HONDA
MODEL
GL1000

OWNER'S MANUAL

'78

READ BEFORE YOU RIDE!

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load limit shown on the tire information label.

- **ON-ROAD USE**

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

- **READ OWNER'S MANUAL CAREFULLY**

  Pay special attention to statements preceded by the following words:

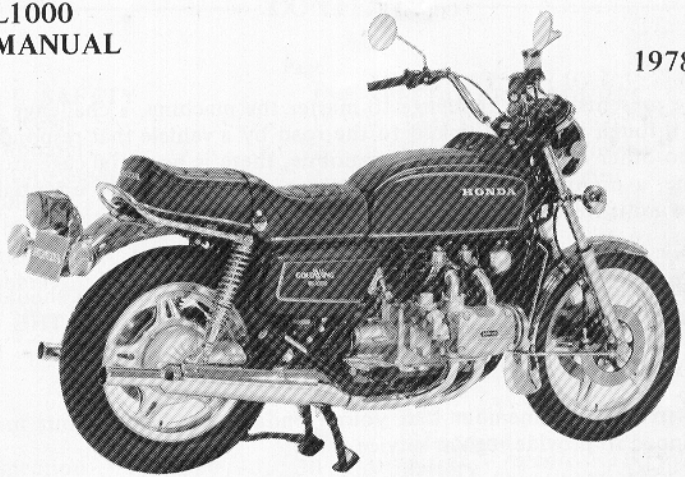
  WARNING *Indicates a possibility of personal injury or loss of life if instructions are not followed.*

  CAUTION *Indicates a possibility of equipment damage if instructions are not followed.*

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

HONDA GL1000
OWNER'S MANUAL

1978



All information in this publication is based on the latest production information available at the time of approval for printing. HONDA MOTOR CO., LTD. reserves the right to make changes at any time without notice and without incurring any obligation.

WELCOME

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

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

When service is required, remember that your Honda dealer knows your motorcycle best and is equipped to provide regular service.

Pleasant riding, and thank you for choosing a Honda!

CONTENTS

WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 30) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   * Wear bright or reflective clothing.
   * Don't drive in another motorist's "blind spot".
4. Obey all federal, state, and local laws and regulations.
   * Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   * Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists suprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands, and keep both feet on the passenger foot pegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles; boots, gloves, and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, or wheels.

LOADING AND ACCESSORIES

WARNING

The addition of accessories and cargo to this motorcycle can create an unsafe condition by changing the motorcycle's stability and handling characteristics, and by decreasing the safe operating speed. The factory cannot test each accessory and all possible combinations to make specific recommendations. The operator must be personally responsible for his own safety and that of his passenger. Extreme care must be taken when selecting and installing accessories, adding cargo, and riding a motorcycle equipped with accessories and cargo. These general guidelines will aid the operator in deciding whether or how to equip his motorcycle.

1. Keep cargo weight concentrated low and close to the motorcycle to minimize the change in the motorcycle's center of gravity. Distribute the weight equally on both sides of the machine. Total cargo weight should not exceed 60 pounds.

2. Luggage racks are primarily for light weight items. Overloading the rack will adversely affect handling. Bulky itmes located too far behind the rider will cause aerodynamic disturbance affecting stability. Luggage racks must not be mounted to the rear fender.
3. Visually check to determine that any accessory does not reduce ground clearance, decrease banking angle, or interfere with suspension, steering, and control operation.
4. Make sure cargo is secure and will not shift while riding. Re-check security periodically.
5. Additional weight should not be attached to the handlebars or front forks because it increases the steering moment of inertia and can adversely affect handling characteristics.
6. Accessories which modify the operator's riding position may increases reaction time and affect handling.
7. Additional electrical equipment may overload the motorcycle's electrical system, causing an unsafe condition.
8. Large surfaces such as fairings, windshields, backrests, and luggage are subject to aerodynamic forces which can adversely affect the handling. An improperly designed or mounted fairing or windshield can create an aerodynamic lift on the front of the machine. Handlebar or fork mounted fairings are not recommended because of their effect on handling.
9. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

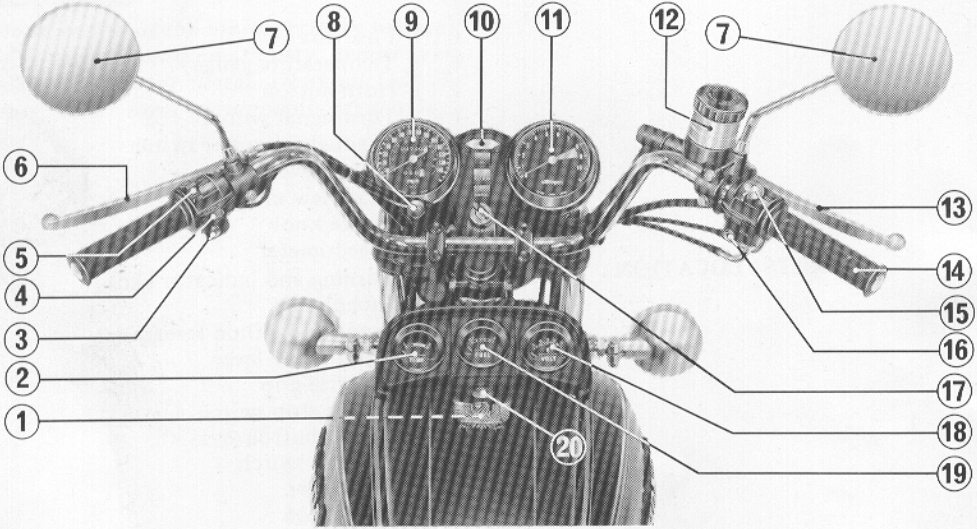
MODIFICATIONS

WARNING

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

PARTS LOCATION

(1) Fuse box
(2) Temperature gauge
(3) Horn button
(4) Turn signal switch
(5) Headlight dimmer switch
(6) Clutch lever
(7) Rear view mirrors
(8) Choke knob
(9) Speedometer
(10) Warning and indicator light
(11) Tachometer
(12) Front brake fluid reservoir
(13) Front brake lever
(14) Throttle grip
(15) Engine stop switch
(16) Starter button
(17) Ignition switch
(18) Voltmeter
(19) Fuel gauge
(20) Top compartment lock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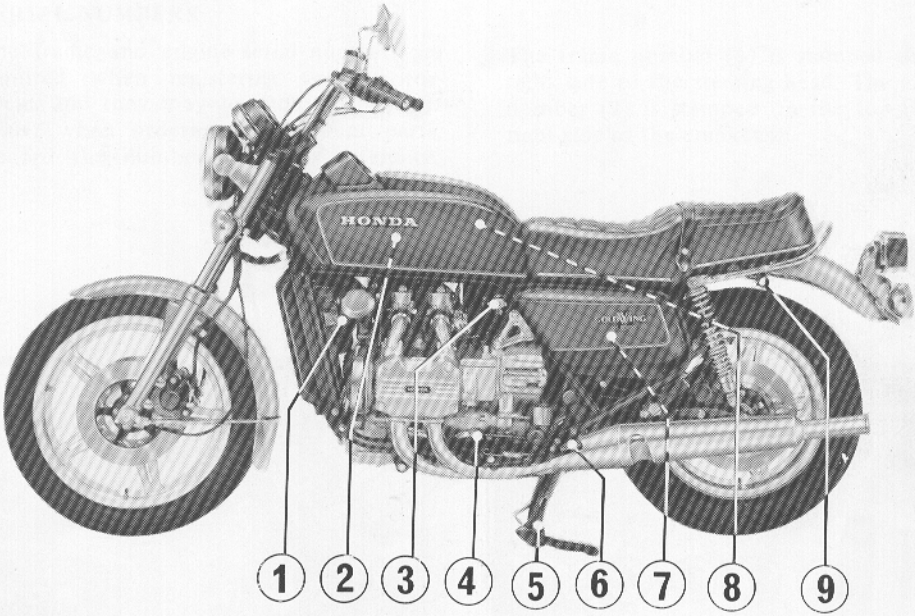
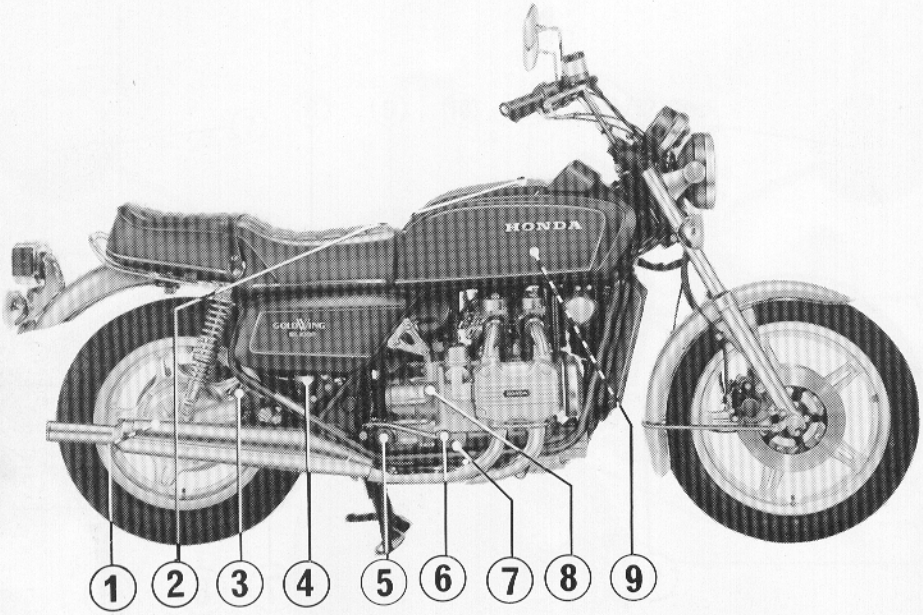


