

**HONDA NIFTY 50**  
**NQ50**

**OWNER'S MANUAL**

- Following codes in this manual indicate each country.

U	Australia
DK	Europe

- The specifications may vary with destinations.

# HONDA NIFTY 50 OWNER'S MANUAL



**TYPE: U**

*All information in this publication is based on the latest product information available at the time of approval for printing. HONDA MOTOR CO., LTD reserves the right to make changes at any time without notice and without incurring any obligation. No part of this publication may be reproduced without written permission.*

© Honda Motor Co., Ltd. 1985



## **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 Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda!

# CONTENTS

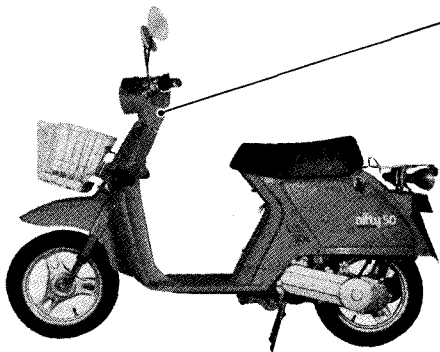
	Page		Page
<b>MOTORCYCLE SAFETY</b> .....	1	<b>MAINTENANCE</b> .....	33
Safe Riding Rules .....	3	Maintenance Schedule .....	35
Protective Apparel.....	4	Maintenance Record .....	37
Loading and Accessories .....	5	Spark Plug.....	38
Tires .....	6	Air Cleaner .....	39
Modifications.....	7	Brakes .....	40
<b>DESCRIPTION</b> .....	8	Battery .....	42
Control Location .....	8	Fuse Replacement.....	43
Serial Numbers .....	12	Transporting the Motorcycle.....	45
Color Label .....	13	<b>CLEANING</b> .....	46
Parts Function.....	14	<b>STORAGE GUIDE</b> .....	47
Fuel.....	21	<b>SPECIFICATIONS</b> .....	49
Engine Oil .....	23	<b>NOISE EMISSION (AUSTRALIA</b>	
<b>OPERATION</b> .....	24	<b>ONLY)</b> .....	52
Pre-ride Inspection .....	24	<b>WIRING DIAGRAM</b>	
Starting the Engine .....	25		
Break-in.....	28		
Riding the Motorcycle.....	29		
Braking.....	31		
Parking.....	32		
Anti-theft Tips .....	32		

## MOTORCYCLE SAFETY

Read these WARNING LABELS before you ride!

### REMEMBER

- PRESERVE NATURE
- ALWAYS WEAR A HELMET
- RIDE SAFELY
- READ OWNER'S MANUAL CAREFULLY BEFORE RIDING.



TYPE: U

## CAUTION

OIL : TWO STROKE INJECTOR  
OIL IS RECOMMENDED.

### COLD TIREPRESSURES

FRONT 18psi. 125kPa 1.25kg/cm<sup>2</sup>

REAR 24psi. 175kPa 1.75kg/cm<sup>2</sup>

TIRE SIZE : FRONT 2.50-10-2PR

REAR 2.50-10-2PR

VEHICLE CAPACITYLOAD: 180lbs. (82kg)

DRIVER ONLY

MAXIMUM CARGO WEIGHT

FRONT 7lbs.(3kg) REAR 11bs. (5kg)

GKB-670

## WARNING

FOR SAFE OPERATION, DO NOT  
PUT ANYTHING BETWEEN THE  
FRAME AND ENGINE.

GA7-600



TYPE: U

** 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 24) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special riding test or license. 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 rider. Make yourself conspicuous to help avoid the accident that wasn’t your fault:
  - 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 handlebars and both feet on the floor boards while riding.
7. Moderate your speed when riding over bumpy roads. Avoid hitting road hazards, such as sharp bumps and holes in the road surface. These hazards can cause loss of control or structural damage to the vehicle.

## **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 very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers or wheels.

## LOADING AND ACCESSORIES

### WARNING

*\* A motorcycle is sensitive to changes in weight distribution. Improper loading of cargo and mounting of accessories can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when mounting accessories and riding with cargo.*

These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely. The vehicle load limit is 82 kg (180 lbs.). The combined weight of the rider, and cargo must not exceed this limit.

1. Do not exceed these following weight limits for the luggage rack.

Overloading the luggage rack will adversely affect stability and handling.

Front (Basket)	Rear (Carrier)
3 kg (7 lbs.)	5 kg (11 lbs.)

2. Keep cargo weight low and close to the center of the motorcycle. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
3. All cargo and accessories must be secure for stable handling. Recheck security frequently.
4. Do not carry items that protrude through the rack or block the taillight.
5. Do not carry children or pets on the luggage rack.
6. Do not install another fairing or modify the existing one.

## TIRES

Proper air pressure will provide maximum traction, stability, riding comfort and tire life.

Check tire pressures frequently and adjust if necessary (see page 2).

### NOTE:

- \* Tire pressure should be checked when the tires are "cold", before you ride.
- Check the tires for cuts, imbedded nails, or other sharp objects. See your authorized Honda motor dealer for replacement of damaged tires or punctured inner tubes.

### WARNING

- \* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
- \* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
- \* *Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.*
- \* *Replace tires before tread depth at the center of the tires reaches the following limit:*

Minimum tread depth
0.8 mm (1/32 in)

