

HONDA
GOLDWING
GL1500

OWNER'S MANUAL

MANUAL DE EXPLICACIONES

INSTRUKTIEBOEK



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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:

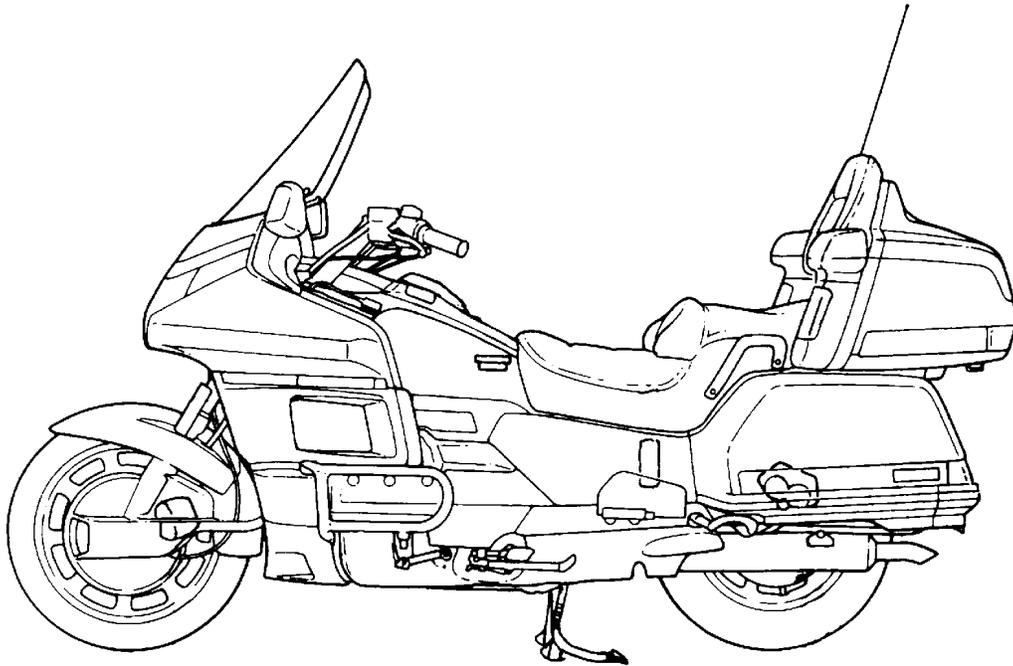
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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



**HONDA GOLDWING
GL1500
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!



OPERATION

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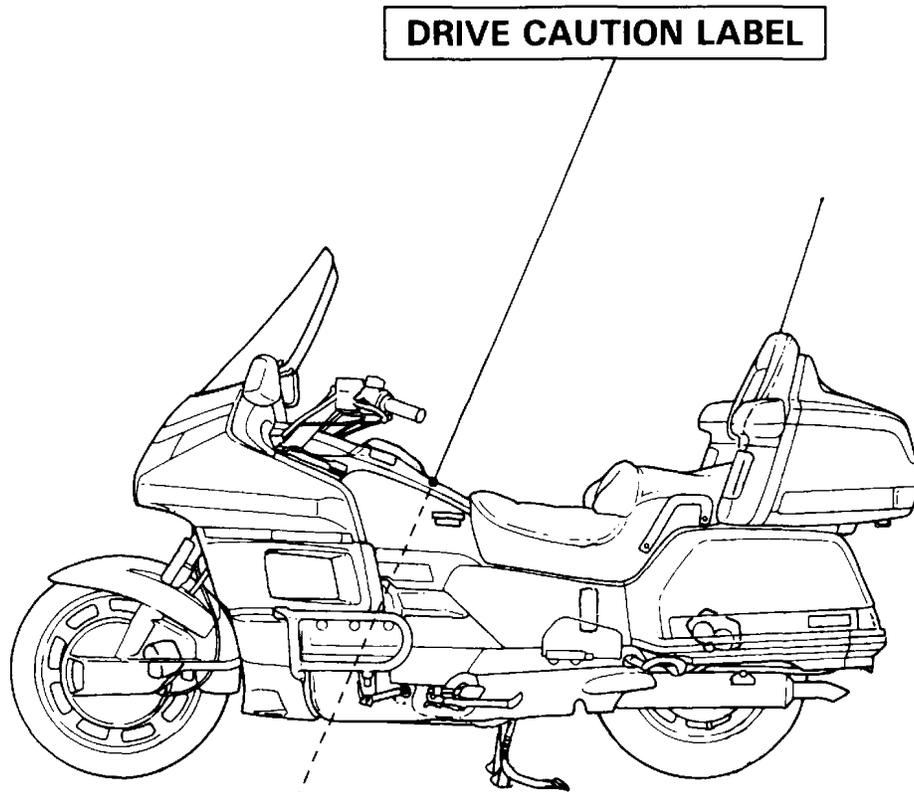


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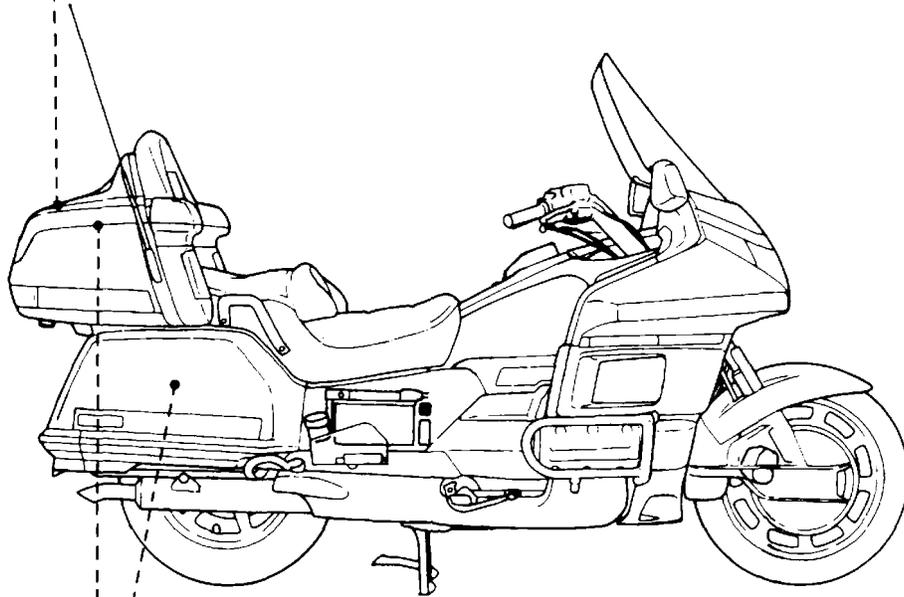
DRIVE CAUTION LABEL

**ACCESSORIES AND LOADING
WARNING LABEL**

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MOTORCYCLE SAFETY

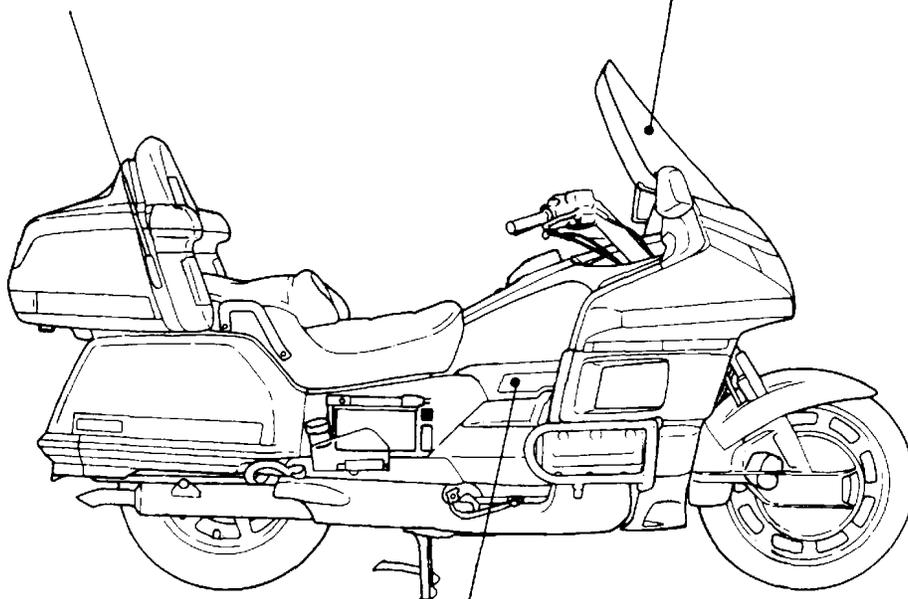
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**TRUNK/SADDLEBAG
WARNING LABEL**

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WINDSHIELD WARNING LABEL



AIR ADJUST CAUTION LABEL

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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 61) 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 licence. 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.

CAUTION:

- ***Do not ride over curbs or rub the wheel against an obstacle, as wheel damage may result.***

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.***

MOTORCYCLE SAFETY

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 accessories must not exceed the maximum weight capacity: 185 kg (408 lbs)

Cargo weight alone should not exceed:

27 kg (60 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 31), and rear suspension (pages 18–20) 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, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.
 5. Do not exceed maximum capacity load of Honda accessories.
 - Travel trunk: 9 kg (20 lbs)
 - Saddlebags: 9 kg (20 lbs) each side
 - Fairing pockets: 2 kg (5 lbs) each side
 6. The Honda fairing, travel trunk and saddlebags are designed for this motorcycle only. Do not install them on any other motorcycle.
 7. Do not store articles between fairing and motorcycle. They may interfere with steering causing loss of control.

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.

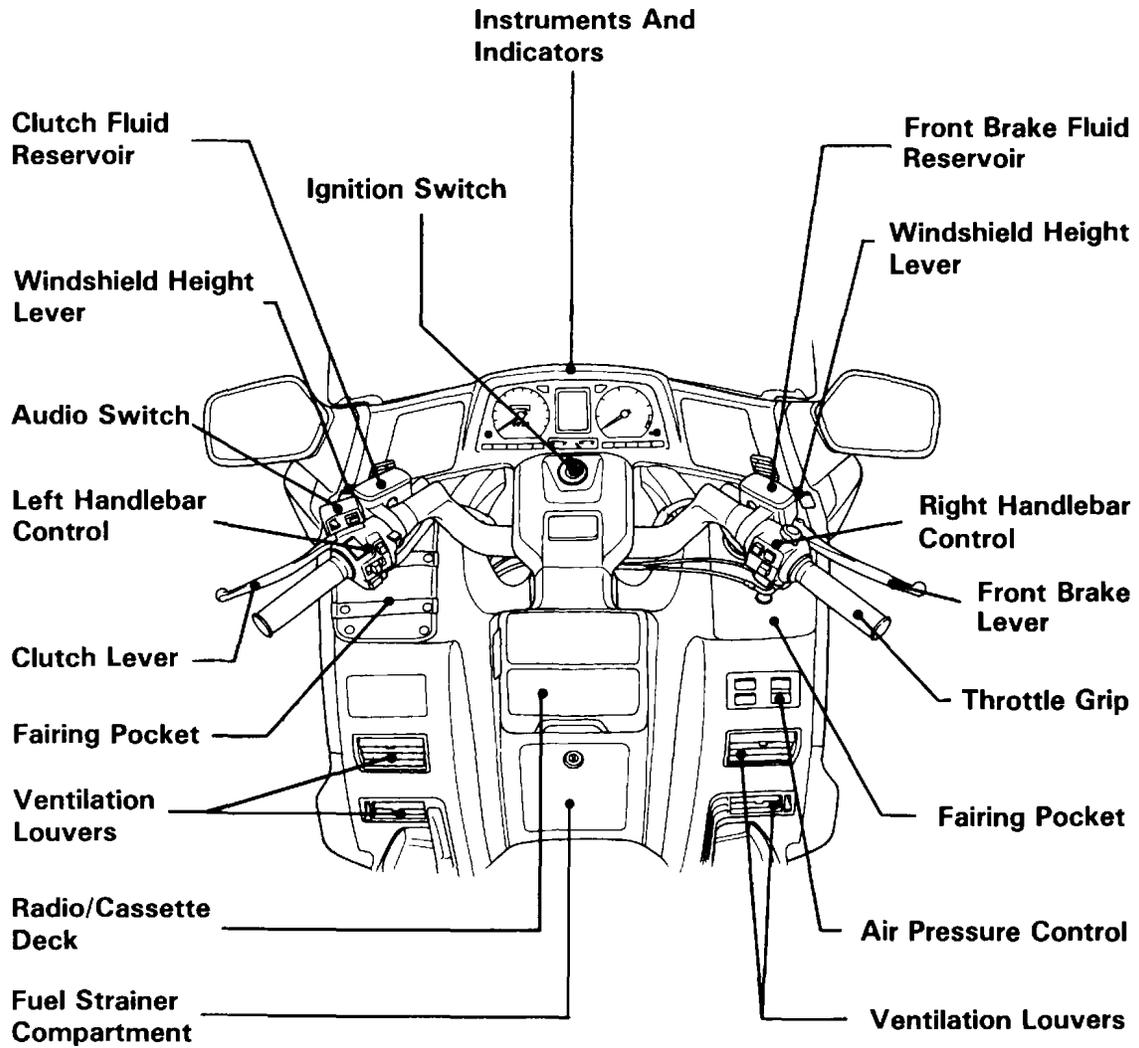


MOTORCYCLE SAFETY

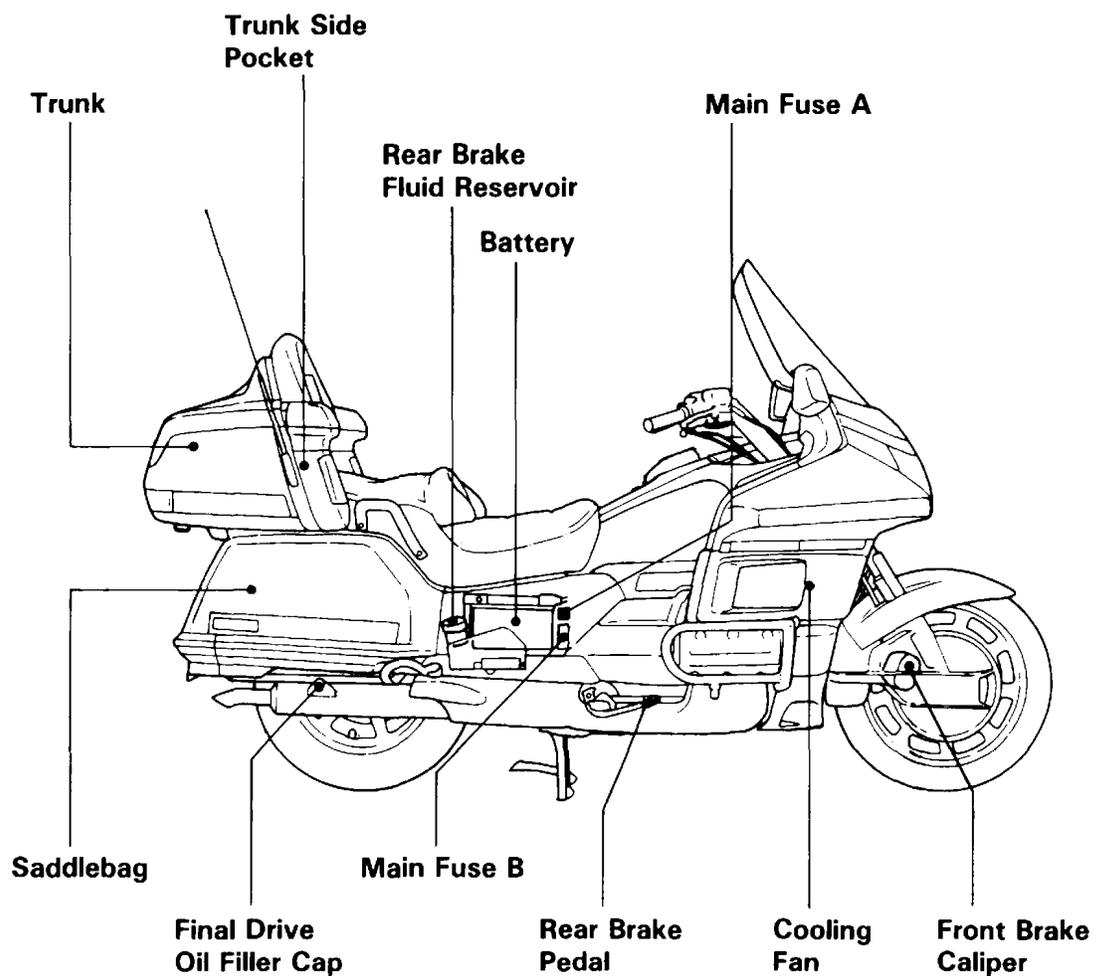
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
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.

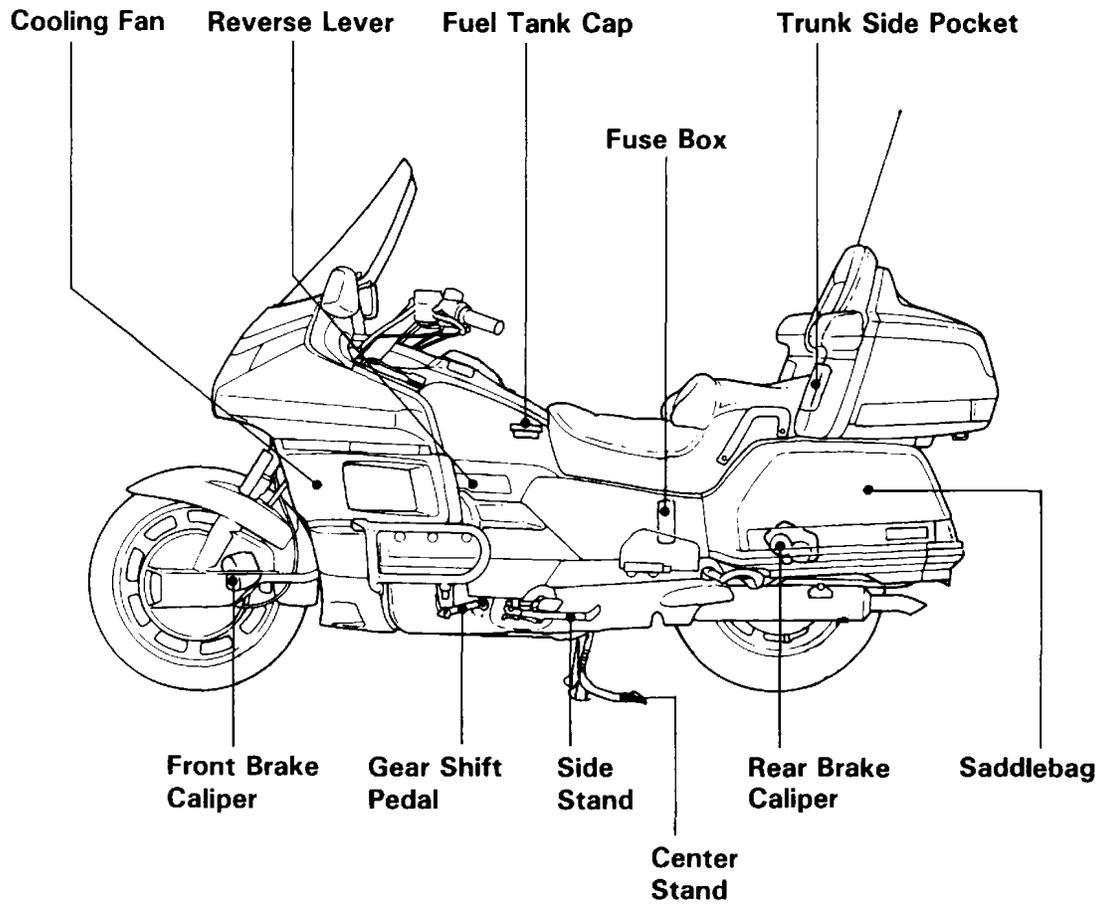


PARTS LOCATION



PARTS LOCATION



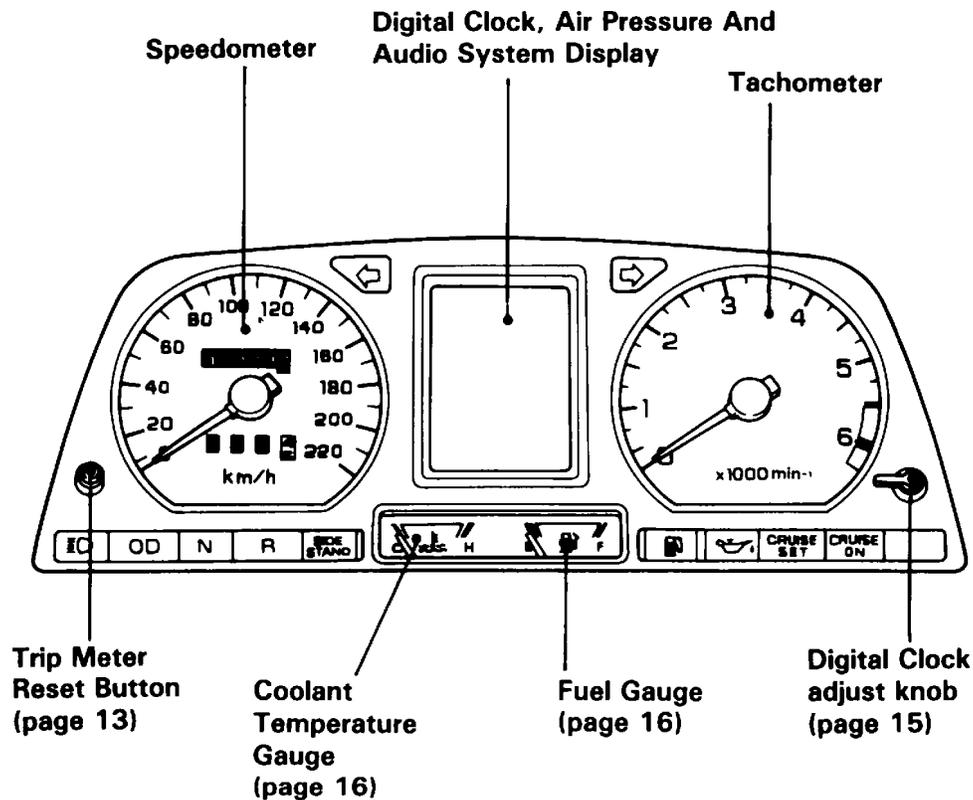


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PARTS LOCATION

INSTRUMENTS AND INDICATORS

The indicators and warning lights are incorporated in the instrument panel. Their functions are described on the following pages.