(1) Cooling fan
(2) ACC terminal
(3) Fuel valve
(4) Gear change pedal
(5) Center stand
(6) Side stand
(7) Battery
(8) Fuel filler cap
(9) Helmet holder

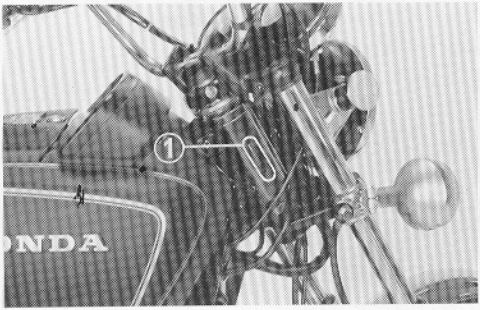


(1) Final drive gear oil filler cap
(2) Top compartment
(3) Passenger foot peg
(4) Rear brake fluid reservoir
(5) Operator footpeg
(6) Rear brake pedal
(7) Engine oil inspection window
(8) Engine oil filler cap
(9) Coolant reserve tank compartment

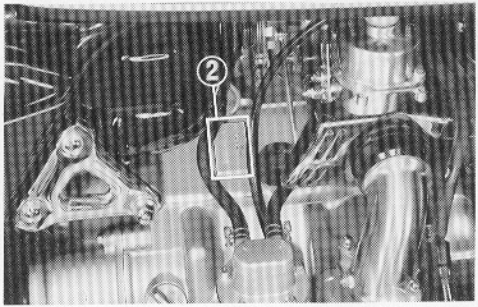
SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle, and they may be required by your dealer when ordering replacement parts. Record the numbers for your reference.

The frame number (1) is stamped on the right side of the steering head. The engine number (2) is stamped on the top of the right side of the crankcase.



(1) Frame number



(2) Engine number

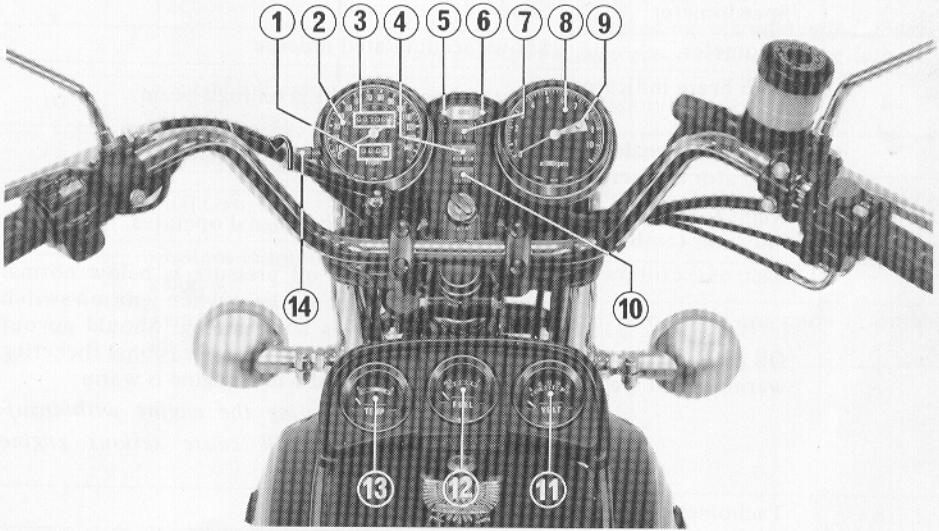
PARTS FUNCTION

Instruments and Indicators

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

U.S.A. model:
Odometer and tripmeter read in miles.
Canadian model:
Odometer and tripmeter read in kilometers.

(1) Tripmeter
(2) Speedometer
(3) Odometer
(4) High beam indicator
(5) Left turn signal indicator
(6) Right turn signal indicator
(7) Oil pressure warning light
(8) Tachometer
(9) Tachometer red zone
(10) Neutral indicator
(11) Voltmeter
(12) Fuel gauge
(13) Coolant temperature gauge
(14) Tripmeter reset knob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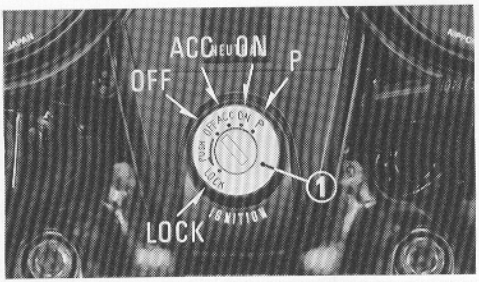
Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows driving speed.
3	Odometer	Shows accumulated mileage
4	High beam indicator (blue)	Lights when headlight is on high beam.
5	Left turn signal indicator (amber)	Flashes when left turn signal operates.
6	Right turn signal indicator (amber)	Flashes when right turn signal operates.
7	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when engine is warm. CAUTION *Running the engine with insufficient oil pressure will cause serious engine damage.*
8	Tachometer	Shows engine rpm.

Ref. No.	Description	Function
9	Tachometer red zone	Do not operate engine in red zone when avoidable. NEVER operate beyond red zone. CAUTION *Exceeding recommended maximum engine rpm may cause serious engine damage.*
10	Neutral indicator (green)	Lights when transmission is in neutral.
11	Voltmeter	Shows battery voltage (see page 20).
12	Fuel Gauge	Shows approximate fuel supply available (see page 20).
13	Coolant temperature gauge	Shows coolant temperature (see page 21).
14	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Ignition Switch

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



(1) Ignition switch

Key Position	Function	Key Removal
OFF	All electrical circuits are off, engine cannot be started.	Key can be removed
ACC	All electrical circuits are off except for voltmeter and ACC terminal.	Key cannot be removed
ON	Engine can be started when engine stop switch is at "RUN". All lights are on.	Key cannot be removed
P (parking)	For parking the motorcycle near traffic. The taillight will be on, but all other circuits are off except for voltmeter and ACC terminal.	Remove the key
LOCK (steering lock	Steering is locked. All circuits are off and engine cannot be started. See page 17.	Remove the key

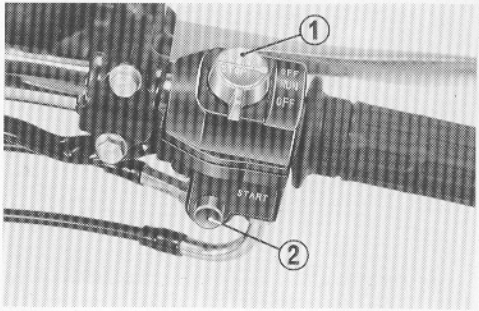
Engine Stop Switch

The three position engine stop switch (1) is next to the right handlebar grip. At RUN, the ignition circuit will be completed and the engine will operate. In either "OFF" position the ignition circuit is open and the engine will not operate. This switch is intended as a safety or emergency switch and should normally remain at "RUN".

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

Starter Button

The starter button (2) is below the engine stop switch (1).
While the starter button is pressed the starter motor will crank the engine. The headlight will automatically go out during starting, but the taillight will stay on. See pages 31-32 for the starting procedure.



