



HONDA MOTOR CO., LTD.

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PRINTED IN JAPAN

HONDA

OWNER'S MANUAL

86
VFR750F
750 INTERCEPTOR



IMPORTANT NOTICE

• OPERATOR AND PASSENGER

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

• ON-ROAD USE

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

• 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 loss of life if instructions are not followed.

CAUTION:

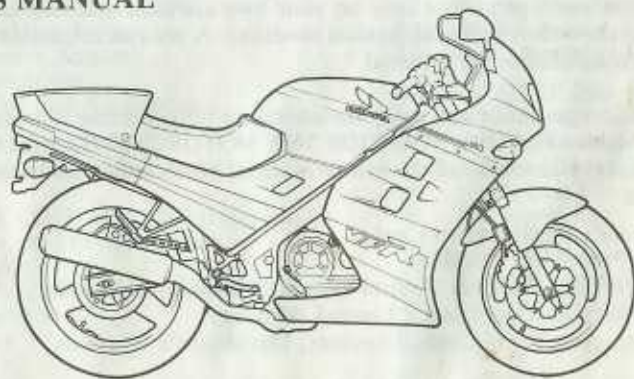
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

HONDA VFR750F 750 INTERCEPTOR OWNER'S MANUAL

1986



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WELCOME

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the motorcycle, but also the motorcycle's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE. Also, for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

- * Honda Owner's Identification Card
- * Set-up and Predelivery Checklist
- * Honda Motorcycle Emission Control System, Distributor's Warranty
- * Honda Motorcycle, Distributor's Limited Warranty
- * Honda Motorcycle Noise Control Systems, Distributor's Warranty

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

Pleasant riding, and thank you for choosing a Honda!

OPERATION

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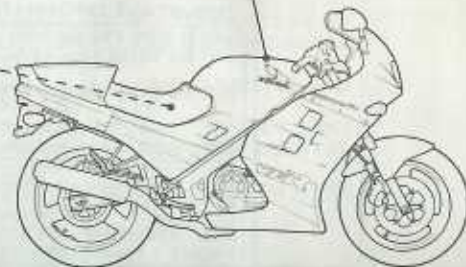
MOTORCYCLE SAFETY

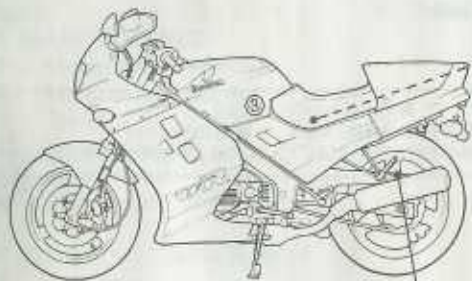
Read these WARNING LABELS before you ride!

REMEMBER ■ PRESERVE NATURE
■ ALWAYS WEAR A HELMET ■ RIDE SAFELY
■ READ OWNER'S MANUAL CAREFULLY BEFORE RIDING

WARNING: ACCESSORIES AND LOADING

- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNING CONTAINED IN THE OWNER'S MANUAL AND THE INSTRUCTIONS IN THE ACCESSORY HANDBOOK BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE VEHICLE CAPACITY LOAD HAS BEEN EXCEEDED.
- THE CARGO LOAD MUST NOT EXCEED 27 KG (60 LBS) UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENDED.



**RADIATOR CAUTION**

- DO NOT REMOVE RADIATOR CAP WHEN ENGINE IS HOT ONLY REMOVE CAP WHEN DRAINING COOLANT.
- CHECK THE COOLING SYSTEM FREQUENTLY BY OBSERVING LEVEL IN THE RESERVE TANK. ADD NECESSARY COOLANT AT RESERVE TANK FILLER OPENING.
- USE A 50/50 SOLUTION OF ANTI-FREEZE AND WATER. USE ONLY ANTI-FREEZE OR SUMMER COOLANT RECOMMENDED FOR USE IN ALUMINUM ENGINES.
- USE SOFT WATER (HARD WATER OR SALT WATER IS HARMFUL TO ALUMINUM).
- REFER TO OWNER'S MANUAL FOR COMPLETE INFORMATION.

IMPORTANT INFORMATION**COLD TIRE PRESSURES:**

[UP TO VEHICLE CAPACITY LOAD]	FRONT 250 kPa, 2.50 kg/cm ² , 32 psi	REAR 290 kPa, 2.90 kg/cm ² , 42 psi
[UP TO 90 kg (200 lbs.) LOAD]	FRONT 250 kPa, 2.50 kg/cm ² , 32 psi	REAR 290 kPa, 2.90 kg/cm ² , 42 psi

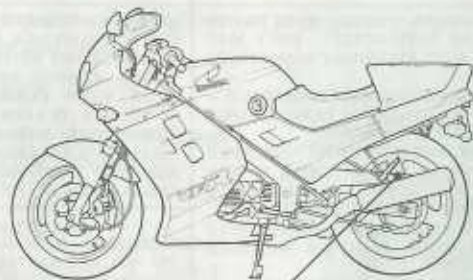
VEHICLE CAPACITY LOAD 166 kg (366 lbs.)

TIRE SIZE: FRONT 110/90 V16 REAR 130/80 V18

TIRE BRAND	FRONT	REAR
BRIDGESTONE	G539	G540
DUNLOP	K155F	K155
MIN. RECOMMEND CENTER TREAD DEPTH		
FRONT 1.5 mm (0.06 in.)	REAR 2.0 mm (0.08 in.)	

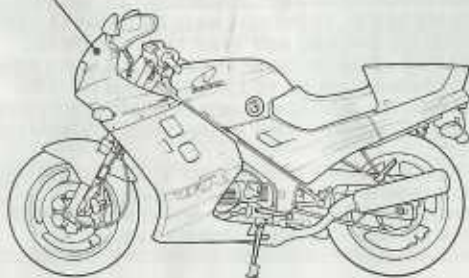
Read Owner's manual

THIS MOTORCYCLE
EQUIPPED WITH
TUBELESS TIRES

**DRIVE CHAIN CAUTION**

- THIS CHAIN CONTAINS RUBBER SEALS. DO NOT STEAM CLEAN OR USE SOLVENTS. REDUCED CHAIN LIFE MAY OCCUR IF MAINTENANCE INSTRUCTIONS ARE NOT STRICTLY FOLLOWED.
- CHAIN SLACK SHOULD BE 15–25 mm (5/8–1 IN) WHEN ADJUSTED AND NEVER BE ALLOWED TO EXCEED 40 mm (1-5/8 IN).
- LUBRICATE WHENEVER CHAIN APPEARS DRY. INSPECT AND LUBRICATE EVERY 1,000 km (600 MILES). USE SAE 80 OR 90 GEAR OIL ONLY.
- REPLACE CHAIN WHEN RED ZONE ON LABEL REACHES INDEX MARK WITH CHAIN SLACK SET TO 15–25 mm (5/8–1 IN).
- REPLACEMENT CHAIN: D.I.D 50VA-1 OR RK50HFG
- READ OWNER'S MANUAL CAREFULLY.

WARNING	WINDSHIELD CLEANING
<ul style="list-style-type: none"> • DO NOT STORE ARTICLES BETWEEN FAIRING AND MOTORCYCLE. THEY MAY INTERFERE WITH STEERING CAUSING LOSS OF CONTROL. • ACCESSORIES AND CARGO CAN REDUCE A MOTORCYCLE'S STABILITY, PERFORMANCE AND SAFE OPERATING SPEED. • NEVER RIDE AN ACCESSORY EQUIPPED MOTORCYCLE AT SPEEDS ABOVE 80 MPH (130 KM/H). THIS 80 MPH (130 KM/H) LIMIT MAY BE REDUCED BY IMPROPER LOADING, WORN TIRES AND OVERALL MOTORCYCLE CONDITION, POOR ROAD OR WEATHER CONDITIONS, ETC. • READ LOADING AND ACCESSORIES AND TIRES SECTION IN OWNERS MANUAL. 	CLEAN WINDSHIELD WITH SOFT CLOTH OR SPONGE AND PLENTY OF WATER, DRY WITH SOFT CLEAN CLOTH. REMOVE MINOR SCRATCHES WITH COMMERCIALY AVAILABLE PLASTIC POLISHING COMPOUND. REPLACE WINDSHIELD IF SCRATCHES CANNOT BE REMOVED AND THEY OBSTRUCT CLEAR VISION.
	<p style="text-align: center;">CAUTION</p> DO NOT LET BATTERY FLUID OR OTHER ACID CHEMICALS GET ON WINDSHIELD. THEY WILL DAMAGE THE PLASTIC.



WARNING

* *Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride.*

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 37) before you ride the motorcycle. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
 - Wear bright or reflective clothing.
 - Don't ride in another motorist's "blind spot."
4. Obey all federal, state, and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles as well as boots, gloves, and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, drive chain or wheels.

