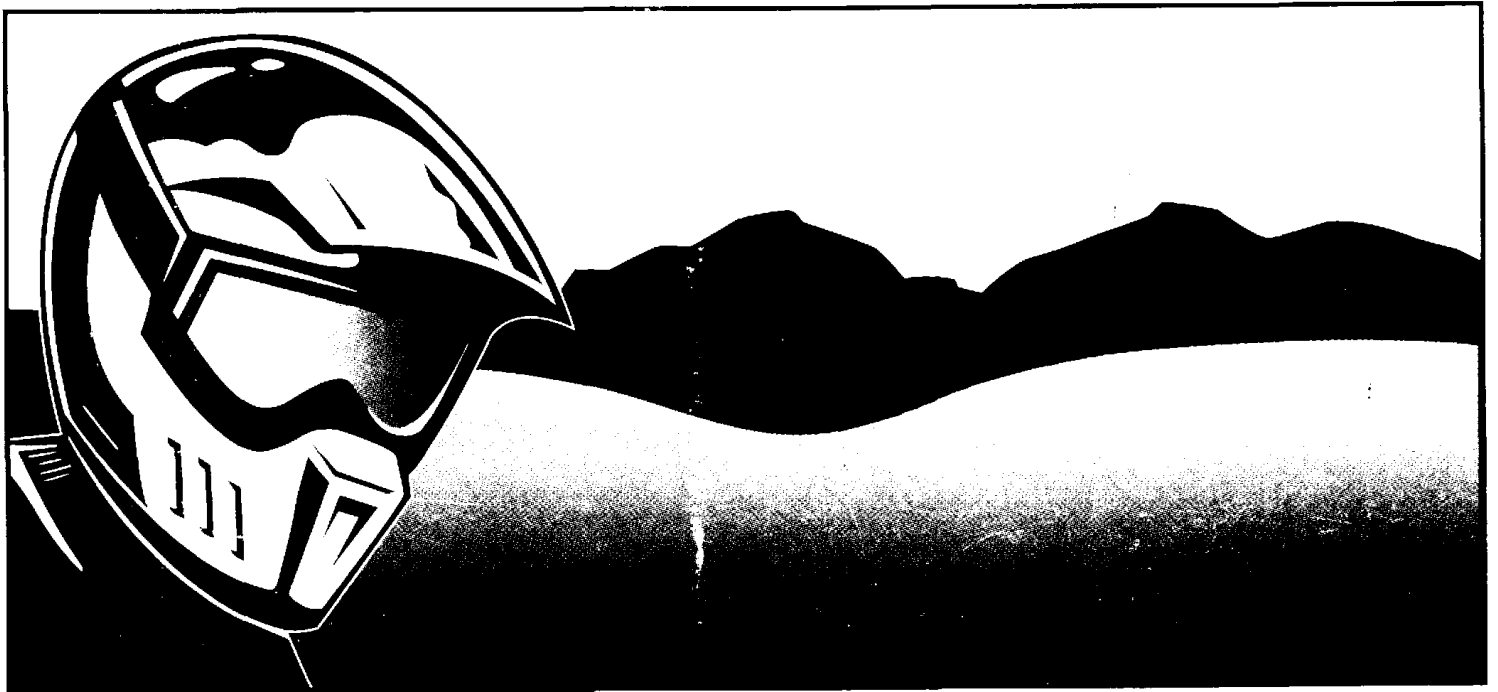




Owner's Manual
Manual del Propietario



CTX200

Honda CTX200

OWNER'S MANUAL

Moto Honda da Amazônia Ltda. 2002

IMPORTANT INFORMATION

- **OPERATOR ONLY. NO PASSENGER**

This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity.

- **ON/OFF-ROAD USE**

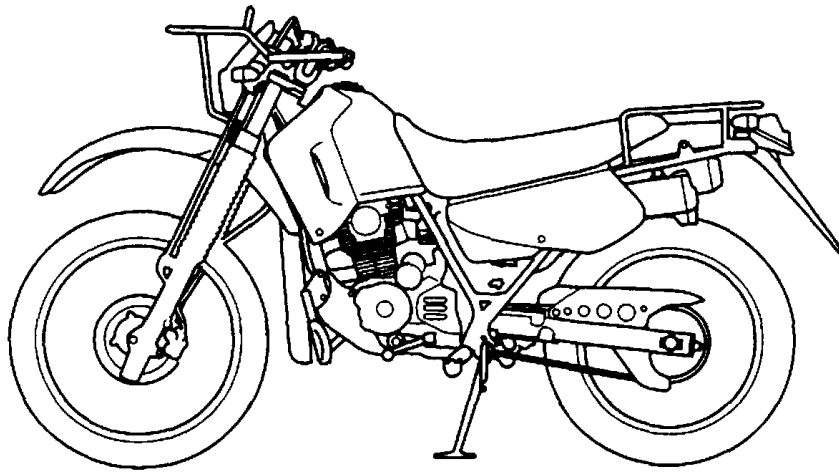
This motorcycle is designed for “dual purpose” use.

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

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the “Safety Messages” section which appears opposite the Contents page.

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

Honda CTX200 OWNER'S MANUAL



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Moto Honda da Amazônia Ltda.

WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE**.

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

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

Pleasant riding, and thank you for choosing a Honda !

- Following codes in this manual indicate each country.

U	Australia
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- The specifications may vary with each locale.


A FEW WORDS ABOUT SAFETY

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

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

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

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

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

These signal words mean:

▲ DANGER

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

▲ WARNING

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

▲ CAUTION

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

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

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

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure – if you take responsibility for your own safety and understand the challenges that you can meet on and off-road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider 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 3).

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.

Make Yourself Easy to See On-Road

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

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 the limits is another major cause of motorcycle accident both on-road and off. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Keep Your Bike in Safe Condition

For safe riding, it's important to keep your motorcycle properly maintained. 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. Never exceed load limits, and use only accessories that have been approved by Honda for this motorcycle. See page 5 for more details.

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 proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

⚠ WARNING

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

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

Helmets and Eye Protection

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

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional On-Road Gear

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

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

Additional Off-Road Gear

On-road apparel may also be suitable for casual off-road riding. But if you plan on any serious off-road riding you will need more serious off-road gear. In addition to your helmet and eye protection, we recommend off-road motorcycle boots and gloves, riding pants with knee and hip pads, a jersey with elbow pads, and a chest/shoulder protector.

LOAD LIMITS AND GUIDELINES

This motorcycle has been designed as a rider-only motorcycle. It is not designed to carry a passenger. A passenger 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.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. 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.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:

123 kg (271 lbs)

Includes the weight of the rider and any accessories

Front carrier:

never exceed the maximum weight limit:

3.0 kg (6.6 lbs)

Rear carrier:

never exceed the maximum weight limit:

20 kg (45 lbs)

Loading Guidelines

Follow these guidelines whenever you carry cargo:

- 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 tyres are inflated properly.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

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

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

Accessories

We strongly recommend that you use only 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 these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 105).

Modifications

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

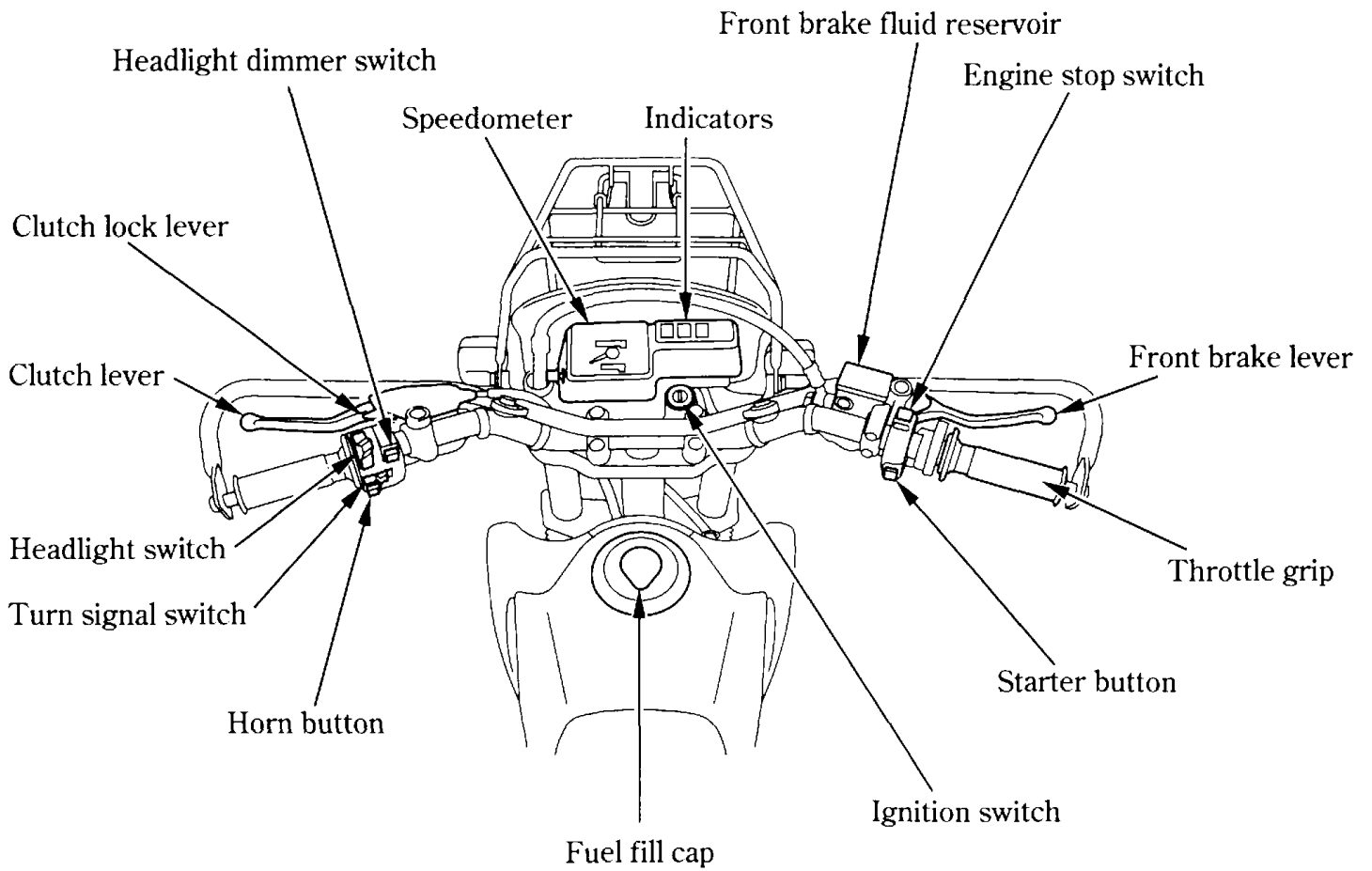
Removing or modifying your exhaust system or other equipment can also make your motorcycle illegal.

