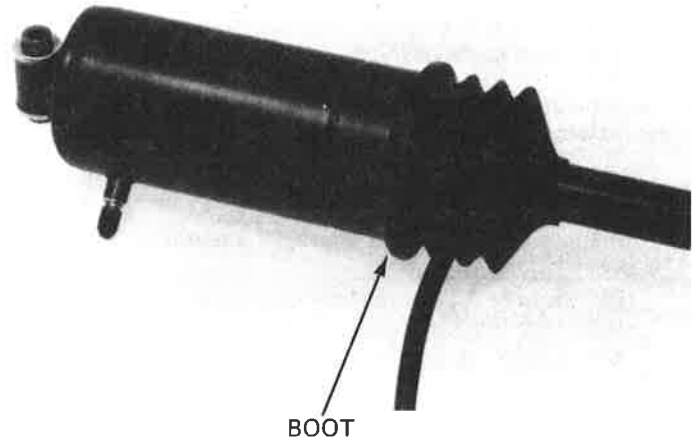




**OIL SEAL REPLACEMENT**

NEW

- Release air from the shock absorber by depressing the valve core.
- Remove the valve core from the valve stem.
- Remove the boot from the shock.



Press the back-up ring in 1.0—2.0 mm (0.04—0.08 in) with the oil seal driver 07965-MB00100 and attachment 07965-MC70100.

**CAUTION**

*Do not press the back-up ring in too far or the guide bushing will jam into the shock case, making guide bushing removal difficult.*

Remove the stop ring.

Clean the shock outer case.

Place a thick plastic bag around the bottom of the shock and duct tape it securely to the shock's outer case. The bag will catch the ATF when the seal is forced out.

**CAUTION**

*The seal will be removed with hydraulic pressure so its force can be significant. Wear protective clothing and face guard to protect against possible ATF spillage.*

Clamp the shock upright in a vise with soft jaws.

**NOTE**

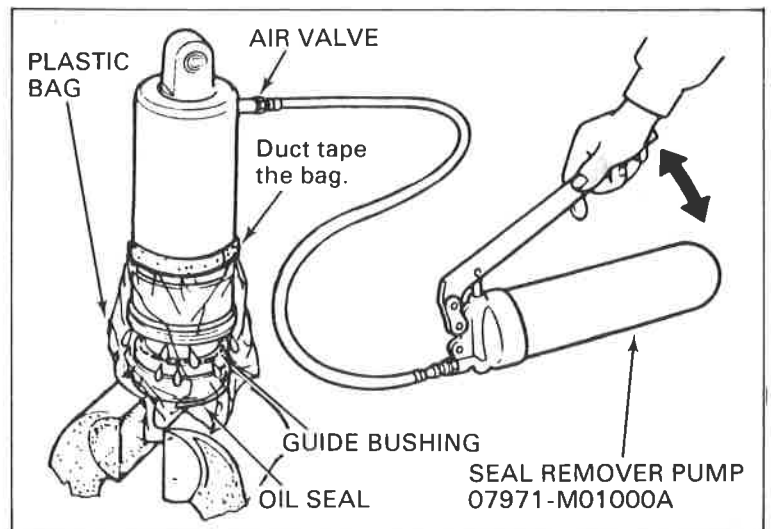
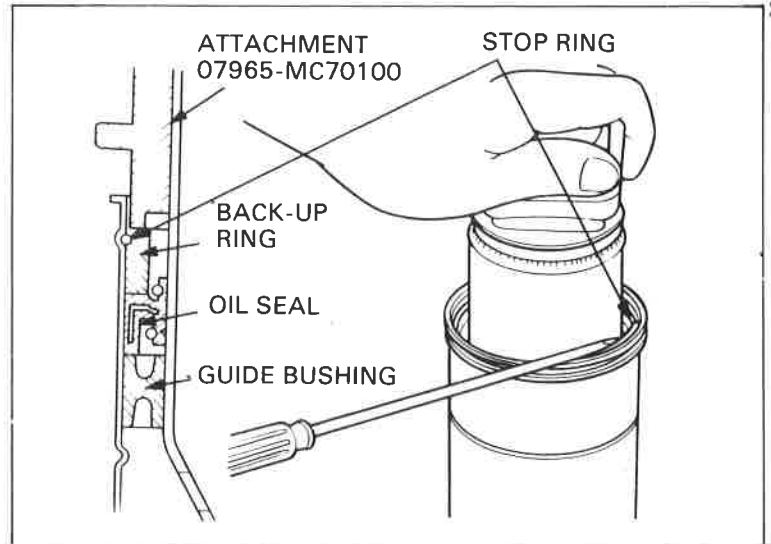
The shock must be kept upright to prevent ATF from leaking out of the damper and into the shock outer case.

