6.3.6 Frame and Frame Latch

A. Disassembly

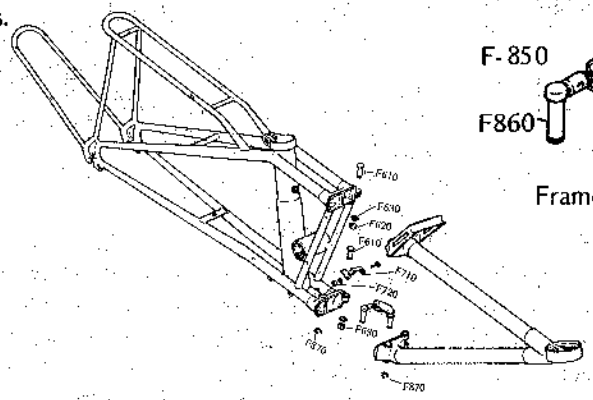
To disassemble the frame, first remove the various components attached to it, according to their various subsystems and disassembly instructions. Then, unlatch the frame latch assembly and turn the entire frame upside down. Remove the 2 F-870 C-clip retainers. Remove frame latch assembly by alternately tapping the 2 pins (F-860 and F-820) until the entire latch assembly is extracted downward.

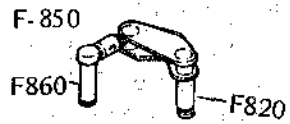
To disassemble the frame latch, unscrew the rear pin and counter-threaded nut (F-860 and F-850) in turn.

To separate the 2 halves of the frame, first remove the 2 lock nuts (F-620), and then tap out the 2 pins (F-610).

B. Adjustment, Trouble Shooting and Maintenance

The only component to adjust on the frame is the frame latch. When properly adjusted, the latch should not be able to pop open without first depressing the safety spring (F-710). Moreover, the front and rear top lugs should be flush, with no gaps, and there should be no wobbling between the front and rear frames.





Frame Latch

To adjust the frame latch, first release it, and then use pliers or a screwdriver to turn the counter-threaded adjusting nut (F-850) clockwise to tighten, or conterclockwise to loosen. When adjustment is complete, add a drop of "Locktite". Double check to make sure that the safety spring holds the frame latch securely in place. If the latch is in place, but the spring fails to hold it securely, remove the spring by detaching F-720, and adjust the spring by bending it in or out.

Warning: Never ride the bike without the safety spring working properly.

After adjustments have been made, if gaps or wobbling between the front

and rear frames still occur, replace or repair the following items.

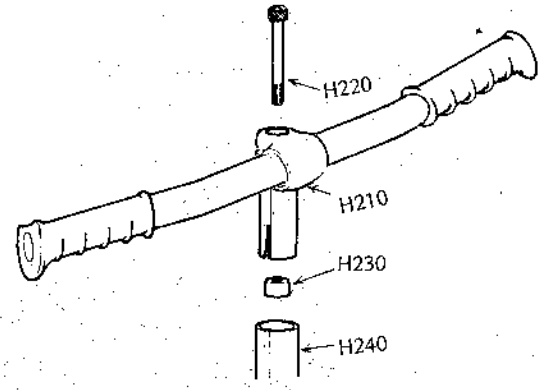
A) Top/bottom lug pins (F-610, F-860 and F-820) —worn to a point where a tight fit no longer exists; bent.
B) Lock nuts (F-620) or C-clips (F-870)—missing or loose.
C) Counter-threaded adjusting nut (F-850)—bent, stripped or excessively worn.
D) Safety spring (F-710)—loose or missing bolt and nut (F-720, F-740); lacking tension.
E) Front/rear frames—out of alignment.

Warning: Never ride the Hon Convertible without first making certain that the frame is sturdy and latch functioning properly.

6.3.7. Handlebar and Stem

A. Disassembly

Remove the brake levers, gear lever and grips. With an allen wrench, loosen the handlebar expansion bolt (H-220) 7 full turns counterclockwise. Tap the bolt back down to its original position, and loosen by another 3 or 4 turns or until the handlebar can be slid out of the handlebar stem (H-210). Also, at this point the handlebar stem can be removed by pulling upwards.



B. Adjustment, Trouble Shooting and Maintenance

The handlebar should be curved horizontally backwards. To adjust, loosen the expansion bolt (H-220), turn handlebar to proper position, and re-tighten bolt.

The brake levers and trigger gear control lever must be fitted in the proper angle and position so that they do not hit the rear wheel when the Hon Convertible is folded. To adjust, loosen appropriate mounting bolts, turn each one to form a 30 degree angle with the vertical, and re-tighten bolts. Before riding always be certain that these mounting bolts are securely tightened and that cables are not kinked and are securely fastened.

If the handlebar becomes bent out of its original shape, take it a professional dealer to be re-straightened. If excessive bending occurs, the structural strength of the handlebar may be weakened and it should be replaced at once. Moreover, if either the handlebar or handlebar stem should become cracked, immediate replacement is vital.