Speedometer: shows riding speed.

Digital Clock, Air Pressure And

Audio System Display: Shows time, air pressure and radio/cassette deck functions (page 17, 19, 51, 54)

Tachometer: shows engine rpm.

Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.

CAUTION:

- *The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.*



Turn Signal Indicators

Flashes when the turn signal operates.



Odometer

Shows accumulated mileage.



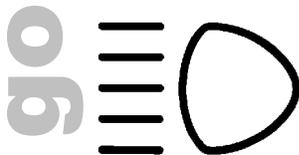
Tripmeter

Shows mileage per trip.



Tripmeter Reset Button

Pushing the button resets the tripmeter to zero (0)



High Beam Indicator (blue)

Lights when the headlight is on high beam.



Over Drive Indicator

Lights when the transmission is in overdrive.

PARTS LOCATION

N

Neutral Indicator (green)

Lights when the transmission is in neutral.

R

Reverse System Indicator

Lights when the reverse system is engaged.

SIDE STAND

Side Stand Indicator (amber)

Lights 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 87) is activated.



Fuel Gauge

Shows approximate fuel supply available (page 16).



Coolant Temperature Gauge (page 16)

Shows coolant temperature.



Fuel Reserve System Indicator

When this lamp comes on while riding, there is about 3.8 liters (0.8 Imp gal, 1.0 US gal) left in the tank. Should light for a few seconds and go off when the ignition switch is turned ON.



Oil Pressure Warning Light (red)

Lights when engine oil pressure is below the normal operating range. Should light when the ignition switch is ON and the engine is not running. Should go off when engine starts, except for occasional flickering at or near idling speed when engine is warm.

CAUTION:

- *Running the engine with insufficient oil pressure may cause serious engine damage.*

CRUISE SET

Cruise Control Set Indicator

Lights when the cruise control set switch is pushed on (page 36).

Should also light for a few seconds and then go off when the ignition switch is turned ON.

▲ WARNING

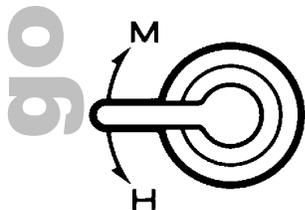
- *The cruise control automates the function of the throttle; do not operate the cruise control while in traffic, on winding roads or in bad weather conditions.*

CRUISE ON

Cruise Control Master Switch Indicator

Lights when the cruise control master switch is pushed on (page 36).

Should also light for a few seconds and then go off when the ignition switch is turned ON.



Digital Clock Adjust Knob

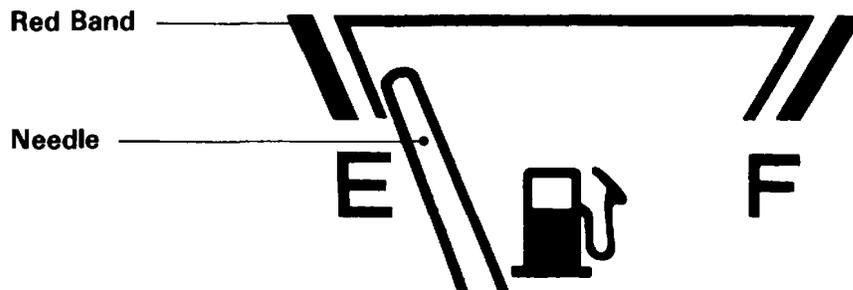
To adjust the hour, turn and hold the knob to H.
To adjust minutes, turn and hold the knob to M (page 17).

PARTS LOCATION

Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F (Full) there are 24.0 liters (5.3 Imp gal, 6.3 US gal), including the reserve supply.

When the gauge needle enters the red band, fuel will be low and you should refill the tank as soon as possible. The amount of fuel left in the tank when the needle enters the red band is approximately 3.6 liters (0.8 Imp gal, 0.9 US gal).



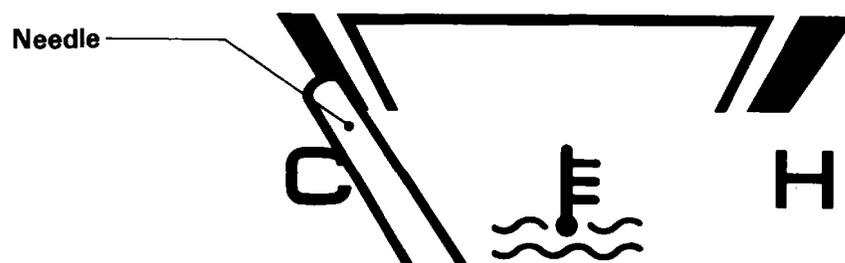
Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level (page 24).

Read page 24 – 25 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

- *Exceeding maximum operating temperature may cause serious engine damage.*

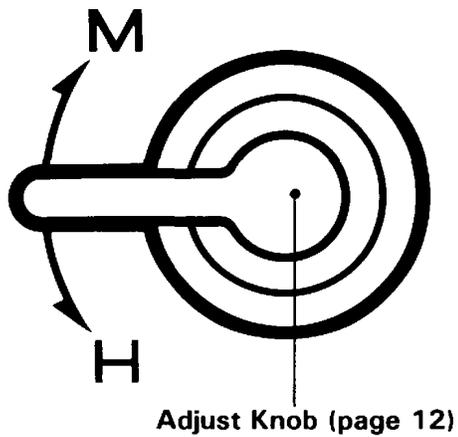


Digital Clock

Shows the hour and minutes. To adjust time, proceed as follows:

H (Hour) – Turn and hold the adjust knob to H.

M (Minute) – Turn and hold the adjust knob to M.



Adjust Knob (page 12)



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

⚠ WARNING

- ***If the Pre-ride Inspection (page 61) is not performed, severe personal injury or vehicle damage may result.***

REAR SUSPENSION

The rear suspension of this motorcycle can provide the desired ride and level under various rider/cargo weights and riding conditions through adjustments of the air pressure. The usable air pressure range under normal conditions is:

0–400 kPa (0–4.0 kg/cm², 0–57 psi)

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

Rear Air Pressure	Conditions	
	Rider/Load	Riding Conditions
0 kPa (0 kg/cm ² , 0 psi)	One/ No load	Ordinary or city road riding
↕	↕	↕
400 kPa (4.0 kg/cm ² , 57 psi)	Up to maximum weight capacity	Rough road riding

⚠ WARNING

- ***Never check or decrease air pressure while riding. Keep both hands on the handlebars while riding.***

CAUTION:

- ***Always use the center stand when adjusting air pressures. Do not use the side stand when adjusting the air pressure, as you will get false pressure readings.***

The air suspension system adjusts the rear suspension's air pressure by means of the air pressure control.

Preparation:

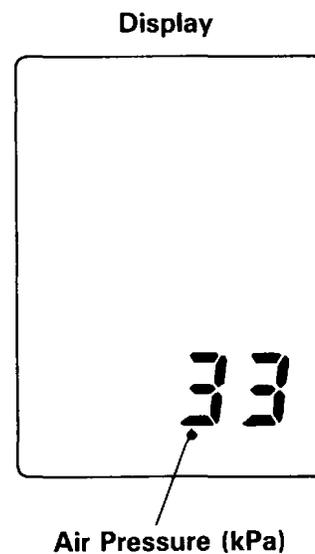
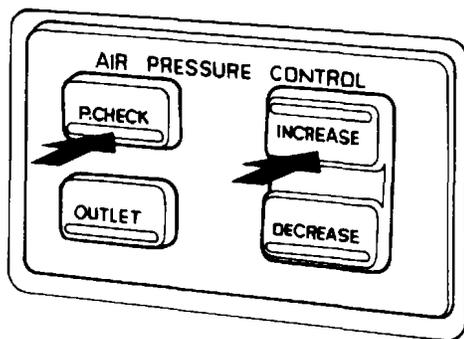
Place the motorcycle on its center stand on firm level ground.

NOTE:

- We recommend that you do not use the radio and other electrical accessories when the INCREASE button is being operated to prevent over discharging of the battery.

To adjust and check the rear suspension air pressure:

1. Turn the ignition switch to ON, P or ACC.
2. The air pressure will appear in the display whenever the P. CHECK button is pushed.
3. Push the INCREASE or DECREASE button to adjust the air pressure while pushing the P. CHECK button.



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MAJOR COMPONENTS

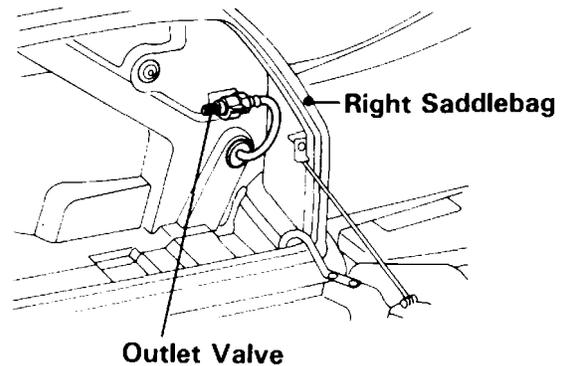
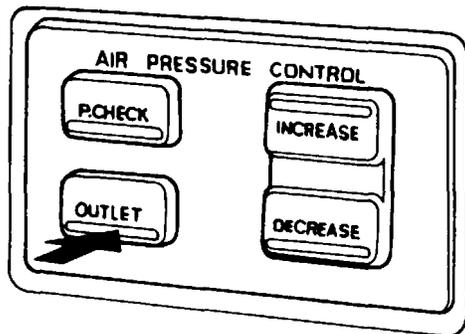
(Information you need to operate this motorcycle)

To supply air pressure from the outlet valve:

1. Turn the ignition switch to the P position.
2. To inflate a tyre, connect an air supply hose to the outlet valve.
3. Push the OUTLET button to supply air pressure. The air pressure will not appear in the display at this time.

CAUTION:

- ***Do not operate the air pump for more than 5 minutes at a time or the pump unit may be damaged.***



BRAKES

Both front and rear brakes are hydraulic disc types. As the brake pads wear, the brake fluid level drops, automatically compensating for wear. There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 95), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Brake Fluid Level:

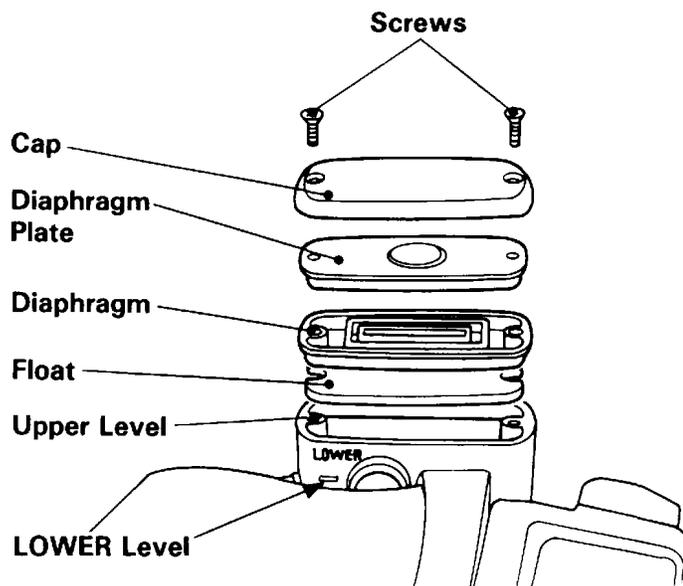
⚠ WARNING

- ***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.***

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark.

Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark. Reinstall the removed parts in the reverse order of removal. Tighten the screws securely.

FRONT

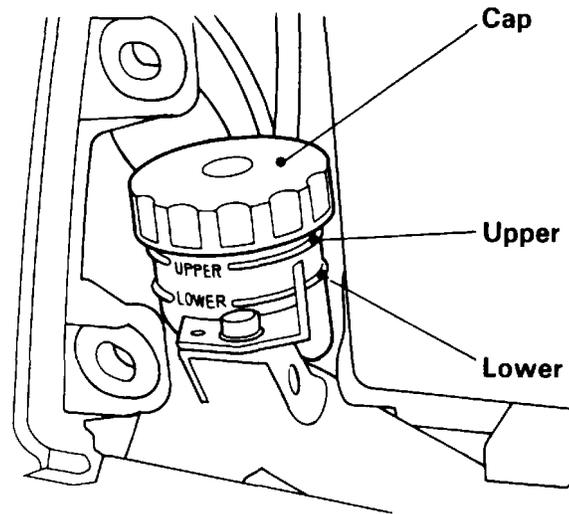


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MAJOR COMPONENTS

(Information you need to operate this motorcycle)

REAR



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.*

Other Checks:

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

CLUTCH

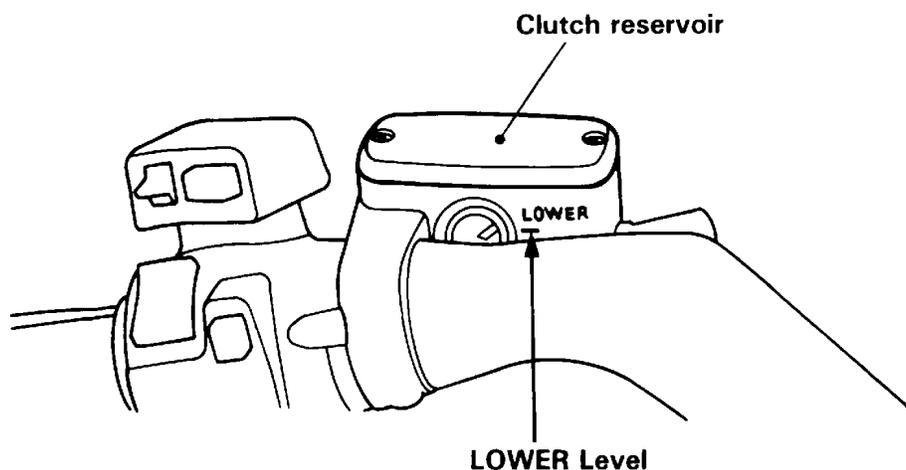
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips,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

Fluid level:

Check that the fluid level is above the LOWER level mark with the motorcycle in an upright position. If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your authorized Honda dealer.

Other Checks:

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



MAJOR COMPONENTS (Information you need to operate this motorcycle)

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 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

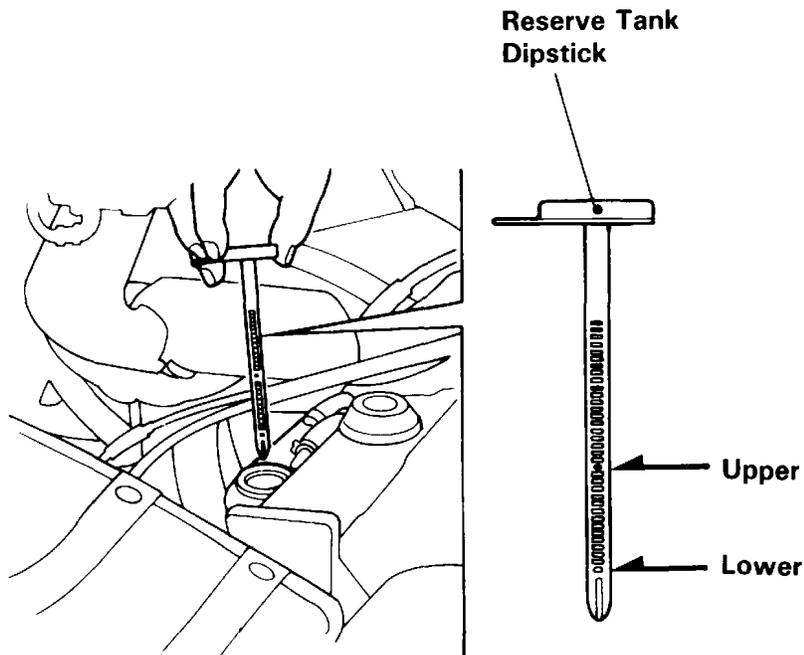
Check the coolant level in the reserve tank while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the lower level mark, remove the reserve tank cap and add coolant mixture until it reaches the upper level mark. Do not remove 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.

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MAJOR COMPONENTS

(Information you need to operate this motorcycle)

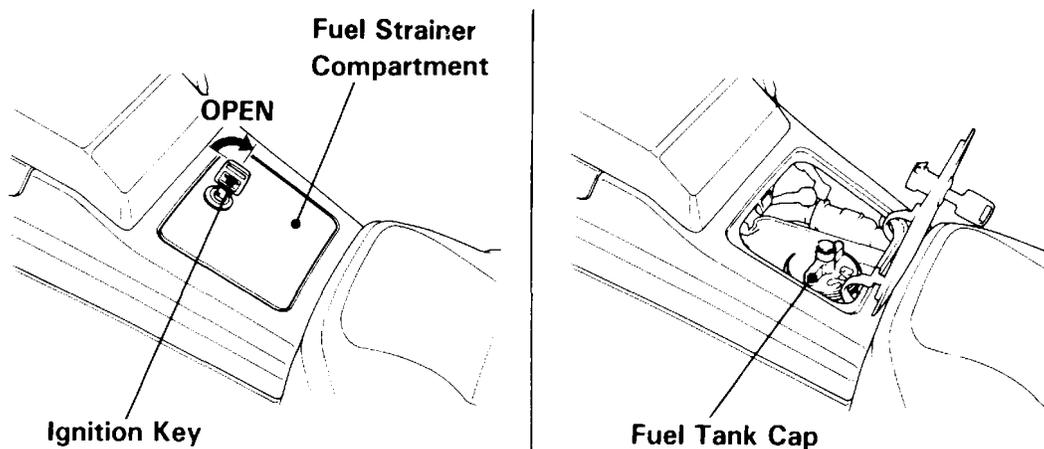
FUEL

Automatic Fuel ON-OFF

Fuel will flow to the carburetors only when the engine is started or is running. A check valve in the fuel pump shuts off fuel flow when the engine is turned off.

Fuel Tank

Fuel tank capacity is 24.0 ℓ (5.3 Imp gal, 6.3 US gal). Insert the ignition key and turn it clockwise to open the fuel strainer compartment. Turn the fuel tank cap counterclockwise to remove it.



Use low-lead or unleaded petrol with an Octane number of 91 or higher.

Never use stale or contaminated petrol or an oil/petrol mixture. Avoid getting dirt, dust or water in the fuel tank. Use of a lower octane petrol can cause persistent "pinking" or heavy "spark knock" (a metallic rapping noise) which, if severe, can lead to engine damage.

