

# HONDA

## OWNER'S MANUAL

89'  
NT650  
HAWK GT



# IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush or grass covered areas may be illegal. Obey local laws and regulations.

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

Pay special attention to statements preceded by the following words:

** DANGER**

Indicates severe personal injury or death will result if instructions are not followed.

** WARNING**

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

**CAUTION:**

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

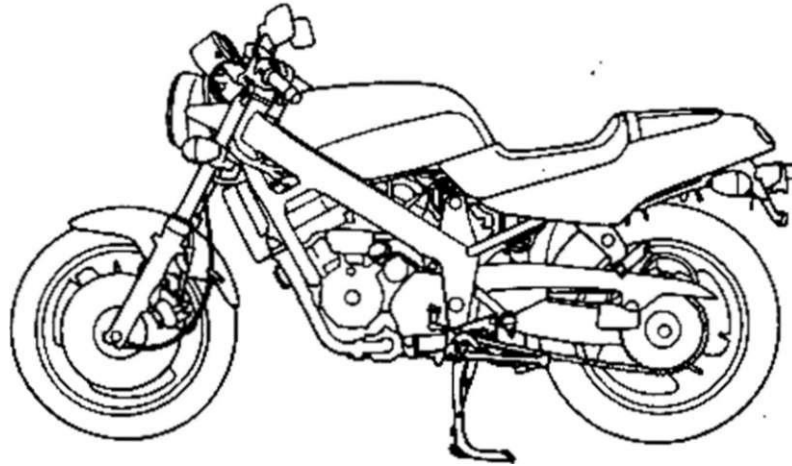
**NOTE:**

Gives helpful information.

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

**HONDA NT650  
HAWK GT  
OWNER'S MANUAL**

1989



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

© Honda Motor Co., Ltd. 1988

# WELCOME

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and on familiarity with the motorcycle, but also the motorcycle's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE. Also for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

- Honda Owner's Identification Card
- Set-up and Pre-delivery Checklist
- Honda Motorcycle Emission Control System, Distributor's Warranty
- Honda Motorcycle, Distributor's Limited Warranty
- Honda Motorcycle Noise Control Systems, Distributor's Warranty

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

Pleasant riding, and thank you for choosing a Honda

# OPERATION

Page

1	MOTORCYCLE SAFETY
2	Safe Riding Rules
3	Protective Apparel
4	Modifications
5	Loading and Accessories
9	PARTS LOCATION
12	Instruments and Indicators
16	MAJOR COMPONENTS (Information you need to operate this motorcycle)
16	Suspension
17	Brakes
20	Clutch
22	Coolant
24	Fuel
28	Engine Oil
29	Tires
31	ESSENTIAL INDIVIDUAL COMPONENTS
31	Ignition Switch

Page

32	Right Handlebar Controls
33	Left Handlebar Controls
34	FEATURES (Not required for operation)
34	Steering Lock
35	Helmet Holder
36	Seat
36	Document Compartment
37	Side cover
38	OPERATION
38	Pre-ride Inspection
39	Starting the Engine
42	Break-in
43	Riding
46	Braking
47	Parking
48	Anti-theft Tips

# MAINTENANCE

Page

49	MAINTENANCE
50	Maintenance Schedule
52	Maintenance Record
53	Tool Kit
54	Serial Numbers
55	Color Label
56	Maintenance Precautions
57	FILTERS/LUBRICATION
57	Engine Oil
60	Crankcase Breather
61	ENGINE
61	Spark Plugs
62	Idle Speed
63	DRIVE TRAIN
63	Drive Chain
68	FRAME/WHEELS/BRAKES
68	Wheel Removal
74	Side Stand

Page

75	ELECTRICAL
75	Battery
77	Fuse Replacement
79	CLEANING
80	STORAGE GUIDE
82	SPECIFICATIONS
86	CONSUMER INFORMATION
86	Emission Control System
90	Warranty Service

# MOTORCYCLE SAFETY

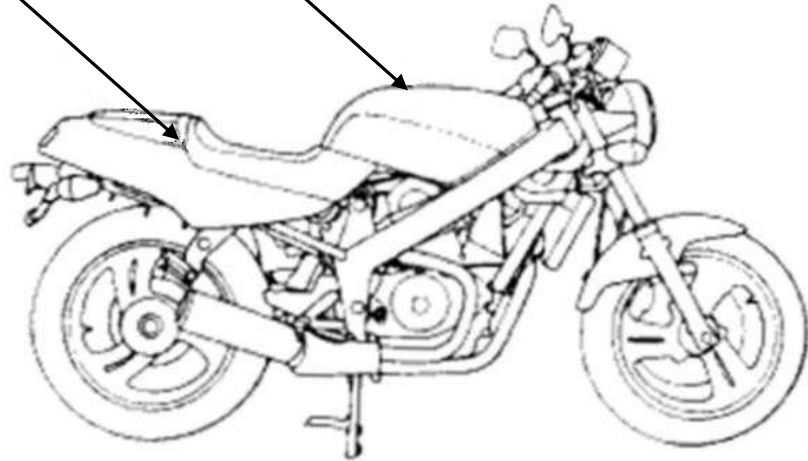
Read these WARNING LABELS before you ride.

## **⚠ WARNING** **ACCESSORIES AND LOADING**

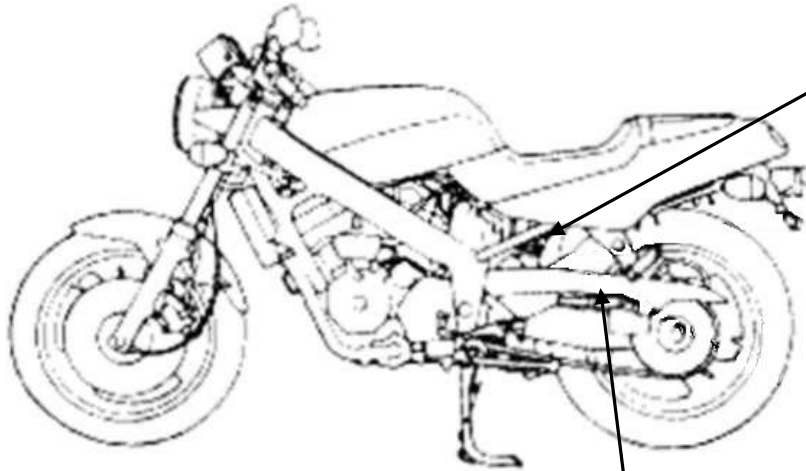
- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNINGS CONTAINED IN THE OWNER'S MANUAL AND INSTALLATION INSTRUCTIONS BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE MAXIMUM WEIGHT CAPACITY HAS BEEN EXCEEDED.
- THE CARGO WEIGHT MUST NOT EXCEED 65 kg UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENDED.

## **⚠ WARNING**

- ALWAYS WEAR HELMET.
- ON ROAD USE ONLY
- FAILURE TO FOLLOW PROPER STARTING AND OPERATING INSTRUCTIONS MAY RESULT IN AN ACCIDENT. READ OWNER'S MANUAL CAREFULLY.



M  
O  
T  
O  
R  
C  
Y  
C  
L  
E  
  
S  
A  
F  
E  
T  
Y



**⚠ WARNING**

- DO NOT REMOVE RADIATOR CAP WHILE THE ENGINE IS HOT. ALLOW THE ENGINE TO COOL BEFORE DRAINING. SEVERE SCALDING MAY RESULT.

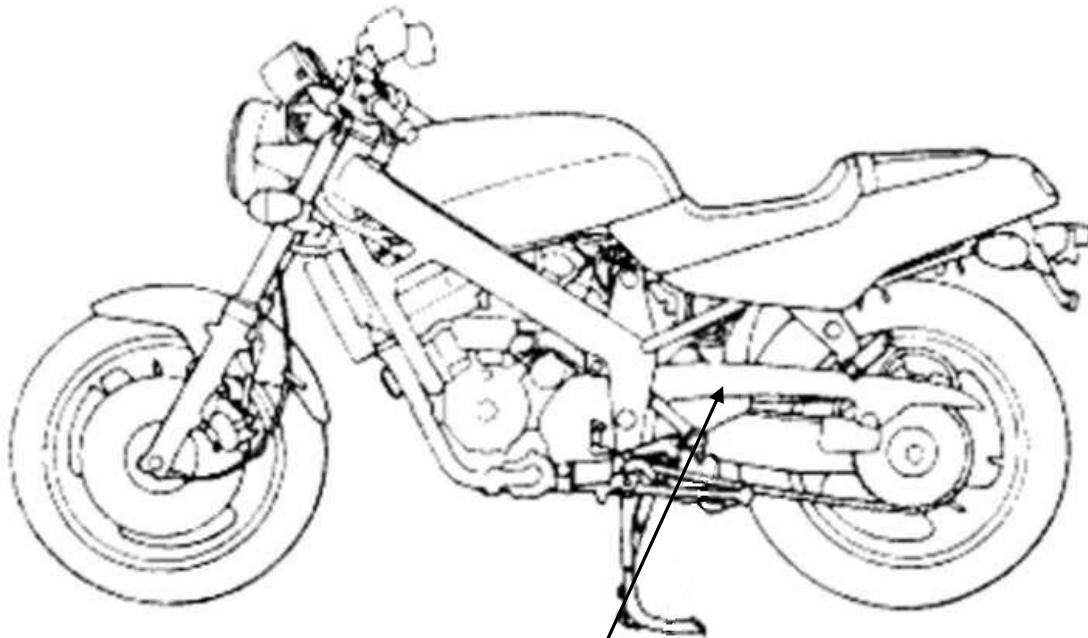
**⚠ CAUTION**

- CHECK THE COOLING SYSTEM FREQUENTLY BY OBSERVING THE COOLANT LEVEL IN THE RESERVE TANK FILLER OPENING
- ONLY USE A 50/50 SOLUTION OF ANTIFREEZE OR SUMMER COOLANT AND DISTILLED WATER TO AVOID POSSIBLE OVERHEATING THAT CAN LEAD TO ENGINE DAMAGE.

**DRIVE CHAIN CAUTION**

- THIS CHAIN CONTAINS RUBBER SEALS. DO NOT STEAM CLEAN OR USE SOLVENTS. REDUCED CHAIN LIFE MAY OCCUR IF MAINTENANCE INSTRUCTIONS ARE NOT STRICTLY FOLLOWED.
- CHAIN SLACK IS MEASURED BY PRESSING DOWN ON THE CENTER OF THE CHAIN AT THE MARK (Y) ON THE SWINGARM. ADJUST SLACK BETWEEN A AND B. NEVER EXCEED C ON THE GAUGE.
- LUBRICATE WHENEVER CHAIN APPEARS DRY. INSPECT AND LUBRICATE EVERY 1000 km (600 miles). USE SAE 80 OR 90 GEAR OIL ONLY.
- REPLACE CHAIN WHEN RED ZONE ON LABEL REACHES. THE OUTSIDE DIAMETER OF SPROCKET WITH CHAIN SET BETWEEN A AND B.





M  
O  
T  
O  
R  
C  
Y  
C  
L  
E  
  
S  
A  
F  
E  
T  
Y

**TIRE INFORMATION**

**COLD TIRE PRESSURES**

(UP TO MAXIMUM WEIGHT CAPACITY)	FRONT	225 kPa	2,25 kg/cm <sup>2</sup>	33 psi
	REAR	250 kPa	2,50 kg/cm <sup>2</sup>	36 psi
(UP TO 90 kg (200 lbs) LOAD)	FRONT	225 kPa	2,25 kg/cm <sup>2</sup>	33 psi
	REAR	225 kPa	2,25 kg/cm <sup>2</sup>	33 psi

	<b>TIRE BRAND</b>	<b>DUNLOP</b>	<b>BRIDGESTONE</b>
<b>TIRE SIZE</b>	FRONT 110/80-17 57H	K505G	G547G
	REAR 150/70-17 69H	K505	G548

**THIS MOTORCYCLE IS EQUIPPED WITH TUBELESS TIRES.**

**MAXIMUM WEIGHT CAPACITY:  
156 kg ( 345 lbs )**

**MIN RECOMMENDED TIRE CENTER TREAD DEPTH:  
FRONT 1,5 mm (0,06 in) REAR 2,0 mm (0,08 in)**

**Read Owner's Manual**

**⚠ WARNING**

M  
O  
T  
O  
R  
C  
Y  
C  
L  
E  
  
S  
A  
F  
E  
T  
Y

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

**SAFE RIDING RULES**

- Always make a pre-ride inspection (page 39) before you start the engine. You may prevent an accident or equipment damage.
- Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
- Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist.  
Make yourself conspicuous to help avoid the accident that wasn't your fault:
  - \* Wear bright or reflective clothing.

