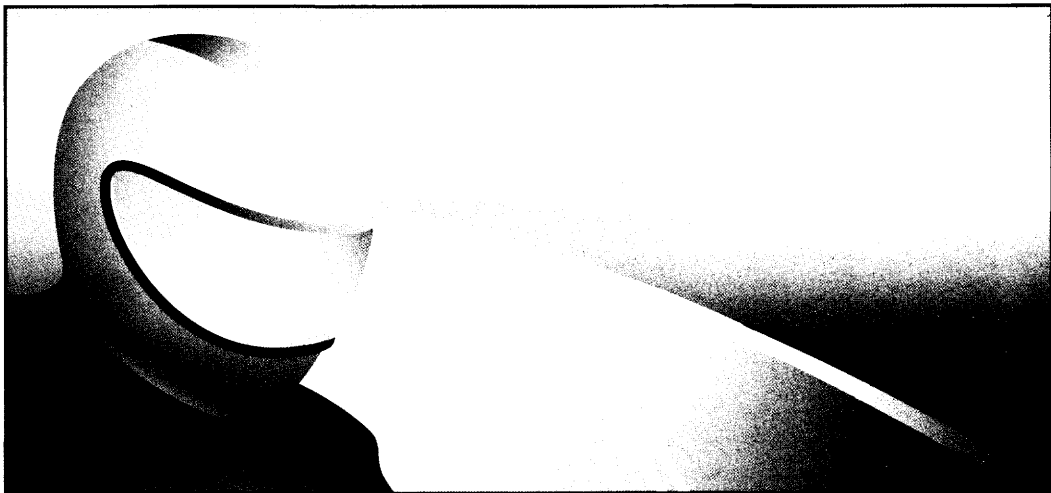


 **HONDA**

# OWNER'S MANUAL



**CB400/A/SA**



**Honda CB400/A/SA**

**OWNER'S MANUAL**

© Honda Motor Co., Ltd. 2008

## **IMPORTANT INFORMATION**

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the tyre information label.

- **ON-ROAD USE**

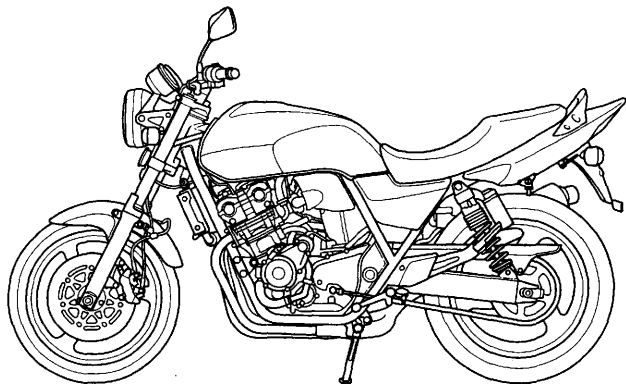
This motorcycle is designed to be used only on the road.

- **READ THIS OWNER'S MANUAL CAREFULLY**

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the Contents page.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold.

# **Honda CB400/A/SA OWNER'S MANUAL**



**All information in this publication is based on the latest production information available at the time of approval for printing. Honda Motor Co.,Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.**

**No part of this publication may be reproduced without written permission.**

## WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE**.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda !

- The following code in this manual indicates the country.
- The illustrations herein are based on the CB400A type.

#### CB400

SI	Singapore	III SI	(SI Type III)
U	Australia	New Zealand	III U (U Type III)

#### CB400A

SI	Singapore	III SI	(SI Type III)
U	Australia	New Zealand	

#### CB400SA

SI	Singapore
----	-----------

- The specifications may vary with each locale.


## A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the motorcycle.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words: **DANGER, WARNING, or CAUTION.**

These signal words mean:



**▲ DANGER**

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

**▲ WARNING**

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

**▲ CAUTION**

You **CAN** be **HURT** if you don't follow instructions.

