ENGLISH TRANSLATED OWNER'S MANUAL FOR CBR400RR

TRANSLATED BY: K. Shimazaki & R. Schwinghammer

IN DECEMBER, 1993

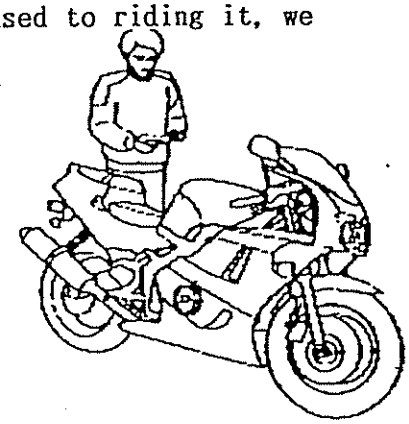
P. 01 SERVICE DATA

Drive chain slack			15 - 25 mm
Front wheel brake leber freeplay			20 - 30 mm
Rear wheel brake pedal freeplay			10 - 20 mm
Tire pressure	1 passenger	Front	2.25 kg/cm
		Rear	2.25 kg/cm
	2 passengers	Front	2.25 kg/cm
		Rear	2.50 kg/cm
Engine oil	Total amount		3.8 ℓ
	With oil filter replacement		3.4 ℓ
	Periodic oil change		3.2 ℓ
Clutch lever freeplay			10 - 20 mm
Fuses	Main fuse		30A
	fuses		10A, 15A
Spark plug gap			0.8 - 0.9 mm
Air cleaner element type			Viscous type
Bulb wattage	Headlight		12V 60/35W
	Position lamp		12V 1.7W
	Direction indicator		12V 15W
	Stop/Tail light		12V 18/5W

P. 4 FOR THE SAFETY RIDING

The items listed here are all basic requirements for your daily riding. Motorcycle riding requires your efforts to ensure that you ride safely by obeying these requirements.

After having just purchased a new motorcycle, we ride carefully while paying attention to various things but after getting used to riding it, we tend to become forgetful which can lead to accidents.

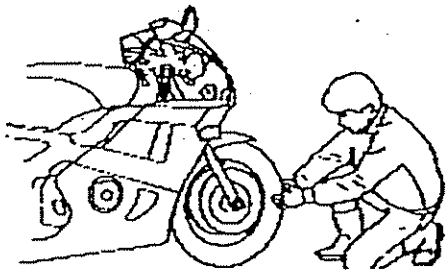


A safety items label on which important matters for riding is put onto the motorcycle, please always try to obey these items for your safety.

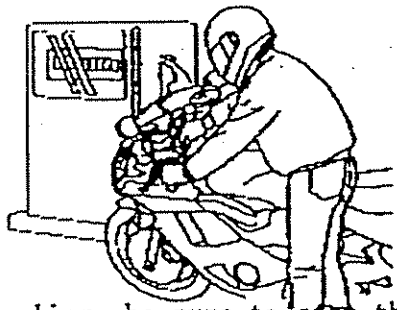
- ☐ Correctly wear a helmet.
- ☐ Obey the legal speed limit.
- ☐ The exhaust system becomes hot during operation. Park the motorcycle where no one may come into contact with it.
- ☐ For the purposes of safe riding and to prevent trouble, do not replace parts illegally.
- ☐ Always put the headlight on, even during the day.
- ☐ Carry out the legally required inspections and repairs.

P. 5 - PRE RIDE CHECK

Always keep the motorcycle clean and make the legally prescribed inspections and maintenance without fail. Please refer to Page 49 for the pre ride inspection.

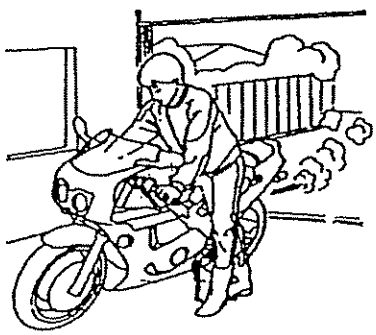


Please take the motorcycle in for a 6 months periodical inspection. Refer to page 57 for 6 months inspection details.



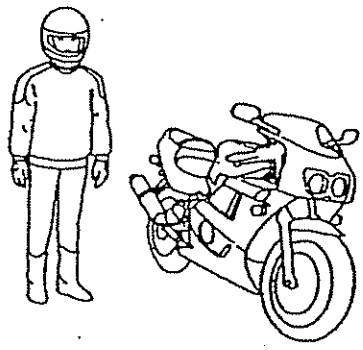
When refueling, be sure to stop the Engine with strict prohibition of flammables.

P. 6 · The exhaust fumes contain poisonous carbon monoxide gas. Start the engine in a well ventilated area.



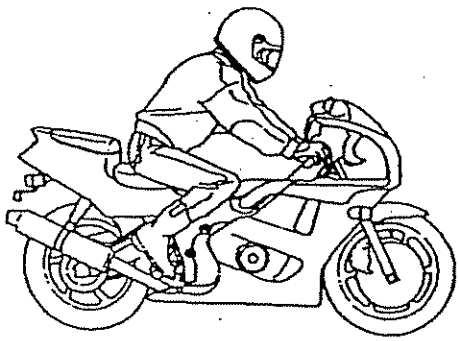
CLOTHING

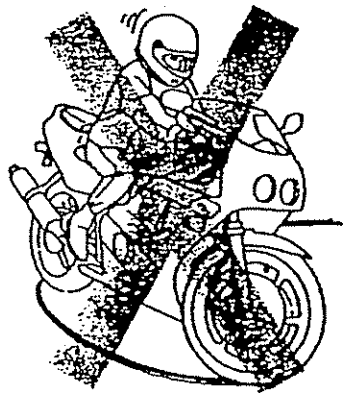
- Be sure to wear a protective helmet and try to wear gloves and goggles.
- Do not wear loose clothing which could catch on the brake or clutch levers, footpegs, drive chain or wheels.
- Do not wear footwear which hinders brake operation or gear changing.



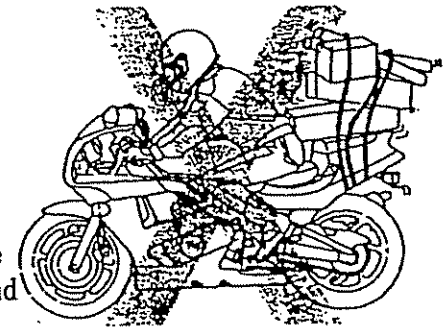
P. 7 HOW TO RIDE

- The rider should keep both hands on the handle bars and both feet on the footpegs while riding. The rear passenger should hold onto the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.
- Avoid abrupt steering and single hand operations. These are the principles for two wheeled vehicles.





P. 8 LOADING



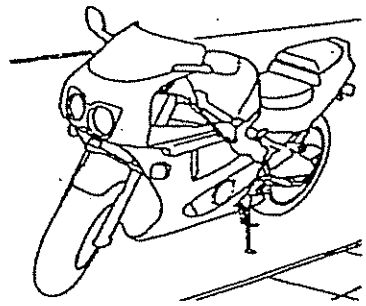
- When loading goods, the operating stability is changed. When you load goods be careful not to over-load, secure the goods and ride safely.

MODIFICATIONS

- Modification of the motorcycle may effect the operating stability, enlarge the exhaust sound and shorten the life of the motorcycle.
  These modifications are illegal, of course, and a nuisance to others.
  Motorcycles with modified parts cannot be insured.

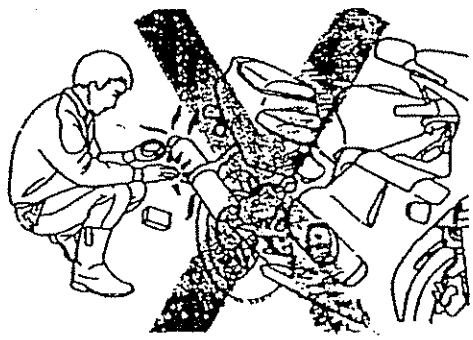
P. 9 PARKING

PARKING WITH SIDE STAND



- Park the motorcycle on level ground and turn the handle bar fully to the left.
  Parking under the following conditions may cause the motorcycle to fall over:
  - Parking with the handle bar fully turned to the right.
  - Parking on an inclined, gravelled, rugged, unfirm ground.
  - If you have to park in the above situations, please pay close attention to prevent it from falling over, rolling off, etc. for secure parking.
  - Park the motorcycle choosing a location which does not hinder the flow of traffic.
  - As the exhaust system becomes hot during operation, park the motorcycle where no one may come into contact with it.

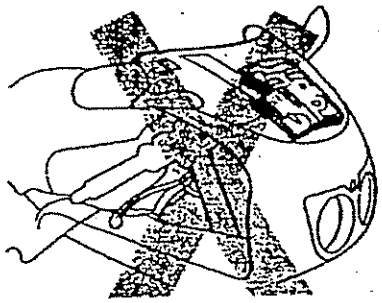
P. 10

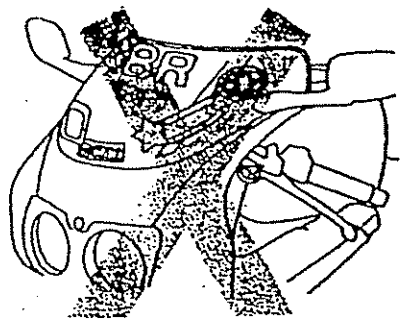


- During the operation or after just having stopped the motorcycle, the engine and a part of the muffler becomes hot. Do not touch them directly.

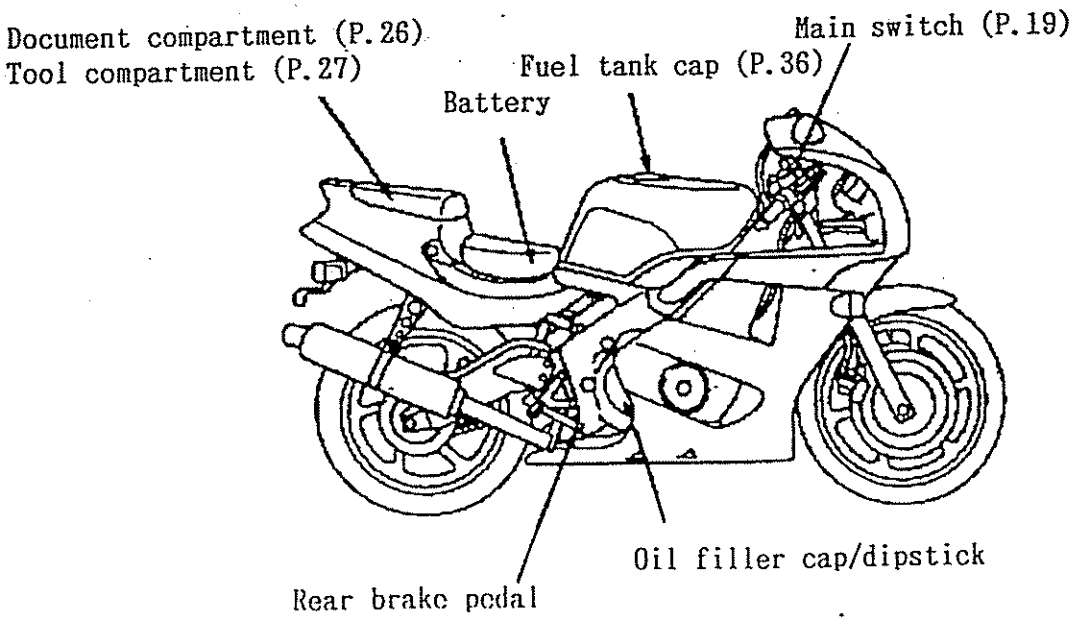
P. 11 HANDLING OF THE FAIRINGS

- Please handle the fairings according to the following points.
  As the windscreen and front fairings are easily scratched, use a lot of water when cleaning them and then wipe the dirt off with a soft cloth or sponge.
- If they are very dirty, use a neutral detergent.
- Do not place objects between the fairing and the body of the motorcycle because this causes a bad effect on the steering operation.
- Do not spray or spread chemical compounds such as gasoline, brake fluid or cleanser, etc. over the meters, windscreen, fairings and side cover, etc. because this causes scratching.
- Do not put stickers on the windscreen as this causes it to become dirty.
- Please do not peel off the caution label on the windscreen.

