CB1100

OWNER'S MANUAL

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

This publication includes the latest production information available before printing. Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

The vehicle pictured in this owner's manual may not match your actual vehicle.

Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.
- The following codes in this manual indicate each country.
- The illustrations here in are based on the CB1100CA ED type.

Country Codes

Code	Country
CB1100CA	
ED	European direct sales
E	UK
GS	GCC Countries
KO	Korea
CB1100NA	
ED, II ED	European direct sales
E, II E	UK
GS, II GS	GCC Countries
KO, II KO	Korea

*The specifications may vary with each locale.

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.
To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.
Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle
- Safety Messages preceded by a safety alert symbol ⚠ and one of three signal words: DANGER, WARNING, or CAUTION. These signal words mean:

⚠DANGER

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠WARNING

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠CAUTION

You CAN be HURT if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

Contents

Motorcycle Safety

This section contains important information for safe riding of your motorcycle.
Please read this section carefully.

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➡P. 10

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the grab rail or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Continued

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➡P. 15), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➡P. 14).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first turn the ignition switch to the ○ (Off) position, and evaluate the condition of your motorcycle. Inspect for fluid leaks, check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously.
Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide.

Never run your motorcycle inside a garage or other enclosure.

⚠WARNING

Running the engine of your motorcycle while in an enclosed or even partially enclosed area can cause a rapid build-up of toxic carbon monoxide gas.

Breathing this colourless, odorless gas can quickly cause unconsciousness and lead to death.

Only run your motorcycle's engine when it is located in a well ventilated area outdoors.

Image Labels

Except KO type

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

If a label comes off or becomes hard to read, contact your dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.

Read instructions contained in Owner's Manual carefully.

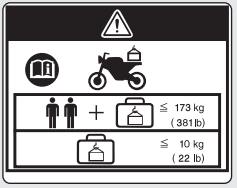
Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.

DANGER (with RED background)
You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.
WARNING (with ORANGE background)
You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.
CAUTION (with YELLOW background)
You CAN be HURT if you don't follow instructions.

BATTERY LABEL
DANGER

- Keep flame and spark away from the battery. Battery produce explosive gas that can cause explosion.
- Wear the eye protection and rubber gloves when handling the battery, or you can get burned or lose your eyesight by the battery electrolyte.
- Do not allow children and other people to touch a battery unless they understand proper handling and hazards of the battery very well.
- Handle the battery electrolyte with extreme care as it contains dilute sulfuric acid. Contact with your skin or eyes can burn you or cause loss of your eyesight.
- Read this manual carefully and understand it before handling the battery. Neglect of the instructions can cause personal injury and damage to the motorcycle.
- Do not use a battery with the electrolyte at or below the lower level mark. It can explode causing serious injury.

Continued

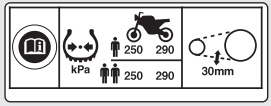


ACCESSORIES AND LOADING WARNING LABEL WARNING

ED, II ED, E, II E type

ACCESSORIES AND LOADING

- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **173 kg (381 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **10 kg (22 lb)** under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.



TYRE INFORMATION & DRIVE CHAIN LABEL

Cold tyre pressure:

[Driver only]

Front **250 kPa (2.50 kgf/cm², 36 psi)**

Rear **290 kPa (2.90 kgf/cm², 42 psi)**

[Driver and passenger]

Front **250 kPa (2.50 kgf/cm², 36 psi)**

Rear **290 kPa (2.90 kgf/cm², 42 psi)**

Keep chain adjusted and lubricated.
Freeplay **25 - 35 mm (1.0 - 1.4 in)**

ED, II ED, E, II E, type

GS, II GS type

SAFETY REMINDER LABEL

For your protection, always wear helmet, protective apparel.

FUEL LABEL

Unleaded petrol only
ETHANOL up to 10 % by volume

Safety Precautions

- Ride cautiously and keep your hands on the handlebar and feet on the footpegs.
- Keep passenger's hands onto the grab rail or your waist, passenger's feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened.
- Face shield with unobstructed field of vision or other approved eye protection

⚠WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

Gloves

Full-finger leather gloves with high abrasion resistance

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Trousers

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit)

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts and rapid acceleration.
- Avoid hard braking and rapid down-shifts.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and downshifting.
  - ▶ Sudden braking can reduce the motorcycle's stability.
  - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.
- Exercise caution on low traction surfaces.
  - ▶ The tyres slip more easily on such surfaces and braking distances are longer.
- Avoid continuous braking.
  - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.
- For full braking effectiveness, operate both the front and rear brakes together.

Continued

Anti-lock Brake System (ABS)

This model is equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.
- Always use the recommended front/rear tyres and sprockets to ensure correct ABS operation.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.

Parking

- Park on a firm, level surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebar and remove the key when leaving the motorcycle unattended.
  Use of an anti-theft device is also recommended.

Parking with the Side Stand or Centre Stand

1. Stop the engine.
2. **Using the side stand**
   Push the side stand down.
   Slowly lean the motorcycle to the left until its weight rests on the side stand.
   Using the centre stand
   To lower the centre stand, stand on the left side of the motorcycle.
   Hold the left handle grip and the left grab rail.
   Press down on the tip of the centre stand with your right foot and, simultaneously, pull up and back.
3. Turn the handlebar fully to the left.
   ▶ Turning the handlebar to the right reduces stability and may cause the motorcycle to fall.
4. Turn the ignition switch to the (Lock) position and remove the key. P. 34

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine, fuel system and catalytic converter:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. ➡ P. 126
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

⚠WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
  Maximum weight capacity ➡ P. 128
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

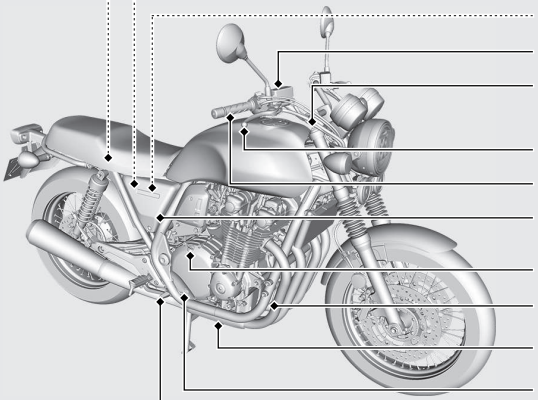
⚠WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Parts Location

CB1100CA



Rear brake fluid reservoir P.73

Battery P.60

Air cleaner P.71

Front brake fluid reservoir P.73

Front suspension spring preload adjuster P.88

Front brake lever P.87

Throttle grip P.84

Right side cover P.64

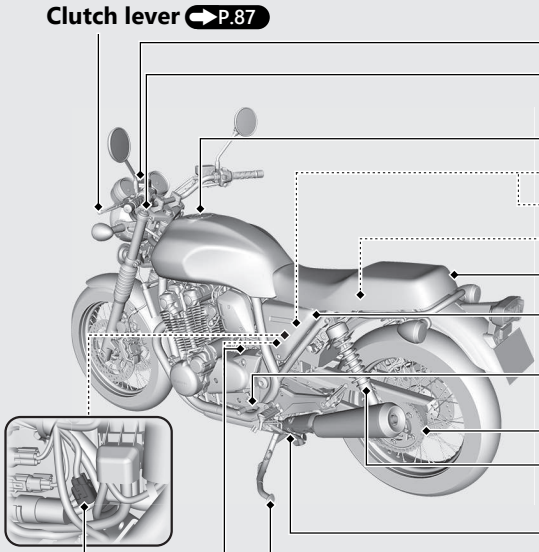
Engine oil fill cap P.67

Engine oil filter P.69

Engine oil drain bolt P.69

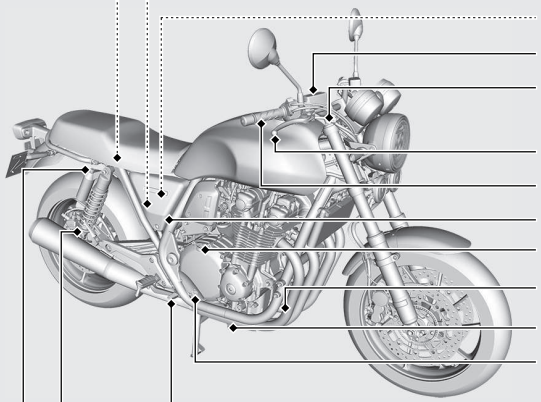
Engine oil level inspection window P.67

Rear brake pedal

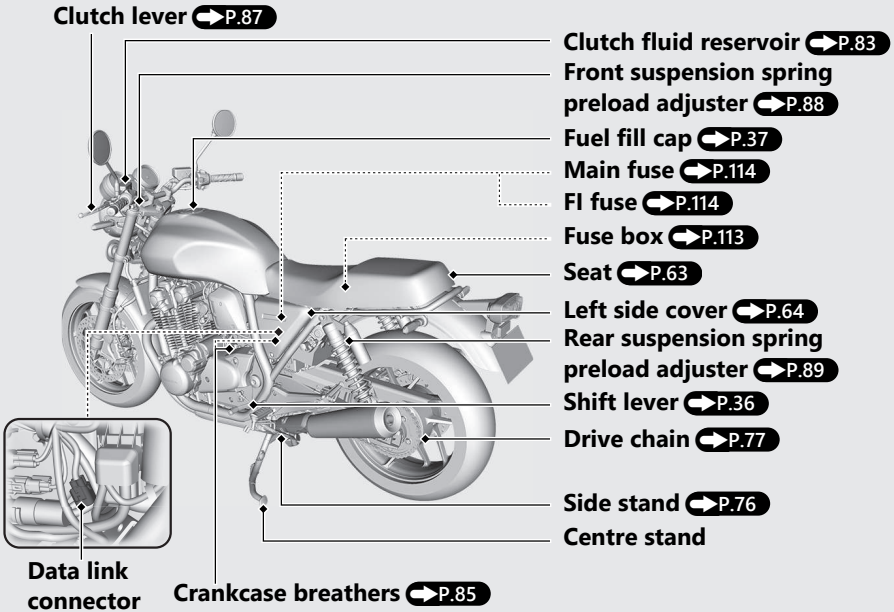

Clutch lever P.87
Clutch fluid reservoir P.83
Front suspension spring preload adjuster P.88
Fuel fill cap P.37
Main fuse P.114
FI fuse P.114
Fuse box P.113
Seat P.63
Left side cover P.64
Shift lever P.36
Drive chain P.77
Rear suspension spring preload adjuster P.89
Side stand P.76
Centre stand
Data link connector
Crankcase breathers P.85

Parts Location *(Continued)*

CB1100NA



Rear brake fluid reservoir P.73
Battery P.60
Air cleaner P.71
Front brake fluid reservoir P.73
Front suspension spring preload adjuster P.88
Front brake lever P.87
Throttle grip P.84
Right side cover P.64
Engine oil fill cap P.67
Engine oil filter P.69
Engine oil drain bolt P.69
Engine oil level inspection window P.67
Rear brake pedal
Rear suspension rebound damping adjuster P.91
Rear suspension compression damping adjuster P.92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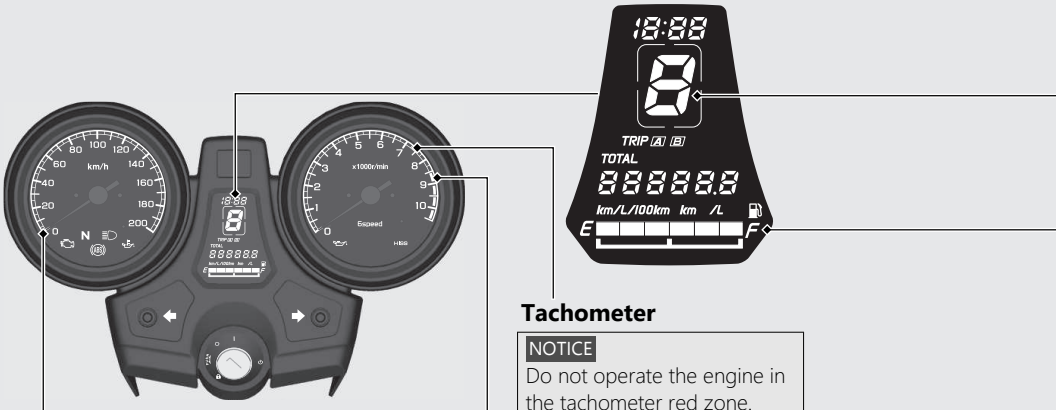
Instruments



Speedometer

Tachometer

NOTICE

Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

Tachometer red zone
(excessive engine rpm range)

Gear position indicator

The gear position is shown in the gear position indicator.

▶ "–" flashes when the transmission is not shifted properly.