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

# OPERATION

page

<b>1</b>	<b>MOTORCYCLE SAFETY</b>
1	IMPORTANT SAFETY INFORMATION
2	PROTECTIVE APPAREL
4	LOAD LIMITS AND GUIDELINES
<b>8</b>	<b>PARTS LOCATION</b>
14	INSTRUMENTS AND INDICATORS
<b>29</b>	<b>MAJOR COMPONENTS</b> (Information you need to operate this motorcycle)
29	SUSPENSION
31	BRAKES
34	CLUTCH
36	COOLANT
38	FUEL
41	ENGINE OIL
42	TUBELESS TYRES

page

<b>48</b>	<b>ESSENTIAL INDIVIDUAL COMPONENTS</b>
48	IGNITION SWITCH
49	KEYS
51	IMMOBILIZER SYSTEM (HISS)
54	RIGHT HANDLEBAR CONTROLS
56	LEFT HANDLEBAR CONTROLS

page

**57 FEATURES**

**(Not required for operation)**

- 57 STEERING LOCK
- 58 SEAT
- 59 HELMET HOLDER
- 61 DOCUMENT BAG
- 62 CENTER COMPARTMENT
- 63 STORAGE COMPARTMENT  
FOR U-SHAPED ANTI-THEFT  
LOCK
- 64 RIGHT POCKET
- 65 LEFT POCKET
- 66 SIDE COVERS
- 67 LUGGAGE TIE-DOWN HOOKS
- 68 HEADLIGHT AIM VERTICAL  
ADJUSTMENT

page

**69 OPERATION**

- 69 PRE-RIDE INSPECTION
- 71 STARTING THE ENGINE
- 74 RUNNING-IN
- 75 RIDING
- 77 BRAKING
- 81 PARKING
- 82 ANTI-THEFT TIPS

# MAINTENANCE

page

## 83 MAINTENANCE

- 83 THE IMPORTANCE OF MAINTENANCE
- 84 MAINTENANCE SAFETY
- 85 SAFETY PRECAUTIONS
- 86 MAINTENANCE SCHEDULE
- 89 TOOL KIT
- 90 SERIAL NUMBERS
- 91 COLOUR LABEL
- 92 ENGINE OIL
- 98 CRANKCASE BREATHER
- 99 THROTTLE OPERATION
- 100 COOLANT
- 101 DRIVE CHAIN
- 107 DRIVE CHAIN SLIDER
- 108 FRONT AND REAR SUSPENSION INSPECTION
- 109 SIDE STAND
- 110 WHEEL REMOVAL
- 116 BRAKE PAD WEAR
- 118 BATTERY
- 121 FUSE REPLACEMENT

page

- 128 BRAKELIGHT SWITCH ADJUSTMENT
- 129 BULB REPLACEMENT

## 135 CLEANING

## 139 STORAGE GUIDE

- 139 STORAGE
- 140 REMOVAL FROM STORAGE

## 141 SPECIFICATIONS

## 145 CATALYTIC CONVERTERS

# **MOTORCYCLE SAFETY**

## **IMPORTANT SAFETY INFORMATION**

Your motorcycle can provide many years of service and pleasure — if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider most important.

### **Always Wear a Helmet**

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2 ).

### **Make Yourself Easy to See**

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

### **Ride Within Your Limits**

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

### **Don't Drink and Ride**

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

### **Keep Your Bike in Safe Condition**

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 4 for more details.

### **PROTECTIVE APPAREL**

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

### **⚠️ WARNING**

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

### **Helmets and Eye Protection**

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

### **Additional Riding Gear**

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

## **LOAD LIMITS AND GUIDELINES**

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

## **Loading**

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

### **WARNING**

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.



## **Load Limits**

Following are the load limits for your motorcycle:

### **Maximum weight capacity:**

179 kg (395 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

### **Maximum cargo weight:**

18 kg (40 lbs)

The weight of added accessories will reduce the maximum cargo weight you can carry.

## **Loading Guidelines**

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 6.

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 42).
- If you change your normal load, you may need to adjust the front suspension (page 29 ) and the rear suspension (page 30 ).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.

### **Accessories and Modifications**

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

#### **⚠ WARNING**

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

## **Accessories**

We strongly recommend that you use only Honda Genuine Accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 144 ). A blown fuse can cause a loss of lights or engine power.

- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

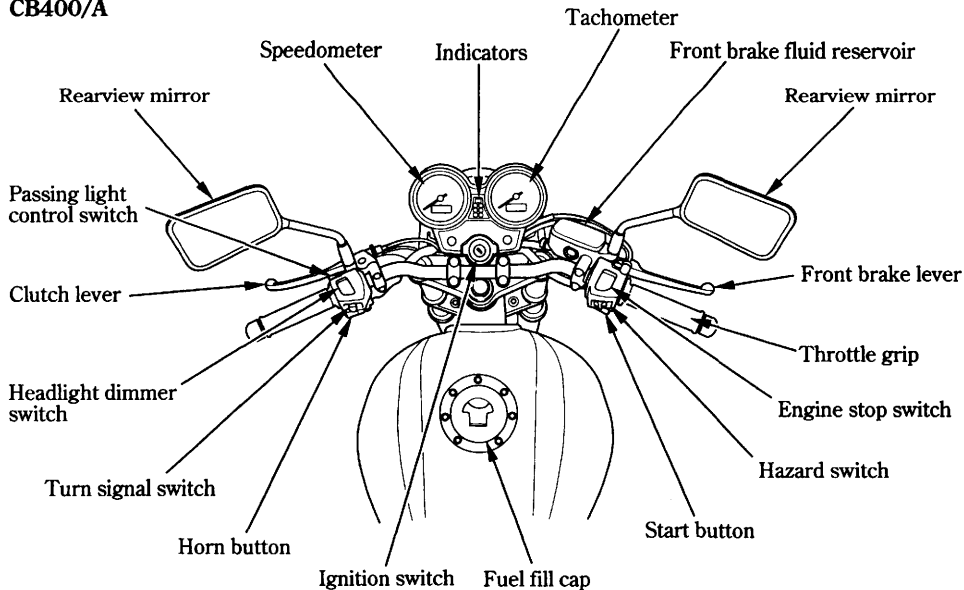
## **Modifications**

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

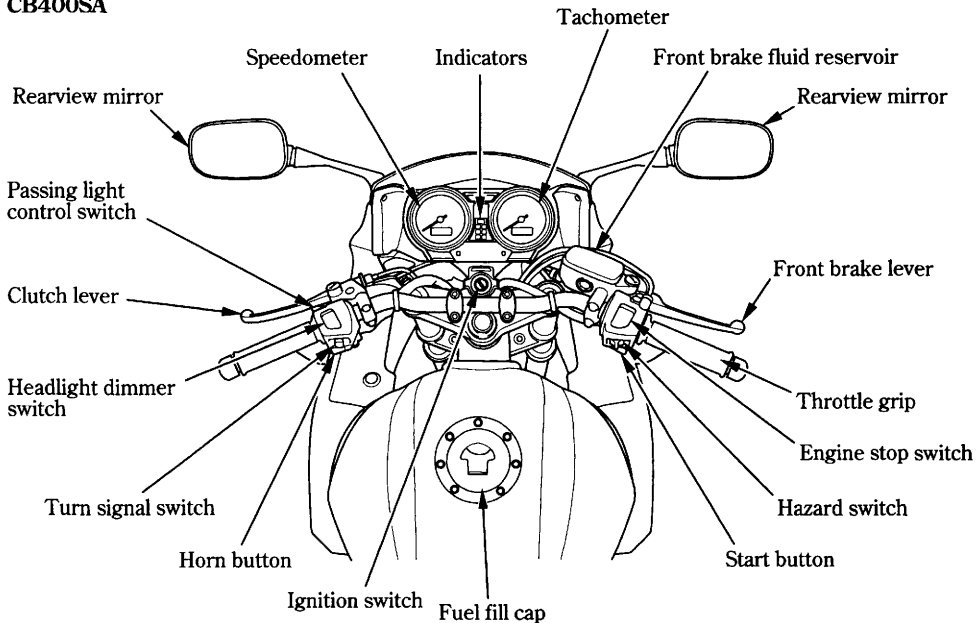
Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