MODIFICATIONS

WARNING

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

LOADING AND ACCESSORIES

WARNING

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

Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed 366 lbs (166 kg), the vehicle capacity load. Cargo weight alone should not exceed 60 lbs (27 kg).

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 farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (pages 2, 29—30), front suspension (page 17) and rear suspension (page 18) 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, front forks, or fender. Unstable handling or slow steering response may result.

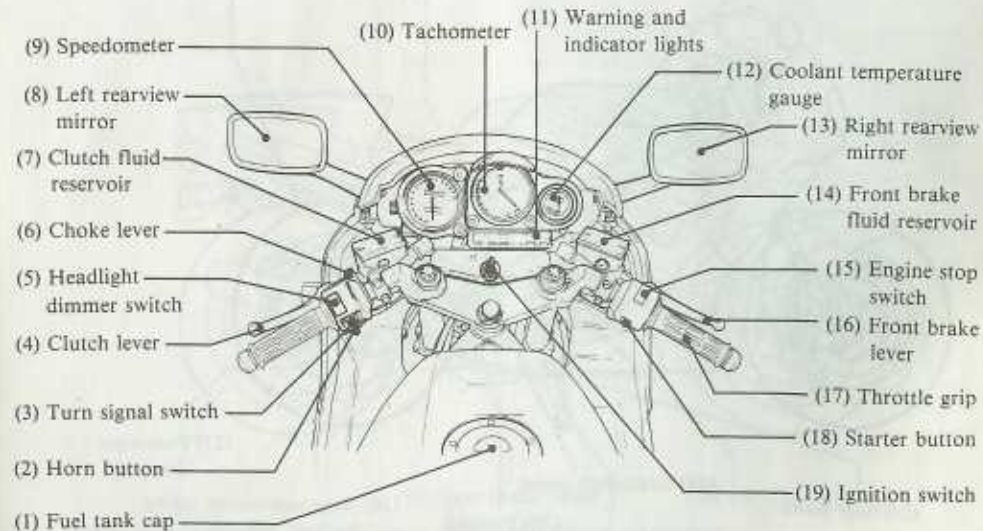
Accessories

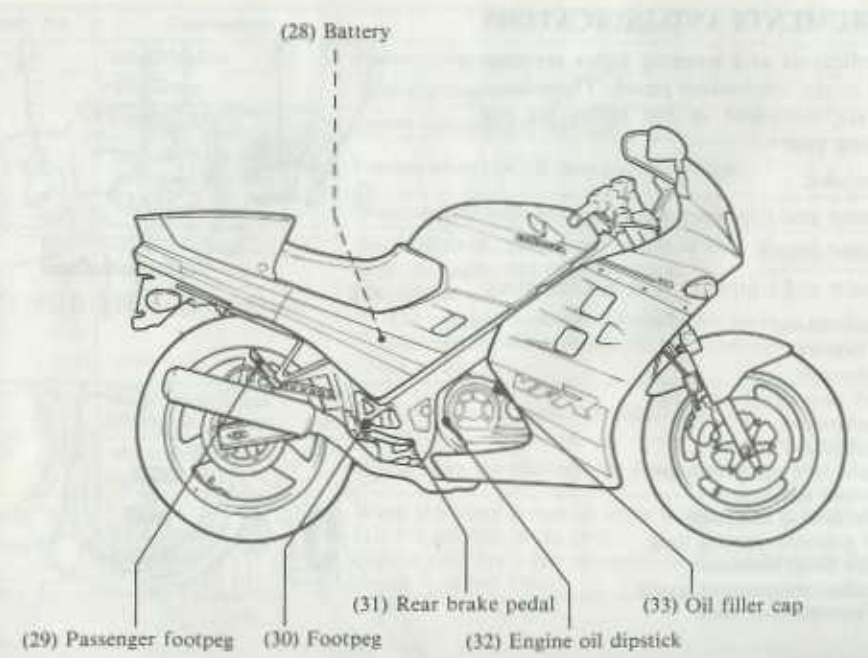
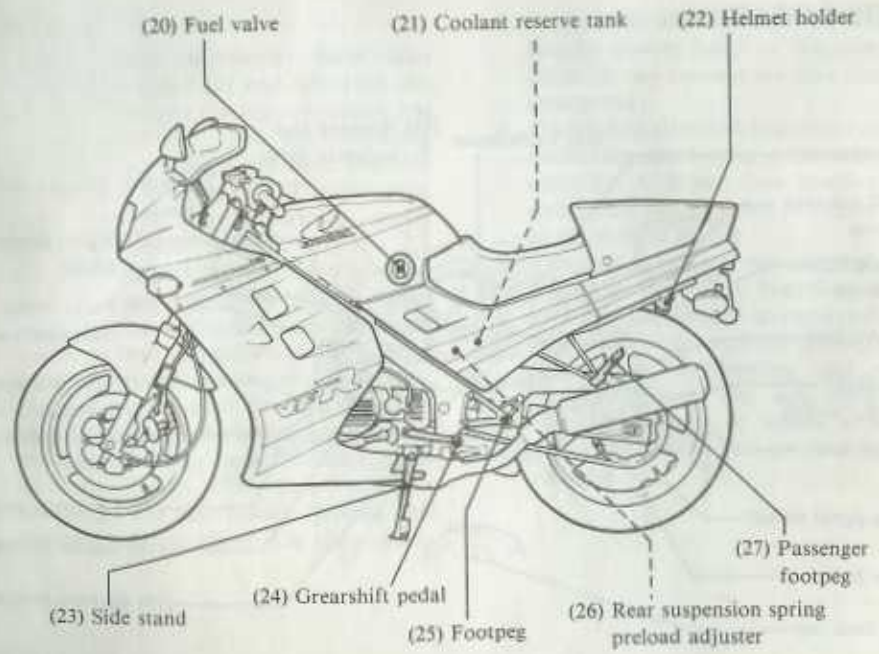
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.

3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

PARTS LOCATION





INSTRUMENTS AND INDICATORS

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

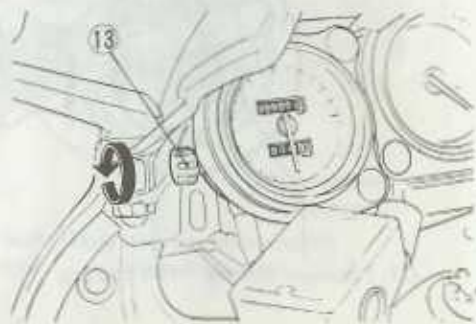
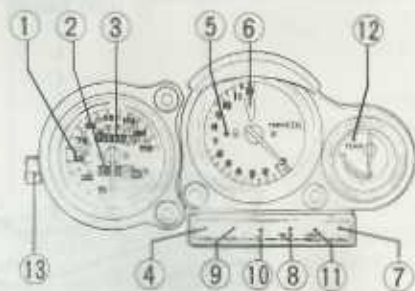
USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.

- (1) Speedometer
- (2) Tripmeter
- (3) Odometer
- (4) Left turn signal indicator
- (5) Tachometer
- (6) Tachometer red zone
- (7) Right turn signal indicator
- (8) Neutral indicator
- (9) Fuel reserve indicator
- (10) Oil pressure warning light
- (11) High beam indicator
- (12) Coolant temperature gauge
- (13) Tripmeter reset knob



Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Tripmeter	Shows mileage per trip.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
5	Tachometer	Shows engine rpm.
6	Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. CAUTION: * <i>The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.</i>
7	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
8	Neutral indicator (green)	Lights when the transmission is in neutral.
9	Fuel reserve indicator	When this lamp comes on while riding, there is about 4 liters (1.1 US gal) left in the tank. Should light for a few seconds and go out when the ignition switch is turned ON.

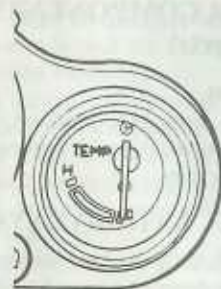
Ref. No.	Description	Function
10	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when engine is warm. CAUTION: * <i>Running the engine with insufficient oil pressure will cause serious engine damage.</i>
11	High beam indicator (blue)	Lights when the headlight is on high beam.
12	Coolant temperature gauge	Shows coolant temperature (see page 15).
13	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 23 — 24 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

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



MAJOR COMPONENTS (Information you need to operate this motorcycle)

CAUTION:

* *Make sure you perform the Pre-ride Inspection (Page 37) before you ride this motorcycle.*

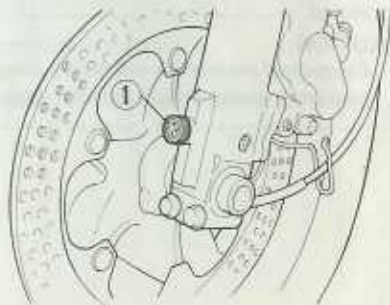
T.R.A.C. ANTI-DIVE SYSTEM

The T.R.A.C. system reduces nose-dive during braking and may be adjusted to the rider's choice, independent of load or the rider's weight. The adjuster (1) is located on the left front fork and can be set to any one of four positions.

