



HONDA

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99

OWNER'S MANUAL

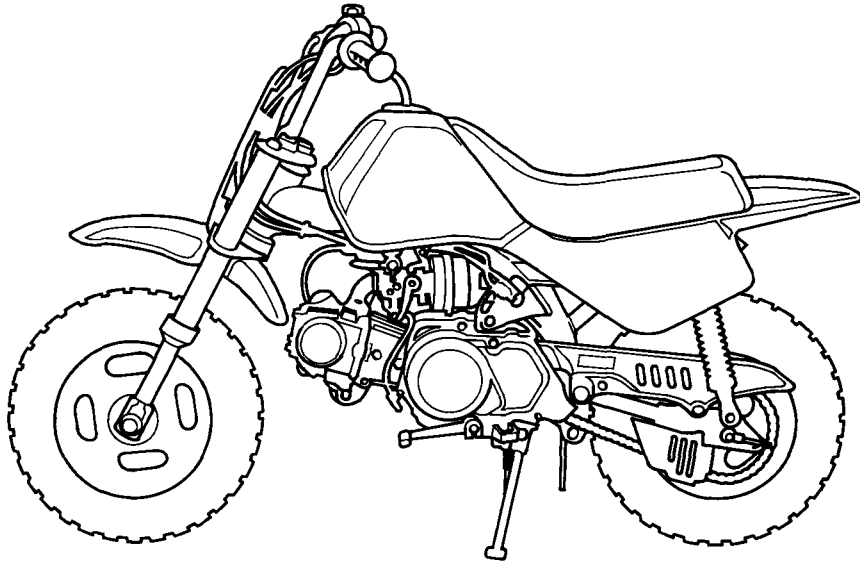
This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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**1999
HONDA Z50R
OWNER'S MANUAL**




A Few Words About Safety

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

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

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

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

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

These signal words mean:

A Few Words About Safety

▲ DANGER

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

▲ WARNING

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

▲ CAUTION

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

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

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

Contents

These pages give an overview of the contents of your owner's manual. The first page of each section lists the topics covered in that section.

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Introduction

Congratulations on choosing your Honda off-road motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers — people who appreciate Honda's reputation for building quality into every product.

Your Honda was designed as a recreational motorcycle for off-road use by one rider only. It's an ideal bike for younger, beginning riders.

Before riding, take time to get acquainted with your motorcycle and how it works. To protect your investment, we urge you to take responsibility for keeping your motorcycle well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all the pre-ride and other periodic checks detailed in this manual.

We also recommend that you read the owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a table of contents, a detailed list of topics at the beginning of each section, and an index at the back of the book.

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

Read the Warranties Booklet thoroughly so you understand the coverages that protect your new Honda and are aware of your rights and responsibilities.

Introduction

Whenever you ride, tread lightly. By staying on established trails and riding only in approved areas, you help protect the environment and keep off-road riding areas open for the future.

If you have any questions, or if you ever need a special service or repairs, remember that your Honda dealer knows your motorcycle best and is dedicated to your complete satisfaction.

Happy riding!

Motorcycle Safety

This section presents some of the most important information and recommendations to help you ride your motorcycle safely. Please take a few moments to read these pages. This section also includes a special message for parents and location information for the safety labels on your motorcycle.

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Important Safety Information

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

This motorcycle has been designed for younger riders. However, not all youngsters are physically or emotionally ready to ride. Therefore, before parents allow any youngster to ride this motorcycle, we urge them to carefully read the *Important Message to Parents* beginning on page 5 and the *Parents, Youngsters and Off-Highway Motorcycles* booklet that came with the motorcycle (USA only).

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

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries, so don't ride without one. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear (page 22).

Never Carry a Passenger

Your motorcycle is designed for one person only. There are no handholds, footrests, or seat for a second person — so never carry a passenger. A passenger could interfere with your ability to move around to maintain your balance and control of the motorcycle.

Important Safety Information

Ride Off-Road Only

Your motorcycle is designed and manufactured for off-road use only. The tires are not made for pavement, and the motorcycle does not have turn signals and other features required for use on public roads. If you need to cross a paved or public road, get off and walk your motorcycle across.

Take Time to Learn and Practice

Developing off-road riding skills is a gradual, step-by-step process. Start by practicing at low speeds in a safe area and slowly build your skills. Personal instruction from an experienced rider can also be valuable.

If you need assistance, ask your dealer about riding groups in your area.

Also be sure to read the *Tips & Practice Guide for the Off-Highway Motorcyclist* booklet that came with your motorcycle (USA only).

Be Alert for Off-Road Hazards

The terrain can present a variety of challenges when you ride off-road. Continually “read” the terrain for unexpected turns, drop-offs, rocks, ruts, and other hazards. Always keep your speed low enough to allow time to see and react to hazards.

Ride within Your Limits

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

Important Safety Information

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition.

Having a breakdown can be difficult, especially if you are stranded off-road far from your base. To help avoid problems, inspect your motorcycle before every ride and perform all recommended maintenance.

Important Message to Parents

Your child's safety is very important to Honda. That's why we urge you to read this message before you let any young person ride this motorcycle. Off-road riding can be fun. But, as with riding a bicycle, bad judgment can result in injury, and we don't want that to happen! As a parent, you can help prevent accidents by making good decisions about if, when, and how your youngster rides this motorcycle.

Riding Readiness

The first decision you'll need to make is whether your youngster is ready to ride. Riding readiness varies widely from one person to another, and age and size are not the only factors.

PHYSICAL ABILITY is an important consideration. For example, riders must be big enough to hold the motorcycle up, get on, and comfortably sit on the seat with both feet touching the ground. They should also be able to easily reach and work the brakes, throttle, and all other controls.

ATHLETIC ABILITY is necessary for riding a motorcycle. Generally speaking, your youngster should be good at riding a bicycle before getting on a motorcycle. Can your youngster judge speeds and distances while riding a bicycle and react with proper hand and foot actions? Anyone who does not have good coordination, balance, and agility is not ready to ride this motorcycle.

Important Message to Parents

MENTAL AND EMOTIONAL MATURITY are requirements for safe riding. Does your youngster think through problems and come to logical solutions? On a bicycle, does your youngster obey safe riding rules? Be honest! Young people who take unnecessary risks, make bad judgments, and don't obey rules are not ready to ride this motorcycle.

Instruction and Supervision

If you decide that your youngster is ready to safely operate this motorcycle, make sure both of you carefully read and understand the owner's manual before riding. Also be sure that your youngster has a helmet and other appropriate riding equipment and always wears it when operating the vehicle or sitting on it.

