

GoldWing



SE
ASPENCADE

OWNER'S MANUAL
MANUAL DEL PROPIETARIO
INSTRUKTIEBOEK

HONDA
GL1500 SE/GL1500 A

GoldWing

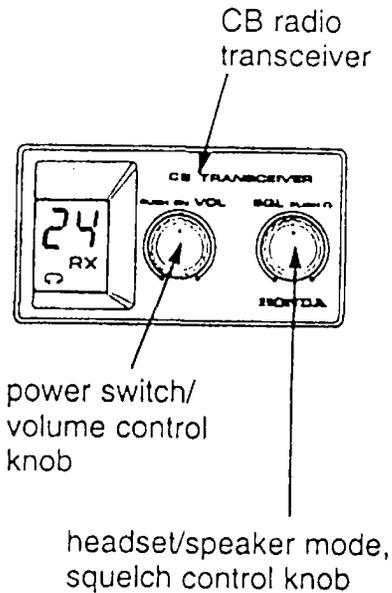


SE

Additional Information

CB Radio (SE only)

LEFT SIDE



FREQUENCY CORRESPONDING TO EACH CHANNEL

Ch.	MHz	Ch.	MHz
1	26.965	21	27.215
2	26.975	22	27.225
3	26.985	23	27.255
4	27.005	24	27.235
5	27.015	25	27.245
6	27.025	26	27.265
7	27.035	27	27.275
8	27.055	28	27.285
9	27.065	29	27.295
10	27.075	30	27.305
11	27.085	31	27.315
12	27.105	32	27.325
13	27.115	33	27.335
14	27.125	34	27.345
15	27.135	35	27.355
16	27.155	36	27.365
17	27.165	37	27.375
18	27.175	38	27.385
19	27.185	39	27.395
20	27.205	40	27.405

Some local governments prohibit the use of CB radios. Always obey applicable laws and regulations.

The CB radio transceiver is located below the left fairing pocket. Additional switches are integrated in the left handlebar controls.

There are 40 channels. Each channel corresponds to a specific frequency. Use the table to determine the desired channel.

Power Switch/Volume Control Knob

- To turn the CB radio on — push this knob in.
- To increase volume — turn the knob clockwise.

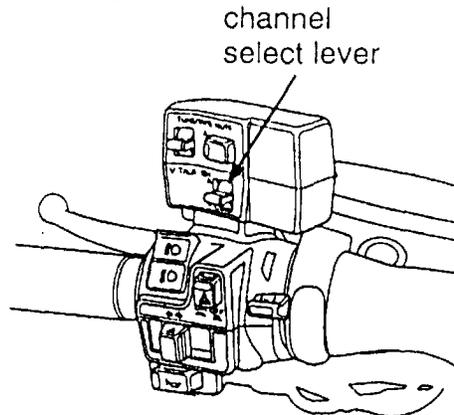
CB Radio (SE only)

Headset/Speaker Mode, Squelch Control Knob

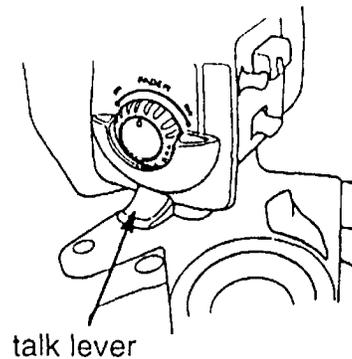
- To switch between speaker and headset output, push this knob. The display will indicate:
 - ▶ when sound is coming from the speakers
 - ◀ when sound is coming from the headsets
- To eliminate noise (hissing) between transmissions and to enable automatic switch-over between CB calls and the radio/cassette player — turn the knob clockwise.

Using the CB Radio

LEFT SIDE



LEFT SIDE



1. Turn the ignition switch to ACC or ON.
2. Push the power switch/volume control knob in to turn the power on.
3. Select the desired channel by using the channel select lever.
 - To select the next higher channel — push the lever up.
 - To select the next lower channel — push the lever down.
4. Turn the squelch control knob counterclockwise until it stops. At this position, the CB radio is most sensitive with noise in the background. The RX indicator lights up on the display.

CB Radio (SE only)

5. Slowly turn the squelch control knob clockwise until the background noise just disappears (RX indicator goes out).
6. To transmit, depress the TALK lever and hold it while talking (TX indicator comes on).
7. To receive signals, release the lever.

Automatic Switch-Over between CB Calls & Radio/Cassette

You may set the controls so that the CB radio will automatically override either the radio or the cassette player.

The automatic switch-over will only function when the radio/cassette player and the CB radio are in the same listening (headset or speaker) mode.

1. Follow steps 1 - 4 under *Using the CB Radio*, page 2.
2. Slowly turn the squelch control knob clockwise until the background noise disappears and the radio/cassette sound can be heard (RX indicator goes out).

At this position, an incoming CB signal will interrupt the radio/ cassette sound and switch over to CB radio during reception.

Whenever the TALK lever is depressed, the radio/cassette sound will be interrupted, and the CB signal will be transmitted.

HONDA
GOLD WING
GL1500 SE/A

OWNER'S MANUAL

MANUAL DEL PROPIETARIO

INSTRUKTIEBOEK

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

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

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

Pay special attention to statements preceded by the following words:

▲ WARNING

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

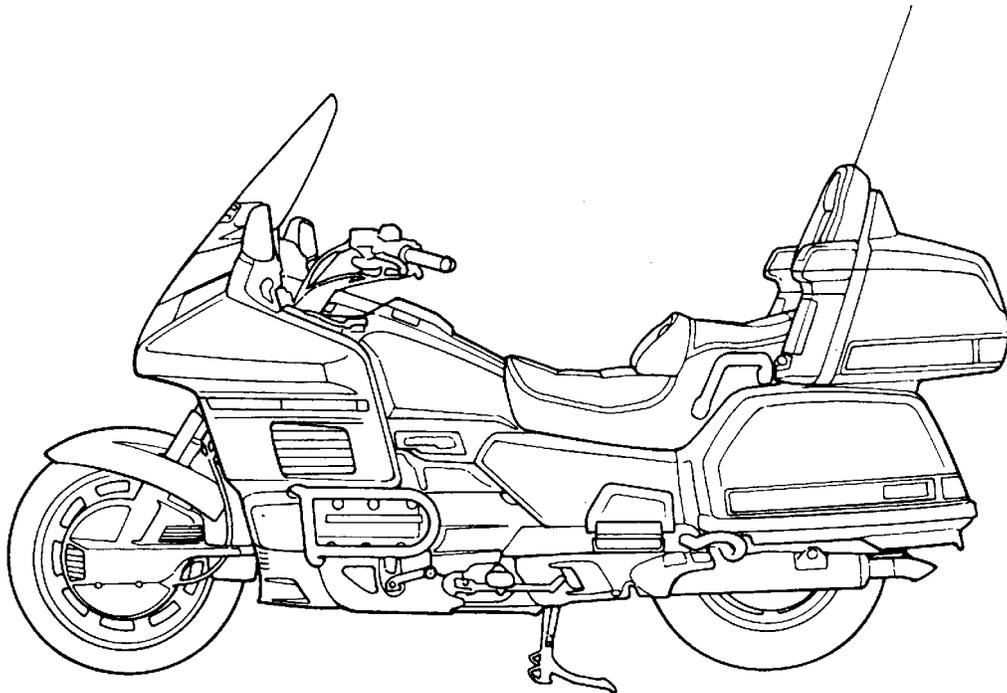
CAUTION:

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

NOTE: Gives helpful information.

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

**HONDA GOLDWING
GL1500 SE/ASP
OWNER'S MANUAL**



(SE)

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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda!

- Following codes in this manual indicate each country.

GL1500 SE

E	U.K.
F	France
ED	(Europe) Norway Belgium Holland Italy
SW	Switzerland
FI	Finland
AR	Austria
SP	Spain
SI	Singapore

GL1500 A

(Aspencade)

F	France
ED	(Europe) Norway Belgium Holland
U	Australia
SD	Sweden
FI	Finland
AR	Austria
SP	Spain

The specifications may vary with each locale.

- Following abbreviations indicate model.
SE—GL1500 SE (Special Edition)
ASP—GL1500 A (Aspencade)

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OPERATION

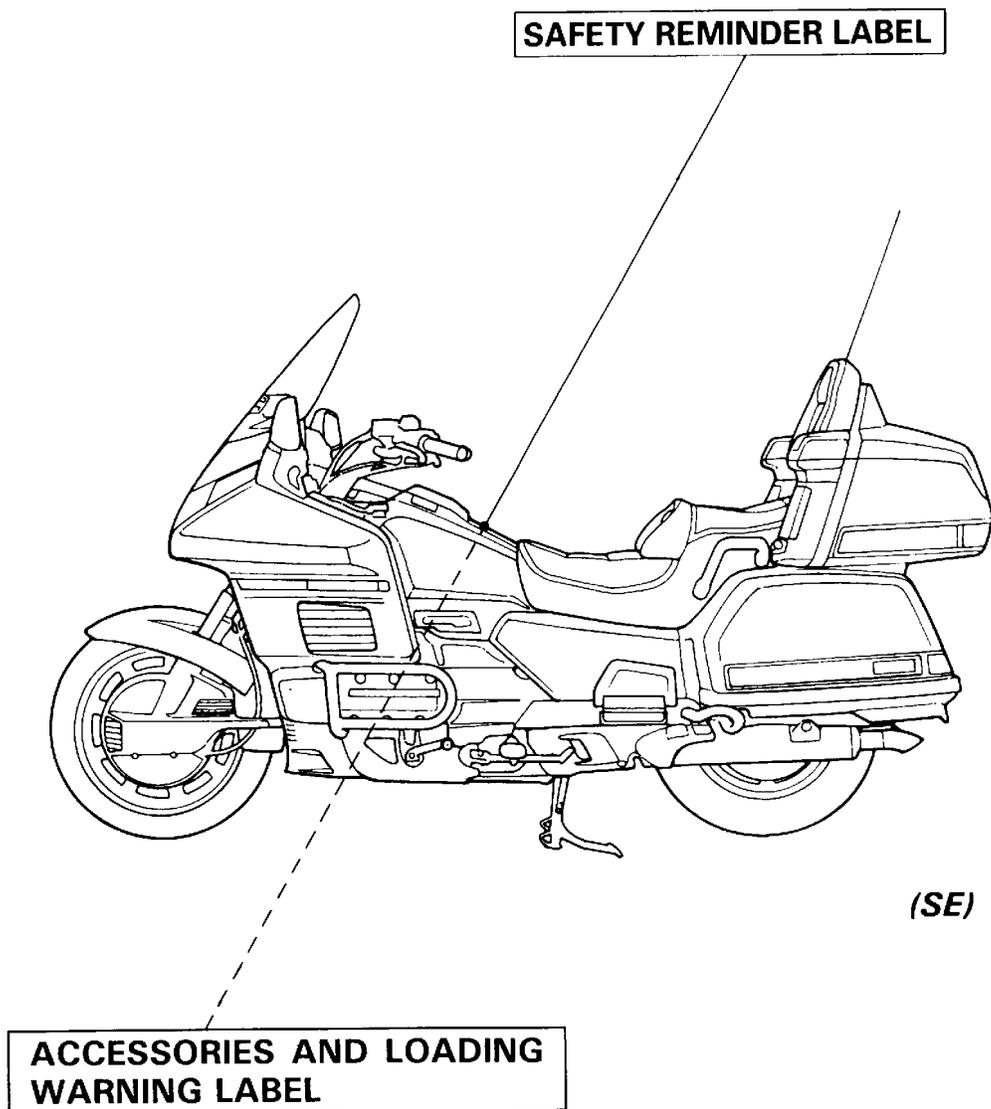
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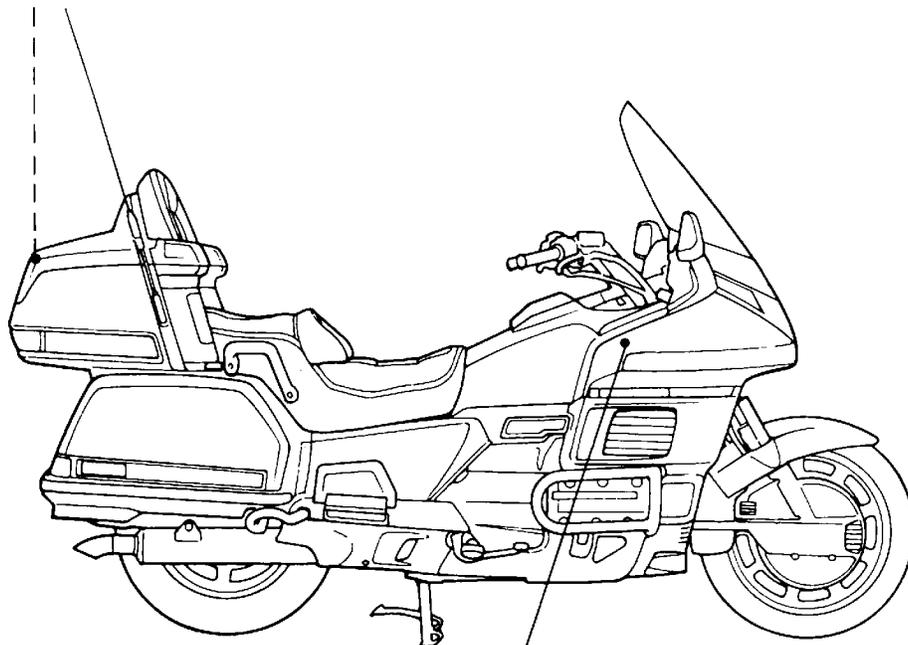
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MOTORCYCLE SAFETY



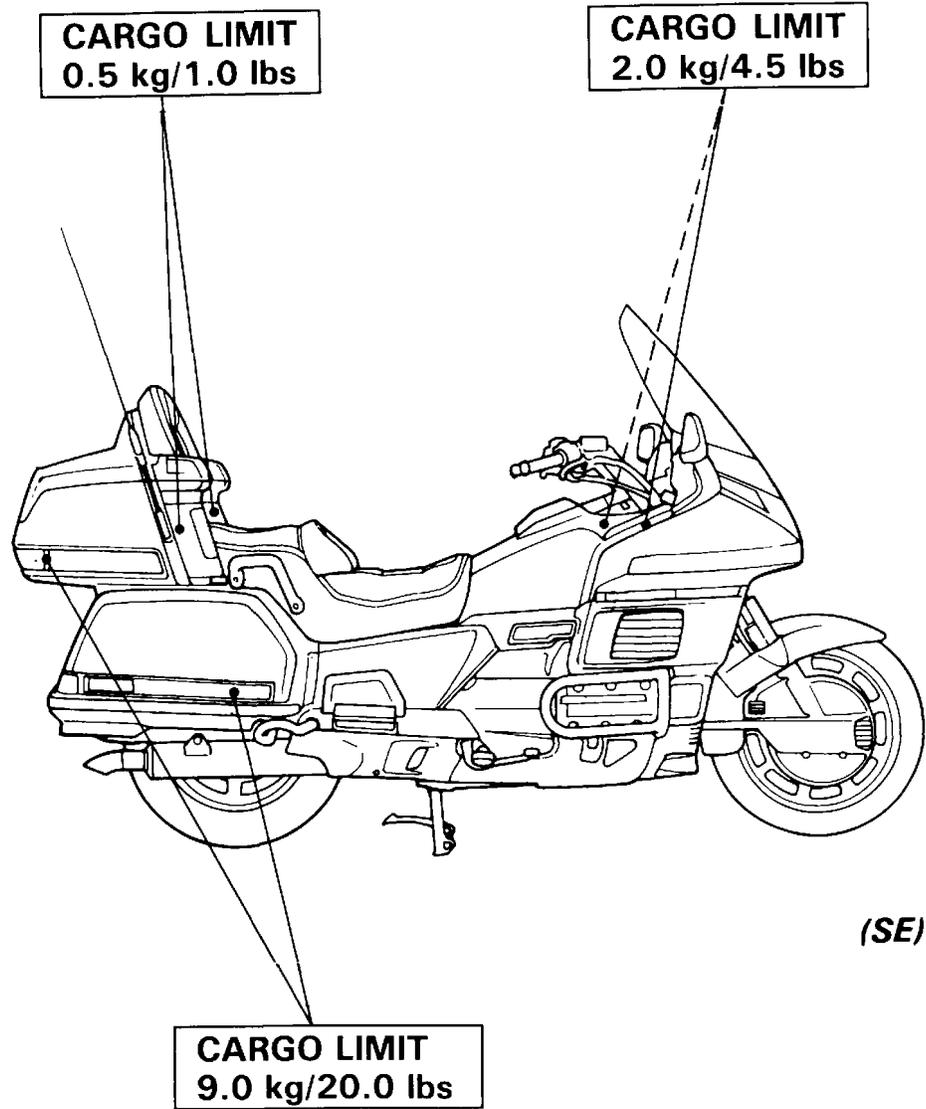
MOTORCYCLE SAFETY

TYRE INFORMATION LABEL



(SE)

**RADIATOR CAP
SEAL**



MOTORCYCLE SAFETY

SAFE RIDING RULES

⚠ WARNING

- ***Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride:***
 1. Always make a pre-ride inspection (page 83) before you start the motorcycle.
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 footrest.

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:

180 kg (397 lbs) ... **SE** (E, F, ED, FI, AR, SP)

175 kg (386 lbs) ... **SE** (SW)

185 kg (408 lbs) ... **SE** (SI)

182 kg (401 lbs) ... **ASP**

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 32), and rear suspension (pages 18–20) to suit load weight and riding conditions.
3. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.

-
4. Do not attach large, heavy items to the handlebars, fork, or fender. Unstable handling or slow steering response may result.
 5. Do not exceed the maximum weight capacity of Honda accessories.
 - Travel trunk: 9 kg (20 lbs)
 - Saddlebags: 9 kg (20 lbs) each side
 - Fairing pockets: 2 kg (4.5 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

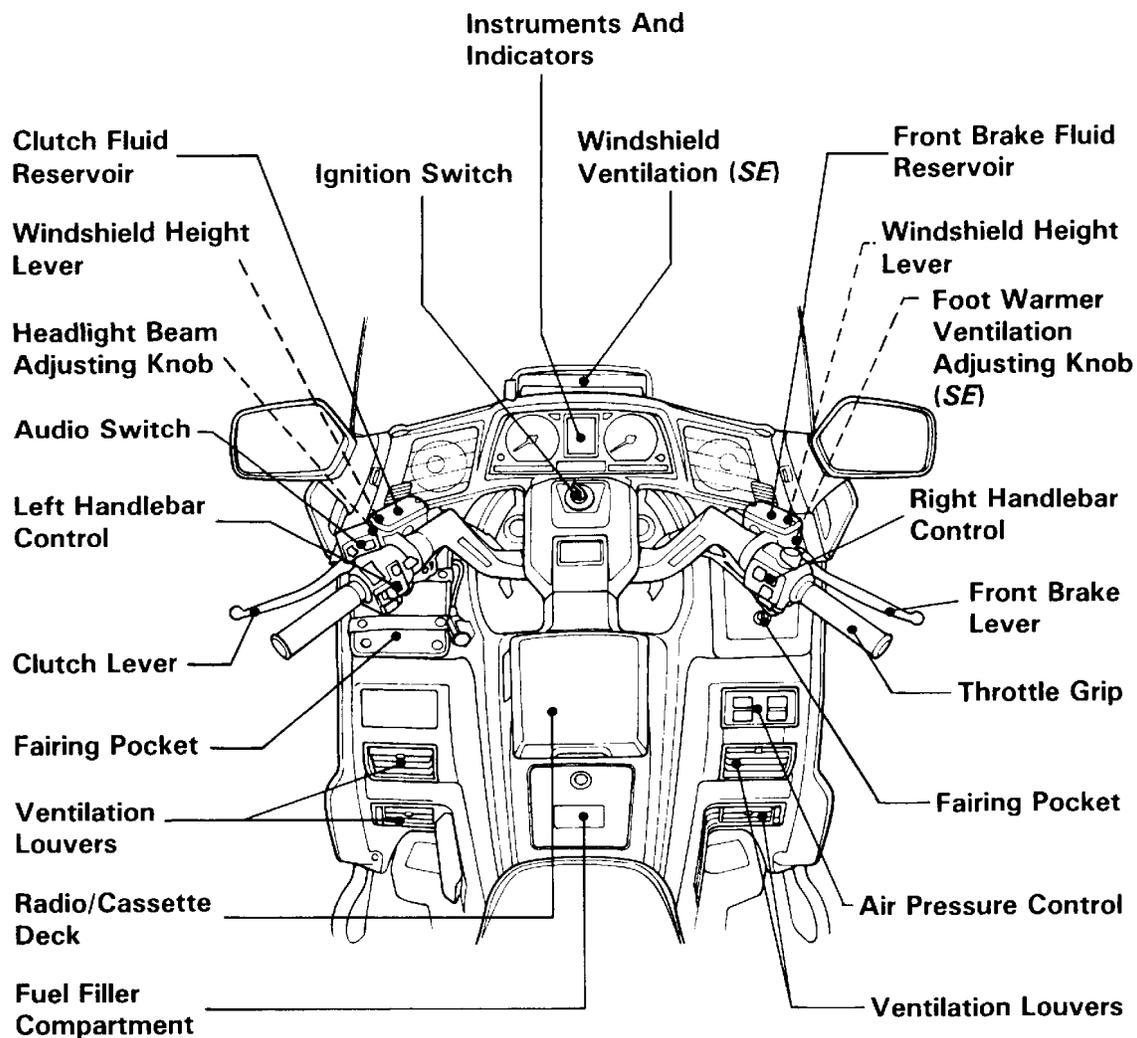
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

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.

