

HONDA

OWNERS

MANUAL

VT

VT



HONDA

VT600C

OWNER'S MANUAL

MANUAL DEL PROPIETARIO

INSTRUKTIEBOEK

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

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

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

Pay special attention to statements preceded by the following words:

▲ WARNING

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

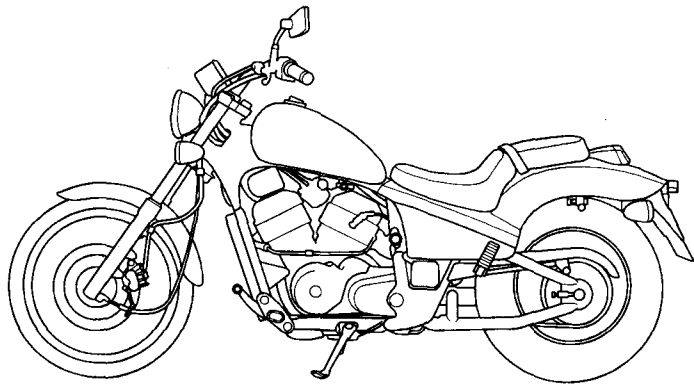
CAUTION:

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

NOTE: Gives helpful information.

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

HONDA VT600C OWNER'S MANUAL



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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda !

- Following codes in this manual indicate each country.

I G	Germany I	P	F	France	P	N	Norway	P
II G	Germany II	P	IT	Italy	P	SP	Spain	P
AR	Austria	P	ED	Europe	P	U	Australia	P
SW	Switzerland	P	FI	Finland	P			

IG...Full power type
IIG...Limited power type

- The specifications may vary with each locale.

OPERATION

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MOTORCYCLE SAFETY

▲ 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 34) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries 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 ride in another motorist’s “blind spot.”
4. Obey all national and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don’t let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

MODIFICATIONS

▲ WARNING

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

LOADING AND ACCESSORIES

▲ WARNING

***To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80 mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle and how to load it safely.**

Loading

The combined weight of the rider, passenger, cargo and additional accesso-

ries must not exceed the maximum weight capacity:

185 kg (408 lbs) (I G, II G, SP)

175 kg (386 lbs)

(AR, SW, F, IT, ED, FI, N, U)

Cargo weight alone should not exceed:

20 kg (44 lbs)

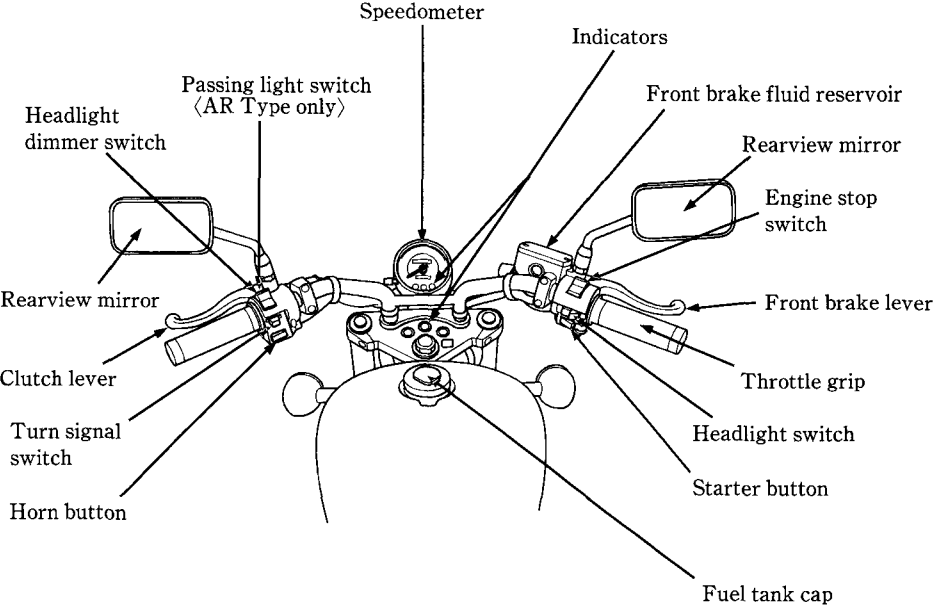
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 26) and rear suspension (page 11) to suit load weight and riding conditions.
3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

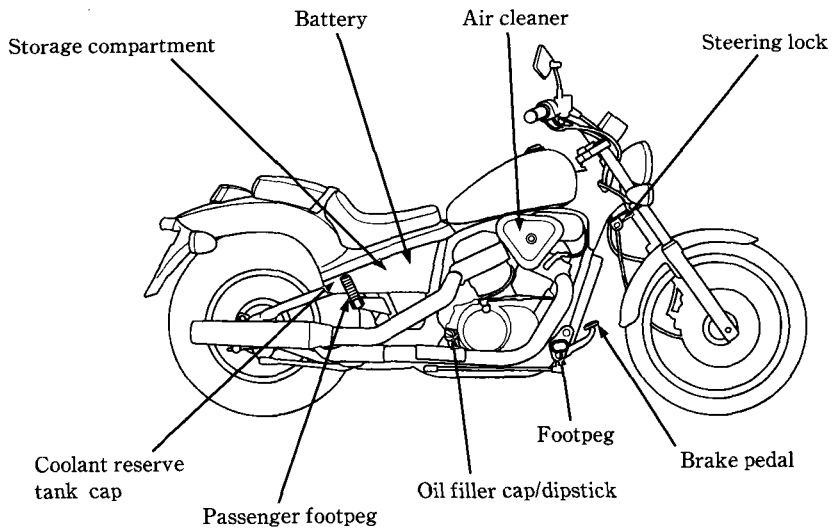
Accessories

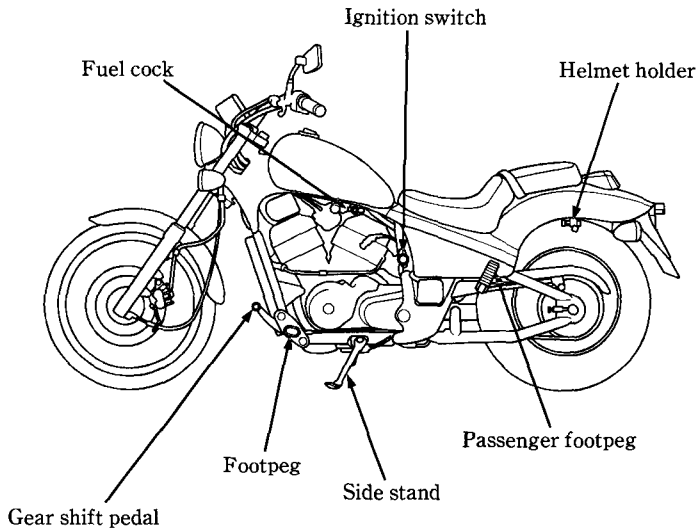
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