## MODIFICATIONS

### WARNING

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

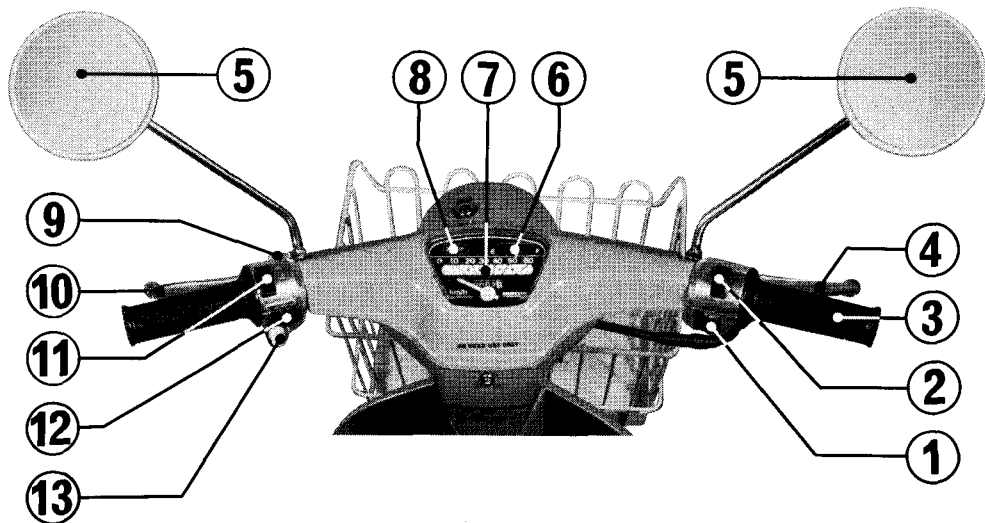
## DESCRIPTION

### CONTROL LOCATION

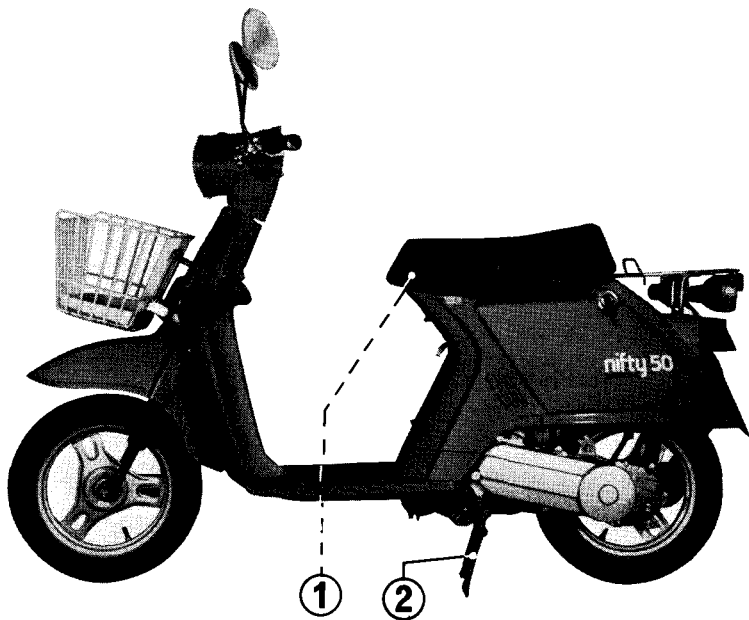
- (1) Starter button
- (2) Headlight switch
- (3) Throttle grip
- (4) Front brake lever
- (5) Rear view mirror
- (6) Fuel gauge
- (7) Speedometer
- (8) Oil level warning light
- (9) Rear brake lock lever
- (10) Rear brake lever
- (11) Dimmer switch
- (12) Turn signal switch
- (13) Horn button

# EQUIPMENT AND CONTROLS

## Control Location



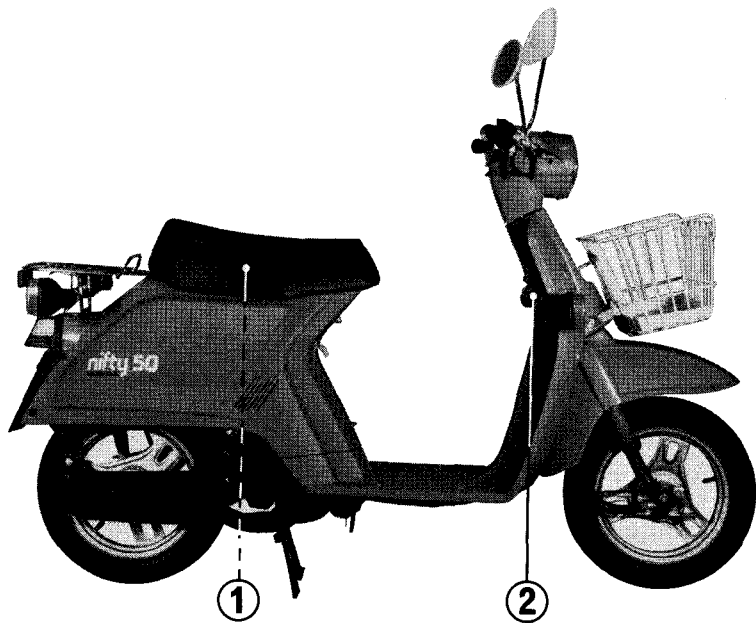
TYPE: U



(1) Helmet holder

(2) Center stand

**TYPE: U**



(1) Oil tank cap

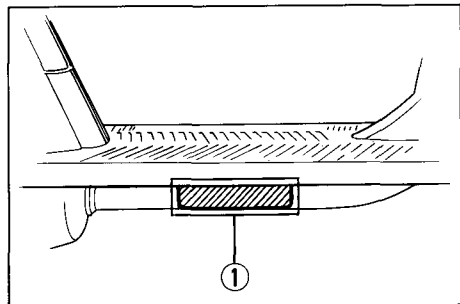
(2) Ignition switch

**TYPE: U**

## SERIAL NUMBERS

The frame serial number (1) is stamped on the right side of the frame body.

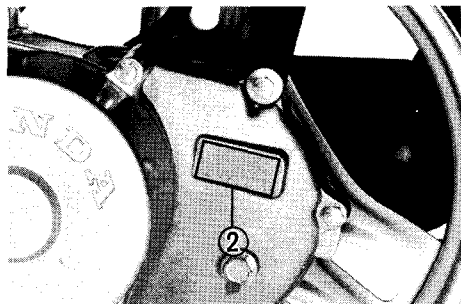
FRAME NO. \_\_\_\_\_



(1) Frame serial number

The engine serial number (2) is stamped on the back of the crankcase near the rear wheel.

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



(2) Engine serial number

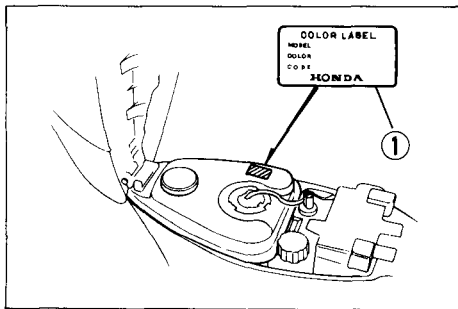
## COLOR LABEL

The color label (1) is attached to the fuel tank below the seat. It is helpful when ordering replacement parts. Record the model, color and code here for your reference.

MODEL \_\_\_\_\_

COLOR \_\_\_\_\_

CODE \_\_\_\_\_



(1) Color label

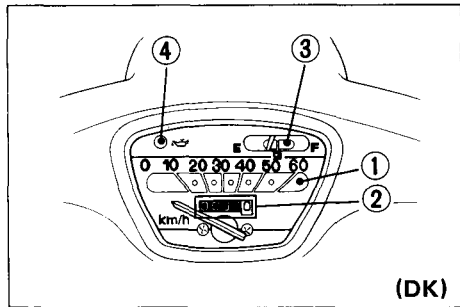
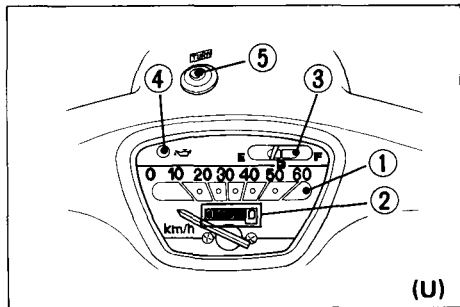
## PARTS FUNCTION

### Instruments and Indicators

The indicators are grouped between the handlebars.

Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Odometer
- (3) Fuel gauge
- (4) Oil level warning light
- (5) Turn signal indicator (U)

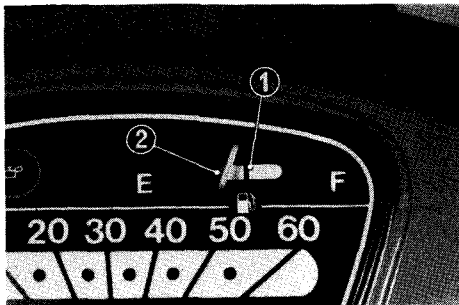


Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Odometer	Shows total accumulated distance traveled.
3	Fuel gauge	Shows approximate fuel supply available (see page 16).
4	Oil level warning light (red)	Lights when oil level is low (see page 16).
5	Turn signal indicator (U)	Flashes when either turn signal is operated.