WARNING

* *Do not position the adjuster between the numbered adjustment points.*

Adjuster position	T.R.A.C. damper force
1	Light anti-dive
2	Medium
3	Hard
4	Maximum anti-dive

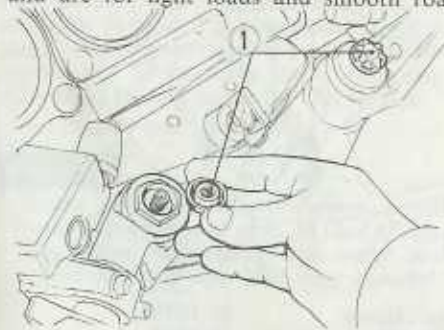


(1) Adjuster

SUSPENSION

Front Suspension

The front suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure within the fork tubes. The recommended pressure under normal riding conditions is 0–6 psi (0–40 kPa, 0–0.4 kg/cm²). Low air pressure settings provide a softer ride and are for light loads and smooth road



(1) Valve cap

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

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

1. Raise the front wheel off the ground by using a jack under the engine. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve cap (1).
3. Check the air pressure using a pressure gauge.

NOTE:

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

4. Add air to the recommended pressure.

CAUTION:

* *Do not exceed 42 psi (300 kPa, 3.0 kg/cm²) or the air pressure gauge may be damaged.*

NOTE:

* *Do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.*

Rear Suspension

The rear suspension can provide the desired ride under various rider/passenger weight and riding conditions through adjustments of the spring preload with the adjuster (4) behind the left side cover (1).

Spring preload adjustment:

Remove the left side cover (1) by removing the cover bolt (2), pulling out the cover



(1) Left side cover
(2) Cover bolt
(3) Cover front tabs

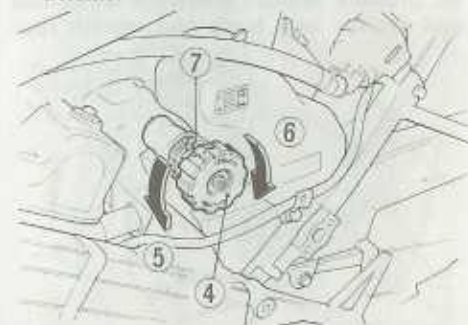
front tabs (3) and sliding the cover forward (A).

To reduce preload — turn the adjust knob in a counterclockwise direction (5) **LOW** from the standard (STD) position.

To increase preload — turn the adjust knob in a clockwise direction (6) to **HIGH**.

NOTE:

- * Do not leave the mark (7) between detents.



(4) Adjuster
(5) LOW
(6) HIGH
(7) Mark

BRAKES

Both front and rear brakes are hydraulic disc types.

As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 74), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Front Brake Fluid Level:

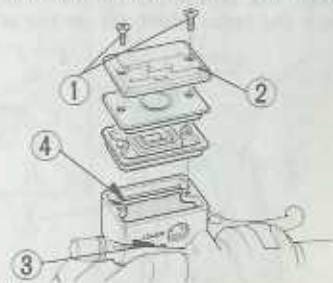
WARNING

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

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

CAUTION:

- * When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.



(FRONT)
(1) Screws
(2) Reservoir cover
(3) Lower level mark
(4) Upper level mark

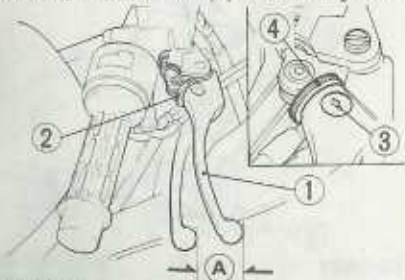
- * Use only DOT 4 brake fluid from a sealed container.
- * Handle brake fluid with care because it can damage paint and instrument lenses.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

Front brake lever adjuster:

The distance A between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster (2).

CAUTION:

- * Align the arrow (3) on the brake lever with the index mark (4) on the adjuster.



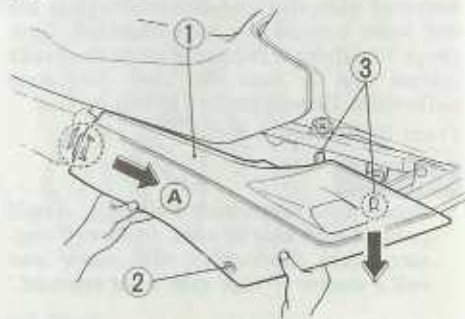
- (1) Brake lever
(2) Adjuster
(3) Arrow
(4) Index mark

Rear Brake Fluid Level:

WARNING

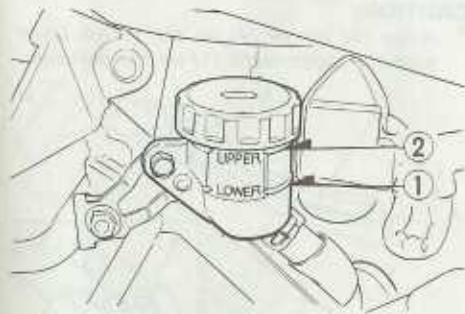
- * Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.

Remove the right side cover (1) by removing the cover bolt (2), pulling out the cover front tabs (3) and sliding the cover forward (A).



- (1) Right side cover
(2) Cover bolt
(3) Cover front tabs

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark (1). Remove the reservoir cap, washer and diaphragm. Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container, up to the upper level mark (2). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.



- (1) Lower level mark
(2) Upper level mark

CAUTION:

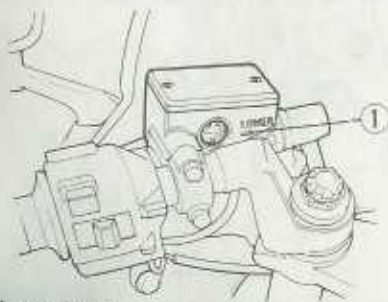
- * Use only DOT 4 brake fluid from a sealed container.
- * Handle brake fluid with care because it can damage paint and electrical wires.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

Other Checks:

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

CLUTCH

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



(1) Lower level

Fluid level:

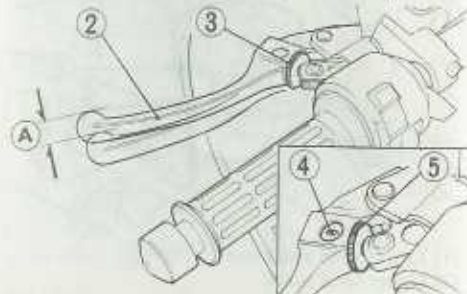
Check that the fluid level is above the lower level mark (1). If the fluid level is near the lower level line, it indicates fluid leakage. See your authorized Honda dealer.

Clutch lever adjustment:

The distance A between the tip of the clutch lever (2) and the grip can be adjusted by turning the adjuster (3).

CAUTION:

* Align the arrow (4) on the clutch lever with the index mark (5) on the adjuster.



(2) Clutch lever
(3) Adjuster

(4) Arrow
(5) Index mark

Other Checks:

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

COOLANT

Coolant Recommendation

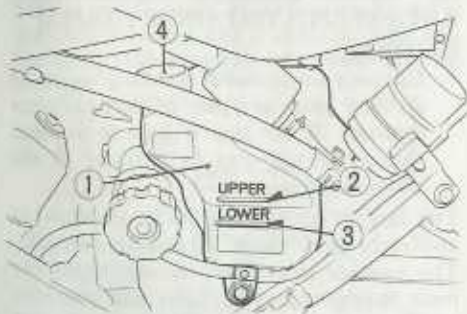
The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

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 decreased 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.



(1) Reserve tank (2) UPPER level mark
(3) LOWER level mark (4) Reserve tank cap

Inspection

The reserve tank is behind the right side cover.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature. If the coolant level is low, remove the reserve tank cap (4) and add coolant mixture until it reaches the UPPER level mark. Do not remove the radiator cap.

WARNING

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

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

FUEL

Manual Fuel Valve

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

Automatic Fuel ON-OFF

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

Reserve Fuel

When the main fuel supply is gone, turn the fuel valve to RES. The reserve fuel supply is 4.0ℓ (1.0 US gal). Refill the tank as soon as possible after switching to RES, then switch the valve back to ON.

WARNING

- * Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.
- * Be careful not to touch any hot engine parts while operating the fuel valve.

NOTE:

- * Do not operate the motorcycle with the fuel valve in the RES position after refueling. You may run out of fuel with no reserve.