CAUTION:

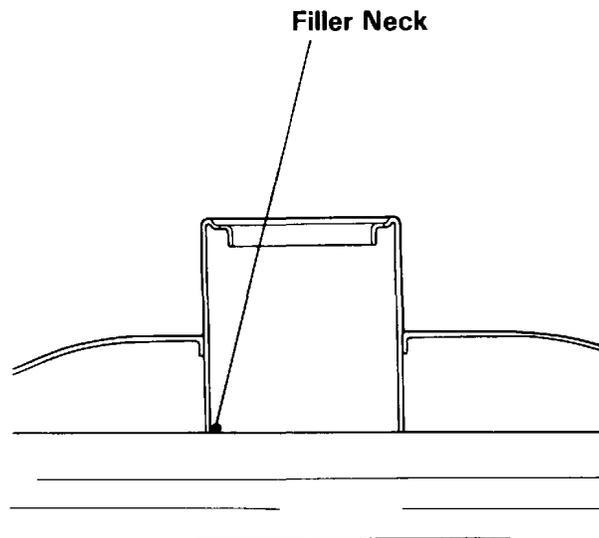
- ***If "spark knock" or "pinking" occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.***

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

Install the fuel tank cap by turning it clockwise. Close the fuel strainer compartment lid by pushing it.

⚠ 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 the engine is refueled or where petrol is stored.
- ***Do not overfill the tank (there should be no fuel in the filler neck). 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.***



MAJOR COMPONENTS (Information you need to operate this motorcycle)

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 gasohol 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 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 engine oil level each day before riding the motorcycle. The level must be maintained between the upper and lower level marks on the dipstick.

1. Place the motorcycle on its center stand on firm, level ground and remove the front right side cover.
2. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
3. Stop the engine. After a few minutes, remove the dipstick and wipe it clean, then reinsert the dipstick without screwing it in.

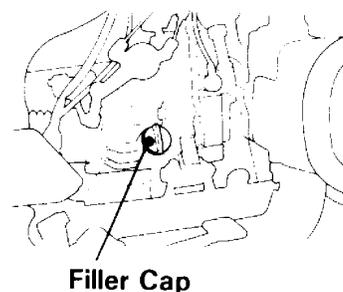
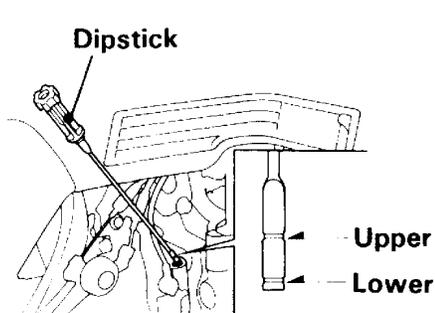
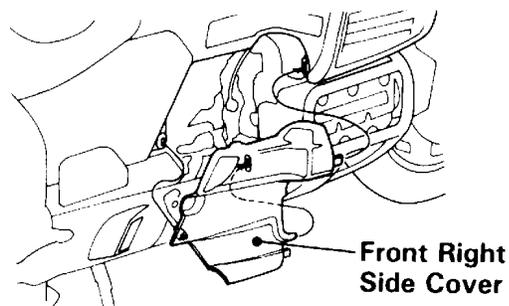
The oil level should be between the upper and lower level marks on the dipstick.

4. If required, remove the filler cap, add the specified oil up to the upper level mark (page 79). Do not overfill.
5. Reinstall the filler cap, dipstick, and front right side cover. Check for oil leaks.

CAUTION:

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

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MAJOR COMPONENTS

(Information you need to operate this motorcycle)

FINAL DRIVE OIL

Oil Level Check

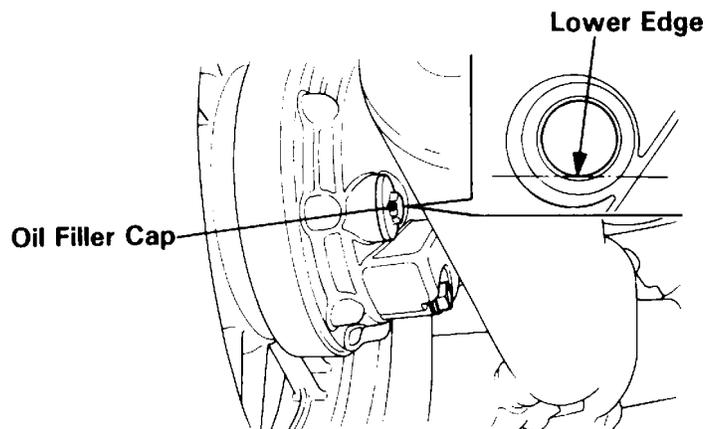
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on firm, level ground.
2. Remove the oil filler cap.
3. Check that the oil level reaches the lower edge of the oil cap hole.

NOTE:

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

Recommended Oil: HYPOID GEAR OIL SAE 80



TUBELESS TYRES

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

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

Never mount tires designed for use on automobiles on a motorcycle rim.

⚠ WARNING

- ***Any attempt to mount passenger car tires on a motorcycle rim may cause the tire bead to separate from the rim with enough explosive force to cause serious injury or death.***

NOTE:

- Tyre pressure should be checked before you ride while the tyres are "cold."
- Tubeless tyres have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

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

		Front	Rear
Tyre size		130/70 18 63H	160/80 16 75H
Cold tyre pressures kPa (kg/cm ² , psi)	Up to 90 kg (200 lbs) load	225 (2.25, 33)	250 (2.50, 36)
	90 kg (200 lbs) load to vehicle capacity load	225 (2.25, 33)	280 (2.80, 41)
Tyre brand TUBELESS ONLY DUNLOP		K177F	K177

MAJOR COMPONENTS

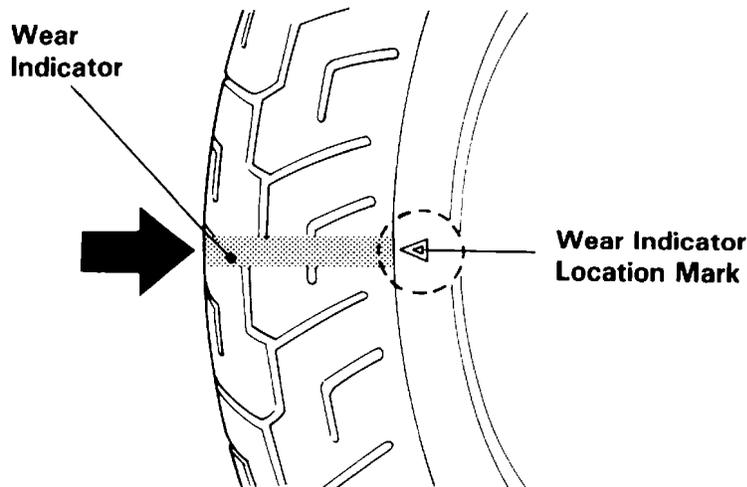
(Information you need to operate this motorcycle)

⚠ WARNING

- ***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.***

Replace tyres before tread depth at the center of the tyre reaches the following limit or when the surface is flush with the wear indicators.

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



go

Tyre Repair/Replacement:

See your authorized 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 tyre deflation that may result in a loss of vehicle control.*
- *Do not install a tube inside a tubeless tyre. Excessive heat build-up may cause the tube to burst resulting in rapid tyre deflation that may result in a loss of vehicle control.*
- *Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tyre repair or replacement.*
- *To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time, after tyre repair.*
- *Replace the tyre if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tyre deflation that may result in a loss of vehicle control.*

CAUTION:

- *Do not try to remove tubeless tyres without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.*

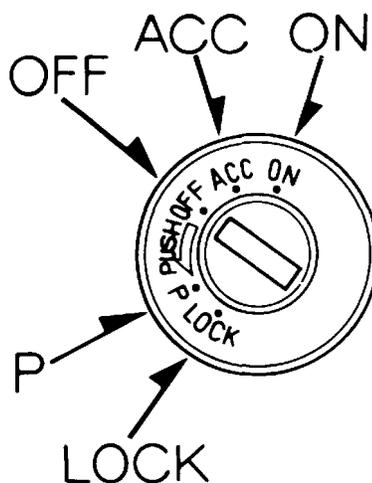
go

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch is on the handlebar cover.

Key Position	Function	Key Removal
ON	All electrical circuits closed. Engine and lights can be operated.	Key cannot be removed.
ACC	All electrical circuits are off except for the ACC circuit.	Key cannot be removed.
OFF	All electrical circuits are off. Engine cannot be started.	Key can be removed.
P (parking)	For parking the motorcycle near traffic. The taillight, position light, licence light and ACC circuit are on; but the other lights are off. The rear suspension air pressure can be operated. The engine cannot be started.	Key can be removed.
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed.



go

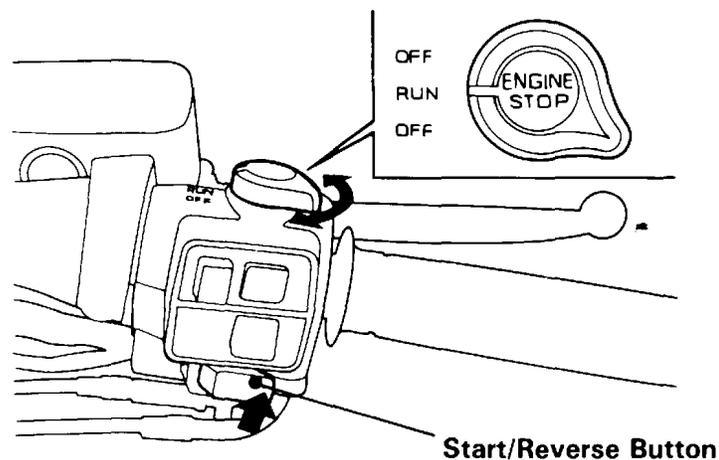
RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

The three position engine stop switch is next to the throttle grip. When the switch is in the RUN position, the engine will operate. When the switch is in either 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.

Start/Reverse Button

The start/reverse button is below the engine stop switch. When you press in the button, the starter cranks the engine. See pages 63–64 for “Starting Procedure.”



ESSENTIAL INDIVIDUAL COMPONENTS

Cruise Control Switch

⚠ WARNING

- *The Cruise Control automates the function of the throttle to maintain your motorcycle at a constant speed. This can be a convenience on long trips, but it can also be a danger if there are any other vehicles on the road or if the road is unfamiliar. Pay strict attention to the responsibility of riding whenever using the Cruise Control.*

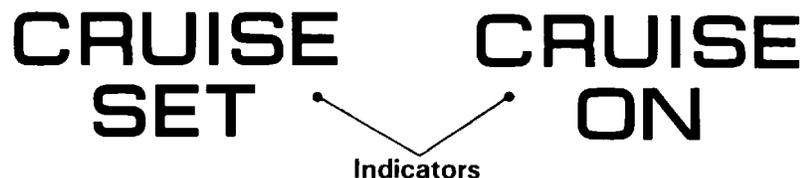
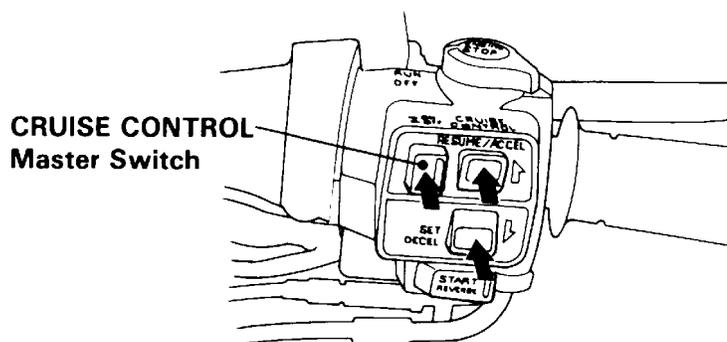
The Cruise Control system allows you to set and automatically maintain any speed between 48 and 130 km/h (30 and 80 mph) in 4th and OD. As its name implies, it is meant for cruising on straight, uncongested highways or freeways. It is not recommended to be used in traffic, on winding roads or in bad weather conditions where the rider should have total control of the throttle.

To Set the Cruise Control:

Push the CRUISE CONTROL master switch: the indicator light will come on. Accelerate to the desired speed, then push the SET switch. The Cruise Control set light on the instrument panel will come on. The speed you were going when you released the SET switch is the speed the Cruise Control will hold. You can then "fine tune" the set speed by briefly pushing and releasing the SET/DECEL switch to decrease it or pushing and releasing the RESUME/ACCEL switch to slightly increase it.

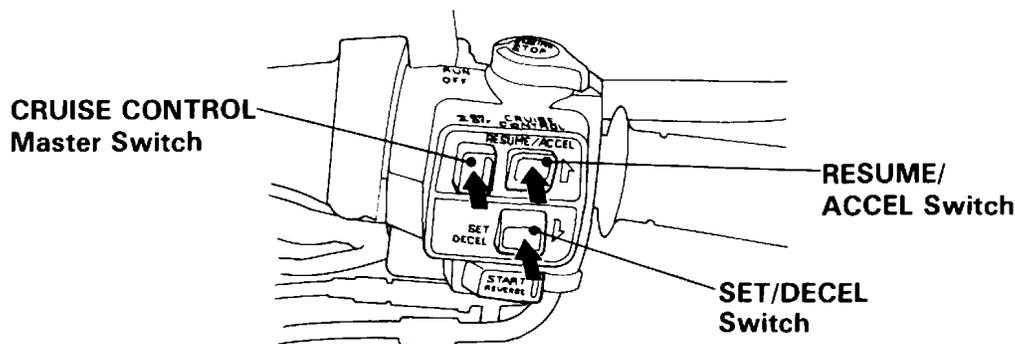
NOTE:

- A quick "tap" on either the SET/DECEL or RESUME/ACCEL SWITCH may change your speed by only approximately 1.6 km/h. (1 mph).



To Cancel the Cruise Control:

Simply push the CRUISE CONTROL master switch until the indicator light goes off (this also erases the memory of the set speed). If you must temporarily disengage the system (but retain the memory of the set speed); pull the front brake lever or clutch lever or step on the brake pedal slightly, or close the throttle. If you are still going above 48 km/h (30 mph), you can return to the set speed by simply pushing the RESUME switch. If the motorcycle has decelerated below about 48 km/h (30 mph), you can return to the set speed by using the throttle conventionally until you are above 48 km/h (30 mph) and then pushing the RESUME switch.



To Change the Set Speed:

For a faster speed with a gradual acceleration: Push and hold the RESUME/ACCEL SWITCH until you reach the desired speed; release the switch and the system's memory will be reprogrammed to the new speed. For faster acceleration: Operate the throttle grip until you reach the desired speed, then push and release the SET/DECL switch to re-program the system.

NOTE:

- Any speed above 130 km/h (80 mph) will be memorized as 130 km/h (80 mph).

CRUISE — Indicator
ON

ESSENTIAL INDIVIDUAL COMPONENTS

To change to a slower speed: Push and hold the SET/DECEL switch and the motorcycle will slow down; when you reach the desired slower speed, release the switch and the system will be reprogrammed. For temporary acceleration above the set speed, such as for passing, use the throttle conventionally. When you want to return to the set speed, close the throttle and coast without applying the brakes.

NOTE:

- With the Cruise Control on, your speed will still vary slightly, particularly going up or down hills.



LEFT HANDLEBAR CONTROLS

The controls next to left handlebar grip are:

Headlight Switch

The headlight switch has three positions, "H", "P" and "OFF" marked by dot.

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

P: Position light, taillight and meter lights on.

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

Headlight Dimmer Switch

Push the dimmer switch to "HI" to select high beam or to "LO" to select low beam.

Passing Light Control Switch

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

Horn Button

Press the button to sound the horn.

Turn Signal Switch

Move the switch to L to signal a left turn, to R to signal a right turn; the appropriate turn signal and indicator will blink. The switch returns to center when it is released. The indicator and turn signal will automatically stop blinking after completing the turn. Blinking may be stopped manually by pushing in on the switch.

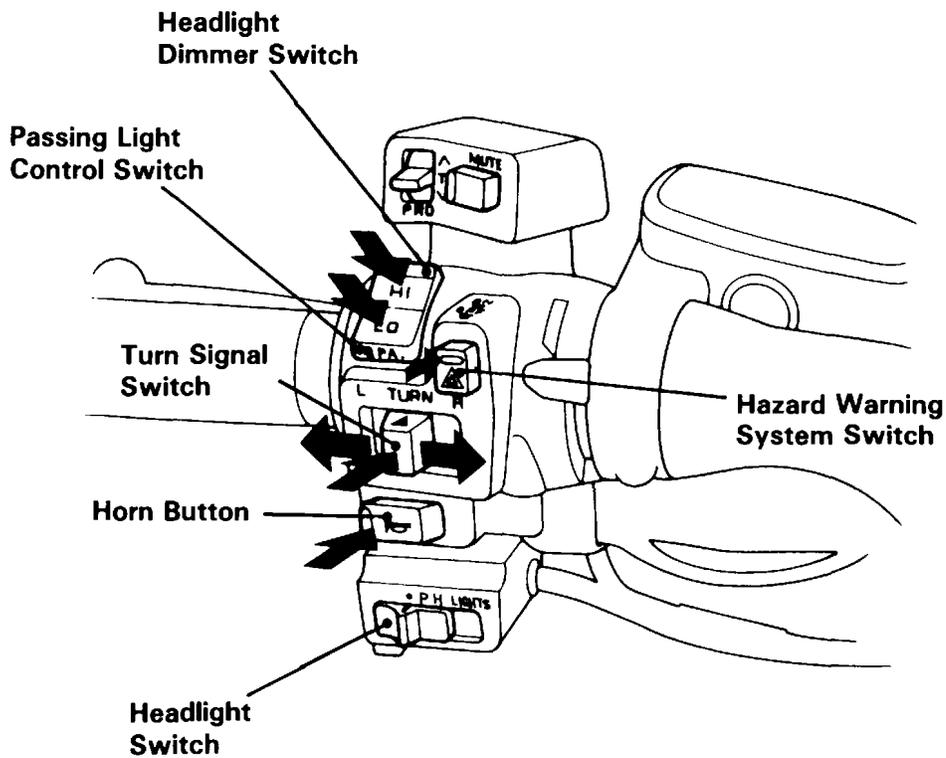
Hazard Warning System Switch

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

ESSENTIAL INDIVIDUAL COMPONENTS

CAUTION:

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



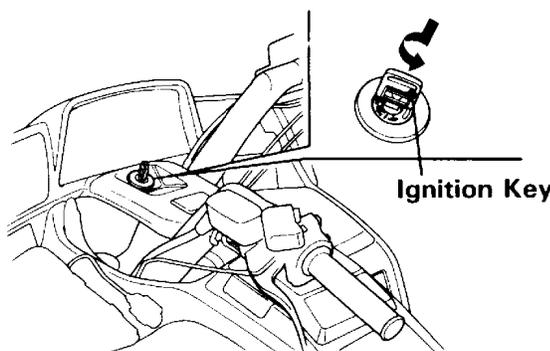
FEATURES (Not required for operation)

STEERING LOCK

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

⚠ WARNING

- ***Do not turn the key to P or LOCK while riding the motorcycle; loss of vehicle control may result.***



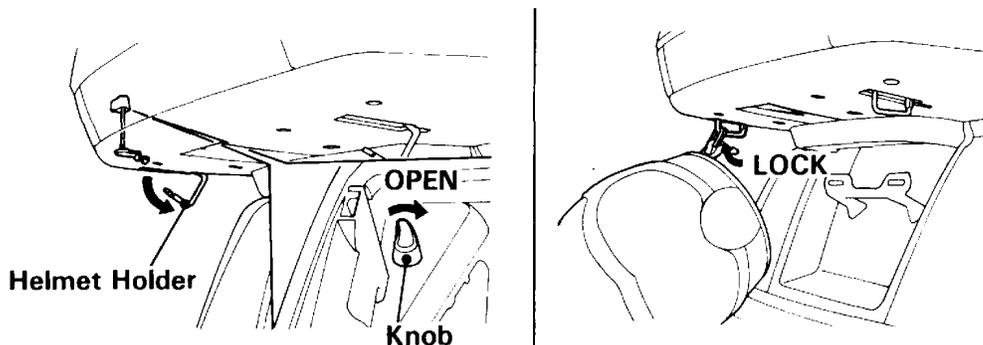
HELMET HOLDERS

Helmet holders are located below the travel trunk. Open the travel trunk (page 42) and turn the knob in the trunk, the helmet holders will be unlocked.