\* Don't ride in another motorist's "blind spot."

4. Obey all federal state 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 footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

## 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. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

## MODIFICATIONS



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

M  
O  
T  
O  
R  
C  
Y  
C  
L  
E  
  
S  
A  
F  
E  
T  
Y

## LOADING AND ACCESSORIES



**\*To prevent an accident, use extreme care when adding and riding with accessories and cargo.**

**Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 80 mph. And remember that this 80 mph limit may be reduced by installation of non-Honda accessories, improper loading, worn tires and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.**

## Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed the maximum weight capacity: 345 lbs (156 kg) Cargo weight alone should not exceed: 401bs (18kg)

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (page 3) and rear suspension (page 16) to suit load weight and riding conditions.

M  
O  
T  
O  
R  
C  
Y  
C  
L  
E  
  
S  
A  
F  
E  
T  
Y

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

## **Accessories**

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

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

3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.

4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.

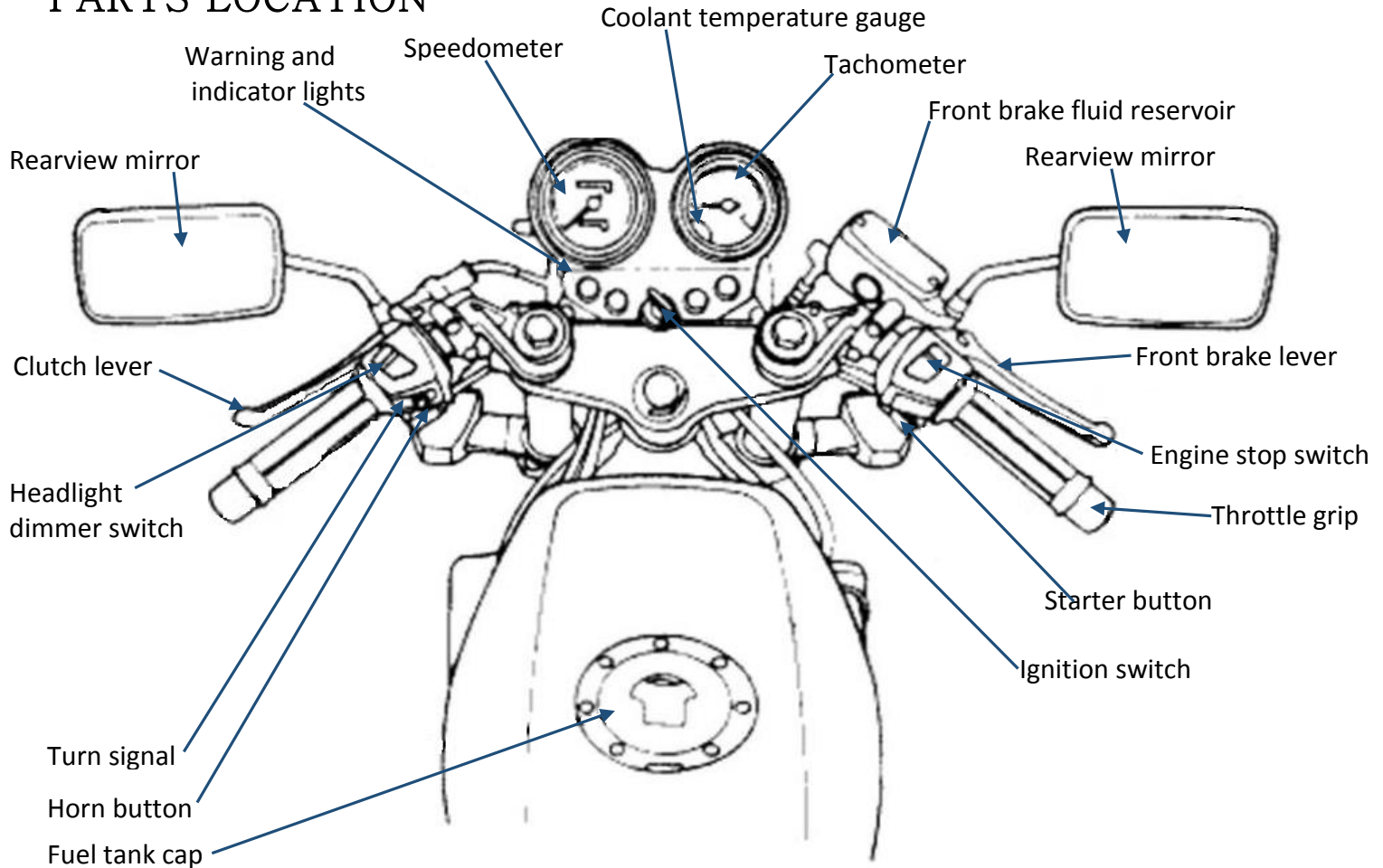
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.

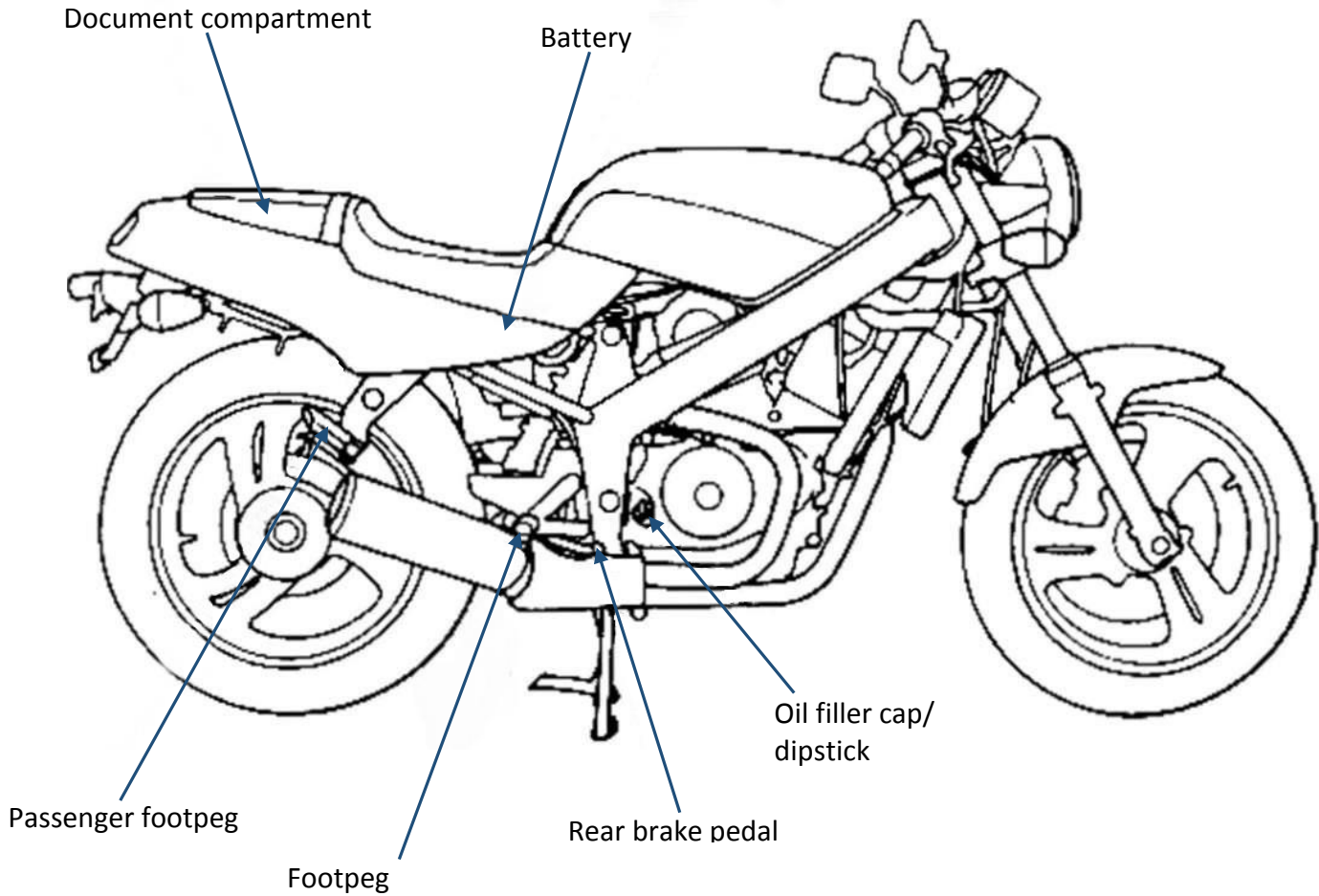
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

