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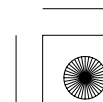
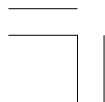
Honda GLH125 SH



OWNER'S MANUAL



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IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity.

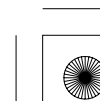
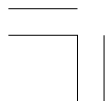
- **ON-ROAD USE**

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.

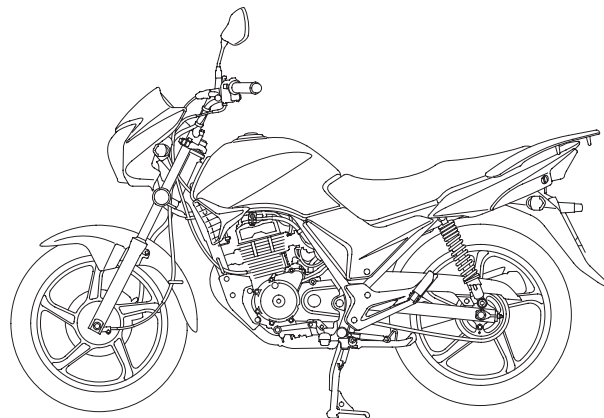




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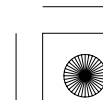
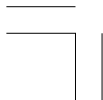


Honda GLH125 SH OWNER'S MANUAL



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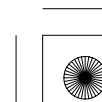
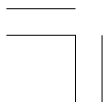
WELCOME

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.

Pleasant riding, and thank you for choosing a Honda !





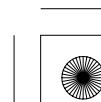
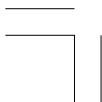
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- The following codes in this manual indicate each country.

TU	Turkey Ukraine	ITU	(TU Type II)
U	Australia	IU	(U Type II)

- The illustrations herein are based on the IITU type.
- The specifications may vary with each locale.
- This vehicle pictured in this owner's manual may not match your actual vehicle.





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A FEW WORDS ABOUT SAFETY

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

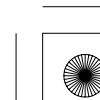
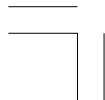
To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

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:





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DANGER

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

WARNING

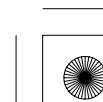
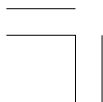
You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

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.





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OPERATION

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1 MOTORCYCLE SAFETY

- 1 IMPORTANT SAFETY INFORMATION
- 2 PROTECTIVE APPAREL
- 4 LOAD LIMITS AND GUIDELINES
- 9 IMAGE LABELS (U, IU)

13 PARTS LOCATION

- 16 INSTRUMENTS AND INDICATORS

20 MAJOR COMPONENTS

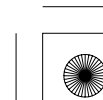
(Information you need to operate this motorcycle)

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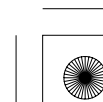
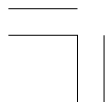
(Not required for operation)

- 45 STEERING LOCK
- 46 SEAT
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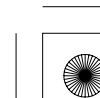
118 STORAGE GUIDE

- 118 STORAGE
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121 TAKING CARE OF THE UNEXPECTED

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126 CATALYTIC CONVERTERS (TU, IITU)





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 to be most important.

Always Wear a Helmet

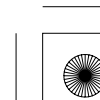
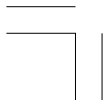
It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2).

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 crashes. 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

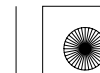
For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, trousers, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

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

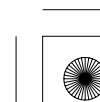
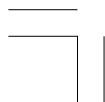
Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

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.

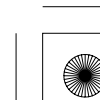
Loading

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:

150 kg (331 lb)

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

Maximum rear carrier cargo weight:

3.0 kg (6.6 lb)

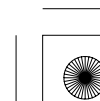
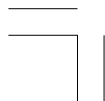
The weight of added accessories will reduce the maximum cargo weight you can carry.

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 dealer for advice, and be sure to read the information regarding accessories on page 7.

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.



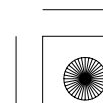
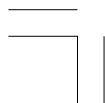


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Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 35).
- If you change your normal load, you may need to adjust the rear suspension (page 20).
- 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 125). A blown fuse can cause a loss of lights or engine power.





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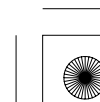
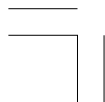


- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

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.





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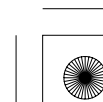
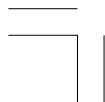


IMAGE LABELS (U, IIU)






The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

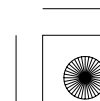
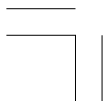
There is a specific symbol on each label. The meanings of each symbol and label are as follows.

If a label comes off or becomes hard to read, contact your dealer for a replacement.













	Read instructions contained in Owner's Manual carefully.
	Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.
	DANGER (with RED background) You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.
	WARNING (with ORANGE background) You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.
	CAUTION (with YELLOW background) You CAN be HURT if you don't follow instructions.





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       	TYRE INFORMATION LABEL Cold tyre pressure: [Driver only] Front 200 kPa (2.00 kgf/cm ² , 29 psi) Rear 225 kPa (2.25 kgf/cm ² , 33 psi) [Driver and passenger] Front 200 kPa (2.00 kgf/cm ² , 29 psi) Rear 225 kPa (2.25 kgf/cm ² , 33 psi) Tyre size: Front 80/100—18M/C 47P Rear 90/90—18M/C 51P Tyre brand: KENDA Front K291F Rear K328X DRIVE CHAIN LABEL Keep chain adjusted and lubricated. 20 — 30 mm (0.8 — 1.2 in) Freeplay
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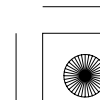
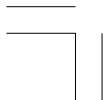




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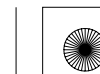
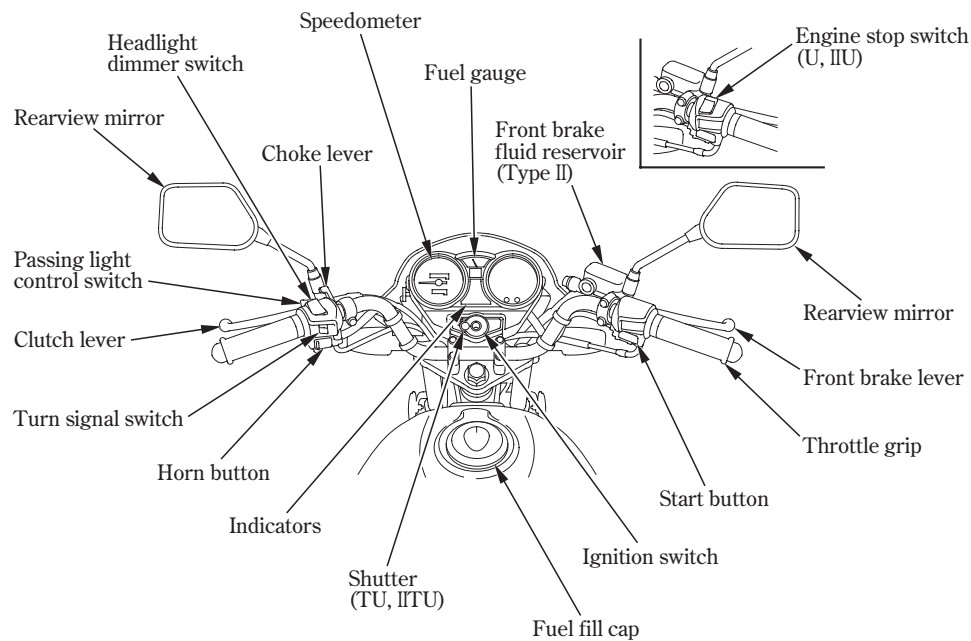


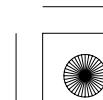
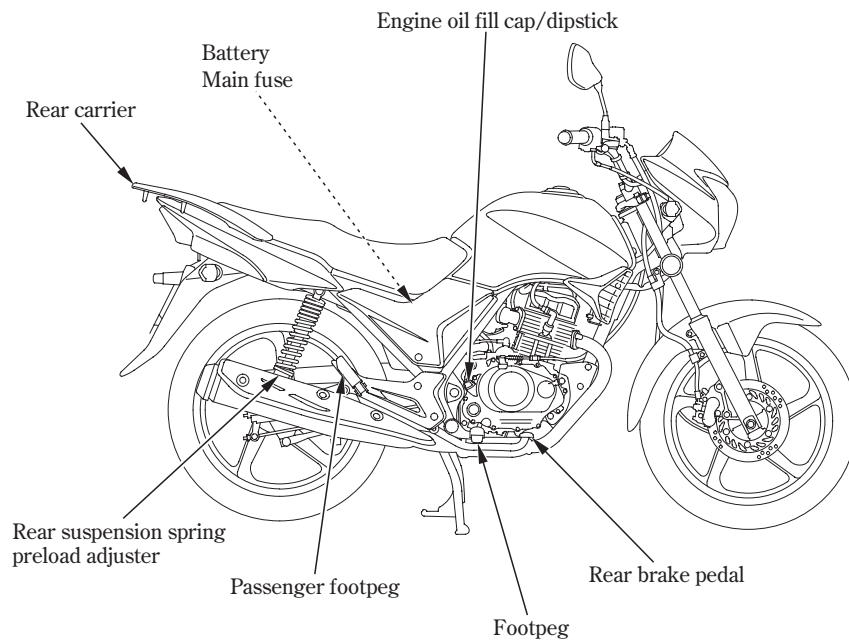
	SAFETY REMINDER LABEL For your protection, always wear helmet and protective gear.
	CARGO LIMIT LABEL Do not exceed 3.0 kg (6.6 lb) .

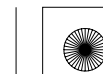
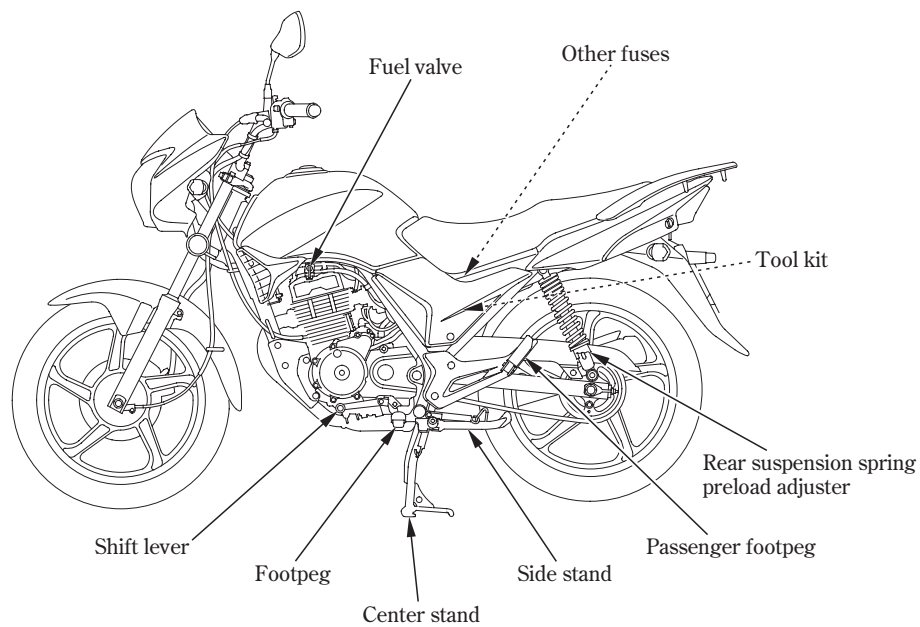




PARTS LOCATION





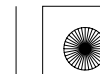
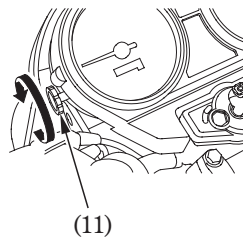
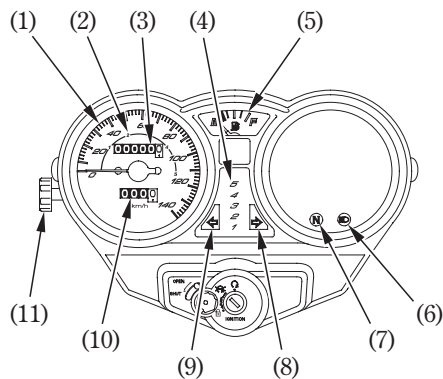




INSTRUMENTS AND INDICATORS

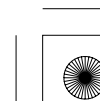
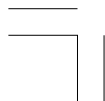
The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

- (1) Speedometer
- (2) Gear range
- (3) Odometer
- (4) Gear position indicator
- (5) Fuel gauge
- (6) High beam indicator
- (7) Neutral indicator
- (8) Right turn signal indicator
- (9) Left turn signal indicator
- (10) Tripmeter
- (11) Tripmeter reset knob





(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Gear range	Shows proper speed range for each gear.
(3) Odometer	Shows accumulated mileage.
(4) Gear position indicator	Indicates the engaging transmission gears.
(5) Fuel gauge	Shows approximate fuel supply available (page 19).
(6) High beam indicator (blue)	Lights when the headlight is on high beam.
(7) Neutral indicator (green)	Lights when the transmission is in neutral.