GOOD INSTRUCTION is an important part of hands-on training. The teacher can either be you or another responsible adult who has experience with off-road motorcycle riding. (For help in finding a qualified instructor, talk with your Honda dealer.) Even if you're not the main teacher, it's up to you to ensure your youngster's safety. Remember, learning to ride a motorcycle is a gradual, step-by-step process. It takes time, patience, and practice — many hours over a period of weeks or months.

Important Message to Parents

SUPERVISION is another important obligation of parents. Even after youngsters have become skilled off-road riders, they should always ride with adult supervision. It helps to regularly remind young riders of basic safety rules and precautions. And remember, it's your responsibility to see that the motorcycle is properly maintained and kept in safe operating condition.

SAFE AND RESPONSIBLE RIDING must be an on-going commitment — by you and your youngster. When you both put safety first, you can enjoy more peace of mind, and your youngster can enjoy more hours of safe off-road riding.

Loading, Accessories & Modifications

Your Honda was designed as a rider-only motorcycle. It was **not** designed to carry a passenger or cargo. A passenger or cargo could interfere with your ability to move around to maintain your balance and control of the motorcycle.

In addition, exceeding the weight limits or carrying an unbalanced load can seriously affect your motorcycle's handling, braking, and stability. Adding accessories or making modifications that change this motorcycle's design and performance can also make it unsafe. Also, the weight of any accessories will reduce the maximum load the motorcycle can carry.

More specific information on load limits, accessories, and modifications follows.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. If you decide to carry cargo, you should be aware of the following information.

⚠ WARNING

Overloading or carrying a passenger can cause a crash and you can be seriously hurt or killed.

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

Loading, Accessories & Modifications

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity

= 150 lbs (68 kg)

Includes the weight of the rider and any accessories.

Loading Guidelines

As discussed on page 8, we recommend that you **do not** carry any cargo on this motorcycle. However, if you decide to carry cargo, ride at reduced speeds and follow these common-sense guidelines:

- Keep cargo small and light. Make sure it cannot easily be caught on brush or other objects, and that it does not interfere with your ability to shift position to maintain balance and stability.

- Place weight as close to the center of the motorcycle as possible.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebar, fork, or front fender.
- Make sure that all cargo is tied down securely.
- Never exceed the maximum weight limit.
- Check that both tires are inflated properly.

Loading, Accessories & Modifications

Accessories & Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe.

Before you consider making any modifications or adding an accessory, be sure to read the following information.

WARNING

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

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

Accessories

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

- Make sure the accessory does not reduce ground clearance and lean angle, limit suspension travel or steering travel, alter your riding position, or interfere with operating any controls.

Loading, Accessories & Modifications

Modifications

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

We also advise you not to make any modifications or remove any equipment (such as the USDA qualified spark arrester) that would make the motorcycle illegal in your area.

Safety Labels

This page shows the locations of safety labels on your motorcycle. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read these labels carefully and don't remove them.

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

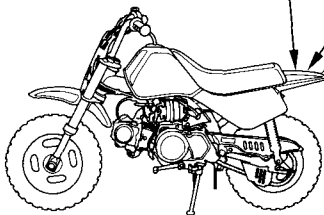
For your protection, always wear your helmet while riding. Operator only. No passengers. Read the owner's manual carefully.

TIRE INFORMATION

COLD TIRE PRESSURES :	FRONT	100 kPa	1.00 kgf/cm ²	15 psi.
	REAR	125 kPa	1.25 kgf/cm ²	18 psi.
MAXIMUM WEIGHT CAPACITY :		68 kg (150 lbs.)		
TIRE SIZE :	FRONT	3.50-8-35J	REAR	3.50-8-35J

OFF ROAD USE ONLY

THIS VEHICLE IS DESIGNED AND MANUFACTURED FOR OFF ROAD USE ONLY. IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL.

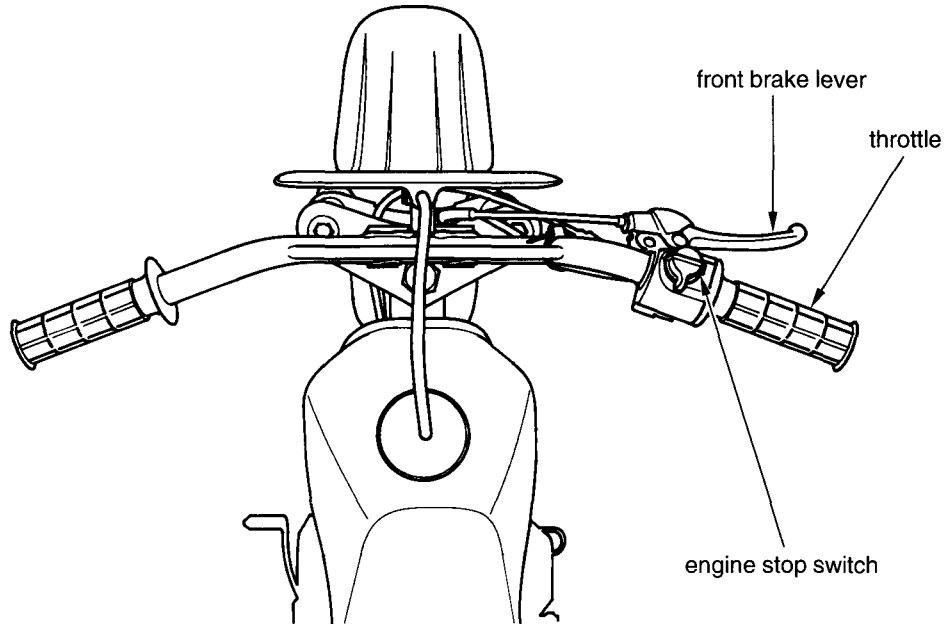


Operating Controls

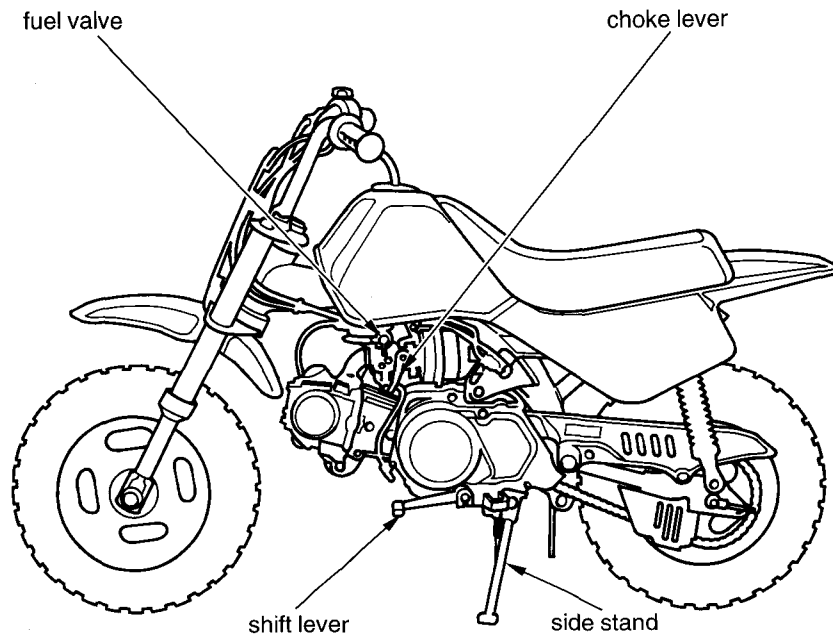
When you ride off-road, you need to operate the throttle, brakes, and other controls without stopping to look at them. Read this section carefully before you ride. It describes the location, function, and operation of all the basic controls on your motorcycle.