M  
O  
T  
O  
R  
C  
Y  
C  
L  
E

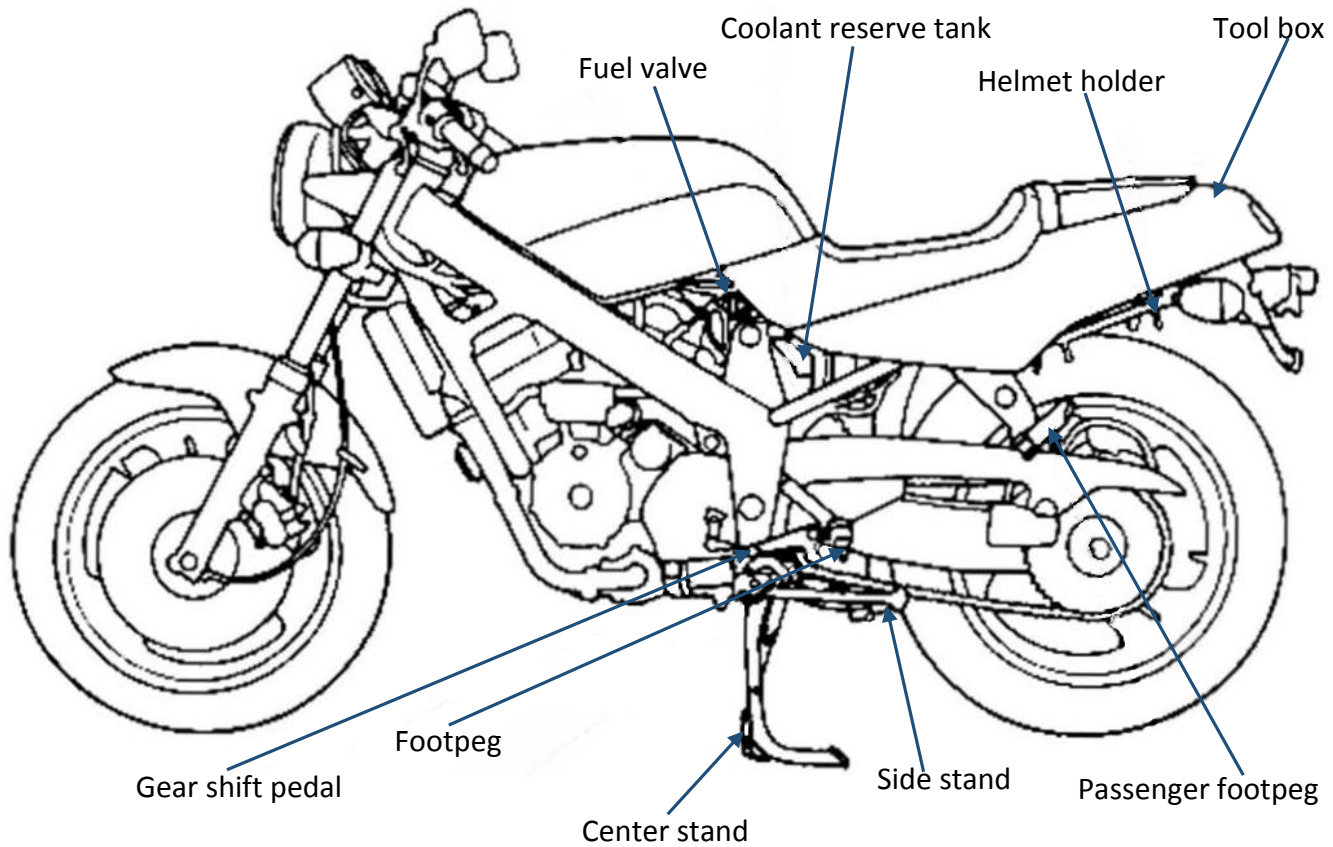
S  
A  
F  
E  
T  
Y

# PARTS LOCATION









# INSTRUMENTS AND INDICATORS

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

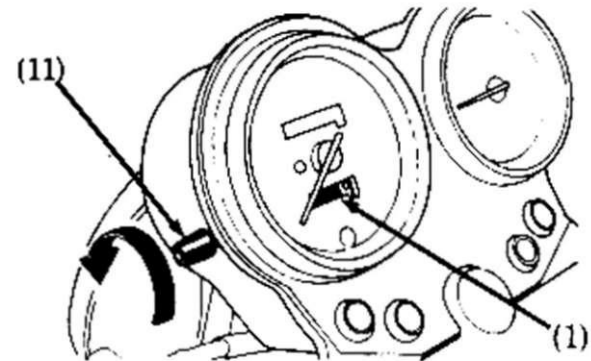
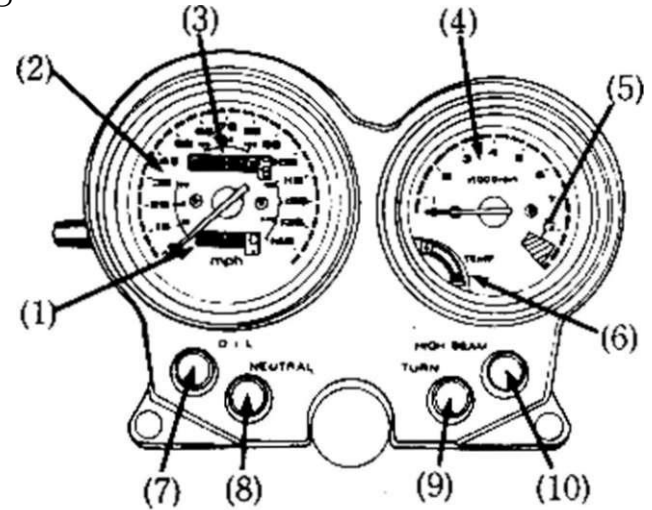
## USA model:

Odometer and tripmeter read in miles.

## Canadian model:

Odometer and tripmeter read in kilometers.

- (1) Tripmeter
- (2) Speedometer
- (3) Odometer
- (4) Tachometer
- (5) Tachometer red zone
- (6) Coolant temperature gauge
- (7) Oil pressure warning light
- (8) Neutral indicator
- (9) Turn signal indicator
- (10) High beam indicator
- (11) Tripmeter reset knob

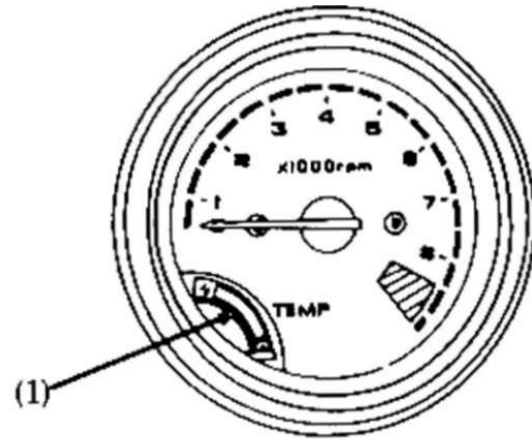


(Ref .No.) Description	Function
(1) Tripmeter	Shows mileage per trip
(2) Speedometer	Shows riding speed.
(3) Odometer	Shows accumulated mileage.
(4) Tachometer	Shows engine rpm.
(5)Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p><b>CAUTION:</b></p> <p>* The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.</p>
(6) Coolant temperature gauge	Shows coolant temperature (See page 15).

<b>(Ref .No.) Description</b>	<b>Function</b>
(7) Oil pressure warning light	<p>Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p><b>CAUTION:</b></p> <p><b>*Running the engine with insufficient oil pressure may cause serious engine damage.</b></p>
(8) Neutral indicator (green)	Lights when the transmission is in neutral.
(9) Turn signal indicator	Flashes when either turn signal is operated.
(10) High beam indicator (blue)	Lights when the headlight is on high beam.
(11) Tripmeter reset knob	Resets tripmeter to zero (O). Turn knob in direction shown.

## Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the wider section of the outlined band. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 23 - 24 and do not ride the motorcycle until the problem has been corrected.



### **CAUTION:**

\*Exceeding maximum running temperature may cause serious engine damage.

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

## **⚠ WARNING**

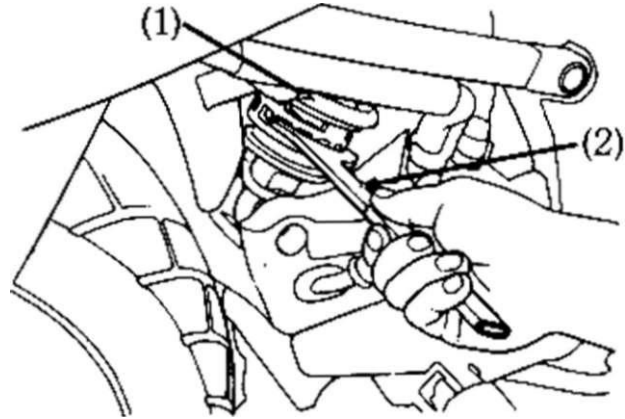
\*If the Pre-ride Inspection (page 39 ) is not performed, severe personal injury or vehicle damage may result.

## **SUSPENSION**

The rear shock absorber (1) has five spring preload adjustment positions for different load or riding conditions. Use a hook spanner (2) to adjust the rear shock.

Position I is for light loads and smooth road conditions. Position II to V increases spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded.

*(It is recommended to adjust preload as 30% of the full travel is used on regular load. Rider sag – 30-40mm; static sag – 10mm)*



# BRAKES

Both front and rear brakes are hydraulic disc types.

As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 19), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

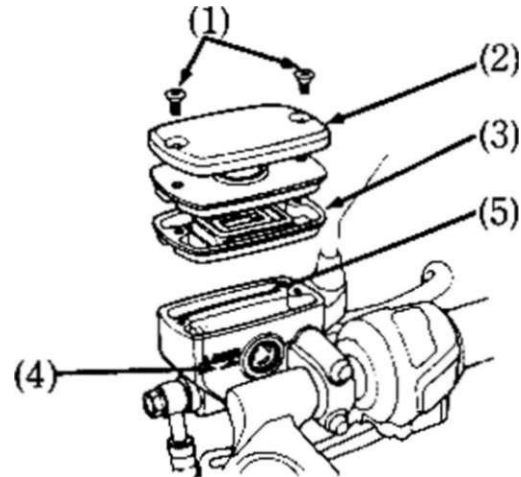
## Front Brake Fluid Level:

### **⚠ WARNING**

**\* Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with**

**water and call a doctor if your eyes were exposed.**

Check that the fluid level is above the lower level mark (4) with the motorcycle in an upright position.



- (1) Screws
- (2) Reservoir cover
- (3) Diaphragm
- (4) LOWER level mark
- (5) UPPER level mark

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark (4). Remove the screws (1), reservoir cover (2), diaphragm plate (3) and diaphragm. Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (5). Reinstall the removed parts in the reverse order of removal. Tighten the screws (1) securely.

**CAUTION:**

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

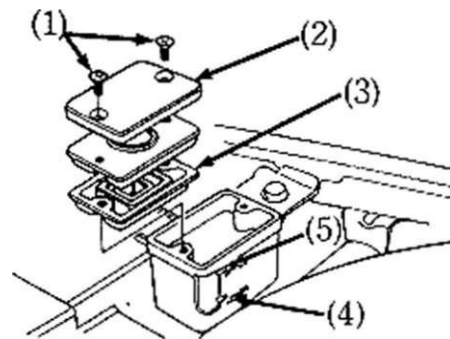
Front Brake Fluid Level:



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

Remove the seat (page 36).

Check that the fluid level is above the lower level mark (4) with the motorcycle in an upright position.



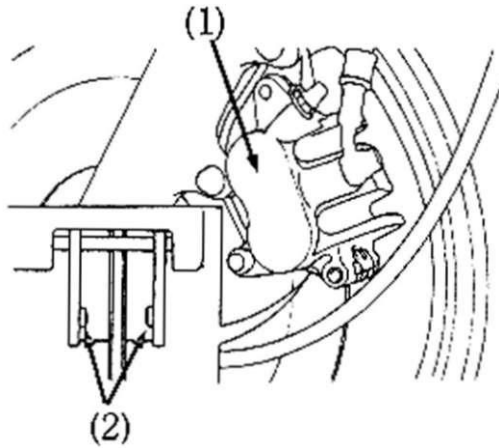
- (1) Screws
- (2) Reservoir cover
- (3) Diaphragm

- (4) LOWER level mark
- (5) UPPER level mark



## Brake Pad Wear

Brake pad wear will depend upon the severity of usage, type of riding, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. If either pad wears to the bottom of the groove (1), both pads must be replaced as a set.

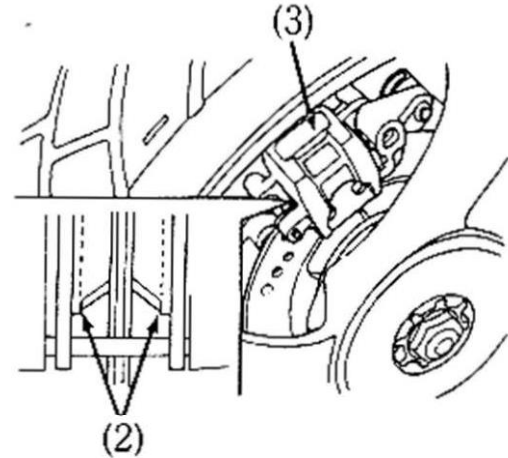


(1) Front brake caliper

(2) Groove

## Other checks:

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

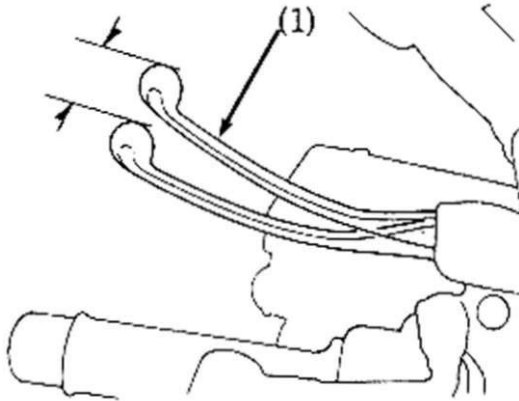


(3) Rear brake caliper

# CLUTCH

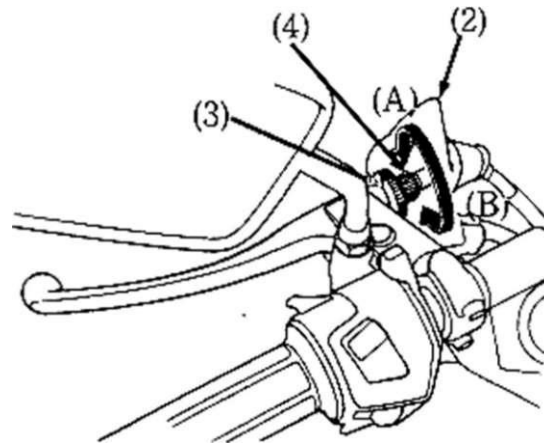
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Minor adjustments can be made with the clutch cable adjuster (4) at the lever. Normal clutch lever free play is: 10-20mm (3/8-3/4 in)



(1) Clutch lever

Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and pull on the dust cover.