# PARTS LOCATION

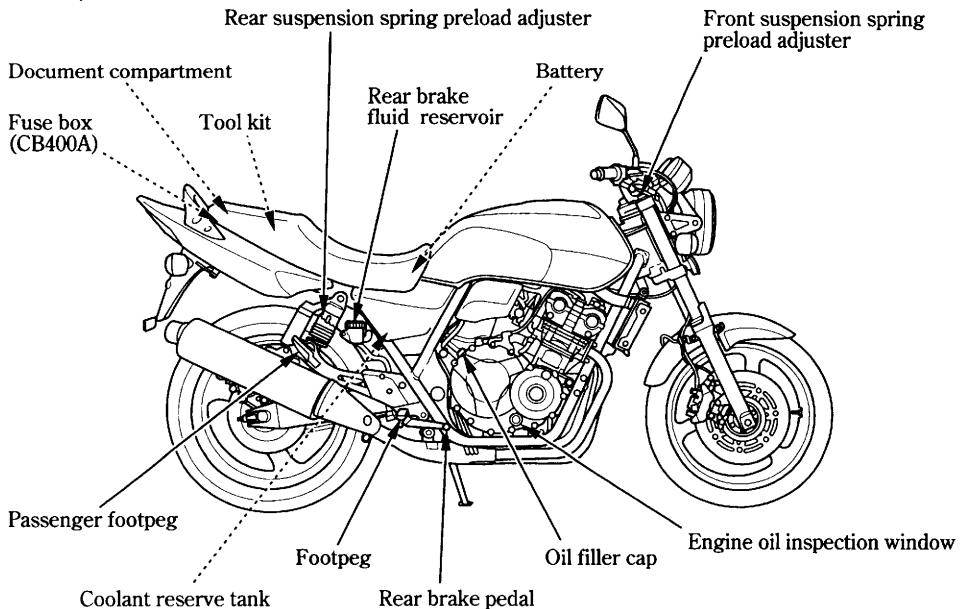
CB400/A

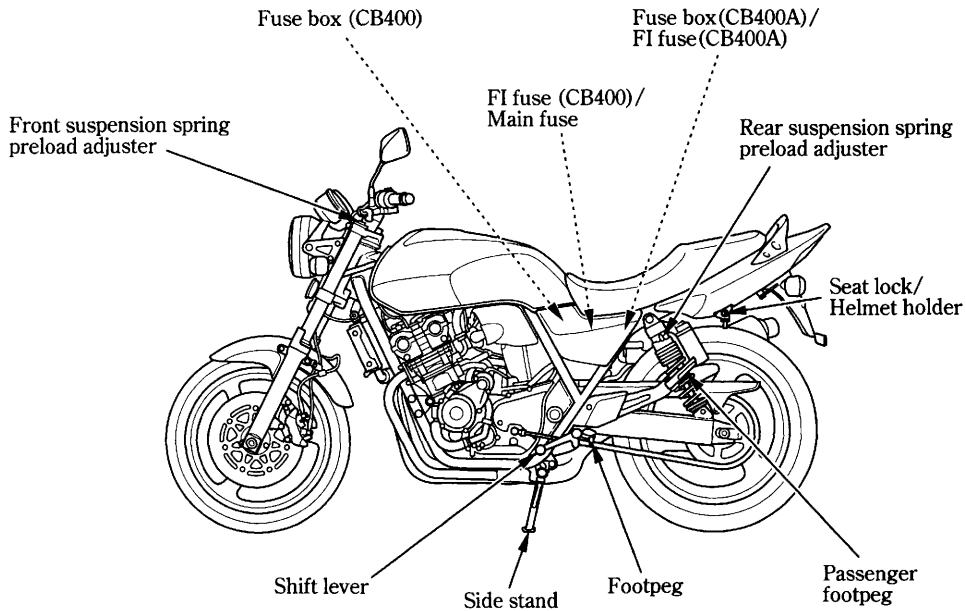


# CB400SA

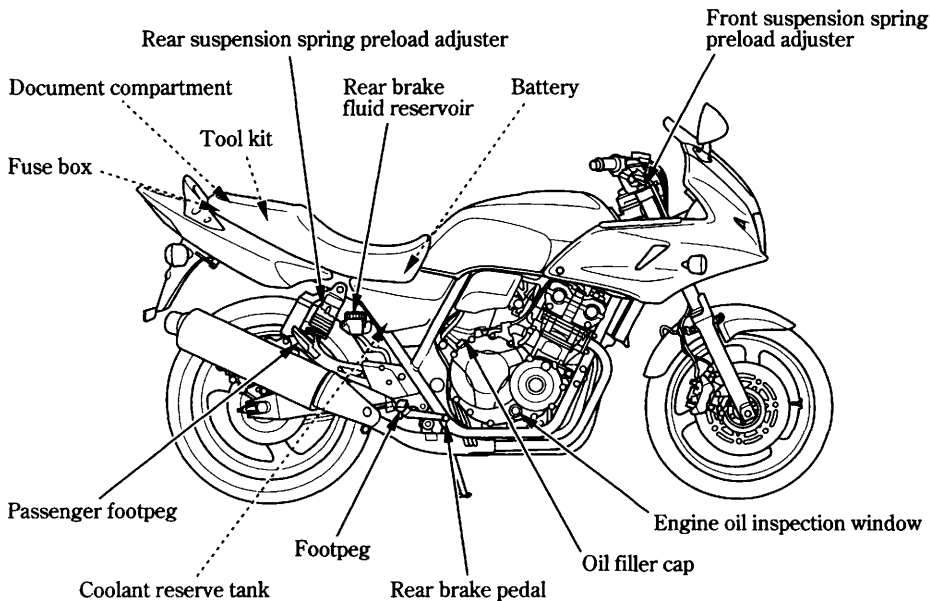


## CB400/A





## CB400SA





Front suspension spring preload adjuster

Fuse box/FI fuse

Main fuse

Rear suspension spring preload adjuster

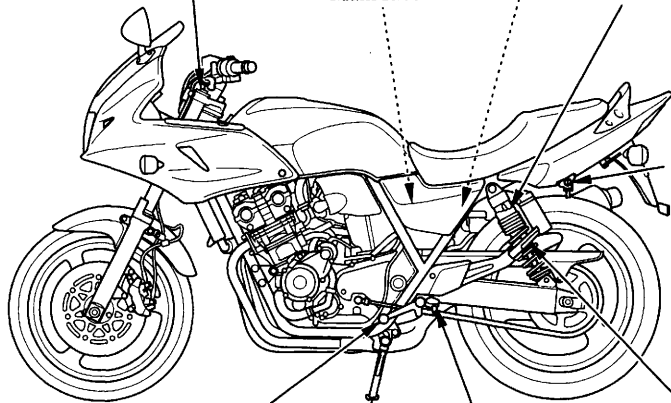
Seat lock/  
Helmet holder

Shift lever

Side stand

Footpeg

Passenger  
footpeg

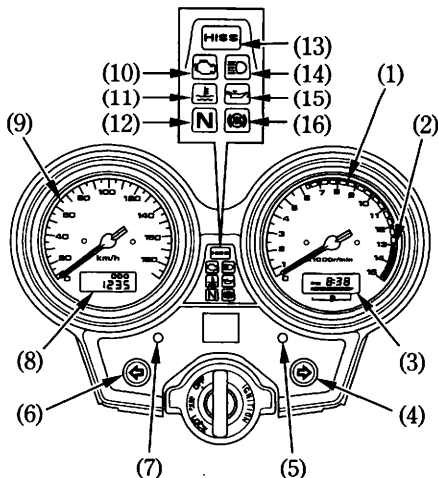


## INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

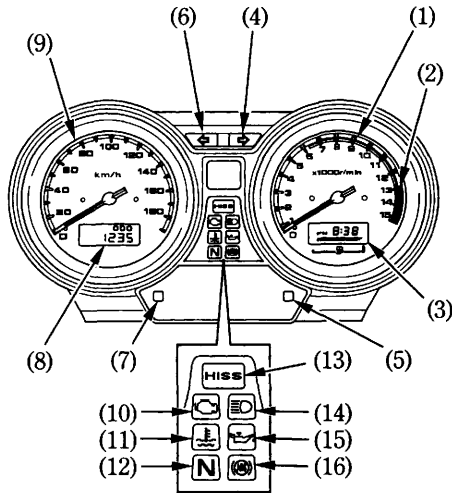
### < CB400/A >

- (1) Tachometer
- (2) Tachometer red zone
- (3) Fuel gauge and digital clock
- (4) Right turn signal indicator
- (5) Right control button
- (6) Left turn signal indicator
- (7) Left control button
- (8) Odometer/Tripmeter display
- (9) Speedometer
- (10) PGM-FI malfunction indicator lamp (MIL)
- (11) High coolant temperature indicator
- (12) Neutral indicator
- (13) Immobilizer system (HISS) indicator
- (14) High beam indicator
- (15) Low oil pressure indicator
- (16) Anti-lock Brake System (ABS) indicator (CB400A)



< CB400SA >

- (1) Tachometer
- (2) Tachometer red zone
- (3) Fuel gauge and digital clock
- (4) Right turn signal indicator
- (5) Right control button
- (6) Left turn signal indicator
- (7) Left control button
- (8) Odometer/Tripmeter display
- (9) Speedometer
- (10) PGM-FI malfunction indicator lamp (MIL)
- (11) High coolant temperature indicator
- (12) Neutral indicator
- (13) Immobilizer system (HISS) indicator
- (14) High beam indicator
- (15) Low oil pressure indicator
- (16) Anti-lock Brake System (ABS) indicator



<b>(Ref.No.) Description</b>	<b>Function</b>
(1) Tachometer	Shows engine revolutions per minute. The tachometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(2) Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.  <b>NOTICE</b> Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.
(3) Fuel gauge and digital clock	Shows approximate fuel supply available (page 25 ). Shows hour and minute (page 27 ). This display shows the initial display (page 22 ).

