

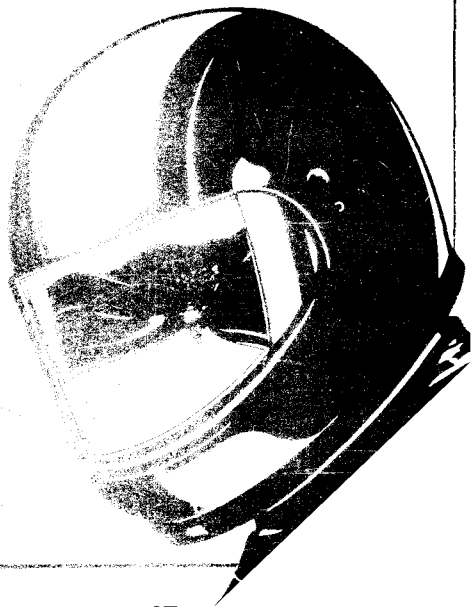
# HONDA

OWNER'S MANUAL

MANUEL DU CONDUCTEUR

MANUAL DEL PROPIETARIO

CBX750P





**HONDA**

**CBX750P**

**OWNER'S MANUAL**

**MANUEL DU CONDUCTEUR**

**MANUAL DEL PROPIETARIO**

## IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER**

This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not 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 statements preceded by the following words:

**▲ WARNING**

**Indicates a strong possibility of severe personal injury or death if instructions are not followed.**

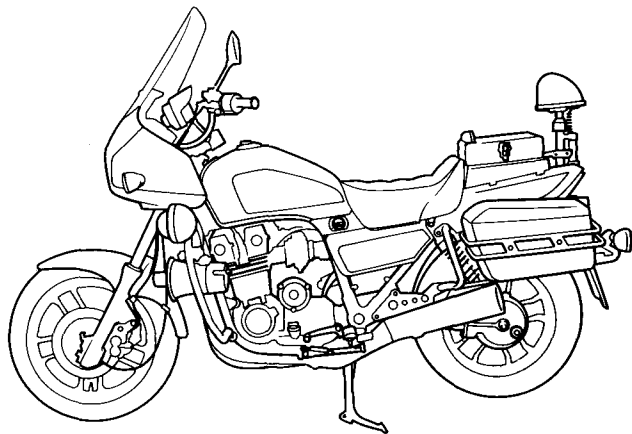
**CAUTION:**

**Indicates a possibility of personal injury or equipment damage if instructions are not followed.**

**NOTE:** Gives helpful information.

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

# **HONDA CBX750P OWNER'S MANUAL**



All information in this publication is based on the latest production information available at the time of approval for printing. HONDA MOTOR CO., LTD. reserves the right to make changes at any time without notice and without incurring any obligation.

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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**.

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

Pleasant riding, and thank you for choosing a Honda.

# OPERATION

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# MOTORCYCLE SAFETY

## **▲ WARNING**

- \* **Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride:**

## **SAFE RIDING RULES**

1. Always make a pre-ride inspection (page 44) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or licence. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist.

Make yourself conspicuous to help avoid the accident that wasn't your fault:

- Wear bright or reflective clothing.
  - Don't ride in another motorist's “blind spot.”
4. Obey all national and local laws and regulations.
    - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
    - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
  5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
  6. **Keep both hands on the handlebar and both feet on the footpegs while riding.**

## PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves, and protective clothing.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. The front frame down tube may also become very warm. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

## MODIFICATIONS

### WARNING

- \* **Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all national and local equipment regulations.**

## LOADING AND ACCESSORIES

### **▲ WARNING**

- \* **To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80 mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.**

### **Loading**

The combined weight of the rider, cargo and additional accessories must not exceed the maximum weight capacity:

145 kg (320 lbs)

Cargo weight alone should not exceed:

10 kg (22 lbs)

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 28), front fork air pressure (page 13—14), and rear shock absorber air pressure (page 14—16) to suit load weight and riding conditions.

3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items to the handlebars, fork or fender. Unstable handling or slow steering response may result.

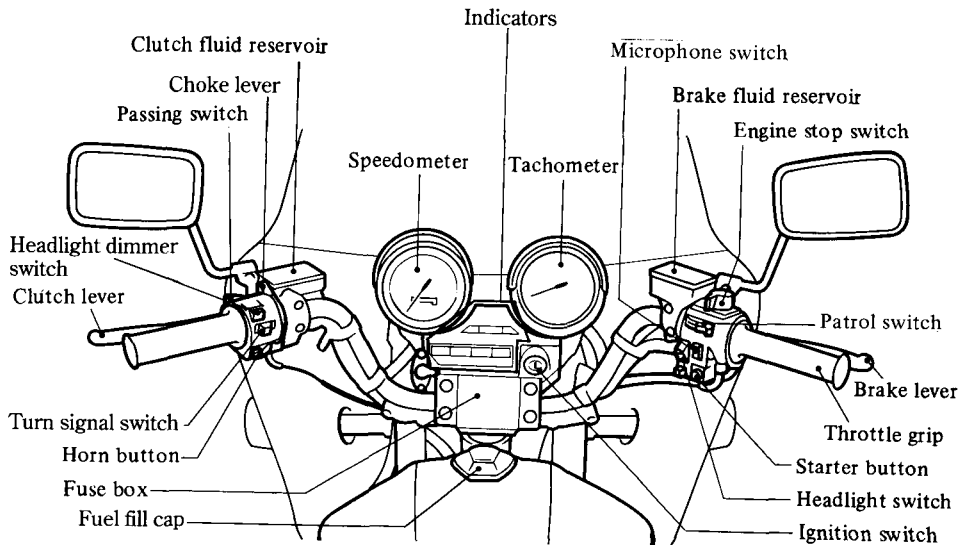
### **Accessories**

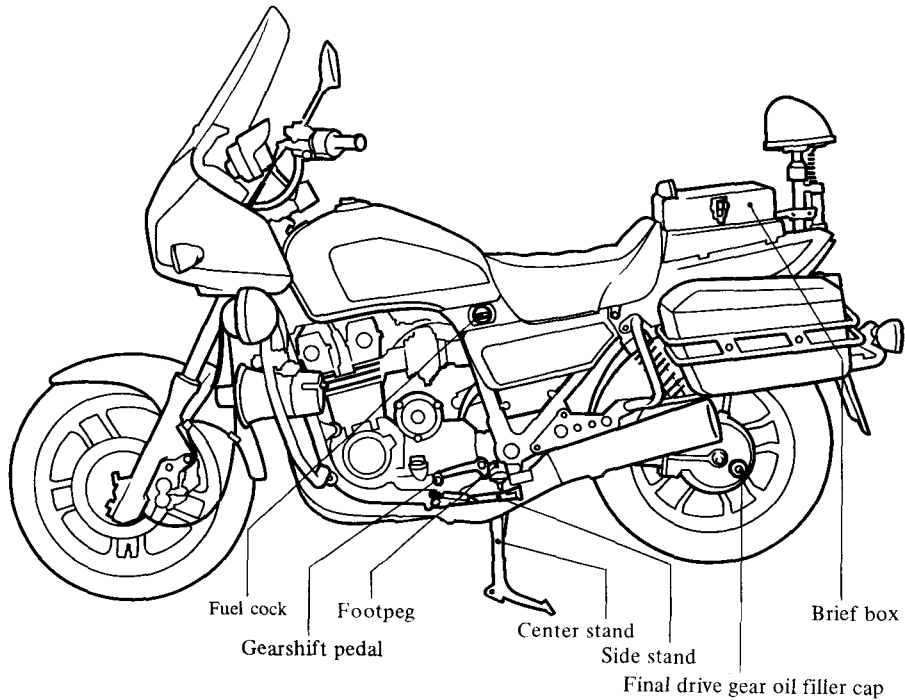
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

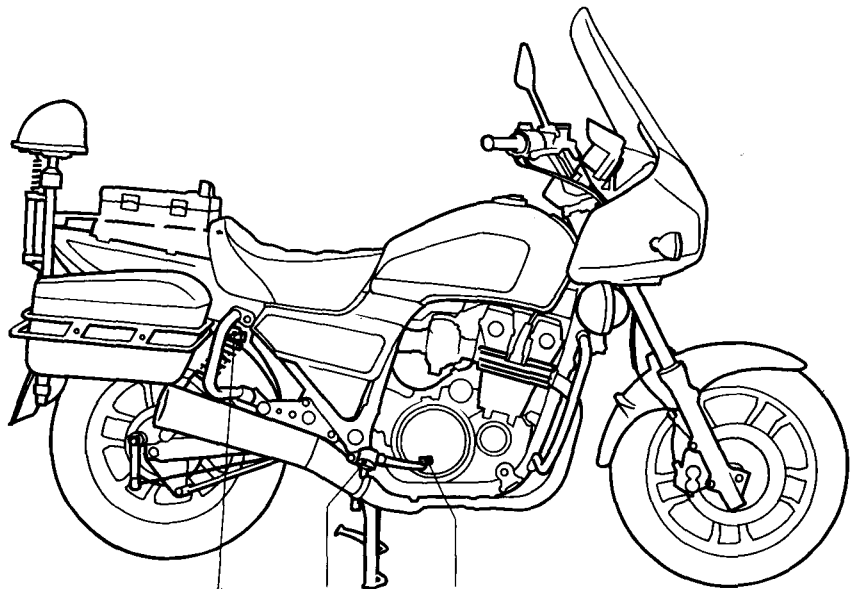
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or wind-shields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.