PARTS LOCATION



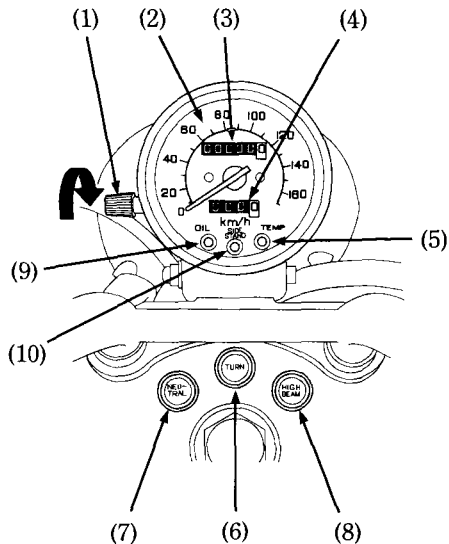




INSTRUMENTS AND INDICATORS

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

- (1) Tripmeter reset knob
- (2) Speedometer
- (3) Odometer
- (4) Tripmeter
- (5) Coolant temperature indicator
- (6) Turn signal indicator
- (7) Neutral indicator
- (8) High beam indicator
- (9) Low oil pressure indicator
- (10) Side stand indicator



(Ref. No.) Description	Function
(1) Tripmeter reset knob	Resets tripmeter to zero (0) . Turn knob in direction shown.
(2) Speedometer	Shows riding speed.
(3) Odometer	Shows accumulated mileage.
(4) Tripmeter	Shows mileage per trip.
(5) Coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature.</p> <p>If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 19–20 and do not ride the motorcycle until the problem has been corrected.</p> <p>CAUTION:</p> <p>* Exceeding maximum running temperature may cause serious engine damage.</p>
(6) Turn signal indicator	Flashes when either turn signal is operated.
(7) Neutral indicator (green)	Light when the transmission is in neutral.
(8) High beam indicator (blue)	Light when the headlight is on high beam.

(Ref. No.) Description	Function
(9) Low oil pressure indicator (red)	<p>Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>CAUTION: * Running the engine with insufficient oil pressure may cause serious engine damage.</p>
(10) Side stand indicator (amber)	<p>Light when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 35) is activated.</p>

MAJOR COMPONENTS (Information you need to operate this motorcycle)

▲ WARNING

* If the Pre-ride Inspection (page 34) is not performed, severe personal injury or vehicle damage may result.

SUSPENSION

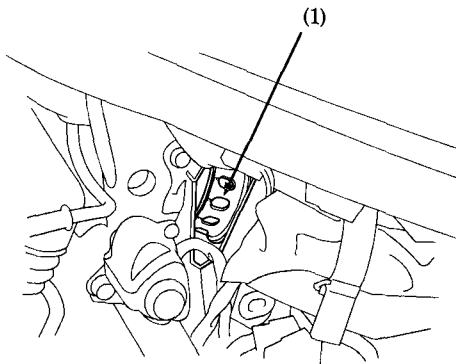
Rear Suspension

The spring preload adjuster (1) has 7 spring preload positions for different load or riding conditions.

Remove the left side cover (page 33). Use the pin spanner to adjust the rear shock. Position 1 is for light loads and smooth road conditions.

Positions 2 to 7 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.

Standard position : 2



(1) Spring preload adjuster

▲WARNING

- * The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. The instructions found in this owner's manual are limited to adjustment of the shock assembly only. Do not attempt to disassemble, disconnect or service the damper unit; an explosion causing serious injury may result.**
- * Puncture or exposure to flame may also result in an explosion, causing serious injury.**
- * Service or disposal should only be done by your authorized Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the official Honda Shop Manual.**

BRAKES

Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 69), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Brake Fluid Level:

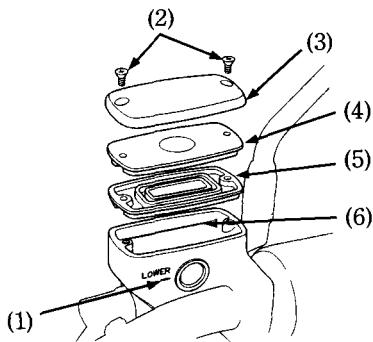
▲ WARNING

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

CAUTION:

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

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.



Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.

Other Checks:

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

- | | |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate |
| (2) Screws | (5) Diaphragm |
| (3) Reservoir cover | (6) Upper level mark |

Rear Brake

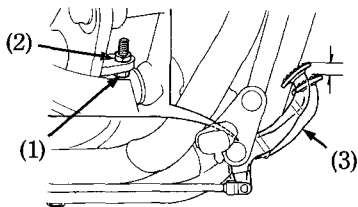
Pedal Height Adjustment:

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

Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.

Free play should be:

20–30 mm (0.8–1.2 in)



(1) Stopper bolt
(2) Lock nut

(3) Rear brake pedal

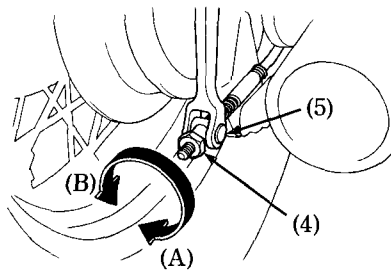
Brake Adjustment:

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

Free play should be:

20–30 mm (0.8–1.2 in)

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



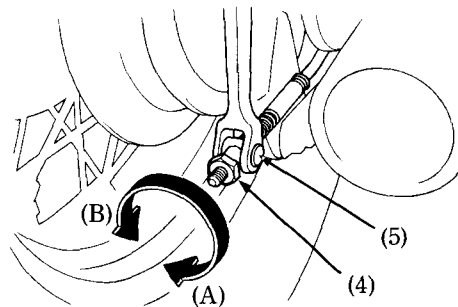
(4) Adjusting nut
(5) Arm pin

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

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

NOTE:

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



(4) Adjusting nut
(5) Arm pin

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

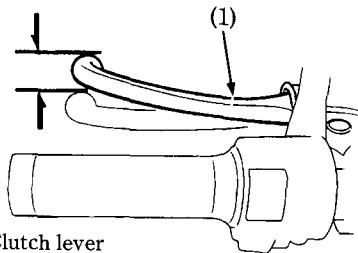
Other Checks:

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

CLUTCH

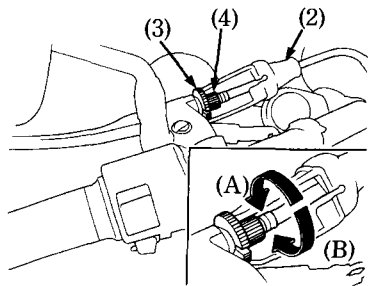
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the lever (1).

Normal clutch lever free play is:
10–20 mm (0.4–0.8 in)



(1) Clutch lever

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



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

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

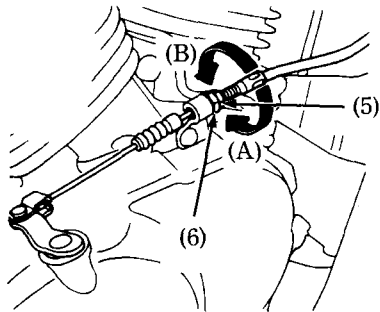
- Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
- Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep.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

NOTE:

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

Other Checks:

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



(5) Lock nut
(6) Adjusting nut

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

COOLANT

Coolant Recommendation

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

CAUTION:

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

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

Inspection

The reserve tank is behind the right side cover.

