

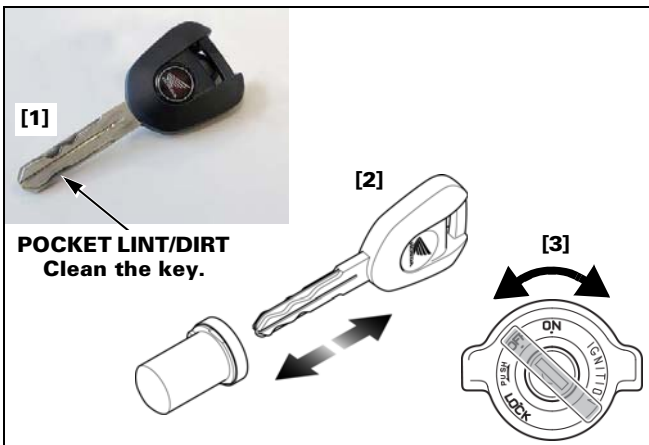


**All Models**

**Sticking Wave Key Lock Cylinder**

If a customer complains that their ignition switch or other lock cylinder is sticking or hard to turn, the problem is likely accumulated debris on the face of the key, and also within the lock cylinder.

If this is the case, first clean the grooves of the key of all debris [1]. Next, insert and remove the clean key from the lock cylinder several times to remove debris from the contact faces of the tumblers [2]. Lastly, insert the key and turn the lock cylinder both ways several times to remove debris from between the key cylinder and lock cylinder [3]. *Do not spray any chemicals/lubricants into the lock cylinder as it will wash away the factory applied grease, resulting in premature key/lock cylinder wear.*



**The Tool Chest**

**Brake Bleeding Catch Bottle**

When bleeding brake systems it will be necessary to capture the excess fluid that comes through the brake bleeder valve(s). And, as in the case of Service Bulletin GL1800 #23, you may be required to measure the amount of expelled brake fluid.

Here's a recipe for a handy catch bottle that scores well on both counts.

Use an empty engine or gear oil bottle that has a clear strip and graduations on one side. Drill a 3/8 inch hole into the upper surface and install a grommet and suitable hose as shown. Make sure the hose is long enough to extend to the bottom of the bottle to prevent air from re-entering the hose during the bleeding process. Also, make sure the bottle cap is off or loose so the bottle can vent as fluid accumulates.



**TRX & SXS**

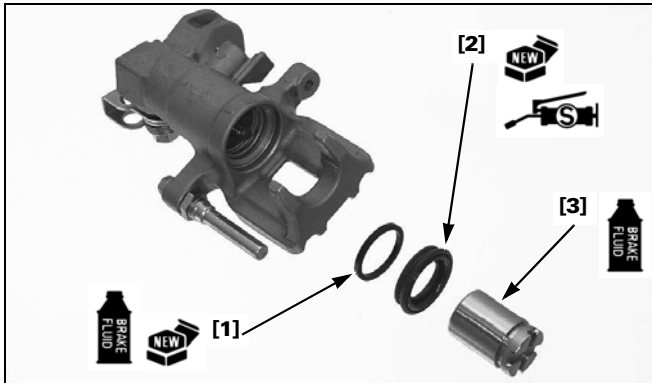
**TRX420FA/FPA/FA5/FA6; TRX500-FA5/FA6/FA7/FM5/FM6/FM7;**  
**TRX650FA/FGA; TRX680FA/FGA;**  
**SXS500M2; SXS700 All**

**Rear Brake Caliper Piston Boot Installation**

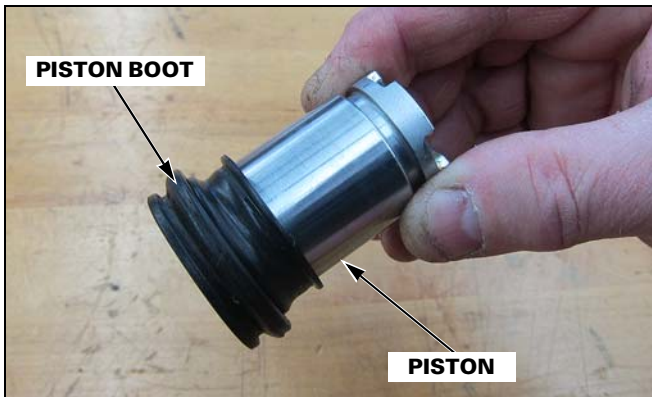
When rebuilding the rear brake caliper on these models, the rear caliper piston boot can be very tricky to install correctly. So tricky that we've developed an alternative method of installation from the one described in the Service Manual.