(2) Dust cover  
(3) Lock nut  
(4) Clutch cable adjuster

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

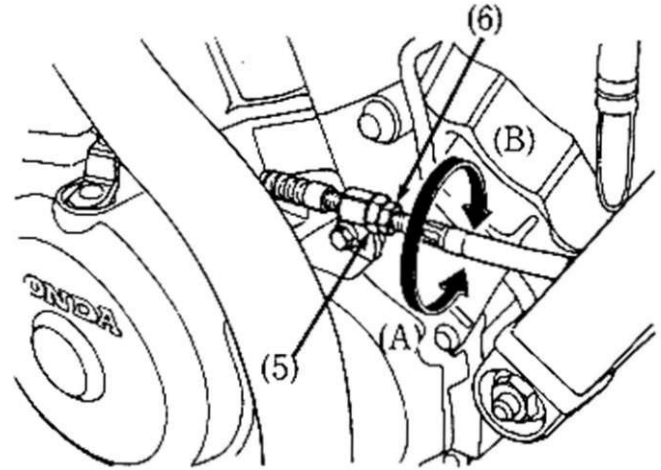
3. At the lower end of the cable, loosen the lock nut (6). Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (6) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

**NOTE:**

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

Other Checks:

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



(5) Adjusting nut

(6) Lock nut

(A) Increase free play

(B) Decrease free play

## COOLANT

### Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

### CAUTION:

\*Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

## Inspection

The reserve tank is in front of the rear shock absorber in view of the right side. The reserve tank cap is behind the left side cover.

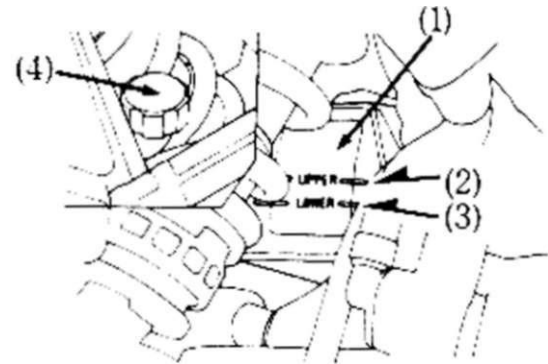
Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (3), remove the reserve tank cap (4) and add coolant mixture until it reaches the UPPER level mark (2). Do not remove the radiator cap.



**\*Do not remove the radiator cap when the engine is hot. The coolant is under pressure and could scald you.**

**\*Keep hands and clothing away from the cooling fan, as it starts automatically.**

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.



- (1) Reserve tank                      (3) LOWER level mark  
(2) UPPER level mark              (4) Reserve tank cap

# FUEL

## Manual Fuel Valve

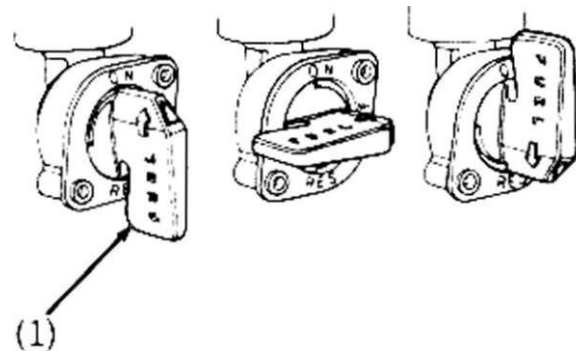
The manual fuel valve (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components. Automatic Fuel ON-OFF With the fuel valve set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

## Reserve Fuel

When the main fuel supply is-gone, turn the fuel valve to RES. Refill the tank as soon as possible after switching to RES, then switch the valve back to ON. The reserve fuel supply is: 2.0 l (0.53 US gal, 0.44 Imp gal)

### **⚠ WARNING**

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



(1) Fuel valve

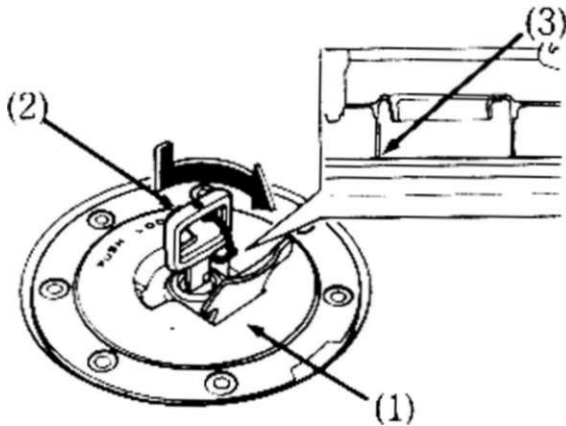
## Fuel Tank

The fuel tank capacity, including reserve, is:

**12.0 l (3.17 US gal, 2.64 Imp gal)**

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

To close the fuel tank cap, align the latch in the cap with the slot in the filler neck. Push cap into the filler neck until it snaps closed and locks. Remove the key.



(1) Fuel tank cap (2) Ignition key (3) Filler neck

The engine is designed to use any gasoline that has a pump octane number (R+M)/2 of 86 or higher, or that has a research octane number of 91 or higher. Gasoline pumps at service stations normally display the pump octane number. We recommend that you use unleaded fuel because it produces fewer engine and spark plug 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. Use of a lower octane gasoline can cause persistent "pinging" or heavy "spark knock" (a metallic rapping noise) which, if severe, can lead to engine damage.

**CAUTION:**

\* If "spark knock" or "pinging" occurs at a steady engine speed under normal load, change brands of gasoline. If spark knock or pinging persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

**⚠ 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 engine is refuelled or where gasoline is stored.**
- \* **Do not overfill the tank (there should be no fuel in the filler neck (3)). After refuelling, make sure the fuel cap is closed securely.**
- \* **Be careful not to spill fuel when refuelling. Spilled fuel or fuel vapour may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- \* **Avoid repeated or prolonged contact with skin or breathing of vapour. KEEP OUT OF REACH OF CHILDREN.**



## Gasoline Containing Alcohol

If you decide to use a gasoline containing alcohol ("gasohol"), be sure its octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use gasohol that contains more than 10% ethanol. Do not use gasoline containing methanol (methyl or wood alcohol) that does not also contain solvents and corrosion inhibitors for methanol. Never use gasoline containing more than 5% methanol, even if it has solvents and corrosion inhibitors.

## NOTE:

- \*Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- \*Before buying fuel from an unfamiliar station, try to find out the fuel contains alcohol, if it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a gasoline that contains alcohol, or one that you think contains alcohol, switch to a gasoline that you know does not contain alcohol.

# ENGINE OIL

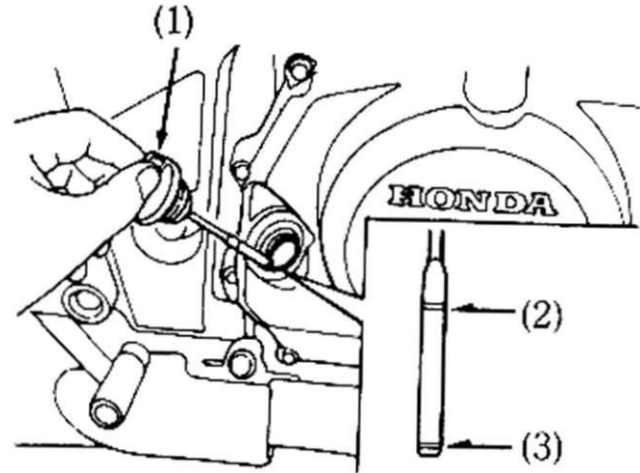
## Engine Oil Level Check

Check the engine oil level each day before riding the motorcycle. The level must be maintained between the upper (2) and lower (3) level marks on the dipstick (1).

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

### CAUTION:

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



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

## TUBELESS TIRES

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE "

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

Check tire pressure frequently and adjust if necessary, (page 3).

### NOTE:

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

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

### 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 the rim causing tire deflation that may result in a loss of vehicle control.**
- \*Operation with excessively worn tires is hazardous and will adversely affect traction and handling.**

Replace tires before tread depth at the center of the tire reaches the limit as shown on the tire information label (page 3).

## Tire Repair/Replacement:

See your authorized Honda Dealer

### **⚠ WARNING**

- \*The use of tires other than those listed here may adversely affect handling. (page 3)
- \*Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation that may result in a loss of vehicle control.
- \*Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation that may result in a loss of vehicle control.
- \*Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation that may result in a loss of vehicle control.

- Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.
- \*To avoid possible repair failure and tire deflation that may result in a loss of vehicle control, do not exceed 50 mph for the first 24 hours, or 80 mph at any time, after tire repair.

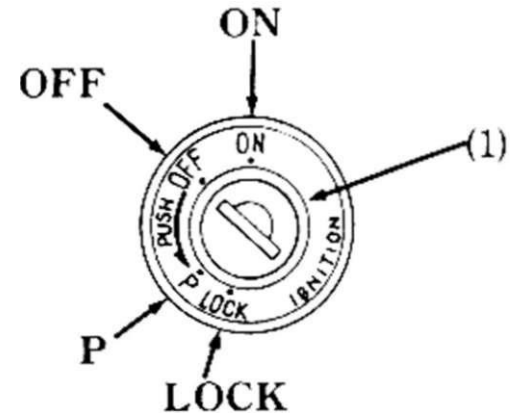
### CAUTION:

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

# ESSENTIAL INDIVIDUAL COMPONENTS

## IGNITION SWITCH

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



(1)  
Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
P(parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

## RIGHT HANDLEBAR CONTROLS

### Engine Stop Switch

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

### NOTE:

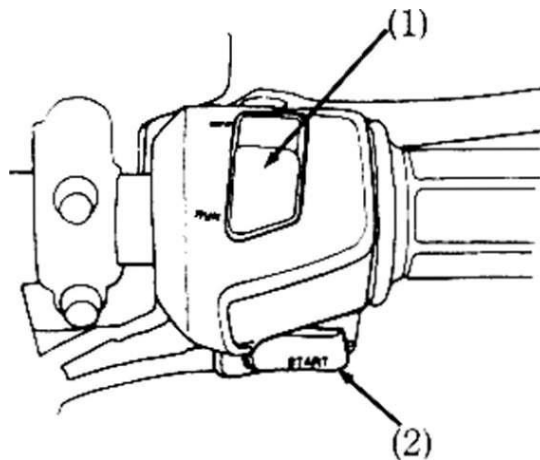
\* If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will still be on, resulting in battery discharge.

### Starter Button

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

When the starter button is pressed the starter motor will crank the engine; the headlight will automatically go out, but the taillight will stay on.

See pages 40 – 41 for "Starting Procedure".



(1) Engine stop switch

(2) Starter button

## LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

### Headlight Dimmer Switch (1)

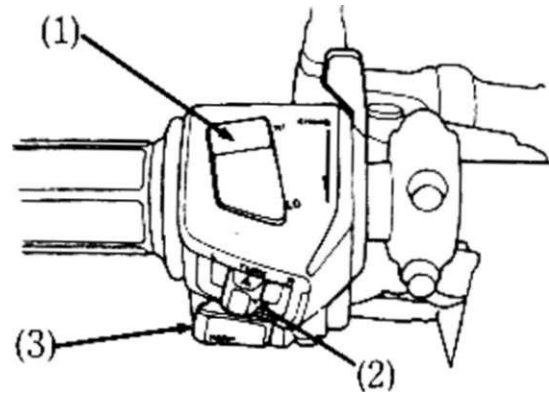
Select HI for high beam, LO for low beam.

### Turn Signal Switch (2)

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

### Horn Button (3)

Press the button to sound the horn.



- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button

## FEATURES

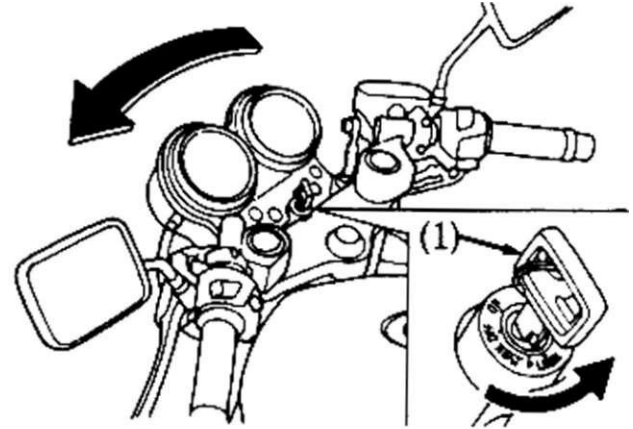
(Not required for operation)

### STEERING LOCK

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

#### **⚠ WARNING**

**\*Do not turn the key to LOCK while riding the motorcycle, loss of vehicle control will result.**

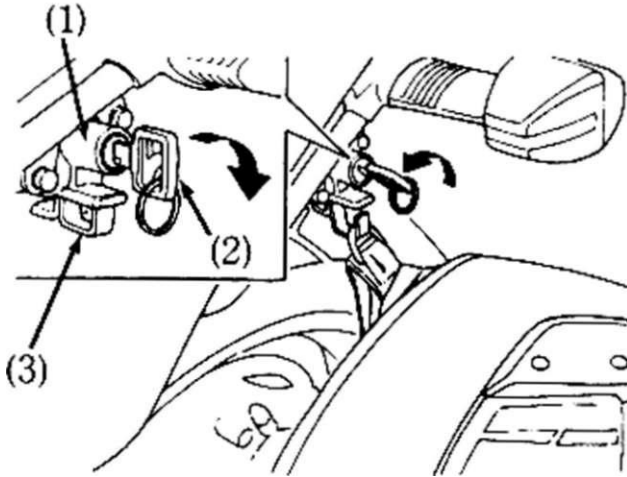


(1) Ignition key



## HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it clockwise to unlock the holder. Hang your helmet on the holder pin (3). Turn the key counterclockwise to lock the holder and then remove the key.



(1) Helmet holder

(3) Holder pin

(2) Ignition key

## **⚠ WARNING**

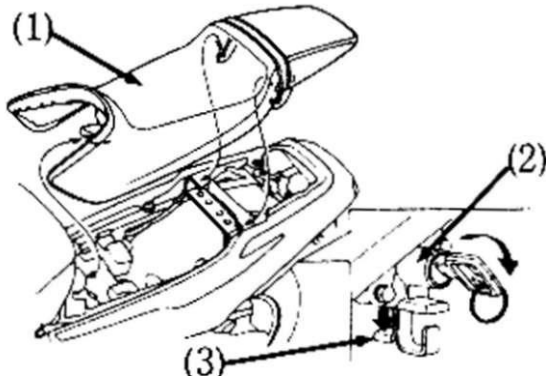
**\*The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**

## SEAT

To remove the seat (1), Insert the ignition key into the helmet holder (2), turn it clockwise and pull the seat lock lever (3) downward. Pull the seat back and up. To install the seat, insert the prong into the recess under the frame cross member and then push down on the rear of the seat.

### CAUTION:

\* Be sure to securely lock the seat after reinstalling it.



(1) Seat

(3) Seat lock lever

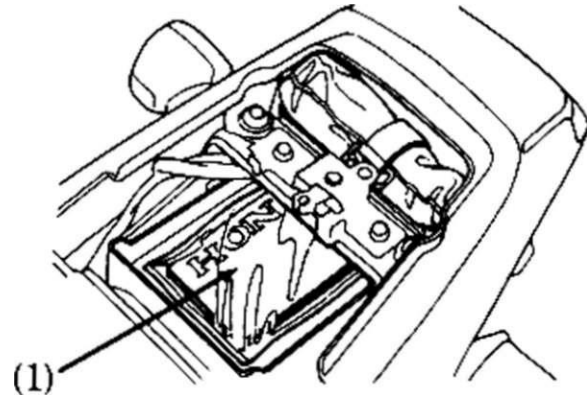
(2) Helmet holder

## DOCUMENT COMPARTMENT

The document compartment (1) is under the seat.

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

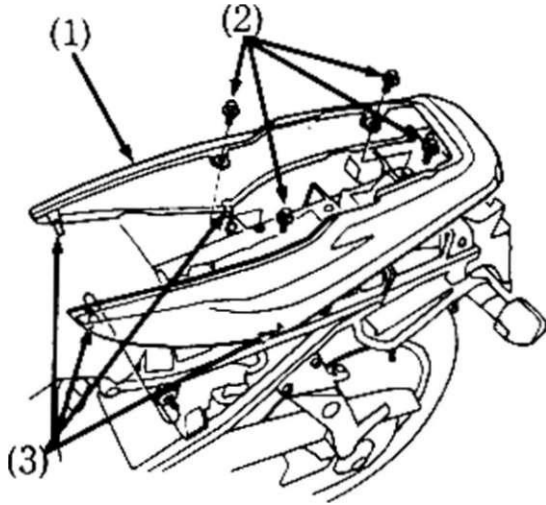
When washing your motorcycle, be careful not to flood this area with water.



(1) Document compartment

## SIDE COVER

The side cover (1) must be removed for main fuse maintenance. To remove the side cover, remove the mounting bolts (2), pull out both side cover tabs (3). Slide the cover upward.



- (1) Side cover
- (2) Mounting bolts
- (3) Tabs

# OPERATION

## PRE-RIDE INSPECTION

### WARNING

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

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

1. Engine oil level - add engine oil if required (page 28). Check for leaks.
2. Fuel level - fill fuel tank when necessary (page 25). Check for leaks.
3. Coolant level - add coolant if required. Check for leaks (pages 22-23).
4. Front and rear brakes - check operation; make sure there is no brake fluid leakage. Adjust free play if necessary.

5. Tires - check condition and pressure (page 29).
6. Drive chain - check condition and slack (page 63). Adjust and lubricate if necessary.
7. Throttle - check for smooth opening and closing in all steering positions
8. Lights and horn - check that the headlight, tail/stoplight, turn signals, indicators and horn function properly
9. Engine stop switch - check for proper function (page 32).

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

## STARTING THE ENGINE

### **⚠ WARNING**

**\*Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**

### **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.
- \*The electric starter will work when the transmission is in gear with the clutch disengaged.

### **Preparation**

Make sure the transmission is in neutral, the engine stop switch is at RUN, and the fuel valve is ON. Insert the key and turn the ignition switch ON. Check that the red oil pressure warning light comes on.

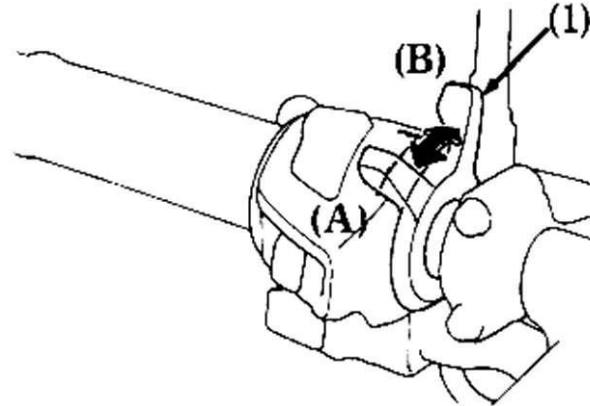
### **Starting procedure**

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

#### Normal Air Temperature

10-35 °C (50-95 °F)

1. Pull the choke lever (1) back all the way to Fully on (A).
2. Start the engine, leaving the throttle closed.



(1) Choke lever

(A) Fully On

(B) Fully Off

## NOTE:

- \* Do not open the throttle when starting the engine with the choke on. This will lean the mixture, resulting in hard starting.

## CAUTION:

- \* The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.
3. Immediately after the engine starts, operate the choke lever (1) to keep fast idle at: 1,500 – 2,500rpm
  4. About a half minute after the engine starts, push the choke lever (1) forward all the way to Fully off (B).
  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. Open the throttle slightly.
3. Start the engine.

## 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 runs smoothly and responds to the throttle when the choke lever is at Fully off (B).

## CAUTION:

- \* Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.
- \* Extended use of the choke may impair piston and cylinder wall lubrication.

## **Flooded Engine**

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke lever forward to Fully off (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the "High Air Temperature" Starting Procedure (page 40).

## BREAK-IN

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 600 miles (1000 km) 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.

The general rules as follows:

1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Maximum continuous engine speed during the first 1000 km (600 miles) must not exceed 4000 rpm.
3. Increase the maximum continuous engine speed by 2000 rpm between odometer readings of 1000 km (600 miles) and 1600 km (1000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 6000 rpm.

4. Upon reaching an odometer reading of 1600 km (1000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 8500 rpm at any time (tachometer RED ZONE limit).

### **CAUTION:**

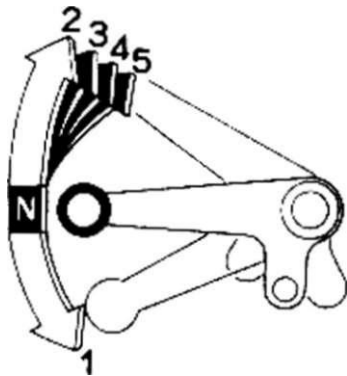
\* The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.



## RIDING

### ⚠ WARNING

- \* **Review Motorcycle Safety (pages 1 - 8 ) before you ride.**
- \* **Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.**



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

#### Shifting Up:

- From 1st to 2nd: 12 mph (20 km/h)
- From 2nd to 3rd: 19 mph (30 km/h)
- From 3rd to 4th: 25 mph (40 km/h)
- From 4th to 5th: 31 mph (50 km/h)

#### Shifting Down:

- From 5th to 4th: 22 mph (35 km/h)
- From 4th to 3rd: 16 mph (25 km/h)

Disengage the clutch when speed drops below 9 mph (15km/h), when engine roughness is evident, or when engine stalling is imminent; shift down to 1st gear for acceleration.

**⚠ WARNING**

**\* Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.**

**CAUTION:**

\* Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.

\* Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.

\* Do not race the engine in neutral or with the clutch disengaged. Serious engine damage may result if the engine is run, without a load, above: 8,500rpm.

**CAUTION:**

\* Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.

**NOTE:**

\* The battery will not charge while the engine speed is near idle speed. Avoid idling for prolonged periods, or continuous operation below: 1350 rpm

## **High altitude riding**

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6500 feet (2000 m) drivability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

## BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Disengage the clutch before the motorcycle stops.

### **WARNING**

- \* Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- \* When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.
- \* When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- \* When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- \* Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

## PARKING

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

### CAUTION:

- \* Park the motorcycle on firm, level ground to prevent it from falling over.
  - \* If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.
3. Lock the steering to help prevent theft (page 34).

### NOTE:

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

## ANTI-THEFT TIPS

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

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

\_\_\_\_\_

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

\_\_\_\_\_

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

## MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA ONLY)
- 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 also 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 and have the proper tools and service data.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

# MAINTENANCE SCHEDULE

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

Perform the Pre-ride Inspection (page 38) at each scheduled maintenance period.

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

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

ITEM		FREQUENCY	WHICHEVER →		ODOMETER READING						[NOTE(1)]
		COMES FIRST ↓	x 1000 mi	0,6	4	8	12	16	20	24	Refer to
			NOTE	x 1000 km	1	6,4	12,8	19,2	25,6	32,0	
E M I S S I O N  R E L A T E D  I T E M S	* FUEL LINE				I		I		I		
	* THROTTLE OPERATION					I		I		I	
	* CARBURETOR CHOKE					I		I		I	
	* AIR CLEANER	NOTE (2)					R			R	
	CRANKCASE BREATHER	NOTE (3)			C	C	C	C	C	C	Page 60
	SPARKPLUG				R	R	R	R	R	R	Page 61
	* VALVE CLEARANCE			I		I		I		I	
	ENGINE OIL			R		R		R		R	Pages 57-59
	ENGINE OIL FILTER			R		R		R		R	Pages 58-59
	* CARBURETOR SYNCHRONIZATION			I		I		I		I	
	* CARBURETOR IDLE SPEED			I	I	I	I	I	I	I	Page 62
	RADIATOR COOLANT	NOTE (5)				I		I		R	Pages 22-23
	* COOLING SYSTEM					I		I		I	
	* SECONDARY AIR SUPPLY SYSTEM					I		I		I	
* EVAPORATIVE EMISSION CONTROL SYSTEM	NOTE (4)						I		I		



ITEM		FREQUENCY	WHICHEVER →	ODOMETER READING						[NOTE(1)]	
		COMES FIRST ↓	x 1000 mi	0,6	4	8	12	16	20	24	Refer to
			NOTE	x 1000 km	1	6,4	12,8	19,2	25,6	32,0	
NON EMISSION RELATED ITEMS	DRIVE CHAIN			I, L every 600 mi (1000 km)						Page 63	
	BRAKE FLUID	NOTE (5)			I	I	R	I	I	R	Page 17
	BRAKE PAD WEAR				I	I	I	I	I	I	Page 19
	BRAKE SYSTEM			I		I		I		I	Pages 17-19
	* BRAKE LIGHT SWITCH					I		I		I	
	* HEADLIGHT AIM					I		I		I	
	CLUTCH SYSTEM			I	I	I	I	I	I	I	Pages 20-21
	SIDE STAND					I		I		I	Page 73
	* SUSPENSION					I		I		I	
	* NUTS, BOLTS, FASTENERS			I		I		I		I	
	** WHEELS/TIRES					I		I		I	
	** STEERING HEAD BEARINGS			I		I		I		I	

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

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

NOTES: (1) At higher odometer readings, repeat at the frequency interval established here.