## Fuel Gauge

The fuel gauge (1) shows the approximate fuel supply available. At F (Full) there are 2.5 liters (0.66 U.S. gal., 0.55 Imp. gal.), including the reserve supply.

When the gauge needle 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 when the needle enters the red band is approximately 0.5 liters (0.13 U.S. gal., 0.11 Imp. gal.).



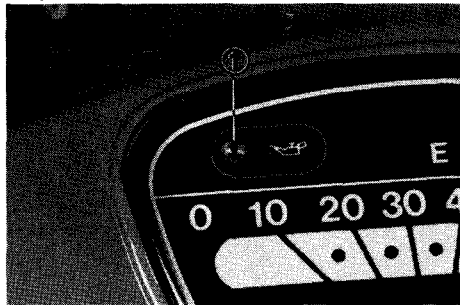
(1) Fuel gauge (2) Red band

## Oil Level Warning Light

The oil level warning light (1) lights when the 2-stroke engine oil level is below approximately 0.2 liter (0.21 U.S. qt., 0.18 Imp. qt.).

### WARNING

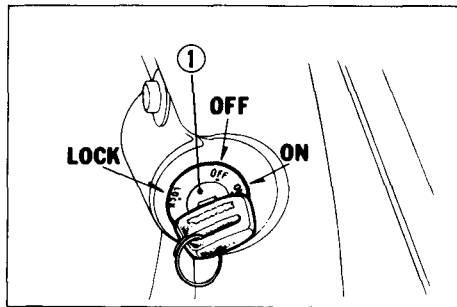
\* *If the warning light comes on while riding, stop riding and shut the engine off. Fill the oil tank immediately to the UPPER LEVEL mark with the recommended oil (see page 23). Do not ride if the oil level is low.*



(1) Oil level warning light

## Ignition Switch

The ignition switch (1) is on the right side below the steering stem.



(1) Ignition switch

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

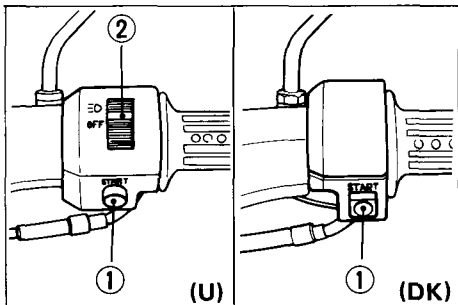
## Starter Button

When the starter button (1) is pressed, the starter motor cranks the engine. See page 25 for the starting procedure.

## Headlight Switch (2)

⇒D: Headlight, taillight, meter lights on when the engine is running.

The three controls next to the left handlebar grip are:



(1) Starter button (2) Headlight switch

## Dimmer Switch (3)

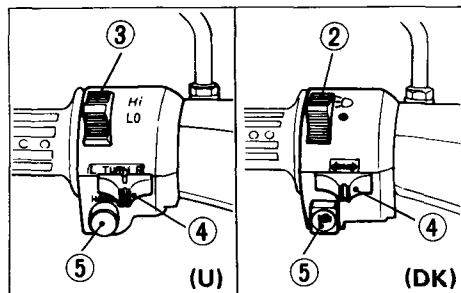
Select HI for high beam, LO for low beam.

## Turn Signal Switch (4)

Move to L or “←” to signal a left turn, R or “→” to signal a right turn. Return to the center (off) position upon completing the turn.

## Horn Button (5)

Press the button to sound the horn.



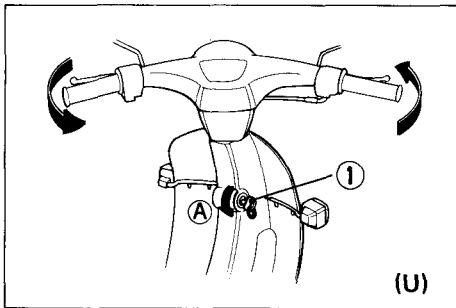
(3) Dimmer switch  
(4) Turn signal switch  
(5) Horn button

## Steering Lock

To lock the steering, turn the handlebars all the way to the left, and turn the key (1) to LOCK. Remove the key.

### WARNING

\* *Do not turn the key to LOCK while riding the scooter.*



(1) Ignition key

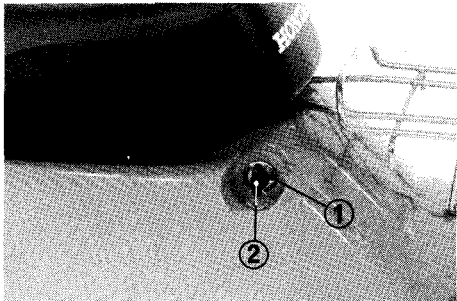
(A) Turn to LOCK

## Seat Lock

The seat lock (1) is on the left side below the seat.

To lift the seat, insert the ignition key (2) and turn it clockwise to unlock.

To lock the seat, lower and push down on it until it locks. Make sure the seat is secure before riding.



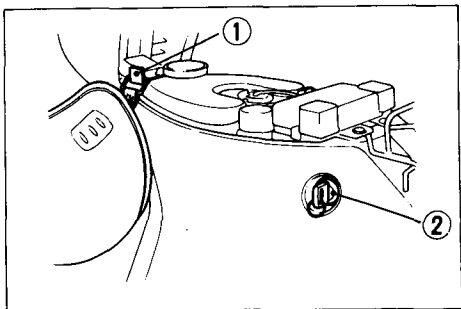
(1) Seat lock

(2) Ignition key

## Helmet Holder

The helmet holder (1) eliminates the need for carrying your helmet after parking.

1. Insert the ignition key into the seat lock (2), and turn it clockwise to unlock.
2. Hang your helmet on the hook at the seat hinge.
3. Lower the seat to lock.



(1) Helmet holder      (2) Seat lock

To remove a helmet, unlock the seat. Lift the helmet off the holder and lower the seat, making sure it is securely locked before riding.

### **WARNING**

- \* *The helmet holder is designed for helmet security while parked. Do not operate the motorcycle with a helmet attached to the holder.*

## FUEL

### Fuel Valve

#### OFF

At OFF, fuel will not flow from the tank to the carburetor.

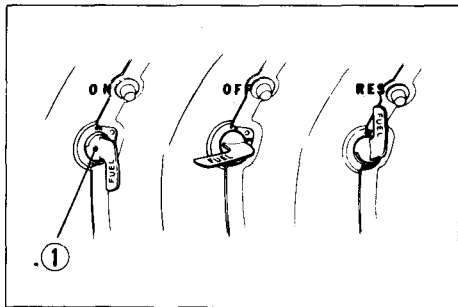
Turn the valve off whenever the motor-cycle is not in use.

#### ON

At ON, fuel will flow from the tank to the carburetor.

#### 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 0.5 ℓ (0.13 U.S. gal., 0.11 Imp. gal.).



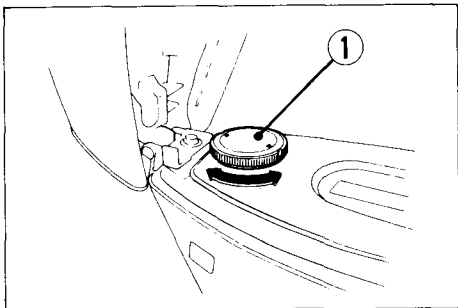
(1) Fuel valve

## Fuel Tank

Fuel tank capacity is 2.5ℓ (0.66 U.S. gal., 0.55 Imp. gal.). Remove the fuel cap (1) by turning it counterclockwise.