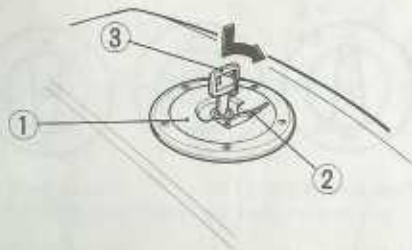
(1) Fuel valve

Fuel Tank

Fuel tank capacity is 20 l (5.3 US gal) including 4.0 l (1.0 US gal) in the reserve supply.

To open the fuel tank cap (1), open the tank cap cover (2) insert the ignition key (3) and turn it clockwise. The cap is hinged and will lift up.

Automotive gasoline with a pump octance number ($\frac{R+M}{2}$) of 86 or higher, or a research octane number of 91 or higher may be used.



(1) Fuel tank cap

(2) Ignition key

If "knocking" or "pinging" occurs, try a different brand of gasoline or higher octane grade.

CAUTION:

- * *Should knocking or pinging persist while holding a steady speed on a level road, try changing brands of gasoline. If knocking or pinging still persists, consult your Honda dealer.*

To close the fuel tank cap, press the cap into the filler neck until it snaps closed; the fuel tank cap locks automatically. Remove the key and close the tank cap cover.

WARNING

- * *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or stored.*
- * *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the tank cap is closed securely.*

Gasolines Containing Alcohol

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

NOTE:

- * Fuel system damage or vehicle performance problems resulting from the use of such fuels is not covered under new Motorcycle Warranties. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

- * Before purchasing fuel from an unfamiliar station, try to confirm whether the fuel contains alcohol, and to what percentage. If you notice any undesirable operating symptoms after using a gasoline that contains alcohol; or one that you think contains alcohol, switch to a higher octane gasoline as recommended.

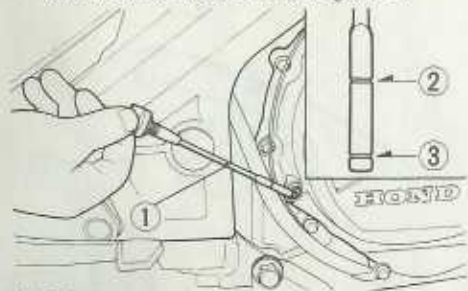
ENGINE OIL

Engine Oil Level Check

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

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

1. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.

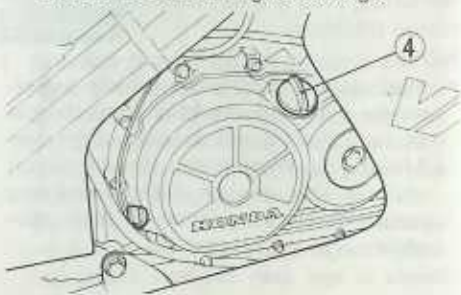


(1) Dipstick
(2) Upper level mark
(3) Lower level mark

3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) level marks on the dipstick.
4. If required, remove the filler cap (4), add the specified oil (page 57) up to the upper level mark. Do not overfill.
5. Reinstall the filler cap. Check for oil leaks.

CAUTION:

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



(4) Filler cap

TUBELESS TIRES

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

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressure frequently and adjust if necessary (page 2).

NOTE:

- * Tire pressure should be checked when the tires are "cold," before you ride.
- * Tubeless tires 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 tire is not fully inflated.

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

WARNING

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

Replace tires before tread depth at the center of the tire reaches the limit as shown on the tire information label (page 2).

Tire Repair/Replacement:

See your authorized Honda Dealer

WARNING

- * The use of tires other than those listed on the tire information label may adversely affect handling.
- * Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation.
- * Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation.
- * Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.

- * Do not exceed 50 mph for the first 24 hours after tire repair, or repair failure and tire deflation may result. Never use a repaired tire at speeds over 80 mph.
- * Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.

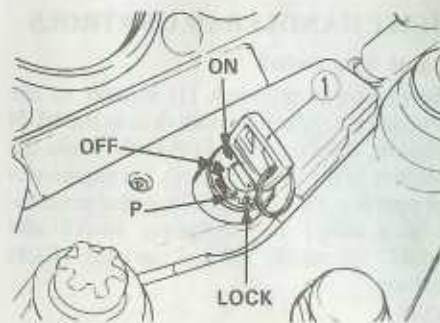
CAUTION:

- * Do not try to remove tubeless tires 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 (1) is below the indicator panel.



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
P (parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

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

NOTE:

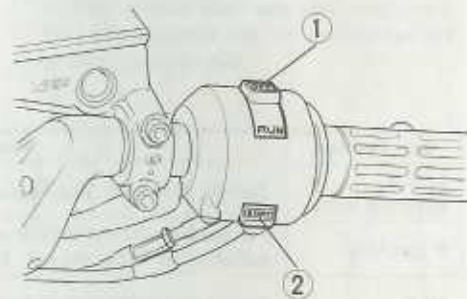
* If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will still be on, resulting in battery discharge.

Starter Button

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed the starter motor will crank the engine, and the headlight will automatically go out, but the taillight will stay on.

See pages 38—39 for "Starting Procedure."



(1) Engine stop switch
(2) Starter button

LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

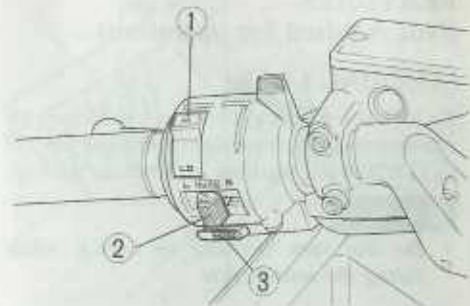
Select HI for high beam, LO for low beam.

Turn Signal Switch (2)

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

Horn Button (3)

Press the button to sound the horn.



(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

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 (1) to LOCK while pushing in. Remove the key.

WARNING

* Do not turn the key to LOCK while riding the motorcycle.



(1) Ignition key

(A) Push in

(B) Turn to LOCK

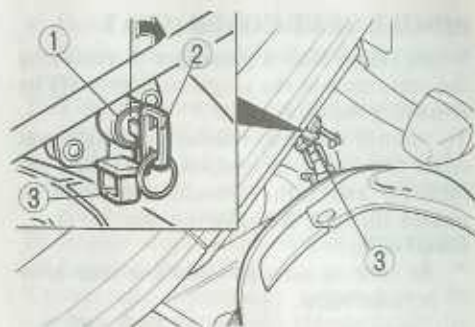
HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it clockwise to unlock.

Hang your helmet on the holder pin (3) and turn the key counterclockwise. Remove the key.

WARNING

* The helmet holder is designed for use while the motorcycle is parked. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.



(1) Helmet holder

(2) Ignition key

(3) Holder pin

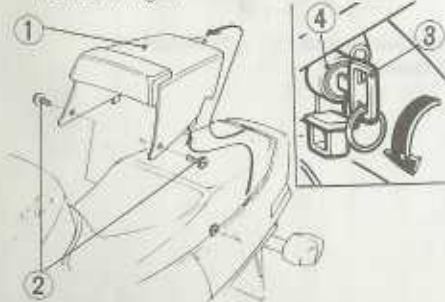
SINGLE SEAT COVER/SEAT

When riding with a passenger or removing the seat, remove the single seat cover (1) by removing the screws (2).

To remove the seat, remove the single seat cover and insert the ignition key (3) into the lock (4) and turn it counterclockwise to unlock the seat. Remove the seat.

CAUTION:

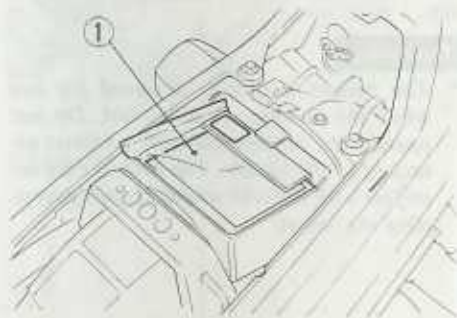
* *Be sure to securely lock the seat after reinstalling it.*



- (1) Single seat cover (3) Ignition key
(2) Screws (4) Lock

DOCUMENT BAG

The document bag (1) is under the seat. This owner's manual and other documents should be stored in the vinyl bag. When washing your motorcycle be careful not to flood this area with the water.



(1) Document bag

OPERATION

PRE-RIDE INSPECTION

WARNING

* *If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

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

1. Engine oil level—add engine oil if required (page 28). 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 23—24).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage.
5. Tires—check condition and pressure (pages 29—30).

6. Drive chain—check condition and slack (pages 63—64). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and closing in all steering positions.
8. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 32).

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

STARTING THE ENGINE

WARNING

- * *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*

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.
- * The electric starter will work when the transmission is in gear with the clutch disengaged.

