

HONDA

OWNER'S MANUAL

CBR1000RA/S1/S2

CBR1000RA/S1/S2

E

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

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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 CBR1000RA ED type.

Country Code

Code	Country
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CBR1000RA

ED, II ED	European direct sales France, Turkey South Africa, Ukraine
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KO, II KO	Korea
-----------	-------

U, II U	Australia, New Zealand
---------	------------------------

CBR1000S1

II ED	European direct sales France, Turkey South Africa, Ukraine
-------	--

II KO	Korea
-------	-------

II U	Australia, New Zealand
------	------------------------

CBR1000S2

II ED	European direct sales France
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II U	Australia, New Zealand
------	------------------------

*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.

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Motorcycle Safety P. 2

Operation Guide P. 22

Maintenance P. 116

Troubleshooting P. 177

Information P. 198

Specifications P. 213

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Motorcycle Safety

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

Safety Guidelines	P. 3
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Accessories & Modifications.....	P. 20
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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. 14

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs.

CBR1000RA

Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the seat strap or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

CBR1000S1/S2

Check that you are wearing an approved motorcycle helmet and protective apparel.

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.

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.

Never Carry a passenger

CBR1000S1/S2

There are no handholds, seat, or footrest to carry a passenger.

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. 21), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 20).

If You are Involved in a Crash

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

If you decide to continue riding, first turn the ignition switch to the  (Off) position, and evaluate the condition of your motorcycle. Inspect for fluid leaks, check the tightness of critical nuts and bolts, and check the handlebars, 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.

Lithium-Ion (Li-Ion) Battery

CBR1000S1/S2

If you smell an unusual odor coming from the lithium-ion (li-ion) battery, park your motorcycle in a safe place outside and away from flammable objects, then turn the ignition switch to the  (Off) position. Have your motorcycle inspected by your dealer immediately.

Carbon Monoxide Hazard

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

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

Never run your motorcycle inside a garage or other enclosure.

WARNING

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

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

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

Image Labels

Except KO, II KO type

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

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

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



Read instructions contained in Owner's Manual carefully.



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



DANGER (with RED background)

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

WARNING (with ORANGE background)

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

CAUTION (with YELLOW background)

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

**BATTERY LABEL****DANGER****CBR1000RA**

- 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.

**BATTERY LABEL
DANGER****CBR1000S1/S2**

- Do not dismantle, modify or solder the main unit and battery terminals.
Doing so may cause leakage, heat generation, explosion, fire or loss of vision due to leaked electrolyte.
If electrolyte gets into one's eye, immediately wash the eye with plenty of water, and receive treatment from an eye specialist (ophthalmologist) as soon as possible.
- Keep this product away from fires and high temperature heat sources.
Do not bring or cause fires (matches, lighters, cigarettes, sparks at terminals or from welding machines or grinders) close to the battery.
Doing so may cause heat generation, explosion or fire.
- Carefully read this manual.
If this product is handled incorrectly, it may lead to damage to the vehicle, heat generation, explosion, fire, loss of vision or burns.



RADIATOR CAP LABEL

DANGER

NEVER OPEN WHEN HOT.

Hot coolant will scald you.

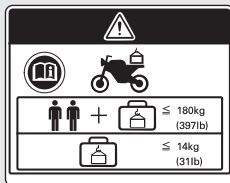
Relief pressure valve begins to open at **1.1 kgf/cm²**.

ACCESSORIES AND LOADING WARNING LABEL

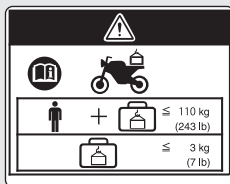
Except U, II U type

ACCESSORIES AND LOADING

CBR1000RA



CBR1000S1/S2



- 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.

CBR1000RA

The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **180 kg (397 lb)**, which is the maximum weight capacity.

CBR1000S1/S2

The total weight of accessories and luggage added to rider's weight should not exceed **110 kg (243 lb)**, which is the maximum weight capacity.

CBR1000RA

The luggage weight must not exceed **14 kg (31 lb)** under any circumstances.

CBR1000S1/S2

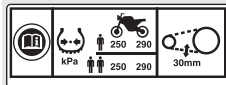
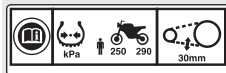
The luggage weight must not exceed **3 kg (7 lb)** under any circumstances.

- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

**REAR CUSHION LABEL****CBR1000RA**

GAS FILLED

Do not open. Do not heat.

CBR1000RA**CBR1000S1/S2****TYRE INFORMATION & DRIVE CHAIN LABEL**

Cold tyre pressure:

[Driver only]

Front **250 kPa (2.50 kgf/cm², 36 psi)**Rear **290 kPa (2.90 kgf/cm², 42 psi)**

[Driver and passenger]

CBR1000RAFront **250 kPa (2.50 kgf/cm², 36 psi)**Rear **290 kPa (2.90 kgf/cm², 42 psi)**

Keep chain adjusted and lubricated.

Freeplay **25 - 35 mm (1.0 - 1.4 in)**

CBR1000RA

or

**CBR1000S1/S2**

or

**SAFETY REMINDER LABEL****CBR1000RA**

For your protection, always wear helmet, protective apparel.

CBR1000S1/S2

Operator only. No passenger. For your protection, always wear helmet, protective apparel.

FUEL LABEL

Unleaded petrol only

ETHANOL up to 10 % by volume

Research Octane Number (RON) 95 or higher

IMU LABEL

- Sensitive electronics
- Do not place anything or apply force near this area
- No customer serviceable parts

Safety Precautions

- Ride cautiously and keep your hands on the handlebars and feet on the footpegs.
- **CBR1000RA**
Keep passenger's hands onto the seat strap or your waist, passenger's feet on the footpegs while riding.
- **CBR1000RA**
Always consider the safety of your passenger, as well as other drivers and riders.
CBR1000S1/S2
Always consider the safety of other drivers and riders.

Protective Apparel

CBR1000RA

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.

CBR1000S1/S2

Make sure that you 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.

CBR1000RA

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

CBR1000S1/S2

Make sure that you 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.

■ Anti-lock Brake System (ABS)

This model is equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking. The ABS functions with information provided by the IMU (Inertia Measurement Unit).

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 6 km/h (4 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.
- Always use the recommended front/rear tyres and sprockets to ensure correct ABS operation.

■ Engine Braking

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

■ Wet or Rainy Conditions

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

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

Parking

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

■ Parking with the Side Stand

1. Stop the engine.
2. Push the side stand down.

3. Slowly lean the motorcycle to the left until its weight rests on the side stand.
4. Turn the handlebars fully to the left.
 - ▶ Turning the handlebars to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the  (Lock) position and remove the key.  P. 102

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. 211
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Honda selectable torque control

When the Honda selectable torque control (Torque Control) detects rear wheel spin during acceleration, the system will limit the amount of torque applied to the rear wheel based on the Torque Control level selected.

Additionally, the system eases the rapid motion during the wheelie when accelerating based on the Torque Control level selected.

Torque Control will allow some wheel spin during acceleration at the lower Torque Control levels settings. Select a level that is appropriate for your skill and riding conditions.

Torque Control does not work during deceleration and will not prevent the rear wheel from skidding due to engine braking. Do not close the throttle suddenly, especially when riding on slippery surfaces.

Torque Control may not compensate for rough road conditions or rapid throttle operation. Always consider road and weather conditions, as well as your skills and condition, when applying throttle.

If your motorcycle gets stuck in mud, snow or sand, it may be easier to free it with the Torque Control (T value) temporarily changed to level 0.

Temporarily changing the Torque Control level to 0 also may help you maintain control and balance when riding on off-road terrain.

Always use the recommended tyres and sprockets to ensure correct Torque Control operation.