### NOTE:

- \* Use UNLEADED gasoline with a Research Octane number of 91 or higher, or a Pump Octane number of 86 or higher.
- \* The use of leaded gasoline will cause spark plug fouling.



(1) Fuel cap

### WARNING

- \* *Gasoline 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 the motorcycle is refueled or where gasoline is stored.*
- \* *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.*

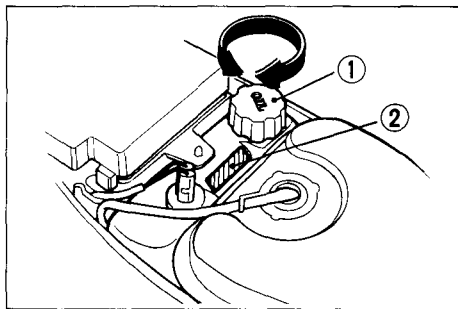
## ENGINE OIL

### Oil Level

If the oil level indicator lights when the ignition switch turns to ON position, there is insufficient oil in the oil tank; stop the engine and fill the oil tank. To fill, lift the seat, remove the cap (1) from the oil tank, and fill with the recommended oil up to the UPPER LEVEL mark (2).

### Capacity:

0.6ℓ (0.63 U.S. qt., 0.53 Imp. qt.)



(1) Oil tank cap (2) UPPER LEVEL mark

### Oil Recommendation

USE HONDA 2 STROKE OIL OR ITS EQUIVALENT.

### CAUTION:

- \* *The use of improper oils may cause excessive and/or premature carbon build up in the engine and exhaust system, resulting in loss of power and possible engine damage. Genuine Honda 2-Stroke Oil has been specifically designed and tested in Honda motorcycles and is a proper oil.*
- \* *If the engine has run after the oil indicator light has come on, check the tube from the oil tank to the oil pump. If air is present in this tube, do not start the engine. The motorcycle must be taken to an authorized Honda dealer for inspection and bleeding of the oil system. Failure to do this will result in serious engine damage.*

### NOTE:

- \* *When filling, do not let dirt or other foreign materials enter the tank.*

## OPERATION

### PRE-RIDE INSPECTION

#### WARNING

*\* If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

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

1. Oil level-check the level and if necessary add oil (page 23).
2. Fuel level-fill the fuel tank when necessary (page 22). Check for leaks.
3. Front and rear brakes-check operation and if necessary, adjust free play (pages 40–41).
4. Tires-check condition and pressure (pages 2, 6).
5. Throttle-check for smooth opening and closing in all steering positions.

6. Lights and horn- check that the headlight, tail/stoplight, turn signals, indicators and horn function properly.

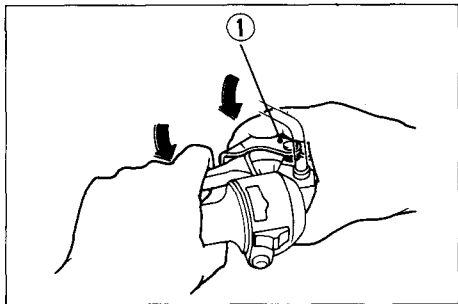
Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

## STARTING THE ENGINE

1. Place the motorcycle on its center stand.
2. Lock the rear wheel by squeezing the rear brake lever and setting the lock lever (1).

### NOTE:

\* The electric starter will only work when the rear brake lever (2) is operated.

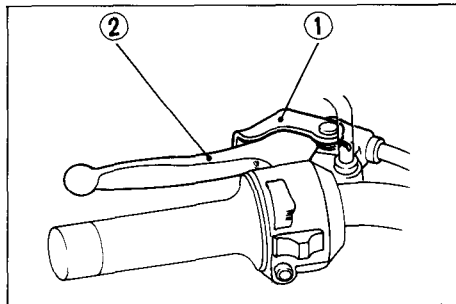


(1) Lock lever

### WARNING

\* *The rear wheel will spin if not restrained by the brake or contact with the ground. Accidental contact with the spinning rear wheel could cause personal injury.*

3. Turn the fuel valve to ON.



(2) Rear brake lever

4. Turn the ignition switch (3) to ON.

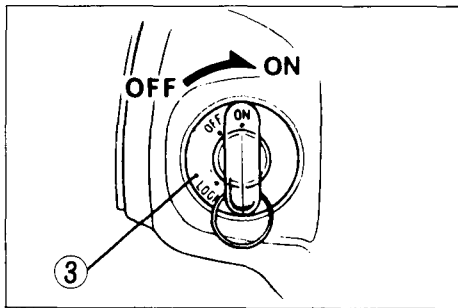
**WARNING**

\* *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*

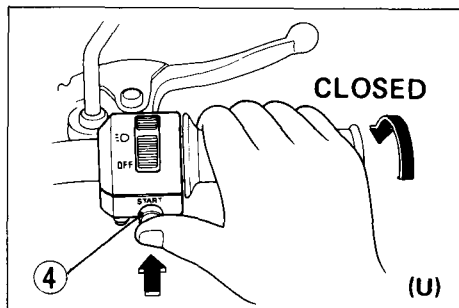
5. With the throttle closed, push the starter button (4). Release the starter button as soon as the engine starts.

**NOTE :**

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



(3) Ignition switch



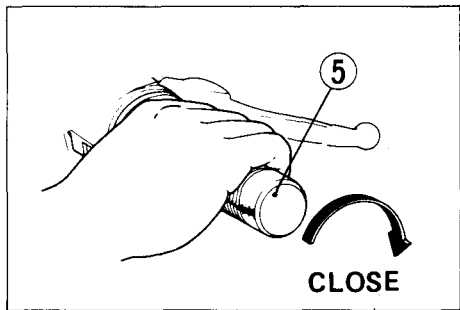
(4) Starter button

**NOTE:**

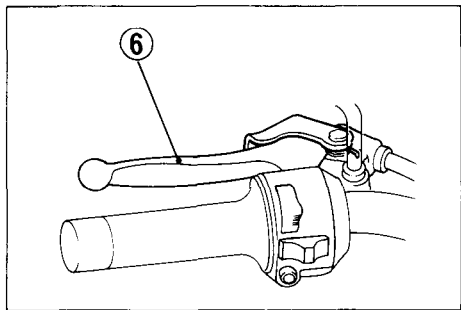
- \* If the motorcycle has been left standing for a long time, or when the fuel tank has just been refilled, you may have to operate the starter button for slightly longer than usual without opening the throttle.

6. Be sure to keep the throttle (5) closed and the rear brake lever (6) locked while starting and warming up the engine.

Allow the engine to warm up before riding (see **RIDING THE MOTORCYCLE**, page 29).



(5) Throttle



(6) Rear brake lever

 **WARNING**

- \* *The rear wheel will spin if not restrained by the brake or contact with the ground. Accidental contact with the spinning rear wheel could cause personal injury. Do not leave the motorcycle unattended while the engine is running.*
- \* *Do not attempt to “BLIP” the throttle (open and close rapidly) as the motorcycle will move forward suddenly, causing possible loss of control.*

## **BREAK-IN**

During the first 300 km (200-miles), do not operate the motorcycle at more than 80% of the maximum speed.

Avoid full throttle operation, and do not operate for a long time at one speed. During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly.