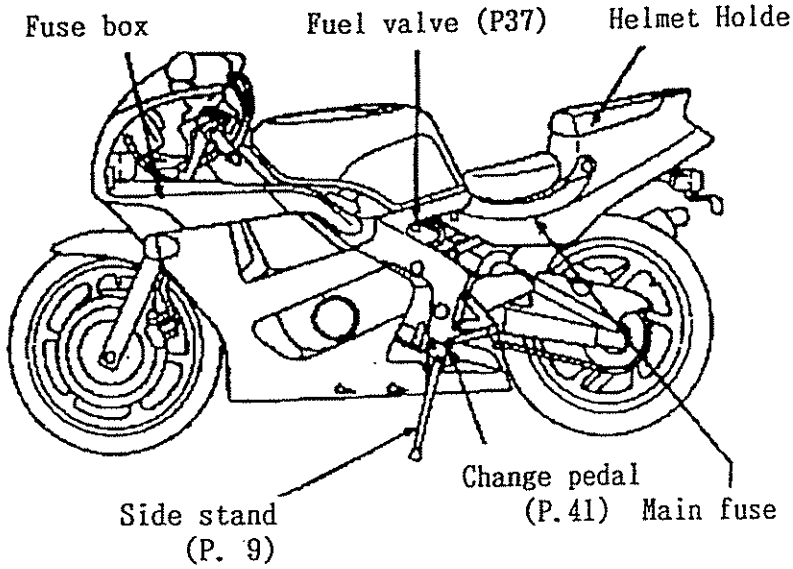




P. 12 LOCATION OF PARTS



P. 13



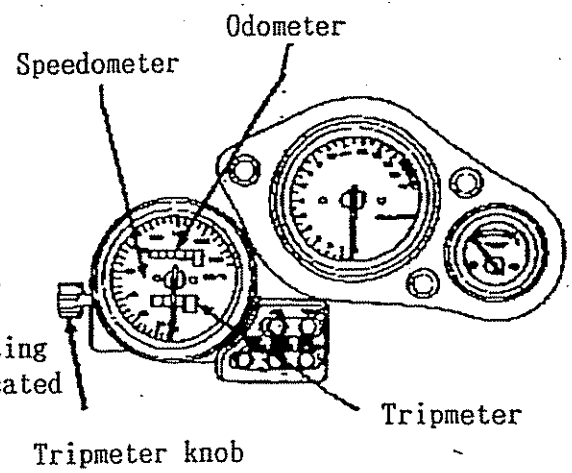
P. 14 HOW TO READ THE METERS

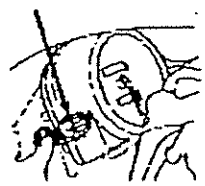
INSTRUMENTS

SPEEDOMETER: Shows riding speed.
Obey the legal speed limit and ride carefully.

ODOMETER: Shows accumulated mileage in km.
The black numerals on the white strip are in 100m units.

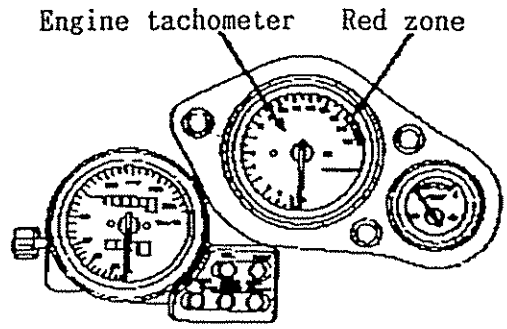
TRIPMETER: Shows mileage per trip since it was last reset to "0".
It can be reset to "0" by twisting the knob in the direction indicated by the arrow in the diagram.





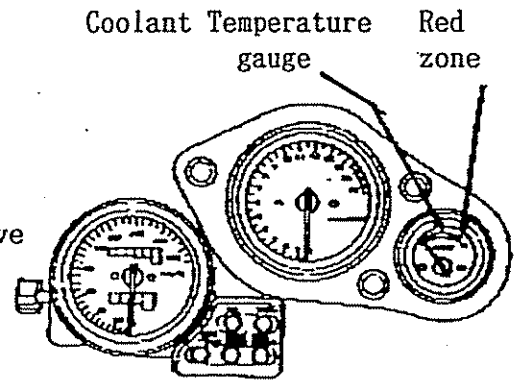
P. 15 ENGINE TACHOMETER: Shows engine rpm.

CAUTION:
- Do not allow the tachometer needle to enter the red zone, even after the engine has been broken in.
- As reving the engine and sudden acceleration of the engine in lst or 2nd gear can easily cause the tachometer needle to enter into the red zone, please be very careful.
- The red zone indicates the maximum rpm limit of the engine. Running the engine within the red zone affects the smooth rotation of engine, and can damage the engine.

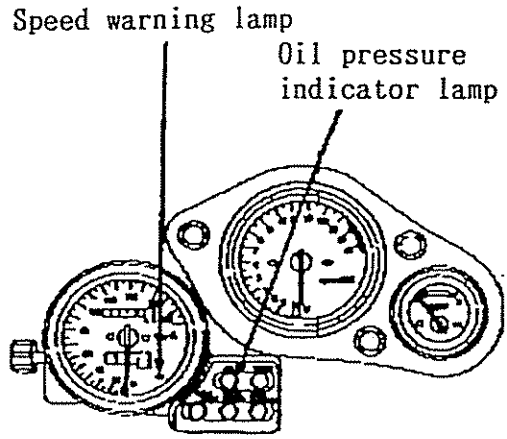


P. 16 COOLANT TEMPERATURE GAUGE: Shows coolant temperature. The normal operating temperature range is under the red mark. If the needle reaches the red mark, immediately stop the motorcycle in a safe place, and after stopping the engine, please check the fluid level in the reserve tank. (Refer to P.55).

CAUTION: If the engine is left idling for a long time under high temperatures, the needle can reach the red mark. In such a case ride the motorcycle to cool the engine down, or stop the engine until the engine is cooled down.



P. 17 WARNING/INDICATOR LAMPS



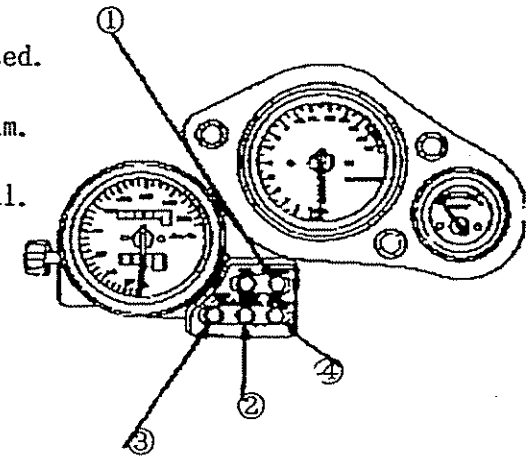
SPEED WARNING LAMP: When the speedometer needle approaches the vicinity of 85km/hr, the speed warning lamp is lit.

OIL PRESSURE INDICATOR: It is lit when the main switch is on, and it normally turns off at the same time the engine starts. It is an abnormal occasion for the oil pressure warning lamp (indicating a problem with the lubrication system) to be lit while riding the motorcycle. Please stop the engine and check the oil level. Please avoid riding the motorcycle with the lamp on.

CAUTION: When the oil temperature becomes high while the engine is in idle, the oil pressure indicator lamp will flash on and off, but it is not a problem. However, please avoid idling operation of the motorcycle for a long time (more than 30 minutes).

P. 18

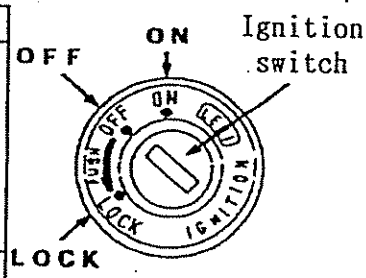
①TURN SIGNAL INDICATOR LAMP:
Flashes when either turn signal is operated.
②HIGH BEAM INDICATOR LAMP:
Lights when the head light is on high beam.
③NEUTRAL INDICATOR LAMP:
Lights when the transmission is in neutral.
④SIDE STAND INDICATOR LAMP:
Lights when the side stand is put down.



P. 19 HOW TO USE THE SWITCHES

THE MAIN SWITCH controls the electrical circuits.

Key Position	Function	Key Removal
ON	Starting the engine. Riding during the day and night. Horn, indicator lights, stop light, head light, gear position lamp, etc. can be used.	Key cannot be removed
OFF	Stop the engine. Cut off all the electrical circuits.	Key can be removed
LOCK	Steering can be locked. Cut off all the electrical circuits.	Key can be removed



CAUTION: · Please do not operate the main switch while riding the motorcycle. When the main swith is on "OFF" or "LOCK" position electrical system does not operate. As the handling of the main swith key while riding may lead to an unanticipated accident, only handle the key after stopping the motorcycle.

· when leaving the motorcycle, always lock the steering and the remove the key, and take it with you.

P. 20 POSITION LAMP FOR HEAD LIGHT

〈HOW TO SWITCH ON THE LIGHT〉

Put the main switch on and use the head light switch for turning it on.

Switch Position	FUNCTION
H	Head light, position light and Tail light can be turned on.
P	Position Lamp and light can be turned on.
●	Turning off the lights.

· Let the other drivers and pedestrians know of your motorcycle's existence by turning on the head light not only at night, but also during the day.

· Turn the head light onto low beam during the day time.

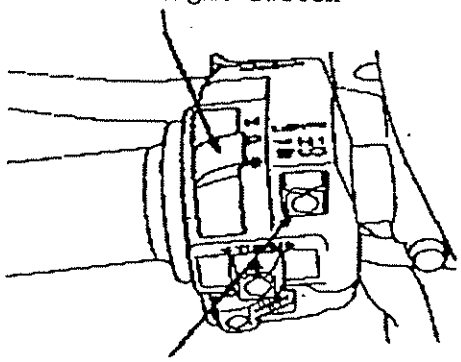
· Position lamp can indicate your position without causing a glare for approaching vehicles.

SWITCHING OF HI BEAM AND LOW BEAM OF THE HEAD LIGHT BY THE HEAD LIGHT SWITCH.

HI ···· High Beam

LO ···· Low Beam

Head light switch

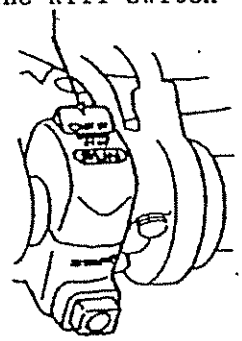


Head light dimmer switch

P. 21 ENGINE KILL SWITCH

is designed to stop the engine in the case of the motorcycle falling down or in the event of an emergency.
Usually the switch should be left on the "RUN" position. If the switch is in the "OFF" position, the engine will not operate.

Engine kill switch

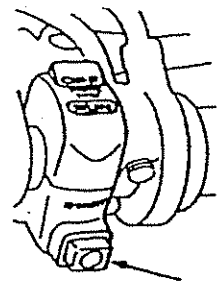


CAUTION: · Engine kill switch is only for emergency use. If you turn the switch from RUN →OFF → RUN while riding the motorcycle, this causes the engine rotation to no longer function smoothly, and it may cause instability while riding the motorcycle. Also it may cause damage to the engine.

· If you have stopped the engine by the engine kill switch in the event of an emergency, do not forget to turn the main switch "OFF". Leaving it "ON" can cause flattening of the battery.

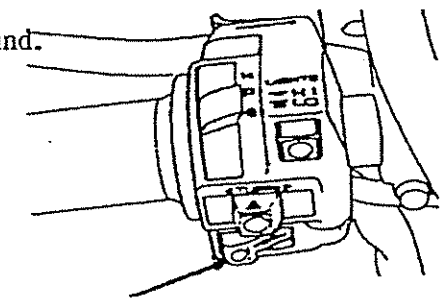
P. 22 STARTER BUTTON: While pushing the button the starter motor revolves and starts the engine.

CAUTION: · Please do not rotate the starter motor continuously. As there is a large amount of electric power consumption, it may cause the battery to flatten.



Starter button

HORN BUTTON: When the main switch is in "ON" position, and if you push it, the horn will sound.

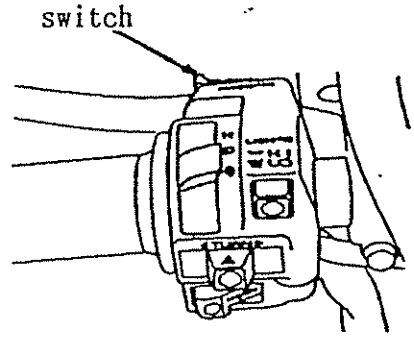


Horn button

P. 23 PASSING LIGHT SWITCH: When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

CAUTION: When the headlight is on high beam, it will not operate.

Passing light switch



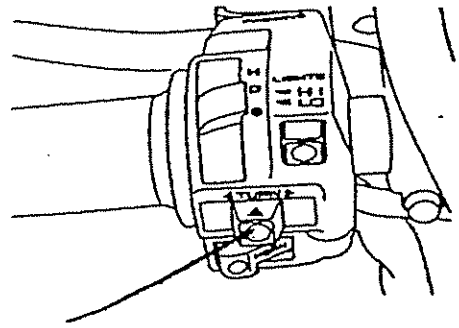
P. 24 TURN SIGNAL SWITCH: When turning to the left or right, and when changing lanes, indicate by using the turn signal.