Hang your helmet on the holder pin and push it in to lock.

⚠ 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.***



go

FEATURES (Not required for operation)

TRAVEL TRUNK AND SADDLEBAGS

To open the travel trunk with the ignition key:

Insert the ignition key and turn it counterclockwise. The trunk can be opened without the latch.

Close the trunk lid and make sure the trunk is locked.

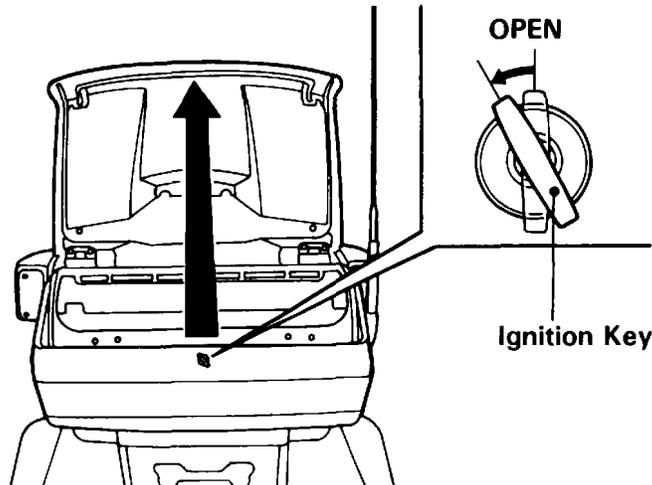
To open the travel trunk with the latch:

Insert the ignition key and turn it clockwise. Pull down the middle latch lever to open the trunk.

To lock the trunk, close the trunk lid and turn the ignition key counterclockwise. Make sure the trunk is locked.

▲ WARNING

- ***The travel trunk is for lightweight items. Do not carry more than 9 kg (20 lbs). Excessive weight may adversely affect vehicle handling and control.***
- ***Review Loading and Accessories before loading (page 6).***



go

To open the saddlebags:

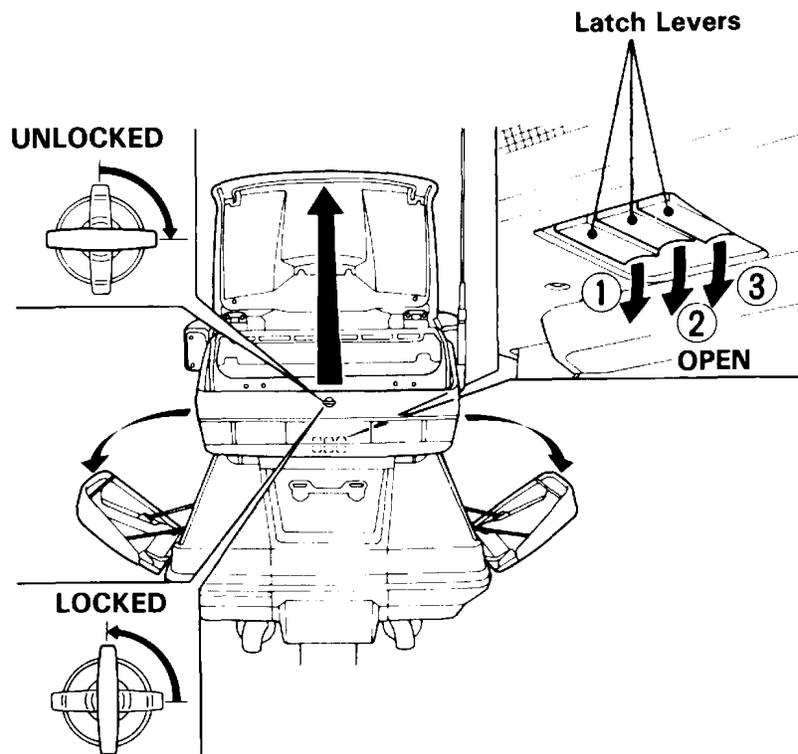
Insert the ignition key and turn it clockwise. Pull down the right latch lever to open the right saddlebag.

Pull down the left latch lever to open the left saddlebag.

To lock the saddlebags, close the saddlebags and turn the ignition key counterclockwise. Make sure the saddlebags are locked.

⚠ WARNING

- ***Saddlebags are for lightweight items. Do not carry more than 9 kg (20 lbs) in each side. Excessive weight may adversely affect vehicle handling and control.***
- ***Load weight equally in both sides to minimize an imbalance that may result in a loss of vehicle control.***
- ***Review Loading and Accessories (page 6) before loading.***

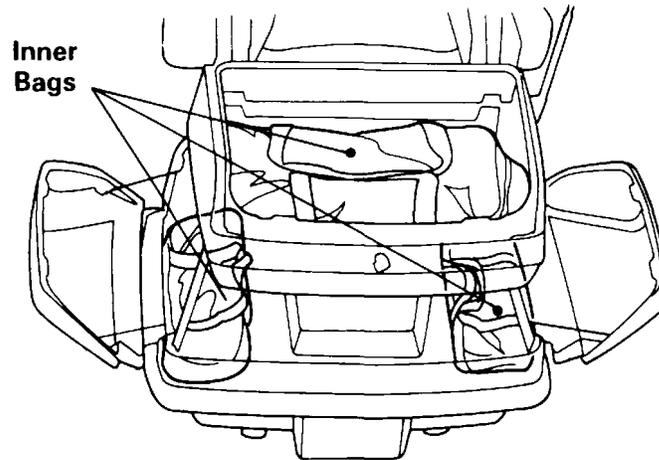


1. Left Saddlebag
2. Trunk
3. Right Saddlebag

FEATURES (Not required for operation)

Inner bags:

The inner bags are provided so that articles stored in the travel trunk or saddlebags can be carried with the rider when the motorcycle is parked.



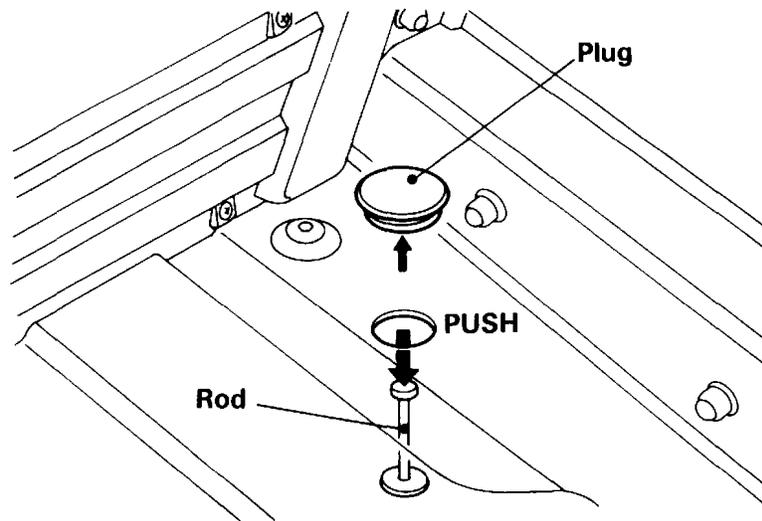
Documents:

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

Alternate method to open the saddlebag:

If a saddlebag becomes jammed and will not open by its rear latch lever:

1. Open the travel trunk and remove the plug from the right or left access hole in the floor of the trunk.
2. Put your finger through the access hole and push down the rod to open the saddlebag.



FEATURES (Not required for operation)

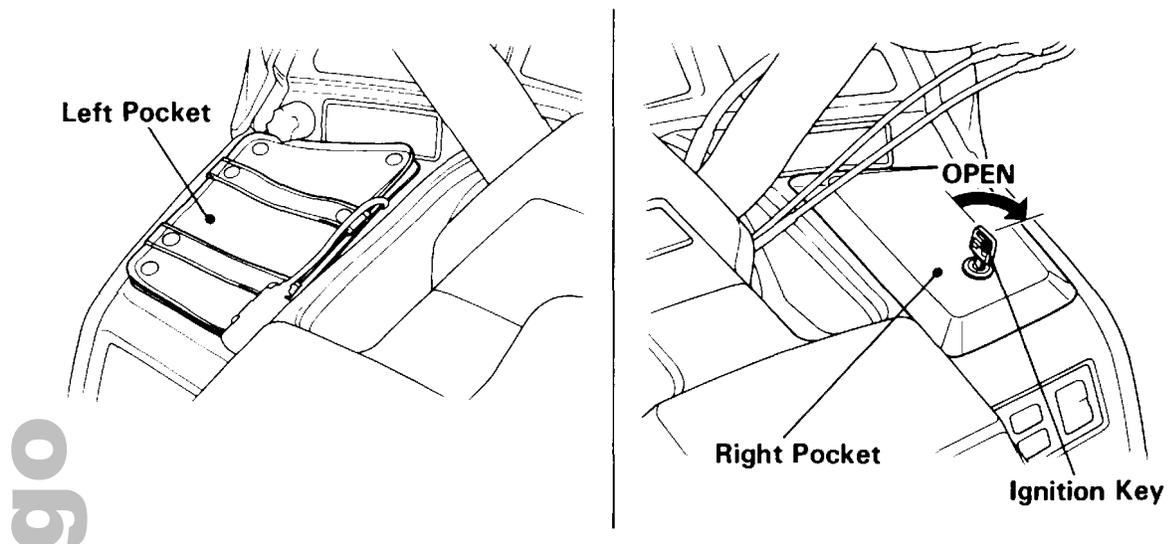
FAIRING POCKETS

The left fairing pocket can be used by unsnapping the cover. To remove the right pocket lid, insert the ignition key, turn it clockwise and open the lid.

To attach the right pocket lid, slide the prong at the front of the lid into the slot in the fairing pocket, then push the other end of the lid down until it locks.

⚠ WARNING

- ***Fairing pockets are for lightweight items. Do not carry more than 2 kg (5 lbs) in each side. Excessive weight may adversely affect vehicle handling and control.***
- ***Load weight equally in both sides to avoid an imbalance that may result in a loss of vehicle control.***
- ***Review Loading and Accessories before loading (page 6).***

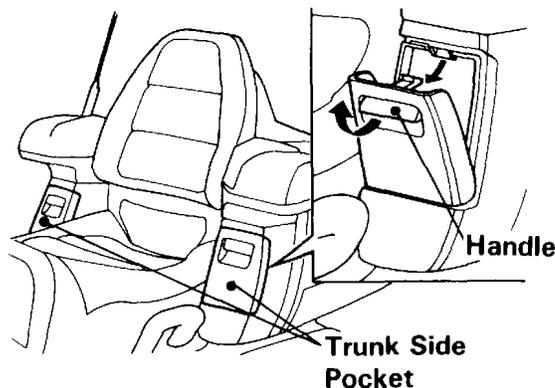


TRUNK SIDE POCKETS

The side pockets are located on both sides of the trunk. Open the lid, by pulling up the handle.

NOTE:

- The side pockets are for lightweight items. Do not carry more than 0.5 kg (1 lb) in each side pocket.
- Do not put sharp or hard objects in the side pockets, as these objects may interfere with the opening of the lid or may damage the side pockets.

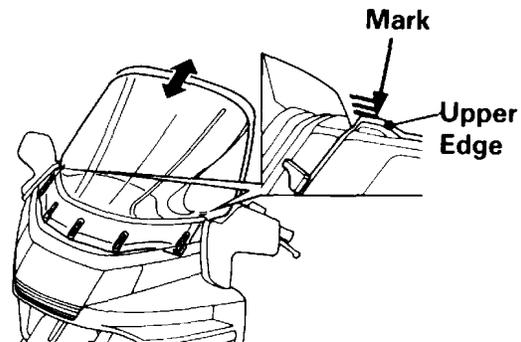
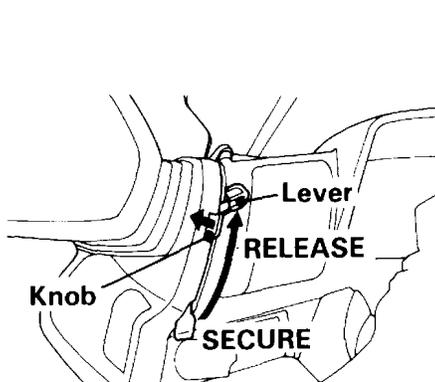


WINDSHIELD HEIGHT ADJUSTMENT

The windshield height can be adjusted slightly to suit your riding preference height.

To adjust:

1. Pull the knobs outward and pull up the levers to release the windshield.
2. Move the windshield up or down to the desired position. Align the mark on the windshield with the upper edge of the instrument panel on each side.
3. Push down the levers to secure the windshield.



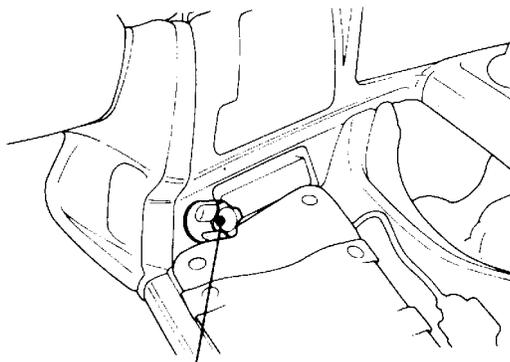
FEATURES (Not required for operation)

HEADLIGHT BEAM ADJUSTMENT

The headlight beam can be raised or lowered by turning the vertical beam adjusting knob. Obey local laws and regulations concerning headlight adjustment.

⚠ WARNING

- ***Do not adjust the headlight beam while riding the motorcycle. Operating the motorcycle with one or both hands away from the handlebar/controls may result in a loss of vehicle control.***



Adjusting Knob

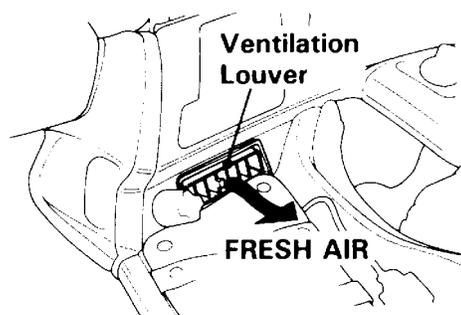
VENTILATION LOUVERS

This motorcycle has upper and lower ventilation louvers. Open the upper louvers to direct fresh air. Open the lower louvers and adjust the levers to direct fresh or warmed air. For additional lower air flow, optional louvers can be mounted at the engine guards.

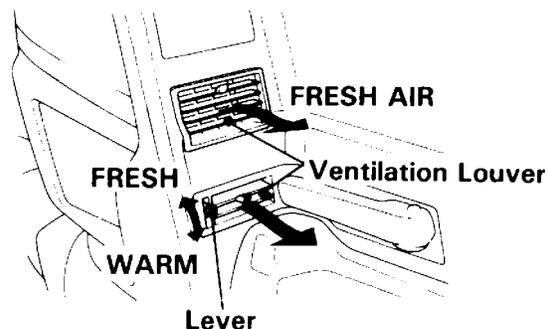
⚠ WARNING

- ***Do not adjust the ventilation louvers while riding the motorcycle. Operating the motorcycle with one or both hands away from the handlebar/controls may result in a loss of vehicle control.***

UPPER

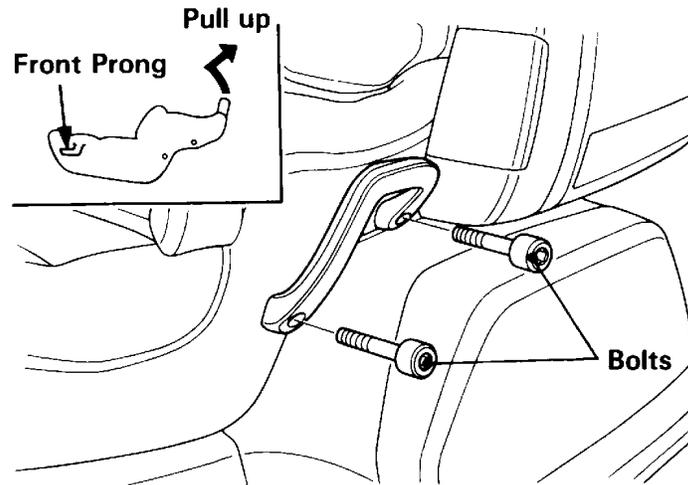


LOWER



SEAT

The seat can be removed by removing the bolts in each side.

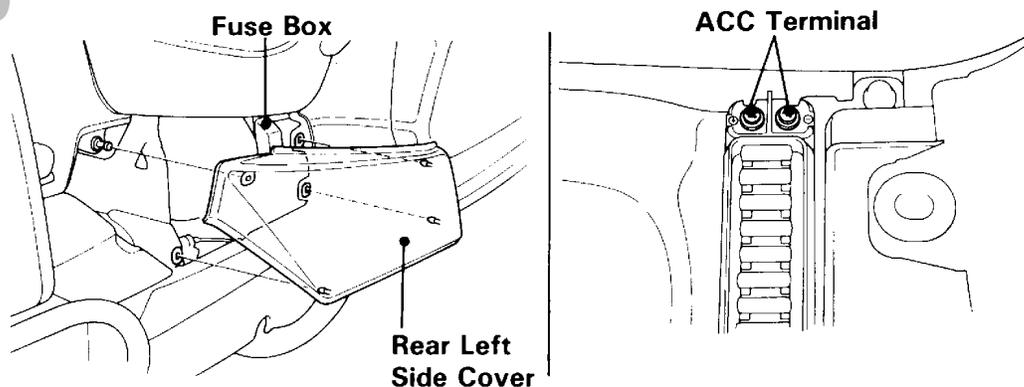


ACC TERMINAL

The ACC terminal is in the fuse box (page 99) and provides 12V DC power for electrical accessories. A maximum of 60 Watts (5 amps) may be connected to the terminal. If equipped with accessories, check the battery frequently to determine the state of charge and examine it for possible sulfation. Higher current demands may blow the fuse or discharge the battery. Review the **LOADING AND ACCESSORIES WARNING** (page 6) before installing accessories. Connect accessory electrical leads securely, and keep them insulated, away from hot parts and sharp edges.

CAUTION:

- *Do not exceed 5 amps for prolonged current demands.*



FEATURES (Not required for operation)

PROTECTION AGAINST WATER

The radio/cassette deck is designed to be weather proof. However, it is not designed to be sprayed directly with a hose.

CAUTION:

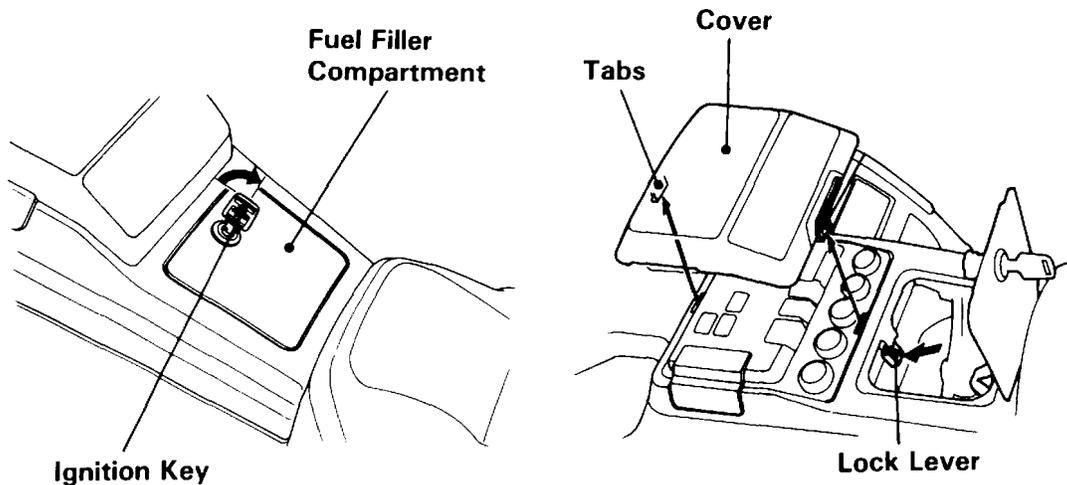
- When washing the motorcycle, avoid spraying high pressure water (typical in coin-operated car washes) near the audio system.

