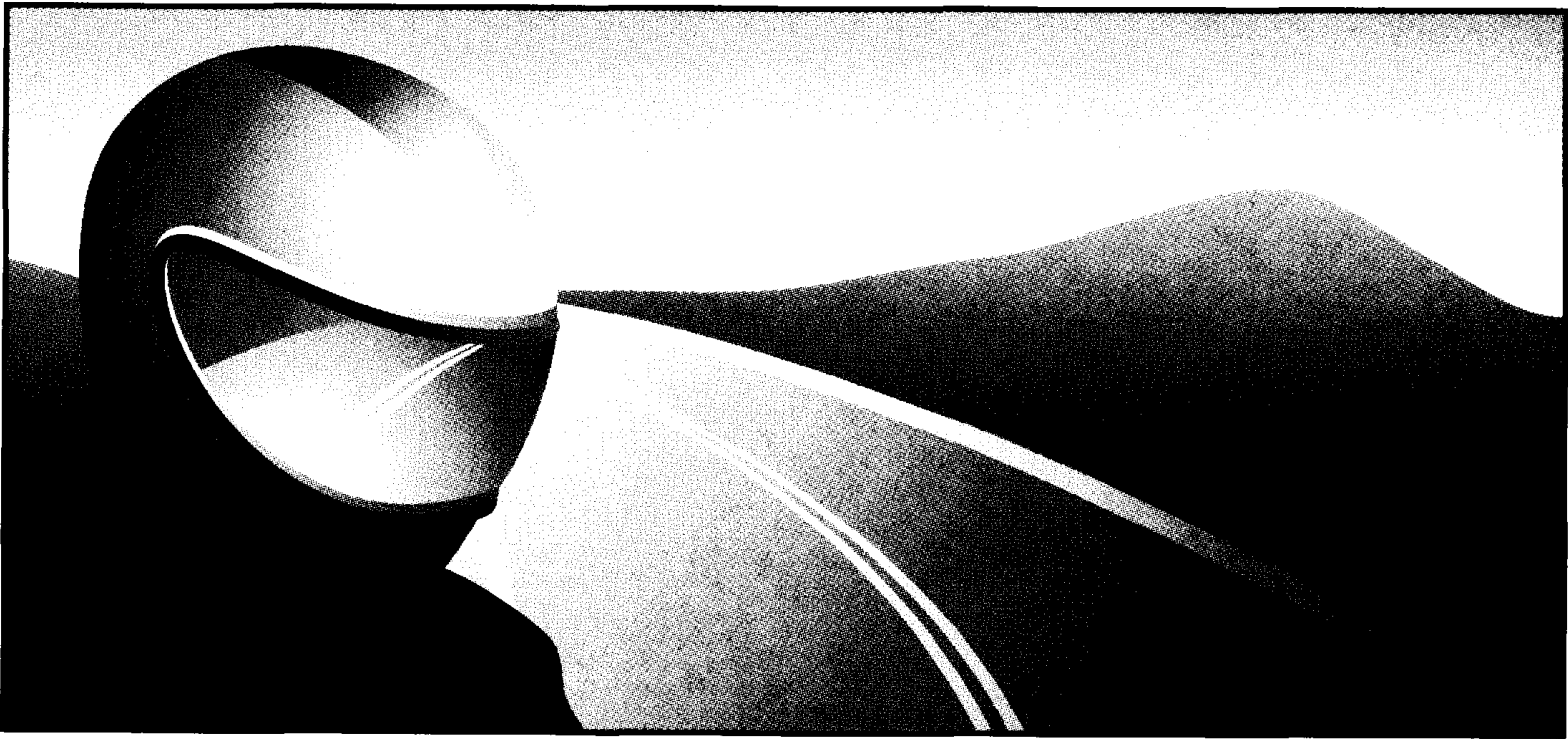




**OWNER'S MANUAL
USO E MANUTENZIONE
MANUAL DEL PROPIETARIO**



**NSA700A
DN-01**

**Honda NSA700A
DN-01**

OWNER'S MANUAL

USO E MANUTENZIONE

MANUAL DEL PROPIETARIO

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IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

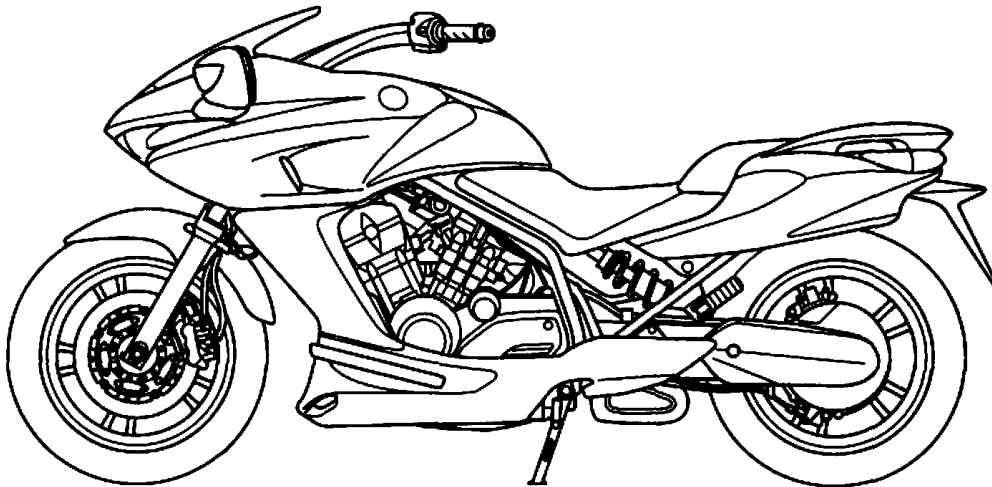
This motorcycle is designed to be used only on the road.

- **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 "A Few Words About Safety" section which appears before the Contents page.

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

**Honda NSA700A
DN-01
OWNER'S MANUAL**



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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda !

- The following codes in this manual indicate each country.
- The illustrations herein are based on the ED type.

E	UK
F	France
ED	European direct sales
U	Australia New Zealand

- 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 the 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 to be most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2).

Make Yourself Easy to See

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.

Ride Within Your Limits

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

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 4 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 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 and your passenger 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 Riding 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.

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

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. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠ WARNING

Overloading or improper loading 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:

164 kg (362 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

Maximum cargo weight:

5 kg (11 lbs)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 7.

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 42).
- If you change your normal load, you may need to adjust the rear suspension (page 31).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.

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 Honda Genuine 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 172). A blown fuse can cause a loss of lights or engine power.

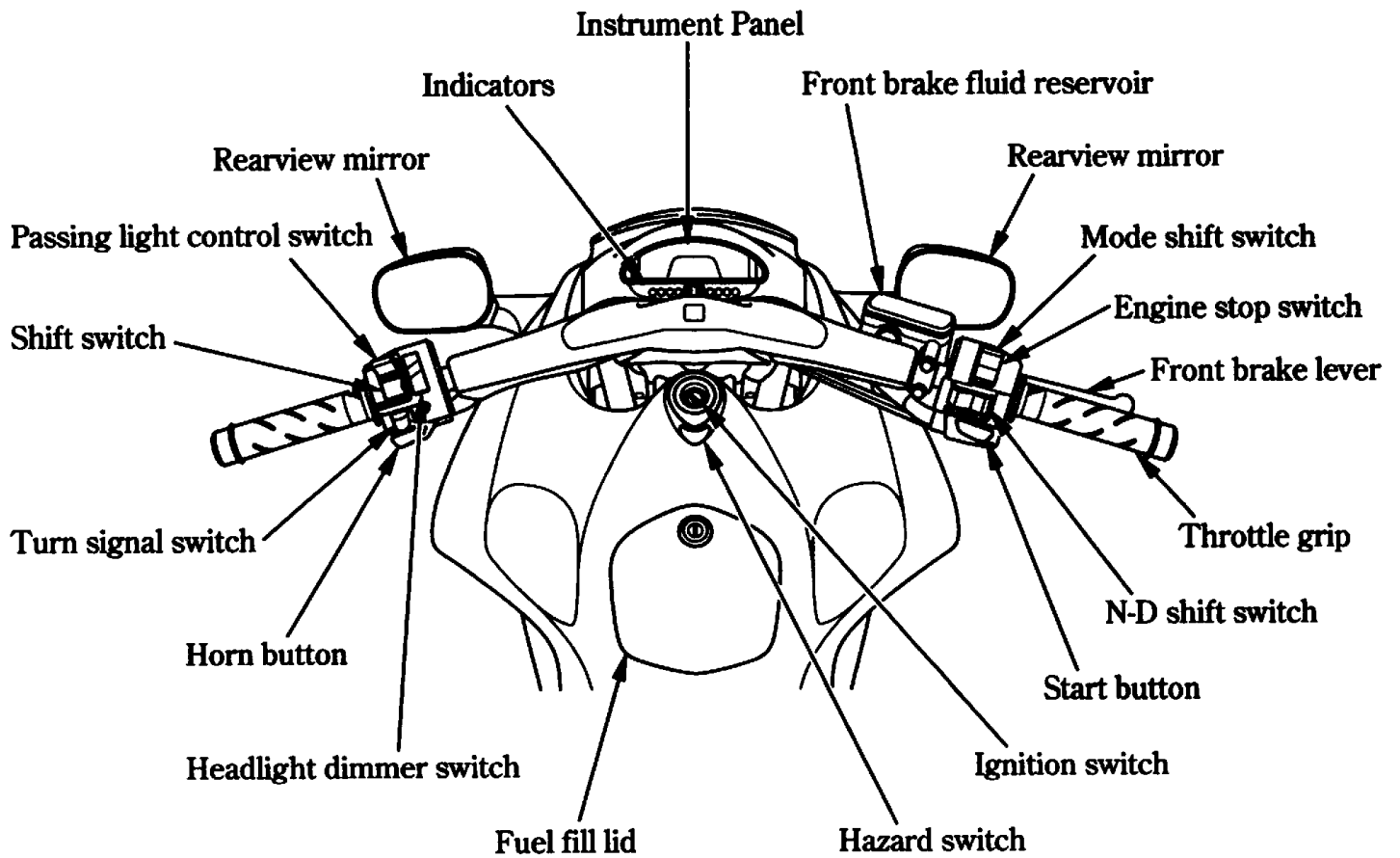
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

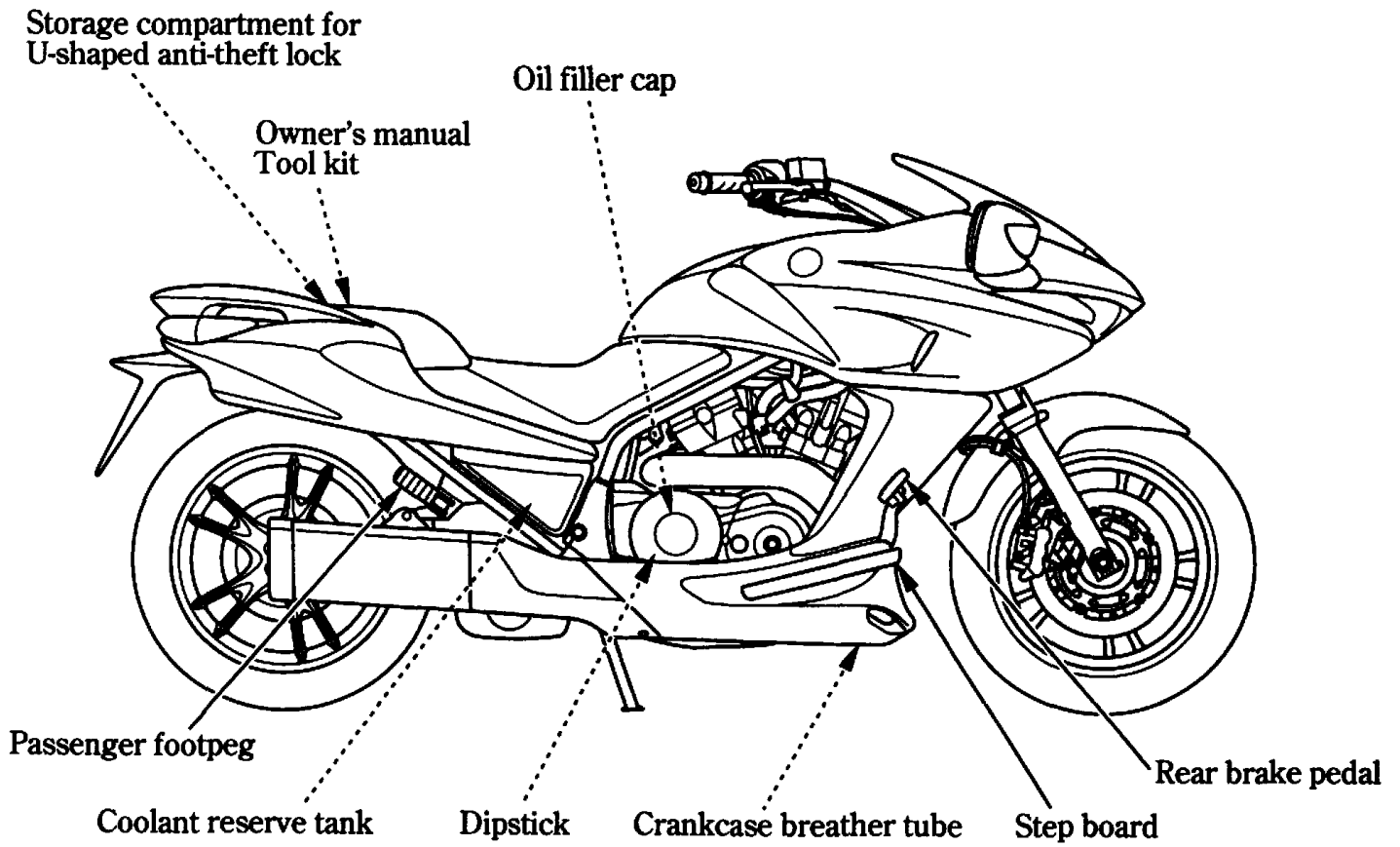
Modifications

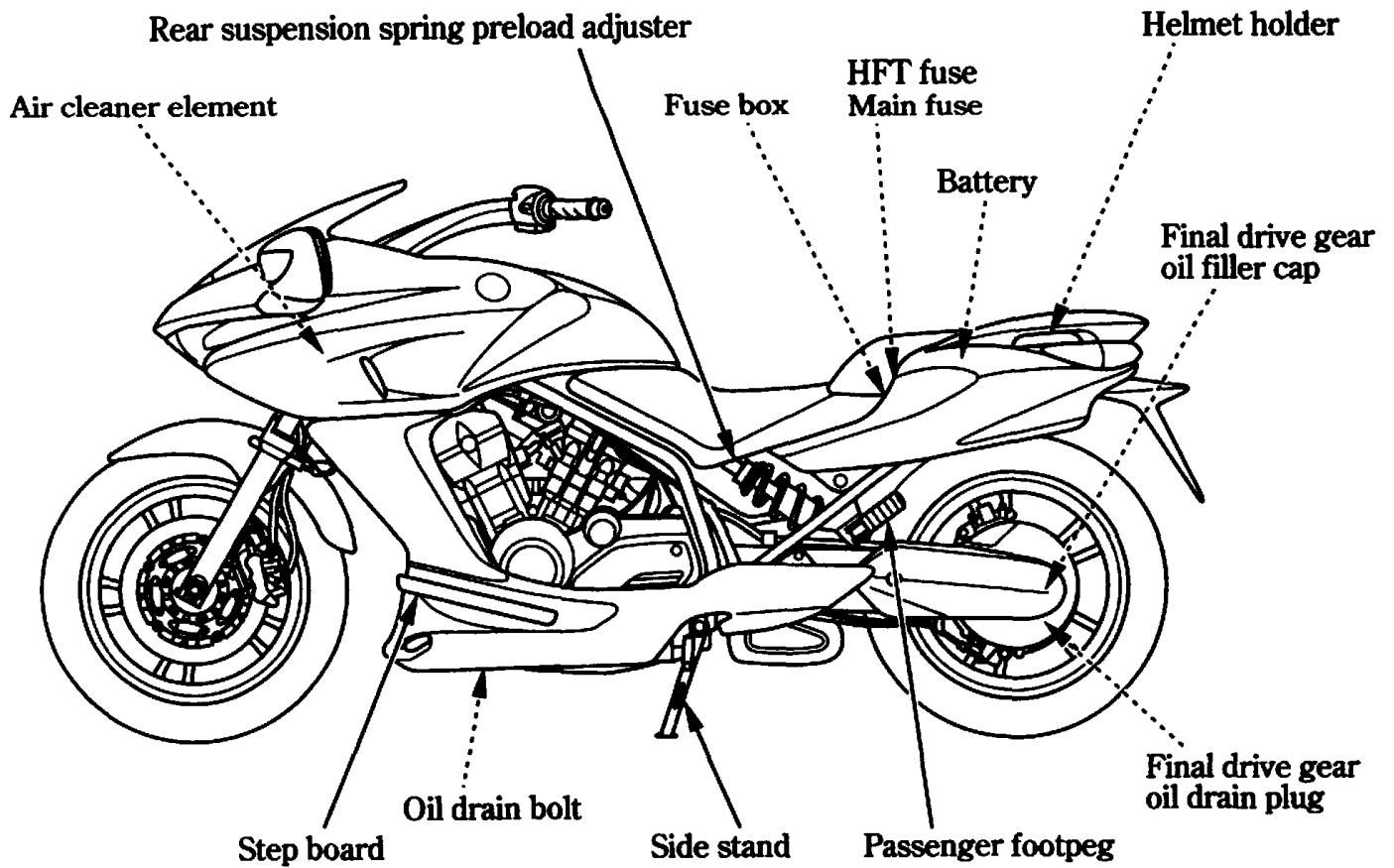
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

PARTS LOCATION



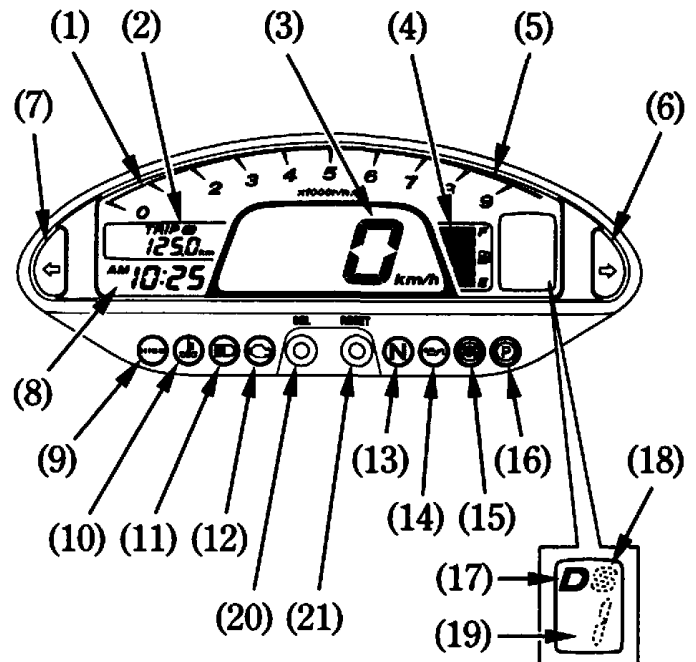




INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.


- (1) Tachometer
- (2) Odometer/tripmeter
- (3) Speedometer
- (4) Fuel gauge
- (5) Tachometer red zone
- (6) Right turn signal indicator
- (7) Left turn signal indicator
- (8) Digital clock
- (9) Immobilizer system (HISS) indicator
- (10) High coolant temperature indicator
- (11) High beam indicator
- (12) PGM-FI malfunction indicator lamp (MIL)
- (13) Neutral indicator
- (14) Low oil level/pressure indicator
- (15) Anti-lock brake system (ABS) indicator
- (16) Parking brake indicator



- (17) D mode indicator
- (18) S mode indicator
- (19) Shift indicator
- (20) SEL button
- (21) RESET button

(Ref.No.) Description	Function
(1) Tachometer	Shows engine revolutions per minute. This gauge shows the initial display (page 19).
(2) Odometer/Tripmeter	Shows odometer and tripmeter A and B. This display shows the initial display (page 19).
Odometer	Shows accumulated mileage (page 24).
Tripmeter	Shows mileage per trip (page 24).
(3) Speedometer	Shows riding speed. This display shows the initial display (page 19).
(4) Fuel gauge	Shows approximate fuel supply available (page 20). This gauge shows the initial display (page 19).

(Ref.No.) Description	Function
(5) Tachometer red zone	<p>Never allow the tachometer gauge liquid crystal display to enter the red zone, even after the engine has been broken in.</p> <p>NOTICE</p> <p>Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.</p>
(6) Right turn signal indicator (green)	Flashes when the right turn signal operates or hazard switch operates.
(7) Left turn signal indicator (green)	Flashes when the left turn signal operates or hazard switch operates.
(8) Digital clock	<p>Shows hour and minute (page 26).</p> <p>This display shows the initial display (page 19).</p> <p>If the engine oil level can not be detected for long periods, the digital clock will change to the OIL-check display (page 29).</p>

(Ref.No.) Description	Function
(9) Immobilizer system (HISS) indicator (red)	<p>This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at  (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 51).</p> <p>When the blinking function of this indicator is valid and the ignition switch is OFF, it keeps blinking for 24 hours (page 52).</p>
(10) High coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature. Should also lights for a few seconds and then go off when the ignition switch is turned ON. If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 35 – 36 and do not ride the motorcycle until the problem has been corrected.</p> <p>NOTICE</p> <p>Exceeding maximum running temperature may cause serious engine damage.</p>

(Ref.No.) Description	Function
(11) High beam indicator (blue)	Lights when the headlight is on high beam.
(12) PGM-FI malfunction indicator lamp (MIL) (amber)	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at \bigcirc (RUN). If the indicator comes on at any other time, reduce speed and take the motorcycle to a Honda dealer as soon as possible.
(13) Neutral indicator (green)	Lights when the transmission is in neutral.

(Ref.No.) Description	Function
(14) Low oil level/ pressure indicator (red)	<p>Lights when the engine oil level is less than specified capacity or engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go off when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>If the indicator lights while riding, stop the engine and check the engine oil level. Read pages 22 – 23 and do not ride the motorcycle until the problem has been corrected.</p> <p>NOTICE</p> <p>Running the engine with insufficient oil level or oil pressure may cause serious damage to the engine and transmission.</p>
(15) Anti-lock Brake System (ABS) indicator (amber)	<p>This indicator normally comes on when the ignition switch is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is a problem with the Anti-lock Brake System, this indicator flashes and remains on (page 105).</p>

(Ref.No.) Description	Function
(16) Parking brake indicator (red)	It lights as a reminder that you have not released the parking brake.
(17) D mode indicator	Comes on when the transmission is switched from neutral to the D mode (page 62). Comes on when the D mode is selected in the automatic shift mode (page 64).
(18) S mode indicator	Comes on when the S mode is selected in the automatic shift mode (page 64).
(19) Shift indicator	Shows the gear position when the 6-speed manual mode is selected (page 65).

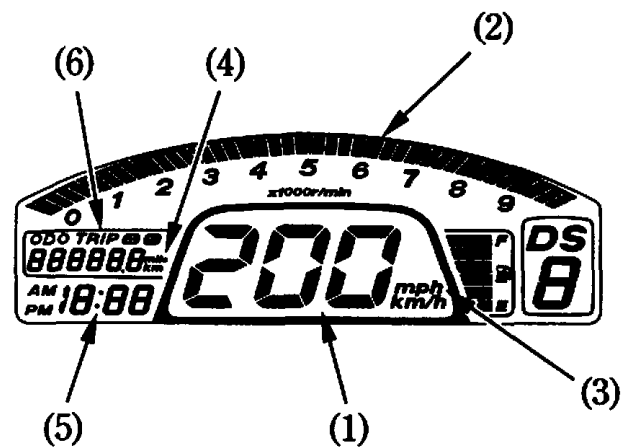
(Ref.No.) Description	Function
(20) SEL button	<p>Use this button for the following purposes.</p> <ul style="list-style-type: none"> • To select the tripmeter A, tripmeter B or odometer (page 24). • To adjust time (page 26) • To alter the blinking function of the immobilizer system (HISS) indicator (page 52).
(21) RESET button	<p>Use this button for the following purposes.</p> <ul style="list-style-type: none"> • To reset tripmeter (page 24) • To change unit of speedometer, odometer and tripmeter (page 25) (E type only) • To adjust time (page 26)

Initial Display

When the ignition switch is turned ON, the display will temporarily show all the modes and digital segments. Then, the speedometer (1) will show from 200 km/h to 0 km/h (E type: From 130 mph to 0 mph in mph), and the tachometer (2) will sweep to red zone again and go off. This is so that, you can make sure the liquid crystal display is functioning properly.