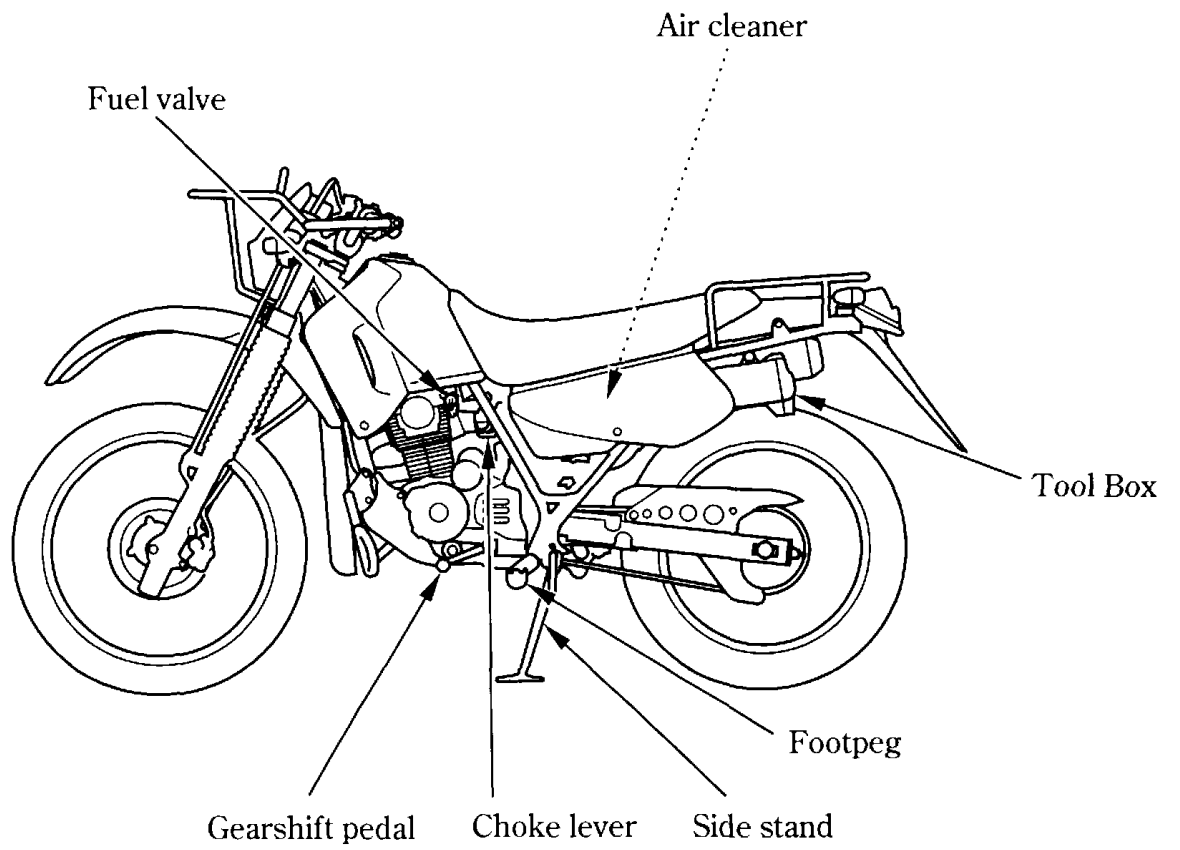
OFF-ROAD SAFETY

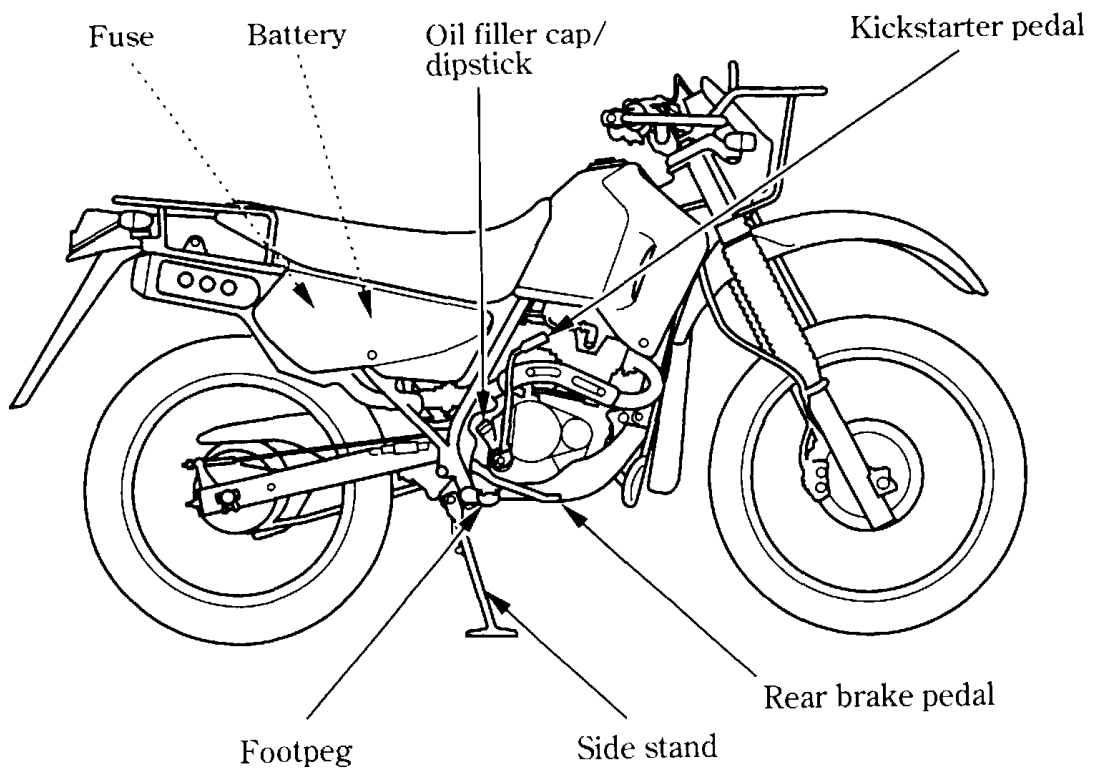
Learn to ride in an uncongested off-road area free of obstacles before venturing onto unfamiliar terrain.

- Always obey local off-road riding laws and regulations.
 - Obtain permission to ride on private property. Avoid posted areas and obey “NO Trespassing” signs.
 - Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
 - Familiarity with your motorcycle is critically important should a problem occur far from help.
 - Never ride beyond your ability and experience or faster than conditions warrant.
 - If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
- Muffler is required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

PARTS LOCATION





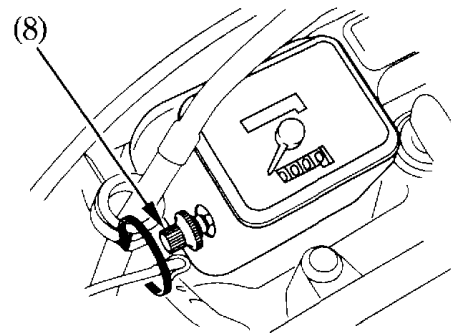
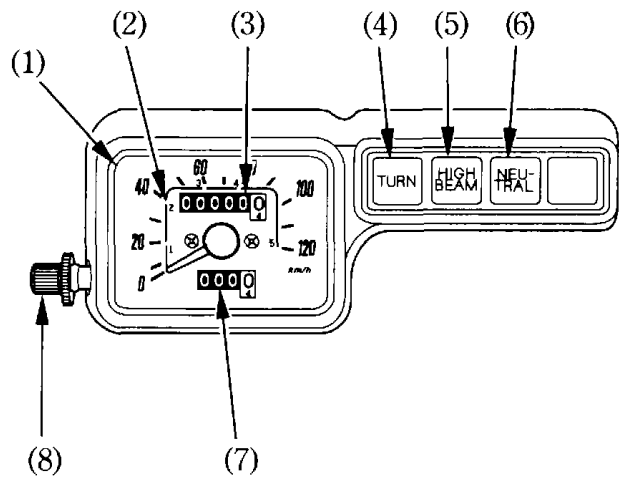


INSTRUMENTS AND INDICATORS

The instruments are grouped together above the headlight case.

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

- (1) Speedometer
- (2) Gear range
- (3) Odometer
- (4) Turn signal indicator
- (5) High beam indicator
- (6) Neutral indicator
- (7) Tripmeter
- (8) Tripmeter reset knob



(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Gear range	Shows proper speed range for each gear.
(3) Odometer	Shows accumulated mileage.
(4) Turn signal indicator (orange)	Flashes when either turn signal operates.
(5) High beam indicator (blue)	Lights when the headlight is on high beam.
(6) Neutral indicator (green)	Lights when the transmission is in neutral.
(7) Tripmeter	Shows mileage per trip.
(8) Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

MAJOR COMPONENTS

(Information you need to operate this motorcycle)

BRAKES

Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 83), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

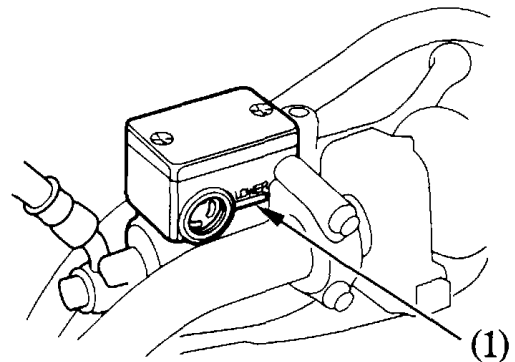
Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark (1), check the brake pads for wear (page 83).

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

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

Front



(1) LOWER level mark

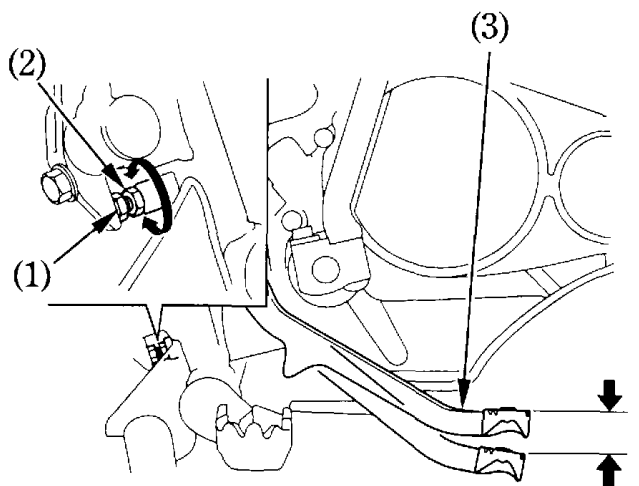
Other Checks:

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

Rear Brake

Pedal Height Adjustment:

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



(1) Stopper bolt
(2) Lock nut

(3) Rear brake pedal

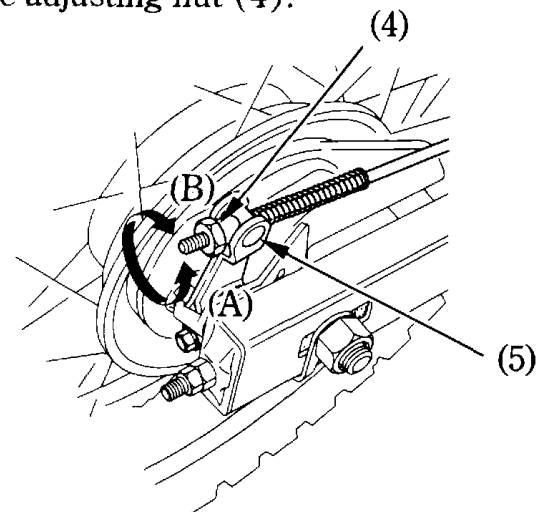
Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.

Free play should be:

20–30 mm (0.8–1.2 in)

If adjustment is necessary, turn the rear brake adjusting nut (4).



(4) Adjusting nut
(5) Arm pin

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

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

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

Other Checks:

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

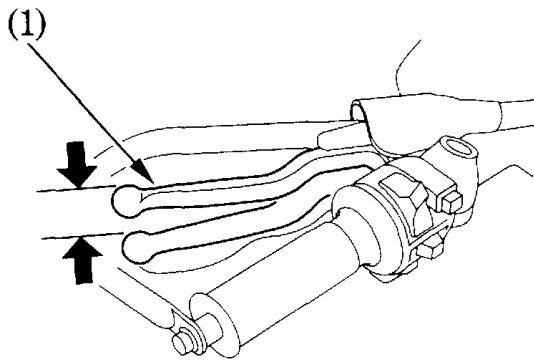
CLUTCH

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

Normal clutch lever free play is:

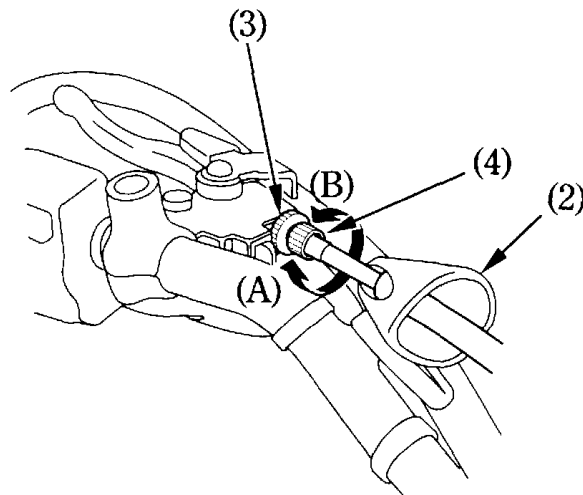
10–20 mm (0.4–0.8 in)

1. 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.



(1) Clutch lever

2. If the cable adjuster is threaded out near its limit or the correct free play cannot be obtained using the cable adjuster (4), a major adjustment must be made. Loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the rubber dust cover (2).



