

# HONDA CBX 750F (RC17)

## OWNERS MANUAL

- Following codes in this manual indicates each country

E	UK	Royaume-Uni	Reino Unido	Großbritannien	E
F	France	France	Francia	Frankreich	F
G	Germany	Allemagne	Alemania	Deutschland	G
ED	Europe	Europe	Europa	Europa	ED
SA	South Africa	Afrique du sud	Africa del Sur	Südafrika	SA
U	Australia	Australie	Australia	Australien	U
SW	Switzerland	Suiza	Suisse	Schweiz	SW
ND	Northern Europe	Europe septentrionale	Europe septentrional	Nordeuropa	ND
IT	Italy	Italia	Italie	Italien	IT
H	Netherlands	Holland	Hollande	Holanda	H
AR	Austria	Austriche	Austria	Österreich	AR

The specifications may vary with destinations

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### PREFACE

This booklet is your guide to the basic operation and maintenance of your new motorcycle. Please take the time to read the Owners Manual carefully. As with any fine machine, proper care and maintenance are essential for trouble free operation and optimum performance.

Your authorised Honda dealer will be glad to provide further information or assistance and is fully equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you many miles of continued riding pleasure in the years ahead.

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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 before you start the engine. You may prevent an accident or equipment damage.
- 2 Many accidents involve inexperienced riders. Most countries require a special riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
- 3 Many car/motorcycle accidents happen because the car driver does not “see the motorcyclist. Make yourself conspicuous to help avoid the accident that is not your fault:
  - Wear bright or reflective clothing
  - Don’t drive 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 manoeuvrability can surprise other motorists.
- 5 Don’t let other motorists surprise you. Use extra caution at intersections, parking entrances and exits and driveways.
- 6 Keep both hands on the handlebars and both feet on the footrests while riding. A passenger should hold onto the motorcycle or the rider with both hands, and keep both feet on the passenger footrests.

### PROTECTIVE APPAREL

- 1 Most motorcycle accidents fatalities are due to head impact. ALWAYS wear a helmet. You should also wear a face shield or goggles; boots, gloves, and protective clothing. A passenger needs the same protection.
- 2 The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
- 3 Do not wear loose clothing which could catch on the control levers, footrests, 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 luggage. The addition of accessories and luggage can reduce a motorcycle’s stability, performance and safe operating speed. Remember these performances may be reduced by installation of non-Honda accessories, improper loading, poor road or weather conditions, etc.**

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, luggage and additional accessories must not exceed 187 kg (415 lbs), the vehicle capacity load. Luggage weight alone should not exceed 25 kg (56 lbs).

- 1 Keep luggage and accessory weight low and close to the centre of the motorcycle. Load weight equally on both sides to minimise imbalance. As weight is located farther from the motorcycle’s centre of gravity, handling is proportionally affected.
- 2 Adjust tyre pressures, front fork air pressure and rear shock absorber air pressure to suit load weight and riding conditions.
- 3 Luggage racks are for light weight items. Bulky items too far behind the rider can cause wind turbulence that impairs handling.

- 4 All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
- 5 Do not attach large heavy items to handlebars, front forks, 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 above, 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 large handlebar-mounted windshields, or poorly designed or improperly mounted fairings or windshields 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 the 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 dangerous loss of lights or engine power at night or in traffic.

**TYRES: TUBELESS**

This motorcycle is equipped with tubeless tyres, valves, and wheel rims. Use only tyres marked “TUBELESS TYRE APPLICABLE”

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 when tyres are “cold”, before you ride.
- Tubeless tyres have some degree of self sealing ability, if they are punctured, leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

		Front	Rear
Tyre Size		110/90 V16	130/80 V18
Cold tyre pressure kPa (kg/cm <sup>2</sup> , psi)	Driver only	250 (2.5, 36)	250 (2.5, 36)
	Driver and one passenger	250 (2.5, 36)	290 (2.9, 42)
Tyre brand TUBELESS ONLY Bridgestone Dunlop		G511 K527A	G510 K527

Check the tyres for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformations. If there is any damage, see your authorised Honda dealer for repair, replacement, and balancing.

**WARNING:**

- Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Under inflation may result in the tyre slipping on, or coming off the rim.
- Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.

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

Minimum tread depth	
Front:	1.5 mm (1/16")
Rear:	2.0 mm (3/32")

#### Repair

- Puncture of tubeless tyres may be fixed externally for emergency. See your authorised Honda Dealer for the correct method before you encounter actual failure on the road

#### **WARNING:**

- **Do not exceed 60 km/h (40 mph) for the first 24 hours after the repair carried out, otherwise repair failure or tyre deflation may result.**
- **It is important, after a repair has been carried out to the tyres, to pay special attention when riding at high speed as the tyre performance may deteriorate.**
- **If you wish to have temporarily repair or you have any doubt regarding a repair, please consult HONDA dealers or your local tubeless tyre specialist.**

#### Replacement

See your authorised Honda Dealer

#### **WARNING:**

- **The use of tyres other than those listed on the tyre information label may adversely affect handling.**
- **Do not install tube type tyres on tubeless rims. The beads may not seat and the tyres could slip on the rims, causing the deflation.**
- **Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorised Honda dealer. Wheel balancing is required after tyre repair or replacement.**
- **Foreign object intrusion of tyre face will reduce the performance of any tyre. Subsequent repair may not restore original safety factor**

#### **CAUTION**

- **If the tyre side wall is punctured or damaged, the tyre must be replaced.**
- **Do not try to remove tubeless tyres without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.**

## SUSPENSION

The front and rear suspension of this motorcycle can provide the desired ride under various rider/luggage weights and driving conditions through adjustment of the air pressure.

The recommended pressures under normal conditions are:

Front 0 - 40 kPa (0 - 0.4 kg/cm<sup>2</sup>, 0 - 6 psi)  
 Rear 0 - 400 kPa (0 - 4.0 kg/cm<sup>2</sup>, 0 - 57 psi)

Low air pressure settings provide a softer ride and for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/Load	Driving Conditions
0 kPa (0 kg/cm <sup>2</sup> ) (0 psi)	0 kPa (0 kg/cm <sup>2</sup> ) (0 psi)	One	Ordinary or city road driving
↕	↕	↕	↕
40 kPa (0.4 kg/cm <sup>2</sup> ) (6 psi)	400 kPa (4.0 kg/cm <sup>2</sup> ) (57 psi)	Up to * 180 kg (397 lbs)	Rough road driving

\*The combined weight of the rider, passenger, luggage and all accessories.

### Air Pressure

Check and adjust air pressure when the front fork tubes and rear shock absorbers are cold before riding.

