

Chapter 7

Frame and bodywork

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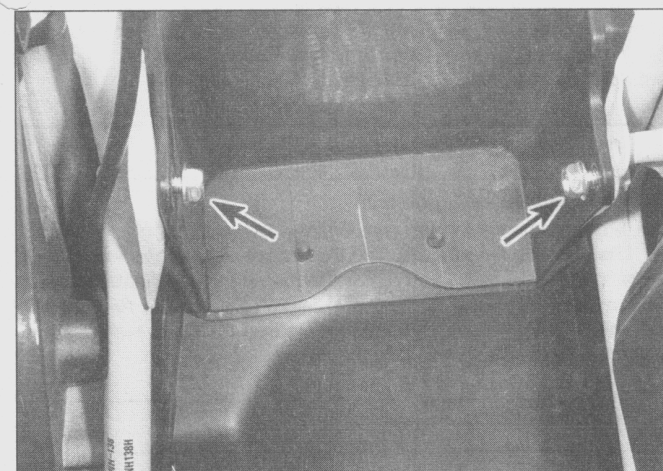
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1 General information

This Chapter covers the procedures necessary to remove and install the fenders and other body parts. Since many service and repair operations on these motorcycles require removal of the fenders and/or other body parts, the procedures are grouped here and referred to from other Chapters.

In the case of damage to plastic body parts, it is usually necessary to remove the broken component and replace it with a new (or used) one. The material that the fenders and other plastic body parts are composed of doesn't lend itself to conventional repair techniques. There are, however, some shops that specialize in "plastic welding", so it would be advantageous to check around before throwing the damaged part away.

Note: *When attempting to remove any body panel, first study the panel closely, noting any fasteners and associated fittings, to be sure of returning everything to its correct place on installation. In some cases, the aid of an assistant may be required when removing panels, to help*



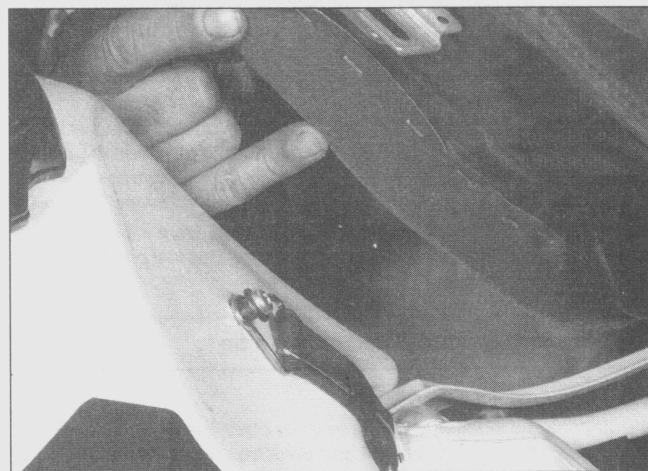
2.2 Remove the seat mounting bolt on each side . . .

avoid damaging the paint. Once the visible fasteners have been removed, try to lift off the panel as described but DO NOT FORCE the panel - if it will not release, check that all fasteners have been removed and try again. Where a panel engages another by means of lugs and grommets, be careful not to break the lugs or damage the bodywork. Remember that a few moments of patience at this stage will save you a lot of money in replacing broken panels!