(2) Dust cover

(3) Lock nut

(4) Clutch cable adjuster

(A) Increase free play

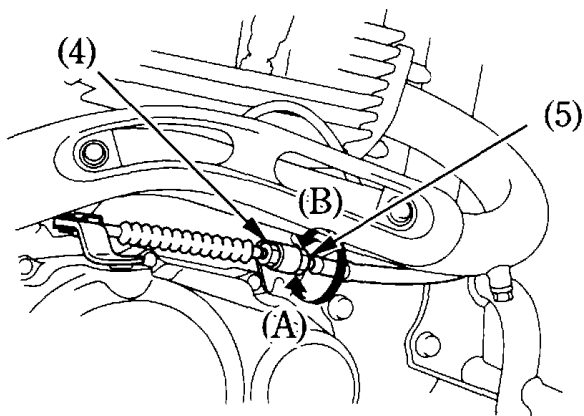
(B) Decrease free play

3. Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (4) 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 begin to move smoothly and accelerate gradually.

If proper adjustment cannot be obtained or the clutch does not work correctly, see your 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.



- | | |
|-------------------|------------------------|
| (4) Lock nut | (A) Increase free play |
| (5) Adjusting nut | (B) Decrease free play |

CLUTCH LOCK LEVER

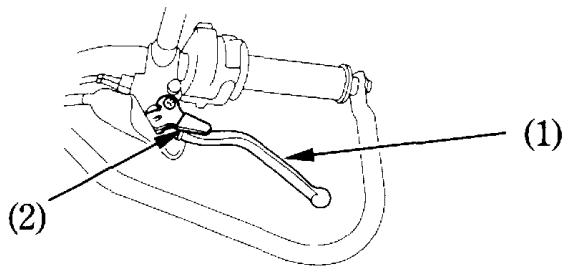
This motorcycle is equipped with a clutch lock lever.

Do not use the clutch lock lever except for normal clutch lever free play.

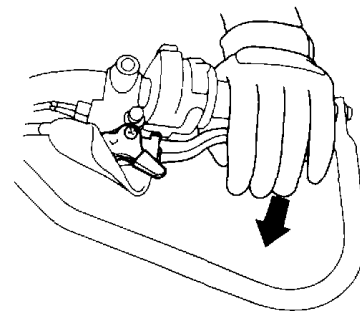
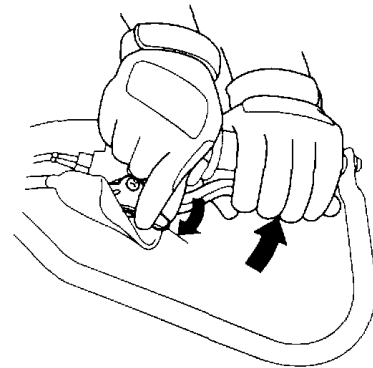
The clutch adjustments are incorrectly, the clutch lever can not be locked, the clutch lever lock system will not function properly.

To lock the clutch lock lever:

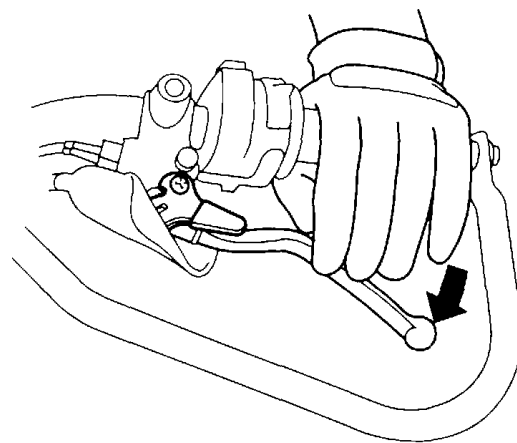
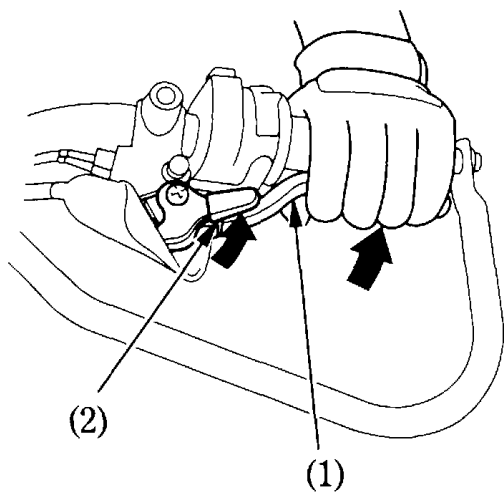
1. Squeeze the clutch lever (1) completely.
2. Push the clutch lock lever (2) forward.
3. Lock the clutch lever by releasing the clutch lever while holding the clutch lock lever.



(1) Clutch lever (2) Clutch lock lever



To release the clutch lock lever:
The clutch lock lever (2) automatically released when you squeeze the clutch lever (1).



- (1) Clutch lever
- (2) Clutch lock lever

FUEL

Fuel Valve

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

OFF

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

ON

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

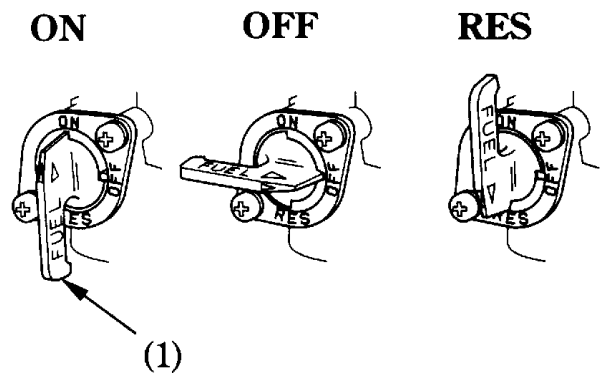
RES

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

The reserve fuel supply is:

1.8 ℓ (0.48 US gal , 0.40 Imp gal)

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



(1) Fuel valve

Fuel Tank

The fuel tank capacity including the reserve supply is:

8.5 ℓ (2.25 US gal , 1.87 Imp gal)

The reserve supply alone is:

1.8 ℓ (0.48 US gal , 0.40 Imp gal)

To open the fuel fill cap (1), pull out the breather tube (2) from the steering stem nut. Then turn the fuel fill cap counterclockwise.

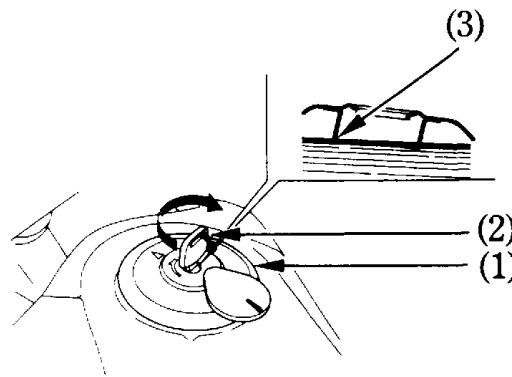
Do not overfill the tank. There should be no fuel in the filler neck (3).

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

⚠ WARNING

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

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



(1) Fuel fill cap

(2) Ignition key

(3) Filler neck

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

NOTICE

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

Petrol Containing Alcohol

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

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 if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

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

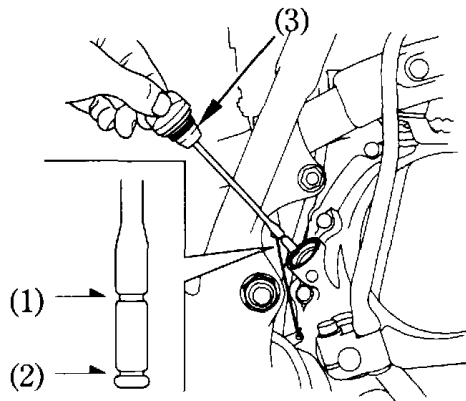
The level must be maintained between the upper (1) and lower (2) level marks on the dipstick (3).

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick (3), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the UPPER (1) and LOWER (2) level marks on the dipstick.

4. If required, add the specified oil (see page 62) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

NOTICE

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



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

TYRES

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

⚠ WARNING

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

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

Air Pressure

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

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

Always check air pressure when your tyres are “cold.” If you check air pressure when your tyres are “warm”—even if your motorcycle has only been ridden for a few miles—the readings will be higher. If you let air out of warm tyres to match the recommended cold pressures, the tyres will be underinflated.

The recommended “cold” tyre pressures are:

Front	150 kPa (1.50 kgf/cm ² , 22 psi)
Rear	150 kPa (1.50 kgf/cm ² , 22 psi)

Inspection

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

Look for:

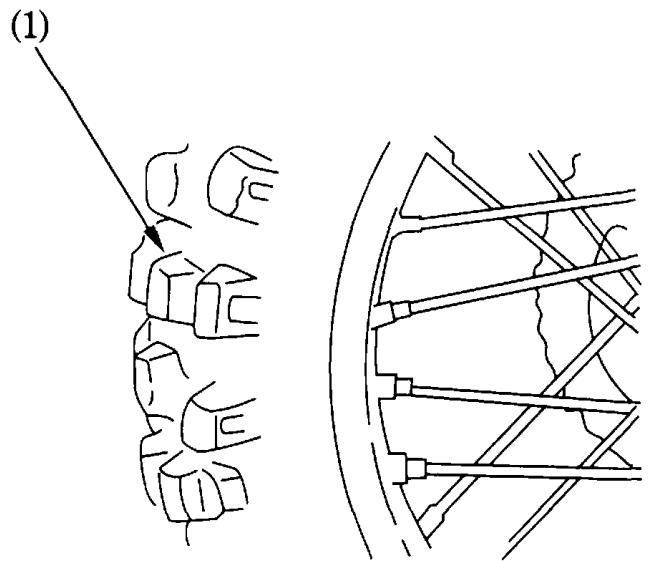
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

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

Tread Wear

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

Minimum tread depth	
Front:	3 mm (0.12 in)
Rear:	3 mm (0.12 in)



(1) Tyre tread depth

Tube Repair and Replacement

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

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tyre should be carefully inspected as described on page 29 .

Tyre Replacement

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

⚠ WARNING

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

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

The recommended tyres for your motorcycle are:

Front: 80/100-21
80/100-21M/C
Rear: 100/100-18
100/100-18M/C

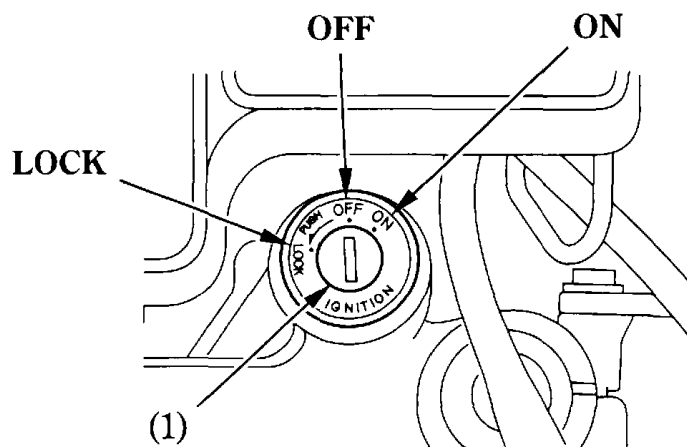
Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

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

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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



(1) Ignition switch

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

RIGHT HANDLEBAR CONTROLS

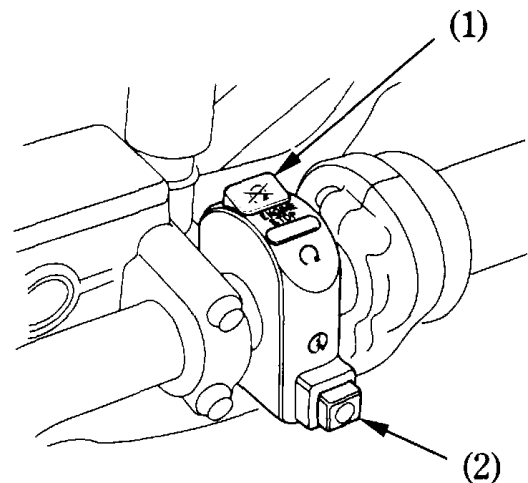
Engine Stop Switch

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.

Starter Button

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



When the starter button is pressed, the starter motor cranks the engine. If the engine stop switch is in the ⊗ (OFF) position, the starter motor will not operate. See page 42 for the starting procedure.




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

LEFT HANDLEBAR CONTROLS



Headlight Switch (1)

The headlight switch (1) has two positions;  and OFF marked by a dot under the .



: Headlight, taillight and meter lights on.