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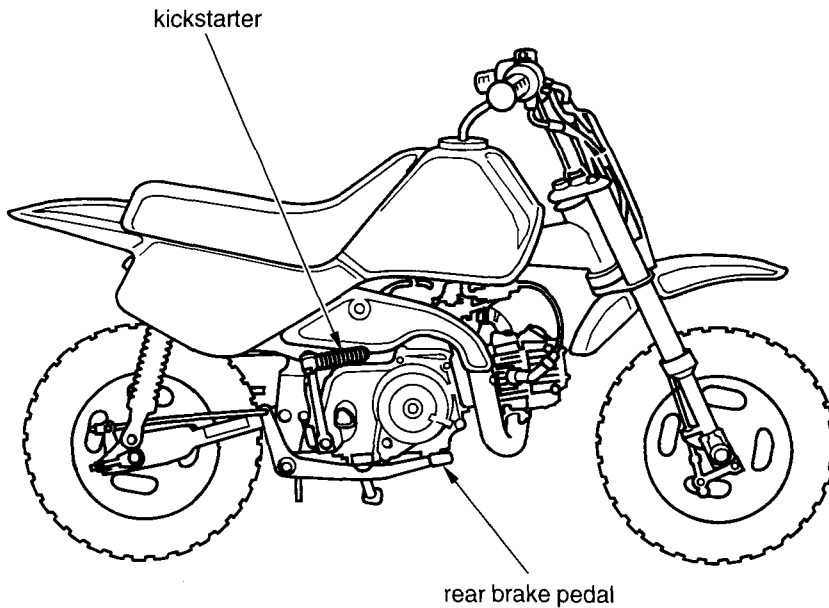
Component Locations



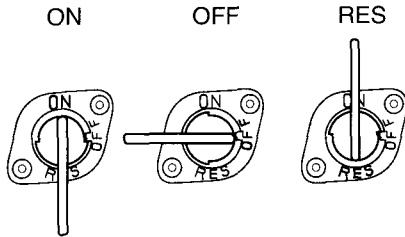
Component Locations



Component Locations



Fuel Valve



The three-way fuel valve is used to control the flow of fuel from the fuel tank to the carburetor.

ON

Turning the fuel valve ON before attempting to start the engine allows fuel to flow from the fuel tank to the carburetor.

OFF

Turning the fuel valve OFF after stopping the engine prevents the flow of fuel from the fuel tank to the carburetor.

RES

Turning the fuel valve to RES allows fuel to flow from the reserve fuel supply to the carburetor.

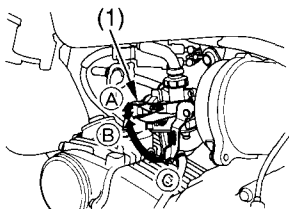
Operating Controls

The reserve fuel supply is:
0.21 US gal (0.8 ℓ , 0.18 Imp gal)

The tank should be refilled as soon as possible after switching to reserve, and the fuel valve should be returned to the ON position after refueling to avoid running out of fuel with no reserve.

Choke Lever

LEFT
SIDE



(1) choke lever

(A) fully ON
(B) detent position
(C) fully OFF

The choke lever is used for starting the engine (page 30). The choke increases the percentage of fuel in the fuel/air mixture delivered to the engine.

ON

Used to start a cold engine with air temperature below 35°C (95°F).

OFF

Used for normal operation, for restarting a warm engine, or starting a cold engine with air temperature above 35°C (95°F).

Engine Stop Switch

The engine stop switch is used to turn the engine off during normal riding situations. To operate, turn the switch to either OFF position. The switch must be in the RUN position to start the engine.

Front Brake Lever

The front brake lever is used to slow or stop your motorcycle. To operate, pull the lever. For information on braking techniques, see page 39.

Throttle

The throttle controls engine rpm (speed). To increase engine rpm, rotate the grip toward you. To reduce engine rpm, rotate the grip away from you. The throttle will automatically return to the closed position (engine idle) when you remove your hand.

Operating Controls

Shift Lever

The shift lever is used to select the next higher or lower gear in the transmission. To operate, raise the shift lever (after closing the throttle) to engage the next higher gear or depress the shift lever to engage the next lower gear. See *Shifting Gears*, page 37.

Rear Brake Pedal

The rear brake pedal is used to slow or stop your motorcycle. To operate, depress the pedal. For information on braking techniques, see page 39.

Kickstarter

The kickstarter is used to start the engine. To operate, swing the kickstarter out from its stored position and depress it through its entire stroke. See *Starting the Engine*, page 34.

Side Stand

The side stand is used to support your motorcycle while parked (page 41). To operate, use your foot to lower the stand. Before riding, raise the stand.

Before Riding

Before each ride, you need to make sure you and your Honda are both **ready** to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, and how to perform the recommended pre-ride inspection of your Honda. If you're a parent, be sure you also read the *Important Message to Parents* on page 5.

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Are You Ready to Ride?

Before you ride your motorcycle for the first time, we strongly recommend that you:

- read this owner's manual
- make sure you understand all the safety messages
- know how to operate all the controls

Before each ride, we also suggest that you make sure you:

- are in good physical and mental condition
- are free of alcohol and drugs
- are wearing a proper helmet, eye protection, and protective clothing

Protective Apparel

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

Are You Ready to Ride?

⚠ WARNING

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

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

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and have a chin strap that can be tightened securely.

An open-face helmet offers some protection, but a full-face helmet offers more. Regardless of the style, look for a DOT (Department of Transportation) sticker in any helmet you buy

(USA only). Always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

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

- Sturdy off-road motorcycle boots to help protect your feet, ankles, and lower legs.
- Off-road motorcycle gloves to help protect your hands.
- Riding pants with knee and hip pads, a riding jersey with padded elbows, and a chest/shoulder protector.

Is Your Motorcycle Ready to Ride?

Before each ride, it's important to inspect your motorcycle and make sure any problem you find is corrected. A pre-ride inspection is a must because off-road riding can be tough on a motorcycle and you don't want to have a breakdown far from help.