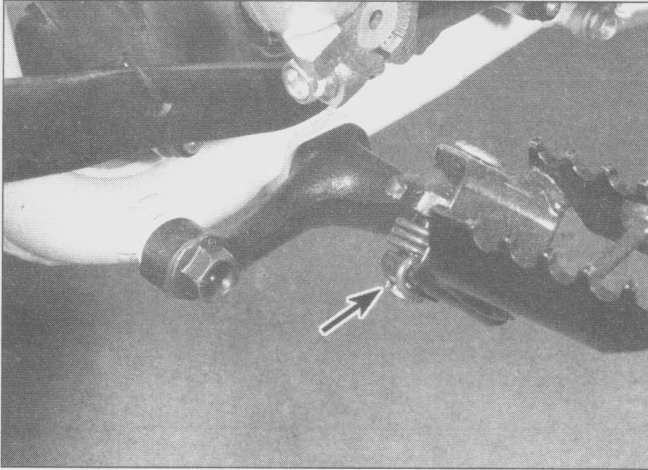
2 Seat - removal and installation

Refer to illustrations 2.2 and 2.3

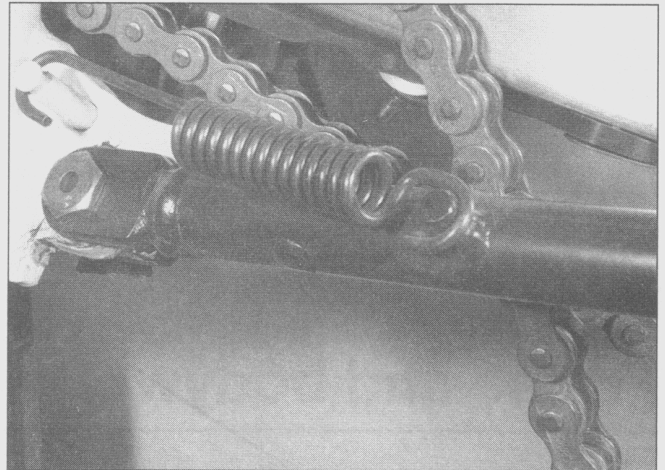
- 1 Remove the side covers (see Section 5).
- 2 Remove the mounting bolt on each side of the seat (**see illustration**).
- 3 Lift the back end of the seat. Pull it back and down to disengage the front end from the button on the fuel tank and lift it off (**see illustration**).
- 4 Installation is the reverse of removal.



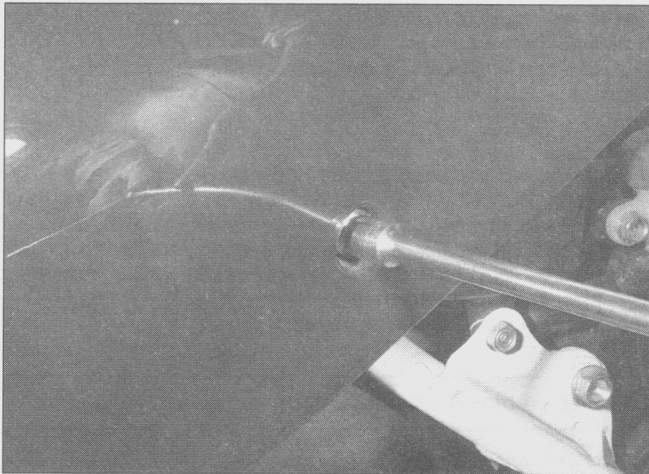
2.3 . . . and disengage the seat from the screw on the fuel tank



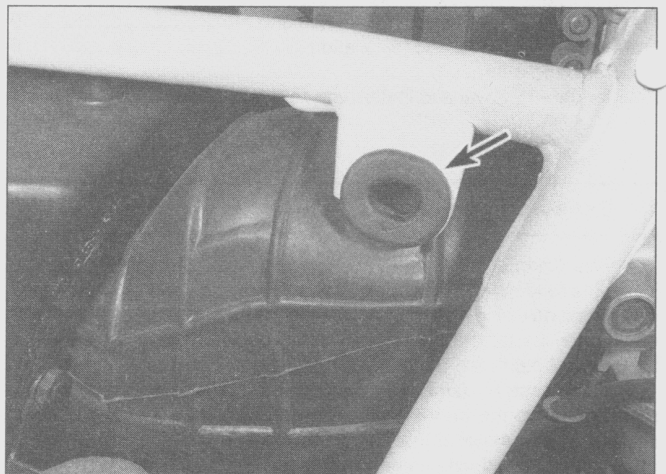
3.2 Remove the cotter pin (arrow), washer and pivot pin to detach the footpeg from the bracket



4.1 Unhook the sidestand spring from the posts on the sidestand and frame, then remove the locknut and mounting bolt



5.1a Remove the side cover mounting bolt . . .