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.

CBR1000S1/S2

Do not attempt modify the motorcycle to carry a passenger. The subframe was not designed to carry the additional weight of a passenger.

Loading

- **CBR1000S1/S2**

Never carry a passenger. Your motorcycle was not designed to carry a passenger.

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.

- Avoid carrying an excessive load and keep within specified load limits.

Maximum weight capacity 📖 P. 213

- 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

- **CBR1000RA**

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

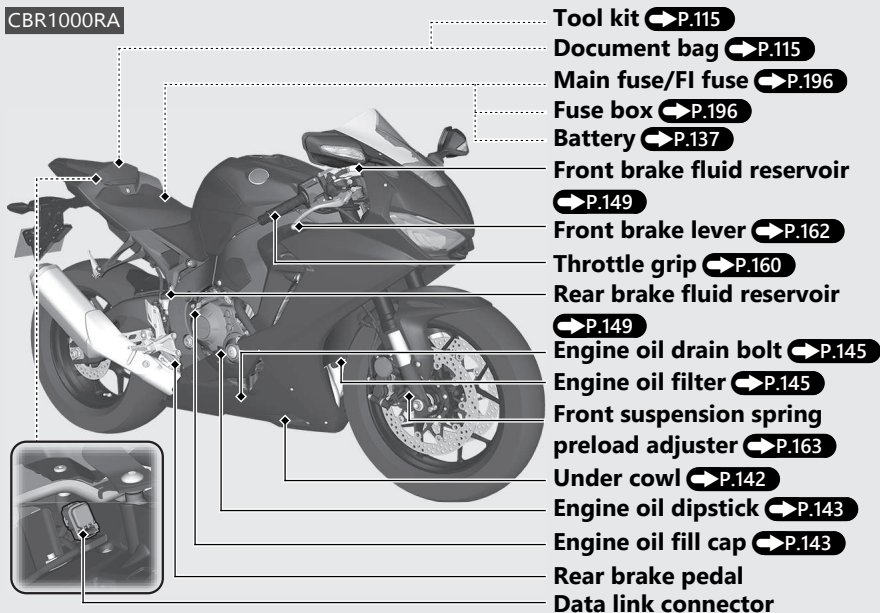
- **CBR1000S1/S2**

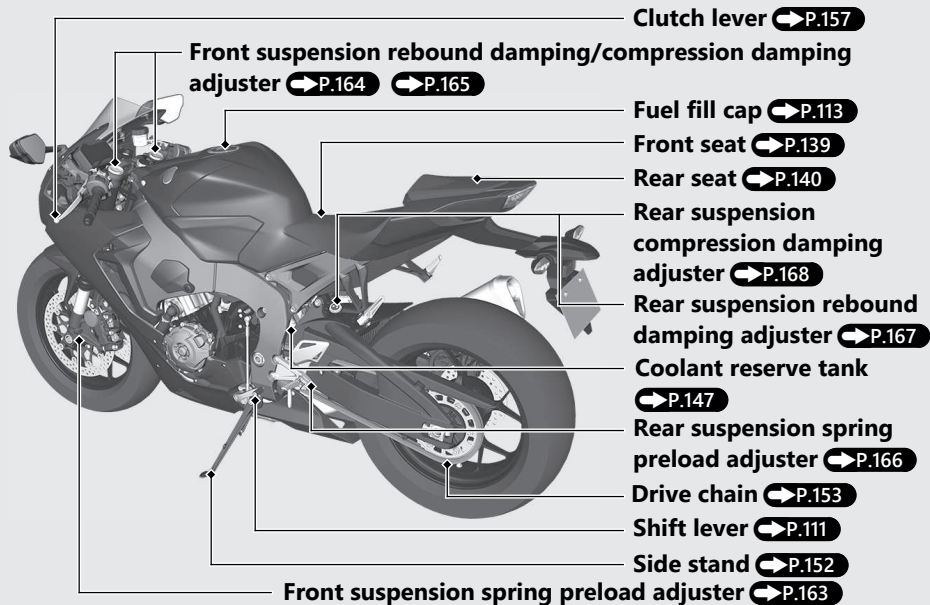
Overloading improper loading or carrying a passenger can cause a crash and you can be seriously hurt or killed.

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

Parts Location

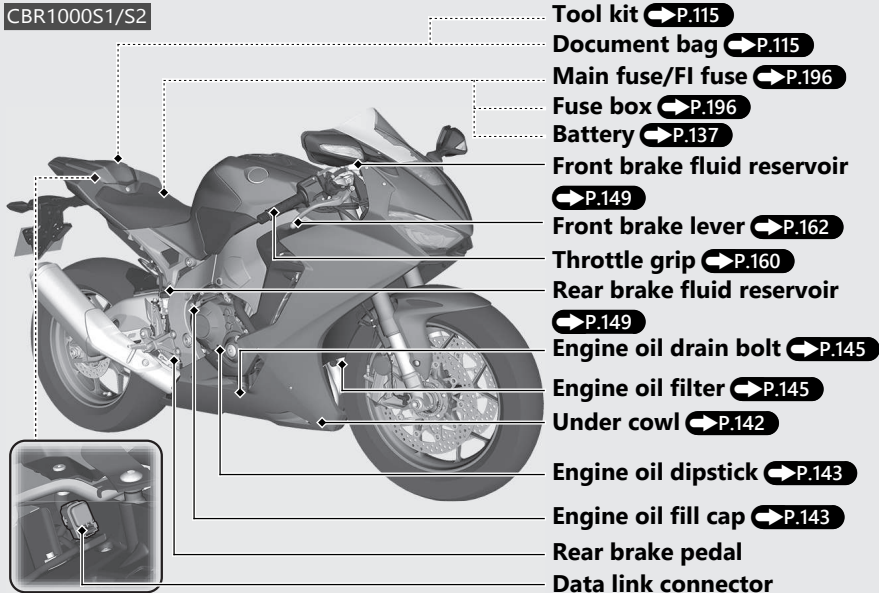
CBR1000RA

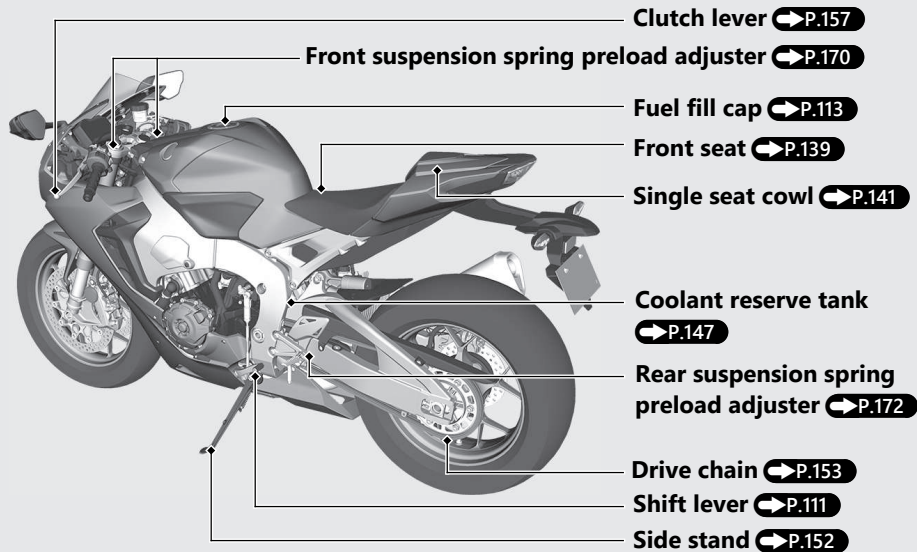




Parts Location *(Continued)*

CBR1000S1/S2





Instruments

Street mode

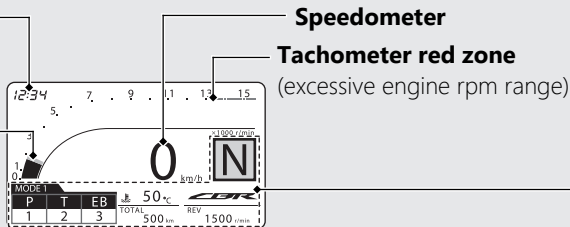
Clock (12-hour display)

To set the clock: ➡ P.74

Tachometer

NOTICE

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

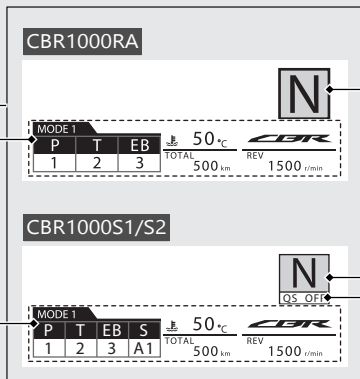


Display Check

When the ignition switch is turned to the **I** (on) position, the opening symbol will show on the display. If the display itself does not show when it should, have your dealer check for problems.

