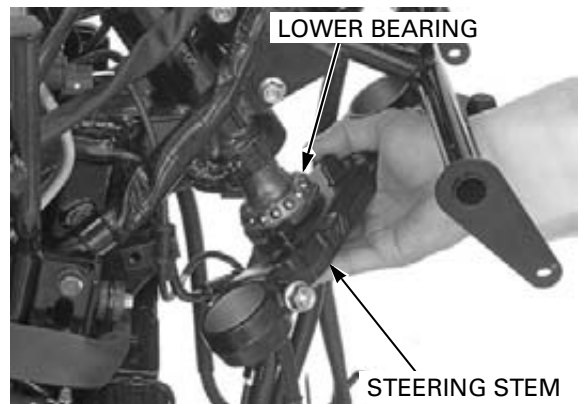


Drive in each new bearing outer race into the steering head pipe.

TOOLS:
Driver **07749-0010000**
Attachment, 42 x 47 mm (upper) **07746-0010300**
Attachment, 52 x 55 mm (lower) **07746-0010400**

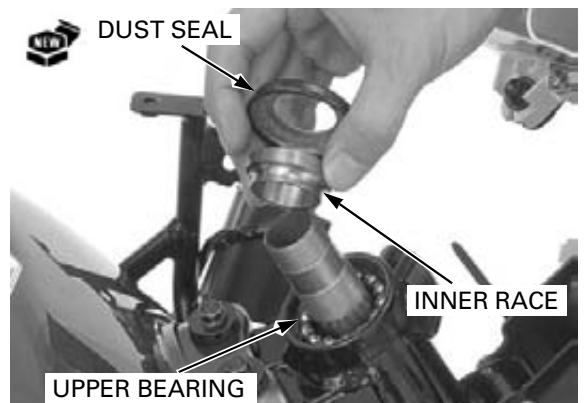


Apply 3 – 5 g (0.1 – 0.2 oz) of grease (page 14-34) to each new steering head bearing and fill it up.
Install the lower steering head bearing onto the stem.



Apply grease (page 14-34) to new upper dust seal lip.
Insert the steering stem into the steering head pipe and install the following while holding the stem:

- Upper steering head bearing
- Upper inner race
- Upper dust seal



FRONT WHEEL/SUSPENSION/STEERING

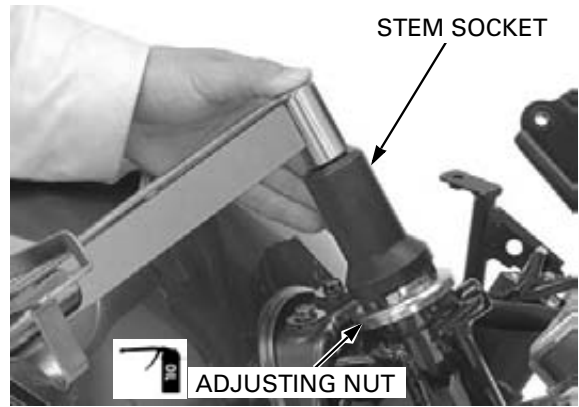
Apply engine oil to the steering stem adjusting nut threads.

Install the steering stem adjusting nut onto the steering stem and tighten it to the specified torque.

TOOL:

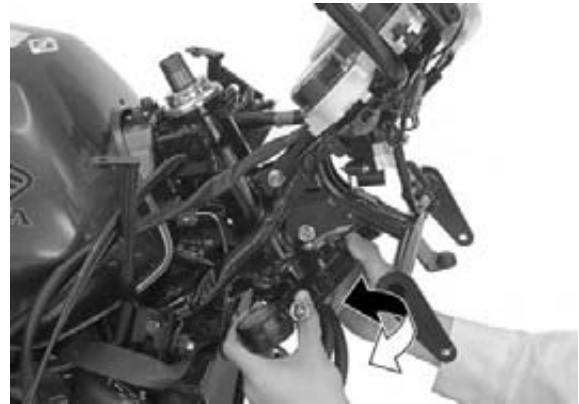
Steering stem socket 07916-3710101

TORQUE: 25 N·m (2.5 kgf·m, 18 lbf·ft)



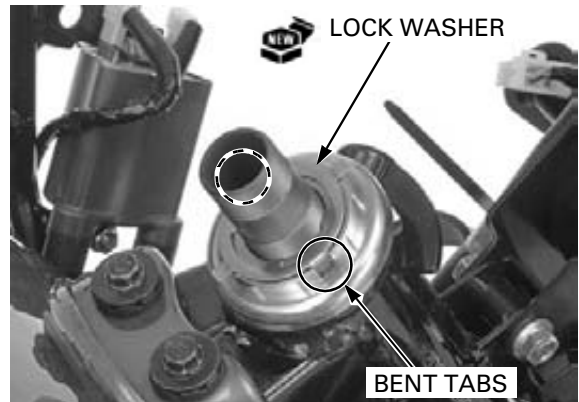
Turn the steering stem left and right, lock-to-lock at least five times to seat the bearings.