〈USAGE〉

If theMain switch is on, and the button is pushed the indicator signal operates. To stop the signal from flashing, push the switch in.

> ····· Right turn

< ····· Left turn



Turn signal indicator switch

CAUTION: · If you use bulbs which are of a different wattage, the turn signal indicator lights will not operate normally. Make sure that the bulbs of the correct wattage are used.

· The direction indicator switches do not automatically turn off. Please ensure that you turn it off after usage. If you leave it on, it will bother other drivers.

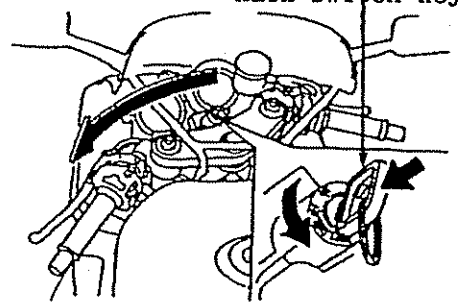
P. 25 EQUIPMENT USAGE

STEERING LOCK: To prevent theft, when parking the motorcycle always lock the steering. We recommend that you use a chain lock, etc.

〈HOW TO LOCK〉

1. Turn the handle bars all the way to the left or right.
2. Insert the key into the main switch.
3. While pressing the key, turn it to the "Lock" position.
4. Remove the key.

Main switch key



〈HOW TO UNLOCK〉

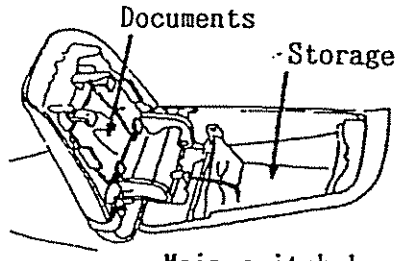
· Reverse the order and actions of the steps of 1 to 4 written above.

CAUTION: · To check the handle is fully locked, turn the handle lightly to the left and right.

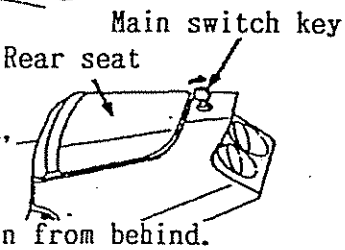
· Park the motorcycle in a safe place where it will not disturb the flow of traffic.

· Before riding confirm that there is oneness in the right and left hand turns.

P. 26 DOCUMENT/STORAGE COMPARTMENT: is located under the rear seat. This owner's manual and other documents should be stored in this compartment.

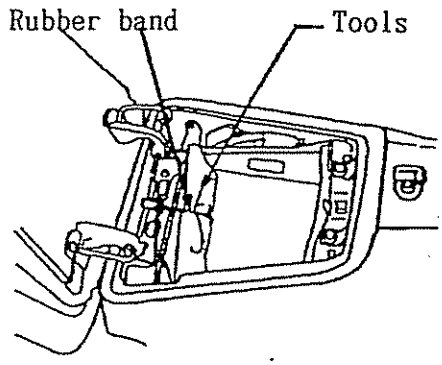


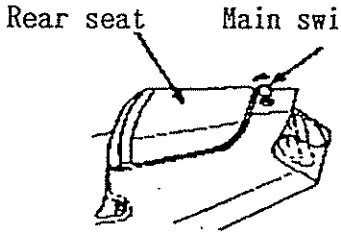
CAUTION: · The loading capacity of the compartment is less than 2kgs.
· Please do not put in valuable or fragile items.
· When washing the motorcycle do not spray water from behind, as water will enter into the compatment.

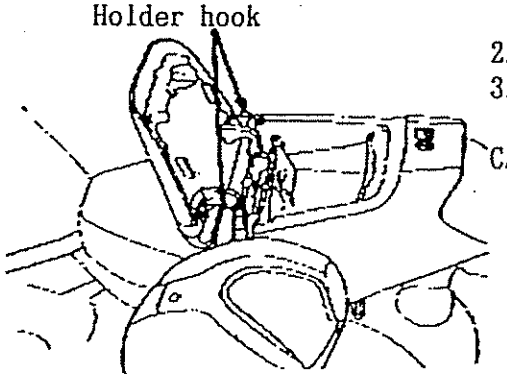


〈HOW TO OPEN THE REAR SEAT〉
If you insert the main switch key into the seat lock, the rear seat will open.
〈HOW TO CLOSE THE REAR SEAT〉
Push the seat back down, and lock it by pressing down from behind.
CAUTION: · Please do not close the rear seat with the main switch key in the compartment. The key cannot be taken out.

P. 27 TOOL COMPARTMENT: is located under the rear seat, in front of the small compartment. Please store the tools in this compartment. After storing please secure them with the rubber band
· Please refer to P26 for opening the rear seat.







P. 28 HELMET HOLDER: is designed for helmet security while parked. So there is no need to take it with you after parking the motorcycle.
〈USAGE〉
1. Insert the main switch key into the seat lock, and turn the key to the right to unlock, and then open the rear seat.
2. Hang the helmet onto the Holder pin
3. Close the rear seat, and press it down to lock the holder.

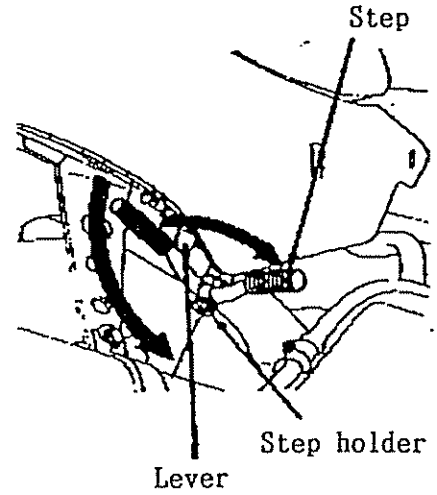
CAUTION: · Please do not close the rear seat with the main switch key inside the storage compartment.
· Do not ride with the helmet left hanging on the holder. If the helmet is left hanging on the holder, it can damage parts of the motorcycle as well as obstructing the turning of the rear wheel. Moreover, it causes damage to the helmet, as well as deteriorating the helmet's protective function.

P. 29 PASSENGER STEPS

This model is equipped with retractable steps for the rear passenger. These steps must be used by rear passenger at all times.

〈USAGE〉 1. While pushing the lever, pull the step holders down.
2. Return the lever, check that the step holders are secured by lightly pushing them.
3. Pull the steps out.

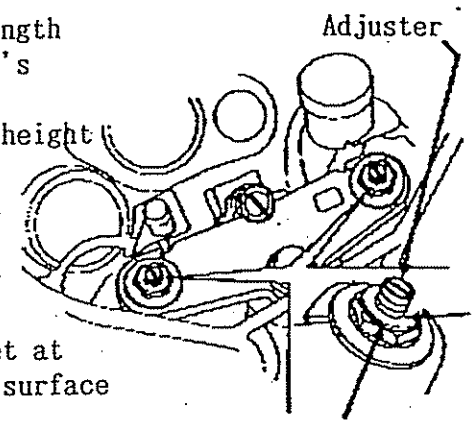
· The retraction of the steps can be done by the reverse order and actions of steps 1 to 3 above.



P. 30

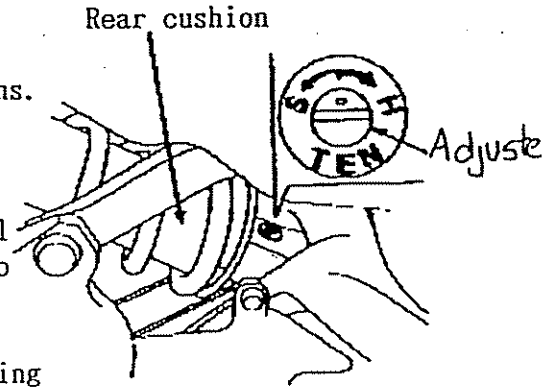
ADJUSTMENT OF FRONT CUSHION: Please adjust the strength of the front cushion according to the rider's body weight and road surface conditions.
The adjustment can be done by changing the height of the adjuster with a screw driver.
If you lower the height of the adjuster, it strengthens the pressure of the cushion.
While increasing the height of the adjuster weakens the pressure of the cushion.
The standard setting for the adjuster is set at the 3rd scale of the adjuster from the top surface of the fork bolt.

CAUTION: Please do not twist the adjuster too hard.
The left and right adjusters should be set at the same strength.



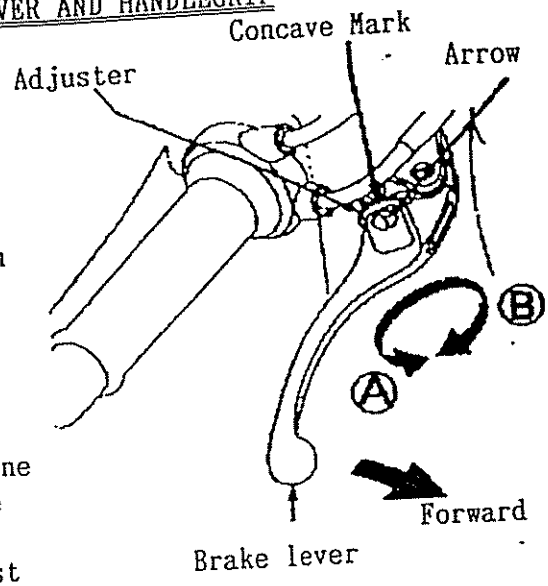
P. 31 ADJUSTMENT OF REAR CUSHION: Please adjust the strength of the rear cushion according to the rider's body weight and road surface conditions.
The adjustment can be made by turning the adjuster with a screw driver on the left side of the motorcycle.
If you turn the adjuster to the right, it will be strengthened, while turning the adjuster to the left will weaken the pressure.
The standard setting is set by turning the adjuster fully to the H side, and then returning it once to the protrusion on the arrow mark.

CAUTION: Please do not twist the adjuster too hard.



P. 32 ADJUSTMENT OF DISTANCE BETWEEN BRAKE LEVER AND HANDLEGRIP

This distance can be adjusted by a small adjuster.

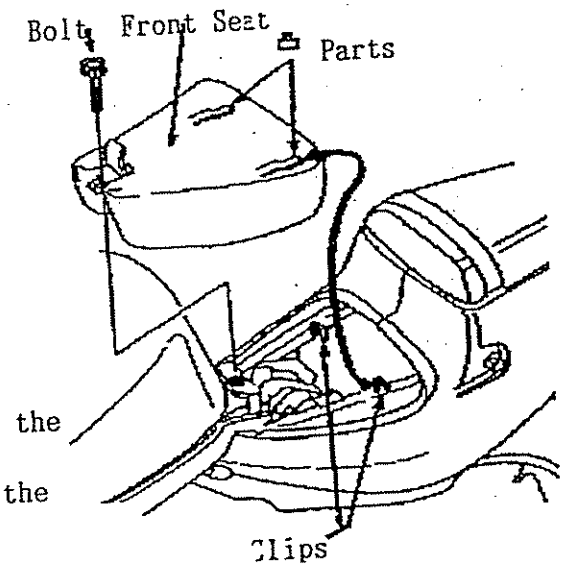


〈ADJUSTMENT LIMITATION〉
Push the brake lever forward, and investigate the gap of the lever. Turn the adjuster towards Ⓐ and tighten the gap. From this position turn the adjuster towards Ⓑ until it stops.

〈HOW TO MAKE ADJUSTMENTS〉
Adjust it within the limit by turning the adjuster by hand until it is in line with the concave part indicated by the arrow.

CAUTION: · Do not overturn the adjuster past the adjustment limitation.
· After the adjustment, check the free play of the front brake lever. (Please refer to P.50)

P. 33 FRONT SEAT:



〈REMOVAL〉
1. Remove the bolt in the forward part of the front seat.
2. While pulling the front seat forward, remove it by lifting.

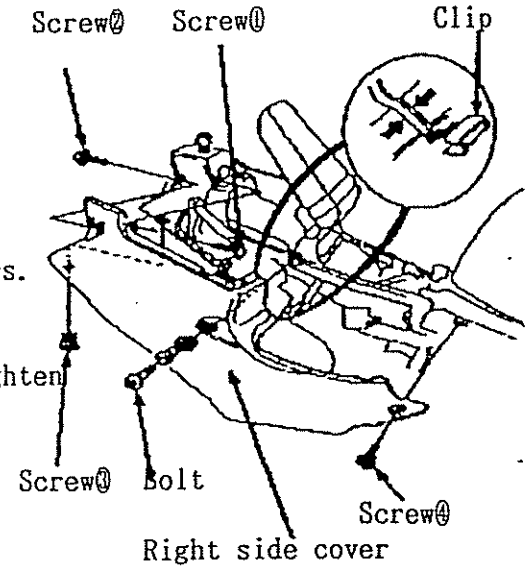
〈INSTALLATION〉
1. Insert the convex parts of the front seat into the clips of the frame.
2. Tighten securely the forward part of the front seat with the bolt.

