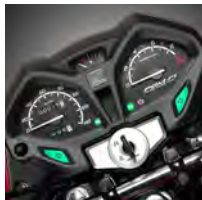


OWNER'S MANUAL



GLR1251WH / CB125F



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.

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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 CB125F E type.

Country Codes

| Code | Country |
|---------------|-----------------------|
| CB125F | |
| ED | European direct sales |
| E | UK |

*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 | P. 2 | |
|--------------------------|------|--|

| | | |
|------------------------|-------|--|
| Operation Guide | P. 18 | |
|------------------------|-------|--|

| | | |
|--------------------|-------|--|
| Maintenance | P. 35 | |
|--------------------|-------|--|

| | | |
|------------------------|-------|--|
| Troubleshooting | P. 81 | |
|------------------------|-------|--|

| | | |
|--------------------|--------|--|
| Information | P. 100 | |
|--------------------|--------|--|

| | | |
|-----------------------|--------|--|
| Specifications | P. 112 | |
|-----------------------|--------|--|

| | | |
|--------------|--------|--|
| Index | P. 115 | |
|--------------|--------|--|

Motorcycle Safety

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

| | |
|----------------------------------|-------|
| Safety Guidelines..... | P. 3 |
| Image Labels..... | P. 6 |
| Safety Precautions..... | P. 11 |
| Riding Precautions..... | P. 12 |
| Accessories & Modifications..... | P. 16 |
| Loading | P. 17 |

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. 11

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.

Safety Guidelines

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. 17), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 16).

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 **O** (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

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.

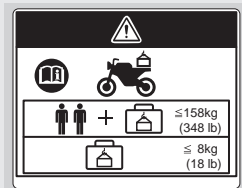
CAUTION (with YELLOW background)

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.



ACCESSORIES AND LOADING WARNING LABEL WARNING

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 **158 kg (348 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **8 kg (18 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 **175 kPa (1.75 kgf/cm², 25 psi)**Rear **200 kPa (2.00 kgf/cm², 29 psi)**

[Driver and passenger]

Front **175 kPa (1.75 kgf/cm², 25 psi)**Rear **225 kPa (2.25 kgf/cm², 33 psi)**

Tyre size:

Front **80/100-18M/C 47P**Rear **90/90-18M/C 51P**

Tyre brand: CST

Front **C-910**Rear **C-6011**

Keep chain adjusted and lubricated.

Freeplay **20 - 30 mm (0.8 - 1.2 in)**



or



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.

Combi Brake

Your motorcycle is equipped with a brake system that distributes the braking force between the front and rear brakes.

The distribution of the braking force applied to the front and rear brakes when operating the lever only and when operating the pedal only is different.

For full braking effectiveness, operate both the front and rear brakes together.

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.

Riding Precautions

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.

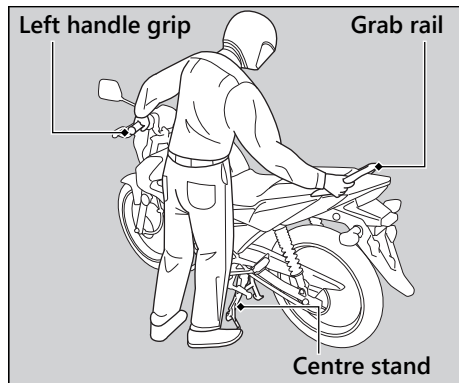
■ Parking with the Side Stand or Centre Stand


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 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. 28

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. 110
- 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 and highways. 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 / Maximum luggage weight  P. 112

- 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

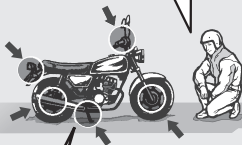
Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

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

Basic Operation Flow

Pre-ride Inspection ➡ P.40

Carefully inspect your motorcycle to make sure that it is safe to ride.



Acceleration

Apply throttle gradually.
Obey the speed limit.



Shift Change ➡ P.31

Starting the Engine ➡ P.29

Start and warm the engine.
Avoid revving the engine.



Starting the Motorcycle

Before pulling away, indicate your direction with the turn signal switch, and check for oncoming traffic.



How to use basic features.

- Instruments ➡ P.22
- Indicators ➡ P.24
- Switches ➡ P.26
- Steering Lock ➡ P.28

Braking

STOP!



Close the throttle and apply the front and rear brakes together.

► The brakelight will indicate that you have applied the brakes.

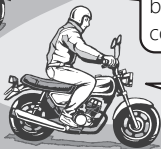
Stopping

If pulling off the road, signal early enough to show traffic that you are pulling over, and pull over smoothly.



Turning Corners

Do your braking before entering corners.



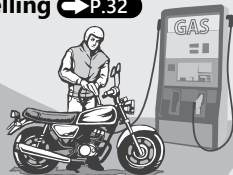
Gradually reapply throttle when exiting turn.

Parking ➡ P.14

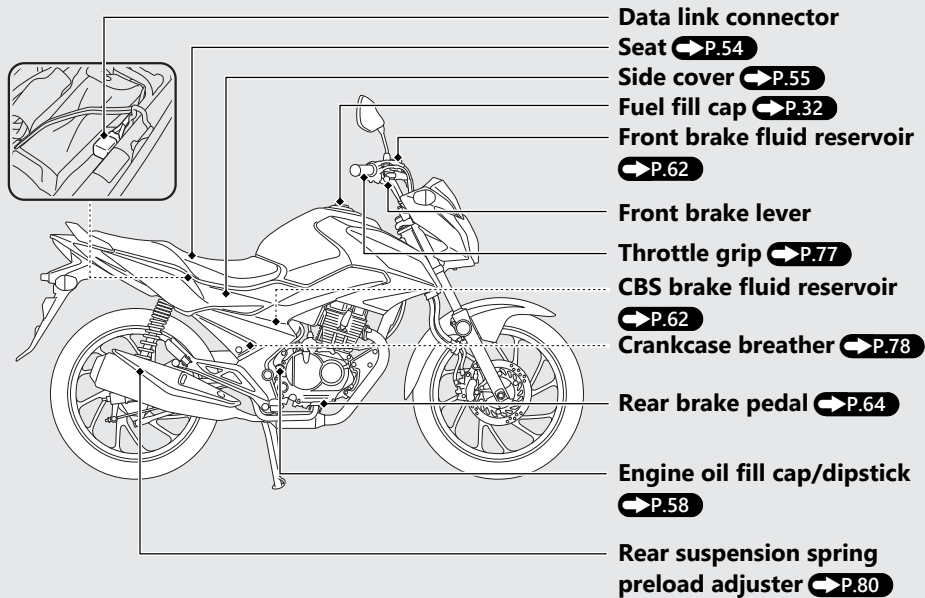
Park on a firm level surface. Use the stand, and lock the steering.

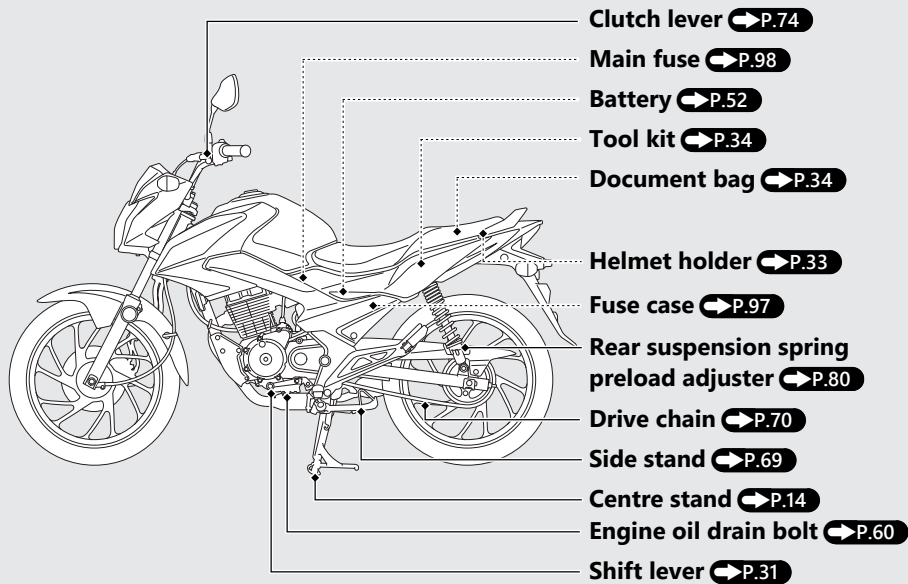


Refuelling ➡ P.32

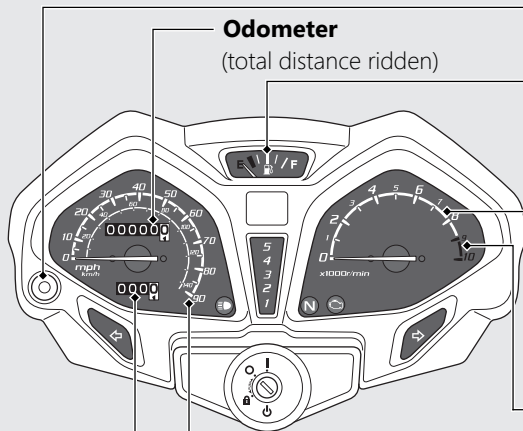


Parts Location





Instruments



Odometer

(total distance ridden)

Fuel gauge

Needle in the red mark, remaining fuel approximately 4.3 L (1.14 US gal, 0.95 Imp gal)

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)

Speedometer

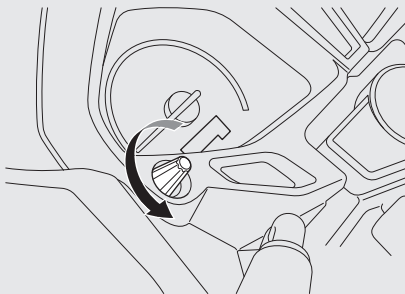
This shows your speed in kilometer per hour (km/h) and/or miles per hour (mph) depend on type.