⚠ WARNING

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

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

Note to Parents:

If a youngster will be performing any of the following pre-ride inspection procedures, it's your responsibility to provide careful supervision and make sure they are performed safely.

Is Your Motorcycle Ready to Ride?

Pre-ride Inspection

Check the following items **before** you get on the motorcycle:

- Tires* Use a gauge to check the air pressure. Adjust if needed. Also look for signs of damage or excessive wear (page 90).
- Rims* Check the rims for damage (page 85).
- Leaks* Look under the motorcycle for signs of leaking fluids (fuel, engine oil).
- Engine Oil* Check the level and add oil if needed (page 60).

- Fuel* Check the level and add fuel (page 27) if needed. Also make sure the fuel fill cap is securely fastened.
- Drive Chain* Check the condition and slack. Adjust and lubricate if needed.
- Cables* Check the cable housings for wear. Check the fittings for looseness. Replace or tighten as needed.
- Nuts & Bolts* Use a wrench to make sure all accessible nuts, bolts, and fasteners are tight.

Is Your Motorcycle Ready to Ride?

Check these items **after** you get on the motorcycle:

Throttle Check the freeplay and adjust if needed. Rotate the throttle to make sure it moves smoothly without sticking, and snaps shut automatically when it is released, in all steering positions (page 67).

Brakes Squeeze the front brake lever and step on the rear brake pedal to check that the controls operate normally (page 81). Adjust freeplay, if necessary. (pages 81, 82).

Remember, be sure to take care of any problem you find or have your Honda dealer correct it before you ride.

Refer to *Safety Precautions* on page 47.

Fuel Recommendation

Type	unleaded
Pump Octane Number	86 (or higher)

Your engine is designed to use any gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 131 .

Use of lower octane gasoline can cause persistent “pinging” or “spark knock” (a louder rapping noise) which, if severe, can lead to engine damage. (Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.)

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of gasoline. If pinging or spark knock persists, consult your Honda dealer.

We recommend that you use unleaded fuel because it produces fewer engine deposits and extends the life of exhaust system components.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust, or water in the fuel tank.

3. After refueling, turn the fuel fill cap clockwise until it is secure.
4. Make sure the aligning marks (5) on the fuel fill cap and the tank are aligned.
5. Check that the breather tube is properly seated in the front number plate.

If you replace the fuel fill cap, use only a genuine Honda replacement part.

This section gives basic information on how to begin riding your motorcycle. It includes how to start and stop your engine, how to use the throttle and brakes, and what to do when you're through riding.

For more advanced information — how to make turns, ride on hills, etc., see the *Tips & Practice Guide for the Off-Highway Motorcyclist* booklet that came with your Honda (USA only).

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Riding

Safe Riding Precautions

Before riding your motorcycle for the first time, please review the *Important Safety Information* beginning on page 2 and the previous section, titled *Before Riding*.

Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice in a safe area until you build up your skills and get accustomed to your motorcycle's size and weight.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your motorcycle's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

Your motorcycle is not equipped with lights.
Do not ride at night.

Break-in Guidelines

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first operating day or 15 miles (25 km).

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

Starting the Engine

Always follow the proper starting procedure described below.

Preparation

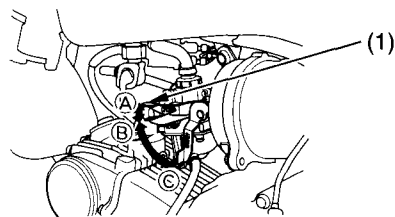
Make sure that the transmission is in neutral and the engine stop switch is at RUN. Turn the fuel valve ON.

Starting Procedure

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

Normal Air Temperature
10° – 35°C (50° – 95°F)

LEFT
SIDE



(1) choke lever

(A) fully ON
(B) detent position
(C) fully OFF

1. Pull the choke lever (1) up all the way to fully ON (A).

Starting the Engine

2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.

NOTICE

Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.

3. Immediately after the engine starts, push the choke lever down to the detent position (B).
4. About a half-minute after the engine starts, push the choke lever down all the way to fully OFF (C).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Start the engine following step 2 under *Normal Air Temperature*.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 – 2 under *Normal Air Temperature*.
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it idles smoothly and responds to the throttle with the choke lever (1) OFF (C).

NOTICE

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

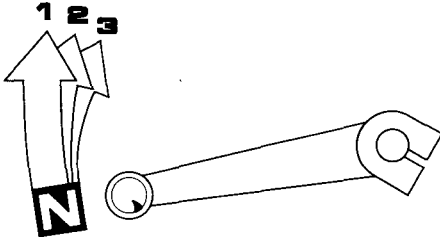
Starting the Engine

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Turn the engine stop switch OFF.
2. Push the choke lever down all the way to OFF.
3. Open the throttle fully.
4. Crank the engine several times with the kickstarter.
5. Turn the engine stop switch to RUN.
6. Follow the *High Air Temperature* starting procedure (page 35).

Shifting Gears



Your motorcycle has three forward gears.

To start riding, after the engine has been warmed and the side stand raised:

1. Close the throttle and pull the front brake lever in.
2. Raise the shift lever from neutral up to first gear.

3. Release the front brake. Gradually open the throttle.
 4. When you attain a moderate speed, close the throttle and raise the shift lever. After shifting, apply the throttle.
 5. To continue shifting up to each higher gear, repeat step 4 .
 6. To shift down to a lower gear, close the throttle and depress the shift lever. After shifting, apply the throttle.
- Remember to close the throttle before shifting.

NOTICE

Improper shifting may damage the engine, transmission, and drive train.

Shifting Gears

Learning when to shift gears comes with experience. Upshift to a higher gear or reduce throttle before engine rpm (speed) gets too high. Downshift to a lower gear before you feel the engine laboring (lugging) at low rpm.

Downshifting can help slow your motorcycle, especially on downhills. However, downshifting when engine rpm is too high can cause engine damage.

To prevent transmission damage, do not coast or tow the motorcycle for long distances with the engine off.

Braking

To slow or stop, apply the front brake and rear brake pedal smoothly, while downshifting to match your speed. Gradually increase braking as you feel the brakes slowing your speed. For support, put your left foot down first, then your right foot when you are through using the rear brake.

For maximum braking, close the throttle and firmly apply the brake lever and pedal controls.

Applying the brakes too hard may cause the wheels to lock and slide, reducing control of your motorcycle. If this happens, release the brake controls, steer straight ahead until you regain control, then reapply the brakes more gently.

Generally, reduce your speed or complete braking before beginning a turn. Avoid braking or closing the throttle quickly while turning. Either action may cause one or both wheels to slip. Any wheel slip will reduce your control of your motorcycle.

When riding in wet or raining 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.

(cont'd)

Braking

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

Stopping the Engine & Parking

To stop the engine, shift into neutral, turn the engine stop switch to either OFF.