CAUTION: Do not place cloth, etc. underneath the seat. They can be damaged by fire.

P. 34 SIDE COVERS: The left and the right side covers can be removed separately.
For the removal and installation of these covers please follow the instructions below.

〈REMOVAL〉

1. Remove the front seat. (Refer to P.33)
2. Open the rear seat. (Refer to P.26)
3. Remove the clip.
4. Remove screws ①, ②, ③ and ④.
5. Remove bolts and take off the side covers.



〈INSTALLATION〉

1. Fit the side covers to the frame, and tighten temporarily with the bolts.
2. Adjust the joints tighten the screws ①, ②, ③ and ④.
3. Tighten the bolts.
4. Fix the clip.
5. Close the rear seat.
6. Fix the front seat. (Refer to P. 33)

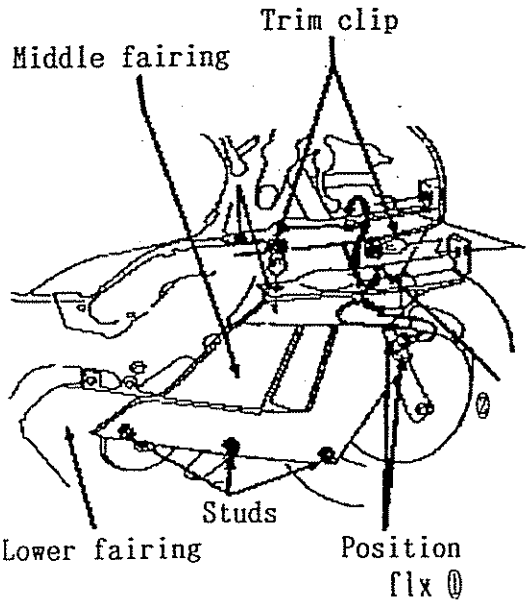
P. 35 MIDDLE FAIRINGS:

〈REMOVAL〉

1. Remove the trim clips by loosening the screws of the trim clip.
2. Turn the studs 90° towards the left, and unlock them.
3. Lift the studs from the lower fairings.
4. Take off the position fix ①.
5. Take off the position fix ②, and remove the middle fairings.

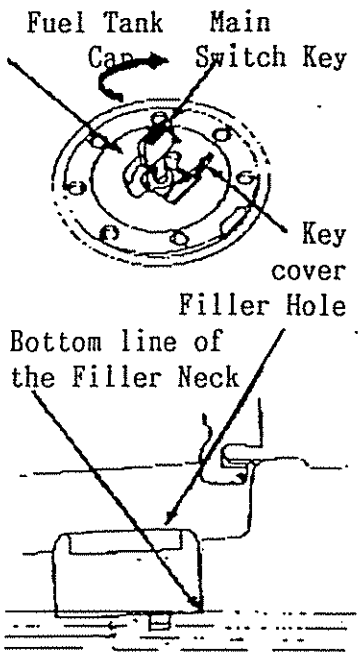
〈INSTALLATION〉

1. Set position fix ②.
2. Insert the trim clip with the condition of loosened trim clips, then push the screws.
3. Set the position fix ①.
4. Set the positions of studs.
5. Lock the studs by turning 90° towards the right.



CUATION: Immediately after the engine has been stopped, the engine, etc. remain hot. Pay attention not to get burnt.

P. 36 FUEL



- To open the fuel tank cap, open the tank cap cover, insert the ignition key and turn it clockwise. The cap will pop up and can be lifted off.
- Fill the tank with unleaded gasoline until it reaches the bottom of the filler neck.
- To close the fuel tank cap, push the cap down properly, and remove the main switch key. (The key cannot be removed unless the cap is locked properly.)

CAUTION: · For fueling please stop the engine. As gasoline is extremely flammable and is explosive under certain conditions, please avoid lighting any fire.
- If the gasoline is filled over the bottom of the filler neck, it may escape out of the vents.
- Make sure that the tank cap is closed tightly.

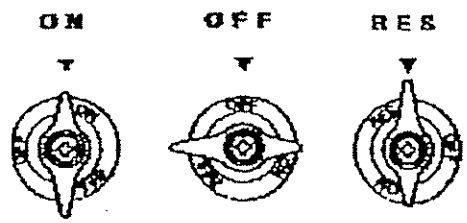
P. 37 MANUAL FUEL VALVE

▽ part shows the fuel valve position.

ON ··· Gasoline can flow into the carburettor. Ensure that the fuel valve is in this position when starting the engine.

OFF··· Gasoline cannot flow into the carburettor. Turn the valve to this position when the motorcycle is not in use.

RES··· Reserve fuel supply. When the main fuel supply is gone, turn the valve to this position. Refill the tank as soon as possible. After the refill please return the valve to "ON" position. If the valve is left in this position, you may run out of fuel with no reserve.

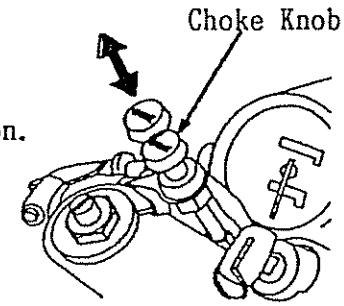


P. 38 PROPER OPERATION OF THE MOTORCYCLE

HOW TO START THE ENGINE

- When the engine is cold

1. Check that the engine stop switch is in the "RUN" position.
2. Check that the fuel valve lever is in the "ON" position.
3. Turn the main switch "ON".
4. Put the transmission into NEUTRAL. (Check it by the NEUTRAL indicator lamp.)
5. Pull the choke lever knob fully.
6. Close the throttle grip, and push the starter button.
7. When the engine is started return the choke knob gradually, warm the engine up until it is running smoothly, and then fully push in the choke knob.
8. Start the motorcycle after confirming the side stand is fully up.

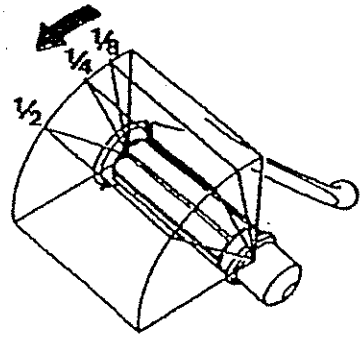


※ This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

P. 39

- When the engine is warm

1. Check that the engine stop switch is in the "RUN" position.
2. Check that the fuel valve lever is in the "ON" position.
3. Turn the main switch "ON".
4. Put the transmission into NEUTRAL. (Check it by the NEUTRAL indicator lamp.)
5. Close the throttle grip, and push the starter button. (If the engine does not start after the 1st or 2nd attempt, follow item No. 6.)
6. In case the engine does not start with the throttle grip closed, open it from 1/8 to 1/4, and push the starter button.
7. Start the motorcycle after confirming the side stand is fully up.



※ This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

- If the engine does not start please check the main points listed in page 83.

P. 40

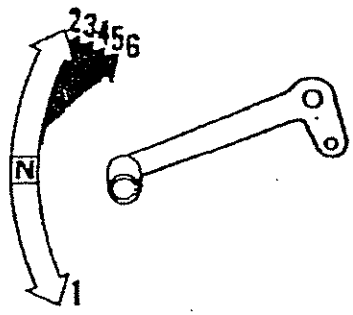
CAUTION:

- The exhaust contains poisonous carbon monoxide gas. Start the engine at well ventilated areas.
- If the engine does not start after pushing the starter button within 5 seconds, push it again after waiting 10 seconds. This is to allow the the battery power to recover.
- Do not over rev the engine. It is not only waste of fuel, but also has a bad effect on the engine.

P. 41 HOW TO CHANGE GEARS

The gear change is 6 steps Return type as shown in the right hand diagram.

- To change speed, close the throttle grip and completely pull in the clutch lever.
- Correctly change gears by pushing the pedal lightly with the your toe. If you over-exert the gear pedal, it will cause damage to the gear changing mechanism.



P. 42 RIDING

- Before riding, check that the side stand is in its fully upright position.
- If the side stand does not move smoothly, check the lubrication of the of the side stand joint. (Refer to page 70)
- It is essential to change gears according to the speed of the motorcycle. The table on the right indicates the speed ranges for each gear.
- Refrain from any unnecessary sudden decelerations because it helps to economise on fuel and extend the life of the motorcycle.

	Speed Range
1st Gear	0 ~ 50km/h
2nd Gear	20 ~ 80km/h
3rd Gear	25 ~ 110km/h
4th Gear	35 ~ 140km/h
5th Gear	45 ~ 170km/h
6th Gear	Over 50km/h

CAUTION:

- Ride off the motorcycle as smoothly as possible.
- If you feel any abnormalities or hear any strange sounds while riding the motorcycle, have it investigated at your nearest Honda authorized dealer.
- When riding the motorcycle, obey the legal speed limit.

〈INITIAL RIDING OF THE MOTORCYCLE〉

For the first 1,000km, always ride the motorcycle under 6,000rpm. This will help to prolong the life of the motorcycle.

P. 43

〈HOW TO SHIFT DOWN〉

When you require greater acceleration for overtaking, etc. you can do this by changing down to a lower gear.
Do not shift down when riding at such a high speed that the engine rpm jumps excessively because this can cause serious damage to the engine transmission.
Shift down according to the speed limits shown in right hand table.

SHIFT DOWN SPEED LIMIT	
6th → 5th	Under 160km/h
5th → 4th	Under 110km/h
4th → 3rd	Under 90km/h
3rd → 2nd	Under 60km/h
2nd → 1st	Under 30km/h

P. 44 BRAKING

- For braking, apply both the front and rear brakes.
- Avoid unnecessary sudden braking.

CAUTION: Independent use of only the front or rear brake can cause the motorcycle to skid and fall over. When riding in wet or rainy conditions, rapid braking can cause wheel slip and falling over of the motorcycle. Reduce speed and allow room for applying the brakes.

- As continuous brake application can overheat the brakes and reduce their effectiveness, apply the brakes conservatively.

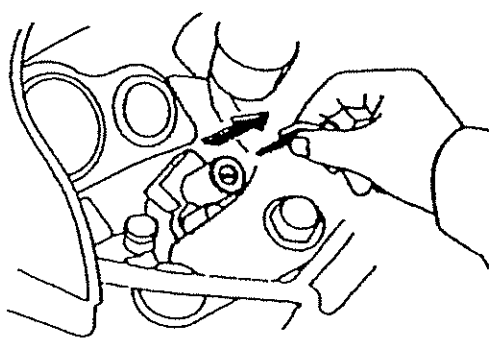
〈ENGINE COMPRESSION BRAKING〉

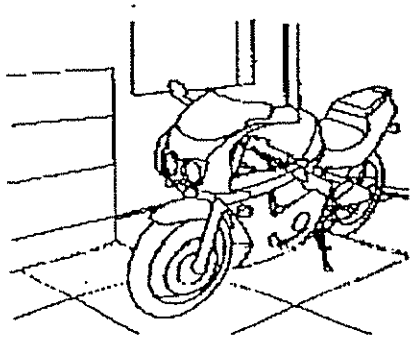
Closing the throttle grip operates the engine brakes and if stronger braking is required, use downshifting from 5th gear to 4th gear, etc.
When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes.

CAUTION: · Sudden downshifting causes tailing. Follow the acceptable speed ranges for downshifting as indicated in the table on page 43.

P. 45 MAINTENANCE AND SAFETY CHECK PRECAUTIONS

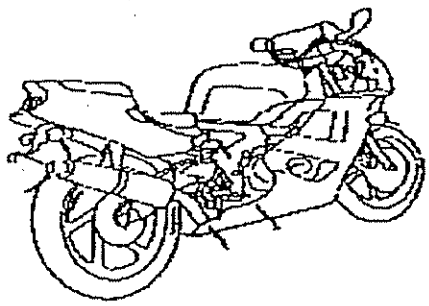
- Stop the engine and remove the key before performing any maintenance.
- Support the motorcycle securely on a firm, level surface.



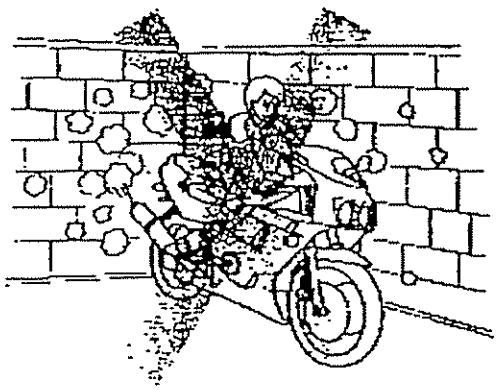


P. 46

- When conducting safety checks or any maintenance checks just after the engine has been stopped, be careful not to burn yourself because the engine body, muffler and exhaust pipe, etc. can remain hot.