Fuel gauge

Remaining fuel when only 1st (E) segment starts flashing approximately: 3.6 L (0.9 US gal, 0.7 Imp gal)

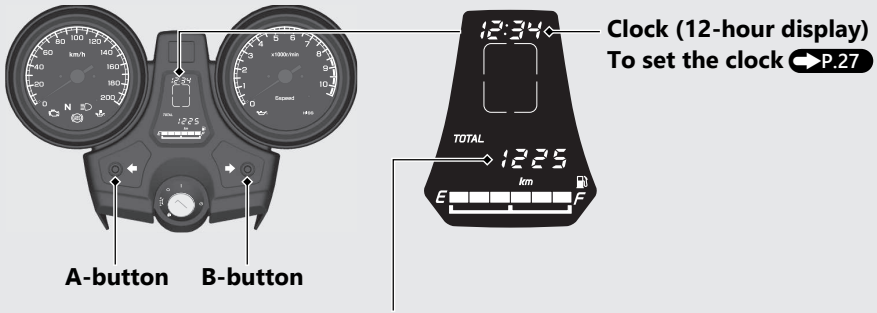
At the same time, the available driving distance and remaining fuel displays can be selected. P.25

If the fuel gauge indicator flashes in a repeat pattern or turns off: P.98

Display Check

When the ignition switch is turned to the ❙ (On) position, all the modes and digital segments will show. If any part of these displays does not come on when it should, have your dealer check for problems.

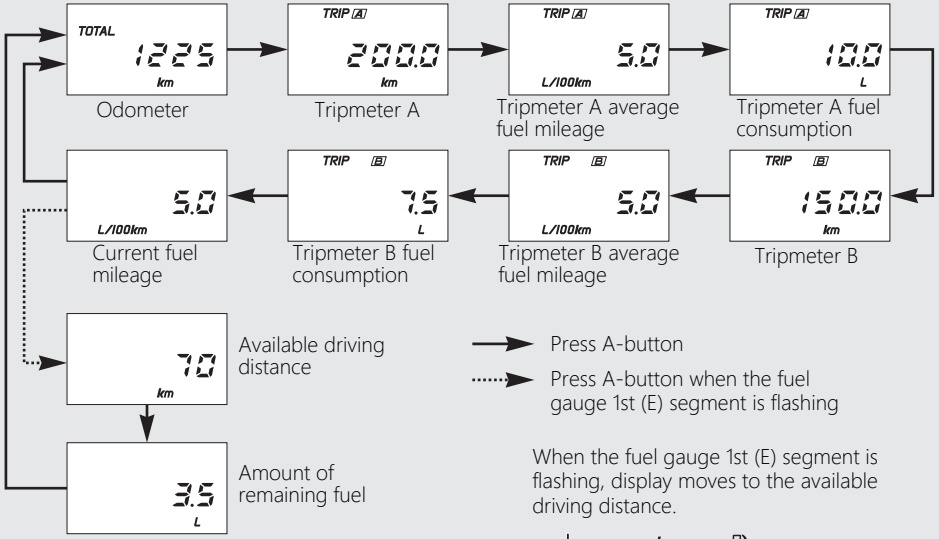
Instruments *(Continued)*



Odometer [TOTAL] & Tripmeter [TRIP A/B] & Fuel mileage meter & Fuel consumption meter

A-button selects the odometer, tripmeter A, tripmeter A average fuel mileage, tripmeter A fuel consumption, tripmeter B, tripmeter B average fuel mileage, tripmeter B fuel consumption and current fuel mileage.

- Odometer: Total distance ridden.
- Tripmeter: Distance ridden since tripmeter was reset (press and hold A-button to reset to 0.0 km/mile depending on vehicle type. At the same time it will reset the average fuel mileage and fuel consumption).


TOTAL
1225
km
Odometer
TRIP A
200.0
km
Tripmeter A
TRIP A
5.0
L/100km
Tripmeter A average fuel mileage
TRIP A
10.0
L
Tripmeter A fuel consumption
TRIP B
150.0
km
Tripmeter B
TRIP B
5.0
L/100km
Tripmeter B average fuel mileage
TRIP B
7.5
L
Tripmeter B fuel consumption
5.0
L/100km
Current fuel mileage
70
km
Available driving distance
35
L
Amount of remaining fuel
Press A-button
Press A-button when the fuel gauge 1st (E) segment is flashing
When the fuel gauge 1st (E) segment is flashing, display moves to the available driving distance.
km
E
F

Continued

Instruments *(Continued)*

The average fuel mileage and fuel consumption will be based on each tripmeter A and tripmeter B.

Average fuel mileage

Average fuel mileage since each tripmeter A and tripmeter B was reset. It display "--:-" after resetting each tripmeter A and tripmeter B.
When "--:-" is displayed in other cases, go to your dealer for service.

Fuel consumption

Total fuel consumption since each tripmeter A and tripmeter B was reset. When "--:-" is displayed, go to your dealer for service.

To reset the average fuel mileage and fuel consumption: P.22

Current fuel mileage

Current instant mileage. If your speed is less than 7 km/h (5 mph) or immediately after ignition switch is turned to the (On) position, "--:-" is displayed.
When "--:-" is displayed at speeds above 7 km/h (5 mph), go to your dealer for service.

Available driving distance

When the 1st (E) segment of the fuel gauge is flashing P.21 , the estimated available driving distance can be selected. When the amount of remaining fuel becomes less than 1.0 litre, "--" will be indicated. The indicated available driving distance is by calculation depending on the driving conditions, and the indicated figure may not always be the actual allowable distance. When the fuel gauge is near to E or when E segment blinks, fill fuel promptly.

Remaining fuel

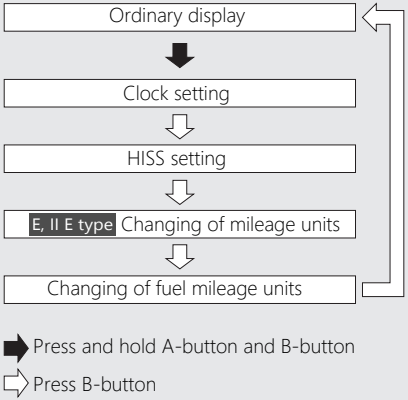
When the 1st (E) segment of the fuel gauge is flashing P.21 , the estimated amount of remaining fuel can be selected. When the amount of remaining fuel becomes less than 1.0 litre, "-.-" will be indicated. The amount of remaining fuel is calculated from the driving conditions. The indicated amount of remaining fuel may be different from the actual amount. When the fuel gauge is near to E or when E segment blinks, fill fuel promptly.

Instruments *(Continued)*

Display Setting

You can adjust the display settings.

- Clock setting
- HISS setting
- E, II E type Changing of mileage units
- Changing of fuel mileage units



In addition, to return to the ordinary display at display setting, turn the ignition switch to the ○ (Off) position and then | (On) position, adjustment will be set.

Adjustment will be cancelled if the button is not pressed for about 30 seconds, unless each display setting was pre-set individually.

Clock setting:

1. Turn the ignition switch to the ❙ (On) position.
2. Press and hold A-button and B-button until the hour digits start flashing.

3. Press A-button until the desired hour is displayed.
   ► Press and hold to advance the hour fast.

4. Press B-button. The minute digits start flashing.

5. Press A-button until the desired minute is displayed.
   ► Press and hold to advance the minute fast.

6. Press B-button. The clock is set, and the display moves to HISS setting.

Continued

Instruments *(Continued)*

HISS setting:

1. After clock setting, ON or OFF starts flashing with the HISS indicator lighting.
2. Press A-button to select either ON or OFF.
3. Except E, II E type

   Press B-button. The HISS setting is set, and the display moves to changing of the fuel mileage unit.

   E, II E type

   Press B-button. The HISS setting is set, and the display moves to changing of the mileage unit.

Changing of mileage units:

E, II E type

1. After HISS setting, the mileage unit starts flashing.
2. Press A-button to select either km or mile.
3. Press B-button. The mileage unit is set, and the display moves to changing of the fuel mileage unit.

Changing of fuel mileage units:

❶ Except E, II E type

After HISS setting, the fuel mileage unit starts flashing.

E, II E type

After changing of the mileage unit, the fuel mileage unit starts flashing.

❷ Except E, II E type

Press A-button to select either km/L or L/100km.

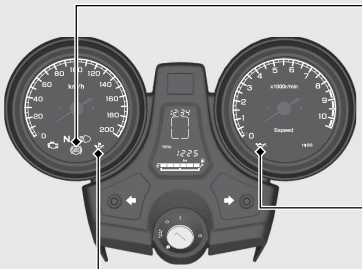
E, II E type

Press A-button to select either km/L or L/100km. If the "mile" for mileage is selected, press the A-button to select either "mile/L" or "mile/gal".

❸ Press B-button. The changing of the fuel mileage unit is set, and the display returns to the ordinary display.

Indicators

If one of these indicators does not come on when it should, have your dealer check for problems.



ABS (Anti-lock Brake System) indicator

Comes on when the ignition switch is turned to the | (On) position. Goes off when your speed reaches approximately 10 km/h (6 mph).

If it comes on while riding: P.97

Low oil pressure indicator

Comes on when the ignition switch is turned to the | (On) position.

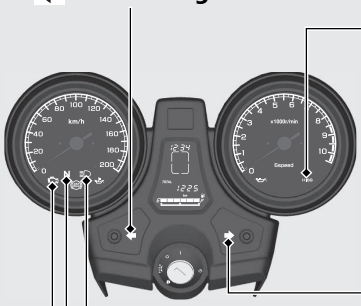
Goes off when the engine starts.

If it comes on while engine is running: P.96

High oil temperature indicator

Comes on briefly when the ignition switch is turned to the | (On) position with the engine stop switch in the ◯ (Run) position.

If it comes on while engine is running: P.95



⇦ Left turn signal indicator

HISS indicator P.117

- Comes on briefly when the ignition switch is turned to the | (On) position with the engine stop switch in the ⟳ (Run) position. Goes off if the ignition key has the correct coding.
- Flashes every 2 seconds for 24 hours when the ignition switch is turned to the ○ (Off) position.

⇨ Right turn signal indicator

≡D High beam indicator

N Neutral indicator

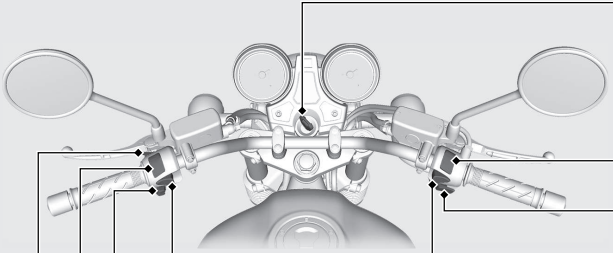
Comes on when the transmission is in Neutral.

PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)

Comes on briefly when the ignition switch is turned to the | (On) position with the engine stop switch in the ⟳ (Run) position.

If it comes on while engine is running: P.96

Switches



Start button

Hazard switch
Switchable when the ignition switch is turned to the | (On) position.

CB1100CA
Can be turned to off regardless of the ignition switch position.

▶ The signals continue flashing with the ignition switch is in the ○ (Off) or 🔒 (Lock) position after the hazard switch is on.

Horn button

Turn signal switch
▶ Pressing the switch turns the turn signal off.

Headlight dimmer switch
- ≡D : High beam
- ≡D : Low beam

≡D PASS Passing light control switch
Flashes the high beam headlight.

Ignition switch

Switches the electrical system on/off, locks the steering.

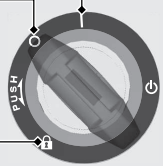
► Key can be removed when in the ○ (Off) or 🔒 (Lock) position.

| (On)

Turns electrical system on for starting/riding.

○ (Off)

Turns engine off.



🔒 (Lock)

Locks steering.

Engine stop switch

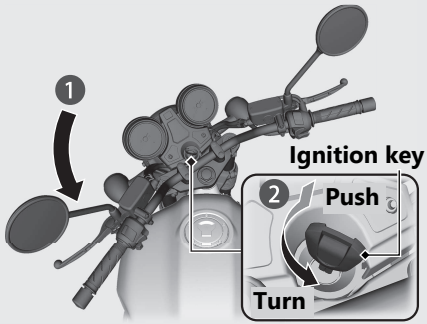
Should normally remain in the ⟳ (Run) position.

► In an emergency, switch to the ⊗ (Stop) position (the starter motor will not operate) to stop the engine.

Switches *(Continued)*

Steering Lock

Lock the steering when parking to help prevent theft.
A U-shaped wheel lock or similar device is also recommended.



Locking

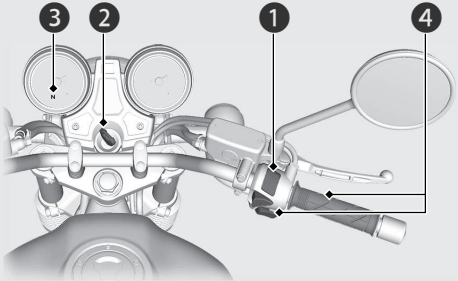
1. Turn the handlebar all the way to the left.
2. Push the key down, and turn the ignition switch to the 🔒 (Lock) position.
   ▶ Jiggle the handlebar if the lock is difficult to engage.
3. Remove the key.