5.1b . . . and carefully pull the lugs free of the grommets (arrows)

3 Footpegs - removal and installation

Refer to illustration 3.2

- 1 Support the bike securely so it can't be knocked over during this procedure.
- 2 To detach the footpeg from the bracket, remove the cotter pin, washer and footpeg pivot pin (**see illustration**). Separate the footpeg from the motorcycle.
- 3 On the right side only, the footpeg bracket can be detached from the motorcycle if necessary. Remove the bolts (early models) or bolt and nut (later models), then detach the bracket from the frame.
- 4 Installation is the reverse of removal, with the following additions:
 - a) Tighten the bracket fasteners securely if they were removed.
 - b) Use a new cotter pin and wrap its ends around the pivot pin.

4 Sidestand - removal and installation

Refer to illustration 4.1

- 1 Unhook the sidestand spring from its posts (**see illustration**).
- 2 Remove the self-locking nut and pivot bolt and separate the sidestand from the motorcycle.
- 3 Installation is the reverse of the removal steps.

5 Side covers - removal and installation

Refer to illustrations 5.1a and 5.1b

- 1 Remove the side cover bolt (**see illustration**). Pull the cover free of the grommets and take it off the motorcycle (**see illustration**).
- 2 Installation is the reverse of removal. Tighten the bolt securely, but don't overtighten it and strip the threads.

6 Front fender - removal and installation

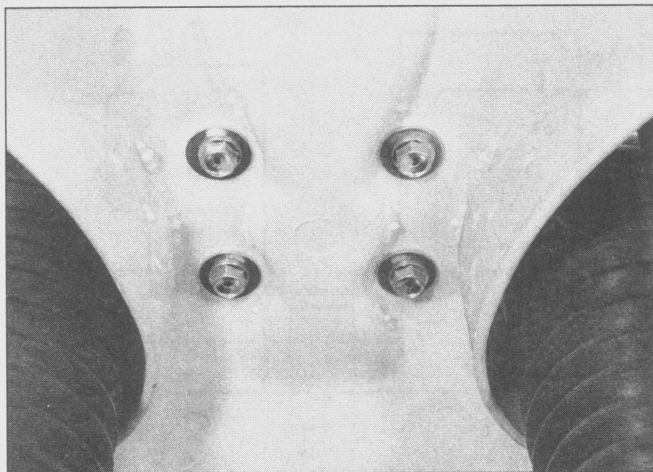
Refer to illustrations 6.2a and 6.2b

- 1 Remove the front wheel (see Chapter 6).
- 2 Remove the fender bolts (**see illustration**). Lower the fender clear of the lower triple clamp and remove the washers (**see illustration**).
- 3 Installation is the reverse of removal. Be sure to reinstall the grommets in their correct locations. Tighten the bolts securely, but don't overtighten them and strip the threads.

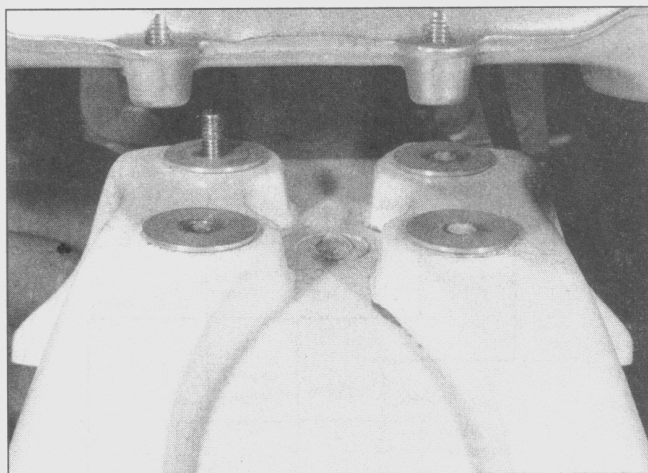
7 Rear fender - removal and installation