Lower the side stand to support your motorcycle. If you're through riding for the day, also turn the fuel valve OFF. Always choose a level place to park.

Post-ride Inspection

When you return home after riding, thoroughly clean your motorcycle and remove any dirt, mud, brush, rocks or other objects you may have picked up along the way.

After cleaning, carefully inspect your motorcycle for leaks or damage.

Be sure to lubricate the drive chain (page 97) to prevent rusting.

Keeping your motorcycle well maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun.

To help keep your motorcycle in good shape, this section includes a Maintenance Schedule for required servicing and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on oils, and tips for keeping your Honda looking good.

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The Importance of Maintenance

A well-maintained motorcycle is essential for safe, economical, and trouble-free riding. Careful pre-ride inspections and good maintenance are especially important because your motorcycle is designed to be ridden over rough off-road terrain.

To help you properly care for your motorcycle, this section of the manual provides a Maintenance Schedule. The service intervals in this schedule are based on average riding conditions.

More frequent service is needed if you subject your motorcycle to severe use (such as competition) or ride in unusually wet or dusty areas.

Frequent servicing of the air cleaner is especially important to help you avoid a possible costly engine repair.

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

⚠ WARNING

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

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

The Importance of Maintenance

Remember, proper maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride and follow the Maintenance Schedule in this section.

Note to Parents:

As a parent, it's up to you to make sure that this motorcycle is properly maintained and kept in safe operating condition. For youngsters, learning how to take care of a motorcycle and perform basic maintenance can be an important part of their riding experience. However, if you allow a youngster to perform or assist in any maintenance task, such as filling the tank with gasoline, you should provide close supervision to make sure that it is performed safely.

The maintenance section includes instructions on how to perform some important maintenance tasks. Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

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

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

Important Safety Precautions

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

Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you operate the engine.

Burns from hot motorcycle parts. Let the engine and exhaust system cool before touching.

Injury from moving parts. Do not run the engine unless instructed to do so.

(cont'd)

Maintenance Safety

- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around gasoline. Use only a non-flammable (high flash point) solvent such as kerosene — not gasoline — to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Maintenance Schedule

To maintain the safety and reliability of your motorcycle, regular inspection and service is required as shown in the Maintenance Schedule that follows.

The Maintenance Schedule lists items that can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual.

The Maintenance Schedule also includes items that involve more extensive procedures and may require special training, tools, and equipment. Therefore, we recommend that you have your Honda dealer perform these tasks unless you have advanced mechanical skills and the required tools. Procedures for items in this schedule are provided in a service manual available for purchase from your dealer (page 133).

Because your motorcycle does not have an odometer, service intervals in the maintenance schedules are expressed in terms of riding days as well as miles. To avoid overlooking required service, we urge you to develop a convenient way to record the number of days and/or miles you ride.

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only genuine Honda parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Maintenance Schedule

Perform the pre-ride inspection (page 25) at each scheduled maintenance period.

Each item on the maintenance schedule requires some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your Honda dealer.

- * Should be serviced by your Honda dealer, unless the owner has the proper tools and service data and is mechanically qualified. Refer to the official Honda Service Manual (page 133).
- ** In the interest of safety, we recommend these items be serviced only by your Honda dealer.

Summary of Maintenance Schedule Notes and Procedures:

NOTE:

1. Service more frequently when ridden in wet or dusty conditions.

Maintenance Procedures:

- I: inspect and clean, adjust, lubricate, or replace, if necessary
- C: clean
- A: adjust
- L: lubricate
- R: replace

Maintenance Schedule

Items	Frequency	Whichever Comes First ⇒	Initial Maint.	Regular Maint. Interval				Refer to page:
			mi	600	1,200	1,800	2,400	
		km	150	1,000	2,000	3,000	4,000	
* Fuel Line		Note	1	6	12	18	24	—
** Fuel Strainer Screen					I		I	—
* Throttle Operation					C		C	—
Air Cleaner	Note 1			C	C	C	C	67
Spark Plug				I	I	I	I	64
* Valve Clearance			I	I	I	I	I	77
Engine Oil			R	R	R	R	R	—
** Engine Oil Strainer Screen					C		C	59
* Cam Chain Tension			A	A	A	A	A	—
** Engine Idle Speed			I	I	I	I	I	74

Maintenance Schedule

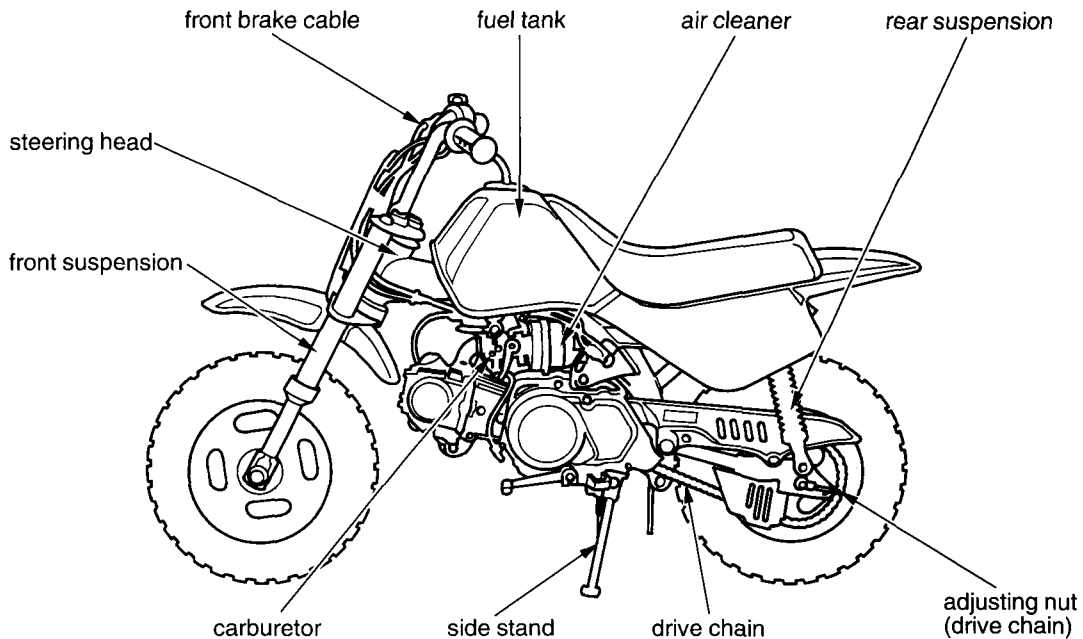
Items	Frequency	Whichever Comes First ⇒	Initial Maint.	Regular Maint. Interval				Refer to page:	
				mi	100	600	1,200		1,800
			Note	Month	150	1,000	2,000		3,000
		Note 1	1	6	12	18	24		
	Drive Chain	Note 1	I, L	I, L: every 300 mi (500 km) or 3 month				94	
	Brake Shoe Wear			I	I	I	I	83	
	Brake System		I	I	I	I	I	81	
	Clutch System		I	I	I	I	I	69	
	Side Stand				I		I	93	
*	Spark Arrester			C	C	C	C	79	
*	Nuts, Bolts, Fasteners		I		I		I	—	
**	Wheels/Tires		I	I	I	I	I	85, 89	
**	Steering Head Bearings		I		I		I	—	