Preparation

Make sure the transmission is in neutral, the engine stop switch is at RUN, and the fuel valve is ON. Insert the key and turn the ignition switch ON.

Check that the red oil pressure warning light comes on.

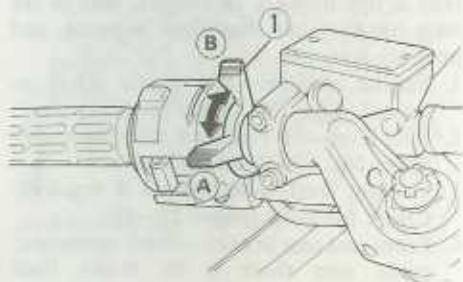
Starting Procedure

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

Normal Air Temperature

10°—35°C (50°—95°F)

1. Pull the choke lever (1) back all the way to Fully Open (A).
2. Start the engine, leaving the throttle closed.



(1) Choke lever

(A) Fully Open

(B) Fully Closed

NOTE:

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

CAUTION:

- * *The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*
3. Immediately after the engine starts, operate the choke lever (1) to keep fast idle at 1,500—2,500 rpm.
 4. About a half minute after the engine starts, push the choke lever (1) forward all the way to Fully Closed (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. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up until the engine runs smoothly and responds to the throttle when the choke lever is at Fully Closed (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.*

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 forward to Fully Closed (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the "High Air Temperature" Starting Procedure.

BREAK-IN

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

The general rules are as follows:

1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm.
3. Increase the maximum continuous engine speed by 2,000 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 7,000 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 11,500 rpm at any time (tachometer RED ZONE limit).

CAUTION:

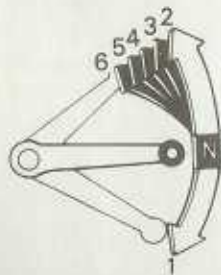
- * *The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.*



RIDING

WARNING

- * Review *Motorcycle Safety* (pages 1—6) before you ride.
- * Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

- From 1st to 2nd: 12 mph (20 km/h)
- From 2nd to 3rd: 19 mph (30 km/h)
- From 3rd to 4th: 25 mph (40 km/h)
- From 4th to 5th: 31 mph (50 km/h)
- From 5th to 6th: 37 mph (60 km/h)

Shifting Down:

- From 6th to 5th: 28 mph (45 km/h)
- From 5th to 4th: 22 mph (35 km/h)
- From 4th to 3rd: 16 mph (25 km/h)

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

WARNING

- * Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.

CAUTION:

- * Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.
- * Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
- * Do not exceed 11,500 rpm when running the engine without a load. Serious engine damage may result.

NOTE:

- * The battery will not charge while the engine speed is below 1,200 rpm. Avoid idling for prolonged periods, or continuous operation below 1,200 rpm.

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

High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Disengage the clutch before the motorcycle stops.

WARNING

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

- * *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.*
- * *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, 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 34).

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.

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 which are still with them.

NAME: _____

ADDRESS: _____

PHONE NO.: _____

MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA ONLY)
- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 37) at each scheduled maintenance period.

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

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

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (3)]							Refer to
			EVERY	600 mi (1,000 km)	2,400 mi (4,000 km)	4,800 mi (12,000 km)	7,200 mi (12,000 km)	9,600 mi (15,500 km)	12,000 mi (19,000 km)	
* FUEL LINES										
* THROTTLE OPERATION				I		I				
* CARBURETOR-CHOKE				I		I				
AIR CLEANER	NOTE (1)				R				R	
SPARK PLUGS			R	R	R	R	R	R		Page 60
* VALVE CLEARANCE		I	I	I		I		I		
ENGINE OIL		R		R		R		R		Pages 57-59
ENGINE OIL FILTER		R		R		R		R		Pages 58-59
* CARBURETOR SYNCHRONIZATION		I		I		I		I		
* CARBURETOR IDLE SPEED		I	I	I	I	I	I	I		Page 62
RADIATOR COOLANT	2 YEARS *R				I		I		*R	Pages 23-24
* COOLING SYSTEM					I		I		I	
* EVAPORATIVE EMISSION CONTROL SYSTEM	NOTE (2)					I			I	

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (3)]							Refer to
			EVERY	600 mi (1,000 km)	2,400 mi (4,000 km)	4,800 mi (12,000 km)	7,200 mi (12,000 km)	9,600 mi (15,500 km)	12,000 mi (19,000 km)	
DRIVE CHAIN			I, L	EVERY 600 mi (1,000 km)						Pages 63-67
BATTERY			I	I	I	I	I	I	I	Pages 76-77
BRAKE FLUID	2 YEARS *R		I	I	*R	I	I	*R		Pages 19-21
BRAKE PAD WEAR				I	I	I	I	I		Page 74
BRAKE SYSTEM			I							Pages 19-21
* BRAKE LIGHT SWITCH							I			
* HEADLIGHT AIM							I			
CLUTCH FLUID	2 YEARS *R		I	I	*R	I	I	*R		Page 22
CLUTCH SYSTEM							I			Pages 22-23
SIDE STAND							I			Page 75
* SUSPENSION							I		I	
* NUTS, BOLTS, FASTENERS			I				I		I	
** WHEELS							I		I	
** STEERING HEAD BEARING			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 SERVICE MANUAL.
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTES: (1) Service more frequently when riding in dusty areas.
(2) California type only.
(3) For higher odometer reading, repeat at the frequency interval established here.

MAINTENANCE RECORD

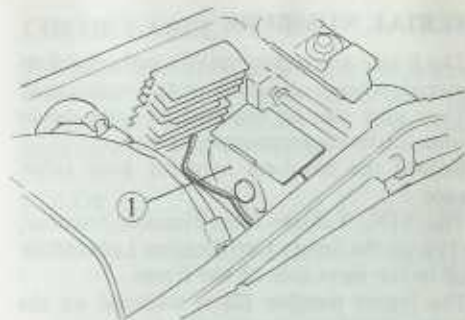
Miles	Performed By	Odometer	Date
600			
4,000			
8,000			
12,000			
16,000			
20,000			
24,000			

- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

TOOL KIT

The tool kit (1) is in the storage compartment under the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 x 12 mm box end wrench
- 14 x 22 mm box end wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 5 mm hex wrench
- 6 mm hex wrench
- 8 mm hex wrench
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- No. 3 Phillips screwdriver
- Screwdriver grip
- 8 mm open end wrench
- 27 mm box end wrench
- Handle for the box end wrench
- Spark plug wrench
- Feeler gauge 0.7 mm
- Tool bag



(1) Tool kit

SERIAL NUMBERS

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

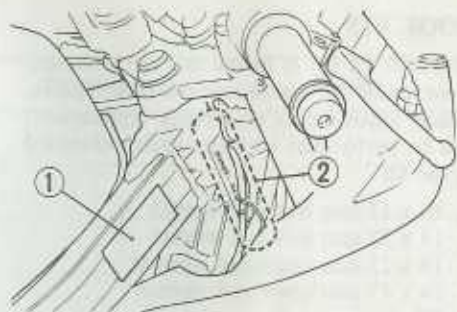
Record the numbers here for your reference.

The VIN, Vehicle Identification Number, (1) is on the Safety Certification Label affixed to the right side of the frame.

The frame number (2) is stamped on the right side of the steering head.

VIN _____

FRAME NO. _____

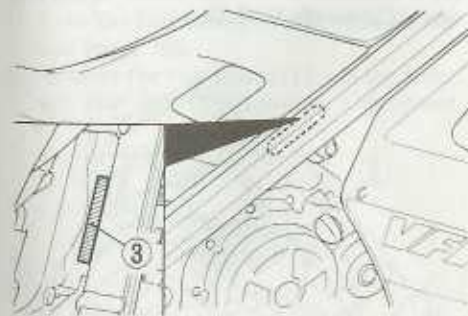


(1) VIN

(2) Frame number

The engine number (3) is stamped on top of the right side of the crankcase.