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

Headlight Dimmer Switch (2)

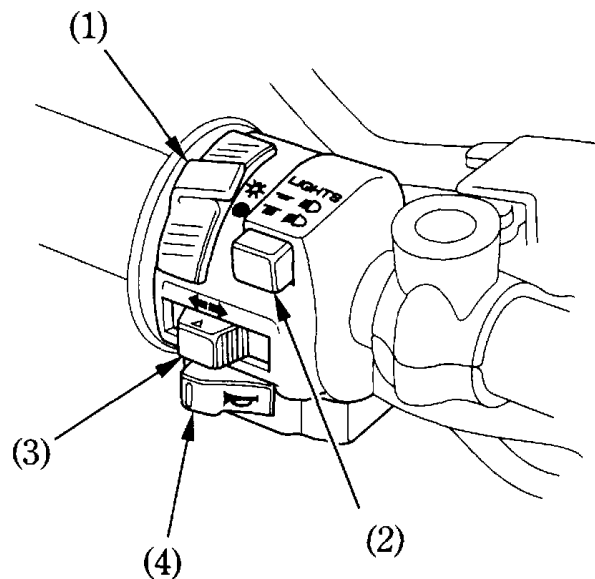
Push the dimmer switch to  (HI) to select high beam or to  (LO) to select low beam.

Turn Signal Switch (3)

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

Horn Button (4)

Press the button to sound the horn.



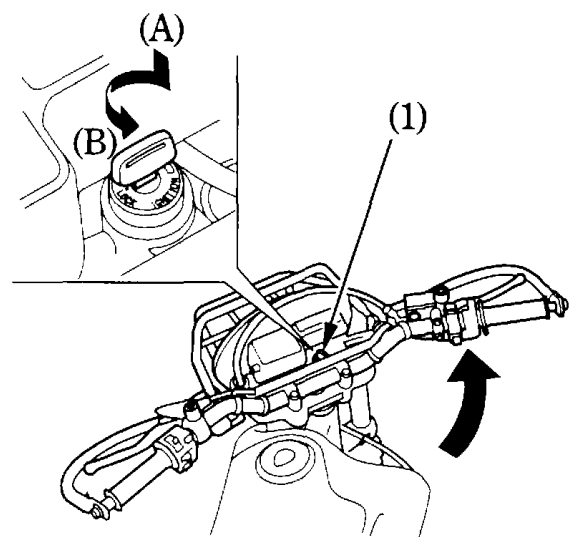
- (1) Headlight switch
- (2) Headlight dimmer switch
- (3) Turn signal switch
- (4) Horn button

FEATURES (Not required for operation)

STEERING LOCK

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

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



- (1) Ignition key (A) Push in
(B) Turn to LOCK

SIDE COVER

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

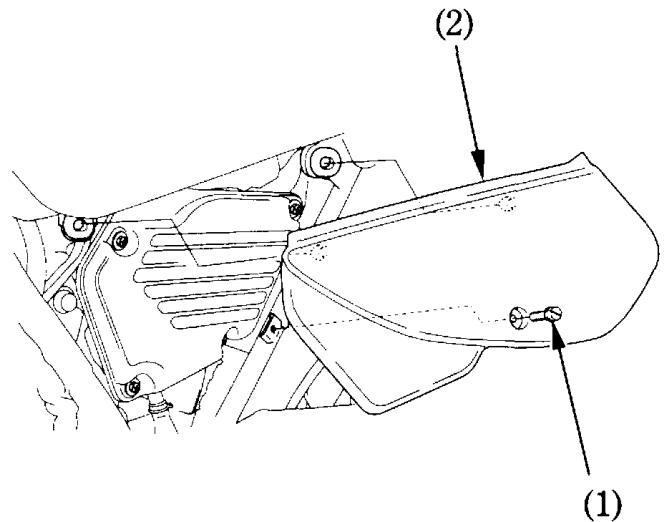
The left side cover must be removed for air cleaner maintenance

Removal:

1. Remove the bolt (1).
2. Pull out the side cover (2).

Installation:

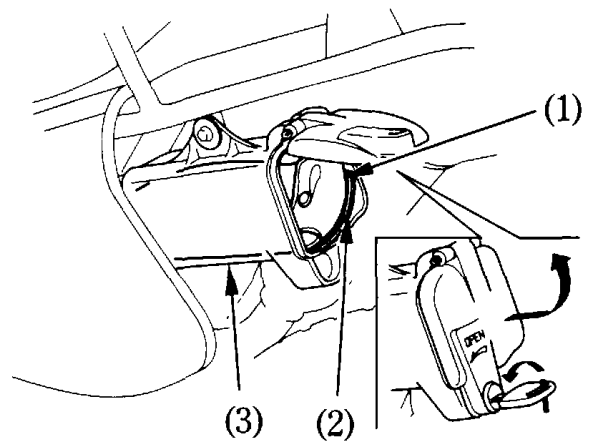
- Installation can be done in the reverse order of removal.



- (1) Bolt
(2) Side cover

TOOL BAG STORAGE

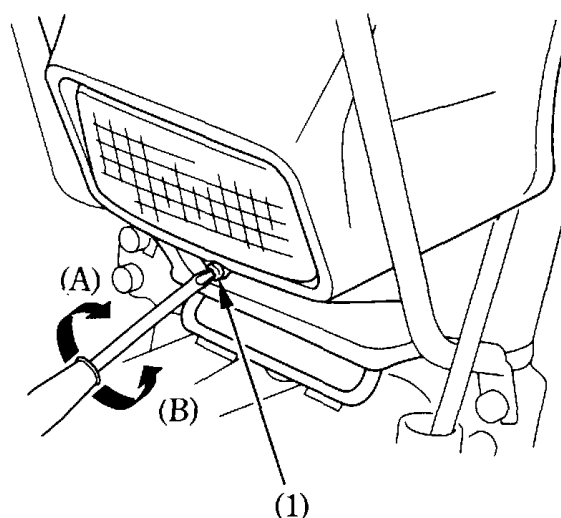
The tool bag (1) and owners manual (2) is in the tool box storage (3) under the rear fender.



- (1) Tool bag
- (2) Owners manual
- (3) Tool box storage

HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the screw (1) in or out as necessary. Obey local laws and regulations.



(1) Screw

(A) Up

(B) Down

OPERATION

PRE-RIDE INSPECTION

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

⚠ WARNING

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

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

1. Engine oil level—add engine oil if required (page 27). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 24). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 15 – 18).
4. Tyres—check condition and pressure (pages 28 – 32).
5. Drive chain—check condition and slack (page 70). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and full closing in all steering positions.
7. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 34).

STARTING THE ENGINE

Always follow the proper starting procedure described below.

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

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

Preparation

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

- The transmission is in **NEUTRAL** (neutral indicator light ON).
- The engine stop switch is at **RUN**.
- The fuel valve is **ON**.

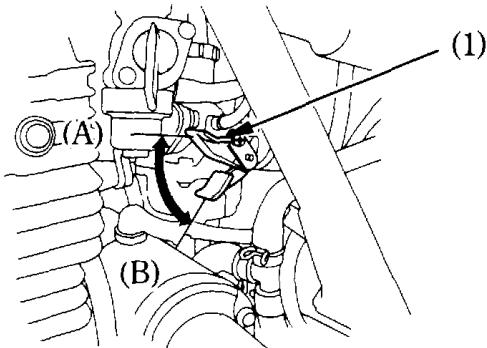
Starting Procedure

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

Normal Air Temperature

10° –35°C (50° –95°F)

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



(1) Choke lever

(A) Fully ON

(B) Fully OFF

(Use the starter button)

2. With the throttle slightly open, press the starter button.

(Use the kickstarter pedal)

Lightly depress the kickstarter until resistance is felt. Then let kickstarter return to the top of its stroke.

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. Warm up the engine by opening and closing the throttle slightly.
4. About a half minute after the engine starts, push the choke lever (1) down 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.

(Use the starter button)

2. With the throttle slightly open, press the starter button.

(Use the kickstarter pedal)

Lightly depress the kickstarter until resistance is felt. Then let kickstarter return to the top of its stroke.

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.

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 (1) is at Fully OFF (B).

Flooded Engine

(Use the starter button)

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

(Use the kickstarter pedal)

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and move the choke lever to Fully OFF (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

RUNNING-IN

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

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

RIDING

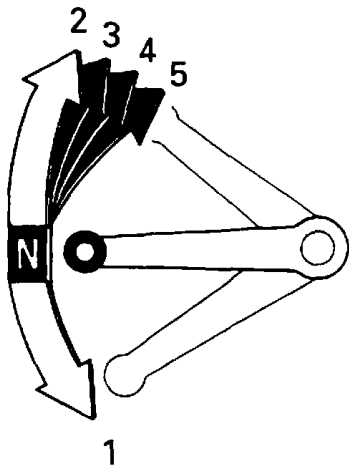
Review Motorcycle Safety (pages 1 – 9) before you ride.

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.

Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 54 and explanation for SIDE STAND on page 78).

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.
This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.

5. Raise the pedal to shift to a higher gear and depress the pedal to shift to a lower gear. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.



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

SHIFTING

Proper shifting can prevent damaging the engine and transmission.

Upshifting

The upper limit speed of each gear is shown in gear range (page 13).

Upshift to a higher gear before exceeding the upper limit speed.

Upshifting at speeds higher than the upper limit speed can cause damage to the engine.

Downshifting

Downshifting at speeds higher than those in the table below may overrev the engine and can cause damage to the engine and transmission.

Follow the table below when downshifting the gears.

Downshifting Acceptable Speed		
5th	4th	85km/h(53mph) or less
4th	3rd	65km/h(40mph) or less
3rd	2nd	50km/h(31mph) or less
2nd	1st	30km/h(19mph) or less

BRAKING

For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.

For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

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

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
2. Use the left side stand to support the motorcycle while parked.
When you support the motorcycle using the right side stand, turn the handlebar fully to the right.

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 36).

ANTI-THEFT TIPS

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

NAME: _____

ADDRESS: _____

PHONE NO: _____

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

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

Because this motorcycle is capable of being ridden over rough off-road terrain as well as on pavement, careful pre-ride inspections and good maintenance are especially important.

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

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

recommendations applicable to your individual needs and use.

If your motorcycle overturns or becomes 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.

MAINTENANCE SAFETY

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

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

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

⚠ WARNING

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

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

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:
 - * **Carbon monoxide poisoning from engine exhaust.**
Be sure there is adequate ventilation whenever you operate the engine.
 - * **Burns from hot parts.**
Let the engine and exhaust system cool before touching.
 - * **Injury from moving parts.**
Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.

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

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

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

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 40) at each scheduled maintenance period.

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

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

The following items require some mechanical knowledge. Certain items (particularly those marked and) may require more technical information and tools. Consult your 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 Shop Manual.
- ** In the interest of safety, we recommend these items be serviced only by your Honda dealer.

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

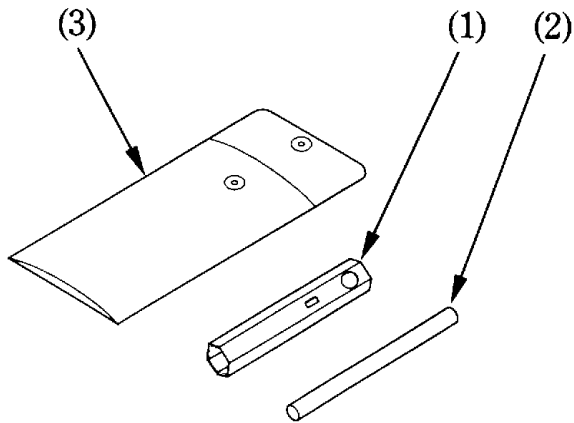
- NOTE:
- (1) At higher odometer readings, repeat at the frequency interval established here.
 - (2) Service more frequently when riding in unusually wet or dusty areas.
 - (3) Service more frequently when riding in rain or at full throttle.
 - (4) Service more frequently when riding OFF-ROAD.
 - (5) Replace every 2 years. Replacement requires mechanical skill.