The unit "mph" (3) and "mile" (4) will be displayed for E type.

Digital clock (5) and tripmeter (6) will reset if the battery is disconnected.



- (1) Speedometer
- (2) Tachometer
- (3) "mph"
- (4) "mile"
- (5) Digital clock
- (6) Tripmeter

Fuel Gauge

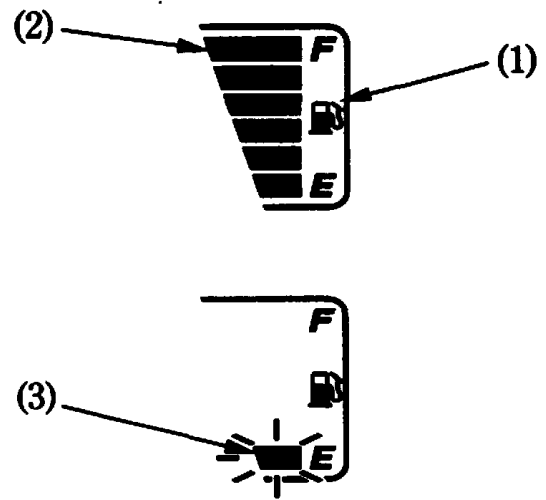
The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When the segment F (2) goes on, the fuel tank capacity including reserve is:

15.0 ℓ (3.96 US gal , 3.30 Imp gal)

When segment E (3) flashes, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank with the vehicle set upright is approximately:

3.0 ℓ (0.79 US gal , 0.66 Imp gal)

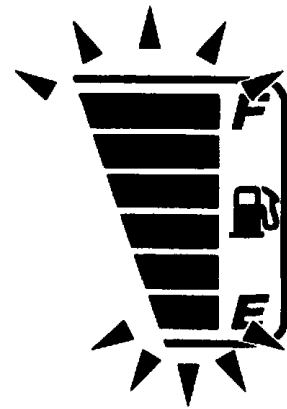


- (1) Fuel gauge liquid crystal display
- (2) Segment F
- (3) Segment E

Fuel Gauge Failure Indication:

When the fuel system has an error, all segments will blink.

If this occurs, see your Honda dealer as soon as possible.

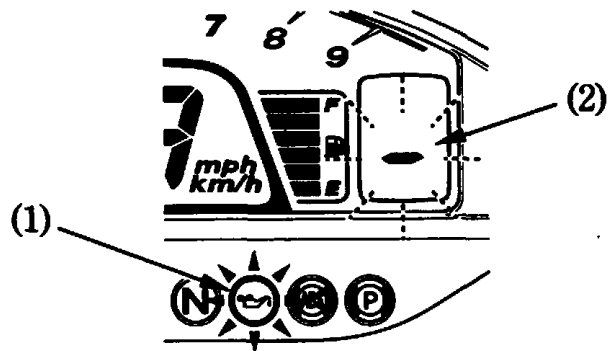


Low Oil Level/Pressure Indicator

The low oil level/pressure indicator (1) lights when engine oil level is less than specified capacity or engine oil pressure is below the operating range.

Should light when the ignition switch is ON and the engine is not running. Should go off when the engine starts, except for occasional flickering at or near idling speed when engine is warm.

When the engine oil gets lower than specified capacity and its pressure gets low, the shift indicator also changes to the blinking “-” icon (2) along with the indicator. When this happens, the transmission automatically shifts to neutral (neutral indicator does not light).



- (1) Low oil level/pressure indicator
- (2) “-” icon

If the indicator lights while the engine is running, stop the motorcycle in a safe place immediately, and check the engine oil level (page 40).

If the indicator stays on even if the engine oil level is not low or after more engine oil is added, contact your Honda dealer as soon as possible.

- Make sure that the motorcycle is standing upright on firm level ground when you turn ON the ignition switch. If the motorcycle is on an incline, the indicator stays on after starting the engine.

NOTICE

Running the engine with insufficient oil level or oil pressure may cause serious damage to the engine and transmission.

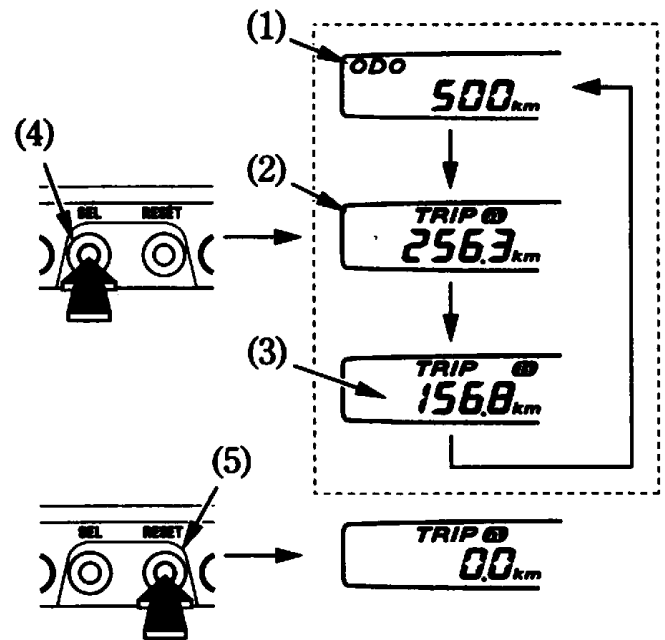
Odometer/Tripmeter

The odometer (1) shows accumulated mileage.

The tripmeter shows mileage per trip. There are two tripmeters, tripmeter A (2) and tripmeter B (3).

Push the SEL button (4) to select the odometer, tripmeter A and tripmeter B.

To reset the tripmeter, push and hold the RESET button (5) when the display is in the tripmeter A or tripmeter B.



- (1) Odometer
- (2) Tripmeter A
- (3) Tripmeter B

- (4) SEL button
- (5) RESET button

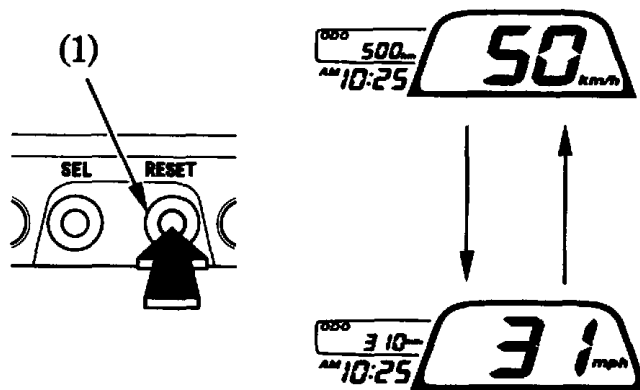
Speed and Mileage Unit Change

< E type only >

The speedometer displays both "km/h" and "mph".

The odometer/tripmeter displays both "km" and "mile".

Push and hold the RESET button (1) for more than 2 seconds to select "km/h"/"km" or "mph"/"mile" with the odometer display selected.



(1) RESET button

Digital Clock

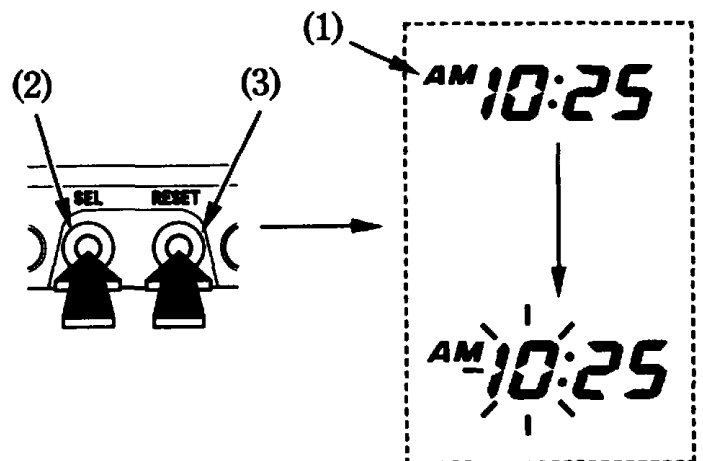
Shows hour and minute.

This motorcycle is able to detect the engine oil level. If the system can not read the engine oil level for long periods, the digital clock (1) will change to the OIL-check display (page 29).

To adjust the time, proceed as follows:

1. Turn the ignition switch ON.

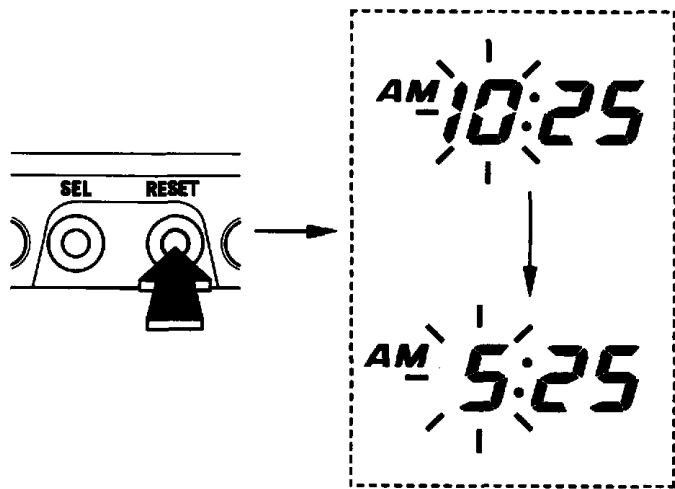
2. Push and hold both the SEL button (2) and RESET button (3) for more than 2 seconds. The clock will be set in the adjust mode with the hour display flashing.



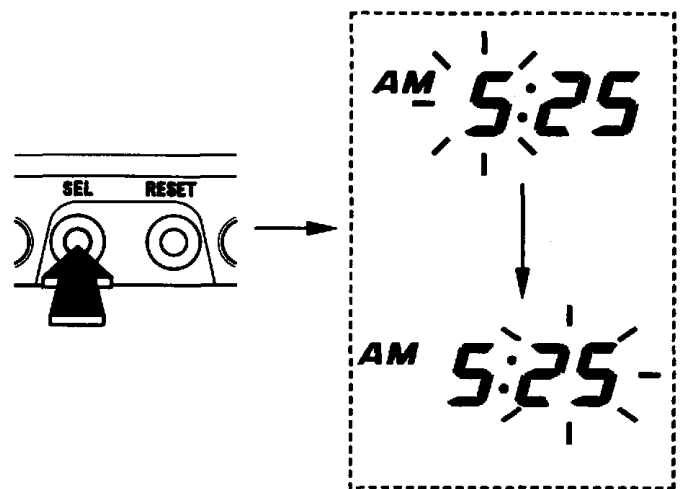
- (1) Digital clock
- (2) SEL button
- (3) RESET button

3. To set the hour, push the RESET button until the desired hour and AM/PM are displayed.

- The time is advanced by one hour, each time the button is pushed.
- The time advances fast when the button is pushed and held.



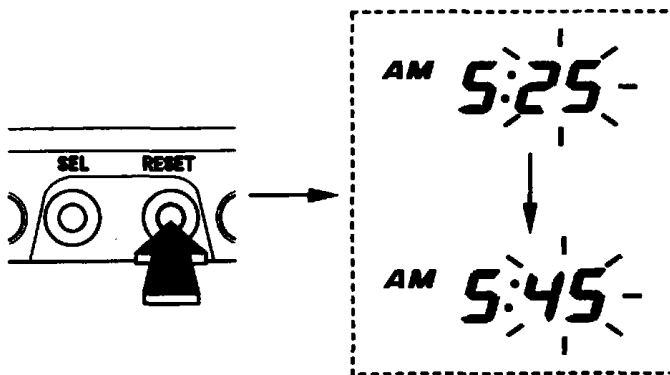
4. Push the SEL button. The minute display will start flashing.



5. To set the minute, push the RESET button until the desired minute. The minute display will return to "00" when "60" is reached without affecting the hour display.

- The time advances by one minute, each time the button is pushed.
- The time advances fast when the button is pushed and held.

6. To end the adjustment, push the SEL button or turn the ignition switch OFF. The display will stop flashing automatically and the adjustment will be cancelled if the button is not pushed for about 2 minutes.



OIL-Check Display:

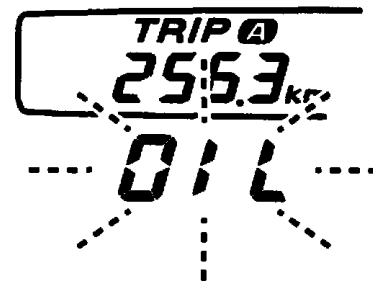
If the ignition switch is turned ON while the motorcycle is on a slope, and it is tilted up or down to the front, back, or either side, the engine oil level may not be accurately detected. This also applies when the side stand is down and the ignition switch is ON. Before you turn the ignition switch ON, make sure to put the side stand up and place your motorcycle upright position on level ground.

If you keep riding your motorcycle for more than 2,500 km (1,553 miles) in the condition where the engine oil level cannot be detected properly, the digital clock changes to the blinking "OIL" (1) display.

If this happens, turn OFF the ignition switch, park in a safe place and check the engine oil level immediately (page 40).

If the engine oil level is low, add engine oil (page 117).

Then reset the OIL-check display (page 30).



To reset OIL-check display, proceed as follows:

After 4–5 minutes from stopping the engine, put the side stand up with the motorcycle upright on firm, level ground, and turn the ignition switch ON. Make sure that the digital clock is displayed.

When the OIL-check display still does not return to the digital clock, contact your Honda dealer immediately.

MAJOR COMPONENTS (Information you need to operate this motorcycle)

SUSPENSION

The shock absorber (1) has 7 adjustment positions for different load or riding conditions.

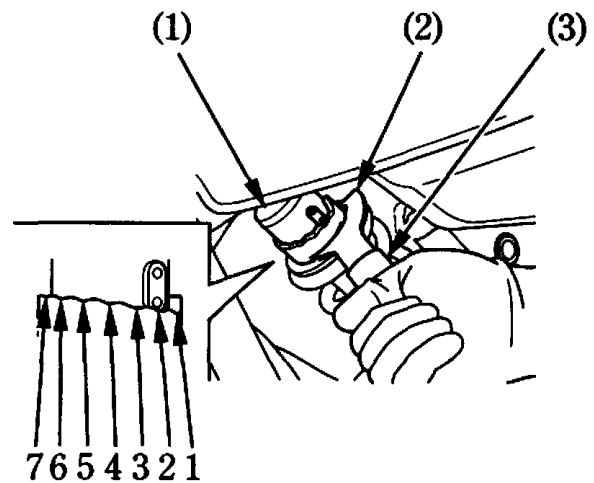
Use a pin spanner (2) and extension bar (3) to adjust the rear shocks.

Always adjust the shock absorber position in sequence (1-2-3-4-5-6-7 or 7-6-5-4-3-2-1).

Attempting to adjust directly from 1 to 7 or 7 to 1 may damage the shock absorber.

Position 1 is for light loads and smooth road conditions. Positions 3 to 7 increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded.

Standard position: 2



- (1) Shock absorber
- (2) Pin spanner
- (3) Extension bar

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

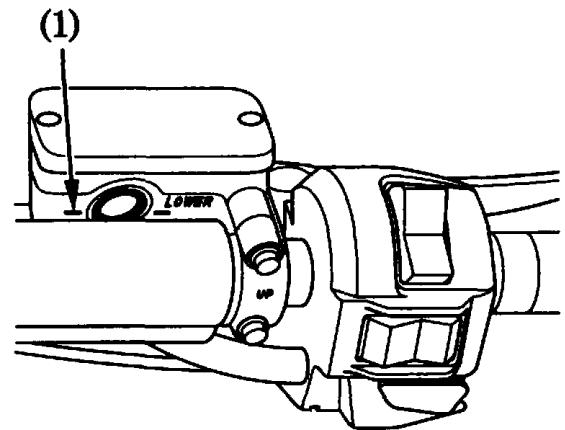
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the brake lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 141), 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, check the brake pads for wear (page 141).

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 4 brake fluid from a sealed container, or an equivalent.



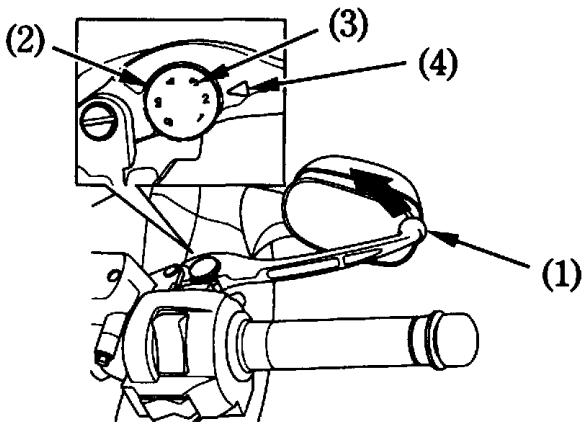
(1) LOWER level mark

Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster dial (2) while pushing the lever forward.

Align the numbers (3) on the adjuster dial with the index mark (4).

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



(1) Brake lever
(2) Adjuster dial

(3) Numbers
(4) Index mark

Other Checks:

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

Rear Brake Fluid Level:

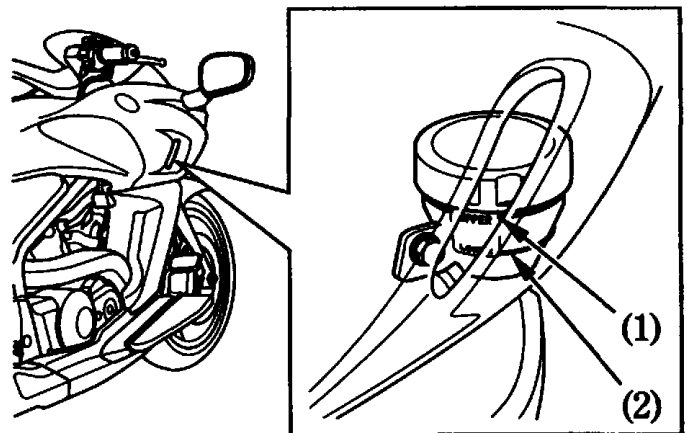
With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark, check the rear brake pads for wear (page 142).

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 4 brake fluid from a sealed container, or an equivalent.

Other Checks:

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



- (1) UPPER level mark
- (2) LOWER level mark

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).

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.

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages.

Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and distilled 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

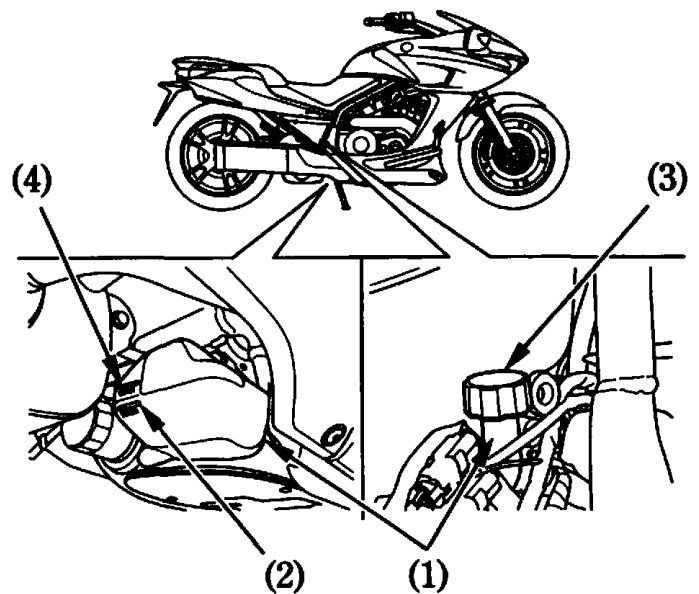
The reserve tank is behind the frame.

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 (2), remove the right rear cowl (page 77) and the reserve tank cap (3).

Add coolant mixture until it reaches the UPPER level mark (4). Always add coolant to the reserve tank.

Do not attempt to add coolant by removing the radiator cap.

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



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

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

15.0 ℓ (3.96 US gal , 3.30 Imp gal)

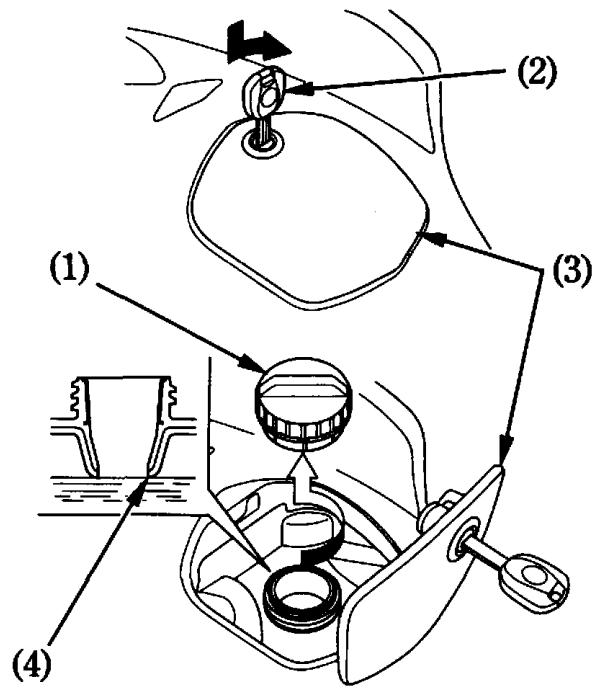
To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise to open the fuel fill lid (3). Turn the fuel fill cap counterclockwise to remove it.

Do not overfill the tank. There should be no fuel in the filler neck (4).

After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise until it clicks.

Close the fuel fill lid.

Remove the key from the fuel fill lid.



(1) Fuel fill cap
(2) Ignition key

(3) Fuel fill lid
(4) Filler neck

⚠ 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.

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

The use of leaded petrol will cause premature damage to the catalytic converter.

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).

Immediately after stopping the engine, the engine, exhaust pipe and muffler are too hot. Be careful not to burn yourself.

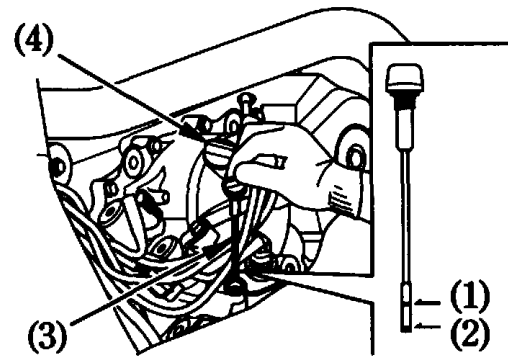
1. Remove the right side cover (page 76).
2. Start the engine and let it idle for 3–5 minutes. Make sure the low oil level/pressure indicator goes off. If the indicator remains on, stop the engine immediately.
3. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
4. After 2–3 minutes, remove the dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the

dipstick.

5. If required, remove the oil filler cap (4) and add the specified oil (page 117) up to the upper level mark. Do not overfill.
6. Reinstall the dipstick and oil filler cap. Check for oil leaks.
7. Install the right side cover (page 76).

NOTICE

Running the engine with insufficient oil level or oil pressure may cause serious damage to the engine and transmission.



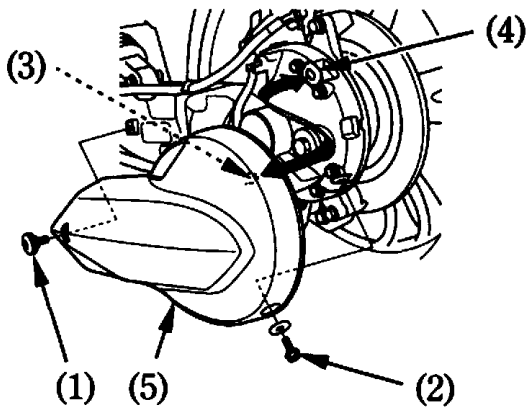
- | | |
|----------------------|--------------------|
| (1) Upper level mark | (3) Dipstick |
| (2) Lower level mark | (4) Oil filler cap |

FINAL DRIVE OIL

Oil Level Check

Check the final drive oil level when specified by the maintenance schedule (page 113).

1. Place the motorcycle on its side stand.
2. Remove bolt A (1), bolt B (2) and washer.
3. Pull out the prong (3) from the grommet (4), and remove the final gear cover (5).