3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.

# PARTS LOCATION





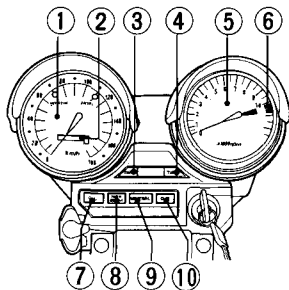


Helmet holder    Footpeg    Brake pedal

## INSTRUMENTS AND INDICATORS

The indicators are grouped between the instruments. Their functions are described in the tables on the following pages.

- (1) Speedometer
- (2) Odometer
- (3) Left turn signal indicator
- (4) Right turn signal indicator
- (5) Tachometer
- (6) Tachometer red zone
- (7) Low oil pressure indicator
- (8) High beam indicator
- (9) Neutral indicator
- (10) Overdrive indicator



Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Odometer	Shows accumulated mileage.
3	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
4	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
5	Tachometer	Shows engine rpm.
6	Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broke in.</p> <p><b>CAUTION</b></p> <p>* <b>The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.</b></p>
7	Low oil pressure indicator (red)	<p>Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p><b>CAUTION:</b></p> <p>* <b>Running the engine with insufficient oil pressure may cause serious engine damage.</b></p>

<b>Ref. No.</b>	<b>Description</b>	<b>Function</b>
8	High beam indicator (blue)	Lights when the headlight is on high beam.
9	Neutral indicator (green)	Lights when the transmission is in neutral.
10	Overdrive indicator	Lights when the transmission is in Overdrive.

## MAJOR COMPONENTS (Information you need to operate this motorcycle)

### ▲ WARNING

- \* If the Pre-ride Inspection (page 44) is not performed, severe personal injury or vehicle damage may result.

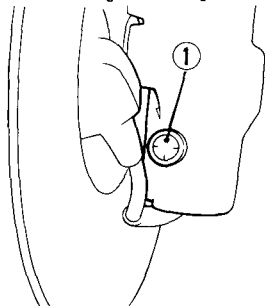
### ANTI-DIVE ADJUSTER

This adjuster (1) reduces nose-dive during braking and may be adjusted to the rider's choice independent of load or the rider's weight. Located on the left side of the front fork, this adjuster can be set to any one of four positions.

Position	Anti-dive damper force
1	LIGHT ANTI-DIVE
2	MEDIUM
3	HARD
4	MAXIMUM ANTI-DIVE

### ▲ WARNING

- \* Do not position the adjuster between the numbered detent adjustment points.



(1) Anti-dive adjuster

## SUSPENSION

### Front Suspension

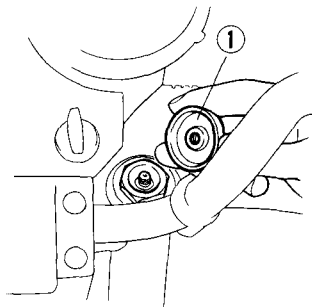
The front suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure within the fork tubes. The recommended pressure under normal riding conditions is:

0—40 kPa (0—0.4 kgf/cm<sup>2</sup>, 0—6 psi)

Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Check and adjust air pressure when the front fork tubes are cold before riding.

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve caps (1).
3. Check the air pressure using a pressure gauge.



(1) Valve cap

**NOTE:**

- \* Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.
4. Add air to the recommended pressure.

**CAUTION:**

- \* **Do not exceed 300 kPa (3.0 kgf/cm<sup>2</sup>, 42 psi) or the air pressure gauge may be damaged.**

**NOTE:**

- \* Do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.
5. Reinstall the fork air valve cap.

**Rear Suspension**

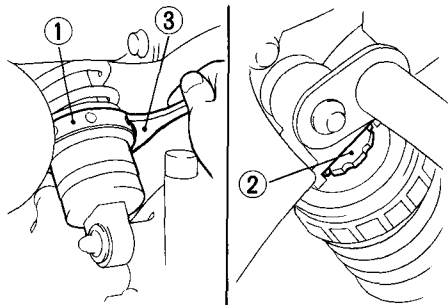
This motorcycle has ADJUSTABLE FVQ shock absorbers with three adjustable functions to provide the desired ride with various rider/cargo weights.

The spring adjuster (1) adjusts spring preload for changes in rider/cargo weight. The rebound damping adjuster (2) adjust damping to provide the desired ride (soft to firm) under various rider/cargo weights and riding conditions.

**▲ WARNING**

- \* **Be careful not to touch hot mufflers while adjusting the shock absorbers.**

Adjust spring preload first, using the tool kit pin spanner (3) to rotate the spring adjuster (1). Position I is for light loads and positions II to V progressively increase preload for heavier loads. After adjusting preload, rotate the rebound damping adjuster (2) by hand to select one of the four positions.



(1) Spring adjuster  
(2) Damping adjuster

(3) Pin spanner

For both adjusters, damping force increases as you select a higher number.

Match your riding conditions with those listed in the table on page 16 and select the recommended damping adjuster positions.

Be sure to adjust both shock absorbers to the same positions.

**Recommended damping adjuster positions**

REBOUND DAMPING ADJUSTER (2)	SPRING ADJUSTER (1)	CONDITIONS	
		RIDER/LOAD	RIDING CONDITIONS
2	1 or 2	One	Ordinary or city road riding
2	2 or 3	One	Highway or winding road riding
3	3 or 4	One	Rough road riding
2	3 to 5	One/carrying load	Ordinary or city road riding
3	4 to 5	One/carrying load	Highway or winding road riding
4	4 to 5	One/carrying load	Rough road riding

## **BRAKES**

### **Front Brake**

This motorcycle has hydraulic disc front brakes. As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 77), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

### Brake Fluid Level:

#### **▲ WARNING**

- \* **Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.**
- \* **KEEP OUT OF REACH OF CHILDREN.**

#### **CAUTION:**

- \* **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- \* **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- \* **Use DOT 3 or DOT 4 brake fluid from a sealed container.**
- \* **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

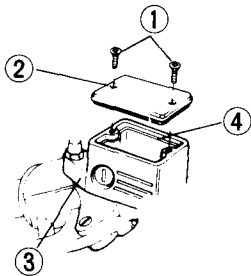
Check that the fluid level is above the lower level mark (3) with the motorcycle in an upright position.

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark (3). Remove the screws (1), reservoir

cover (2), and diaphragm. Fill the reservoir with DOT 3 or DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (4). Reinstall the diaphragm and cover. Tighten the screws securely.

Other Checks:

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



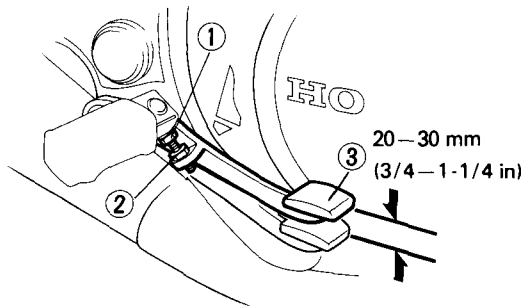
(1) Screws  
(2) Reservoir cover

(3) LOWER level mark  
(4) UPPER level mark

## Rear Brake

### Adjustment:

1. Place the motorcycle on its center stand.
2. 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.
3. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.  
Free play should be:  
20–30 mm (3/4–1-1/4 in)



(1) Stopper bolt  
(2) Lock nut

(3) Rear brake pedal

Make free play adjustments by turning the adjusting nut (4) at the brake arm.