Tripmeter

(distance ridden since tripmeter was reset)

Tripmeter reset knob

The tripmeter reset knob is used to reset the tripmeter to zero (0) by turning the knob in the direction shown in the illustration.



Indicators

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

 **High beam indicator**

Gear position indicators

Indicates the engaging transmission gears.



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

Comes on briefly when the ignition switch is turned to the **I** (On) position.

If it comes on while engine is running: ➡ P.83



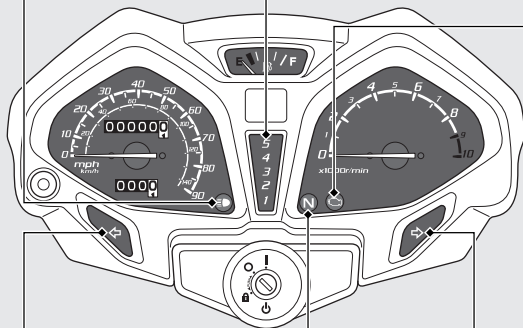
Left turn signal indicator



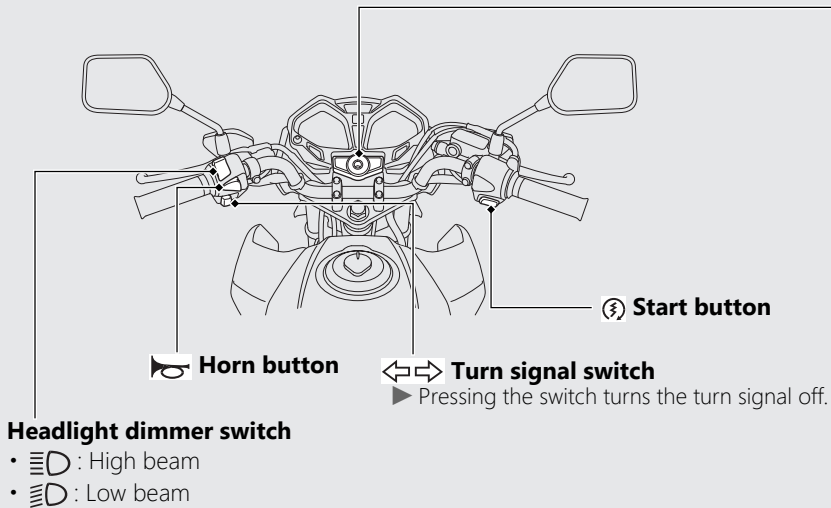
Right turn signal indicator

Neutral indicator

Comes on when the transmission is in Neutral.





Switches




Ignition Switch

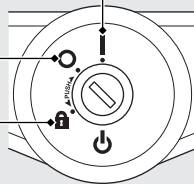
Switches the electrical system on/off, locks the steering.

- 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.

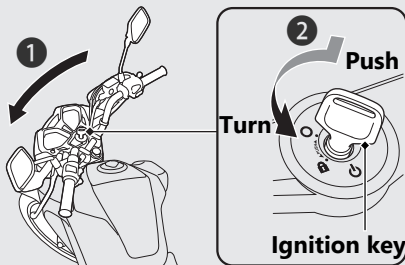


Switches *(Continued)*

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.



Locking

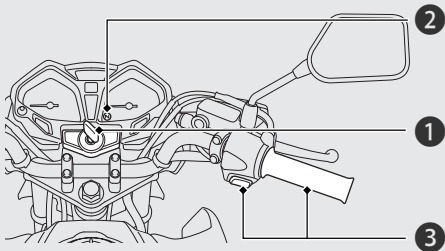
- 1 Turn the handlebar all the way to the left or right.
- 2 Push the key down, and turn the ignition switch to the **L** (Lock) position.
 - Jiggle the handlebar if the lock is difficult to engage.
- 3 Remove the key.

Unlocking

Insert the key, and turn the ignition switch to the **O** (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 **O** (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.
- The engine will not start if the throttle is fully open.

Consult your dealer for advice if you plan to ride your motorcycle at an altitude above 2,500 m (8,000 feet).

NOTICE

If the motorcycle is transported to a place 2,000 m (6,500 feet) higher or lower than the start point, you may not be able to achieve sufficient engine performance at the new altitude. Consult your dealer before transporting your motorcycle.

- 1 Turn the ignition switch to the **I** (On) position.
- 2 Shift the transmission to Neutral (**N** indicator 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.
- 3 Press the start button with the throttle completely closed.

Starting the Engine *(Continued)*

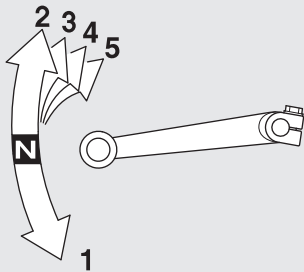
If the engine does not start:

- 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 step ① & ② again.

If Engine Will Not Start ➡ P.82

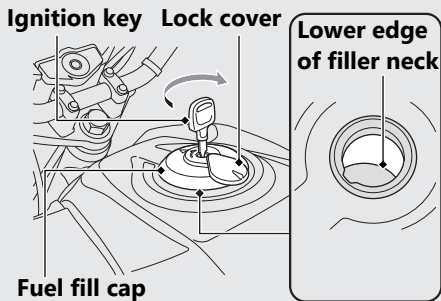
Shifting Gears

Your motorcycle transmission has 5 forward gears in a one-down, four-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 lower edge of the filler neck.

Fuel type: Unleaded petrol only

Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.

Tank capacity: 13.0 L (3.43 US gal, 2.86 Imp gal)

Refuelling and Fuel Guidelines ➔ P.15

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, align the fuel fill cap latch with the slot in the filler neck.
- 2 Push the fuel fill cap into the filler neck until it snaps closed and locks.
- 3 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.

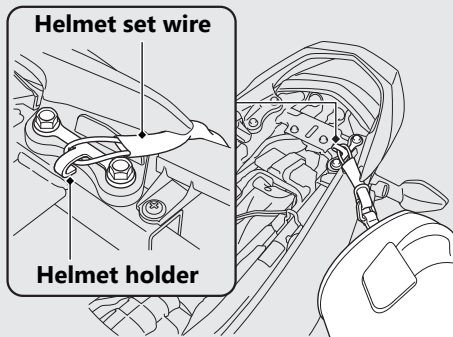
- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

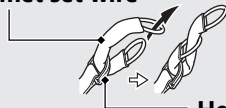
Helmet Holder

The helmet holder is located under the seat. The helmet set wire is stored in the tool kit.

➡ P.51



Helmet set wire



Helmet D-ring

► Use the helmet holder only when parked.

Removing the Seat ➡ P.54

⚠ 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.

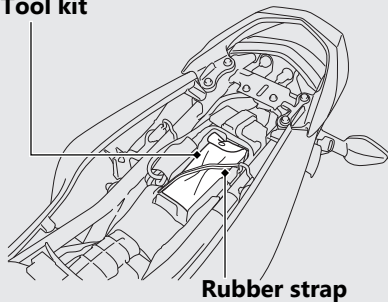
Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Storage Equipment *(Continued)*

Tool Kit

The tool kit is located under the seat. Secure the tool kit with the rubber strap as shown in the illustration.

Tool kit



Rubber strap

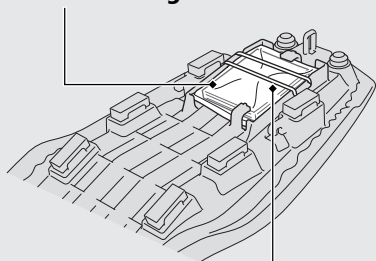
Removing the Seat ➡ P.54

Document Bag

The document bag is located underside of the seat.

Secure the document bag with the rubber strap as shown in the illustration.

Document bag



Rubber strap

Removing the Seat ➡ P.54

Maintenance

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

| | |
|--|--------------|
| Importance of Maintenance | P. 36 |
| Maintenance Schedule..... | P. 37 |
| Maintenance Fundamentals | P. 40 |
| Tool Kit..... | P. 51 |
| Removing & Installing Body Components.. | P. 52 |
| Battery | P. 52 |
| Clip | P. 53 |
| Seat | P. 54 |
| Side Cover | P. 55 |
| Spark Plug | P. 56 |
| Engine Oil | P. 58 |
| Brakes | P. 62 |
| Side Stand | P. 69 |
| Drive Chain..... | P. 70 |

| | |
|-------------------------------------|--------------|
| Clutch | P. 74 |
| Throttle | P. 77 |
| Crankcase Breather | P. 78 |
| Other Adjustments..... | P. 79 |
| Adjusting the Headlight Aim | P. 79 |
| Adjusting the Rear Suspension | P. 80 |

Importance of Maintenance

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. 37

⚠ 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.