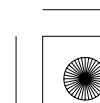
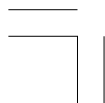




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(Ref.No.) Description	Function
(8) Right turn signal indicator (green)	Flashes when the right turn signal operates.
(9) Left turn signal indicator (green)	Flashes when the left turn signal operates.
(10) Tripmeter	Shows mileage per trip.
(11) Tripmeter reset knob	Resets tripmeter to zero (0).

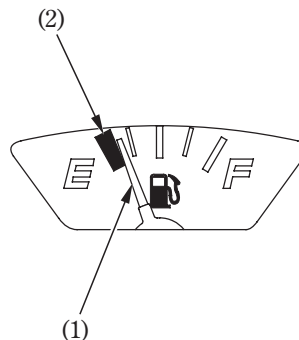




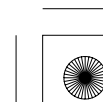
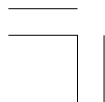
Fuel Gauge

When the fuel gauge needle (1) enters the red band (2), fuel will be low and you should refill the tank as soon as possible. The amount of fuel left in the tank with the vehicle set upright when the fuel gauge needle enters the red band is approximately:

2.2 l (0.58 US gal , 0.48 Imp gal)



- (1) Fuel gauge needle
- (2) Red band





MAJOR COMPONENTS

(Information you need to operate this motorcycle)

SUSPENSION

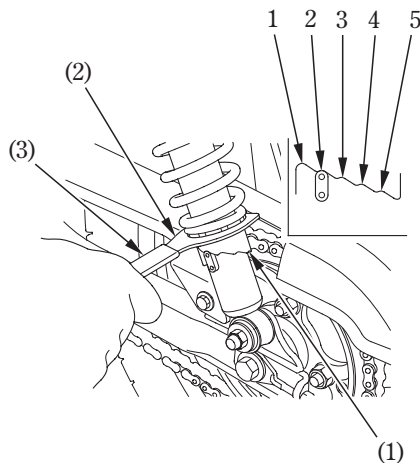
The spring preload adjuster (1) has 5 spring preload positions for different load or riding conditions.

Adjust the spring preload by turning the spring preload adjuster with the pin spanner (2) and extension bar (3) provided in the tool kit (page 69).

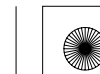
Always adjust the spring preload adjuster position in sequence (1-2-3-4-5 or 5-4-3-2-1). Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the spring preload adjuster.

Position 1 is for light loads and smooth road conditions. Positions 3 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 spring preload adjusters to the same position.

Standard position: 2



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





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BRAKES

Front Brake

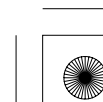
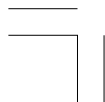
(Type II)

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, 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 brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 99), there is probably air in the brake system and it must be bled. See your dealer for this service.





Front Brake Fluid Level:

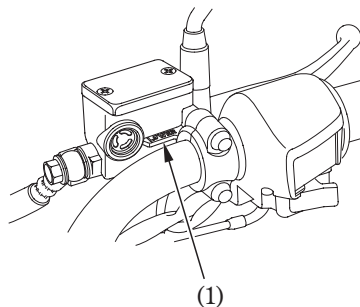
With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 99).

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

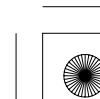
The recommended brake fluid is Honda DOT 3 or DOT 4 brake fluid from a sealed container, or an equivalent.

Other Checks:

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



(1) LOWER level mark





(Type I)

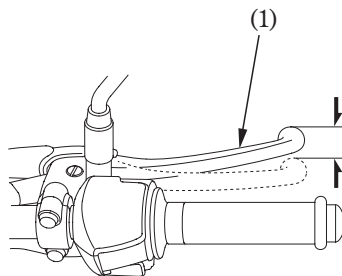
Brakes are items of personal safety and should always be maintained in proper adjustment.

The distance the front brake lever (1) moves before the brake starts to engage is called freeplay.

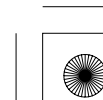
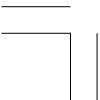
Measured at the tip of the front brake lever, freeplay should be maintained at:

10–20 mm (0.4–0.8 in)

Adjust the freeplay of the brake lever with the front wheel pointed straight ahead.



(1) Front brake lever





Adjustment:

1. Major adjustment should be made using the lower adjusting nut (2) at the front wheel.

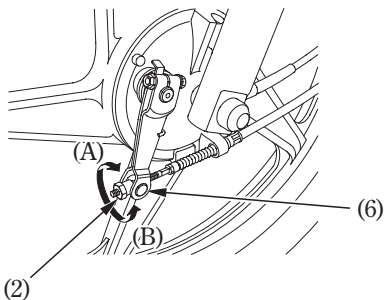
Minor adjustment can be made with the upper adjusting nut (3) on the brake lever.

Pull back the rubber dust cover (4). Loosen the lock nut (5).

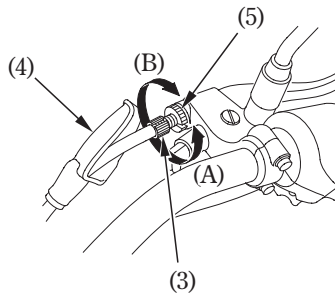
2. Adjust brake lever freeplay with the front brake adjusting nut. Turning the nut clockwise will decrease freeplay and turning the nut counterclockwise will increase freeplay.

Make sure the cut-out on the adjusting nut is seated on the brake arm pin (6) after making final freeplay adjustment.

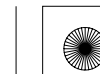
Tighten the lock nut and install the rubber dust cover.



- | | |
|-------------------------|-----------------------|
| (2) Lower adjusting nut | (A) Decrease freeplay |
| (6) Brake arm pin | (B) Increase freeplay |



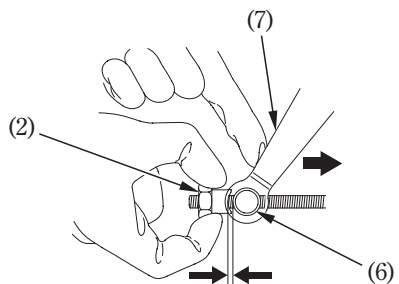
- | | |
|-------------------------|-----------------------|
| (3) Upper adjusting nut | (A) Decrease freeplay |
| (4) Rubber dust cover | (B) Increase freeplay |
| (5) Lock nut | |





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

After adjustment, push the brake arm (7) to confirm that there is a gap between the lower adjusting nut (2) and the brake arm pin (6).



(2) Lower adjusting nut
(6) Brake arm pin

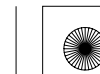
(7) Brake arm

After adjustment, confirm the freeplay of the brake lever.

If proper adjustment cannot be obtained by this method, see your dealer.

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure. Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion. Make sure the brake arm, spring and fasteners are in good condition.

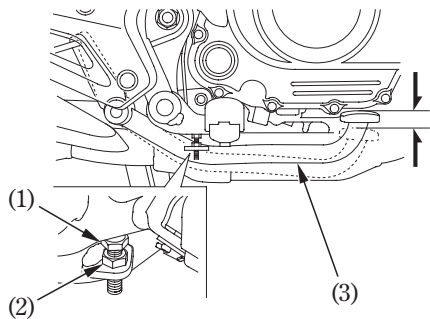




Rear Brake

Pedal Height Adjustment:

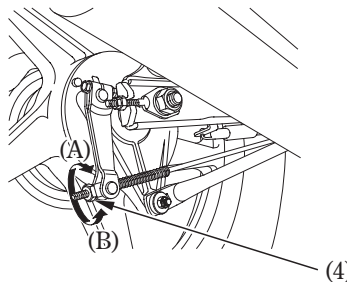
The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.



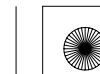
- (1) Stopper bolt
- (2) Lock nut
- (3) Rear brake pedal

Brake Adjustment:

1. Place the motorcycle on its center stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.
Freeplay should be:
20–30 mm (0.8–1.2 in)
3. If adjustment is necessary, turn the rear brake adjusting nut (4).



- (4) Rear brake adjusting nut
- (A) Decrease freeplay
- (B) Increase freeplay

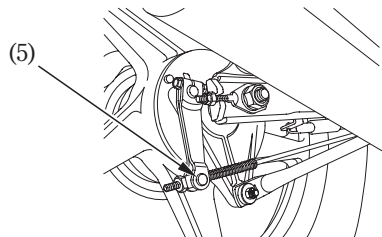




Adjust by turning the rear brake adjusting nut a half-turn at a time. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final freeplay adjustment.

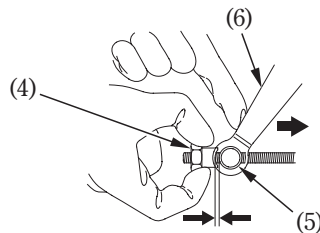
4. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

If proper adjustment cannot be obtained by this method, see your dealer.



(5) Brake arm pin

After adjustment, push the brake arm (6) to confirm that there is a gap between the rear brake adjusting nut (4) and the brake arm pin (5).



(4) Rear brake adjusting nut (6) Brake arm
(5) Brake arm pin

After adjustment, confirm the freeplay of the rear brake pedal.

Other Checks:

Make sure the brake rod, brake arm, spring and fasteners are in good condition.

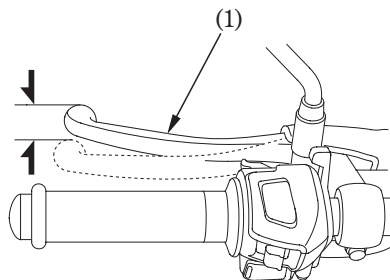




CLUTCH

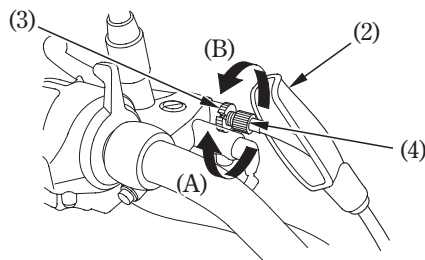
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the clutch lever (1).

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



(1) Clutch lever

1. Pull back the rubber dust cover (2).
2. Loosen the lock nut (3) and turn the clutch cable adjuster. Tighten the lock nut and check the adjustment.
3. 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 and install the dust cover.



- | | |
|---------------------------|-----------------------|
| (2) Rubber dust cover | (A) Increase freeplay |
| (3) Lock nut | (B) Decrease freeplay |
| (4) Clutch cable adjuster | |



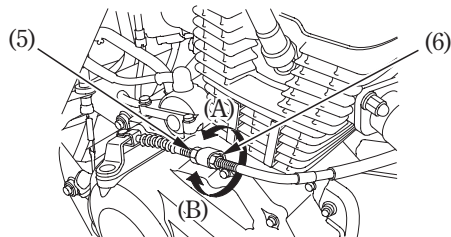


4. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified freeplay. Tighten the lock nut and check the adjustment.
5. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. 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 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.



- (5) Lock nut
(6) Adjusting nut

- (A) Increase freeplay
(B) Decrease freeplay



FUEL

Fuel Valve

The three way fuel valve (1) is on the left side near the carburetor.

ON

With the fuel valve in the ON position, fuel will flow from the main fuel supply to the carburetor.

OFF

With the fuel valve in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the valve OFF whenever the motorcycle is not in use.

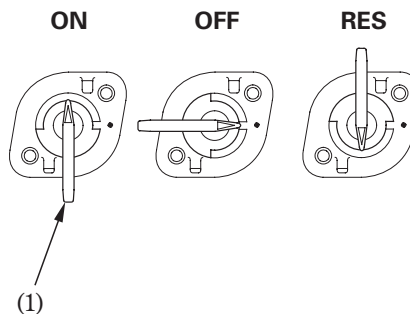
RES

With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

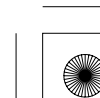
The reserve fuel supply is:

2.0 ℓ (0.53 US gal , 0.44 Imp gal)

Remember to check that the fuel valve is in the ON position each time you refuel. If the valve is left in the RES position, you may run out of fuel with no reserve.