You can select the street mode or circuit mode display.

To change to the circuit mode: ➡ P.28



Multi-information display ➡ P.29

Gear position indicator

Shows 1st to 6th gear positions. "-" appears when the transmission is not shifted properly.

Quick Shifter indicator

Displays the current status of the Quick Shifter.

QS OFF : Quick Shifter system is disabled.

QS ▲ ON : Quick Shifter upshifting is enabled.

QS ▼ ON : Quick Shifter downshifting is enabled.

QS ◆ ON : Quick Shifter upshifting and downshifting are both enabled.

QUICK SHIFTER: ➡ P.49 ➡ P.50

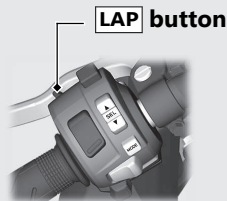
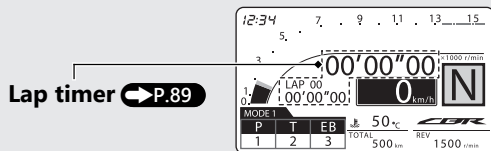
➡ P.112

Instruments (Continued)

Circuit mode

To Change to the circuit mode :

- Press and hold the **LAP** button with your motorcycle stopped.
 - ▶ To return to the street mode display, press and hold the **LAP** button.
- Select the "CIRCUIT" menu on the "DISPLAY" screen. ➡P.47 ➡P.63
 - ▶ To return to the street mode display, select the "STREET" menu on the "DISPLAY"

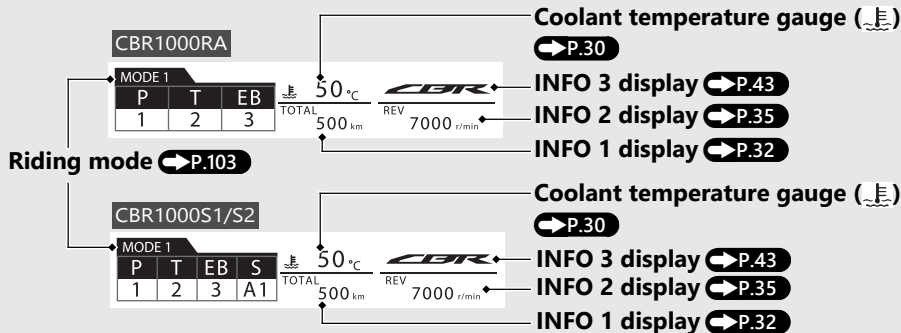


Display Check

When the ignition switch is turned to the **I** (on) position, the opening symbol will show on the display. If the display itself does not show when it should, have your dealer check for problems.

Multi-information display

Multi-information display can display the coolant temperature gauge, riding modes, INFO 1, INFO 2 and INFO 3 displays.



You can change the riding mode, INFO1, INFO 2 and INFO 3 displays of the Multi-information display.

To switch the multi-information display: ➡ P.31

Instruments *(Continued)*

Coolant temperature gauge ()

Display range: 35°C to 132°C

- 34°C or less : "---" is displayed.
- Between 122°C and 131°C :
 - High coolant temperature indicator lights.
 - Coolant temperature digits flash.
- Above 132°C:
 - High coolant temperature indicator lights.
 - "132°C" flashes.
- Even if the engine coolant temperature is low, the cooling fan may start running when you rev up the engine. This is normal.

Pop-up information

In the following cases, the INFO 3 display, or the INFO 3 display and the coolant temperature gauge change to a pop-up information display.

- When an inspection time of your motorcycle is approaching.
- When your motorcycle has helpful information.
- When your motorcycle has a problem with the PGM-FI system.
- **CBR1000S1/S2**

When your motorcycle has a problem with the ÖHLINS Smart EC system.

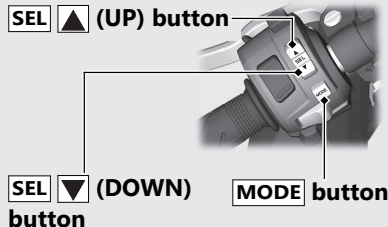
Information of the pop-up information:  **P.93**

To Switch the multi-information display

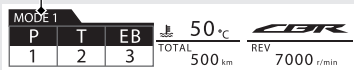
To select the display area, repeatedly press the **MODE** button.

- ▶ Can not select the INFO 3 display while pop-up information displayed. ➡ P.93

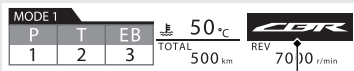
If the **MODE** button is not pressed within 10 seconds, the display returns to the riding mode display.



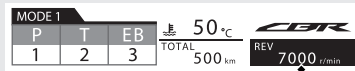
Riding mode ➡ P.103



INFO 1 display ➡ P.32



INFO 3 display ➡ P.43



INFO 2 display ➡ P.35

➡ Press the **MODE** button

Instruments (Continued)

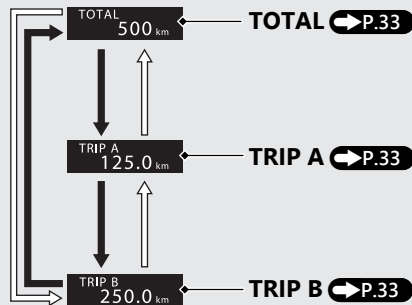
INFO 1 display

You can select the following:

- Odometer [TOTAL]
- Tripmeter [TRIP A/B]

Changing the INFO 1 display

- 1 Select the INFO 1 display. ➡ P.31
- 2 Press the **SEL**  (up) or **SEL**  (down) button until the desired indication is displayed.
- 3 Press the **MODE** button. The INFO 1 display is set, and then the display moves to the INFO 2 display.



➡ Press the **SEL**  (up) button

➡ Press the **SEL**  (down) button

Odometer [TOTAL]

Total distance ridden.

TOTAL
500 km

When "-----" is displayed, go to your dealer for service.

Tripmeter A/B [TRIP A/B]

Distance ridden since the tripmeter was reset.

TRIP A
125.0 km

TRIP B
250.0 km

When "----.-" is displayed, go to your dealer for service.

To reset the tripmeter: ➡ P.34

Instruments (Continued)

To reset the tripmeter and tripmeter A fuel consumption

To reset tripmeter A and tripmeter A fuel consumption together, press and hold the **MODE** button with the tripmeter A or tripmeter A fuel consumption displayed.

Tripmeter A

↓
TRIP A
125.0 km

or

Tripmeter A fuel consumption

↓
TRIP A CONS.
50.0 L



TRIP A
0.0 km

or

TRIP A CONS.
- -.- L

To reset the tripmeter B, press and hold the **MODE** button with the tripmeter B displayed.