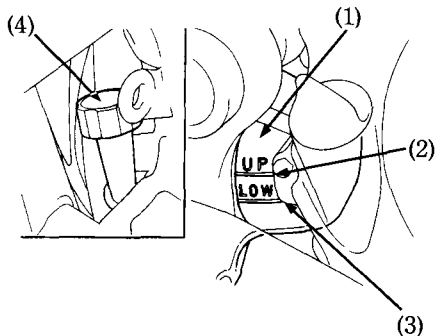
Remove the right side cover (page 33).

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (3), remove the right side cover (page 33) and the reserve tank cap (4). Add coolant mixture until it reaches the UPPER level mark (2). Do not remove the radiator cap.

▲WARNING

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

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



- (1) Reserve tank
(2) UPPER level mark

- (3) LOWER level mark
(4) Reserve tank cap

FUEL

Manual Fuel Cock

The manual fuel cock (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

Automatic Fuel ON-OFF

With the fuel cock set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

Reserve Fuel

When the main fuel supply is gone, turn the fuel cock to RES. Refill the tank as soon as possible after switching to RES, then switch the cock back to ON.

The reserve fuel supply is:

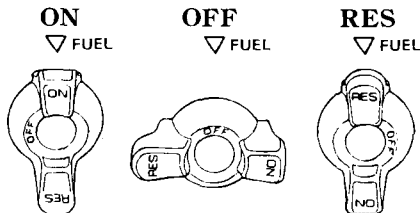
3.4 ℓ (0.90 US gal , 0.75 Imp gal)

⚠ WARNING

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

NOTE:

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



- (1)
(1) Fuel cock

Fuel Tank

The fuel tank capacity including the reserve supply is:

11.0 ℓ (2.91 US gal, 2.42 Imp gal)

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

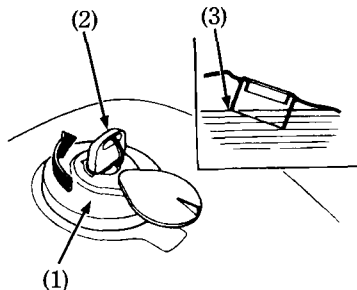
To close the fuel tank cap, align the latch in the cap with the solt in the filler neck.

Push the cap into the filler neck until it snaps closed and locks. Remove the key.

Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

CAUTION:

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

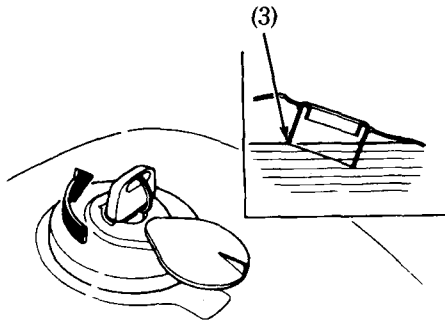


(1) Fuel tank cap
(2) Ignition key

(3) Filler neck

▲ WARNING

- * Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.
- * Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel cap is closed securely.
- * Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- * Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**



(3) Filler neck

Petrol Containing Alcohol

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

NOTE:

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

ENGINE OIL

Engine Oil Level Check

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

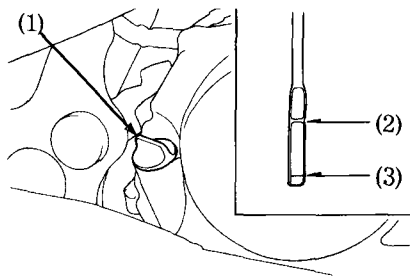
The level must be maintained between the upper (2) and lower (3) level marks on the dipstick (1).

1. Start the engine and let it idle for a few minutes. Make sure the oil pressure warning red light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the dipstick.

4. If required, add the specified oil (see page 50) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

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



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

TYRES

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

Check tyre pressure frequently and adjust if necessary.

NOTE:

* Tyre pressure should be checked before you ride while the tyres are "cold".

On-road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications.

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

		Front	Rear
Tyre size		100/90-19 57S	170/80-15 M/C 77S
Cold tyre pressures kpa (kg/cm ² , psi)	Rider only	200 (2.00, 29)	200 (2.00, 29)
	Rider and one passenger	200 (2.00, 29)	250 (2.50, 36)
Tyre brand BRIDGESTONE DUNLOP		L309 F24	G546 K555

⚠ WARNING

- * Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- * Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.
- * Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- * The use of tyres other than those listed on the tyre information label may adversely affect handling.

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

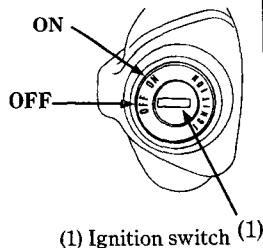
Front :	1.5 mm (0.06 in)
Rear :	2.0 mm (0.08 in)

ESSENTIAL INDIVIDUAL COMPONENTS

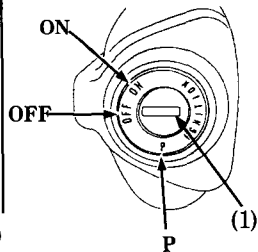
IGNITION SWITCH

The ignition switch (1) is on front of left side cover.

〈Except AR type〉



〈AR type〉



Key Position	Function	Key Removal
P (parking) (AR type only)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Engine and light can be operated.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

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

Headlight Switch (Except U type)

The headlight switch (2) has three positions; "H", "P" and "OFF" marked by a red dot to the left of "P".

H: Headlight, taillight, position light and meter lights on.

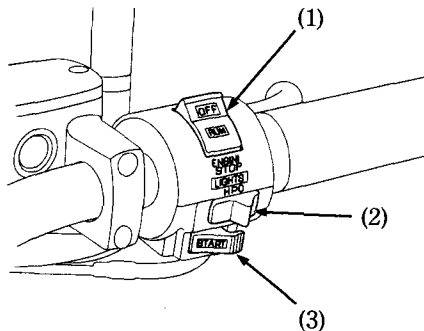
P: Position light, taillight and meter light on.

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

Starter Button

The starter button (3) is below the headlight switch (2).

When the starter button is pressed, the starter motor cranks the engine. See page 36 for the starting procedure.



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

LEFT HANDLEBAR CONTROLS

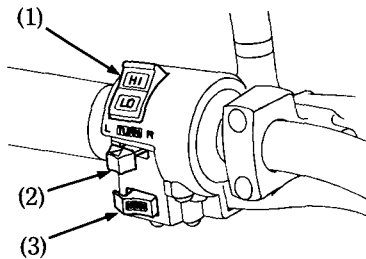
Headlight Dimmer Switch (1)

Select HI for beam, LO for low beam.

Turn Signal Switch (2)

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

〈Except AR type〉



- (1) Headlight dimmer switch
- (2) Turn signal switch

Horn Button (3)

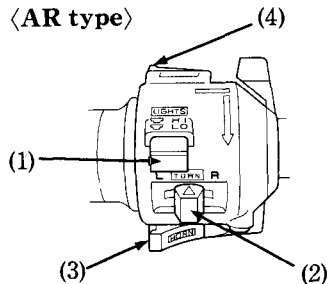
Press the button to sound the horn.