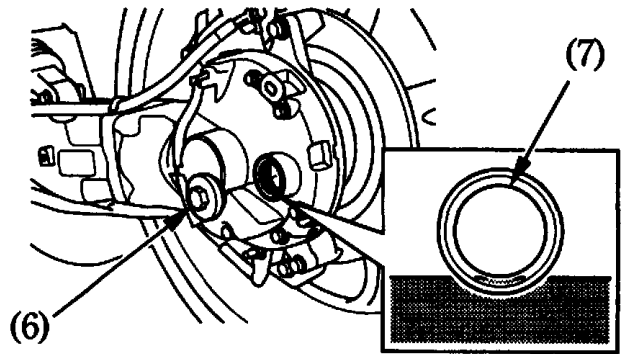


- (1) Bolt A
(2) Bolt B
(3) Prong
(4) Grommet
(5) Final gear cover

4. Remove the oil filler cap (6).
5. Check that the oil level reaches the lower edge of the oil filler inspection hole (7).

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

Recommended Oil:
HYPOID GEAR OIL SAE 80



- (6) Oil filler cap
(7) Oil filler inspection hole

TUBELESS TYRES

To safely operate your motorcycle, your tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

⚠ 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

Keeping your tyres properly inflated provides 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.

Overinflated tyres make your motorcycle ride harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres might be low.

Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

Always check air pressure when your tyres are “cold” – when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are “warm” – when the motorcycle has been ridden for even a few miles – the readings will be higher than if the tyres were “cold”. This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be underinflated.

The recommended “cold” tyre pressures are:

Front	225 kPa (2.25 kgf/cm ² , 33 psi)
Rear	250 kPa (2.50 kgf/cm ² , 36 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 can safely and carefully inspect the tyres for damage.

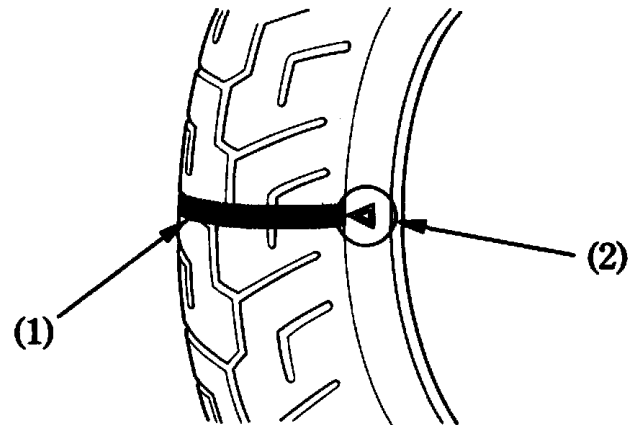
Tread Wear

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

Minimum tread depth	
Front:	1.5 mm (0.06 in)
Rear:	2.0 mm (0.08 in)

< For Germany >

German law prohibits use of tyres whose tread depth is less than 1.6 mm.



(1) Wear indicator

(2) Wear indicator location mark

Tyre Repair

If a tyre is punctured or damaged, you should replace it, not repair it. As discussed below, a tyre that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new tyre.

A temporary repair, such as an external tubeless tyre plug, may not be safe for normal speeds and riding conditions. If a temporary or emergency repair is made to a tyre, you should ride slowly and cautiously to a dealer and have the tyre replaced. If possible, you should not carry a passenger or cargo until a new tyre is installed.

Even if a tyre is professionally repaired with a permanent internal patch plug, it will not be as good as a new tyre. You should not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time thereafter. In addition, you may not be able to safely carry as much weight as with a new tyre. Therefore, we strongly recommend that you replace a damaged tyre. If you choose to have a tyre repaired, be sure the wheel is balanced before you ride.

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: 130/70ZR17M/C (62W)
DUNLOP
ROADSMART CQ
BRIDGESTONE
BT021F G

Rear: 190/50ZR17M/C (73W)
DUNLOP
ROADSMART K
BRIDGESTONE
BT021R G

Type: radial-ply, tubeless

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.

Important Safety Reminders

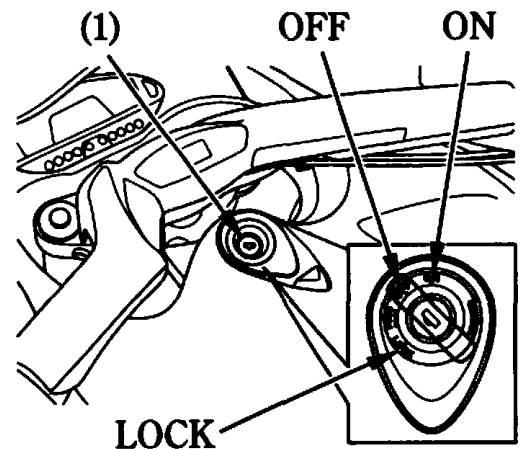
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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

The headlight, position light (except U type), taillight and license light will come on whenever you turn the ignition switch ON. If your motorcycle is stopped with the ignition switch ON and the engine is not running, the headlight, position light (except U type), taillight and license light will still be on, resulting in battery discharge.



(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

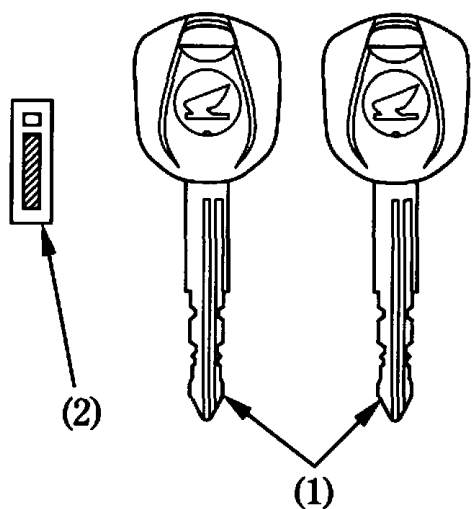
KEYS

This motorcycle has two keys and a key number plate.

You will need the key number if you ever have to replace a key. Store the plate in a safe place.

To reproduce keys, bring all keys, key number plate and motorcycle to your Honda dealer.

Up to four keys can be registered with the immobilizer system (HISS), including the ones in hand.



(1) Keys

(2) Key number plate

If all keys are lost, the PGM-FI unit/ignition control module must be replaced. To avoid this possibility we recommend that if only one key is left, you immediately have it reproduced to ensure that a back-up is available.

These keys contain electronic circuits that are activated by the immobilizer system (HISS). They will not work to start the engine if the circuits are damaged.

- Do not drop the keys or set heavy objects on them.
- Do not grind, drill or in any way alter the original shape of the keys.
- Keep the keys away from magnetic objects.

IMMOBILIZER SYSTEM (HISS)

HISS is the abbreviation of Honda Ignition Security System.

The immobilizer system (HISS) protects your motorcycle from theft. A properly-coded key must be used in the ignition switch for the engine to start. If an improperly-coded key (or other device) is used the engine's starting circuit is disabled.

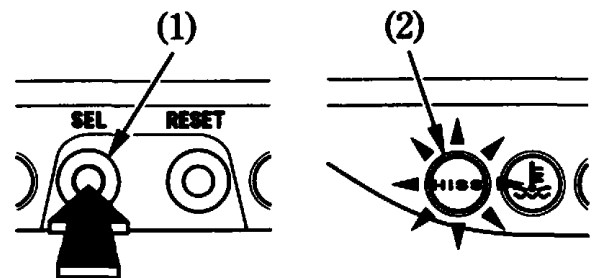
When the ignition switch is turned ON and the engine stop switch is at “ \bigcirc ” (RUN), the immobilizer system (HISS) indicator lights for a few seconds, then goes off. If the indicator remains on, it means the system does not recognize the coding of the key. Turn the ignition switch to OFF, remove the key, reinsert and turn the switch ON again.

The immobilizer system has such a function that keeps the immobilizer system (HIS) indicator blinking at 2 second intervals for 24 hours. This blinking function can be turned on or off.

This function will turn on if the battery is disconnected.

To alter the blinking function:

1. Turn the ignition switch ON.
2. Push and hold the SEL button (1) for more than 2 seconds.
The immobilizer system (HIS) indicator (2) instantly flashes, the function is enabled.
3. Turn the ignition switch OFF and remove the key.



- (1) SEL button
(2) Immobilizer system (HIS) indicator

If the system repeatedly does not recognize the coding of your key, contact your Honda dealer.

- The system may not recognize the key's coding if any other immobilizer key is near the ignition switch. To make sure the system recognizes the key code, keep each immobilizer key on a separate ring.
- Do not attempt to alter the immobilizer system (HISS) or add other devices to it. Electrical problems could result, making it impossible to start your motorcycle.
- If all keys are lost, the PGM-FI unit/ignition control module must be replaced.

EC Directives

This immobilizer system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.






The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your Honda dealer.


< South Africa only >



RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

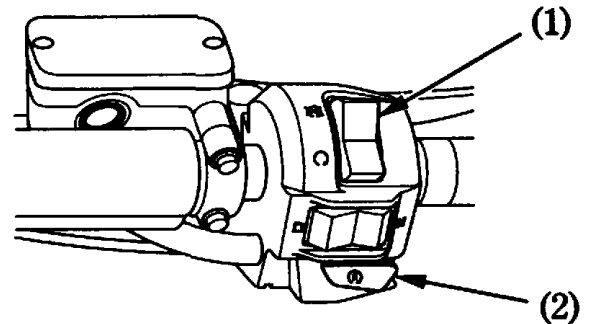
The engine stop switch (1) is next to the throttle grip. When the switch is in the  (RUN) position, the engine will operate. When the switch is in the  (OFF) position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the  (RUN)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

If your motorcycle is stopped with the ignition switch ON and the engine stop switch  (OFF), the headlight, position light (except U type), taillight and license light will still be on, resulting in battery discharge.

Start Button

The start button (2) is next to the throttle grip.

The start button is used for starting the engine. Pushing the button in starts the engine. See Starting Procedure, page 94 . When the start button is pushed, the starter motor will crank the engine and the headlight will automatically go out, but the position light (except U type), taillight and license light will stay on.



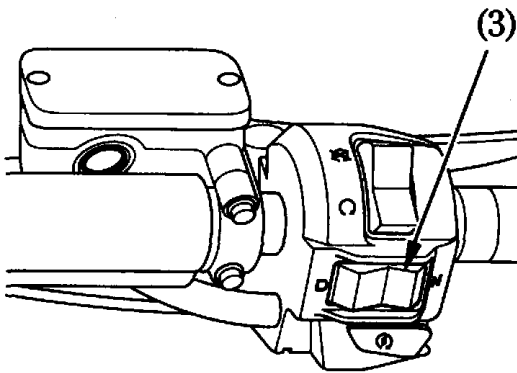
- (1) Engine stop switch
- (2) Start button

N-D Shift Switch

The N-D shift switch (3) is below the engine stop switch.

The switch has two positions: drive (D) and neutral (N).

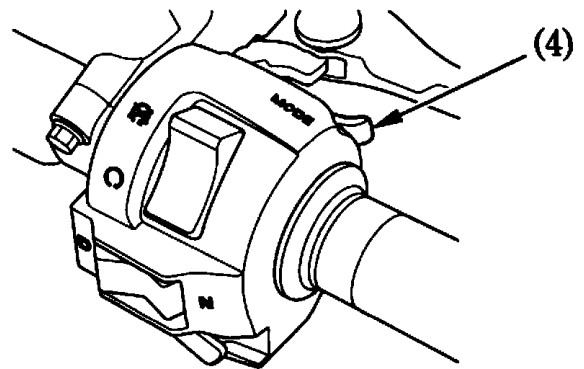
See pages 60 – 63 for operation of the switch to ride your motorcycle.



(3) N-D shift switch

Mode Shift Switch



To shift between the automatic shift mode and 6-speed manual mode, press the mode shift switch (4).



(4) Mode shift switch

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

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

Passing Light Control Switch (2)

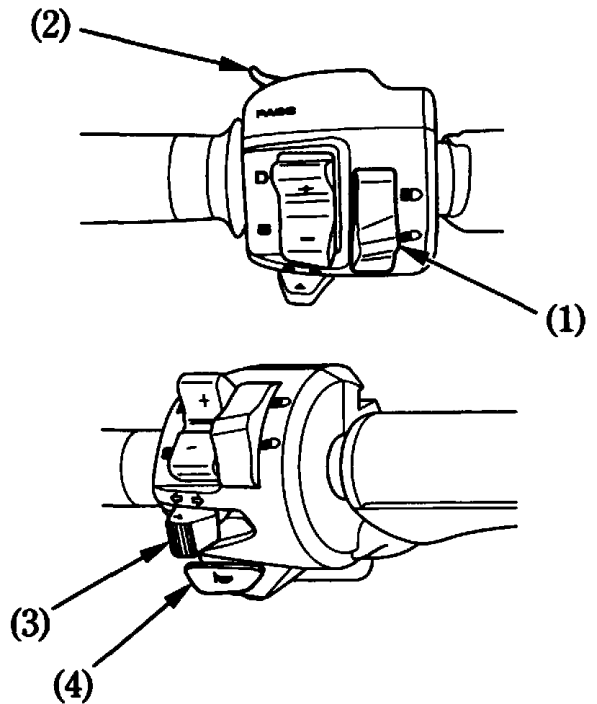
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)

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

Horn Button (4)

Press the button to sound the horn.



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

Shift Switch (5)

When the Automatic Shift Mode is selected:
Press the shift switch to select the D mode or S mode.

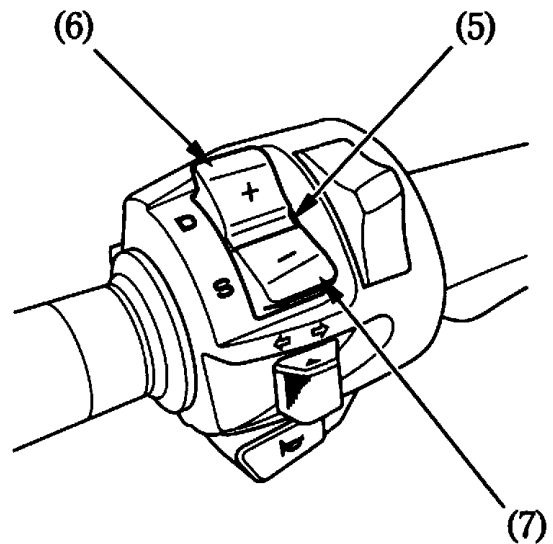
When the 6-speed Manual Mode is selected:
Press the shift switch to shift the gear between 1st and 6th.

Shift switch (+) (6):

- Automatic shift mode: select the D mode.
- 6-speed manual mode: shift up.


Shift switch (–) (7):

- Automatic shift mode: select the S mode.
- 6-speed manual mode: shift down.



- (5) Shift switch
- (6) Shift switch (+)
- (7) Shift switch (–)

HAZARD WARNING SYSTEM SWITCH

The Hazard should be used only when your motorcycle is stopped under emergency or hazardous conditions. To turn it on, turn the ignition key to the ON position, and then push the switch marked . The front and rear turn signals will blink simultaneously.

All of the signals can blink without the ignition key.

To operate this function, proceed as follows:

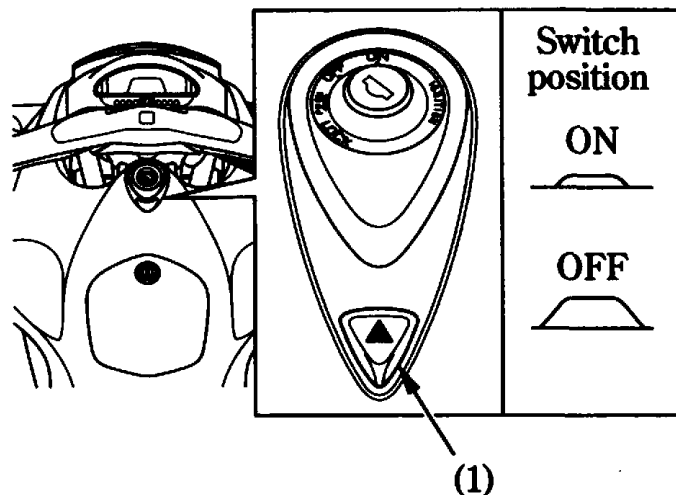
1. Turn the ignition key to ON position and then push the hazard switch (1).
2. All of the turn signals will keep blinking even after you turn the ignition key to OFF position.
3. You can turn off the turn blinking signals by pushing the hazard switch back to the off position.

If the switch is off position for more than two seconds, and then push the switch again, the turn signals will not be on.

58

Be sure to turn the switch off when the hazard warning is no longer required, or the turn signals will not work properly, and may confuse other drivers.

If all the turn signals are left blinking with the engine stopped, the battery will be discharged.



(1) Hazard switch

HFT (Human-Friendly Transmission)

HFT is a hydraulic mechanical automatic transmission. It is a computerized control system with neutral and two selectable modes, automatic shift mode and 6-speed manual mode.

Automatic shift mode has two options; D mode and S mode.

Neutral:

Under the following conditions, the driving force does not transmit.

- The ignition switch is ON and engine is not running.
- Until you operate the N-D shift switch to select D mode after the engine starts.

Automatic Shift Mode:

In this mode you can shift automatically between low speed and high speed depending on the throttle opening and the vehicle speed. D mode and S mode can be selected.

D Mode:

This is the basic mode of the automatic shift mode.

Select for normal riding.

S Mode:

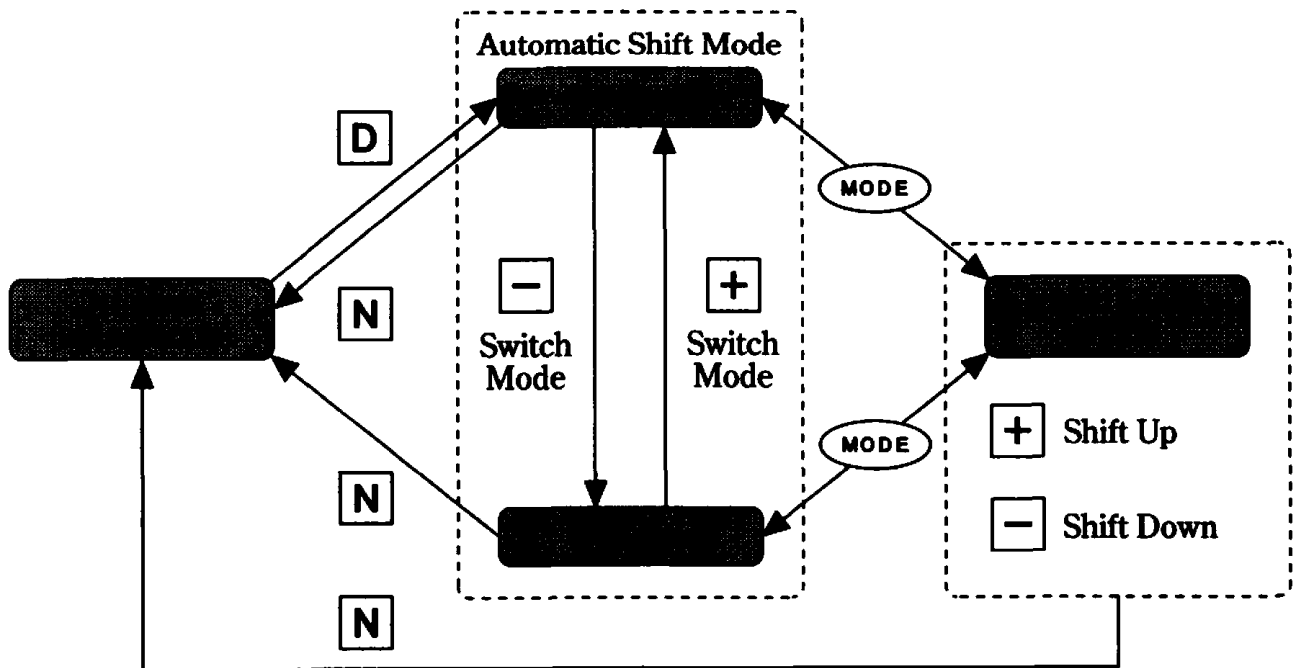
Select when you need driving force (when you are going up a steep hill, or stop-and-go riding or riding with a passenger).

Enable for powerful riding.

6-speed Manual Mode:

In this mode, the rider can shift up and down manually in six-stages with the use of the shift switch. For sporty riding.

To switch modes between neutral and each drive mode, use the switches of the right and left handlebars as shown in the illustration. Refer to following pages for more information.



D : N-D shift switch (D)

MODE : Mode shift switch

+ : Shift switch (+)

N : N-D shift switch (N)

- : Shift switch (-)

Switching Between Neutral and Automatic Shift Mode or 6-speed Manual Mode

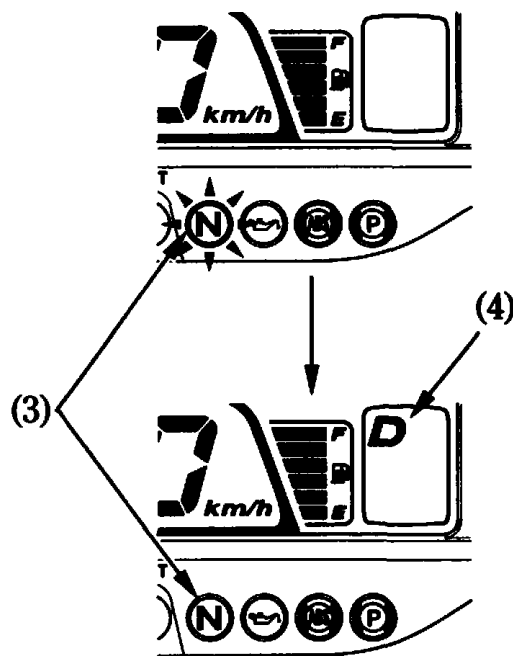
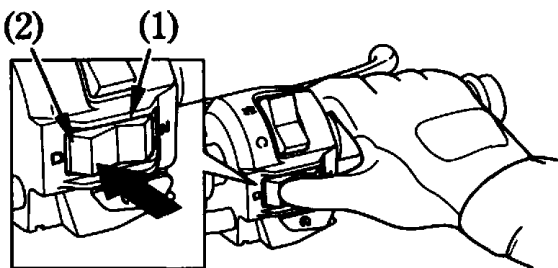
When you operate the N-D shift switch (1), make sure as follows:

- Your motorcycle is stopped.
- The engine is running.
- The throttle is fully closed.

If the throttle is opened while switching the HFT between neutral and the D mode, the engine will stop.

The HFT can only be switched between neutral and the D mode when idling.

To switch the transmission into D mode:
Press and hold the D (drive) side (2) of the N-D shift switch until the neutral indicator (3) turns off and the D mode indicator (4) comes on.

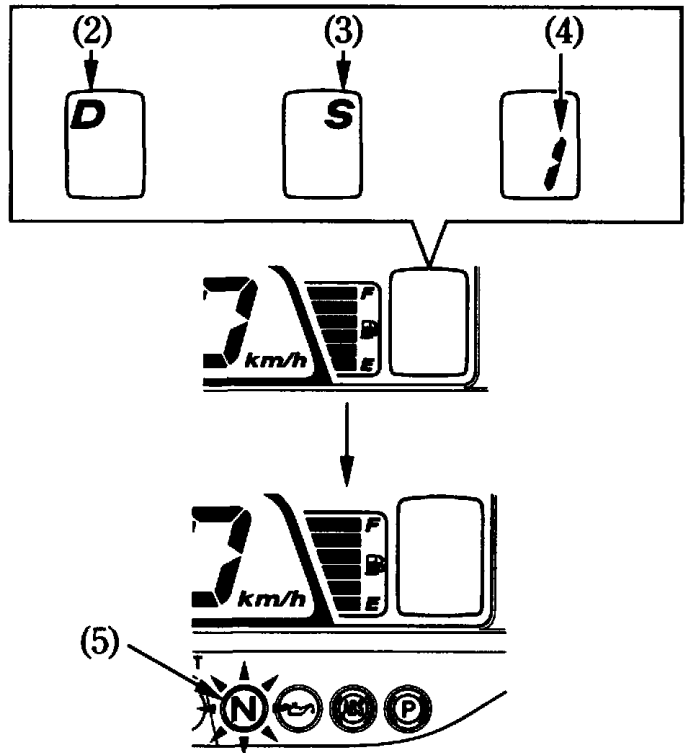
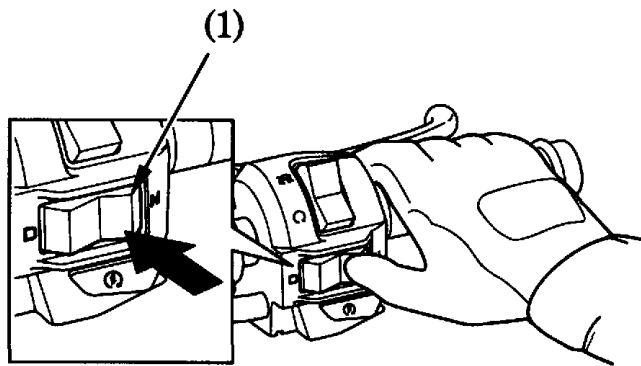


- (1) N-D shift switch
- (2) N-D shift switch (D)

- (3) Neutral indicator
- (4) D mode indicator

To switch the transmission into neutral:

Press and hold the N (neutral) side (1) of the N-D shift switch in each drive mode until the D mode indicator (2), S mode indicator (3) or shift indicator (4) disappears and the neutral indicator (5) turns on.