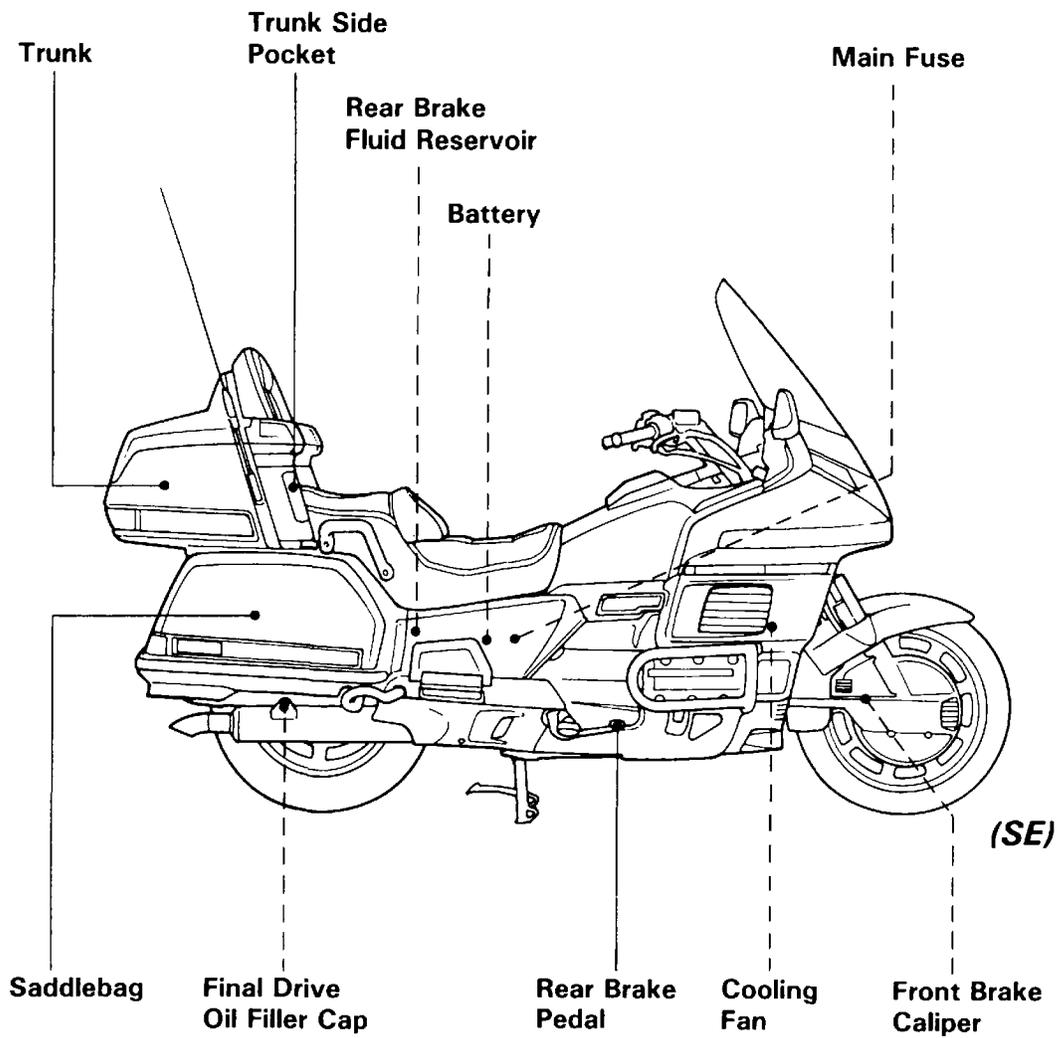
MOTORCYCLE SAFETY

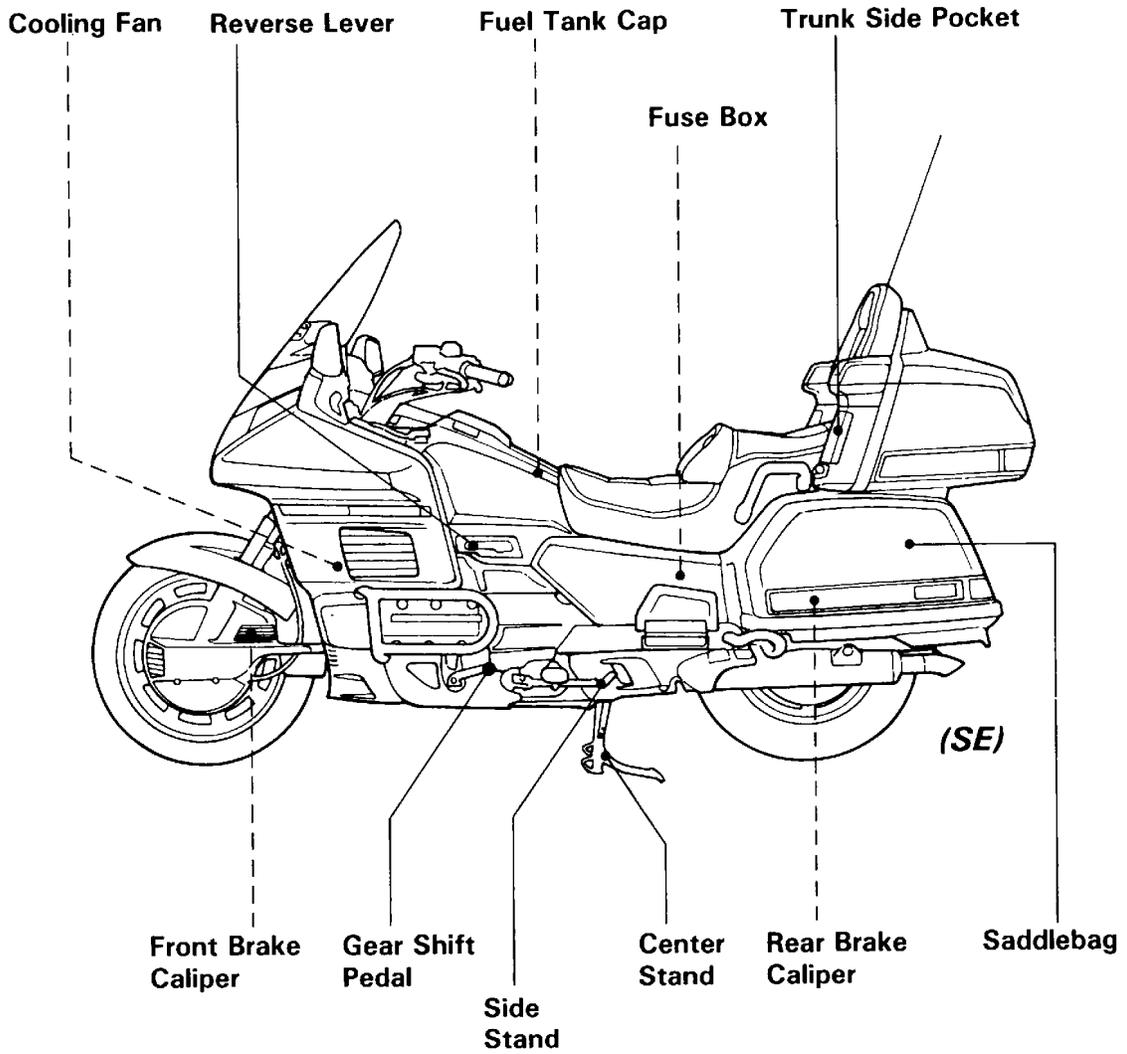
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.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

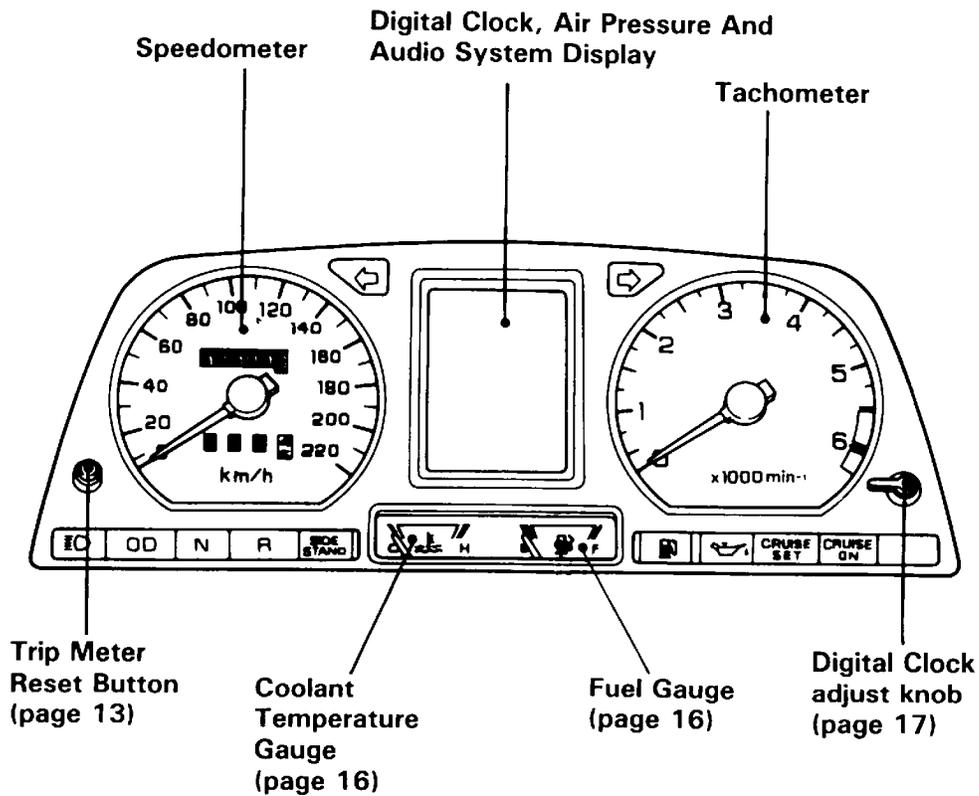




PARTS LOCATION

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 audio system functions (page 17, 19, 59, 72).

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

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 84) is activated.



Fuel Gauge

Shows approximate fuel supply available (page 16).



Coolant Temperature Gauge

Shows coolant temperature (page 16).



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



Low Oil Pressure Indicator (red)

Lights when engine oil pressure is below the normal operating range. Should also light when the ignition switch is ON and the engine is not running. Should go off when the 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 37).

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

⚠ WARNING

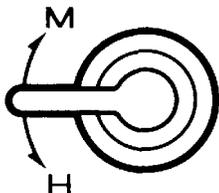
- ***The cruise control automates the function of the throttle; do not operate the cruise control while in traffic, on winding roads or in bad weather conditions.***

CRUISE ON

Cruise Control Master Switch Indicator

Lights when the cruise control master switch is pushed on (page 37).

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



Digital Clock Adjust Knob

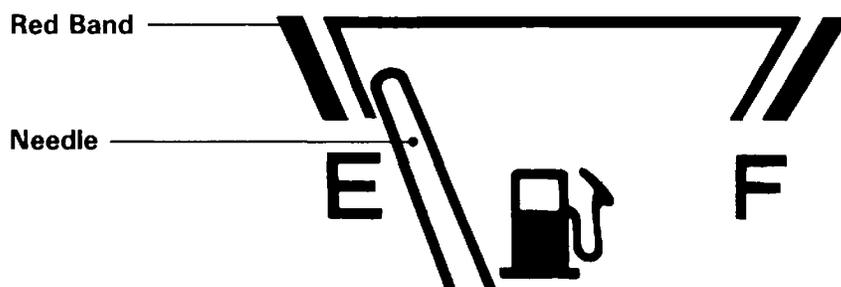
Used to set the time on the digital clock (page 17).

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).



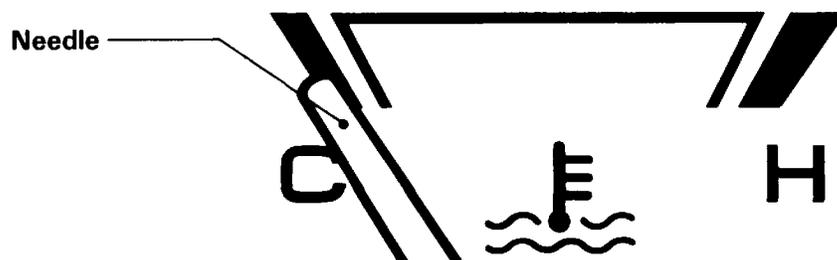
Coolant Temperature Gauge

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

Do not ride the motorcycle until the problem has been corrected.

CAUTION:

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

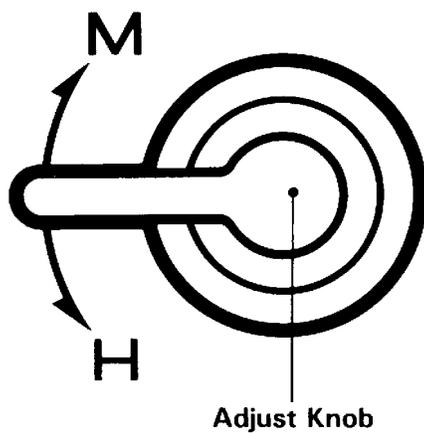


Digital Clock

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.



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

⚠ WARNING

- *If the Pre-ride Inspection (page 83) 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:

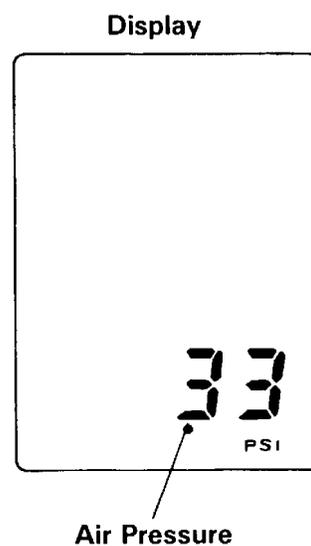
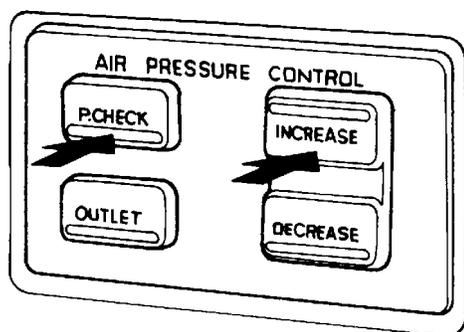
- We recommend that you do not use the audio system and other electrical accessories when the INCREASE button is being operated to prevent over discharging of the battery.

To check and adjust 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.

NOTE:

- "E Type" reads in psi. "F, ED, U, SW, SD, FI, AR, SP, SI Type" reads in kPa.
3. Push the INCREASE or DECREASE button to adjust the air pressure while pushing the P CHECK button.



MAJOR COMPONENTS

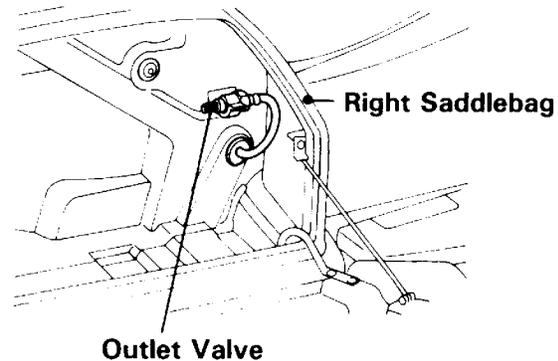
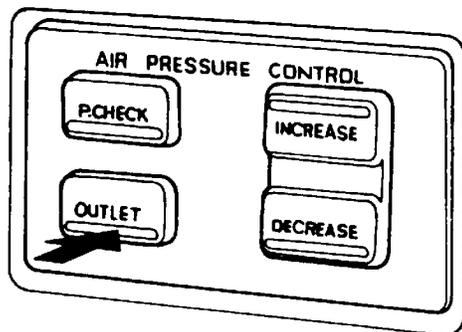
(Information you need to operate this motorcycle)

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 will drop. Therefore, the brake 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 127), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Brake Fluid Level:

⚠ WARNING

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

CAUTION:

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

MAJOR COMPONENTS

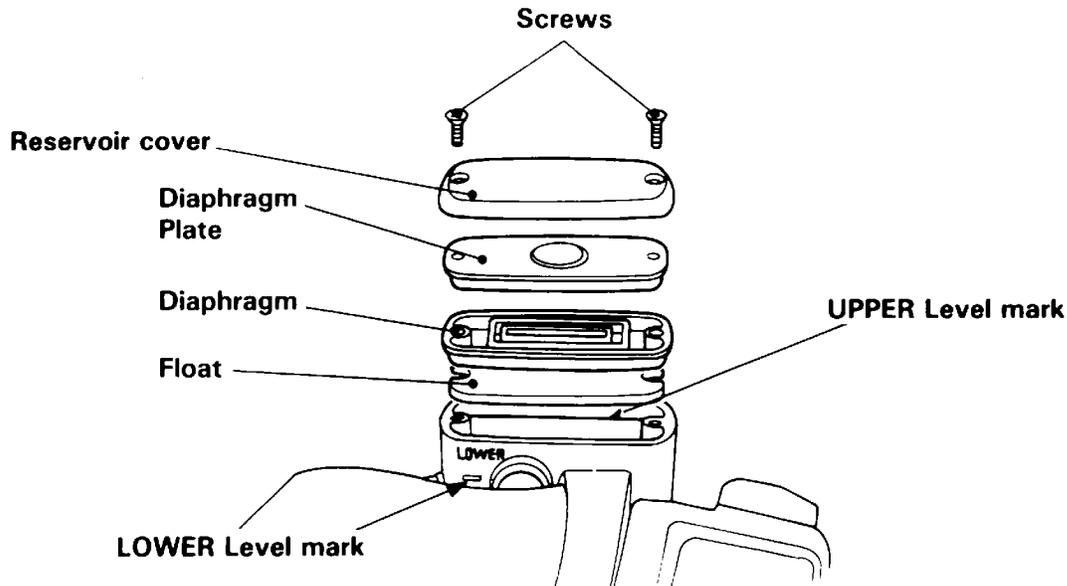
(Information you need to operate this motorcycle)

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

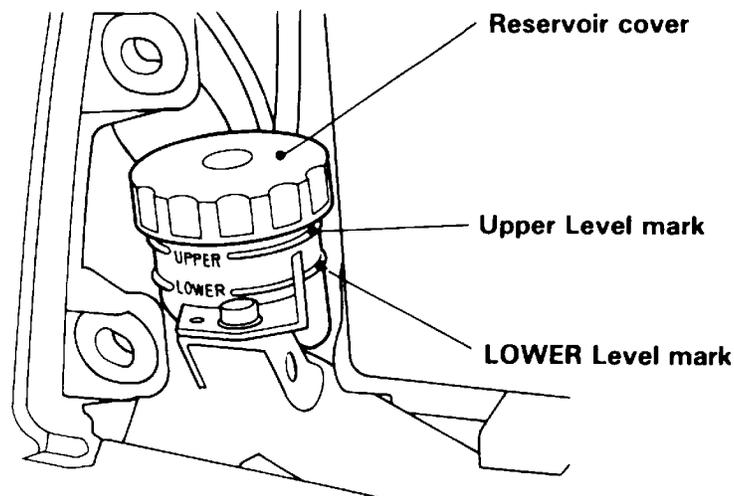
Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark.

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



REAR



Other Checks:

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

CLUTCH

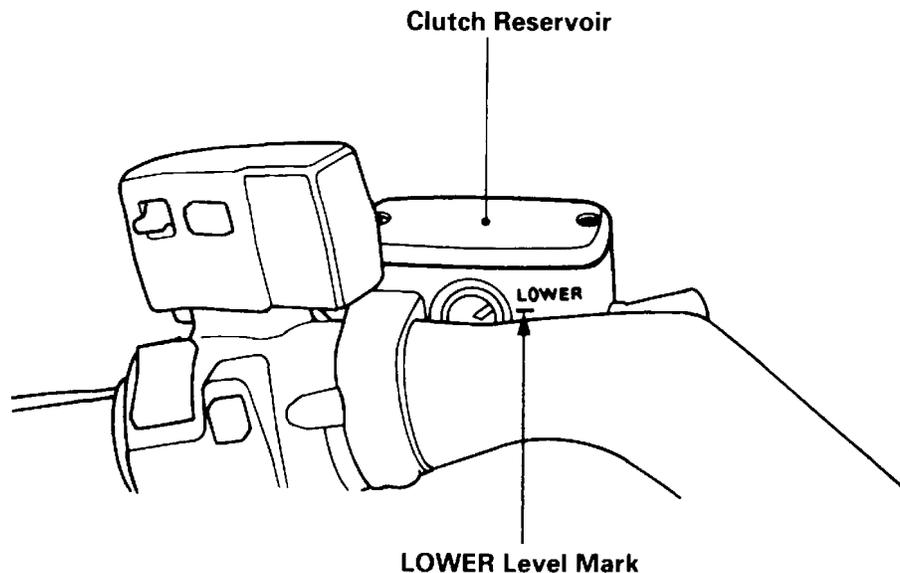
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, 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. If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your authorized Honda dealer for repair.

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.***

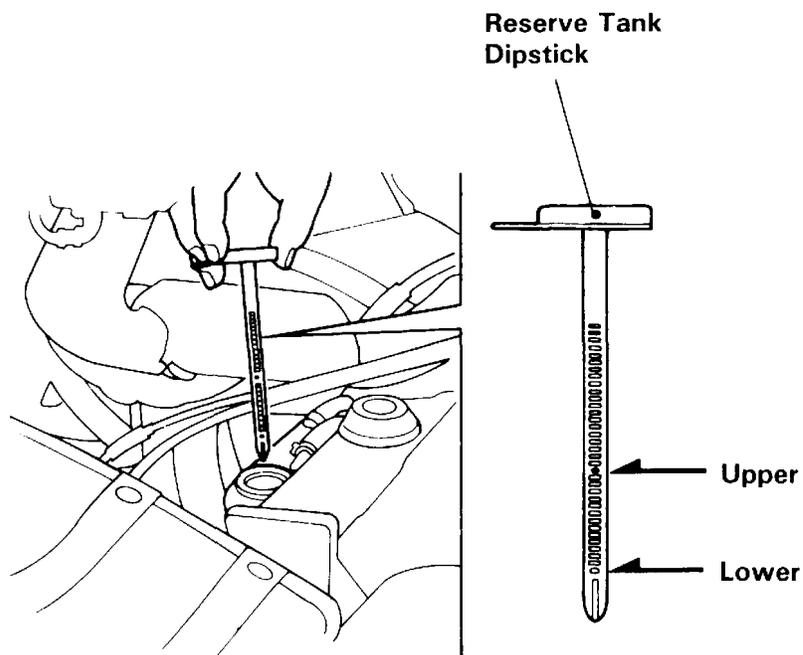
The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional 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 normal operating temperature. Add coolant to the reserve tank as required to bring coolant level to the UPPER level mark. If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.

⚠ 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.***



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

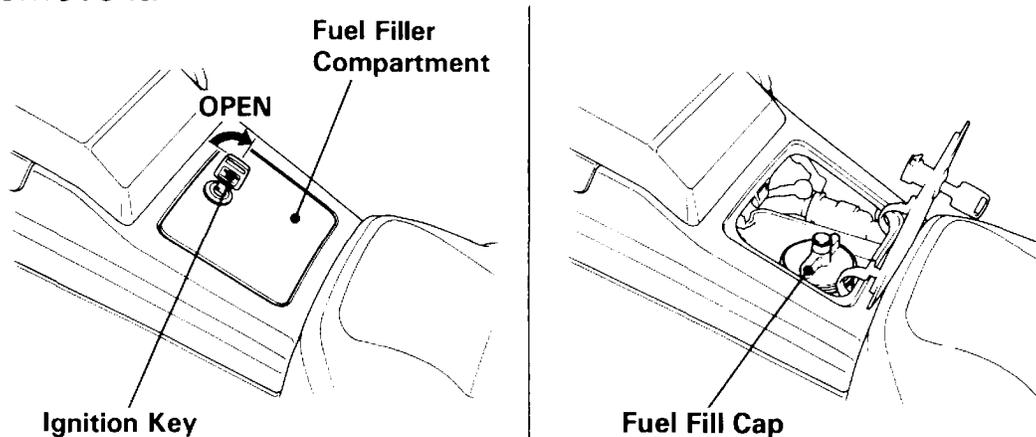
FUEL

Automatic Fuel ON-OFF

Fuel will flow to the carburetors only when the engine is started or is running.

Fuel Tank

Fuel tank capacity is 23 ℓ (5.1 Imp gal, 6.1 US gal). Insert the ignition key and turn it clockwise to open the fuel filler compartment. Turn the fuel fill cap counterclockwise to remove it.



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

For AUSTRALIA only:

Use unleaded petrol with a research 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:

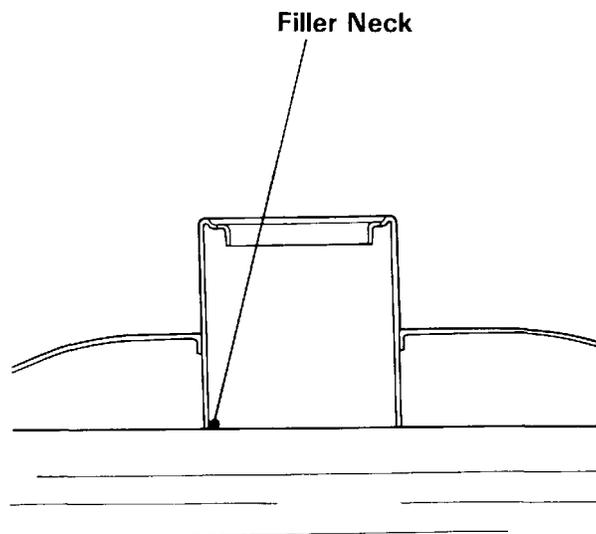
- ***If "spark knock" or "pinking" occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.***

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 fill cap by turning it clockwise. Close the fuel filler 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 petrol is stored or where the fuel tank is refueled.***
- ***Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the tank cap is closed properly and 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 its 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 if the fuel contains alcohol, if it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

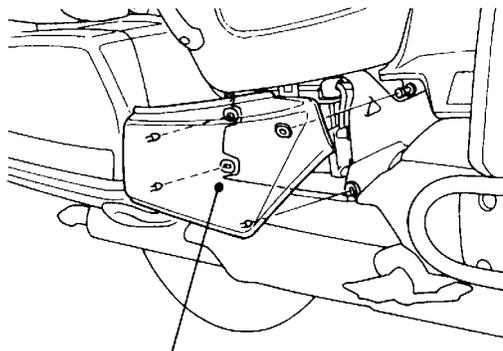
Check engine oil level each day before operating the motorcycle.

To check the oil level:

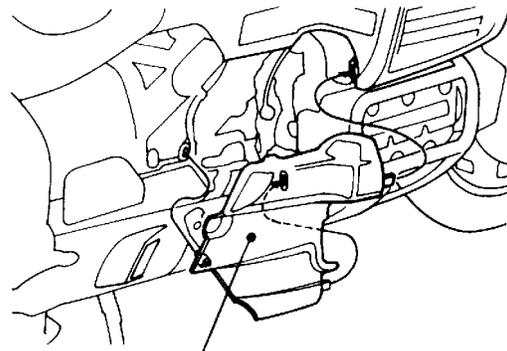
1. Place the motorcycle on its center stand on firm and level ground, and remove the rear and front right side covers.
2. Start the engine and let it idle for a few minutes.
3. Stop the engine. After a few minutes, remove the dipstick and wipe it clean, then reinsert the dipstick without screwing it in. Remove the dipstick.
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. Do not overfill.
5. Reinstall the filler cap, dipstick, and the front and rear right side covers.