Passing Light Control Switch (4)

〈AR type only〉

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

〈AR type〉



- (3) Horn button
- (4) Passing light control switch

FEATURES

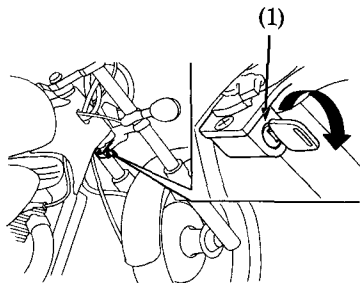
(Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering stem.

To Lock:

〈AR,SW,F,IT,ED,N,SP,U type only〉
Turn the handlebar all the way to the left or right, and insert the key into the lock, turn the key clockwise and remove it.

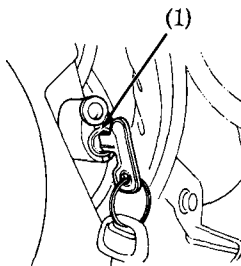


(1) Steering lock
〈AR,SW,F,IT,ED,N,SP,U type only〉

〈 I G, II G, FI type only〉

The steering lock (1) is on the steering column.

To lock the steering, turn the handlebar all the way to the left, insert the steering key into the lock, turn the key counter-clockwise as far as possible. Then, press the lock all the way in, turn the key back to the original position, and remove the key. To unlock the steering, perform the locking sequence in the reverse order.



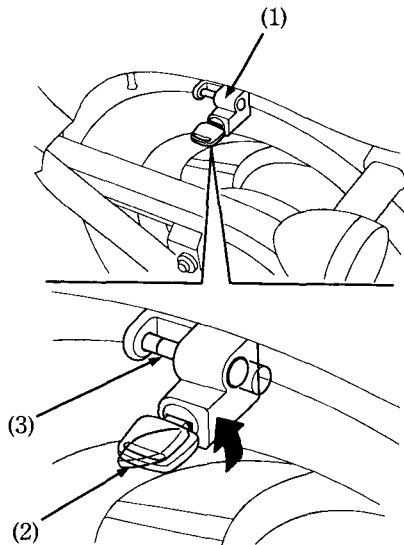
(1) Steering lock 〈 I G, II G, FI type only〉

HELMET HOLDER

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

▲ WARNING

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

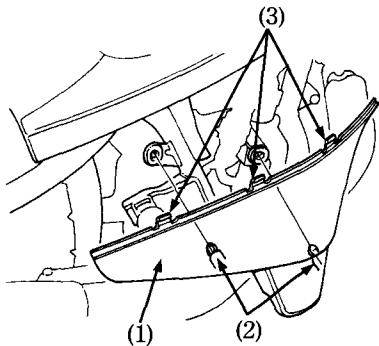


(1) Helmet holder
(2) Ignition key

(3) Holder pin

SIDE COVER

To remove the right and left side covers (1), pull out the prongs (2) and then gently pull the side cover down to release the tabs (3).



- (1) Side cover
- (2) Prongs

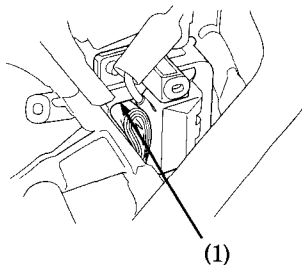
- (3) Tabs

DOCUMENT COMPARTMENT

The document compartment (1) behind the right side cover.

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

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



- (1) Document compartment

OPERATION

PRE-RIDE INSPECTION

▲ WARNING

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

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

1. Engine oil level—add engine oil if required (page 25). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 21). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (page 19–20).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (page 13–16).
5. Tyres—check condition and pressure (page 26–27).
6. Drive chain—check condition and slack (page 58). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and full closing in all steering positions.
8. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 29).
10. Side stand ignition cut-off system—check for proper function (page 64).

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

STARTING THE ENGINE

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.

▲WARNING

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

NOTE:

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

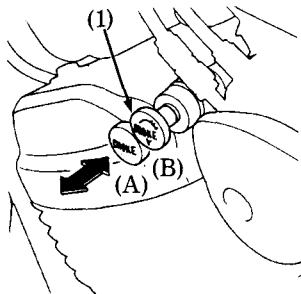
Preparation

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

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The red low oil pressure indicator is ON.

Starting Procedure

1. Pull the choke knob (1) out to the Fully ON position (A), if the engine is cold.
2. Press the starter button.
3. Warm up the engine until it runs smoothly, with the choke knob Fully OFF.

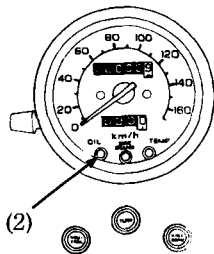


(1) Choke knob

(A) Fully ON
(B) Fully OFF

CAUTION:

- * The red low oil pressure indicator should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.



(2) Low oil pressure indicator

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to OFF and push the choke lever forward to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch to RUN and follow the Starting Procedure (page 36).

RUNNING-IN

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods.

During initial running-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

RIDING

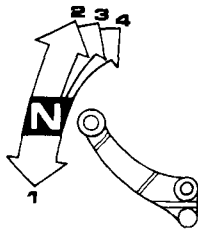
▲WARNING

- * **Review Motorcycle Safety (pages 1 – 4) before you ride.**
- * **Make sure the side stand is fully retracted before riding the motorcycle.**

NOTE:

- * **Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 43 and explanation for SIDE STAND on page 64)**
1. After the engine has been warmed up, the motorcycle is ready for riding.
 2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
 3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch

4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal. This sequence is repeated to progressively shift to 3rd and 4th (top) gears.
5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



BRAKING

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

▲ WARNING

- * Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- * When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

▲ WARNING

- * When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- * When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

PARKING

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

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - * **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**
3. Lock the steering to help prevent theft (page 31).

NOTE: 〈AR Type only〉

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

ANTI-THEFT TIPS

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

NAME : _____

ADDRESS : _____

PHONE NO : _____

MAINTENANCE

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

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

Perform the Pre-ride Inspection (page 34) at each scheduled maintenance period.