Retighten the adjustment nut to the same torque.



Align lock washer bent tabs with the groove in the stem adjusting nut.

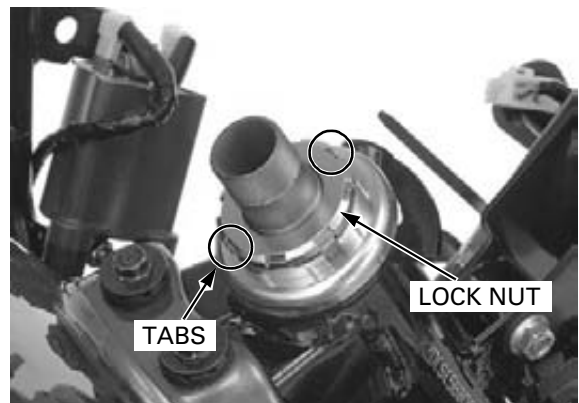
Install a new lock washer onto the steering stem.



Install the lock nut and finger tighten it all the way.

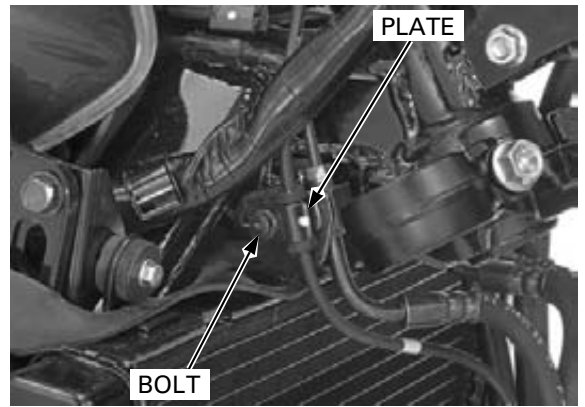
Do not over-tighten the lock nut until the lock washer is being flat.

Further tighten the lock nut, within 90 degrees, to align its grooves with the tabs of the lock washer. Bend up the lock washer tabs into the grooves of the lock nut.



FRONT WHEEL/SUSPENSION/STEERING

CBF1000A only: Install the brake pipe joint with the set plate, and tighten the bolt.



Install the top bridge onto the stem and temporarily tighten the stem nut.

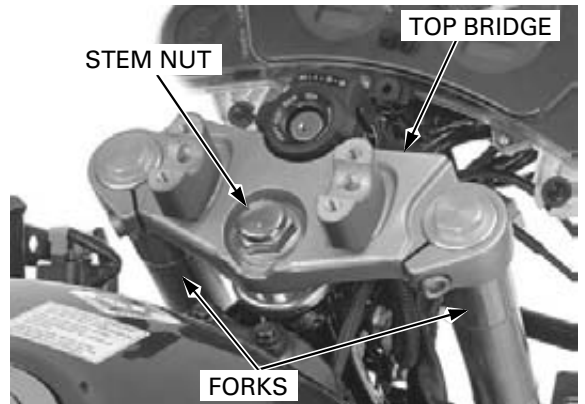
Make sure the hose, wires and cables are routed properly.

Temporarily install the fork legs into the bottom and top bridges and tighten the pinch bolts.

Tighten the stem nut to the specified torque.

TORQUE: 103 N·m (10.5 kgf·m, 76 lbf·ft)

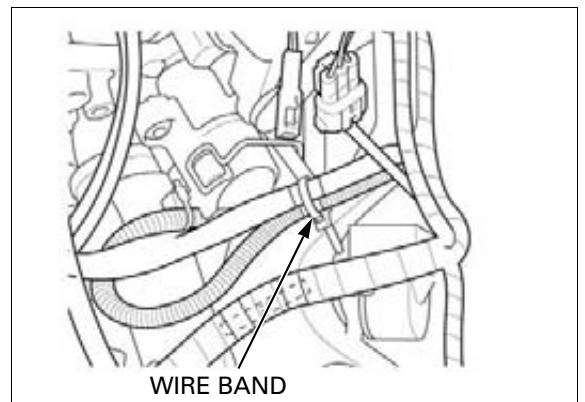
Make sure the steering stem moves smoothly, without play or binding.