CAUTION:

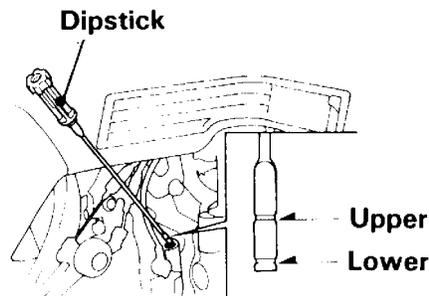
- ***Running the engine with insufficient oil can cause serious engine damage.***



Rear Right Side Cover



Front Right Side Cover



Dipstick

Upper
Lower



Filler Cap

MAJOR COMPONENTS

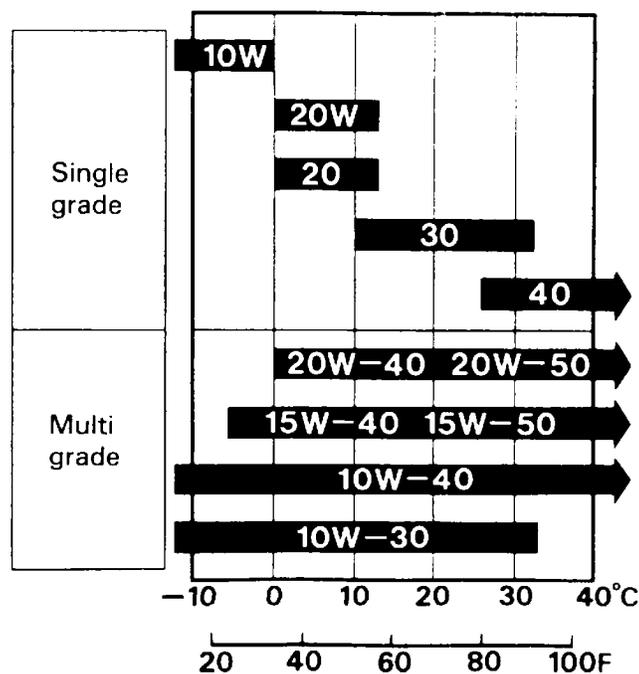
(Information you need to operate this motorcycle)

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 API Service Classification 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.



FINAL DRIVE OIL

Oil Level Check

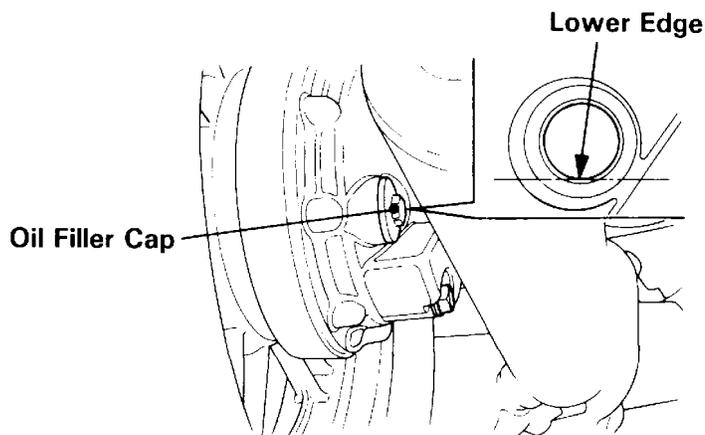
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on firm, level ground.
2. Remove the oil filler cap.
3. The oil level should be flush with the lower edge of the oil filler hole.

NOTE:

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

Recommended Oil: HYPOID GEAR OIL SAE 80



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

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."

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

WARNING

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

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

NOTE:

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

		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 maximum weight capacity	225 (2.25, 33)	280 (2.80, 41)
Tyre brand TUBELESS ONLY DUNLOP		K177F	K177
Maximum weight capacity kg (lbs)		179 (395)	

Check the tyres for cuts, embedded 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.

⚠ WARNING

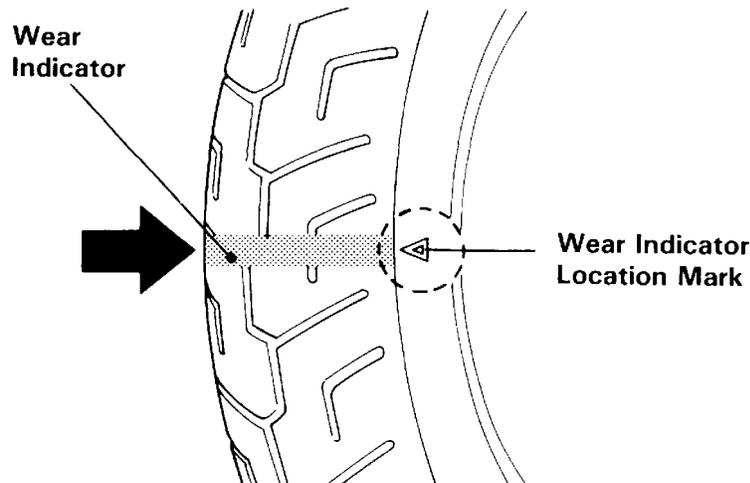
- ***Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.***
- ***Operation with excessively worn tyres is hazardous and will 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)

NOTE: <For Germany>

- German law prohibits use of tyres whose tread depth is less than 1.6 mm.



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

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

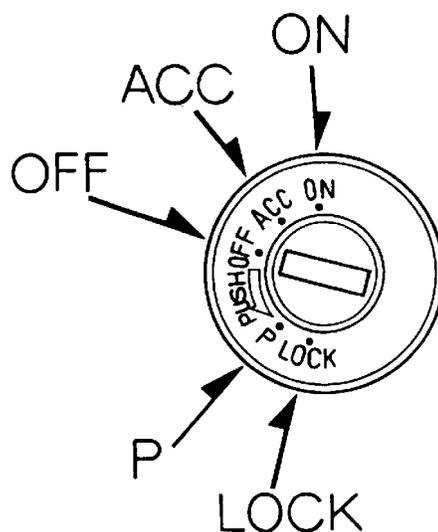
- *Do not try to remove tubeless tyres without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.*

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.



ESSENTIAL INDIVIDUAL COMPONENTS

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

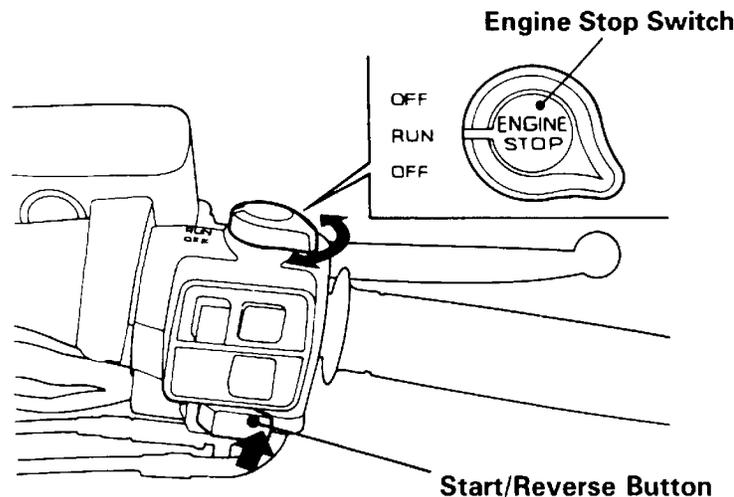
The three position engine stop switch is next to the throttle grip. When the switch is in the RUN position, the engine will operate. When the switch is in either OFF position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in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

NOTE: (*U only*)

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

Start/Reverse Button

The start/reverse button is below the engine stop switch. When the start/reverse button is pressed, the starter motor will crank the engine and the headlight will automatically go off, but the taillight will stay on. See pages 86 – 89 for "Starting Procedure."



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.***

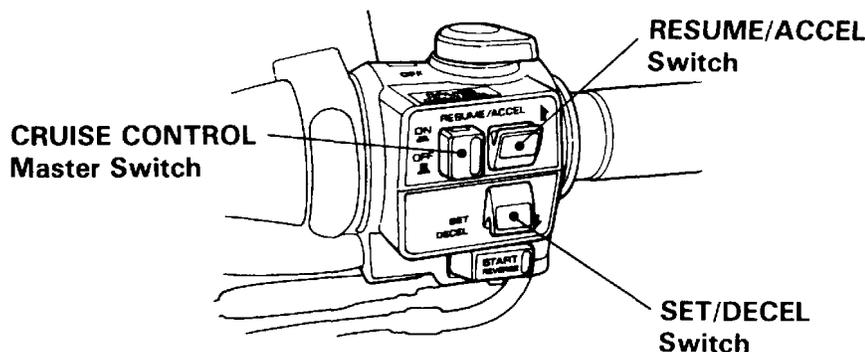
The Cruise Control system allows you to set and automatically maintain any speed between 48 and 128 km/h (30 and 80 mph) in 4th and OD. As its name implies, it is meant for cruising on straight, uncongested highways or freeways. It is not recommended to be used in traffic, on winding roads or in bad 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).



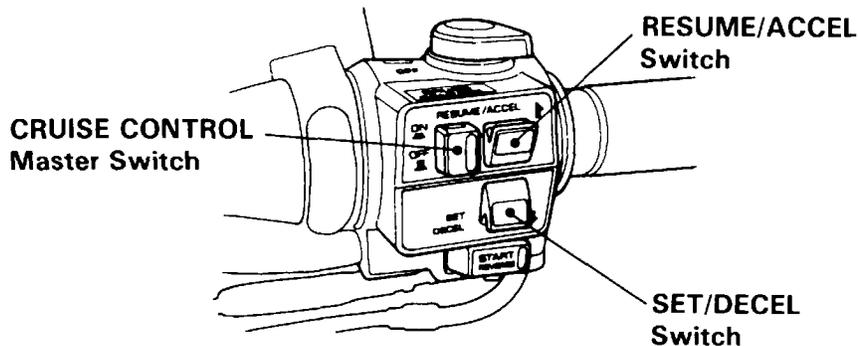
CRUISE SET **CRUISE ON**

Indicators

ESSENTIAL INDIVIDUAL COMPONENTS

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 want to 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 128 km/h (80 mph) will be memorized as 128 km/h (80 mph).

CRUISE  Indicator
ON

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.

ESSENTIAL INDIVIDUAL COMPONENTS

LEFT HANDLEBAR CONTROLS

The controls next to left handlebar grip are:

Headlight Switch (*except U*)

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

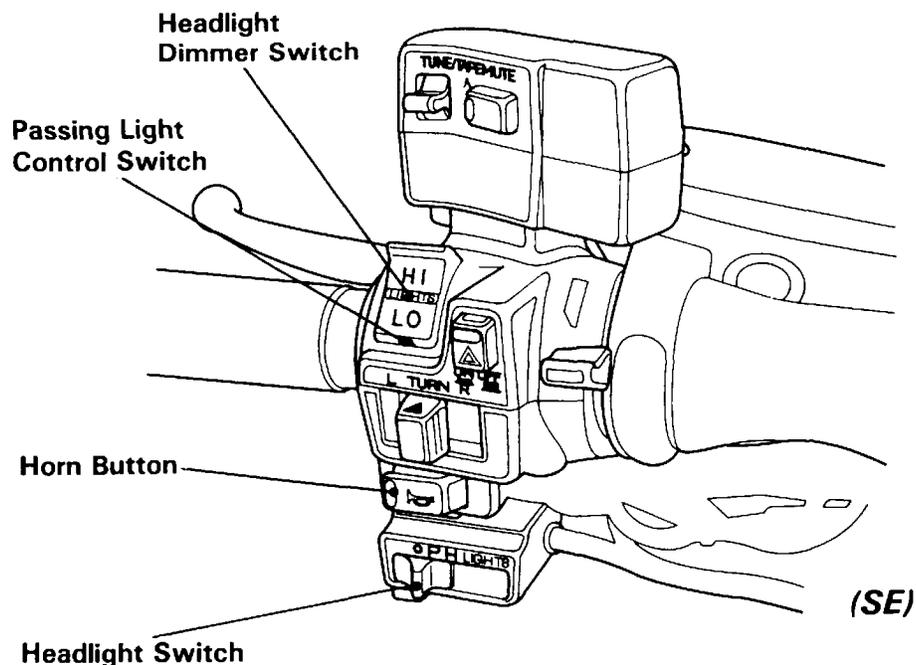
Push the dimmer switch to "HI" to select high beam or to "LO" to select low beam.

Passing Light Control Switch

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

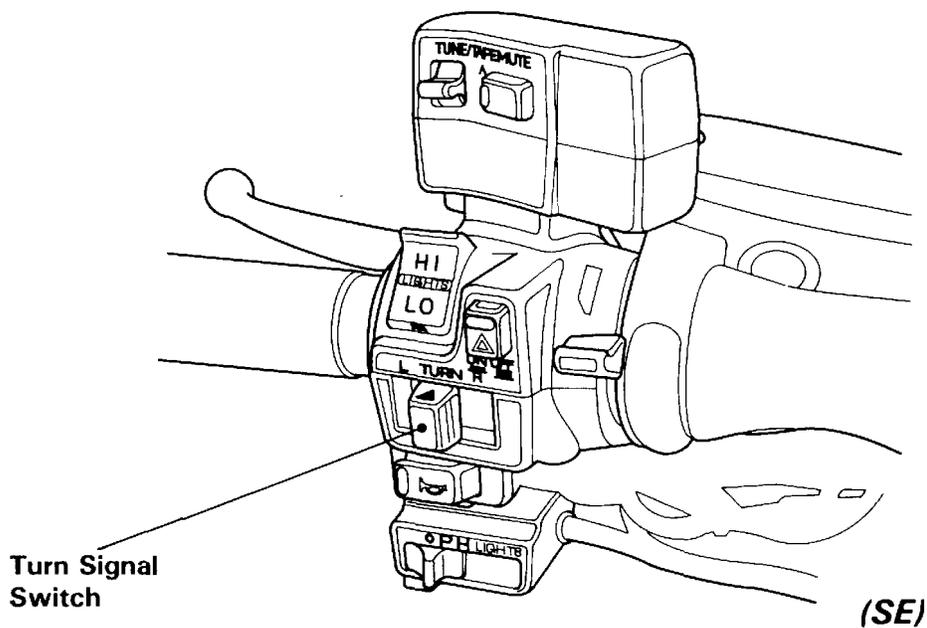
Horn Button

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.



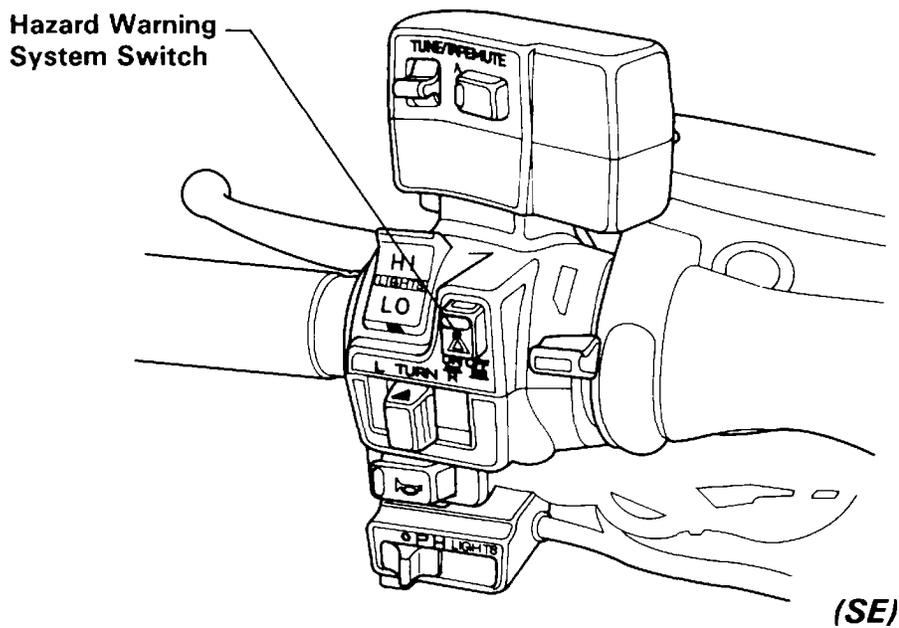
ESSENTIAL INDIVIDUAL COMPONENTS

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.

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.***



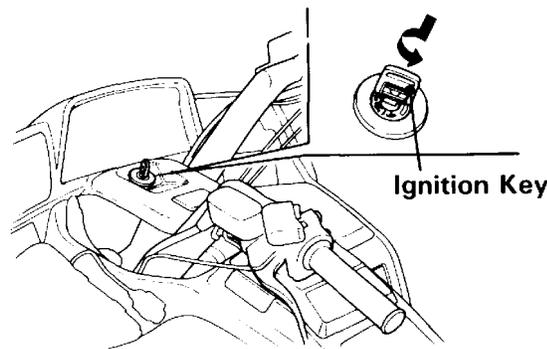
FEATURES (Not required for operation)

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.***



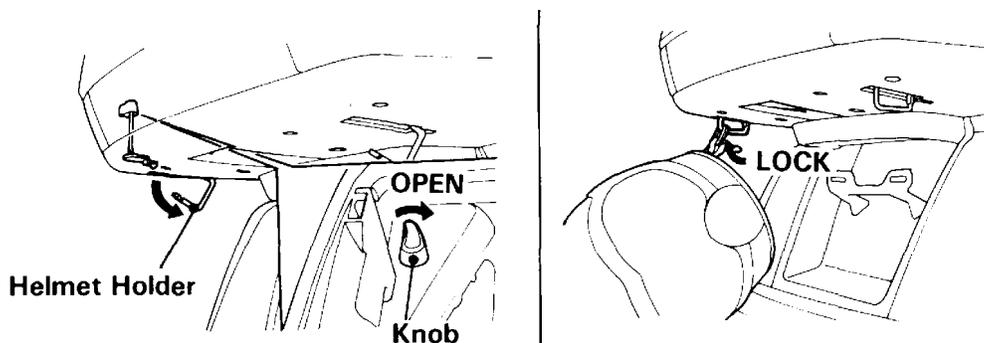
HELMET HOLDERS

Helmet holders are located below the travel trunk. Open the travel trunk (page 45) and turn the knob in the trunk, the helmet holders will be unlocked.

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

⚠ 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.***



FEATURES (Not required for operation)

PASSENGER FOOTRESTS (*SE only*)

The passenger footrests can be adjusted in two stages according to passenger preference.

To raise the footrests:

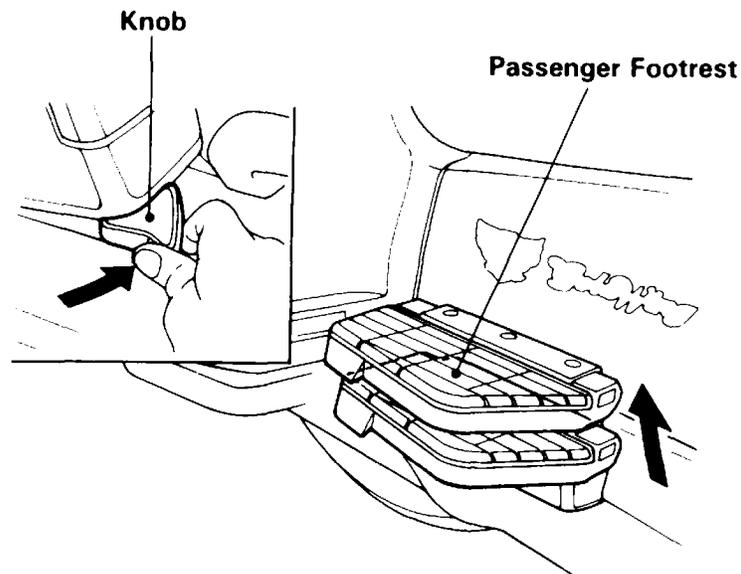
1. Lift the feet away from the footrests.
2. Push the knob located near the right trunk side pocket.

To lower the footrests:

1. Push the knob.
2. Push down on the center of each footrest with your foot.
3. Release the knob, and press the footrests softly to check they are secure.

⚠ WARNING

- ***Adjusting the passenger footrests while the motorcycle is moving may cause an accident. Always adjust the footrests while the motorcycle is stopped.***



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.

To close, place your hands flat on the lid over the latches and press down. Make sure the trunk is locked.

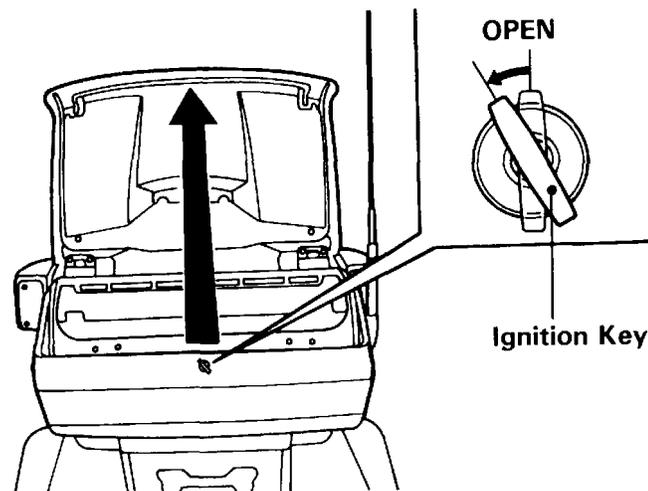
To open the travel trunk with the latch:

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

To lock, place your hands flat on the lid over the latches and press down. 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).***



FEATURES (Not required for operation)

To open the saddlebags:

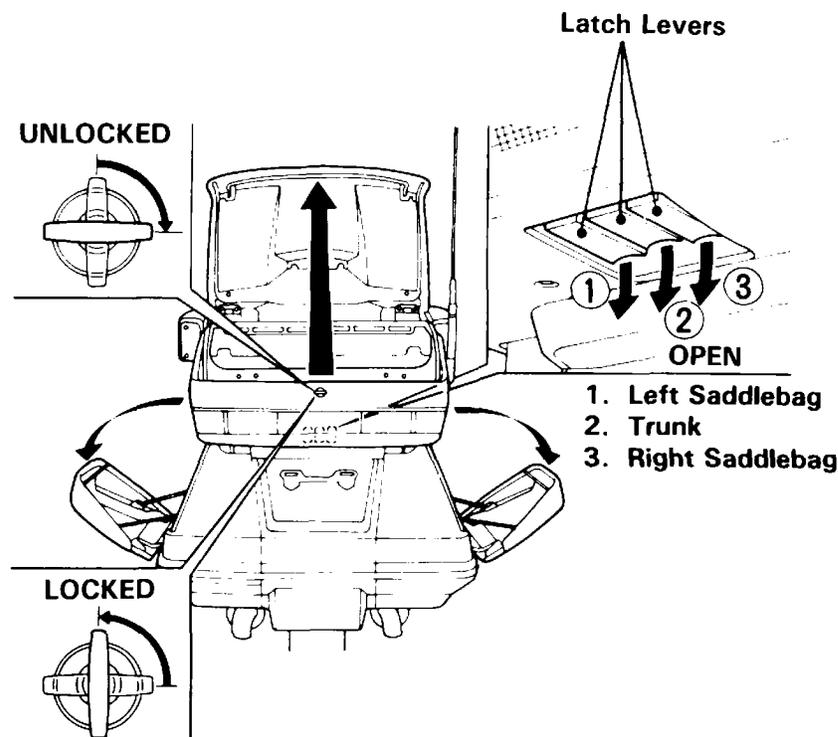
Insert the ignition key and turn it clockwise. Pull down the right latch lever to open the right saddlebag.

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.

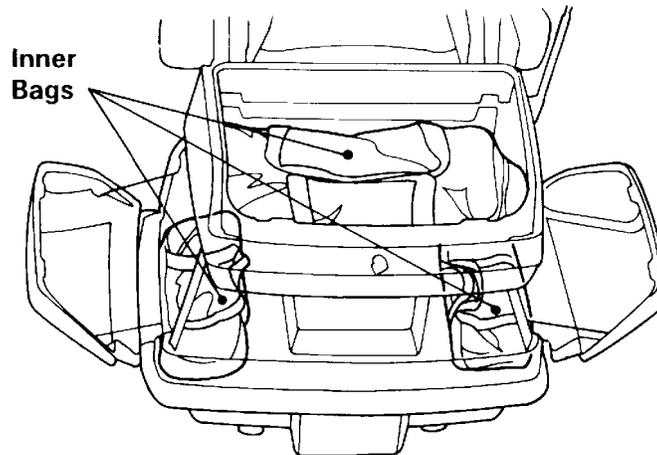
⚠ WARNING

- ***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.***



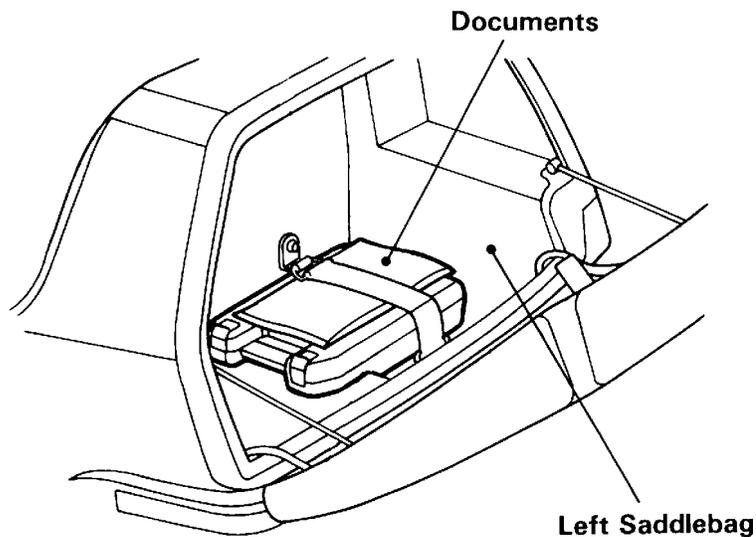
Inner bags:

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 left saddlebag. When washing your motorcycle, be careful not to flood this area.