(1) N-D shift switch (N)

(2) D mode indicator
(3) S mode indicator

(4) Shift indicator
(5) Neutral indicator

Switching D Mode and S Mode When the Automatic Shift Mode Is Selected

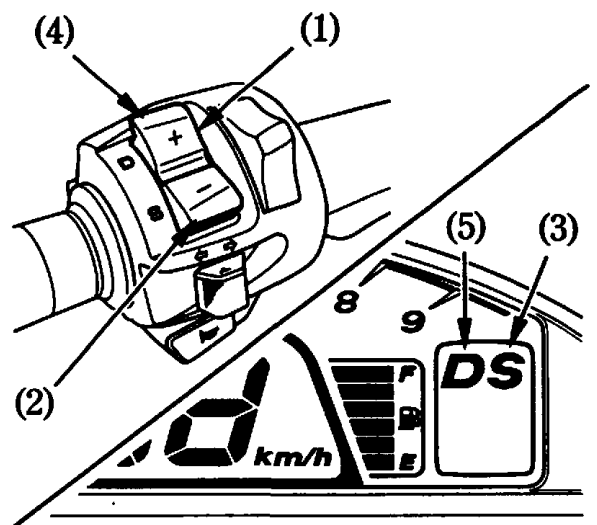
Press the shift switch (1) to change the D mode and the S mode while the automatic shift mode is selected.

Switching D mode to S mode:

Press the shift switch (-) (2) to switch to the S mode and the S mode indicator (3) comes on.

Switching S mode to D mode:

Press the shift switch (+) (4) to switch to the D mode and the D mode indicator (5) comes on.



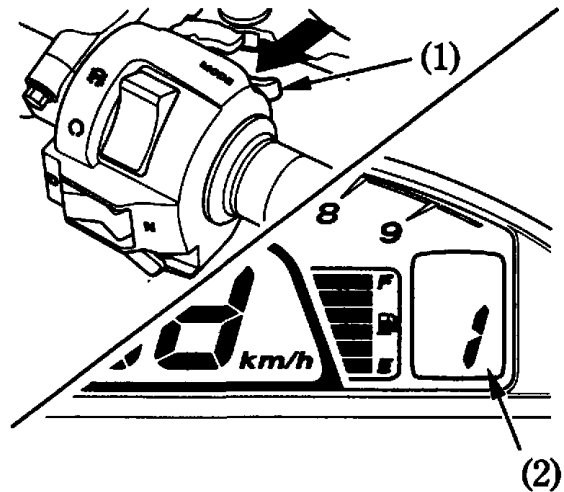
- | | |
|----------------------|----------------------|
| (1) Shift switch | (4) Shift switch (+) |
| (2) Shift switch (-) | (5) D mode indicator |
| (3) S mode indicator | |

Switching Between Automatic Shift Mode and 6-speed Manual Mode

Switching Automatic Shift Mode to 6-speed Manual Mode:

Press the mode shift switch (1). The shift indicator (2) appears in the instrument panel to show the selected gear position. When switching automatic shift mode to 6-speed manual mode, the gear is switched to the suitable position.

- When switching automatic shift mode to 6-speed manual mode, the engine rev will fluctuate for selecting the suitable gear position for the speed.

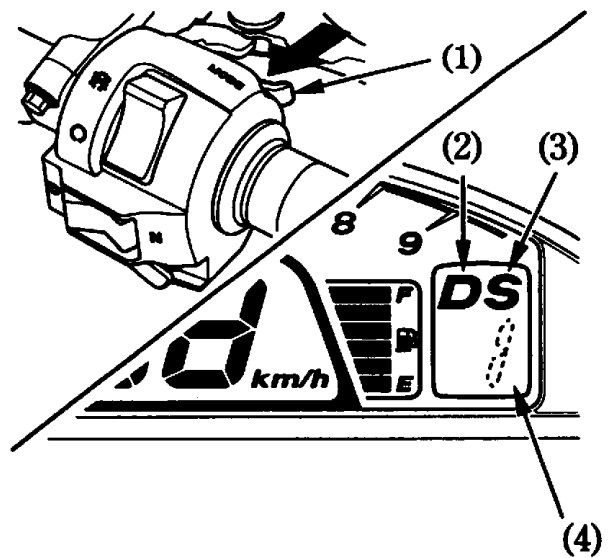


- (1) Mode shift switch
- (2) Shift indicator

Switching 6-speed Manual Mode to Automatic Shift Mode:

Press the mode shift switch (1). The shift indicator (4) goes off and the D mode indicator (2) or S mode indicator (3) appears. When switching 6-speed manual mode to automatic shift mode, the drive mode changes depending on the last selection.

- If you press and hold the mode switch, the 6-speed manual mode switching can not be done.



- (1) Mode shift switch
- (2) D mode indicator
- (3) S mode indicator
- (4) Shift indicator

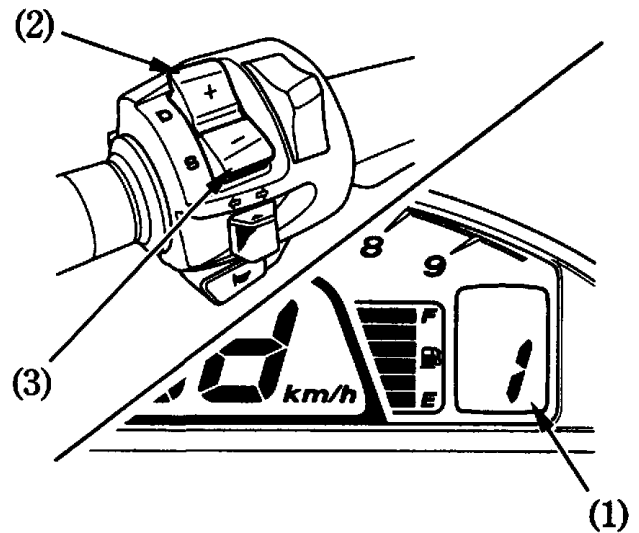
Shifting When the 6-speed Manual Mode Is Selected

Press the shift switch to shift gears when the 6-speed manual mode is selected. The shift indicator (1) shows the gear position.

When the 6-speed manual mode is selected, shifting is not automatic. Shift so as not to let the engine rev enter the red zone.

To upshift transmission, press the shift switch (+) (2) once.

To downshift transmission, press the shift switch (-) (3) once.



- (1) Shift indicator
- (2) Shift switch (+)
- (3) Shift switch (-)

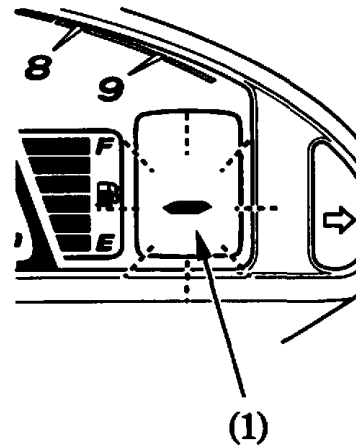
Shifting Restriction:

If the travel-device will be damaged or there will be over revving of the engine while shifting, shifting can not be done.

- Operating the shift switch (+) or (-) once changes one gear. The sequential shifting cannot be done if the shift switch (+) or (-) is pressed and held. If changing gear continuously, take your finger off the shift switch (+) or (-) and then press the shift switch (+) or (-) again.
- If your speed becomes too slow in the 6-speed manual mode, it shifts down automatically.

If There Is a Failure In HFT

If switching D mode and S mode cannot be done in the automatic shift mode or shifting cannot be done in the 6-speed manual mode, “-” icon (1) flashes to indicate a failure in HFT. See your Honda dealer as soon as possible.



(1) “-” icon

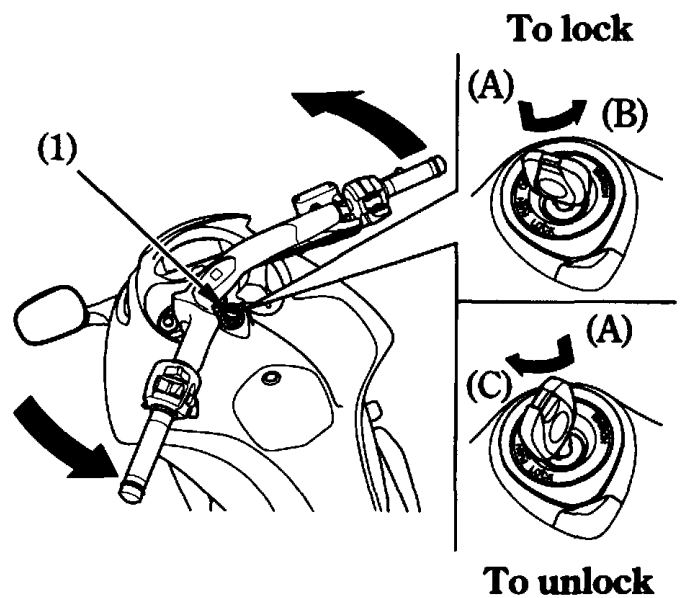
FEATURES

(Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebar all the way to the left, turn the ignition key (1) to LOCK while pushing in. Remove the key. To unlock the steering, turn the key to OFF while pushing in.

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
(C) Turn to OFF

PARKING BRAKE

The motorcycle is equipped with a parking brake.

To Apply the Parking Brake:

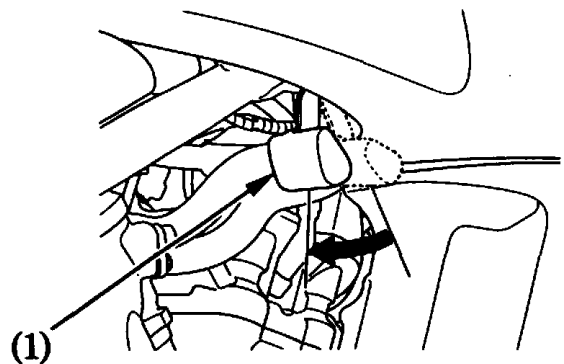
Pull in the parking brake lever (1) to lock the rear wheel.

To Release the Parking Brake:

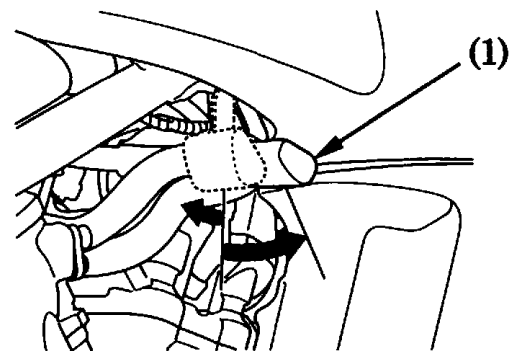
Release the parking brake lever while lightly pulling in the lever.

Before riding, check that the parking brake indicator is turned OFF and make sure that the rear brake is fully released so there is no drag on the rear wheel.

To apply



To release



(1) Parking brake lever

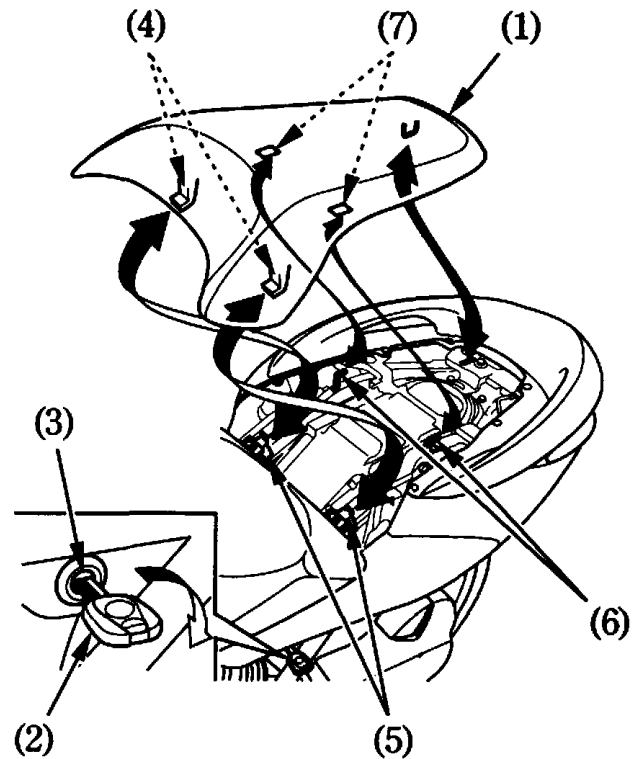
SEAT

Rear seat

To remove the rear seat (1), insert the ignition key (2) into the seat lock (3) below the left side of the seat. Turn it clockwise, then pull the rear seat up and back.

To install the seat, insert the seat prongs (4) into the seat hooks (5) and insert the frame prongs (6) into the guide hooks (7). Thereafter, push down on the rear of the seat.

Be sure the seat is locked securely in position after installation.



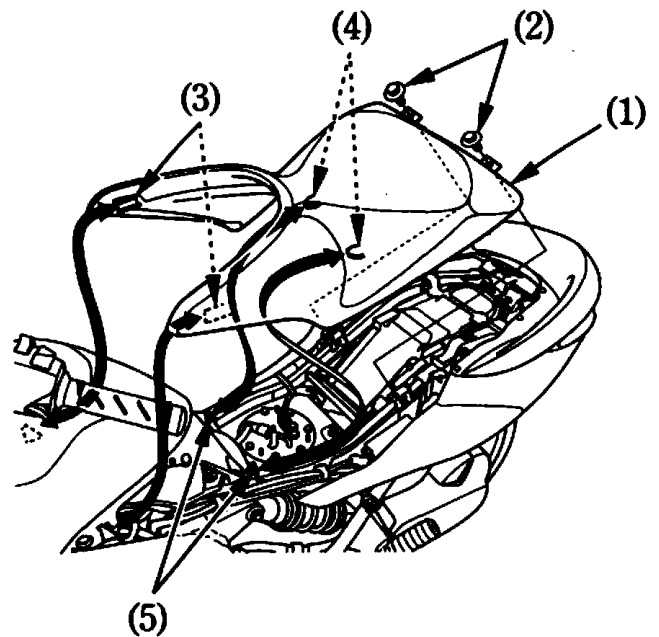
(1) Rear seat
(2) Ignition key
(3) Seat lock
(4) Seat prongs

(5) Seat hooks
(6) Frame prongs
(7) Guide hooks

Front seat

To remove the front seat (1), remove the rear seat (page 71) and mounting bolts (2), and then pull the seat back and up.

To install the seat, insert the front tabs (3) into the recesses and the rear tabs (4) into the rear stay (5) on the frame, and tighten the mounting bolts securely. Install the rear seat.



- | | |
|--------------------|---------------|
| (1) Front seat | (4) Rear tabs |
| (2) Mounting bolts | (5) Rear stay |
| (3) Front tabs | |

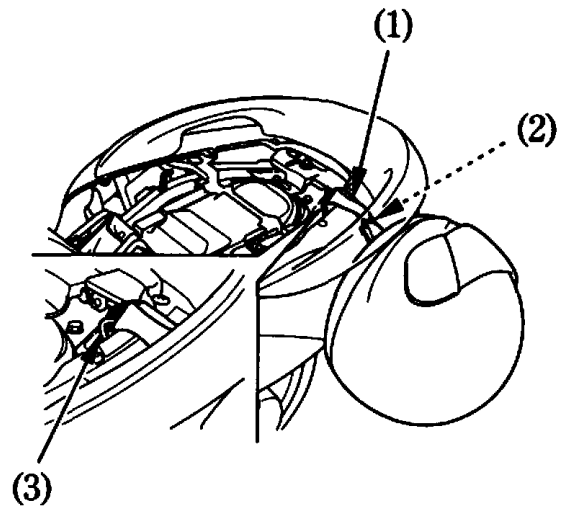
HELMET HOLDER

The helmet holder is located below the rear seat.

Remove the rear seat (page 71). Route the helmet wire (1) through the helmet D-ring (2) and hook the loops of the helmet wire onto the helmet holder (3).

Install the rear seat and lock it securely.

The helmet wire is furnished in the tool kit (page 114).



(1) Helmet wire
(2) Helmet D-ring

(3) Helmet holder

WARNING

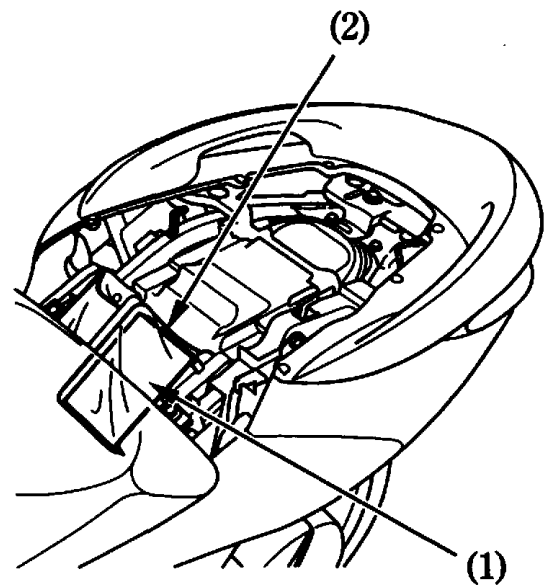
Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

DOCUMENT BAG

The document bag (1) is in the document compartment (2) under the rear seat (page 71).

This owner's manual and other documents should be stored in the document bag. When washing your motorcycle, be careful not to flood this area with water.

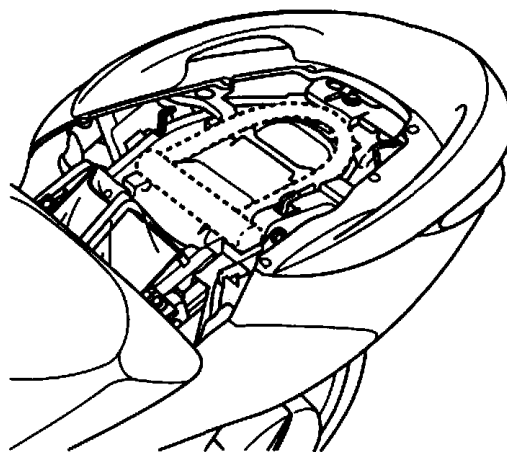


- (1) Document bag
- (2) Document compartment

STORAGE COMPARTMENT FOR U-SHAPED ANTI-THEFT LOCK

There is a storage compartment to store a U-shaped anti-theft lock under the rear seat (page 71).

Some U-shaped locks may not be stored in the compartment due to their size or design.



RIGHT SIDE COVER

The right side cover must be removed to check the engine oil level and change the engine oil, engine oil filter and HFT oil filter.

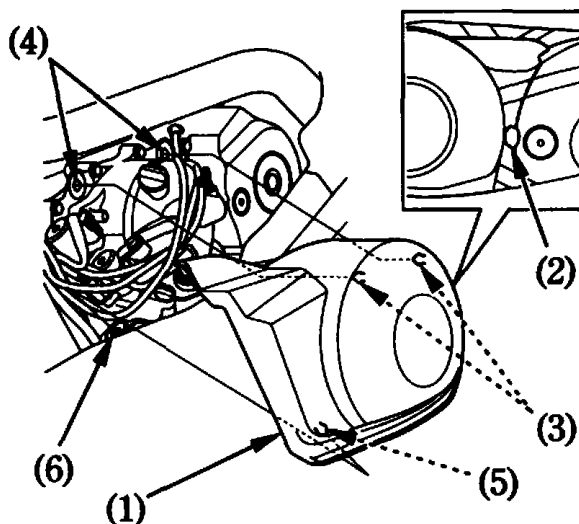
Immediately after stopping the engine, the engine, exhaust pipe and muffler are too hot. Be careful not to burn yourself.

Removal:

1. By pulling the right side cover (1) toward you with the notch (2), pull out the upper prongs (3) from the upper grommets (4).
2. By pulling up the right side cover, pull out the lower prong (5) from the lower grommet (6).

Installation:

1. Align the lower prong with the lower grommet.
2. Align the upper prongs with the upper grommets
3. Push the prongs in.



- | | |
|----------------------|--------------------|
| (1) Right side cover | (4) Upper grommets |
| (2) Notch | (5) Lower prong |
| (3) Upper prongs | (6) Lower grommet |

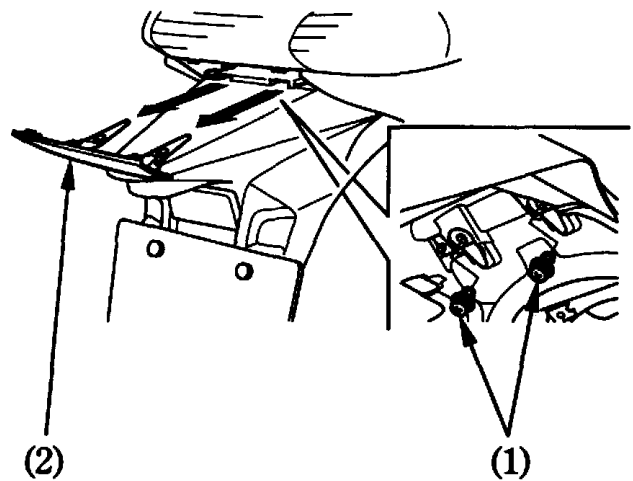
REAR COWL

The right rear cowl must be removed to inspect the coolant reserve tank. The left rear cowl must be removed for battery maintenance.

The right and left rear cowls can be removed in the same manner.

Removal:

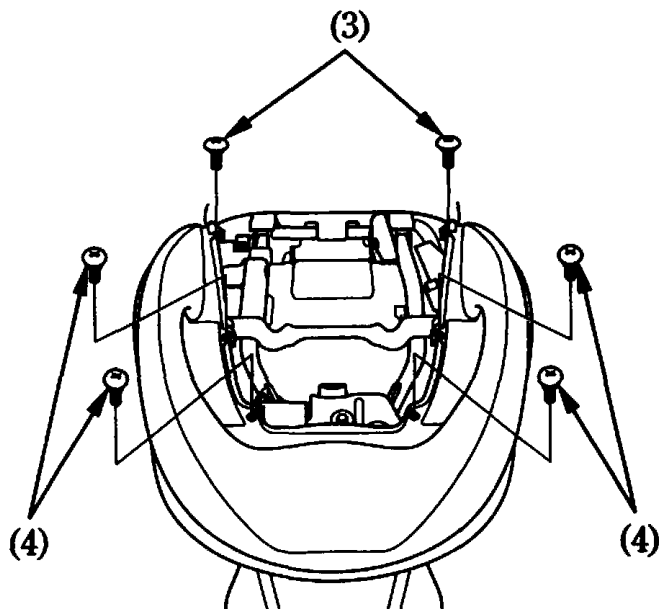
1. Remove the rear seat (page 71).
2. Remove the clips A (1) and rear center cowl (2).



(1) Clips A

(2) Rear center cowl

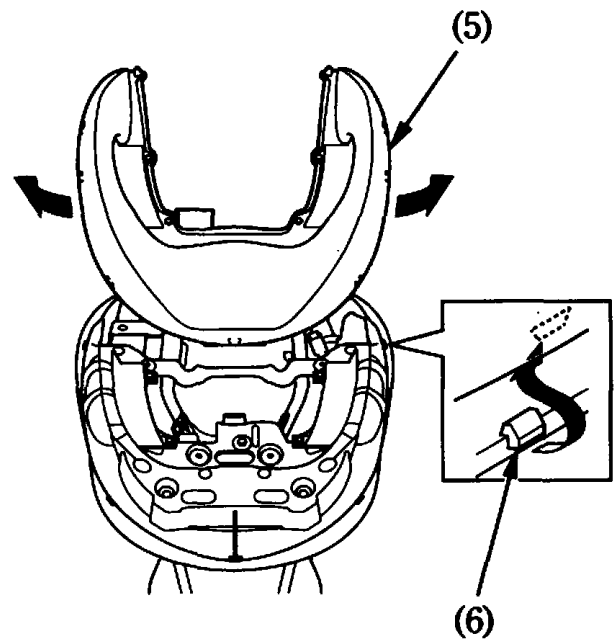
3. Remove the screws A (3) and screws B (4).