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

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

ITEM	FREQUENCY	WHICHEVER →		ODOMETER READING [NOTE (1)]								REFER TO PAGE
		COMES FIRST ↓	x 1,000 km	1	6	12	18	24	30	36		
		NOTE	x 1,000 mi	0.6	4	8	12	16	20	24		
* FUEL LINE						I		I		I	—	
* THROTTLE OPERATION						I		I		I	56	
* CARBURETOR CHOKE						I		I		I	—	
AIR CLEANER	(NOTE 2)						R			R	48	
CRANKCASE BREATHER	(NOTE 3)			C	C	C	C	C	C	C	49	
SPARK PLUG				I	R	I	R	I	R		54-55	
* VALVE CLEARANCE			I		I		I		I		—	
ENGINE OIL			R		R		R		R		25, 50-53	
ENGINE OIL FILTER			R		R		R		R		51-53	
* CARBURETOR SYNCHRONIZATION			I		I		I		I		—	
* CARBURETOR IDLE SPEED			I	I	I	I	I	I	I		57	
RADIATOR COOLANT	(NOTE 4)				I		I		R		19-20	
* COOLING SYSTEM					I		I		I		—	
* SECONDARY AIR SUPPLY SYSTEM	(NOTE 5)				I		I		I		—	

ITEM	FREQUENCY	WHICHEVER →		ODOMETER READING [NOTE (1)]							REFER TO PAGE	
		COMES FIRST ↓	NOTE	x 1,000 km	1	6	12	18	24	30		36
				x 1,000 mi	0.6	4	8	12	16	20		24
		MONTH		6	12	18	24	30	36			
DRIVE CHAIN				EVERY 1,000 km (600 mi) I, L							58-62	
BRAKE FLUID	(NOTE 4)			I	I	R	I	I	R		13-14	
BRAKE SHOE/PAD WEAR				I	I	I	I	I	I		69,70	
BRAKE SYSTEM				I		I		I		I	13-16	
* BRAKE LIGHT SWITCH						I		I		I	75	
* HEADLIGHT AIM						I		I		I	-	
CLUTCH SYSTEM				I	I	I	I	I	I	I	17-18	
SIDE STAND						I		I		I	64	
* SUSPENSION						I		I		I	63	
* NUTS, BOLTS, FASTENERS				I		I		I		I	-	
** WHEELS/TYRES				I	I	I	I	I	I	I	-	
** STEERING HEAD BEARINGS				I		I		I		I	-	

- * SHOULD BE SERVICED BY YOUR AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR AUTHORIZED HONDA DEALER.

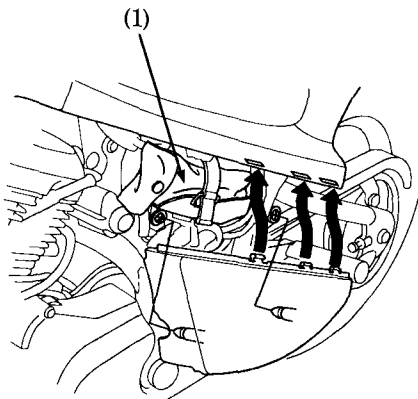
- NOTES:
1. At higher odometer readings, repeat at the frequency interval established here.
 2. Service more frequently when riding in unusually wet or dusty areas.
 3. Service more frequently when riding in rain or at full throttle.
 4. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
 5. Switzerland type only.

TOOL KIT

The tool kit (1) is in the tool box behind the left side cover.

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

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 5 mm hex wrench
- 6 mm hex wrench
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- Screwdriver grip
- 8 mm open end wrench
- 17 mm box end wrench
- 24 mm box end wrench
- Hook spanner
- Breaker bar
- Spark plug wrench
- Tool bag



(1) Tool kit

SERIAL NUMBERS

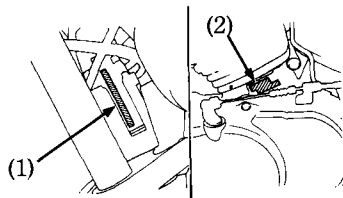
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

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

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

FRAME NO. _____

ENGINE NO. _____



(1) Frame number

(2) Engine number

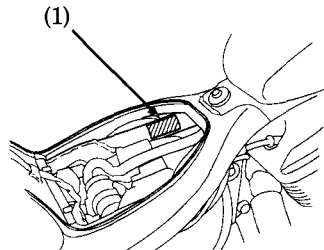
COLOUR LABEL

The colour label (1) is attached to the frame under the front seat.

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

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

▲ WARNING

- * If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- * Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

▲ WARNING

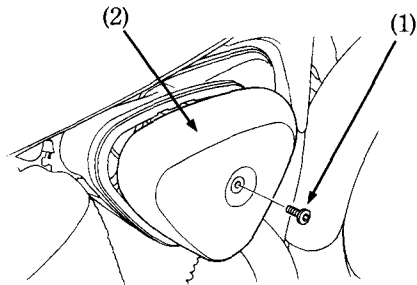
- * Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.

AIR CLEANER

(Refer to the maintenance precautions on page 47).

The air cleaner should be serviced at regular intervals (page 43). Service more frequently when riding in unusually wet or dusty areas.

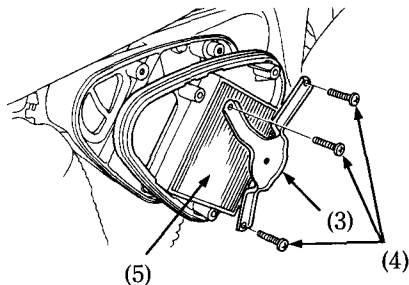
1. Remove the bolt (1) and the air cleaner cover (2).
2. Remove the air cleaner stay (3) by removing the screws (4).



(1) Bolt

(2) Air cleaner cover

3. Take out the air cleaner element (5) and discard it.
4. Install the new air cleaner element.
Use the Honda genuine air filter or an equivalent filter specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause premature engine wear or performance problems.
5. Install the removed parts in the reverse order of removal.



(3) Stay

(4) Screws

(5) Air cleaner element

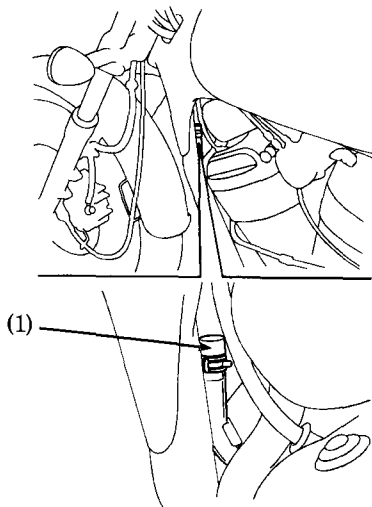
CRANKCASE BREATHER

(Refer to the maintenance precautions on page 47).

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

NOTE:

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



(1) Drain plug

ENGINE OIL

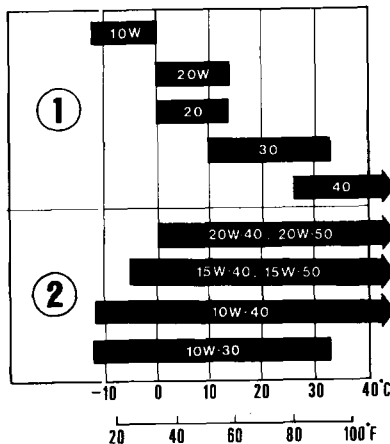
(Refer to the maintenance precautions on page 47).

Engine Oil

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

Viscosity:

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



(1) Single grade

(2) Multigrade

Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 43).

Changing the oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your authorized Honda dealer perform this service. If a torque wrench is not used for this installation, see your authorized Honda dealer as soon as possible to verify proper assembly.