Maintenance Schedule

| Items | | Pre-ride Check P. 40 | Frequency *1 | | | | | | | | Annual Check | Regular Replace | Refer to page |
|----------------------------------|---|----------------------------|--------------|-----|-----|---|-----|----|------|----|-----------------|--------------------|------------------|
| | | | × 1,000 km | 1 | 4 | 8 | 12 | 16 | 20 | 24 | | | |
| | | | × 1,000 mi | 0.6 | 2.5 | 5 | 7.5 | 10 | 12.5 | 15 | | | |
| Fuel Line |  | | | | I | I | I | I | I | I | I | | – |
| Fuel Level | | I | | | | | | | | | | | – |
| Throttle Operation |  | I | | | I | I | I | I | I | I | I | | 77 |
| Air Cleaner *2 |  | | | | | | | R | | | | | 50 |
| Crankcase Breather *3 | | | | | C | C | C | C | C | C | C | | 78 |
| Spark Plug | | | | | I | R | I | R | I | R | | | 56 |
| Valve Clearance |  | | | I | I | I | I | I | I | I | | | – |
| Engine Oil | | I | | R | R | R | R | R | R | R | R | | 60 |
| Engine Oil Strainer Screen |  | | | | | | C | | | C | | | – |
| Engine Oil Centrifugal Filter |  | | | | | | C | | | C | | | – |
| Engine Idle Speed |  | | | I | I | I | I | I | I | I | I | | – |

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)
- C** : Clean
- L** : Lubricate
- R** : Replace

Maintenance Schedule

| Items | Pre-ride Check P. 40 | Frequency *1 | | | | | | | | Annual Check | Regular Replace | Refer to page |
|------------------------|----------------------------|--------------|-----|------------------------|---|-----|----|------|----|-----------------|--------------------|------------------|
| | | × 1,000 km | 1 | 4 | 8 | 12 | 16 | 20 | 24 | | | |
| | | × 1,000 mi | 0.6 | 2.5 | 5 | 7.5 | 10 | 12.5 | 15 | | | |
| Drive Chain | | | | Every 500 km (300 mi): | | | | | | | | 70 |
| Brake Fluid *4 | | | | | | | | | | | 2 Years | 62 |
| Brake Shoes/Pads Wear | | | | | | | | | | | | 63, 67 |
| Brake System | | | | | | | | | | | | 40 |
| Brakelight Switch | | | | | | | | | | | | 68 |
| Headlight Aim | | | | | | | | | | | | 79 |
| Lights/Horn | | | | | | | | | | | | – |
| Clutch System | | | | | | | | | | | | 74 |
| Side Stand | | | | | | | | | | | | 69 |
| Suspension | | | | | | | | | | | | – |
| Nuts, Bolts, Fasteners | | | | | | | | | | | | – |
| Wheels/Tyres | | | | | | | | | | | | 47 |
| Steering Head Bearings | | | | | | | | | | | | – |

Notes:

*1 : At higher odometer reading, 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.

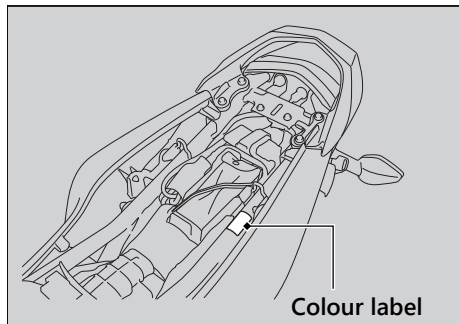
Check the following items before you get on your motorcycle:

- Fuel level - Fill fuel tank when necessary. ➤ P. 32
- Throttle - Check for smooth opening and full closing in all steering positions. ➤ P. 77
- Engine oil level - Add engine oil if necessary. Check for leaks. ➤ P. 58

- Drive chain - Check condition and slack, adjust and lubricate if necessary. ➤ P. 70
- Brakes - Check operation;
Front: check brake fluid level and pads wear. ➤ P. 62, ➤ P. 63
Combi Brake: check brake fluid level. ➤ P. 62
Rear: check shoes wear and freeplay, adjust if necessary. ➤ P. 64, ➤ P. 67
- Lights and horn - Check that lights, indicators and horn function properly.
- Clutch - Check operation;
Adjust freeplay if necessary. ➤ P. 74
- Wheels and tyres - Check condition, air pressure and adjust if necessary. ➤ P. 47

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety. 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. 54



⚠ 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 battery disposal.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

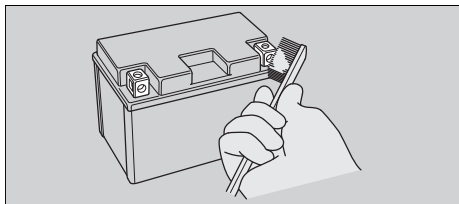
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

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. 52
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

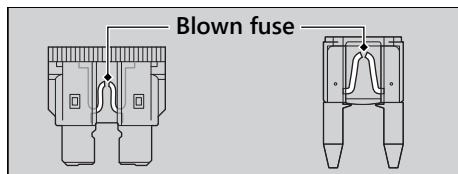
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

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. 97

Inspecting and Replacing Fuses

Turn the ignition switch to the **O** (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. 114

**NOTICE**

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

Maintenance Fundamentals

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.

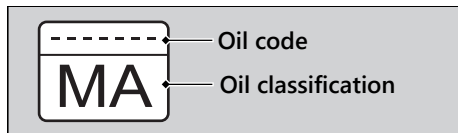
Selecting the Engine Oil

For recommended engine oil, see "Specifications." ▣ P. 113

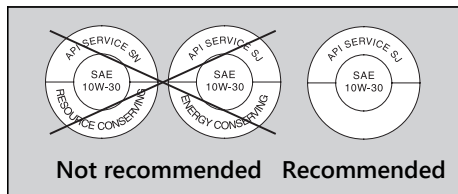
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- 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

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 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:

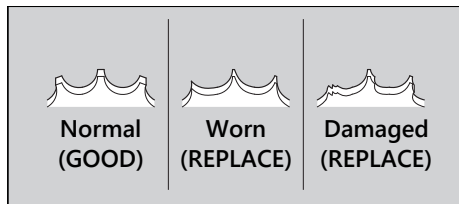
Honda DOT 3 or DOT 4 Brake Fluid or equivalent

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. 70

If the chain does not move smoothly, makes strange noises, has damaged rollers, has loose pins, 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

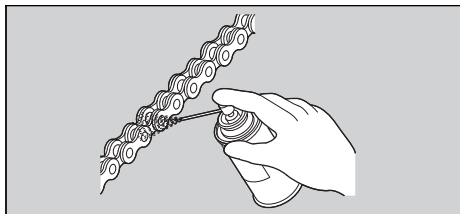
After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use a dry cloth with high flash-point solvent. Use a soft brush if the chain is dirty.

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

Recommended lubricant:

Drive chain lubricant

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



Never use petrol or low flash point solvents for cleaning the drive chain.

A fire or explosion could result.

Avoid getting lubricant on the brakes or tyres.

Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Crankcase Breather

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.

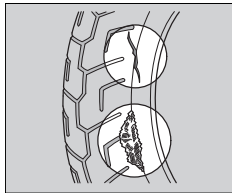
If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance. ➤ P. 78

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.

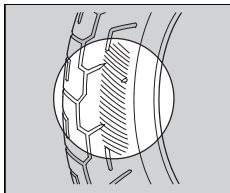
■ Inspecting for Damage



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.

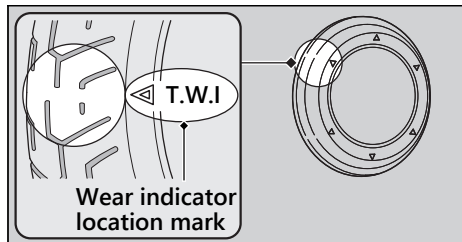
■ Inspecting for Abnormal Wear



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.



⚠ 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.

Have your tyres replaced by your dealer.
For recommended tyres and air pressure, see
"Specifications." ➤ P. 113

Follow these guidelines whenever you replace
tyres.

- Use the recommended tyres or equivalents
of the same size, construction, speed rating,
and load range.
- 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.

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.

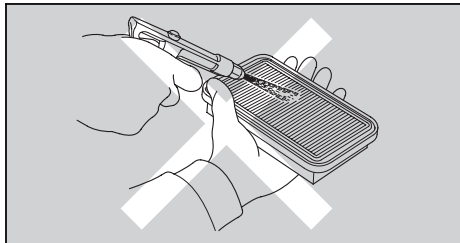
Always use the size and type of tyres
recommended in this owner's manual.

Air Cleaner

This motorcycle is equipped with a viscous type air cleaner element.

Air blow cleaning or any other cleaning can degrade the viscous element performance and cause the intake of dust.

Do not perform the maintenance. Should be serviced by your dealer.



Tool Kit

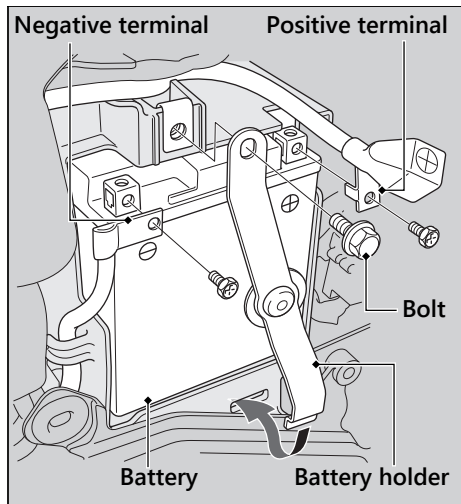
The tool kit is stored under the seat. ➤ P. 54

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

- No. 2 Phillips screwdriver
- 8 x 12 mm Open end wrench
- 10 x 14 mm Open end wrench
- Pin spanner
- Fuse puller
- Helmet set wire



Removing & Installing Body Components

Battery




Removal

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

1. Remove the left side cover. ➤ P. 55
2. Remove the bolt.
3. Remove the battery holder.
4. Disconnect the negative  terminal from the battery.
5. Disconnect the positive  terminal from the battery.
6. Remove the battery taking care not to drop the terminal nuts.