Front air pressure adjustment:

1. Place the motorcycle on its centre stand. Do not use the side stand, or you will get false pressure readings.
2. Remove the front fork air valve cap (1). Check the air pressure.



**NOTE: Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.**

3. Add air to the recommended pressure.

**NOTE: We recommend that you do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.**

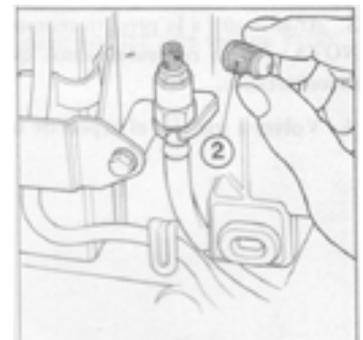
4. Reinstall the front fork air valve cap.

### Rear air pressure adjustment:

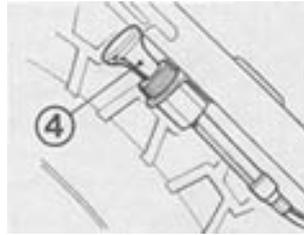
1. Place the motorcycle on its centre stand.
2. Do not use the side stand, or you will get false pressure readings.
3. Remove the right side cover.
4. Remove the valve air cap (2). Check the air pressure with an air pressure gauge.

**NOTE: Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.**

5. If required, add air up to the recommended pressure.
6. Reinstall the air valve cap (2) and the right side cover.



## Rebound damping adjuster



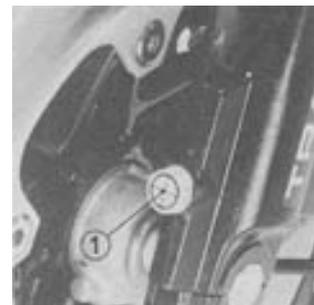
After adjusting preload air pressure, set the front and rear rebound damping adjusters (reference: (3) front; (4) rear) to one of three positions for the front and three positions for the rear. Adjust damping to provide the desired ride according to the chart below.

### Recommended damping adjuster positions

Front Rebound Damping Adjuster (3)	Rear Rebound Damping Adjuster (4)	Conditions	
		Riders/Load	Riding Conditions
2	2	One	Ordinary or city road riding
2	2	One	Highway or winding road riding
1	2	One	Rough road riding
2	2	One/Two	Ordinary or city road riding
3	3	One/Two or carrying a load	Highway or winding road riding
2	3	One/Two or carrying a load	Rough road riding

## Anti Dive Adjuster

This adjuster (1) reduces nose-diving during braking and may be adjusted to the riders choice independent of load or riders weight. Located on the left side of the front fork, this adjuster can be set to any one of four positions.

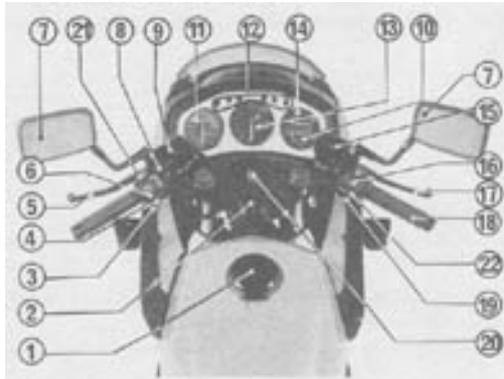


Position	Anti-dive damper force
1	Light anti-dive
2	Medium
3	Hard
4	Maximum anti-dive

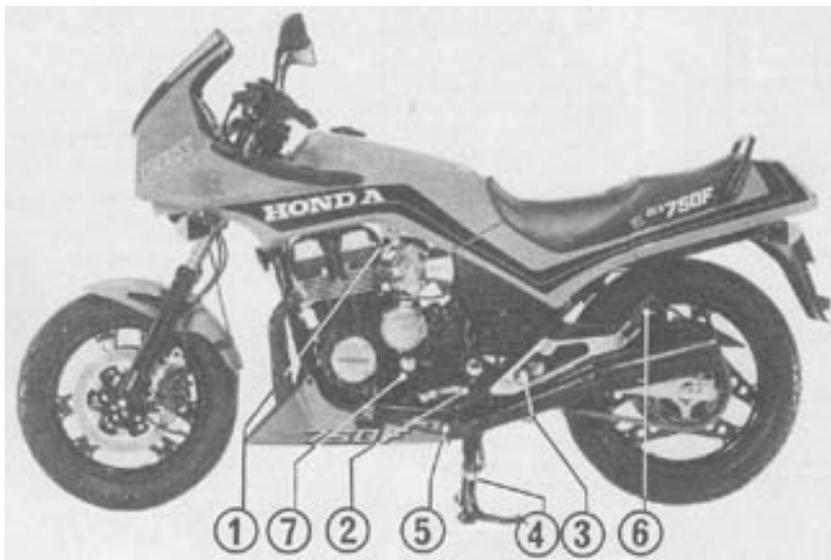
**WARNING: Do not position the adjuster between the numbered detent adjustment points.**

## EQUIPMENT AND CONTROLS

### Control Location



- |                             |                                 |                            |
|-----------------------------|---------------------------------|----------------------------|
| (1) Fuel tank cap           | (8) Choke lever                 | (15) Brake fluid reservoir |
| (2) Fuse box                | (9) Clutch fluid reservoir      | (16) Engine stop switch    |
| (3) Horn button             | (10) Voltmeter                  | (17) Brake lever           |
| (4) Turn signal switch      | (11) Speedometer                | (18) Throttle grip         |
| (5) Clutch lever            | (12) Warning & indicator lights | (19) Starter button        |
| (6) Headlight dimmer switch | (13) Tachometer                 | (20) Ignition switch       |
| (7) Rear view mirrors       | (14) Fuel gauge                 | (21) Headlight switch      |



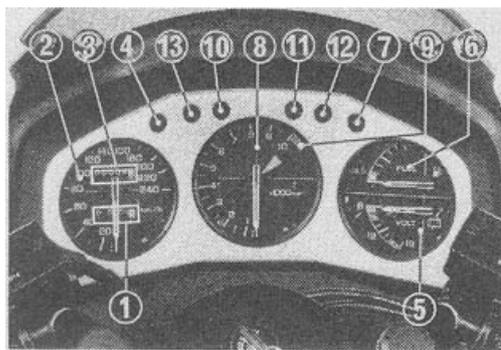
- |                      |                  |                             |
|----------------------|------------------|-----------------------------|
| (1) Fuel valve       | (4) Centre stand | (6) Passenger footpeg       |
| (2) Gear shift pedal | (5) Side stand   | (7) Oil filler cap/dipstick |
| (3) Footpeg          |                  |                             |



(1) Passenger footpeg      (2) Footpeg      (3) Brake pedal      (4) helmet holder

### Instruments and Indicators

The indicators and warning lights are grouped around the instruments.