(1) Engine stop switch (2) Starter button

Headlight Dimmer Switch (1)

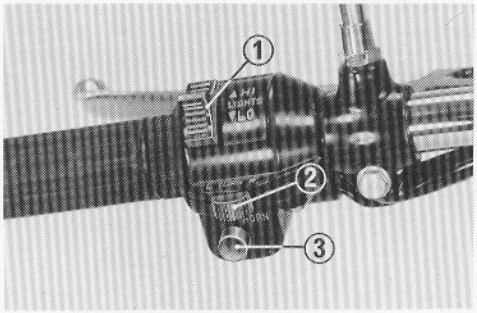
Select "HI" for high beam, "LO" for low beam.

Turn Signal Switch (2)

Move to "L" to signal a left turn, "R" to signal a right turn. Return to the center (off) when finished.

Horn Button (3)

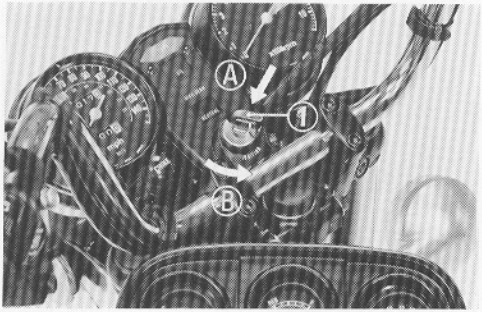
Press the button to sound the horn.



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

Steering Lock

To lock the steering, turn the handlebar all the way to the left or right and turn the ignition key (1) to "LOCK". Remove the key.



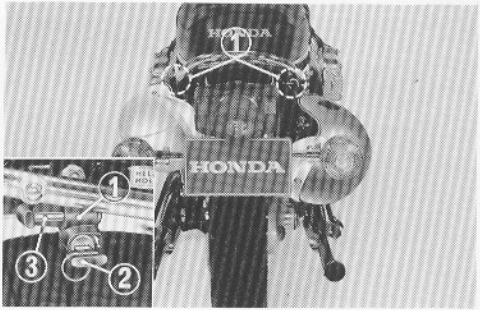
(1) Ignition key (A) Push in
(B) Turn off

Helmet Holder

Hang your helmet on the holder pin (3) and push the pin in to lock it. To unlock, insert the ignition key (2) and turn it counterclockwise.

WARNING

The helmet holder is designed for use while parked. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.



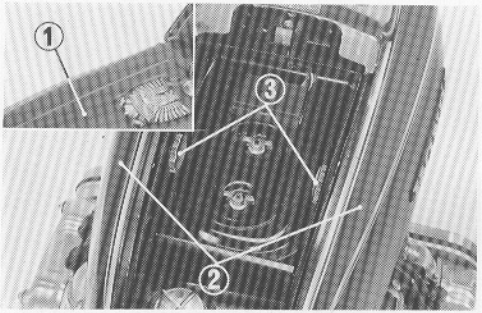
(1) Helmet holder (3) Holder pin
(2) Ignition key

Top and Side Compartments

Use the ignition key to open the top compartment. The tool tray is located inside. The owner's manual and other documents should be stored in the plastic bag in this compartment. When washing your motorcycle, be careful not to flood the compartment.

To open the side compartments, remove the storage tray and turn the knobs (3) counterclockwise to open. Tighten the knobs (3) securely when closing the side compartments.

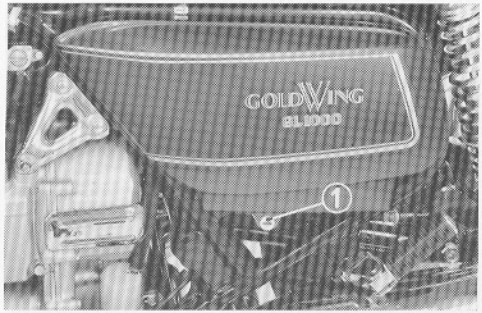
Make sure the top compartment is locked by pushing it all the way down.



(1) Top compartment cover (3) Knobs
(2) Side compartment cover

Battery Cover

Remove the battery cover by pushing the locking screw (1) in and turning 90° to the left or right, then raise the cover. The battery is under the left side cover, and the rear brake fluid reservoir is under the right side cover.

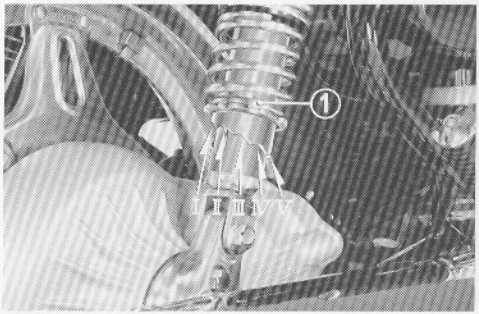


(1) Locking screw

Shock Absorbers

Each shock absorber (1) has five adjustment positions for different load or riding conditions.

Position I is for light loads and smooth road conditions. Positions II to V increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be sure both shock absorbers are adjusted to the same position.

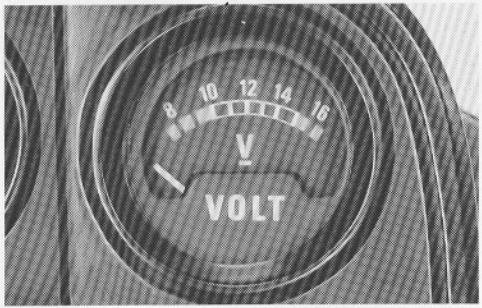


(1) Shock absorber

Voltmeter

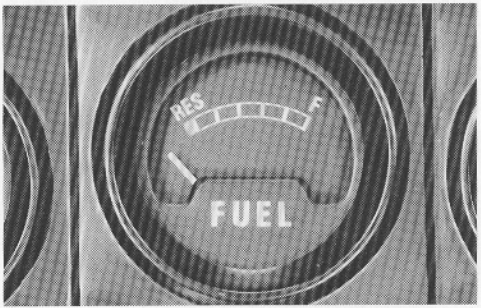
The needle should remain within 12-15V when the engine is running over 2,000 rpm. If the needle drops to 10-12V, the battery is excessively discharged. Turn any accessories off and have the battery removed and charged. If the needle reads below 10V or above 15V, there is a malfunction in the electrical system (See your authorized HONDA dealer).

NOTE:
Check the voltmeter after the needle stabilizes. The needle will stabilize approximately one minute after starting the engine.



Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F(full) there is 19 liters (5.0 U.S. gal.), including the reserve supply. When the gauge needle first points to RES there is about 6 liters (1.6 U.S. gal.) left in the tank. Refill the tank as soon as possible. If the main fuel supply runs out, the last 3 liters (0.8 U.S. gal.) can be used by turning the fuel valve to RES.

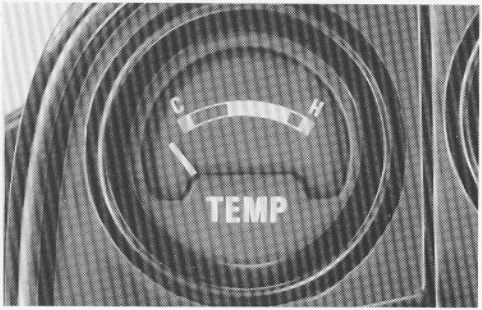


Coolant Temperature Gauge

When the needle reaches the blue mark, the engine is warm enough to ride. Normal operating temperature is within the white band. If the needle enters the red zone, stop the engine and check the reserve tank coolant level. Read pages 26 and 27 and do not drive the motorcycle until the problem has been corrected.

CAUTION

Exceeding maximum running temperature may cause serious engine damage.

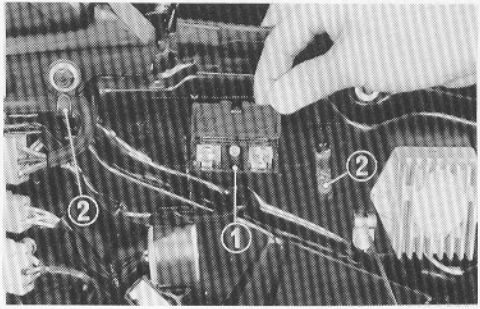


ACC Terminal

The ACC terminal (1) provides 12V DC power for electrical accessories. A maximum of 60 Watts (5 amps) may be connected to the terminal. Higher current demands may blow the fuse or discharge the battery.

Review LOADING AND ACCESSORIES WARNING (page 2) before installing accessories.

Connect accessory electrical leads securely, using the clamps (2) and keep them insulated, away from hot parts and sharp edges.



(1) ACC terminal (2) Clamps

Fuel Valve

The three way fuel valve (1) is under the rear of the left side compartment cover.

"OFF"

At "OFF", fuel cannot flow from the tank to the carburetors. Turn the valve "OFF" whenever the motorcycle is not in use.

"ON"

At "ON", fuel will flow from the main fuel supply to the carburetors.