NOTE:

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

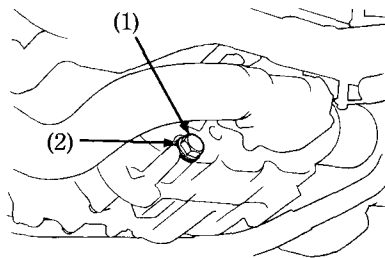
CAUTION:

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

1. To drain the oil, remove the oil filler cap and oil drain plug (1) and sealing washer (2).

▲ WARNING

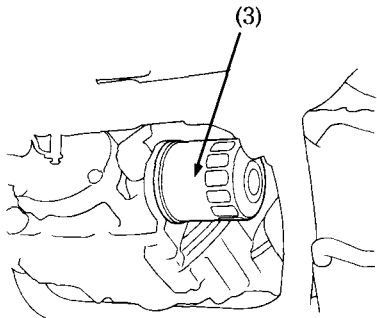
* A warmed-up engine and the oil in it are hot; be careful not to burn yourself.



(1) Oil drain plug

(2) Sealing washer

2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.
3. Check that the new oil filter rubber seal is in good condition.

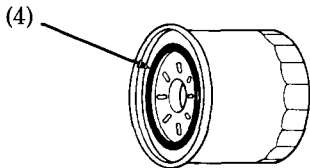


(3) Oil filter

4. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
5. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:

10 N·m (1.0 kg·m, 7 lb-ft)

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



(4) Oil filter rubber seal

6. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.

Oil Drain Plug Torque:

35 N·m (3.5 kg·m, 25 lb-ft)

7. Fill the crankcase with the recommended grade oil; approximately:
2.25 ℓ (2.38 US qt, 1.98 Imp qt)
8. Install the oil filler cap.
9. Start the engine and let it idle for 2–3 minutes.
10. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

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

NOTE:

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

CAUTION:

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

SPARK PLUGS

(Refer to the maintenance precautions on page 47).

Recommended plugs:

Standard:

DPR8EA-9 (NGK) or
X24EPR-U9 (NIPPONDENSO)

For cold climate: (Below 5°C, 41°F)

DPR7EA-9 (NGK) or
X22EPR-U9 (NIPPONDENSO)

For extended high speed riding:

DPR9EA-9 (NGK) or
X27EPR-U9 (NIPPONDENSO)

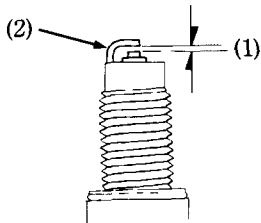
1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench furnished in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.80-0.90 mm (0.031-0.035 in)

Make sure the plug washer is in good condition.



(1) Spark plug gap

(2) Side electrode

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

CAUTION:

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

THROTTLE OPERATION

(Refer to the maintenance precautions on page 47).

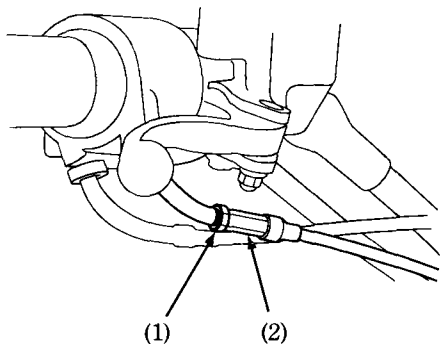
1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.

2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2—6 mm (0.08—0.24 in)

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



(1) Lock nut

(2) Adjuster

DRIVE CHAIN

(Refer to the maintenance precautions on page 47).

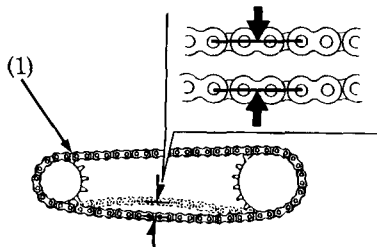
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 34). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
20—30 mm (0.8—1.2 in)

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



(1) Drive chain

4. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

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

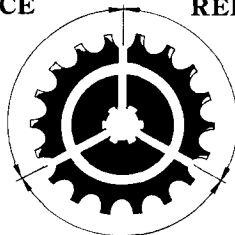
SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

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

Damaged Sprocket
Teeth
REPLACE

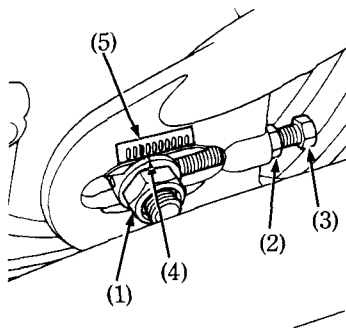
Worn Sprocket
Teeth
REPLACE



Normal Sprocket Teeth
GOOD

Adjustment:

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



- | | |
|-----------------------------------|-------------------------|
| (1) Axle nut | (4) Index mark |
| (2) Lock nut | (5) Corresponding scale |
| (3) Drive chain
adjusting bolt | |

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

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

Chain slack should be:

20–30 mm (0.8–1.2 in)

5. Align the chain adjuster index marks (4) with the corresponding scale (5) graduations on both sides of the swing arm.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting bolt until the marks correspond on the scale graduation on the swingarm and recheck chain slack.

6. Tighten the axle nut to:
90 N·m (9.0 kg-m, 65 lb-ft)
7. Tighten the adjusting bolts lightly, then tighten the lock nuts by holding the adjusting bolts with a spanner.
Recheck drive chain slack.
8. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 15).

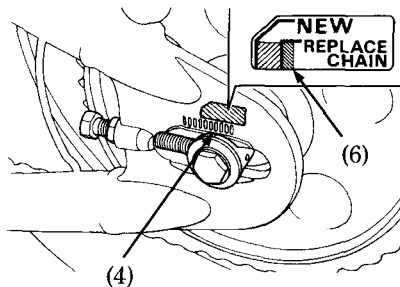
Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the arrow mark (4) on the chain adjuster plates after the chain has been adjusted to the proper

slack, the chain is excessively worn and must be replaced. The proper slack is:

20—30 mm (0.8—1.2 in)

This motorcycle has a staked master link drive chain which requires a special tool for cutting and staking. Do not use an ordinary master link with this chain. See your authorized Honda dealer.



(4) Index mark

(6) Red zone

Lubrication and cleaning:

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

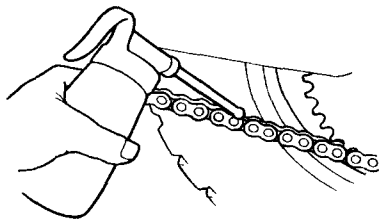
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with high flash-point solvent, such as paraffin. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

Replacement Chain:

RK525SM3, DID525V8

CAUTION:

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



FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 47).

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

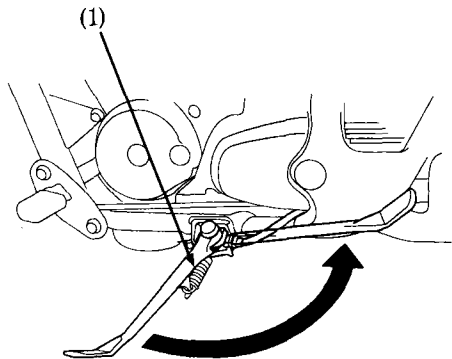
SIDE STAND

(Refer to the maintenance precautions on page 47).