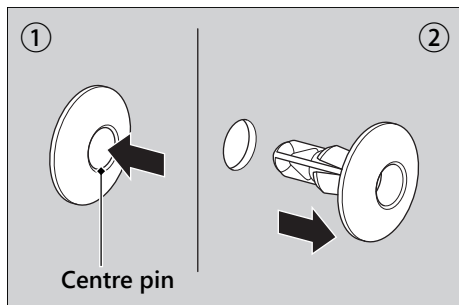
Installation

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

For proper handling of the battery, see "Maintenance Fundamentals." ➤ P. 42
"Battery Goes Dead." ➤ P. 91

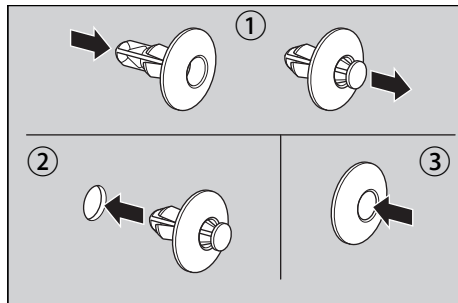
Clip

Removal



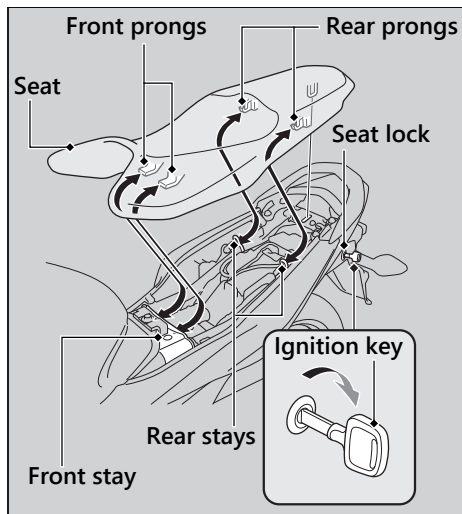
1. Press down on the centre pin to release the lock.
2. Pull the clip out of the hole.

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.
2. Turn it clockwise, then pull the seat up and back.

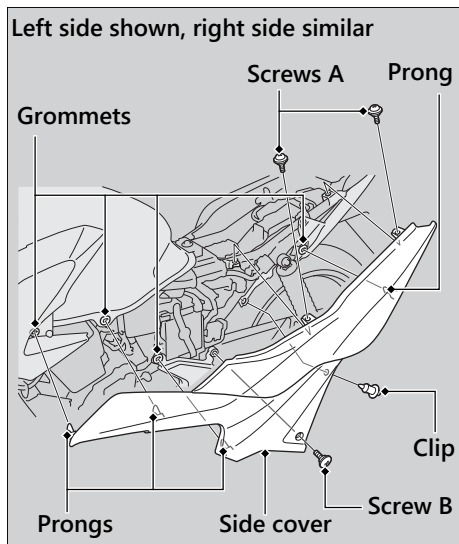
Installation

1. Insert the front prongs into the front stay and the rear prongs into the 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 under the seat.

Side Cover



The removal of right and left side covers can be done in the same way.

Removal

1. Remove the seat. ► P. 54
2. Remove the clip. ► P. 53
3. Remove the screws A and screw B.
4. Remove the prongs from the grommets.
5. Remove the side cover.

Installation

Install the parts in the reverse order of removal.

Checking Spark Plug

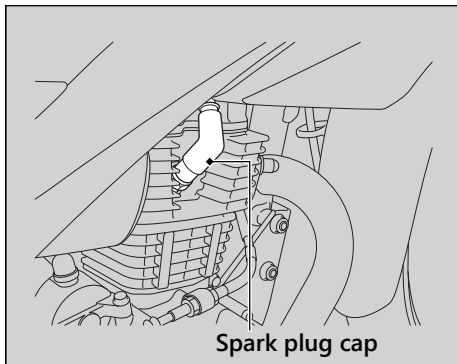
For the recommended spark plug, see "Specifications." ➡ P. 113

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

NOTICE

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

1. Disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base.
3. Remove the spark plug using a suitable spark plug wrench.

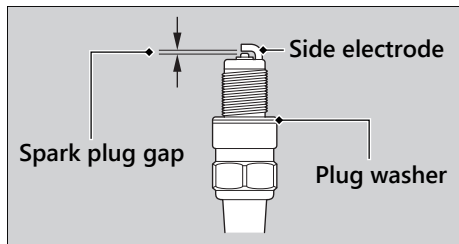


4. Inspect the electrodes and centre porcelain for deposits, erosion or carbon fouling.
 - If the erosion or deposit is heavy, replace the plug.
 - Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

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:

0.80 - 0.90 mm (0.031 - 0.035 in)



6. Make sure the plug washer is in good condition.
7. Install the spark plug. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.

8. Tighten the spark plug:
- If the old plug is good:
1/8 turn after it seats
 - If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug:
1/2 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again:
1/8 turn after it seats

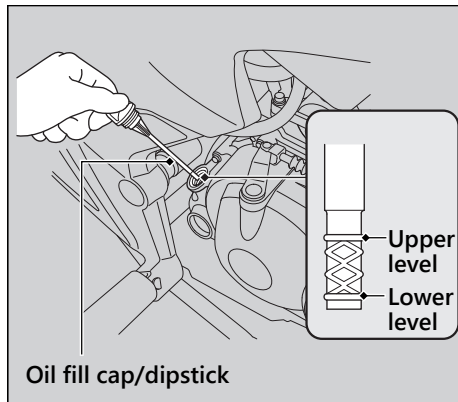
NOTICE

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. Reinstall the spark plug cap. 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. Remove the oil fill cap/dipstick and wipe it clean.
5. Insert the oil fill cap/dipstick until it seats, but don't screw it in.
6. Check that the oil level is between the upper level and lower level marks in the oil fill cap/dipstick.
7. Securely install the oil fill cap/dipstick.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil.

➤ P. 44, ➤ P. 113

1. Remove the oil fill cap/dipstick. 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/dipstick.

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.

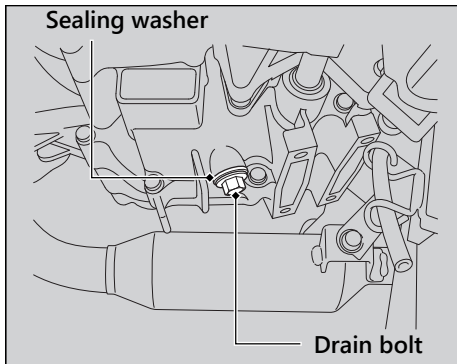
For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals."

➤ P. 44

Changing Engine Oil

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

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/dipstick, drain bolt and sealing washer to drain the oil.
 - Discard the oil at an approved recycling centre.
6. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft)

7. Fill the crankcase with the recommended oil (► P. 44, ► P. 113) and install the oil fill cap/dipstick.

Required oil**When changing oil:**

0.8 L (0.8 US qt, 0.7 Imp qt)

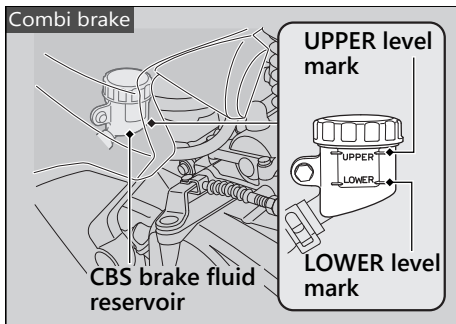
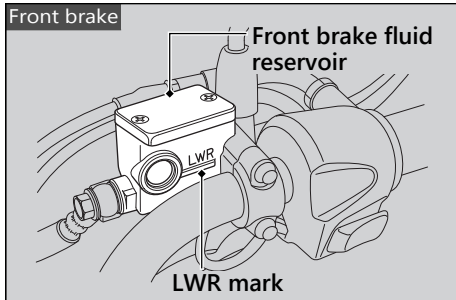
8. Check the oil level. ► P. 58
9. Check that there are no oil leaks.

Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the brake fluid reservoir is horizontal and that the fluid level is:
Front brake above the LWR mark.
Combi brake between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the LWR mark or LOWER level mark, or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear.

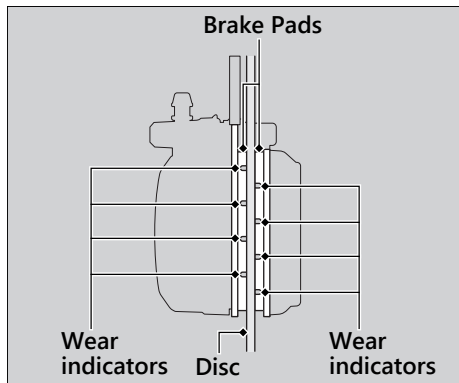
If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.



Inspecting the Front Brake Pads

Check the condition of the brake pad wear indicators.

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



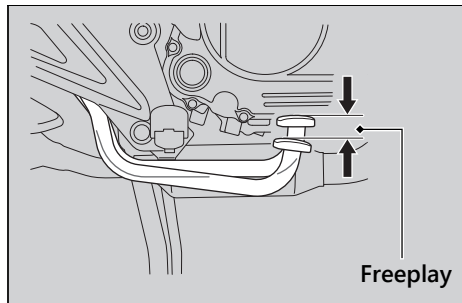
1. Inspect the brake pads from in front of the brake caliper.
If necessary have the pads replaced by your dealer.
Always replace both left and right brake pads at the same time.

Inspecting the Rear Brake Pedal Freeplay

1. Place your motorcycle on its centre stand on a firm, level surface.
2. Measure the distance of the rear brake pedal before the starts to take hold.

Freeplay at the tip of the brake pedal:

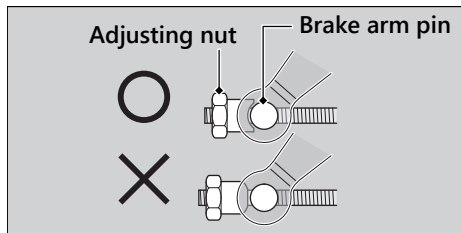
20 - 30 mm (0.8 - 1.2 in)



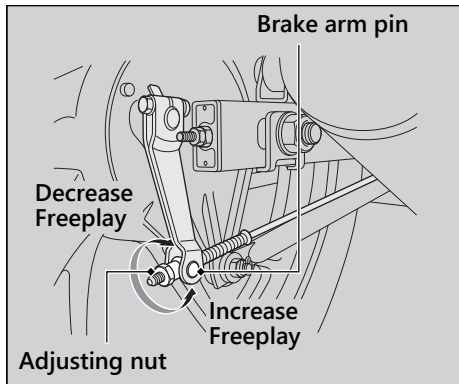
Make sure the brake rod, brake arm, spring and fastener are in good condition.

Adjusting the Rear Brake Pedal Freeplay

Make sure the cut-out on the adjusting nut is seated on the brake arm pin when adjusting the freeplay.