(1) Tripmeter	(8) Tachometer
(2) Speedometer	(9) Tachometer red zone
(3) Odometer	(10) Oil pressure warning light
(4) Left turn signal indicator	(11) High beam indicator
(5) Voltmeter	(12) Neutral indicator
(6) Fuel gauge	(13) Tail/stoplight warning light
(7) Right turn signal indicator	

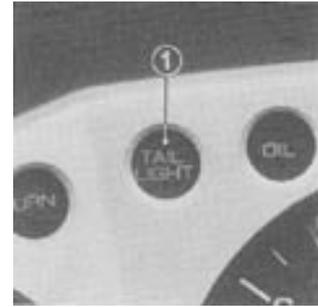
### Fuel Gauge

The fuel gauge shows approximate fuel supply available. At F (full) there is 22 litres (5.8 US gal, 4.8 Imp gal), including the reserve supply. When the gauge needle first points to RES zone there is about 4.2 litres (1.1 US gal, 0.92 Imp gal) left in the tank. Refill the tank as soon as possible. If the main fuel supply runs out, the last 3.7 litres (1.0 US gal, 0.8 Imp gal) can be used by turning the fuel valve to RES.



## Tail/Stoplight Warning Light

The tail/stoplight warning light (1) lights when the tail/stoplight bulb is burned out. It should light for a few seconds and go out when the ignition switch is turned ON.

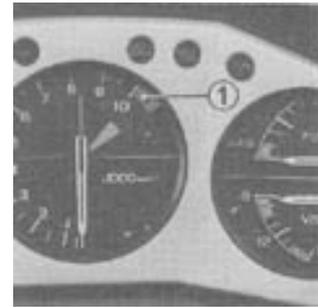


## Tachometer Red Zone

### CAUTION:

- Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.
- Be careful when blipping or accelerating in the 1<sup>st</sup> or 2<sup>nd</sup> gear as the needle will enter the red zone easily.

The red zone indicates (1) the maximum engine speed limit and running the engine in this range will adversely affect its service life.



## Tripmeter

Use the trip meter to calculate mileage on trips. Reset to zero with the knob (2).



## Ignition Switch

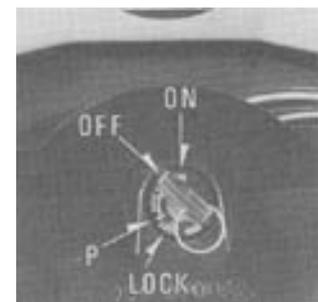
The ignition switch is located directly below the indicator panel.

OFF: All electric circuits open. Engine cannot be started. Key can be removed. (Key cannot be removed: ND, G)

ON: All electric circuits closed. Engine and light can be operated. Key cannot be removed.

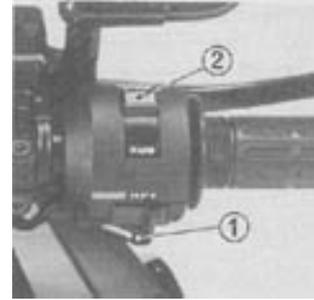
P (PARKING): All electric circuits open except for tail light and position light. Key can be removed.

LOCK (STEERING LOCK)



## Starter Button

The starter button (1) operates the starter. When you press the button, the starter cranks the engine. The use of the button is explained on "Starting the Engine".



## Engine Stop Switch

Your motorcycle is equipped with an engine stop switch (2). At the "OFF" position, the ignition circuit is open. The switch should normally be placed at the "RUN" position. Do not use this switch except to stop the engine in an emergency.

## Headlight Switch

The headlight switch (3) has three positions: "H", "P" and "OFF" marked by a dot to the right of "P".

- H: Headlight, tail light, position light and meter lights on.
- P: Position light, tail light and meter lights on.
- OFF: (dot) Headlight, tail light, position light and meter lights off



## Headlight Dimmer Switch (1)

Push the dimmer switch to "Hi" to select high beam or to "Lo" to select low beam.

## Passing Light Control Switch (2)

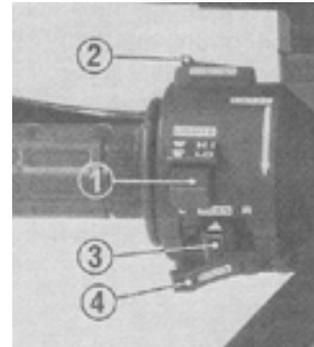
When this switch is pressed, the headlight flashed on to signal approaching cars or when passing.

## Turn Signal Switch (3)

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

## Horn Button (4)

When this button is pressed the horn sounds.



## Voltmeter

The needle should remain within 12-15V when the engine is running over 2000 min<sup>-1</sup> (rpm). If the needle drops to 10-12V, the battery is excessively discharged. Turn any accessories off and have the battery removed and checked. If the needle reads below 10V or above 15V, there is a malfunction in the electrical system (See your authorised HONDA dealer.)

**NOTE: Check the voltmeter after the needle stabilises. The needle will stabilise approximately one minute after starting the engine.**



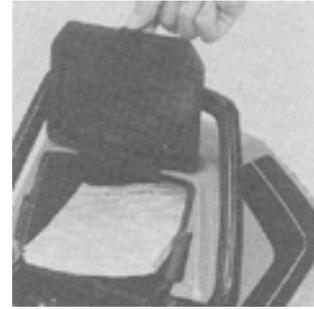
## Document Compartment

The document compartment is at the rear of the seat.

Remove the seat and open the cover.

This owners manual and other documents should be stored in the document compartment.

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



## Steering Lock

The steering can be locked when the ignition switch (1) is in the "LOCK" position.

Turn the handlebar all the way to the steering stop, either to the left or right, insert the key at the "OFF" position, turn it counter clockwise to "P" or "LOCK" position while pushing in and then remove the key. To unlock, only turn the key clockwise.

(G, ED)

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

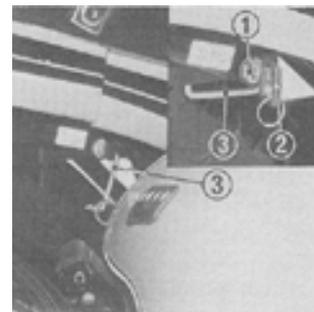


## Helmet Holder

The helmet holder (1) eliminates the need for carrying your helmet after parking. The holder can be locked to help prevent theft.