Break-in maintenance at 300 km (200 miles) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

## RIDING THE MOTORCYCLE

### WARNING

- \* *The exhaust pipe and muffler become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine. Wear clothing which will completely cover your legs while riding and avoid any contact with unshielded portions of the exhaust system.*
- \* *Do not wear loose clothing which may catch on control levers, wheels and tires.*
- \* *Ensure that all required equipment as specified by local laws and regulations are installed on the scooter and operable before riding it on public streets.*
- \* *Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal.*

1. Make sure the throttle is closed and the rear brake is locked before moving the motorcycle off the center stand.

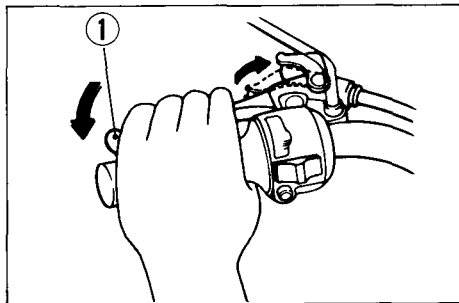
### WARNING

- \* *The rear wheel must be locked when moving the motorcycle off the center stand or loss of control may result.*

2. Once off the center stand, unlock the rear wheel by squeezing and releasing the rear brake lever (1).

**WARNING**

- \* *Do not blip the throttle (open and close it rapidly) as the motorcycle will move forward suddenly, causing possible loss of control.*

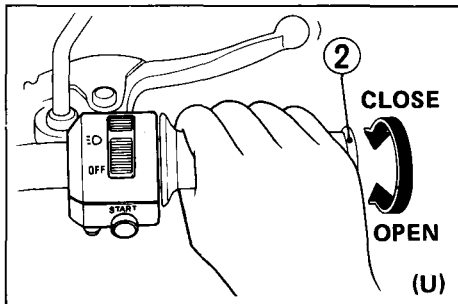


(1) Rear brake lever

3. To accelerate, open the throttle (2) gradually; to decelerate, close the throttle.

**WARNING**

- \* *The motorcycle is equipped with an automatic clutch which engages as engine speed is increased.*



(2) Throttle

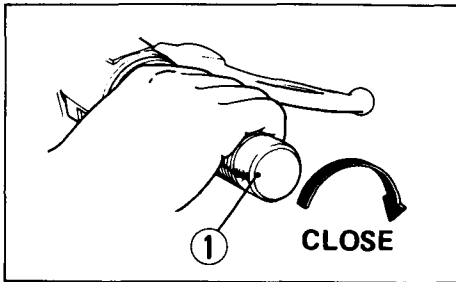
## BRAKING

When slowing down the motorcycle, coordination of the throttle (1) and front and rear brakes (2) are most important.

### WARNING

- \* Both front and rear brakes should be applied together. Independent use of only the front or rear brake reduces stopping performance.

*Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.*



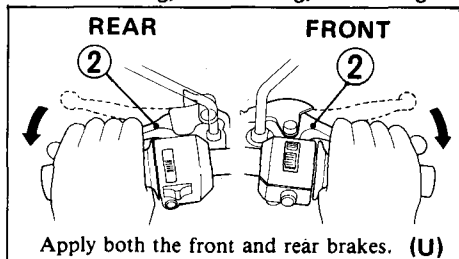
(1) Throttle

### CAUTION:

- \* When descending a steep grade, close the throttle fully and intermittently apply both brakes to slow the motorcycle down. Avoid continuous use of the brakes, which may result in overheating and reduction of braking efficiency.

### WARNING

- \* When riding in wet or rainy conditions or on loose surfaces, the ability to maneuver and stop will be reduced. For your safety, exercise extreme caution when braking, accelerating, or turning.



(2) Brake lever

Apply both the front and rear brakes. (U)

## PARKING

1. After stopping the motorcycle, turn the ignition switch OFF and remove the key.
2. Use the center stand to support the motorcycle while parked.

### CAUTION:

- \* *Park the motorcycle on firm, level ground to prevent overturning.*
3. Lock the steering to help prevent theft (page 19).

## 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 which are still with them.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PHONE NO: \_\_\_\_\_

## MAINTENANCE

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified.
- The maintenance intervals shown in the following schedule are based upon average riding conditions. Motorcycles subjected to severe use, or ridden in unusually muddy or dusty areas, require more frequent servicing.
- Consult your authorized Honda dealer for recommendations applicable to you individual needs and use.

 **WARNING**

- \* *If your motorcycle is overturned or involved in a collision, inspect control levers and, cables, switches and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized 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 level surface before performing any maintenance.*
- \* *Use new, genuine Honda motorcycle parts or their equivalent for maintenance and repair.  
Parts which are not of equivalent quality may impair the safety of your motorcycle.*

## MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 24) at each scheduled maintenance period.

I: Inspect and Clean, Adjust, Lubricate or Replace, if necessary.

C: Clean    R: Replace    A: Adjust    L: Lubricate

FREQUENCY		WHICHEVER COMES FIRST	ODOMETER READING (NOTE 2)				
			1,000 km (600 mi)	4,000 km (2,500 mi)	8,000 km (5,000 mi)	12,000 km (7,500 mi)	Refer to
ITEM	EVERY						
*	FUEL LINE		-	I	I	I	
*	FUEL STRAINER SCREEN		-	C	C	C	
*	THROTTLE OPERATION		-	I	I	I	
**	OIL PUMP AND OIL LINE		-	I	I	I	
*	CARBURETOR CHOKE		-	I	I	I	
	AIR CLEANER	NOTE 1	-	C	C	C	Page 39
	SPARK PLUG	NOTE 3		EVERY 1,600km (1,000mi) R			Page 38
**	DECARBONIZING	NOTE 3		EVERY 1,600km (1,000mi) C			
*	CARBURETOR-IDLE SPEED		I	I	I	I	

ITEM		FREQUENCY	WHICHEVER COMES FIRST		ODOMETER READING (NOTE 2)			
		EVERY			1,000 km (600 mi)	4,000 km (2,500 mi)	8,000 km (5,000 mi)	12,000 km (7,500 mi)
	TRANSMISSION OIL		-	-	-	R		
*	FINAL DRIVE OIL	2 YEARS *R	-	-	-	-		
	BRAKE SHOE WEAR		-	I	I	I	Page 41	
	BRAKE SYSTEM		I	I	I	I	Pages 40-41	
*	BRAKE LIGHT SWITCH		-	I	I	I		
*	SUSPENSION		-	I	I	I		
*	NUT, BOLT, FASTENER		I	-	I	-		
*	HEADLIGHT AIM		-	I	I	I		
**	CLUTCH SHOE WEAR		-	-	I	-		
**	WHEEL		-	I	I	I		
**	STEERING HEAD BEARING		I	-	-	I		

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

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

NOTES: (1) Service more frequently when riding in dusty areas.

(2) For higher odometer readings, repeat at the frequency interval established here.

(3) HONDA 2 STROKE MOTORCYCLE OIL has been specifically tested in and is recommended for this engine. The use of other oils may cause excessive carbon build-up in the engine and exhaust system, resulting in loss of power and possible engine damage.