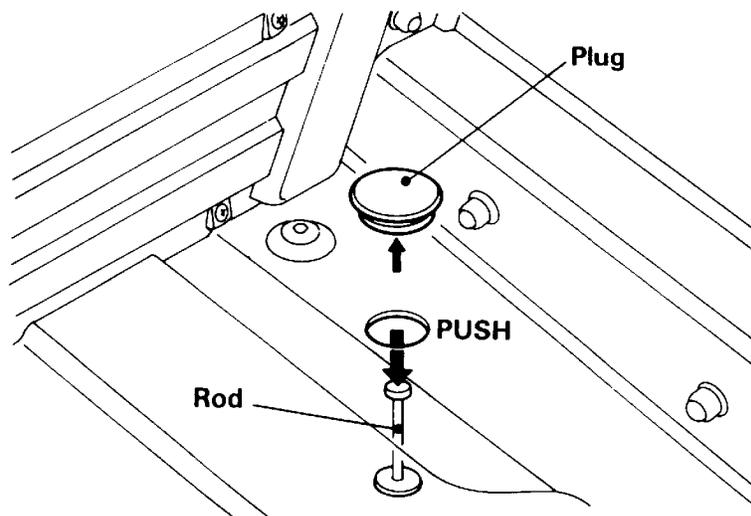


FEATURES (Not required for operation)

Alternate method to open the saddlebag:

If a saddlebag becomes jammed and will not open by using 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.



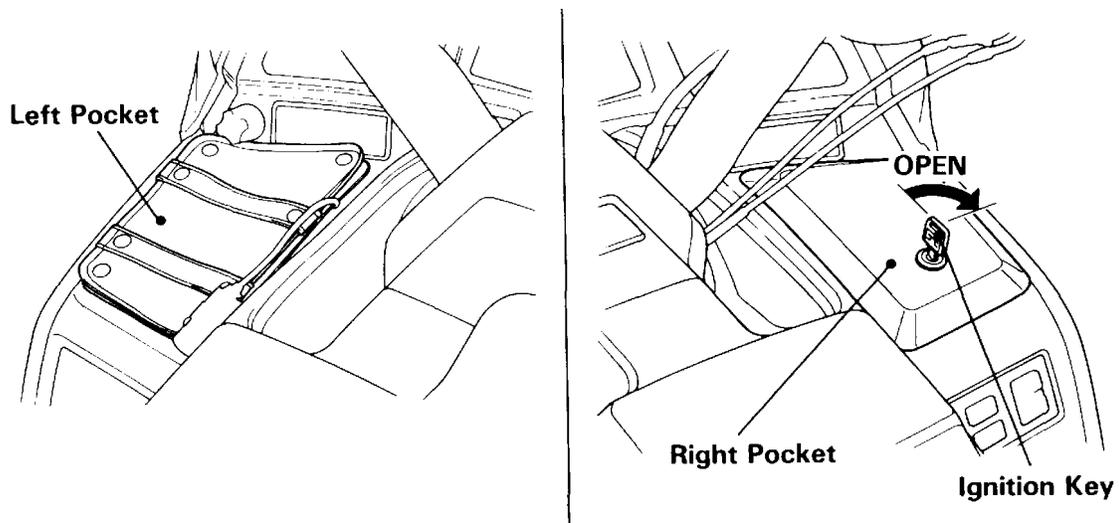
FAIRING POCKETS

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).***



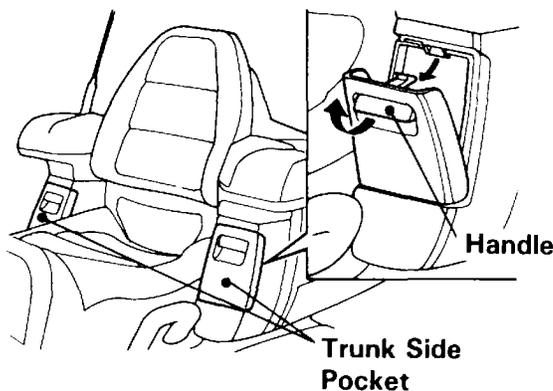
FEATURES (Not required for operation)

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.

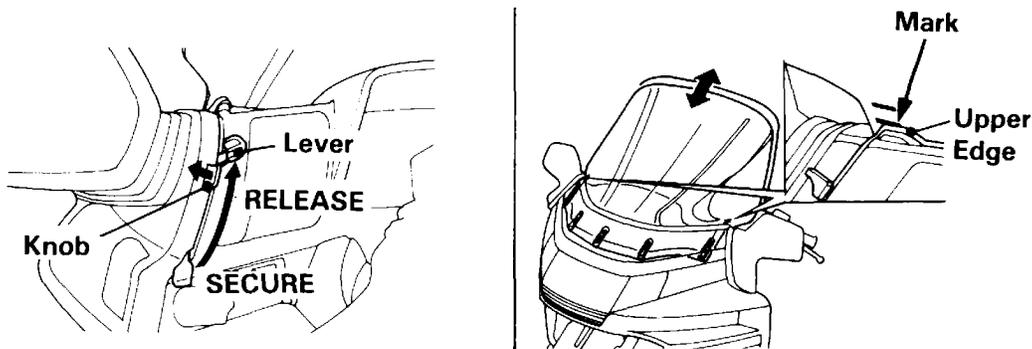


WINDSHIELD HEIGHT ADJUSTMENT

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

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.



VENTILATION

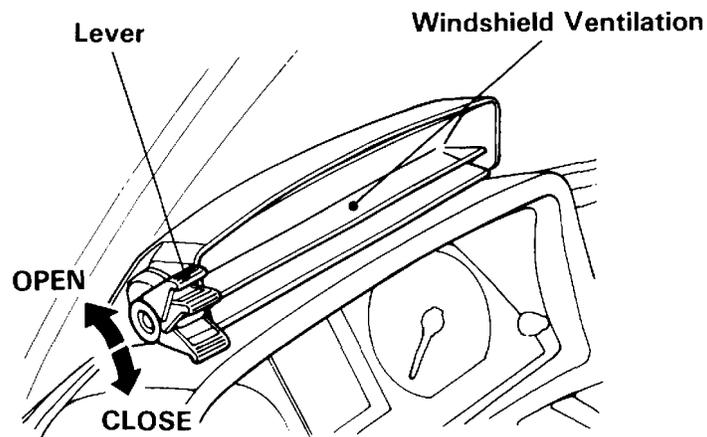
This motorcycle has an adjustable windshield and foot warmer ventilation as well as ventilation louvers in the fairing.

⚠ WARNING

- ***Making ventilation adjustments while riding can result in an accident. Adjust only when the vehicle is stopped.***

Windshield Ventilation (*SE only*)

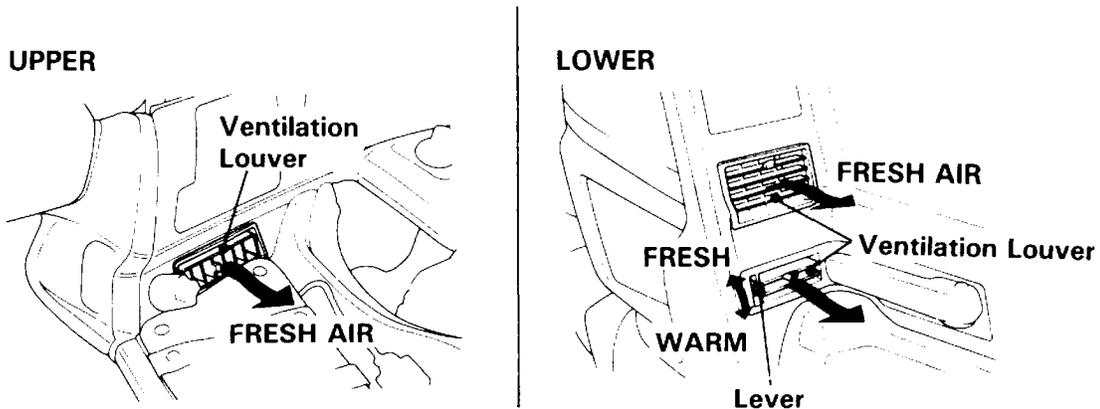
To direct fresh air, open the louver by operating the lever.



FEATURES (Not required for operation)

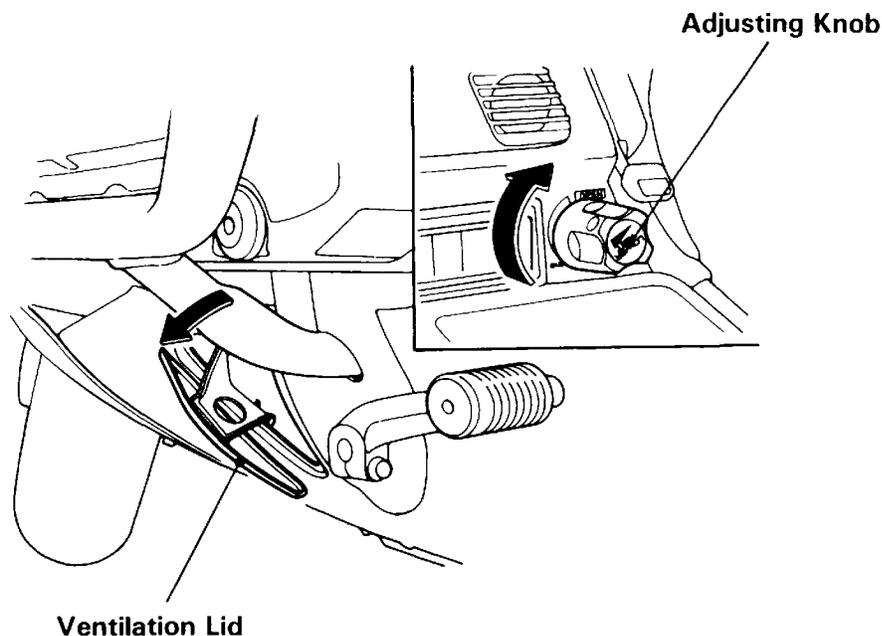
Ventilation Louvers

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.



Foot Warmer Ventilation (*SE only*)

To direct warm air, turn the adjusting knob located near the right fairing pocket clockwise to open the ventilation lid.

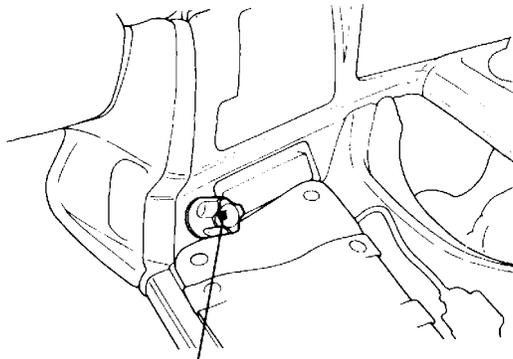


HEADLIGHT BEAM ADJUSTMENT

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

⚠ WARNING

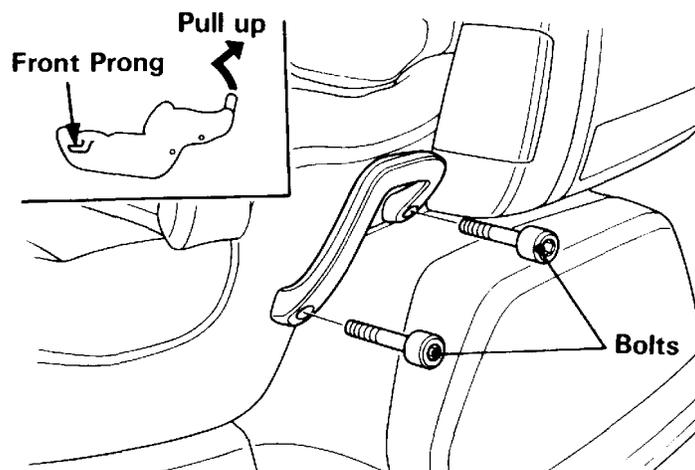
- ***Do not adjust the headlight beam while riding the motorcycle. Operating the motorcycle with one or both hands away from the handlebar/controls may result in a loss of vehicle control.***



Adjusting Knob

SEAT

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



FEATURES (Not required for operation)

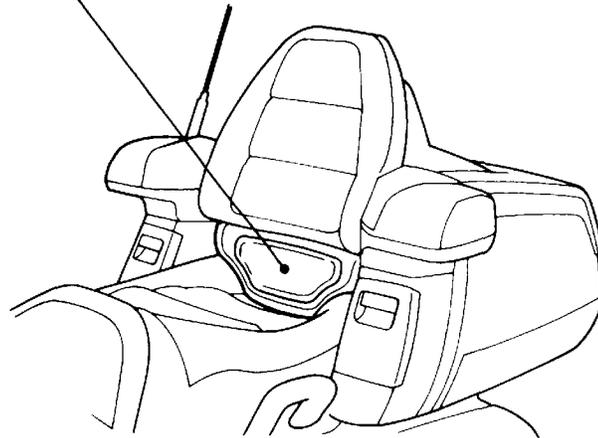
SEAT COVER (*SE only*)

A seat cover, for use when the motorcycle is parked, is stored in the pouch located beneath the passenger backrest. Pull the pouch forward unzip it, remove the seat cover, and slip it over the seat. Hook the seat cover's security cord inside the travel trunk.

NOTE:

- Riding with seat cover installed can damage it.
- The seat cover is water-repellant, but not water-proof.
- The seat cover may be washed after unzipping it from the pouch and unhooking its security cord from the travel trunk.

Seat Cover Pouch

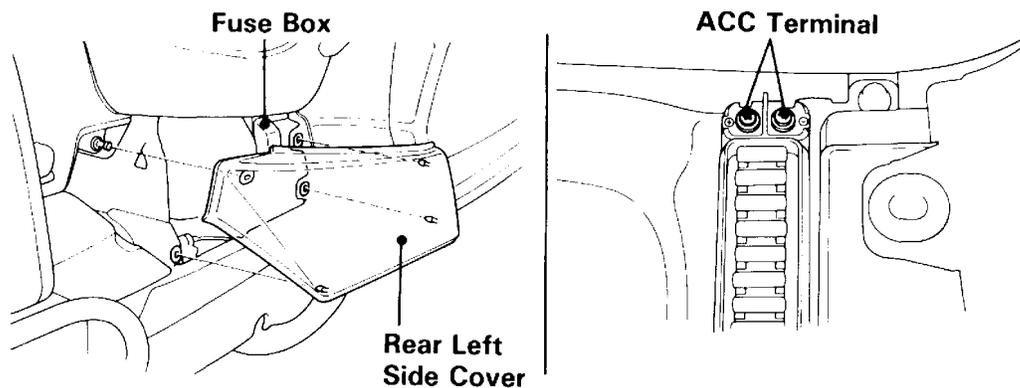


ACC TERMINAL

The ACC terminal is in the fuse box (page 132) and provides 12 V 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.*

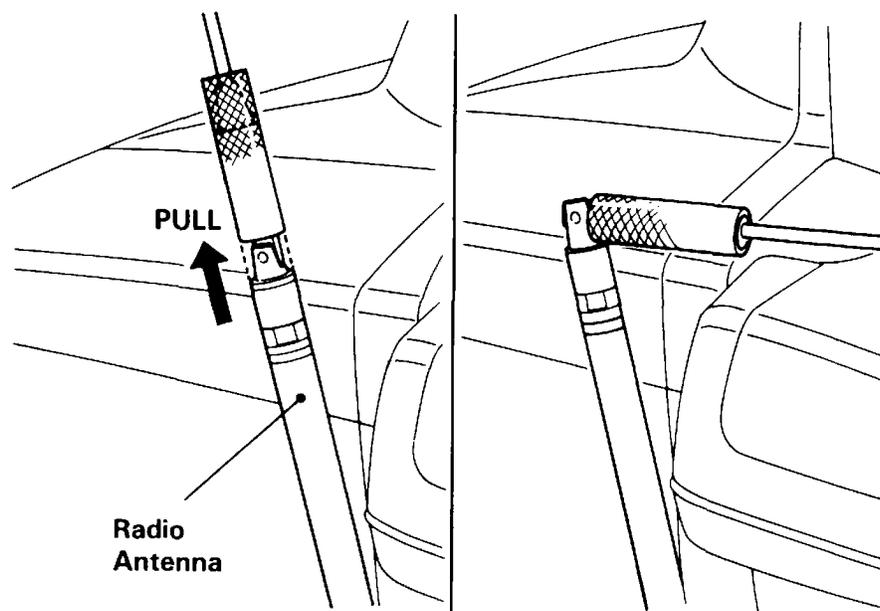


FEATURES (Not required for operation)

RADIO ANTENNA

To fold the radio antenna:

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

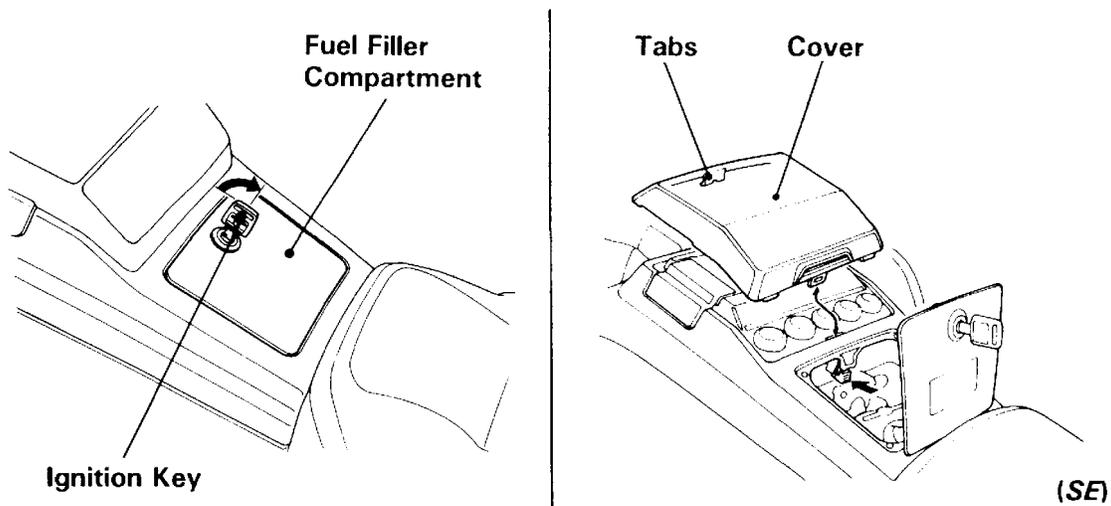


AUDIO SYSTEM COVER

To open the audio system 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.



Protection Against Water

The audio system is designed to be weatherproof. However, it is not designed to be waterproof if 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.***

FEATURES (Not required for operation)

AUDIO SYSTEM (SE)

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

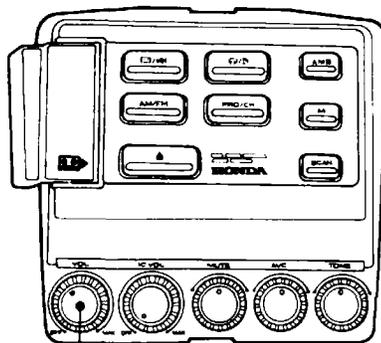
⚠ WARNING

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

AM/FM Radio

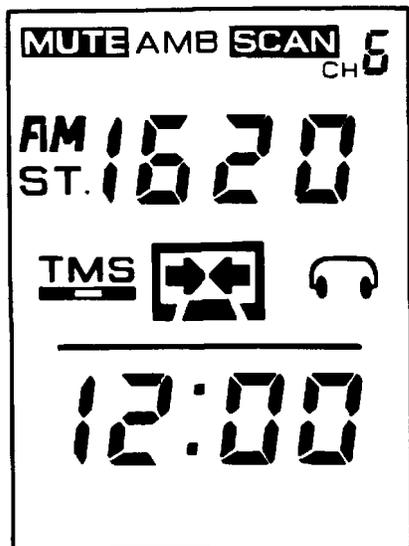
Power Switch/Volume Control Knob:

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.

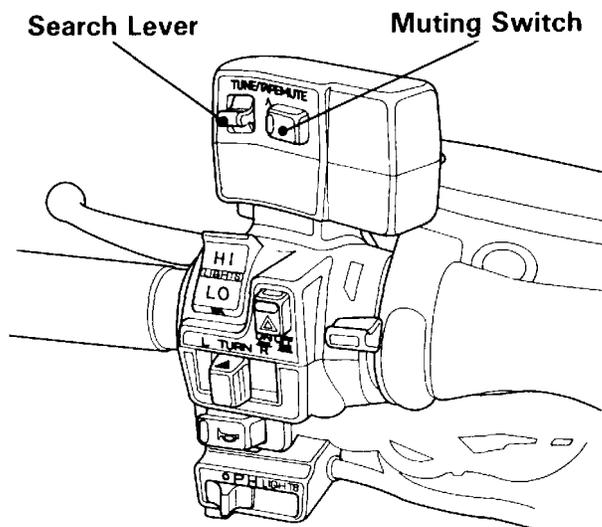


Power Switch/Volume Control Knob

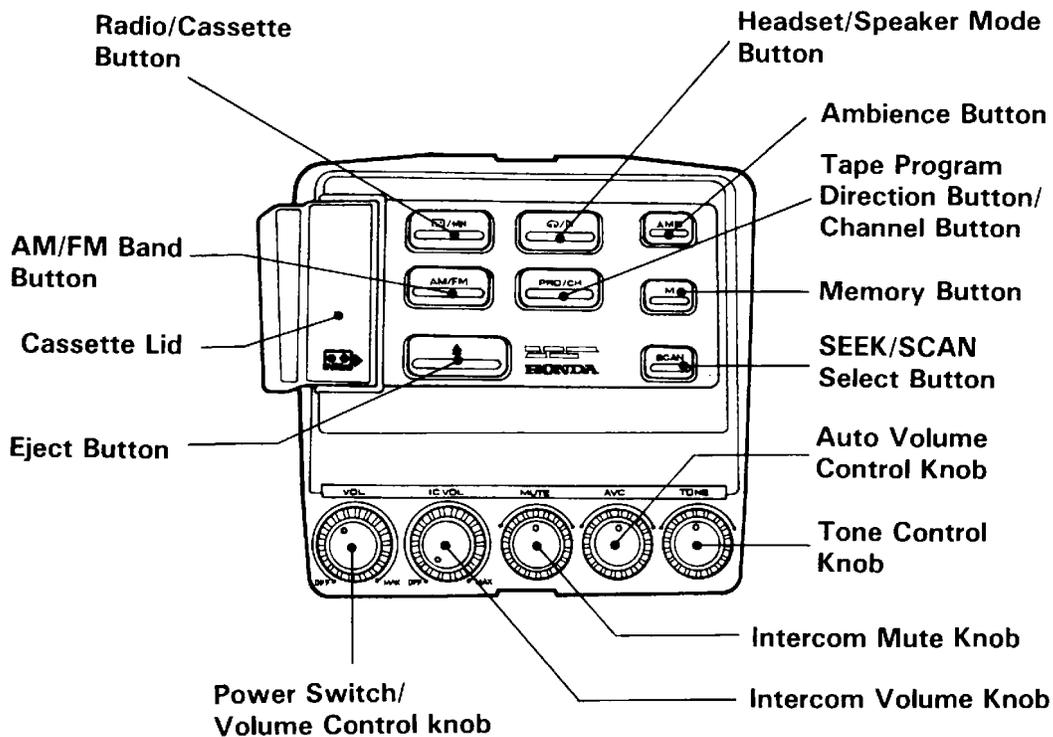
DISPLAY



LEFT HANDLEBAR CONTROLS



RADIO/CASSETTE DECK



FEATURES (Not required for operation)

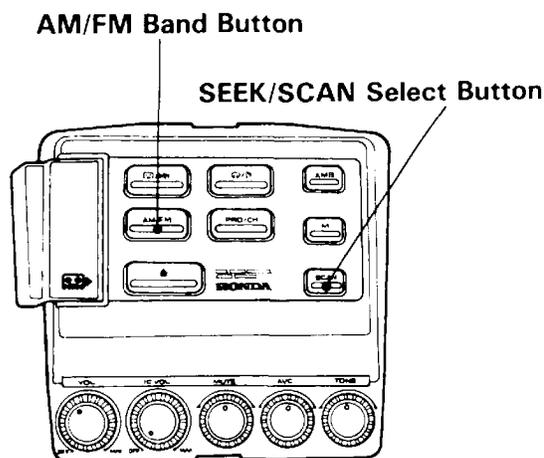
AM/FM Band Button:

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.