Refer to illustrations 7.2 and 7.3

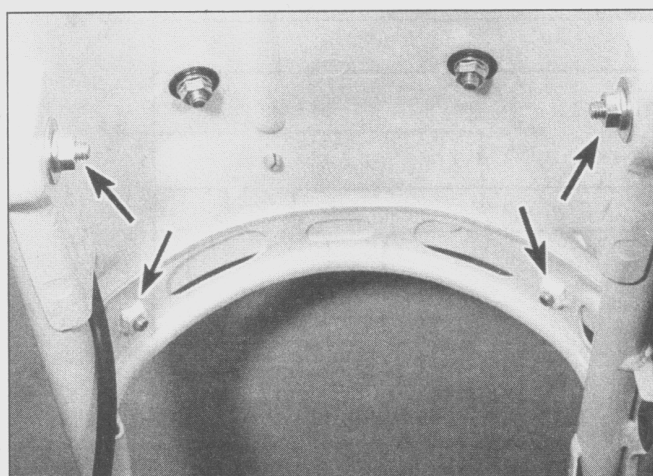
- 1 Remove the seat and both side covers (see Sections 2 and 5).



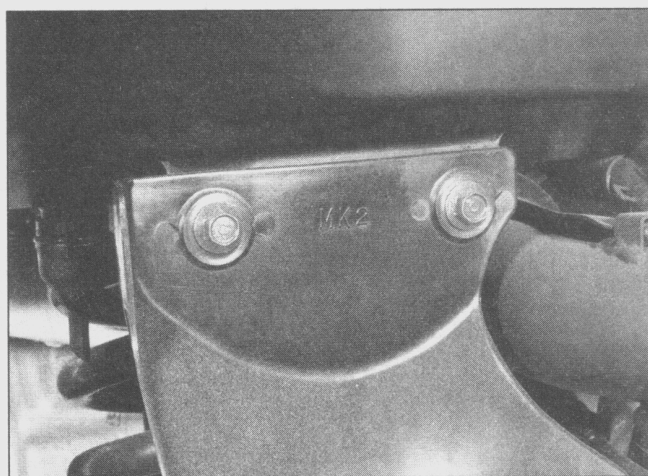
6.2a The front fender bolts are accessible from below



6.2b Don't forget the washers on top of the fender



7.2 Two of the rear fender bolts on XR600R models are accessible from below (upper arrows); two are accessible from above (lower arrows)



7.3 Remove two bolts to detach the inner fender

- 2 Remove the fender mounting bolts (and grommets if equipped) and take the fender off (see illustration).
- 3 If you're working on an XR600R, unbolt the inner fender and lift it off (see illustration).
- 4 Installation is the reverse of removal. Tighten the bolts securely, but don't overtighten them and strip the threads.

8 Skid plate/bars - removal and installation

- 1 Support the bike securely so it can't be knocked over during this procedure.
- 2 If you're working on an XL600R, remove one nut at the front of the skid plate and two bolts from underneath, then lower the skid plate away from the motorcycle.
- 3 If you're working on an XR600R, remove the bolts at the front and rear of the bars. Lower the bars away from the motorcycle.
- 4 Installation is the reverse of removal. Tighten the bolts securely, but don't overtighten them and strip the threads.

9 Frame - general information, inspection and repair

- 1 All models use a semi-double cradle frame made of round-section steel tubing.
- 2 The frame shouldn't require attention unless accident damage has occurred. In most cases, frame replacement is the only satisfactory remedy for such damage. A few frame specialists have the jigs and other equipment necessary for straightening the frame to the required standard of accuracy, but even then there is no simple way of assessing to what extent the frame may have been overstressed.
- 3 After the motorcycle has accumulated a lot of miles, the frame should be examined closely for signs of cracking or splitting at the welded joints. Corrosion can also cause weakness at these joints. Loose engine mount bolts can cause ovaling or fracturing to the mounting bolt holes. Minor damage can often be repaired by welding, depending on the nature and extent of the damage.
- 4 Remember that a frame that is out of alignment will cause handling problems. If misalignment is suspected as the result of an accident, it will be necessary to strip the machine completely so the frame can be thoroughly checked.