(2) Service more frequently when riding in unusually wet or dusty areas..

(3) Service more frequently when riding in rain, or at full throttle.

(4) California type only.

(5) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

## MAINTENANCE RECORD

Miles	Performed By	Odometer	Date
600			
4000			
8000			
12000			
16000			
20000			
24000			

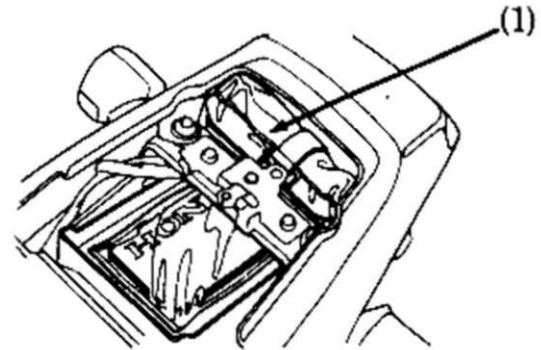
- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance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

## TOOL KIT

The tool kit (1) is in the tool box under the seat.

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

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 5 mm hex wrench
- 6 mm hex wrench
- No.2 screwdriver
- No.2 Phillips screwdriver
- Screwdriver grip
- 17 mm box end wrench
- 10 x 12 mm box end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- **Hook spanner**
- Handle for the end wrench
- **Spark plug wrench**
- Tool bag



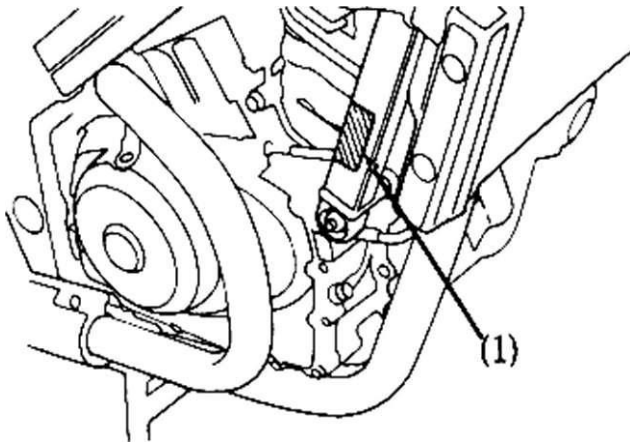
(1) Tool kit

## SERIAL NUMBERS

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

Record the numbers here for your reference.

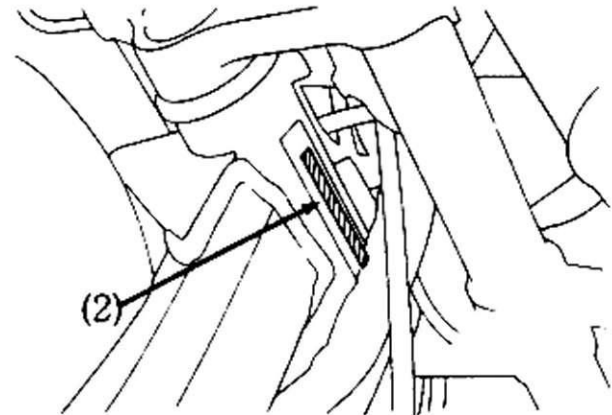
VIN \_\_\_\_\_



(1) VIN

The VIN, Vehicle Identification Number, (1) is on the Safety Certification Label affixed to the right side frame. The frame number (2) is stamped on the right side of the steering head.

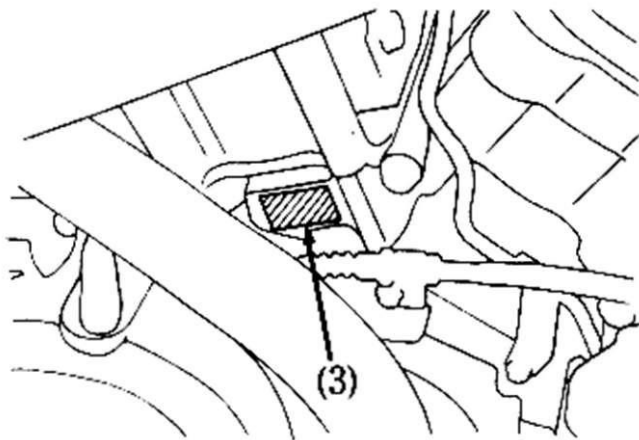
FRAME NO. \_\_\_\_\_



(2) Frame number

The engine number (3) is stamped on the right side of the crankcase.

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



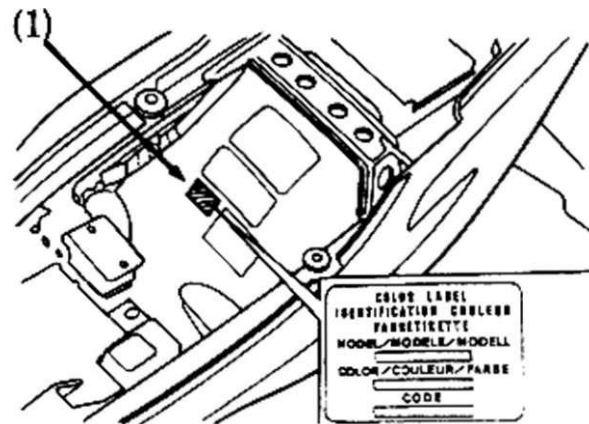
(3) Engine number

## COLOR LABEL

The color label (1) is attached to the rear fender under the seat. It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR \_\_\_\_\_

CODE \_\_\_\_\_



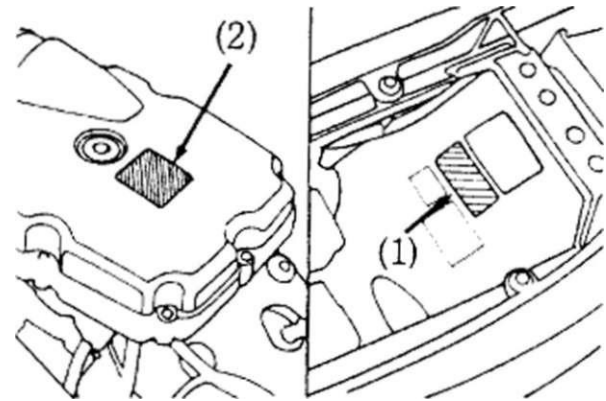
(1) Color label

## MAINTENANCE PRECAUTIONS

### **⚠ WARNING**

- \* If your motorcycle falls over or is involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, 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.
- \* Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.
- \* Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

The Vehicle Emission Control Information Label (1) is attached to the rear fender below the seat. (USA ONLY) The Vacuum Hose Routing Diagram Label (2) is attached to the air cleaner cover under the fuel tank. (California ONLY)



- (1) Vehicle Emission Control Information Label
- (2) Vacuum Hose Routing Diagram Label

## ENGINE OIL

(Refer to the maintenance precautions on page 56).

### Engine Oil Recommendation: USE HONDA 4-STROKE OIL OR AN EQUIVALENT

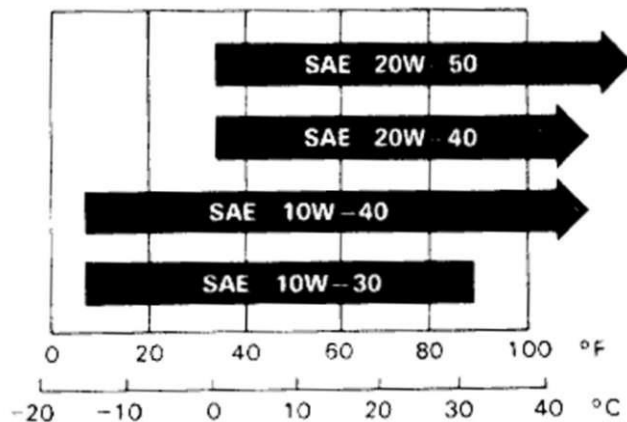
Use only high detergent, premium quality motor oil certified to meet US automobile manufacturers' requirements for Service Classification SE or SF. Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

#### CAUTION:

\* 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.

## Recommended Oil Viscosity SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.

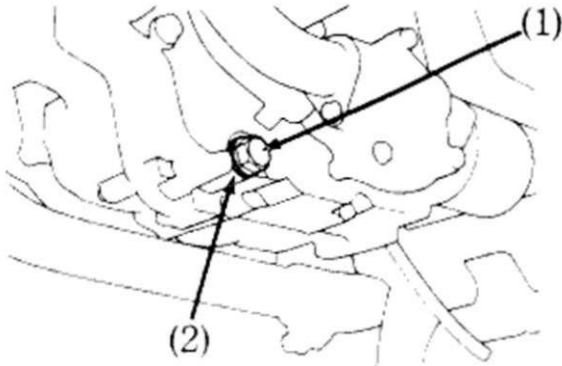


## Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule, (page 50)

### NOTE:

\*Change the engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.



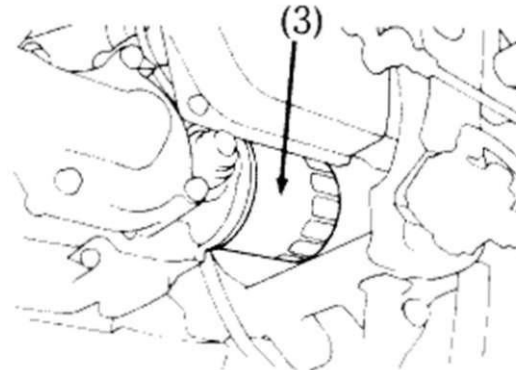
(1) Oil drain plug

(2) Sealing washer

### CAUTION:

\* To prevent oil leaks and filter damage, never support the engine on the oil filter.

1. To drain the oil, remove the oil filler cap, crankcase drain plug (1) and sealing washer (2).
2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.
3. Check that the new oil filter O - ring is in good condition.

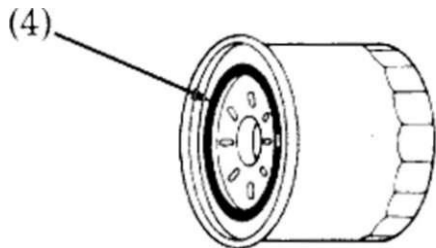


(3) Sealing washer



4. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
5. Install the new oil filter and tighten it to:

10 Nm (1,0 kgm, 7 lbft)



(4) Oil filter rubber seal

6. Check that the sealing washer on the Я BB drain plug is in good condition and install the plug.

Oil Drain Plug Torque:

35 Nm (3,5 kgm, 25 lbft)

7. Fill the crankcase with the recommended grade oil; approximately:  
2.3 l (2.4 US qt, 2.0 Imp qt)
8. Install the oil filler cap.
9. Start the engine and let it idle for 2–3 minutes.
10. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

**NOTE:**

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

**NOTE:**

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

**CAUTION:**

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

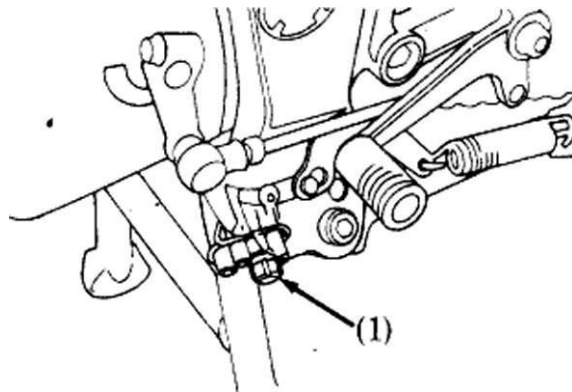
**CRANKCASE BREATHER**

(Refer to the maintenance precautions on page 56).

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

**NOTE:**

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



(1) Drain plug

## SPARK PLUGS

(Refer to the maintenance precautions on page 57).