Fill the seal remover pump with ATF and connect the attachment hose to the shock's air valve stem.

Pump ATF into the shock absorber to hydraulically force the oil seal and guide bushing out.

**NOTE**

It takes an average of 2 to 3 minutes of pumping to force the oil seal out.



NEW

NEW

NEW

NEW

NEW



**REAR WHEEL/SUSPENSION/BRAKE**

NEW

NEW

Leave the shock absorber in the vise for ten minutes to let any remaining ATF drain from the outer case.

Keeping it upright, remove the shock from the vise.

Still keeping the shock upright, remove the plastic bag, oil seal and guide bushing.

In one smooth motion, turn the shock upside down. Then reclamp the shock in the vise.

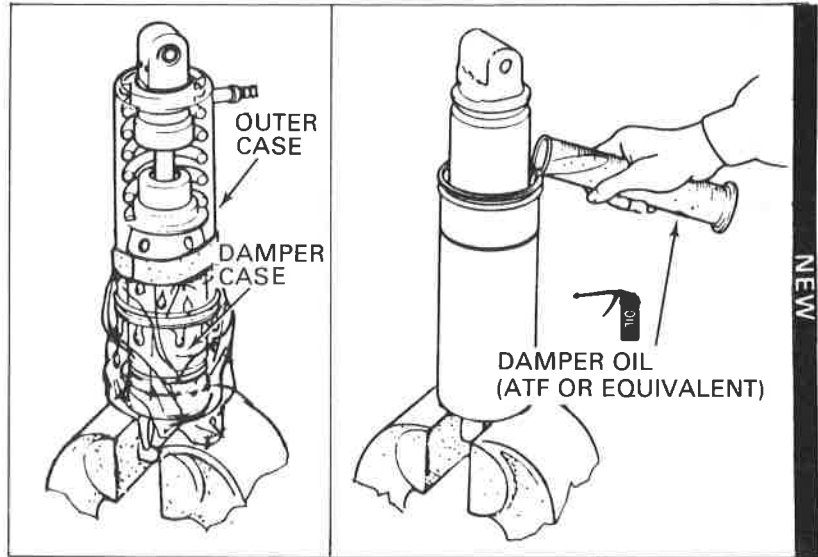
Put the valve core back into the air valve.

Fill the shock body with the specified amount of ATF.