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
 2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
 3. Lower the side stand. The engine should stop as you put the side stand down.

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



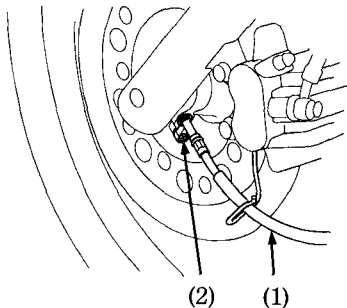
(1) Spring

WHEEL REMOVAL

(Refer to the maintenance precautions on page 47).

NOTE:

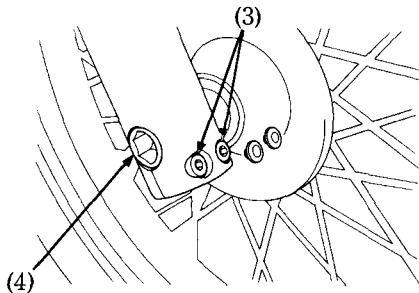
- * This motorcycle is equipped with a side stand only. Therefore, if front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your authorized Honda dealer for this service.



- (1) Speedometer cable
- (2) Speedometer cable set screw

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) by removing the speedometer cable set screw (2).
3. Loosen the fork pinch bolts (3) and remove the front axle (4). Pull out the front axle. Remove the front wheel.



- (3) Fork pinch bolts
- (4) Front axle

NOTE:

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

Installation Notes:

To install the front wheel assembly, install the brake disc between the brake pads taking care not to damage the brake pads and insert the axle through the left fork leg.

Make sure that the lug (5) on the fork leg is contacting the lug on the speedometer gear box. Tighten the axle holding bolts and axle bolt to specified torques.

Front axle torque:

75 N·m (7.5 kg-m , 54 lb-ft)

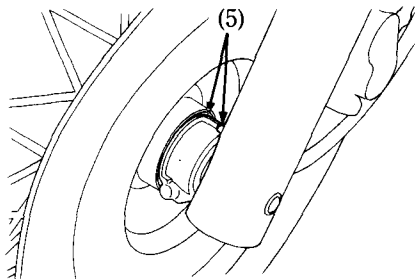
Fork pinch bolts torque:

22 N·m (2.2 kg-m , 16 lb-ft)

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

▲WARNING

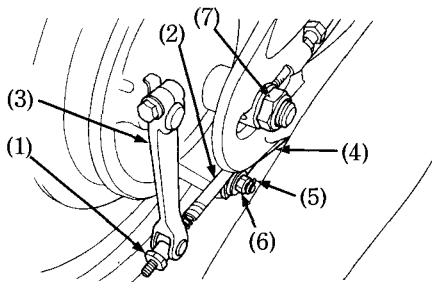
- * **If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.**



(5) Lugs

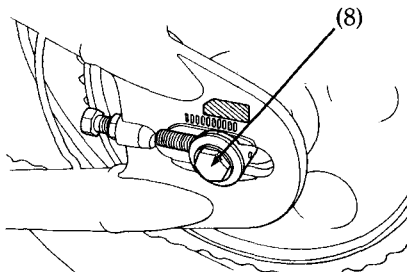
Rear Wheel Removal

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



- | | |
|-------------------|---------------------|
| (1) Adjusting nut | (5) Cotter pin |
| (2) Brake rod | (6) Stopper arm nut |
| (3) Brake arm | (7) Axle nut |
| (4) Stopper arm | |

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
4. Remove the axle nut (7) while holding the axle at the other end with a wrench.
5. Pull out the axle (8).
6. Remove the drive chain from the drive sprocket by pushing the rear wheel forward.
7. Remove the rear wheel.



- (8) Rear axle

Installation Notes:

- Reverse the removal procedure.
- Tighten and torque the following nuts and bolts :
 - Axle nut torque:
90 N·m (9.0 kg-m , 65 lb-ft)
 - Brake stopper arm nut torque:
27 N·m (2.7 kg-m , 20 lb-ft)
- Adjust the brake (page 15) and drive chain (page 58).
- Apply the brake several times and check for free wheel rotation after the brake pedal is released.

▲ WARNING

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

CAUTION:

- * **Always replace used cotter pins with new ones.**

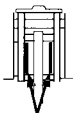
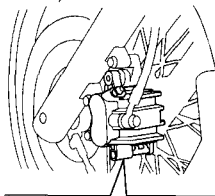
BRAKE PAD WEAR

(Refer to the maintenance precautions on page 47).

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

Inspect the pads at each regular maintenance interval (page 44).

<FRONT BRAKE>



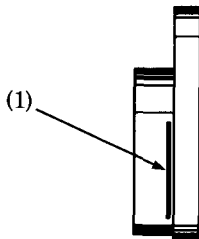
(1)

(1) Wear indicator mark

Front Brake

Check the wear indicator mark (1) on each pad.

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



(1)

BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 47).

The rear brake is equipped with a brake wear indicator.

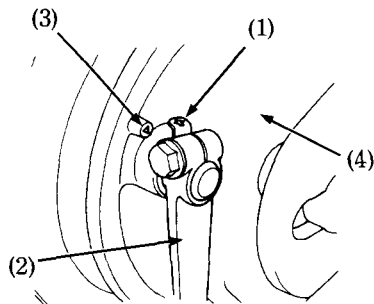
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

See your authorized Honda dealer for this service.

NOTE:

- * When the brake service is necessary, see your authorized Honda dealer. Use only genuine Honda parts or its equivalent.

<REAR BRAKE>



- (1) Arrow
- (2) Brake arm

- (3) Reference mark
- (4) Brake panel

BATTERY

(Refer to the maintenance precautions on page 47).

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.

▲ WARNING

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

immediately.

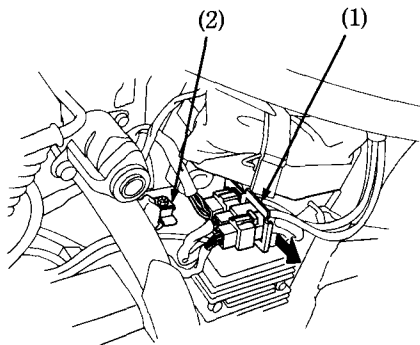
- * **Electrolyte is poisonous.**
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- * **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

- * Removing the battery caps can damage the caps and result in leaks and eventual battery damage.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

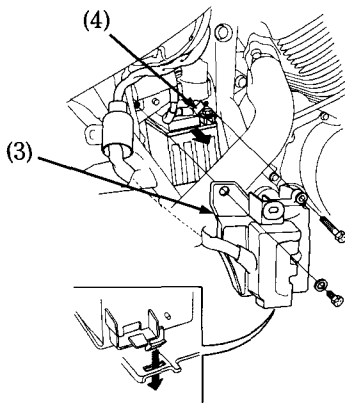
Battery Removal:

1. Remove the left side cover.
2. Remove the coupler holder (1).
3. Disconnect the negative (-) terminal lead (2) from the battery first.
4. Remove the right side cover.