1. Unlock the holder with the key (2).
2. Hang your helmet on the holder pin (3) and push in the holder pin (3).

**Warning: The helmet holder is designed for helmet security while parking. Do not operate the motorcycle with a helmet attached to the holder.**

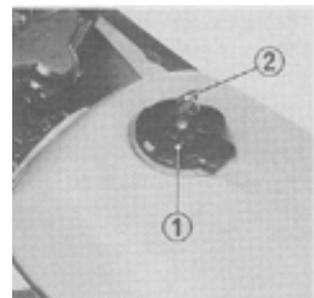


## FUEL AND OIL

### Fuel Tank

The fuel tank holds 22 litres (5.8 U.S. gal, 4.8 Imp gal) including the 4.2 litres (1.1 US gal, 0.92 Imp gal) in the reserve supply. To open the fuel tank cap (1), insert the key (2) and turn it clockwise. The cap is hinged and will lift up. Use low-lead gasoline with an Octane rating of 91 or higher.

- **Do not overfill the tank (there should be no fuel in the filler neck). After refuelling, make sure the tank cap is closed securely and the cap latch is locked.**
- **Gasoline is extremely flammable and is even explosive under certain conditions. Whenever the tank cap is open, be sure the engine is stopped and that there are no lighted cigarettes or flames nearby.**

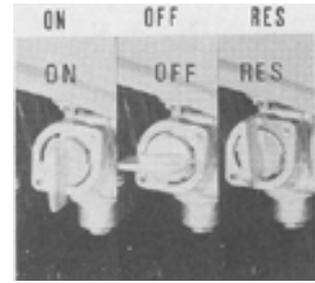


## Fuel Valve

The fuel valve (1) is located under the left side of the fuel tank. With the valve set in the "OFF" position, fuel supply is cut off. The valve should be set in this position when the motorcycle is not in use.

Turn to the "ON" position for normal riding (gasoline will flow to the carburetors).

Turning the fuel valve to the "RES" position allows fuel to flow from the reserve supply.

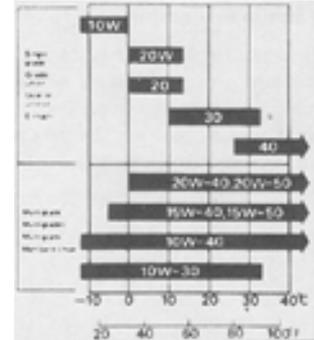


## Engine Oil

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 or SF. It is not necessary to use additives.

## 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 proper grade or viscosity of oil to be used at various atmospheric temperatures.



## PRE-RIDING INSPECTION

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

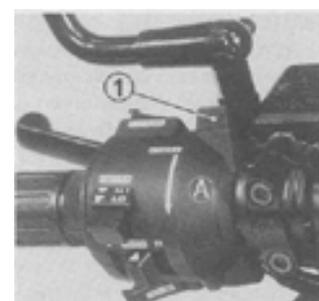
Engine oil level:	Check the level and add if necessary.
Fuel Level:	Fill tank when necessary.
Brakes:	Check the brake lines for leaks, check brake fluid level.
Tyres:	Check the air pressure and tyres for wear or damage.
Battery electrolyte:	Check the level and add if necessary.
Throttle operation:	Check throttle operation, cable routing and free play. Correct or replace if necessary.
Lighting:	See if all lights operate properly.
Drive chain:	Check condition of drive train and measure the chain tension. Adjust if the chain tension is incorrect. Lubricate if it appears dry. Replace if it is badly worn or damaged.

## STARTING THE ENGINE

NOTE: The electrical system is designed to prevent electric starting if the transmission is in gear, unless the clutch is disengaged. However it is recommended that the transmission be placed in neutral before attempting to start the engine.

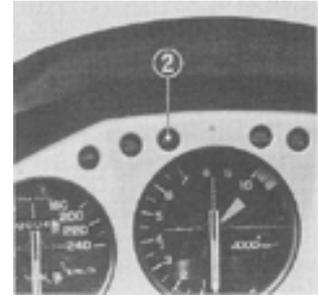
WARNING: Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or confined area.

1. Make sure the transmission is in neutral and the fuel valve is ON.
2. Insert the key in the ignition switch and turn to ON. The neutral indicator (green) and oil pressure light (red) should go on.
3. Make sure the engine stop switch is in the run position.
4. Pull the choke lever (1) all the way to the fully open position (A), if the engine is cold.



5. Press the starter button, leaving the throttle closed.
6. Warm up the engine by opening and closing the throttle until it runs smoothly, with the choke closed.

**CAUTION:** The oil pressure warning light (2) should go off within a few seconds after the engine is started. If the light remains on, turn off the engine immediately and check the oil level. If the level is adequate, do not operate the motorcycle until the lubrication system has been examined by a qualified mechanic.

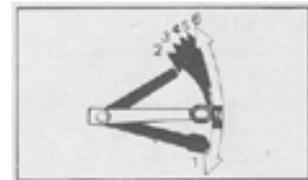


### **BREAK IN PROCEDURE**

1. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000  $\text{min}^{-1}$  (rpm).
2. Increase the maximum continuous engine speed by 2,000  $\text{min}^{-1}$  (rpm) between odometer readings of 1,000 and 1,600 km (600 and 1,000 miles). Do not exceed 7,000  $\text{min}^{-1}$  (rpm). Vary speed frequently, and use full throttle for short spurts only.
3. Never lug the engine with excessive throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you may subject the motorcycle to full throttle operation, however, do not exceed 10,500  $\text{min}^{-1}$  (rpm) at any time.

### **RIDING THE MOTORCYCLE**

1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1<sup>st</sup>) by depressing the gear shift pedal.
3. Slowly release the clutch lever while gradually picking up speed. Co-ordination of these two operations will assure a smooth start.
4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch again and shift into 2<sup>nd</sup> by raising the shift pedal. Do the same for the other 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 may be greatly reduced and control of the motorcycle be difficult.



## MAINTENANCE SCHEDULE

Perform the Pre Ride inspection at each scheduled period.