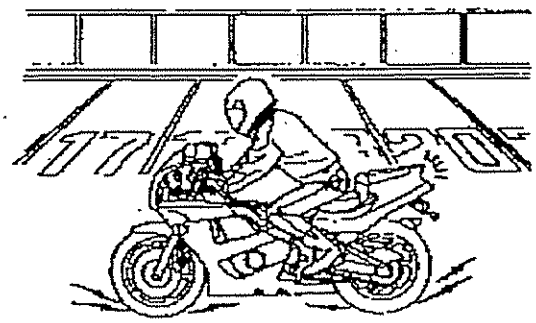


- The exhaust contains poisonous carbon monoxide gas.
  Do not conduct safety checks with the engine running in a fully enclosed garage or poorly ventilated area.



P. 47

- When you need to conduct a safety check while riding the motorcycle, choose a safe location and be careful of the surrounding traffic.



P. 48-Left LEGAL CHECK

GENUINE PARTS

Use new, genuine Honda parts for maintenance and repairs.
These parts are strictly tested and provide the best parts designed for Honda motorcycles.
They are available at your local Honda Sales Office.
These parts can be identified by the following marks.

or

P. 48-Right

People using vehicles are obliged to check their vehicles daily before usage, and to have their vehicles legally inspected every 6 and 12 months in order to protect the owner and to avoid the occurrence of accidents.

As to the details of the inspection items, refer to the attached "MAINTENANCE HAND BOOK".

For numerical values for inspections and maintenance, refer to the service data on page 91.

If there are any abnormalities with the motorcycle, have it repaired by yourself or by your local authorized Honda dealer.

Light weight vehicles (over 251cc) must received continual inspection in Japan every 2 years, otherwise they cannot be used. Please receive an inspection of the vehicle within the designated time period.

P. 49 PRE RIDING CHECKS:

should be conducted at least daily by the rider before riding the motorcycle in accordance with the law.

- Abnormalities from the previous day.
- Freeplay and effectiveness of the brake pedal.
- Brake Reservoir Tank fluid level.
- Tire pressure, scratches, tears, abnormal worn out areas, foreign materials such as pieces of metal or pebbles.
  - ※ Depth of the tire grooves.
  - ※ Engine oil level.
  - ※ Fuel level.
  - ※ Water coolant level.
  - ※ Water coolant leakage.
- Lighting equipment, Indicator signals.
- Rear view mirror reflection.
- Cleanliness of and any damages to the number plate.
- Cleanliness of and any damages to the reflectors.

※ marks mean that if you do not plan to ride on roads on which you can travel at high speeds, you do not need to worry about these items.

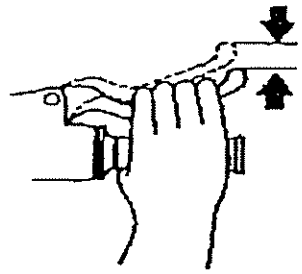
CAUTION: Be very careful when conducting safety checks.

- Support the motorcycle securely on a firm, level surface.
- When conducting safety checks or any maintenance checks just after the engine has been stopped, be careful not to burn yourself because the engine body, muffler and exhaust pipe, etc. can remain hot.
- The exhaust contains poisonous carbon monoxide gas. Do not conduct safety checks with the engine running in a fully enclosed garage or poorly ventilated area.

P. 50 CHECKING PREVIOUS DAY'S ABNORMALITIES

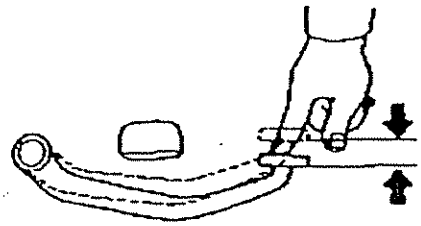
Check that there are no hindrances to the operation of the motorcycle.

BRAKE CHECK



(Brake pedal freeplay and effectiveness)

- Brake lever freeplay
  Pull the brake lever in with your right hand until there is resistance, and check that the amount of freeplay at the end of the lever is appropriate. If you strongly pull in the brake lever and it feels soft, then there is an abnormality.



- Brake pedal freeplay
  Push the brake pedal down with your hand until there is resistance and check that the amount of freeplay from the end of the pedal is appropriate. If you strongly push down the brake pedal and it feels soft, then there is an abnormality.

P. 51 (CHECKING THE BRAKE RESERVOIR TANK FLUID LEVEL)

[FRONT WHEEL]

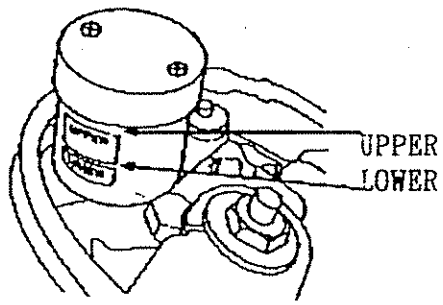
Stand the motorcycle on flat level ground, and move the handle bar until the liquid surface is horizontal and then check it.

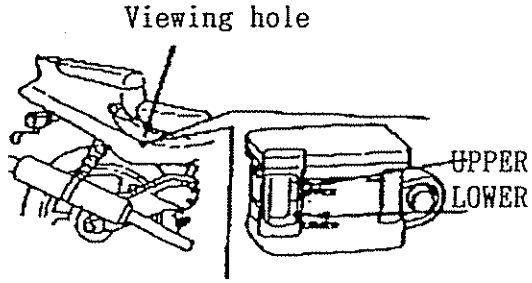
Check that the liquid level is between the upper and lower marks.

[REAR WHEEL]

Stand the motorcycle vertically, and then check the fluid level after it is parallel to the level lines. Make sure that the fluid surface is between the upper and lower marks.

For adding brake fluid, refer to page 72.

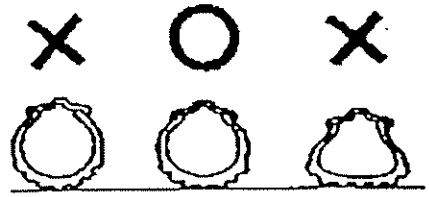




If the fluid is excessively low, it is likely that the brake system is leaking. Check for deterioration or cracks in the hoses and fittings.

When checking for brake oil leakage, refer to page 60.

P 52 TIRE CHECK



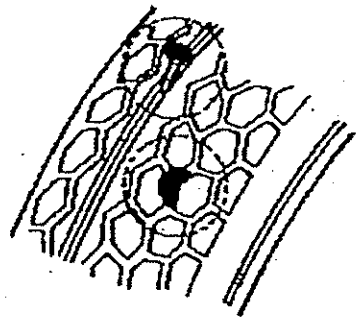
〈Checking the air pressure〉
Looking at the shape of the tire contact, check that the air pressure is correct.
If the shape of the tire contact is abnormal, check with the tire gauge and adjust it to the standard air pressure.

〈Cuts and damages〉
Check that there are no cuts on or damages to the tire contact surface or sidewalls.

〈Abnormal wearing out〉
Check that the tire contact has not been abnormally worn out.

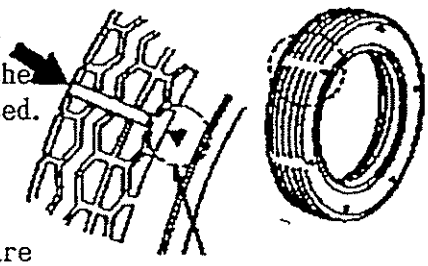
P 53 〈Foreign materials such as metalic pieces and pebbles〉

- Check that there are no nails, pebbles, etc. stuck or wedged into the contact surface or sidewalls of the tires.



〈Tread depth〉

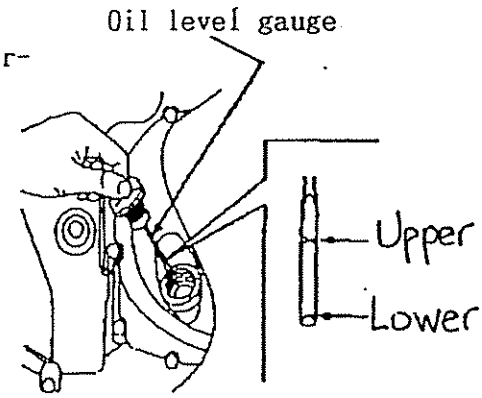
- Check with the wear indicator that there is enough tread depth.
- If the wear indicator becomes visible, the life of the tire has expired. So have the tire changed immediately.
- For the purposes of secure and stable control for safe riding, when the center tread depth has reached the following measurements, have the tires replaced.
  Front tire: 1.5mm Rear tire: 2.0mm



CAUTION

- If the air pressure is not correct, or if there are cracks or tears or abnormal wearing out of the tires, then it can lead to loss of control over steering or tire punctures.

P. 54 ENGINE OIL LEVEL CHECK



- Run the engine on idling for 2 - 3 minutes on a flat level ground, then stop the engine and stand the motorcycle vertically and check that the engine oil level is between the upper and lower marks on the dipstick.
- Check the oil level by inserting the dipstick without screwing it in.
- If the oil level is toward the lower mark, replenish the engine oil until it reaches upper mark.
  For adding engine oil refer to page 81.

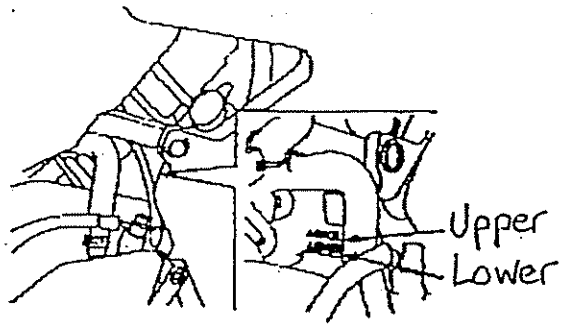
CAUTION:

- Just after the engine has been stopped, be careful not to burn yourself as the engine body, muffler and exhaust pipe can remain hot.

FUEL AMOUNT CHECK

Check that there is enough fuel to reach your next destination.

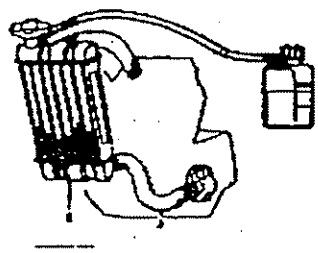
P. 55 COOLING SYSTEM CHECK



〈COOLANT AMOUNT〉

- Put the motorcycle in an upright position on flat level ground.
- Check that the coolant level is between the upper and lower marks.
- If the coolant level is toward the lower mark, replenish the coolant until it reaches upper mark.
  For adding coolant refer to page 84.

〈COOLANT SYSTEM LEAKAGE〉



Check that there is no leakage from the radiator or the hose.
Also check that there is no trace of leakage where the motorcycle has been parked.

P. 56 LIGHTING SYSTEM AND DIRECTION INDICATOR CHECK

〈FLASHING, CLEANLINESS AND DAMAGE〉

Check the headlight, position lamp, tail light and direction indicator lights function correctly by operating their switches. Also check that the lens surfaces are clean and are not damaged.

REAR VIEW MIRRORS' REFLECTION CHECK

Sit on the seat and assume the riding position and check that the mirror is effectively reflecting your rear view.

CHECKING THE CLEANLINESS OF OR ANY DAMAGE TO THE NUMBER PLATE

Check that the number plate is not dirty and is not damaged. Also confirm that it is securely fastened by moving it gently.

CHECKING THE CLEANLINESS OF OR ANY DAMAGE TO THE REFLECTORS

Check that the reflectors are not dirty and are not damaged.

P. 57 6 MONTHLY INSPECTION

All vehicle users are required by law to have their vehicles inspected periodically. There are two types of inspections, a 6 monthly and a 12 monthly inspection for private 2-wheeled vehicles.

- 6 monthly inspection items are divided into Ⓐ and Ⓑ.
  Refer to the inspection/maintenance methods' table in the attached service manual. Inspection points for a part of Ⓐ items and the maker recommended items are explained in the service manual.

Ⓐ···· If you have the fundamental technical knowledge concerned with the construction and equipment of the motorcycle, there is the possibility that you can successfully perform the inspection yourself.

Ⓑ···· Special technical knowledge and special machines, tools and measuring equipment are required, and disassembly and removal are necessary for the inspection.

- The inspection results must be entered into the designated record form. For items which you are unable to perform yourself, have the motorcycle inspected at a Honda dealer.

- The designated record form for the inspection results is inserted into the attached service manual. Keep the record form for a year.

- The inspection results of the recommended items by the maker should be recorded in the column of "Others"in the inspection/maintenance record book.

CAUTION: Be very careful when conducting safety checks.

- Support the motorcycle securely on a firm, level surface.

- When conducting safety checks or any maintenance checks just after the engine has been stopped, be careful not to burn yourself because the engine body, muffler and exhaust pipe, etc. can remain hot.