(1) Fuel valve





Fuel Tank

The fuel tank capacity including the reserve supply is:

13.5 ℓ (3.57 US gal , 2.97 Imp gal)

To open the fuel fill cap (1), open the tank cap cover (2), insert the ignition key (3) and turn it clockwise. The fuel fill cap will pop up and can be lifted off.

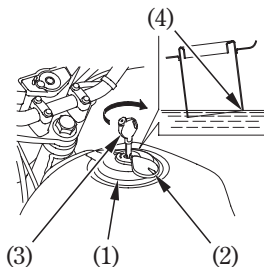
Do not overfill the tank. There should be no fuel in the filler neck (4).

After refueling, to close the fuel fill cap, align the latch in the cap with the slot in the filler neck. Push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.



(1) Fuel fill cap
(2) Tank cap cover

(3) Ignition key
(4) Filler neck



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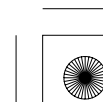
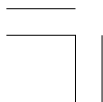
Use unleaded petrol with a research octane number of 91 or higher.

(TU, ITU)

The use of leaded petrol will cause premature damage to the catalytic converters.

NOTICE

If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.





Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda.

There are two types of "gasohol": one containing ethanol, and the other containing methanol.

Do not use petrol that contains more than 10 % ethanol.

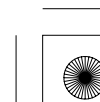
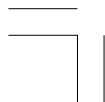
Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol.

Never use petrol containing more than 5 % methanol, even if it has cosolvents and corrosion inhibitors.

The use of petrol containing more than 10 % ethanol (or more than 5 % methanol) may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.





ENGINE OIL

Engine Oil Level Check

Check the engine oil level each day before riding the motorcycle.

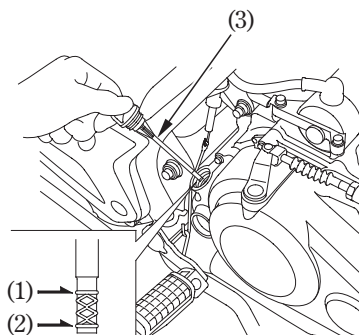
The level must be maintained between the upper (1) and lower (2) level marks on the oil fill cap/dipstick (3).

1. Start the engine and let it idle for 3–5 minutes.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After 2–3 minutes, remove the oil fill cap/dipstick, wipe it clean, and reinsert the oil fill cap/dipstick without screwing it in. Remove the oil fill cap/dipstick. The oil level should be between the upper and lower level marks on the oil fill cap/dipstick.
4. If required, add the specified oil (page 73) up to the upper level mark. Do not overfill.

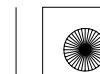
5. Reinstall the oil fill cap/dipstick. Check for oil leaks.

NOTICE

Running the engine with insufficient oil pressure may cause serious engine damage.



- (1) Upper level mark
- (2) Lower level mark
- (3) Oil fill cap/dipstick





TYRES

To safely operate your motorcycle, the tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated.

⚠ WARNING

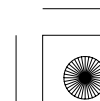
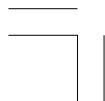
Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Air Pressure

Properly inflated tyres provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tyres can also cause wheel damage in rocky terrain. Overinflated tyres make your motorcycle ride harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install new caps.





Always check air pressure when your tyres are “cold” — when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are “warm” — when the motorcycle has been ridden for even a few miles — the readings will be higher than if the tyres were “cold”. This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be underinflated.

The recommended “cold” tyre pressures are:

kPa (kgf/cm ² , psi)		
Driver only	Front	200 (2.00 , 29)
	Rear	225 (2.25 , 33)
Driver and one passenger	Front	200 (2.00 , 29)
	Rear	225 (2.25 , 33)

Inspection

Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:

- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you can safely and carefully inspect the tyres for damage.



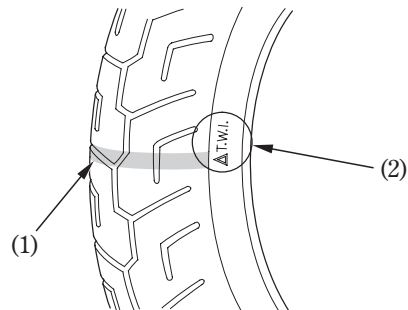


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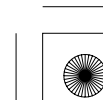
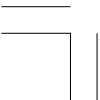


Tread Wear

Replace tyres immediately when the wear indicator (1) appears at on the tyre.



- (1) Wear indicator
- (2) Wear indicator location mark

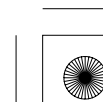
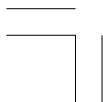




Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tyre should be carefully inspected as described on page 36 .





Tyre Replacement

The tyres that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

Installing improper tyres on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

The recommended tyres for your motorcycle are:

Front: 80/100—18M/C 47P

KENDA
K291F

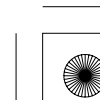
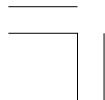
Rear: 90/90—18M/C 51P

KENDA
K328X

Type: bias-ply, tube

Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

Also remember to replace the inner tube whenever you replace a tyre. The old tube will probably be stretched, and if installed in a new tyre, it could fail.

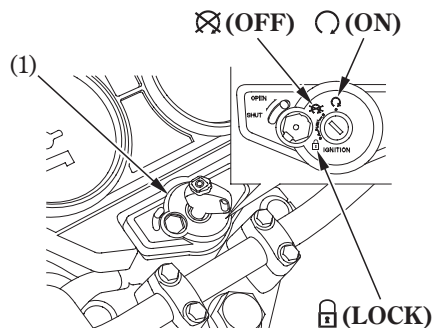







ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

Key Position	Function	Key Removal
 LOCK (Steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
 OFF	Engine and lights cannot be operated.	Key can be removed
 ON	Engine and lights can be operated.	Key cannot be removed





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KEYS

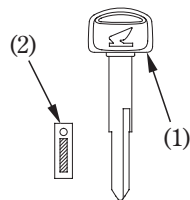
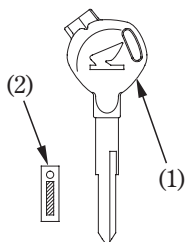
This motorcycle has two keys (1) and a key number plate (2).

You will need the key number if you ever have to replace a key. Store the plate in a safe place.

To reproduce keys, bring all keys, key number plate and motorcycle to your dealer.

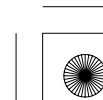
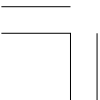
TU, IITU

U, IIU



(1) Key

(2) Key number plate



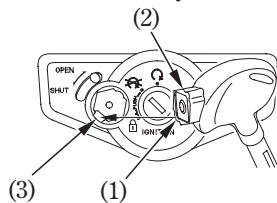


SHUTTER (TU, ITU)

This motorcycle has equipped the ignition switch with the shutter, when separating from motorcycle, lets close a shutter for theft prevention.

To close the shutter, ignition key is removed, align the projection (1) of the shutter key (2) with the slot (3) of the shutter, and turn the shutter key counterclockwise or move the knob (4) downward.

To open the shutter, align the projection of the shutter key with the slot of the shutter, and turn the shutter key clockwise.

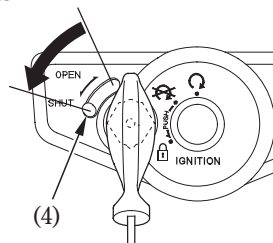


- (1) Projection
(2) Shutter key

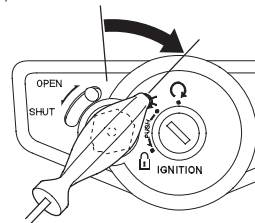
- (3) Slot

42

< CLOSE >



< OPEN >






- (4) Knob






RIGHT HANDLEBAR CONTROLS

Engine Stop Switch (U, IIU)

The engine stop switch (1) is next to the throttle grip. When the switch is in the  (RUN) position, the engine will operate. When the switch is in the  (OFF) position, the engine will not operate. This switch is intended primarily as an emergency switch and should normally remain in the  (RUN) position.

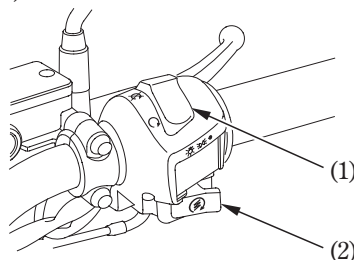
If your motorcycle is stopped with the ignition switch ON and the engine stop switch  (OFF), the headlight, position light, taillight and license light will still be on, resulting in battery discharge.

Start Button

The start button (2) is next to the throttle grip.

When the start button is pressed, the starter motor cranks the engine. See page 54 for the starting procedure.

(U, IIU)





- (1) Engine stop switch
- (2) Start button





LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

Push the dimmer switch to  (HI) to select high beam or to  (LO) to select low beam.

Passing Light Control Switch (2)

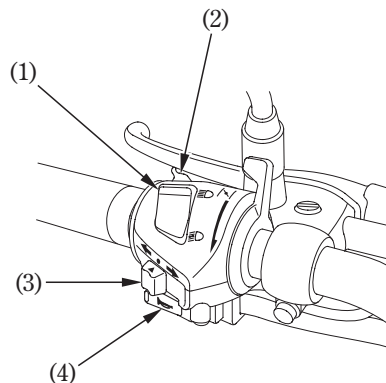
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)

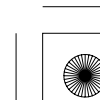
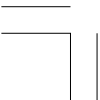
Move to  to signal a left turn,  to signal a right turn. Press to turn signal off.

Horn Button (4)

Press the button to sound the horn.




- (1) Headlight dimmer switch
- (2) Passing light control switch
- (3) Turn signal switch
- (4) Horn button






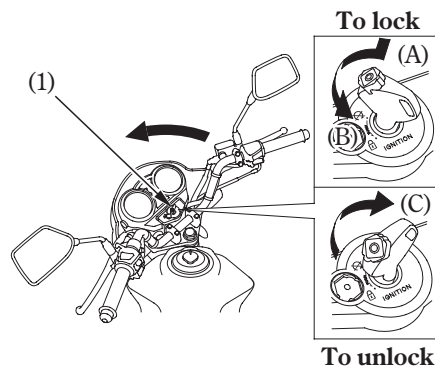
FEATURES (Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to  (LOCK) while pushing in. Remove the key.

To unlock the steering, turn the key to  (OFF).

Do not turn the key to  (LOCK) while riding the motorcycle; loss of vehicle control will result.



(1) Ignition key

(A) Push in
(B) Turn to LOCK
(C) Turn to OFF



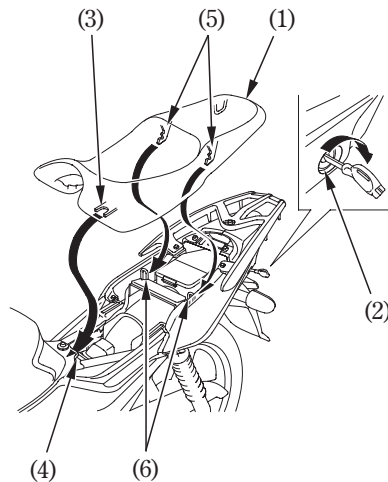


SEAT

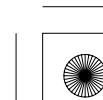
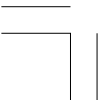
To remove the seat (1), insert the ignition key into the seat lock (2) and turn it clockwise. Pull the seat back and up.

To install the seat, insert the front prong (3) into the front stay (4) and the rear prongs (5) into the rear stays (6) on the frame. Push forward and then down on the rear of the seat.

Be sure the seat is locked securely in position after installation.



- | | |
|-----------------|-----------------|
| (1) Seat | (4) Front stay |
| (2) Seat lock | (5) Rear prongs |
| (3) Front prong | (6) Rear stays |



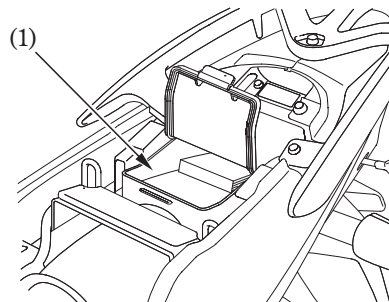


DOCUMENT COMPARTMENT

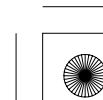
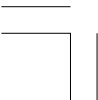
The document compartment (1) is located under the seat (page 46).

This owner's manual and other documents should be stored in this compartment.