Unlocking

Insert the key, push it in, and turn the ignition switch to the ○ (Off) position.

Starting the Engine

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition switch to the ○ (Off) position and wait 10 seconds before trying to start the engine again to recover battery voltage
- Extended fast idling and revving the engine can damage the engine, and the exhaust system
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration
- The engine will not start if the throttle is fully open

1. Make sure the engine stop switch is in the ⟲ (Run) position.
2. Turn the ignition switch to the | (On) position.
3. Shift the transmission to Neutral (N indicator to comes on). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
4. Press the start button with the throttle completely closed.

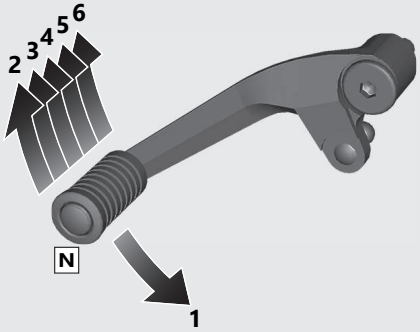
If the engine does not start:

① Open the throttle fully and press the start button for 5 seconds.
② Repeat the normal starting procedure.
③ If the engine starts, open the throttle slightly if idling is unstable.
④ If the engine does not start, wait 10 seconds before trying steps ① & ② again.

If Engine Will Not Start P.94

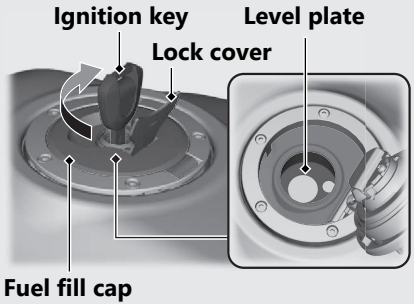
Shifting Gears

Your motorcycle transmission has 6 forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.

Refuelling



Do not fill with fuel above the level plate.
Fuel type: Unleaded petrol only
Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.
Tank capacity: 16.8 L (4.44 US gal, 3.70 Imp gal)

Refuelling and Fuel Guidelines P.14

Opening the Fuel Fill Cap

Open the lock cover, insert the ignition key, and turn it clockwise to open the fuel fill cap.

Closing the Fuel Fill Cap

1. After refuelling, push the fuel fill cap closed until it locks.
2. Remove the ignition key and close the lock cover.
   ▶ The ignition key cannot be removed if the fuel fill cap is not locked.

⚠WARNING

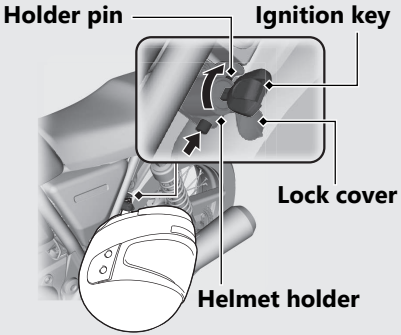
Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

Helmet Holder

Helmet holders are located on the left side below the seat and under the seat.

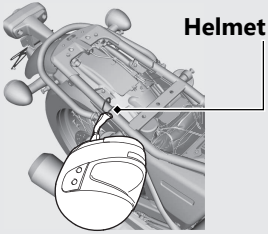


Unlocking

Open the lock cover, insert the ignition key and turn it clockwise.

Locking

1. Hang your helmet on the holder pin and push it in to lock.
2. Remove the ignition key and close the lock cover.
   ▶ Use the helmet holder only when parked.



Removing the Seat P.63

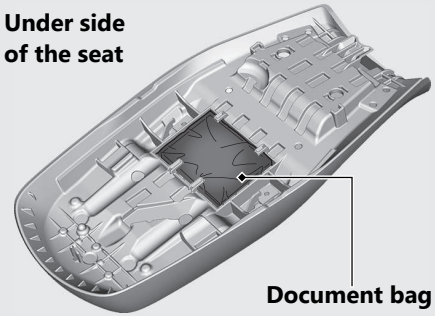
⚠WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Document Bag

A document bag is located on the underside of the seat.



Removing the Seat P.63

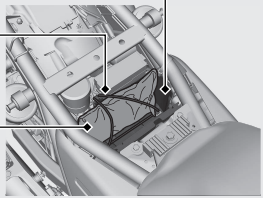
Storage Equipment *(Continued)*

Tool Kit

Centre compartment

▶ Do not store any items that are flammable or susceptible to heat damage.

Rubber strap



Tool kit

A tool kit is located under the seat.

▶ The tool kit is held in the centre compartment by a rubber strap.

Removing the Seat P.63

Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. P. 43

⚠WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Place your motorcycle on a firm, level surface using the side stand, centre stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained.
Make sure that whomever performs the maintenance completes this record.

All scheduled maintenance is considered a normal owner operating cost and will be charged to you by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.
Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

ED, II ED, E, II E, KO, II KO type

Items		Pre-ride Check ➔ P. 48	Frequency *1						Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Fuel Line	🔧				I	I	I	I	I		–
Fuel Level		I									37
Throttle Operation	🔧	I			I	I	I	I	I		84
Air Cleaner*2						I		I			71
Crankcase Breather*3					C	C	C	C			85
Spark Plug					I	R	I	R			65
Valve Clearance	🔧				I	I	I	I			–
Engine Oil		I		R	R	R	R	R	R		69
Engine Oil Filter				R		R		R			69
Engine Idle Speed	🔧				I	I	I	I	I		–
Secondary Air Supply System	🔧					I		I			–
Evaporative Emission Control System	🔧					I		I			–
Drive Chain		I		Every 1,000 km (600 mi): I L							77
Drive Chain Slider					I	I	I	I			82

Maintenance Level

🔧 Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.

🔧 Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

I Inspect (clean, adjust, lubricate, or replace, if necessary)
L Lubricate
R Replace
C Clean

Items		Pre-ride Check ➡ P. 48	Frequency *1					Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Brake Fluid*4		I			I	I	I	I	I	2 Years	73
Brake Pads Wear		I			I	I	I	I	I		74
Brake System					I	I	I	I	I		48
Headlight Aim					I	I	I	I	I		86
Light/Horn		I									–
Engine Stop Switch		I									–
Clutch System					I	I	I	I	I		87
Clutch Fluid*4		I			I	I	I	I	I	2 Years	83
Side Stand		I			I	I	I	I	I		76
Suspension					I	I	I	I	I		88, 89
Nuts, Bolts, Fasteners					I	I	I	I	I		–
Wheels/Tyres **(CB1100NA)**		I			I	I	I	I	I		56
Wheels/Tyres **(CB1100CA)**		I			Every 6,000 km (4,000 mi): I				I		56
Steering Head Bearings					I	I	I	I	I		–

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 Replacement requires mechanical skill.

Continued

GS, II GS type

Items		Pre-ride Check ➔ P. 48	Frequency *1								Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	6	12	18	24	30	36			
			× 1,000 mi	0.6	4	8	12	16	20	24			
Fuel Line	🔧					I		I		I	I		–
Fuel Level		I											37
Throttle Operation	🔧	I				I		I		I	I		84
Air Cleaner*2							I			I			71
Crankcase Breather*3					C	C	C	C	C	C			85
Spark Plug						I		R		I			65
Valve Clearance	🔧						I			I			–
Engine Oil		I		R		R		R		R	R		69
Engine Oil Filter				R				R					69
Engine Idle Speed	🔧					I		I		I	I		–
Secondary Air Supply System	🔧							I					–
Drive Chain		I				Every 1,000 km (600 mi): I L							77
Drive Chain Slider						I		I		I			82
Brake Fluid*4		I			I	I	I	I	I	I	I	2 Years	73

Maintenance Level

🔧 Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.

🔧 Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

I Inspect (clean, adjust, lubricate, or replace, if necessary)
L Lubricate
R Replace
C Clean

Items		Pre-ride Check ➔ P. 48	Frequency *1								Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	6	12	18	24	30	36			
			× 1,000 mi	0.6	4	8	12	16	20	24			
Brake Pads Wear		I			I	I	I	I	I	I	I		74
Brake System						I		I		I	I		48
Headlight Aim						I		I		I	I		86
Light/Horn		I											–
Engine Stop Switch		I											–
Clutch System						I		I		I	I		87
Clutch Fluid*4		I			I	I	I	I	I	I	I	2 Years	83
Side Stand		I				I		I		I	I		76
Suspension						I		I		I	I		88, 89
Nuts, Bolts, Fasteners						I		I		I	I		–
Wheels/Tyres **(CB1100NA)**		I				I		I		I	I		56
Wheels/Tyres **(CB1100CA)**		I			I	I	I	I	I	I	I		56
Steering Head Bearings						I		I		I	I		–

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 Replacement requires mechanical skill.

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tyre, can be a major inconvenience.

Check the following items before you get on your motorcycle:

- Fuel level - Fill fuel tank when necessary. ➔ P. 37
- Throttle - Check for smooth opening and full closing in all steering positions. ➔ P. 84
- Engine oil level - Add engine oil if necessary. Check for leaks. ➔ P. 67
- Drive chain - Check condition and slack, adjust and lubricate if necessary. ➔ P. 77
- Brakes - Check operation;
  Front and Rear: check brake fluid level and pads wear. ➔ P. 73, ➔ P. 74
- Lights and horn - Check that lights, indicators and horn function properly.
- Engine stop switch - Check for proper function. ➔ P. 32
- Clutch - Check clutch fluid level. ➔ P. 83
- Side stand ignition cut-off system - Check for proper function. ➔ P. 76
- Wheels and tyres - Check condition, air pressure and adjust if necessary. ➔ P. 56

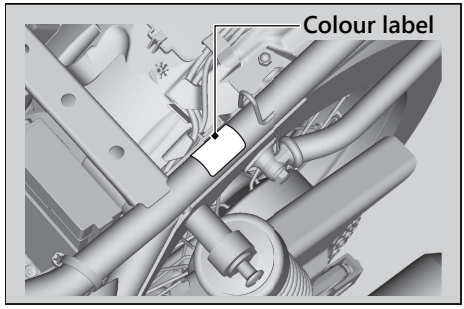
Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

Except GS, II GS type

When ordering coloured components, specify the model name, colour, and code mentioned on the colour label.

The colour label is attached to the frame under the seat. P. 63



⚠WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.
Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE
Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

This symbol on the battery means that this product must not be treated as household waste.

NOTICE
An improperly disposed of battery can be harmful to the environment and human health. Always confirm local regulations for proper battery disposal instruction.

What to do in an emergency

If any of the following occur, immediately see your doctor.

- Electrolyte splashes into your eyes:
  - ▶ Wash your eyes repeatedly with cool water for at least 15 minutes. Using water under pressure can damage your eyes.
- Electrolyte splashes onto your skin:
  - ▶ Remove affected clothing and wash your skin thoroughly using water.
- Electrolyte splashes into your mouth:
  - ▶ Rinse mouth thoroughly with water, and do not swallow.

⚠WARNING

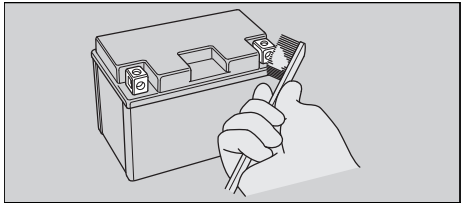
The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

Cleaning the Battery Terminals

1. Remove the battery. ➡P. 60
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.
3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

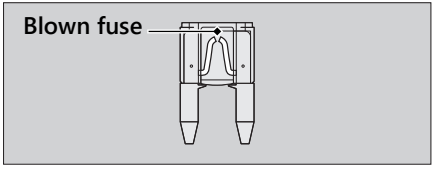
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. P. 113

Inspecting and Replacing Fuses

Turn the ignition switch to the ○ (Off) position to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." P. 130



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.

Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

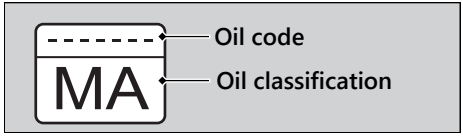
Selecting the Engine Oil

For recommended engine oil, see "Specifications." P. 130

If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

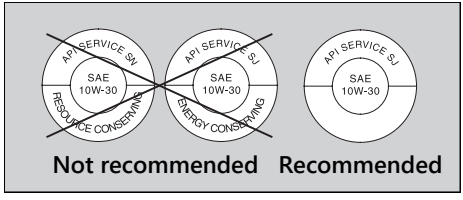
- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

*1. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



*2. The SAE standard grades oils by their viscosity.

*3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" or "Resource Conserving" on the circular API service symbol.



Brake Fluid (Clutch Fluid)

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake and clutch system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:

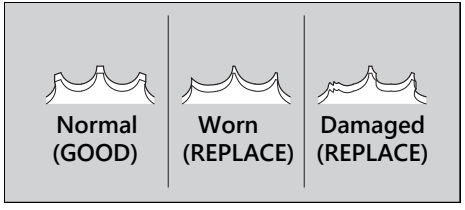
Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration. P. 77

If the chain does not move smoothly, makes strange noises, has damaged rollers, has loose pins, has missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the drive sprocket and driven sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



NOTICE

Use of a new chain with worn sprockets will cause rapid chain wear.