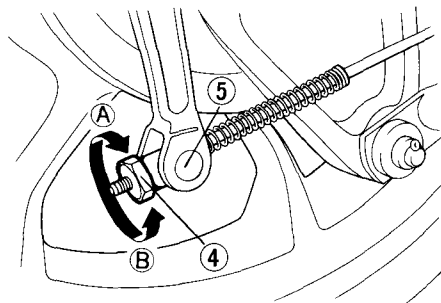
**NOTE:**

- \* Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.
- \* If proper adjustment cannot be obtained by this method, see your Honda dealer.

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

Other Checks:

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



(4) Adjusting nut  
(5) Arm pin

(A) Decrease free play  
(B) Increase free play

## CLUTCH

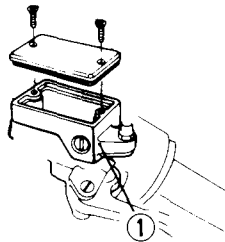
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

### Fluid level:

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position. If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your Honda dealer.

### Other Checks:

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



(1) LOWER level mark

## FUEL

### Manual Fuel Cock

The manual fuel cock (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is for parking, long term storage, or servicing of fuel system components.

### Automatic Fuel ON-OFF

With the fuel cock set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

### Reserve Fuel

When the main fuel supply is gone, turn the fuel cock to RES. Refill the tank as soon as possible after switching to RES, then switch the cock back to ON.

The reserve fuel supply is:

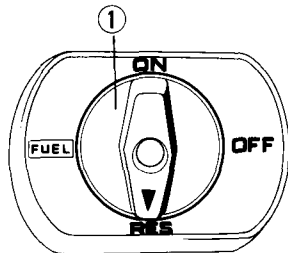
4.2 l (1.1 US gal, 0.92 Imp gal)

### ⚠ WARNING

- \* **To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**

### NOTE:

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



(1) Fuel cock

## Fuel Tank

The fuel tank capacity, including reserve, is:

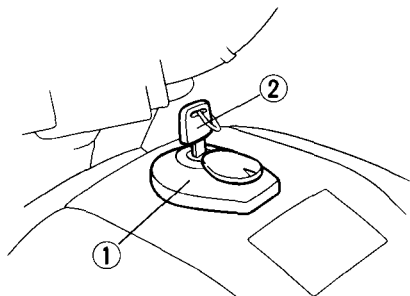
20.5 l (5.4 US gal, 4.5 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The cap is hinged and will lift up.

Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

### CAUTION:

\* 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 Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.



(1) Fuel fill cap

(2) Ignition key

**⚠ WARNING**

- \* **Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.**
- \* **Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.**
- \* **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- \* **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

### **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.

#### **NOTE:**

- \* Fuel system damage or engine performance problem resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

- \* Before buying fuel from an unfamiliar station, try to find out 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, switch to a petrol that you know does not contain alcohol.

## ENGINE OIL

### Engine Oil Level Check

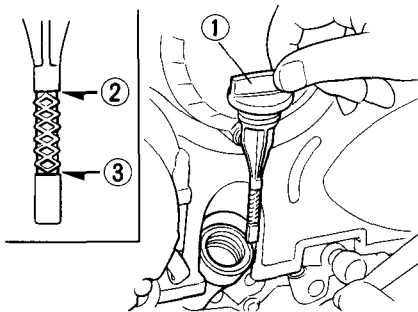
Check the engine oil level each day before riding the motorcycle.

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

1. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil up to the upper level mark (See page 61). Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

### CAUTION:

\* Running the engine with insufficient oil can cause serious engine damage.



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

## FINAL DRIVE OIL

### Oil Level Check

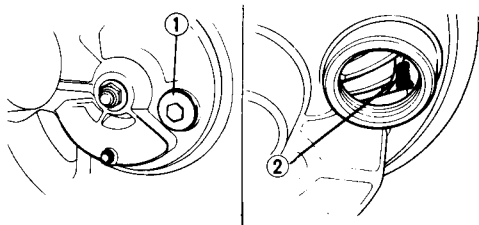
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on level ground.
2. Remove the oil filler cap (1).
3. Check that the oil reaches a level between the two bosses (2) on the inner housing (visible below the lower edge of the oil cap hole).

#### NOTE:

- \* If the level is low, check for leaks. Pour fresh oil through the oil filler hole until it reaches the lower edge of the opening.

**Recommended Oil: HYPOID GEAR OIL  
SAE 80**



(1) Oil filler cap

(2) Bosses

## TUBELESS TYRES

This motorcycle is equipped with tubeless tyre, valves, and wheel rims. Use only tyres marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TYRE APPLICABLE." Proper air pressure will provide maximum stability, riding comfort and tyre life. Check tyre pressure frequently and adjust if necessary.

### NOTE:

- \* Tyre pressure should be checked before you ride while the tyres are "cold".
- \* Tubeless tyres have some degree of selfsealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

	Front	Rear
Tyre size	110/90-18 61H	130/90-16 67H
Cold tyre pressures kPa (kgf/cm <sup>2</sup> , psi)	250 (2.5, 36)	250 (2.5, 36)
Tyre brand TUBELESS ONLY DUNLOP	F11	K527

Check the tyres for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your Honda dealer for repair, replacement, and balancing.

### ▲ WARNING

- \* **Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.**
- \* **Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.**

Replace tyres before tread depth at the center of the tyre reaches the following limit:

Minimum tread depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

## **Tyre Repair/Replacement:**

See your Honda Dealer.

### **▲ WARNING**

- \* The use of tyres other than those listed on the tyre information label may adversely affect handling.
- \* Do not install tube-type tyres on tubeless rims. The beads may not seat and the tyres could ship on the rims, causing tyre deflation that may result in a loss of vehicle control.
- \* Do not install a tube inside a tubeless tyre. Excessive heat build-up may cause the tube to burst resulting in rapid tyre deflation that may result in a loss of vehicle control.
- \* Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your Honda dealer. Wheel balancing is required after tyre repair or replacement.

- \* To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 60km/h (40 mph) for the first 24 hours, after the repair carried out, otherwise repair failure or tyre deflation may result.
- \* Replace the tyre if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tyre deflation that may result in a loss of vehicle control.

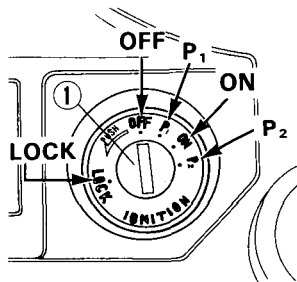
### **CAUTION:**

- \* Do not try to remove tubeless tyres without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.

# ESSENTIAL INDIVIDUAL COMPONENTS

## IGNITION SWITCH

The ignition switch (1) is located at the bottom of the indicator panel.



(1) Ignition switch

Key position	Key removal	Function	Usable electrical equipment (Each has its own switch)
LOCK	Removable	Steering is locked.	Electrical equipment cannot be used.
OFF	Removable	Engine is stopped.	Electrical equipment cannot be used.
PI	Unremovable	Engine is stopped. With the meter held in position.	Meter stop, meter stop pilot lamp, brief box lamp, rotary beam.
ON	Unremovable	Engine can be started. For daytime/night operating.	All electrical equipment can be used except rotary beam.
P2	Removable	Night Parking. Position, taillights on.	Meter stop, meter stop pilot lamp, brief box lamp, rotary beam.

**NOTE:**

- \* Always remove the key when leaving the motorcycle.

## RIGHT HANDLEBAR CONTROLS

### Engine Stop Switch

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 a safety or emergency switch and should normally remain in the RUN position.

### Headlight Switch

The headlight switch (3) has three positions, "H", "P" and "OFF" marked by a dot to the right of "P".

H: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

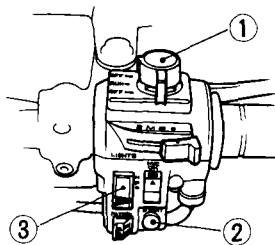
OFF (dot): Headlight, taillight, position light and meter lights off.

### Starter Button

The starter button (2) is below the engine stop switch (1).

When you press in the button, the starter cranks the engine.

See pages 45—46 for "Starting Procedure."



(1) Engine stop switch (3) Headlight switch  
(2) Starter button

### Patrol Switch (Patrol light, Meter stop, Siren)

The patrol switch (4) is located at the right handlebar bracket.

This switch can be operated when the ignition switch is set to the "ON" position.

- (OFF).. The patrol light, meter stop, and siren are not operated.

P ..... The patrol light is on.

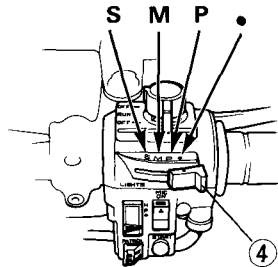
When the patrol light is flashing, the flasher switch on the right handlebar must be released. (See page 36).