When washing your motorcycle, be careful not to flood this area with water.



(1) Document compartment





LEFT SIDE COVER

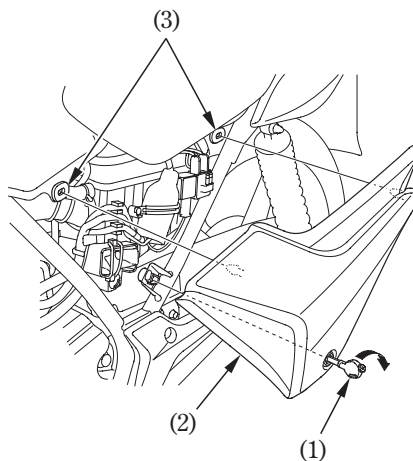
The left side cover must be removed for fuse maintenance, and to access the tool kit.

Removal:

1. Insert the ignition key (1) into the lock and turn it clockwise.
2. Carefully pull the side cover (2) out from the grommets (3).

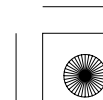
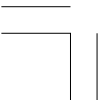
Installation:

1. Align the prongs with the grommets.
2. Push the side cover while turning the ignition key clockwise.



(1) Ignition key
(2) Side cover

(3) Grommets





RIGHT SIDE COVER

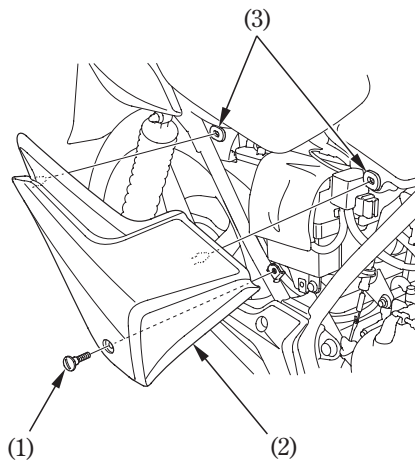
The right side cover must be removed for battery and main fuse maintenance.

Removal:

1. Remove the screw (1).
2. Carefully pull the side cover (2) out from the grommets (3).

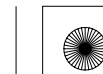
Installation:

1. Align the prongs with the rubber grommets.
2. Push the prongs in.
3. Install the screw.



(1) Screw
(2) Side cover

(3) Grommets





HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by moving the headlight case (1) as necessary.

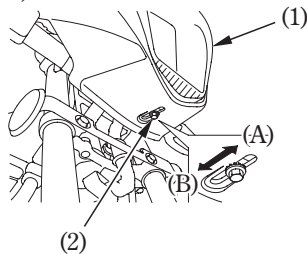
(TU, IITU)

To move the headlight case, loosen the bolt (2).

Tighten the bolt after adjustment.

Obey local laws and regulations.

(TU, IITU)



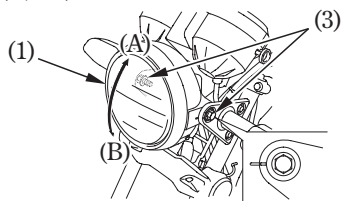
(U, IIU)

To move the headlight case, loosen the bolts (3).

Tighten the bolts after adjustment.

Obey local laws and regulations.

(U, IIU)



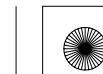
(1) Headlight case

(2) Bolt

(3) Bolts

(A) Up

(B) Down





OPERATION

PRE-RIDE INSPECTION

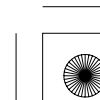
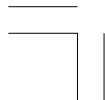
For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your dealer.

WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

1. Fuel level—Fill fuel tank when necessary (page 31).
2. Throttle—Check for smooth opening and full closing in all steering positions (page 82).
3. Engine oil level—Add engine oil if necessary (page 34). Check for leaks.
4. Drive chain—Check condition and slack, adjust and lubricate if necessary (page 84).
5. (Type II)
Brakes — Check operation;
Front: check brake fluid level and pads wear (pages 21 — 22 , 99).
Rear: check shoes wear and freeplay, adjust if necessary (pages 26 — 27 ,100).
(Type I)
Brakes — Check operation;
Front and Rear: check shoes wear and freeplay, adjust if necessary (pages 23 — 25 , 26 — 27 ,100).

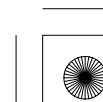
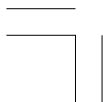




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6. Lights and horn—Check that lights, indicators and horn function properly.
7. (U, IU)
Engine stop switch—Check for proper function (page 43).
8. Side stand ignition cut-off system—Check for proper function (page 92).
9. Wheels and tyres — Check condition, air pressure and adjust if necessary (pages 35 — 39).





STARTING THE ENGINE

Always follow the proper starting procedure described below.

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.


(TU, IITU)


To protect the catalytic converters in your motorcycle's exhaust system, avoid extending idling and the use of leaded petrol.

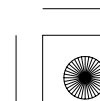
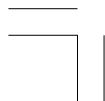
Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

Do not use the electric starter for more than 5 seconds at a time. Release the start button for approximately 10 seconds before pressing it again.

Preparation

Before starting, insert the key, turn the ignition switch  (ON) and confirm the following:

- The transmission is in neutral (neutral indicator is ON).
- (U, IITU)
The engine stop switch is at  (RUN).
- The fuel valve is ON.





Starting Procedure

To restart a warm engine, follow the procedure for “High Air Temperature.”

Normal Air Temperature

10°–35°C (50°–95°F)

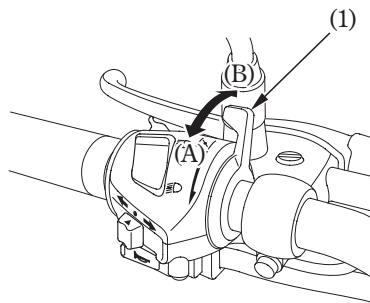
1. Pull the choke lever (1) back all the way to Fully ON (A), if the engine is cold.
2. With the throttle closed, press the start button.

Do not use the electric starter for more than 5 seconds at a time. Release the start button for approximately 10 seconds before pressing it again.

3. Immediately after the engine starts, operate the choke lever to keep fast idle.
4. About a quarter minute after the engine starts, push the choke lever forward all the way to Fully OFF (B).
5. If idling is unstable, open the throttle slightly.

NOTICE

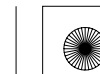
Extended use of the choke may impair piston and cylinder wall lubrication and damage the engine.



(1) Choke lever

(A) Fully ON

(B) Fully OFF





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High Air Temperature

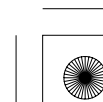
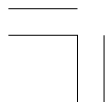
35°C (95°F) or above

1. Do not use the choke.
2. With the throttle 1/8–1/4 open, press the start button.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 – 2 under “Normal Air Temperature.”
2. When engine speed begins to pick up, operate the choke lever to keep fast idle.
3. Continue warming up the engine until it runs smoothly and responds to the throttle, when the choke lever is at Fully OFF (B).




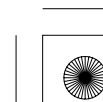
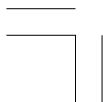


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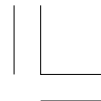
Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the ignition switch to  (ON) and move the choke lever to Fully OFF (B). Open the throttle fully and press the start button for 5 seconds. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow the Starting Procedure.





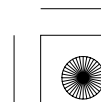
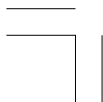
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RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 km (300 miles).

During this period, avoid full-throttle starts and rapid acceleration.





RIDING

Review Motorcycle Safety (pages 1 – 12) before you ride.

Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 68 and explanation for SIDE STAND on page 92).

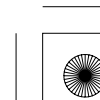
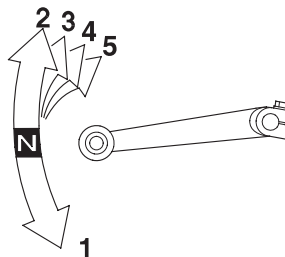
(TU, ITU)

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the shift lever to shift into 1st (low) gear.

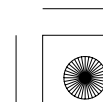
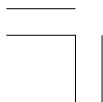
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the shift lever.

This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.





5. Raise the shift lever to shift to a higher gear and depress the shift lever to shift to a lower gear. Each stroke of the shift lever engages the next gear in sequence. The shift lever automatically returns to the horizontal position when released.
- Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.
 - Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.
 - Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
 - Do not run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.





BRAKING

(Type II)

Your motorcycle is equipped with a hydraulically-activated disc brake in front and a mechanically-activated drum brake at the rear. Operating the brake lever applies the front disc brake. Depressing the brake pedal applies the rear drum brake.

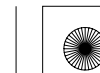
(Type I)

Your motorcycle is equipped with mechanically-activated drum brakes. Operating the brake lever applies the front drum brake. Depressing the brake pedal applies the rear drum brake.

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

- Independent operation of only the brake lever or brake pedal reduces stopping performance.
- Extreme application of the brake controls may cause wheel lock, reducing control of the motorcycle.
- When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.
- When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.






- When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes.

Continuous brake application can overheat the brakes and reduce their effectiveness.

- Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

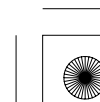
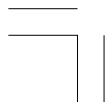
PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, turn the handlebar fully to the left, turn the ignition switch  (OFF) and remove the key.
2. Use the side or center stand to support the motorcycle while parked.

Park the motorcycle on firm, level ground to prevent it from falling over.

If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of overturning or rolling off the center or side stand.

3. Lock the steering to help prevent theft (page 45).





(TU, IITU)

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle.

To avoid possible heat damage to your motorcycle or personal belongings, do not cover the exhaust muffler with a protective cover or any clothing within 20 minutes after shutting off the engine.

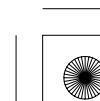
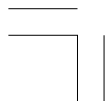
ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycles at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO: _____





MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A well-maintained motorcycle is essential for safe, economical and trouble-free riding. It will also help reduce air pollution.

To help you properly care for your motorcycle, the following pages include a Maintenance Schedule and a Maintenance Record for regularly scheduled maintenance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the Maintenance Schedule. Consult your dealer for recommendations applicable to your individual needs and use.

If your motorcycle overturns or becomes involved in a crash, be sure your dealer inspects all major parts, even if you are able to make some repairs.

WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.



MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided — if you have basic mechanical skills.

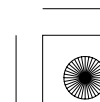
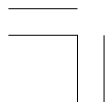
Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic; instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.





SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:

- * **Carbon monoxide poisoning from engine exhaust.**

- Be sure there is adequate ventilation whenever you operate the engine.

- * **Burns from hot parts.**

- Let the engine and exhaust system cool before touching.

- * **Injury from moving parts.**

- Do not run the engine unless instructed to do so.

- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the center stand or a maintenance stand to provide support.

- To reduce the possibility of a fire or explosion, be careful when working around petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement.





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MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 51) at each scheduled maintenance period.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

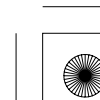
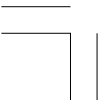
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

The following items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your dealer.

- * Should be serviced by your dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the Official Honda Shop Manual.
- ** In the interest of safety, we recommend these items be serviced only by your dealer.

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

- NOTES:
1. At higher odometer readings, repeat at the frequency interval established here.
 2. Service more frequently when riding in unusually wet or dusty areas.
 3. Service more frequently when riding in rain or at full throttle.
 4. Replacement requires mechanical skill.
 5. Replace the PAIR air filter every 3 years or 24,000 km (16,000 mile). Replacement requires mechanical skill.