(3) Screws A

(4) Screws B

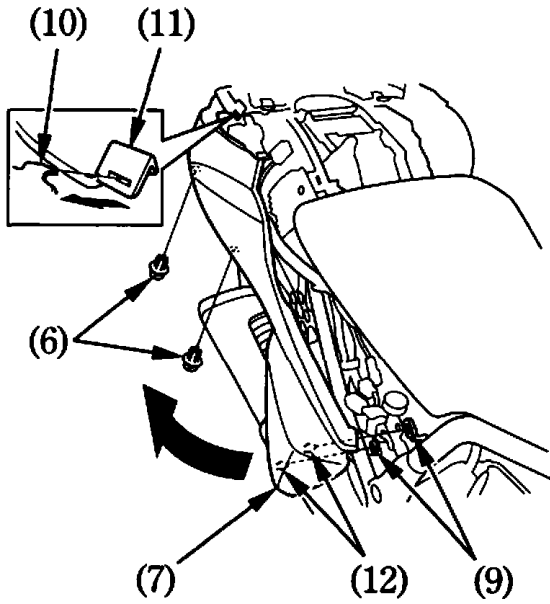
4. To remove the grab rail cover (5), pull it outwards and remove the tabs (6) starting from the front.



(5) Grab rail cover

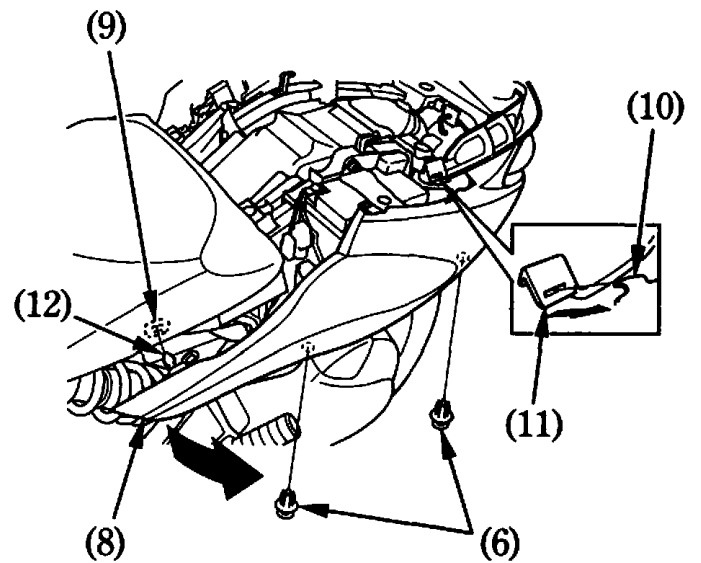
(6) Tab

5. Remove the clips A (6).
6. Pull the front of the rear cowl (7) (8) forward and carefully pull the rear cowl out from the grommets (9).



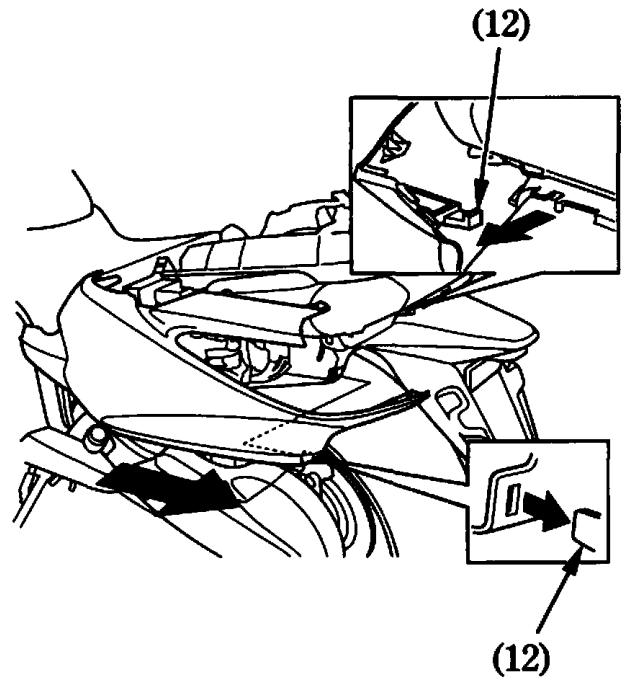
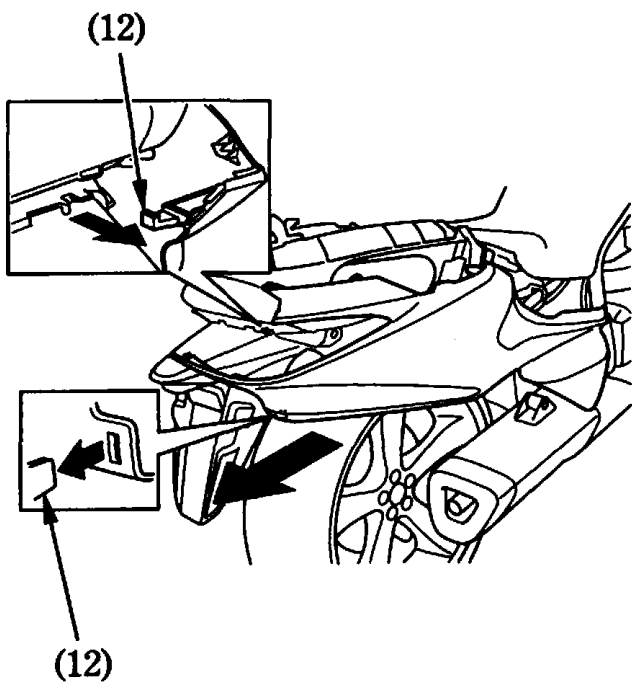
- (6) Clips A
- (7) Right rear cowl

7. Remove the upper tab (10) on the center of the rear cowl from the hook (11).



- (8) Left rear cowl
- (9) Grommets
- (10) Upper tab
- (11) Hook
- (12) Prongs

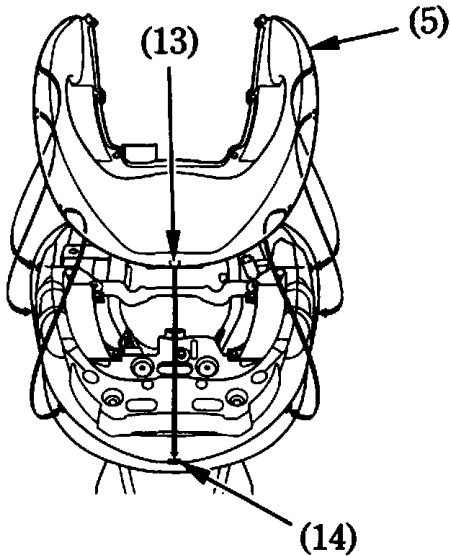
8. While sliding the rear cowl back, remove the rear tabs (12) from the rear fender and remove the rear cowl.



(12) Rear tabs

Installation:

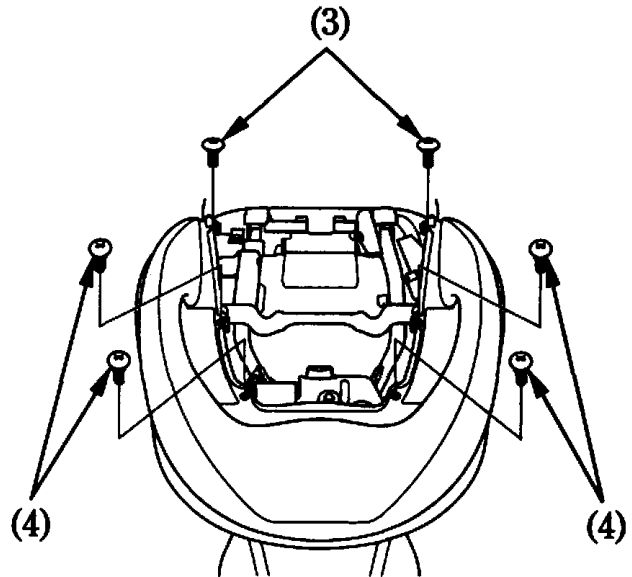
1. Attach the rear cowl in the reverse order of removal.
2. Attach the center hook (13) of the grab rail cover (5) to the tab (14). Then, install the grab rail cover so that the center hook does not slip.



(5) Grab rail cover
(13) Center hook

(14) Tab

3. Install the screws A (3) and screws B (4).
4. Install the rear center cowl and clips A.
5. Install the rear seat (page 71).



(3) Screws A
(4) Screws B

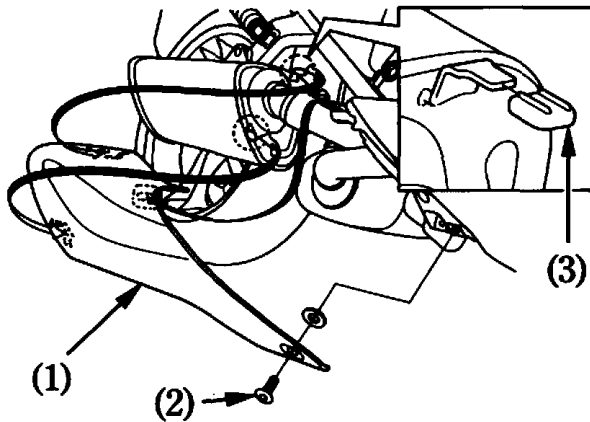
UNDER COWL

The right under cowl must be removed to replace the HFT oil filter.

Immediately after stopping the engine, the engine, exhaust pipe and muffler are too hot. Be careful not to burn yourself.

Removal:

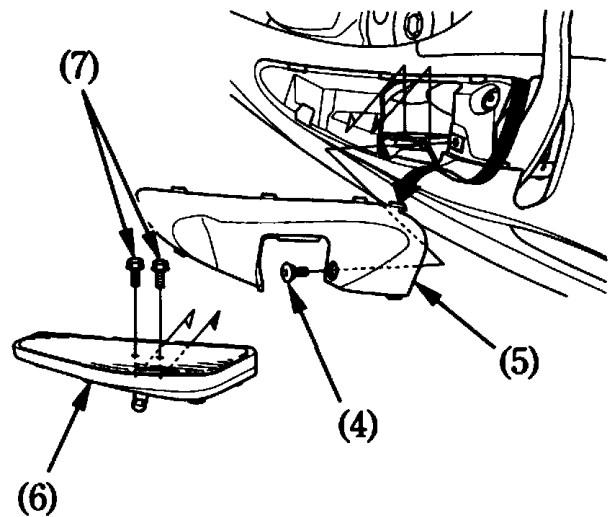
1. To remove the muffler cover (1), remove the muffler cover bolt (2) and washer, and pull out from the prongs.



- (1) Muffler cover (3) Rubber cap
(2) Muffler cover bolt

82

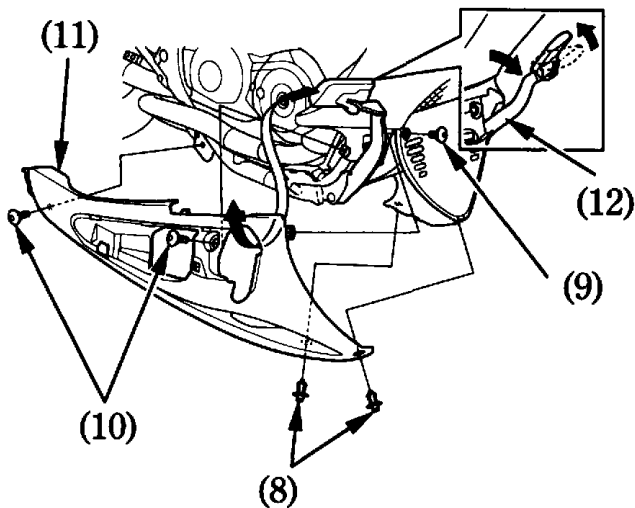
2. Remove the screw (4) and pull out the under cowl cover (5).
3. Remove the right step board (6) by removing the step board mounting bolts (7).



- (4) Screw (6) Right step board
(5) Under cowl cover (7) Step board mounting bolts

4. Remove clips B (8), bolt A (9) and bolts B (10) and pull out the right under cowl (11).

- Carefully pull out the right under cowl from around the rear brake pedal (12) by moving it as shown in the illustration.



- (8) Clips B
(9) Bolt A
(10) Bolts B
(11) Right under cowl
(12) Rear brake pedal

Installation:

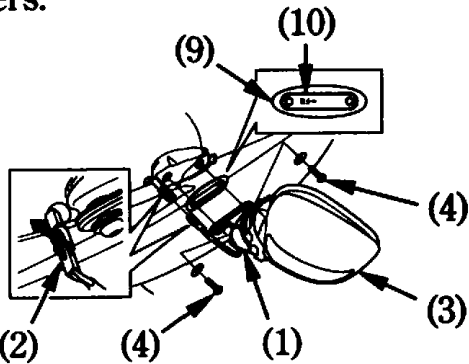
- Installation can be done in the reverse order of removal.
- Carefully route the rear brake pedal through the opening of the right under cowl.
- If either of the rubber caps came away from the prongs when removing the muffler cover, re-attach them.
- Position the muffler cover so the prongs are aligned with the hooks.
- Install the bolts and tighten to the specified torque:
step board mounting bolts:
26 N·m (2.7 kgf·m , 19 lbf·ft)
muffler cover bolt:
9 N·m (0.9 kgf·m , 6.6 lbf·ft)

FRONT COWL

The left front cowl must be removed for air cleaner maintenance.

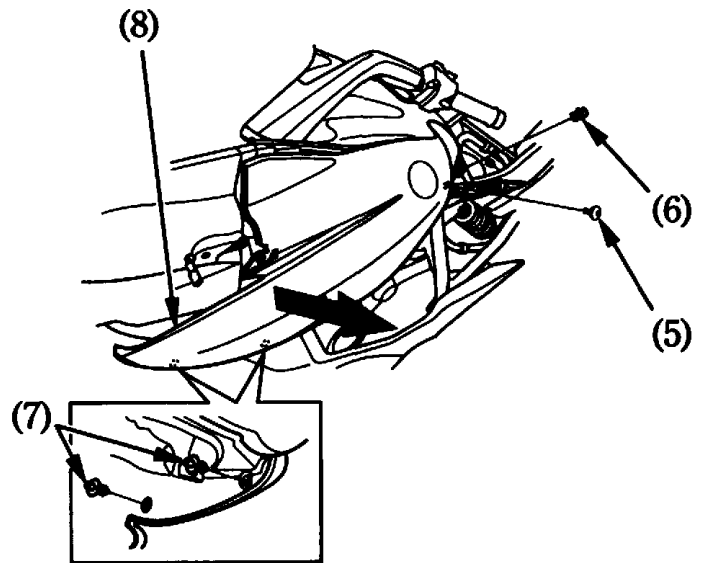
Removal:

1. Remove the front seat (page 72).
2. Pull back the rubber dust cover (1).
3. Disconnect the connector (2).
4. Remove the rearview mirror assembly (3) by removing the bolts A (4) and washers.



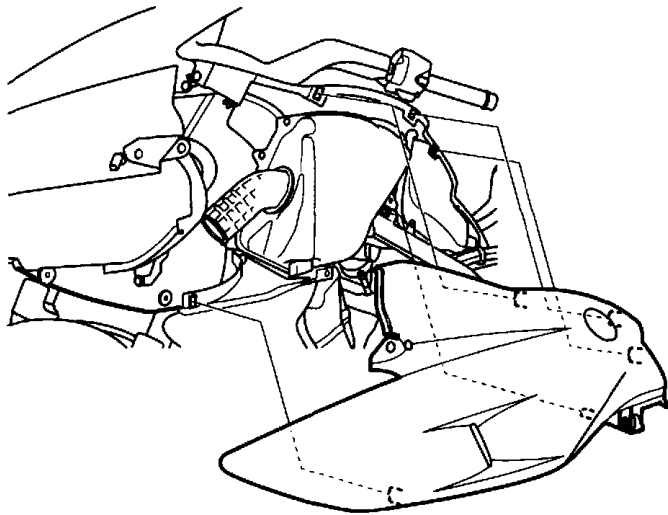
- | | |
|------------------------------|-----------------|
| (1) Rubber dust cover | (4) Bolts A |
| (2) Connector | (9) Metal plate |
| (3) Rearview mirror assembly | (10) Arrow mark |

5. Remove the bolt B (5), clip A (6) and clips B (7) and pull the front of the front cowl (8) outwards.



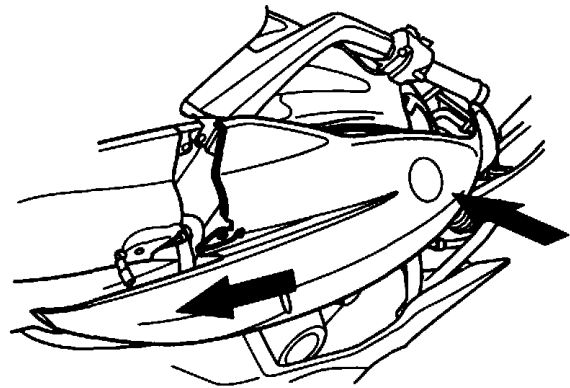
- | | |
|------------|----------------|
| (5) Bolt B | (7) Clips B |
| (6) Clip A | (8) Front cowl |

6. Pull the back of the front cowl to release the tabs, then pull the front cowl slightly backwards.



Installation:

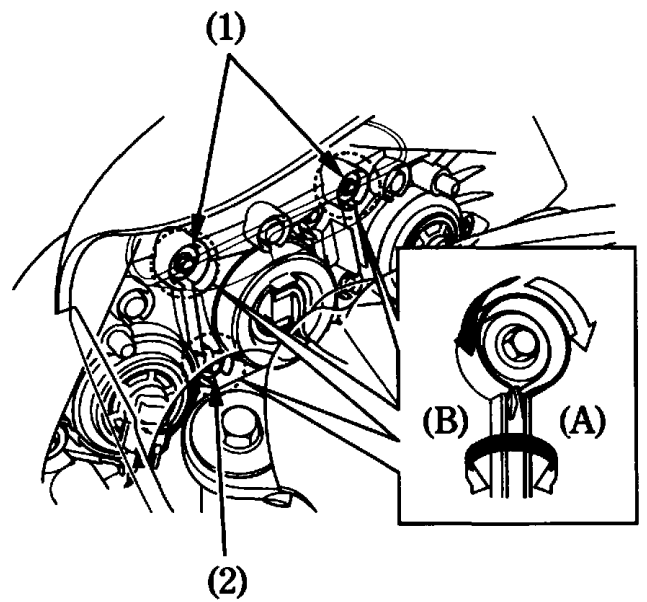
1. Position in front of the front cowl and align the tabs with the guides. Then, push the front cowl in place and attach the bolt and clips.
2. Install the rearview mirror assembly.
 - Install the metal plate (9) with its arrow mark (10) facing front.
3. Install the front seat properly (page 72).



HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the screws (low beam) (1) and screw (high beam) (2) with a Phillips screwdriver as necessary.

Obey local laws and regulations.



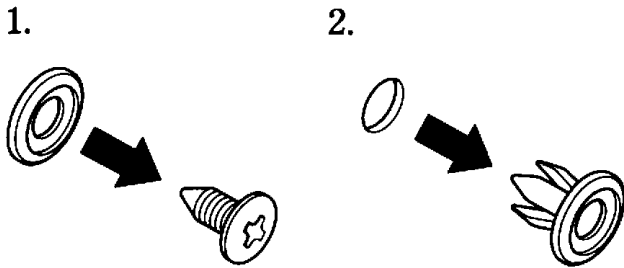
(1) Screws (low beam)
(2) Screw (high beam)

(A) Up
(B) Down

CLIP

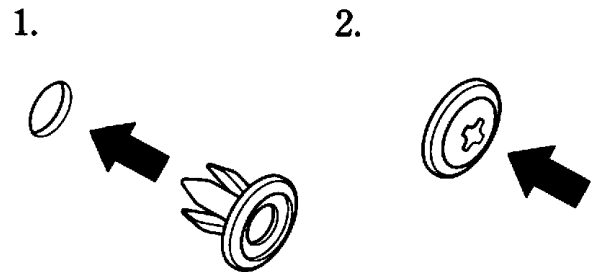
Removal:

1. Remove the pin by a Phillips screwdriver.
2. Pull out the clip A from the hole.



Installation:

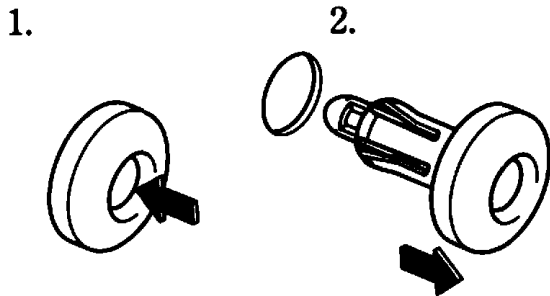
1. Insert the clip A into the hole.
2. Push the pin in.



CLIP

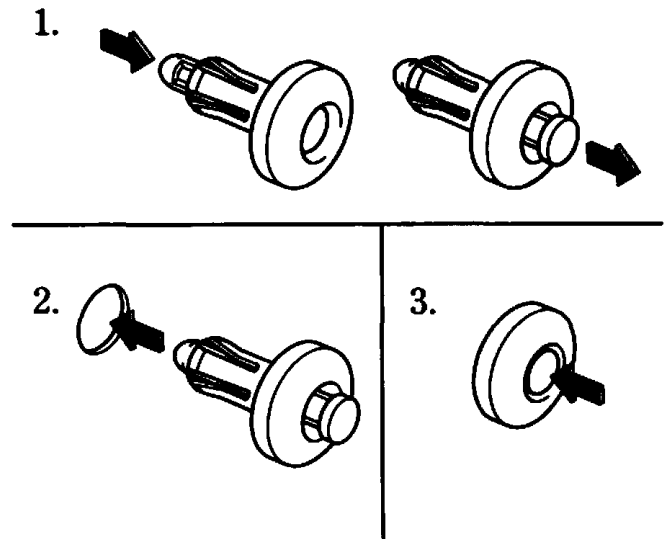
Removal:

1. Press down on the center pin to release the lock.
2. Pull out the clip B from the hole.



Installation:

1. Push the bottom of the pin.
2. Insert the clip B into the hole.
3. Lightly press down on the center pin to lock the clip B.



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 40). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 37). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 35 – 36).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 32 – 34).

5. Tyres—check condition and pressure (pages 42 – 47).
6. Throttle—check for smooth opening and full closing in all steering positions (page 129).
7. Lights and horn—check that headlight, brake/tail light, position light (except U type), license light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 54).
9. Side stand ignition cut-off system—check for proper function (page 133).

STARTING THE ENGINE

Always follow the proper starting procedure described below.

This motorcycle is equipped with a side stand ignition cut-off system. After starting with the side stand down, the engine will shut off if the N-D shift switch is D (drive) position before raising the side stand.

To protect the catalytic converter in your motorcycle's exhaust system, avoid extending idling and the use of leaded petrol.

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 start button for approximately 10 seconds before pressing it again.

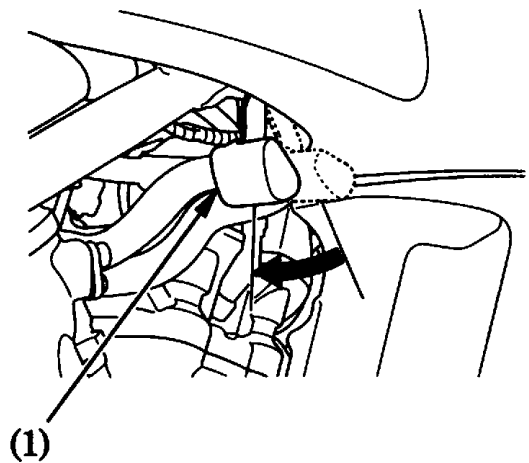
Preparation

1. Place the motorcycle on its side stand.
2. Lock the rear wheel by applying the parking brake lever (1).


⚠ CAUTION

Contact with the spinning rear wheel can cause you to be hurt.

Set the parking brake when the motorcycle is on its side stand.



(1) Parking brake lever

3. Make sure that the engine stop switch is at  (RUN).
4. With the motorcycle in an upright position, raise the side stand.
 - This motorcycle can detect the engine oil level. If the ignition switch turns ON with the side stand down, engine oil level will not be detected (page 29).
5. Insert the ignition key and turn the ignition switch ON.

Confirm the following:

- The transmission is in neutral (neutral indicator is ON).
- The low oil level/pressure indicator is ON.
- The ABS indicator is ON.
- The PGM-FI malfunction indicator lamp (MIL) is OFF.
- The high coolant temperature indicator is OFF.
- The immobilizer system (HISS) indicator is OFF.