Cleaning and Lubricating

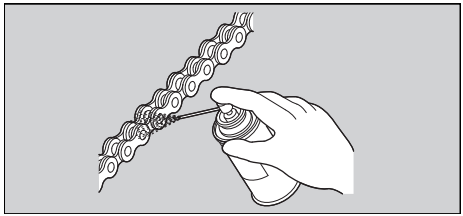
After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use a dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty.

After cleaning, wipe dry and lubricate with the recommended lubricant.

Recommended lubricant:

Drive chain lubricant designed specifically for O-ring chains

If not available, use SAE 80 or 90 gear oil.



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.
Avoid getting lubricant on the brakes or tyres.
Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Crankcase Breathers

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

If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance. ➔P. 85

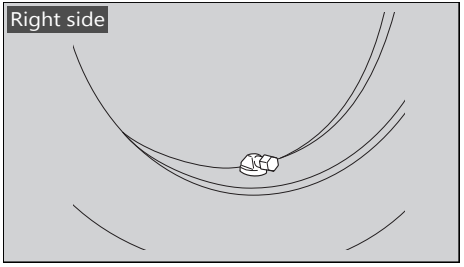
Tyres (Inspecting/Replacing)

Checking the Air Pressure

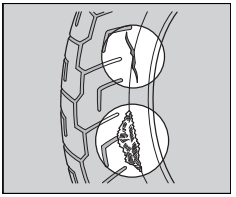
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

CB1100NA

Even if the direction of the valve stem is changed, do not return it to the original position. Have your motorcycle inspected by your dealer.

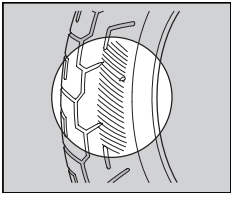


Inspecting for Damage



Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for any unusual bumps or bulges in the side walls of the tyres.

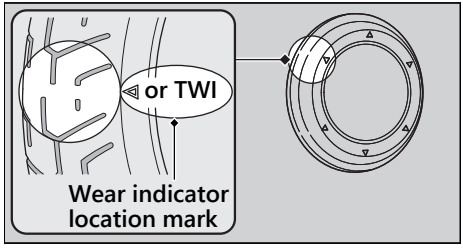
Inspecting for Abnormal Wear



Inspect the tyres for signs of abnormal wear on the contact surface.

Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Germany

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

Continued

Have your tyres replaced by your dealer.
For recommended tyres, air pressure and minimum tread depth, see “Specifications.”
P. 129
Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalent after the tyre is installed.

CB1100NA

- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

CB1100CA

- Remember to replace the inner tube whenever you replace a tyre. The old tube will probably be stretched, and it could fail if installed in a new tyre.

⚠WARNING

Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

Tool

The tool kit is stored under the seat. ➔P. 40

You can perform some roadside repairs, minor adjustments and parts replacement with the provided tools.

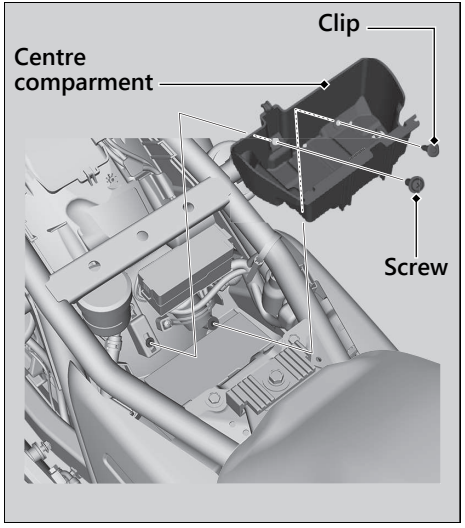
ED, II ED, E, II E type

- No. 2 Phillips screwdriver
- No. 2 screwdriver
- Screwdriver handle
- Extension bar
- Fuse puller
- 5 mm Hex wrench
- Pin spanner
- 10 x 14 mm Open end wrench
- 12 x 14 mm Open end wrench

GS, II GS, KO, II KO type

- Extension bar
- No. 2 Phillips screwdriver
- No. 2 screwdriver
- Screwdriver handle
- Fuse puller
- 5 mm Hex wrench
- 8 x 12 mm Open end wrench
- 10 x 14 mm Open end wrench
- 14 x 17 mm Open end wrench
- Pin spanner
- Spark plug wrench

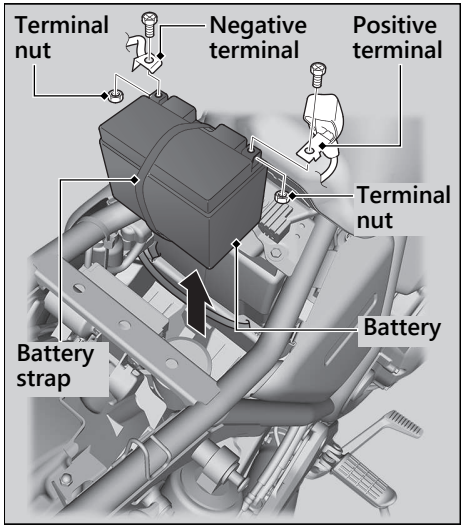
Battery



Removal

Make sure the ignition switch is in the ○ (Off) position.

1. Remove the seat. ➡P. 63
2. Remove the tool kit.
3. Remove the screw and clip. ➡P. 62
4. Remove the centre compartment.



5. Disconnect the negative ⊖ terminal from the battery.
6. Disconnect the positive ⊕ terminal from the battery.
7. Lift the battery strap with one hand while supporting the battery.
8. Remove the battery taking care not to drop the terminal nuts.

Installation

Install the parts in the reverse order of removal. Always connect the positive ⊕ terminal first. Make sure that bolts and nuts are tight.

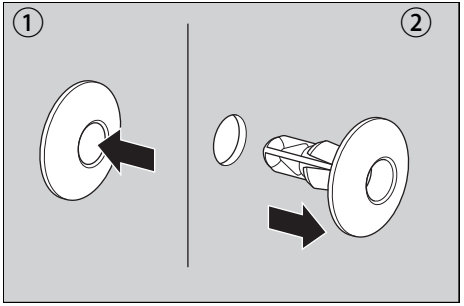
Make sure the clock information is correct after the battery is reconnected. P. 27

For proper handling of the battery, see "Maintenance Fundamentals." P. 50

"Battery Goes Dead." P. 109

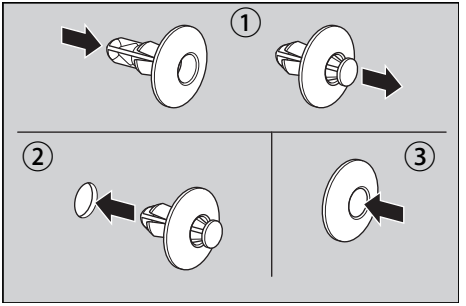
Clip

Removal



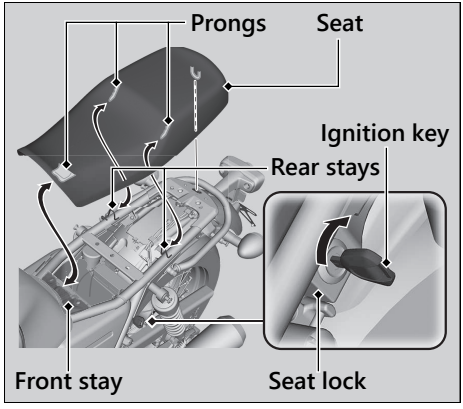
1. Press down on the centre pin to release the lock.
2. Pull the clip out of the hole.

Installation



1. Push the bottom of the centre pin.
2. Insert the clip into the hole.
3. Press down on the centre pin to lock the clip.

Seat



Removal

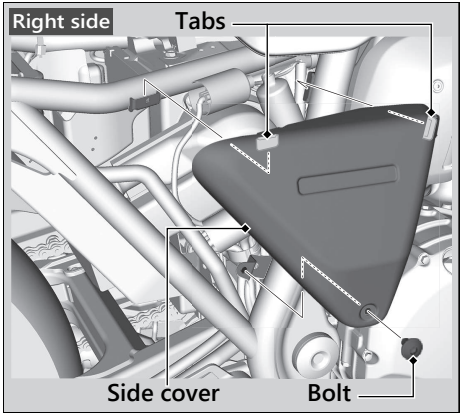
1. Insert the ignition key into the seat lock, and turn and hold the key clockwise to unlock the seat.
2. Pull the seat back and up.

Installation

1. Insert the prongs into the front and rear stays on the frame.
2. Push forward and down on the rear of the seat until it locks in place. Make sure that the seat is locked securely in position to pull it up lightly.

The seat locks automatically when closed. Take care not to lock your key in the underseat compartment.

Side Cover



The right and left side covers can be removed in the same manner.

Removal

1. Remove the bolt.
2. Remove the side cover by releasing the tabs.

Installation

Install the parts in the reverse order of removal.

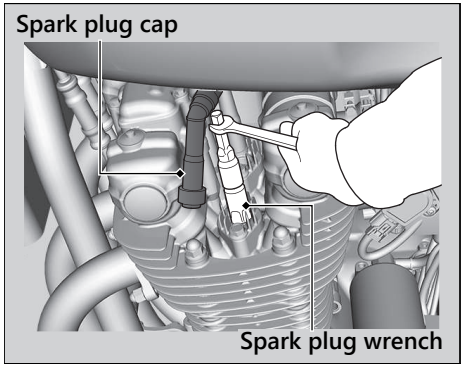
Checking Spark Plug

For the recommended spark plugs, see "Specifications." P. 129

Use only the recommended type of spark plugs in the recommended heat range.

NOTICE
Using a spark plug with an improper heat range can cause engine damage.

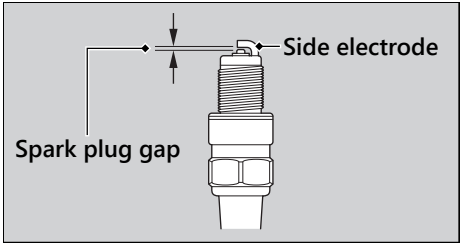
1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases.
3. GS, II GS, KO, II KO type
   Remove the spark plugs using provided spark plug wrench. P. 59
   ED, II ED, E, II E type
   Remove the spark plugs using a suitable spark plug wrench.



4. Inspect the electrodes and centre porcelain for deposits, erosion or carbon fouling.
   - If the erosion or deposit is heavy, replace the plug.
   - Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

5. Check the spark plug gap using a wire-type feeler gauge.
   ▶ If adjustment is necessary, bend the side electrode carefully.

The gap should be:
0.8 - 0.9 mm (0.03 - 0.04 in)



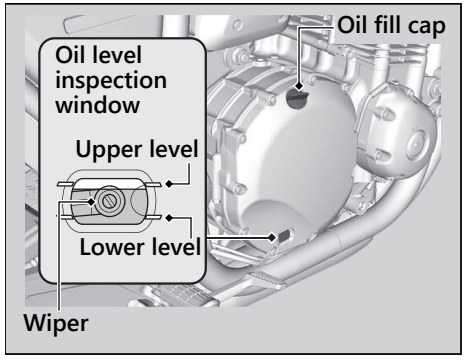
6. Make sure the plug washer is in good condition.
7. Install the spark plugs. With the plug washers attached, thread the spark plugs in by hand to prevent cross-threading.
8. Tighten the spark plug:
   - If the old plug is good:
     1/5 turn after it seats
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
        NGK: 1/4 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
        1/5 turn after it seats.

NOTICE
An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

9. Install the parts in the reverse order of removal.
   ▶ When reinstalling the spark plug caps, take care to avoid pinching any cables or wires.

Checking the Engine Oil

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch to the ○ (Off) position and wait for 2 to 3 minutes.
3. Place your motorcycle on its centre stand on a firm, level surface.
4. Check that the oil level is between the upper level and lower level marks on the oil level inspection window.
   ▶ If required, clean the inspection window by turning the wiper.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil. ➔P. 52, ➔P. 130

1. Remove the oil fill cap. Add the recommended oil until it reaches the upper level mark.
- ▶ Place your motorcycle on its centre stand on a firm, level surface when checking the oil level.
- ▶ Do not overfill above the upper level mark.
- ▶ Make sure no foreign objects enter the oil filler opening.
- ▶ Wipe up any spills immediately.