TRIP B
250.0 km

← **Tripmeter B**



TRIP B
0.0 km

INFO 2 display

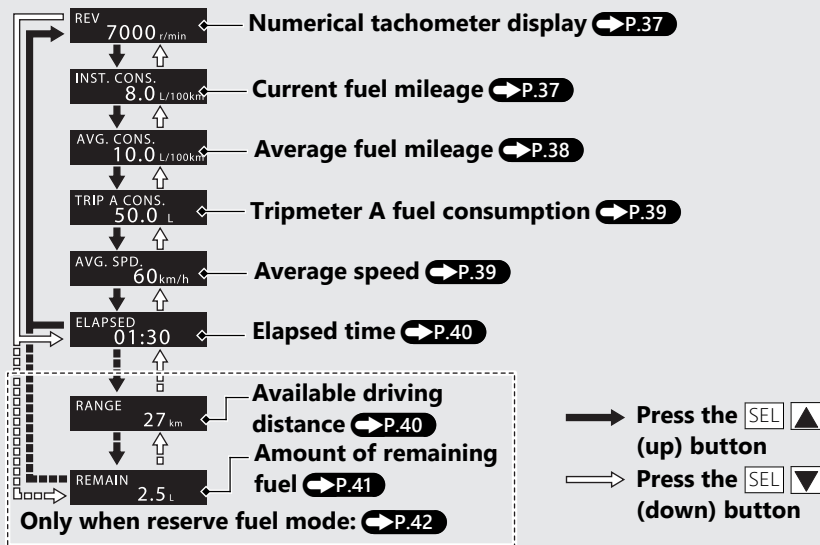
You can select the following:

- Numerical tachometer display [REV]
- Current fuel mileage [INST. CONS.]
- Average fuel mileage [AVE. CONS.]
- Tripmeter A fuel consumption [TRIP A CONS.]
- Average speed [AVG. SPD.]
- Elapsed time [ELAPSED]
- Available driving distance [RANGE]
- Amount of remaining fuel [REMAIN]

Changing the INFO 2 display

- 1 Select the INFO 2 display.  **P.31**
- 2 Press the **SEL**  (up) or **SEL**  (down) button until the desired display is displayed.
- 3 Press the **MODE** button. The INFO 2 display is set, and display moves to the INFO 3 display.

Instruments (Continued)



When the low fuel indicator lights and the low fuel pop-up information appear, INFO 3 display will automatically switch to the amount of remaining fuel display.

Numerical tachometer Display [REV]

Displays engine revolutions per minutes.

Display range: 0 to 15,400 r/min (rpm)

- Above 15,400 r/min (rpm): "15400" is displayed.

REV
7000 r/min

Current fuel mileage [INST. CONS.]

Displays the current instant fuel mileage.

Display range: 0.0 to 99.9 L/100km (km/L, MPG or mile/L)

- When your speed is less than 7 km/h (4 mph): "--.-" is displayed.
- Above 99.9 L/100km: "--.-" is displayed.
- Above 99.9 km/L (MPG or mile/L): "99.9" is displayed.

INST. CONS.
8.0 L/100km

When "--.-" is displayed except for the above-mentioned cases, go to your dealer for service.

Instruments *(Continued)*

Average fuel mileage [AVG. CONS.]

Displays the average fuel mileage since the average fuel mileage was reset.

Display range: 0.0 to 99.9 L/100km (km/L, MPG or mile/L)

- Above 99.9 L/100km: "--.-" is displayed.
- Above 99.9 km/L (MPG or mile/L): "99.9" is displayed.
- When the average fuel mileage is reset: "--.-" is displayed.

AVG. CONS.
10.0 L/100km

When "--.-" is displayed except for the above-mentioned cases, go to your dealer for service.

To reset the average fuel mileage

Press and hold the MODE button with the average fuel mileage displayed.

AVG. CONS.
10.0 L/100km



AVG. CONS.
--.- L/100km

**Average fuel
mileage**

Tripmeter A fuel consumption [TRIP A CONS.]

Displays the tripmeter A fuel consumption since the tripmeter A was reset.

Display range: 0.0 to 300.0 L (litres) or 0.0 to 300.0 GAL (gallon)

- Above 300 L (litres) or 300 GAL (gallon): "300.0" is displayed.
- When the tripmeter A fuel consumption is reset: "---.-" is displayed.

TRIP A CONS.
50.0 L

When "---.-" is displayed except for the above-mentioned cases, go to your dealer for service.

To reset the tripmeter A fuel consumption: ➡ P.34

Average Speed [AVG. SPD.]

Displays average speed since the engine was started.

Display range: 0 to 299 km/h (0 to 186 mph)

- Initial display: "---" is displayed.
- When your motorcycle has traveled less than 0.2 km (0.12 mile) since the engine was started: "---" is displayed.
- When your motorcycle operating time is less than 16 seconds since the engine was started: "---" is displayed.

AVG. SPD.
60 km/h

When "---" is displayed except for the above-mentioned cases, go to your dealer for service.

Instruments *(Continued)*

Elapsed time [ELAPSED]

Displays operating time since the engine was started.

Display range: 00:00 to 99:59 (hours:minutes)

- Above 99:59: returns to 00:00.

When the ignition switch is turned to the  (Off) position, the elapsed time is reset.



ELAPSED
01:30

When "--:--" is displayed, go to your dealer for service.

Available driving distance [RANGE] (Only reserve fuel mode)

When the low fuel indicator lights and the low fuel pop-up information appears, the estimated available driving distance is indicated.

Display range: 99 to 0 km (mile)

- Above 99 km (mile): "99" is displayed.
- Below 1.0 L (0.2 GAL): "--" is displayed.

The indicated available driving distance is calculated based on the driving states, and the indicated figure may not always be the actual allowable distance.



RANGE
27_{km}

When "--" is displayed except for the above-mentioned cases, go to your dealer for service.

Amount of remaining fuel [REMAIN] (Only reserve fuel mode)

When the low fuel indicator lights and the low fuel pop-up information appears, the estimated amount of remaining fuel can be selected.

Display range: 4.0 to 1.0 L (litres) or 0.9 to 0.2 GAL (gallon)

- Below 1.0 L (0.2 GAL): "-.-" is displayed.

The amount of remaining fuel is calculated based on the driving states.

The indicated amount of remaining fuel may be different from the actual amount.



REMAIN
2.5 L

When "-.-" is displayed except for the above-mentioned cases, go to your dealer for service.

Instruments *(Continued)*

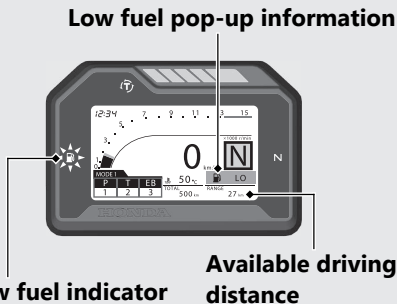
Reserve Fuel Mode

When the low fuel indicator lights and the low fuel pop-up information appears, the available driving distance is indicated, and the amount of remaining fuel display can be selected.

You should refill the tank as soon as possible.

Remaining fuel amount turned to the reserve fuel mode:

4.0 L (1.1 US gal, 0.9 Imp gal)



After refuelling more than the reserve amount, the display returns to normal when the ignition switch has been **I** (On) position for about a minute.