I : Inspect And Clean, Adjust, Lubricate Or Replace If Necessary

C : CLEAN

R : REPLACE

L : LUBRICATE

Frequency	Item	Whichever comes first	Odometer Reading (Note 3)						Page (of this document)	
			1,000 km 600 miles	6,400 km 4,000 miles	12,800 km 8,000 miles	19,200 km 12,000 miles	25,600 km 16,000 miles	32,000 km 20,000 miles		38,400 km 24,000 miles
		Every								
*	Fuel Lines			I	I	I	I	I	I	
*	Fuel Strainer		C	C	C	C	C	C	C	
*	Throttle Operation		I	I	I	I	I	I	I	17
*	Carburettor - Choke			I	I	I	I	I	I	
*	Air Cleaner	Note 1			R		R		R	17
	Crankcase Breather	Note 2		C	C	C	C	C	C	18
	Spark Plugs			I	R	I	R	I	R	17
	Engine Oil	Year	R	R	R	R	R	R	R	16
	Engine Oil Filter	Year	R	R	R	R	R	R	R	16
*	Carburettor Synchronisation		I	I	I	I	I	I	I	
*	Carburettor - Idle Speed		I	I	I	I	I	I	I	18
	Drive Chain		I & L Every 1,000 km (600 miles)							18
	Battery	Month	I	I	I	I	I	I	I	22
	Brake Fluid	Month I 2 Years *R	I	I	I	*R	I	I	*R	19
	Brake Pad Wear			I	I	I	I	I	I	19
	Brake System		I	I	I	I	I	I	I	19
*	Brake Light Switch		I	I	I	I	I	I	I	23
*	Headlight Aim		I	I	I	I	I	I	I	
	Clutch Fluid	Month I 2 Years *R	I	I	I	*R	I	I	*R	18
	Clutch System		I	I	I	I	I	I	I	18
	Side Stand			I	I	I	I	I	I	20
*	Suspension		I	I	I	I	I	I	I	20
	Nuts, Bolts, Fasteners		I	I	I	I	I	I	I	
*	Wheels		I	I	I	I	I	I	I	
*	Steering Head Bearing		I		I		I		I	

\*\* In the interest of safety, we recommend these items be serviced only by an authorised Honda Dealer

\* Should be serviced by an authorised Honda Dealer unless the owner has proper tools and service data and is mechanically qualified. Refer to the official Honda Shop Manual.

Notes:

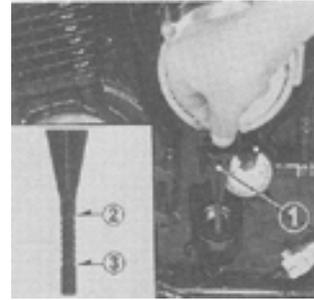
- (1) Service more frequently when riding in dusty areas
- (2) Service more frequently when riding in rain, or at full throttle
- (3) For higher odometer reading, repeat at the frequency interval established here

## MAINTENANCE

### Engine Oil

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

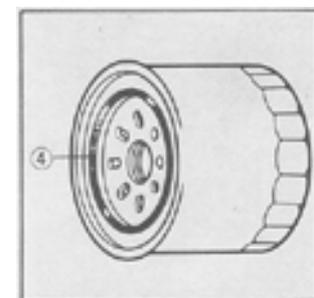
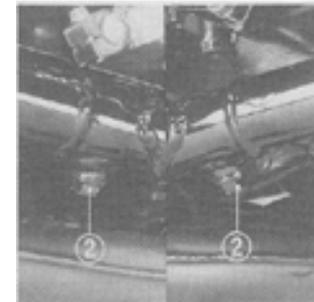
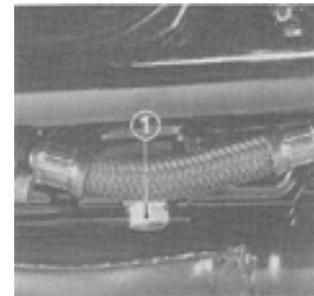
1. Put the motorcycle on its centre stand on level ground.
2. Start the engine and let it idle for a few minutes.
3. Stop the engine and remove oil filler cap/dipstick (1), wipe it clean, and insert the dipstick without screwing it in. Remove the dipstick and check the oil level. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil up to the upper level mark, then reinstall the oil filler cap/dipstick.



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

Perform the oil change in the following manner. Drain the oil while the engine is still warm.

1. Remove the under cowl by removing the fixing bolts.
2. To drain the oil, remove the oil filler cap, bottom oil drain plug (1) and right and left frame oil drain plugs (2).
3. Remove the oil filter with a filter wrench and let the remaining oil drain out. Discard the oil filter (3).
4. Check that the new oil filter O-ring is in good condition. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
5. Install the new oil filter and tighten it to 15-20 Nm (1.5 - 2.0 kg-m, 11 - 14 ft-lb) torque.
6. Check that the sealing washers on the drain plug are in good condition and install the plugs.  
Engine bottom: 30 - 40 Nm (3.0 - 4.0 kg-m, 22 - 29 f lbs)  
Frame: 24 - 30 Nm, 2.04 - 3.0 kg-m, 17 - 22 ft-lb
7. Fill the crankcase with approximately 2.8 litres (3.0 US qt) of the recommended oil.
8. Install the oil filler cap.
9. Start the engine and let it idle for a few minutes.
10. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.

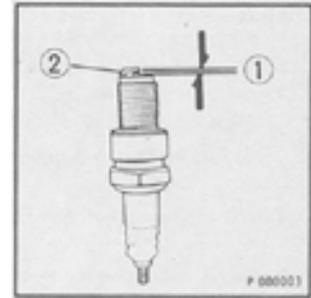


**Caution: Change oil more frequently than recommended in the schedule, depending upon the severity of dust conditions.**

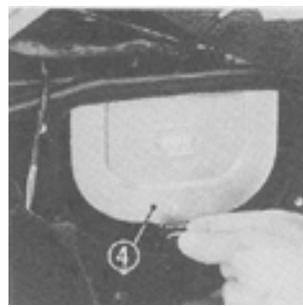
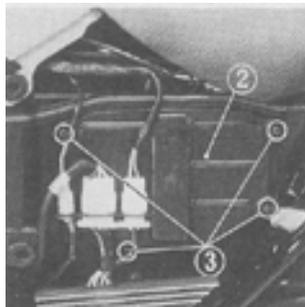
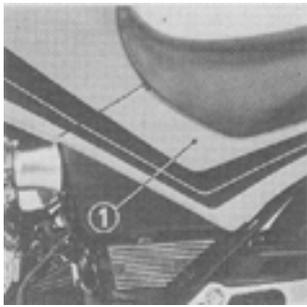
## Spark Plugs

	NKG	ND
Standard	DPR8EA-9 <DP8EA-9>	X24EPR-U9 <X24EP-U9>
For Cold climate (below 5°C)	DPR7EA-9 <DP7EA-9>	X22EPR-U9 <X22EP-U9>
For extended high speed driving	DPR9EA-9 <DP9EA-9>	X27EPR-U9 <X27EP-U9>

1. Remove the spark plug lead and take out the spark plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and centre 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.
3. Measure with a feeler gauge and adjust to 0.9 – 0.9 mm (0.031 – 0.035 in) (1) by bending the side electrode (2). Do not over tighten.