2. Securely reinstall the oil fill cap.

NOTICE
Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals." ➔P. 52

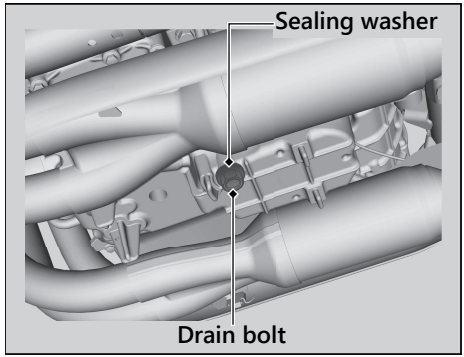
Changing Engine Oil & Filter

Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

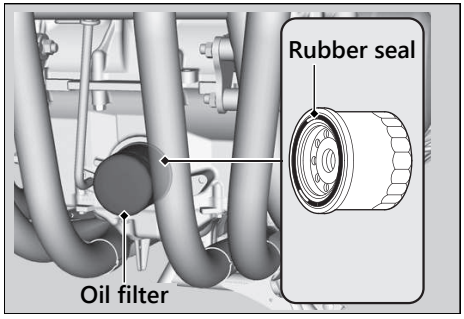
Use a new Honda Genuine oil filter or equivalent specified for your model.

NOTICE
Using the wrong oil filter can result in serious damage to the engine.

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch to the ○ (Off) position and wait for 2 to 3 minutes.
3. Place your motorcycle on its centre stand on a firm, level surface.
4. Place a drain pan under the drain bolt.
5. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.



6. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
▶ Discard the oil and oil filter at an approved recycling centre.



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

8. Install the new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft)

9. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft)

10. Fill the crankcase with the recommended oil (➡ P. 52, ➡ P. 130) and install the oil fill cap.

Required oil
When changing oil & engine oil filter:
3.9 L (4.1 US qt, 3.4 Imp qt)
When changing oil only:
3.8 L (4.0 US qt, 3.3 Imp qt)

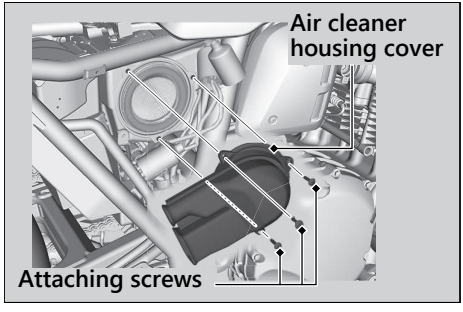
11. Check the oil level. ➡ P. 67
12. Check that there are no oil leaks.

Inspecting & Changing Air Cleaner Element

Use a new Honda Genuine air cleaner element or equivalent specified for your motorcycle.

NOTICE
Using the wrong air cleaner element can result in serious damage to the engine.

1. Remove the right side cover. P. 64
2. Remove the attaching screws and air cleaner housing cover.
3. Pull out the air cleaner element and check it for any damage.
   - ▶ Blow away the remaining dust by applying compressed air from the outside of the air cleaner element.
   - ▶ Replace the air cleaner element if it is excessively dirty, torn or damage.



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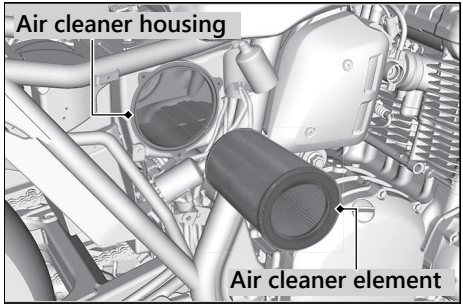
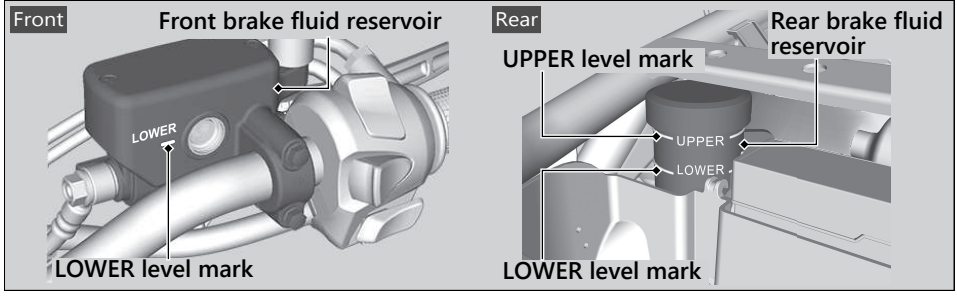


4. Thoroughly clean the inside of the air cleaner housing.
5. Install the air cleaner element or a new one.
6. Install the parts in the reverse order of removal.

Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Front Check that the brake fluid reservoir is horizontal and that the fluid level is above the LOWER level mark.
3. Rear Remove the seat. P. 63
4. Rear Check that the brake fluid reservoir is horizontal and that the fluid level is between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the LOWER level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear.
If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.



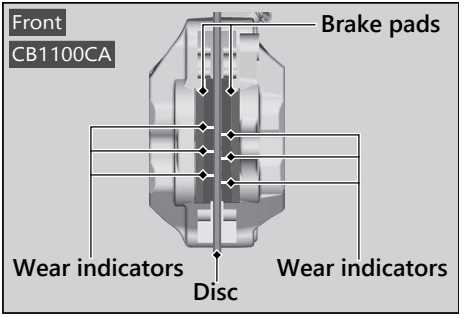
Inspecting the Brake Pads

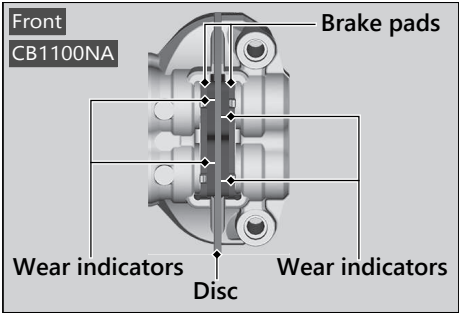
Check the condition of the brake pad wear indicators.

Front The pads need to be replaced if a brake pad is worn to the bottom of the indicator.

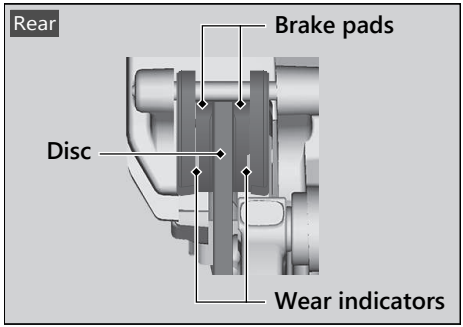
Rear The pads need to be replaced if a brake pad is worn to the indicator.

1. Front Inspect the brake pads from below the brake caliper.
   ▶ Always inspect both left and right brake calipers.



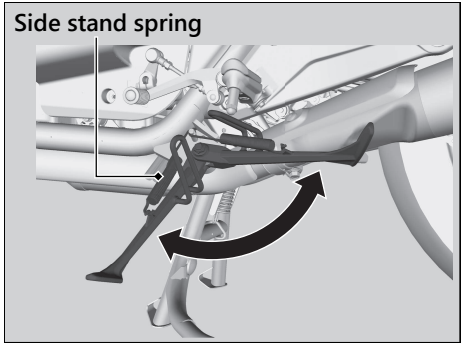


2. Rear Inspect the brake pads from the rear right of the motorcycle.



If necessary have the pads replaced by your dealer.
Always replace both left and right brake pads at the same time.

Checking the Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. Sit on the motorcycle, shift the transmission to Neutral, and raise the side stand.
4. Start the engine, pull the clutch lever in, and shift the transmission into gear.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Inspecting the Drive Chain Slack

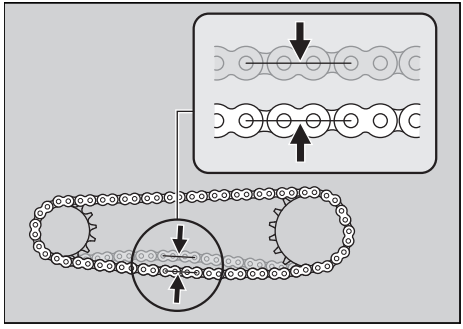
Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.

Have the chain inspected by your dealer.

1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its centre stand on a firm, level surface.
3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:
25 - 35 mm (1.0 - 1.4 in)

▶ Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



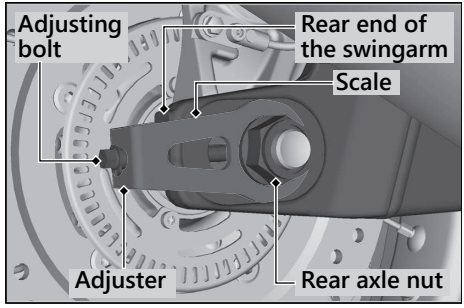
4. Rotate the rear wheel and check that the chain moves smoothly.
5. Inspect the sprockets. ➡P. 54
6. Clean and lubricate the drive chain. ➡P. 54

Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.
When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

CB1100CA

1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its centre stand on a firm, level surface.
3. Loosen the rear axle nut.



4. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain, or clockwise to provided more slack. Adjust the chain slack at a point midway between the drive sprocket and the driven sprocket.
   Check the drive chain slack. ➔P. 77

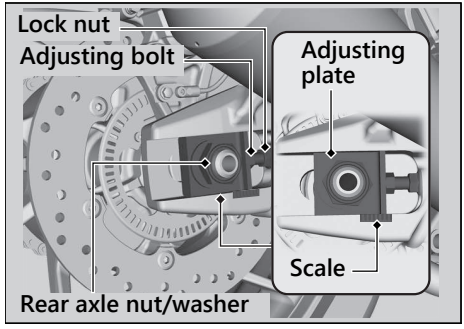
5. Check rear axle alignment by making sure the rear end of the swingarm aligns with the corresponding scale on the adjuster. Both left and right swingarm ends should align with the same mark on the corresponding scale. If the axle is misaligned, turn the left or right adjusting bolt until the marks correspond.
6. Tighten the rear axle nut.

Torque: 93 N·m (9.5 kgf·m, 69 lbf·ft)

7. Tighten the adjusting bolts lightly.
8. Recheck drive chain slack.

CB1100NA

1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its centre stand on a firm, level surface.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both adjusting bolts.



5. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain. Turn the adjusting bolts clockwise and push the rear wheel toward the front to provide more slack. Adjust the slack at a point midway between the drive sprocket and the driven sprocket.
Check the drive chain slack. ➡ P. 77
6. Check rear axle alignment by making sure the end of the chain adjusting plate aligns with the scale graduations on both sides of the swingarm. Both marks should correspond. If the axle is misaligned, turn the right or left adjusting bolts until the marks are aligned and recheck chain slack.
7. Tighten the rear axle nut.

Torque: 113 N·m (11.5 kgf·m, 83 lbf·ft)

8. Hold the adjusting bolts and tighten the lock nuts.
9. Recheck drive chain slack.

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

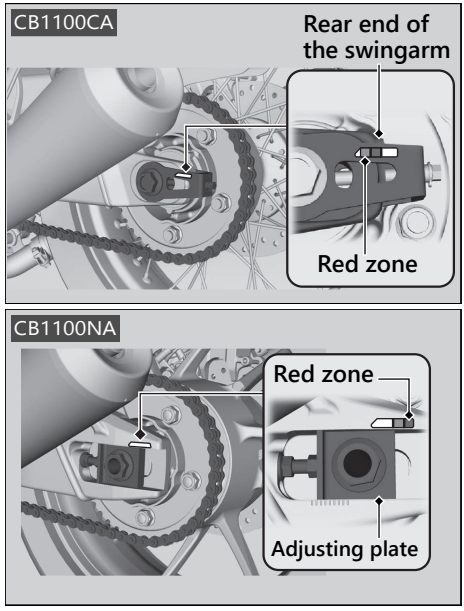
Checking the Drive Chain Wear

CB1100CA Check the chain wear label when adjusting the drive chain. If the red zone on the label aligns with the rear end of the swingarm after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

CB1100NA Check the chain wear label when adjusting the drive chain. If the rear edge of the adjusting plate enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

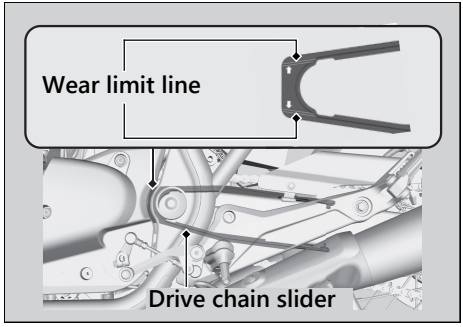
Chain: DID50VA11 or RK50HFOZ6

If necessary have the drive chain replaced by your dealer.

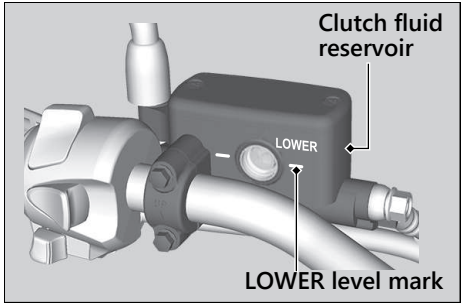


Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider will need to be replaced if the chain slider is worn to the wear limit line.
If necessary have the drive chain slider replaced by your dealer.