The low oil level/pressure indicator should go off a few seconds after the engine starts. If the indicator lights during operation, stop the engine immediately and check the engine oil level.

- Make sure that the motorcycle is standing upright on firm level ground when you turn ON the ignition switch. If the motorcycle is on an incline, the indicator stays on after starting the engine.

NOTICE

Operating the engine with insufficient oil level or oil pressure can cause serious damage to the engine and transmission.

Starting Procedure

This motorcycle has a fuel-injected engine with an automatic choke. Follow the procedure indicated below.

Any Air Temperature:


1. With the throttle completely closed, press the start button.

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded.

1. Leave the engine stop switch set to  (RUN).
2. Open throttle fully.
3. Press the start button for 5 seconds.
4. Follow the normal starting procedure.
If the engine starts with unstable idle, open the throttle slightly.
If the engine does not start, wait for 10 seconds, then follow steps 1–4 again.

Ignition Cut Off

Your motorcycle is designed to automatically stop the engine and fuel pump if the motorcycle is over-turned (a banking sensor cuts off the ignition system). Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON.

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 – 7) before you ride.

Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 113 and explanation for SIDE STAND on page 133).

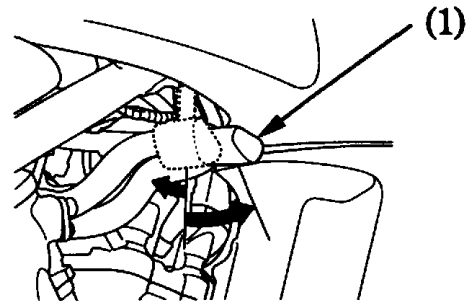
Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

1. After the engine has been warmed up, the motorcycle is ready for riding. Make sure the throttle is closed and the parking brake is locked.

2. Mount the motorcycle from the left side keeping at least one foot on the ground to steady the motorcycle.

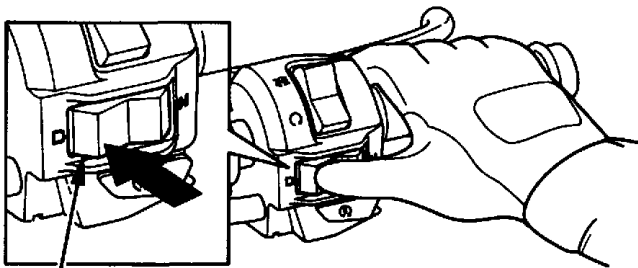


3. Unlock the rear wheel by releasing the parking brake lever (1).



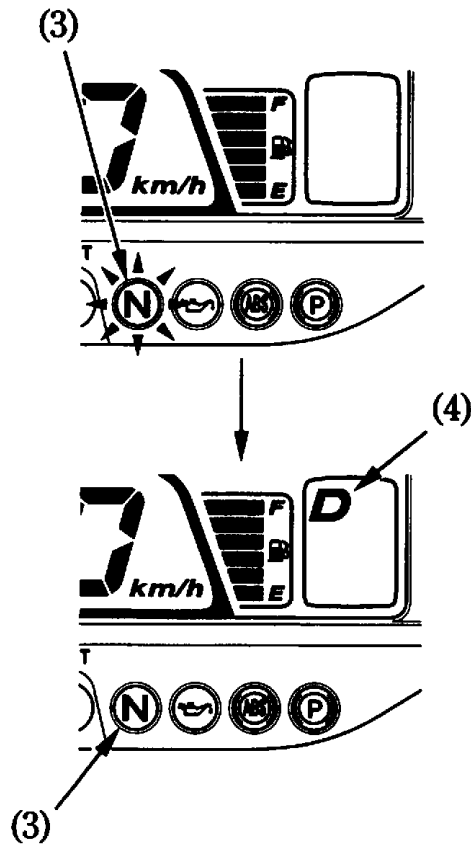
(1) Parking brake lever

4. While the engine is idling, press and hold the D (drive) side (2) of the N-D shift switch until the neutral indicator (3) turns off and the D mode indicator (4) comes on.



(2)

(2) N-D shift switch (D)

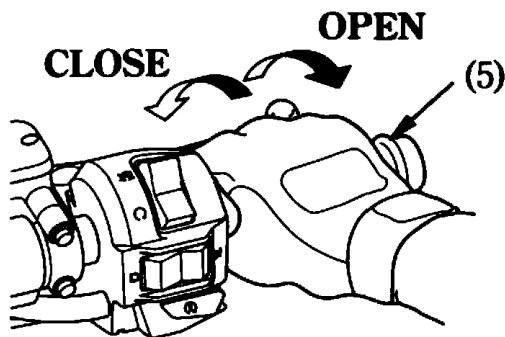


(3) Neutral indicator
(4) D mode indicator

5. To accelerate, open the throttle (5) gradually; the motorcycle will move forward.

Do not “BLIP” the throttle (open and close rapidly) as the motorcycle will move forward suddenly, causing possible loss of control.

6. To decelerate, close the throttle.
Coordinate the throttle and brakes for smooth deceleration.



(5) Throttle

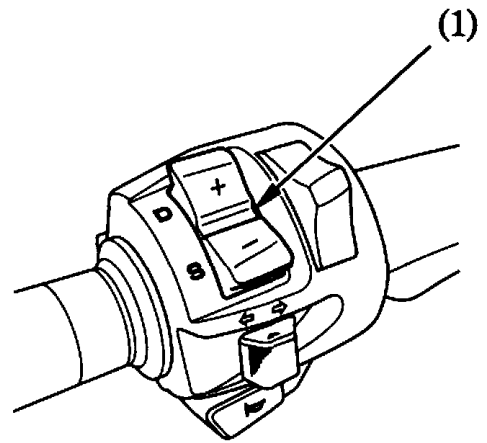
7. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.

Riding with HFT Automatic Shift Mode

In this mode you can shift automatically depending on the throttle opening and the vehicle speed. Within automatic shift mode D mode and S mode can be selected.

Operate the shift switch (1) on the left handlebar control to change D mode and S mode depending on riding circumstances.

When going up hill, switch to S mode to enable more powerful riding depending on inclination of the rise.



(1) Shift switch

6-speed Manual Mode

In this mode you can manually shift between 1st and 6th speed by operating the shift switch.

When going up hill, switch to a lower gear to enable more powerful riding depending on inclination of the rise.

Upshifting sequence:

To upshift transmission, press the shift switch (+) (1) once.

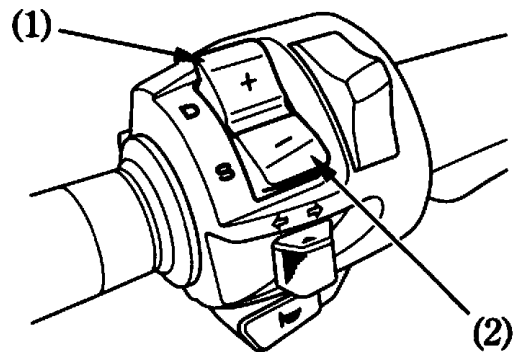
Shifting is not automatic in the 6-speed manual mode. Shift up not to let the engine rev enter the red zone.

Downshifting sequence:

To downshift transmission, press the shift switch (-) (2) once.

When passing, shift down to get powerful acceleration.

If your speed becomes too slow in the 6-speed manual mode, it shifts down automatically.



(1) Shift switch (+)

(2) Shift switch (-)

Shifting Restriction:

If the travel-device will be damaged or there will be over revving of the engine while shifting, shifting can not be done.

- **If you have any trouble shifting or hear a noise, see your Honda dealer.**
- **When riding on a slippery road, shifting down may cause slip.**

BRAKING

This motorcycle is equipped with a Combined Brake System. Operating the front brake lever applies the front brake. Operating the rear brake pedal applies the rear brake and a portion of the front brake. For full braking effectiveness, use both the lever and pedal simultaneously, as you would with a conventional motorcycle braking system.

As with a conventional motorcycle braking system, excessively hard application of the brake controls may cause wheel lock, reducing control of the motorcycle.

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; 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.

Anti-lock Brake System (ABS)

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking on uneven or other poor surfaces while running straight. Although the wheel may not lock up – if you are braking too hard in a turn the motorcycle can still lose traction, causing a loss of control.

In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

ABS cannot make up for road conditions, bad judgment, or improper operation of the brakes. It is still your responsibility to ride at reasonable speeds for weather, road surface, and traffic conditions, and to leave a margin of safety.

ABS is self-checking and always on.

- ABS may be activated by riding over a sharp drop or rise in the road level. It is important to follow the tyre recommendations (page 42). The ABS computer works by comparing wheel speed. Non-recommended tyres can affect wheel speed and may confuse the ABS computer.
- ABS does not function at low speeds (approximately 10 km/h (6 mph) or below).
- ABS does not function if the battery is discharged.

ABS Indicator

Normally, this indicator comes on when the ignition is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is an ABS problem, the indicator flashes and remains on. The ABS system does not operate when the ABS indicator is on.

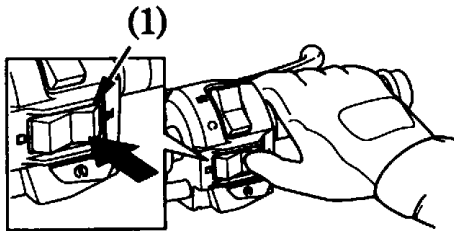
If the ABS indicator comes on while riding, stop the motorcycle in a safe place and turn off the engine.

Turn the ignition ON again. The indicator should come on, and go off after you ride the motorcycle at speeds above 10 km/h (6 mph). If it does not go off, ABS is not functioning, but the brakes still work a Combined Brake System and provide normal stopping ability. However, you should have the system checked by Honda dealer as soon as possible.

The ABS indicator may flash if you turn the rear wheel while the motorcycle is upright on the stand. This is normal. Turn the ignition OFF, then turn it ON. The indicator should come on, then go off after you run the motorcycle above 30 km/h (19 mph).

PARKING

1. After stopping the motorcycle, press and hold the N (neutral) side (1) of the N-D shift switch to switch the transmission into neutral, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.



(1) N-D shift switch (N)

2. Use the side stand to support the motorcycle while parked.

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.

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3. Lock the steering to help prevent theft (page 69).

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle.

To avoid possible heat damage to your motorcycle or personal belongings, do not cover the exhaust muffler with a protective cover or any clothing within 20 minutes after shutting off the engine.

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.

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 or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and 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 Honda Genuine Parts or their equivalents for repair and replacement.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 89) 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 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.

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

ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								REFER TO PAGE
			× 1,000 km	1	6	12	18	24	30	36	
			× 1,000 mi	0.6	4	8	12	16	20	24	
		MONTH		6	12	18	24	30	36		
* FUEL LINE					I		I		I	—	
* THROTTLE OPERATION					I		I		I	129	
AIR CLEANER	NOTE (2)					R			R	131	
CRANKCASE BREATHER	NOTE (3)			C	C	C	C	C	C	123	
SPARK PLUGS			EVERY 24,000 km (16,000 mi) I, EVERY 48,000 km (32,000 mi) R							124	
* VALVE CLEARANCE			I		I		I		I	—	
ENGINE OIL			R		R		R		R	117	
ENGINE OIL FILTER (CARTRIDGE)			R		R		R		R	119	
HFT OIL FILTER (ELEMENT)			R		R		R		R	119	
RADIATOR COOLANT	NOTE (4)				I		I		R	130	
* COOLING SYSTEM					I		I		I	—	
* SECONDARY AIR SUPPLY SYSTEM					I		I		I	—	

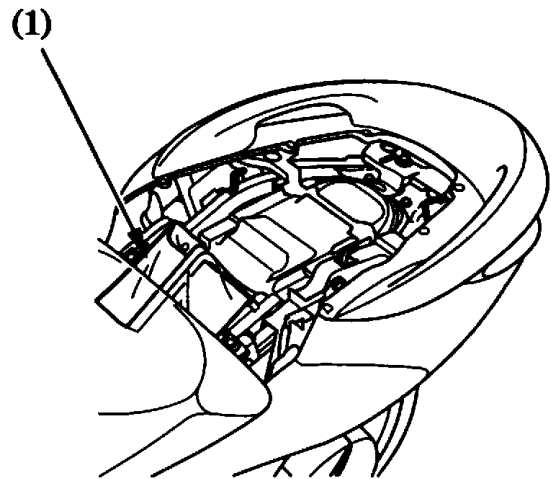
ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								REFER TO PAGE
			× 1,000 km	1	6	12	18	24	30	36	
			× 1,000 mi	0.6	4	8	12	16	20	24	
		MONTH		6	12	18	24	30	36		
FINAL DRIVE OIL					I			I		R	127
BRAKE FLUID		NOTE (4)			I	I	R	I	I	R	32, 34
BRAKE PADS WEAR					I	I	I	I	I	I	141, 142
BRAKE SYSTEM					I		I			I	32–34, 141–142
* BRAKELIGHT SWITCH							I			I	149
* BRAKE LOCK OPERATION					I	I	I	I	I	I	150
* HEADLIGHT AIM							I			I	86
SIDE STAND							I			I	133
* SUSPENSION							I			I	132
* NUTS, BOLTS, FASTENERS					I		I			I	—
** WHEELS/TYRES							I			I	—
** STEERING HEAD BEARINGS					I		I			I	—

TOOL KIT

The tool kit (1) is under the rear seat (page 71).

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

- Pin spanner
- Standard/Phillips screwdriver
- Screwdriver handle
- Extension bar
- 10 × 12 mm Box end wrench
- 3 mm Hex wrench
- 4 mm Hex wrench
- 5 mm Hex wrench
- 6 mm Hex wrench
- Spark plug wrench
- Helmet holder wire
- Tool bag

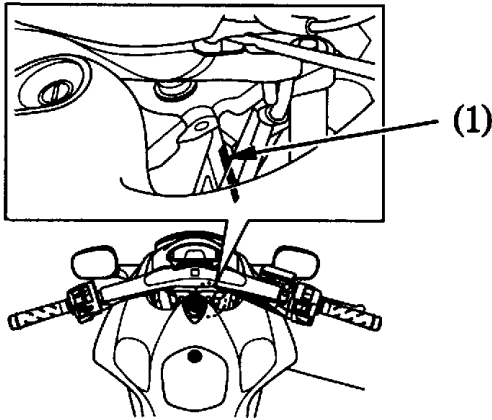


(1) Tool kit

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.

FRAME NO. _____

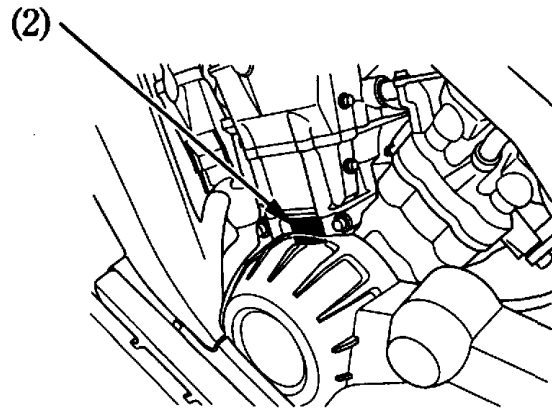


(1) Frame number

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

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

ENGINE NO. _____



(2) Engine number

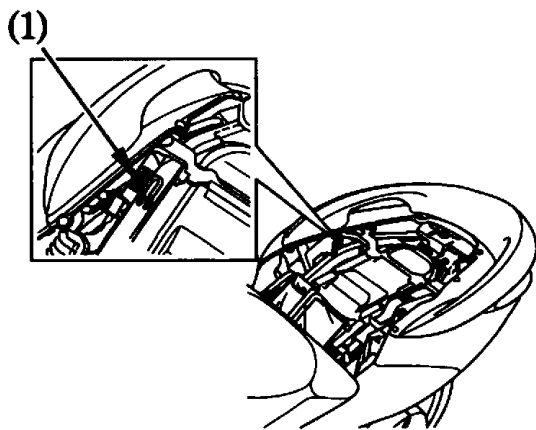
COLOUR LABEL

The colour label (1) is attached to the frame below the rear seat (page 71).

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

COLOUR _____

CODE _____



(1) Colour label
116

ENGINE OIL

Refer to the Safety Precautions on page 110.

Oil Recommendation

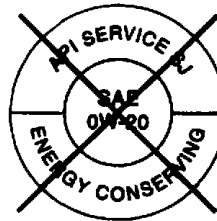
API classification	SG or higher except oils labeled as energy conserving on the circular API service label
Viscosity	SAE 10W-30
JASO T 903 standard	MA

Suggested Oil
Honda "4-STROKE MOTORCYCLE OIL" or equivalent.

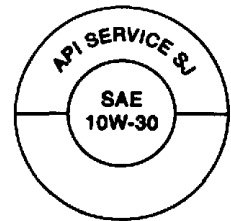
Your motorcycle does not need oil additives. Use the recommended oil.

Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.

Do not use API SH or higher oils displaying a circular API "energy conserving" service label on the container. They may affect lubrication and clutch performance.



NOT RECOMMENDED

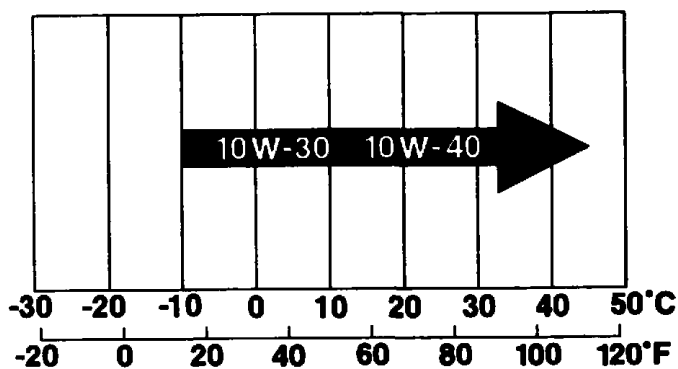


OK

Do not use non-detergent, vegetable, or castor based racing oils.

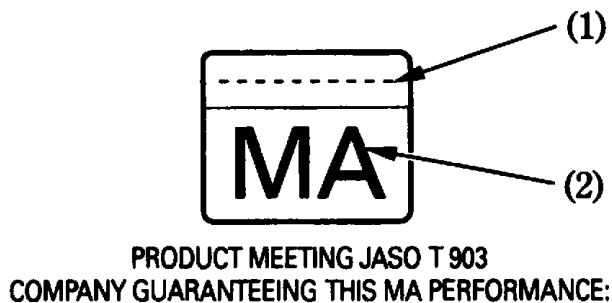
Viscosity:

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.



JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



- (1) Code number of the sales company of the oil
- (2) Oil classification

Engine Oil, Engine Oil Filter and HFT Oil Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 112).

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 engine oil filter and HFT oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your Honda dealer perform this service.

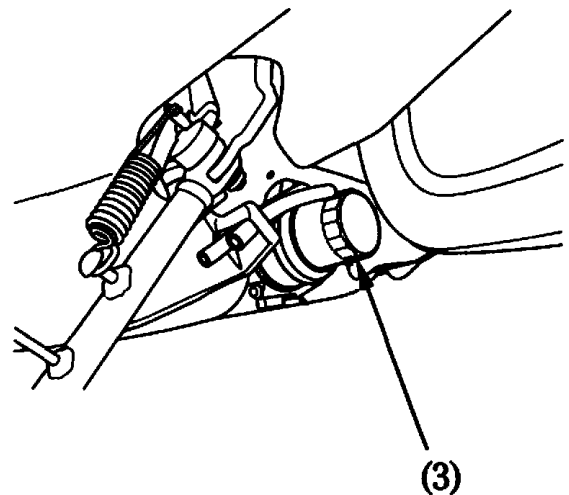
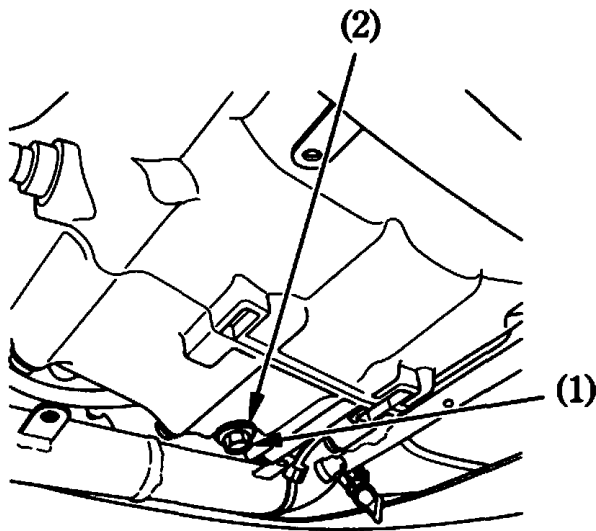
If a torque wrench is not used for this installation, see your Honda dealer as soon as possible to verify proper assembly.

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

Immediately after stopping the engine, the engine, exhaust pipe and muffler are too hot. Be careful not to burn yourself.

1. Park your motorcycle on a firm, level surface.
2. Remove the right side cover (page 76).
3. Remove the right under cowl (page 82).
4. Place a drain pan under the crankcase.

5. To drain the oil, remove the oil filler cap, oil drain bolt (1) and sealing washer (2).
6. Remove the engine oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the engine oil filter.

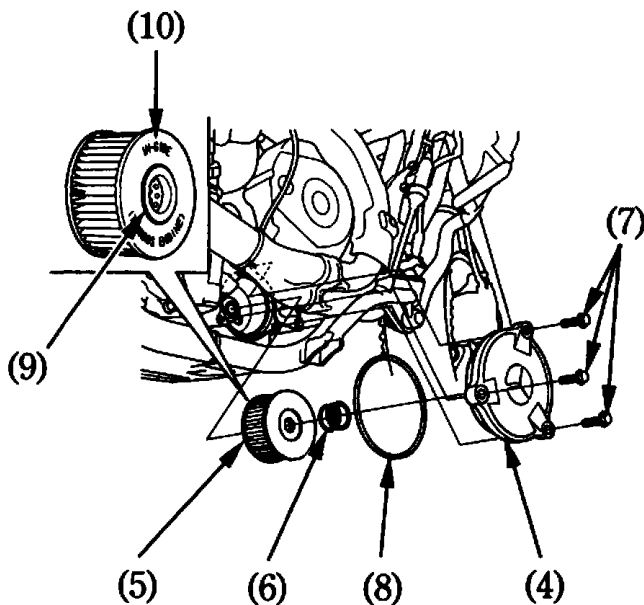


(1) Oil drain bolt

(2) Sealing washer

(3) Engine oil filter

- Remove the oil filter cover (4), HFT oil filter (5) and spring (6) by removing the oil filter bolts (7).



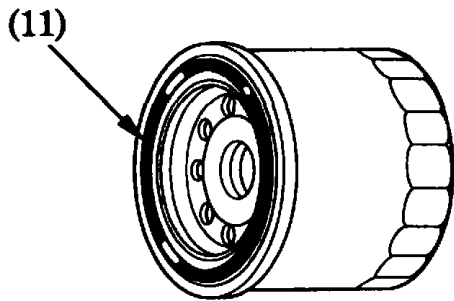
- | | |
|----------------------|-------------------|
| (4) Oil filter cover | (8) O-ring |
| (5) HFT oil filter | (9) Rubber seal |
| (6) Spring | (10) IN-SIDE mark |
| (7) Oil filter bolts | |

- Check that the oil filter cover O-ring (8) is in good condition and then install the spring and new oil filter. Use the Honda oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.
- Install the filter with the rubber seal (9) facing in, toward the engine. You will see "IN-SIDE" mark (10) on the filter body, near the seal.
- Reinstall the oil filter cover, making sure the bolts are tightened securely.
Oil filter bolt torque:
10 N·m (1.0 kgf·m , 7 lbf·ft)

Use only the Honda genuine HFT oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause transmission damage.

11. Apply a thin coat of engine oil to the new engine oil filter rubber seal (11).
12. Using a special tool and a torque wrench, install the new engine oil filter and tighten to a torque of:
26 N·m (2.7 kgf·m , 19 lbf·ft)

Use only the Honda genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.