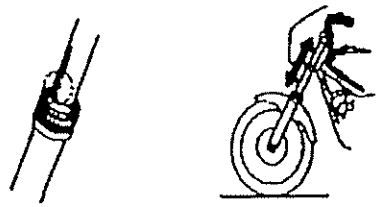
- The exhaust contains poisonous carbon monoxide gas. Do not conduct safety checks with the engine running in a fully enclosed garage or poorly ventilated area.

- When you need to conduct a safety check while riding the motorcycle, choose a safe location and be careful of the surrounding traffic.

P. 58 CHECKING THE FRONT FORK

〈DAMAGES〉

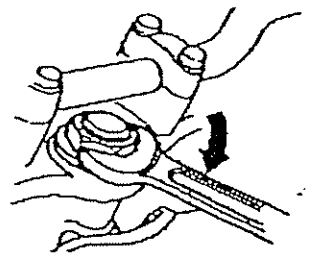
Visually check that the front fork is not damaged. Move the handle up and check that there are no unusual sounds caused by bending of the fork.



〈STATE OF THE THE STEERING STEM INSTALLATION〉

Check with a spanner or some such similar tool that there is no looseness in the tightening nut of the fork spindle.

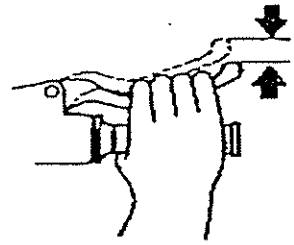
If you are unable to perform an inspection with tools, check that there are no gaps by moving the handle and forks up and down or back and forth.



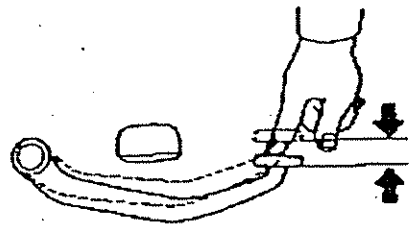
P. 59 BRAKE CHECK

〈Brake pedal freeplay〉

・Brake lever freeplay
Pull the brake lever in with your right hand until there is resistance, and check with a scale that the amount of freeplay at the end of the lever is within the standard limit. If you strongly pull in the lever and it feels soft, then there is an abnormality.

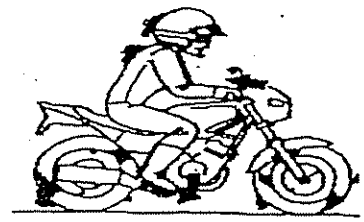


・Rear wheel brake pedal freeplay
Push the brake pedal down with your hand until there is resistance and check that the amount of freeplay from the end of the pedal is appropriate. If you strongly push down the brake pedal and it feels soft, then there is an abnormality.



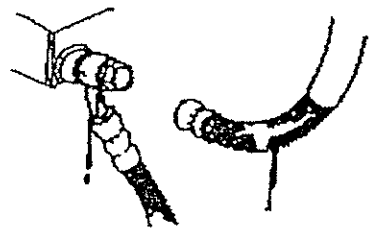
P. 60 〈BRAKE EFFECTIVENESS〉

Riding on a dry surface at low speed, operate the front and rear brakes independently to check that they are both working effectively.



〈BRAKE HOSE AND PIPE: LEAKAGE, DAMAGE & FITTING〉

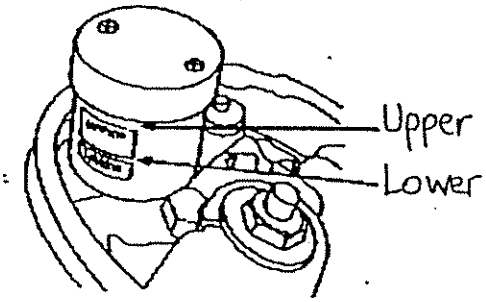
Visually check that there is no leakage or damage, and check with a tool such as a spanner that there is no looseness in the connections and the clamps. When turning the handle to the left and right, and while being exposed to vibrations when riding the motorcycle, check that the protective parts of the hose and pipe do not touch other parts of the motorcycle.



P. 61 〈CHECK OF BRAKE RESERVOIR TANK LEVEL〉

〔FRONT WHEEL〕

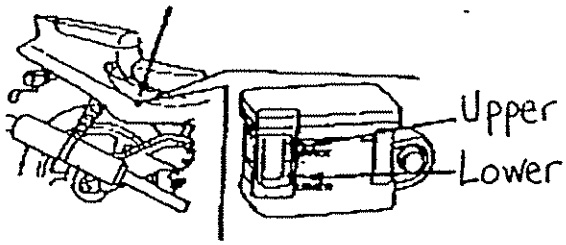
Place the motorcycle on the stand on a level ground, movE the handle bar to position the reservoir tank cap horizontally, then check the amount.
Check that the fluid surface is between upper and lower limit lines.



〔REAR WHEEL〕

Place the motorcycle vertically and make the fluid surface parallel with the level lines, then check that the fluid surface is between upper and lower lines. Check it from through the viewing window on the right side cover.
For the replenishment of brake fluid, refer to P. 72.

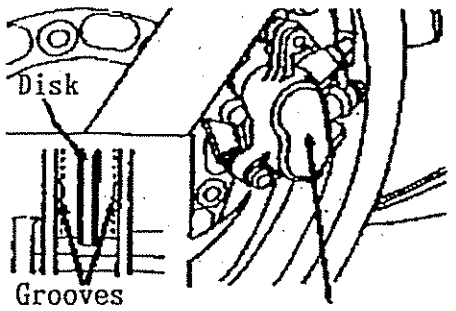
Viewing window



If the fluid has decreased abnormally, then there is fluid leakage of the brake system. Check for leakage from the brake hoses or pipes.
For brake fluid leakage check, refer to P. 60.

P. 62 〈BRAKE PADS CHECK〉 (Maker's recommended item)

Operate the brakes and check the wearing out of the brake pads.

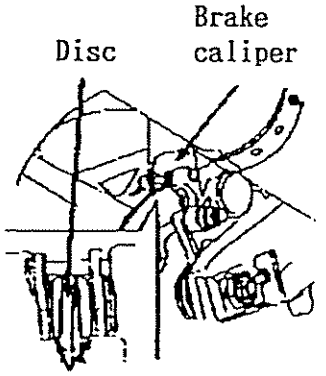


〔FRONT WHEEL〕

Look at the pads from the bottom of the caliper, check the grooves in each pad. If the pad is worn to the bottom of the grooves, the pads have worn out and require replacement.

〔REAR WHEEL〕

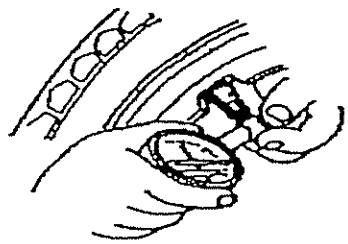
Look at the pads from the rear part of the caliper, and check the cut out in each pad.
If the pad is worn to the cutout, the pads have worn out and require replacement.



P. 63 TIRE CHECK

〈AIR PRESSURE OF TIRES〉

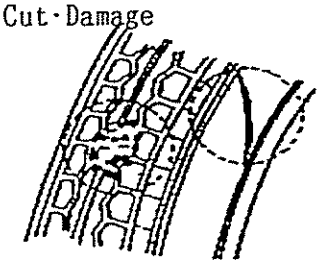
Check the tire air pressure with a tire gauge. The air pressure of the tires must be checked when the tires are cold.



〈CUTS AND DAMAGES〉

Visually check that there are no cuts or damages on the tire tread or sidewalls.

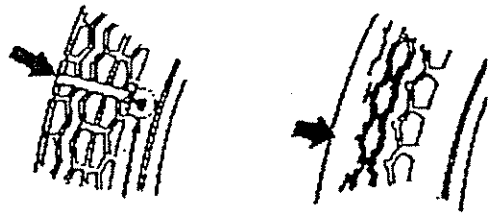
Cut・Damage



P. 64 〈DEPTH OF THE GROOVES AND ABNORMAL WEAR〉

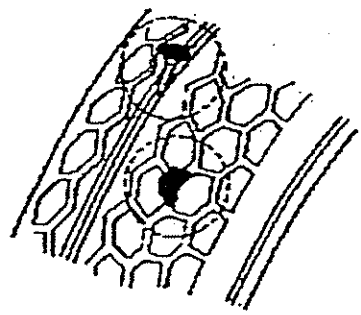
- Check with the wear indicator that the tires have enough tread depth.
- If the wear indicator becomes visible, the life of the tire has expired. So have the tire changed immediately.
- For the purposes of secure and stable control for safe riding, when the center tread depth has reached the following measurements, have the tires replaced.

Front tire: 1.5mm Rear tire: 2.0mm



〈Foreign materials such as metalic pieces and pebbles〉

Check that there are no nails, pebbles, etc. stuck or wedged into the contact surface or side walls of the tires.



CAUTION:

- If the air pressure is not correct, or if there are cracks or tears or abnormal wearing out of the tires, then it can lead to loss of control over steering or tire punctures.

P. 65 BATTERY FLUID LEVEL CHECK

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 authorized Honda dealer.

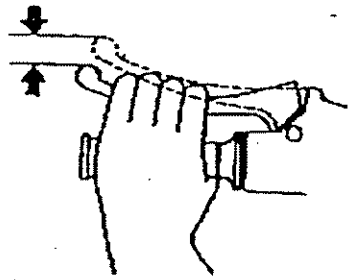
CAUTION:

- As this is a sealed battery, do not remove the fluid caps under any circumstance.
- When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a well ventillated, dark place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

P. 66 CLUTCH CHECK

〈LEVER FREEPLAY〉

Pull in the clutch lever with your hand until you feel resistance and check with a scale, etc. that the amount of freeplay at the tip of the lever is within acceptable limits.



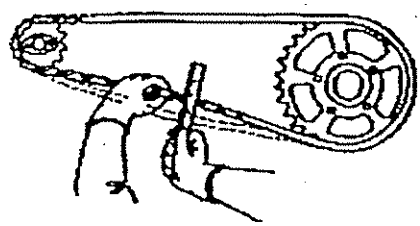
〈OPERATING THE CLUTCH〉

- Run the engine on idle and check that there are no unusual sounds and that the lever is not unusually heavy when pulling it in.
- After gradually releasing the clutch lever, check that there is no slipping when riding off and that the gear changes are smooth.

P. 67 DRIVE CHAIN CHECK

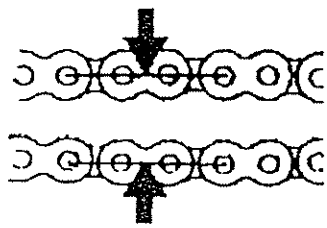
〈DRIVE CHAIN SLACK〉

- Place the motorcycle on its stand, and move the chain at the middle of the front and rear sprockets up and down with your hand and check with a scale, etc. that the chain slack is within acceptable limits.
  If the rotation of the chain is not smooth or there are abnormal sounds, then there is an abnormality.
- Check the lubrication of the chain.
  If lubrication is required, refer to P. 83.



〈AIR CLEANER ELEMENT CHECK〉

- As this motorcycle is equipped with a viscous type air cleaner element which includes oil in filter paper, there is no need to check it.
- Change the element every 20,000km.



P. 68 ENGINE OIL CHECK

〈CONTAMINATION〉

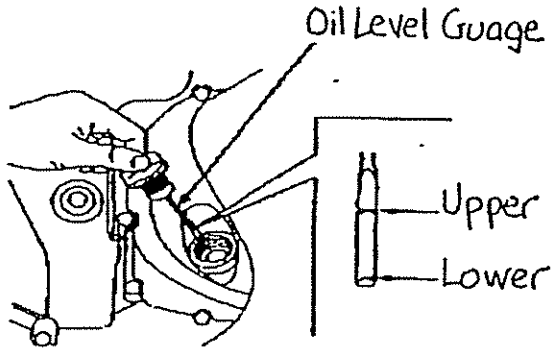
Place the motorcycle vertically on flat ground, and check the oil for contamination.

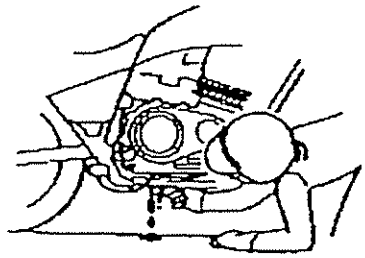
〈OIL LEVEL〉

- Run the engine on idling for 2 ~ 3 minutes on flat level ground, then stop the engine and stand the motorcycle vertically and check that the engine oil level is between the upper and lower marks on the dipstick.
- Check the oil level by inserting the dipstick without screwing it in.
- If the oil level is toward the lower mark, replenish the engine oil until it reaches the upper mark. For the replenishment of engine oil, refer to P. 81.