RADIO/CASSETTE COVER

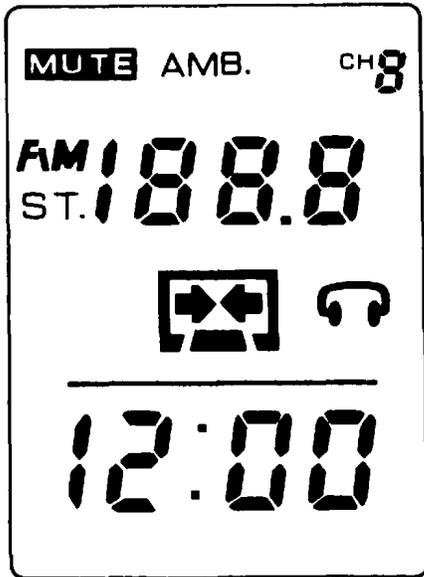
To open the radio/cassette cover

Insert the ignition key and turn it clockwise to open the fuel filler compartment. Push the lock lever to remove the cover.

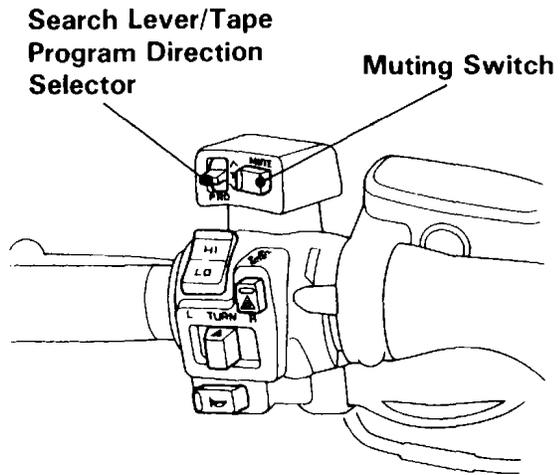
To lock the cover, insert the tabs in the grooves of the body and push down the cover. Make sure the cover is locked.



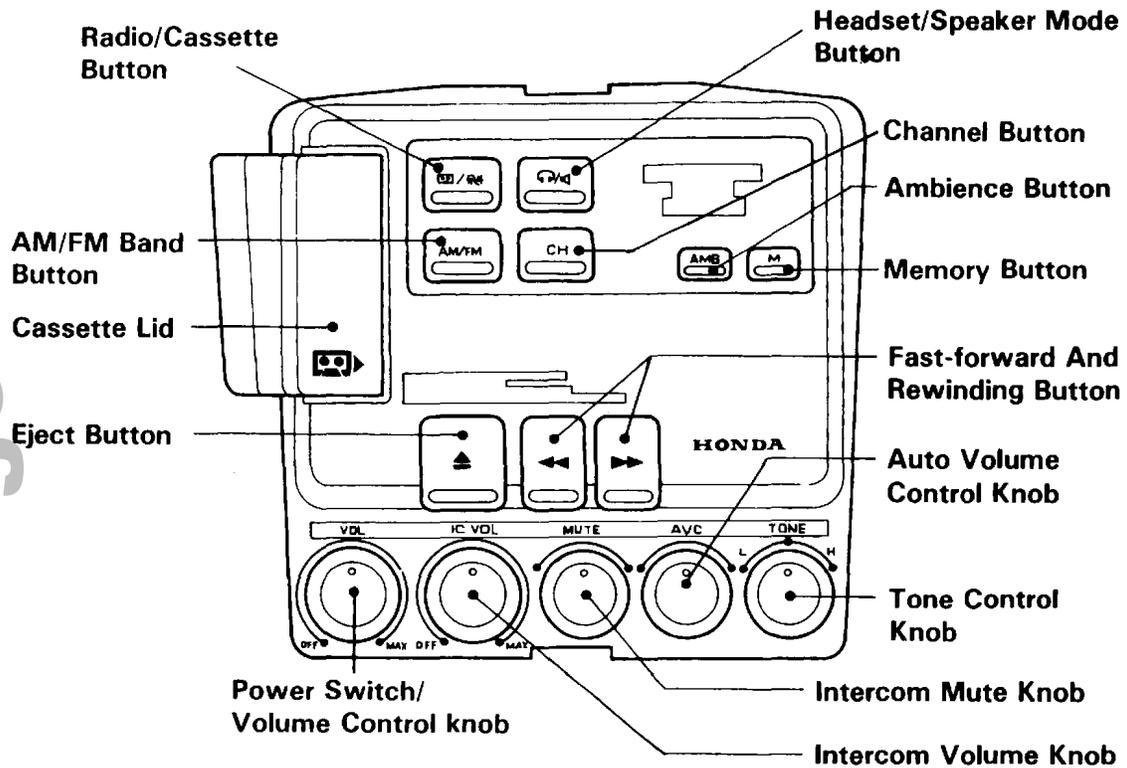
DISPLAY



LEFT HANDLEBAR CONTROLS



RADIO/CASSETTE DECK



FEATURES (Not required for operation)

AM/FM RADIO

The radio can be used with the ignition switch at ACC, ON or P.

Power Switch/Volume Control Knob

When this knob is turned clockwise, power is applied to the radio, and the display indicates "AM" or "FM." Turning the knob further increases the volume. If the display does not show "AM" or "FM," the radio/cassette button is in the TAPE mode. To play the radio, push this switch.

AM/FM Band Button

To receive FM signals, push this button. To set to AM, push this button again. The "AM" or "FM" and "ST" (stereo signal reception only) will be visible in the display. "ST" lights up when an FM station in stereo is being received. As FM stereo reception becomes weaker, special circuits in the radio gradually blend the sound toward mono to maintain some sound quality, even though the ST indicator remains ON. Stereo reception is available only for FM stereo broadcasts, not for AM.

Preset Stations

You can preset six AM stations and six FM stations. AM and FM stations are preset as follows:

1. Find the station you wish by the search lever (page 53).
2. Push the M button and the memory indicator "CH" will blink in the display.
3. Push the CH (channel) button and select a channel you wish, then push the M button again while the memory indicator "CH" is blinking. The indicator will stop blinking and the preset channel will be visible in the display. The memory indicator will go off 7 seconds after the M button was pushed, if the M button was not pushed again.
4. The memory is erased automatically if you tune and preset a new AM or FM station.

Search Lever

You can find the station you wish by the search lever. When the lever is pushed up, the frequency moves up, and when the lever is pushed down, it moves down.

If the lever is depressed once, the AM frequency display moves in 9 kHz steps and the FM frequency in 50 kHz.

In auto search, release the lever after the frequency display moves, and the next station is automatically tuned in. Repeat the above steps until the desired station is tuned in.

When the frequency display comes to either end, transition to the other end of the band takes place and continues in the same direction.

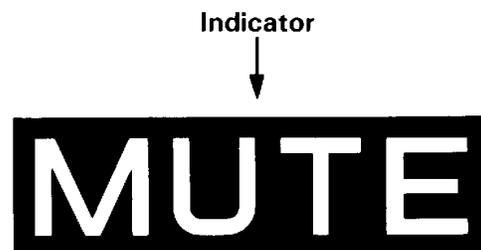
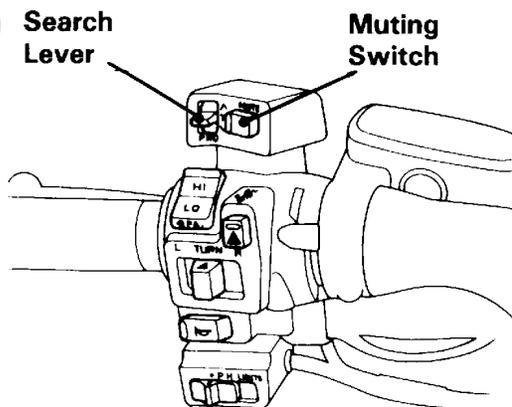
Muting Switch

Switching the Mute switch ON instantly lowers the radio's volume so you may hear surrounding sound more clearly. The display will indicate "MUTE." Switching Mute OFF restores the original volume. The muting functions for the radio and cassette deck.

⚠ WARNING

- ***While riding, never:***
 - ***Adjust the volume control.***
 - ***Switch between radio and cassette***
 - ***Install or remove cassette tape***
- ***Keep both hands on the handlebars while riding.***
- ***Do not turn up the volume so loud that emergency vehicles or traffic cannot be heard.***

go



FEATURES (Not required for operation)

CASSETTE DECK

Loading

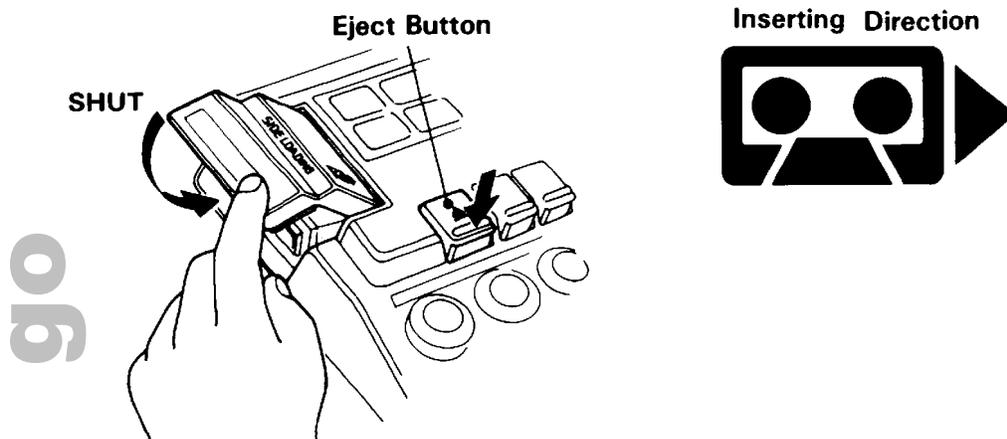
Push the eject button to open the cassette lid and slide the tape into the deck, following the inserting direction shown on the lid.

CAUTION:

- *Check there is no slack in the tape before inserting the cassette tape into the deck.*
- *Make sure the lid is secured after inserting the cassette tape into the deck.*
- *Do not open the cassette lid in the rain. Before opening the cassette lid, wipe off any dirt or water on the outer surface.*
- *The use of 120-minute cassette tapes is not recommended. If necessary to use 120-minute tapes, do not switch the tape operation mode frequently. Most 120-minute tape stretches easily and can become tangled in the player mechanism.*

Eject Button

The cassette is ejected from the deck when this button is depressed.



Tape player Maintenance

The head in the cassette tape player can pick up dirt or tape deposits each time a cassette is played. The result is low or "muddy" sound from one or both channels, as if the treble tone control were turned all the way down. To prevent this, you should periodically clean the head with a commercially available cleaning cassette.

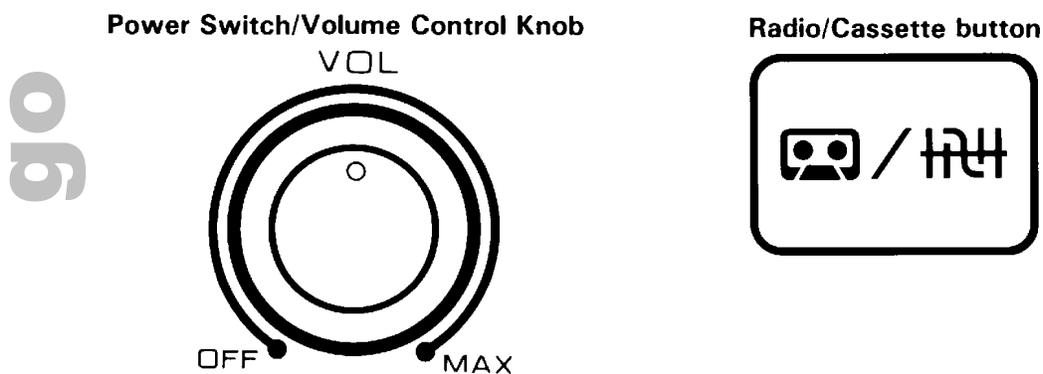
As preventive maintenance, clean the head about every 30 hours of use. If you wait until the head becomes very dirty (noticeably poor sound), it may not be possible to remove all deposits with a simple cleaning cassette.

CAUTION:

- ***Storing cassettes out of their cases, or touching the magnetic tape with your fingers will increase the amount of dirt that gets to the tape head. Using low-quality "off-brand" tape will increase the amount of tape deposits that get on the head. Both of these practices may eventually lead to damage of the head and playing mechanism.***

Power Switch/Volume Control Knob

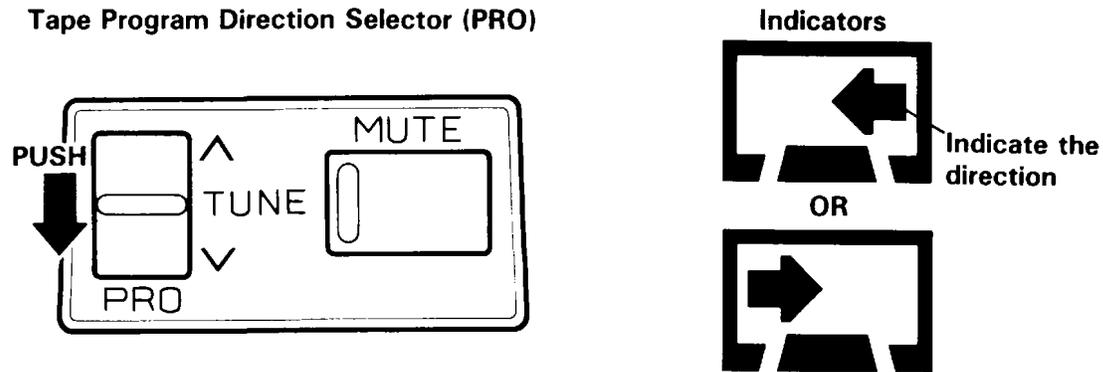
When this button is turned clockwise, power is applied to the radio, and display indicates "AM" or "FM". Then push the radio/cassette button to hear the cassette tape. The display will be changed to "📻" or "📻" when the deck is loaded with a tape. Turning the knob further increases the volume.



FEATURES (Not required for operation)

Tape Program Direction Selector (PRO)

This switch can be used to change the direction of the tape. The indicator in the display will be changed to the following. This switch can be also used to stop the fast winding.

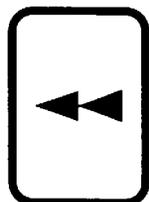


Fast-forward And Rewinding Buttons

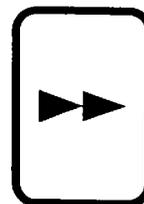
This deck features auto-reverse play, so that both sides of the tape can be played continuously, without turning the cassette over.

Push either button to fast-forward or rewind depending on the correct direction of the tape indicated by the arrows on the display. The indicator blinks during fast winding. Push the program selector (PRO) to stop the tape.

Fast-forward And Rewinding Buttons



Toward left

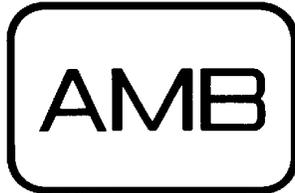


Toward right

Ambience button (AMB)

The "ambience" circuit blends and boosts certain frequencies from both channels, for a "live performance" effect. To use the circuit, push the AMB button until "AMB." appears in the display. AMB is usable for stereo programs from both tape and FM. The ambience circuit, however, may weak FM stereo signals or poorly recorded tapes sound worse.

Ambience Button



Indicator

AMB.

FEATURES (Not required for operation)

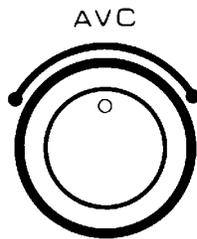
Auto Volume Control Knob

This function increases the volume as the speed of the motorcycle increases. Turning the knob clockwise raises the operating level. Set the knob at the center position under normal conditions and then adjust the volume control for desired sound level.

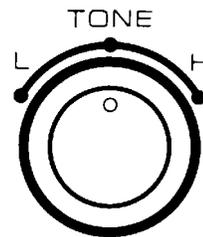
Tone Control Knob

Turning this knob clockwise emphasizes treble, turning it counterclockwise decreases the treble and emphasizes bass. It is usually set at the center position.

Auto Volume Control Knob



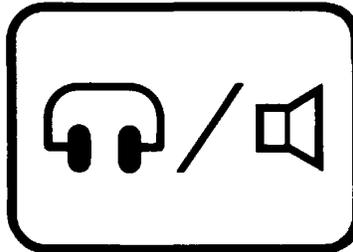
Tone Control Knob



Headset/speaker Mode Button

If you use the headset, push this button. The display will indicate “” (headset). To hear sound through the speakers, push this button again.

Headset/Speaker
Mode Button



Intercom Volume Control Knob

⚠ WARNING

- ***Some local governments prohibit the operator from using a headset; always obey applicable laws and regulations.***

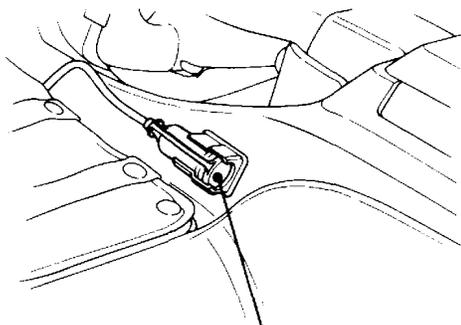
To communicate with the passenger using the intercom, turn this knob clockwise.

Turning this knob further increases intercom volume. When not using the intercom system, turn off this knob.

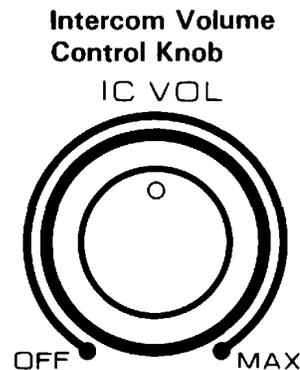
NOTE:

- The auto volume control does not function for the intercom system
- Turn this knob only high enough for adequate volume; if turned too high, there may be “feed back” from the fairing speakers.

go



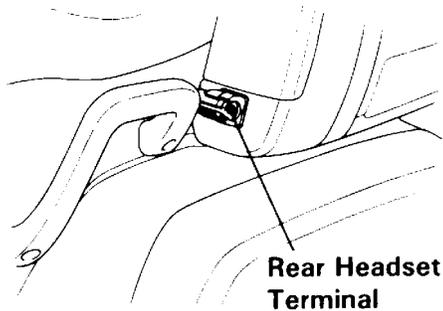
Front Headset
Terminal



FEATURES (Not required for operation)

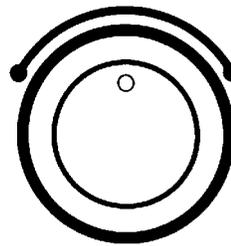
Intercom Mute Knob

The intercom mute system automatically lowers the music/program volume when you speak through the intercom. With the knob turned clockwise, you must speak more loudly to activate the mute circuit. With the knob turned counterclockwise, the mute will activate even at low speaking levels.



Intercom Mute Knob

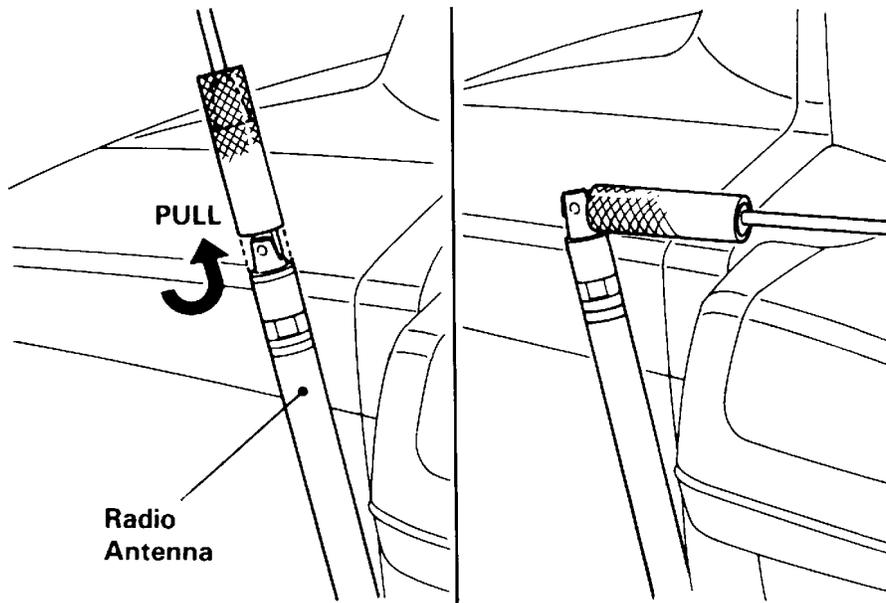
MUTE



RADIO ANTENNA

To fold the radio antenna:

Twist and pull upon the knurled coupling and then fold the radio antenna down.



go

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 29). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 26). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 24–25).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Add fluid if necessary (pages 21–22).
5. Tyres—check condition (pages 31–33) and pressure (page 31).
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 35).
9. Ignition cut-off system—check for proper function (page 87).
10. Battery electrolyte—check the level and add if necessary (page 96).