Follow the rear brake caliper assembly instruction until the point where the piston seal [1], piston boot [2], and piston [3] will be installed. Note that

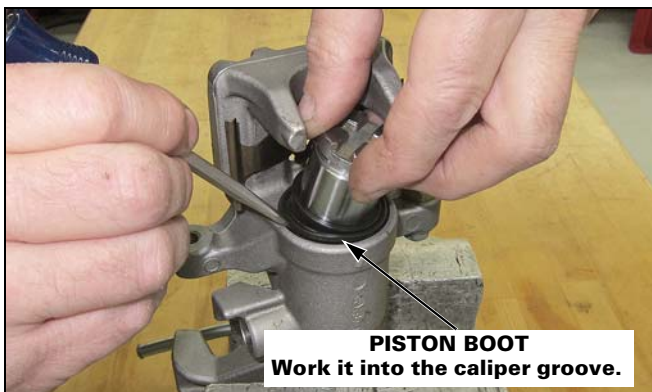
no matter what the installation method, the seal, boot, and piston must be properly lubricated with the indicated chemicals.



First, slide the piston boot over the piston so that it extends beyond the bottom edge of the piston as shown.

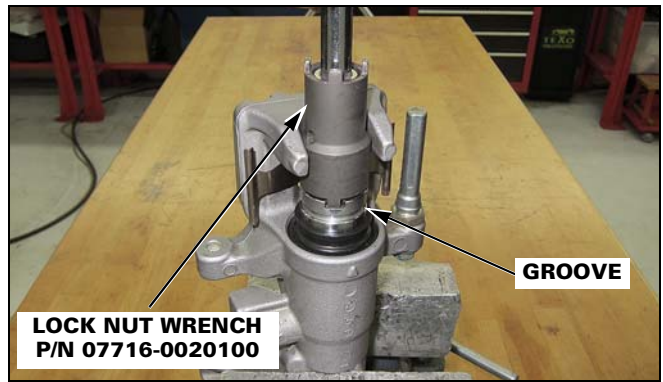


Next, set the piston into the caliper and work the piston boot flange into the caliper groove with a blunt tipped tool until it is fully seated.



Last, slowly install the piston onto the adjuster screw with the lock nut wrench as shown. Once the piston is screwed all the way down, the piston

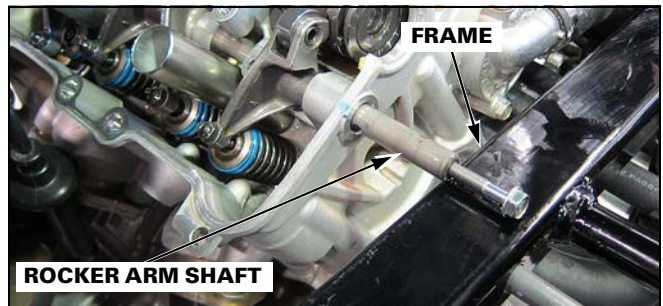
boot lip will drop into the piston groove.



Proceed with the remainder of Service Manual procedures for rear caliper assembly.

## ***SXS1000 Series*** **Exhaust Rocker Arm Shaft Removal**

If the intake valves require clearance adjustment on this model, the camshaft must be removed to gain access to the valve lifters and shims. However to remove the camshaft, the exhaust rocker arm shaft and rocker arms have to be removed first. If the rocker arm shaft bumps into the frame before it can be fully extracted from the engine, place a jack under the right-side motor mount and jack up the engine a little until the rocker arm shaft clears the frame.



©2016 American Honda Motor Co., Inc. All Rights Reserved. Published by: AHM Motorcycle Service Communications, 1919 Torrance Blvd., Torrance, CA 90501. All suggestions become the property of American Honda Motor Co., Inc. Sending a suggestion gives American Honda permission to publish it without further consideration. \*The information in this article is for authorized Honda PWC or MUV dealers only (applicable only if a PWC or MUV article is included in the issue).

Editor: Robert Heilbron E-mail *The Wrench* at [EditorTheWrench@ahm.honda.com](mailto:EditorTheWrench@ahm.honda.com)

MSN 15678 (1512)