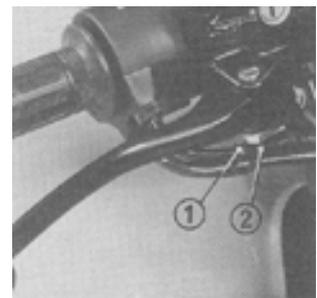
## Air Cleaner Servicing



1. Remove the left side cover (1).
2. Remove the air cleaner (2) by unscrewing the screws (3).
3. Pull out the air cleaner element retainer. Take out and discard the air cleaner element (4).
4. Install the new element.
5. Install the parts in the reverse order of removal.

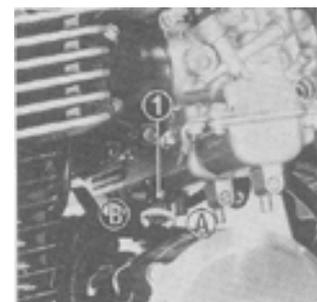
## Throttle Operation

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Check the throttle grip play at the grip. Standard play is approximately 2 – 6 mm (0.08 – 0.24 in) of the grip rotation. To adjust the play, loosen the lock nut (1) and turn the adjuster (2).



## Engine Idle Speed Adjustment

1. Start and warm up the engine to normal operating temperature.
2. Set the engine idle speed to 1,000 min<sup>-1</sup> (rpm) by adjusting the stop screw (1). Turning the screw in the (A) direction will increase the rpm, and turning in the (B) direction will result in a decrease.

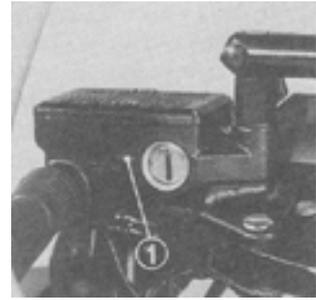


## Clutch

This motorcycle has a hydraulic clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever free play becomes excessive and the motorcycle creeps or stalls when shifted into gear or if the clutch slips, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

### Fluid Level

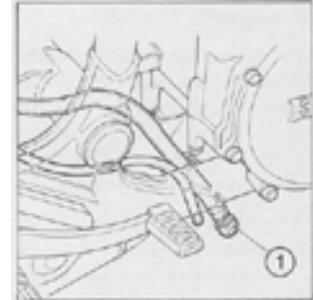
Check that the fluid level is above the lower mark (1). If the fluid level is near the lower level mark, it indicates the fluid is leaking. See your authorised Honda dealer for repair.



## Crankcase Breather

1. Remove the drain plug (1) from the tube, and drain deposits.
2. Reinstall the drain plug

Note: Service more frequently when ridden 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.

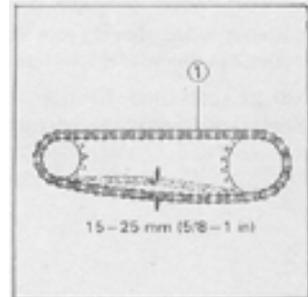


## Drive Chain

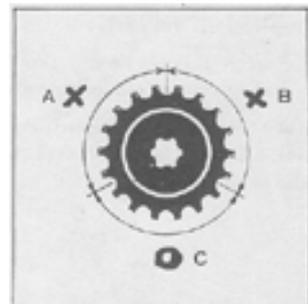
### Inspection and adjustment

Place the motorcycle on its centre stand, with the transmission in neutral and the ignition off

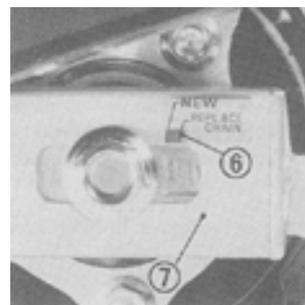
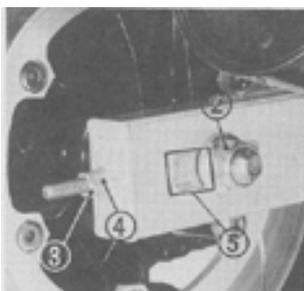
1. Turn the rear wheel slowly, and inspect the drive chain and sprockets for damage, wear, dry or rust. Drive chain and/or sprocket(s) which are damaged or worn must be replaced. Chain which appears dry or shows signs of rust requires lubrication.
2. Move the chain (1) up and down with your fingers and measure the amount of slack. The slack should be adjusted to 15 - 25 mm (5/8 - 1.0 in) and never be allowed to exceed 50 mm (2 in).



- (A) Damaged sprocket teeth
- (B) Worn sprocket teeth
- (C) Normal sprocket teeth



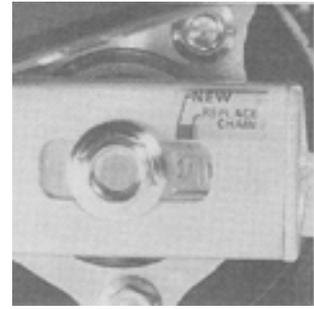
4. To adjust the slack, loosen the rear axle nut (2). Loosen the lock nuts (3) and turn the adjusting nuts (4) as necessary. Make sure the chain adjusters on both sides are at the same index mark (5) locations.
5. Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the arrow (7) after the chain has been adjusted to 15 - 25 mm (0.6 - 1.0 in) slack, the chain is excessively worn and must be replaced.



## Replacement

When a new drive chain is installed, a new wear label must be attached according to the directions provided with the replacement chain. Since new chain lengths vary slightly, proper label placement is necessary to provide accurate wear and replacement indication.

**Caution: Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain.**



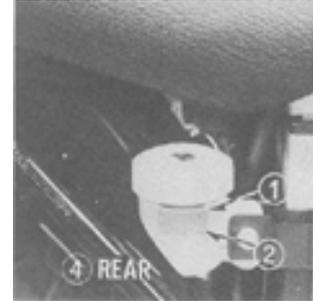
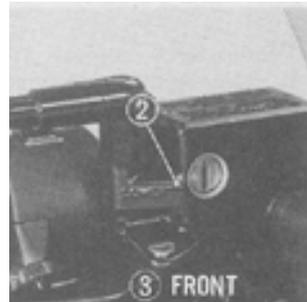
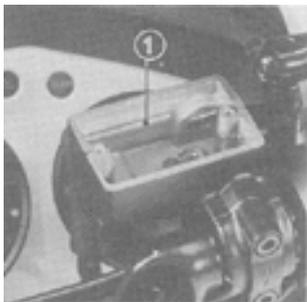
## Lubrication and Cleaning:

The drive chain on this motorcycle is equipped with small O-rings between the link plates. The O-rings can be damaged by steam cleaner, high pressure washers, and certain solvents.