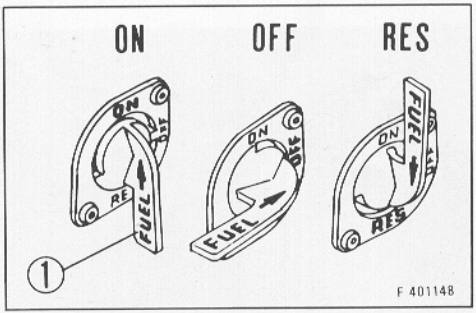
"RES"

At "RES", fuel will flow from the reserve fuel supply to the carburetors. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES. The reserve fuel supply is approximately 3 liters (0.8 U.S. gal).

NOTE:
Do not operate the motorcycle with the fuel valve at RES after refueling. You could run out of fuel, with no reserve.

WARNING

Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.

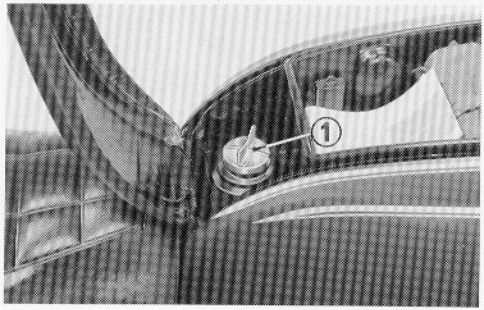


(1) Fuel valve

FUEL

Fuel Filler Cap

Fuel tank capacity is 19 liters (5.0 U.S. gal) including 3 liters (0.8 U.S. gal) in the reserve supply. To open the filler cap (1), open the top compartment with the ignition key and then turn the fuel filler cap (1) counterclockwise.



(1) Fuel filler cap

WARNING

* *This fuel system is pressurized. Open the filler cap slowly.*
* *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with engine stopped. Do not smoke or allow open flames or sparks in the area where the motorcycle is refueled or stored.*
* *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the filler cap is closed securely.*

Use low-lead regular gasoline with a Pump Octane number ($\frac{R + M}{2}$) of 86 or higher, or Reserch Octane number of 91 or higher. If you experience "pinging" or spark knocking, premium gasoline may be used.

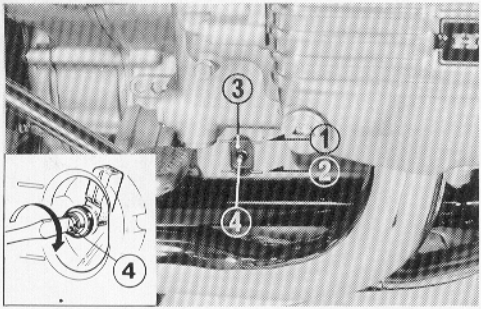
ENGINE OIL

Check engine oil level each day before operating the motorcycle.

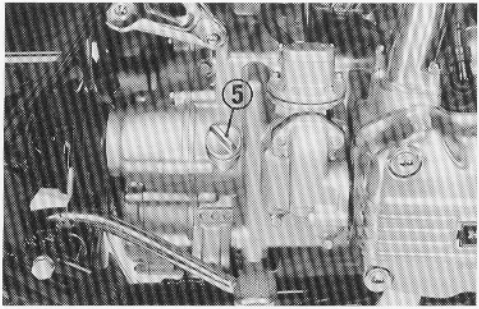
1. Put the motorcycle on its center stand on level ground.
2. Check the oil level in the oil inspection window (3) on the lower right side of the crankcase. The oil level should be between the upper (1) and lower (2) marks. If the inside of the window is dirty, turn the wiper (4) to clean the window.
3. If required, remove the filler cap (5), add the specified oil up to the upper level mark, and replace the filler cap.

CAUTION

Running the engine with insufficient oil can cause serious engine damage.



(1) Upper level mark (2) Lower level mark
(3) Inspection window (4) Wiper



(5) Filler cap

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

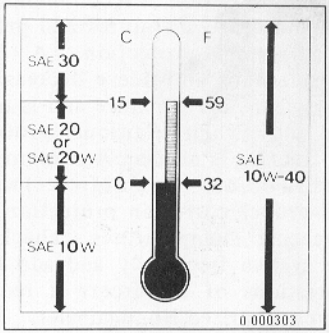
Use only high detergent, premium quality motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for Service Classification SE. Motor oils intended for Service SE will show this designation on the container. The use of special oil additives is unnecessary and will only increase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

CAUTION

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils are not recommended.*

Recommended oil viscosity:
General, all temperatures SAE 10W-40

If single viscosity oil is used, choose the appropriate viscosity to suit the average temperature in your riding area.



COOLANT

Coolant Recommendation

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

The factory provides a 50/50 solution of anti-freeze and water in the GL1000. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of anti-freeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% anti-freeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of anti-freeze if required. See your authorized Honda dealer.

Inspection

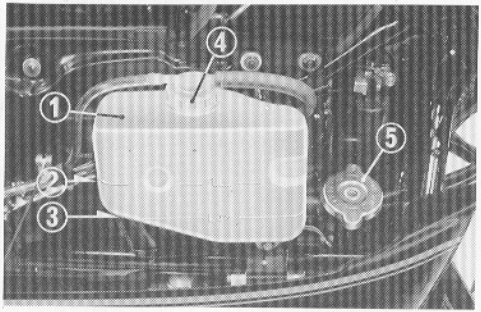
Check coolant level in the reserve tank (1) while engine is at normal operating temperature. Add coolant to the reserve tank as required, to bring coolant level to the FULL mark (2).

If the reserve tank is empty, WITH THE ENGINE COLD, remove radiator cap and check the coolant level in the radiator.

WARNING

* *Do not remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.*
* *Keep hands and clothing away from the cooling fan, as it starts automatically.*

Remove the radiator cap by turning counterclockwise. DO NOT PRESS DOWN WHILE TURNING CAP. Wait until the pressure is relieved before completely removing cap. After pressure is relieved, press the cap down and turn counterclockwise to remove it.



(1) Reserve tank
(2) FULL mark
(3) LOW mark
(4) Reserve tank cap
(5) Radiator cap

Top off the radiator with coolant, and replace the radiator cap tightly. Operate the engine until normal running temperature is reached, then add coolant to the reserve tank as necessary to bring it to the FULL mark.

If coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair. If a new radiator cap is required, use only a genuine Honda part, or an equivalent.

TIRES

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressures frequently and adjust if necessary.

NOTE:
The tire pressure should be checked when tires are cold, before you ride.

Cold tire pressures psi (kg/cm^2)	Up to 200 lb load	Front: 28 (2.0) Rear: 32 (2.25)
	Up to vehicle capacity load	Front: 28 (2.0) Rear: 40 (2.8)
Vehicle capacity load limit	360 lbs (163 kg)	
Tire size	Front: 3.50H19 Rear: 4.50H17	
Tire brand	Front: SUPER SPEED 21F2 (Bridgestone)	F6 (Dunlop)
	Rear: SUPER SPEED 21R2 (Bridgestone)	K87 MARK II (Dunlop)

Check the tires for cuts, imbedded nails, or other sharp objects. See your authorized Honda dealer for replacement of damaged tires or punctured inner tubes.

WARNING

* *Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.*
* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*

* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
* *The use of tires other than those listed on the tire information label may adversely affect handling.*
* *Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer.*

Replace tires before tread depth at the center of the tire reaches the following limit.

Minimum Tread Depth	
Front:	1.5 mm (1/16 in.)
Rear:	2.0 mm (3/32 in.)

PRE–RIDE INSPECTION

WARNING

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

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

1. Engine oil level – add engine oil if required (page 24).
2. Fuel level – fill fuel tank when necessary (page 23).
3. Coolant level – add coolant if required (page 26).
4. Front and rear brakes – check operation; make sure there is no brake fluid leakage.
5. Tires – check condition and pressure (page 28).
6. Throttle – check for smooth opening and return in all steering positions.
7. Lights and horn – check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch – check for proper function (page 15).
9. Overall–check for any fuel, oil, or coolant leaks.

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

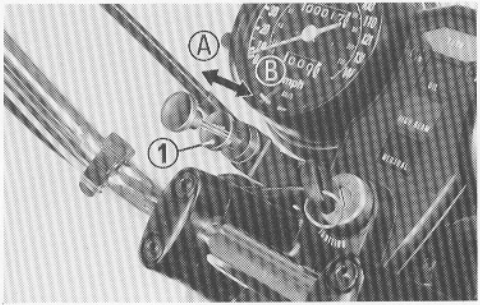
STARTING THE ENGINE

WARNING

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

NOTE:

The electric starter will work if the transmission is in neutral, or if it is in gear and the clutch is disengaged. However, Honda recommends the transmission be in neutral when the starter is used to prevent the possiblity of accidentally releasing the clutch.