SEEK/SCAN Select Button:

Use this button to select either SEEK or SCAN mode in auto tuning. The indicator "SCAN" will be visible in the display when the button is set to SCAN. When the button is set to SEEK, the indicator "SCAN" will disappear, and no indication will appear in the display.

Refer to the topic under Search Lever for operation in SEEK and SCAN modes (page 61).



Indicator

SCAN

Search Lever:

You can find the station you wish by using 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 0.05 MHz steps.

- **SEEK mode auto search:**

Set the SEEK/SCAN select button to SEEK (page 60).

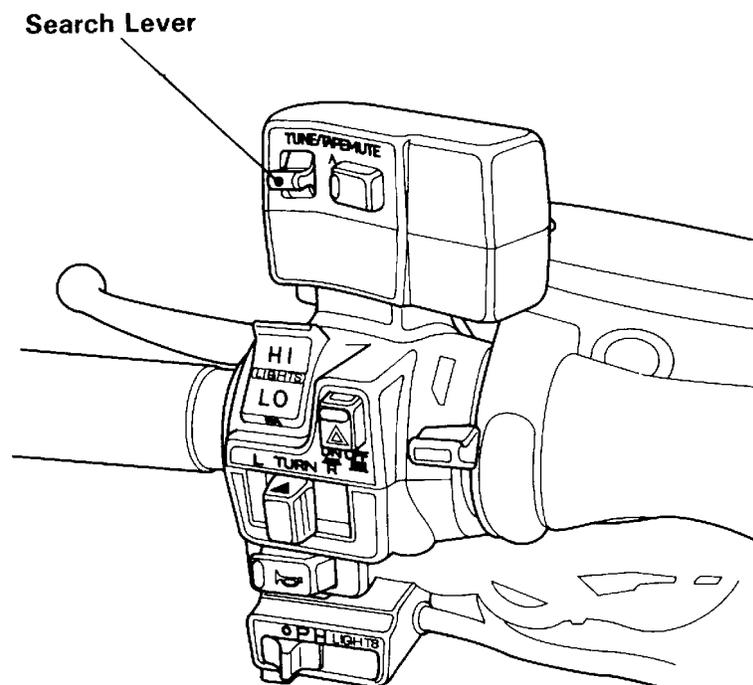
Release the search lever after the frequency display moves, and the next station is automatically tuned in. Repeat the above steps until the desired station is tuned in.

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

- **SCAN mode auto search:**

Set the SEEK/SCAN select button to SCAN (page 60).

The operation continues 10 seconds after the previous station was tuned in. To tune in the desired station, lightly push the search lever before the frequency display moves. The indicator "SCAN" will blink in the display while scanning stations.



FEATURES (Not required for operation)

Preset Stations:

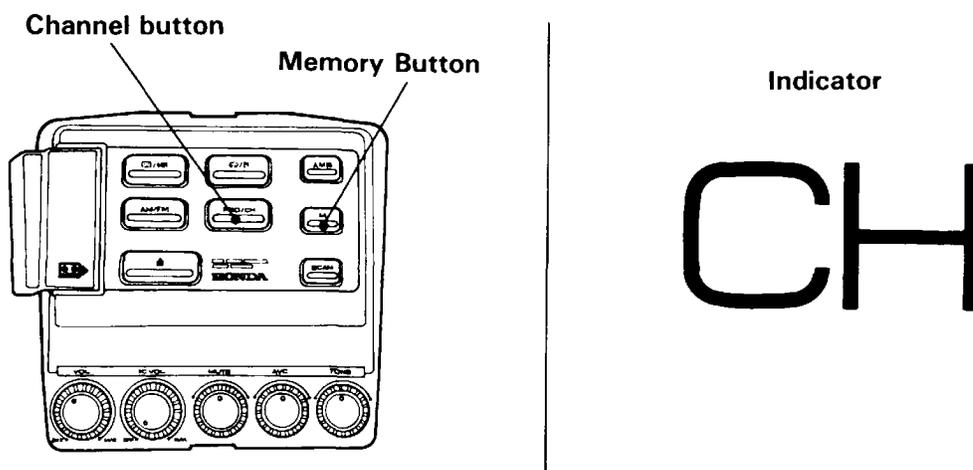
You can preset six AM stations and six FM stations. Am and FM stations are preset as follows:

1. Find the station you wish by using the search lever.

NOTE:

- You cannot preset any station which is being fixed for 10 seconds in SCAN mode auto search. To preset stations in SCAN mode auto search, lightly push the search lever to fix the station you wish.
2. Push the memory (M) button and the memory indicator "CH" will blink in the display.
 3. Push the channel (PRO/CH) button and select a channel you wish, then push the memory (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 memory (M) button was pushed, if the memory (M) button was not pushed again.
 4. The memory is erased automatically if you tune and preset a new AM or FM station.

The preset channels will be selected in the order in which they were preset when the memory (M) button is pushed.



Cassette Deck

Loading:

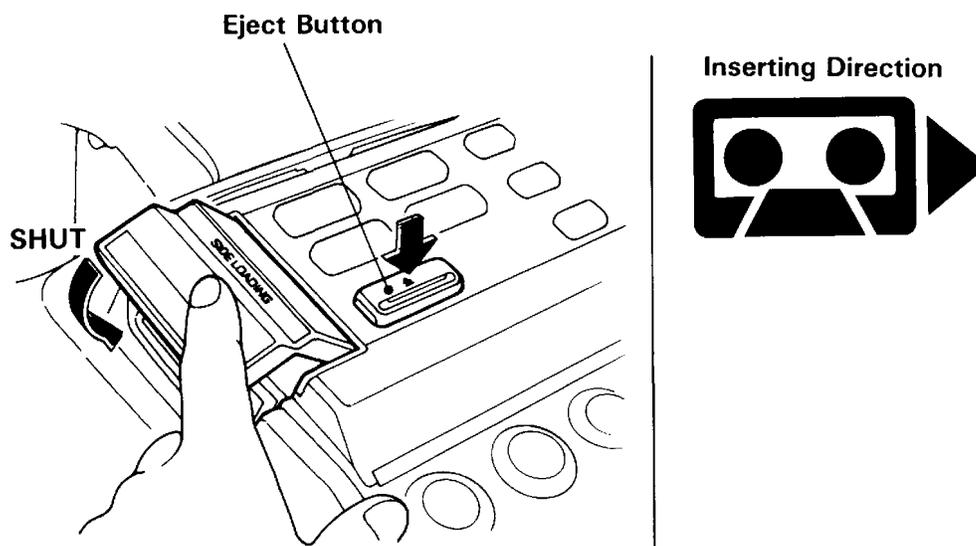
Push the eject button to open the cassette lid and slide the tape into the deck, following the inserting direction shown on the lid. Close the cassette lid.

CAUTION:

- ***Check there is no slack in the tape before 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 it is 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.***

NOTE:

- If a cassette with damaged tape is loaded into the deck, the deck will try to rewind the tape for several seconds, then come to a complete stop. The indicator "  " will be visible in the display. Remove the cassette from the deck by pushing the eject button.



FEATURES (Not required for operation)

Eject Button:

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

NOTE:

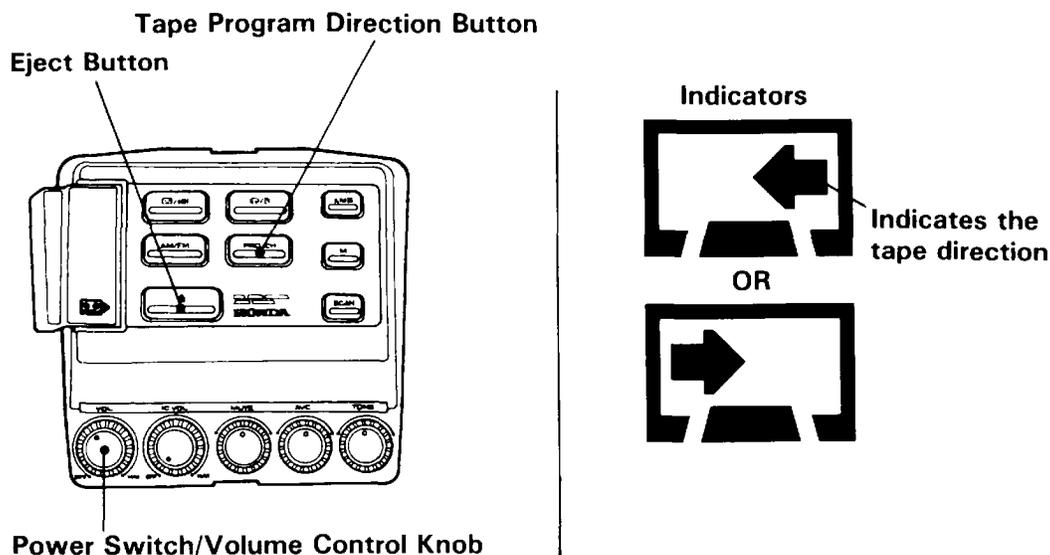
- Repeatedly opening and closing the cassette lid without loading a cassette tape may cause the cassette lid to remain closed when the eject button is depressed. If the lid doesn't open, wait several seconds and try again.

Power Switch/Volume Control Knob:

Turn this knob clockwise to apply power to the radio. The display will indicate "AM" or "FM". Push the radio/cassette button to hear the cassette tape. The display will change to "▶" or "◀" when the deck is loaded with a tape. Turning the knob further increases the volume.

Tape Program Direction Button:

This deck features auto-reverse play, so that both sides of the tape can be played without turning the cassette over. This switch can be used to change the direction of the tape. The indicator in the display will be changed as shown below.



Search Lever:

- **Fast-Forward/Rewind:**

To fast-forward the cassette tape, push up on the search lever; to rewind, push down on the search lever. The indicator "⏮" or "⏭" will blink in the display while the tape is being fast-forwarded or rewound. To stop the tape, momentarily push on the search lever.

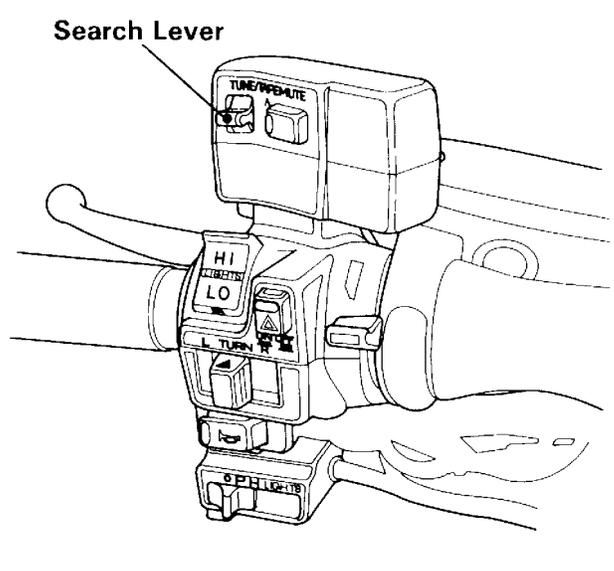
- **Tape Music Sensor (TMS):**

The TMS circuit senses silent passages between songs or programs on a tape.

Momentarily pushing up on the search lever automatically advances the tape to the beginning of the next song. Momentarily pushing down on the lever automatically returns the tape to the beginning of the song just played. The indicator "TMS" will be visible and "⏮" or "⏭" will blink in the displays while the "TMS" is in operation.

NOTE:

- Tapes that contain little or no silent passages between songs, a high level of noise between songs, or silent passages within a song may not be suitable for TMS.



Indicator

TMS

FEATURES (Not required for operation)

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.

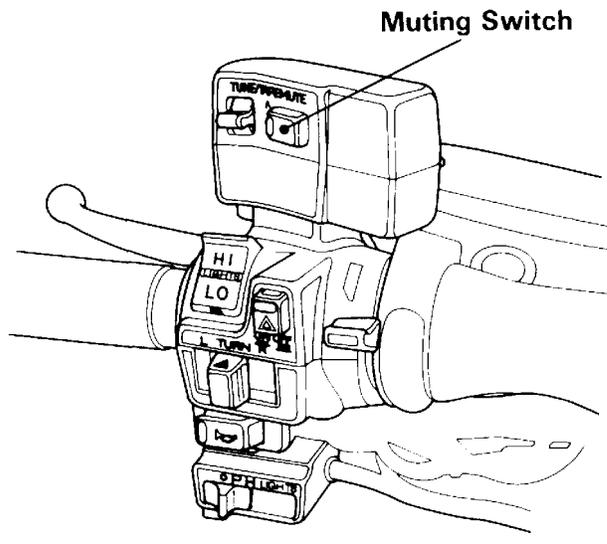
As preventive maintenance, clean the head about every 30 hours of use. If you wait until the head becomes very dirty (noticeably poor sound), it may not be possible to remove all deposits with a simple cleaning cassette.

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.***

Common Functions Between AM/FM Radio and Cassette Deck
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.

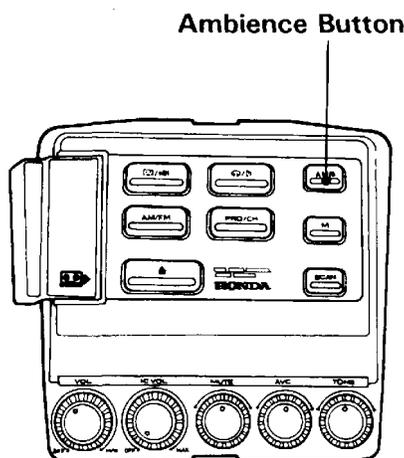


Indicator



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 ambience (AMB) button until "AMB." appears in the display. AMB is usable for stereo programs from both tape and FM. The ambience circuit, however, may make weak FM stereo signals or poorly recorded tapes sound worse.



Indicator



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.

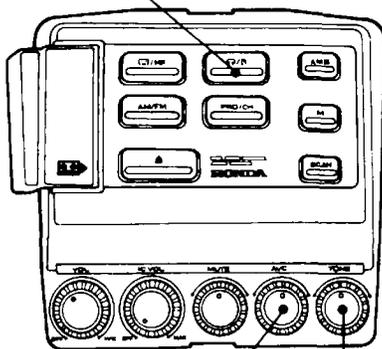
Headset/Speaker Mode Button:

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

Fader Control Knob:

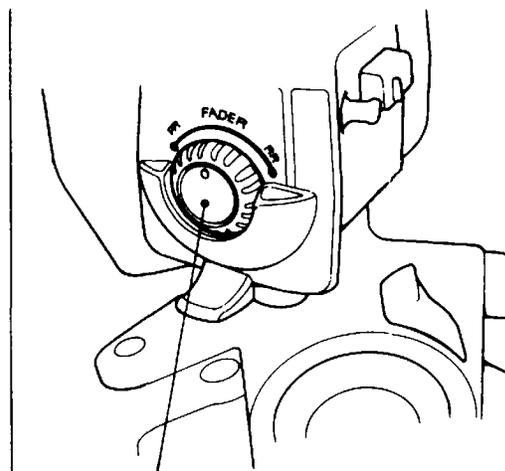
Turning this knob balances the sound between the front and rear speakers.

Headset/Speaker
Mode Button



Tone Control Knob

Auto Volume Control Knob



Fader Control
Knob

Intercom Volume Control Knob:

⚠ WARNING

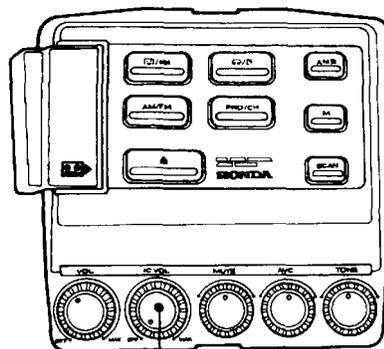
- ***Some local governments prohibit the operator from using a headset; always obey applicable laws and regulations.***

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

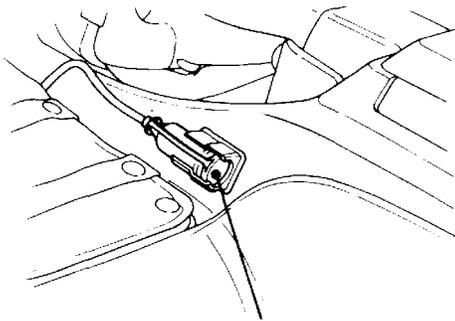
Turning this knob further increases intercom volume. When not using the intercom system, turn off this knob.

NOTE:

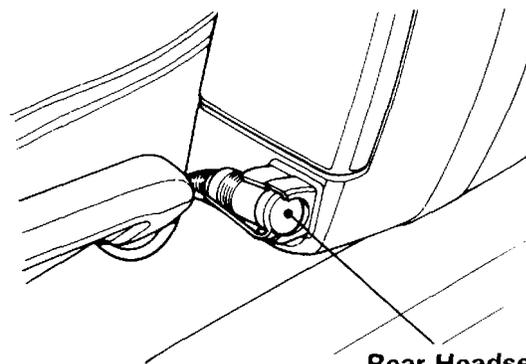
- The auto volume control does not function for the intercom system
- Turn this knob only high enough for adequate volume; if turned too high, there may be "feed back" from the fairing speakers.



Intercom Volume
Control Knob



Front Headset
Terminal

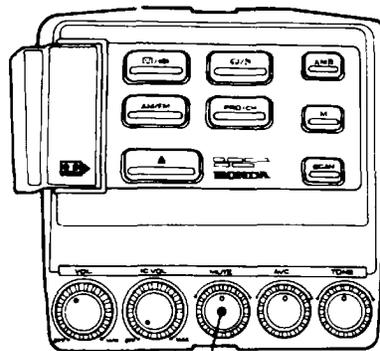


Rear Headset
Terminal

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 counterclockwise, you must speak more loudly to activate the mute circuit. With the knob turned clockwise, the mute will activate even at low speaking levels.



Intercom Mute Knob

AUDIO SYSTEM (ASP)

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

⚠ WARNING

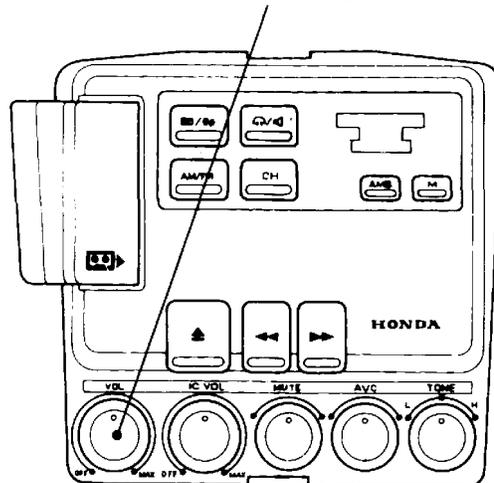
- **Keep both hands on the handlebars while riding. never:**
 - **Adjust the volume control.**
 - **Switch between radio and cassette**
 - **Install or remove cassette tape**
- **Do not turn up the volume so loud that emergency vehicles or traffic cannot be heard.**

AM/FM Radio

Power Switch/Volume Control Knob:

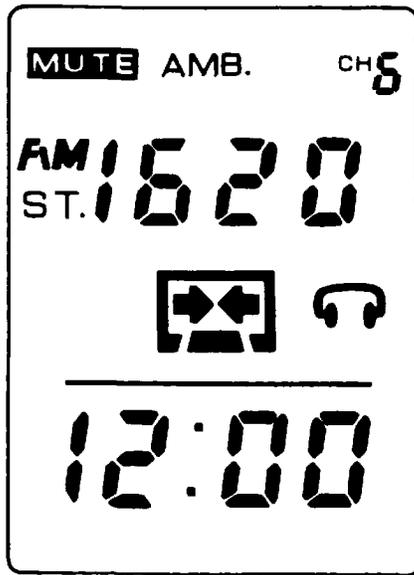
When this knob is turned clockwise, power is applied to the radio, and the display indicates "AM" or "FM." Turning the knob further increases the volume. If the display does not show "AM" or "FM," the radio/cassette button is in the TAPE mode. To play the radio, push this switch.

Power Switch/Volume Control Knob

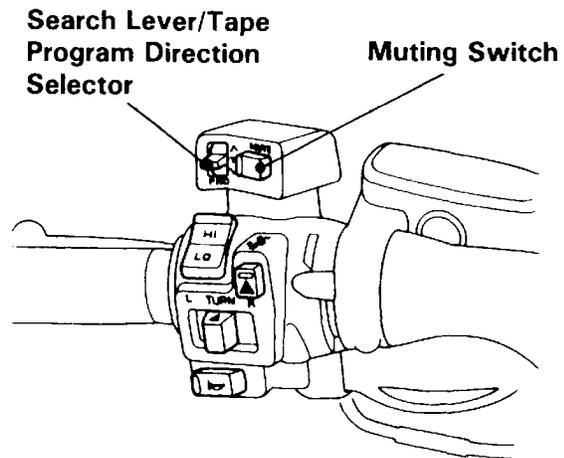


FEATURES (Not required for operation)

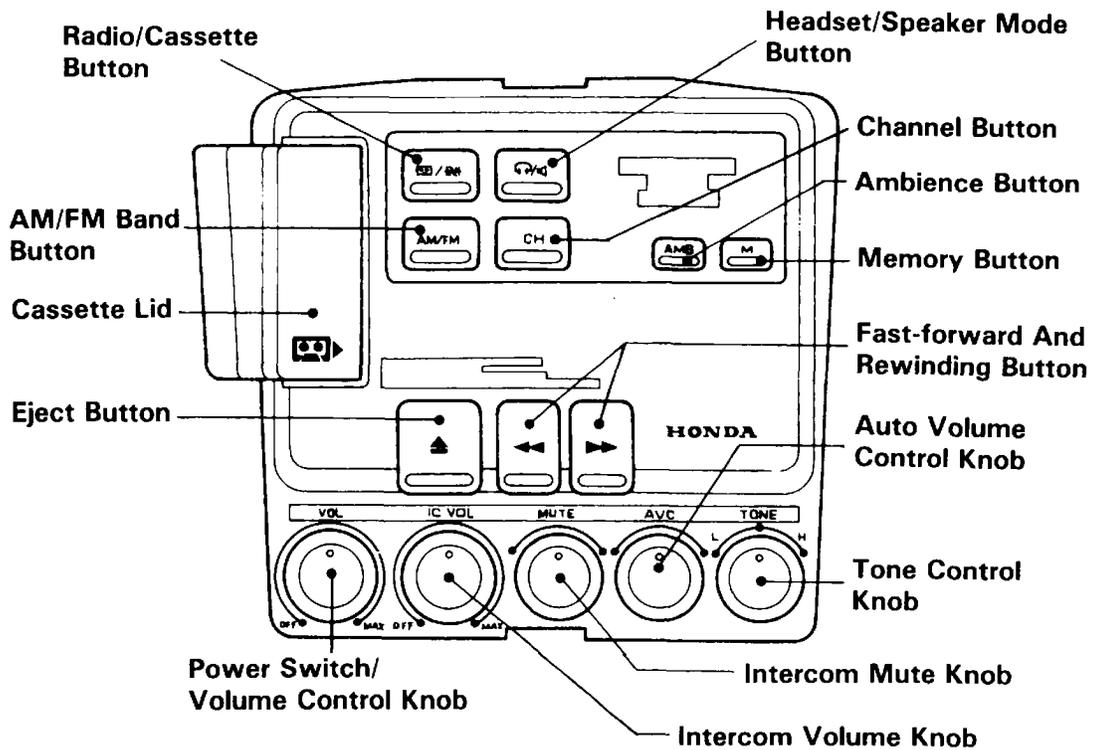
DISPLAY



LEFT HANDLEBAR CONTROLS



RADIO/CASSETTE DECK



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.

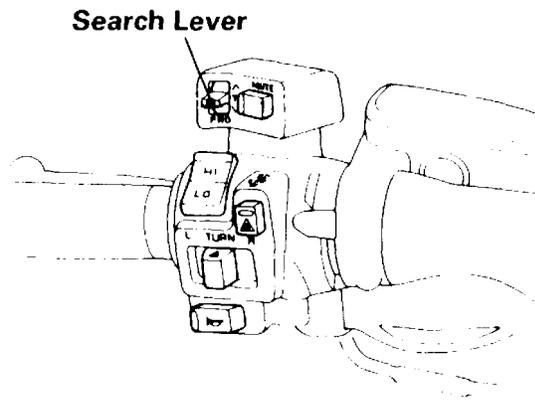
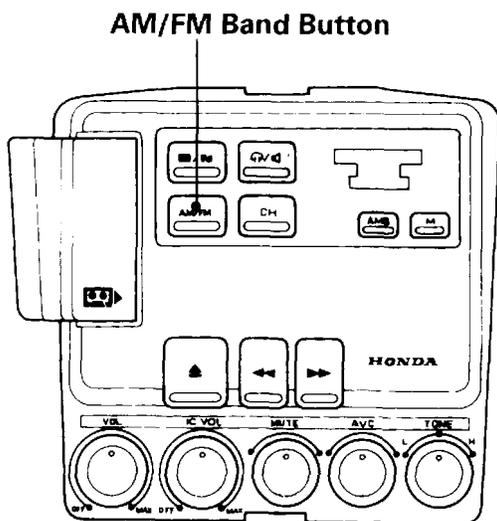
Search Lever:

You can find the station you wish by using 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 0.05 MHz steps.