Clean the chain with kerosene. 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.

## Brakes

### Brake Fluid



The brake fluid level in the reservoir must be maintained between the upper (1) and lower (2) level marks. Whenever the level falls near the lower level mark (2), check the brake pads for wear (see Brake Pads below). If the brake pad wear does not exceed the limits, this will usually indicate a fluid leak. Consult your nearest Honda dealer.  
Recommended brake fluid: DOT4

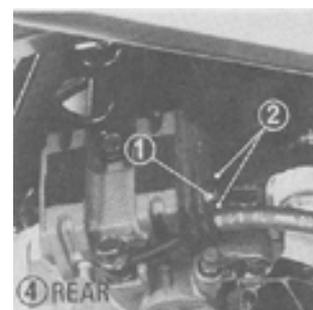
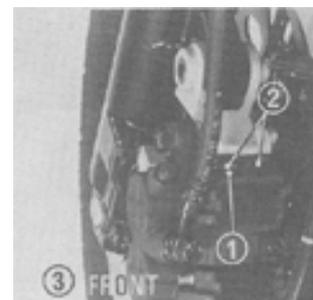
### CAUTION:

- Handle brake fluid with care because it can damage paint and electric wires.
- Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

### Brake Pads

Inspect the pads visually from the direction as indicated by the arrow (1) during all regular service intervals to determine pad wear. If the pads wear to the wear indicator (2), both pads must be replaced. Make sure there are no fluid leaks. Check for deterioration or cracks in the hose and fittings.

**Note: Use only genuine Honda replacement friction pads offered by authorised Honda dealers. When brake service is necessary consult your Honda dealer.**

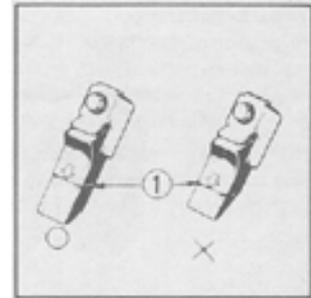


## Front and Rear Suspension

1. Check the front 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 seepage.
2. Rear fork bushing – this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the centre stand and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

## Side Stand

Check the rubber pad for deterioration or wear. Replace if wear extends to wear line (1) as shown.



## Front Wheel Removal

Raise the front wheel off the ground by placing a support block under the engine.

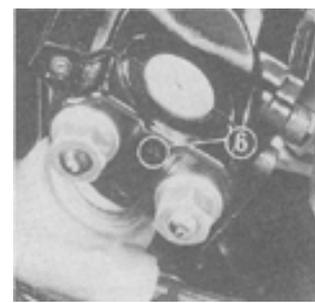
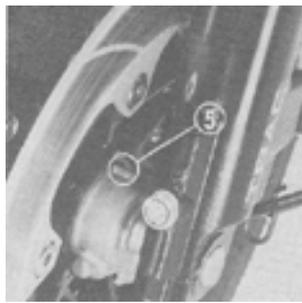
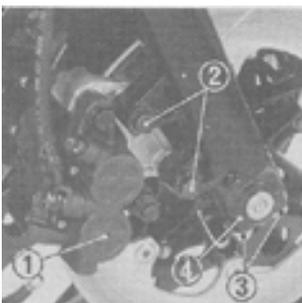
1. Disconnect the speedometer cable by removing the speedometer cable set screw.
2. Remove the right calliper assembly (1) from the fork leg by removing the fixing bolts (2).

**Caution: Support calliper assembly so that it doesn't hang on the hose. Do not twist the brake hose.**

3. Remove the front axle holder nuts (3), and remove the front axle holders (4). Remove the front wheel.

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

### Installation Notes:



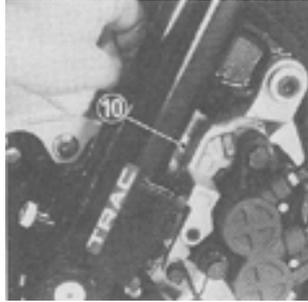
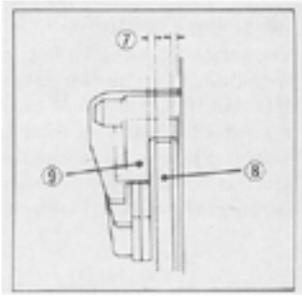
To install the front wheel assembly, position the wheel between the fork legs. Lower the forks so the hollows in the fork legs rest on top of the axle.

**CAUTION: When installing the wheel, fit the left brake disc carefully between the brake pads to avoid damaging the pads.**

Position the lug on the speedometer gearbox against the lug (5) on the left fork leg. Install the axle holders (4) with the F mark (6) forward. Tighten the forward axle holder nuts lightly.

Fit the right calliper over the disc taking care not to damage the brake pads. Install the calliper mounting bolts and tighten to 30 – 40 Nm (3.0 – 4.0 kg-m, 22 – 29 ft-lb) torque.

Tighten the nuts on the right axle to 18 – 25 Nm (1.8 – 2.5 kg-m, 13 – 18 ft-lb) torque, starting with the forward nut.



Measure the clearance (7) between each surface of the right brake disc (8) and the right calliper holder (9) with a 0.7 mm (0.028 in) feeler gauge (see sketch). If gauge (10) inserts easily, first tighten the forward axle holder nut to the specified torque, then torque the rear nut.

**Warning: If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.**

If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the holder nuts with the gauge inserted. After re-tightening, remove the gauge.

After installing the wheel, apply the brakes several times, then recheck both discs for calliper holder to disc clearance.

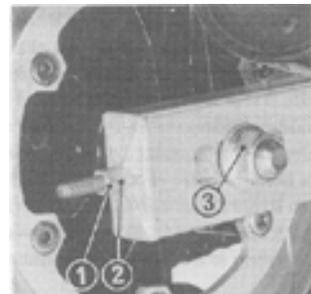
Do not operate the motorcycle without adequate clearance.

**WARNING: Failure to provide adequate disc to calliper holder clearance may damage the brake disc and impair braking efficiency.**

### Rear Wheel Removal

Place the motorcycle on its centre stand.

1. Loosen the drive chain adjuster lock nuts (1) and adjusting nuts (2).
2. Loosen the rear axle nut (3), and pull out the axle.
3. Push the wheel forward and remove the drive chain from the rear sprocket.
4. Pull out the wheel from the swing arm.