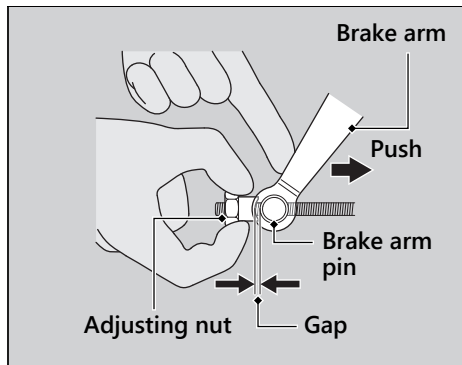
If proper adjustment cannot be obtained by this method, see your dealer.



1. Adjust by turning the rear brake adjusting nut a half-turn at a time.
2. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

Brakes ► Adjusting the Rear Brake Pedal Freeplay

3. Push the brake arm to confirm that there is a gap between the rear brake adjusting nut and brake arm pin.



After adjustment, confirm the freeplay of the brake pedal.

Make sure the brake rod, brake arm, spring and fastener are in good condition.

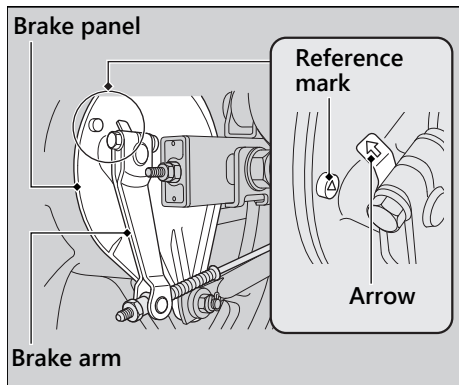
NOTICE

Do not turn the adjuster beyond its natural limits.

Brakes ► Inspecting the Rear Brake Shoe Wear

Inspecting the Rear Brake Shoe Wear

The rear brake is equipped with a brake wear indicator.

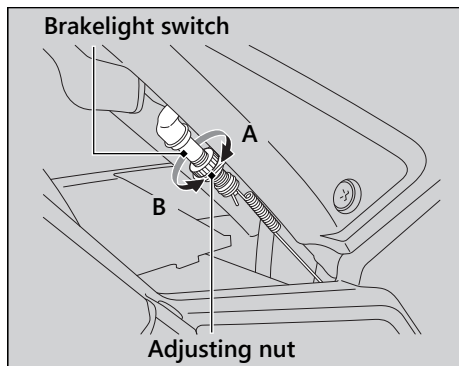


When the brake is applied, an arrow attached to the brake arm moves toward a reference mark on the brake panel. If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your dealer for this service.

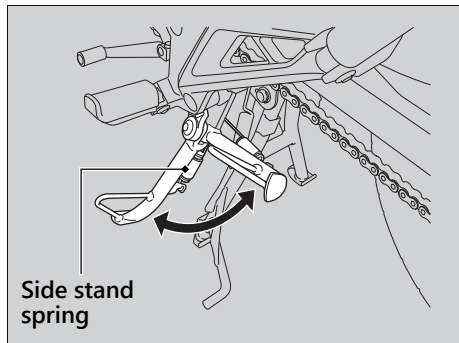
When the brake service is necessary, see your dealer. Use only Honda Genuine Parts or its equivalent.

Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Hold the brakelight switch and turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



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, put the transmission in Neutral, and raise the side stand.
4. 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.

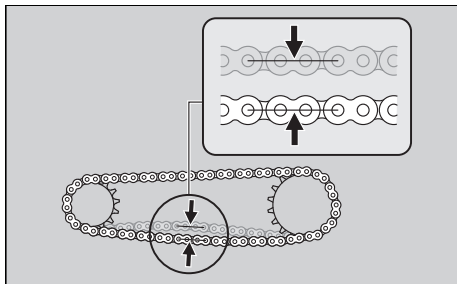
Have the chain inspected by your dealer.

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:

20 - 30 mm (0.8 - 1.2 in)

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

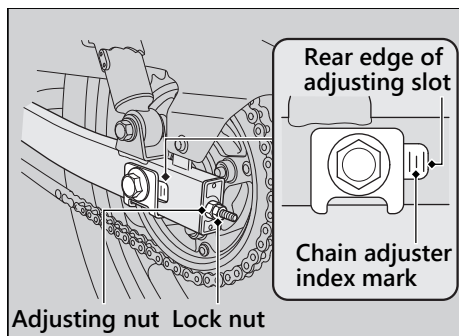
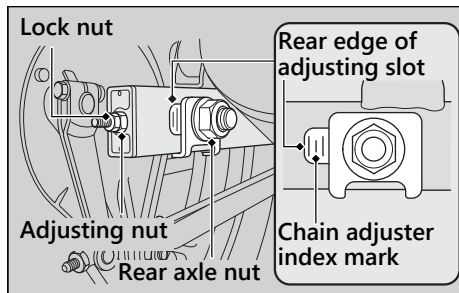


4. Rotate the rear wheel and check that the chain moves smoothly.
5. Inspect the sprockets. ➤ P. 45
6. Clean and lubricate the drive chain. ➤ P. 46

Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted 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. Loosen the rear axle nut.
4. Loosen the lock nuts on both sides of the swingarm.



Drive Chain ► Adjusting the Drive Chain Slack

5. Turn both adjusting nuts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain. Turn the adjusting nuts counterclockwise 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. 70
6. Check rear axle alignment by making sure the chain adjuster index marks align with the rear edge of the adjusting slots. Both marks should correspond. If the axle is misaligned, turn the right or left adjusting nut until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

Torque: 88 N·m (9.0 kgf·m, 65 lbf·ft)

8. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.
9. Recheck drive chain slack.
10. Rear brake pedal freeplay is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal freeplay and adjust as necessary.
➤ P. 64

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

If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.

Chain:

KMC 428DF

If necessary have the drive chain replaced by your dealer.

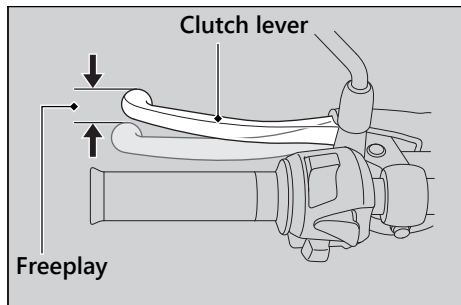
Checking the Clutch

Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

Freeplay at the clutch lever:

10 - 20 mm (0.4 - 0.8 in)



Check the clutch cable for kinks or signs of wear. If necessary have it replaced by your dealer.

Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

NOTICE

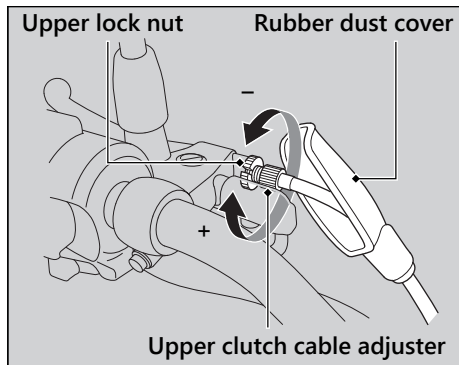
Improper freeplay adjustment can cause premature clutch wear.

Adjusting the Clutch Lever Freeplay

Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

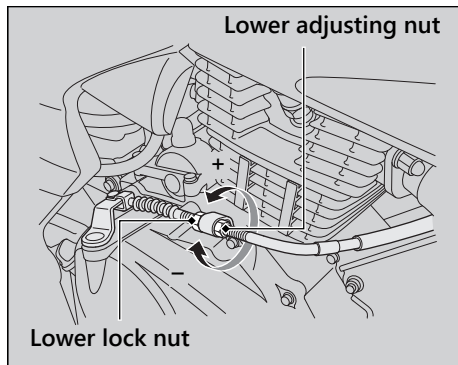
1. Pull back the rubber dust cover.
2. Loosen the upper lock nut.
3. Turn the upper clutch cable adjuster until the freeplay is 10 - 20 mm (0.4 - 0.8 in).
4. Tighten the upper lock nut and check the freeplay again.
5. Install the rubber dust cover.



Lower Adjustment

If the upper clutch cable adjuster is threaded out near its limit, or the correct freeplay cannot be obtained, attempt adjustment with the lower clutch cable adjusting nut.

1. Loosen the upper lock nut and turn the upper clutch cable adjuster all the way in (to provide maximum freeplay). Tighten the upper lock nut.
2. Loosen the lower lock nut.
3. Turn the lower adjusting nut until the clutch lever freeplay is 10 - 20 mm (0.4 - 0.8 in).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your motorcycle should move smoothly and accelerate gradually.



If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

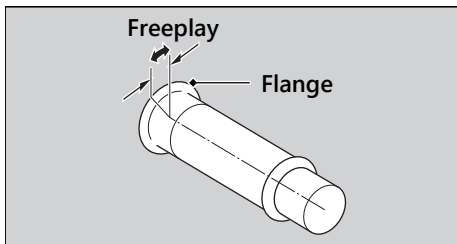
Throttle

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.

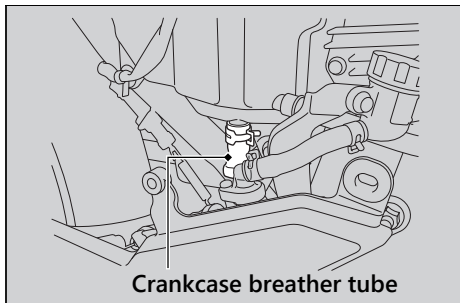
Freeplay at the throttle grip flange:

2 - 6 mm (0.1 - 0.2 in)



Cleaning the Crankcase Breather

1. Remove the right side cover. ➤ P. 55
2. Place a suitable container under the crankcase breather tube.
3. Remove the crankcase breather tube and drain deposits.
4. Reinstall the crankcase breather tube.
5. Install the right side cover.