ENGINE NO. _____



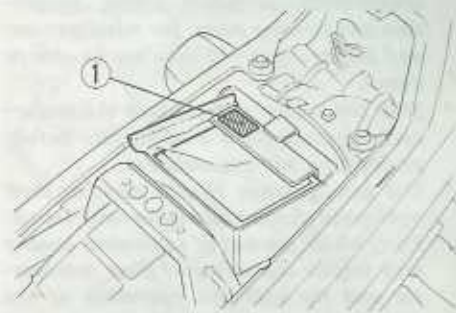
(3) Engine number

COLOR LABEL

The color label (1) is attached to the frame below the seat. It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR _____

CODE _____



(1) Color label

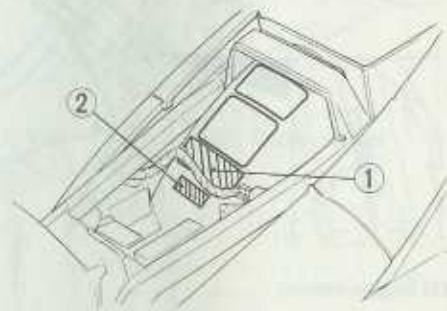
MAINTENANCE PRECAUTIONS

WARNING

- * *If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your 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 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 and the effective operation of the emission control systems.*

The Vehicle Emission Control Information label (1) is attached to the rear fender under the seat. (USA ONLY)

The Vacuum Hose Routing Diagram label (2) is attached to the rear fender under the seat. (California ONLY)

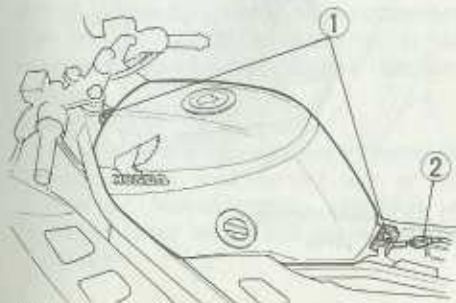


(1) Vehicle Emission Control Information Label
(2) Vacuum Hose Routing Diagram Label
(California only)

AIR CLEANER

The air cleaner should be serviced at regular intervals (page 48). When riding in dusty areas, more frequent service may be necessary.

1. Turn the fuel valve to OFF. Remove the seat (page 36).
2. Remove the two bolts (1) from the front and rear fuel tank mounts. Disconnect



(1) Two bolts
(2) Fuel reserve indicator wire connector

the fuel reserve indicator wire connector (2).

3. Raise the fuel tank and disconnect the fuel lines (3) from the fuel tank (4).
4. Remove the fuel tank.

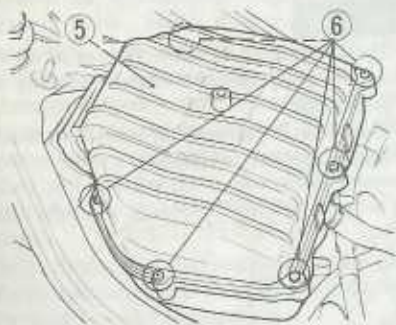
WARNING

- * *Do not smoke or allow flames or sparks near the equipment while removing the fuel tank. Gasoline is flammable and is explosive under certain conditions.*



(3) Fuel lines (4) Fuel tank

- Remove the air cleaner cover (5) by removing the screws (6).
- Take out the air cleaner element (7) and discard it.



(5) Air cleaner cover
(6) Screws

- Install the new air cleaner element with the "TOP" mark (8) facing up.
- Install the removed parts in the reverse order of removal.



(7) Air cleaner element
(8) "TOP" mark

ENGINE OIL AND FILTER

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet US automobile manufacturers' requirements for Service Classification SE or SF.

Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

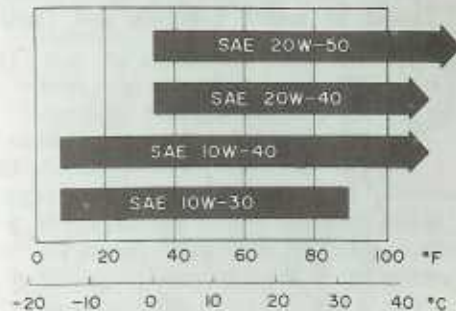
CAUTION:

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable or castor based racing oils are not recommended.*

Recommended Oil Viscosity

SAE 10W-40

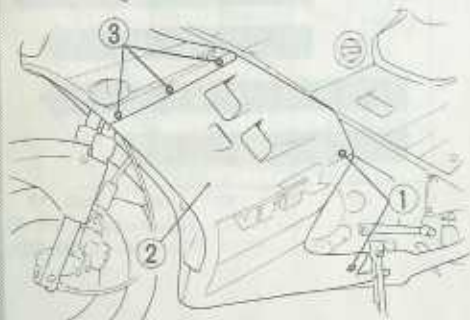
Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the maintenance schedule.

NOTE:

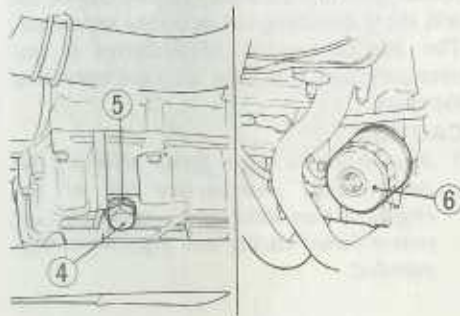
* Change the engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.



(1) Screws
(2) Lower fairing

(3) Six clips

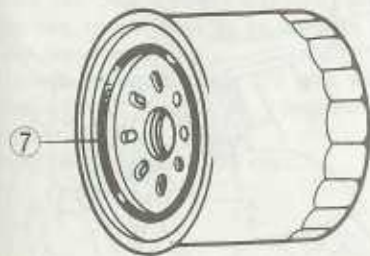
1. To drain the oil, remove the four screws (1) attaching the lower fairing (2).
2. Turn the six clips (3) 90° counter-clockwise, then remove the fairing.
3. Remove the oil filler cap and crankcase drain plug (4).
4. Remove the oil filter (6) with a filter wrench and let the remaining oil drain out. Discard the oil filter (6).



(4) Drain plug
(5) Sealing washer

(6) Oil filter

5. Apply a thin coat of engine oil to the new oil filter rubber seal (7).
6. Install the new oil filter and tighten it to 15—20 N·m (1.5—2.0 kg·m, 11—14 ft·lb) torque.
7. Check that the sealing washer (5) on the drain plug is in good condition and install the plug.



(7) Oil filter rubber seal

Oil Drain Plug Torque:

35—40 N·m

(3.5—4.0 kg·m, 25—29 ft·lb)

8. Fill the crankcase with approximately 3.0 liters (3.2 US qt) of the recommended oil.
9. Install the oil filler cap.
10. Start the engine and let it idle for 2—3 minutes.
11. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.
12. Reinstall the lower fairing.

NOTE:

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

SPARK PLUGS

Recommended plugs:

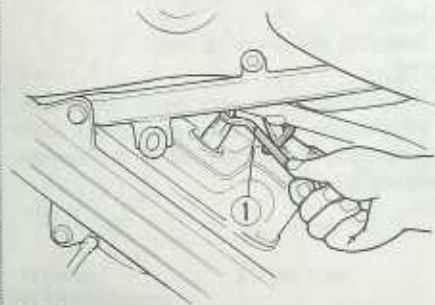
Standard:

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

For cold climate (Below 5° C):

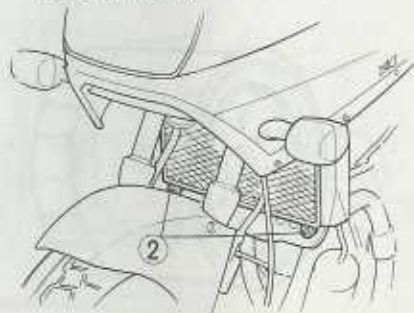
DPR8EA-9 (NGK) or
X24EPR-U9 (ND)

1. Remove the right and left side covers (pages 18 and 20) to remove the spark plugs from the rear cylinders.



(1) Plug wrench

2. Disconnect the spark plug caps from the spark plugs.
3. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench (1) furnished in the tool kit. Discard the spark plugs.
4. Remove the radiator bottom mount bolts (2) to remove the spark plugs from the front cylinders.

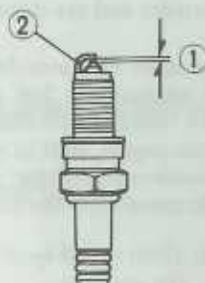


(2) Bottom mount bolts

5. Clean any dirt from around the front cylinder spark plug bases. Raise the radiator and remove the spark plug with the plug wrench. Discard the spark plugs.
6. Make sure the new spark plug gap (1) is 0.8—0.9 mm (0.031—0.035 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
7. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
8. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
9. Reinstall the spark plug caps.

CAUTION:

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



(1) Spark plug gap (2) Side electrode

IDLE SPEED

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

NOTE:

* The engine must be warm for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine, shift to neutral and hold the motorcycle upright.
2. Adjust idle speed with the throttle stop screw (1).

Idle Speed: $1,200 \pm 100$ rpm
(In neutral)



(1) Throttle stop screw (A) Increase
(B) Decrease

DRIVE CHAIN

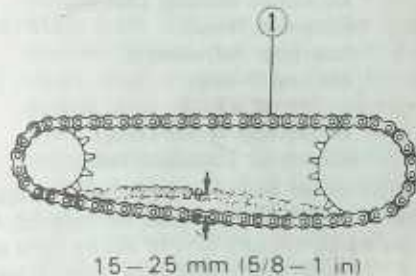
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 37). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its side stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
Drive chain slack should be adjusted to allow approximately 15–25 mm (5/8–1 in) vertical movement by hand. Move the motorcycle forward to rotate the rear wheel and check drive chain slack as the wheel turns.

Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



(1) Drive chain

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

DRIVE CHAIN

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

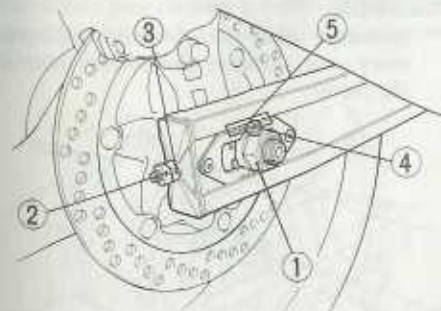
SPROCKETS

- * Excessively Worn Teeth
- * Broken or Damaged Teeth

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

**Adjustment:**

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



- (1) Axle nut (4) Index marks
 (2) Lock nut (5) Chain adjuster plate
 (3) Drive chain adjusting nut

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

1. Place the motorcycle on its side stand with the transmission in neutral and the ignition switch off.
2. Loosen the axle nut (1).
3. Loosen the lock nuts (2) on both adjusting nuts (3).
4. Turn both adjusting nuts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust to provide 15–25 mm (5/8–1 in) of slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.
5. Check rear axle alignment with the index marks (5) on the chain adjuster plate and the index mark (4) on the rear axle washer.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on both sides of the chain adjuster plate and recheck chain slack.

6. Tighten both adjusting lock nuts.
7. Tighten the axle nut to 90–105 N·m (9.0–10.5 kg-m, 65–76 ft-lb) torque.
8. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary.

CAUTION:

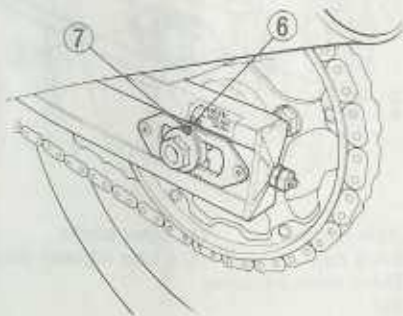
* The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the index mark (7) on the rear axle washer after the chain has been adjusted to 15–25 mm (5/8–1 in) slack, the chain is excessively worn and must be replaced.

CAUTION:

* Excessive chain slack, 40 mm (1.6 in) or more, may damage the bottom part of the frame.



(6) Red zone

(7) Index mark

Lubrication and cleaning:

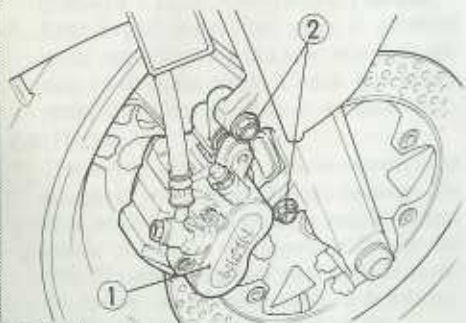
Lubricate every 600 miles (1,000 km) or sooner if chain appears dry.

The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings. Replacement Chain: See page 2.



FRONT WHEEL REMOVAL

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the right caliper assembly (1) from the fork leg by removing the fixing bolts (2).



(1) Brake caliper assembly
(2) Fixing bolts

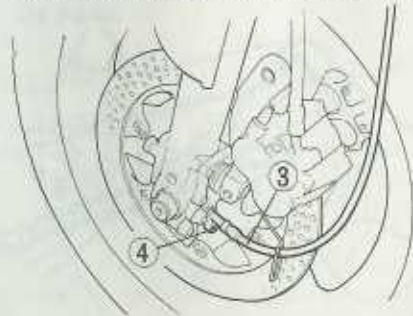
CAUTION:

* Support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.

3. Disconnect the speedometer cable (3) from the speedometer gearbox by removing the cable set screw (4).

NOTE:

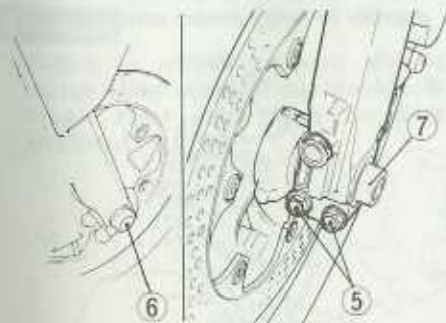
* Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders



(3) Speedometer cable (4) Cable set screw

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.

4. Loosen the right and left axle pinch bolts (5), and remove the axle bolt (6).
5. Withdraw the front axle (7) and remove the front wheel.



(5) Axle pinch bolts (7) Front axle
(6) Axle bolt

Installation Notes:

Position the front wheel between the fork legs and insert the axle from the left side, through the left fork leg and wheel hub.

CAUTION:

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

Position the lug on the speedometer gearbox against the lug (8) on the right fork leg.

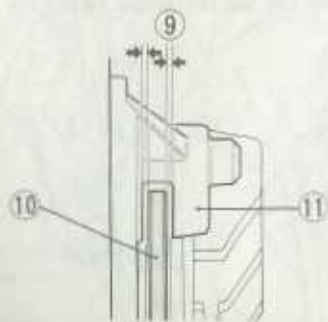


(8) Speedometer gear box

Tighten the axle bolt to 55—65 N·m (5.5—6.5 kg-m, 40—47 ft-lb).

Fit the right caliper over the disc, taking care not to damage the brake pads. Install the caliper mounting bolts, and tighten them to 24—30 N·m (2.4—3.0 kg-m, 17—22 ft-lb) torque.

Measure the clearance (9) between each surface of the left brake disc (10) and the left



(9) Clearance
(10) Brake disc

(11) Caliper holder

caliper holder (11) with a 0.7 mm (0.028 in) feeler gauge (12) (see sketch). If the gauge inserts easily, tighten the right and left axle pinch bolts (5) to 18—25 N·m (1.8—2.5 kg-m, 13—18 ft-lb).

WARNING

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



(12) Feeler gauge

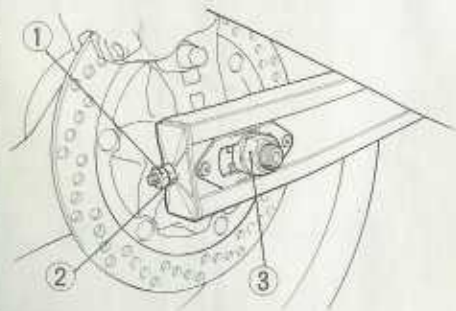
If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the axle pinch bolts with the gauge inserted. After tightening, remove the gauge. After installing the wheel, apply the brakes several times, then recheck both discs for 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.*

REAR WHEEL REMOVAL

1. Raise the rear wheel off the ground by placing a support under the engine.
2. Loosen the drive chain adjusting nut lock nuts (1) and adjusting nuts (2).
3. Remove the rear axle nut (3).
4. Remove the drive chain (4) from the driven sprocket by pushing the rear wheel forward.



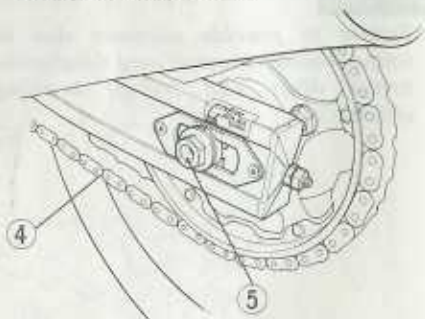
(1) Lock nuts
(2) Adjusting nuts

(3) Axle nut

5. Remove the axle shaft (5), side collar and rear wheel from the swing arm.

NOTE:

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



(4) Drive chain

(5) Axle shaft

Installation Note:

To install the rear wheel, reverse the removal procedure. Torque the axle nut to 90–105 N·m (9.0–10.5 kg·m, 65–76 ft·lbs).

CAUTION:

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

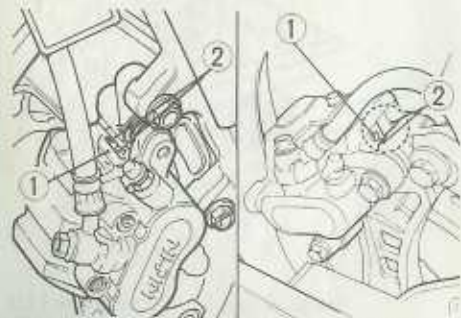
After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

WARNING

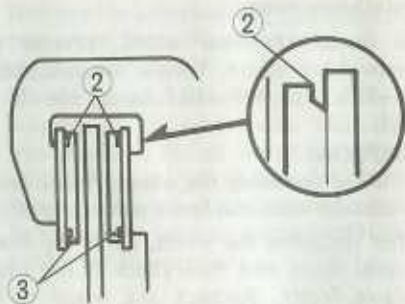
- * If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.