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

OPERATION

STARTING THE ENGINE

WARNING

- ***Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.***
- ***Do not flood the engine by twisting the throttle repeatedly. The carburetor has an accelerator pump.***

NOTE:

- This motorcycle is equipped with an 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 disengaged.
- 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.
- The electric starter will work when the transmission is in gear with the clutch disengaged.

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 engine oil pressure warning light is ON.

CAUTION:

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

Starting Procedure

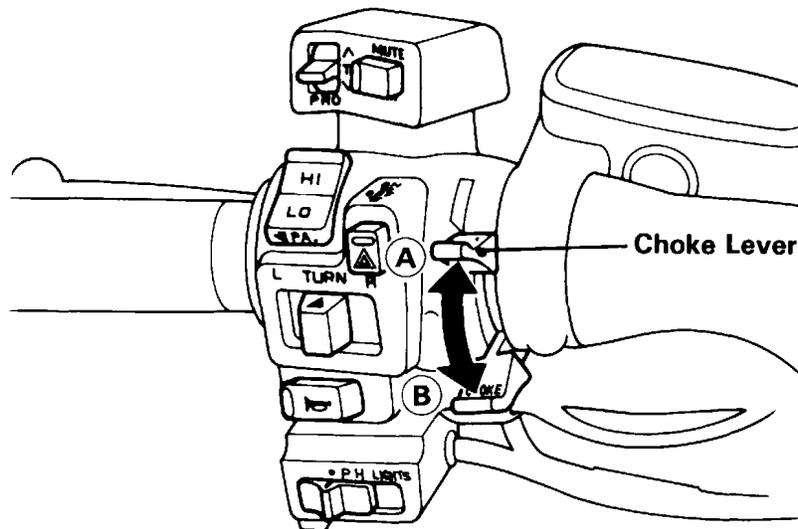
To restart a warm engine, follow the procedure for “ High Air Temperature.”

Normal Air Temperature 10°–35°C (50°–95°F):

1. Push the choke lever down all the way to Fully Open (B).
2. Start the engine, leaving the throttle closed.

NOTE:

- Do not open the throttle when starting the engine with the choke open. This will lean the mixture, resulting in hard starting.



3. Immediately after the engine starts, operate the choke lever to keep fast idle at 1,500–2,500 rpm.
4. About a half minute after the engine starts, push the choke lever up all the way to fully off.
5. If idling is unstable, open the throttle slightly.

High Air Temperature 35°C (95°F) or above:

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

OPERATION

Low Air Temperature 10°C (50°F) or below:

1. Follow steps 1 – 2 under “Normal Air Temperature.”
2. When engine rpm begins to pick up, operate the choke lever to keep fast idle at 2,200 – 2,800 rpm.
3. To speed warm up, open and close the throttle, keeping engine rpm below 2,800.
4. About 5 minutes after the engine starts, push the choke lever up all the way to Fully Closed (A).
5. Continue warming up the engine by opening and closing the throttle until it will idle smoothly.

CAUTION:

- ***Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.***
- ***Extended use of the choke may impair piston and cylinder wall lubrication.***

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 OFF and push the choke lever up to Fully Closed (A). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the “High Air Temperature” Starting Procedure (page 63).



RUNNING-IN

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 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of running-in maintenance will ensure optimum service life and performance from the engine.

The general rules are as follows:

1. Never labour the engine with full throttle at low engine speeds. This rule is applicable not only during running-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 4,000 min^{-1} (rpm)
3. Increase the maximum continuous engine speed by 1,000 min^{-1} (rpm) between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 5,500 min^{-1} (rpm).
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 5,500 min^{-1} (rpm) at any time (tachometer RED ZONE limit).

CAUTION:

- ***The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.***



OPERATION

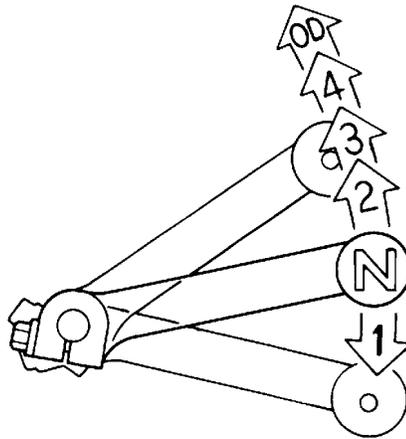
RIDING

▲ WARNING

- ***Review Motorcycle Safety (pages 1–8) before you ride.***

NOTE:

- Make sure the function of the side stand mechanism (See MAINTENANCE SCHEDULE on page 72, 73 and explanation for SIDE STAND on page 87.)



Proper shifting will provide better fuel economy.

▲ WARNING

- ***Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.***

CAUTION:

- ***Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.***
- ***Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.***
- ***Do not exceed 4,500 min⁻¹ (rpm) when running the engine without a load. Serious engine damage may result.***

NOTE:

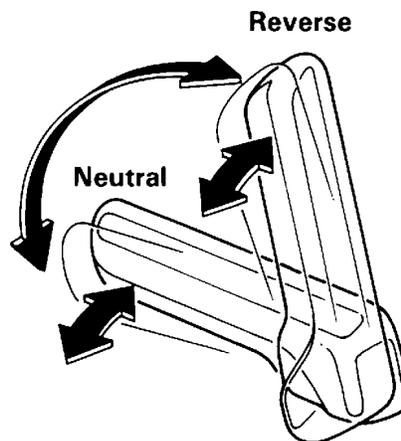
- Be careful when revving the engine or accelerating in 1st or 2nd gear as the engine speed will easily enter the red zone.

REVERSE RIDING

For reverse maneuvering, make sure there are no obstacles or people in the area; avoid steep or uneven surfaces.

⚠ WARNING

- ***Do not carry a passenger while moving in reverse. The weight of a passenger will increase the possibility and results of maneuvering errors. You may fall over.***
1. Make sure the transmission is in neutral (neutral indicator ON) and the side stand is up.
 2. Sitting astride the motorcycle, start the engine and shift the reverse lever into the reverse position as shown, then make sure the reverse system indicator comes on.



OPERATION

3. Push the start/reverse button and guide the motorcycle backward cautiously.

CAUTION:

- ***Do not push the start/reverse button more than a minute to prevent battery discharge.***
4. Release the start/reverse button, and the motorcycle will stop.
 5. After stopping the motorcycle, disengage the reverse lever, and make sure the reverse gear indicator goes off and the neutral indicator comes on.

CAUTION:

- ***Do not engage or disengage reverse when the motorcycle is moving or the reverse gears could be damaged.***

NOTE:

- If the reverse lever is moved to the reverse position with the engine off, the engine cannot be started.

Reverse System Overload:

The reverse system is designed to move the motorcycle at a constant slow speed. If the motorcycle begins moving slower or faster than this speed, due to obstacles or steep pavement angle, the system will shut off (reverse system indicator OFF). To resume reverse operation or normal forward operation, move the reverse lever to the disengaged position and carefully roll the motorcycle to a more-level unobstructed surface, then start again.



BRAKING

This motorcycle is equipped with a unified braking system. Depressing the brake pedal applies the rear brake and the left front disc. Operating the brake lever applies the right front disc. For full braking effectiveness, use both the pedal and lever simultaneously, as you would with a conventional motorcycle brake system.

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

▲ WARNING

- ***Independent use of only the brake lever or brake pedal 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.***
- ***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. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.***
- ***When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***
- ***Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.***

OPERATION

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the ignition switch OFF and remove the key.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

- ***Park the motorcycle on firm, level ground to prevent it from falling over.***
- ***If you 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 41).

NOTE:

- 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 ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your 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: _____

- 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 and the anticipated 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

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 61) 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 COMES FIRST → ↓	ODOMETER READING (NOTE 1)								Refer to page
			x1,000 km	1	6	12	18	24	30	36	
			x1,000 mi	0.6	4	8	12	16	20	24	
NOTE	MONTHS		6	12	18	24	30	36			
* FUEL LINE					I		I		I	—	
* THROTTLE OPERATION					I		I		I	—	
* CARBURETOR CHOKE					I		I		I	—	
AIR CLEANER	NOTE 2					R			R	77-78	
CRANKCASE BREATHER	NOTE 3			C	C	C	C	C	C	78	
SPARK PLUGS					R		R		R	83-84	
ENGINE OIL				R		R		R	R	29, 79-82	
ENGINE OIL FILTER				R		R		R	R	80-82	
* CARBURETOR SYNCHRONIZATION					I		I		I	—	
* CARBURETOR IDLE SPEED				I	I	I	I	I	I	86	
RADIATOR COOLANT	NOTE 4				I		I		R	24-25	
* COOLING SYSTEM					I		I		I	—	
* SECONDARY AIR SUPPLY SYSTEM	NOTE 5				I		I		I	—	



ITEM	FREQUENCY	WHICHEVER COMES FIRST ↕	ODOMETER READING (NOTE 1)								Refer to page
			↗	1	6	12	18	24	30	36	
			x1,000km	0.6	4	8	12	16	20	24	
	NOTE	MONTHS	6	12	18	24	30	36			
FINAL DRIVE OIL									R	85	
BATTERY										96-97	
BRAKE FLUID	NOTE 4					R			R	21-22	
BRAKE PAD WEAR										95	
BRAKE SYSTEM										21-22, 95	
* BRAKE LIGHT SWITCH										_____	
* HEADLIGHT AIM										48	
CLUTCH SYSTEM										_____	
CLUTCH FLUID	NOTE 4					R			R	23	
* REVERSE OPERATION										_____	
SIDE STAND										87	
* SUSPENSION										_____	
* CRUISE VALVE ELEMENT									R	_____	
* AIR PUMP ELEMENT							C			_____	
* AIR DRIER										_____	
* NUTS, BOLTS, FASTENERS										_____	
** WHEELS/TIRES										_____	
** STEERING HEAD BEARINGS										_____	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

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



MAINTENANCE

TOOL KIT

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

- 0.7 mm Feeler gauge
- 0.8 mm Feeler gauge
- Spark plug wrench
- 10 x 12 mm Box end wrench
- 14 x 17 mm Box end wrench
- 22 mm Box end wrench
- 27 mm Box end wrench
- 7 x 8 mm Open end wrench
- 10 x 12 mm Open end wrench
- 14 x 17 mm Open end wrench
- Breaker bar
- Pliers
- Phillips/Standard screwdriver
- Screwdriver
- Handle grip
- 4 mm Hex wrench
- 5 mm Hex wrench
- 6 mm Hex wrench
- 8 mm Hex wrench
- Tool box



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 is stamped on the right side of the steering head.

The engine number is stamped on the right side of the crankcase, near the oil level gauge.

COLOUR LABEL

The colour label is attached inside the fuel strainer compartment lid. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

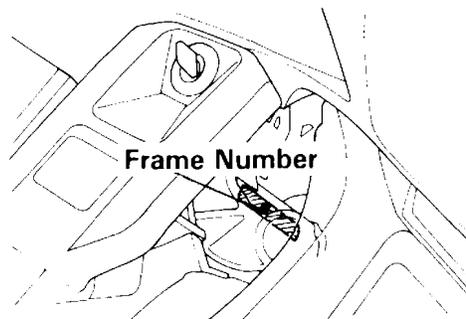
VIN _____

FRAME NO. _____

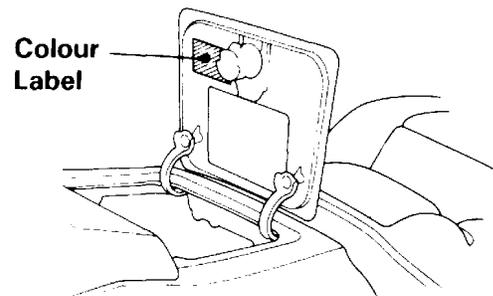
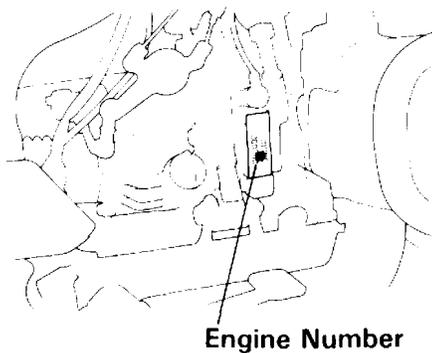
ENGINE NO. _____

COLOUR _____

CODE _____



go



MAINTENANCE

MAINTENANCE PRECAUTIONS

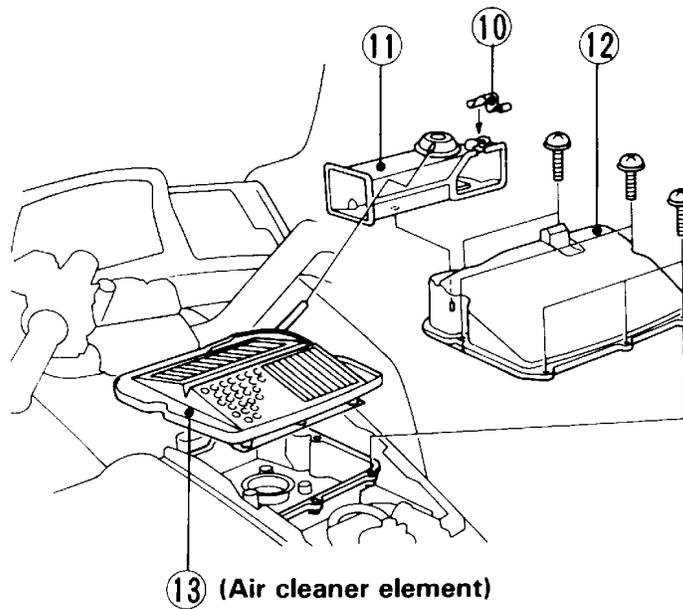
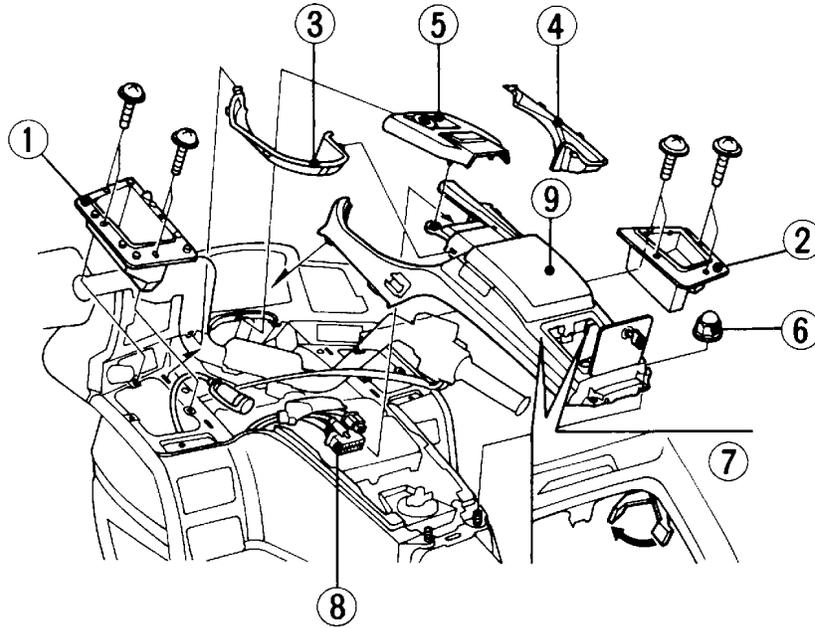
▲ WARNING

- *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.*
- *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 61.)
The numbers are shown in sequence of disassembly.



go

MAINTENANCE

The air cleaner should be serviced at regular intervals (page 73). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the seat (page 49).
2. Remove the parts in sequence, according to the order in the illustration.

NOTE:

- Be careful not to break any tabs.

3. Remove and discard the air cleaner element.
4. Install a new air cleaner element.
5. Install removed parts in the reverse order of removal.

NOTE:

- Make sure to engage all tabs and to secure all fasteners.

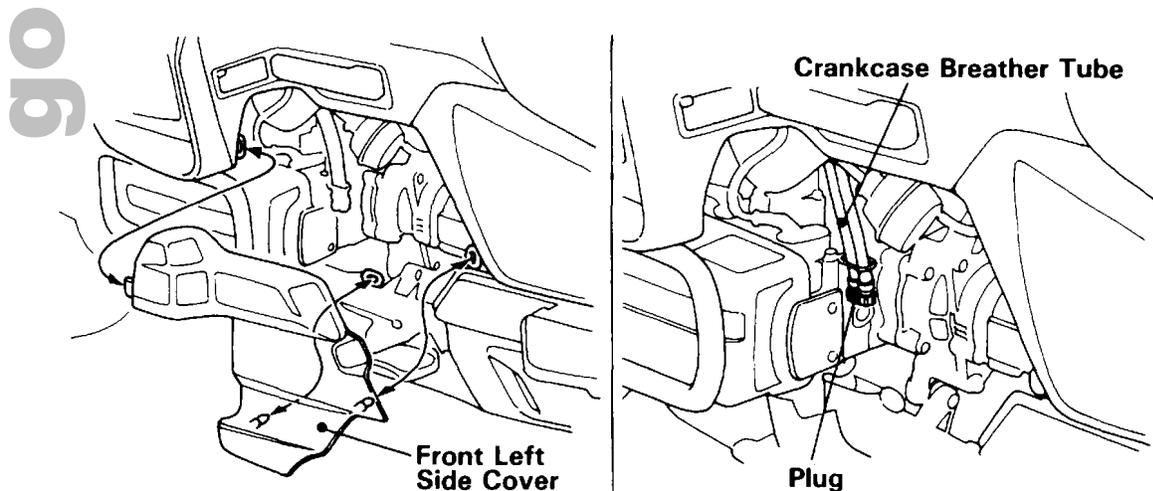
CRANKCASE BREATHER

(Refer to the maintenance precaution on page 61.)

1. Remove the front left side cover.
2. Remove the drain plug from the tube and drain deposits.
3. 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.



ENGINE OIL

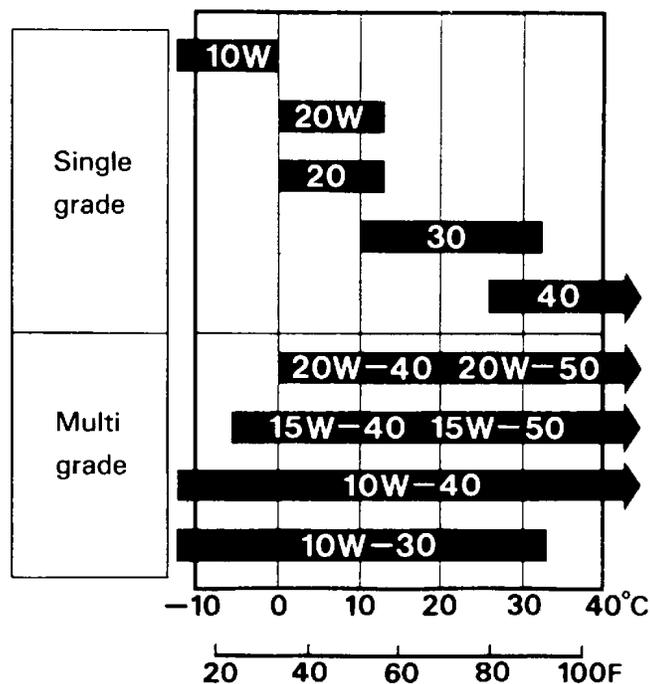
(Refer to the maintenance precautions on page 61.)

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.



MAINTENANCE

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 61).