(11) Engine oil filter rubber seal

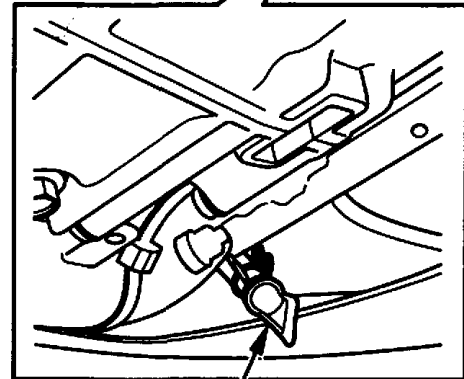
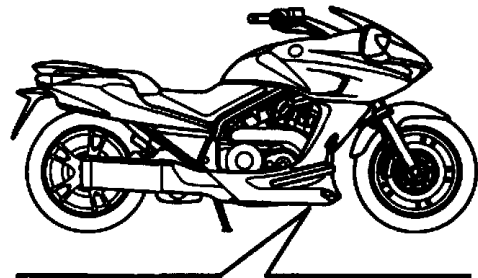
13. Check that the sealing washer on the drain bolt is in good condition and install the bolt. Replace the sealing washer every other time the oil is changed, or each time if necessary.
Oil drain bolt torque:
25 N·m (2.5 kgf·m , 18 lbf·ft)
14. Fill the crankcase with the recommended grade oil; approximately:
3.3 ℓ (3.5 US qt , 2.9 Imp qt)
15. Install the oil filler cap.
16. Start the engine and let it idle for 3–5 minutes.
17. 2–3 minutes after stopping the engine, 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.
18. Install the right under cowl (page 83).
19. Install the right side cover (page 76).

CRANKCASE BREATHER

Refer to the Safety Precautions on page 110.

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

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



(1)

(1) Drain tube

SPARK PLUGS

Refer to the Safety Precautions on page 110.

Recommended plugs:

Standard:

SIMR8A9 (NGK)

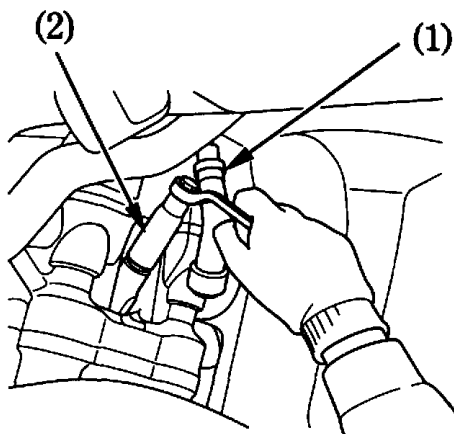
NOTICE

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

This motorcycle uses the spark plugs that have an iridium coated center electrode. Be sure to observe the following when servicing the spark plugs.

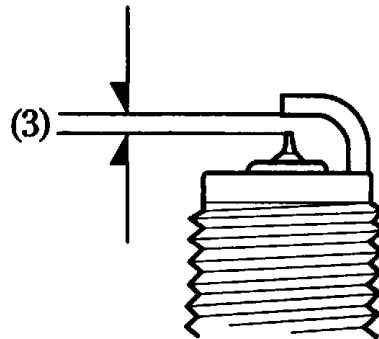
- Do not clean the spark plug. If the electrode is contaminated with accumulated objects or dirt, replace the spark plug with a new one.
- To check the spark plug gap, use only a “wire-type feeler gauge.” To prevent damaging the iridium coating of the center electrode, never use a “leaf-type feeler gauge.”
- Do not adjust the spark plug gap. If the gap is out of specification, replace the spark plug with a new one.

1. Disconnect the spark plug caps (1) from the spark plugs.
2. Clean any dirt from around the spark plug bases.
Remove the spark plugs using a spark plug wrench (2) furnished in the tool kit.



- (1) Spark plug cap
(2) Spark plug wrench

3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug.
4. Make sure that the 1.0 mm wire-type feeler gauge does not insert between the spark plug gap (3). If the gauge is inserted into the gap, replace the plug with a new one.



- (3) Spark plug gap

-
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 each spark plug:
 - If the old plug is good:
1/8 turn after it seats.
 - If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug:
NGK: 1/2 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again:
1/8 turn after it seats.
 8. Reinstall the spark plug caps. Take care to avoid pinching any cables or wires.

NOTICE

Improperly tightened spark plugs can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

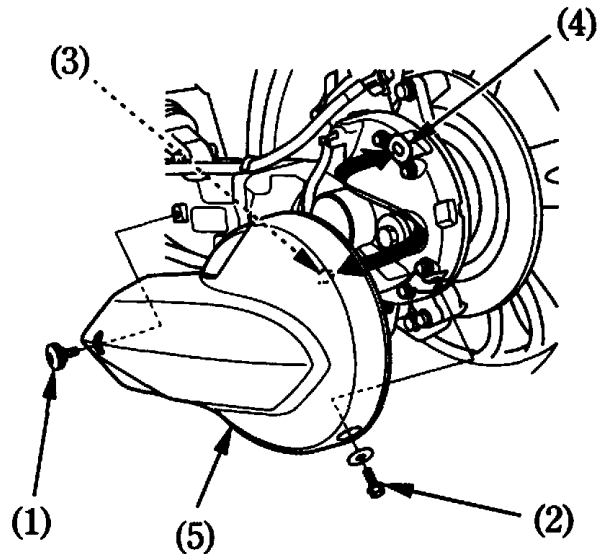
FINAL DRIVE OIL

Refer to the Safety Precautions on page 110.

Change the oil as specified in the maintenance schedule.

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

1. Remove bolt A (1), bolt B (2) and washer.
2. Pull out the prong (3) from the grommet (4), and remove the final gear cover (5).



- (1) Bolt A
- (2) Bolt B
- (3) Prong

- (4) Grommet
- (5) Final gear cover

3. To drain the oil, remove the oil filler cap (6) and oil drain plug (7).

4. After the oil has completely drained, check that the sealing washer (8) on the drain plug is in good condition and install the drain plug.

Drain plug torque:

12 N·m (1.2 kgf·m , 9 lbf·ft)

5. Place the motorcycle on its side stand, fill the final drive with the recommended grade oil; approximately:

160 cm³ (5.4 US oz , 5.6 Imp oz)

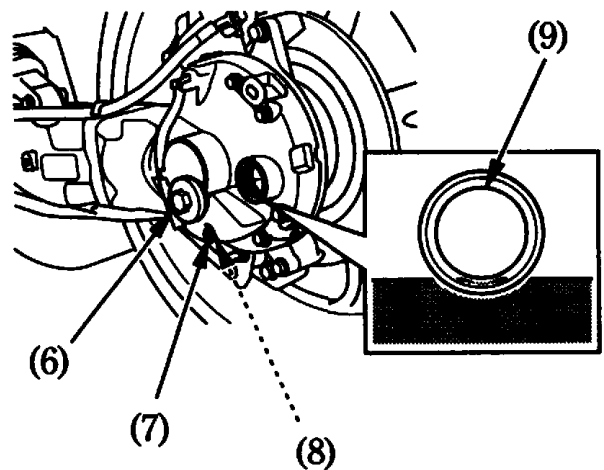
Make sure the final drive is filled up to the lower edge of the oil filler inspection hole (9) with the recommended oil.

6. Install the oil filler cap.

7. Install the final gear cover.

Tighten the bolt A and B to the specified torque:

9 N·m (0.9 kgf·m , 6.6 lbf·ft)



(6) Oil filler cap

(8) Sealing washer

(7) Oil drain plug

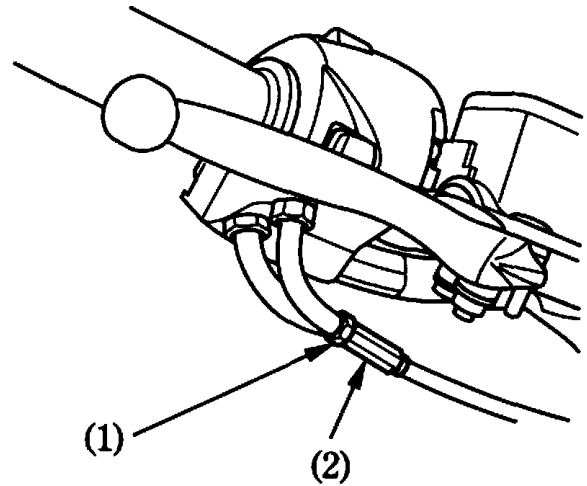
(9) Oil filler inspection hole

THROTTLE OPERATION

Refer to the Safety Precautions on page 110.

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 freeplay at the throttle grip flange.
The standard freeplay should be approximately:
2–4 mm (0.1–0.2 in)

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



- (1) Lock nut
(2) Adjuster

COOLANT

Refer to the Safety Precautions on page 110.

Coolant Replacement

Coolant should be replaced by a Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to an official Honda Shop Manual.

Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

AIR CLEANER

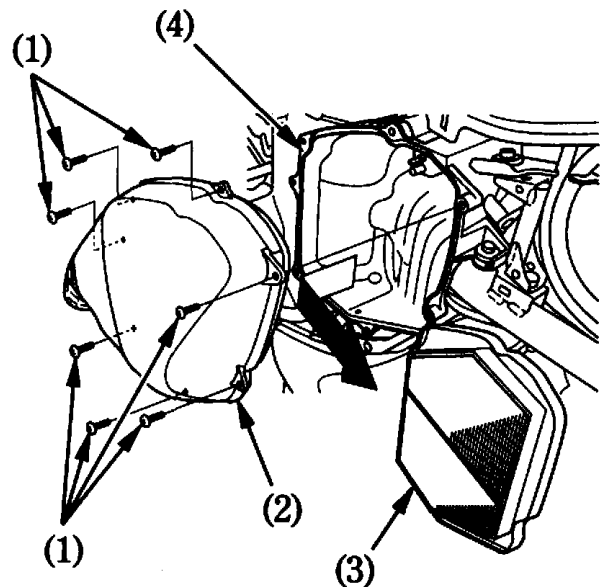
Refer to the Safety Precautions on page 110.

The air cleaner should be serviced at regular intervals (page 112). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the left front cowl (page 84).
2. Remove the screws (1) and air cleaner housing cover (2).
3. Remove and discard the air cleaner (3).
4. Thoroughly clean the inside of the air cleaner housing (4).
5. Install a new air cleaner.

Use the Honda Genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.

6. Install the removed parts in the reverse order of removal.



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

FRONT AND REAR SUSPENSION INSPECTION

Refer to the Safety Precautions on page 110.

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. Freeplay indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

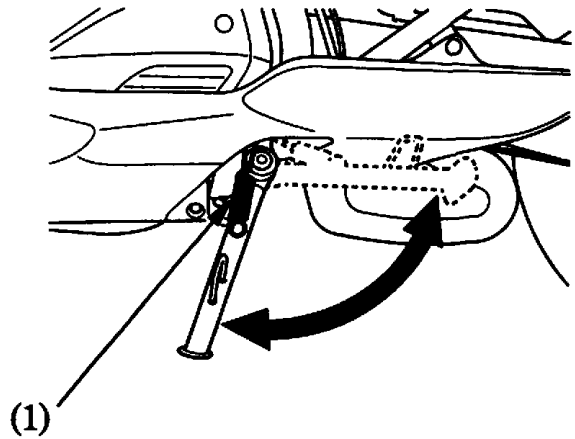
Refer to the Safety Precautions on page 110.

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

- Check the side stand spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up.
 2. Start the engine and press and hold the D (drive) side of N-D shift switch to switch the transmission into D mode.
 3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your Honda dealer for service.



(1) Side stand spring

WHEEL REMOVAL

Refer to the Safety Precautions on page 110.

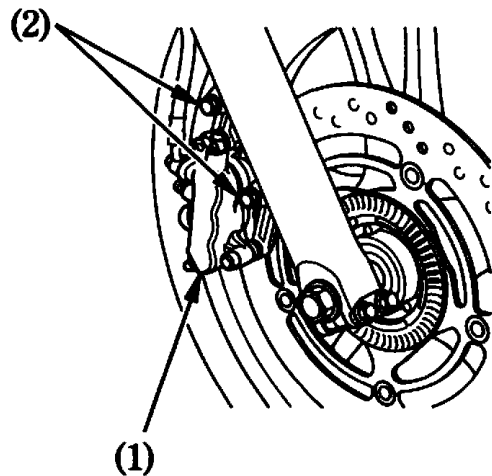
Front Wheel Removal

We recommend wheel removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

1. Park your motorcycle on a firm, level surface.
2. Support the motorcycle securely and raise the front wheel off the ground using a safety stand or a hoist.
3. Remove the right and left caliper assemblies (1) from the fork leg by removing the fixing bolts (2).

When removing and installing the wheel, be careful not to damage the sensor and pulser ring.

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

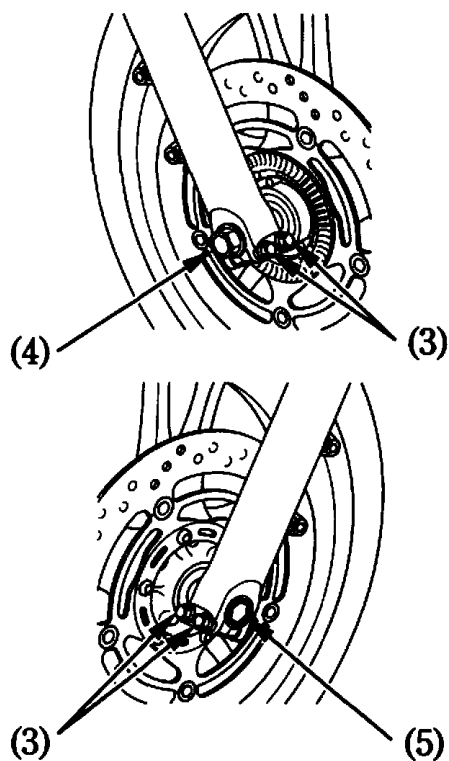


- (1) Brake caliper assembly
(2) Fixing bolts

Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.

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

4. Loosen the right and left axle pinch bolts (3), and remove the front axle bolt (4).
5. Remove the front axle shaft (5), front wheel and side collars.

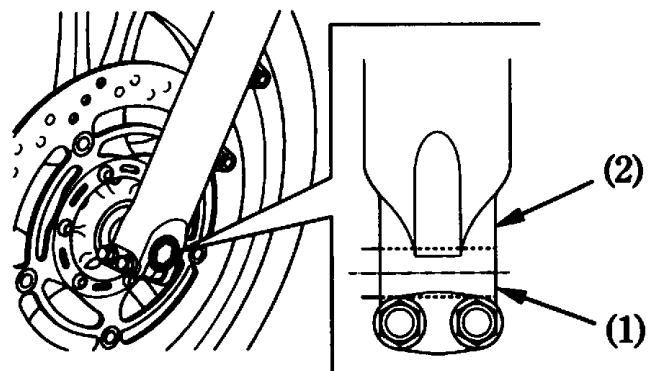


- (3) Axle pinch bolts (5) Front axle shaft
(4) Front axle bolt

Front Wheel Installation

1. Install the side collars into the left and right side wheel hub.
2. Position the front wheel between the fork legs and insert the front axle shaft from the left side, through the left fork leg and wheel hub.
3. Align the end of front axle shaft (1) with the surface of fork leg (2).
4. Tighten the axle pinch bolts on the left fork leg to the specified torque:
22 N·m (2.2 kgf·m , 16 lbf·ft)
5. Tighten the front axle bolt to the specified torque:
59 N·m (6.0 kgf·m , 44 lbf·ft)
6. Install the right and left caliper assemblies to the fork legs and tighten the fixing bolts to the specified torque:
31 N·m (3.2 kgf·m , 23 lbf·ft)
To avoid damaging the brake pads while installing the caliper assemblies, carefully fit the brake discs (3) between the pads.

7. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released. Recheck the wheel if the brake drags or the wheel does not rotate freely.



- (1) End of front axle shaft
(2) Surface of fork leg

If the clearances between each surface of the brake disc and the brake caliper body (4) (not the brake pads) are symmetrical, follow next step.

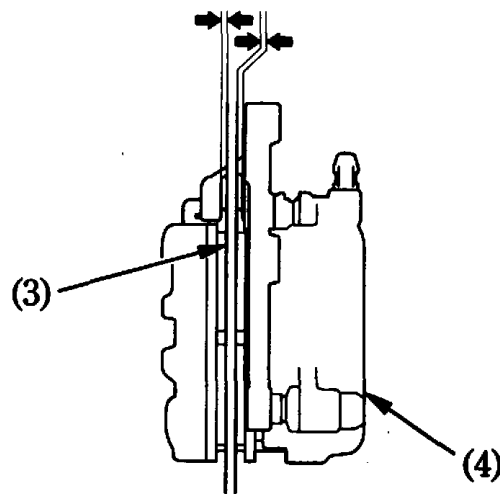
If the clearances are not symmetrical, loosen the left axle pinch bolts and pull the left fork outward or push inward to adjust the clearance. Then follow the next step.

8. Tighten the axle pinch bolts on the right fork leg to specified torque:

22 N·m (2.2 kgf·m , 16 lbf·ft)

- Visually check that the clearances between each surface of the brake disc and the brake caliper body (not the brake pads) are symmetrical.
- After installing the wheel, operate the brake pedal several times until you feel pressure. You must restore pressure from the lever because this motorcycle is equipped with a Combined Brake System.

If the 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.

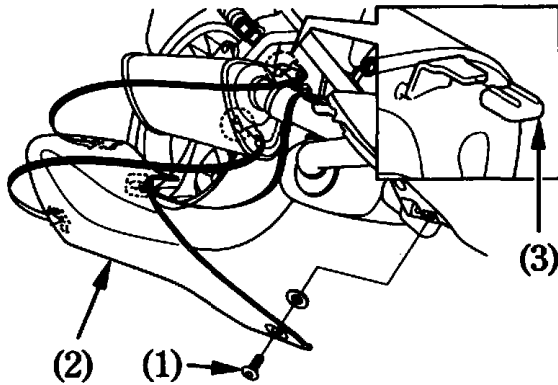


- (3) Brake disc
- (4) Brake caliper body

Rear Wheel Removal

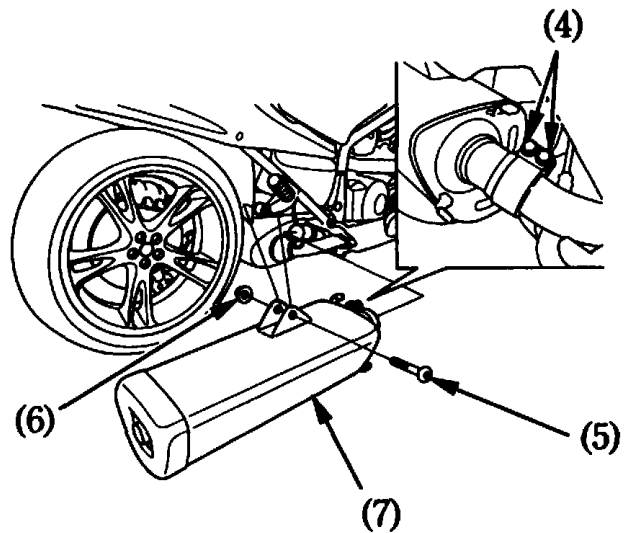
We recommend wheel removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

1. Place the motorcycle on its side stand.
2. To remove the muffler cover (2), remove the muffler cover bolt (1) and washer, and pull out from the prongs.



- (1) Muffler cover bolt (3) Rubber cap
(2) Muffler cover

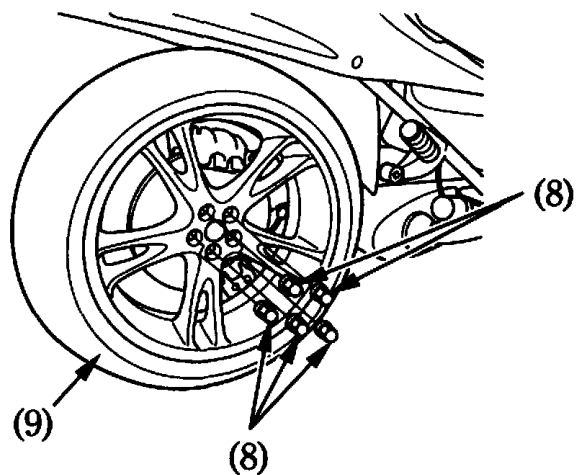
3. Loosen the muffler band bolts (4), and remove the muffler bracket bolt (5) and nut (6).
4. Remove the muffler (7).



- (4) Muffler band bolts
(5) Muffler bracket bolt
(6) Nut
(7) Muffler

5. Support the motorcycle securely, raise the rear wheel off the ground.
6. Remove the rear wheel nuts (8).
7. Remove the rear wheel (9) slowly.

Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.



- (8) Rear wheel nuts
- (9) Rear wheel

Rear Wheel Installation

To install the rear wheel, reverse the removal procedure.

1. Tighten the rear wheel nuts securely in the same crisscross pattern to the specified torque:

108 N·m (11.0 kgf·m , 80 lbf·ft)

2. Reinstall the muffler and muffler cover.

- Before installing the muffler, replace the muffler gasket with a new gasket.
- If either of the rubber caps came away from the prongs when removing the muffler cover, re-attach them.

Tighten and torque the nuts and bolts to the specified torque:

Muffler bracket bolt:

21 N·m (2.1 kgf·m , 15 lbf·ft)

Muffler band bolt:

17 N·m (1.7 kgf·m , 13 lbf·ft)

Muffler cover bolt:

9 N·m (0.9 kgf·m , 6.6 lbf·ft)

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

BRAKE PAD WEAR

Refer to the Safety Precautions on page 110.

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 113).

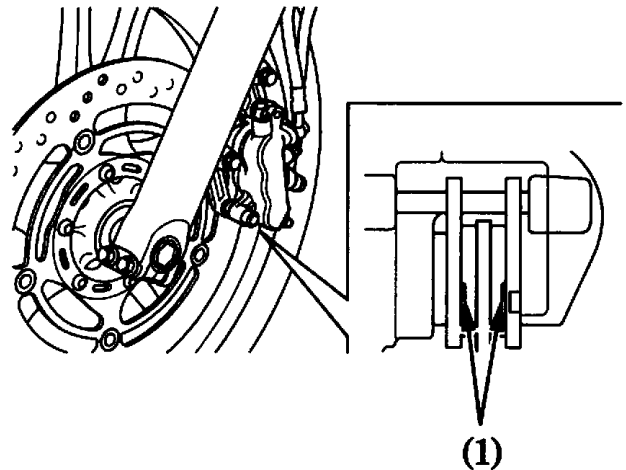
Front Brake

Always inspect each pad in both right and left brake calipers.

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.

Illustration shows left side, right side similar.

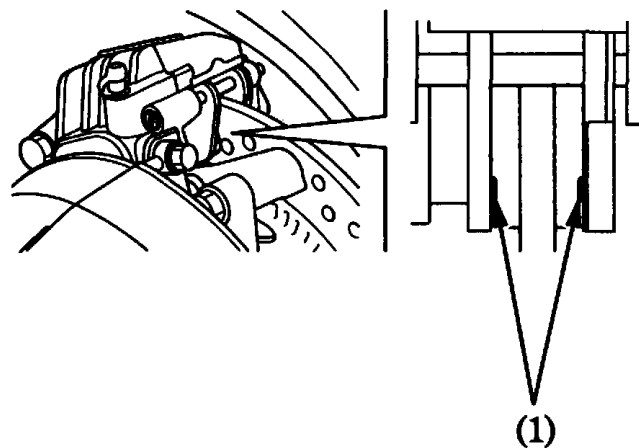


(1) Cutouts

Rear 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.



(1) Cutouts

BATTERY

Refer to the Safety Precautions on page 110.

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your Honda dealer.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

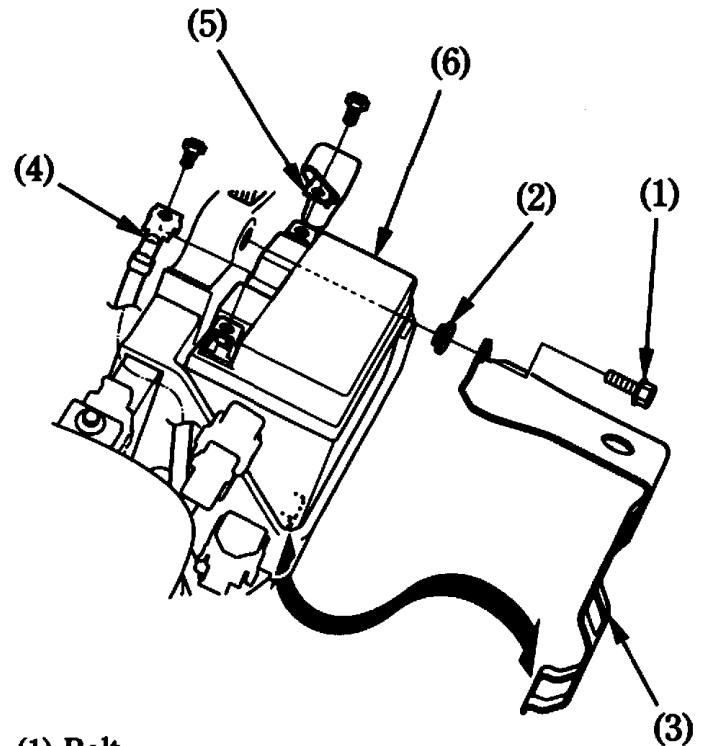
The battery is located in the battery box behind the left rear cowl.