M ..... The patrol light is lit (or flashing) and the pointer of the meter is stopped to detect the speed.

S ..... The siren is sounded. The patrol light and meter stop operating. Since the "S" position employs an automatic return pushed. It is necessary to keep the button pushing to sound the siren continuously.

### NOTE:

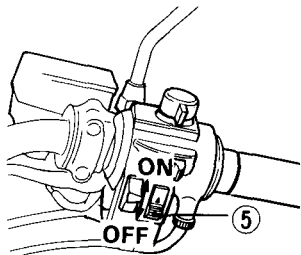
- \* All the electrical circuits are open and the pointer of the police meter returns to the "O" position when the ignition switch is turned "OFF". Note that the pointer of the meter also returns to the "O" position even if the patrol switch is set to the "P" or "•" position.



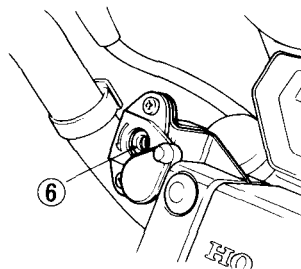
(4) Patrol switch

### Microphone switch

The microphone switch (5) is located at the right of the lighting switch. The speaker can be used when the ignition switch is set to the “ON” position and the microphone is plugged into the microphone jack (6).



(5) Microphone switch

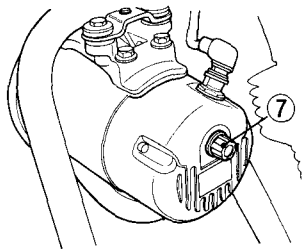


(6) Microphone jack

The volume can be adjusted with the volume control knob (7) at the rear of the amplifier.

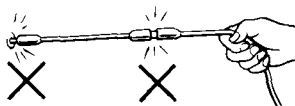
**NOTE:**

- \* When removing the microphone, hold the microphone jack. Do not remove by pulling on the cord. (See the illustration)

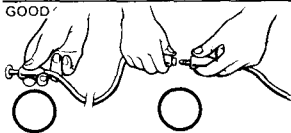


(7) Volume control knob

NOT GOOD



GOOD

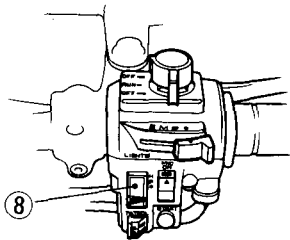


### Patrol light flasher switch

The patrol light flasher switch (8) is located on the right handlebar.

(ON)..... A relay is energized and the patrol light flashes when pushing the patrol light flasher switch (See page 33).

(OFF) ..... The patrol light flasher relay is open when repushing the patrol light flasher switch.



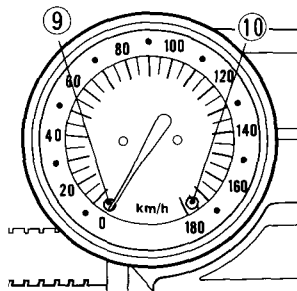
(8) Patrol light flasher switch

**Meter stop pilot lamp**

The METER STOP pilot lamp (9) is inside the police meter and is lighted when the pointer of the police meter is stopped.

**Patrol light pilot lamp**

The PATROL LIGHT pilot lamp (10) is inside the police meter and is put on or flashes when the patrol light is "ON" or flashing.



- (9) Meter stop pilot lamp
- (10) Patrol light pilot lamp

## 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)

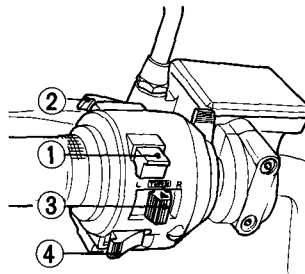
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

### Turn Signal Switch (3)

Move to L to signal a left turn, R 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

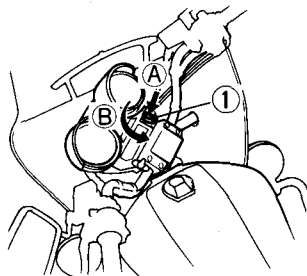
## FEATURES (Not required for operation)

### STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to P<sub>2</sub> or LOCK while pushing in. Remove the key.

**▲ WARNING**

\* **Do not turn the key to P<sub>2</sub> or LOCK while riding the motorcycle; loss of vehicle control may result.**



(1) Ignition key

(A) Push in

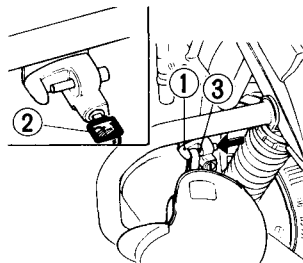
(B) Turn to LOCK

## HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Unlock the holder with the ignition key (2). Hang your helmet on the holder pin (3) and push it in to lock. Remove the key.

### **⚠ WARNING**

- \* **The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**



(1) Helmet holder  
(2) Ignition key

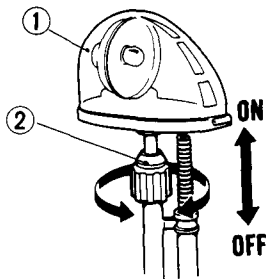
(3) Holder pin

## ROTARY BEAM

The height of the rotary beam (1) can be adjusted by loosening the lock grip (2). When the rotary beam is extended with the ignition switch in the "P1" or "P2" position, it is lighted and turned. When the rotary beam is fully retracted, the beam is turned off. An alarm buzzer sounds when the rotary beam remains extended or the lock grip is loosened with the ignition switch "ON" or while riding.

### **▲ WARNING**

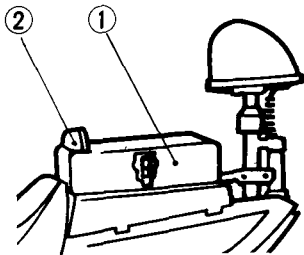
- \* **Never ride with the rotary beam extended or the lock grip loosened.**
- \* **Tighten the lock grip securely after the rotary beam has been adjusted.**



- (1) Rotary beam
- (2) Lock grip

## BRIEF BOX

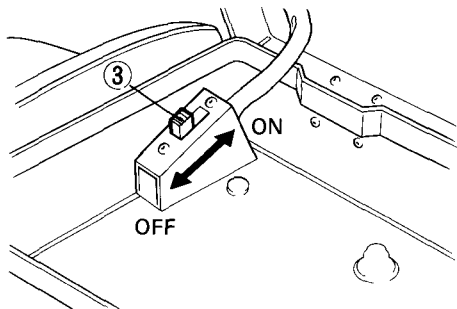
The brief box (1) is at the rear of the seat. This owner's manual and other documents should be stored in the brief box. When washing your motorcycle, be careful not to flood this area with water.



- (1) Brief box
- (2) Brief box lamp

## Brief box lamp:

The brief box lamp (2) is located on top of the brief box. This lamp comes on when the switch (3) inside the brief box is set to the "ON" position with the ignition switch in the "P1", "ON", or "P2" position.

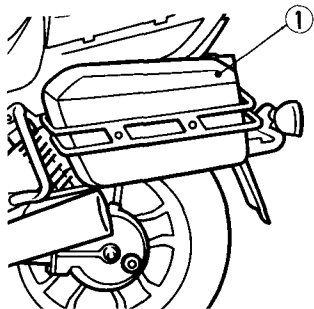


- (3) Brief box lamp switch

## SADDLEBAG

### NOTE:

- \* Before starting, check that the saddlebag lids (1) are securely locked.
- \* Raise the rotary beam when opening the right saddlebag lid.



(1) Saddlebag lid

# OPERATION

## PRE-RIDE INSPECTION

### WARNING

**\* If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.**

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level—add engine oil if required (page 26). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 23). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 17—20).
4. Tyres—check condition and pressure (pages 28—29).
5. Throttle—check for smooth opening and full closing in all steering positions.
6. Lighting—See if all lights operate properly.
7. Engine stop switch—check for proper function (page 32).
8. Battery electrolyte—check the level and add if necessary (page 79).

Correct any discrepancy before you ride. Contact your Honda dealer for assistance if you cannot correct the problem.

## STARTING THE ENGINE

Always follow the proper starting procedure described below.

### NOTE:

- \* The electric system is designed to prevent electric starting if the transmission is in gear, unless the clutch is disengaged. However, it is recommended that the transmission be placed in neutral before attempting to start the engine.