NOTE:

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

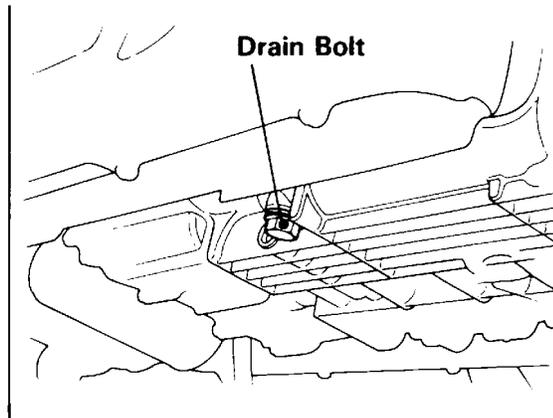
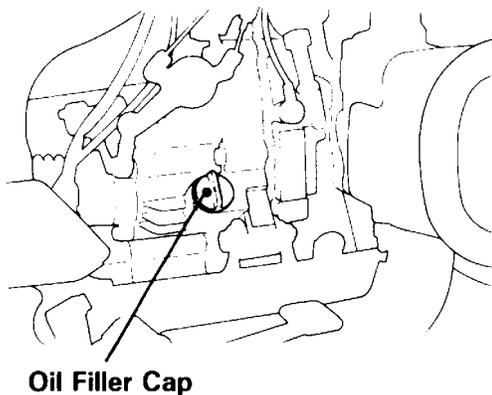
CAUTION:

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

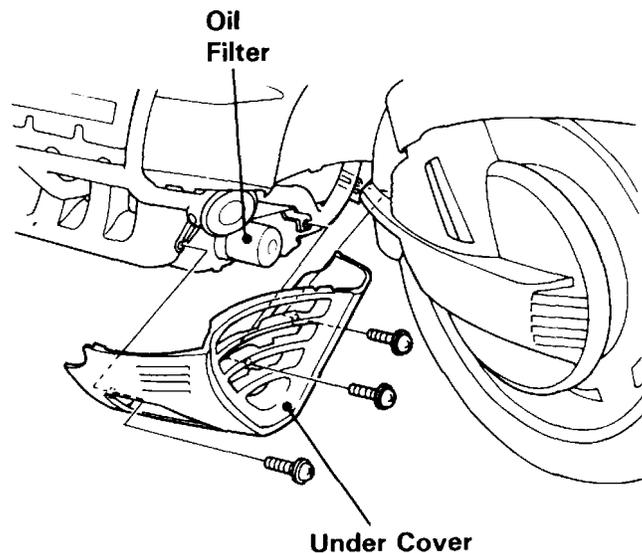
1. To drain the oil, remove the front right side cover (page 29), then oil filler cap, drain bolt and sealing washer.

▲ WARNING

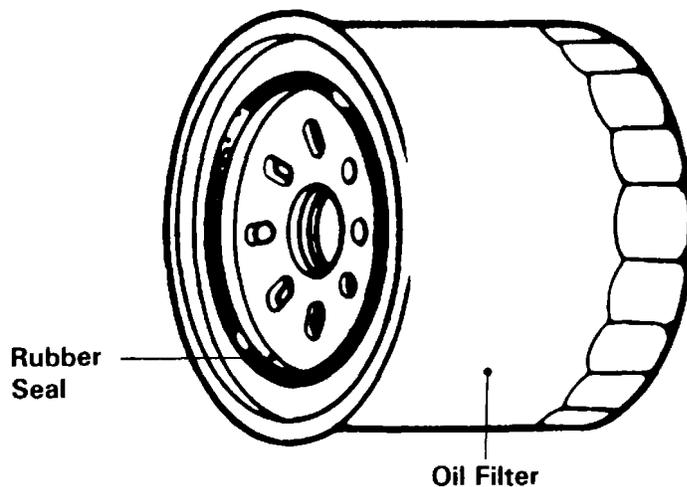
- ***A warmed-up engine and the oil in it are hot; be careful not to burn yourself.***



-
2. Remove the under cover and oil filter with a filter wrench. Discard the oil filter.



3. Apply a thin coat of engine oil to the new oil filter rubber seal.



4. Install the new oil filter and tighten it: 10 N·m (1.0 kg·m, 7 ft·lb)

MAINTENANCE

5. Check that the sealing washer on the drain plug is in good condition and Install the drain plug.
Oil Drain Plug Torque:
40 N·m (4.0 kg-m, 29 ft-lb)
6. Fill the crankcase with the recommended grade oil; approximately:
3.7 ℓ (3.8 US qt, 3.3 Imp qt)
7. Install the oil filler cap.
8. Start the engine and let it idle for 2–3 minutes.
9. Stop the engine. Check that the oil level is at the upper level mark on the dipstick (page 29). 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.
- 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 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.***



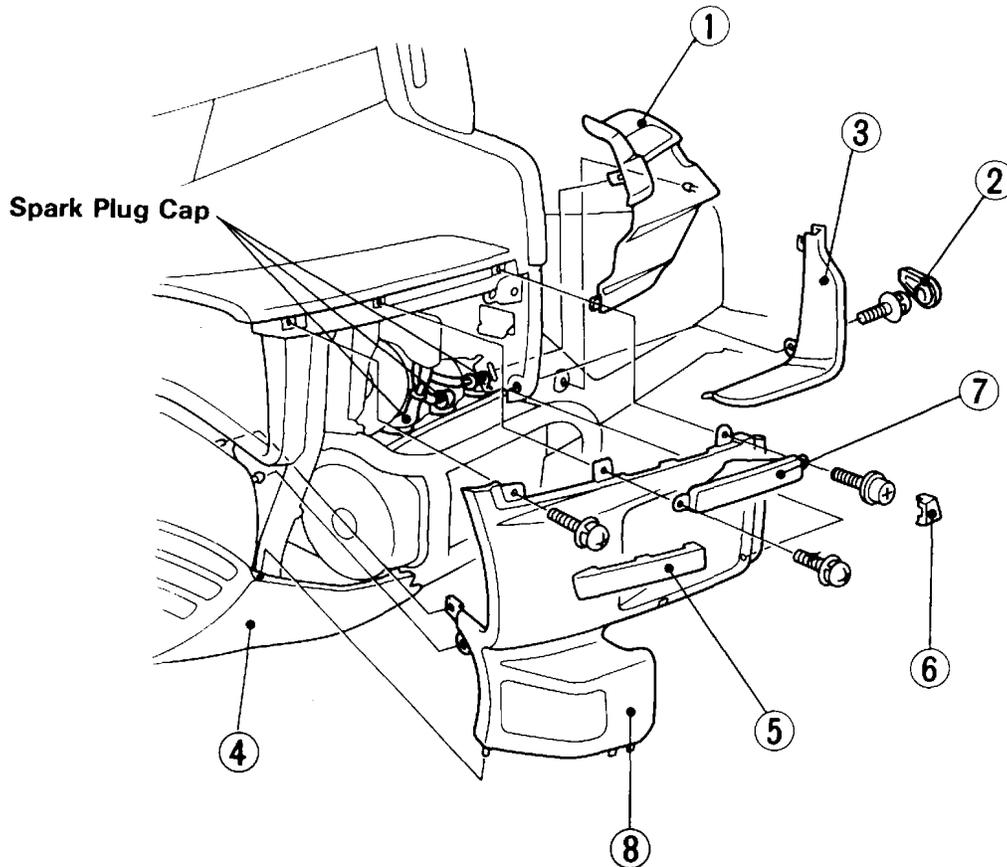
SPARK PLUGS

(Refer to the maintenance precautions on page 61.)

1. Remove the parts in sequence, according to the order in the following illustration (Left side shown; right side similar).

Installation note:

When installing, the sequence should be: 4, 8, 7, 6, 5, 3, 2, 1.



Recommended plugs:

Standard: DPR7EA-9 (NGK), X22EPR-U9 (ND)

For cold climate: (Below 5°C/41°F)

DPR6EA-9 (NGK), X20EPR-U9 (ND)

For extended high speed riding:

DPR8EA-9 (NGK), X24EPR-U9 (ND)

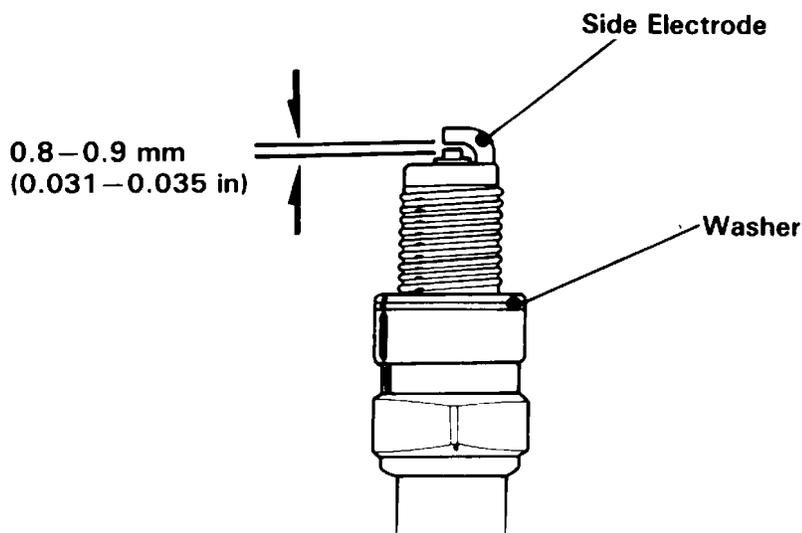
2. Disconnect the spark plug caps from the spark plugs.
3. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench furnished in the tool kit.

MAINTENANCE

4. 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.
5. Check the spark plug gap using a wiretype feeler gauge. If adjustment is necessary, bend the side electrode carefully. The gap should be:
0.8–0.9 mm (0.031–0.035 in)
Make sure the plug washer is in good condition.
6. With the plug washer attached, thread the spark plug in by hand to prevent crossthreading.
7. 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.
8. 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.***



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FINAL DRIVE OIL

(Refer to the maintenance precautions on page 61.)

Change the oil as specified in the maintenance schedule.

NOTE:

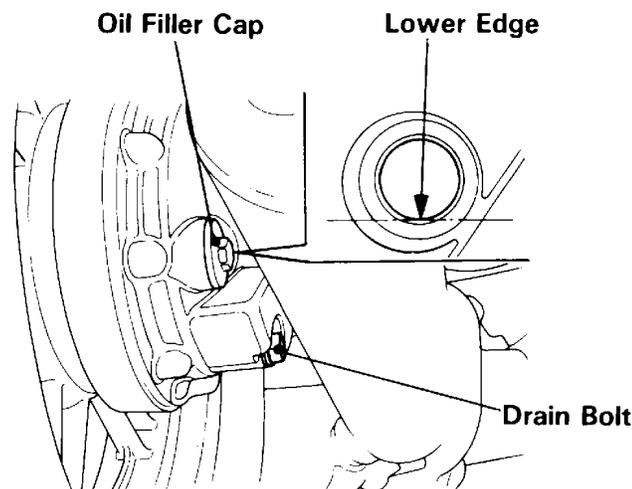
- Change the oil with the final drive at normal operating temperature and the motorcycle upright on firm, level ground to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap and drain plug.
2. After the oil has completely drained, check that the sealing washer on the drain plug is in good condition and install the drain plug.

Drain Plug Torque:

20 N·m (2.0 kg·m, 14 ft·lb)

3. Fill the final drive with the recommended grade oil; approximately: 140 cm³ (4.7 US oz, 4.9 Imp oz). Make sure the final drive oil is filled up to the lower edge of the inspection hole with the recommended oil.
4. Install the oil filler cap.



MAINTENANCE

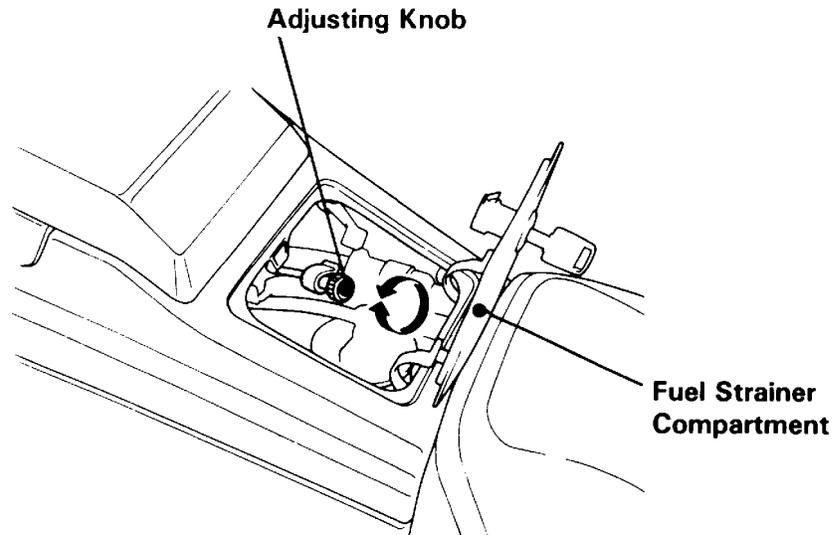
IDLE SPEED

(Refer to the maintenance precautions on page 61.)

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

- The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.
1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
 2. Open the fuel strainer compartment.
 3. Adjust idle speed with the adjusting knob.
Idle Speed (In neutral):
 800 ± 80 rpm



SIDE STAND

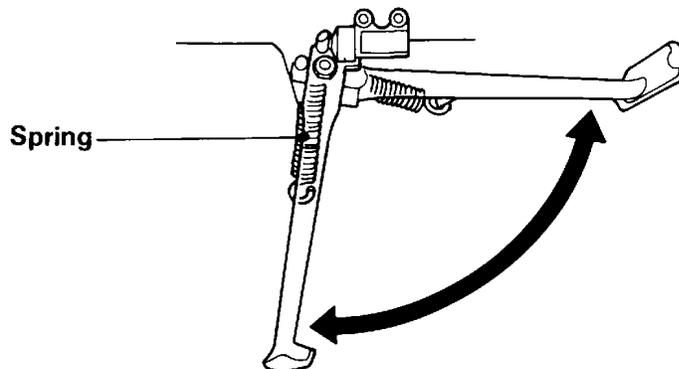
(Refer to the maintenance precautions on page 61.)

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the ignition out-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 pulled in, shift the transmission into gear.
 3. Move the side stand fully down.
 4. 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.



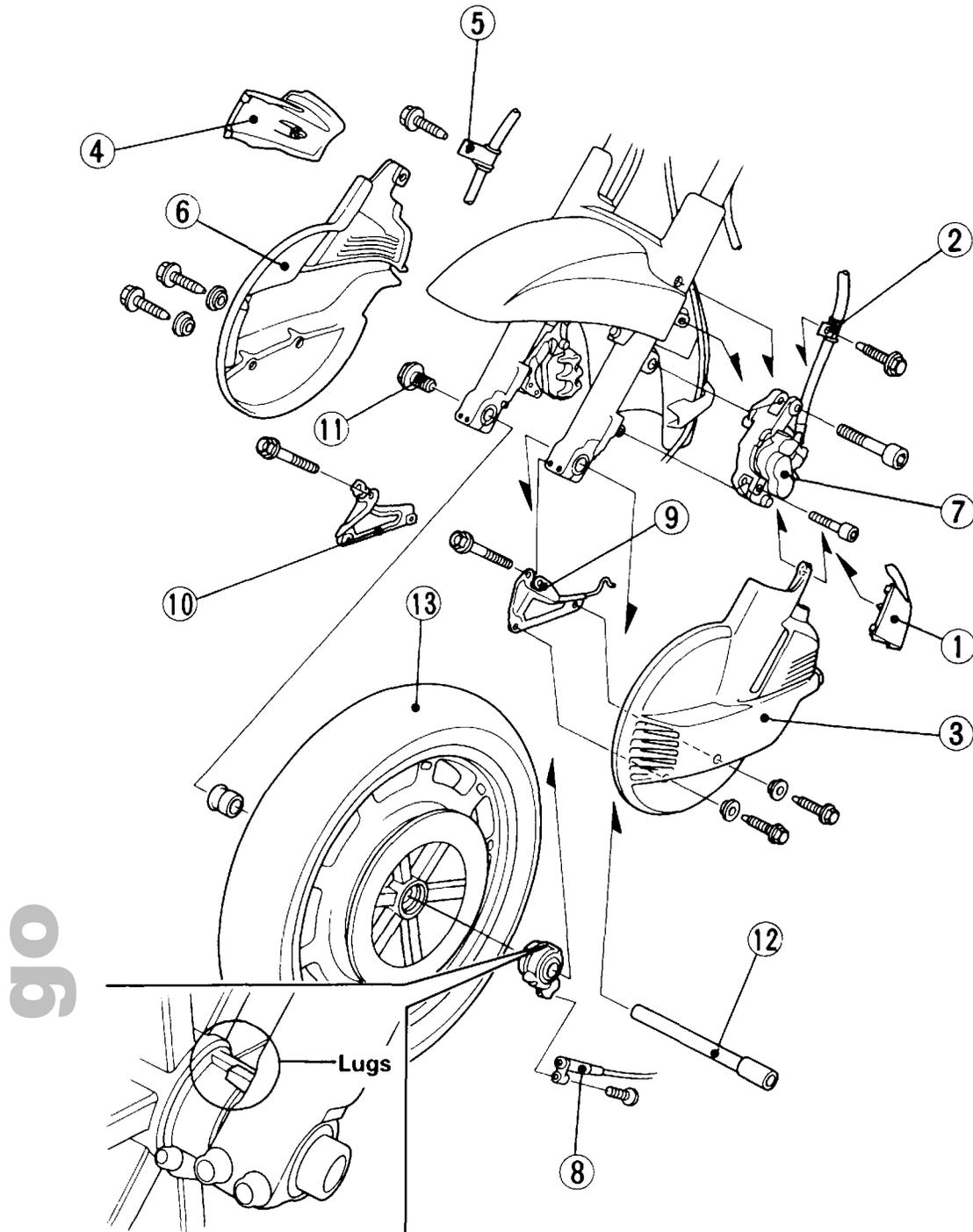
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MAINTENANCE

FRONT WHEEL REMOVAL

(Refer to the maintenance precautions on page 61.)

For related torque specifications, see page 91. The numbers are shown in sequence of disassembly.



⚠ WARNING

- ***Wheel removal requires mechanical skill and professional tools such as a floor jack and torque wrench. We recommend it be done only by your authorized Honda dealer or other qualified mechanic.***
1. Raise the front wheel off the ground by placing a support block under the engine.
 2. Remove the parts in sequence, according to the order in the illustration.

CAUTION:

- ***To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.***
- ***Avoid getting grease, oil or dirt on the disc or pad surfaces, because such contamination can cause poor brake performance or rapid pad wear after reassembly.***

NOTE:

- Do not depress the brake lever and brake pedal 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.



MAINTENANCE

Installation

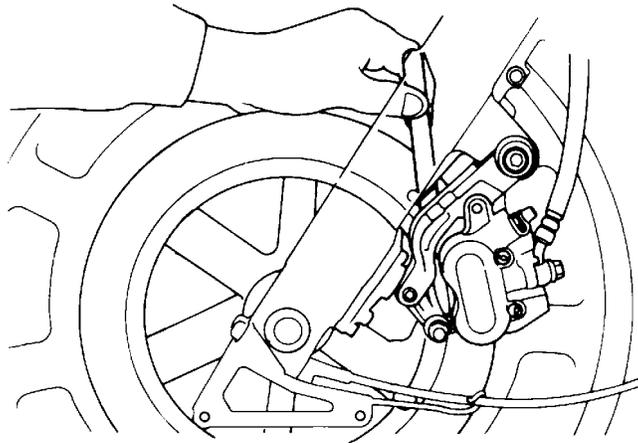
1. Reassemble removed parts in the reverse order of removal.

NOTE:

- When installing the wheel, position the speedometer gear-box so that the lug on the gearbox is against the rear of the stopper lug on the left fork.

CAUTION:

- *When installing the wheel, fit both brake discs carefully between the brake pads to avoid damaging the pads.*
2. Measure the clearance between the out side surface of the left brake disc and the left caliper holder with a 0.7 mm (0.028 in) feeler gauge. If the gauge inserts easily, tighten the right and left axle pinch bolts to the specified torque.



90

Specified torque:

Axle bolt: 90 N·m (9.0 kg-m, 65 ft-lb)

Caliper mounting bolt, upper: 23 N·m (2.3 kg-m, 16 ft-lb)

Caliper mounting bolt, lower: 12 N·m (1.2 kg-m, 9 ft-lb)

Axle pinch bolt: 22 N·m (2.2 kg-m, 16 ft-lb)

⚠ 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 capability.*
3. 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 axle pinch bolts with the gauge inserted.
 4. After tightening, remove the gauge. After installing the wheel, apply the brakes several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.