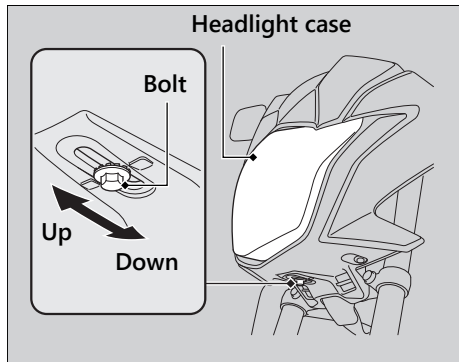
Other Adjustments

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. To move the headlight case, loosen the bolt.

Tighten the bolt after adjustment.

Obey local laws and regulations.



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 provided in the tool kit. ➡ P. 51

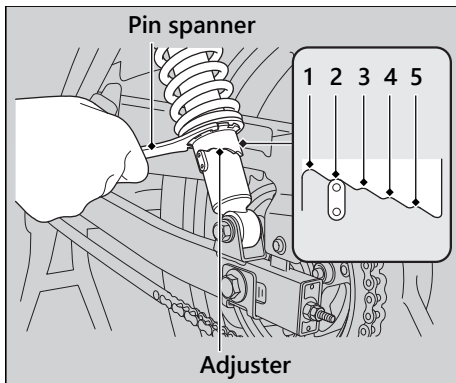
Position 1 is for a decrease spring preload (soft), or turn the position 3 to 5 increase spring preload (hard). The standard position is 2.

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.



Troubleshooting

| | |
|---|-------|
| Engine Will Not Start | P. 82 |
| Warning Indicators On | P. 83 |
| PGM-FI (Programmed Fuel Injection) | |
| Malfunction Indicator Lamp (MIL) | P. 83 |
| Tyre Puncture | P. 84 |
| Electrical Trouble | P. 91 |
| Battery Goes Dead | P. 91 |
| Burned-out Light Bulb | P. 91 |
| Blown Fuse | P. 97 |
| Unstable Engine Operation Occurs | |
| Intermittently | P. 99 |

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. ➡ P. 29
- Check that there is petrol in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is on.
 - ▶ If the indicator light is on, contact your dealer as soon as possible.

Starter Motor Does Not Operate

Check the following items:

- Check the correct engine starting sequence. ➡ P. 29
- Check for a blown fuse. ➡ P. 97
- Check for a loose battery connection or battery terminal corrosion. ➡ P. 42, ➡ P. 52
- Check the condition of the battery. ➡ P. 91

If the problem continues, 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.

Tyre Puncture

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

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.

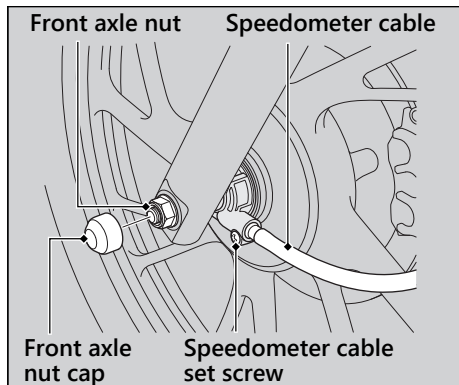
Removing Wheels

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

Front Wheel

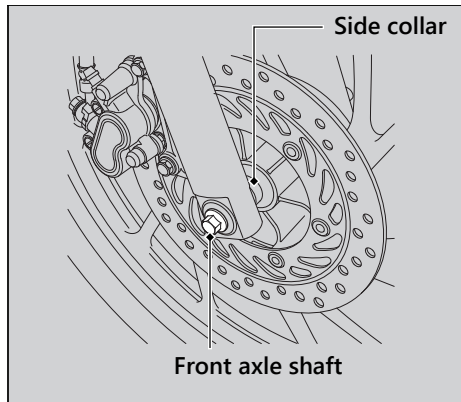
Removal

1. Place your motorcycle on its centre stand on a firm, level surface.
2. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
3. Remove the speedometer cable set screw and disconnect the speedometer cable.
4. Remove the front axle nut cap.
5. Remove the front axle nut while holding the front axle shaft at the other end with a wrench.



Tyre Puncture ► Removing Wheels

6. Remove the front axle shaft, front wheel, speedometer gearbox and side collar.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - Do not pull the brake lever or push the brake pedal while the front wheel is removed.



Installation

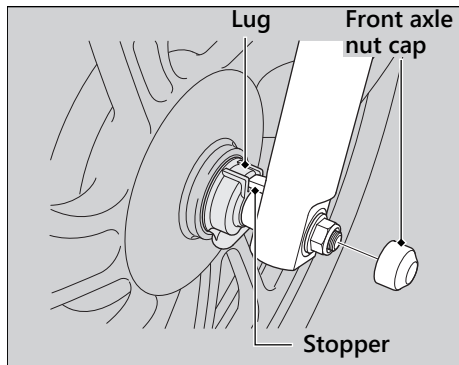
1. Attach the side collar into the right side wheel hub and the speedometer gearbox into the left side wheel hub.
2. Position the front wheel between the fork legs and insert the front axle shaft from the right side, through the right fork leg, wheel hub and left fork leg.

NOTICE

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

3. Position the lug on the speedometer gearbox against the stopper on the left fork leg.
4. Install and tighten the front axle nut, then install the front axle nut cap.

Torque: 59 N·m (6.0 kgf·m, 44 lbf·ft)



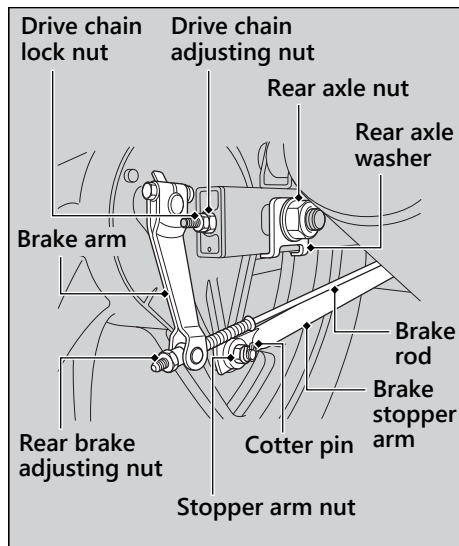
5. After installing the wheel, apply the brake lever and pedal several times, then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
6. Install the speedometer cable and tighten the screw securely.

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.

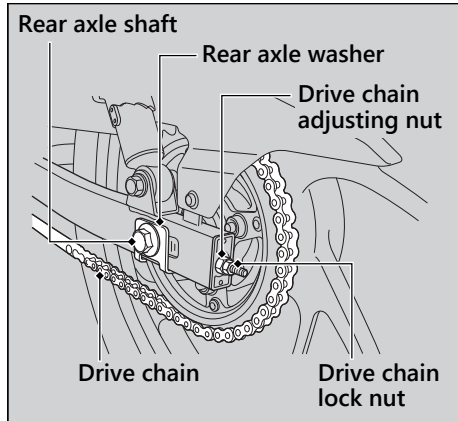
Rear Wheel

Removal

1. Support your motorcycle securely and raise the rear wheel off the ground using the centre stand or a hoist.
2. Remove the rear brake adjusting nut.
3. Disconnect the brake rod from the brake arm.
4. Disconnect the brake stopper arm from the brake panel by removing the cotter pin, stopper arm nut, washer and rubber grommet.
5. Loosen the drive chain lock nuts and drive chain adjusting nuts on both sides of the swingarm.
6. Remove the rear axle nut while holding the rear axle shaft at the other end with a wrench.



7. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.
8. Remove the rear axle shaft, rear axle washers, side collars and rear wheel from the swingarm.



Installation

1. To install the rear wheel, reverse the removal procedure.
2. Tighten the rear axle nut.

Torque: 88 N·m (9.0 kgf·m, 65 lbf·ft)

3. Tighten the brake stopper arm nut.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft)

4. Adjust the rear brake pedal freeplay.
■ P. 65
5. Adjust the drive chain slack. ■ P. 71
6. 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.

A used cotter pin may not effectively secure a fastener. Always replace a used cotter pin with a new one.

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 is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb


Follow the procedure below to replace a burned-out light bulb.

Turn the ignition switch to the  (Off) or  (Lock) position.

Allow the bulb to cool before replacing it.

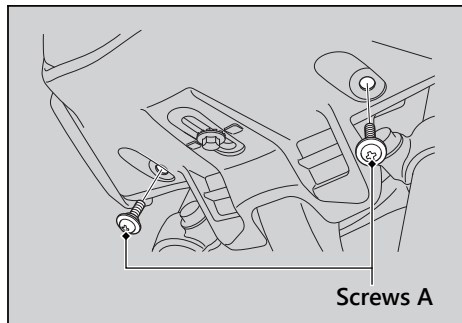
Do not use bulbs other than those specified.

Check the replacement bulb for correct operation before riding.

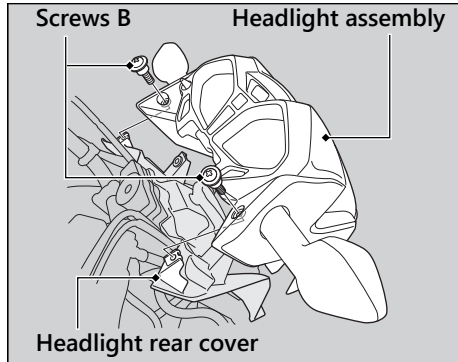
For the light bulb wattage, see "Specifications."  P. 113

Headlight Bulb

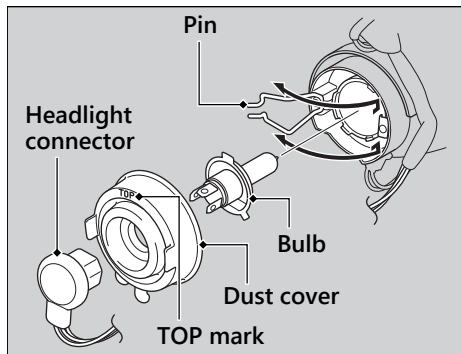
1. Remove the screws A.