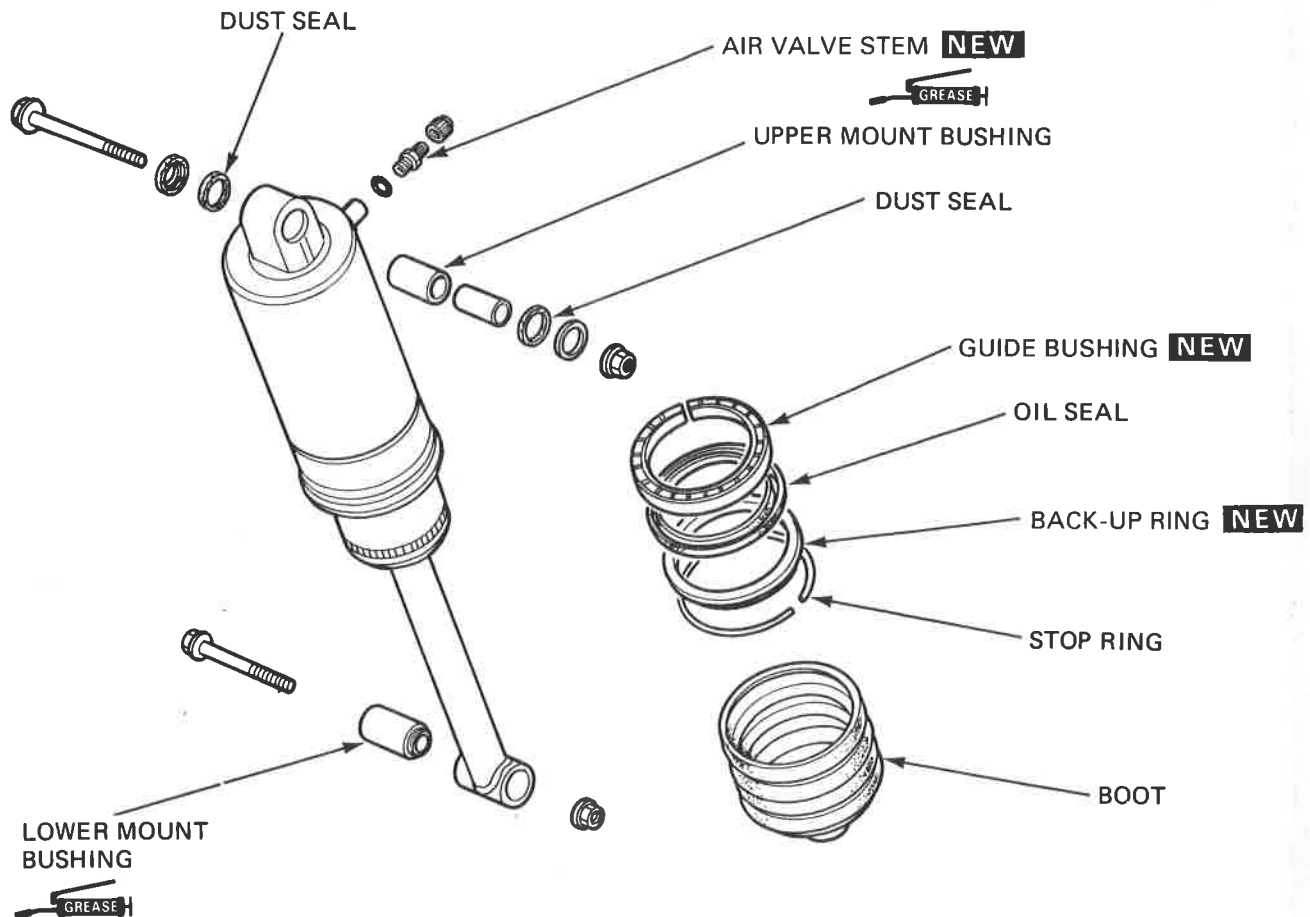
**SPECIFIED AMOUNT:**

'82: 220 cc (7.4 oz)

'83 —: 245 cc (8.3 oz)



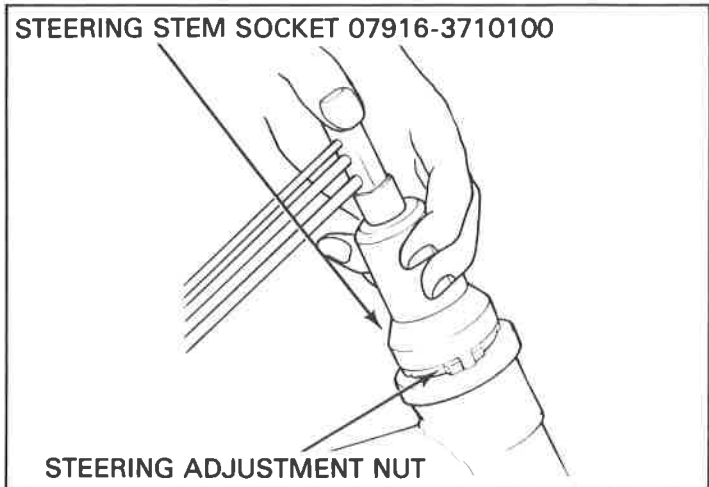
**ASSEMBLY**





Install the bearing adjustment nut and tighten it to the specified torque:

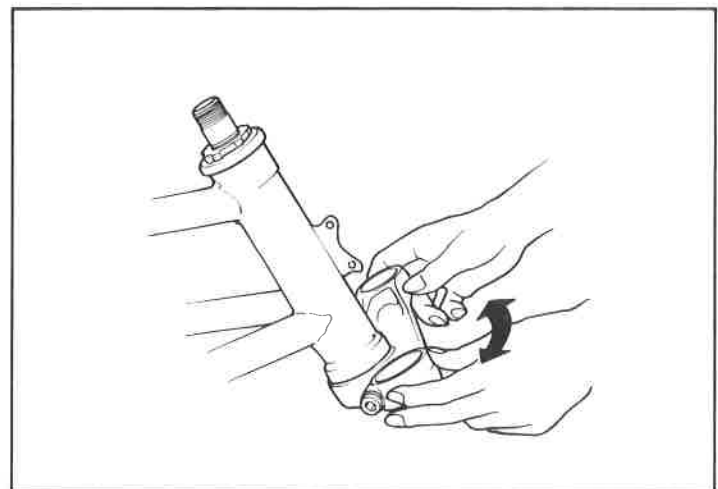
**TORQUE: 19-21 N·m (1.9-2.1 kg·m,  
14-15 ft·lb)**



Turn the steering stem all the way right and left five times to seat the bearings.