<b>(Ref.No.) Description</b>	<b>Function</b>
(4) Right turn signal indicator (amber)	Flashes when the right turn signal operates.
(5) Right control button	Use this button for the following purpose. <ul style="list-style-type: none"> <li>• To adjust time</li> </ul>
(6) Left turn signal indicator (amber)	Flashes when the left turn signal operates.
(7) Left control button	Use this button for the following purposes. <ul style="list-style-type: none"> <li>• To adjust time</li> <li>• To select display mode</li> <li>• To reset tripmeter</li> <li>• To switch blinking of the immobilizer system (HISS) indicator</li> </ul>

<b>(Ref.No.) Description</b>	<b>Function</b>
(8) Odometer/Tripmeter display	Shows odometer and tripmeter 1 and 2. This display shows the initial display (page 22 ).
Odometer	Shows accumulated mileage (page 23 ).
Tripmeter	Shows mileage per trip (page 23 ).
(9) Speedometer	Shows riding speed. The speedometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.

<b>(Ref.No.) Description</b>	<b>Function</b>
(10) PGM-FI malfunction indicator lamp (MIL) (amber)	<p>Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at ○ (RUN).</p> <p>If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.</p>
(11) High coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature. If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 36 – 37 and do not ride the motorcycle until the problem has been corrected.</p> <p><b>NOTICE</b></p> <p>Exceeding maximum running temperature may cause serious engine damage.</p>

<b>(Ref.No.) Description</b>	<b>Function</b>
(12) Neutral indicator (green)	Lights when the transmission is in neutral.
(13) Immobilizer system (HISS) indicator (red)	<p>This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at ○ (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 51 ).</p> <p>When the blinking function of this indicator is valid and the ignition switch is OFF, it keeps blinking for 24 hours (page 52 ).</p>
(14) High beam indicator (blue)	Lights when the headlight is on high beam.



<b>(Ref.No.) Description</b>	<b>Function</b>
(15) Low oil pressure indicator (red)	<p>Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p><b>NOTICE</b></p> <p>Running the engine with insufficient oil pressure may cause serious engine damage.</p>
(16) Anti-lock Brake System (ABS) indicator (amber) (CB400A/SA)	<p>This indicator normally comes on when the ignition switch is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is a problem with the Anti-lock Brake System, this indicator flashes and remains on (page 80 ).</p>

### Initial Display

When the ignition switch is turned ON, the display will temporarily show all the modes and digital segments so you can make sure the liquid crystal display is functioning properly. (Except digital clock)

Digital clock and tripmeter will reset if the battery is disconnected.



- (1) Odometer/tripmeter display
- (2) Fuel gauge and digital clock

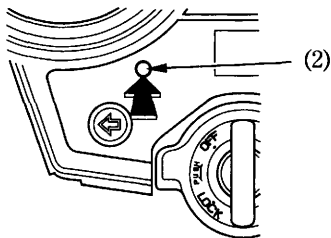
## Odometer/Tripmeter Display

The display (1) has two functions, odometer and two tripmeter.

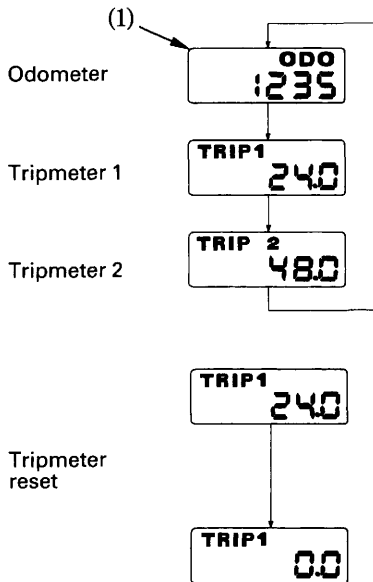
Push the left control button (2) to select "ODO", "TRIP 1" or "TRIP 2" mode.

To reset the tripmeter, push and hold the left control button when the display in the "TRIP 1" or "TRIP 2" mode.

The display will return to odometer if the battery is disconnected.

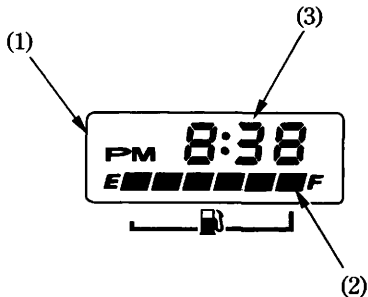


- (1) Odometer/Tripmeter display
- (2) Left control button



### Fuel gauge and digital clock

The fuel gauge and digital clock display (1) includes the fuel gauge (2) and the digital clock (3).