(1) Choke knob

Cold Engine Starting

1. Turn the fuel valve "ON" (page 22).
2. Insert the ignition switch key and turn it "ON". Check that the red oil pressure warning light comes "ON" when the engine is not running. If it does not light, see an authorized Honda dealer for repair.
3. Make sure that the engine stop switch is at "RUN" (page 15).
4. Pull the choke knob (1) out to the fully closed position (A).
5. Shift the transmission into NEUTRAL and press the starter button. If the engine does not start within 5 seconds, release the starter button for approximately 10 seconds before pressing it again.
6. After the engine starts, run it between 1500 to 2500 rpm and open the choke gradually, until the engine responds to the throttle when the choke is fully open (B).

CAUTION

* *The oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*
* *Do not exceed 6500 rpm when running the engine without a load. Serious engine damage may result.*

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, push the choke knob in to the fully open position (B). Open the throttle fully, then crank the engine for 5 seconds. Then follow the Cold Engine Starting procedure, without using the choke.

Warm Engine Starting

When the engine is warm, follow normal Cold Engine Starting, opening the throttle slightly without using the choke.

BREAK-IN

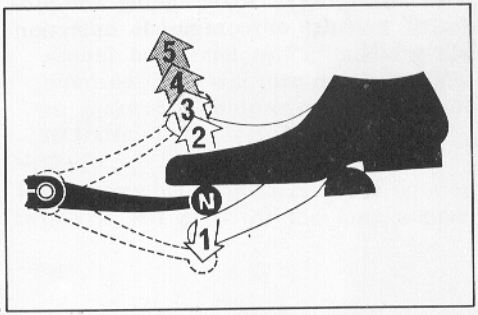
A careful break-in will produce maximum performance and will measurably extend the engine's service life. Avoid full throttle operation, and do not operate for a long time at any one speed.

1. Up to 1,000km (600 mi.), do not exceed 5,000 rpm.
2. From 1,000 to 1,600 km (600-1,000 mi.), do not exceed 7,000 rpm.
3. After 1,600 km (1,000 mi), de not exceed 8,000 rpm (observe the tachometer RED ZONE limit).

RIDING

WARNING

* *Review Motorcycle Safety (pages 1–4) before you ride.*
* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*
* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*



Shifting pattern

CAUTION

* *Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated, and damage may result.*

NOTE:
The battery will not charge when voltmeter reads below 12V. Avoid idling for prolonged periods, or continuous operation below 12V.

BRAKING

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

WARNING

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to temporarily lock, reducing control of the motorcycle.*
* *When possible, reduce speed or brake before entering a turn. 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. For your safety, exercise extreme caution when braking, accelerating, or turning.*

SPECIAL PROCEDURES

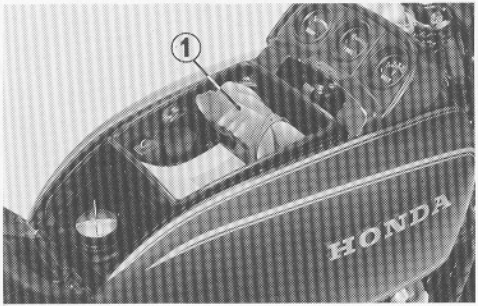
These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to Tires on page 28. Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

WARNING

Stop the engine and support the motorcycle securely on a level surface before performing these procedures.

TOOL KIT

The tool kit (1) is stored in the top compartment. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.



(1) Tool kit

* Pin spanner
* 8 x 12mm open end wrench
* 10 x 12mm open end wrench
* 10 x 14mm open end wrench
* Pliers
* No. 2 screwdriver
* No. 2 cross point screwdriver
* No. 3 cross point screwdriver
* Screwdriver grip
* Handle bar
* Spark plug wrench
* 17mm wernch
* 19mm wrench
* 26mm wrench and handle lever
* 6mm hex. wrench
* 8mm hex. wrench
* 10 x 12mm wrench
* Feeler gauge-0.7mm (0.028 in.)
* Tool bag

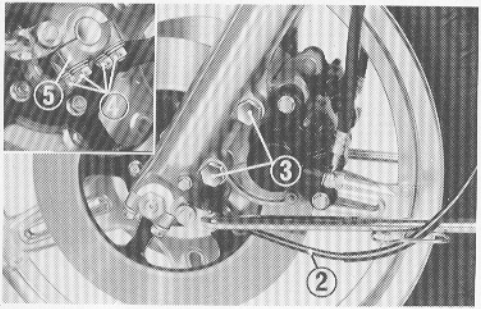
FRONT WHEEL REMOVAL

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

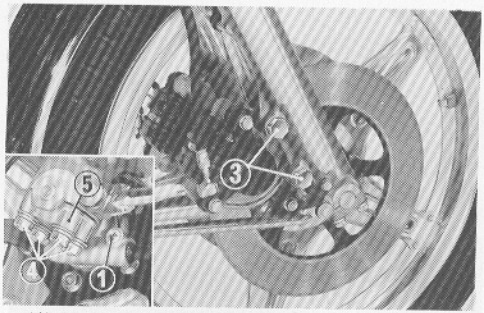
CAUTION

Support the caliper assembly so that it does not hang from the brake hose. Do not twist the brake hose.

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



(1) Speedometer cable set screw (3) Caliper bolts
(2) Speedometer cable



(4) Axle holder nuts
(5) Axle holders

CAUTION

Do not depress the front brake lever while the front wheel is off the motorcycle. The caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary.

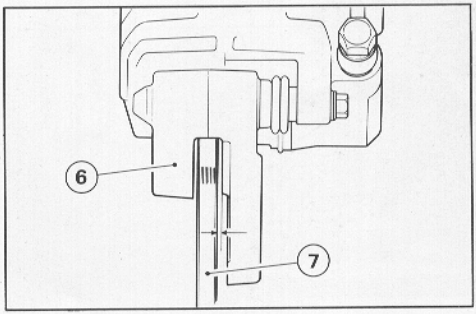
Installation

1. Lower the fork lightly so that the hollows in the fork legs rest on top of the axle.

CAUTION

When installing the wheel, fit the brake disc (7) carefully between the brake pads to avoid damaging the pads.

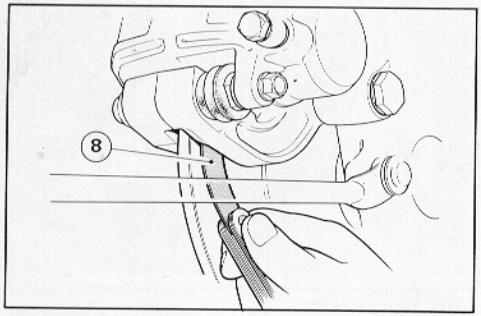
2. Install the axle holders (5) with the "F" arrow forward and hand tighten the holder nuts (4) with flat washers and lockwashers. Make sure the speedometer cable gear box is horizontal.
3. Fit the brake caliper over the disc, install the caliper bolts (3), and tighten them to 3–4 kg-m (22–29 ft-lb) torque.
4. Tighten the axle holder nuts (4) on the left axle holder (speedometer gearbox side) to 1.8–2.5 kg-m (13–18 ft-lb) torque, starting with the forward nuts.
5. Measure the clearance between the outside surface of the brake disc (7) and the rear of the caliper holder (6) with a 0.7mm (0.028 in.) feeler gauge. If



(6) Caliper holder
(7) Disc

the gauge inserts easily, tighten the nuts on the right axle holder to 1.8–2.5kg-m (13–18 ft-lb) starting with the forward nuts.

6. If the feeler gauge cannot be inserted easily, move the fork leg outward until the gauge can be inserted and tighten the holder nuts (4) with the gauge inserted. After tightening, remove the gauge.



(8) Feeler gauge

7. Check that the other three corners of the caliper holder (6) have a clearance of at least 0.7mm (0.028 in.) between caliper holder and disc.
8. After installing the wheel, apply the brakes several times and check for free wheel rotation.

WARNING

* *Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.*
* *If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.*

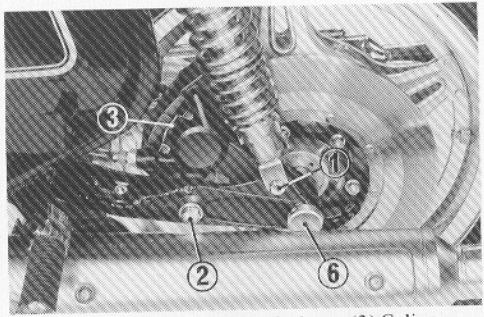
REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Support the rear wheel so it will not drop when the shock absorbers are disconnected.
3. Remove the lower shock absorber bolts (1).
4. Raise rear wheel so the axle will clear the muffler when removed.
5. Remove the caliper bolt (2) and support the caliper assembly (3).