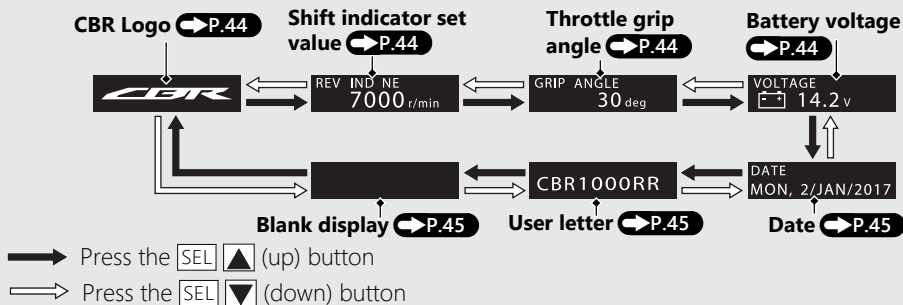
INFO 3 display

You can select the following:

- CBR Logo
- Shift indicator set value [REV IND NE]
- Throttle grip angle [GRIP ANGLE]
- Battery voltage [VOLTAGE]
- Date [DATE]
- User letter
- Blank display

Changing the INFO 3 display

- 1 Select the INFO 3 display. **➡ P.31**
- 2 Press the **[SEL] ▲** (up) or **[SEL] ▼** (down) button until the desired display is displayed.
- 3 Press the **[MODE]** button. The INFO 3 display is set, and then the display moves to the riding mode display.



Instruments *(Continued)*

CBR logo

Displays the CBR logo.



Shift indicator set value [REV IND NE]

Displays the shift indicator set value.

Display range: OFF or 4,000 to 16,600 r/min



To set the shift indicator: ➡ P.65

Throttle grip angle [GRIP ANGLE]

Displays the throttle grip angle during operation.



When "--" is displayed, go to your dealer for service.

Battery voltage [VOLTAGE]

Displays the current voltage.



Date [DATE]

Displays the today's date.

Display range:

Day of the week: MON to SUN

DAY: 1 to 31

Month: JAN to DEC

Year: 2010 to 2099

DATE
MON, 2/JAN/2017

To Set the Date: ➡ P.74

User letter

Displays the characters of user's choice.

CBR 1000RR

To Set the USER LETTER: ➡ P.68

Blank display

Display the blank.



Instruments (Continued)

Setting mode

You can perform the following:

- **FUNCTION** ➡ **P.49**
 - ▶ **CBR1000S1/S2**
Setting the Quick Shifter
 - ▶ **CBR1000S1/S2**
Setting the suspension
 - ▶ Setting the HISS
- **LAP TIME** ➡ **P.59**
 - ▶ Checking the lap time
 - ▶ Resetting the lap time
- **DISPLAY** ➡ **P.62**
 - ▶ Changing the display mode
 - ▶ Setting the shift indicator
 - ▶ Setting the backlight brightness
 - ▶ Setting the back ground
 - ▶ Setting the user letter
 - ▶ Setting the favorite
- **GENERAL** ➡ **P.73**
 - ▶ Setting the date and clock
 - ▶ Setting each meter unit
 - ▶ Resetting to factory default settings
- **SERVICE** ➡ **P.82**
 - ▶ Checking the next inspection schedule
 - ▶ **CBR1000S1/S2**
SUSPENSION
"EQUIPMENT" is displayed but not selectable.
 - ▶ **CBR1000S1/S2**
Quick Shifter
"INITIALIZE" and "EQUIPMENT" are displayed but not selectable.
 - ▶ Checking the current problem with the PGM-FI system.
CBR1000S1/S2
Checking the current problem with the ÖHLINS Smart EC system.
 - ▶ Checking the sports kit usage history
- **SPORTS KIT** (Not selectable)

To Shift to the Setting Mode

Press and hold the **MODE** button and **SEL**  (up) or **SEL**  (down) button until main menu screen is displayed with your motorcycle stopped.

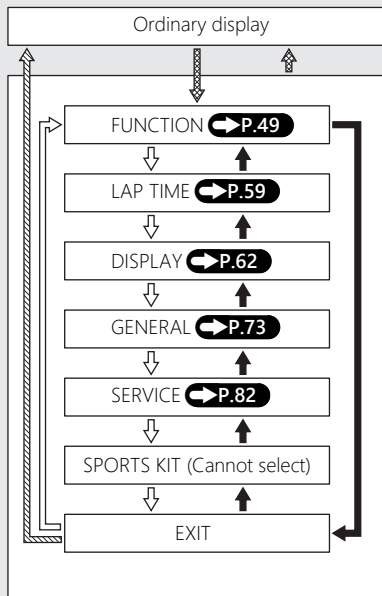
Main menu screen

12:34	SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	DOWN LVL
EXIT		
FUNCTION	QUICKSHIFTER	UP
LAP TIME	SUSPENSION A1	DOWN
DISPLAY	SUSPENSION A2	UP LVL

Select a menu by pressing the **SEL**  (up) or **SEL**  (down) button and press the **MODE** button.

- Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

Instruments (Continued)



Press the **MODE** button

Press and hold the **MODE** button and **SEL** (up) or **SEL** (down) button

Press the **SEL** (up) button

Press the **SEL** (down) button

To End the Setting

Select the "EXIT" menu on the main menu screen, or press and hold the **MODE** button and **SEL** (up) or **SEL** (down) button. Also, the setting mode is ended when your motorcycle speed reaches approximately 1 km/h (1 mph).

- ▶ Press and hold the **MODE** button and **SEL** (up) or **SEL** (down) button to return to the ordinary display.

Note that doing so cancels the settings left incomplete.

FUNCTION

To Set the FUNCTION Menu

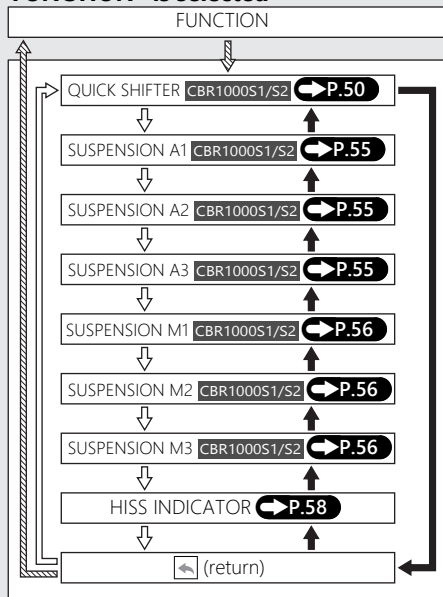
- 1 Select the "FUNCTION" menu on the main menu screen. ➡ P.47
- 2 Select a menu by pressing the [SEL] ▲ (up) or [SEL] ▼ (down) button and press the [MODE] button.

To End the Setting

Select the ◀ (return) on the menu screen. The display returns to the "FUNCTION" menu on the main menu screen.

-  Press the [MODE] button
 Press the [SEL] ▲ (up) button
 Press the [SEL] ▼ (down) button

"FUNCTION" is selected



Instruments *(Continued)*

QUICK SHIFTER

CBR1000S1/S2

You can change the setting of the quick shifter.

- UP:
To select "ON" (activate) or "OFF" (deactivate) for upshifting ➡ **P.51**
- DOWN:
To select "ON" (activate) or "OFF" (deactivate) for downshifting ➡ **P.52**
- UP LVL:
To select the shift pedal load level for activating the Quick Shifter when upshifting ➡ **P.53**
- DOWN LVL:
To select the shift pedal load level for activating the Quick Shifter when downshifting ➡ **P.54**

To End the Setting

Select the  (return) on the menu screen. The display returns to the "QUICKSHIFTER" menu on the "FUNCTION" screen.

To Use the Quick Shifter ➡ **P.112**

UP

You can select "ON" (activate) or "OFF" (deactivate) for upshifting with the quick shifter.