ITEM	FREQUENCY	WHICHEVER COMES FIRST		ODOMETER READING NOTE(1)				REFER TO PAGE
		NOTE	1,000 km	1	4	8	12	
			1,000 mi	0.6	2.5	5	7.5	
		MONTHS		6	12	18		
* FUEL LINE					I	I	I	—
* FUEL STRAINER SCREEN					C	C	C	—
* THROTTLE OPERATION					I	I	I	68
* CARBURETOR CHOKE					I	I	I	—
AIR CLEANER	NOTE(2)				C	C	C	60
CRANKCASE BREATHER	NOTE(3)				C	C	C	61
SPARK PLUG					I	R	I	66-67
* VALVE CLEARANCE				I	I	I	I	—
ENGINE OIL	NOTE(4)			R	R	R	R	62-65
* ENGINE OIL STRAINER SCREEN							C	63-65
** ENGINE OIL CENTRIFUGAL FILTER							C	—
* ENGINE IDLE SPEED					I	I	I	69

ITEM	FREQUENCY	WHICHEVER COMES FIRST	ODOMETER READING				NOTE(1) REFER TO PAGE		
			1,000 km	1,000 mi	1	4		8	12
			MONTHS	0.6	2.5	5		7.5	
		NOTE		6	12	18			
DRIVE CHAIN		NOTE(4)	EVERY 1,000 km(600 mi):I,L				70--75		
DRIVE CHAIN SLIDER				I	I	I	76		
BATTERY				I	I	I	85--88		
BRAKE FLUID		NOTE(5)		I	I	I	15--16		
BRAKE SHOE/PAD WEAR				I	I	I	83--84		
BRAKE SYSTEM			I	I	I	I	15, 83--84		
* BRAKE LIGHT SWITCH				I	I	I	91		
* HEADLIGHT AIM				I	I	I	39		
CLUTCH SYSTEM			I	I	I	I	19--20		
SIDE STAND				I	I	I	78		
* SUSPENSION				I	I	I	77		
* NUTS, BOLTS, FASTENERS		NOTE(4)	I		I		--		
** WHEELS/TYRES		NOTE(4)	I	I	I	I	28--32		
** STEERING HEAD BEARINGS			I			I	--		

TOOL KIT

The spark plug wrench (1) and its handlebar (2) are stored in the tool bag (3).

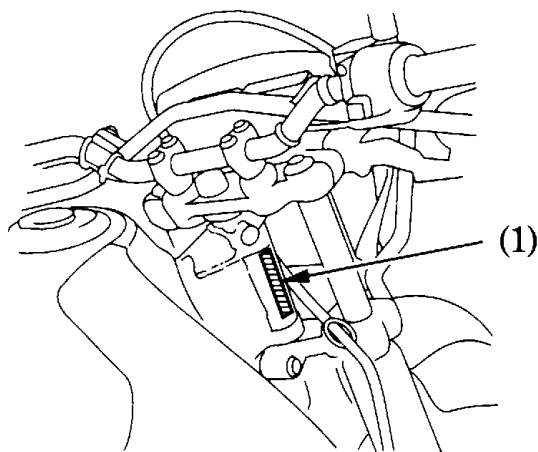


(1) Spark plug wrench (3) Tool bag
(2) Handlebar

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.

FRAME NO. _____

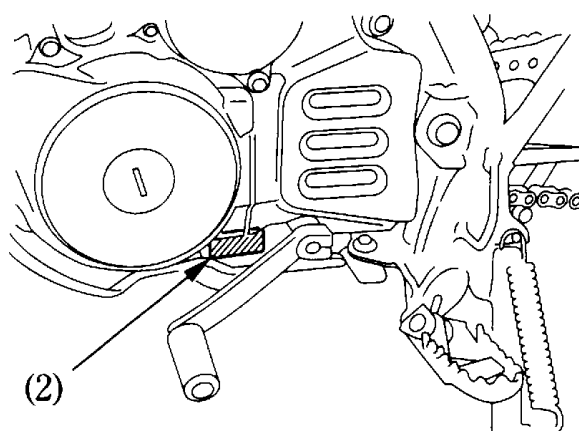


(1) Frame number
58

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

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

ENGINE NO. _____



(2) Engine number

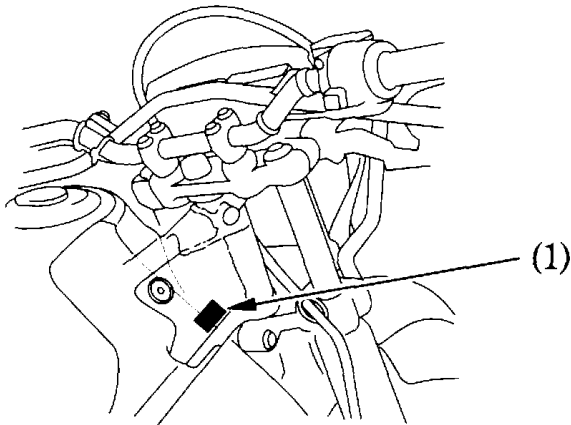
COLOUR LABEL

The colour label (1) is attached below the right side of the head pipe.

It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



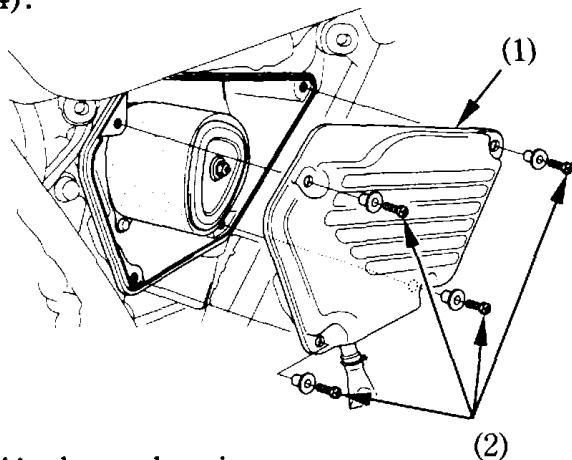
(1) Colour label

AIR CLEANER

Refer to the Safety Precautions on page 53 .

The air cleaner should be serviced at regular intervals (page 55). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the left side cover (page 37).
2. Remove the air cleaner housing cover (1) by removing the screws (2).
3. Remove the nut (3) and the air cleaner (4).



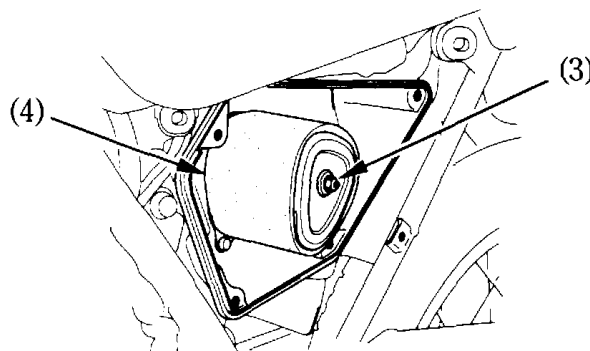
- (1) Air cleaner housing cover
(2) Screws

60

4. Wash the air cleaner in clean, nonflammable or high flash point solvent and let it dry thoroughly.

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

5. Soak the air cleaner in gear oil (SAE 80—90) until saturated, then squeeze out the excess oil.
6. Install the removed parts in the reverse order of removal.



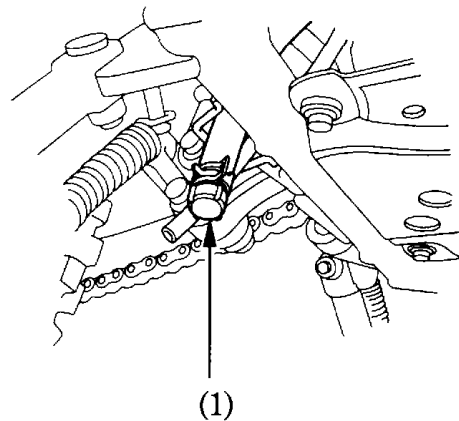
- (3) Nut
(4) Air cleaner

CRANKCASE BREATHER

Refer to the Safety Precautions on page 53 .

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

Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.



(1) Crankcase breather tube plug

ENGINE OIL

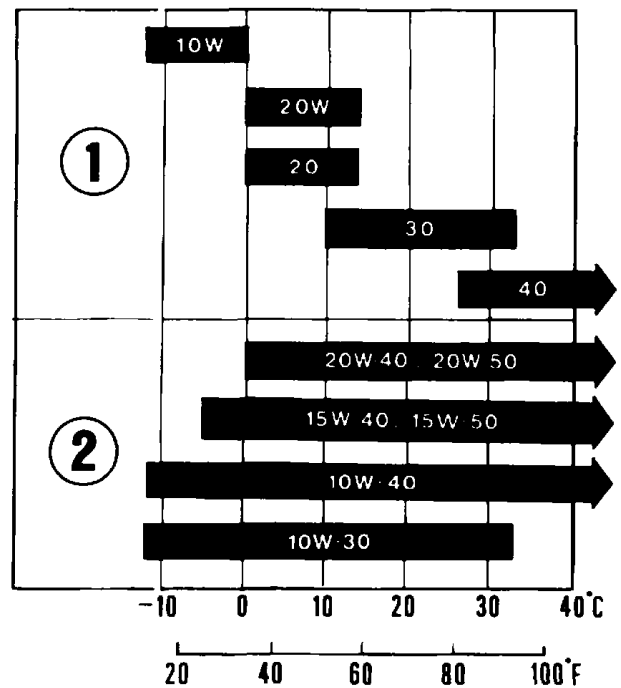
Refer to the Safety Precautions on page 53 .

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

Viscosity:

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



(1) Single grade

(2) Multi grade

Engine Oil/Oil Strainer Screen

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 55).

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

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

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

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

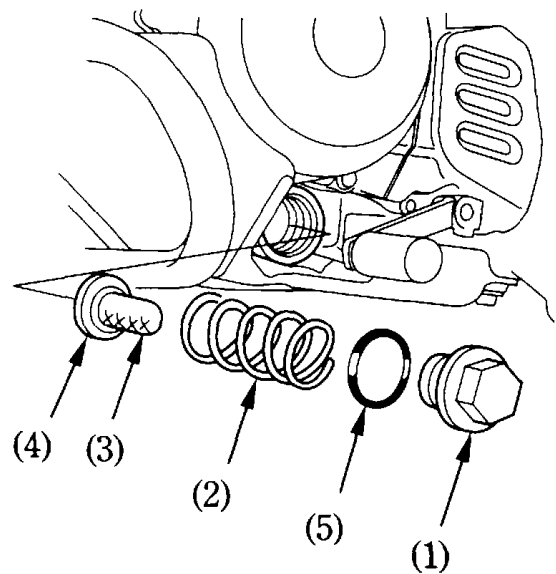
If a torque wrench is not used for this installation, see your Honda dealer as soon as possible to verify proper assembly.

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

1. Remove the oil filler cap from the right crankcase cover.
2. Place an oil drain pan under the crankcase and remove the oil drain plug (1).

The spring (2) and oil strainer screen (3) will come out when the drain plug is removed.

3. Clean the oil strainer screen.
4. Check that the oil strainer screen, sealing rubber (4) and drain plug O-ring (5) are in good condition.



- | | |
|-------------------------|-----------------------|
| (1) Drain plug | (4) Sealing rubber |
| (2) Spring | (5) Drain plug O-ring |
| (3) Oil strainer screen | |

5. Install the oil strainer screen, spring and drain plug.
Oil Drain Plug Torque:
15 N·m (1.5 kgf·m , 11 lbf·ft)
6. Fill the crankcase with the recommended grade oil; approximately:
0.9 ℓ (1.0 US qt , 0.8 Imp qt)
7. Install the filler cap.
8. Start the engine and let it idle for 2–3 minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

SPARK PLUG

Refer to the Safety Precautions on page 53 .

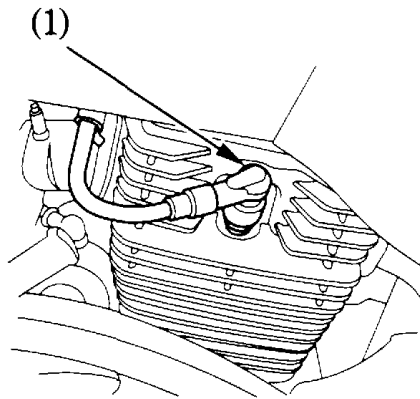
Recommended plugs:

Standard:

DP8EA-9 (NGK) or
X24EP-U9 (DENSO)

For cold climate: (Below 5°C, 41°F)

DP7EA-9 (NGK) or
X22EP-U9 (DENSO)



(1) Spark plug cap

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

NOTICE

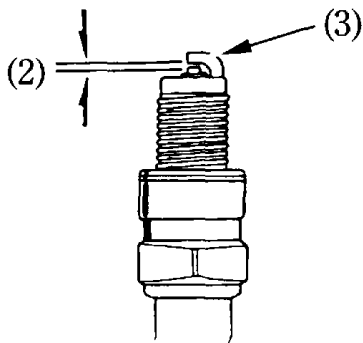
Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap (1) and remove the spark plug with the spark plug wrench and handlebar.