**Note: Do not depress the brake pedal while the wheel is off the motorcycle. The calliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorised Honda dealer for this service.**

#### Installation Note:

To install the rear wheel, reverse the removal procedure. Torque the axle nut to 85 – 105 Nm (8.5 – 10.5 kg-m, 61 – 76 ft-lbs).

**CAUTION: When installing the wheel, fit the brake disc between the brake pads carefully.**

After installing the wheel, apply the brake several times and 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 dealer as soon as possible to verify proper assembly.**

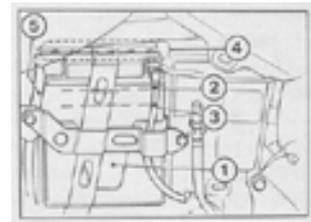
## Battery Care

Inspecting and topping up the electrolyte level should be performed frequently as indicated in the Maintenance Schedule and Pre riding Inspection. The battery (1) is behind the right side cover. Remove the side cover. Check the electrolyte level.

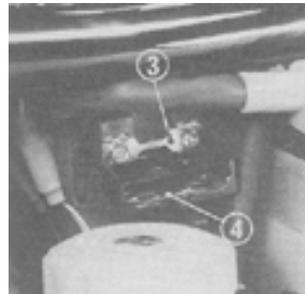
The electrolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the level is low, remove the battery filler caps (4).

Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

**CAUTION: When checking battery electrolyte level or adding distilled water, make sure the breather tube (5) is connected to the battery breather outlet.**



## Fuse Replacement

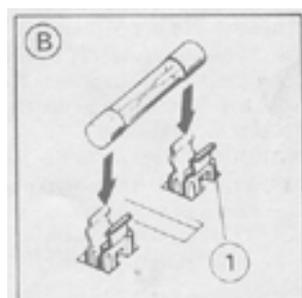
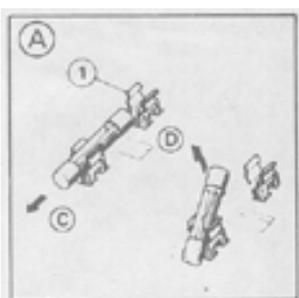


- |     |                 |
|-----|-----------------|
| (1) | Fuse Box        |
| (2) | Spare fuse      |
| (3) | Main fuse       |
| (4) | Spare main fuse |

The fuse box (1) is located between the handlebars. Main fuse (3) is installed near the battery. When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. Consult your Honda dealer.

**WARNING: Never use a fuse with a different rating from that specified on the fuse box and never use a conductive material to replace a fuse.**

**WARNING: Do not pry the clips open to get a fuse out: you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.**



- |     |              |
|-----|--------------|
| (1) | Fuse holder  |
| (A) | Removal      |
| (B) | Installation |
| (C) | Slide        |
| (D) | Remove       |

To replace the main fuse, loosen the screws and remove the old fuse.

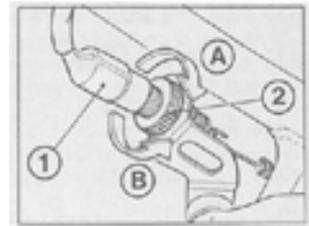
Install the new fuse and tighten the screws securely.

To replace fuses in the fuse box, remove the fuse box cover. Pull the old fuse out of the clips: or slide it length wise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

## Stoplight Switch Adjustment

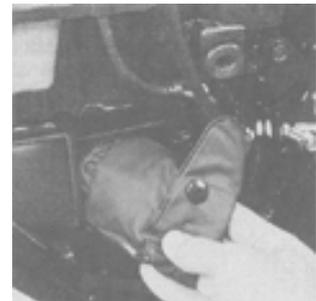
Check the operation of the stoplight (1) switch periodically. The switch is located on the right hand side behind the engine.

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



## Tool Kit

The tool kit is in the storage compartment behind the left side cover. To open the storage compartment cover (2), insert and turn the cry (1) counter clockwise. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit



- 10 x 12 mm box end wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 5 mm hex wrench
- 6 mm hex wrench
- 8 mm hex wrench
- No 2 screwdriver
- No 2 phillips screwdriver
- Screwdriver grip
- 8 mm open end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- Handle for box end wrench
- Spark plug wrench
- Feeler gauge 0.7 mm
- Tool bag

## Serial Number

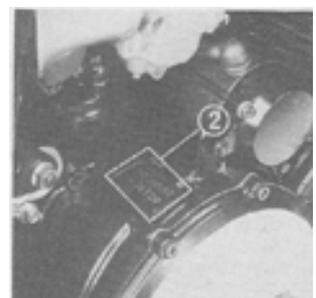
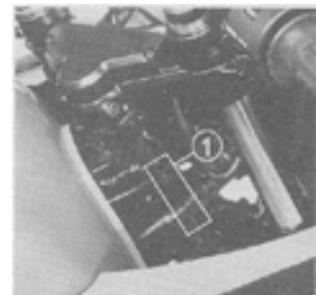
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

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

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

FRAME NO. \_\_\_\_\_

ENGINE NO. \_\_\_\_\_

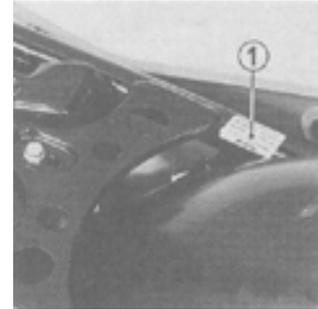


## Colour Label

The colour label (1) is attached to the frame below the seat. It helps to order replacement parts. Record the model and colour here for your reference.

MODEL. \_\_\_\_\_

COLOUR. \_\_\_\_\_



## STORAGE GUIDE

### Storage

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.

1. Change the engine oil and filter.
2. Drain the fuel tank and carburettor. Spray the inside of the tank with an aerosol rust inhibiting oil. Reinstall the fuel cap on the tank.

**WARNING: Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near equipment while draining fuel.**

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

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

4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte and slow charge the battery once a month.
5. Wash and dry the motorcycle. Wax all painted surfaces. Coat the chrome with rust inhibiting oil.
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. Cover the motorcycle (don't use plastic or other coated material) and store in an unheated area, free of dampness with a minimum of daily temperature variations. 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. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust inhibiting oil from the fuel tank. Fill the tank with fresh gasoline.
4. Perform all Pre Ride Inspection checks. Test ride the motorcycle at low speeds in a safe riding area away from traffic.

## NOISE EMISSION (AUSTRALIA ONLY)

This motorcycle complies with the Australian Design Rule (ADR 39 2-3) requirements for noise emission regulations. And the data below are written according to the requirements

Sound Level of Stationary Test	Engine Speed at Maximum Power
91 dB (A)	9,500 rpm