## MAINTENANCE RECORD

Km	Performed by	Odometer	Date
1,000			
4,000			
8,000			
12,000			

- Make sure that whoever performs the maintenance completes this record.  
All scheduled maintenance including the 1,000 km (600 miles) initial inspection is considered a normal owner operating cost and will be charged for by your authorized Honda dealer.
- Detailed receipts verifying the performance of required maintenance should be retained.  
These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

## SPARK PLUG

Recommended plugs:

Standard:

BP6HSA (NGK) W20FP-L (ND)

For cold climate (Below 5°C, 41°F):

BP4HSA (NGK) W14FP-L (ND)

For extended high speed riding:

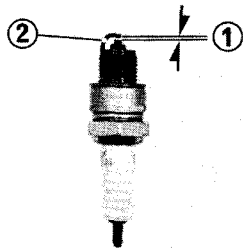
BP8HSA (NGK) W24EP-L (ND)

1. Remove the left side cover by unscrewing the rear bracket screw and gently pulling the cover away, starting from the rear edge.
2. Disconnect the spark plug cap.
3. Clean any dirt from around the spark plug base. Remove and discard the spark plug.
4. Make sure the spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washer attached, thread the new spark plug in by hand to prevent cross-threading.

6. Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer.
7. Connect the plug cap, and replace the side cover.

### 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.

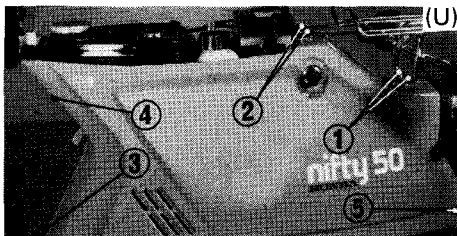


(1) Spark plug gap (2) Side electrode

## AIR CLEANER

The air cleaner should be serviced at regular intervals (page 35). Service more frequently when riding in dusty areas.

1. Remove the rear carrier by removing two cap nuts (1) and two flange nuts (2).
2. Remove the side cover by removing a bolt (3), cap nut/washer (4) and clip (5).
3. Remove the air cleaner cover (6) by removing the screw (7).
4. Remove the air cleaner element.

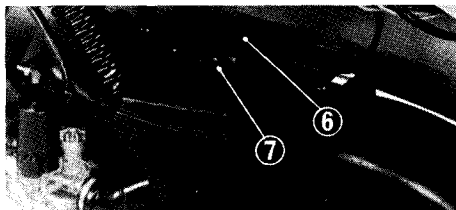


- (1) Cap nuts                      (3) Bolt  
(2) Flange nuts                (4) Cap nut/washer  
(5) Clip

5. Wash the element in non-flammable or high flash point solvent and allow it to dry thoroughly.

### WARNING

- \* *Never use gasoline or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.*
6. Soak the air cleaner element in clean gear oil (SAE 80 or 90) and squeeze out the excess.
  7. To install the air cleaner element, reverse the removal procedure. Make sure to secure all nuts and bolts.

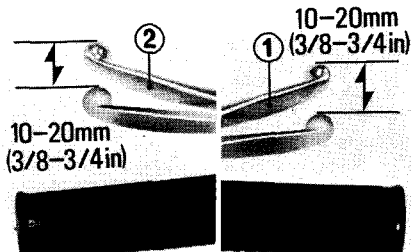


- (6) Air cleaner cover  
(7) Screw

## BRAKES

### Adjustment:

1. Measure the distance the front brake lever (1) and the rear brake lever (2) move before the brake starts to take hold. Free play should be 10–20mm (3/8–3/4 in) at the tip of the brake levers.
2. Make free play adjustments by turning the adjusting nut (3) at the brake arm.



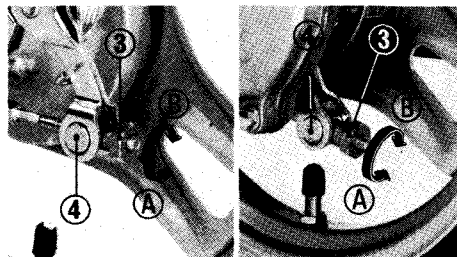
- (1) Front brake lever  
(2) Rear brake lever

Make sure the cut-out on the adjusting nut is seated on the brake arm pin (4) after making the final free play adjustment.

3. Apply the brake several times and check for free wheel rotation when released.

### NOTE:

- \* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.



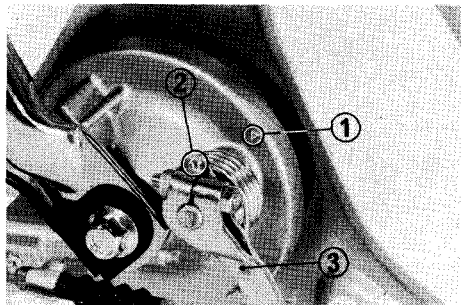
- (Front)  
(3) Adjusting nut  
(4) Arm pin

- (Rear)  
(A) Increase  
(B) Decrease

### Wear Indicator:

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

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your authorized Honda dealer for this service.



(FRONT)

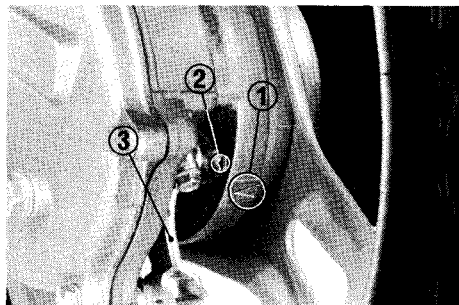
(1) Reference mark (2) Arrow

### 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)

(3) Brake arm

## BATTERY

It is not necessary to check battery electrolyte level or add distilled water as the battery is a sealed type. If any loss of electrolyte is experienced or if your battery seems to be weak, causing slow starting or other electrical troubles, see your authorized Honda dealer.

### CAUTION:

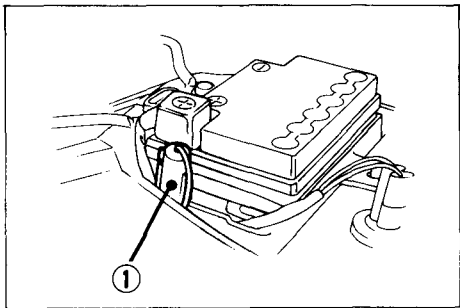
- \* *Do not attempt to remove the caps from the cells.*
- \* *When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.*

### WARNING

- \* *Keep away from open flames or sparks when handling a battery.*

## FUSE REPLACEMENT

The fuse holder is near the battery. The specified fuse is 7A. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. If this happens, the electrical system should be checked visually for damaged insulation or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.



(1) Fuse holder

### 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 at night or in traffic.*

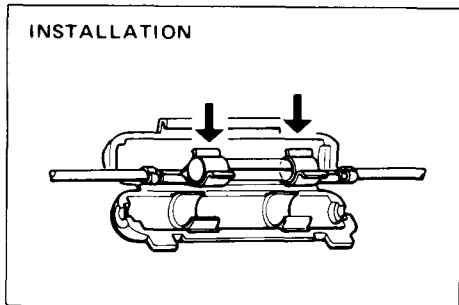
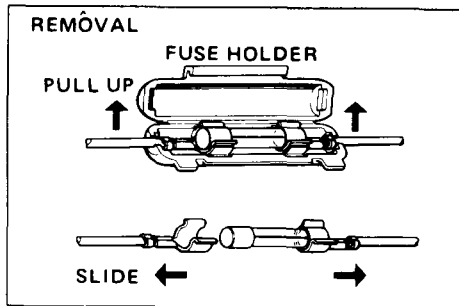
### CAUTION:

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

**WARNING**

\* *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.*

To replace the fuse, open the fuse holder and lift out the fuse with the clips. Slide the old fuse out of the clips and discard it. Slide the clips onto the ends of the new fuse, push them back into the fuse holder, and close the fuse holder.