### ⚠ WARNING

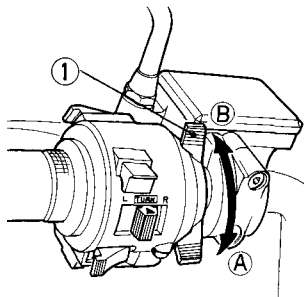
- \* **Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or confined area.**

### Preparation

1. Make sure the transmission is in neutral and the fuel cock is ON.
2. Insert the key in the ignition switch and turn to ON. The neutral indicator (green) and oil pressure warning light (red) should go on.
3. Make sure the engine stop switch is in RUN.

### Starting procedure

1. Pull the choke lever (1) back all the way to the fully open position (A), if the engine is cold.
2. Press the starter button, leaving the throttle closed.
3. Warm up the engine by opening and closing the throttle until it runs smoothly, with the choke closed (B).



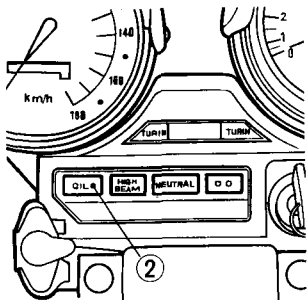
(1) Choke lever

(A) Fully open

(B) Fully closed

## CAUTION:

- \* The low oil pressure indicator (2) should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.



(2) Low oil pressure indicator

## 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 engine stop switch OFF and push the choke lever forward to Fully Closed (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the Starting Procedure (page 45)

## **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

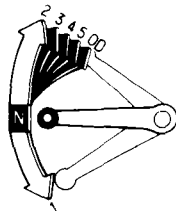
### **▲ WARNING**

- \* **Review Motorcycle Safety (pages 1—5) before you ride.**
- \* **Make sure the side stand is fully retracted before riding the motorcycle.**

### NOTE:

- \* Make sure the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 53 and explanation for SIDE STAND on page 68.)
1. Warm up the engine.
  2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gear shift pedal.
  3. Slowly release the clutch lever while gradually picking up speed. Coordination of these two operations will assure a smooth start.
  4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch again and shift into 2nd by raising the shift-pedal. Do the same for the other gears.

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness may be greatly reduced and control of the motorcycle be difficult.



## BRAKING

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

### WARNING

- \* Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to 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.
- \* Do not ride the brakes. In other words, don't operate the brake pedal unless you intend to brake. This causes excessive brake wear and can damage, or lead to loss of the brakes through overheating. Your brake light may also confuse other drivers.

## PARKING

1. After stopping the motorcycle, shift the transmission into neutral, 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.

### CAUTION:

- \* **Park the motorcycle on firm, level ground to prevent it from falling over.**
  - \* **If you park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**
3. Lock the steering to help prevent theft (page 39).

### NOTE:

- \* When stopping for a short time near traffic at night, the ignition switch may be turned to P<sub>2</sub> and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P<sub>2</sub> for too long

## 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 motorcycle 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 Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- 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 Honda dealer for recommendations applicable to your individual needs and use.

## MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your Honda dealer meets all of these requirements. Perform the Pre-ride Inspection (page 44) at each scheduled maintenance period.

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

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

ITEM		FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (1)]							REFER TO PAGE		
				→	× 1,000 km	1	6	12	18	24		30	36
				NOTE	× 1,000 mi	0.6	4	8	12	16		20	24
			MONTH		6	12	18	24	30	36			
*	FUEL LINE					I		I		I	—		
*	FUEL STRAINER SCREEN				C	C	C	C	C	C	—		
*	THROTTLE OPERATION					I		I		I	66		
*	CARBURETOR CHOKE					I		I		I	—		
	AIR CLEANER	(NOTE 2)						R		R	57		
	CRANKCASE BREATHER	(NOTE 3)			C	C	C	C	C	C	58		
	SPARK PLUG				I	R	I	R	I	R	62-64		
	ENGINE OIL			R	R	R	R	R	R	R	59-62		
	ENGINE OIL FILTER			R		R		R		R	60-62		
*	CARBURETOR SYNCHRONIZATION					I		I		I	—		
*	ENGINE IDLE SPEED			I	I	I	I	I	I	I	65		
*	SECONDARY AIR SUPPLY SYSTEM	(NOTE 4)				I		I		I	—		

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								REFER TO PAGE
			→	1	6	12	18	24	30	36	
			× 1,000 km	0.6	4	8	12	16	20	24	
		MONTH		6	12	18	24	30	36		
	FINAL DRIVE OIL				I		I		R	65	
	BATTERY			I	I	I	I	I	I	79-80	
	BRAKE FLUID	(NOTE 5)		I	I	I	I	I	I	17-18	
	BRAKE SHOE/PADS WEAR			I	I	I	I	I	I	77-78	
	BRAKE SYSTEM		I		I		I		I	17-20	
*	BRAKE LIGHT SWITCH				I		I		I	84	
*	HEADLIGHT AIM				I		I		I	—	
	CLUTCH FLUID	(NOTE 5)		I	I	I	I	I	I	21	
	CLUTCH SYSTEM				I		I		I	21	
	SIDE STAND				I		I		I	68	
*	SUSPENSION				I		I		I	68	
*	NUTS, BOLTS, FASTENERS		I		I		I		I	—	
**	WHEELS/TYRES				I		I		I	—	
**	STEERING HEAD BEARINGS		I		I		I		I	—	

\* SHOULD BE SERVICED BY YOUR HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

\*\* IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR HONDA DEALER.

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

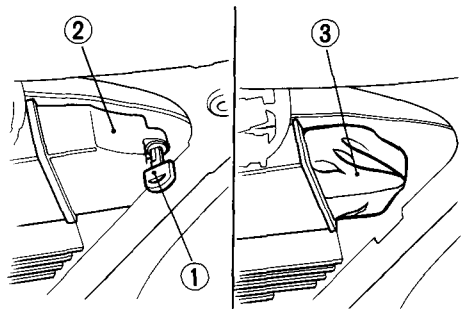
**NOTES:**

1. At higher odometer reading, 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. Thailand type only.
5. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

## TOOL KIT

The tool kit (3) is in the storage compartment behind the left side cover. To open the storage compartment cover (2), insert and turn the key (1) counterclockwise. 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
- No. 4 Screw driver
- No. 2 Plus minus driver
- Screwdriver handle
- 12 mm box end wrench
- 27 mm box end wrench
- 10 × 12 mm box end wrench
- Spark plug wrench
- Feeler gauge 0.7mm
- Tool bag
- Pin spanner
- 5 mm hex wrench
- 6 mm hex wrench



(1) Key  
(2) Compartment cover

(3) Tool kit

## 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.

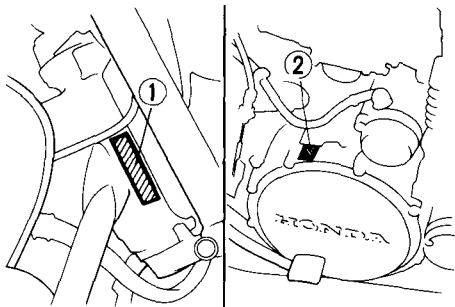
Record the numbers here for your reference.

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

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

FRAME NO. \_\_\_\_\_

ENGINE NO. \_\_\_\_\_



(1) Frame number

(2) Engine number

## MAINTENANCE PRECAUTIONS

### **▲ WARNING**

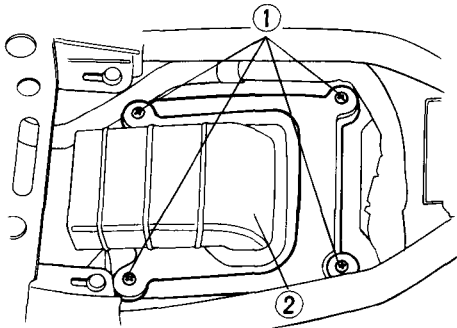
- \* **If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.**
- \* **Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.**
- \* **Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.**

## AIR CLEANER

(Refer to the maintenance precautions on page 56).

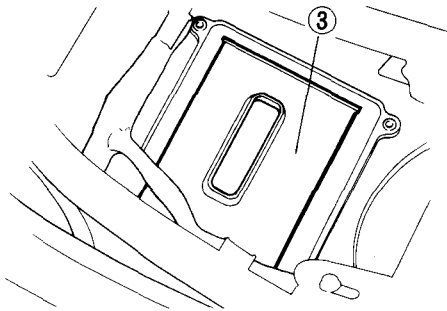
The air cleaner should be serviced at regular intervals (page 52). Service more frequently when riding in unusually wet or dust areas.

1. Remove the seat.
2. Remove the air cleaner housing cover (2) by unscrewing the screws (1).



- (1) Screws
- (2) Air cleaner housing cover

3. Take out the air cleaner (3) and discard it.
4. Install the new air cleaner.  
Use the Honda genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.
5. Install the removed parts in the reverse order of removal.



