GENERAL TIPS and COMMENTS -

1. Loctite the large head screw near the air box burp valve. Loctite the large head screw at rear of chain guard. Also loctite the rear brake pedal pivot bolt.
2. Engines have no head gasket. If you have what appears to be a gasket, it is in fact a head spacer used to adjust deck heights. It can be reused.
3. Torque headbolts to 14 ft. lb.
4. Clutch doesn't always release well when cold. We recommend that you push the bike forward when dropping into low gear first time to allow transmission a "running start".
5. Keep the screws on the front of the seat real snug or they disappear!
6. Comment on dates stamped on plate located on steering head. The date is the actual calendar year when the chassis was made. For example - the 1982 units will have "1981" on them until production enters 1982 calender year. Bikes are built well in advance of shipment.
7. Use a good fuel filter. We recommend an AC GF-453. This is very important on plastic tank bikes due to difficulty in removing molding debris from tank.
8. If replacing the rear shocks, use a 13.9" unit. These are available from your dealer. Many people have thought that the stock rear shock setup was too soft. Using a 54 Girling spring to replace the chrome spring seemed to be just right. However, it was amazing to see the European riders using the stock set-up at the Watkins Glen world round. After watching how incredibly slow they ride, it was obvious that the shocks had to be soft. Piero Kuciukian, SWM trials team manager, had these comments after watching us Americans ride on Saturday and Sunday: "You all ride too fast and use too much throttle to get over and up obstacles. Slow down and use your body more!" We've all been practising "slowing down" and, guess what? - we've all gone back to the stock set-up! If you do tend to "banzai" sections, or weight over 190 pounds, you might be happier with the 54 ø springs.

   NOTE:You can add 1/4" preload to the stock set-up by simply turning over one of the chrome spacers on each shock.