## TRANSPORTING THE MOTORCYCLE

### WARNING

- \* *To prevent the possibility of a fire or explosion when transporting the motorcycle always*
  - Drain the fuel tank and carburetor.
  - Carry the vehicle upright in its normal riding position to prevent oil and battery electrolyte from leaking.
  - Tie down the motorcycle at the wheels.

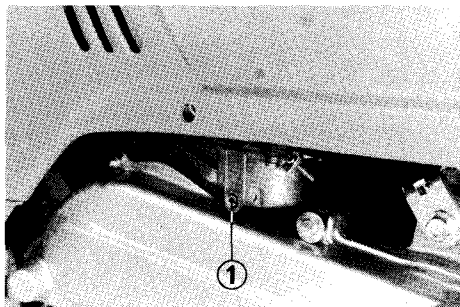
### Draining Fuel

Perform this operation only in a well-ventilated area.

### WARNING

- \* *Gasoline is flammable and explosive under certain conditions. Always stop the engine, and do not smoke or allow flames or sparks in the area when draining or refueling.*

1. Stop the engine and remove the left side cover.
2. Empty the fuel tank using a commercially available hand siphon or other equivalent way.
3. Place the free end of the carburetor drain tube into a suitable fuel container.
4. Open the carburetor drain by turning the drain screw counterclockwise.  
When all fuel has drained, turn the screw clockwise until tight.



(1) Drain screw

## CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect if for damage, wear, and oil seepage.

### CAUTION:

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

*Wheel Hubs          Ignition Switch  
Muffler Outlet      Handlebar Switches  
Under Seat*

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle start the engine, and let it run for several minutes.

3. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

### WARNING

\* *Braking performance may be impaired immediately after washing the motorcycle.*

## 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. Drain the fuel tank and carburetor.  
Spray the inside of the tank with an aerosol rust-inhibiting oil.  
Reinstall the fuel cap on the tank.

### **WARNING**

- \* *Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.*

2. Remove the spark plug and pour a tablespoon (15—20 cc) of clean 2-stroke oil into the cylinder.

Operate the starter button to distribute the oil, then reinstall the spark plug.

### NOTE:

- \* When turning the engine over, the Engine Stop Switch should be OFF.
3. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
  4. Wash and dry the motorcycle. Wax all painted surfaces.

5. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
6. 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.
2. Check the voltage and slow charge the battery if it is below 12.3 V.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
4. Perform all Pre-ride Inspection checks (page 24). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

## SPECIFICATIONS

<p><b>DIMENSIONS</b></p> <p>Overall length Overall width Overall height Wheelbase</p>	<p>1,490 mm (58.6 in) 590 mm (23.2 in) 915 mm (36.0 in) 1,065 mm (41.9 in)</p>
<p><b>WEIGHT</b></p> <p>Dry weight</p>	<p>41.8 kg (92.2 lbs)</p>
<p><b>CAPACITIES</b></p> <p>2 stroke engine oil Transmission Oil Fuel tank Rider capacity Vehicle capacity load</p>	<p>0.6 liter (0.63 U.S. qt, 0.53 Imp. qt) 0.09 liter (0.095 U.S. qt, 0.079 Imp. qt) 2.5 liter (0.66 U.S. gal, 0.55 Imp. gal) Operator only 82 kg (180 lbs.)</p>

<p><b>ENGINE</b></p> <p>Bore and stroke  Compression ratio  Displacement  Spark plug</p> <p>Spark plug gap  Idle speed</p>	<p>41.0 x 37.4 mm (1.61 x 1.47 in)  6.8 : 1  49 cc (3.0 cu-in)  Standard: BP6HSA (NGK) or W20FP-L (ND)  For cold climate: (Below 5°C, 41°F)  BP4HSA (NGK) or W14FP-L (ND)  For extended high speed riding:  BP8HSA (NGK) or W24EP-L (ND)  0.6 – 0.7 mm (0.024–0.028 in)  1,800 ± 200 rpm</p>
<p><b>CHASSIS AND SUSPENSION</b></p> <p>Caster  Trail  Tire size, front  Tire size, rear</p>	<p>27°  76 mm (3.0 in)  2.50–10–2PR  2.50–10–2PR</p>

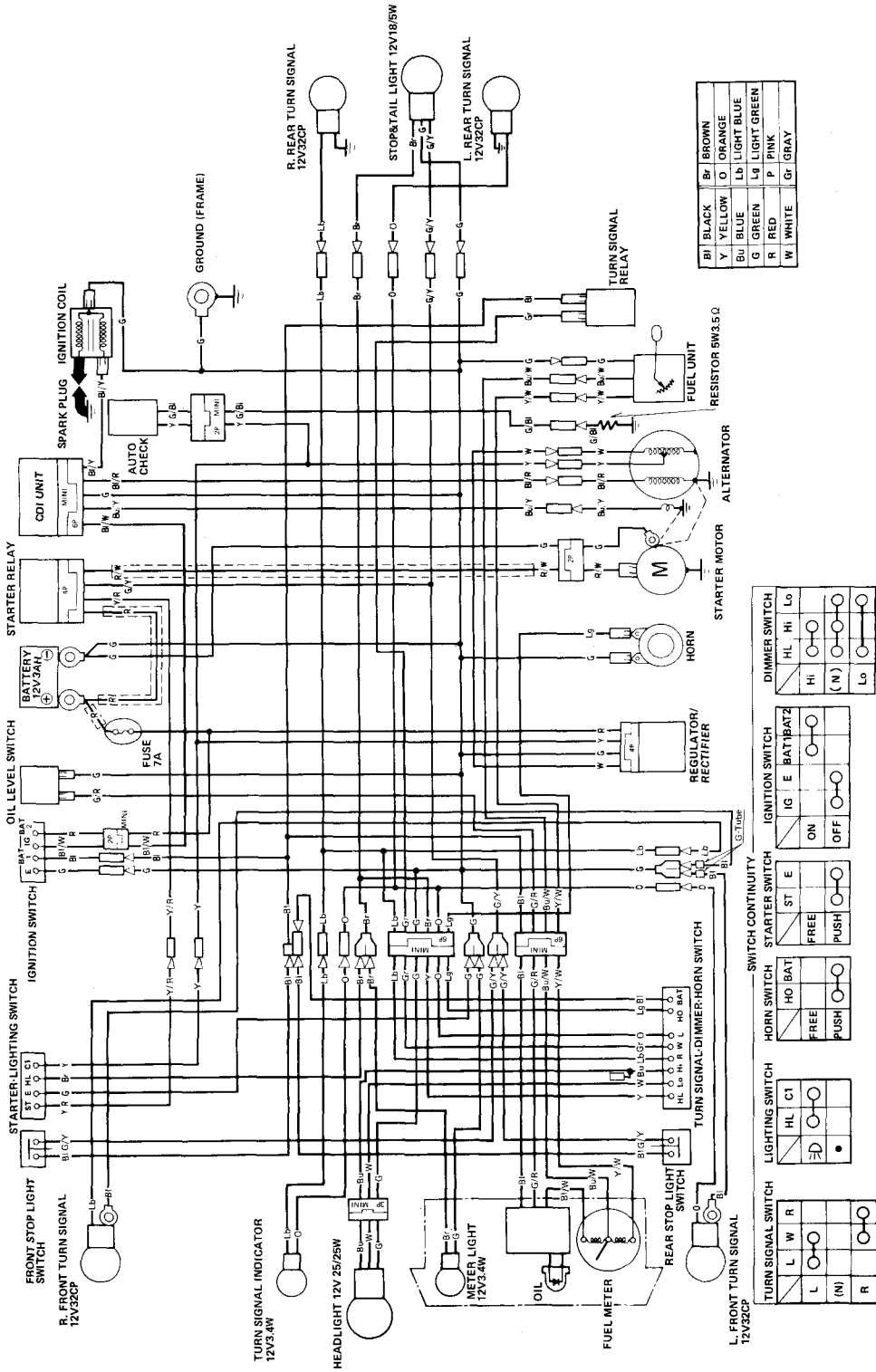
<b>POWER TRANSMISSION</b> Primary reduction	V-Belt													
<b>ELECTRICAL</b> Battery Ignition system	12V-3AH C.D.I.													
<b>LIGHTS</b> Headlight (High/Low) Tail/stoplight Turn signal light Turn signal indicator Speedometer light	<table border="1"> <thead> <tr> <th data-bbox="571 363 831 405">U</th> <th data-bbox="831 363 1055 405">DK</th> </tr> </thead> <tbody> <tr> <td data-bbox="571 405 831 436">12V-25/25W</td> <td data-bbox="831 405 1055 436">12V-25W</td> </tr> <tr> <td data-bbox="571 436 831 467">12V-5/18W</td> <td data-bbox="831 436 1055 467">12V-5/18W</td> </tr> <tr> <td data-bbox="571 467 831 498">12V-32 cp</td> <td data-bbox="831 467 1055 498">12V-10W</td> </tr> <tr> <td data-bbox="571 498 831 529">12V-3.4W</td> <td data-bbox="831 498 1055 529">—</td> </tr> <tr> <td data-bbox="571 529 831 581">12V-3.4W</td> <td data-bbox="831 529 1055 581">12V-3.4W</td> </tr> </tbody> </table>		U	DK	12V-25/25W	12V-25W	12V-5/18W	12V-5/18W	12V-32 cp	12V-10W	12V-3.4W	—	12V-3.4W	12V-3.4W
U	DK													
12V-25/25W	12V-25W													
12V-5/18W	12V-5/18W													
12V-32 cp	12V-10W													
12V-3.4W	—													
12V-3.4W	12V-3.4W													
<b>FUSE</b>	7 Amp.													