ITEMS	NOTE	PRE-RIDE CHECK (page 51)	FREQUENCY (NOTE 1)				ANNUAL CHECK	REGULAR REPLACE	Refer to page
			× 1,000 km × 1,000 mi	1 0.6	4 2.5	8 5	12 7.5		
* FUEL LINE	(NOTE 4)			I	I	I	I	2 years	—
FUEL LEVEL		I							—
* FUEL STRAINER SCREEN					C	C	C		—
* THROTTLE OPERATION		I			I	I	I	I	82
* CHOKE OPERATION					I	I	I	I	—
* AIR CLEANER	(NOTE 2)		EVERY 16,000 km (10,000 mi) R						—
CRANKCASE BREATHING	(NOTE 3)				C	C	C	C	72
SPARK PLUG					I	R	I		77
* VALVE CLEARANCE				I	I	I	I		79
ENGINE OIL		I		R	R	R	R	R	34, 73
** ENGINE OIL STRAINER SCREEN							C		—
** ENGINE OIL CENTRIFUGAL FILTER							C		—
* ENGINE IDLE SPEED				I	I	I	I	I	83
* SECONDARY AIR SUPPLY SYSTEM	(NOTE 5)						I	I	3 years





ITEMS	NOTE	PRE-RIDE CHECK (page 51)	FREQUENCY (NOTE 1)				ANNUAL CHECK	REGULAR REPLACE	Refer to page
			× 1,000 km × 1,000 mi	1 0.6	4 2.5	8 5	12 7.5		
DRIVE CHAIN		I	EVERY 1,000 km (600 mi) I, L						84
BRAKE FLUID (DISC BRAKE ONLY)	(NOTE 4)	I			I	I	I	2 years	22
BRAKE SHOES WEAR (DRUM BRAKE ONLY)		I			I	I	I		100
BRAKE SHOES/PADS WEAR (DISC BRAKE ONLY)		I			I	I	I		99, 100
BRAKE SYSTEM (DISC BRAKE ONLY)				I	I	I	I		21-22, 99
BRAKE SYSTEM (DRUM BRAKE ONLY)		I		I	I	I	I		23-27, 100
BRAKELIGHT SWITCH					I	I	I		107
HEADLIGHT AIM					I	I	I		50
LIGHTS/HORN		I							—
ENGINE STOP SWITCH		I							—
CLUTCH SYSTEM				I	I	I	I		28
SIDE STAND		I			I	I	I		92
* SUSPENSION					I	I	I		91
* NUTS, BOLTS, FASTENERS				I		I		I	—
** WHEELS/TYRES		I			I	I	I		35
** STEERING HEAD BEARINGS				I			I		—



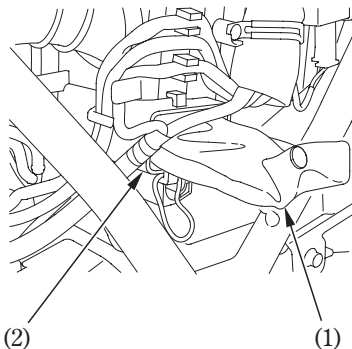


TOOL KIT

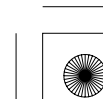
The tool kit (1) is in the tool box (2) behind the left side cover (page 48).

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 8 mm Open end wrench
- 10 × 12 mm Open end wrench
- 14 × 17 mm Open end wrench
- Pliers
- Spark plug wrench
- No. 2 Phillips screwdriver
- No. 2 screwdriver
- Extension bar
- Tool bag
- Pin spanner



- (1) Tool kit
(2) Tool box





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SERIAL NUMBERS

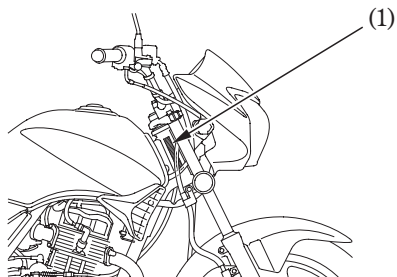
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

The frame number (1) is stamped on the right side of the steering head.

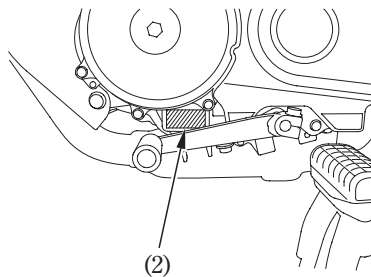
The engine number (2) is stamped on the left side of the crankcase.

FRAME NO. _____

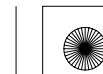
ENGINE NO. _____



(1) Frame number
70



(2) Engine number





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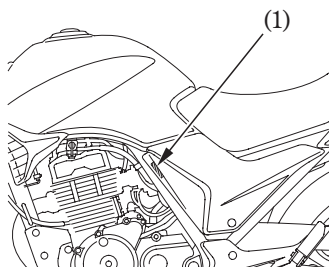


COLOUR LABEL

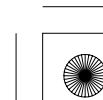
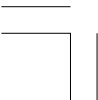
The colour label (1) is attached to the frame behind the left side cover (page 48). It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label



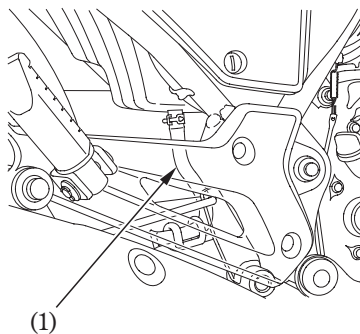


CRANKCASE BREATHER

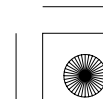
Refer to the Safety Precautions on page 65 .

1. Remove the crankcase breather tube (1) from the air cleaner housing and drain deposits into a suitable container.
2. Reinstall the crankcase breather tube.

Service more frequently when riding in rain or at full throttle.



(1) Crankcase breather tube



**ENGINE OIL**

Refer to the Safety Precautions on page 65 .

Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving on the circular API service label
Viscosity	SAE 10W-30
JASO T 903 standard	MA

Suggested Oil

Honda “4-STROKE MOTORCYCLE OIL” or equivalent.

Your motorcycle does not need oil additives. Use the recommended oil.

Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.

Do not use API SH or higher oils displaying a circular API “energy conserving” service label on the container. They may affect lubrication and clutch performance.

**NOT RECOMMENDED****OK**

Do not use non-detergent, vegetable, or castor based racing oils.





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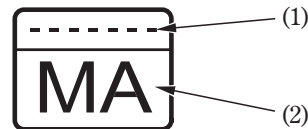
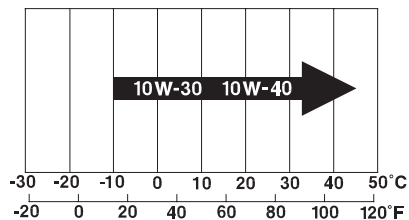
Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.

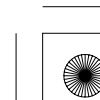
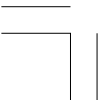
JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB.

Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



- (1) Oil code
- (2) Oil classification





Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 67).

When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

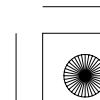
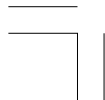
Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.

Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Changing the oil requires a torque wrench. If you do not have it and the necessary skill, we recommend that you have your dealer perform this service.

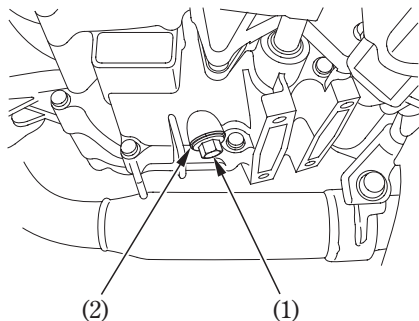
If a torque wrench is not used for this installation, see your dealer as soon as possible to verify proper assembly.

Change the engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure complete and rapid draining.





1. Place a drain pan under the crankcase.
2. To drain the oil, remove the oil fill cap/dipstick, oil drain bolt (1), and sealing washer (2).



- (1) Oil drain bolt
(2) Sealing washer

3. Check that the sealing washer on the drain bolt is in good condition and install the bolt. Replace the sealing washer every other time the oil is changed, or each time if necessary.

Engine oil drain bolt torque:

30 N·m (3.0 kgf·m, 22 lbf·ft)

4. Fill the crankcase with the recommended grade oil; approximately:
0.8 ℓ (0.8 US qt, 0.7 Imp qt)
5. Install the oil fill cap/dipstick.
6. Start the engine and let it idle for 3–5 minutes.
7. 2–3 minutes after stopping the engine, check that the oil level is at the upper level mark on the oil fill cap/dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.





SPARK PLUG

Refer to the Safety Precautions on page 65 .

Recommended plugs:

Standard:

CPR7EA-9 (NGK)

For extended high speed riding:

CPR8EA-9 (NGK)

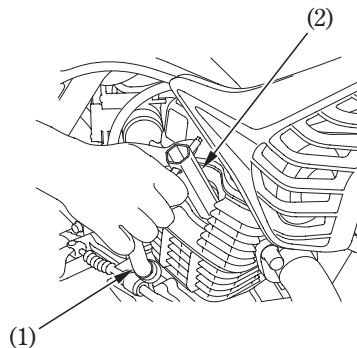
NOTICE

Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Disconnect the spark plug cap (1) from the spark plug.

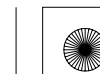
2. Clean any dirt from around the spark plug base.

Remove the spark plug using a spark plug wrench (2) furnished in the tool kit (page 69).



(1) Spark plug cap

(2) Spark plug wrench





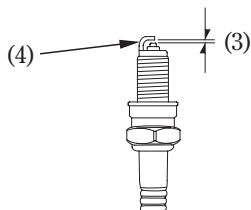
3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded.

Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.

4. Check the spark plug gap (3) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (4) carefully.

The gap should be:

0.80—0.90 mm (0.031—0.035 in)



(3) Spark plug gap

(4) Side electrode

78

5. Make sure the plug washer is in good condition.

6. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.

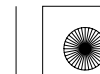
7. Tighten the spark plug:

- If the old plug is good:
1/8 turn after it seats.
- If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug:
NGK: 1/2 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again:
1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

8. Reinstall the spark plug cap. Take care to avoid pinching any cables or wires.



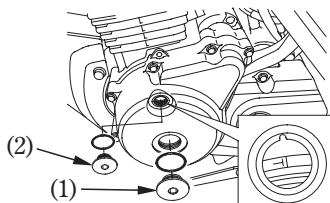


VALVE CLEARANCE

Refer to the Safety Precautions on page 65 .

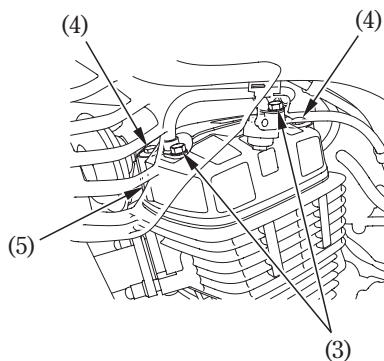
Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the specified intervals.

The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.



- (1) Crankshaft hole cap
- (2) Timing hole cap

1. Remove the crankshaft hole cap (1) and timing hole cap (2).
2. Remove the bolts (3) and cylinder head cover bolts (4).
3. Remove the cylinder head cover (5).



- (3) Bolts
- (4) Cylinder head cover bolts
- (5) Cylinder head cover

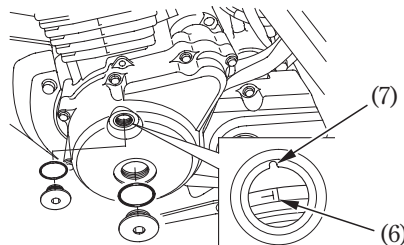




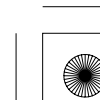
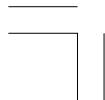
4. Rotate the generator flywheel counter-clockwise until the T mark (6) on the flywheel lines up with the index mark (7) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the T mark to the index mark.



- (6) T mark
(7) Index mark





5. Check the clearance of both valves by inserting a feeler gauge (8) between the adjusting screw (9) and the valve stem.

Clearance should be:

Intake: 0.08 mm (0.003 in)

Exhaust: 0.12 mm (0.005 in)

6. If it is necessary to make an adjustment, loosen the adjusting screw lock nut (10) and turn the adjusting screw so there is a slight resistance when the feeler gauge is inserted.

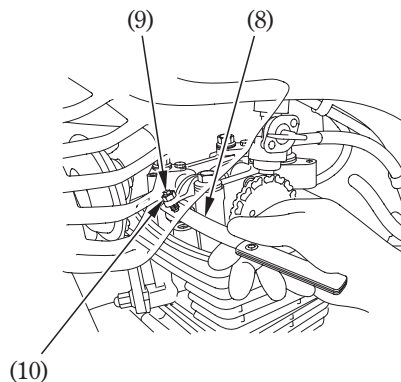
7. After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning.

Adjusting screw lock nut torque:

14 N·m (1.4 kgf·m , 10 lbf·ft)

8. Finally, recheck the clearance to make sure that the adjustment has not been disturbed. Reinstall the cylinder head cover, timing mark hole cap and the crankshaft hole cap.
9. Install the remaining parts in the reverse order of removal.

If a torque wrench is not used for this installation, see your dealer as soon as possible to verify proper assembly.



- (8) Feeler gauge
- (9) Adjusting screw
- (10) Adjusting screw lock nut



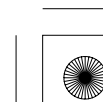
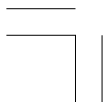
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THROTTLE OPERATION

Refer to the Safety Precautions on page 65 .

Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.





IDLE SPEED

Refer to the Safety Precautions on page 65 .

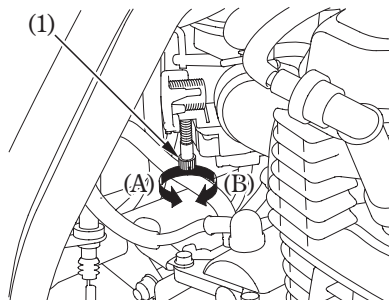
The engine must be at normal operating temperature for accurate idle speed adjustment. 10 minutes of stop-and-go riding is sufficient.

Do not attempt to compensate for faults in other systems by adjusting idle speed. See your dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).

Idle speed (In neutral):

$1,400 \pm 100 \text{ min}^{-1}(\text{rpm})$



(1) Throttle stop screw

(A) Increase

(B) Decrease



DRIVE CHAIN

Refer to the Safety Precautions on page 65 .

The service life of the drive chain (1) is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked, adjusted and lubricated as part of the Pre-ride Inspection (page 51). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

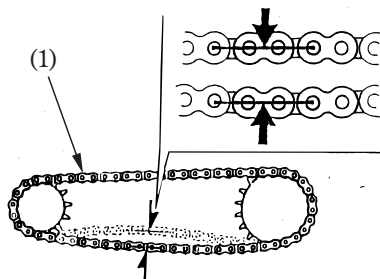
Inspection:

1. Turn the engine off, place the motorcycle on its center stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
20 – 30 mm (0.8 – 1.2 in)

3. Rotate the rear wheel. Stop. Check the drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.

NOTICE

Excessive chain slack may allow the drive chain to damage the engine cases.



(1) Drive chain



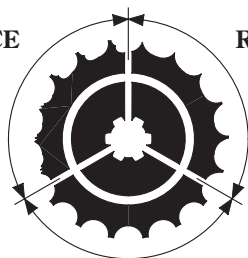
4. Inspect the sprocket teeth for possible wear or damage. Replace if necessary.

Damaged Sprocket
Teeth

Worn Sprocket
Teeth

REPLACE

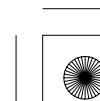
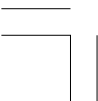
REPLACE



Normal Sprocket Teeth

GOOD

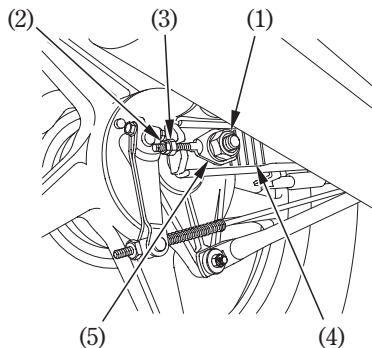
If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.





Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



- | | |
|-------------------------------|--------------------------|
| (1) Axle nut | (4) Index mark |
| (2) Drive chain lock nut | (5) Drive chain adjuster |
| (3) Drive chain adjusting nut | |

If the drive chain requires adjustment, the procedure is as follows:

1. Place the motorcycle on its center stand on a firm, level surface with the transmission in neutral and the ignition switch OFF.
2. Loosen the axle nut (1).
3. Loosen the drive chain lock nuts (2) on both sides of the swingarm.
4. Turn both drive chain adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the drive chain adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.

Chain slack should be:

20–30 mm (0.8–1.2 in)





5. Check the rear axle alignment by making sure the drive chain adjuster index marks (4) align with the front edge of the drive chain adjusters (5).

Both left and right marks should correspond. If the axle is misaligned, turn the left or right drive chain adjusting nut until the marks correspond on the front edge of the drive chain adjusters and recheck chain slack.



If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.

6. Tighten the rear axle nut to the specified torque.

Rear axle nut torque:

68 N·m (6.9 kgf·m , 50 lbf·ft)

If a torque wrench is not used for this installation, see your dealer as soon as possible to verify proper assembly.

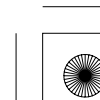
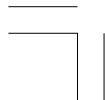
7. Tighten the drive chain adjusting nuts lightly, then tighten the drive chain lock nuts by holding the drive chain adjusting nuts with a spanner.

8. Recheck drive chain slack.

9. Rear brake pedal freeplay is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal freeplay and adjust as necessary (page 26).

Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than:

50 mm (2.0 in)





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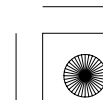
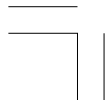
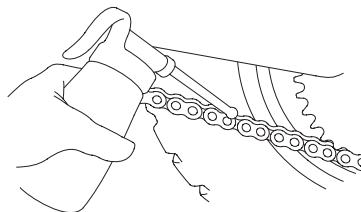
Lubrication:

Lubricate every 1,000 km (600 miles) or sooner if chain appears dry.

Use SAE 80 or 90 gear oil or a commercially prepared drive chain lubricants in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.

Chain:

428H—120





Removal and Cleaning:

When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

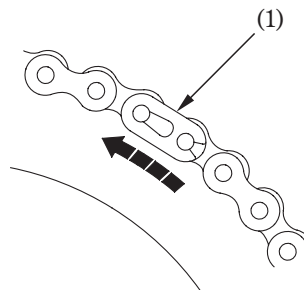
1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in high flash-point solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

Never use petrol or low flash point solvents for cleaning the drive chain. A fire or explosion could result.

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary.

Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

4. Lubricate the drive chain (page 88).



(1) Master link retaining clip

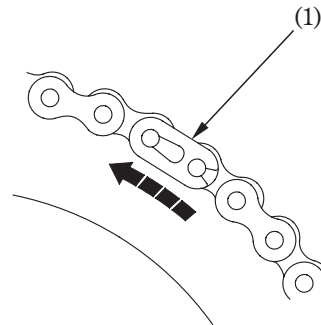


5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

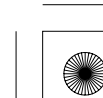
The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.

Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain (page 86) and rear brake pedal freeplay (page 26).



(1) Master link retaining clip





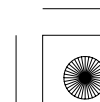
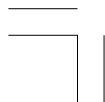
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FRONT AND REAR SUSPENSION INSPECTION

Refer to the Safety Precautions on page 65 .

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bushings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.





SIDE STAND

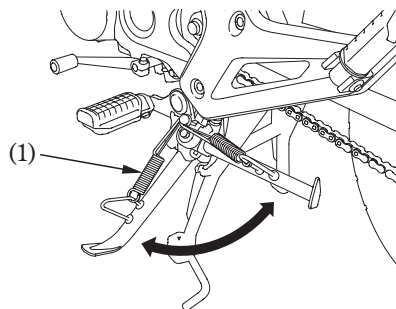
Refer to the Safety Precautions on page 65 .

Perform the following maintenance in accordance with the maintenance schedule.

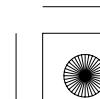
Functional Check:

- Check the side stand spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
 2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
 3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your dealer for service.



(1) Side stand spring





WHEEL REMOVAL

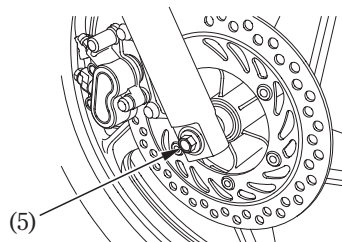
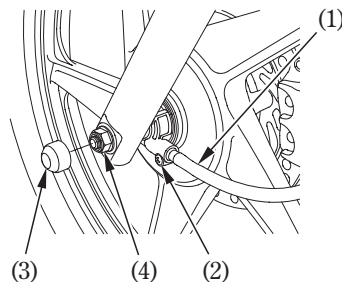
Refer to the Safety Precautions on page 65 .

Front Wheel Removal

(Type II)

1. Place the motorcycle on its center stand.
2. Raise the front wheel off the ground by placing a support block under the engine.
3. Remove the speedometer cable (1) by removing the screw (2).
4. Remove the front axle nut cap (3).
5. Remove the front axle nut (4).
6. Remove the front axle shaft (5), front wheel and side collar.

Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your dealer for this service.



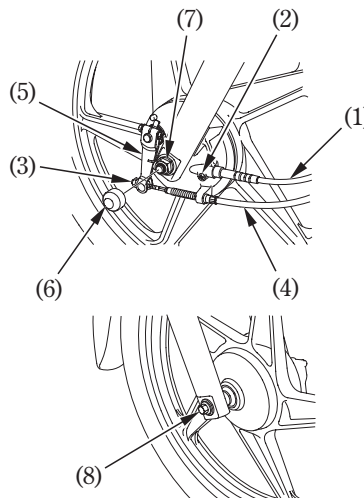
- | | |
|------------------------|----------------------|
| (1) Speedometer cable | (4) Front axle nut |
| (2) Screw | (5) Front axle shaft |
| (3) Front axle nut cap | |



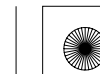


(Type I)

1. Place the motorcycle on its center stand.
2. Raise the front wheel off the ground by placing a support block under the engine.
3. Remove the speedometer cable (1) by removing the screw (2).
4. Remove the front brake adjusting nut (3) and remove the front brake cable (4) from the brake arm (5).
5. Remove the front axle nut cap (6).
6. Remove the front axle nut (7).
7. Remove the front axle shaft (8), front wheel and side collar.



- | | |
|-------------------------------|------------------------|
| (1) Speedometer cable | (5) Brake arm |
| (2) Screw | (6) Front axle nut cap |
| (3) Front brake adjusting nut | (7) Front axle nut |
| (4) Front brake cable | (8) Front axle shaft |





Front Wheel Installation (Type II)

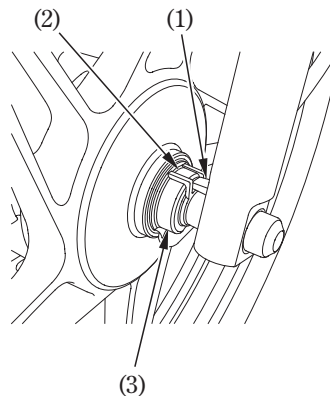
1. Install the side collar into the right side wheel hub.
2. Position the wheel between the fork legs and insert the front axle shaft from the right side, through the right fork leg and wheel hub.
3. To avoid damaging the brake pads while installing the wheel, carefully fit the brake disc between the pads.
4. Make sure that the lug (1) on the fork leg is located in the slot (2) on the speedometer gearbox (3).
5. Tighten the front axle nut to the specified torque.

Front axle nut torque:

59 N·m (6.0 kgf·m , 44 lbf·ft)

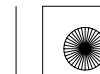
6. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
7. Install the speedometer cable and tighten the screw securely.
8. Install the front axle nut cap.

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(1) Lug
(2) Slot

(3) Speedometer gearbox

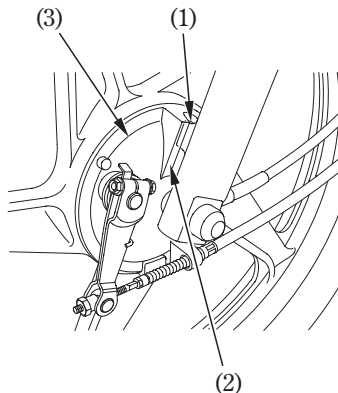




(Type I)

1. Install the side collar into the right side wheel hub.
2. Position the wheel between the fork legs and insert the front axle shaft from the right side, through the right fork leg and wheel hub.
3. Make sure that the lug (1) on the left fork leg is located in the slot (2) of the brake panel (3).
4. Tighten the front axle nut to the specified torque.
Front axle nut torque:
59 N·m (6.0 kgf·m , 44 lbf·ft)
5. Adjust the front brake (pages 23 – 25).
6. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
7. Install the speedometer cable and tighten the screw securely.
8. Install the front axle nut cap.

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(1) Lug
(2) Slot

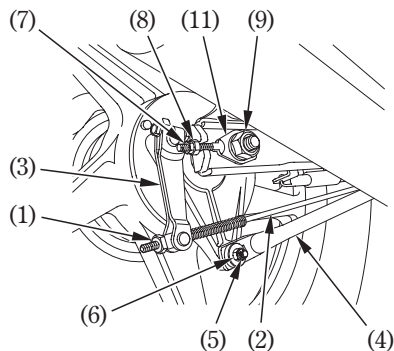
(3) Brake panel





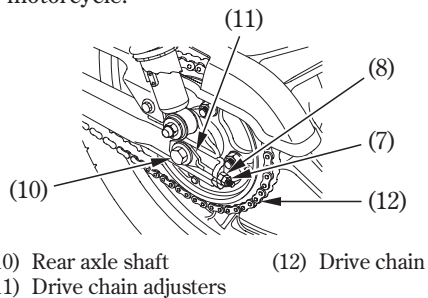
Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1).
Disconnect the brake rod (2) from the brake arm (3).