3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
4. Check the spark plug gap (2) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (3) carefully.

The gap should be:

0.8 – 0.9 mm (0.03 – 0.04 in)



(2) Spark plug gap

(3) Side electrode

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

NOTICE

The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.

8. Reinstall the spark plug cap.

THROTTLE OPERATION

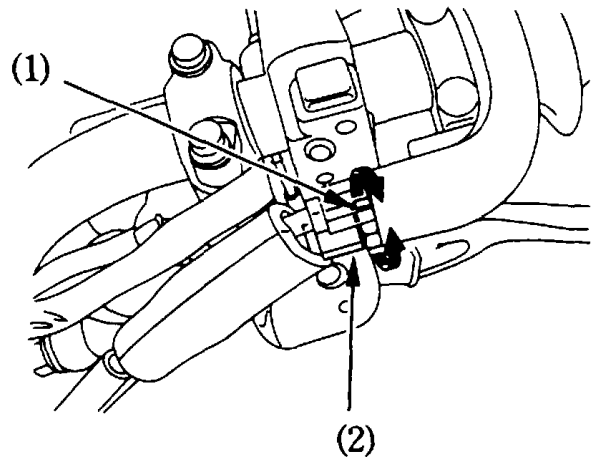
Refer to the Safety Precautions on page 53.

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

The standard free play should be approximately:

2 – 6 mm (0.1 – 0.2 in)

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



(1) Lock nut

(2) Adjuster

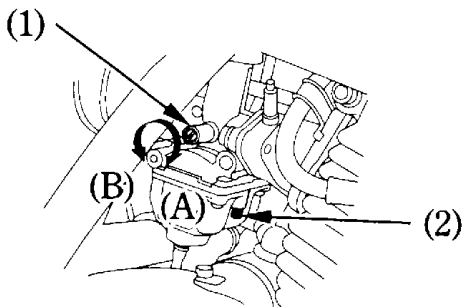
IDLE SPEED

Refer to the Safety Precautions on page 53 .

Idle Speed:

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

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



(1) Throttle stop screw

(A) Increase rpm

(2) Pilot screw

(B) Decrease rpm

1. Warm up the engine and hold the motorcycle upright. Shift to neutral.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).

Idle speed (In neutral):

1,400 100 min⁻¹ (rpm)

Idle Mixture:

1. Adjust the fuel mixture by turning the pilot screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Set the pilot screw exactly between these two extreme positions.

From a fully closed position, the correct setting (between extremes of rich and lean) will be approximately:

2 1/4 turns

2. If the idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

DRIVE CHAIN

Refer to the Safety Precautions on page 53 .

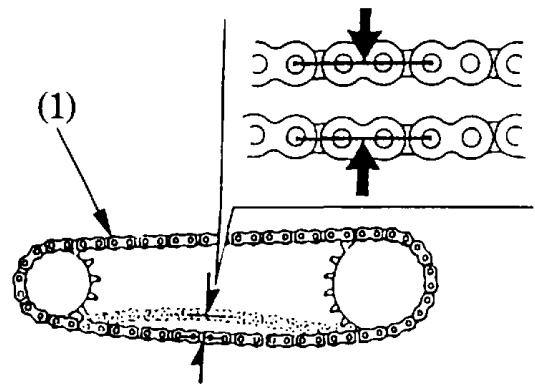
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 40). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, raise the rear wheel off the ground by placing a support under the engine, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
Drive chain slack should be adjusted to allow the following vertical movement by hand:
30 – 40 mm (1.2 – 1.6 in)

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



(1) Drive chain

4. Roll the motorcycle forward. Stop and place it on its side stand. 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
- *Damaged or Missing O-rings

SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

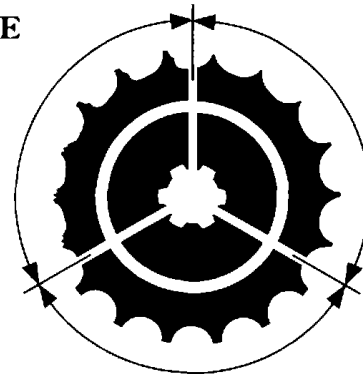
A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket
Teeth

REPLACE

Worn Sprocket
Teeth

REPLACE

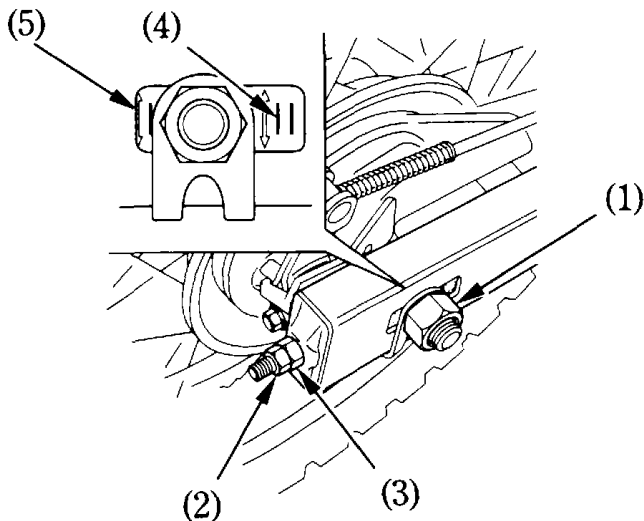


Normal Sprocket Teeth

GOOD

Adjustment:

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



- (1) Axle nut
- (2) Lock nut
- (3) Drive chain adjusting nut
- (4) Index mark
- (5) Rear edge of adjusting slot

72

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

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

Chain slack should be:

30 – 40 mm (1.2 – 1.6 in)

-
5. Check rear axle alignment by confirming the chain adjuster index marks (4) against the rear edge (5) of the adjusting slots. Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on the rear edge of the adjusting slots and recheck chain slack.
 6. Tighten the axle nut to:
88 N.m (9.0 kgf.m, 65 lbf.ft)

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

7. Tighten the adjusting nuts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.
8. Recheck drive chain slack.
Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 17).

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the arrow mark (7) on the chain adjuster plates after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:

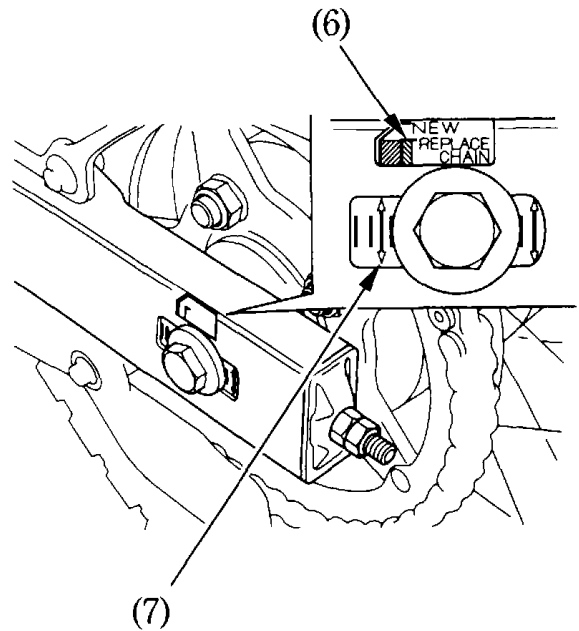
30 – 40 mm (1.2 – 1.6 in)

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

60 mm (2.4 in)

Replacement Chain:

D.I.D. 520VD



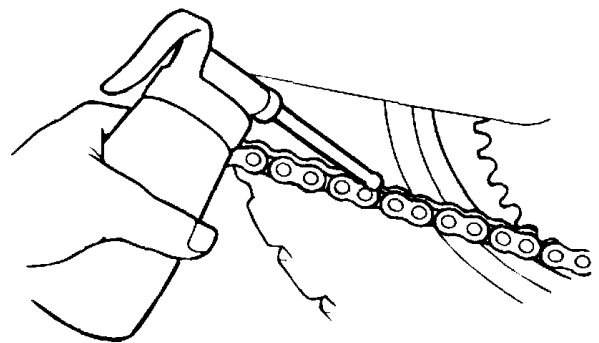
- (6) Red zone
- (7) Arrow mark

Lubrication and Cleaning:

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

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.

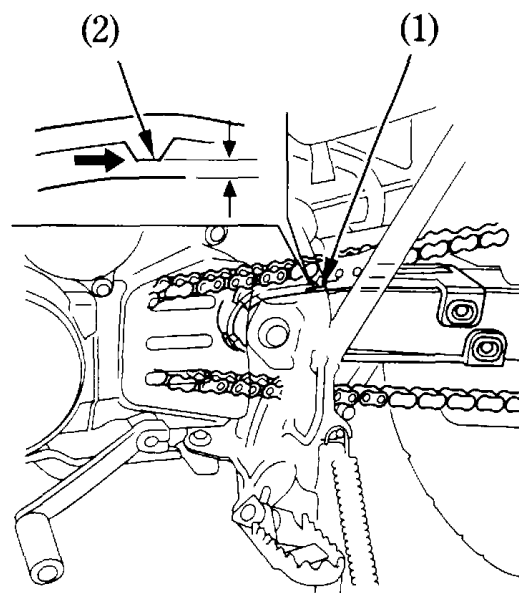
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the side surfaces of the chain with a dry cloth. Do not brush the rubber O-rings. Brushing will damage them. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.



DRIVE CHAIN SLIDER

Refer to the Safety Precautions on page 53 .

Check the chain slider (1) for wear.
The chain slider must be replaced if it is worn to the bottom of wear limit cutout (2).
For replacement, see your Honda dealer.



- (1) Drive chain slider
- (2) Cutout

FRONT AND REAR SUSPENSION INSPECTION

Refer to the Safety Precautions on page 53 .

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

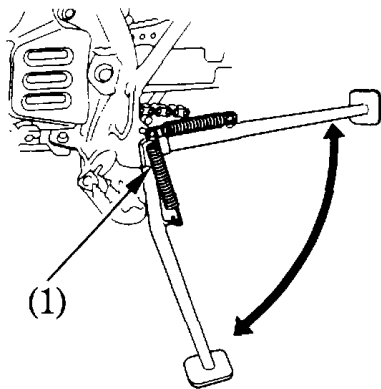
SIDE STAND

Refer to the Safety Precautions on page 53 .

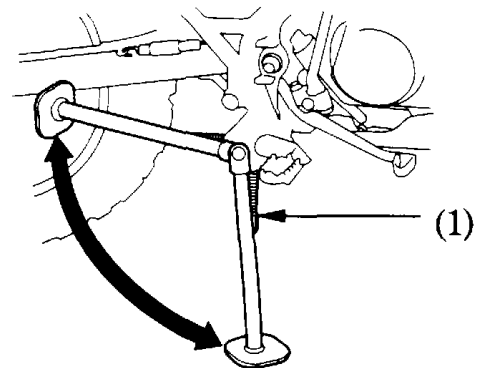
Check both the side stand spring (1) for damage and loss of tension, and the side stand assembly for freedom of movement.

If the side stand is squeaky or stiff, clean the pivot area and lubricate the pivot bolt with clean engine oil.

Left side



Right side



(1) Side stand spring

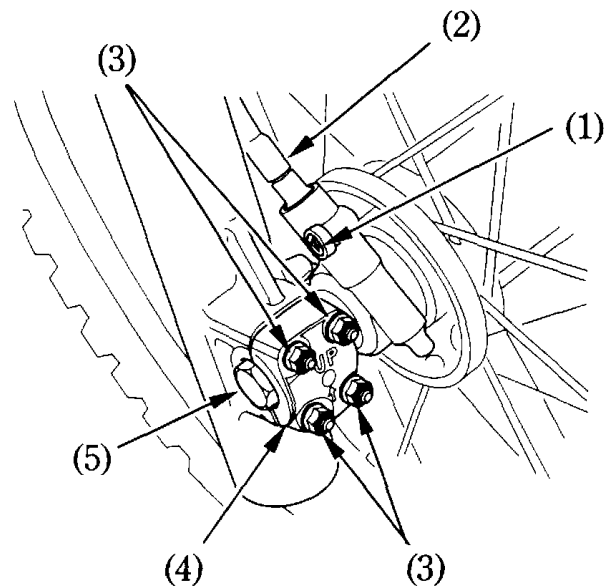
WHEEL REMOVAL

Refer to the Safety Precautions on page 53.