## **NOISE EMISSION (AUSTRALIA ONLY)**

This motorcycle complies with the Australian Design Rule (ADR 39-2-3) requirements for noise emission regulations. And the data below is written according to the requirements.

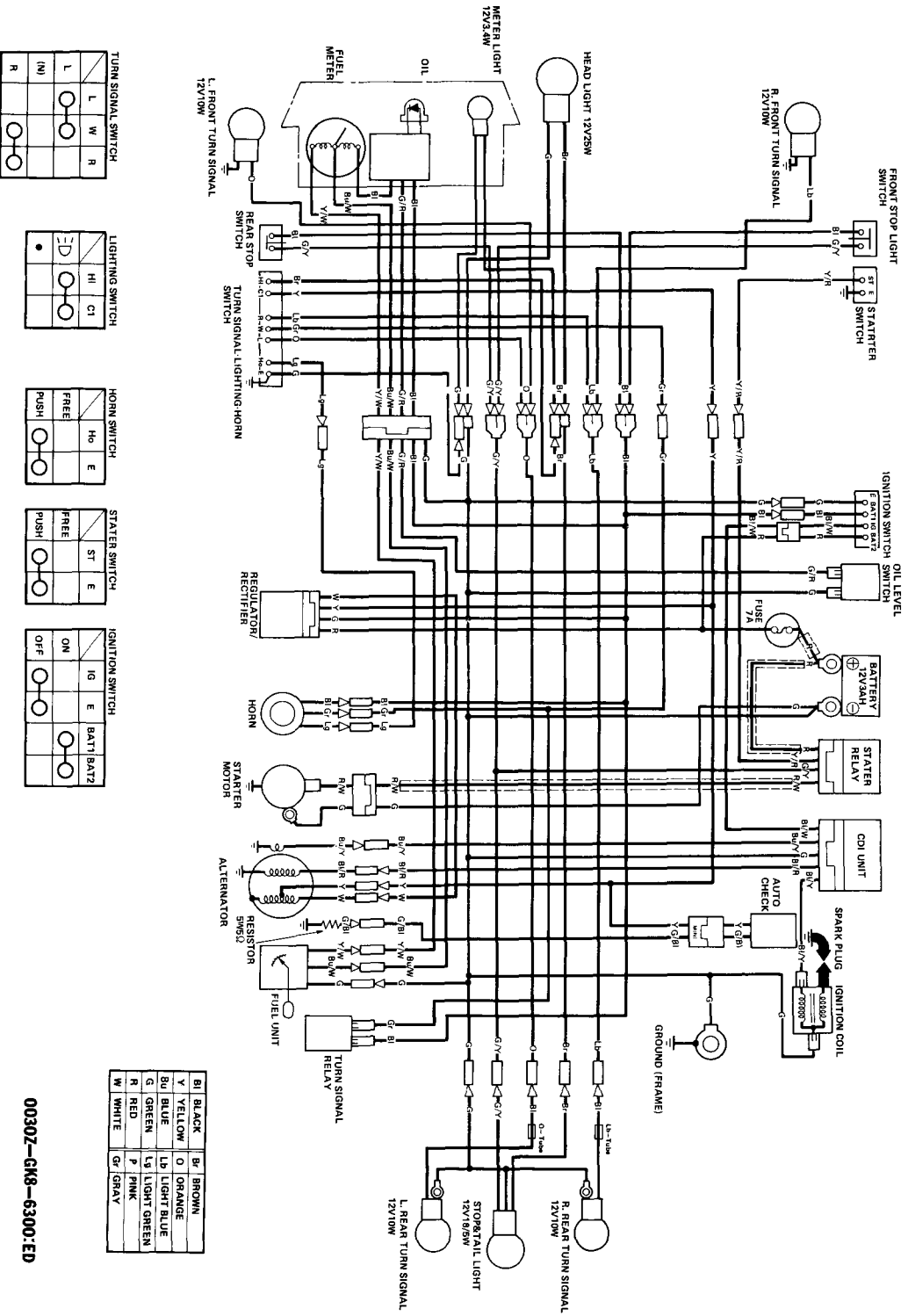
Sound Level of Stationary Test	Engine Speed at Maximum Power
81 dB (A)	6,500 rpm

# NIFTY50



0030Z - GK8 - 6600

# NIFTY50



TURN SIGNAL SWITCH

L	W	R
L	○	○
(N)		
R		○

LIGHTING SWITCH

HI	CI
○	○
●	

HORN SWITCH

Ho	E
○	○
PUSH	

STARTER SWITCH

ST	E
○	○
PUSH	

IGNITION SWITCH

IG	E	BATT	BATZ
○	○	○	○
OFF			

B1	BLACK	B1	BROWN
Y	YELLOW	O	ORANGE
BU	BLUE	LB	LIGHT BLUE
G	GREEN	LG	LIGHT GREEN
R	RED	P	PINK
W	WHITE	G1	GRAY

0030Z-GK8-6300:ED