Maintenance Record

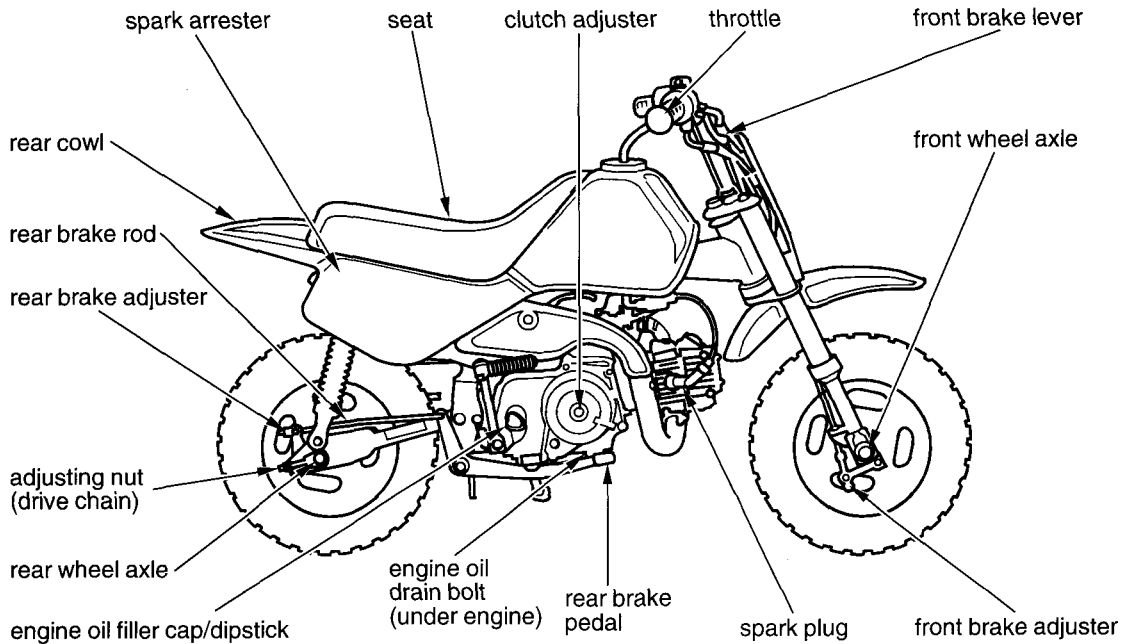
Keeping an accurate maintenance record will help ensure that your motorcycle is properly maintained. Use the space under Notes to record anything you want to remind yourself about or mention to your dealer. Of course, if you find any problem while servicing your motorcycle, be sure it is corrected as soon as possible.

Miles (km)	Date	Performed By:	Notes
600 (1,000)			
1,200 (2,000)			
1,800 (3,000)			
2,400 (4,000)			
3,000 (5,000)			
3,600 (6,000)			
4,200 (7,000)			
4,800 (8,000)			
5,400 (9,000)			

Component Locations

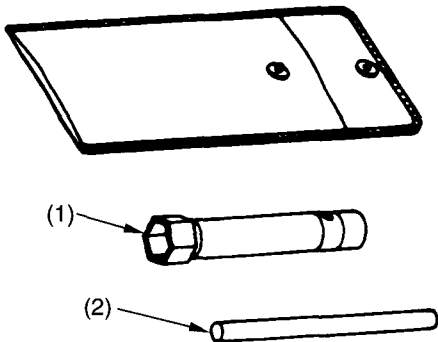


Component Locations



Tools

Refer to *Safety Precautions* on page 47.



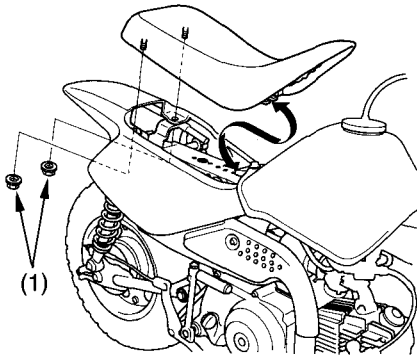
- (1) spark plug wrench
- (2) handle

The spark plug wrench (1) and its handle (2) are stored in the tool bag delivered with your motorcycle.

You will need to provide your own tools to perform any owner maintenance other than removing the spark plug.

Seat Removal

Refer to *Safety Precautions* on page 47.



(1) nuts

Removal

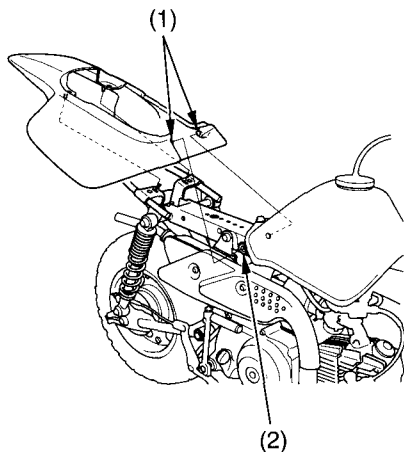
1. Remove the nut (1) on each side of the seat under the rear fender.
2. Slide the seat back.

Installation

1. Position the prongs under the seat into the spaces for them in the frame.
2. Install the nuts and tighten them.

Rear Cowl Removal

Refer to *Safety Precautions* on page 47 .



- (1) rear cowl prongs
- (2) rubber grommet (both sides)

Removal

1. Remove the seat (page 57).
2. Pull both rear cowl prongs (1) out of the rubber grommets (2).

Installation

1. Align the rear cowl prongs with the rubber grommets. Press each side of the rear cowl into position.
2. Install the seat (page 57).

Refer to *Safety Precautions* on page 47.

Using the proper oil, and regularly checking, adding, and changing oil will help extend your engine's life. Even the best oil wears out. Changing oil helps get rid of dirt and deposits held in the engine. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

Oil Recommendation

API Classification	SF or SG
Viscosity (weight)	SAE 10W-40*
Suggested Oil	Pro Honda GN4 4-stroke oil (USA & Canada), or Honda 4-stroke oil (Canada only), or an equivalent**

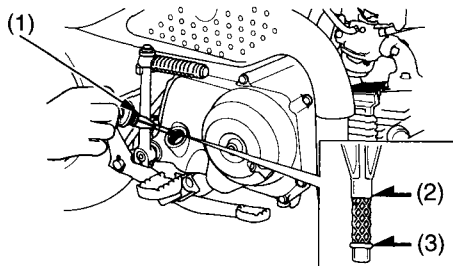
* For normal air temperatures. See page 63 for additional temperature/viscosity information.