- 1 Select the "UP" using the **SEL**  (up) or **SEL**  (down) button, and press the **MODE** button.
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34		SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	DOWN LVL	
EXIT			
FUNCTION QUICKSHIFTER		UP	
LAP TIME	SUSPENSION A1	DOWN	
DISPLAY	SUSPENSION A2	UP LVL	

- 2 Select "ON" (activate) or "OFF" (deactivate) using the **SEL**  (up) or **SEL**  (down) button.

12:34		SETTING	0 km/h
SPORTS KIT	HISS INDICATOR		
EXIT		ON	
FUNCTION QUICKSHIFTER		OFF	
LAP TIME	SUSPENSION A1		
DISPLAY	SUSPENSION A2		

- 3 Press the **MODE** button. The "UP" setting is set, and then the display returns to the upper level hierarchy.

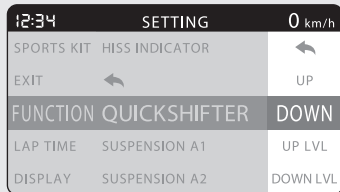
Instruments (Continued)

DOWN

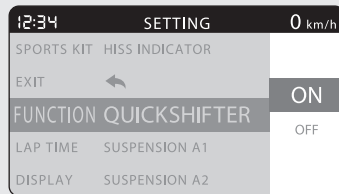
You can select "ON" (activate) or "OFF" (deactivate) for downshifting with the quick shifter.

- 1 Select the "DOWN" using the **SEL**  (up) or **SEL**  (down) button, and press the **MODE** button.

► Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.



- 2 Select "ON" (activate) or "OFF" (deactivate) using the **SEL**  (up) or **SEL**  (down) button.



- 3 Press the **MODE** button. The "DOWN" setting is set, and then the display returns to the upper level hierarchy.

UP LVL

You can select the shift pedal load level for activating the Quick Shifter when upshifting.

- 1 Select the "UP LVL" using the **[SEL]**  (up) or **[SEL]**  (down) button, and press the **[MODE]** button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	UP
EXIT		DOWN
FUNCTION QUICKSHIFTER		UP LVL
LAP TIME	SUSPENSION A1	DOWN LVL
DISPLAY	SUSPENSION A2	

- 2 Select one of the three levels using the **[SEL]**  (up) or **[SEL]**  (down) button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.
 - Available setting range:
1 (light operation) to 3 (heavy operation)

12:34	SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	
EXIT		1
FUNCTION QUICKSHIFTER		2
LAP TIME	SUSPENSION A1	3
DISPLAY	SUSPENSION A2	

- 3 Press the **[MODE]** button. The "UP LVL" setting is set, and then the display returns to the upper level hierarchy.

Instruments (Continued)

DOWN LVL

You can select the shift pedal load level for activating the Quick Shifter when downshifting.

- 1 Select the "DOWN LVL" using the **[SEL]**  (up) or **[SEL]**  (down) button, and press the **[MODE]** button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	DOWN
EXIT		UP LVL
FUNCTION	QUICKSHIFTER	DOWN LVL
LAP TIME	SUSPENSION A1	
DISPLAY	SUSPENSION A2	UP

- 2 Select one of the three levels using the **[SEL]**  (up) or **[SEL]**  (down) button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.
 - Available setting range:
1 (light operation) to 3 (heavy operation)

12:34	SETTING	0 km/h
SPORTS KIT	HISS INDICATOR	
EXIT		1
FUNCTION	QUICKSHIFTER	2
LAP TIME	SUSPENSION A1	3
DISPLAY	SUSPENSION A2	

- 3 Press the **[MODE]** button. The "DOWN LVL" setting is set, and then the display returns to the upper level hierarchy.

SUSPENSION A1, A2 and A3

CBR1000S1/S2

You can change the levels of OBTi support items.

Adjusting the ÖHLINS Smart EC system

➡ P.169

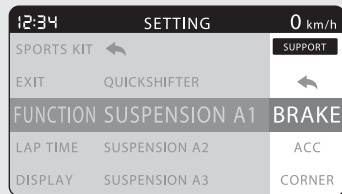
To End the Setting

Select the  (return) on the menu screen. The display returns to the "SUSPENSION A1", "SUSPENSION A2" or "SUSPENSION A3" menu on the "FUNCTION" screen.

BRAKE, ACC (SUSPENSION A1 only), CORNER (SUSPENSION A1 only) and GENERAL

You can select the "DEFAULT" or one of the ten suspension damping levels for damping characteristics of the suspension.

- 1 Select the item you want to change using the   (up) or   (down) button, and press the  button.
- ▶ Press and hold the   (up) or   (down) button to move the menu quickly.



Instruments (Continued)

- 2 Select the "DEFAULT" or one of the ten suspension damping levels using the **SEL**  (up) or **SEL**  (down) button.
- ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.
 - ▶ Available setting range:
-5 to +5

i2:34		SETTING	0 km/h
SPORTS KIT			+3
EXIT	QUICKSHIFTER		+2
			+1
FUNCTION	SUSPENSION A1	DEFAULT	
LAP TIME	SUSPENSION A2		-1
			-2
DISPLAY	SUSPENSION A3		-3

- 3 Press the **MODE** button. The selected item is set, and then the display returns to the upper level hierarchy.

SUSPENSION M1, M2 and M3

CBR1000S1/S2

You can adjust the compression and rebound damping of the front and rear suspension electronically.

Adjusting the ÖHLINS Smart EC system

 P.169

To End the Setting

Select the  (return) on the menu screen. The display returns to the "SUSPENSION M1", "SUSPENSION M2" or "SUSPENSION M3" menu on the "FUNCTION" screen.

FR COMP, FR REB, RR COMP and RR REB

You can select one of the 21 different damping levels for the front and rear suspension.

- 1 Select the item you want to change using the **[SEL]**  (up) or **[SEL]**  (down) button, and press the **[MODE]** button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
SPORTS KIT	SUSPENSION A2	RR REB
EXIT	SUSPENSION A3	
FUNCTION	SUSPENSION M1	FR COMP
LAP TIME	SUSPENSION M2	FR REB
DISPLAY	SUSPENSION M3	RR COMP

- 2 Adjust to one of the 21 damping levels using the **[SEL]**  (up) or **[SEL]**  (down) button.
 - Press and hold the **[SEL]**  (up) or **[SEL]**  (down) button to move the menu quickly.
 - Available setting:
MIN (soft), MAX (hard), and the range 5% - 95% in 5% increments

12:34	SETTING	0 km/h
SPORTS KIT	SUSPENSION A2	ADJ. RANGE
EXIT	SUSPENSION A3	50
		55
FUNCTION	SUSPENSION M1	60 %
LAP TIME	SUSPENSION M2	65
		70
DISPLAY	SUSPENSION M3	75

Instruments (Continued)

Preset settings are as follows.

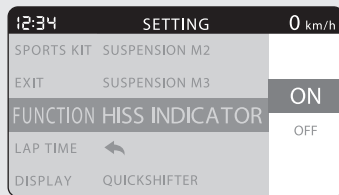
	Front		Rear	
	Compression FR COM	Rebound FR REB	Compression RR COM	Rebound RR REB
M1	45%	30%	60%	50%
M2	20%	25%	50%	45%
M3	10%	10%	25%	30%

- Press the **MODE** button. The selected the item setting is set, and then the display returns to the upper level hierarchy.

HISS INDICATOR

You can select the blinking or turning off the HISS indicator.

- Select the "ON" (blinks) or "OFF" (off) using the **SEL**  (up) or **SEL**  (down) button.



- Press the **MODE** button. The HISS indicator setting is set, and then the display returns to the upper level hierarchy.