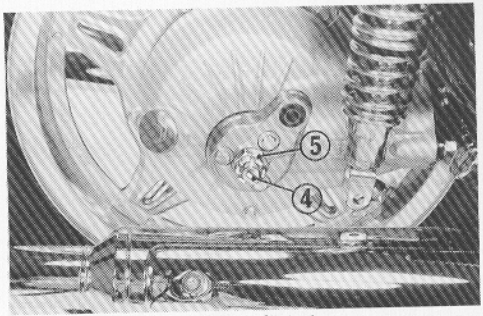
CAUTION

Support the caliper assembly so that it does not hang from the brake hose. Do not twist the brake hose.

6. Remove the cotter pin (4) from the axle and loosen the axle nut (5).



(1) Lower shock absorber bolt
(2) Caliper bolt
(3) Caliper



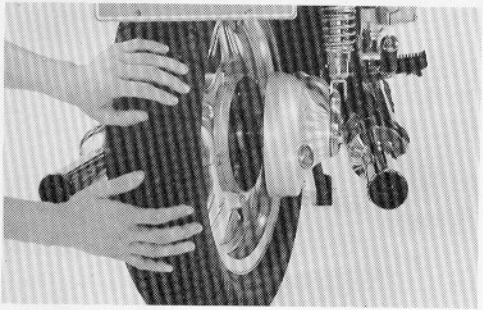
(4) Cotter pin
(5) Axle nut
(6) Axle

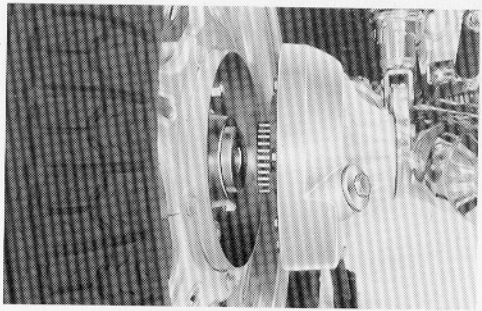
7. Pull out the rear axle.
8. Move the wheel to the left side to separate it from the final drive gear case.
9. Remove the wheel.

Installation

Reverse the removal procedure. Be sure the splines on the wheel hub fit into the final drive case.

NOTE:
Tighten the axle nut to 8.0–10.0 kg-m (58–72 ft-lbs) torque. Tighten the shock absorber bolts (1) to 3.0–4.0 kg-m (22–29 ft-lbs) torque. Tighten the caliper bolt (2) to 5.5–6.0 kg-m (40–43 ft-lbs) torque.





Secure the brake hose to the swingarm with the clamp on the arm.

WARNING

* *If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.*
* *Always replace used cotter pins with new ones.*

FUSE REPLACEMENT

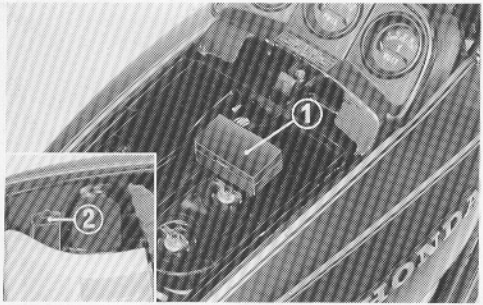
The fuse box (1) is located in the top compartment. Open the top compartment cover and remove the storage tray for access to fuses, and to replace burned out fuses as necessary. Spare fuses are located in the top compartment. The specified fuses are 5A, 10A, and 15A. Always make sure the new fuse is the same as the old one. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair. The main fuse (3), located near the battery on the positive lead, is 30A.

WARNING

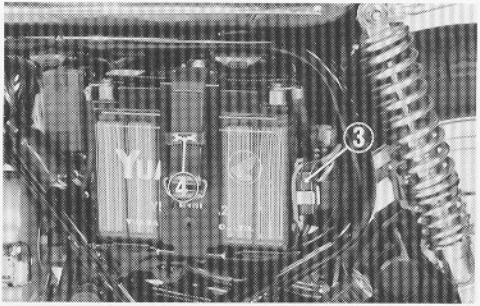
Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result.

CAUTION

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



(1) Fuse box (2) Spare fuse



(3) Main fuse (4) Spare main fuse

When service is required, remember that your Honda dealer knows your motorcycle best and is fully equipped to provide regular service.

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for regular maintenance. Sustained severe or high speed operation will necessitate more frequent servicing. Consult your authorized Honda dealer for recommendations applicable to your individual needs or use pattern. If your motorcycle is overturned or involved in a collision, have your Honda dealer inspect the major components, e.g. frame, suspension and steering parts, for misalignment or damage.

WARNING

* *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
* *Use genuine HONDA parts or their equivalent for service repair. The use of replacement parts which are not of equivalent quality may impair the operation of your motorcycle.*

MAINTENANCE SCHEDULE

Perform Pre-Ride Inspection (Page 30) at each maintenance period.

	ITEM	WHICHEVER COMES FIRST ➡ / FREQUENCY ⬇ EVERY	ODOMETER READING [NOTE (2)] 600mi. (1,000km)	3,600mi. (6,000km)	7,200mi. (12,000km)	10,800mi. (18,000km)	14,400mi. (24,000km)	18,000mi. (30,000km)	REFER TO
	ENGINE OIL	YEAR	R	R	R	R	R	R	Page 48
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 48
	AIR CLEANER ELEMENT	NOTE (1)		C	R	R	R	C	Page 52
*	FUEL LINES			I	I	I	I	I	
	SPARK PLUGS			I	R	I	R	I	Page 50
*	VALVE CLEARANCE		I	I	I	I	I	I	
*	THROTTLE OPERATION		I	I	I	I	I	I	
*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	Page 51
*	CARBURETOR-CHOKE			I	I	I	I	I	
*	CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	
*	CONTACT BREAKER POINTS		I	I	I	I	I	I	
*	IGNITION TIMING		I	I	I	I	I	I	
*	COOLANT	NOTE (3)	I		I		I		Page 26
*	COOLING SYSTEM, HOSES		I		I		I		
*	RADIATOR FINS				I		I		

I: INSPECT, CLEAN, ADJUST, OR REPLACE IF NECESSARY.
C: CLEAN R: REPLACE L: LUBRICATE

	ITEM / FREQUENCY	WHICHEVER COMES FIRST ➡ EVERY	ODOMETER READING [NOTE (2)] 600mi. (1,000km)	3,600mi. (6,000km)	7,200mi. (12,000km)	10,800mi. (18,000km)	14,400mi. (24,000km)	18,000mi. (30,000km)	REFER TO
*	FUEL FILTER	NOTE (3)							
*	FINAL DRIVE LUBRICANT	NOTE (3)			I		I		
*	DRIVESHAFT JOINT		L	L	L	L	L	L	
	BATTERY ELECTROLYTE	MONTH	I	I	I	I	I	I	Page 58
	BRAKE FLUID LEVEL	MONTH	I	I	I	I	I	I	Page 54
*	BRAKE FLUID	2 YEARS				R			
	BRAKE PAD WEAR			I	I	I	I	I	Page 55
*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	
*	HEADLIGHT AIM		I	I	I	I	I	I	
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 53
	SIDE STAND			I	I	I	I	I	Page 57
*	SUSPENSION		I	I	I	I	I	I	
*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	
**	WHEELS		I	I	I	I	I	I	
**	STEERING HEAD BEARING		I		I		I		

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

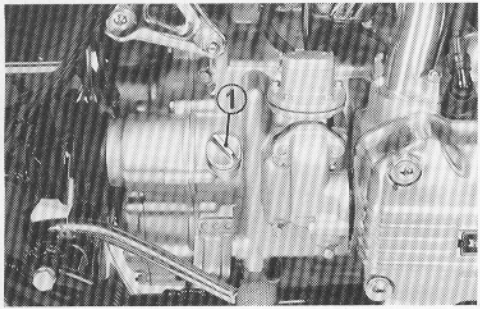
* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND IS MECHANICALLY QUALIFIED.

NOTES: (1) More frequent service may be required when riding in dusty areas.
(2) For higher odometer readings, repeat at the frequency interval established here.
(3) Replace at 25,200 miles (42,000 km) intervals.

ENGINE OIL AND FILTER

Engine oil quality is the chief factor affecting engine service life. Use the recommended oil (page 25), and change the engine oil when specified by the MAINTENANCE SCHEDULE.