Removal:

1. Make sure the ignition switch is OFF.
2. Remove the left rear cowl (page 77).
3. Remove the bolt (1), collar (2) and battery holder (3).
4. Disconnect the negative (-) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
5. Pull out the battery (6) from the battery box.

Installation:

1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (-) terminal.
2. Check all bolts and other fasteners are secure.



- (1) Bolt
- (2) Collar
- (3) Battery holder
- (4) Negative (-) terminal lead
- (5) Positive (+) terminal lead
- (6) Battery

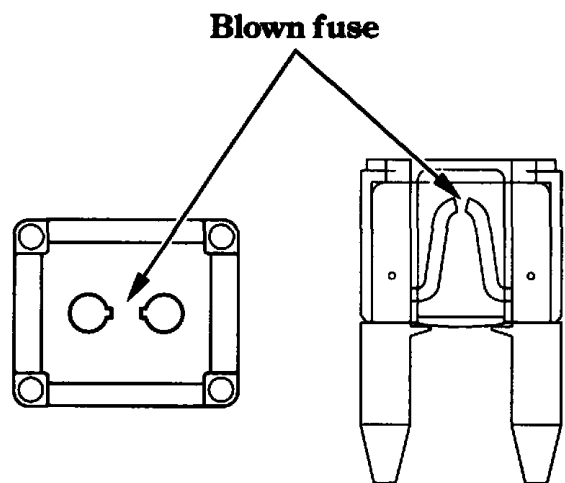
FUSE REPLACEMENT

Refer to the Safety Precautions on page 110.

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.

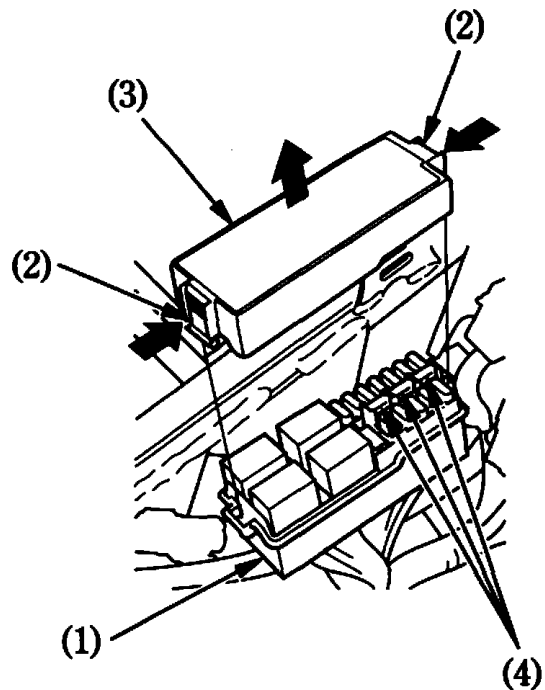


Fuse Box:

The fuse box (1) is located under the front seat.

The specified fuses are:
10 A, 20 A, 30 A

1. Remove the front seat (page 72).
2. Release the tabs (2), then remove the fuse box cover (3).
3. Pull out the old fuse and install a new fuse. The spare fuses (4) are located in the fuse box.
4. Install the fuse box cover and install the front seat.



(1) Fuse box
(2) Tabs

(3) Fuse box cover
(4) Spare fuses

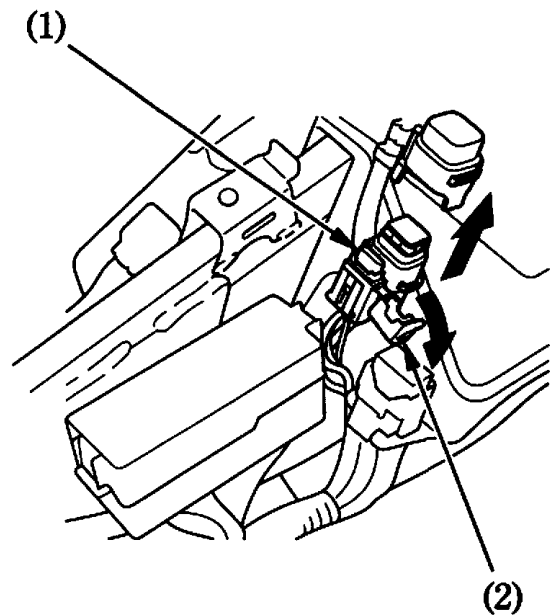
HFT Fuse:

The HFT fuse (1) is located under the rear seat.

The specified fuse is:

10 A

1. Remove the rear seat (page 71).
2. Open the fuse box cover (2).
3. Pull out the old fuse and install a new fuse.
The spare fuse is located in the fuse box (page 146).
4. Close the fuse box cover.
5. Install the rear seat.



- (1) HFT fuse
(2) Fuse box cover

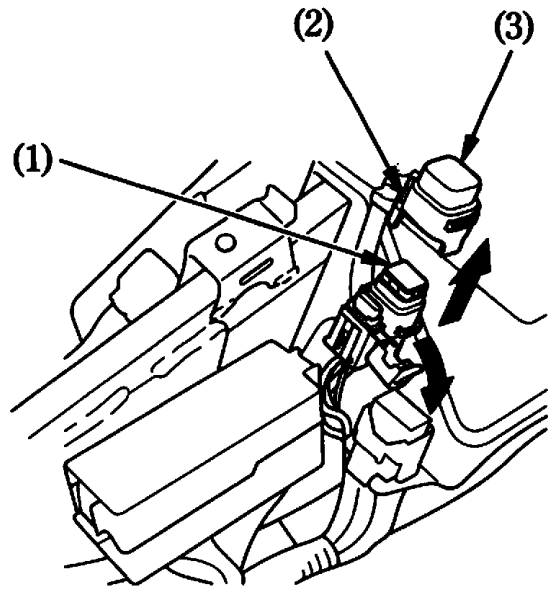
Main Fuse:

The main fuse (1) is located under the rear seat.

The specified fuse is:

40 A

1. Remove the rear seat (page 71).
2. Release the tab (2), then remove the fuse box cover (3).
3. Pull out the old fuse and install a new fuse.
4. Install the fuse box cover.
5. Install the rear seat.



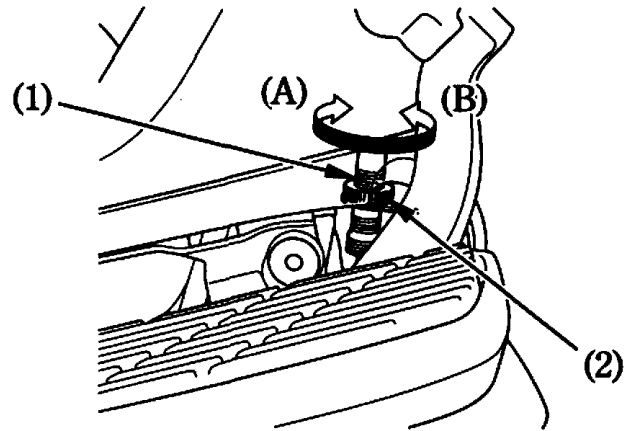
- (1) Main fuse
- (2) Tab
- (3) Fuse box cover

BRAKELIGHT SWITCH ADJUSTMENT

Refer to the Safety Precautions on page 110.

Check the operation of the brakelight switch (1) at the right side near 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) Brakelight switch
- (2) Adjusting nut

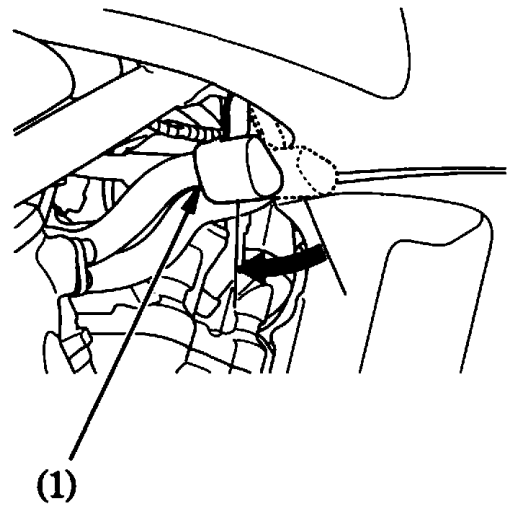
BRAKE LOCK OPERATION

Refer to the Safety Precautions on page 110.

Parking Brake Inspection:

Stop the engine and push your motorcycle while fully pulling the parking brake lever to check the efficacy of the parking brake.

If adjustment is necessary, have the brake adjusted by your Honda dealer for this service.



(1) Parking brake lever

BULB REPLACEMENT

Refer to the Safety Precautions on page 110.

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

Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.

Wear clean gloves while replacing the bulb.

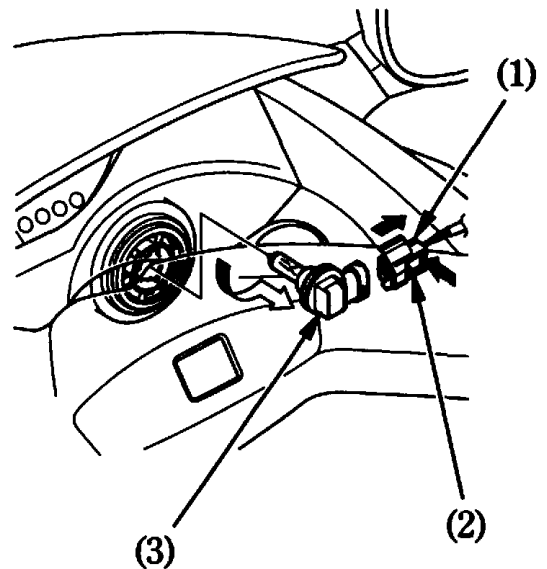
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

- Be sure to turn the ignition switch OFF when replacing the bulb.
- Do not use bulbs other than those specified.
- After installing a new bulb, check that the light operates properly.

Low Beam Headlight Bulb

The right and left low beam headlight bulb replacement can be done in the same way.

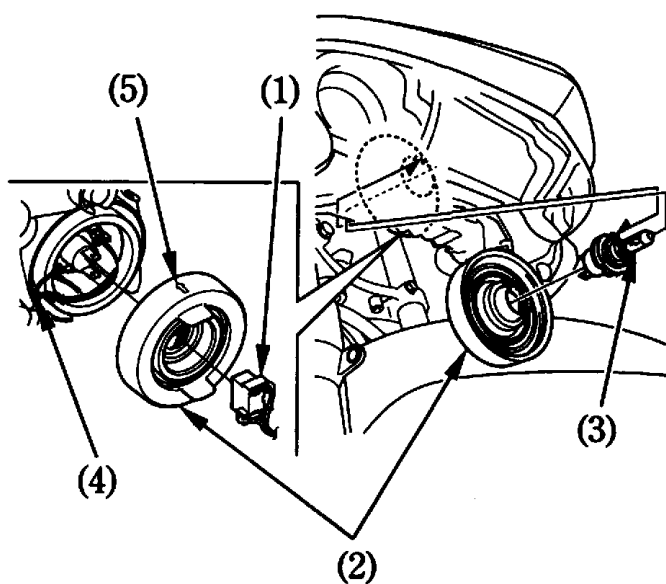
1. Disconnect the connector (1) by pressing tab (2).
2. Turn the bulb (3) counterclockwise, and remove it.
3. Install a new bulb in the reverse order of removal.



- (1) Connector
- (2) Tab
- (3) Bulb

High Beam Headlight Bulb

1. Pull off the socket (1) without turning.
2. Remove the dust cover (2).
3. Remove the bulb (3) while pressing down on the pin (4).
4. Pull out the bulb without turning.
5. Install a new bulb in the reverse order of removal.
 - Install the dust cover with its arrow mark (5) facing up.



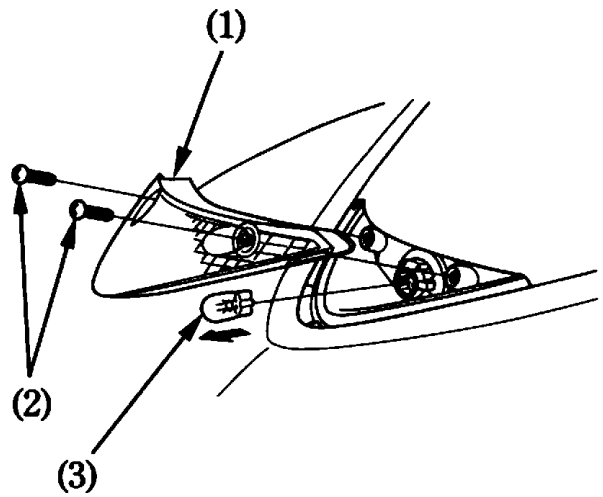
(1) Socket
(2) Dust cover

(3) Bulb
(4) Pin
(5) Arrow mark

Position Light Bulb

<except U type>

1. Remove the position light lens (1) by removing the screws (2).
2. Pull out the bulb (3) without turning.
3. Install a new bulb in the reverse order of removal.

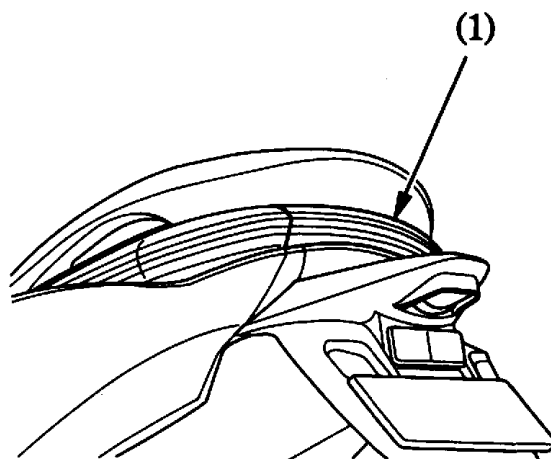


- (1) Position light lens
- (2) Screws
- (3) Bulb

Brake/Tail Light

Brake and taillight use some LED.

If there is a LED which is not turned on, see your Honda dealer for this service.

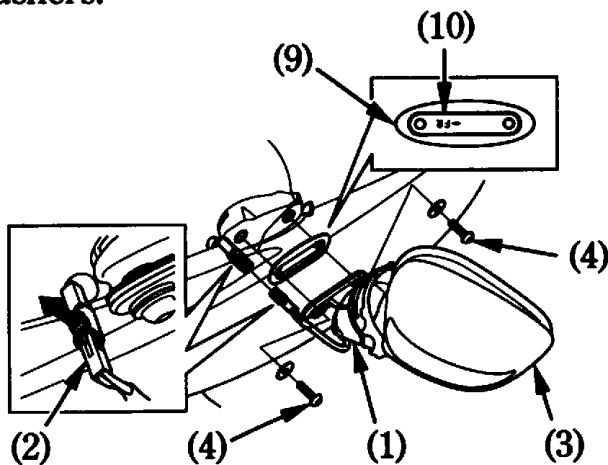


(1) Brake/tail light

Front Turn Signal Bulb

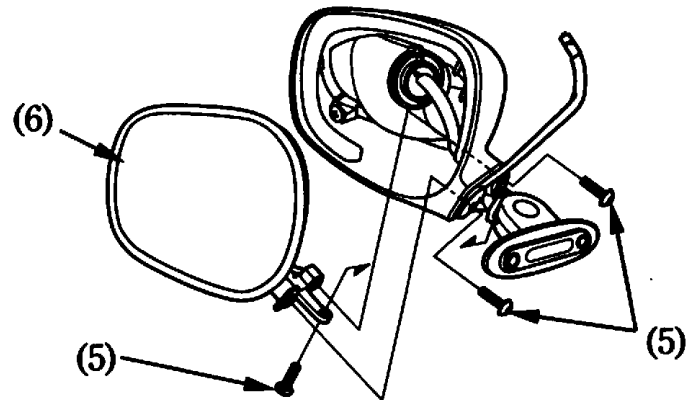
The right and left turn signal bulb replacement can be done in the same way.

1. Pull back the rubber dust cover (1).
2. Disconnect the connector (2).
3. Remove the rearview mirror assembly (3) by removing the bolts (4) and washers.



- | | |
|------------------------------|-----------------|
| (1) Rubber dust cover | (4) Bolts |
| (2) Connector | (9) Metal plate |
| (3) Rearview mirror assembly | (10) Arrow mark |

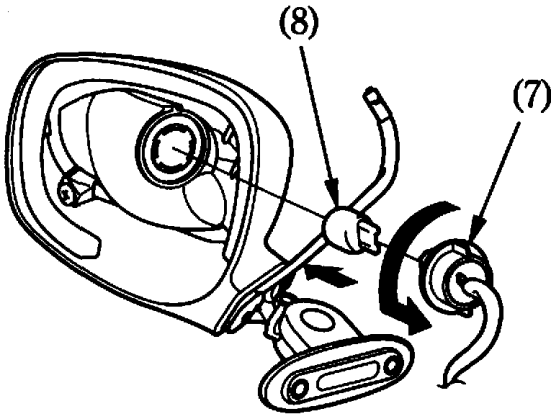
4. Remove the screws (5) and pull out the mirror (6).



- | | |
|------------|------------|
| (5) Screws | (6) Mirror |
|------------|------------|

5. Turn the socket (7) counterclockwise, and remove it.
6. Pull out the bulb (8) without turning.

7. Install a new bulb in the reverse order of removal.
 - Install the metal plate (9) with its arrow mark (10) facing front.



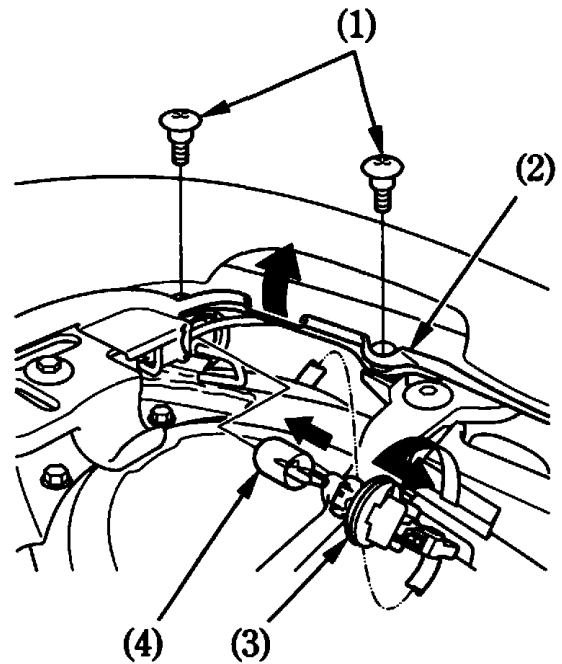
(7) Socket

(8) Bulb

Rear Turn Signal Bulb

The right and left turn signal bulb replacement can be done in the same way.

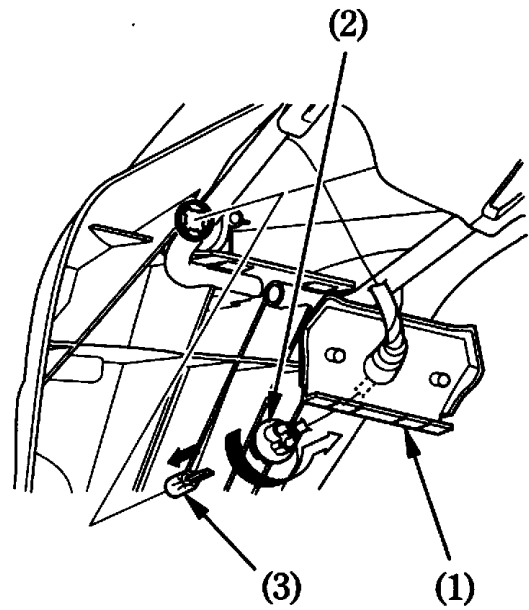
1. Remove the rear seat (page 71).
2. Remove the screws (1) and pull the grab rail cover (2) upwards.
3. Turn the socket (3) counterclockwise, then pull it out.
4. Pull out the bulb (4) without turning.
5. Install a new bulb in the reverse order of removal.
 - Use only the amber bulb.



- | | |
|---------------------|------------|
| (1) Screws | (3) Socket |
| (2) Grab rail cover | (4) Bulb |

License Light Bulb

1. Pull back the rubber dust cover (1).
2. Turn the socket (2) counterclockwise, then pull it out.
3. Pull out the bulb (3) without turning.



- (1) Rubber dust cover
- (2) Socket
- (3) Bulb

CLEANING

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

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.

Removing Road Salt

Road Salt used on roads during winter and salt from seawater causes rust.

Wash your motorcycle as follows after it has run through salty water or on roads treated with Road Salt.

1. Clean the motorcycle using cool water (page 161).

Do not use warm water.

This worsens the effect of the salt.

2. Dry the motorcycle and make sure the metal is protected with the wax.

Painted Aluminum Wheel Maintenance

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth.

Clean the Mat Painted Surface

Using plenty of water, clean the mat painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.

Use neutral detergent to clean mat painted surface.

Do not use waxes containing compounds.

Exhaust Pipe and Muffler Maintenance

The exhaust pipe and muffler is stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

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. 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.

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.

4. To prevent rusting in the cylinders, perform the following:

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

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

Slow charge the battery once a month.

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

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. 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 89).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,320 mm (91.3 in)
Overall width	835 mm (32.9 in)
Overall height	1,115 mm (43.9 in)
Wheelbase	1,610 mm (63.4 in)

CAPACITIES

Engine oil	After draining	2.9 ℓ (3.1 US qt , 2.6 Imp qt)
	After draining and oil filters change	3.3 ℓ (3.5 US qt , 2.9 Imp qt)
	After disassembly	4.0 ℓ (4.2 US qt , 3.5 Imp qt)
Final drive gear oil	After draining	160 cm ³ (5.4 US oz , 5.6 Imp oz)
Fuel tank		15.0 ℓ (3.96 US gal , 3.30 Imp gal)
Cooling system capacity		2.0 ℓ (2.1 US qt , 1.8 Imp qt)
Passenger capacity		Operator and one passenger
Maximum weight capacity		164 kg (362 lbs)

ENGINE

Bore and stroke	81.0 × 66.0 mm (3.19 × 2.62 in)
Compression ratio	10.0 : 1
Displacement	680 cm ³ (41.5 cu-in)
Spark plug	
Standard	SIMR8A9 (NGK)
Idle speed	1,200 ± 100 min ⁻¹ (rpm)
Valve clearance (Cold)	
Intake	0.15 mm (0.006 in)
Exhaust	0.20 mm (0.008 in)

CHASSIS AND SUSPENSION

Caster

28°30'

Trail

110 mm (4.3 in)

Tyre size, Front

130/70ZR17M/C (62W)

DUNLOP

ROADSMART CQ

BRIDGESTONE

BT021F G

Tyre size, Rear

190/50ZR17M/C (73W)

DUNLOP

ROADSMART K

BRIDGESTONE

BT021R G

Tyre type

radial-ply, tubeless

POWER TRANSMISSION

Primary reduction	1.136
Gear ratio (HFT)	3.000 – 1.000
Secondary reduction	1.400
Final reduction	2.833

ELECTRICAL

Battery	12 V – 11.2 Ah
Generator	0.449 kW/5,000 min ⁻¹ (rpm)

LIGHTS

Headlight

12 V–55 W × 3

Brake/Tail light

LED

Turn signal light

Front

12 V–21 W

Rear

12 V–21 W

Position light

12 V–5 W ... Except U type

License light

12 V–5 W

FUSE

Main fuse

40 A

HFT fuse

10 A

Other fuses

10 A, 20 A, 30 A

CATALYTIC CONVERTER

This motorcycle is equipped with a catalytic converter.

The catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.

The catalytic converter acts on HC, CO, and NOx. A replacement unit must be an original Honda part or its equivalent.

The catalytic converter must operate at a high temperature for the chemical reactions to take place. It can set on fire any combustible materials that come near it. Park your motorcycle away from high grasses, dry leaves, or other flammables.

A defective catalytic converter contributes to air pollution, and can impair your engine's performance. Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Even a small amount of leaded petrol can contaminate the catalyst metals, making the catalytic converter ineffective.
- Keep the engine in good running condition.
A poorly running engine can cause the catalytic converter to overheat causing damage to the converter or the motorcycle.
- If your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine. Have your motorcycle serviced as soon as possible.