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 front axle holder nuts (3) and the front axle holder (4).
4. Unscrew the axle (5). Remove the wheel.

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



- | | |
|-----------------------|-----------------|
| (1) Screw | (4) Axle holder |
| (2) Speedometer cable | (5) Axle |
| (3) Axle holder nuts | |

Installation Notes:

- Reverse the removal procedure.
- Insert the axle through the wheel hub and left fork leg.
- Make sure that the lug (6) on the speedometer gearbox is located behind the lug (7) on the right fork leg (8) .
- Tighten the axle to the specified torque.

Front axle torque:

59 N·m (6.0 kgf·m , 43 lbf·ft)

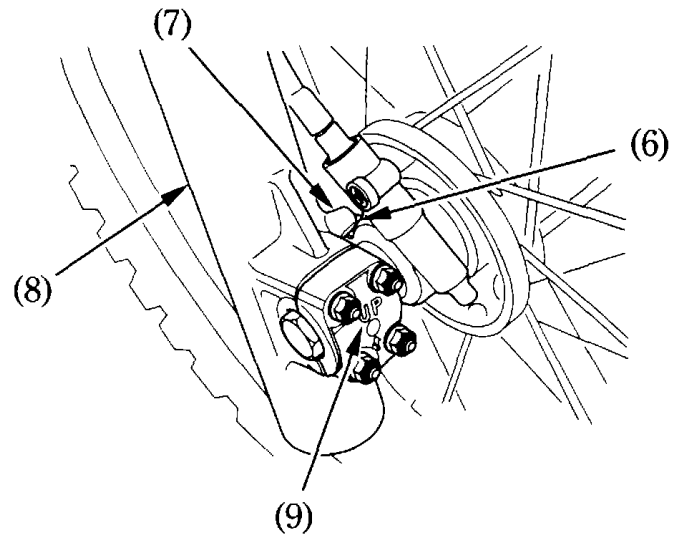
- Install the axle holder with the UP mark (9) upward and tighten the upper holder nuts to the specified torque first, then tighten the lower holder nuts to the same torque.

Axle holder nut torque:

12 N·m (1.2 kgf·m , 9 lbf·ft)

- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

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

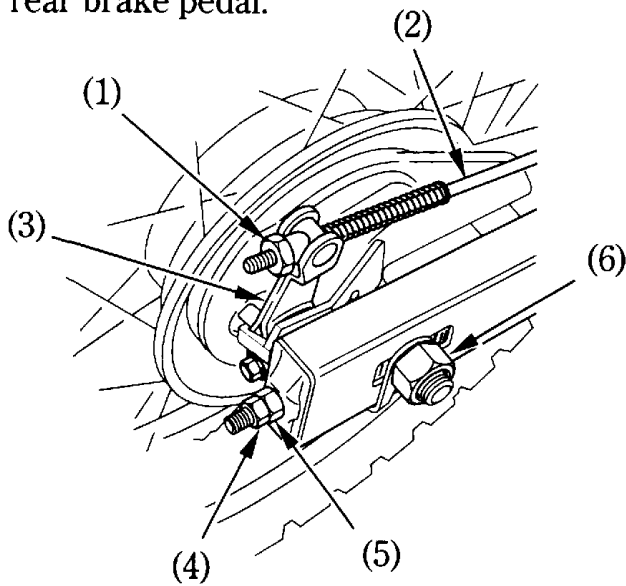


(6) Lug
(7) Lug

(8) Right front fork
(9) UP mark

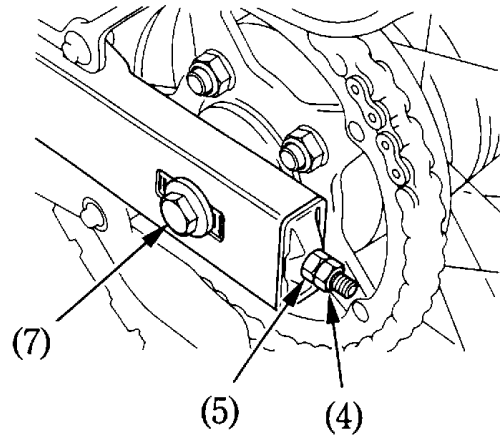
Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.



- (1) Adjusting nut
- (2) Brake rod
- (3) Brake arm
- (6) Rear axle

3. Loosen the drive chain lock nuts (4) and adjusting nuts (5).
4. Remove the axle nut (6) while holding the rear axle at the other end with a wrench.
5. Pull out the rear axle (7).
6. Remove the drive chain from the drive sprocket by pushing the rear wheel forward.
7. Remove the rear wheel.

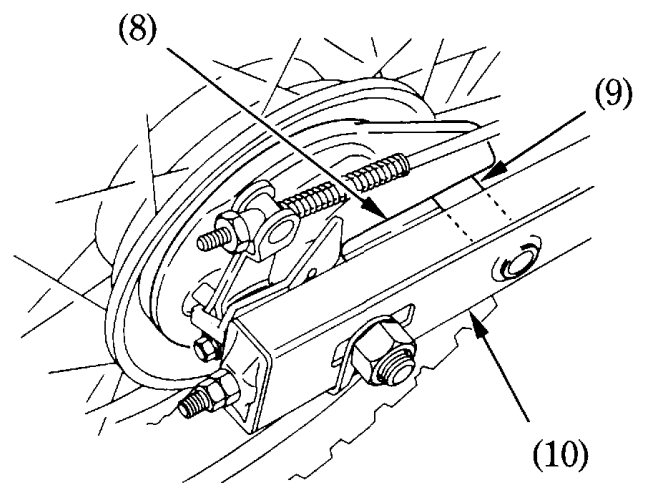


- (4) Lock nut
- (5) Adjusting nut
- (7) Rear axle

Installation Notes:

- Reverse the removal procedure.
- Make sure that the slot (8) on the brake panel is located in the lug (9) in the swingarm (10).
- Tighten and torque the following nuts and bolts:
Axle nut torque:
88 N·m (9.0 kgf·m , 65 lbf·ft)
- Adjust the brake (page 17) and drive chain (page 72).
- Apply the brake several times and check for free wheel rotation after the brake pedal is released.

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



(8) Slot
(9) Lug

(10) Swingarm

BRAKE PAD WEAR

Refer to the Safety Precautions on page 53 .

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

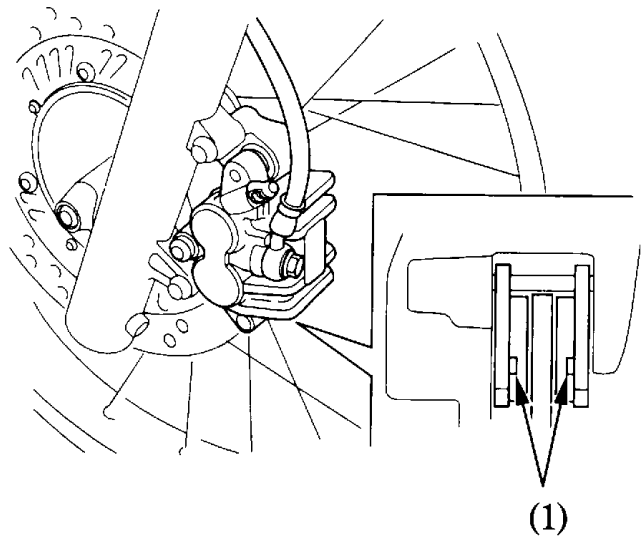
Inspect the pads at each regular maintenance interval (page 56).

Front Brake

Check the cutout (1) in each pad.

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

FRONT BRAKE



(1) Cutouts

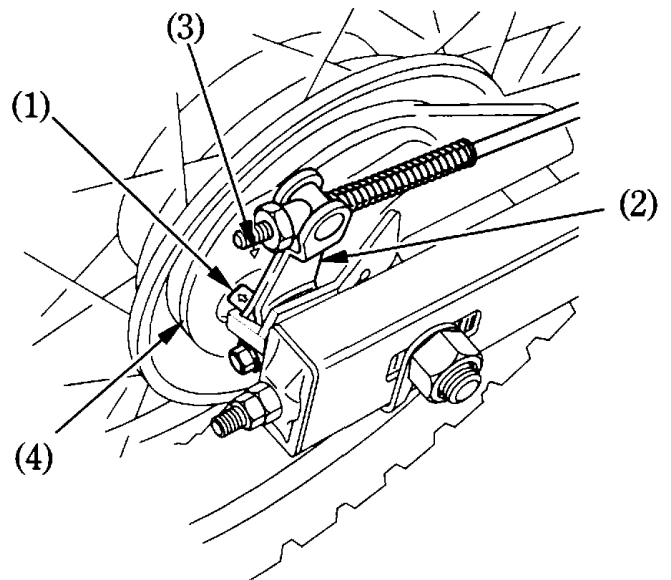
BRAKE SHOE WEAR

Refer to the Safety Precautions on page 53 .

The rear brake is equipped with a brake wear indicator.

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

< REAR BRAKE >



(1) Arrow
(2) Brake arm

(3) Reference mark
(4) Brake panel

BATTERY

Refer to the Safety Precautions on page 53 .

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

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

⚠ WARNING

The battery contains sulfuric acid (electrolyte) which is highly corrosive and poisonous.

Getting electrolyte in your eyes or on your skin can cause serious burns.

Wear protective clothing and eye protection when working near the battery.

KEEP CHILDREN AWAY FROM THE BATTERY.

Emergency Procedures

Eyes—Flush with water from a cup or other container for at least fifteen minutes (Water under pressure can damage the eye). Immediately call a physician.

Skin—Remove contaminated clothing. Flush the skin with large quantities of water. Call a physician immediately.

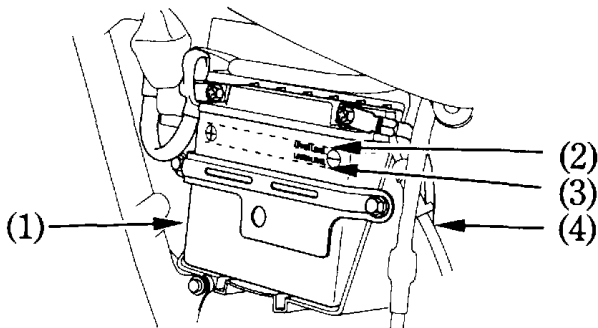
Swallowing—Drink water or milk. Call your a physician immediately.

Battery Electrolyte

The battery (1) is behind the right side cover. Remove the right side cover (page 37).

Check the electrolyte level with the motorcycle in an upright position on level ground. The electrolyte level must be maintained between the UPPER (2) and LOWER (3) LEVEL marks on the side of the battery.

If the electrolyte level is low, remove the filler caps. Carefully add distilled water to upper level mark, using a small syringe or plastic funnel.



- (1) Battery
- (2) UPPER level
- (3) LOWER level
- (4) Battery breather tube

NOTICE

Battery fluid is highly corrosive and can damage metal or painted surfaces. Use care when adding distilled water.

Filling the battery above the UPPER LEVEL line may cause the electrolyte to overflow, resulting in corrosion to engine or frame parts. Immediately wash off any spilled electrolyte.

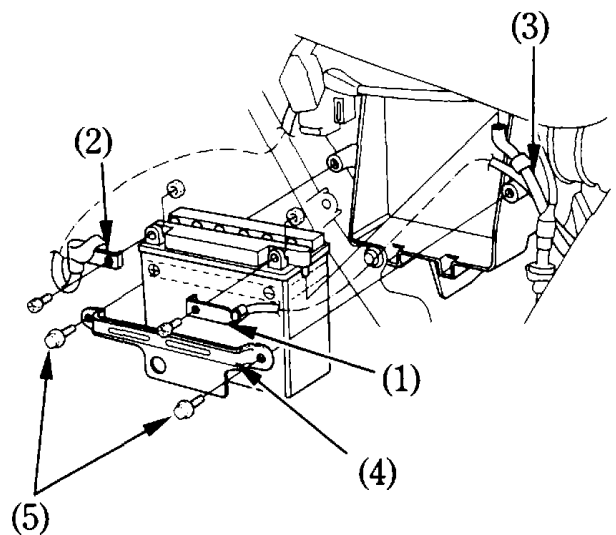
When checking battery fluid level, or adding distilled water, make sure the breather tube is connected to the battery breather outlet. The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube.

NOTICE

A bent or kinked breather tube may pressurize the battery and damage its case.