** Use oil manufactured specifically for motorcycles. Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.

Engine Oil

Checking & Adding Oil

RIGHT SIDE



- (1) oil filler cap/dipstick
- (2) upper level mark
- (3) lower level mark

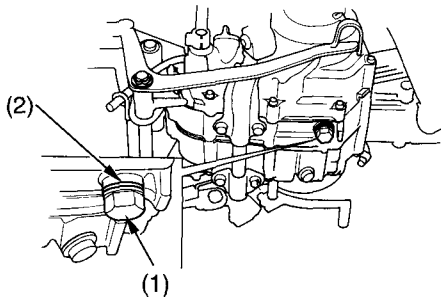
1. Park your motorcycle on a firm, level surface.
2. Clean around the oil filler cap/dipstick (1) and nearby surfaces.

3. Start the engine and let it idle for a few minutes. Stop the engine. Wait a few minutes.
4. Immediately unscrew and remove the oil filler cap/dipstick. Wipe it clean.
5. Hold the motorcycle upright.
6. Insert the dipstick until it seats, but do not screw it in.
7. Remove the dipstick and check the oil level.
 - If the oil is at or near the upper level mark (2), you do not have to add oil.
 - If the oil is below or near the lower level mark (3), add the recommended oil until it reaches the upper level mark. (Do not overfill.)

8. Insert the dipstick and screw it in tightly.
9. Check for oil leaks.

Changing Engine Oil

UNDER



- (1) oil drain bolt
(2) sealing washer

1. If the engine is cold, start it and let it idle for 3-5 minutes. Turn the engine off. Wait 2-3 minutes for the oil to settle.
2. Park your motorcycle on a firm, level surface.
3. Remove the oil filler cap/dipstick.
4. Place a drain pan under the crankcase.
5. Unscrew and remove the oil drain bolt.
6. After most of the oil is drained, gently tilt the motorcycle from side to side to drain the remaining oil.
7. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 110).

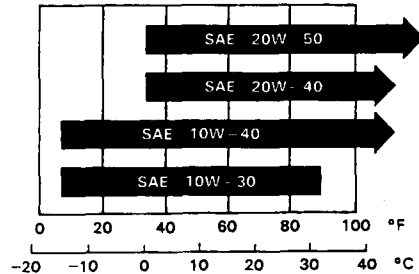
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Engine Oil

8. Remove the old sealing washer (2) and install a new sealing washer on the drain bolt.
9. Install the oil drain bolt and tighten to the specified torque:
18 lbf-ft (25 N·m , 2.5 kgf·m)
10. Pour the recommended oil into the crankcase, approximately:
0.6 US qt (0.6 ℓ , 0.5 Imp qt)
11. Install the oil filler cap/dipstick securely.
12. Start the engine. Let it idle 2-3 minutes, then turn it off.
13. With the motorcycle held upright on level ground, check the oil level.
If needed, add oil (page 60) until it reaches the upper level mark. (Do not overfill.)
14. Check for oil leaks.

More About: Engine Oil

- When you buy oil, check the label to make sure it matches the recommendation.
- Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor-based racing oils are not recommended.
- Your motorcycle does not need any oil additives. Use the recommended oil.
- Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.



Air Cleaner

Refer to *Safety Precautions* on page 47.

Proper air cleaner maintenance is very important for off-road vehicles. A dirty, water-soaked, worn-out, or defective air cleaner will allow dirt, dust, mud, and other impurities to pass into the engine.

Service the air cleaner more frequently if you ride in unusually wet or dusty areas. Your Honda dealer can help you determine the correct service interval for your riding conditions.

Your motorcycle's air cleaner has very specific performance requirements. Use a new genuine Honda air cleaner specified for your model or an air cleaner of equal quality.

NOTICE

Using the wrong air cleaner can result in premature engine damage.

Proper air cleaner maintenance can prevent premature engine wear or damage, expensive repairs, low engine power, poor gas mileage, and spark plug fouling.

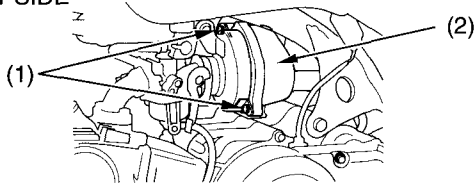
NOTICE

Improper or lack of proper air cleaner maintenance can cause poor performance and premature engine wear.

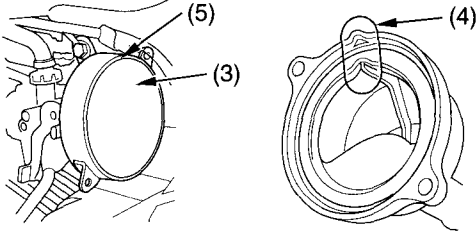
Air Cleaner

Cleaning

LEFT SIDE



- (1) attaching screws
- (2) air cleaner housing cover



- (3) air cleaner
- (4) projection (air cleaner housing cover)
- (5) projection (air cleaner housing)

1. Remove the two attaching screws (1) and the air cleaner housing cover (2).
2. Remove the air cleaner (3).
3. Gently wash the air cleaner in clean, non-flammable (high flash point) solvent such as kerosene – not gasoline. After cleaning, gently squeeze out the remaining solvent. Avoid twisting or wringing the air cleaner. This can tear the foam.
4. Inspect for tears or cracks in the foam or seams of the air cleaner. Replace the air cleaner if it is damaged.
5. Allow the air cleaner to **dry thoroughly** before applying oil. A wet air cleaner will not fully absorb the oil.

(cont'd)

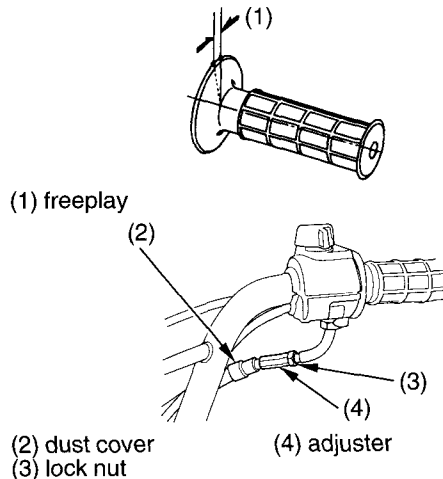
Air Cleaner

6. Pour clean Pro Honda Foam Filter Oil or an equivalent (Canada: Honda Foam Filter Oil or an equivalent) over the entire surface of the air cleaner. Use both hands to evenly spread the oil into the air cleaner. Gently squeeze out any excess oil. (To keep your hands dry, place the air cleaner in a clean plastic bag before spreading the oil into the air cleaner.)
7. Clean the inside of the air cleaner housing.
Install the air cleaner.
8. Install the air cleaner housing cover, aligning its projection (4) with the projection (5) on the air cleaner housing.
9. Install and tighten the two attaching screws.