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.

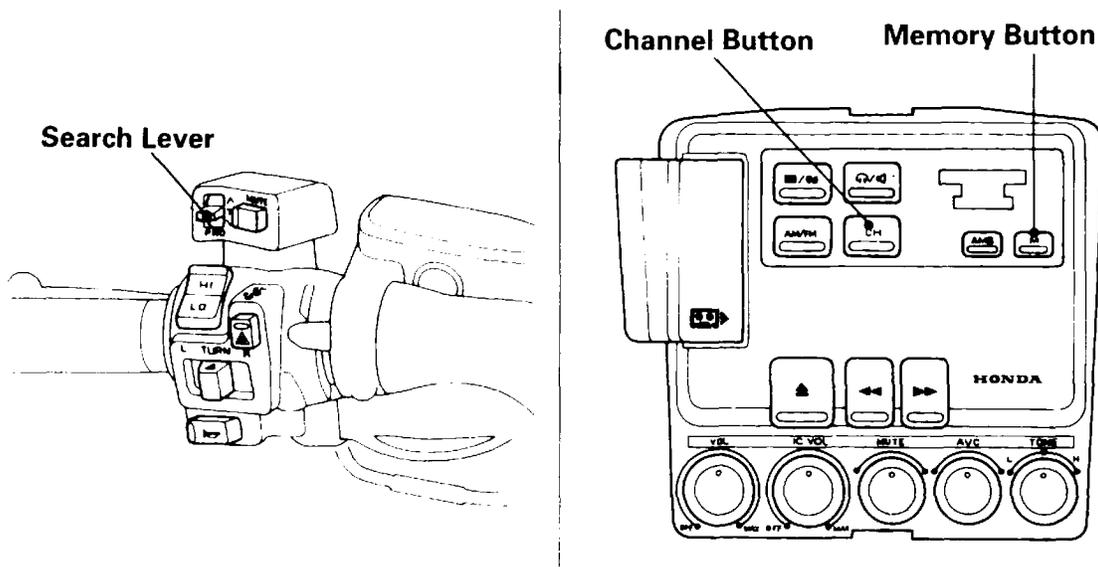


FEATURES (Not required for operation)

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.
2. Push the memory (M) button and the memory indicator "CH" will blink in the display.
3. Push the channel (CH) button and select a channel you wish, then push the memory (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 memory (M) button was pushed, if the memory (M) button was not pushed again.
4. The memory is erased automatically if you tune and preset a new AM or FM station.



Cassette Deck

Loading:

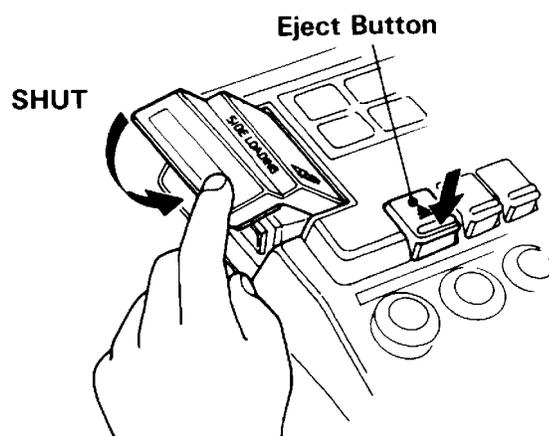
Push the eject button to open the cassette lid and slide the tape into the deck, following the inserting direction shown on the lid. Close the cassette lid.

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.



Inserting Direction



FEATURES (Not required for operation)

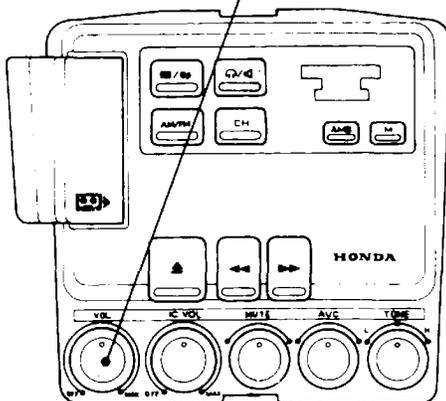
Power Switch/Volume Control Knob:

Turn this knob clockwise to apply power to the radio. The display will indicate "AM" or "FM". Push the radio/cassette button to hear the cassette tape. The display will change to "▶" or "◀" when the deck is loaded with a tape. Turning the knob further increases the volume.

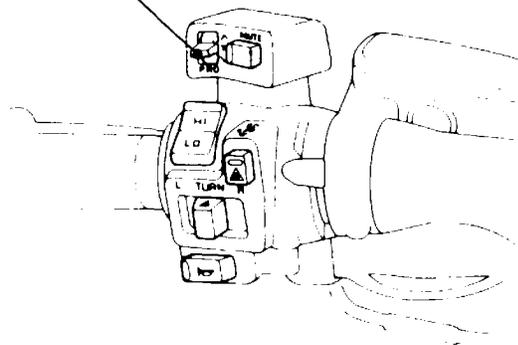
Tape Program Direction Selector (PRO):

This switch can be used to change the direction of the tape. The indicator in the display will be changed as shown below. This switch can be also used to stop the fast-forward or rewind.

Power Switch/Volume Control knob



Tape Program Direction Selector

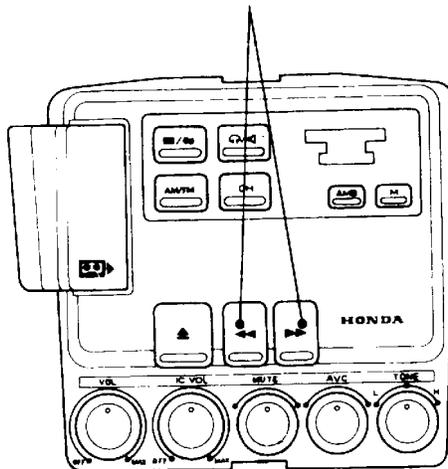


Fast-forward and Rewinding Buttons:

This deck features auto-reverse play, so that both sides of the tape can be played 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



FEATURES (Not required for operation)

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.

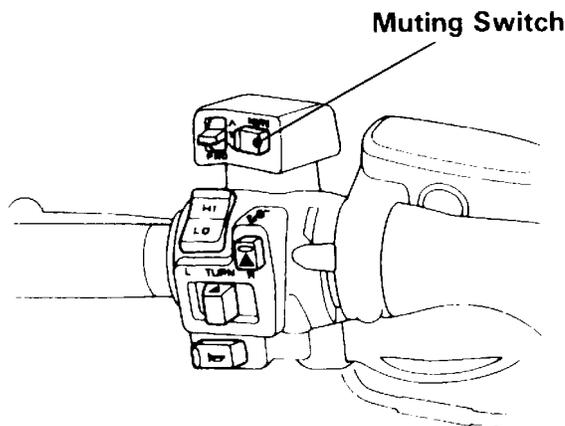
As preventive maintenance, clean the head about every 30 hours of use. If you wait until the head becomes very dirty (noticeably poor sound), it may not be possible to remove all deposits with a simple cleaning cassette.

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.***

Common Functions Between AM/FM Radio and Cassette Deck
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.

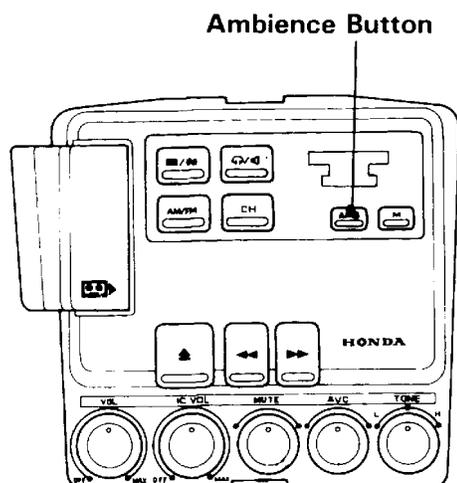


Indicator



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 ambience (AMB) button until "AMB." appears in the display. AMB is usable for stereo programs from both tape and FM. The ambience circuit, however, may make weak FM stereo signals or poorly recorded tapes sound worse.



Indicator



FEATURES (Not required for operation)

Auto Volume Control Knob:

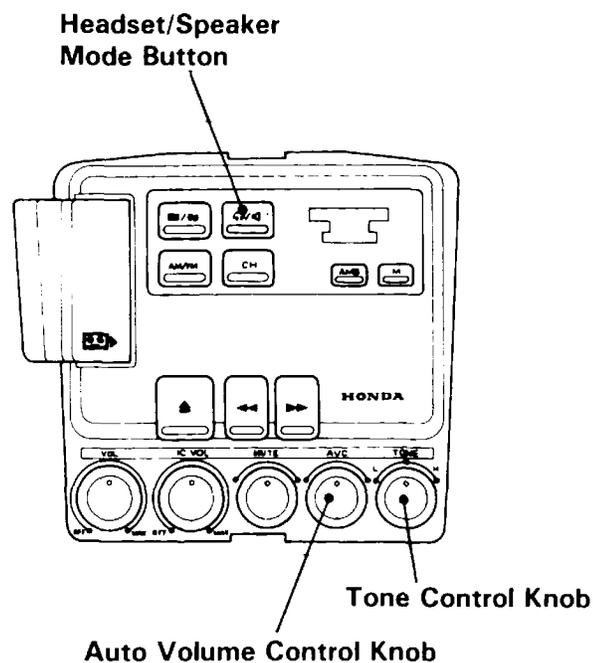
This function increases the volume as the speed of the motorcycle increases. Turning the knob clockwise raises the operating level. Set the knob at the center position under normal conditions and then adjust the volume control for desired sound level.

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.

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.



Intercom Volume Control Knob:

⚠ WARNING

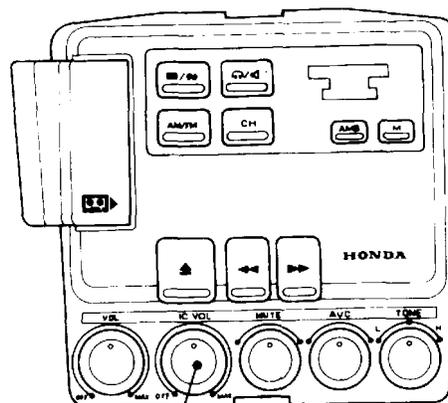
- ***Some local governments prohibit the operator from using a headset; always obey applicable laws and regulations.***

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

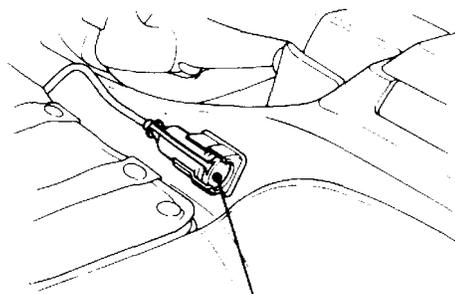
Turning this knob further increases intercom volume. When not using the intercom system, turn off this knob.

NOTE:

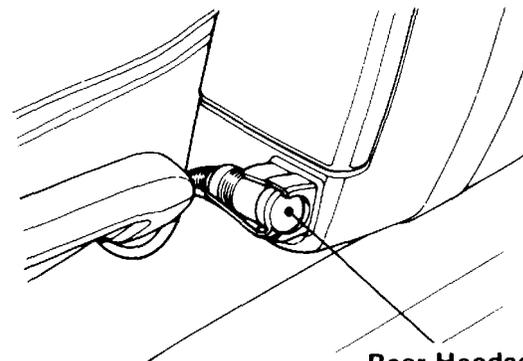
- The auto volume control does not function for the intercom system
- Turn this knob only high enough for adequate volume; if turned too high, there may be "feed back" from the fairing speakers.



Intercom Volume Control Knob



Front Headset Terminal

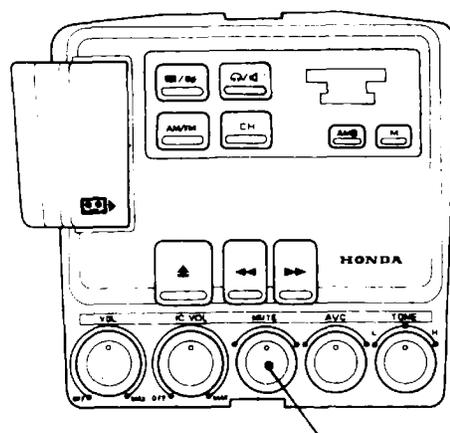


Rear Headset Terminal

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 counterclockwise, you must speak more loudly to activate the mute circuit. With the knob turned clockwise, the mute will activate even at low speaking levels.



Intercom Mute Knob

OPERATION

PRE-RIDE INSPECTION

▲ WARNING

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

Inspect your motorcycle every day before you ride. 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 32—33) and pressure (page 32).
6. Throttle—check for smooth opening and full closing in all steering positions.
7. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 36).
9. Side stand ignition cut-off system—check for proper function (page 128).
10. Battery electrolyte—check the level and add if necessary (page 130).

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

OPERATION

STARTING THE ENGINE

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

WARNING

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

NOTE:

- Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
- Twisting the throttle repeatedly can flood the engine because the carburetor has an accelerator pump.

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 low oil pressure indicator is ON.

CAUTION:

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

OPERATION

Starting Procedure (except SI)

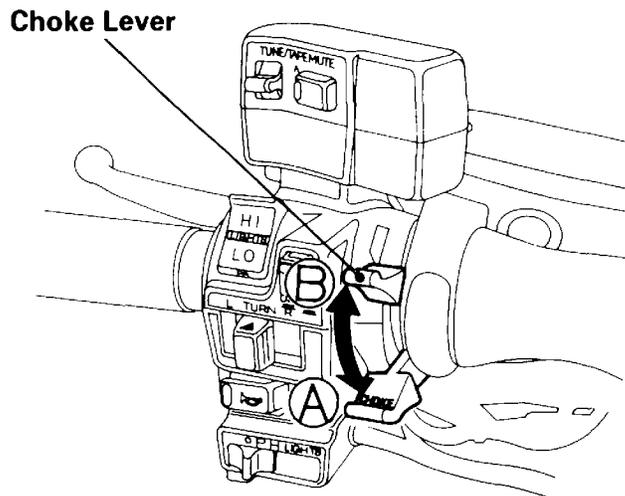
To restart a warm engine, follow the procedure for “High Air Temperature.”

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

1. Push the choke lever down all the way to fully ON (A), if the engine is cold.
2. Start the engine, leaving the throttle closed.

NOTE:

- Do not open the throttle when starting the engine with the choke ON. 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 min⁻¹ (rpm).
 4. About a half minute after the engine starts, pull the choke lever up all the way to fully OFF (B).
 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.

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

1. Follow steps 1 – 2 under “Normal Air Temperature.”
2. When engine speed begins to pick up, operate the choke lever to keep fast idle at 2,200 – 2,800 min⁻¹ (rpm).
3. Continue warming up the engine until it runs smoothly and responds to the throttle, when the choke lever is at fully OFF (B).

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.***

OPERATION

Starting Procedure (SI only)

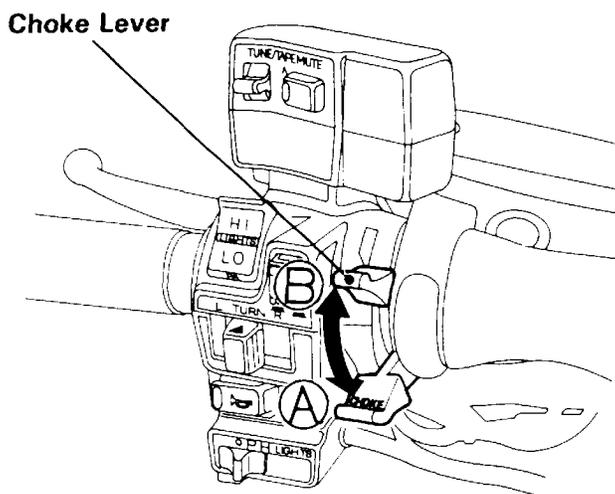
To restart a warm engine, follow the procedure for "High Air Temperature."

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

1. Push the choke lever down all the way to fully ON (A), if the engine is cold.
2. Start the engine, leaving the throttle closed.

NOTE:

- Do not open the throttle when starting the engine with the choke ON. 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, pull the choke lever up all the way to fully OFF (B).
 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.

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. Continue warming up the engine until it runs smoothly and responds to the throttle, when the choke lever is at fully OFF (B).

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.***

OPERATION

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 OFF (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch RUN and follow the "High Air Temperature" Starting Procedure (page 86, 88).

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:

- ***Running the engine beyond its recommended maximum engine speed (tachometer red zone) can damage the engine.***

OPERATION

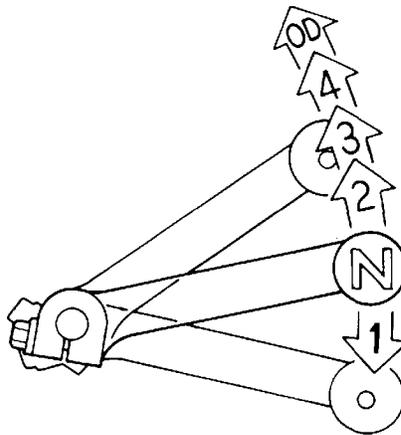
RIDING (except SI)

▲ WARNING

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

NOTE:

- Make sure you understand the function of the side stand mechanism (See MAINTENANCE SCHEDULE on page 102, 103 and explanation for SIDE STAND on page 128.)



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 run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.*

Keep the engine rpm below the tachometer red zone when accelerating in gear, overrevving can damage the engine.

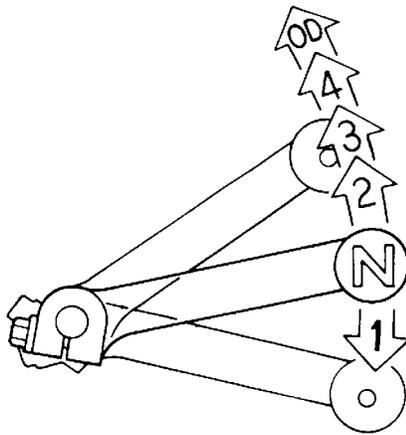
RIDING (SI only)

⚠ WARNING

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

NOTE:

- Make sure you understand the function of the side stand mechanism (See MAINTENANCE SCHEDULE on page 104, 105 and explanation for SIDE STAND on page 128.)



Proper shifting will provide better fuel economy.

When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

- From 1st to 2nd: 15 km/h (9 mph)
- From 2nd to 3rd: 25 km/h (16 mph)
- From 3rd to 4th: 40 km/h (25 mph)
- From 4th to OD: 50 km/h (31 mph)

Shifting down:

- From OD to 4th: 40 km/h (25 mph)
- From 4th to 3rd: 30 km/h (19 mph)

Disengage the clutch when speed drops below 15 km/h (9 mph), when engine roughness is evident, or when engine stalling imminent; shift down to 1st gear for acceleration.

OPERATION

⚠ 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 run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.***

Keep the engine rpm below the tachometer red zone when accelerating in gear, overrevving can damage the engine.

REVERSE RIDING

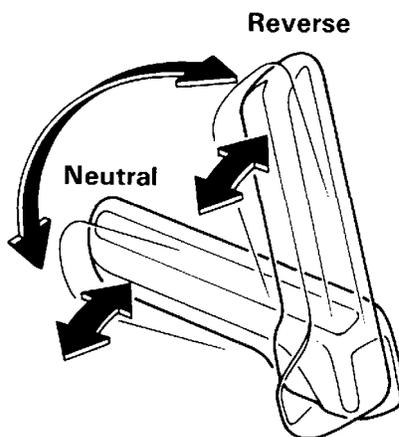
For reverse maneuvering, make sure there are no obstacles or people in the area; avoid steep or uneven surfaces.

While reversing, guide the motorcycle backwards using your legs to maintain balance.

Carrying a passenger while reversing is not recommended because it makes balance and control more difficult to maintain.

Use extreme care to maintain balance while reversing on loose surfaces such as loose sand, dirt, gravel or grease-covered pavement.

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; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

⚠ WARNING

- *Independent operation of only the brake lever or brake pedal reduces stopping performance.*
- *Extreme application of the brake controls may cause wheel 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. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.*
- *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*
- *Riding with your foot resting on the brake pedal or your 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.***

3. Lock the steering to help prevent theft (page 42).

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: _____

— MEMO —

MAINTENANCE

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- 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 (except SI)

Perform the Pre-ride Inspection (page 83) at each scheduled maintenance period.

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

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

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

ITEM	FREQUENCY	WHICH-EVER COMES FIRST	ODOMETER READING (NOTE 1)								Refer to page
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
			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	114-115	
CRANKCASE BREATHER	NOTE 3		C	C	C	C	C	C	C	109	
SPARK PLUGS					R		R		R	116-117	
ENGINE OIL			R		R		R		R	110-113	
ENGINE OIL FILTER			R		R		R		R	110-113	
* CARBURETOR SYNCHRONIZATION					I		I		I	—	
* ENGINE IDLE SPEED			I	I	I	I	I	I	I	118	
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	WHICH- EVER COMES FIRST	ODOMETER READING (NOTE 1)								Refer to page										
			x 1,000 km		x 1,000 mi		MONTHS														
			1	6	12	18	24	30	36	0.6		4	8	12	16	20	24	6	12	18	24
FINAL DRIVE OIL					I		I													R	119
BATTERY			I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	129-130
BRAKE FLUID		NOTE 4			I	I	R	I	I	I	R										21-22
BRAKE PAD WEAR					I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	127
BRAKE SYSTEM			I		I		I		I		I		I		I		I		I	21-22	
* BRAKE LIGHT SWITCH					I		I		I		I		I		I		I		I	—	
* HEADLIGHT AIM					I		I		I		I		I		I		I		I	53	
CLUTCH SYSTEM					I		I		I		I		I		I		I		I	—	
CLUTCH FLUID		NOTE 4			I	I	R	I	I	I	R										23
* REVERSE OPERATION					I		I		I		I		I		I		I		I	—	
SIDE STAND					I		I		I		I		I		I		I		I	128	
* SUSPENSION					I		I		I		I		I		I		I		I	—	
* CRUISE VALVE ELEMENT																			R	—	
* AIR PUMP ELEMENT											C									—	
* AIR DRIER					I		I		I		I		I		I		I		I	—	
* NUTS, BOLTS, FASTENERS			I		I		I		I		I		I		I		I		I	—	
** WHEELS/TYRES					I		I		I		I		I		I		I		I	—	
** STEERING HEAD BEARINGS			I		I		I		I		I		I		I		I		I	—	

* 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 SHOP MANUAL.

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

Honda recommends that your authorized Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

- 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

MAINTENANCE SCHEDULE (SI only)

Perform the Pre-ride Inspection (page 83) at each scheduled maintenance period.

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

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

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

ITEM	FREQUENCY	WHICH-EVER COMES FIRST	ODOMETER READING (NOTE 1)								Refer to page
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
			MONTHS	6	12	18	24	30	36		
EMISSION RELATED ITEMS	* FUEL LINE				I		I		I		—
	* THROTTLE OPERATION				I		I		I		—
	* CARBURETOR CHOKE				I		I		I		—
	AIR CLEANER	NOTE 2				R			R		114-115
	CRANKCASE BREATHER	NOTE 3		C	C	C	C	C	C		109
	SPARK PLUGS				R		R		R		116-117
	ENGINE OIL			R		R		R		R	110-113
	ENGINE OIL FILTER			R		R		R		R	110-113
	* CARBURETOR SYNCHRONIZATION					I		I		I	—
	* ENGINE IDLE SPEED			I	I	I	I	I	I	I	118
	RADIATOR COOLANT	NOTE 4				I		I		R	24-25
	* COOLING SYSTEM					I		I		I	—
	* SECONDARY AIR SUPPLY SYSTEM					I		I		I	—

ITEM	FREQUENCY	WHICH- EVER COMES FIRST	ODOMETER READING (NOTE 1)							Refer to page
			x 1,000 km							
			x 1,000 mi							
			MONTHS							
	FINAL DRIVE OIL				I				R	119
	BATTERY		I	I	I	I	I	I	I	129-130
	BRAKE FLUID	NOTE 4		I	I	R	I	I	R	21-22
	BRAKE PAD WEAR			I	I	I	I	I	I	127
	BRAKE SYSTEM		I		I		I		I	21-22
*	BRAKE LIGHT SWITCH				I		I		I	—
*	HEADLIGHT AIM				I		I		I	53
	CLUTCH SYSTEM				I		I		I	—
	CLUTCH FLUID	NOTE 4		I	I	R	I	I	R	23
*	REVERSE OPERATION				I		I		I	—
	SIDE STAND				I		I		I	128
*	SUSPENSION				I		I		I	—
*	CRUISE VALVE ELEMENT								R	—
*	AIR PUMP ELEMENT						C			—
*	AIR DRIER				I		I		I	—
*	NUTS, BOLTS, FASTENERS		I		I		I		I	—
**	WHEELS/TYRES				i		I		I	—
**	STEERING HEAD BEARINGS		I		I		I		I	—

- * 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 SHOP MANUAL.
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR AUTHORIZED HONDA DEALER.