Battery Removal

1. Remove the right side cover (page 37).
2. Disconnect the negative (−) terminal lead (1) from the battery first, then disconnect the positive () terminal lead (2).
3. Disconnect battery breather tube (3).
4. Remove the bolts (5) and battery holder (4).
5. Pull out the battery.



- (1) Negative (−) terminal lead
- (2) Positive () terminal lead
- (3) Battery breather tube
- (4) Battery holder
- (5) Bolts

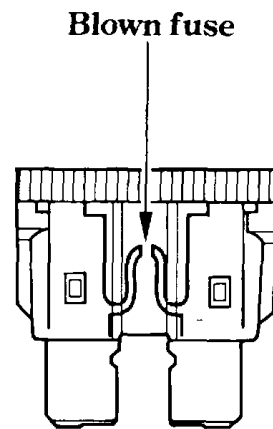
FUSE REPLACEMENT

Refer to the Safety Precautions on page 53 .

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

NOTICE

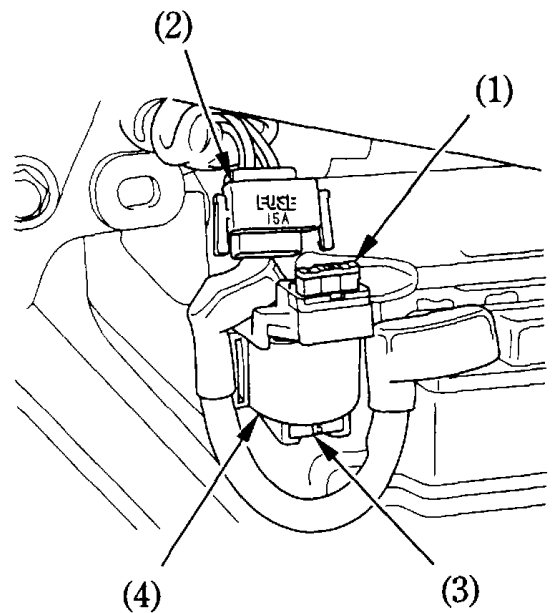
Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.



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

The specified fuse is:
15A

1. Remove the right side cover (page 37).
2. Disconnect the wire connector (2) of the starter magnetic switch.
3. Pull out the old fuse and install a new fuse. The spare main fuse (3) is located under the starter magnetic switch (4).
4. Reconnect the connector and install the right side cover.



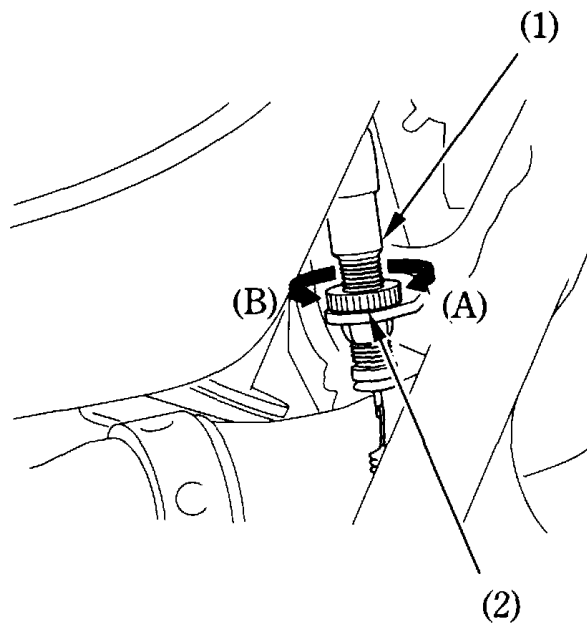
- | | |
|--------------------|-----------------------------|
| (1) Fuse | (3) Spare fuse |
| (2) Wire connector | (4) Starter magnetic switch |

STOPLIGHT SWITCH ADJUSTMENT

Refer to the Safety Precautions on page 53 .

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

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



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

BULB REPLACEMENT

Refer to the Safety Precautions on page 53.

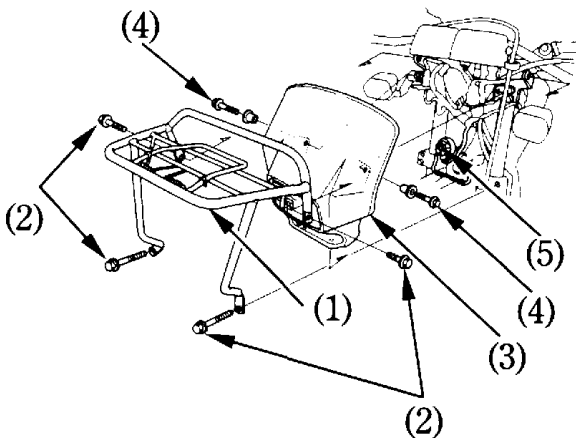
The light bulb becomes very hot while the light is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.

The lighting equipment is not legal for highway use. Do not operate this motorcycle on public streets, roads or highways.

- Do not use bulbs other than that specified.
- After installing a new bulb, check that the light operates properly.

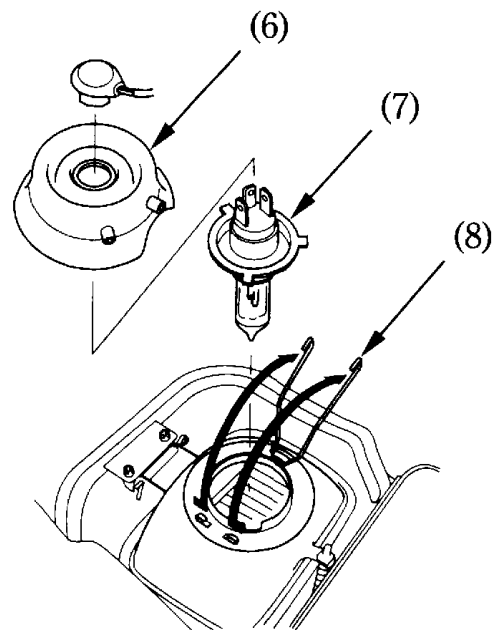
Headlight Bulb

1. Remove the front carrier (1) by removing the bolts (2)
2. Remove the front visor (3) by removing the bolts (4).
3. Disconnect the connector (5).
4. Remove the seat rubber (6).
5. Remove the headlight bulb (7) while pressing down on the pin (8).



- (1) Front carrier
- (2) Bolts
- (3) Front visor
- (4) Bolts
- (5) Connector

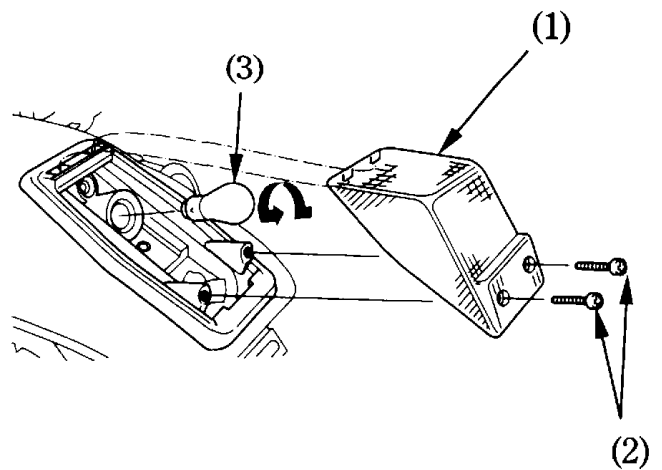
6. Install a new bulb in the reverse order of removal.



- (6) Seat rubber
- (7) Headlight bulb
- (8) Pin

Stop/Taillight Bulb

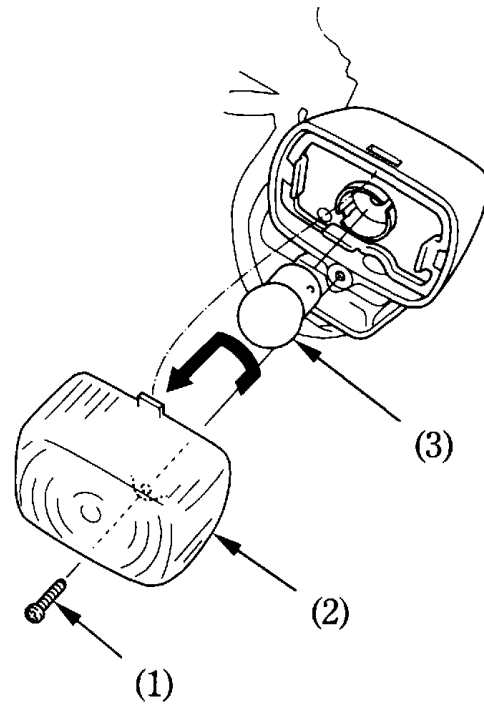
1. Remove the taillight lens (1) by removing the two screws (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



- (1) Taillight lens
- (2) Screws
- (3) Bulb

Front/Rear Turn Signal Bulb

1. Remove the screw (1) and remove the turn signal lens (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



- (1) Screw
- (2) Turn signal lens
- (3) Bulb

CLEANING

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

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

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

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

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

NOTICE

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

Washing the motorcycle

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
Avoid directing water to muffler outlets and electrical parts.
3. Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
Take care to keep brake fluid or chemical solvents off the motorcycle.
They will damage the plastic and painted surfaces.
4. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
5. Dry the motorcycle, start the engine, and let it run for several minutes.

6. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
7. Lubricate the drive chain immediately after washing and drying the motorcycle.

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

Anticipate longer stopping distance to avoid a possible accident.

Finishing Touches

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

If a surface on your motorcycle is chipped or scratched, your Honda dealer has touch-up paint to match your motorcycle's colour. Be sure to use your motorcycle's colour code (page 59) when you buy touch-up paint.

Removing Road Salt

The salt contained in the road surface freezing prevention medicine which a road was sprayed with in winter, and the seawater becomes the cause which rust occurs in.

Wash your motorcycle by the following point after it runs through such a place.

1. Clean the motorcycle using cool water (page 96).

Do not use warm water.

This worsens the effect of the salt.

2. Dry the motorcycle and the surface of the metal is protected with the wax.

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

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

WARNING

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

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

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

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

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

Slow charge the battery once a month.

5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.

6. Lubricate the drive chain (page 75).

7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.

8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Check the battery electrolyte level and charge the battery as required. Install the battery.
4. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
5. Perform all Pre-ride Inspection checks (page 40).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,196 mm (86.5 in)
Overall width	938 mm (36.9 in)
Overall height	1,152 mm (45.4 in)
Wheelbase	1,363 mm (53.7 in)
Ground clearance	238 mm (9.4 in)

WEIGHT

Dry weight	127.5 kg (281.1 lbs)
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CAPACITIES

Engine oil (After draining)	0.9 ℓ (1.0 US qt , 0.8 Imp qt)
(After disassembly)	1.2 ℓ (1.3 US qt , 1.1 Imp qt)
Fuel tank	8.5 ℓ (2.25 US gal , 1.87 Imp gal)
Passenger capacity	Operator Only
Maximum weight capacity	123 kg (271 lbs)

ENGINE

Bore and stroke	63.5	62.2 mm (2.50	2.45 in)
Compression ratio	9.0 : 1		
Displacement	196.9 cm ³	(12.01 cu-in)	
Spark plug			
Standard	DP8EA-9 (NGK)		or
	X24EP-U9 (DENSO)		
For cold climate	DP7EA-9 (NGK)		or
(Below 5°C, 41°F)	X22EP-U9 (DENSO)		
Spark plug gap	0.8-0.9 mm	(0.03-0.04 in)	
Idle speed	1,400	100 min ⁻¹ (rpm)	

CHASSIS AND SUSPENSION

Caster	26°15'
Trail	101 mm (4.0 in)
Tyre size, front	80/100 – 21
	80/100 – 21M/C
Tyre size, rear	100/100 – 18
	100/100 – 18M/C

POWER TRANSMISSION

Primary reduction	3.090
Gear ratio, 1st	2.769
2nd	1.722
3rd	1.263
4th	1.000
5th	0.851
Final reduction	3.615

ELECTRICAL

Battery		12V – 7AH
Generator		0.130 kW/5,000 min ⁻¹ (rpm)

LIGHTS

Headlight		12V – 35/35W
Tail/brake light		12V – 21/5W
Turn signal light	Front	12V 10W
	Rear	12V 10W
Instrument lights		12V 3.4W
Neutral indicator light		12V 3.4W
Turn signal indicator light		12V 3.4W
High beam indicator light		12V 1.7W

FUSE

Fuse		15A
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NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Owners are warned that the law may prohibit : (a) 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; and (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.