〈OIL LEAKAGE〉

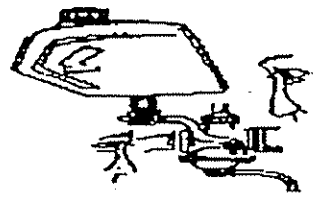
Check that there are no oil leakages from the cylinder, crank case, oil pipes, etc.





P. 69 FUEL LEAKAGE CHECK

Check that there are no gasoline leakages from the fuel tap, fuel tank, hoses, pipes, carburettor, etc.

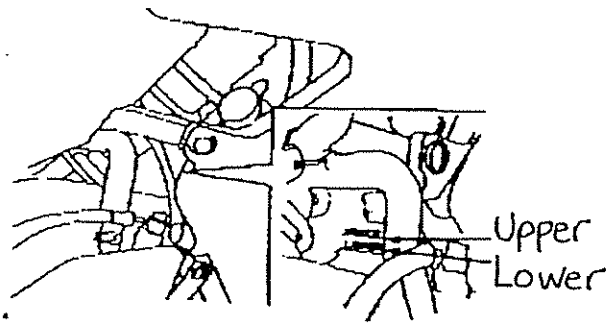


COOLANT LEVEL CHECK

〈COOLANT LEVEL〉

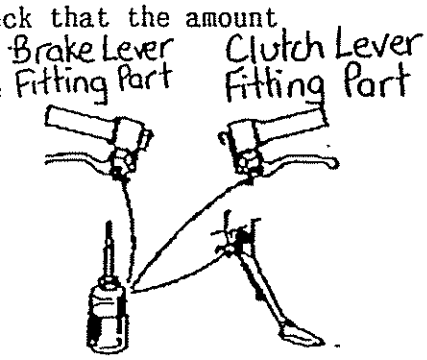
- Place the motorcycle vertically on flat level ground.
- Check that the amount of coolant is between the upper and lower marks of the reservoir tank. If the coolant level is low, add coolant mixture until it reaches the upper mark.

For adding coolant mixture, refer to P. 84.



P. 70 LIGHTING SYSTEM, DIRECTION INDICATOR OPERATION CHECK

- Operate the switches for the headlight, position lamps, stop lamp and tail lamp and check that they are functioning correctly.
  Also check the brightness and direction of the beam from the headlight by aiming it at a wall.
- Operating the left and right direction indicators, check that the amount of constant flickering is 60 ~ 120 times per minute.
- Check that there is no damage to or discoloring of the lenses of the headlight, tail lamp, stop light and direction indicators. Also check that there are no loose fittings in the lights, lamps and direction indicators.



LUBRICATION CONDITION OF CHASSIS PARTS

Visually check that each part of the chassis is sufficiently lubricated.

P. 71 SIMPLE MAINTENANCE

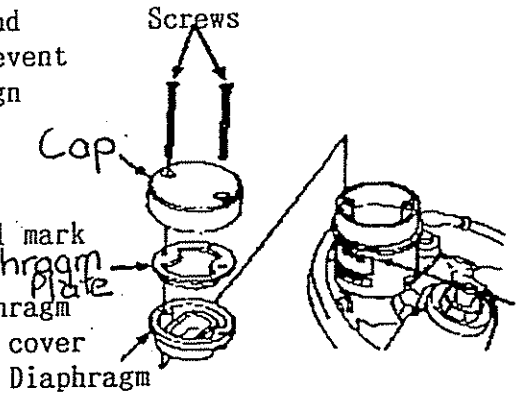
As the results of the check some maintenance such as cleaning, adjustment, replacing will be required. Procedures for such maintenance are explained in this manual.

CAUTION:
When conducting maintenance, pay close attention to safety.
- Choose a location that is flat and level and then place the motorcycle on its stand.
- Use the appropriate tools.
- Conduct maintenance after stopping the engine and removing the key.
- Be careful not to burn yourself just after the engine has been stopped because the engine body, muffler and exhaust pipe, etc. can remain hot.

P. 72 BRAKE FLUID SUPPLY

[FRONT WHEEL]

1. Move the handle bar to position the reservoir tank cap horizontally.
2. Thoroughly wipe off any dirt or dust around the exterior of the reservoir tank and prevent the contamination of the fluid with foreign matter such as dirt, etc.
3. Unfasten the screws and remove the cap, diaphragm plate and diaphgram.
4. Fill the reservoir tank to the upper level mark with the recommended brake fluid.
5. Be careful with the direction of the diaphragm and its fittings and securely tighten the cover with the screws.

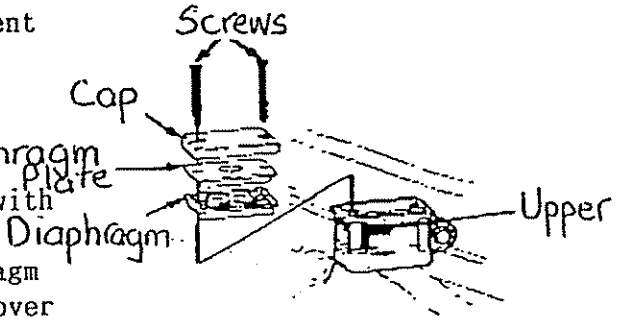


〈RECOMMENDED FLUID〉
Honda Brake Fluid DOT 4.

P. 73

[REAR WHEEL]

1. Remove the side cover. (Refer to P. 34)
2. Thoroughly wipe off any dirt or dust around the exterior of the reservoir tank and prevent the fluid from contamination with foreign matter such as dirt, etc.
3. Unfasten the screws and remove the cap, diaphragm plate and diaphgram.
4. Fill the reservoir tank to the upper level with the recommended brake fluid.
5. Be careful with the direction of the diaphragm and its fittings and securely tighten the cover with the screws.
6. Reinstall the side cover. (Refer to P. 34)



〈RECOMMENDED FLUID〉
Honda Brake Fluid DOT 4.

P. 73 Cont'd

CAUTION:

- Do not overfill the tank past the upper level line as the brake fluid may spill out.
- When filling the reservoir tank with brake fluid, do not contaminate it with dirt, water, etc.
- If there is a noticeable decrease in the brake fluid level, a problem exists in the brake system.
- In order to prevent chemical alteration to the fluid, do not use different brands of brake fluid.
- As brake fluid can damage painted surfaces, do not spill it onto other parts of the motorcycle. If any of the fluid is spilled onto the surface of other parts, wipe it off immediately with a cloth.

P. 74 CLUTCH LEVER FREEPLAY ADJUSTMENT

Freeplay can be adjusted by the adjusters located at the clutch lever side of the clutch cable or by the clutch side. After the adjustment pull in the clutch lever until you feel resistance and check with a scale that the amount of freeplay at the tip of the lever is within acceptable limits.

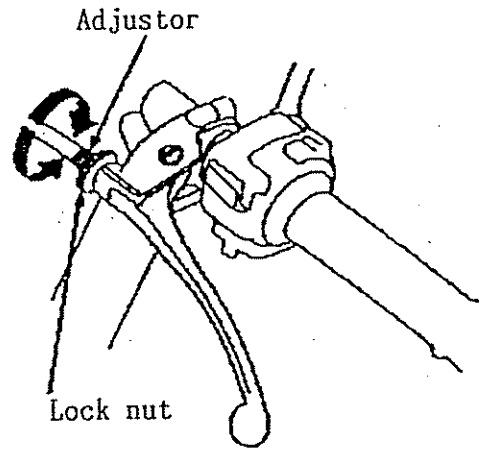
CAUTION:

- After the adjustment has been made, start the engine and check that the gear changes are smooth and that there is no engine stoppage and that the engine does not fly off.

〈MINOR ADJUSTMENT〉

- Minor adjustments can be made by loosening the lock nut and turning the adjuster by the side of the clutch lever.
- After the adjustment tighten the lock nut.

〈MINOR ADJUSTMENT〉

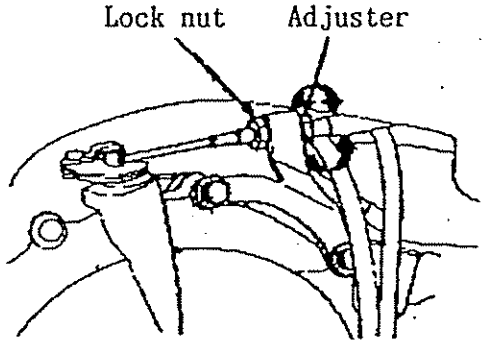


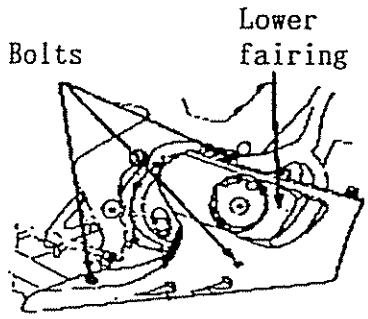
P. 75

〈MAJOR ADJUSTMENT〉

- Major adjustments can be made by loosening the lock nut and turning the adjuster beside the clutch.
- After the adjustment tighten the lock nut.

1. Remove the right middle fairing. (Refer to P 35)
2. Remove the bolts from the lower right fairing.
3. Make major adjustments while pulling the upper right side of the lower fairing.

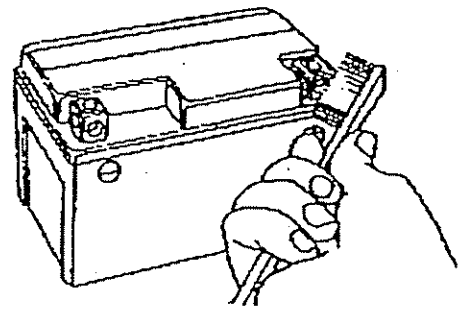




P. 76 CLEANING THE BATTERY TERMINAL PARTS

If the terminals are dirty or corroded, remove the battery and clean them.

- If the terminals are rusted and covered with white powder, pour warm water over them and wipe them clean.
- If the terminals are noticeably rusted, disconnect the terminal cords and remove the rust by using sand paper or a wire brush. After cleaning reconnect the battery cords and lightly apply some grease to the terminals.



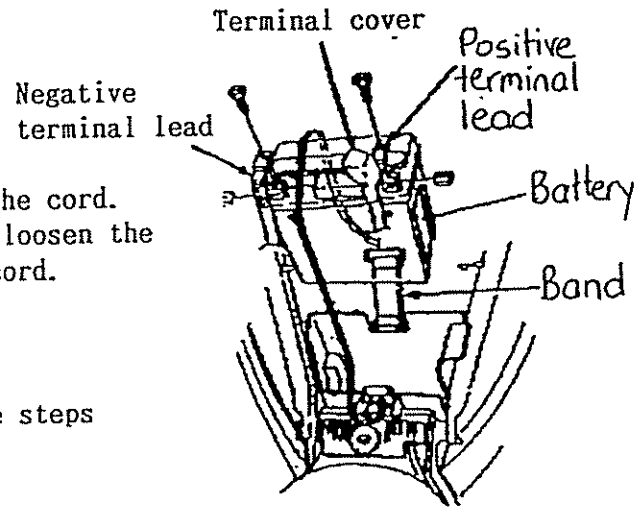
CAUTION:

- When handling the battery, keep sparks, flames, and cigarettes away.
- When disconnecting battery cords form the terminals, turn the main switch off and always disconnect them from the negative terminal.
  When reconnecting, connect them to the positive terminal first and then to the negative terminal.
  Ensure that the bolts and nuts are securely tightened to prevent any possible loosening of the terminals.
- When replacing the battery, do so with a maintenance free battery.

P. 77 〈BATTERY REMOVAL AND INSTALLATION〉

REMOVAL

1. Remove the front seat. (Refer to P. 33)
2. Untie the Front belt.
3. Loosen the negative cord bolt and remove the cord.
4. Then open the positive terminal cover and loosen the bolt on the positive cord and remove the cord.
5. Take out the battery.



INSTALLATION

- Install the battery by performing the above steps in reverse order and reversing the actions.

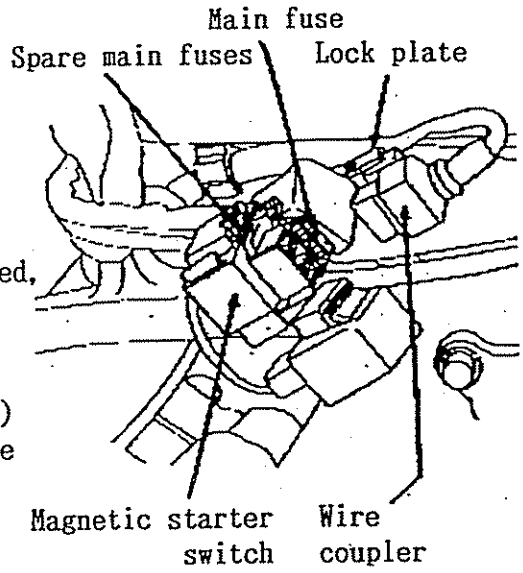
P. 78 FUSE REPLACEMENT

Turn the main switch off and check that the fuses have not blown.
If the fuses are blown then replace them with new fuses of proper amperage.