- (1) Fuel gauge and digital clock display
- (2) Fuel gauge
- (3) Digital clock

## Fuel Gauge

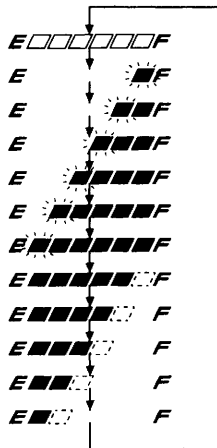
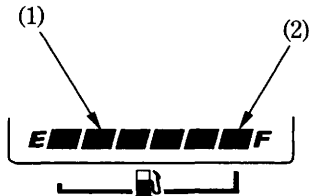
The fuel gauge (1) shows the approximate fuel supply available in a graduated display. When the segment F (2) goes on, the fuel tank capacity including reserve is:

18.0 l (4.76 US gal , 3.96 Imp gal)

When the display lights as shown in the illustration, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank with the motorcycle set upright is approximately:

4.0 l (1.06 US gal , 0.88 Imp gal)

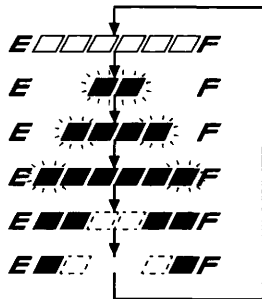


- (1) Fuel gauge
- (2) Segment F

**Fuel Gauge Failure Indication:**

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your Honda dealer as soon as possible.

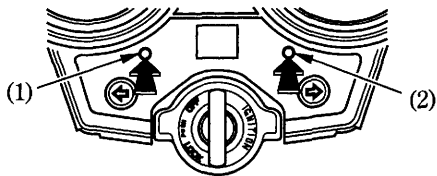


## Digital Clock

The digital clock will show hours and minutes up to 11:59 with "AM" and "PM".

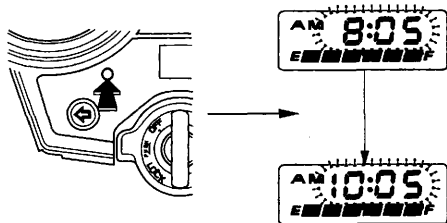
To adjust the time, proceed as follows:

1. Turn the ignition switch ON.
2. Press and hold the left control button (1) and right control button (2) for more than 2 seconds. The clock will be set in the adjust mode with the display flashing.



- (1) Left control button  
(2) Right control button

3. To set the hour, press the left control button until the desired hour and AM/PM are displayed.
  - The time is advanced by one hour, each time the button is pressed.
  - The time advances fast when the button is pressed and held.



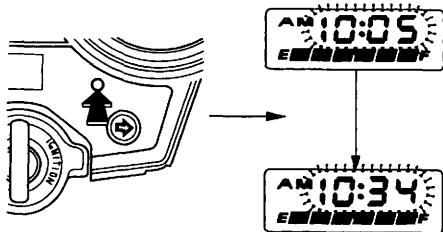
4. To set the minute, press the right control button until the desired minute appears.

The minute display will return to "00" when "60" is reached without affecting the hour display.

- The time advances by one minute, each time the button is pressed.
- The time advances fast when the button is pressed and held.

To end the adjustment, turn the ignition switch OFF. If no operation is performed for 30 seconds during the time adjustment mode, the adjustment will be cancelled.

The clock will be reset AM 1:00 if the battery is disconnected.





# MAJOR COMPONENTS

## (Information you need to operate this motorcycle)

### SUSPENSION

#### Front Suspension

##### Spring Preload:

Adjust the spring preload by turning the spring preload adjuster (1) with the No.2 screwdriver provided in the tool kit (page 89 ).

Make sure that both fork legs are adjusted to the same position.

To reduce (SOFT) :

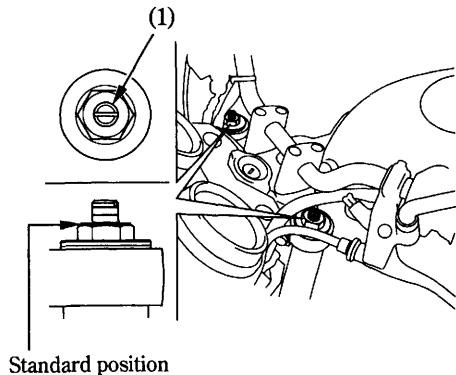
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

##### Standard Position:

To return to the standard position, turn the adjusters until the third groove from the top aligns with the top surface of the fork caps.