Retighten the adjustment nut to the same torque.

Turn the steering stem again to seat the bearings.

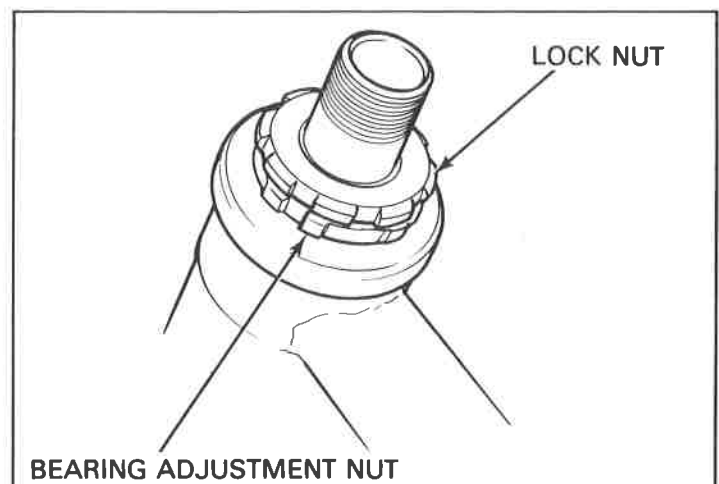


Install a new lock washer by aligning its tab with the groove of the adjustment nut.

Finger tighten the lock nut all the way.

Hold the bearing adjustment nut and tighten the lock nut no more than 90 degrees to align one groove with the tab of the lock washer.

Bend up the lock washer tab into the groove of the lock nut.



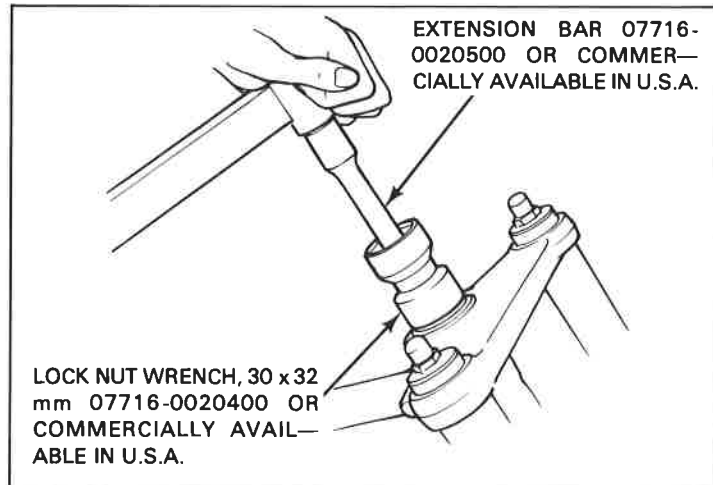


**'84 VF700C MAGNA ADDENDUM**

Temporarily install the front forks.

Install the fork bridge and tighten the steering stem nut.

**TORQUE: 90-120 N·m (9.0-12.0 kg·m, 65-87 ft·lb)**



**STEERING HEAD BEARING PRELOAD**

Install the front forks (page 15-35).

Install the front wheel (page 15-24).

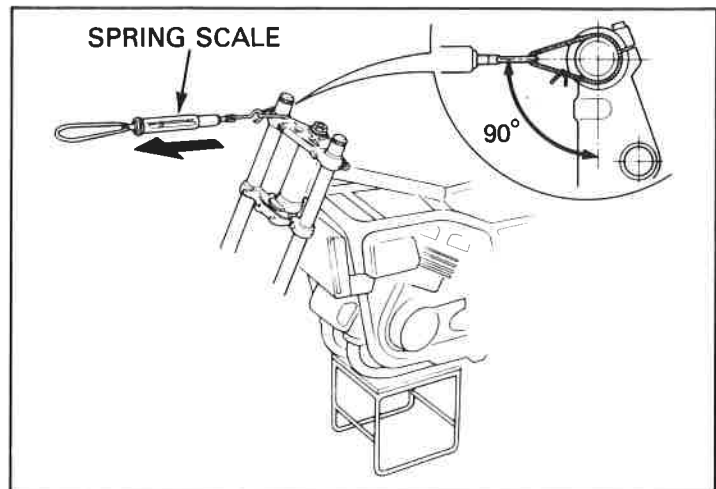
Place a stand under the engine and raise the front wheel off the ground.