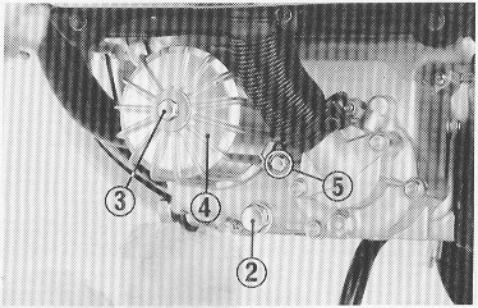
NOTE:
When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.



(1) Oil filler cap

Drain the oil while the engine is still warm to assure complete and rapid draining.

1. Remove the oil filler cap (1).
2. Place an oil drain pan under the crankcase, then remove the oil drain plug (2) with a 17mm wrench.
3. Remove the oil filter bolt (3) and the filter element (6).
4. When the oil has completely drained, reinstall the drain plug (2) making sure that the flat washer used on the drain plug is in good condition.

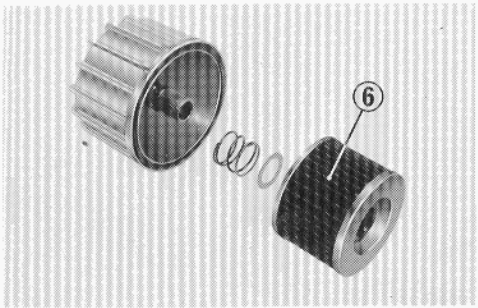


(2) Drain plug
(3) Oil filter bolt
(4) Filter cover
(5) Alignment marks

5. Install the oil filter or replace it with a new one as scheduled. Use a new O-ring seal on the filter cover (4), and insert the filter element in filter cover.
6. Install the filter and filter cover and secure with the oil filter bolt (3).

CAUTION

When reinstalling the filter, line up the alignment marks (5) on the filter cover (4) and the engine front cover.



(6) Filter element

7. Fill the crankcase through the oil filler opening with approximately 3.5 liters (3.7 U.S. quarts) of the recommended oil.
8. Install the oil filler cap (1), start the engine and allow the motorcycle to idle until the oil pressure warning light goes off. Check for oil leaks around the filter and drain plug.
9. Top off the oil level, as required, to upper mark on the inspection window (page 24).

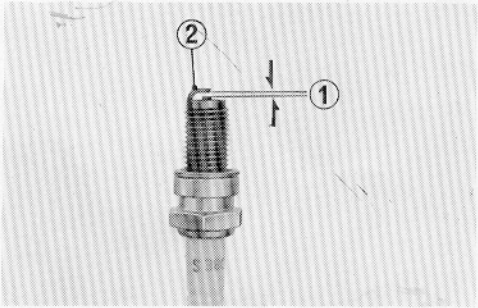
SPARK PLUGS

Standard spark plugs:
U.S.A. model:
D8EA (NGK) or X24ES-U (ND)
Canadian model:
DR8ES-L (NGK) or X24ESR-U (ND)

1. Detach the spark plug leads and remove the spark plug with the wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the deposits are heavy, or if the electrodes are eroded excessively, install new spark plugs.
3. Adjust the spark plug gap (1) to 0.6–0.7mm (0.024–0.028 in.) by bending the side electrode (2).
4. Before installing the new spark plug, unclog the water drain holes under the spark plug holes.
5. Screw the spark plug in finger tight and then torque it with the spark plug wrench a further 1/2 to 3/4 turns to compress the washer.

CAUTION

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

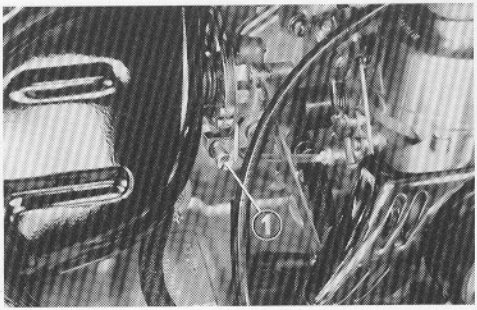


(1) Spark plug gap (2) Side electrode

IDLE SPEED

NOTE:
Do not attempt to compensate for other faults by adjusting idle speed.
The idle speed adjustment procedure given here should only be used when riding conditions (temperature, humidity, etc.) cause a change in normal idling speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

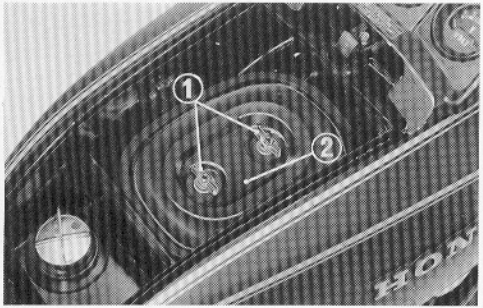
1. Start the engine and warm it up to operating temperature.
2. Set the idle speed to 950 rpm with the throttle stop screw (1)



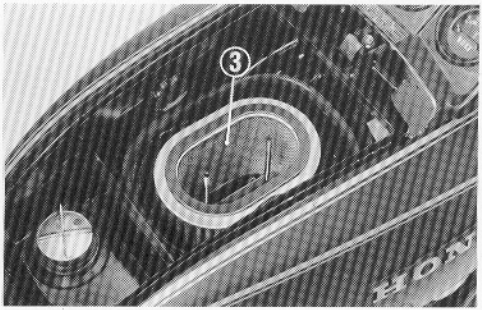
(1) Stop screw

AIR CLEANER

1. Open the top compartment, remove the storage tray, and remove the wing nuts (1) and filter cover (2).
2. Remove the filter element (3).
3. Clean the filter element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface.
4. Clean the air box and filter cover with a clean, dry cloth.
5. Replace element with a new one in accordance with the MAINTENANCE SCHEDULE (page 46) or if it cannot be properly cleaned.
6. Install the filter element, reposition the filter cover and secure the wing nuts.
7. Replace the storage tray and close the top compartment.



(1) Wing nuts (2) Filter cover



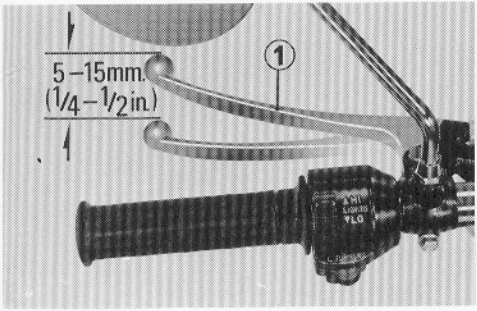
(3) Filter element

CLUTCH

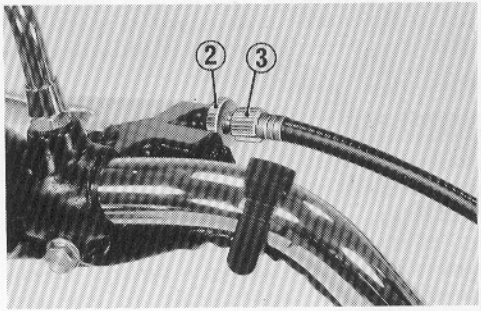
Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Normal clutch lever free play is 5–15mm (1/4–1/2 in.) at the lever.

1. Loosen the lock nut (2) and turn the clutch cable adjuster (3) in or out (A) or (B), as required to obtain the specified free play.
2. Tighten the lock nut (2) and check adjustment. Start the engine, pull in the clutch lever and shift into gear. Make sure that the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.
3. If proper adjustment can not be obtained by this method, see your authorized Honda dealer.



(1) Clutch lever



(2) Lock nut (3) Clutch cable adjuster

BRAKES

The GL 1000 utilizes hydraulic disc front and rear brakes. As the brake pads wear, brake fluid level drops, automatically compensating for wear. There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks.

If the control lever free travel or foot pedal travel becomes excessive, and the friction pads are not worn beyond the recommended limit (page 56), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

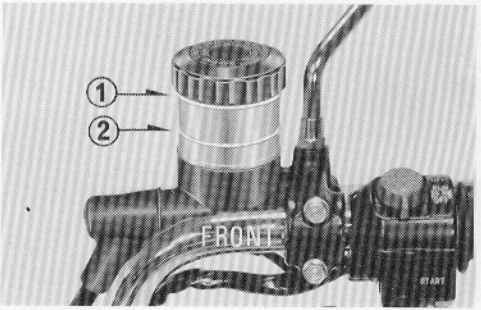
Blake Fluid Level

WARNING

Brake fluid may be harmful it swallowed. It may cause irritation; avoid contact with skin or eyes. If swallowed induce vomiting by giving an emetic such as two tablespoonfuls of table salt in a glass of warm water and call a physician. In case of contact with skin or eyes, flush with plenty of water. Get medical attention for eyes. KEEP OUT OF THE REACH OF CHILDREN.