LAP TIME

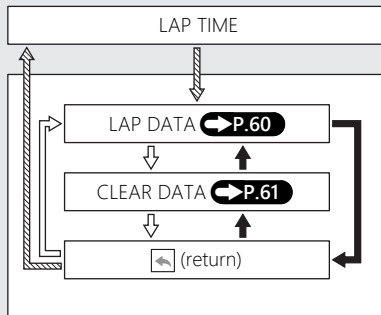
To Set the LAP TIME Menu

- 1 Select the "LAP TIME" menu on the main menu screen. ➡P.47
- 2 Select the menu by pressing the [SEL] ▲ (up) or [SEL] ▼ (down) button, and press the [MODE] button.

To End the Setting

Select the ◀ (return) on the menu screen. The display returns to the "LAP TIME" menu on the main menu screen.

"LAP TIME" is selected



➡ Press the [MODE] button

➡ Press the [SEL] ▲ (up) button

➡ Press the [SEL] ▼ (down) button

Instruments (Continued)

LAP DATA

The history of recorded lap time and information are displayed.

To display the other lap information, press the **[SEL]** **▲** (up) or **[SEL]** **▼** (down) button.

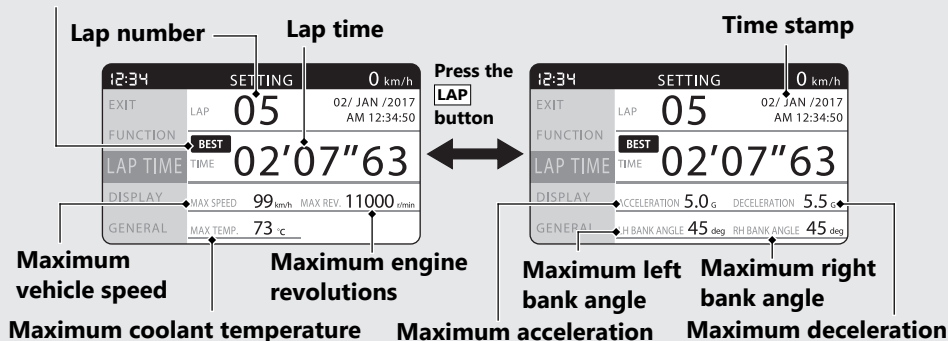
To display the maximum acceleration, maximum deceleration, maximum left bank

angle and maximum right bank angle information, press the **[LAP]** button.

To end the display of lap time history, press the **[MODE]** button. The display returns to the upper level hierarchy.

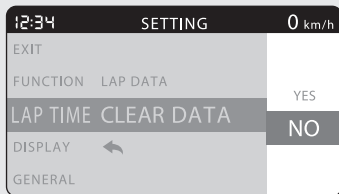
To Use the Lap Timer ➡ **P.89**

Best icon (Appears when the fastest lap time displayed.)



CLEAR DATA

- 1 Select "NO" (not clear) or "YES" (clear) using the **SEL**  (up) or **SEL**  (down) button.
- 2 Press the **MODE** button. The display returns to the upper level hierarchy.



To Use the Lap Timer ➡ **P.89**

Instruments (Continued)

DISPLAY

To Set the DISPLAY Menu

- 1 Select the "DISPLAY" menu on the main menu screen. ➡ **P.47**
- 2 Select the menu by pressing the **SEL**  (up) or **SEL**  (down) button and press the **MODE** button.

To End the Setting

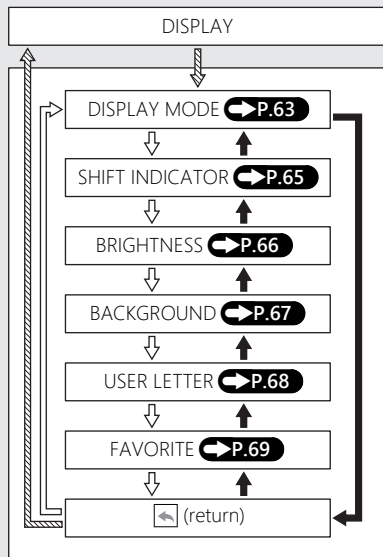
Select the  (return) on the menu screen. The display returns to the "DISPLAY" menu on the main menu screen.

 Press the **MODE** button

 Press the **SEL**  (up) button

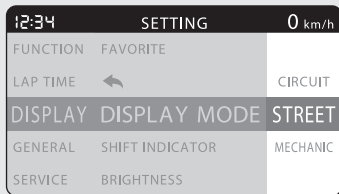
 Press the **SEL**  (down) button

"DISPLAY" is selected



DISPLAY MODE

- 1 Select "STREET", "MECHANIC" or "CIRCUIT" using the **[SEL]** **▲** (up) or **[SEL]** **▼** (down) button.



- 2 When the "STREET" or "CIRCUIT" is selected
Press the **[MODE]** button. The display mode setting is set, and then the display returns to the upper level hierarchy.
When the "MECHANIC" is selected
Press the **[MODE]** button. The display moves to the mechanic mode.

- 3 When the "MECHANIC" is selected
Press the **[MODE]** button. The mechanic mode ends, and then the display returns to the upper level hierarchy.
► The display mode returns to the previously selected mode.

Instruments (Continued)

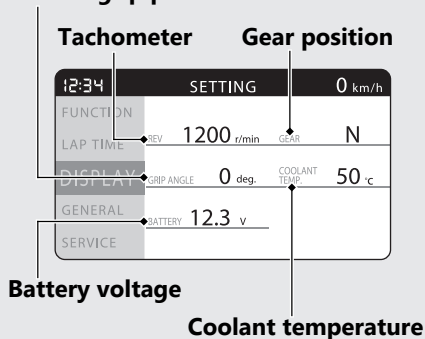
Mechanic Mode

Displays the current information of the motorcycle.

Displays the following information:

- Tachometer
- Gear position
- Throttle grip position
- Coolant temperature
- Battery voltage

Throttle grip position



SHIFT INDICATOR

You can change the setting of the shift indicators.

- 1 Select the "OFF" (deactivate) or an engine revolution at which the shift indicators start blinking using the **SEL**  (up) or **SEL**  (down) button.
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.
 - ▶ The value increases by 200 r/min (rpm) increments.
 - ▶ Available setting range:
4,000 to 16,600 r/min (rpm)
- 2 Press the **MODE** button. The shift indicator setting is set, and then the display returns to the upper level hierarchy.

12:34	SETTING	0 km/h
FUNCTION		16400
LAP TIME	DISPLAY MODE	16600
		OFF
DISPLAY	SHIFT INDICATOR	4000 r/min
GENERAL	BRIGHTNESS	4200
		4400
SERVICE	BACKGROUND	4600

Information of the Shift Indicator:

 P.99

Instruments *(Continued)*

BRIGHTNESS

You can adjust the backlight brightness to one of the eight levels or select the auto adjustment.

Automatic brightness control ➡ P.203

- 1 Select the "AUTO" (auto adjustment) or brightness level using the **SEL**  (up) or **SEL**  (down) button.
 ► Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.
- 2 Press the **MODE** button. The backlight brightness setting is set, and then the display returns to the upper level hierarchy.

12:34	SETTING	0 km/h
FUNCTION	DISPLAY MODE	6
LAP TIME	SHIFT INDICATOR	7
		8
DISPLAY	BRIGHTNESS	AUTO
GENERAL	BACKGROUND	1
		2
SERVICE	USER LETTER	3

BACKGROUND

You can change the setting of the background to one of the four categories or select the auto adjustment.

- 1 Select the "AUTO", "WHITE", "BLACK", "METALLIC" or "CARBON" using the **SEL**  (up) or **SEL**  (down) button.
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.
- 2 Press the **MODE** button. The background setting is set, and then the display returns to the upper level hierarchy.