Honda recommends that your authorized Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

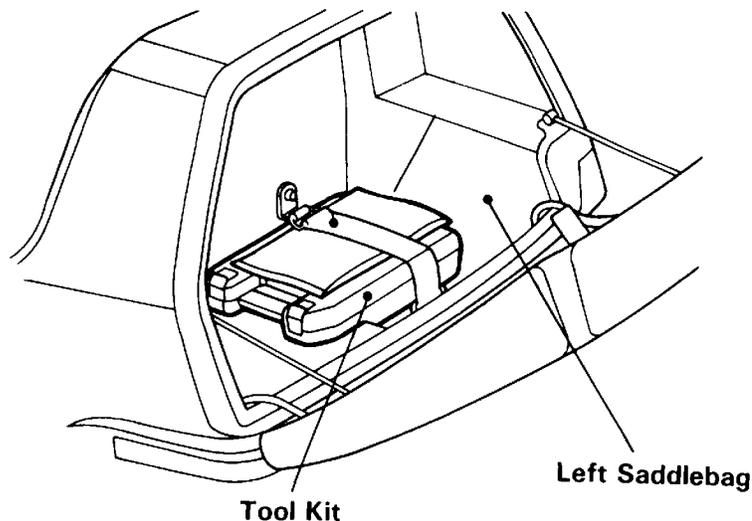
- NOTES: 1. At higher odometer readings, repeat at the frequency interval established here.
 2. Service more frequently when riding in unusually wet or dusty areas.
 3. Service more frequently when riding in rain, or at full throttle.
 4. Replace every 2 years, or at indicated odometer interval, whichever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

MAINTENANCE

TOOL KIT

The tool kit is in the left 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

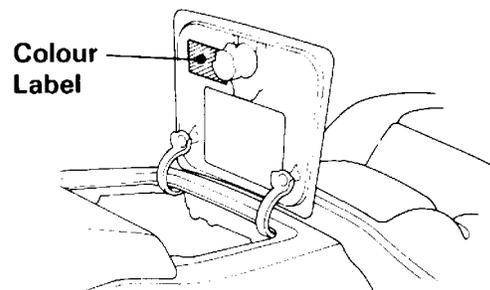
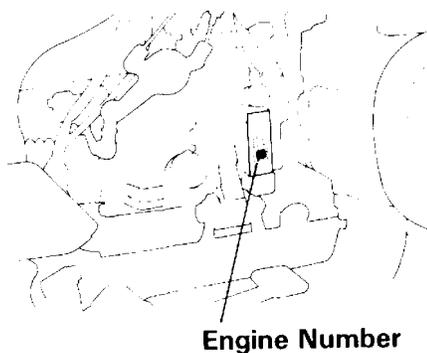
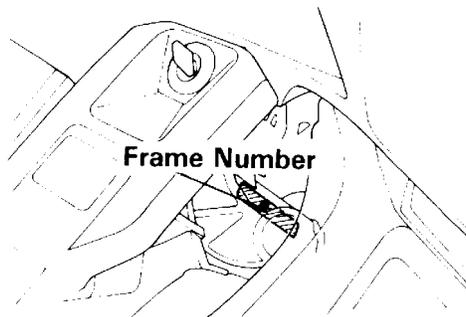
The colour label is attached inside the fuel filler compartment lid. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

FRAME NO. _____

ENGINE NO. _____

COLOUR _____

CODE _____



MAINTENANCE

MAINTENANCE PRECAUTIONS

⚠ WARNING

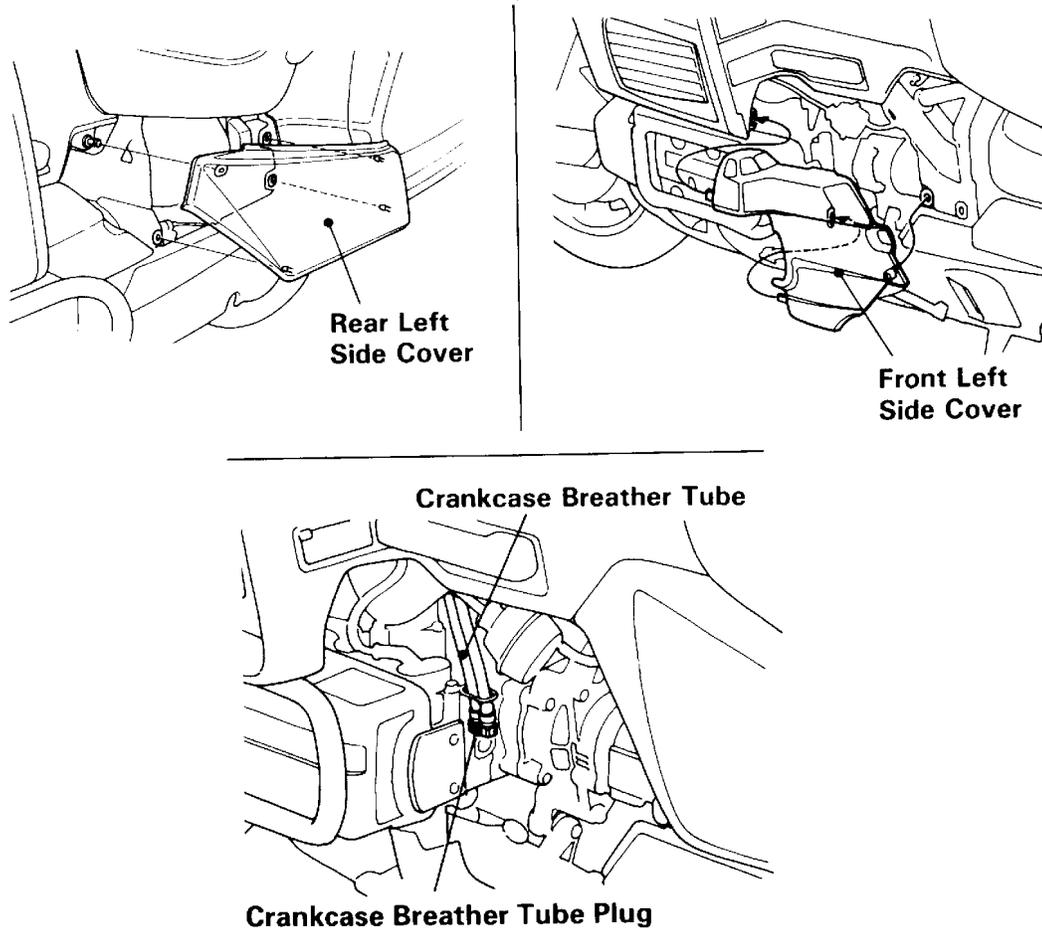
- *If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including 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.*

CRANKCASE BREATHER

Refer to the Maintenance Precautions on page 108.

Service more frequently when ridden in rain, at full throttle, or when deposits can be seen in the transparent section of the drain tube.

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



MAINTENANCE

ENGINE OIL AND FILTER

Refer to the Maintenance Precautions on page 108.

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule on page 102, 104.

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

CAUTION:

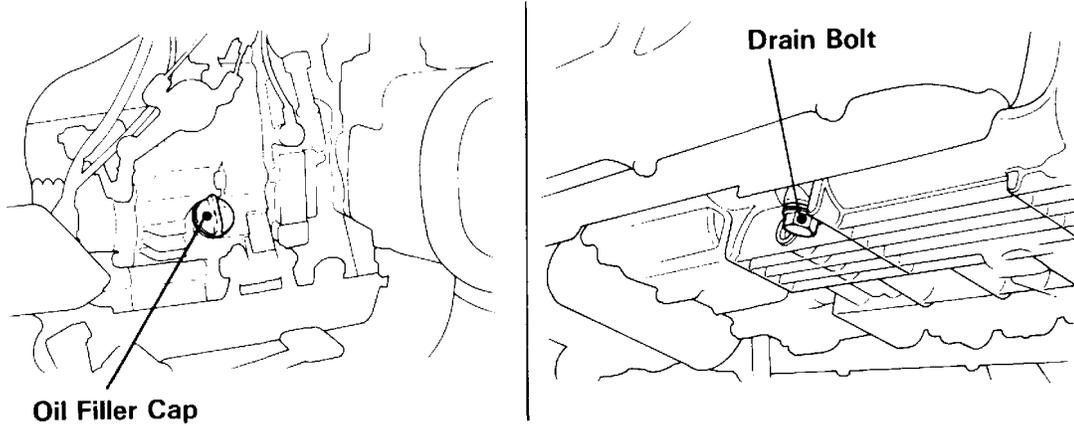
- ***Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.***

NOTE:

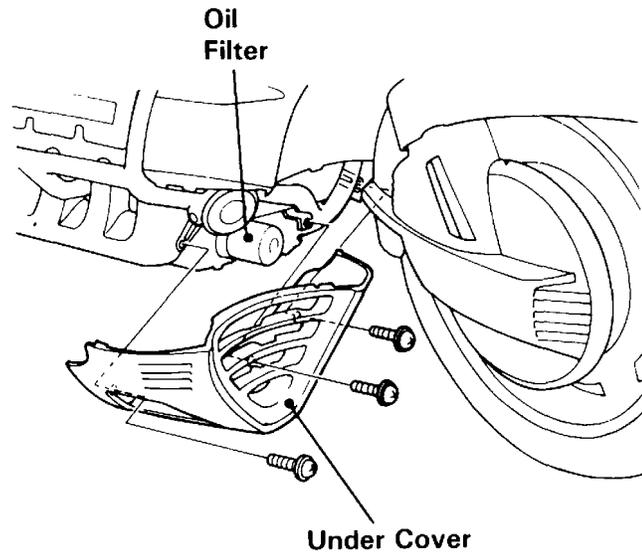
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.
- Change the engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure complete and rapid draining.

To drain the oil:

1. Remove the rear right side cover and the front right side cover (page 29), the oil filler cap and drain bolt.

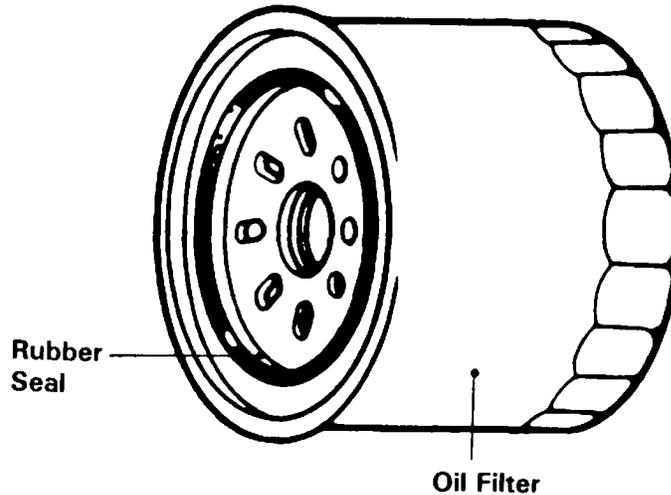


2. Remove the under cover and oil filter with a filter wrench. Discard the oil filter.



MAINTENANCE

3. Apply a thin coat of engine oil to the rubber seal of a new oil filter. Use the Honda oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.



4. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:
10 N·m (1.0 kg-m, 7 ft-lb)
Use only the Honda genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.

-
5. Check that the sealing washer on the drain plug is in good condition. Install the drain plug and tighten it to the specified torque:
40 N·m (4.0 kg-m, 29 ft-lb)
Replace the sealing washer every other time the oil is changed, or each time if necessary.
 6. Fill the crankcase with approximately 3.7 liters (3.3 lpm qt, 3.9 US qt) of the recommended oil (page 30).
 7. Install the oil filler cap.
 8. Start the engine and let it idle for a few minutes.
 9. Stop the engine. Make sure the oil level is at the upper level mark on the dipstick (page 29) and there are no oil leaks.

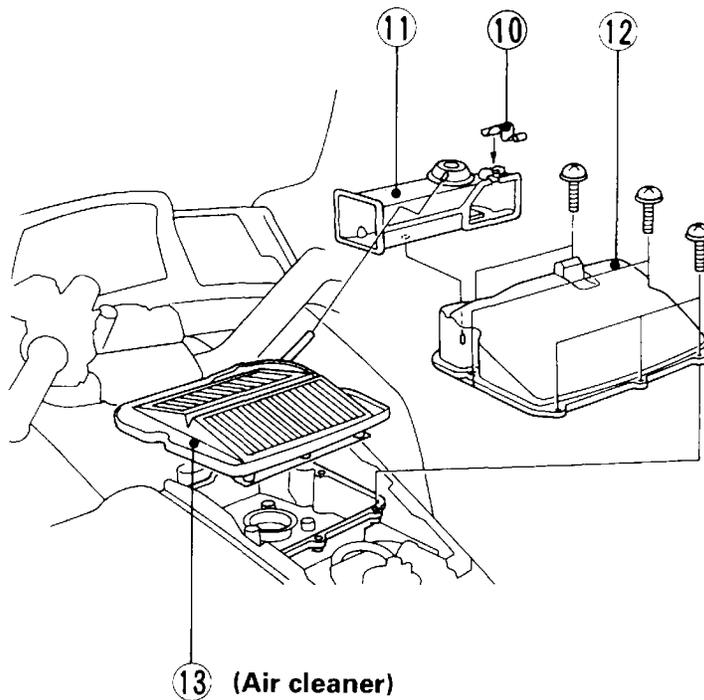
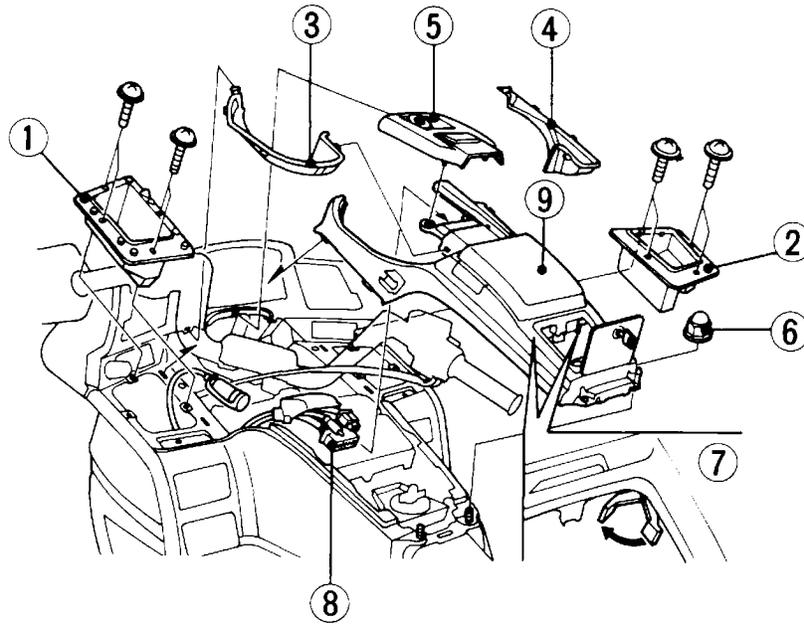
NOTE:

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

MAINTENANCE

AIR CLEANER

Refer to the Maintenance Precautions on page 108.
The numbers are shown in sequence of disassembly.



The air cleaner should be serviced at regular intervals (page 102, 104). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the seat (page 53).
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.
4. Install a new air cleaner. Use the Honda genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.
5. Install removed parts in the reverse order of removal.

NOTE:

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

MAINTENANCE

SPARK PLUGS

Refer to the Maintenance Precautions on page 108.

Recommended plugs:

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

For E type DPR6EA-9 (NGK), X20EPR-U9 (NIPPONDENSO)

For cold climate: (Below 5°C, 41°F)

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

For extended high speed riding:

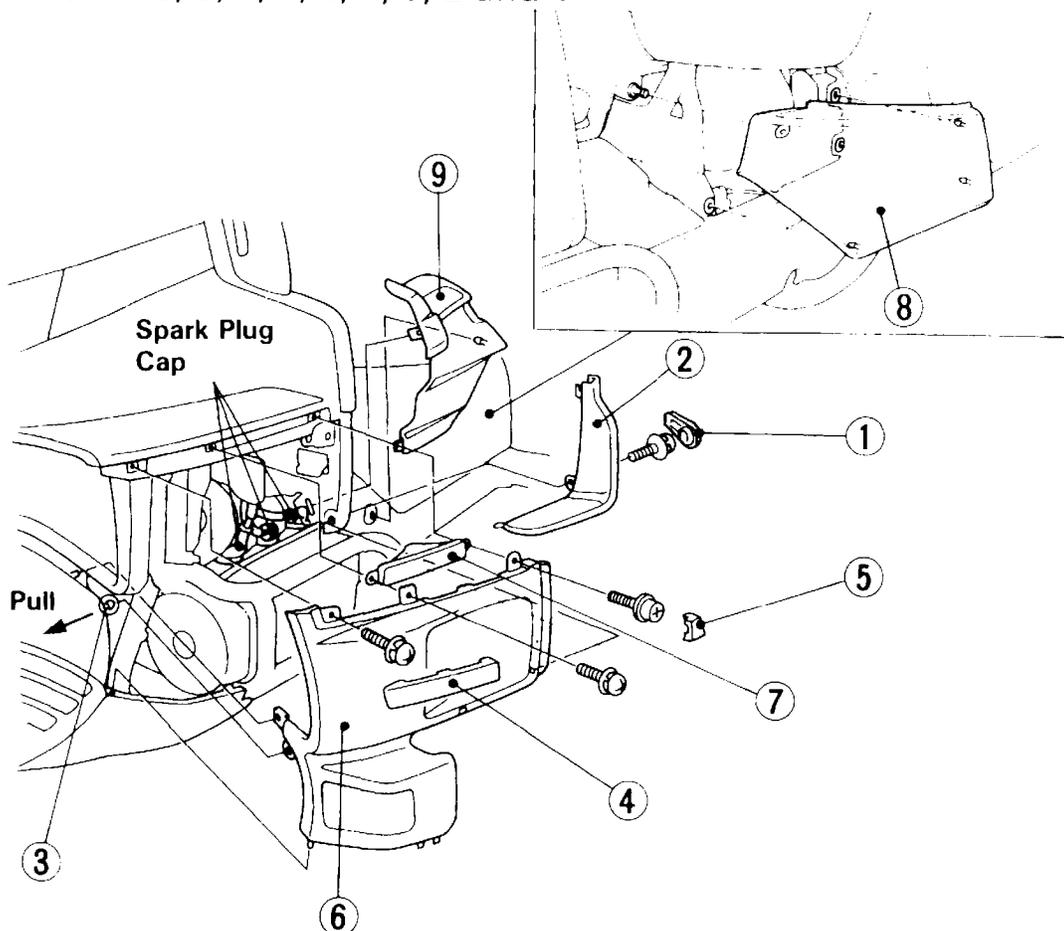
DPR8EA-9 (NGK), X24EPR-U9 (NIPPONDENSO)

For E type DPR7EA-9 (NGK), X22EPR-U9 (NIPPONDENSO)

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

Installation note:

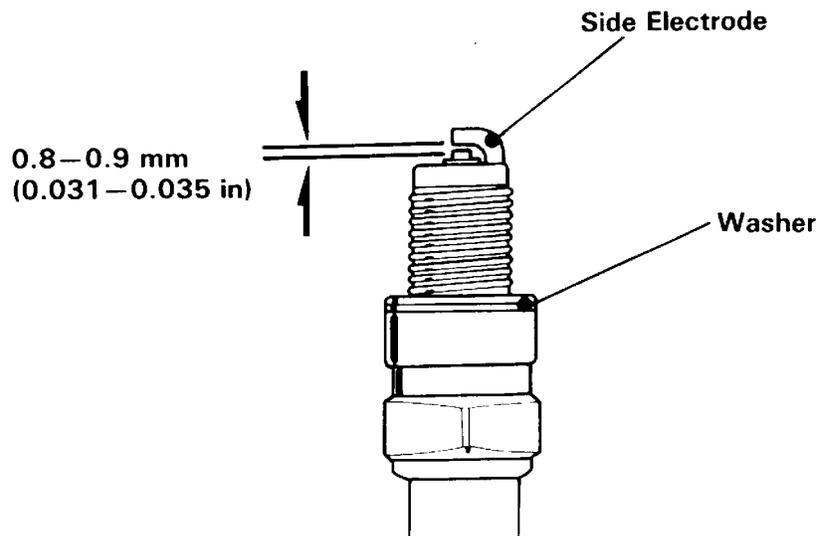
When installing, the sequence should be the reverse order of removal: 9, 8, 7, 6, 5, 4, 3, 2 and 1



2. Disconnect the spark plug caps.
3. Clean any dirt from around the spark plug bases.
4. Remove and discard the spark plugs.
5. Make sure the new spark plug gap is 0.8–0.9 mm (0.031–0.035 in) using the 0.8 mm feeler gauge provided in the tool kit or a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully.
6. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
7. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
8. Reinstall the spark plug caps.

CAUTION:

- ***The spark plugs 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.***
- ***When installing body parts, do not pinch any cables or wires.***



MAINTENANCE

IDLE SPEED

Refer to the Maintenance Precautions on page 108.

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

NOTE:

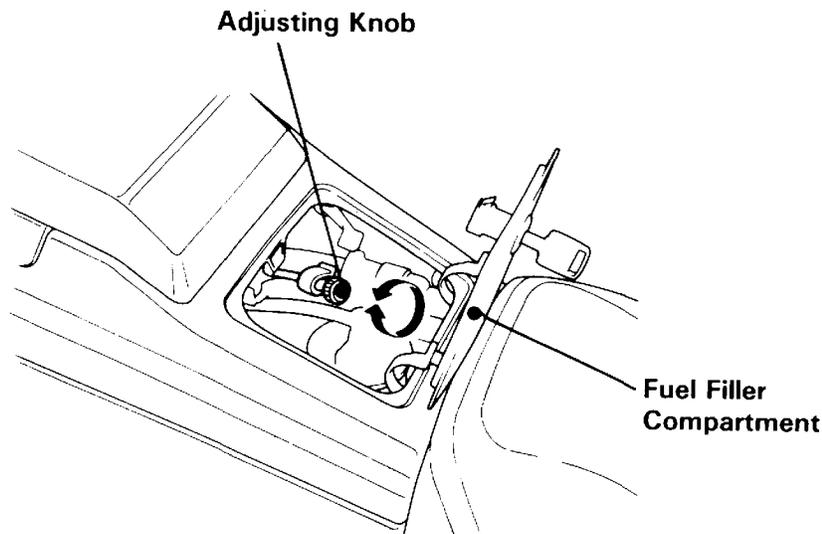
- Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Open the fuel filler compartment.
3. Adjust idle speed with the adjusting knob.

Idle Speed (In neutral):

800±80 rpm

800±50 rpm <SW Type>



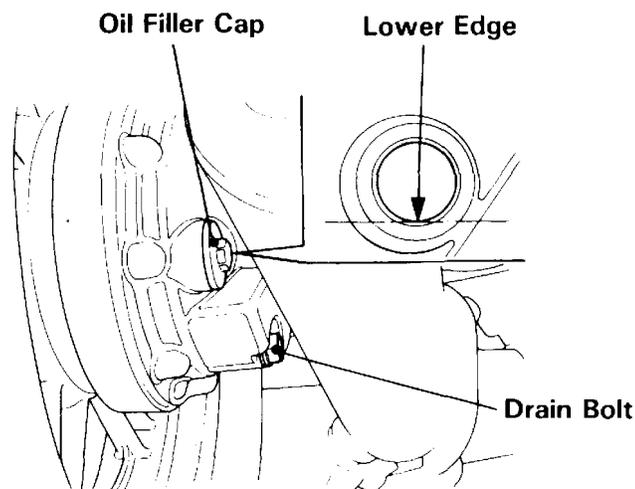
FINAL DRIVE OIL

Refer to the Maintenance Precautions on page 108.
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 approximately 170 cm³ (5.7 US oz, 6.0 Imp oz) of the recommended oil. Make sure the final drive oil level is slightly lower than the lower edge of the inspection hole.
 4. Install the oil filler cap.