- | | |
|------------------------------|--------------------------------|
| (1) Rear brake adjusting nut | (6) Stopper arm nut |
| (2) Brake rod | (7) Drive chain lock nuts |
| (3) Brake arm | (8) Drive chain adjusting nuts |
| (4) Brake stopper arm | (9) Rear axle nut |

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
4. Loosen the drive chain lock nuts (7) and drive chain adjusting nuts (8).
5. Remove the rear axle nut (9).
6. Remove the rear axle shaft (10), drive chain adjusters (11) and side collars, then remove the drive chain (12) from the driven sprocket by pushing the rear wheel forward.
7. Remove the rear wheel from the motorcycle.



- | | |
|----------------------------|------------------|
| (10) Rear axle shaft | (12) Drive chain |
| (11) Drive chain adjusters | |





Rear Wheel Installation

1. Install the side collars into the left and right side wheel hub.

2. Tighten the rear axle nut and brake stopper arm nut to specified torque.

Rear axle nut torque:

68 N·m (6.9 kgf·m , 50 lbf·ft)

Brake stopper arm nut torque:

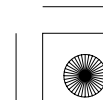
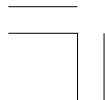
10 N·m (1.0 kgf·m , 7 lbf·ft)

3. Adjust the brake (page 26) and drive chain (page 84).

4. After installing the wheel, apply the brake several times and check for free wheel rotation when released.

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

A used cotter pin may not effectively secure a fastener. Always replace a used cotter pin with a new one.





BRAKE PAD WEAR (Type II)

Refer to the Safety Precautions on page 65 .

〈FRONT BRAKE〉

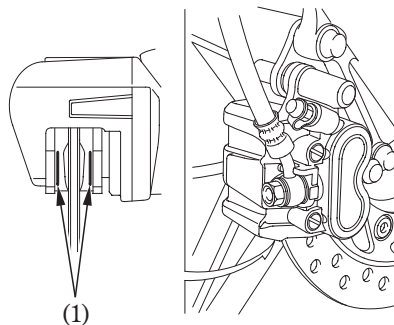
Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)

Inspect the pads at each regular maintenance interval (page 68).

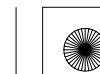
Front Brake

Check the wear indicator marks (1) on each pad.

If either pad is worn to the wear indicator mark, replace both pads as a set. See your dealer for this service.



(1) Wear indicator marks





BRAKE SHOE WEAR

Refer to the Safety Precautions on page 65 .

(Type I)

The front and rear brakes are equipped with brake wear indicators.

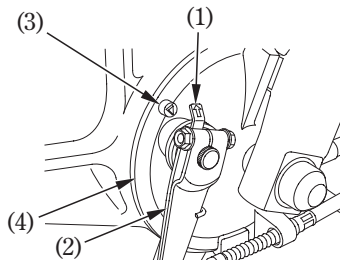
(Type II)

The rear brake is equipped with a brake wear indicator.

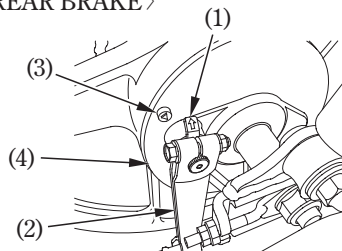
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your dealer for this service.

When the brake service is necessary, see your dealer. Use only Honda Genuine Parts or its equivalent.

〈FRONT BRAKE〉 (Type I)



〈REAR BRAKE〉



- (1) Arrow
- (2) Brake arm
- (3) Reference mark
- (4) Brake panel





BATTERY

Refer to the Safety Precautions on page 65 .

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your dealer.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.



This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health.

Always confirm local regulations for battery disposal.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

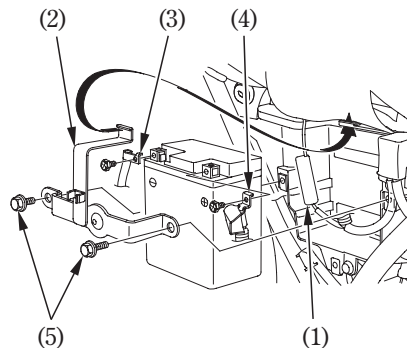


Removal:

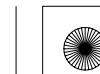
1. Make sure the ignition switch is OFF.
2. Remove the right side cover (page 49).
3. Remove the fuse holder (1) from the battery holder (2).
4. Disconnect the negative (-) terminal lead (3) from the battery first, then disconnect the positive (+) terminal lead (4).
5. Remove the battery holder by removing the bolts (5).
6. Pull out the battery from the battery box.

Installation:

1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (-) terminal.
2. Check all bolts and other fasteners are secure.



- (1) Fuse holder
- (2) Battery holder
- (3) Negative (-) terminal lead
- (4) Positive (+) terminal lead
- (5) Bolts





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FUSE REPLACEMENT

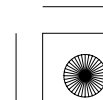
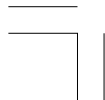
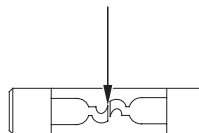
Refer to the Safety Precautions on page 65 .

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your dealer for repair.

NOTICE

Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.

Blown fuse





Fuse Holder:

The fuse holders (1) are located behind the left side cover.

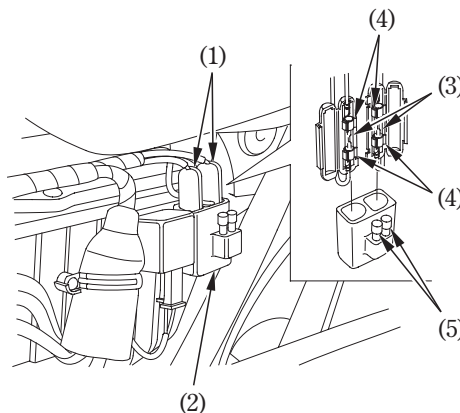
The specified fuses are:

10A, 15A

1. Remove the left side cover (page 48).
2. Remove the fuse holder from the fuse holder cover (2).
3. Open the fuse holder and lift out the old fuse (3) with the clips (4).
4. Slide the old fuse out of the clips and discard it.
5. Slide the clips onto the ends of the spare fuse (5), push them back into the fuse holder, and close the fuse holder.
6. Close the fuse holder and install it in the fuse holder cover.
7. Install the left side cover.

Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.

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- (1) Fuse holders
- (2) Fuse holder cover
- (3) Old fuse
- (4) Clips
- (5) Spare fuse



Main Fuse:

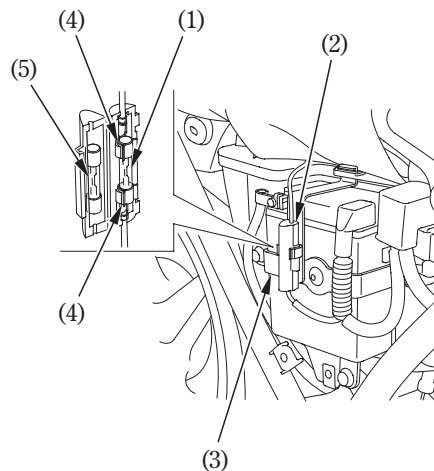
The main fuse (1) is located behind the right side cover.

The specified fuse is:

20A

1. Remove the right side cover (page 49).
2. Remove the fuse holder (2) from the battery holder (3).
3. Open the fuse holder and lift out the main fuse with the clips (4).
4. Slide the main fuse out of the clips and discard it.
5. Slide the clips onto the ends of the spare main fuse (5), push them back into the fuse holder, and close the fuse holder.
The spare fuse is attached to the fuse holder.
6. Close the fuse holder and install it to the battery holder.
7. Install the right side cover.

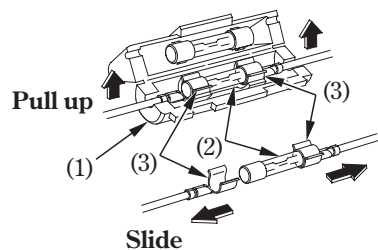
Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.



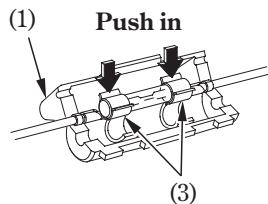
- (1) Main fuse
- (2) Fuse holder
- (3) Battery holder
- (4) Clips
- (5) Spare main fuse



REMOVAL



INSTALLATION



- (1) Fuse holder
(2) Fuse

- (3) Clips

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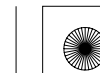
If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chances of damaging the electrical system.

If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your motorcycle.

Leave the blown fuse in that circuit and have your motorcycle checked by your dealer.



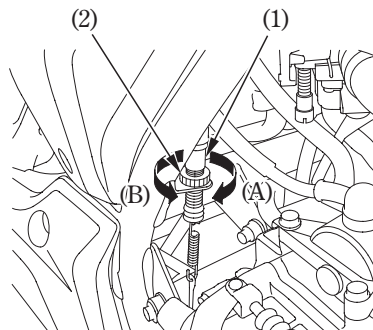


BRAKELIGHT SWITCH ADJUSTMENT

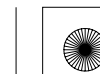
Refer to the Safety Precautions on page 65 .

Check the operation of the brakelight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



- (1) Brakelight switch
- (2) Adjusting nut





BULB REPLACEMENT

Refer to the Safety Precautions on page 65 .


The light bulb becomes very hot while the light is ON, and remains hot for a while after it is turned OFF. Be sure to let it cool down before servicing.

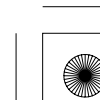
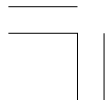
(TU, IITU)

Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.

Wear clean gloves while replacing the bulb.

If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

- Be sure to turn the ignition switch  (OFF) when replacing the bulb.
- Do not use bulbs other than those specified.
- After installing a new bulb, check that the light operates properly.

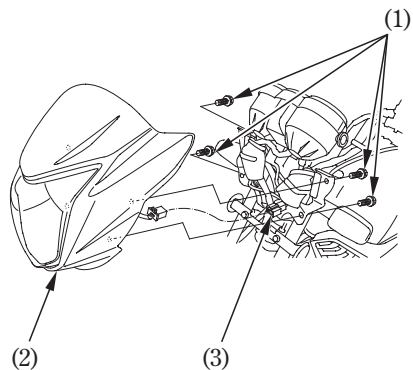




Headlight Bulb

(TU, ITU)

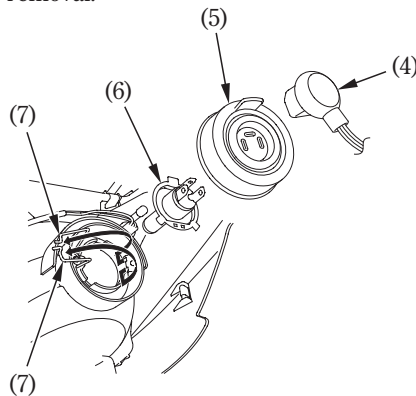
1. Remove the bolts (1) from the front cowl (2).
2. Disconnect the connector (3).



- (1) Bolts
(2) Front cowl

- (3) Connector

3. Pull out the socket (4) without turning.
4. Remove the seat rubber (5).
5. Remove the headlight bulb (6) while pressing down on the pin (7).
6. Install a new bulb in the reverse order of removal.



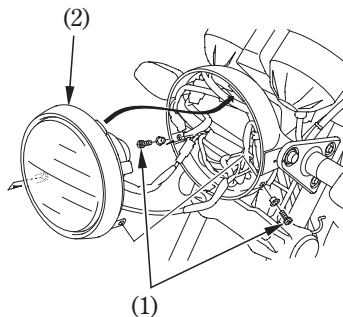
- (4) Socket
(5) Seat rubber

- (6) Headlight bulb
(7) Pin



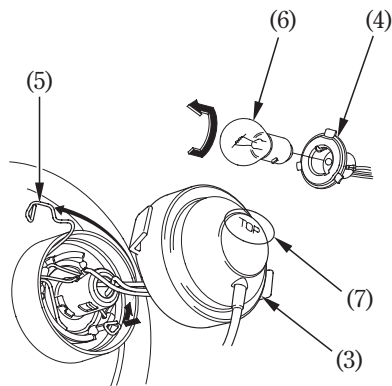
(U, IU)

1. Remove the screws (1) from the headlight case.
2. Gently pull the lower end of the headlight (2) forward and remove the headlight.
3. Remove the seat rubber (3).
4. Remove the socket (4) while pressing down on the pin (5).