- (3) Air cleaner

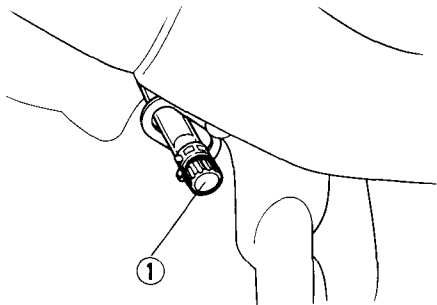
## CRANKCASE BREATHER

(Refer to the maintenance precaution on page 56).

1. Remove the crankcase breather tube plug (1) from the tube and drain deposits.
2. Reinstall the crankcase breather tube plug.

### NOTE:

- \* Service more frequently when ridden in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the crankcase breather tube.



(1) Crankcase breather tube plug

## ENGINE OIL

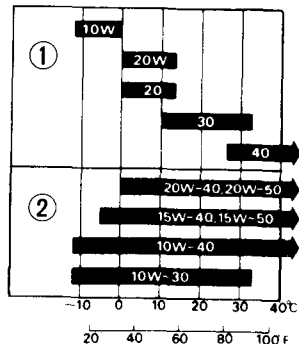
(Refer to the maintenance precautions on page 56).

### Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE or SF. It is not necessary to use additives.

### 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.



① Single grade    ② Multigrade

## Engine Oil and Filter

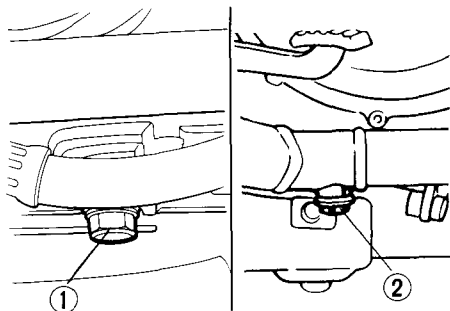
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 52).

### NOTE:

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

### CAUTION:

- \* To prevent oil leaks and filter



(1) Engine bottom oil drain plug (2) Frame oil drain plug

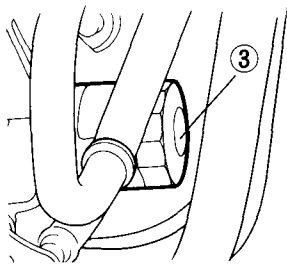
60

**damage, never support the engine on the oil filter.**

1. Remove the under cowl by removing the fixing bolts.
2. To drain the oil, remove the oil filler cap, engine bottom oil drain plug (1) and right and left frame oil drain plugs (2).

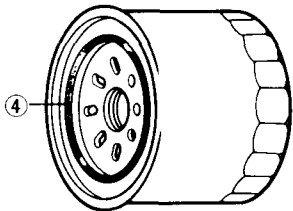
### ⚠ WARNING

- \* A warmed-up engine and the oil in it are hot; be careful not to burn yourself.
3. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.



(3) Oil filter

3. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
4. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:  
18 N·m (1.8 kgf-m, 13 ft-lb)



(4) Oil filter rubber seal

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

Oil Drain Plug Torque:

Engine bottom: 35 N·m (3.5 kgf-m, 25 ft-lb)

Frame: 27 N·m (2.7 kgf-m, 20 ft-lb)

6. Fill the crankcase with the recommended grade oil; approximately:  
2.8 ℓ (3.0 US qt, 2.5 Imp qt)
7. Install the oil filler cap.
8. Start the engine and let it idle for 2—3 minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on level ground. Make sure there are no oil leaks.

NOTE:

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

**NOTE:**

- \* 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 service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

**CAUTION:**

- \* **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.**

**SPARK PLUGS**

(Refer to the maintenance precautions on page 56).

Recommended plugs:

Standard:

DPR8EA-9 (NGK) or X24EPR-U9 (DENSO)

For cold climate (Below 5°C, 41°F)

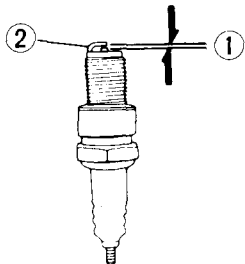
DPR7EA-9 (NGK) or X22EPR-U9 (DENSO)

For extended high speed riding:

DPR9EA-9 (NGK) or X27EPR-U9 (DENSO)

For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range (a higher number).

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap and remove the spark plug with the spark plug wrench provided in the tool kit.



(1) Spark plug gap      (2) Side electrode

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 (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.8–0.9 mm (0.031–0.035 in)

Make sure the plug washer is in good condition.

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.

**CAUTION:**

- \* The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.
- \* Never use a spark plug with an improper heat range. Severe engine damage could result.

## FINAL DRIVE OIL

(Refer to the maintenance precautions on page 56).

Change the oil as specified in the maintenance schedule.

### NOTE:

\* Change the oil with the final drive at normal operating temperature and the motorcycle upright on level ground to assure complete and rapid draining.

1. Remove the oil filler cap (1).
2. Place a drain pan under the final drive gear case and then remove the drain plug (2)
3. After the oil has completely drained, check that the sealing washer (3) on the drain plug is in good condition and install the drain plug.

4. With the motorcycle upright on level ground, fill the final drive with the recommended grade oil; approximately:

130 cm<sup>3</sup> (4.4 US oz, 4.6 Imp oz)

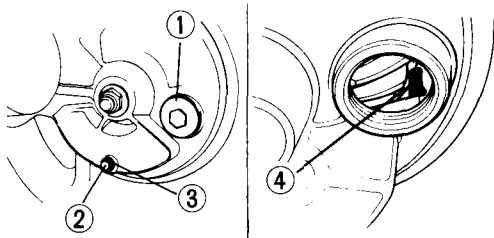
after draining

150 cm<sup>3</sup> (5.1 US oz, 5.3 Imp oz)

after disassembly

Make sure that the oil reaches a level between the two bosses (4) on the inner housing (visible below the lower edge of the inspection hole).

5. Install the oil filler cap.



- (1) Oil filler cap  
(2) Oil drain plug

- (3) Sealing washer  
(4) Bosses

## THROTTLE OPERATION

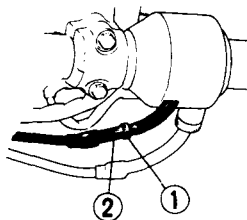
(Refer to the maintenance precautions on page 56).

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2—6 mm (0.08—0.24 in)

To adjust the play, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut

(2) Adjuster

## IDLE SPEED

(Refer to the maintenance precaution on page 56).

The idle speed adjustment procedure given here should only be used when changes in altitude affect *normal* idle speed as set by your dealer. See your Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

### NOTE:

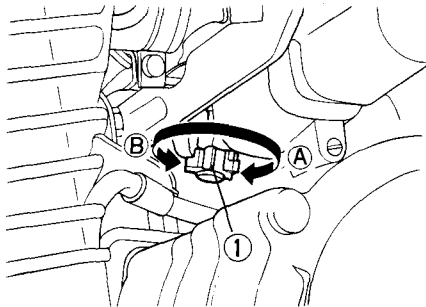
\* Do not attempt to compensate for faults in other systems by adjusting idle speed. See your Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

1. Warm up the engine, and shift to neutral.
2. Adjust idle speed with the throttle stop screw (1).

Idle Speed: (In neutral)

$1,000 \pm 100 \text{ min}^{-1}$  (rpm) ..... Except Thailand

$1,100 \pm 100 \text{ min}^{-1}$  (rpm) ..... Thailand only



(1) Throttle stop screw

(A) Increase

(B) Decrease

## FRONT AND REAR SUSPENSION INSPECTION

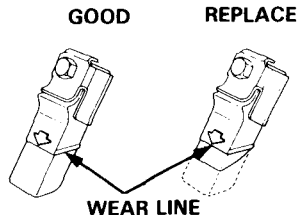
(Refer to the maintenance precautions on page 56).

1. Check the front 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. Rear fork bushing—this can 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 fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

## SIDE STAND

(Refer to the maintenance precautions on page 56).

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (See (1) in the picture). Check the side stand assembly for freedom of movement. If parts must be replaced, please contact your HONDA dealer.



Replace if wear extends to any point of the wear line.

## WHEEL REMOVAL

(Refer to maintenance precautions on page 56).

