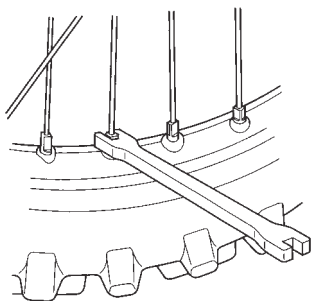


# Before & After Competition Maintenance

## Between Motos & Practice Maintenance

After practice or between motos you have a chance to make additional checks and adjustments.

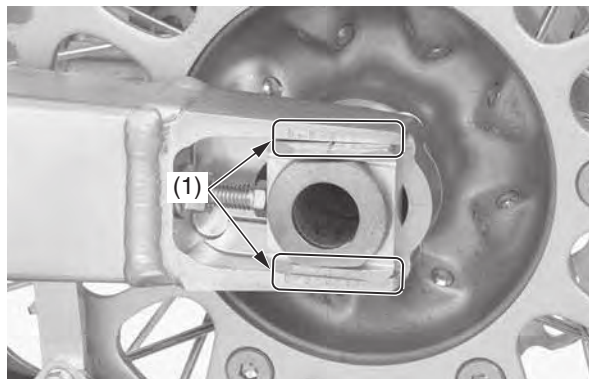
- Clean accumulated dirt from under the fenders and off the wheels, suspension components, handgrips, controls, and footpegs. A stiff, nylon parts cleaning brush works well.
- Check tire air pressure.
- Check spoke tension, and make sure the rim locks are secure.



- Check to make sure the sprocket bolts and nuts are secure.
- Clean the sides of the drive chain with a stiff, nylon parts-cleaning brush. Lubricate and adjust the chain as necessary.

Do not perform maintenance while engine is running. Injury to your fingers or hands may result.

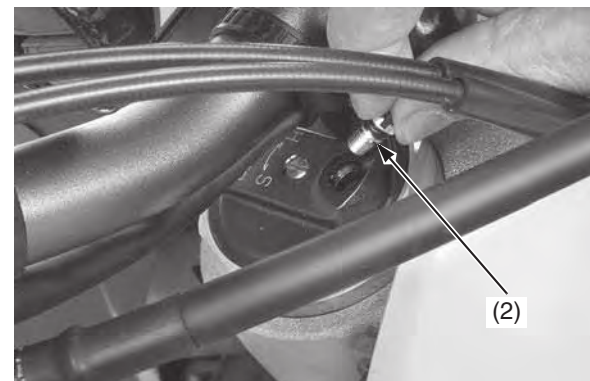
- After adjustment, check that the chain adjuster index marks (1) are in the same position on each side. This will ensure that the rear wheel is in proper alignment and allow maximum performance from the rear disc brake. Maintaining proper wheel alignment will also extend brake pad wear.



(1) chain adjuster index marks

- Suspend the front wheel above the ground and use the pressure release screw (2) on the right fork to release the built-up pressure (in excess of normal atmospheric pressure: 0 psi (0 kPa, 0 kgf/cm<sup>2</sup>)) in the right fork. This pressure is caused by normal fork action while riding. (If you are riding at altitude, remember that fork pressure of 0 at sea level will increase as elevation increases.)

Right fork:



(2) pressure release screw