Position the steering stem to the straight ahead position.

Hook a spring scale to the fork tube and measure the steering head bearing preload.

**NOTE:**

Make sure that there is no cable and wire harness interference.



The preload should be within 1.0 - 1.6 kg (2.2 - 3.5 lb) for right and left turns.

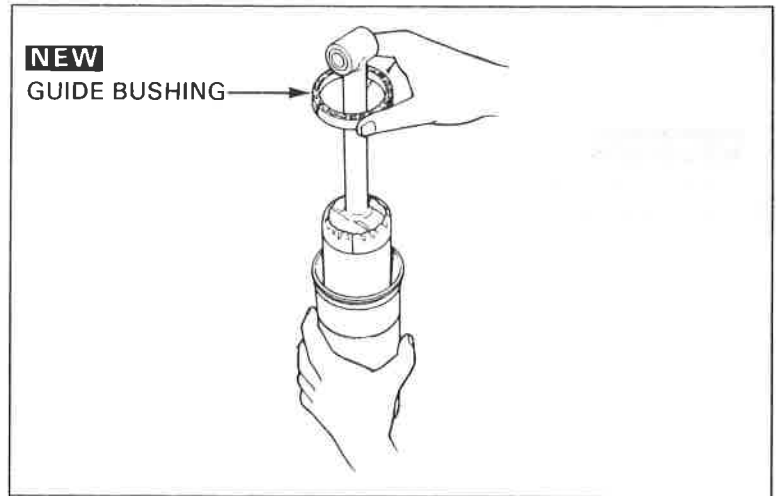
If the readings do not fall within the limits, lower the front wheel on the ground and readjust the bearing adjustment nut (page 26-17).

After making sure the bearing preload is correct, install the removed parts in the reverse order of removal.



**NEW**

Install the guide bushing into the damper case.



**NEW**

To prevent damage to the new seal, wrap a piece of vinyl tape around the groove at the end of the shock absorber.

Dip the oil seal in ATF and install it onto the damper.

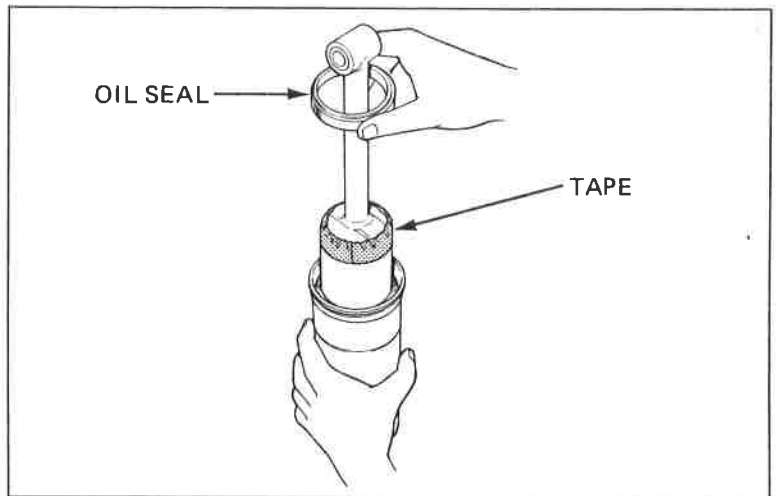
**CAUTION**

*Be careful not to damage the oil seal during installation.*

**NEW**

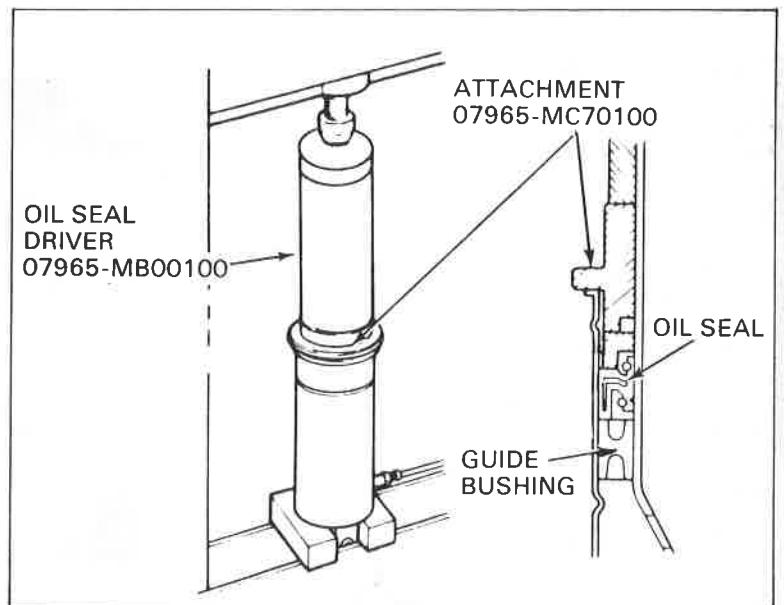
Remove the tape from the shock.