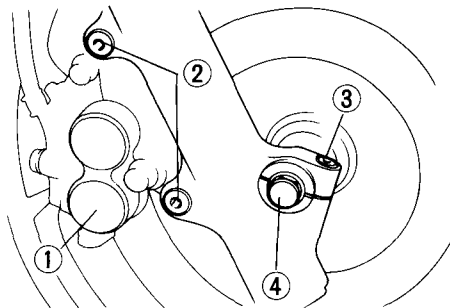
### Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable from the speedometer gearbox by removing the cable set screw.
3. Remove the right caliper assembly (1) from the fork leg by removing the fixing bolts (2).

#### CAUTION:

\* **To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.**

4. Remove the front axle holding bolt (3). Unscrew and pull out the front axle (4). Remove the front wheel.



- (1) Brake caliper assembly      (3) Axle holding bolt  
(2) Fixing bolts                      (4) Front axle

#### NOTE:

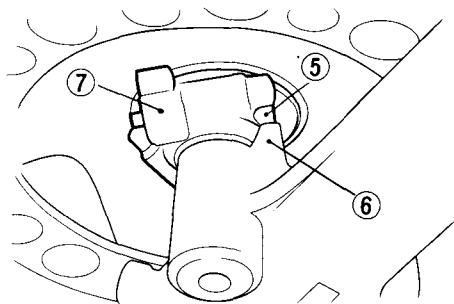
- \* Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your Honda dealer for this service.

#### Installation Notes:

Position the front wheel between the fork legs and insert the axle from the right side, through the right fork leg and wheel hub.

#### CAUTION:

- \* **When installing the wheel, fit the left brake disc carefully between the brake pads to avoid damaging the pads.**



(5) Lug

(7) Gearbox

(6) Lug

Position the lug (5) on the speedometer gearbox (7) against the lug (6) on the left fork leg.

Tighten the axle bolt to the specified torque.

Front axle torque:

60 N·m (6.0 kgf-m, 43 ft-lb)

Fit the right caliper over the disc, taking care not to damage the brake pads. Install the caliper fixing bolts, and tighten them to the specified torque.

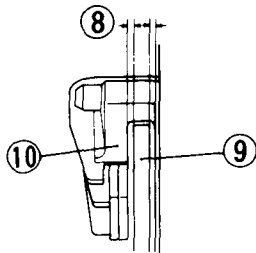
Caliper fixing bolt torque:

40 N·m (4.0 kgf-m, 29 ft-lb)

Measure the clearance (8) between each surface of the brake disc (9) and the caliper holder (10) with a 0.7 mm (0.028 in) feeler gauge (see sketch). If the gauge inserts easily, tighten the axle holding bolt (3) to the specified torque.

Axle holding bolt torque:

20 N·m (2.0 kgf-m, 14 ft-lb)



(8) Clearance  
(9) Brake disc

(10) Caliper holder

**⚠ WARNING**

- \* **If a torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capability.**

If the feeler gauge cannot be inserted easily, pull the forks outward or push inward until the gauge can be inserted and tighten the holding bolts with the gauge inserted. After tightening, remove the gauge. After installing the wheel, apply the brakes several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.

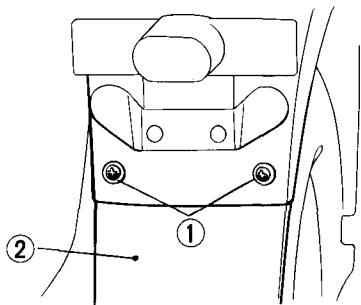
**⚠ WARNING**

- \* **Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.**

## Rear Wheel Removal

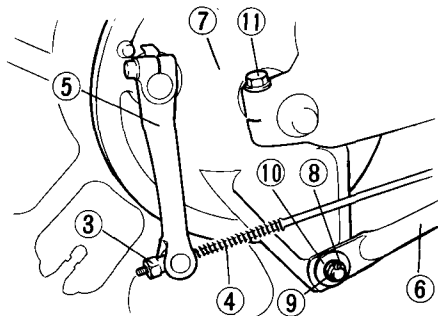
(Refer to the maintenance precautions on page 56).

1. Place the motorcycle on its center stand.
2. Remove the rear mud guard (1) by removing screws (2).



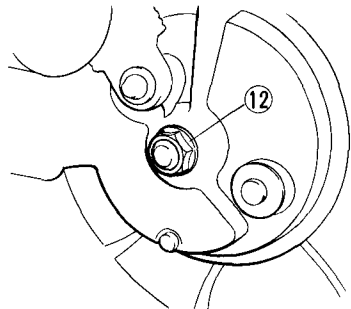
(1) Rear mud guard    (2) Screws

3. Remove the rear brake adjusting nut (3), disconnect the brake rod (4) from the brake arm (5) by pushing down on the rear brake pedal.
4. Disconnect the brake stopper arm (6) from the brake panel (7) by removing the cotter pin (8), stopper arm nut (9), washer (10) and rubber grommet.
5. Remove the axle holding bolt (11).



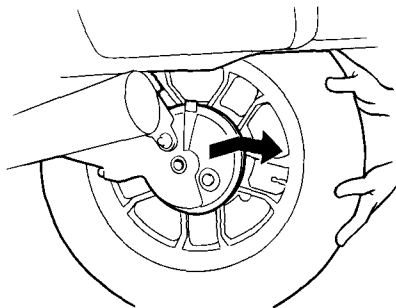
- |                   |                        |
|-------------------|------------------------|
| (3) Adjusting nut | (8) Cotter pin         |
| (4) Brake rod     | (9) Stopper arm nut    |
| (5) Brake arm     | (10) Washer            |
| (6) Stopper arm   | (11) Axle holding bolt |
| (7) Brake panel   |                        |

6. Remove the axle nut (12) while holding the axle at the other end with a wrench.
7. Pull out the axle.



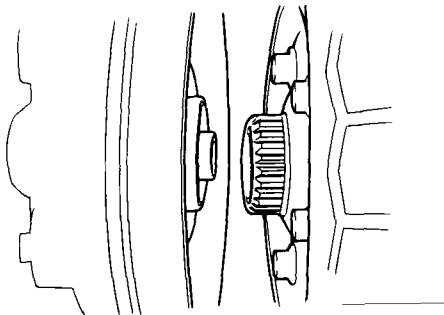
(12) Axle nut

8. Move the wheel to the right to separate it from the final drive gear case.
9. Remove the rear wheel.



### Installation Notes:

- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with grease.
- Reverse the removal procedure.
- Be sure the splines on the wheel hub fit into the final gear case.
- Before tightening the axle holding bolt, tighten the axle nut to prevent misalignment.



- Tighten and torque the following nuts and bolts:  
Axle nut torque:  
85 N·m (8.5 kgf-m, 61 ft-lb)  
Axle holding bolt torque:  
25 N·m (2.5 kgf-m, 18 ft-lb)  
Brake stopper arm nut torque:  
22 N·m (2.2 kgf-m, 16 ft-lb)
- Apply the brake several times and check for free wheel rotation when released.

#### **▲ WARNING**

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

#### **CAUTION:**

- \* Always replace used cotter pins with new ones.

## **BRAKE PAD WEAR**

(Refer to the maintenance precautions on page 56).  
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 53).

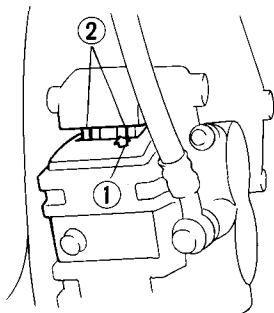
### **Front Brake**

Inspect the pads visually from the direction indicated by the arrow (1) during all regular service intervals to determine the pad wear. If either pad wears to the wear indicator (2), both pads must be replaced as a set.

#### **NOTE:**

\* Use only genuine Honda replacement friction pads offered by Honda dealers. When brake service is necessary consult your Honda dealer.

### **<FRONT BRAKE>**



(1) Arrow      (2) Wear indicator

## BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 56). The rear brake is equipped with a brake wear indicator.

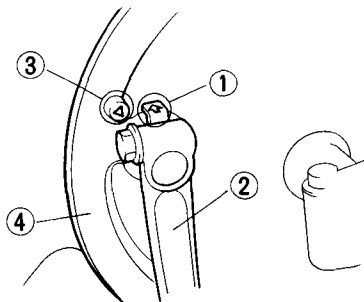
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4).

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

### NOTE:

\* When the brake service is necessary, see your Honda dealer. Use only genuine Honda parts or its equivalent.