Checking Clutch Fluid



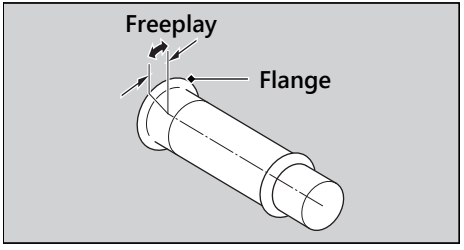
1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the clutch fluid reservoir is horizontal and that the fluid level is above the LOWER level mark.

If the fluid level is low or if you find fluid leaks, or deterioration or cracks in the hoses and fittings, have the clutch system serviced by your dealer.

Checking the Throttle

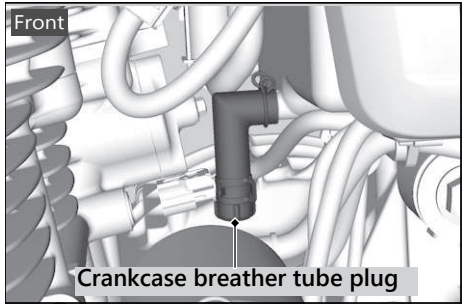
With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

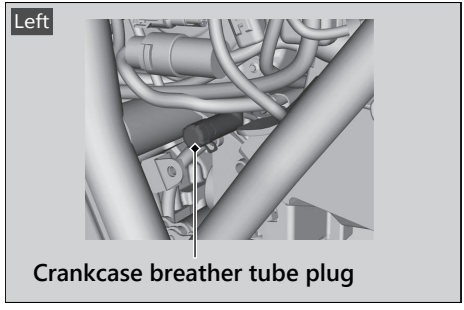
Freeplay at the throttle grip flange:
2 - 6 mm (0.1 - 0.2 in)



Cleaning the Crankcase Breather

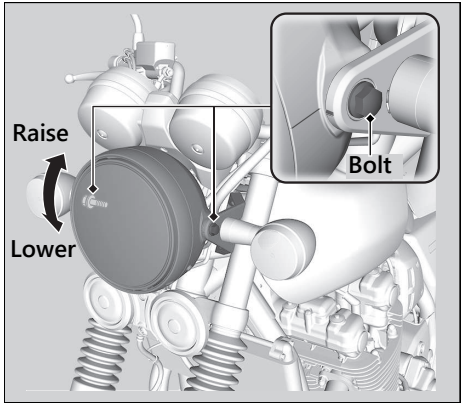
1. Left
   Remove the left side cover. P. 64
2. Place a suitable container under the crankcase breather tubes.
3. Remove the crankcase breather tube plugs from the tubes.
4. Drain deposits into a suitable container.
5. Install the crankcase breather tube plugs.





Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Loosen the bolts and move the headlight case as necessary. Tighten the bolts after adjustment.
Obey local laws and regulations.



Adjusting the Clutch and Brake Levers

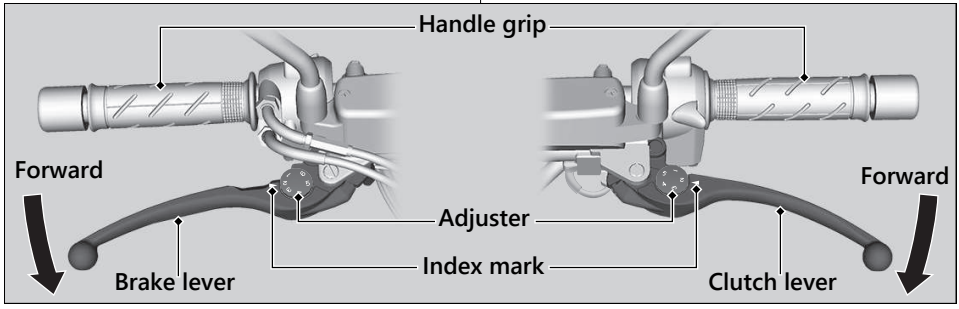
You can adjust the distances between the tip of the clutch lever and handle grip, and between the tip of the brake lever and handle grip.

Adjustment method

Turn the adjuster until the numbers align with the index mark while pushing the lever forward in the desired position.

After adjustment, check that the levers operate correctly before riding.

NOTICE
Do not turn the adjuster beyond its natural limit.



Adjusting the Front Suspension

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft).

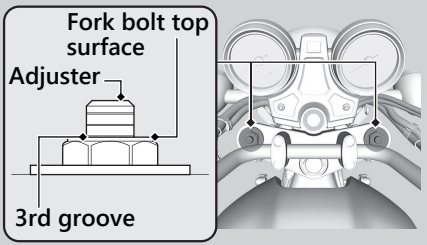
CB1100CA The standard position is the 3rd groove from the top aligning with the top surface of the fork bolts.

CB1100NA The standard position is the 2nd groove from the top aligning with the top surface of the fork bolts.

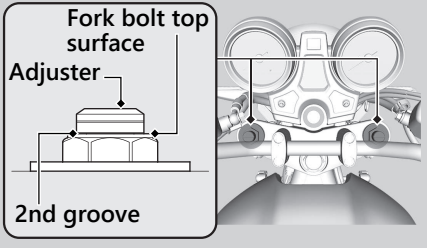
NOTICE

Do not turn the adjuster beyond its limits. Adjust both left and right forks to the same spring preload.

CB1100CA



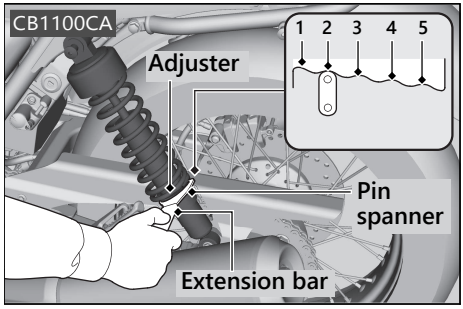
CB1100NA

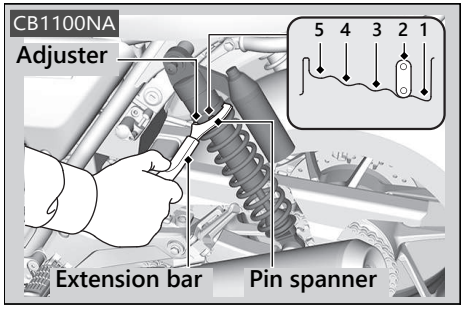


Adjusting the Rear Suspension

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn the adjuster using the pin spanner and extension bar provided in the tool kit. P. 59 Position 1 is for a decreased spring preload (soft), or turn to the position 3 to 5 for a increased spring preload (hard). The standard position is 2.





NOTICE
Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

NOTICE
Do not turn the adjuster beyond its limits.
Adjust both left and right shock absorbers to the same spring preload.

CB1100NA

NOTICE
The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

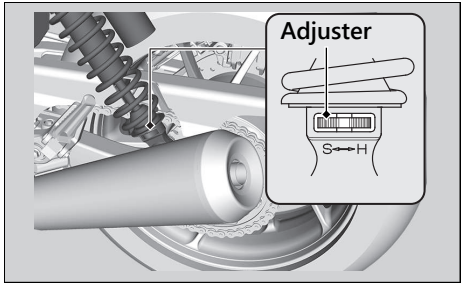
Rebound Damping

CB1100NA

You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn counterclockwise to increase rebound damping (hard), or turn clockwise to decrease rebound damping (soft).

The rebound damping adjuster has 15 clicks or more.

The standard position is 10 clicks from the full hard position.



NOTICE

Do not turn the adjuster beyond its limits. Adjust both left and right shock absorbers to the same rebound damping.

NOTICE

The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

Continued

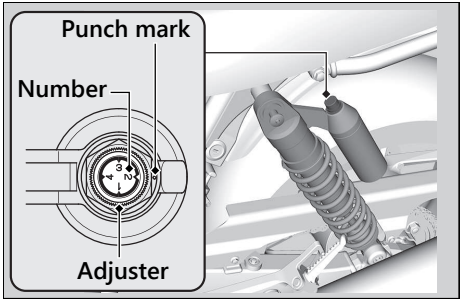
Compression Damping

CB1100NA

You can adjust the compression damping by the adjuster to suit the load or the road surface.

Turn the adjuster until the numbers align with the punch mark.

Turn the position 2 to 4 for a increase compression damping (hard). The standard position is 1.



NOTICE

Do not turn the adjuster beyond its limits.
Adjust both left and right shock absorbers to the same compression damping.

NOTICE

The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

Troubleshooting

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. P. 35
- Check that there is petrol in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is on.
  - ▶ If the indicator lamp is on, contact your dealer as soon as possible.
- Check if the HISS indicator stays on.
  - ▶ Turn the ignition switch to the ○ (Off) position and remove the key. Reinsert the key and turn the ignition switch to the | (On) position. If the indicator still stays on, check the following:
    Check if there is no another HISS key (including spare key) close to the ignition switch.
    Check if there are no any metallic seals or stickers on the key.
    If the HISS indicator still stays on, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Check the correct engine starting sequence. P. 35
- Make sure engine stop switch is in the ○ (Run) position. P. 32
- Check for a blown fuse. P. 113
- Check for a loose battery connection (P. 60) or battery terminal corrosion (P. 50).
- Check the condition of the battery. P. 109

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High oil temperature indicator is on)

The high oil temperature indicator may come on when idling or riding at very low speeds for a long time at high air temperature.
If the indicator comes on while idling or riding, stop the engine and let it cool down.
If the indicator remains on or lights again, take the motorcycle to your dealer as soon as possible.

NOTICE
Idling or riding with the indicator on may cause serious engine damage.

Low Oil Pressure Indicator

If the low oil pressure indicator comes on, pull safely to the side of the road and stop the engine.

NOTICE
Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. P. 67, P. 68
2. Start the engine.
   ▶ Only continue riding if the low oil pressure indicator goes off.

Rapid acceleration may momentarily cause the low oil pressure indicator to come on, especially if the oil is at or near the low level. If the low oil pressure indicator stays on when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes on while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

ABS (Anti-lock Brake System) Indicator

If the indicator operates in one of the following ways, you may have a serious problem with the ABS. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes on or starts flashing while riding.
- Indicator does not come on when the ignition switch is in the ▌(On) position.
- Indicator does not go off at speeds above 10 km/h (6 mph).

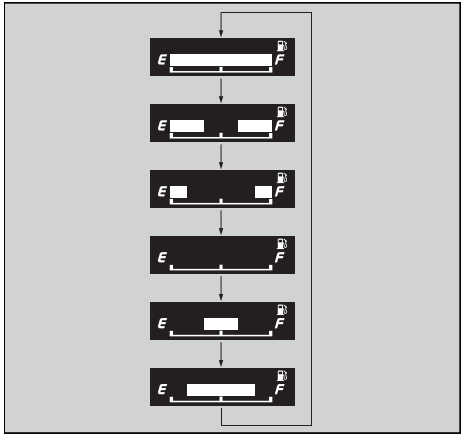
If the ABS indicator stays on, your brakes will continue to work as a conventional system, but without the anti-locking function.

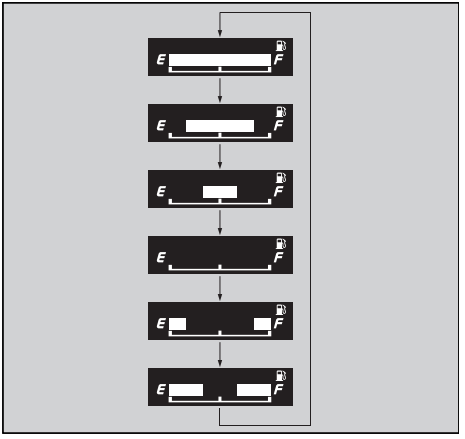
The ABS indicator may flash if you turn the rear wheel while the rear wheel is lifted off the ground. In this case, turn the ignition switch to the ○ (Off) position, and then to the ▌(On) position again. The ABS indicator will go off after your speed reaches 30 km/h (19 mph).

Fuel Gauge Failure Indication

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your dealer as soon as possible.





Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer.
After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

CB1100NA

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.

Follow the instructions provided with the emergency tyre repair kit.

Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

⚠WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Tube Repair and Replacement

CB1100CA

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again.

Anytime a tube is replaced, the tyre should be carefully inspected as described.

⚠WARNING

Riding your motorcycle with a temporary tyre or tube repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre or tube repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre or tube is replaced.

Removing Wheels

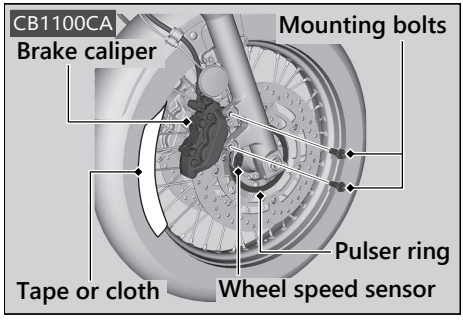
Follow these procedures if you need to remove a wheel in order to repair a puncture.