Recommended plugs:

Standard:

DPR8EA-9 (NGK)

X24EPR-U9 (ND)

For cold climate: (Below 5°C/41°F)

DPR7EA-9 (NGK)

X22EPR-U9 (ND)

For extended high speed riding:

DPR9EA-9 (NGK)

X27EPR-U9 (ND)

1. Disconnect the spark plug caps.
2. Clean any dirt from around the spark plug bases.
3. Remove and discard the spark plugs.
4. Check the new spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

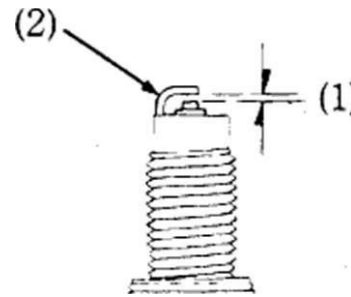
0.8- 0.9 mm (0.03 - 0.04 in)

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.

Reinstall the spark plug caps.

### CAUTION:

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



(1) Spark plug gap (2) Side electrode

## IDLE SPEED

(Refer to the maintenance precautions on page 56).

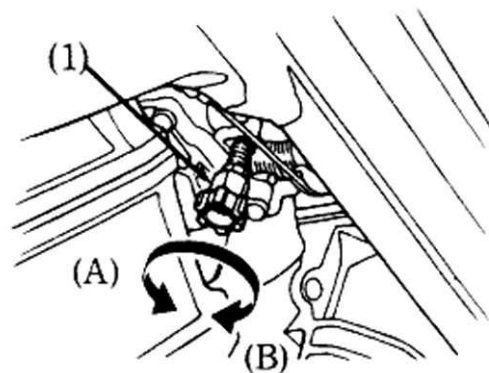
The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

### NOTE:

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

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

Idle speed (In neutral):  $1,200 \pm 100$ rpm



(1)

Throttle stop screw

(A) Increase

(B) Decrease

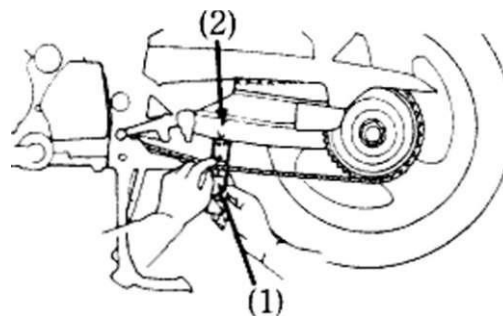
## DRIVE CHAIN

(Refer to the maintenance precautions on page 57).

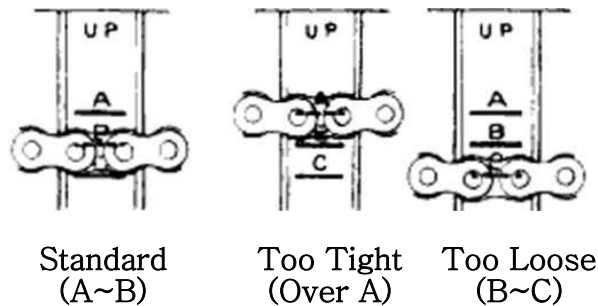
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets. Under severe usage, or when the motorcycle is ridden in dusty areas, more frequent maintenance will be necessary.

1. Turn the engine off, place the motorcycle on its center stand and shift the transmission into neutral.
2. The drive chain slack should be checked with the drive chain slack gauge furnished in the tool set.
3. Hold the gauge on the bottom of the swingarm with the center of the gauge aligned with the "V" mark on the swingarm and the "UP" mark on the gauge facing up.
4. Check that the top edge of the drive chain is between the marks A and B on

the gauge while pulling the chain down with your finger.



(1) Chain slack gauge (2) "V" mark



5. Rotate the rear wheel and check the drive chain slack as the wheel rotates. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.
6. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

#### DRIVE CHAIN

- \*Damaged Rollers
- \*Loose Pins
- \*Dry or Rusted Links
- \*Kinked or Binding Links
- \*Excessive Wear
- \*Improper Adjustment
- \*Missing O-rings

#### SPROCKETS

- \*Excessively Worn Teeth
- \*Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.



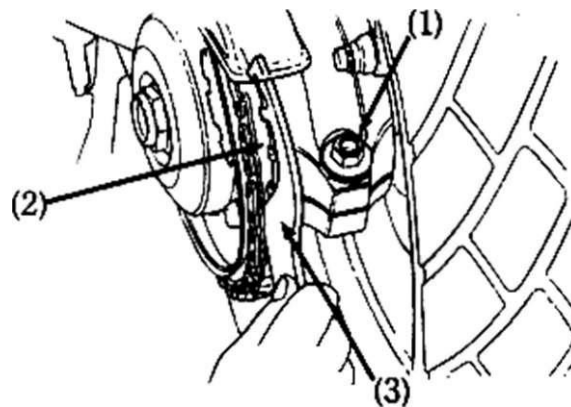
### Adjustment:

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

1. Turn the engine off, place the motorcycle on its center stand and shift the transmission into neutral.
2. Loosen the bearing holder pinch bolt (1).
3. Turn the bearing holder (2) clockwise or counterclockwise to obtain the proper chain slack with the hook spanner (3).
4. Torque the bearing holder pinch bolt to:  
75 N·m (7.5kg-m, 54ft-lb)
5. Recheck drive chain slack.

### **CAUTION:**

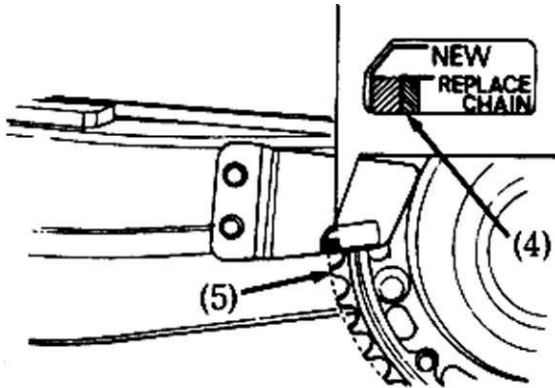
The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing and replacing the chain.



- (1) Bearing holder pinch bolt
- (2) Bearing holder
- (3) Pin spanner

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (4) on the label aligns with the tip of driven sprocket teeth (5) after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

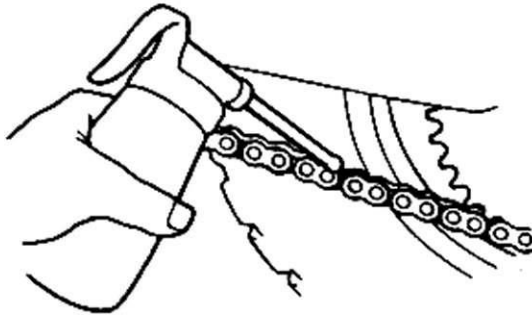


(4) Red zone (5) Tip of drive chain teeth



### Lubrication and cleaning:

Lubricate every 600 miles (1,000 km) or sooner if chain appears dry. The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with high flash-point solvent, such as kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings. Chain Replacement: See (page 2).

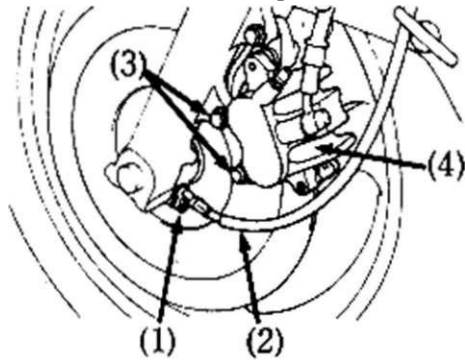


## WHEEL REMOVAL

(Refer to the maintenance precautions on page 56).

### Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the brake caliper mount bolts (3) and the brake caliper (4).

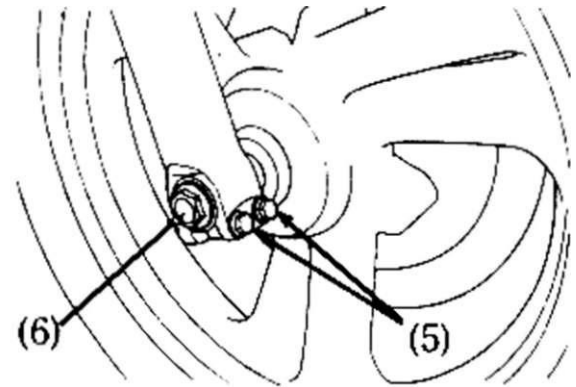


- |                                 |                        |
|---------------------------------|------------------------|
| (1) Speedometer cable set screw | (3) Brake caliper bolt |
| (2) Speedometer cable           | (4) Brake caliper      |

4. Loosen the right and left axle pinch bolts (5) and remove the axle bolt (6). Remove the axle and the wheel.

### NOTE:

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



- |                     |
|---------------------|
| (5) Axle pinch bolt |
| (6) Axle bolt       |

Installation Note:

To install the front wheel assembly, position the wheel between the fork legs. Insert the front axle from the left side, through the left front fork leg and wheel hub.

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

Install and tighten the axle bolt to the specified torque.

Tighten the axle pinch bolts to the specified torque.

Axle bolt torque:

60 Nm (6.0 kgm, 44 lbft)

Axle pinch bolts torque:

22 Nm (2.2 kgm, 16 lbft)

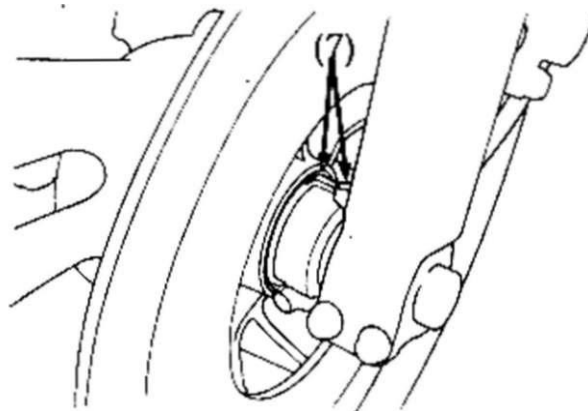
Install the brake caliper.

Tighten the brake caliper mount bolts to the specified torque.

Brake caliper mount bolts torque:

27 Nm (2.7 kgm, 20 ftlb)

Connect the speedometer cable with the set screw.



(7) Lugs

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

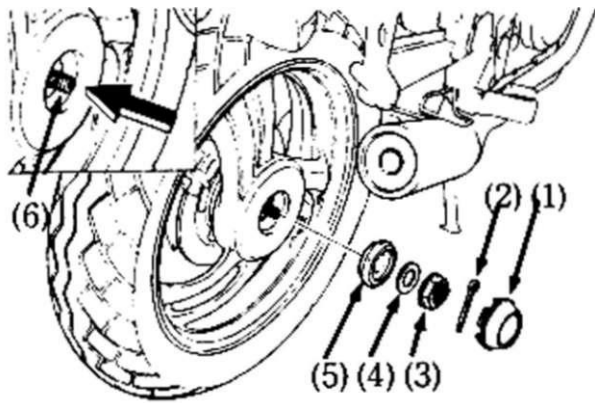
 **WARNING**

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

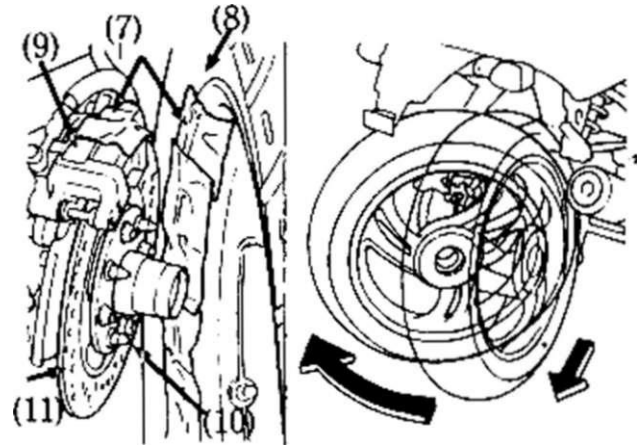
## Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Loosen the bearing holder pinch bolt. Using the hook spanner turn the bearing holder counterclockwise until it stops to obtain maximum chain slack.
3. Remove the chain from the rear sprocket and lay it to the outside of the sprocket.