2. Remove the screws B.
3. Remove the headlight assembly from the headlight rear cover.
 - Support the headlight assembly so that it does not hang by the wire harnesses and speedometer cable.



4. Disconnect the headlight connector.
5. Remove the dust cover.
6. Unhook the pin and remove the bulb.

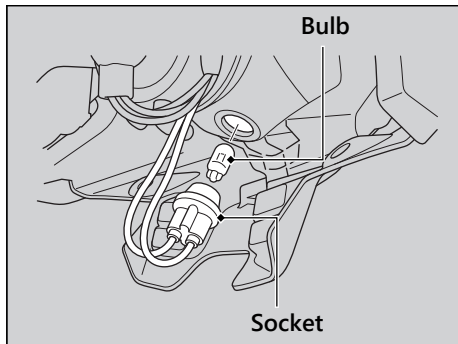


7. Install a new bulb and parts in the reverse order of removal.
 - Install the dust cover with its TOP mark facing up.

Do not touch the glass surface with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

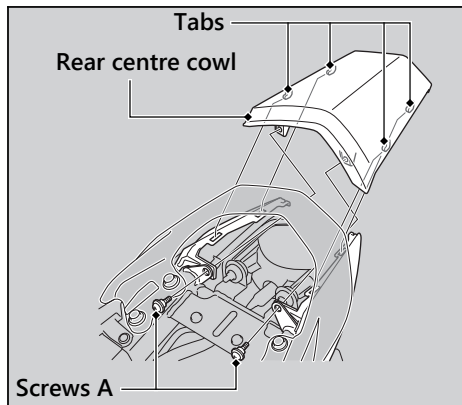
Position Light Bulb

1. Remove the headlight assembly. ► P. 92
2. Pull the socket and remove it.
3. Pull out the bulb without turning.
4. Install a new bulb and parts in the reverse order of removal.

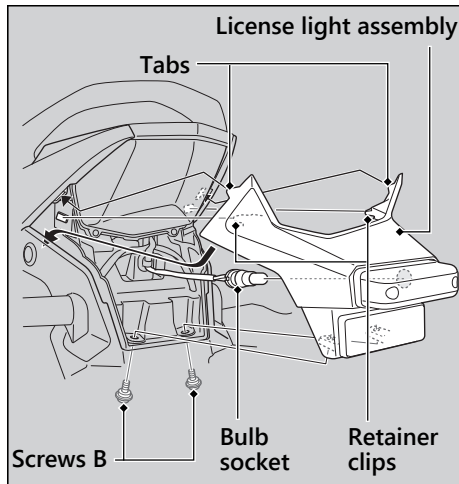


Brakelight/Taillight Bulb

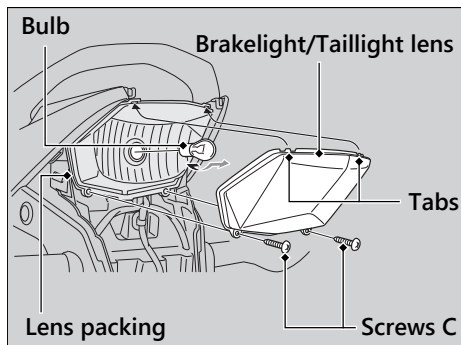
1. Remove the seat. ► P. 54
2. Remove the screws A.
3. Remove the rear centre cowl by releasing the tabs from the right and left side cowl.



4. Remove the screws B.
5. Remove the license light assembly by releasing the retainer clips and tabs.
6. Pull out the license light bulb socket from the license light assembly.

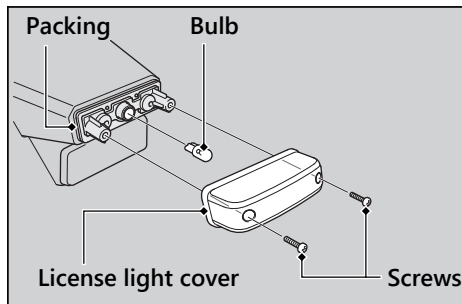


7. Remove the screws C.
8. Remove the brakelight/taillight lens by releasing the tabs.
9. Slightly press the bulb in and turn it counterclockwise.
10. Install a new bulb and parts in the reverse order of removal.
 - After putting back the lens packing in place, install the brakelight/taillight lens.



License Plate Light Bulb

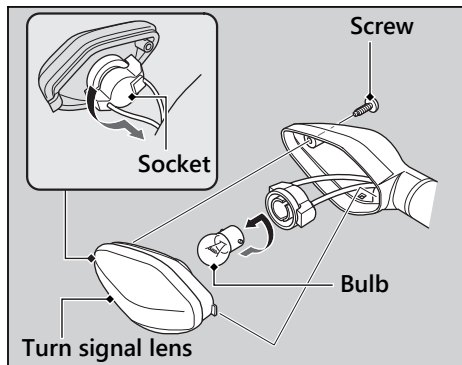
1. Remove the screws.
2. Remove the license light cover and license light cover packing.
3. Pull out the bulb without turning.



4. Install a new bulb and parts in the reverse order of removal.
 - After putting back the cover packing in place, install the license light cover.

Front/Rear Turn Signal Bulb

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



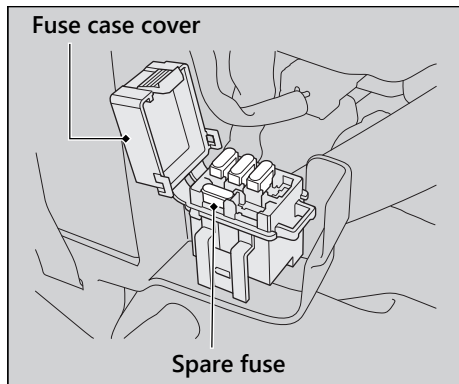
5. Install a new bulb and parts in the reverse order of removal.

Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." ► P. 43

■ Fuse Case Fuses

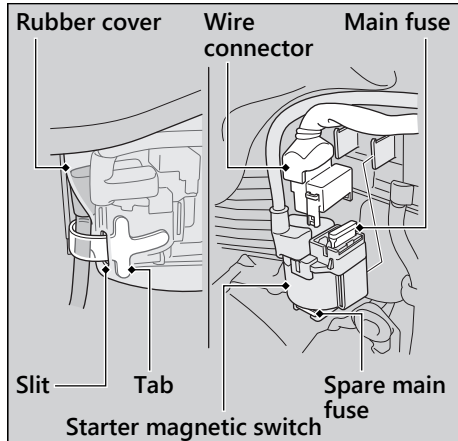
1. Remove the left side cover. ► P. 55
2. Open the fuse case cover.
3. Pull the fuses out one by one with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
4. Close the fuse case cover.
5. Install the left side cover.



Electrical Trouble ► Blown Fuse

Main Fuse

1. Remove the left side cover. ► P. 55
2. Uncover the rubber cover from starter magnetic switch by releasing the tab from the slit.
3. Pull out the starter magnetic switch, then disconnect the wire connector of the starter magnetic switch.
4. Pull the main fuse out and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
► Spare main fuse is provided under the starter magnetic switch.
5. Install the parts in the reverse order of removal.
► Cover the starter magnetic switch with the rubber cover and insert the tab through the slit to secure the rubber cover.

**NOTICE**

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

Unstable Engine Operation Occurs Intermittently

If the fuel pump filter is clogged, unstable engine operation will occur intermittently while riding.

Even if this symptom occurs, you can continue to ride your motorcycle.

If unstable engine operation occurs even if sufficient fuel is available, have your motorcycle inspected by your dealer as soon as possible.

Information

| | |
|---|--------|
| Keys..... | P. 101 |
| Instruments, Controls, & Other Features.... | P. 102 |
| Caring for Your Motorcycle | P. 103 |
| Storing Your Motorcycle | P. 106 |
| Transporting Your Motorcycle..... | P. 107 |
| You & the Environment | P. 108 |
| Serial Numbers | P. 109 |
| Fuels Containing Alcohol | P. 110 |
| Catalytic Converter | P. 111 |

Keys

Ignition Key

Be sure to record the key number provided with the key number plate and record it in this manual. Store the spare key in a safe location. To make a duplicate, take the spare key or the key number to your dealer.

If you lose all keys and the key number, the ignition switch assembly will probably have to be removed by your dealer to determine the key number.

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 **I** (On) position with the engine stopped will drain the battery.

Do not turn the key while riding.

Odometer

The odometer returns to 0 when the read-out exceeds 99,999.9.

Tripmeter

The tripmeter returns to 0.0 when the read-out exceeds 999.9.

Document Bag

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

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 **O** (Off) position and back to the **I** (On) position before the engine can be restarted.

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:
 - ▶ Any condensation inside the headlight should dissipate after a few minutes of running the engine.
- 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.

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

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.

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. 45
- 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. 52) to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative \ominus 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.

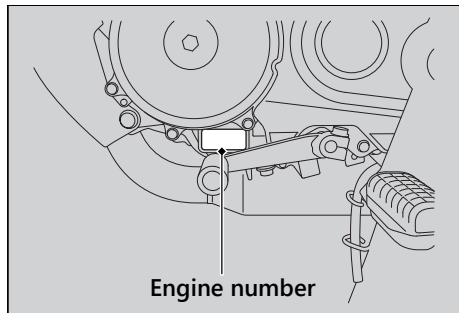
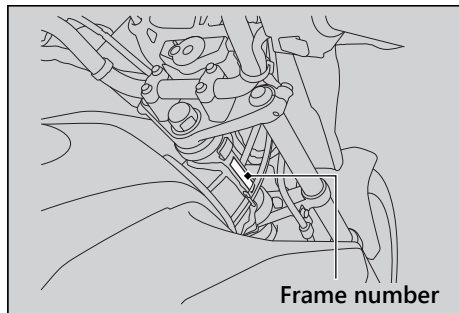
Recycle Wastes

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 a three-way catalytic converter. The 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 converter.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converter.
- 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.