## <REAR BRAKE>



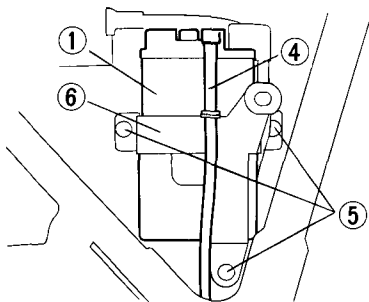
(1) Arrow  
(2) Brake arm

(3) Reference mark  
(4) Brake panel

## BATTERY

(Refer to the maintenance precautions on page 56). If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing electrical problems, see your Honda dealer.



(1) Battery

(4) Breather tube

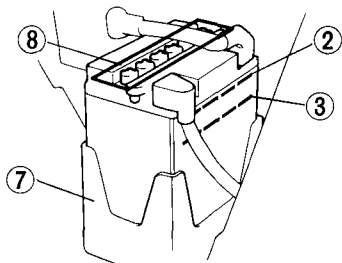
(5) Screws

(6) Battery holder

### Battery electrolyte:

The battery (1) is behind the right side cover. Remove the side cover to check the battery electrolyte. The electrolyte level must be maintained between the UPPER (2) and LOWER (3) LEVEL marks on the side of the battery. If the electrolyte level is low, disconnect the battery breather tube (4) from the battery outlet. Remove the three screws (5) and battery holder (6), and pull the battery (1) out with the battery cushion (7). Remove the battery filler caps (8).

Carefully add distilled water to the UPPER LEVEL mark using a small plastic funnel.



(2) UPPER LEVEL mark (7) Battery cushion

(3) LOWER LEVEL mark (8) Filler caps

**CAUTION:**

- \* When checking the battery electrolyte level or adding distilled water, make sure the breather tube is connected to the battery breather outlet.
- \* Use only distilled water in the battery. Tap water will shorten the service life of the battery.
- \* Filling the battery above the UPPER LEVEL line may cause the electrolyte to overflow, resulting in corrosion to engine or frame parts. Immediately wash off any spilled electrolyte.
- \* The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

## FUSE REPLACEMENT

(Refer to maintenance precautions on page 56). The main fuse (1), located on the starter magnetic switch behind the right side cover, is 30 A.

The spare main fuse (2) is located under the starter magnetic switch.

The fuse box is located between the handlebars. Spare fuses (5) are located in the fuse box.

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

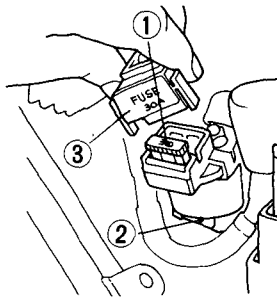
### CAUTION:

\* Turn the ignition switch OFF before checking or replacing fuses to prevent accidental short-circuiting.

### ▲ WARNING

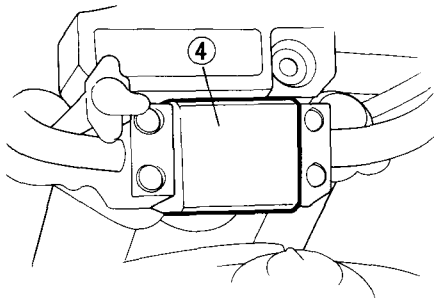
\* Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.

To replace the main fuse (1), remove the right side cover, disconnect the wire connector (3) of the stator magnetic switch and pull out the old fuse. Install a new fuse and reconnect the connector.



(1) Main fuse (3) Wire connector  
(2) Spare main fuse

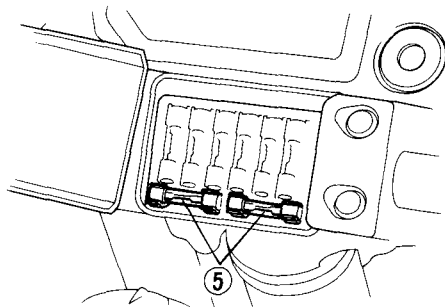
To replace any fuses in the fuse box, remove the fuse box cover (4).



(4) Fuse box cover

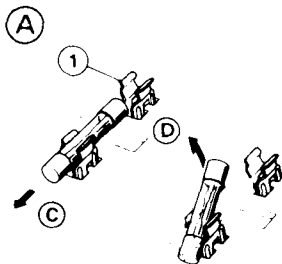
**CAUTION:**

\* 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.



(5) Spare fuses

To replace fuses in the fuse box, remove the fuse box cover. Pull the old fuse out of the clips; or slide it lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

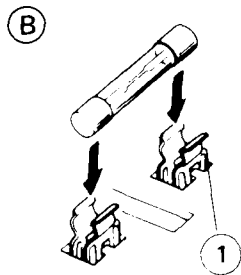


(1) Fuse holder  
(C) Slide

(D) Remove

**⚠ WARNING**

\* 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.



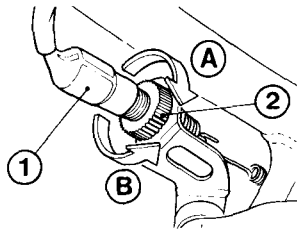
(1) Fuse holder

## STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 56).

Check the operation of the stoplight 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) Stoplight switch
- (2) Adjusting nut

## CLEANING

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

### CAUTION:

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

Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:

Wheel Hubs	Muffler Outlets
Ignition Switch	Under Fuel Tank
Carburetors	Under Seat
Clutch Master Cylinder	
Brake Master Cylinder	
Instruments	
Handlebar Switches	

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

### NOTE:

- \* Clean the fairing, and other 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.

2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

### **▲ WARNING**

- \* **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

### **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.

Apply touch-up paint to the wheels where damage has resulted.

## STORAGE GUIDE

### STORAGE

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.

1. Change the engine oil and filter.
2. Drain the fuel tank and carburetor into an approved gasoline container. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel cap on the tank.

#### NOTE:

- \* If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

#### WARNING

- \* **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

3. To prevent rusting in the cylinders, perform the following:
  - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
  - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
  - Pour a tablespoon (15—20 cm<sup>3</sup>) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
  - Crank the engine several times to distribute the oil.
  - Reinstall the spark plugs and spark plug caps.

4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. 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.

## **REMOVAL FROM STORAGE**

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 44). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

# SPECIFICATIONS

## DIMENSIONS

Overall length	2,290 mm (90.2 in)
Overall width	880 mm (34.6 in)
Overall height	1,495 mm (58.9 in)
Wheelbase	1,515 mm (59.6 in)

## WEIGHT

Dry weight	252 kg (555 lbs)
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## CAPACITIES

Engine oil	4.5 ℓ (4.8 US qt, 4.0 Imp qt)
Final drive gear oil	150 cm <sup>3</sup> (5.1 US oz, 5.3 Imp oz) After draining
Fuel tank	20.0 ℓ (5.3 US gal, 4.4 Imp gal)
Fuel reserve	4.2 ℓ (1.1 US gal, 0.92 Imp gal)
Passenger capacity	Operator and one passenger
Maximum weight capacity	145 kg (320 lbs)

## ENGINE

Bore and stroke	67.0 x 53.0 mm (2.6 x 2.1 in)
Compression ratio	9.3 : 1
Displacement	747 cm <sup>3</sup> (45.6 cu. in)
Spark plug	
Standard	DPR8EA-9 (NGK) or X24EPR-U9 (DENSO)
For cold climate (Below 5°C, 41°F)	DPR7EA-9 (NGK) or X22EPR-U9 (DENSO)
For extended high speed riding	DPR9EA-9 (NGK) or X27EPR-U9 (DENSO)
Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
Idle speed	1,000 ± 100 min <sup>-1</sup> (rpm) ..... Except Thailand 1,100 ± 100 min <sup>-1</sup> (rpm) ..... Thailand only

## CHASSIS AND SUSPENSION

Caster	60°
Trail	111 mm (4.4 in)
Tyre size, front	110/90-18 61H
Tyre size, rear	130/90-16 67H

## POWER TRANSMISSION

Primary reduction	1.780
Gear ratio, 1st	2.235
2nd	1.545
3rd	1.240
4th	1.037
5th	0.866
OD	0.750
Final reduction	4.037

## ELECTRICAL

Battery	12V-14AH
Generator	A.C. generator

## LIGHTS

Headlight (HIGH/LOW)	12V—45/45W
Tail/brakelight	12V—5/18W
Turn signal light      Front	12V—18/5W × 2
Rear	12V—18W × 2
Instrument lights	12V—1.7W × 4

License light	12V—8W
Patrol light	12V—18W × 2
Meter stop pilot lamp	12V—1.7W
Patrol light pilot lamp	12V—1.7W
Rotary beam lamp	12V—18W
Brief box lamp	12V—10W

**FUSE**

10A, 15A, 7A, 5A  
30A (Main fuse)