4. Turn the bearing holder clockwise until it stops.
5. Remove the cap(1), cotter pin(2), wheel nut (3), shim(4) and then remove the axle center collar(5).
6. Attach tapes (7) to the wheel rim (8) and brake caliper(9) to avoid damaging the wheel.



- |                |                        |
|----------------|------------------------|
| (1) Cap        | (4) Shim               |
| (2) Cotter pin | (5) Axle center collar |
| (3) Wheel nut  | (6) Axle               |



- |                   |                 |
|-------------------|-----------------|
| (7) Tapes         | (10) Drive pins |
| (8) Wheel rim     | (11) Brake disc |
| (9) Brake caliper |                 |

7. Remove the wheel from the drive pins (10), then angle it to the right and pull it backward to go between the brake disc (11) and muffler.
8. Then as the wheel reaches the hub, angle it to the left and pull it out backward as shown.

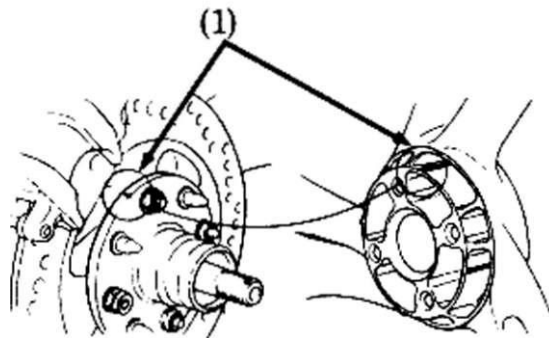
Installation Notes:

- Install the axle aligning the spline with the wheel hub.
- Coat the axle threads with grease.
- Clean the wheel hub and wheel mating surface.
- Align the index marks (1) of wheel hub with the wheel and install the wheel hub over the drive pins.
- Tighten and torque the wheel nut to the specification.  
120 Nm (12 kgm, 87 lbft)
- Install a new cotter pin and the cap securely.
- Turn the bearing holder counterclockwise until it stops.
- Install the chain on the rear sprocket. Adjust the drive train (page 65).

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

**⚠ WARNING**

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



(1) Index marks

## **CAUTION:**

- \* Used cotter pins may not effectively secure fasteners. Always replace used cotter pins with new ones.

## SIDE STAND

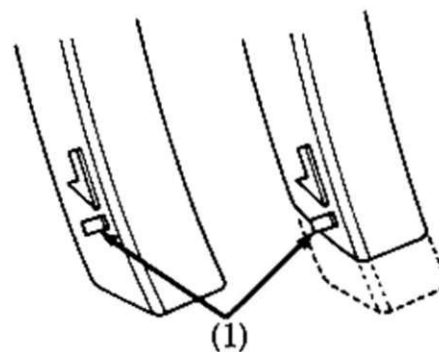
(Refer to the maintenance precautions on page 56).

Check the rubber pad for deterioration and wear. Replace if wear extends to any point of the wear mark (1) as shown.

Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.

GOOD

REPLACE



(1) Wear mark



## BATTERY

(Refer to the maintenance precautions on page 57).

It is not necessary to check battery electrolyte level or add distilled water because the maintenance-free battery is sealed. 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 sealing caps from the cells - you may damage the battery.
- \* 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.

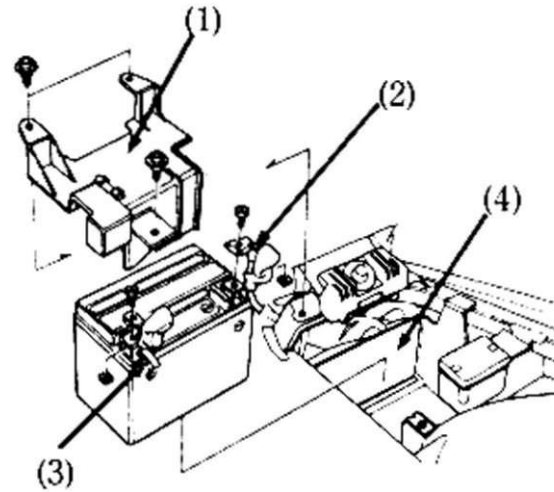
### WARNING

- \* The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- \* The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
  - If electrolyte gets on your skin, flush with water.
  - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- \* Electrolyte is poisonous.
  - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.

**\* KEEP OUT OF REACH OF CHILDREN.**

Battery Removal:

1. Remove the seat (page 37).
2. Remove the battery cover (1) by removing the mount bolts.
3. Disconnect the negative (-) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
4. Remove the battery from the battery box (4).



- (1) Battery cover
- (2) Negative (-) terminal lead
- (3) Positive (+) terminal lead
- (4) Battery box

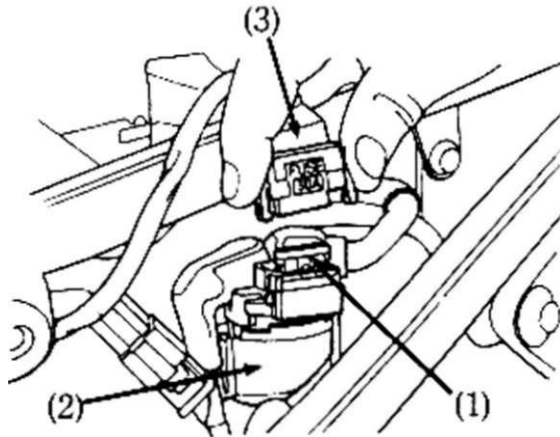
## FUSE REPLACEMENT

(Refer to the maintenance precautions on page 56 ).

The main fuse (1), located on the starter magnetic switch (2) behind the left side cover, is 30 A.

The spare main fuse is located on the battery cover.

The fuse box (4) is located under the headlight.



(1) Main fuse

(2) Starter magnetic switch

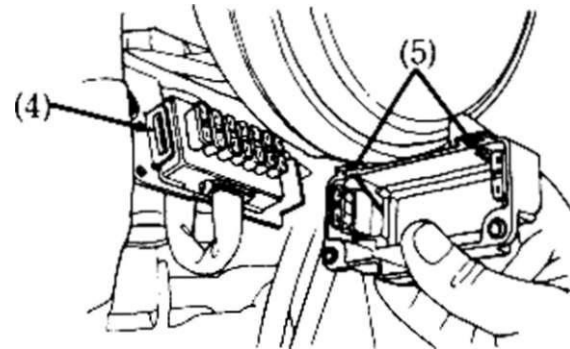
(3) Wire coupler

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

### CAUTION:

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

To replace the main fuse (1), remove the side cover (page 38), disconnect the wire coupler (3) and remove the old fuse. Install a new fuse and reconnect the wire coupler.

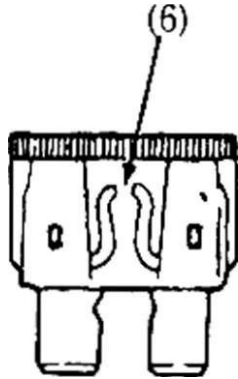


(4) Fuse box

(5) Spare fuses

To replace fuses in the fuse box (4), remove the screw and the fuse box cover. The spare fuses (5) are located in the fuse box.

Pull the old fuse out of the clips. Push a new fuse into the clips and install the fuse box cover.



(6) Blown fuse

**⚠ 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.

# CLEANING

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

## CAUTION:

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

- Wheel Hubs
- Ignition Switch
- Carburetors
- Brake Master Cylinder
- Instruments
- Handlebar
- Muffler Outlets
- Switches
- Under Fuel Tank
- Drive Chain
- 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. Several applications may be necessary to restore normal braking performance.
4. Lubricate the drive chain immediately after washing the motorcycle.

## WARNING

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

## CAUTION:

- \* Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.

# STORAGE GUIDE

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

## STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Drain the fuel tank and carburetors. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel cap on the tank.

### NOTE:

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

## WARNING

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

4. Remove the spark plugs and pour a tablespoon (15-20 cc) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

### NOTE:

\*When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
7. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness and with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

## REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
4. Perform all Pre-ride Inspection checks (page 38).
5. Test ride the motorcycle at low speeds in a safe riding area away from traffic.

# SPECIFICATIONS

## DIMENSIONS

Overall length	2,085 mm (82.1 in)
Overall width	750 mm (29.5 in)
Overall height	1,075 mm (42.3 in)
Wheelbase	1,430 mm (56.3 in)
Ground clearance	155 mm (6.1 in)

## WEIGHT

Dry weight	184 kg (406 lbs)
------------	------------------

## CAPACITIES

Engine oil	2.8 L (3.0 US qt, 2.5 Imp qt) After disassembly 2.2 L (2.3 US qt, 1.9 Imp qt) After draining
Fuel tank	12.0 L (3.17 US gal, 2.64 Imp gal)
Fuel reserve	2.0 L (0.53 US gal, 0.44 Imp gal)
Cooling system capacity	2.2 L (0.58 US gal, 0.48 Imp gal)
Passenger capacity load	Operator and one passenger
Maximum weight capacity	156 kg (345 lbs)



## ENGINE

Bore and stroke		79.0 x 66.0mm (3.11 x 2.60in)
Compression ratio		9.4:1
Displacement		647 cm <sup>3</sup> (39.5 cu-in)
Spark plug		
Standard		DPR8EA - 9(NGK) X24EPR - U9(ND)
For cold climate (Below 5 °C, 41 °F)		DPR7EA — 9(NGK) X22EPR - U9(ND)
For extended high speed riding		DPR9EA—9(NGK) X27EPR—U9(ND)
Spark plug gap		0.8- 0.9 mm (0.03- 0.04 in)
Idle speed		1,200±100 rpm
Valve clearance (cold)	Intake	0.15 mm (0.006 in)
	Exhaust	0.20 mm (0.008 in)

## CHASSIS AND SUSPENSION

Caster	27*
Trail	111 mm (4.4 in)
Tire size, front	110/80 -17 57H
Tire size, rear	150/70 -17 69H

## POWER TRANSMISSION

Primary reduction	1.888
Gear ratio, 1st	2.769
2nd	1.882
3rd	1.450
4th	1.174
5th	0.965
Final reduction	2.750

## ELECTRICAL

Battery 12V—8Ah  
 Generator 240W/5,000rpm

## LIGHTS

Headlight (HIGH/LOW)		12 V - 60/55W
Tail/stoplight		12 V - 3/32cp x 2 SAE No. 1157
Turn signal light	Front	12 V - 32/3cp SAE No.1034
	Rear	12 V - 32cp SAE No.1073
Instrument lights		12 V - 3.4W XI, 12V-1.7W X2
Neutral indicator light		12 V - 3W
Turn signal indicator light		12 V - 3W
High beam indicator light		12 V - 3W
Oil pressure warning light		12 V - 3W

## FUSE

10A, 15A  
 30A (Main fuse)

## **EMISSION CONTROL SYSTEM (USA ONLY)**

### **Source of Emissions**

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

### **Exhaust Emission Control System**

Except for California;

The exhaust emission control system is composed of lean carburetor settings, and no adjustment should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

California only;

The exhaust emission system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port. No adjustments to this system should be made although periodic inspection of the components is recommended. The secondary air supply system helps improve emission performance.

## **Evaporative Emission Control System (California only)**

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank and carburetor is directed into the charcoal canister and air cleaner where it is adsorbed and stored while the engine is stopped.

When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister and air cleaner is drawn into the engine through the carburetor.

## **Crankcase Emission Control System**

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

**TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:** Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

### **Problems that May Affect Motorcycle Emissions**

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your authorized Honda Motorcycle Dealer:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

# MEMO

# WARRANTY SERVICE

## Owner's Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. The details of all Honda warranties are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealers service department. Sometimes, however, in spite of the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department of American Honda Motor Co., Inc. The address is P.O. Box 420, Gardena, CA90247-0805. Telephone: (213) 532-9811. We will need the following information in order to assist you:
  - Your name, address and telephone number
  - Product model and serial number
  - Date of purchase
  - Dealer name and address
  - Nature of the problem

After reviewing all the facts involved, you will be advised of what action can be taken. Please bear in mind that your problem will likely be resolved at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.



HONDA MOTOR CO., LTD.

31MN8610  
0001-MN8-0100

260308  
PRINTED IN JAPAN