BRAKE PAD WEAR

Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction indicated by the arrow (1) during all regular service intervals to determine the pad wear. If either pad wears to the wear line (2), both pads (3) must be replaced as a set.



(FRONT) (1) Arrow (2) Wear line
(REAR) (1) Arrow (2) Wear line

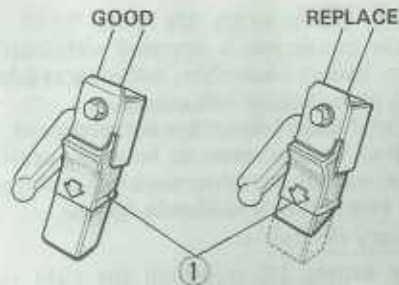


(2) Wear lines

(3) Brake pads

SIDE STAND

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

BATTERY

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

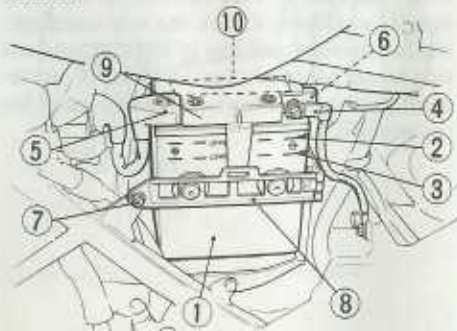
Battery electrolyte:

The battery (1) is behind the right side cover. Remove the side cover. Check the electrolyte level.

The electrolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the electrolyte level is low, disconnect the negative (-) terminal lead (4) from the battery, then disconnect the positive (+) terminal lead (5). Disconnect the battery breather tube (6) from the battery. Remove the bolt (7) attaching the battery holder (8) and remove the battery upper cover (9).

Pull out the battery and remove the battery filler cap (10).

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



- (1) Battery
- (2) Upper level mark
- (3) Lower level mark
- (4) Negative (-) terminal lead
- (5) Positive (+) terminal lead
- (6) Breather tube
- (7) Bolt
- (8) Battery holder
- (9) Upper cover
- (10) Filler cap

CAUTION:

- * When checking the battery electrolyte level or adding distilled water, make sure the breather tube (6) is connected to the battery breather outlet.

NOTE:

- * Use only distilled water in the battery. Tap water may shorten the service life of the battery.

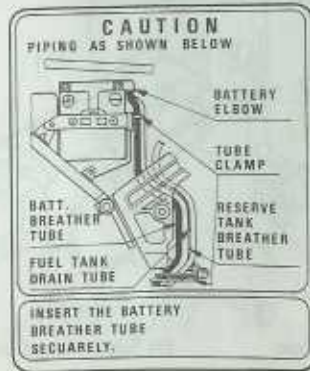
WARNING

- * The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.
- * Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

- * KEEP OUT OF REACH OF CHILDREN.

CAUTION:

- * The battery breather tube (6) 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.

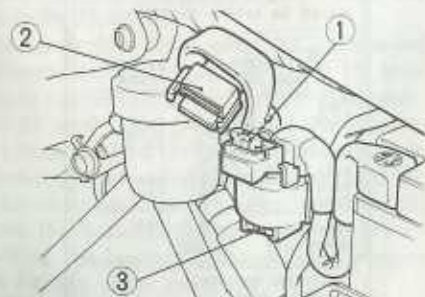


FUSE REPLACEMENT

The main fuse (1), located near the battery on the positive lead, is 30A.

The fuse box (4) is located below the instruments. The specified fuses are 10A and 15A.

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.



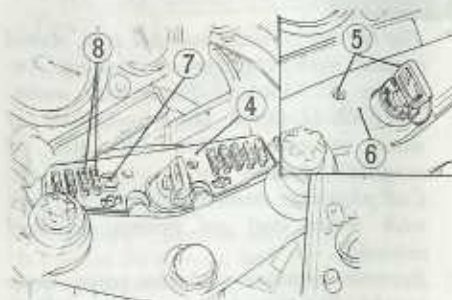
(1) Main fuse
(2) Wire coupler
(3) Spare main fuse

CAUTION:

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

To replace the main fuse (1), remove the right side cover, disconnect the wire coupler (2) and remove the old fuse.

Install the new fuse, and reconnect the wire coupler.



(4) Fuse box
(5) Screws
(6) Fuse box cover
(7) Fuse remover
(8) Spare fuses

The spare main fuse (3) is located under the starter magnetic switch.

To replace fuses in the fuse box (4), remove the screws (5) and the fuse box cover (6). Pull the old fuse out of the clips with the fuse remover (7). Push a new fuse into the clips and install the fuse box cover.

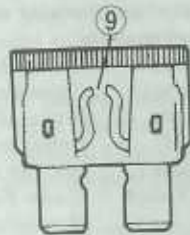
The spare fuses (8) are located in the fuse box.



(7) Fuse remover

WARNING

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



(9) Blown fuse

CLEANING

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

CAUTION:

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

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

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.

WARNING

* *Braking performance may be impaired immediately after washing the motorcycle.*

3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
4. Lubricate the drive chain immediately after washing the motorcycle.

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

STORAGE GUIDE

STORAGE

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

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

WARNING

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

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

NOTE:

- * When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.
6. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
 7. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
 8. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.

9. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. 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 gasoline.
4. Perform all Pre-ride Inspection checks (page 37). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,120 mm (83.5 in)
Overall width	730 mm (28.7 in)
Overall height	1,170 mm (46.1 in)
Wheelbase	1,480 mm (58.3 in)
Ground clearance	135 mm (5.3 in)

WEIGHT

Dry weight	198 kg (436 lbs)
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CAPACITIES

Engine oil	4.0 l (4.2 US qt) After draining
Fuel tank	20.0 l (5.3 US gal)
Fuel reserve	4.0 l (1.0 US gal)
Cooling system capacity	2.3 l (2.4 US qt)
Passenger capacity load	Operator and one passenger
Vehicle capacity load	166 kg (366 lb)

ENGINE

Bore and stroke	70.0 x 48.6 mm (2.76 x 1.91 in)
Compression ratio	10.5 : 1
Displacement	748 cc (45.6 cu.in)
Spark plug	
Standard	DPR9EA-9 (NGK) X27EPR-U9 (ND)
For cold climate (Below 5°C, 41°F)	DPR8EA-9 (NGK) X24EPR-U9 (ND)
Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
Valve clearance (cold)	Intake 0.13 mm (0.005 in) Exhaust 0.20 mm (0.007 in)
Idle speed	1,200 ± 100 rpm

CHASSIS AND SUSPENSION

Caster	27°40'
Trail	108 mm (4.3 in)
Tire size, front	110/90 V16
Tire size, rear	130/80 V18

POWER TRANSMISSION

Primary reduction	1.939
Gear ratio, 1st	2.846
2nd	2.063
3rd	1.632
4th	1.333
5th	1.154
6th	1.036
Final reduction	2.813

EMISSION CONTROL SYSTEM (U S A ONLY)

Source of Emissions

The combination process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

The exhaust emission control system is composed of lean carburetor settings, and no adjustment should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

Evaporative Emission Control System (California only)

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

Noise Emission Control System

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, or 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; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Problems Which May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Honda Motorcycle Dealer.

Symptoms:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty details are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department. Sometimes, however, in spite of the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If your problem still has not been resolved to your satisfaction, contact the Customer Relations Department at the regional office of American Honda Motor Co., Inc. in your area. Regional office locations are shown on the following page. We will need the following information in order to assist you:
 - Your name, address, and telephone number
 - Product model and serial number
 - Date of purchase
 - Dealer name and address
 - Nature of the problem

After reviewing all the facts involved, you will be advised of what action can be taken. Please bear in mind that your problem will likely be resolved at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

Regional Office Location

NORTHWEST REGIONAL OFFICE
(includes Alaska)
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 30285
Portland, Oregon 97220
Telephone: (503) 255-1185

MIDWEST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 22
Greendale, Wisconsin 53129
Telephone: (414) 421-9300

NORTHEAST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 749
Moorestown, New Jersey 08067
Telephone: (609) 778-1100



WESTERN REGIONAL OFFICE
(includes Hawaii)
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 420
Gardena, California 90247
Telephone: (213) 604-2524

SOUTHWEST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 6406
Irving, Texas 75062
Telephone: (214) 258-6883

SOUTHEAST REGIONAL OFFICE
(includes Puerto Rico)
American Honda Motor Co., Inc.
Customer Relations Department
1500 Morrison Parkway
Alpharetta, Georgia 30201
Telephone: (404) 442-2000