⚠ WARNING

- *Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.*

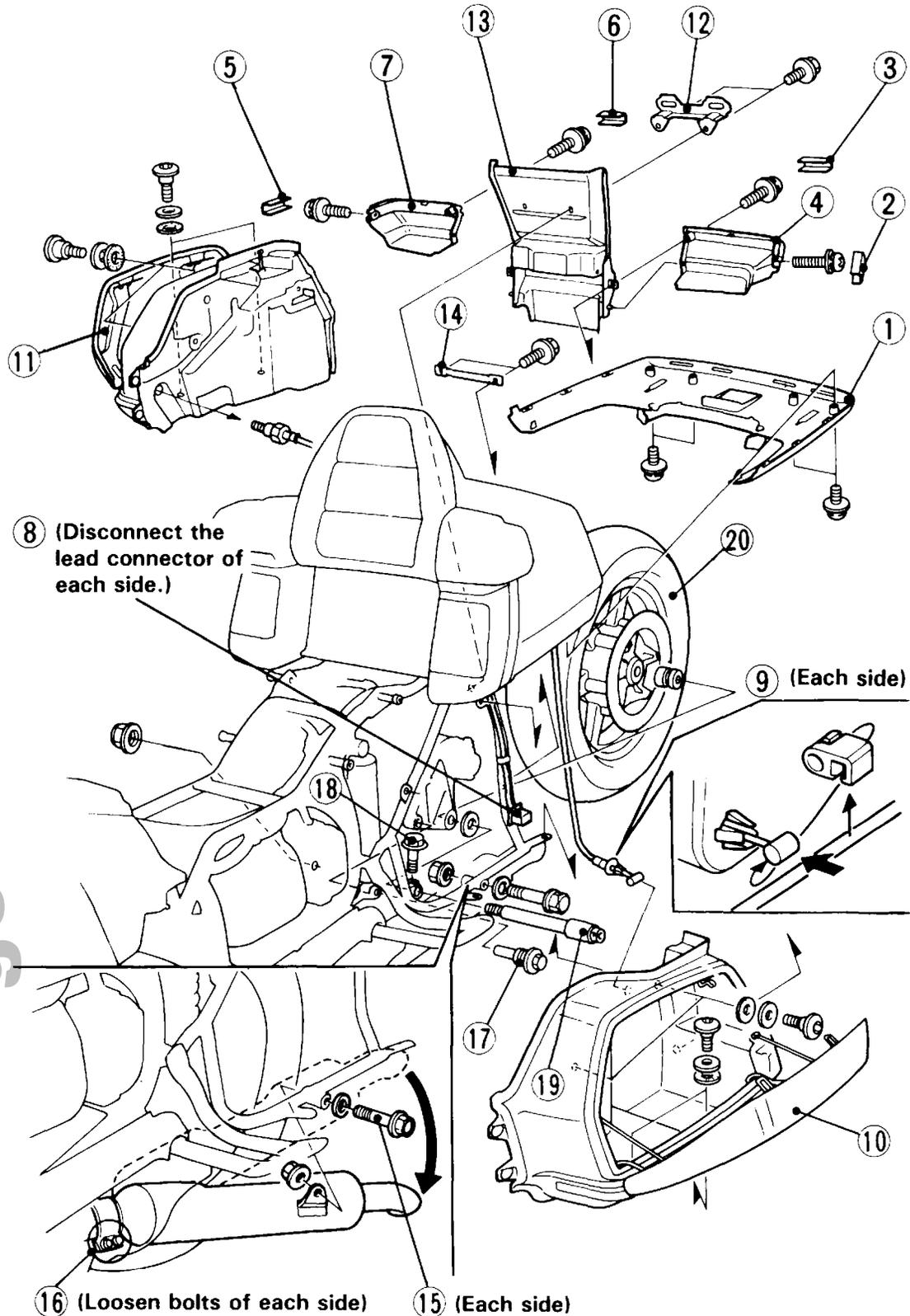


MAINTENANCE

REAR WHEEL REMOVAL

(Refer to the maintenance precautions on page 61.)

For related torque specifications, see page 94. The numbers are shown in sequence of disassembly.



⚠ WARNING

- ***Wheel removal requires mechanical skill and professional tools such as a torque wrench. We recommend it be done only by your authorized Honda dealer or other qualified mechanic.***

1. Place the motorcycle on its center stand.
2. Remove the parts in sequence, according to the order in the illustration.

CAUTION:

- ***Support the caliper assembly before removing the rear axle so that the caliper does not hang from the brake hose. Do not twist the brake hose.***
- ***Avoid getting grease, oil or dirt on the disc or pad surfaces, because such contamination can cause poor brake performance or rapid pad wear after reassembly.***
- ***Do not damage the muffler gaskets when handling the mufflers.***

NOTE:

- Do not depress the brake pedal while the wheel is off the motorcycle. The caliper pistons 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 authorized Honda dealer for this service.

Installation

1. Reassemble removed parts in the reverse order of removal.

CAUTION:

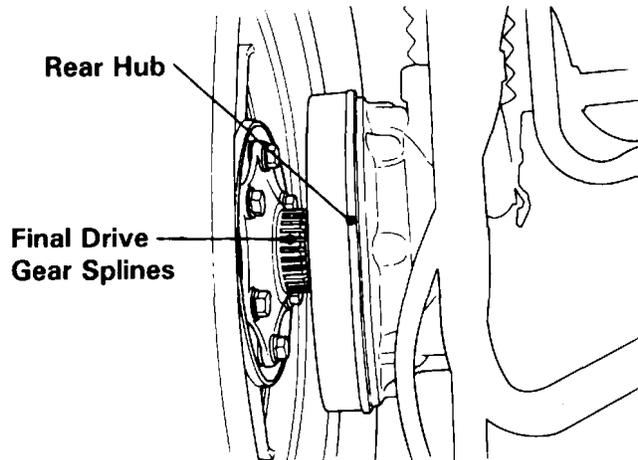
- ***Do not pinch, or twist the air hose when installing the right saddlebag.***

NOTE:

- Apply a lithium-based multipurpose grease with molybdenum disulfide additive to the rear hub splines, final drive gear splines and flange pins when the rear wheel is reassembled. Be sure the splines on the wheel hub fit into the final drive case and the splines on the final drive case fit into the driveshaft end.



MAINTENANCE



CAUTION:

- ***When installing the wheel carefully, fit the brake disc between the brake pads to avoid damaging the pads.***
2. After installing the wheel, apply the brake several times and then check that the wheel rotates freely when released. 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 capability.***

Specified torque:

Axe nut: 110 N·m (11.0 kg-m, 80 ft-lb)

Axle pinch bolt: 32 N·m (3.2 kg-m, 24 ft-lb)

Shock absorber bolt, upper: 23 N·m (2.3 kg-m, 16 ft-lb)

Shock absorber bolt, lower right: 23 N·m (2.3 kg-m, 16 ft-lb)

lower left: 70 N·m (7.0 kg-m, 51 ft-lb)

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 61.)

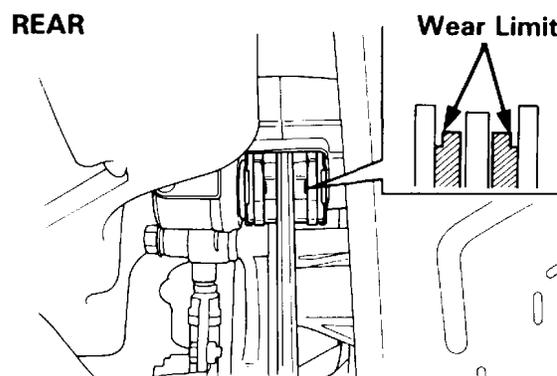
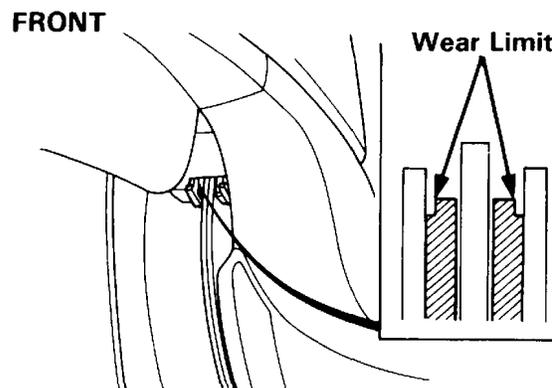
Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. If either pad wears to the wear limit, both pads must be replaced as a set.

NOTE:

- Use only genuine Honda replacement friction pads offered by authorized Honda dealers.
When brake service is necessary consult your Honda dealer.

Other Checks:

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



MAINTENANCE

BATTERY

(Refer to the maintenance precautions on page 61.)

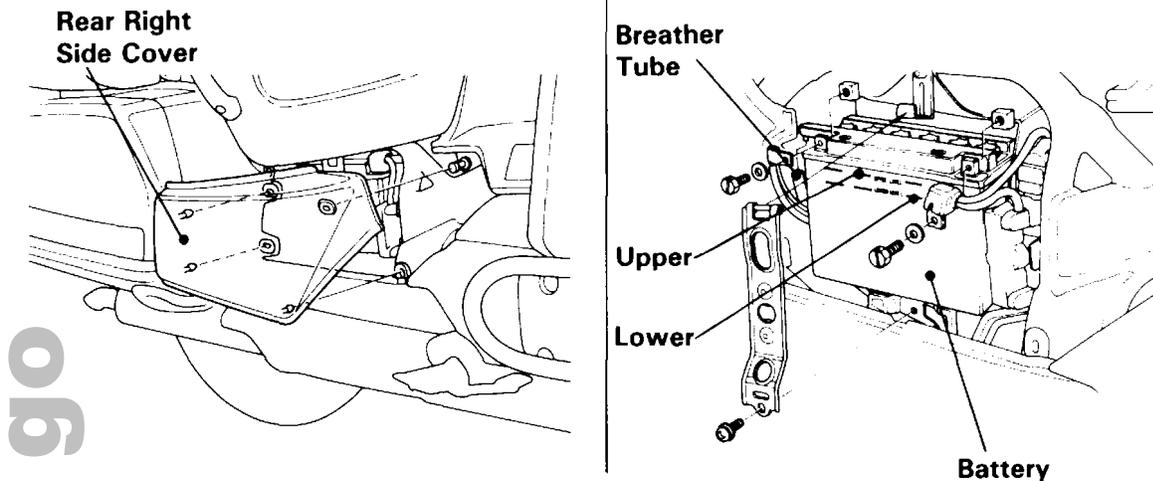
If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur. If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery Electrolyte:

The battery is under the seat. Remove the rear right side cover to check the battery electrolyte.

The electrolyte level must be maintained between the UPPER and LOWER LEVEL marks on the side of the battery.

If the electrolyte level is low, disconnect the negative (–) terminal lead from the battery first, then disconnect the positive terminal lead. Disconnect the battery breather tube. Remove the bolt and battery holder. Pull out the battery. Remove the battery filler caps. Carefully add distilled water to UPPER LEVEL mark, using a small syringe or plastic funnel.



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CAUTION:

- *When checking the battery electrolyte level, or adding distilled water, make sure the breather tube is connected to the battery breather outlet.*
- *Use only distilled water in the battery. Tap water will shorten the service life of the battery.*
- *Filling the battery above the UPPER LEVEL line may cause the electrolyte to overflow, resulting in corrosion to engine or nearby parts. Immediately wash off any spilled electrolyte.*
- *The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*

⚠ WARNING

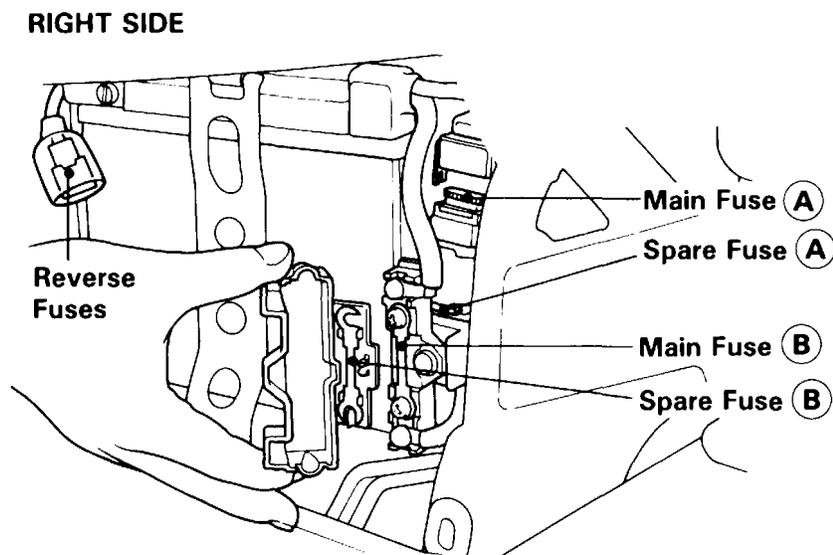
- *The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the batteries in an enclosed space.*
- *The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing 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.**

MAINTENANCE

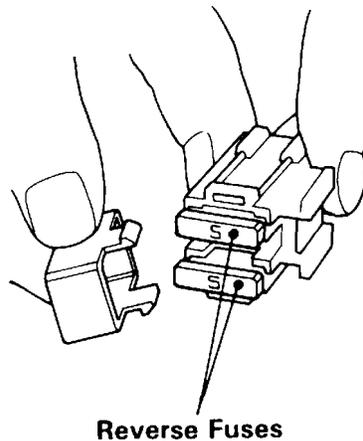
FUSE REPLACEMENT

(Refer to the maintenance precautions on page 61.)

The main fuse (A), 30A, is attached to the starter magnetic switch. The main fuse (B), 55A, is located near the battery. The reverse system fuses, 5A, are near the battery. Remove the rear right side cover (page 96) for access to fuses. The circuit fuse box is located near the fuel tank. Remove the rear left side cover (page 49) and fuse box cover for access to circuit fuses. Spare fuses are behind the fuse box cover. The specified fuses are shown on the fuse box cover.



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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.**

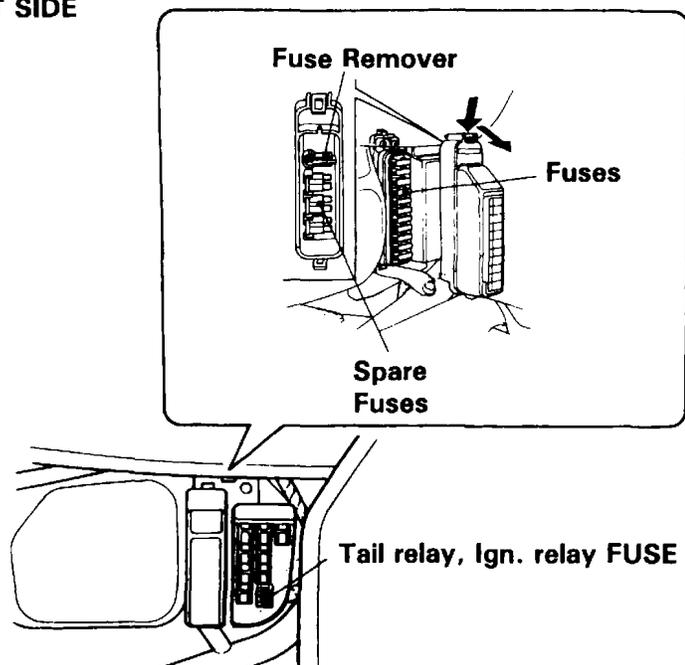
To replace the main fuse (A), disconnect the lead connector of the starter magnetic switch.

To replace the main fuse (B), loosen the screws. Tighten the screws securely.

To replace reverse fuses, open the cap and pull out the fuses.

To replace any fuses in the fuse box, pull the old fuse out of the clips with the fuse remover. Push a new fuse into the clips.

LEFT SIDE

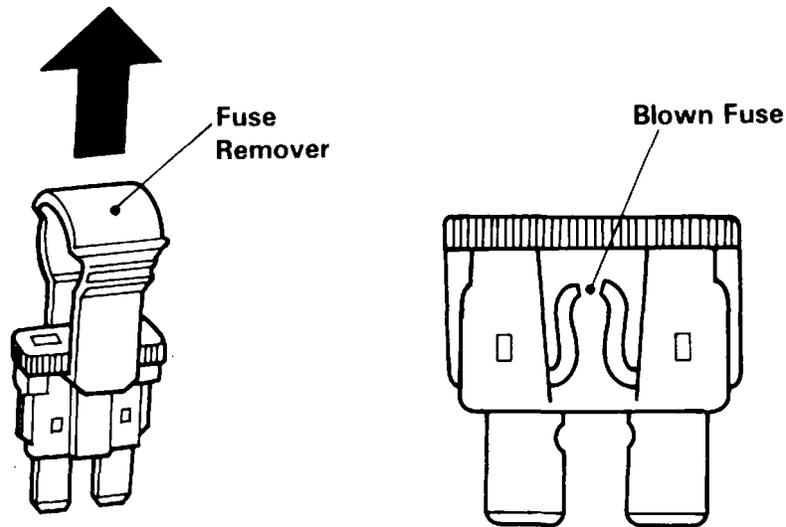


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MAINTENANCE

⚠ 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.***



go

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

1. Clean the windshield with a soft cloth or sponge and plenty of water. Dry with a soft clean cloth. Remove minor scratches with commercially available plastic polishing compound. Replace the windshield if scratches cannot be removed and they obstruct clear vision.

CAUTION:

- *Do not let battery electrolyte, brake fluid or other acid chemicals get on the windshield. They will damage the plastic.*
- *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*

<i>Brake Master Cylinders</i>	<i>Fairing Pockets or Accessories</i>
<i>Clutch Master Cylinder</i>	<i>Ignition Switch</i>
<i>Radiator Fins</i>	<i>Steering Lock</i>
<i>Wheel Hubs</i>	<i>Handlebar Switches</i>
<i>Muffler Outlets</i>	<i>Instrument panel</i>
<i>Under Seat</i>	<i>Radio Unit</i>

2. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
3. Dry the motorcycle, start the engine, and let it run for several minutes.
4. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.



WARNING

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

CLEANING

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth. After cleaning, apply wax to the cleaned surfaces thoroughly.

If the wheels have stains or lose their luster, polish the surfaces with a cleaner containing compounds, then apply wax. Be sure to remove wax or cleaner from the brake disc thoroughly after applying wax or polishing with a cleaner containing compounds.

CAUTION:

- *Do not use steel wool to clean the wheels, as they can cause damage.*



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. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Drain the fuel tank and carburetors into an approved gasoline 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 near the equipment while draining fuel.***

4. Remove the spark plugs and pour a tablespoon (15–20 cm³) 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.
5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.

STORAGE GUIDE

6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. 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 fuel tank with fresh petrol.
4. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 61). Test ride the motorcycle at low speeds in a safe riding area away from traffic.



DIMENSIONS

Overall length	2,630 mm (103.5 in)
Overall width	955 mm (37.6 in)
Overall height	1,525 mm (60.0 in)
Wheelbase	1,700 mm (66.9 in)
Ground clearance	140 mm (5.5 in)

WEIGHT

Dry weight	366 kg (807 lbs)
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CAPACITIES

Engine oil	3.5 ℓ (3.1 Imp qt, 3.7 US qt) After draining
Final drive gear oil	140 cm ³ (4.9 Imp oz, 4.7 US oz) After draining
Fuel tank	24.0 ℓ (5.3 Imp gal, 6.3 US gal)
Cooling system capacity	4.1 ℓ (3.6 Imp qt, 4.3 US qt)
Passenger capacity load	Operator and one passenger
Maximum weight capacity	185 kg (408 lb)

ENGINE

Bore and stroke	71 x 64 mm (2.8 x 2.5 in)
Compression ratio	9.8 : 1
Displacement	1,520 cc (92.7 cu.in)
Spark plug	
Standard	X22EPR-U9 (ND), DPR7EA-9 (NGK)
For cold climate (Below 5°C, 41°F)	X20EPR-U9 (ND), DPR6EA-9 (NGK)
For extended high speed riding	X24EPR-U9 (ND), DPR8EA-9 (NGK)
Spark plug gap	0.8—0.9 mm (0.031—0.036 in)
Idle speed	800 ± 80 rpm



CHASSIS AND SUSPENSION

Caster	30°
Trail	115 mm (4.5 in)
Tyre size, front	130/70-18 63H
Tyre size, rear	160/80-16 75H

SPECIFICATIONS

POWER TRANSMISSION

Primary reduction	1.592
Secondary reduction	0.971
Gear ratio, 1st	2.667
2nd	1.722
3rd	1.273
4th	0.964
OD	0.759
Final reduction	2.833

ELECTRICAL

Battery	12V-20AH
Generator	0.55 kw/5,000 rpm

LIGHTS

Headlight	12V-60/55W
Tail/stoplight	12V—5/21W
Turn signal light	12V—21W
Position light	12V 5W
License light	12V 5W

FUSES

65A, 5A (Reverse fuse)
55A, 30A (Main fuse)
15A, 10A, 5A (Other fuse)



NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM 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.



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