Recommended oil: HYPOID GEAR OIL SAE 80

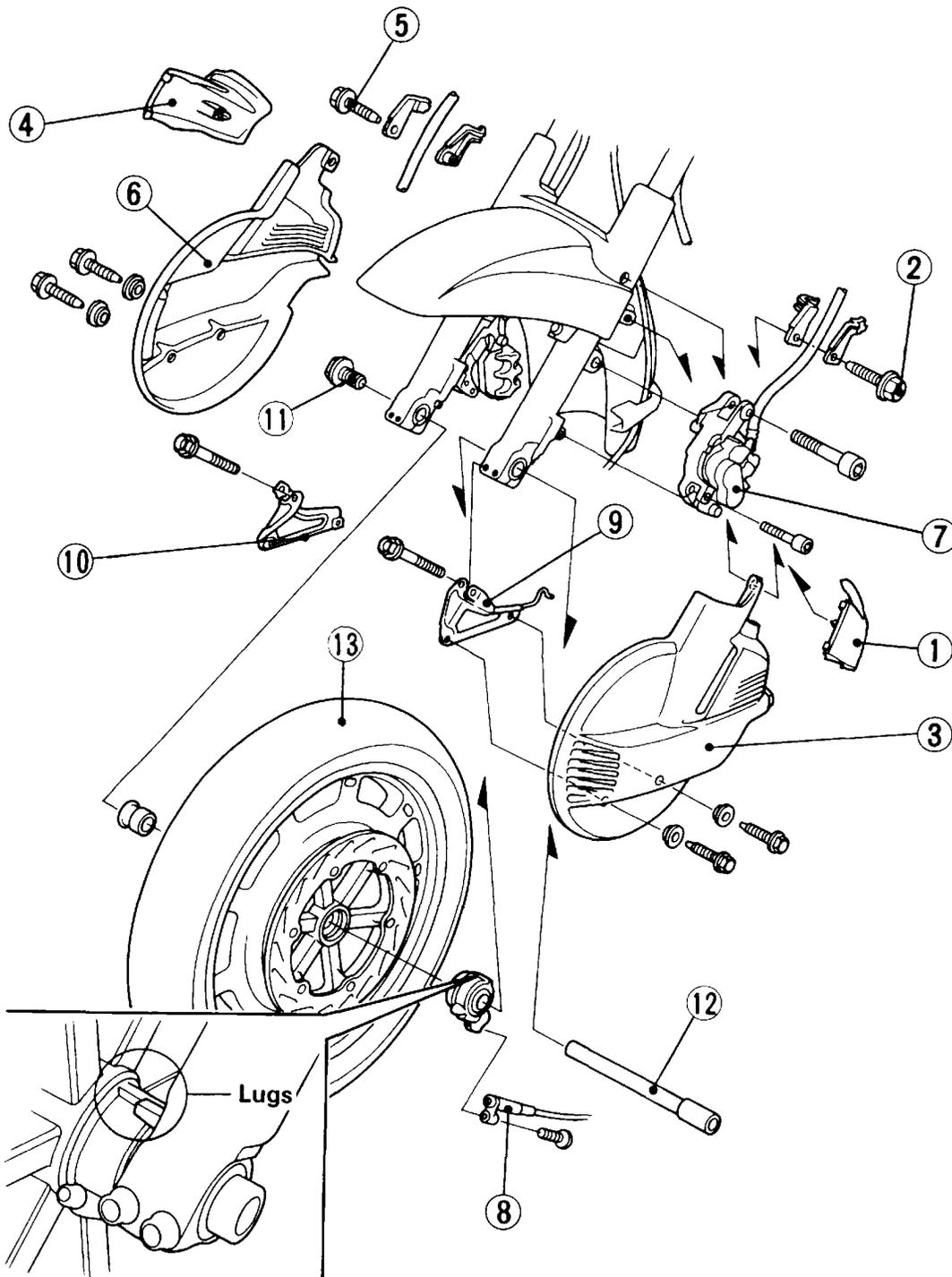


MAINTENANCE

FRONT WHEEL REMOVAL

Refer to the Maintenance Precautions on page 108.

For related torque specifications, see page 123. The numbers indicate the 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

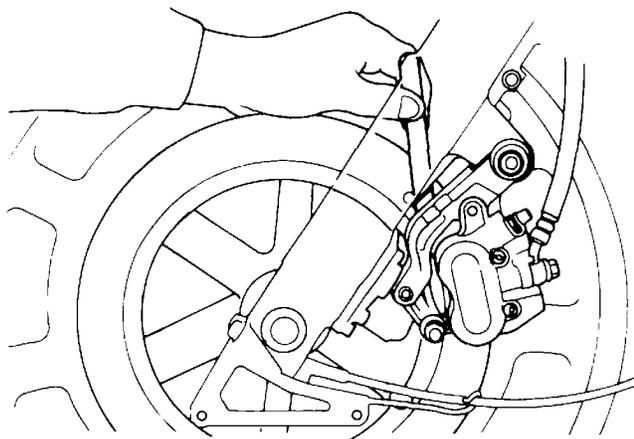
1. Reassemble removed parts in the reverse order of removal.

NOTE:

- When installing the wheel, position the speedometer gearbox 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 outside 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.



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, 17 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

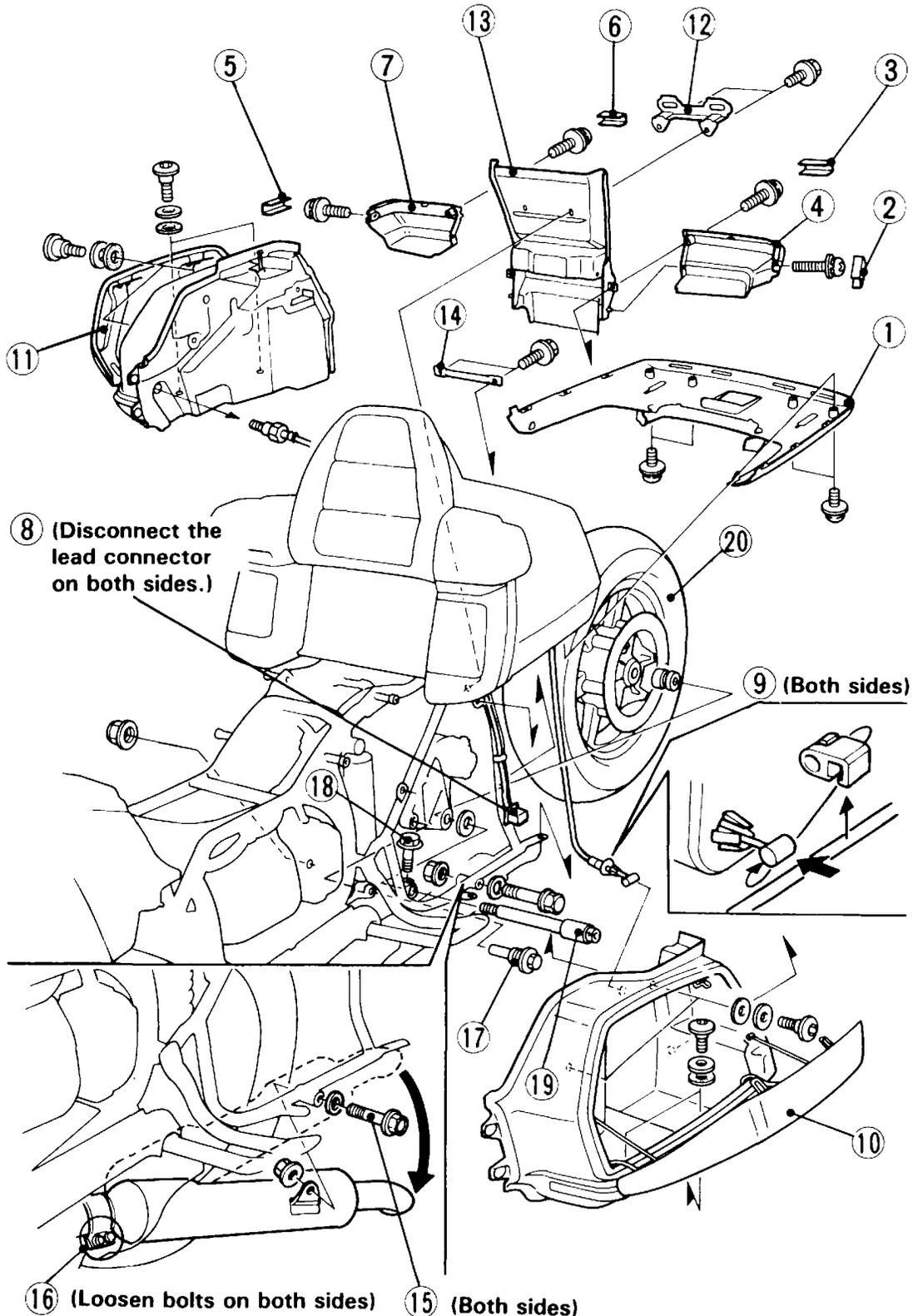
- *Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.*

MAINTENANCE

REAR WHEEL REMOVAL

Refer to the Maintenance precautions on page 108.

For related torque specifications, see page 126. The numbers indicate the 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.

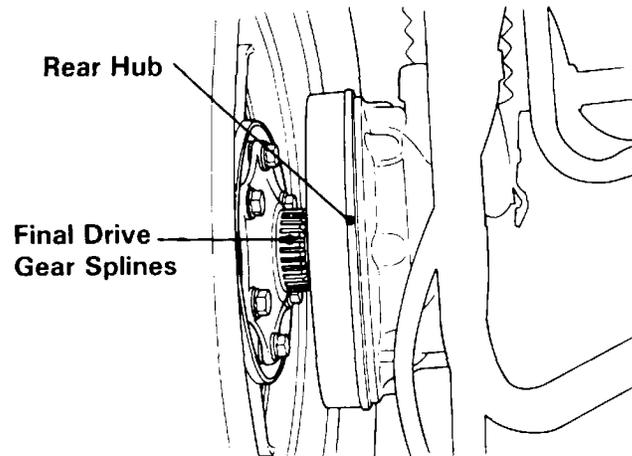
CAUTION:

- ***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, 23 ft-lb)

Shock absorber bolt, upper: 23 N·m (2.3 kg-m, 17 ft-lb)

Shock absorber bolt, lower right: 23 N·m (2.3 kg-m, 17 ft-lb)

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

BRAKE PAD WEAR

Refer to the Maintenance Precautions on page 108.

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

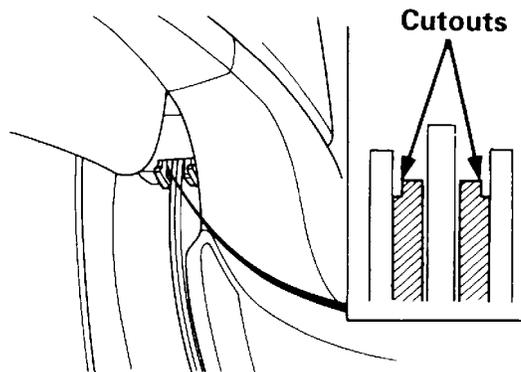
Inspect the pads at each regular maintenance interval (page 103, 105).

Front/Rear Brake

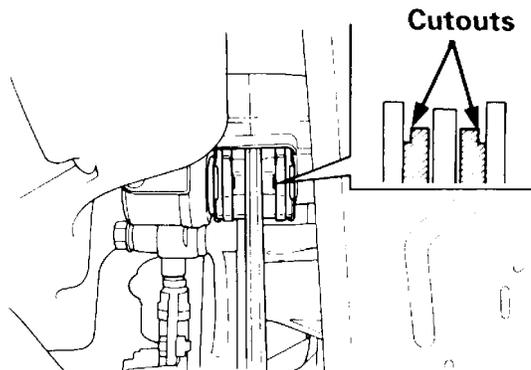
Check the cutout (1) in each pad.

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

<FRONT BRAKE>



<REAR BRAKE>



MAINTENANCE

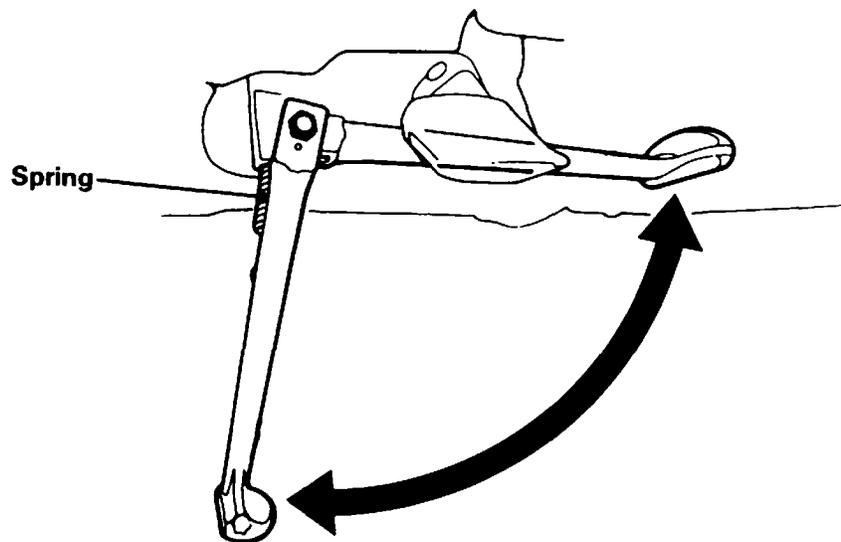
SIDE STAND

Refer to the Maintenance Precautions on page 108.

Perform the following maintenance in accordance with the maintenance schedule.

- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand 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 lever pulled in, shift the transmission into gear.
 3. Lower the side stand. The engine should stop as you put the side stand down.

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



BATTERY

Refer to the Maintenance Precautions on page 108.

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.

⚠ 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.***

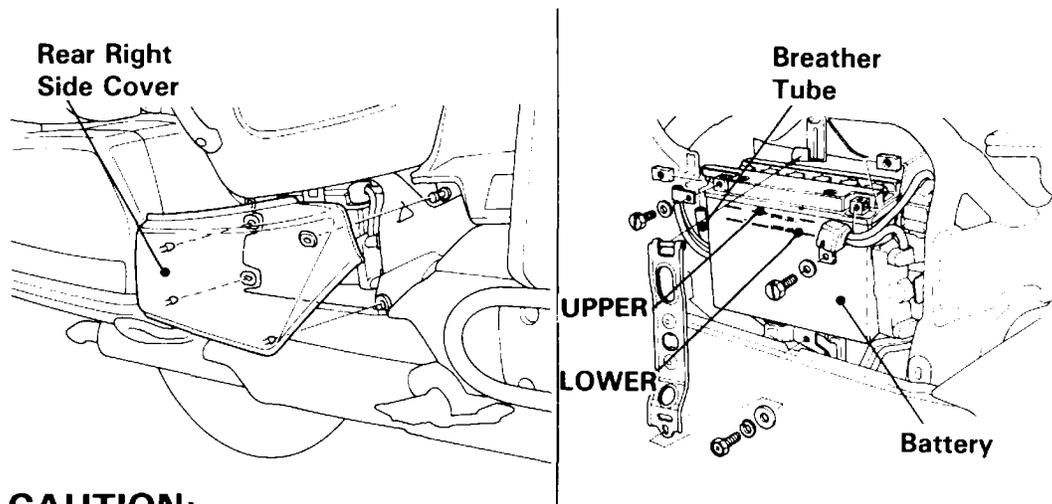
MAINTENANCE

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 the UPPER LEVEL mark, using a small syringe or plastic funnel.



CAUTION:

- ***Battery fluid is highly corrosive and can damage metal or painted surfaces. When checking battery fluid 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.***

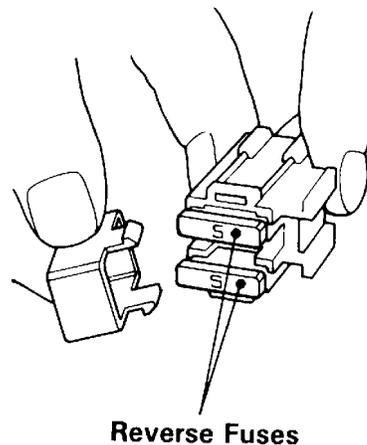
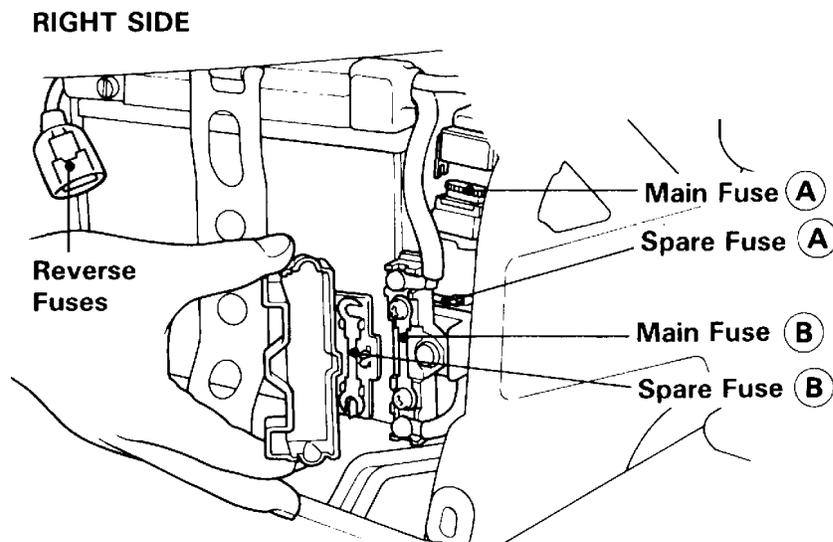
NOTE:

- Remove the battery from the motorcycle when it is to be stored for longer than two weeks.

FUSE REPLACEMENT

Refer to the Maintenance Precautions on page 108.

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, 5 A, are near the battery. Remove the rear right side cover (page 130) for access to fuses. The circuit fuse box is located near the fuel tank. Remove the rear left side cover (page 109) 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.



MAINTENANCE

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.

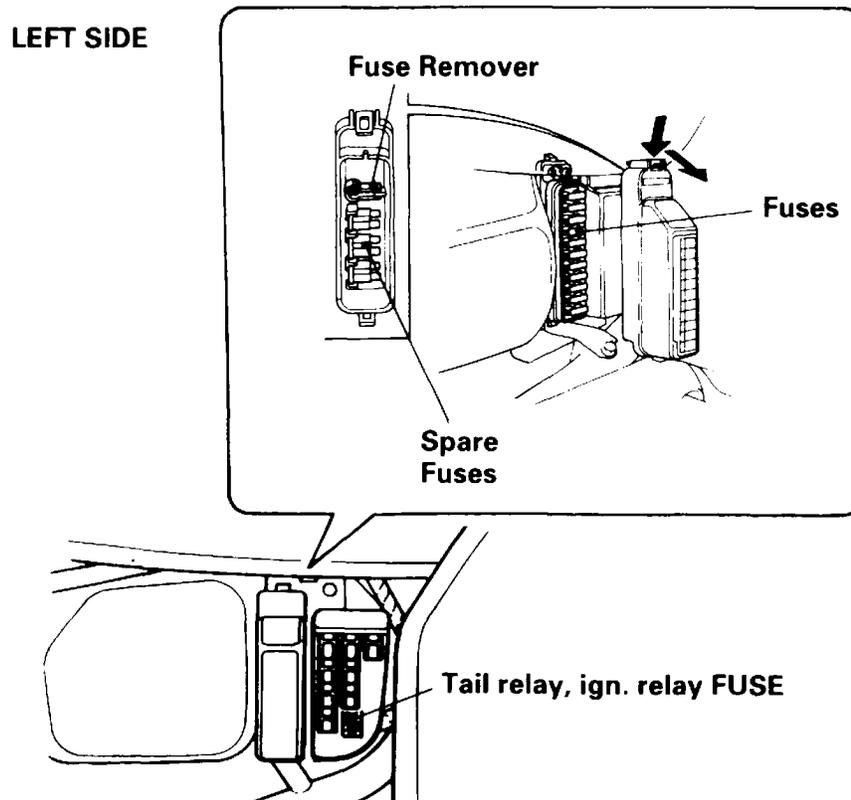
CAUTION:

- **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.

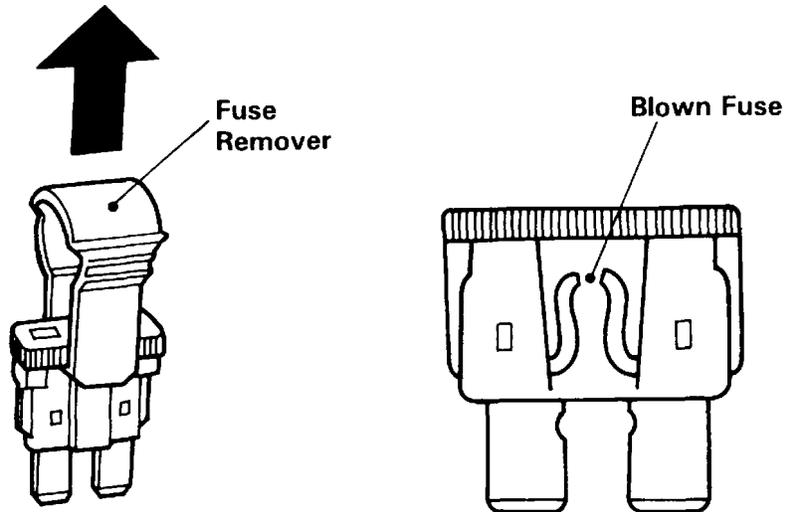
To replace the main fuse (B), loosen the screws. Tighten the screws securely after replacing the fuse.

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.



⚠ 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.***



CLEANING

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

CAUTION:

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

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

Brake Master Cylinders	Fairing Pockets or Accessories
Clutch Master Cylinder	Ignition Switch
Radiator Fins	Steering Lock
Wheel Hubs	Handlebar Switches
Muffler Outlets	Instrument Panel
Under Seat	Audio System

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 and screen garnish. They will damage the plastic.***

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

NOTE:

- Clean the fairing and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.

-
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.***

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.

CAUTION:

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

STORAGE GUIDE

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

STORAGE

1. Change the engine oil and filter.
2. 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 in the area where petrol is drained or stored and where the fuel tank is refueled.***
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.
 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 83). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,615 mm (103.0 in)
Overall width	955 mm (37.6 in)
Overall height	1,495 mm (58.9 in)
Wheelbase	1,690 mm (66.5 in)
Ground clearance	115 mm (4.5 in)

WEIGHT

Dry weight <i>(SE)</i>	372 kg (820 lbs) ... (except SI)
<i>(SE)</i>	370 kg (816 lbs) ... (SI)
<i>(ASP)</i>	370 kg (816 lbs)

CAPACITIES

Engine oil	
—After draining	3.5 ℓ (3.1 Imp qt, 3.7 US qt)
—After oil filter change	3.7 ℓ (3.3 Imp qt, 3.9 US qt)
—After disassembly	4.3 ℓ (3.8 Imp qt, 4.5 US qt)
Final drive gear oil	
—After draining	140 cm ³ (4.9 Imp oz, 4.7 US oz)
Fuel tank	23 ℓ (5.1 Imp gal, 6.1 US gal)
Cooling system capacity	4.1 ℓ (3.6 Imp qt, 4.3 US qt)
Passenger capacity	Operator and one passenger
Maximum weight <i>(SE)</i>	180 kg (397 lbs) (E, F, ED, FI, AR, SP)
capacity <i>(SE)</i>	175 kg (386 lbs) ... (SW)
<i>(SE)</i>	185 kg (408 lbs) ... (SI)
<i>(ASP)</i>	182 kg (401 lbs)

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 (NIPPONDENSO), DPR7EA-9 (NGK)
For E type:	X20EPR-U9 (NIPPONDENSO), DPR6EA-9 (NGK)
For cold climate (Below 5°C, 41°F)	X20EPR-U9 (NIPPONDENSO), DPR6EA-9 (NGK)
For extended high speed riding	X24EPR-U9 (NIPPONDENSO), DPR8EA-9 (NGK)
For E type:	X22EPR-U9 (NIPPONDENSO), DPR7EA-9 (NGK)

SPECIFICATIONS

Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
Idle speed	800 ± 80 rpm
<SW type only>	800 ± 50 rpm

CHASSIS AND SUSPENSION

Caster	30°
Trail	111 mm (4.4 in)
Tyre size, front	130/70-18 63H
Tyre size, rear	160/80-16 75H

POWER TRANSMISSION

Primary reduction	1.592
Secondary reduction	0.971
Gear ratio, 1st	2.666
2nd	1.722
3rd	1.272
4th	0.964
OD	0.758
Final reduction	2.833

ELECTRICAL

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

LIGHTS

Headlight	12V—60/55W (except SI) 12V—45/45W (SI)
Tail/brake light	12V—5/21W (except SI) 12V—7/27W (SI)
Turn signal light	12V—21W (except SI) 12V—23W (SI)

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.