(1) Spring preload adjuster

## Rear Suspension

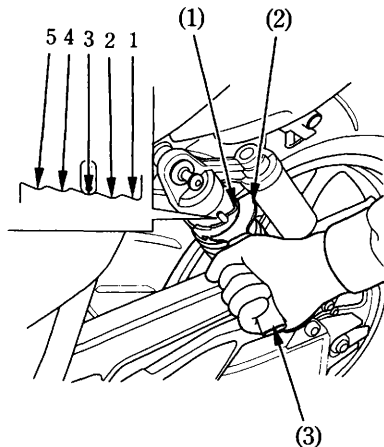
### Spring Preload:

The spring preload adjuster (1) has 5 spring preload positions for different load or riding conditions.

Use the pin spanner (2) and extension bar (3) to adjust the rear shock.

Positions 1 to 2 are for a light load and smooth road conditions. Position 3 is the standard position. Positions 4 to 5 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded. Be certain to adjust both shock absorbers to the same position.

The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble or service the damper; it cannot be rebuilt and must be replaced when worn out. Disposal should only be done by your Honda dealer. The instructions found in this owner's manual are limited to adjustment of the shock assembly only.



- (1) Spring preload adjuster
- (2) Pin spanner
- (3) Extension bar

## **BRAKES**

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

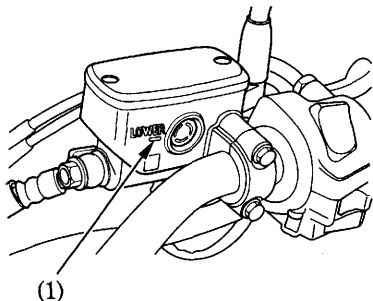
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 116), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

### Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 116).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



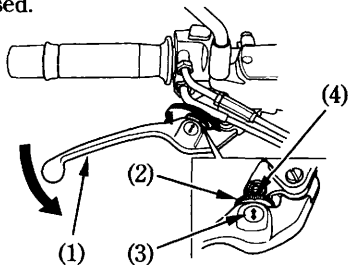
(1) LOWER level mark

### Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster (2) while pushing the lever forward.

Align the arrow (3) on the brake lever with the index mark (4) on the adjuster.

Apply the brake several times and check for free wheel rotation after the brake lever is released.



(1) Brake lever

(2) Adjuster

(3) Arrow

(4) Index mark

### Other Checks:

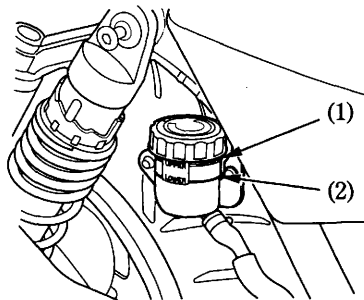
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

### Rear Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark, check the rear brake pads for wear (page 117 ).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



- (1) UPPER level mark
- (2) LOWER level mark

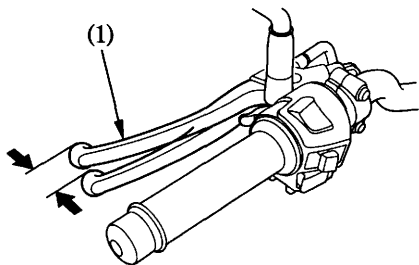
### Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

## CLUTCH

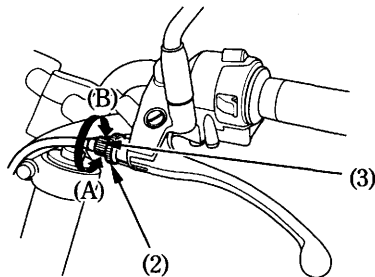
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (3) at the clutch lever (1).

Normal clutch lever freeplay is:  
10–20 mm (0.4–0.8 in)



(1) Clutch lever

1. Loosen the lock nut (2) and turn the clutch cable adjuster. Tighten the lock nut and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct freeplay cannot be obtained, loosen the lock nut and turn in the clutch cable adjuster completely. Tighten the lock nut.



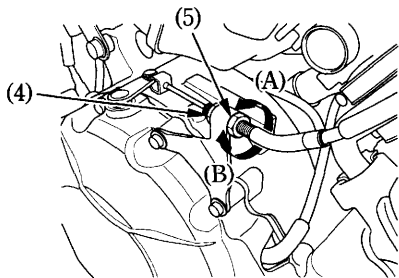
- (2) Lock nut                      (A) Increase freeplay  
(3) Clutch cable adjuster      (B) Decrease freeplay

- Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified freeplay. Tighten the lock nut and check the adjustment.
- Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

If proper adjustment cannot be obtained or the clutch does not work correctly, see your Honda dealer.

#### Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



- |                   |                       |
|-------------------|-----------------------|
| (4) Lock nut      | (A) Increase freeplay |
| (5) Adjusting nut | (B) Decrease freeplay |