Refer to *Safety Precautions* on page 47.

Throttle Freeplay

RIGHT SIDE



Inspection

Check freeplay (1).

Freeplay: 1/16 – 1/4 in (2.0 – 6.0 mm)

If necessary, adjust to the specified range.

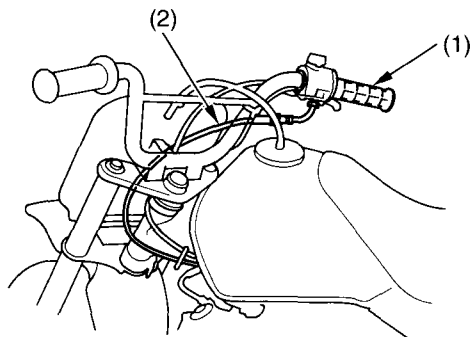
Adjustment

1. Pull the rubber dust cover (2) back.
2. Loosen the lock nut (3) on the throttle cable mechanism.
3. Turn the adjuster (4).
4. Tighten the lock nut. Return the dust cover to its normal position.
5. After adjustment, check for smooth rotation of the throttle grip from fully closed to fully open in all steering positions.

If you can't get the freeplay within the specified range, contact your Honda dealer.

Throttle

Throttle Inspection



- (1) throttle
(2) throttle cable

1. Check that the throttle assembly is positioned properly and the securing bolts are tight.

2. Check for smooth rotation of the throttle (1) from fully open to fully closed in all steering positions. If there is a problem, see your Honda dealer.
3. Inspect the condition of the throttle cable (2) from the throttle grip down to the carburetor. If the cable is kinked or chafed, have it replaced.
4. Check the cable for tension or stress in all steering positions.
5. Lubricate the cable with a commercially-available cable lubricant to prevent premature rust and corrosion.

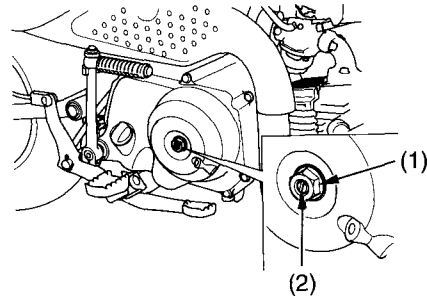
Clutch System

Refer to *Safety Precautions* on page 47.

Inspection

The engine should start easily with the kickstarter without the clutch slipping. When shifting gears, the clutch operation should be smooth and light, especially when shifting into neutral.

Adjustment



- (1) adjuster lock nut
- (2) clutch adjuster

1. Loosen the adjuster lock nut (1).
2. Turn the clutch adjuster (2) clockwise one turn; do not turn excessively.

(cont'd)

Clutch System

3. Slowly turn the adjuster counterclockwise until a slight resistance is felt.
4. From this position, turn the adjuster clockwise $1/8$ to $1/4$ turn, and tighten the lock nut.
5. After adjustment, test ride the motorcycle to be certain the clutch operates properly.

If you can't get proper adjustment, or the clutch does not work properly, see your Honda dealer.

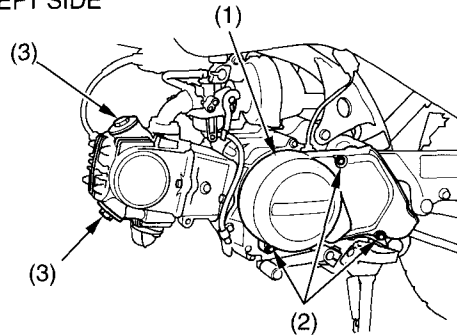
Valve Clearance

Refer to *Safety Precautions* on page 47.

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

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

LEFT SIDE



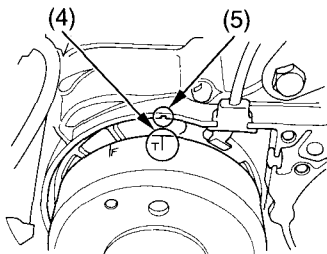
- (1) left crankcase cover
- (2) bolts
- (3) adjusting hole caps

1. Remove the left crankcase cover (1) by removing the bolts (2).
2. Remove the adjusting hole caps (3).

(cont'd)

Valve Clearance

LEFT SIDE



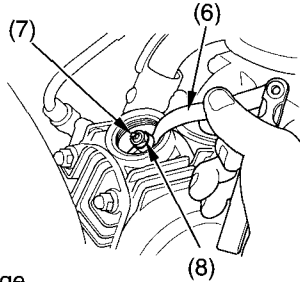
(4) T mark
(5) index mark

3. Rotate the generator flywheel counterclockwise until the T mark (4) on the flywheel lines up with the index mark (5) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed. This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the T mark to the index mark.

Valve Clearance

LEFT SIDE



- (6) feeler gauge
- (7) adjusting screw
- (8) adjusting screw lock nut

4. Check the clearance of both valves by inserting a feeler gauge (6) between the adjusting screw (7) and the valve stem. Clearance should be:
0.002 in (0.05 mm)

5. If it is necessary to make an adjustment, loosen the adjusting screw lock nut (8) and turn the adjusting screw (7) so there is a slight resistance when the feeler gauge (6) is inserted.

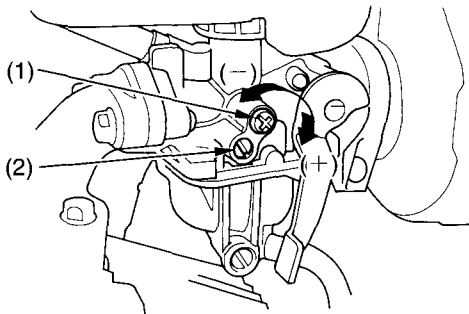
After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance to make sure that the adjustment has not been disturbed.

Carburetor

Refer to *Safety Precautions* on page 47.

Engine Idle Speed

LEFT SIDE



(1) throttle stop screw
(2) air screw

(+) increase rpm
(-) decrease rpm

The engine must be at normal operating temperature for accurate idle speed adjustment. Support the motorcycle upright on a firm, level surface after warm-up.

The best way to set the idle speed is with a tachometer. The instructions follow. However, you can approximate the correct idle speed by adjusting the throttle stop screw in or out until the engine idles smoothly, without stalling.

1. Shift to neutral after warming up the engine.
2. Connect a tachometer, following the tachometer manufacturer's instructions.
3. Adjust idle speed with the throttle stop screw (1).

Idle Speed: $1,700 \pm 100$ rpm