NOTE:

When checking the front brake reservoir fluid level, turn the handlebar to the left to keep the reservoir horizontal.

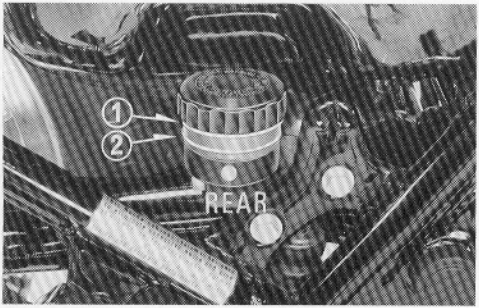


(1) Upper level mark

Remove the reservoir cap, washer and diaphragm. Whenever the lowest fluid level falls below the lower level mark (2), fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the level mark (1). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

CAUTION

* *Use only DOT 3 BRAKE FLUID from a sealed container.*
* *Handle brake fluid with care because it can damage paint and instrument lenses.*
* *Never allow any contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

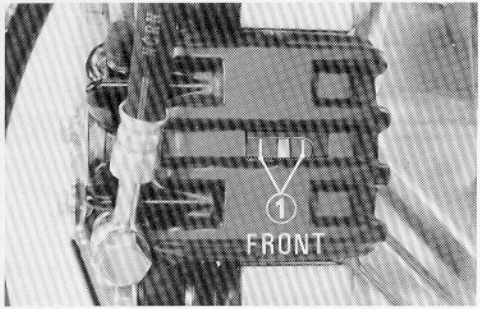


(2) Lower level mark

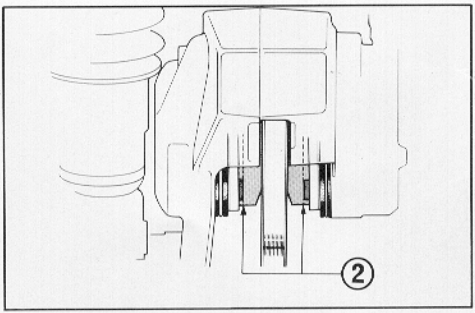
Brake Pad Wear

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear.

Front: Remove the inspection window cap. If either pad is worn to the red line (1), both pads mut be replaced.
Rear: If the pad wears to the red zone (2), replace both pads with new ones.



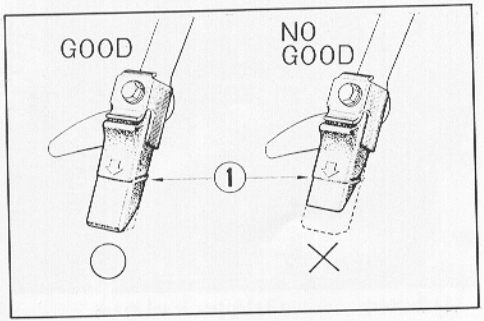
(1) Red line



(2) Red zone

SIDE STAND

Check the rubber pad for deterioration or wear. It must be replaced if any wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension; and check the side stand assembly for freedom of movement.



(1) Wear line

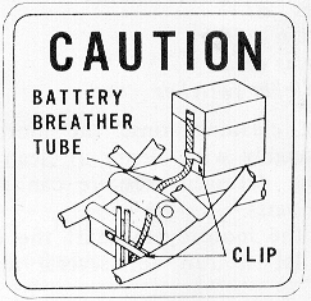
POISON/DANGER

WARNING

The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries. KEEP OUT OF REACH OF CHILDREN.

CAUTION

The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.



CLEANING

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

CAUTION

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

Brake master cylinders
Radiator fins
Wheel hubs
Muffler outlets
Under fuel tank
Under seat
Ignition switch
Steering lock
Handlebar switches

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

WARNING

Braking performance may be impaired immediately after washing the motorcycle.

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

STORAGE

Storage for more than a month, or winter storage requires preventive maintenance to prevent corrosion and deterioration of the fuel tank, tires, and battery. See your authorized Honda dealer for this service.

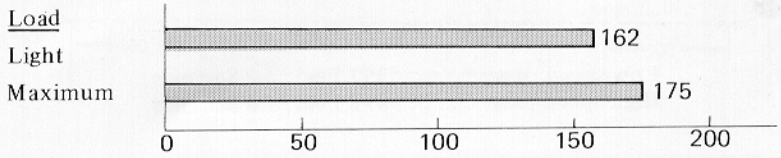
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies without locking the wheels under different conditions of loading.
The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA GL 1000

Fully Operational Service Brake



Stopping Distance in Feet from 60mph.

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

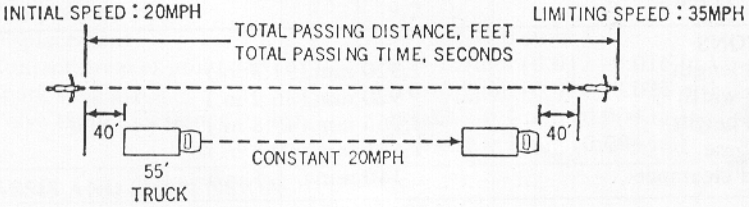
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA GL 1000**

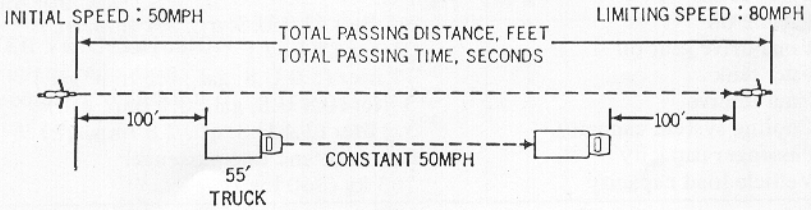
SUMMARY TABLE:

Low-speed pass . . . . . **352** Feet; **7.2** Seconds
High-speed pass . . . . . **892** Feet; **8.6** Seconds

LOW-SPEED



HIGH-SPEED



ITEM	
DIMENSIONS	
Overall length	2,320 mm (91.3 in.)
Overall width	920 mm (36.2 in.)
Overall height	1,265 mm (49.8 in.)
Wheel base	1,545 mm (60.8 in.)
Ground clearance	140 mm (5.5 in.)
WEIGHT	
Dry weight	273 kg (601 lbs)
CAPACITIES	
Engine oil	3.5 liter (3.7 U.S. qt., 3.1 Imp. qt.)
Final drive gear oil	210 cc (7.1 oz.)
Fuel tank	19 liter (5.0 U.S. gal., 4.2 Imp. gal.)
Fuel reserve	3 liter (0.8 U.S. gal., 0.7 Imp. gal.)
Cooling system capacity	3.2 liter (3.4 U.S. qt., 2.8 Imp. qt.)
Passenger capacity	Operator and one passenger
Vehicle load capacity	163 kg (360 lbs.)

ITEM	
ENGINE	
Bore and stroke	72.0 x 61.4 mm (2.834 x 2.417 in.)
Compression ratio	9.2 : 1
Displacement	999cc (61.0 cu-in.)
Contact breaker point gap	0.3–0.4mm (0.012–0.016 in.)
Spark plug gap	0.6–0.7mm (0.024–0.028 in.)
Valve tappet clearance (cold)	Intake 0.1 mm (0.004 in.) Exhaust 0.1 mm (0.004 in.)
CHASSIS AND SUSPENSION	
Caster	62°
Trail	120 mm (4.7 in.)
Tire size, front	3.50H19 (4PR)
Tire size, rear	4.50H17 (4PR)
POWER TRANSMISSION	
Primary reduction	1.708
Secondary reduction	0.825
Gear ratio, 1st	2.500
2nd	1.708
3rd	1.333
4th	1.097
5th	0.939
Final reduction	3.400

ITEM	
ELECTRICAL	
Battery	12V–20AH
Generator	A.C. generator
LIGHTS	
Headlight	12V–55/66W
Tail/stoplight	12V–3/32 cp SAE TRADE NO. 1157
Turn signal light	12V–32 cp SAE TRADE NO.: FRONT 1034 REAR 1073
Meter lights	12V–2 cp SAE TRADE NO. 57
Neutral indicator light	12V–2 cp SAE TRADE NO. 57
Turn signal indicator light	12V–2 cp SAE TRADE NO. 57
High beam indicator light	12V–2 cp SAE TRADE NO. 57
Oil pressure warning light	12V–2 cp SAE TRADE NO. 57
FUSE	5A, 10A and 15A 30A (Main fuse)