Remove the shock from the vise.



**NEW**

Press the oil seal into the shock absorber with a hydraulic press until the attachment stops at the edge of the outer case.



**NEW**



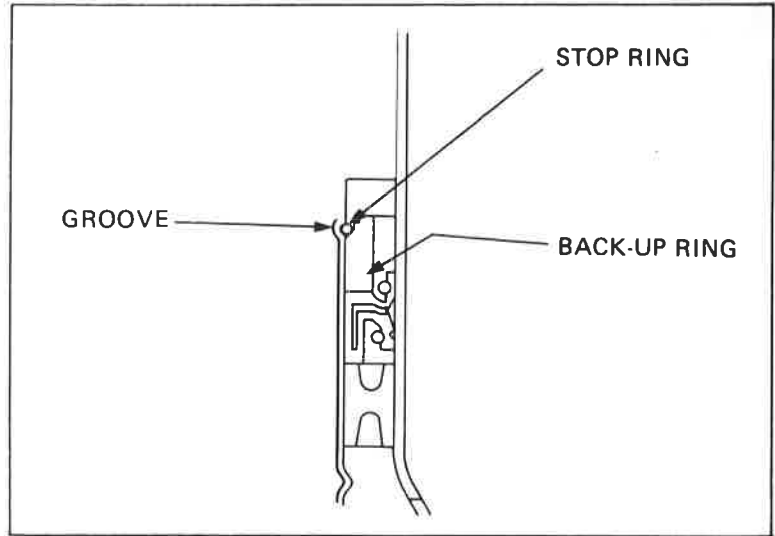
NEW

Install the back-up ring.

Install the stop ring, being sure it is fully seated in the ring groove in the outer case.

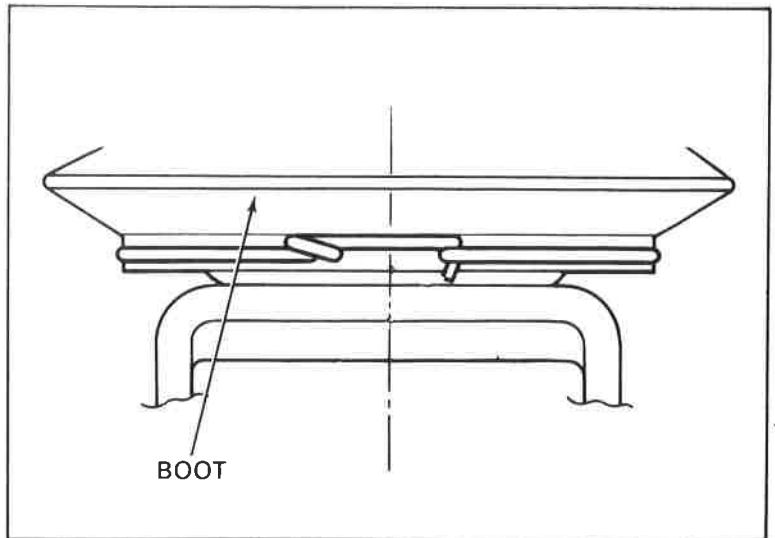
**WARNING**

*Do not forget to install the stop ring; the shock can come apart without this ring.*



NEW

**NEW** Install the boot onto the shock.



NEW

**INSTALLATION**

Apply a paste grease with 45% or more molybdenum to the upper and lower mounting bushings.

**NOTE**

Some sources of paste grease with 45% or more molybdenum are:

- Molykote G-N Paste manufactured by Dow Corning, U.S.A.
- Locol Paste manufactured by Sumico Lubricant, Japan.

Any other manufacturer's paste grease equivalent to the above may also be used.

Install and torque the upper mount bolt.

**TORQUE: 38—48 N·m**  
**(3.8—4.8 kg·m, 28—35 ft·lb)**

**SHOCK ABSORBER**



UPPER MOUNTING BOLT