- If the fuse is blown soon after it is replaced, it is an abnormality.

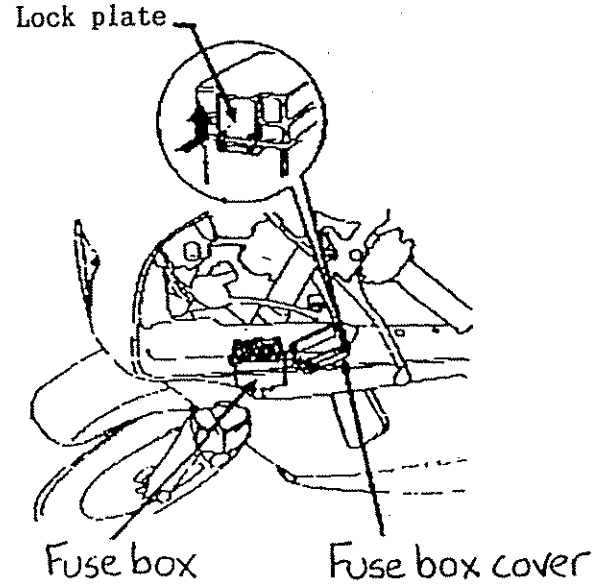
〈MAIN FUSE〉

- Remove the right side cover. (Refer to P. 34)
- The main fuse is located in the holder on the starter magnetic switch.
- Remove the coupler while pushing the upper part of the the left and right lock plate of the starter magnetic switch coupler.



P. 79 〈FUSES IN THE FUSE BOX〉

- The fuse box is located inside the right middle fairing.
- Open the cover while pushing the lock plate of the fuse box cover.
- Confirm the blown fuses to be replaced by following the instructions in the fuse box.

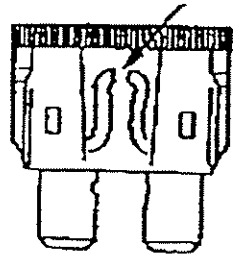


P. 80

CAUTION:

- Never use a fuse with a different rating from that specified. Damage to the electrical system or a fire may result.
- If the fuse is blown soon after it is replaced, it indicates a cause other than inferiority. Check the cause of the failure, remedy it and then replace the fuse with a new one.
- When installing electrical equipment (lights, meters, etc.) use "Honda Accessories" which are designed for each model. If equipment from other makers are used, this could blow the fuses or cause flattening of the battery.
- When washing the motorcycle avoid spraying water around the fuse holder.

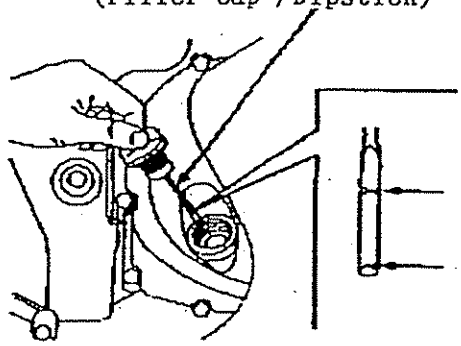
Blown fuse



P. 81 ENGINE OIL REPLENISHMENT

1. Run the engine on idling for 2 ~ 3 minutes on flat level ground.
2. 2 ~ 3 minutes after stopping the engine, remove the oil level gauge.
3. Place the motorcycle vertically and while confirming the oil amount with the oil level gauge, replenish oil from the inlet until it reaches the upper limit.
4. Reinstall the oil level gauge correctly.

Oil level gauge
(Filler cap /Dipstick)



〈RECOMMENDED OIL〉
Honda Genuine Ultra GP (4-cycle for 2 wheeled vehicles) ··· (SAE10W-40, SAE20W-50)

〈OIL CHANGE PERIOD〉
Initial change: 1,000km, thereafter: every 6,000km.

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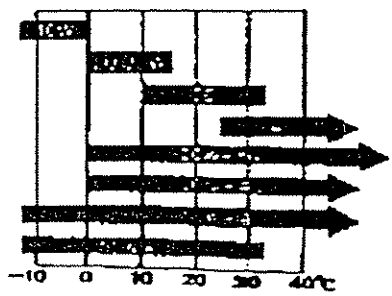
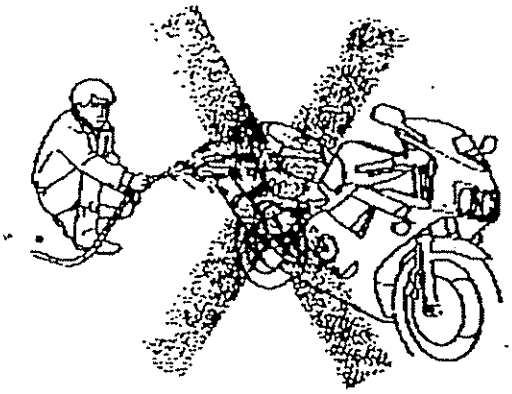
CAUTION:

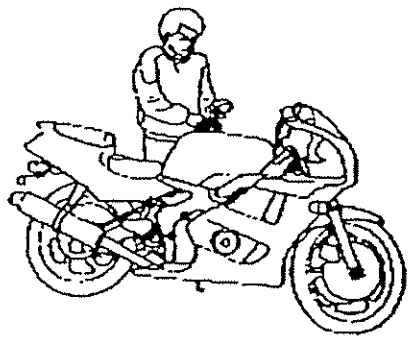
- When replenishing oil, ensure that no dirt, etc. enters through the oil filler inlet. If the oil has been spilt, wipe it off completely.
- If the oil level is below or above the specified amount, then this can cause damage to the engine.
- Do not mix different brands or different grades of oil, or use oil of inferior quality. These cause changes in the oil quality and cause break downs to occur.



P. 85 VEHICLE TREATMENT

- When washing the motorcycle, ensure water does not enter into the muffler. If water enters into the muffler, then this can cause engine starting problems as well as the occurrence of rust.
- When wax is applied to the motorcycle, and if you polish strongly using compound wax on the painted surface or resin parts, the paint coating will become thinner and discoloration will result.





P. 86 HANDLING THE ALUMINUM PARTS

The silencer, wheel and frame of this motorcycle are made of aluminum alloy. In order to protect the aluminum parts, follow the instructions below.

〈TREATMENT〉

- As the aluminum parts are sensitive to dirty salt, when sea water or anti freezing chemical for roads comes into contact with the parts, wash them off with a sponge containing neutral detergent quickly. Then after thoroughly washing them away with water, wipe the water off with a dry cloth.
- Do not use sand soap or hard brushes because the aluminum parts scratch easily.
- For the treatment of aluminum parts we recommend "Honda Genuine Aluminum Wheel Cleaner".

〈HANDLING〉

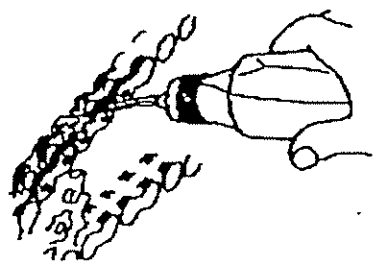
- As the aluminum parts are scratched easily, do not rub with hard materials or scratch them.
  Especially be careful when handling the aluminum silencer because it is very easily scratched.
  If the silencer is scratched, polish it with compound wax.

CAUTION:

- Please be careful not to burn yourself just after the engine has been stopped because the engine body, exhaust pipe, muffler, etc. can remain hot.

P. 83 DRIVE CHAIN LUBRICATION

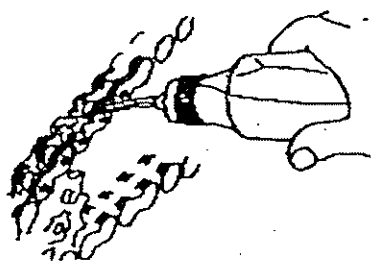
- Move the motorcycle back and forth a little bit at a time and place the motorcycle on its stand. Then with a brush, etc. remove any mud or dirt attached to the chain and sprockets.
  After brushing off the dirt, lubricate the chain. Lubricate both sides of the chain roller so that oil spreads through to each part of the chain.



〈RECOMMENDED OIL〉
"Honda Genuine Chain Oil" or Gear Oil (#80 ~ #90)

CAUTION:

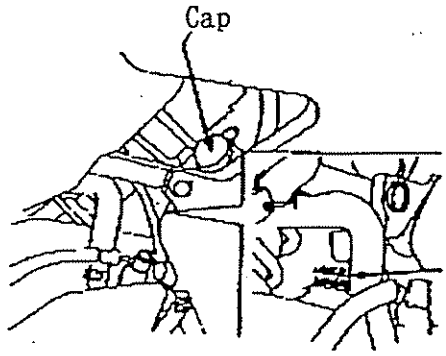
- Be careful not to put too much oil onto the chain because it can cause staining when splashed onto your clothes and the motorcycle.
- As this chain uses rubber sealing do not use steaming hot water when washing the motorcycle.
  Do not use oil solvents (chain spray, etc.) other than Honda Genuine Oil because they can shorten the life of the motorcycle.



P. 84 COOLANT REPLENISHMENT

As a rule, do not remove the radiator cap.

1. Place the motocycle vertically on flat level ground.
2. Remove the reservoir tank cap and replenish coolant until it reaches the upper mark.
3. When there is no coolant in the reservoir tank, have it checked at your authorized Honda dealer.



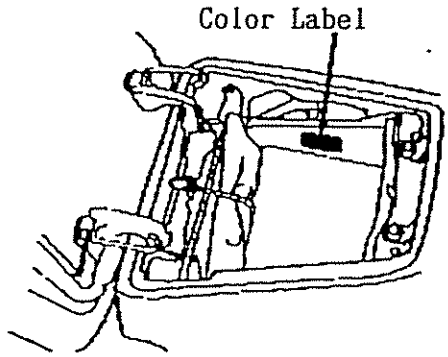
〈RECOMMENDED FLUID〉
Recommended Fluid: Honda Genuine Ultra Radiator Fluid
Specified Concentration: 30% (cold regions: 50%)
Anti freezing temperature related to concentration:
30% — up to -16℃
50% — up to -37℃

CAUTION:

- If the coolant loss is excessive, it can be attributed to a leakage from the radiator body, tube, etc. Have it checked and serviced at your authorized Honda dealer.
- For diluting the radiator fluid use tap (soft) water.
- Be careful not to use contaminated water as it can shorten the life of the engine.

P. 87 WHEN ORDERING COLORED PARTS:

Please inform us of the model name and color code written on the color label.
The color label is stuck inside the storage compartment.
For the storage compartment, refer to P26.



P. 88 WHEN THE ENGINE DOES NOT START

If the engine does not start or does not work, check the following points.

- Have you started the engine according to this manual?
- Is there gasoline in the fuel tank?
- Is the engine kill switch on RUN? If it is in the OFF position, perform the following instructions.

1. Turn the engine kill switch off.
2. Fully return the choke lever.
3. Fully open the throttle.
4. Turn the main switch ON.
5. Press the starter button and run the engine for 5 - 10 seconds.
6. Turn the kill switch to the RUN position and start the engine according to the instructions on P. 38.

BREAK-DOWN REPAIR

- Inform your nearest authorized Honda dealer.
- If you receive inspections and servicing from your authorized Honda dealer rather than trying to fix the motorcycle by yourself, it is the secret to a longer lasting life for your motorcycle.

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SPECIFICATIONS

Type		NC29
Overall length		1,990 mm
Overall width		670 mm
Overall height		1,080 mm
Wheelbase		1,365 mm
Total displacement		0.399 ℓ
Net weight		179 kg
Seating capacity		2 person
Tires	Front wheel	120/60R17 55H
	Rear wheel	150/60R17 66H
Ground clearance		125 mm
Fuel consumption rate		35.0 km/ℓ (60km/hr)
Minimum braking distance		14.0 m (Initial speed 50 km/hr)
Minimum turning radius		3.0 m
Compression ratio		11.3
Compression power		13.0 kg/㎠ — 400 rpm
Maximum horsepower		59 PS / 13,000 rpm
Maximum torque		4.0 kgm/ 10,000 rpm

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Engine oil capacity		3.8 ℓ
Fuel tank capacity		15 ℓ
Ignition system		Full transistor/battery ignition
Ignition timing		BTDC18° /1,300 rpm
Ignition plugs	NGK	CR8EH-9 CR9EH-9
	N D	U24FER-9 U27FER-9
Battery		12V-6Ah
Primary reduction ratio		2.117
Clutch type		Wet, multi-disc,coil spring
Transmission type		Constant mesh
Transmission operation		Left foot operation
Gear ratio	1st	3.307
	2nd	2.352
	3rd	1.875
	4th	1.590
	5th	1.434
	6th	1.318
Final reduction ration		2.600