- (1) Coupler holder
(2) Negative (-) terminal lead

5. Remove the battery cover (3) by removing the bolts.
6. Disconnect the positive (+) terminal lead (4).
7. Pull out the battery from the battery box.



- (3) Battery cover
(4) Positive (+) terminal lead

FUSE REPLACEMENT

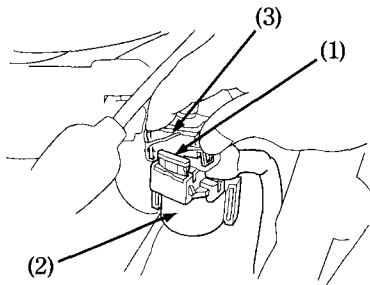
(Refer to the maintenance precautions on page 47).

The main fuse (1), located on the starter magnetic switch (2) behind the right side cover, is:

30A (Main fuse)

The spare main fuse (4) is located near the fuse box.

The fuse box is located behind the right side cover.



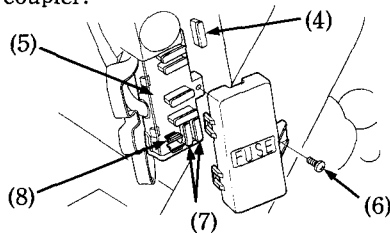
- (1) Main fuse (3) Wire coupler
(2) Starter magnetic switch

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

CAUTION:

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

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

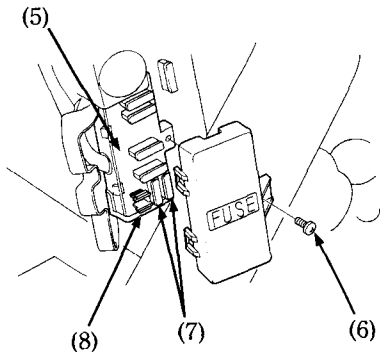


- (4) Spare main fuse (5) Fuse box (6) Screw
(7) Spare fuses (8) Fuse remover

To replace fuses in the fuse box (5), remove the right side cover, remove the screw (6) and the fuse box cover.

The spare fuses (7) are located in the fuse box.

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

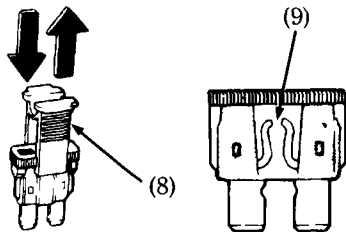


(5) Fuse box
(6) Screw

(7) Spare fuses
(8) Fuse remover

▲ WARNING

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



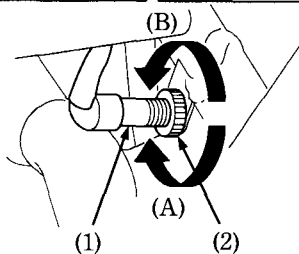
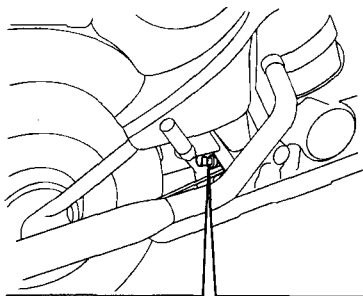
(9) Blown fuse

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 47).

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

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



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

CLEANING

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

CAUTION:

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

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

Ignition Switch	Instruments
Handlebar Switches	
Brake Master Cylinder	
Carburetors	Wheel Hubs
Drive Chain	Muffler Outlets
Under Fuel Tank	Under Seat

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

NOTE:

- * Clean the plastic parts using a cloth or sponge dampened with a solution of

mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.

2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
4. Lubricate the drive chain immediately after washing and drying the motorcycle.

▲ WARNING

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

CAUTION:

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

STORAGE GUIDE

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

STORAGE

1. Change the engine oil and filter.
2. Lubricate the drive chain (page 62).
3. Make sure the cooling system is filled with a 50/50% antifreeze solution.
4. Drain the fuel tank and carburetors into an approved petrol container. Spray the inside of the tank with an aerosol rust-inhibiting oil.
Reinstall the fuel cap on the tank.

NOTE:

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

▲ WARNING

*** Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

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

NOTE:

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

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

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 34).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,355 mm (92.7 in)
Overall width	760 mm (29.9 in)
Overall height	1,125 mm (44.3 in)
Wheelbase	1,600 mm (63.0 in)
Ground clearance	140 mm (5.5 in)

WEIGHT

Dry weight	199 kg (439 lbs)
------------	------------------

CAPACITIES

Engine oil	(After draining)	2.1 ℓ (2.2 US qt , 1.8 Imp qt)
	(After draining and oil filter change)	2.25 ℓ (2.38 US qt , 1.98 Imp qt)
	(After disassembly)	2.8 ℓ (3.0 US qt , 2.5 Imp qt)
Fuel tank		11.0 ℓ (2.91 US gal , 2.42 Imp gal)
Fuel reserve		3.4 ℓ (0.90 US gal , 0.75 Imp gal)
Cooling system capacity		1.6 ℓ (1.7 US qt , 1.4 Imp qt)
Passenger capacity		Operator and one passenger
Maximum weight capacity		185 kg (408 lbs) (I G, II G,SP)
		175 kg (386 lbs)
		(AR,SW,F,IT,ED,FI,N,U)

ENGINE

Bore and stroke	75.0 x 66.0 mm (2.95 x 2.60 in)
Compression ratio	9.2 : 1
Displacement	583 cm ³ (35.6 cu-in)
Spark plug	
Standard	DPR8EA-9 (NGK) or X24EPR-U9 (NIPPONDENSO)
For cold climate (Below 5 °C, 41 °F)	DPR7EA-9 (NGK) or X22EPR-U9 (NIPPONDENSO)
For extended high speed riding	DPR9EA-9 (NGK) or X27EPR-U9 (NIPPONDENSO)
Spark plug gap	0.80-0.90 mm (0.031-0.035 in)
Idle speed	
(I G, II G, AR, F, IT, ED, FI, N, SP, U)	1,100 ± 100 min ⁻¹ (rpm)
(SW)	1,300 ± 50 min ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	35°
Trail	164 mm (6.5 in)
Tire size, front	100/90-19 57S
Tire size, rear	170/80-15M/C 77S

POWER TRANSMISSION

Primary reduction	1.888
Gear ratio, 1st	2.571
2nd	1.700
3rd	1.227
4th	0.931
Final reduction	2.750

ELECTRICAL

Battery	12V—8Ah
Generator	310W/5,000 min ⁻¹ (rpm)

LIGHTS

Headlight (HIGH/LOW)	12V—60/55W
Tail/brake light	12V—5/21W x 2
Turn signal light Front	12V—21W x 2
Rear	12V—21W x 2
Position light	12V—4W
Instrument lights	12V—3.4W
Neutral indicator light	12V—1.7W
Turn signal indicator light	12V—1.7W
High beam indicator light	12V—1.7W
Lisence light	12V—5W

FUSE

10A, 15A
30A (Main fuse)

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Owners are warned that the law may prohibit : (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