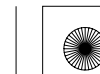


- (1) Screws
(2) Headlight

5. Slightly press the headlight bulb (6) and turn it counterclockwise.
6. Install a new bulb in the reverse order of removal.
 - Install the dust cover with its "TOP" mark (7) facing up.



- (3) Seat rubber
(4) Socket
(5) Pin
(6) Headlight bulb
(7) "TOP" mark





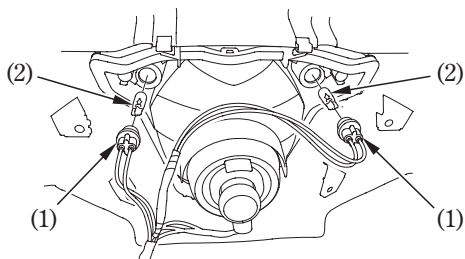
Position Light Bulb

(TU, IITU)

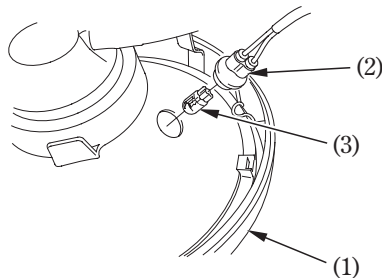
1. Remove the front cowl and disconnect the connector (page 109).
2. Pull the position light socket (1) and remove it.
3. Pull out the bulbs (2) without turning.
4. Install a new bulb in the reverse order of removal.

(U, IIU)

1. Remove the headlight (1) (page 110).
2. Pull the position light socket (2) and remove it.
3. Pull out the bulb (3) without turning.
4. Install a new bulb in the reverse order of removal.



- (1) Socket
(2) Bulbs

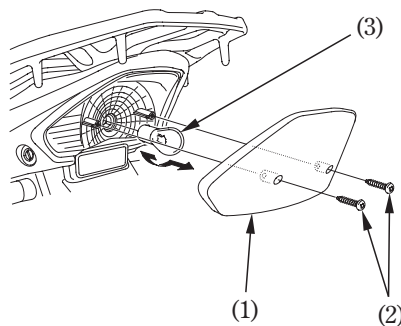


- (1) Headlight
(2) Socket
(3) Bulb



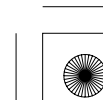
Brake/Tail Light Bulb

1. Remove the taillight lens (1) by removing the screws (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



- (1) Taillight lens
(2) Screws

- (3) Bulb



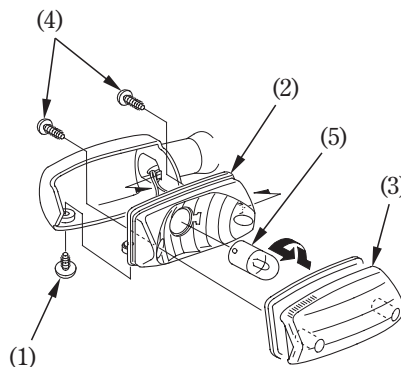


Front/Rear Turn Signal Bulb

1. Remove the screw A (1).
2. Remove the reflector (2) and turn signal lens (3) by removing the screws B (4).
3. Slightly press the bulb (5) and turn it counterclockwise.
4. Install a new bulb in the reverse order of removal.

(TU, IITU)

- Use only the amber bulb.



- (1) Screw A
(2) Reflector
(3) Turn signal lens

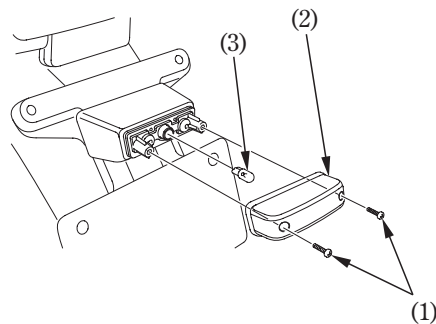
- (4) Screws B
(5) Bulb



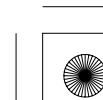
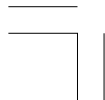


License Light Bulb

1. Remove the screws (1).
2. Remove the license light cover (2).
3. Pull out the bulb (3) without turning.
4. Install a new bulb in the reverse order of removal.



- (1) Screws
(2) License light cover
(3) Bulb





CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil or brake fluid leakage.

Avoid cleaning products that are not specifically designed for motorcycle or automobile surfaces.

They may contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.

If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.

We recommend avoiding the use of high pressure water spray (typical in coin-operated car washes).

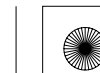
NOTICE

High pressure water (or air) can damage certain parts of the motorcycle.

Washing the Motorcycle

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
Avoid directing water to muffler outlets and electrical parts.
3. Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
Take care to keep brake fluid or chemical solvents off the motorcycle.
They will damage the plastic and painted surfaces.

The inside of the headlight lens may be clouded immediately after washing the motorcycle. Moisture condensation inside the headlight lens will disappear gradually by lighting the headlight in high beam. Run the engine while keeping the headlight on.





4. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
5. Dry the motorcycle, start the engine, and let it run for several minutes.
6. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
7. Lubricate the drive chain immediately after washing and drying the motorcycle.

Braking efficiency may be temporarily impaired immediately after washing the motorcycle.

Anticipate longer stopping distance to avoid a possible accident.

Finishing Touches

After washing your motorcycle, consider using a commercially-available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

Removing Road Salt

Road Salt used on roads during winter and salt from seawater causes rust.

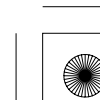
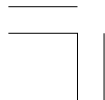
Wash your motorcycle as follows after it has run through salty water or on roads treated with Road Salt.

1. Clean the motorcycle using cool water (page 115).

Do not use warm water.

This worsens the effect of the salt.

2. Dry the motorcycle and make sure the metal is protected with the wax.





Clean the Seat

Due to the top coat design, the seat surface tends to catch and trap dirt or dust in its texture.

Using plenty of water, clean the seat with a sponge and mild detergent.

After washing, dry with a soft, clean cloth.

Exhaust Pipe and Muffler Maintenance

When the exhaust pipe and muffler are painted, do not use a commercially available abrasive kitchen cleaning compound. Use a neutral detergent to clean the painted surface on the exhaust pipe and muffler. If you are not sure if your exhaust pipe and muffler are painted, contact your dealer.

Painted Aluminum Wheel Maintenance

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

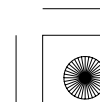
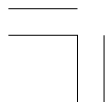
After washing, rinse with plenty of water and dry with a clean cloth.

Clean the Mat Colour Painted Surface

Using plenty of water, clean the mat colour painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.

Use neutral detergent to clean mat colour painted surface.

Do not use waxes containing compounds.





STORAGE GUIDE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

STORAGE

1. Change the engine oil.
2. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method. Spray the inside of the tank with an aerosol rust-inhibiting oil.
Reinstall the fuel fill cap on the tank.

To assure proper performance after storage lasting more than one month, it is important to drain the carburetor.

WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.





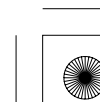
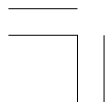
3. To prevent rusting in the cylinder, perform the following:

- Remove the spark plug cap from the spark plug. Using tape or string, secure the cap to any convenient plastic body part so that it is positioned away from the spark plug.
- Remove the spark plug from the engine and store it in a safe place. Do not connect the spark plug to the spark plug cap.
- Pour a tablespoon (15–20 cm³) of clean engine oil into the cylinder and cover the spark plug hole with a piece of cloth.
- Crank the engine several times to distribute the oil.
- Reinstall the spark plug and spark plug cap.

4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.

Slow charge the battery once a month.

- 5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
- 6. Lubricate the drive chain (page 88).
- 7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
- 8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.



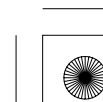
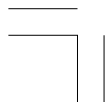


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REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Charge the battery as required. Install the battery.
4. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
5. Perform all Pre-ride Inspection checks (page 51).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.





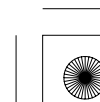
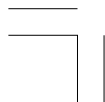
TAKING CARE OF THE UNEXPECTED

IF YOU CRASH

Personal safety is your first priority after a crash. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels.

If there is minor damage, or you are unsure about possible damage, ride slowly and cautiously. Sometimes, crash damage is hidden or not immediately apparent, so you should have your motorcycle thoroughly checked at a qualified service facility as soon as possible. Also, be sure to have your dealer check the frame and suspension after any serious crash.





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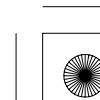
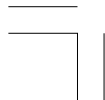
SPECIFICATIONS

DIMENSIONS

Overall length	2,048 mm (80.6 in)
Overall width	766 mm (30.2 in)...Type II
	752 mm (29.6 in)...Type I
Overall height	1,084 mm (42.7 in)...TU, II TU
	1,067 mm (42.0 in)...II U
	1,048 mm (41.3 in)...U
Wheelbase	1,299 mm (51.1 in)

CAPACITIES

Engine oil	After draining	0.8 ℓ (0.8 US qt , 0.7 Imp qt)
	After disassembly	1.0 ℓ (1.1 US qt , 0.9 Imp qt)
Fuel tank		13.5 ℓ (3.57 US gal , 2.97 Imp gal)
Fuel reserve		2.0 ℓ (0.53 US gal , 0.44 Imp gal)
Passenger capacity		Operator and one passenger
Maximum weight capacity		150 kg (331 lb)





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ENGINE

Bore and stroke 52.4×57.8 mm (2.06 \times 2.28 in)

Compression ratio 9.2 : 1

Displacement 124.7 cm³ (7.61 cu-in)

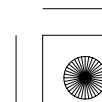
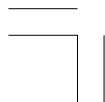
Spark plug
Standard CPR7EA—9 (NGK)

For extended high speed riding CPR8EA—9 (NGK)

Spark plug gap 0.80—0.90 mm (0.031—0.035 in)

Idle speed $1,400 \pm 100$ min⁻¹ (rpm)

Valve clearance
Intake 0.08 mm (0.003 in)
Exhaust 0.12 mm (0.005 in)





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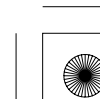
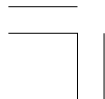
CHASSIS AND SUSPENSION

Caster	26°30'
Trail	100.0 mm (3.94 in)
Tyre size, Front	80/100—18M/C 47P KENDA K291F
Tyre size, Rear	90/90—18M/C 51P KENDA K328X
Tyre type	bias-ply, tube



POWER TRANSMISSION

Primary reduction	3.350
Gear ratio, 1st	3.076
2nd	1.875
3rd	1.409
4th	1.120
5th	0.937
Final reduction	3.000





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ELECTRICAL

Battery

YTX7L-BS

Generator

12V-6Ah (10HR)
0.22 kW/5,000 min⁻¹ (rpm)

LIGHTS

Headlight

12V-35/35W

Brake/Tail light

12V-21/5W

Turn signal light

Front

12V-10W × 2

Rear

12V-10W × 2

Position light

12V-5W ...U, IU

12V-5W × 2 ...TU, IITU

License light

12V-5W

Instrument light

LED

Neutral indicator

12V-1.7W

Turn signal indicator

12V-3.4W × 2

High beam indicator

12V-1.7W

Gear position indicator

LED

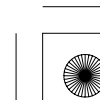
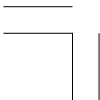
FUSE

Main fuse

20A

Other fuses

10A, 15A





CATALYTIC CONVERTERS

(TU, ITU)

This motorcycle is equipped with catalytic converters.

Each catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.

The catalytic converters act on HC, CO, and NOx. Replacement parts must be original Honda parts or their equivalents.

The catalytic converters must operate at a high temperature for the chemical reactions to take place. They can set on fire any combustible materials that come near them. Park your motorcycle away from high grasses, dry leaves, or other flammables.

Defective catalytic converters contribute to air pollution, and can impair your engine's performance. Follow these guidelines to protect your motorcycle's catalytic converters.

- Always use unleaded petrol. Even a small amount of leaded petrol can contaminate the catalyst metals, making the catalytic converters ineffective.
- Keep the engine in good running condition.
A poorly running engine can cause the catalytic converter to overheat causing damage to the converter or the motorcycle.
- If your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine. Have your motorcycle serviced as soon as possible.