Specifications

■ Main Components

| | |
|----------------------------|-----------------------|
| Overall length | 2,035 mm (80.1 in) |
| Overall width | 765 mm (30.1 in) |
| Overall height | 1,080 mm (42.5 in) |
| Wheelbase | 1,295 mm (51.0 in) |
| Minimum ground clearance | 160 mm (6.3 in) |
| Caster angle | 26° 0' |
| Trail | 97 mm (3.8 in) |
| Curb weight | 128 kg (282 lb) |
| Maximum weight capacity *1 | 158 kg (348 lb) |
| Maximum luggage weight *2 | 8 kg (18 lb) |
| Passenger capacity | Rider and 1 passenger |
| Minimum turning radius | 2.00 m (6.56 ft) |

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

*2 : Includes the weight of the luggage and added accessories

| | |
|-----------------------------------|--|
| Displacement | 125 cm ³ (7.6 cu-in) |
| Bore x stroke | 52.4 x 57.8 mm (2.06 x 2.28 in) |
| Compression ratio | 9.2 : 1 |
| Fuel | Unleaded petrol Recommended: 91 RON or higher |
| Fuels containing alcohol | ETHANOL up to 10% by volume |
| Tank capacity | 13.0 L (3.43 US gal, 2.86 Imp gal) |
| Battery | YTX7L-BS 12 V-6 Ah (10 HR)/6.3 Ah (20 HR) |
| Gear ratio | 1st 3.076 |
| | 2nd 1.875 |
| | 3rd 1.409 |
| | 4th 1.120 |
| | 5th 0.937 |
| Reduction ratio (primary / final) | 3.350 / 3.000 |

■ Service Data

| | | |
|--|--|---|
| Tyre size | Front | 80/100-18M/C 47P |
| | Rear | 90/90-18M/C 51P |
| Tyre type | Bias-ply, tubeless | |
| Recommended Tyre | Front | CST C-910 |
| | Rear | CST C-6011 |
| Tyre category of use | Normal | Permitted |
| | Special | Not Permitted |
| | Snow | Not Permitted |
| | Moped | Not Permitted |
| Tyre air pressure (Driver only) | Front | 175 kPa (1.75 kgf/cm ² , 25 psi) |
| | Rear | 200 kPa (2.00 kgf/cm ² , 29 psi) |
| Tyre air pressure (Driver and passenger) | Front | 175 kPa (1.75 kgf/cm ² , 25 psi) |
| | Rear | 225 kPa (2.25 kgf/cm ² , 33 psi) |
| Spark plug | (standard) | CPR7EA-9 (NGK) |
| Spark plug gap | 0.80 - 0.90 mm (0.031 - 0.035 in) | |
| Idle speed | 1,500 ± 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 | 0.8 L (0.8 US qt, 0.7 Imp qt) |
| | After disassembly | 1.0 L (1.1 US qt, 0.9 Imp qt) |
| Recommended brake fluid | Honda DOT 3 or DOT 4 Brake Fluid | |
| Recommended drive chain lubricant | Drive chain lubricant If not available, use SAE 80 or 90 gear oil. | |
| Drive chain slack | 20 - 30 mm (0.8 - 1.2 in) | |
| Standard drive chain | KMC 428DF | |
| | No. of links | 122 |
| Standard sprocket size | Drive sprocket | 15T |
| | Driven sprocket | 45T |

■ Bulbs

| | |
|-------------------------|---------------|
| Headlight | 12 V-35/35 W |
| Brakelight/Taillight | 12 V-21/5 W |
| Front turn signal light | 12 V-10 W × 2 |
| Rear turn signal light | 12 V-10 W × 2 |
| Position light | 12 V-5 W |
| License plate light | 12 V-5 W |

Specifications

■ Fuses

| | |
|------------|------|
| Main fuse | 20 A |
| Other fuse | 10 A |

■ Torque Specifications

| | |
|----------------------------|-------------------------------|
| Engine oil drain bolt | 30 N·m (3.1 kgf·m, 22 lbf·ft) |
| Rear wheel axle nut | 88 N·m (9.0 kgf·m, 65 lbf·ft) |
| Front wheel axle nut | 59 N·m (6.0 kgf·m, 44 lbf·ft) |
| Rear brake stopper arm nut | 22 N·m (2.2 kgf·m, 16 lbf·ft) |

A

| | |
|-------------------|----|
| Accessories | 16 |
| Air Cleaner | 50 |

B

| | |
|----------------------------|-------------|
| Battery | 42, 52 |
| Brakelight Switch | 68 |
| Brakelight/Taillight | 94 |
| Brakes | |
| Fluid | 45, 62, 113 |
| Freeplay | 64 |
| Pad Wear | 63 |
| Shoe Wear | 67 |
| Braking | 12 |

Bulb

| | |
|------------------------------------|----|
| Brakelight/Taillight | 94 |
| Front/Rear Turn Signal Light | 96 |
| Headlight | 92 |
| License Plate Light | 95 |
| Position Light | 93 |

C

| | |
|----------------------------------|-----|
| Caring for Your Motorcycle | 103 |
| Catalytic Converter | 111 |

| | |
|--------------------------|----|
| Clip | 53 |
| Clutch | |
| Freeplay | 75 |
| Clutch System | 74 |
| Colour Label | 41 |
| Crankcase Breather | 78 |
| Crash | 4 |

D

| | |
|--------------------|---------|
| Document Bag | 34, 102 |
| Drive Chain | 45, 70 |

E

| | |
|--------------------------|---------|
| Electrical Trouble | 91 |
| Engine | |
| Number | 109 |
| Oil | 44, 58 |
| Starting | 29 |
| Will Not Start | 82 |
| Environment | 108 |
| Equipment | |
| Owner's Manual | 34, 102 |

F

| | |
|------------------------------------|--------|
| Flooded Engine | 29 |
| Frame Number | 109 |
| Front/Rear Turn Signal Light | 96 |
| Fuel | |
| Gauge | 22 |
| Recommended | 32 |
| Remaining | 22 |
| Tank Capacity | 32 |
| Fuels Containing Alcohol | 110 |
| Fuses | 43, 97 |

G

| | |
|--------------------------------|-----|
| Gasohol | 110 |
| Gear Position Indicators | 24 |

H

| | |
|-------------------------------|----|
| Headlight | 92 |
| Headlight Aim | 79 |
| Headlight Dimmer Switch | 26 |
| Helmet Holder | 33 |
| High Beam Indicator | 24 |
| Horn Button | 26 |

I**Ignition Cut-off System**

| | |
|--------------------------------|-------------|
| Banking Sensor | 102 |
| Side Stand | 69 |
| Ignition Key | 101 |
| Ignition Switch | 27, 29, 102 |
| Image Labels | 6 |
| Indicators | 24 |
| Instruments | 22 |
| Instruments, Controls, & Other | |
| Features | 102 |

L

| | |
|---------------------------|----|
| Labels | 6 |
| License Plate Light | 95 |
| Load Limits | 17 |
| Loading Guidelines | 17 |

M**Maintenance**

| | |
|--------------------|----|
| Fundamentals | 40 |
| Importance | 36 |
| Safety | 36 |
| Schedule | 37 |

| | |
|----------------------------|----|
| Maximum Weight Limit | 17 |
| Modifications..... | 16 |

N

| | |
|-------------------------|----|
| Neutral Indicator | 24 |
|-------------------------|----|

O

| | |
|---------------|---------|
| Odometer..... | 22, 102 |
| Oil | |
| Engine | 44, 58 |

P

| | |
|--|--------|
| Parking | 14 |
| Parts Location..... | 20 |
| Petrol | 32 |
| PGM-FI (Programmed Fuel Injection) | |
| Malfunction Indicator Lamp (MIL) | 24, 83 |
| Position Light..... | 93 |
| Protective Apparel..... | 11 |

R

Recommended

| | |
|------------|----|
| Fuel | 32 |
| Oil | 44 |

| | |
|-----------------|----|
| Refuelling..... | 32 |
|-----------------|----|

Removal

| | |
|------------------|----|
| Battery..... | 52 |
| Clip..... | 53 |
| Seat..... | 54 |
| Side Cover | 55 |

| | |
|------------------|----|
| Repair Kit | 84 |
|------------------|----|

| | |
|--------------------------|----|
| Riding Precautions | 12 |
|--------------------------|----|

S

| | |
|--|-----|
| Safety Guidelines | 3 |
| Safety Precautions..... | 11 |
| Seat | 54 |
| Serial Numbers..... | 109 |
| Shifting Gears | 31 |
| Side Cover | 55 |
| Side Stand..... | 69 |
| Side Stand Ignition Cut-off System | 69 |
| Spark Plug | 56 |
| Specifications..... | 112 |
| Speedometer | 22 |
| Start Button..... | 26 |
| Starting the Engine | 29 |
| Steering Lock | 28 |

Storage

| | |
|----------------------|---------|
| Equipment | 33 |
| Owner's Manual | 34, 102 |
| Tool Kit..... | 34 |

Storing Your Motorcycle 106**Switches** 26**T****Tachometer** 22**Throttle.....** 77**Tool Kit**

| | |
|-----------------|----|
| Equipment | 51 |
|-----------------|----|

Transporting Your Motorcycle 107**Tripmeter.....** 22, 102**Tripmeter Reset Knob.....** 23**Troubleshooting** 81**Turn Signal Indicator** 24**Turn Signal Switch.....** 26**Tyres**

| | |
|--------------------|--------|
| Air Pressure | 47 |
| Puncture | 84 |
| Replacing..... | 47, 84 |

W**Warning Indicators On** 83**Washing Your Motorcycle.....** 103**Weight Limit.....** 17, 112**Wheels**

| | |
|---------------------|----|
| Front Removal | 85 |
|---------------------|----|

| | |
|-------------------|----|
| Rear Removal..... | 88 |
|-------------------|----|

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