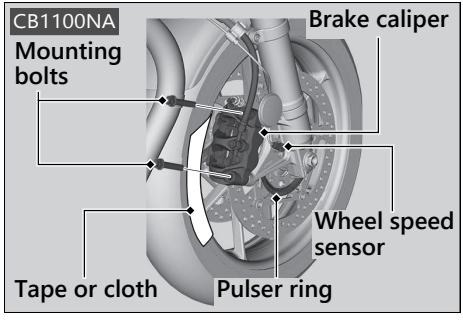
When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

Removal

1. Place your motorcycle on its centre stand on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.

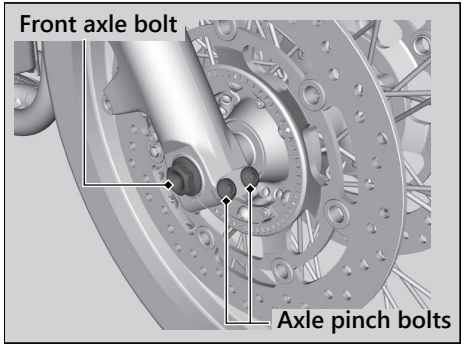




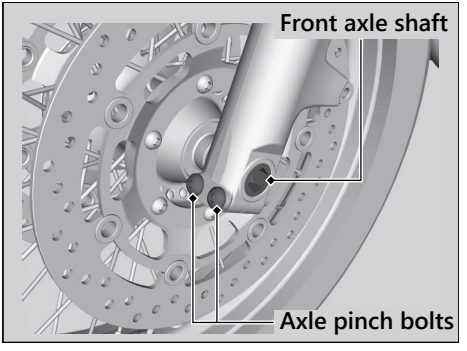
3. On the right side, remove the mounting bolts and remove the brake caliper.
4. On the left side, remove the mounting bolts and remove the brake caliper.
   - ▶ Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
   - ▶ Avoid getting grease, oil, or dirt on the disc or pad surfaces.
   - ▶ Do not pull the brake lever while the brake caliper is removed.
   - ▶ Take care to prevent the brake caliper from scratching the wheel during removal.

Continued

5. Loosen the right axle pinch bolts.
6. Remove the front axle bolt.
7. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.

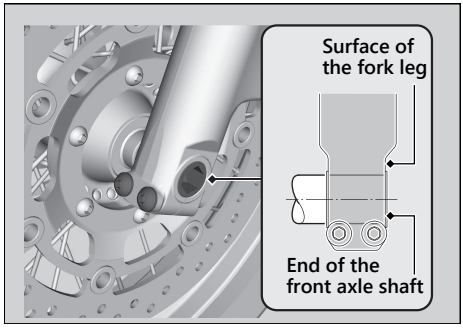


8. Loosen the left axle pinch bolts.
9. On the left side, withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the right and left side collars in their original locations on the wheel.
2. On the left side, place the wheel between the fork legs and insert the lightly greased front axle shaft to the end, through the left fork leg and wheel hub.
3. Align the end of the front axle shaft with the surface of the fork leg.



4. Tighten the left axle pinch bolts to hold the axle.
5. Tighten the axle bolt.

Torque: 59 N·m (6.0 kgf·m, 44 lbf·ft).

6. Loosen the left axle pinch bolts.
7. Tighten the right axle pinch bolts.

Torque:

CB1100CA

26 N·m (2.7 kgf·m, 19 lbf·ft).

CB1100NA

22 N·m (2.2 kgf·m, 16 lbf·ft).

8. Install the right and left brake caliper and tighten the mounting bolts.

Torque:
CB1100CA
31 N·m (3.2 kgf·m, 23 lbf·ft).
CB1100NA
45 N·m (4.6 kgf·m, 33 lbf·ft).

▶ Take care to prevent the brake caliper from scratching the wheel during installation.
▶ Use new mounting bolts when installing the brake caliper.

NOTICE
When installing a wheel or caliper into original position, carefully fit the brake disc between the pads to avoid scratching them.

9. Lower the front wheel on the ground.
10. Apply the brake lever several times. Then, pump the fork several times.
11. Retighten the left axle pinch bolts.

Torque:
CB1100CA
26 N·m (2.7 kgf·m, 19 lbf·ft).
CB1100NA
22 N·m (2.2 kgf·m, 16 lbf·ft).

12. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
13. Uncover the protective tape or cloth.

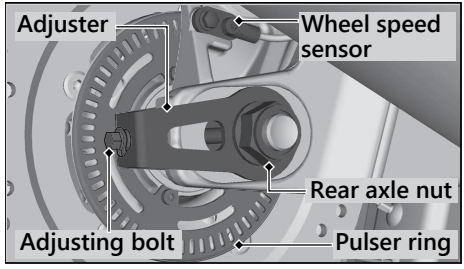
If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Rear Wheel

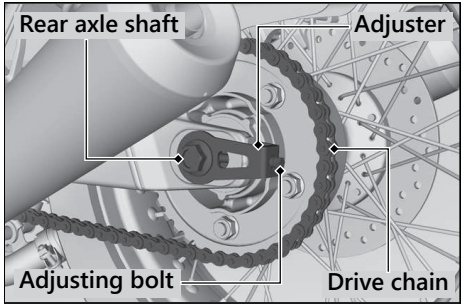
Removal

CB1100CA

1. Place your motorcycle on a firm, level surface.
2. Support your motorcycle securely and raise the rear wheel off the ground using the centre stand or a hoist.
3. Loosen the rear axle nut and turn adjusting bolts so the rear wheel can be moved all the way forward for maximum drive chain slack.
4. Remove the rear axle nut.



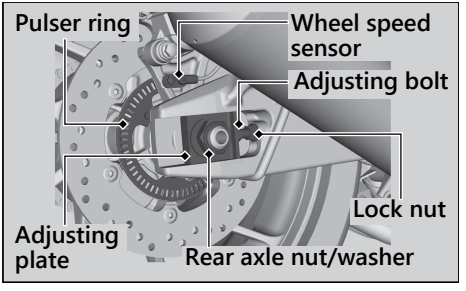
5. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.
6. Remove the rear axle shaft.



7. Remove the brake caliper bracket, rear wheel and side collars.
- ▶ Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
- ▶ Avoid getting grease, oil, or dirt on the disc to pad surfaces.
- ▶ Do not push the brake pedal while the wheel is removed.

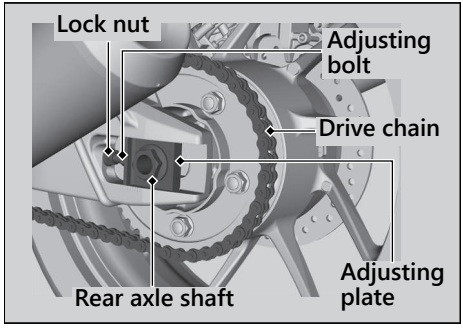
CB1100NA

1. Place your motorcycle on a firm, level surface.
2. Support your motorcycle securely and raise the rear wheel off the ground using the centre stand or a hoist.
3. Loosen the rear axle nut, lock nuts and turn the adjusting bolts so the rear wheel can be moved all the way forward for maximum drive chain slack.
4. Release the rear axle nut/washer.



5. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.

6. Remove the rear axle shaft and adjusting plates.



7. Remove the brake caliper bracket, rear wheel and side collars.

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

▶ Avoid getting grease, oil, or dirt on the disc to pad surfaces.

▶ Do not push the brake pedal while the wheel is removed.

Installation

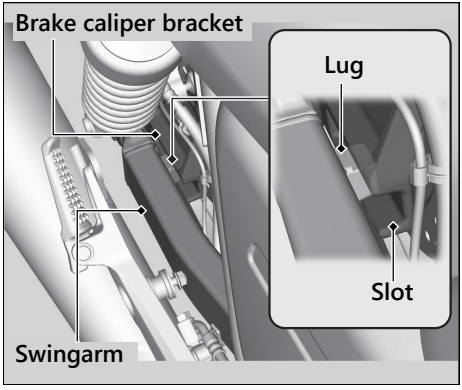
1. To install the rear wheel, reverse the removal procedure.

▶ Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

When installing a wheel or caliper into original position, carefully fit the brake disc between the pads to avoid scratching them.

2. Make sure that the lug on the swingarm is located in the slot on the brake caliper bracket.



3. CB1100CA Adjust the drive chain. P. 78
   CB1100NA Adjust the drive chain. P. 79
4. After installing the wheel, apply the brake pedal several times, then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

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

Battery Goes Dead

Charge the battery using a motorcycle battery charger.
Remove the battery from the motorcycle before charging.
Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage. If the battery does not recover after recharging, contact your dealer.

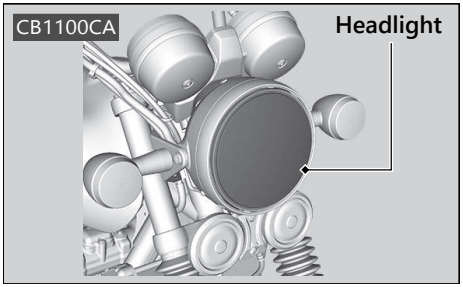
NOTICE
Jump starting using an automobile battery can damage your motorcycle's electrical system and is not recommended.

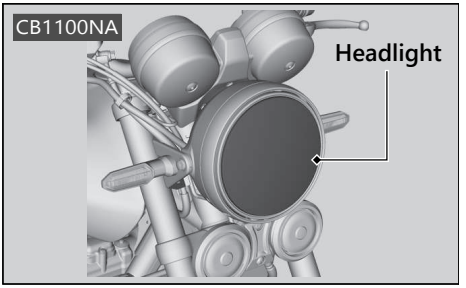
Burned-out Light Bulb

CB1100CA
Follow the procedure below to replace a burned-out light bulb.
Trun the iginition switch to the ○ (Off) or 🔒 (Lock) position.
Allow the bulb to cool before replacing it.
Do not use bulbs other than those specified.
Check the replacement bulb for correct operation before riding.
For the light bulb wattage, see "Specifications." ➔ P. 130

CB1100NA
All light bulbs on the motorcycle are LEDs. If there is an LED which is not turned on, see your dealer for servicing.

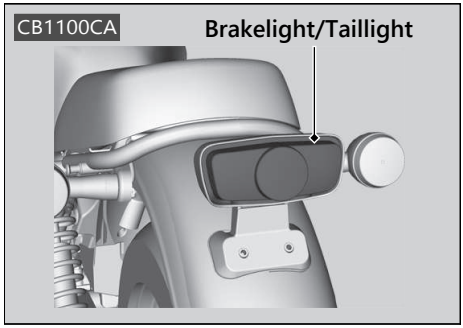
Headlight

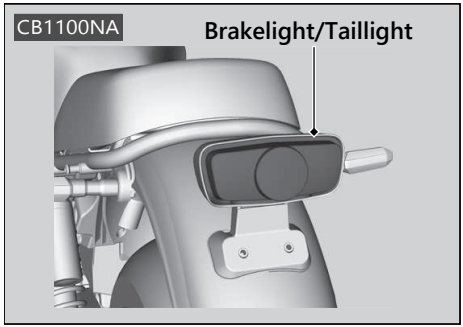




The headlight uses several LEDs.
If there is an LED which is not turned on, see your dealer for this servicing.

Brakelight/Taillight





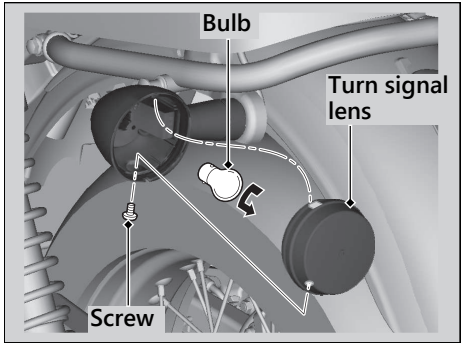
The brakelight and taillight uses several LEDs. If there is an LED which is not turned on, see your dealer for this servicing.

Continued

Front/Rear Turn Signal Bulb

CB1100CA

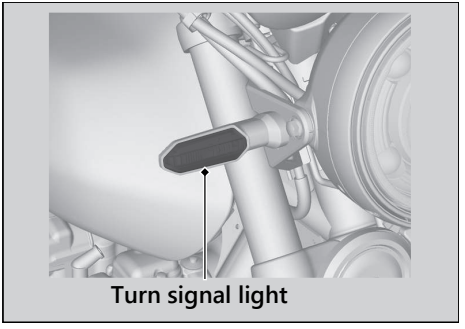
1. Remove the screw.
2. Turn the turn signal lens counterclockwise and remove it.
3. Slightly press the bulb and turn it counterclockwise.



4. Install a new bulb and parts in the reverse order of removal.

Front/Rear Turn Signal Light

CB1100NA

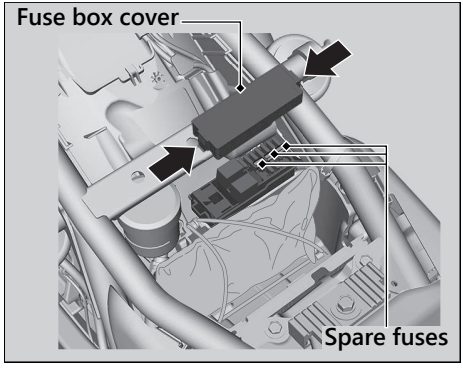


The front and rear turn signal lights use an LED.
If the LED not turned on, see your dealer for this servicing.

Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." ➡P. 52

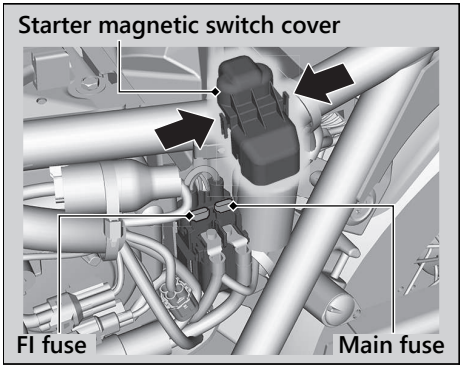
Fuse Box Fuses



1. Remove the seat. ➡P. 63
2. Remove the fuse box cover.
3. Pull the fuses out one by one with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
4. Reinstall the fuse box cover.
5. Reinstall the seat.

Continued

Main Fuse & FI Fuse



1. Remove the left side cover. ➡ P. 64
2. Remove the starter magnetic switch cover.
3. Using the fuse puller provided in the tool kit (➡ P. 59), pull the main fuse and FI fuse out one by one and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
   ▶ Spare fuses are provided in the fuse box. ➡ P. 113
4. Reinstall parts in the reverse order of removal.

NOTICE
If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

Information

Keys

Ignition Key

This motorcycle has two ignition keys and a key tag with a key number and a bar code.

The ignition key contains a special coded chip that is recognized by the immobilizer system (HISS) in order to start the engine. Handle the key carefully to prevent damaging the HISS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

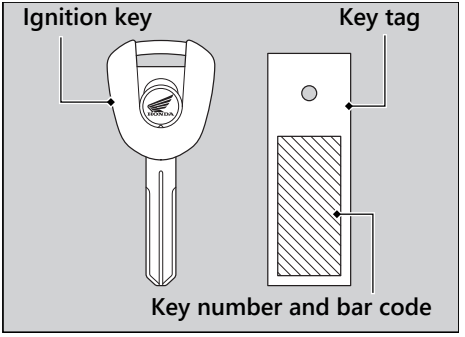
If you lose all ignition keys and the key tag, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.

If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HISS system, take the spare key, the key tag, and the motorcycle to your dealer.

▶ Store the key tag in a safe location.

A metal key holder may cause damage to the area surrounding the ignition switch.



Instruments, Controls, & Other Features

Ignition Switch

Leaving the ignition switch in the | (On) position with the engine stopped will drain the battery.

Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe. If you stop the engine using the engine stop switch, turn the ignition switch to the ○ (Off) position. Failing to do so will drain the battery.

Odometer

The display locks at 999,999 when the read-out exceeds 999,999.

Tripmeter

The tripmeters return to 0.0 when each read-out exceeds 9,999.9.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned to the ○ (Off) position, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing.

If the ignition switch is turned to the | (On) position with the engine stop switch in the ○ (Run) position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine. **HISS Indicator Does Not Turn off** ➡ P. 94

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned to the ○ (Off) position. You can turn this feature on or off. ➡ P. 28

EU Directive

This immobilizer system complies with the RE (Radio Equipment) Directive (2014/53/EU).

CE

The declaration of conformity to RE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only

Singapore only

Morocco only

AGREE PAR L'ANRT MAROC

Numéro d'agrément : MR 6164 ANRT 2011
Date d'agrément : 04/04/2011

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located underside of the seat.
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Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to the ○ (Off) position and back to the | (On) position before the engine can be restarted.

Assist-slipper Clutch System

The assist-slipper clutch system helps to prevent the rear tyre from locking up when the deceleration of your motorcycle produces a strong engine braking effect. It also makes the clutch lever operation feel lighter.

Use only MA classification engine oil for your motorcycle. Using engine oil other than MA classification oil could result in damage to the assist-slipper clutch system.

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the life of your Honda. A clean motorcycle makes it easier to spot potential problems.
In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a low pressure garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
   ▶ Clean the headlight lens, panels, and other plastic components with extra care to avoid scratching them.
   Avoid directing water into the air cleaner, muffler, and electrical parts.
3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
   ▶ Make sure that no lubricant spills onto the brakes or tyres. Brake discs, pads, drum or shoes contaminated with oil will suffer greatly reduced braking effectiveness and can lead to a crash.
5. Lubricate the drive chain immediately after washing and drying the motorcycle.
6. Apply a coat of wax to prevent corrosion.
   ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
   Keep the wax clear of the tyres and brakes.
   ▶ If your motorcycle has any mat painted parts, do not apply a coat of wax to the mat painted surface.

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
  - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
  - ▶ Water in the air intake can be drawn into the throttle body and/or enter the air cleaner.
- Do not direct water at the muffler:
  - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
  - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
  - ▶ Water in the under seat compartment can damage your documents and other belongings.
- Do not direct water at the air cleaner:
  - ▶ Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
  - ▶ The headlight's inside lens may fog temporarily after washing or while riding in the rain. This does not impact the headlight function.
    However, if you see a large amount of water or ice accumulated inside the lens(es), have your vehicle inspected by your dealer.
- Do not use wax or polishing compounds on mat painted surface:
  - ▶ Use a soft cloth or sponge, plenty of water, and a mild detergent to clean mat painted surfaces. Dry with a soft clean cloth.

Continued

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels

Follow these guidelines to prevent scratches and blemishes:

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.
- Avoid getting petrol, brake fluid, or detergents on the instruments, panels, or headlight.

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

When the exhaust pipe and muffler are painted, do not use a commercially available abrasive kitchen cleaning compound. Use a neutral detergent to clean the painted surface on the exhaust pipe and muffler. If you are not sure if your exhaust pipe and muffler are painted, contact your dealer.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.

If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except mat painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. P. 54
- Place your motorcycle on its centre stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery (P. 60) to prevent discharge. Fully charge the battery and then place it in a shaded, well-ventilated area.
  - ▶ If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE
Towing your motorcycle can cause serious damage to the transmission.

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

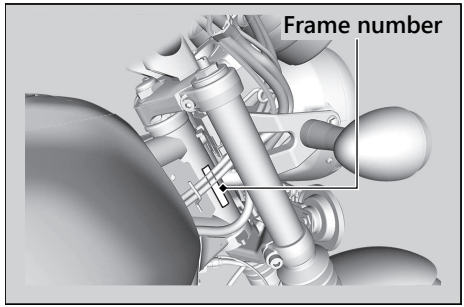
Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

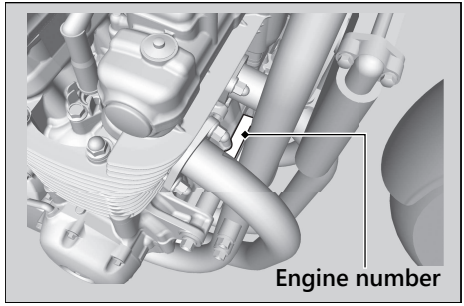
Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a drain or on the ground. Used oil, petrol, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

Serial Numbers

The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.
You should record these numbers and keep them in a safe place.





Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) up to 10% by volume.
  ► Petrol containing ethanol may be marketed under the name Gasohol.

The use of petrol containing more than 10% ethanol may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.

Catalytic Converter

This motorcycle is equipped with two three-way catalytic converters. Each catalytic converter contains precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converters.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converters.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

■ Main Components

Overall length	**CB1100CA**	2,200 mm (86.6 in)
	CB1100NA	2,180 mm (85.8 in)
Overall width	**CB1100CA (Except KO type)**	830 mm (32.7 in)
	CB1100CA (KO type)	810 mm (31.9 in)
	CB1100NA (Except KO type)	800 mm (31.5 in)
	CB1100NA (KO type)	770 mm (30.3 in)
Overall height	**CB1100CA**	1,130 mm (44.5 in)
	CB1100NA	1,100 mm (43.3 in)
Wheelbase	**CB1100CA**	1,490 mm (58.7 in)
	CB1100NA	1,485 mm (58.5 in)
Minimum ground clearance	**CB1100CA**	135 mm (5.3 in)
	CB1100NA	130 mm (5.1 in)
Caster angle	**CB1100CA**	27°
	CB1100NA	26°
Trail	**CB1100CA**	114 mm (4.5 in)
	CB1100NA	99 mm (3.9 in)

Curb weight	**CB1100CA**	255 kg (562 lb)
	CB1100NA (Except KO type)	252 kg (556 lb)
	CB1100NA (KO type)	250 kg (551 lb)
Maximum weight capacity *1	**Except KO type**	173 kg (381 lb)
	KO type	153 kg (337 lb)
Maximum luggage capacity **(ED, E type)**		10 kg (22 lb)
Passenger capacity	Rider and 1 passenger	
Minimum turning radius	2.7 m (8.9 ft)	
Displacement	1,140 cm^3 (69.5 cu-in)	
Bore x stroke	73.5 x 67.2 mm (2.89 x 2.65 in)	
Compression ratio	9.5:1	
Fuel	Unleaded petrol Recommended: 91 RON or higher	
Fuel containing alcohol	ETHANOL up to 10 % by volume	
Tank capacity	16.8 L (4.44 US gal, 3.70 Imp gal)	
Battery	YTZ14S 12 V-11.2 Ah (10 HR) / 11.8 Ah (20 HR)	

Gear ratio	1st	3.083
	2nd	1.941
	3rd	1.478
	4th	1.240
	5th	1.074
	6th	0.964
Reduction ratio (primary / final)	1.652 / 2.222	

*1 : Including rider, passenger, all luggage, and accessories.

Service Data

Tyre size	**CB1100CA**	Front	110/80R18M/C 58V
		Rear	140/70R18M/C 67V
	CB1100NA	Front	120/70ZR17M/C (58W)
		Rear	180/55ZR17M/C (73W)
Tyre type	**CB1100CA**	Radial, tube	
	CB1100NA	Radial, tubeless	
Recommended tyre **CB1100CA**	Front	DUNLOP D205F	
	Rear	DUNLOP D205	
Recommended tyre **CB1100NA**	Front	DUNLOP ROAD SMART III BRIDGESTONE BATTLAX SPORT TOURING T30F J	
	Rear	DUNLOP ROAD SMART III BRIDGESTONE BATTLAX SPORT TOURING T30R J	
Tyre category of use	Nolmal	Permitted	
	Special	Not Permitted	
	Snow	Not Permitted	
	Moped	Not Permitted	
Tyre air pressure	Front	250 kPa (2.50 kgf/cm^2, 36 psi)	
	Rear	290 kPa (2.90 kgf/cm^2, 42 psi)	
Minimum tread depth	Front	1.5 mm (0.06 in)	
	Rear	2.0 mm (0.08 in)	
Spark plug	(standard)	LMAR8A-9S (NGK)	

Spark plug gap	0.8 - 0.9 mm (0.03 - 0.04 in)	
Idle speed	1,100 ± 100 rpm	
Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving" or "Resource Conserving, " SAE 10W-30, JASO T 903 standard MA	
Engine oil capacity	After draining	3.8 L (4.0 US qt, 3.3 Imp qt)
	After draining & engine oil filter change	3.9 L (4.1 US qt, 3.4 Imp qt)
	After disassembly	4.9 L (5.2 US qt, 4.3 Imp qt)
Recommended brake (clutch) fluid	Honda DOT 4 Brake Fluid	
Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains If not available, use SAE 80 or 90 gear oil.	
Drive chain slack	25 - 35 mm (1.0 - 1.4 in)	
Standard drive chain	DID50VA11 or RK50HFOZ6	
	No. of links	110
Standard sprocket size	Drive sprocket	18T
	Driven sprocket	40T

■ Bulbs

Headlight		LED
Brakelight/Taillight		LED
Front turn signal	**CB1100CA**	12 V-21 W × 2
	CB1100NA	LED
Rear turn signal	**CB1100CA**	12 V-21 W × 2
	CB1100NA	LED

■ Fuses

Main fuse	30 A
Other fuse	30 A, 20 A, 10 A

■ Torque Specifications

Oil filter		26 N m (2.7 kgf m, 19 lbf ft)
Engine oil drain bolt		30 N m (3.1 kgf m, 22 lbf ft)
Rear wheel axle nut	**CB1100CA**	93 N m (9.5 kgf m, 69 lbf ft)
	CB1100NA	113 N·m (11.5 kgf·m, 83 lbf·ft)
Front wheel axle blot		59 N m (6.0 kgf m, 44 lbf ft)
Front wheel brake caliper mounting bolt	**CB1100CA**	31 N m (3.2 kgf m, 23 lbf ft)
	CB1100NA	45 N m (4.6 kgf m, 33 lbf ft)
Front wheel axle pinch bolt	**CB1100CA**	26 N m (2.7 kgf m, 19 lbf ft)
	CB1100NA	22 N m (2.2 kgf m, 16 lbf ft)

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