Secure the ignition switch wire and handlebar switch wire with the wire band.

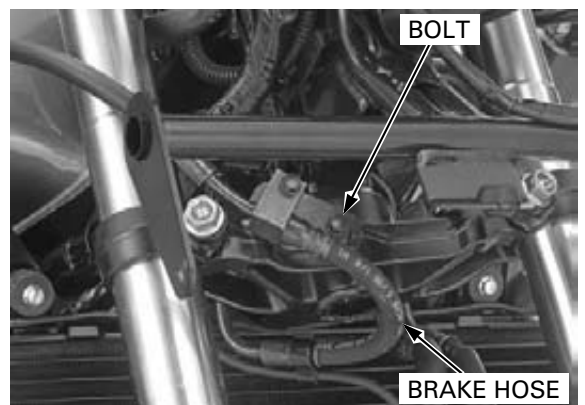
Loosen the fork bridge pinch bolts.

Align the top of the fork tube with the upper surface of the top bridge and tighten the pinch bolts (page 14-29).



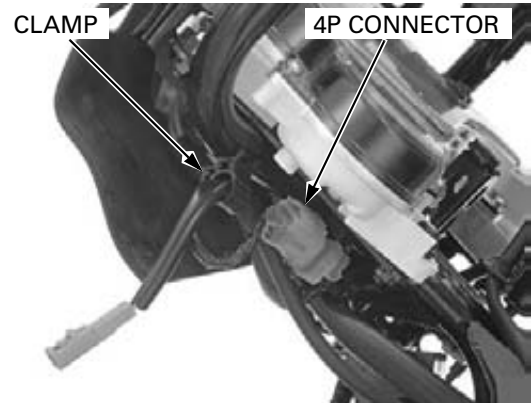
Install the brake hose onto the bottom bridge and tighten the bolt.

TORQUE: 10 N·m (1.0 kgf·m, 7 lbf·ft)

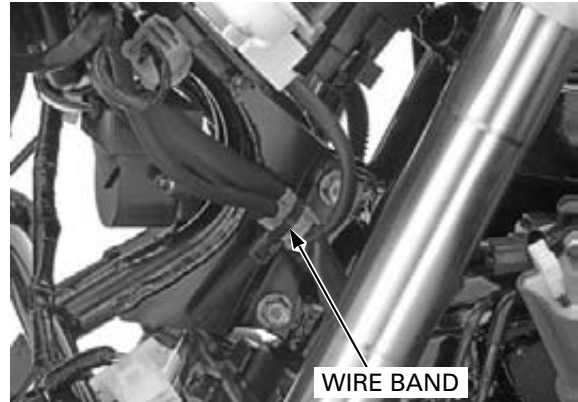


FRONT WHEEL/SUSPENSION/STEERING

Connect the immobilizer receiver 4P connector and install it onto the stay.
Secure the left turn signal light wire and immobilizer receiver wire with the harness clamp.



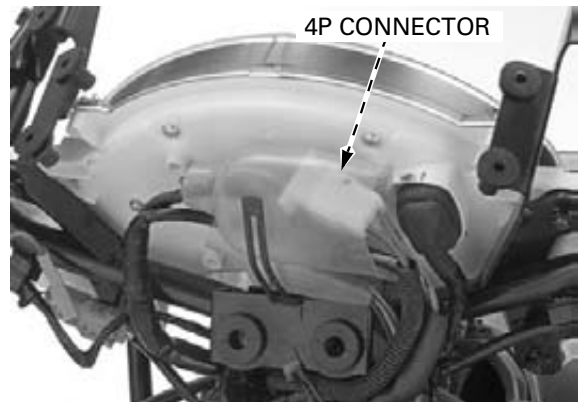
Secure the immobilizer wire and left handlebar switch wire with the wire band.



Connect the ignition switch 4P connector.

Install the following:

- Handlebar (page 14-8)
- Front fender (page 3-9)
- Front wheel (page 14-18)
- Front center cowl (page 3-7)



STEERING BEARING PRE-LOAD

Support the motorcycle securely using safety stands or a hoist and raise the front wheel off the ground.

Position the steering stem straight ahead.

Hook a spring scale to the fork tube between the fork top and bottom bridges.

Make sure there is no cable, wire harness or hoses interference.

Pull the spring scale keeping it at a right angle to the steering stem.

Read the scale at the point where the steering stem just starts to move.

STEERING BEARING PRE-LOAD:

9.8 – 13.7 N (1.0 – 1.4 kgf, 2.2 – 3.1 lbf)

If the readings do not fall within the limits, readjust the steering bearing adjustment.