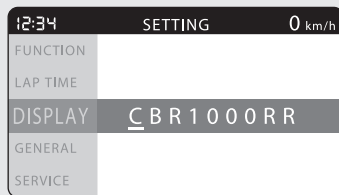
12:34	SETTING	0 km/h
FUNCTION	SHIFT INDICATOR	METALLIC
LAP TIME	BRIGHTNESS	CARBON
DISPLAY	BACKGROUND	AUTO
GENERAL	USER LETTER	WHITE
SERVICE	FAVORITE	BLACK

Instruments (Continued)

USER LETTER

You can select any 10 characters you like.

- ① Select the first character using the **SEL**  (up) or **SEL**  (down) button until a desired character appears
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.
- ② Press the **MODE** button. The cursor moves to the next position.
- ③ Repeat the steps ① and ② to select characters for the other positions until a desired word is complete..
- ④ When the tenth character is selected, the display returns to the upper level hierarchy.



A list of characters that can be selected

A	B	C	D	E	F	G	H	I
J	K	L	M	N	O	P	Q	R
S	T	U	V	W	X	Y	Z	0
1	2	3	4	5	6	7	8	9
!	"	#	\$	%	&	'	'	(
)	*	+	,	-	.	/	:	;
<	>	=	?	@	^	_		

FAVORITE

You can change the indications on the INFO 1, INFO 2, and INFO 3 to the following information by pressing the **LAP** button while the street mode is displayed.

INFO 1:

"TOTAL", "TRIP A" or "TRIP B"

INFO 2:

"REV", "INST.CONST.", "AVG.CONST.", "TRIP A
CONST.", "AVG.SPD." or "ELAPSED"

INFO 3:

"CBR LOGO", "REV IND NE", "GRIP ANGLE",
"VOLTAGE", "DATE", "USER LETTER" or a
blank display

To End the Setting

Select the  (return) on the menu screen.
The display returns to the "FAVORITE" menu
on the "DISPLAY" menu screen.

Instruments *(Continued)*

INFO 1

You can select the "TOTAL", "TRIP A" or "TRIP B" for INFO 1.

- 1 Select the "INFO 1" using the **SEL**  (up) or **SEL**  (down) button, and press the **MODE** button.
 - Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
FUNCTION	BACKGROUND	
LAP TIME	USER LETTER	
DISPLAY	FAVORITE	INFO 1
GENERAL		INFO 2
SERVICE	DISPLAY MODE	INFO 3

- 2 Select the "TOTAL", "TRIP A" or "TRIP B" using the **SEL**  (up) or **SEL**  (down) button.

- Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
FUNCTION	BACKGROUND	
LAP TIME	USER LETTER	TRIP B
DISPLAY	FAVORITE	TOTAL
GENERAL		TRIP A
SERVICE	DISPLAY MODE	

- 3 Press the **MODE** button. The "INFO 1" setting is set, and then the display returns to the upper level hierarchy.

INFO 2

You can select the "REV", "INST.CON.S.", "AVG.CON.S.", "TRIP A CONS.", "AVG.SPD." or "ELAPSED" for INFO 2.

- 1 Select the "INFO 2" using the **SEL**  (up) or **SEL**  (down) button, and press the **MODE** button.

- Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34		SETTING	0 km/h
FUNCTION	BACKGROUND		
LAP TIME	USER LETTER		INFO 1
DISPLAY	FAVORITE		INFO 2
GENERAL			INFO 3
SERVICE	DISPLAY MODE		

- 2 Select the "REV", "INST.CON.S.", "AVG.CON.S.", "TRIP A CONS.", "AVG.SPD." or "ELAPSED" using the **SEL**  (up) or **SEL**  (down) button.
 ► Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34		SETTING	0 km/h
FUNCTION	BACKGROUND		AVG.SPD.
LAP TIME	USER LETTER		ELAPSED
DISPLAY	FAVORITE		REV
GENERAL			INST.CON.S.
SERVICE	DISPLAY MODE		AVG.CON.S.

- 3 Press the **MODE** button. The "INFO 2" setting is set, and then the display returns to the upper level hierarchy.

Instruments (Continued)

INFO 3

You can select the "CBR LOGO", "REV IND NE", "GRIP ANGLE", "VOLTAGE", "DATE", "USER LETTER" or blank display for INFO 3.

- 1 Select the "INFO 3" using the **SEL**  (up) or **SEL**  (down) button, and press the **MODE** button.
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
FUNCTION	BACKGROUND	
LAP TIME	USER LETTER	INFO 2
DISPLAY FAVORITE		INFO 3
GENERAL		
SERVICE	DISPLAY MODE	INFO 1

- 2 Select the "CBR LOGO", "REV IND NE", "GRIP ANGLE", "VOLTAGE", "DATE", "USER LETTER" or blank display using the **SEL**  (up) or **SEL**  (down) button.
 - ▶ Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

12:34	SETTING	0 km/h
FUNCTION	BACKGROUND	USER LETTER
LAP TIME	USER LETTER	
DISPLAY FAVORITE		CBR LOGO
GENERAL		REV IND NE
SERVICE	DISPLAY MODE	GRIP ANGLE

- 3 Press the **MODE** button. The "INFO 3" setting is set, and then the display returns to the upper level hierarchy.

GENERAL

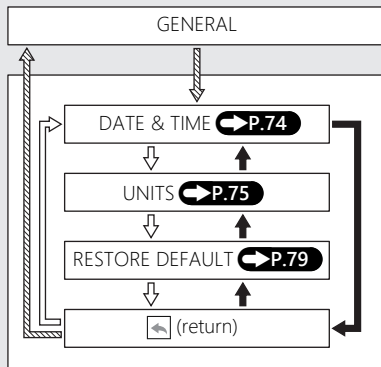
To Set the GENERAL Menu

- 1 Select the "GENERAL" on the main menu screen. ➡ P.47
- 2 Select a menu by pressing the **SEL**  (up) or **SEL**  (down) button and press the **MODE** button.

To End the Setting

Select the  (return) menu on the menu screen. The display returns to the "GENERAL" on the main menu screen.

"GENERAL" is selected



 Press the **MODE** button

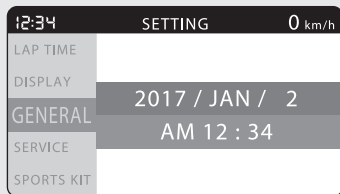
 Press the **SEL**  (up) button

 Press the **SEL**  (down) button

Instruments (Continued)

DATE & TIME

- 1 Press the **SEL**  (up) or **SEL**  (down) button until the desired tens digit of the year is displayed.
- 2 Press the **MODE** button. The cursor moves to the ones digit of the year.



- 3 Press the **SEL**  (up) or **SEL**  (down) button until the desired ones digit of the year is displayed.

- 4 Press the **MODE** button. The cursor moves to the indication of month.
- 5 Press the **SEL**  (up) or **SEL**  (down) button until the desired month is displayed.
- 6 Press the **MODE** button. The cursor moves to the indication of date.
- 7 Press the **SEL**  (up) or **SEL**  (down) button until the desired date is displayed.
- 8 Press the **MODE** button. The cursor moves to the "AM" or "PM".
- 9 Select the "AM" or "PM" using the **SEL**  (up) or **SEL**  (down) button.
- 10 Press the **MODE** button. The cursor moves to the indication of hour.
- 11 Press the **SEL**  (up) or **SEL**  (down) button until the desired hour is displayed.

- 12 Press the **MODE** button. The cursor moves to the indication of minute.
- 13 Press the **SEL**  (up) or **SEL**  (down) button until the desired minute is displayed.
- 14 Press the **MODE** button. The date and clock setting is set, and then the display returns to the upper level hierarchy.

Press and hold the **SEL**  (up) or **SEL**  (down) button to move the menu quickly.

UNITS

You can change the speed and mileage, and fuel mileage meter units.

To Set Each Unit

- 1 Select the "SPEED" or "FUEL CONS." using the **SEL**  (up) or **SEL**  (down) button.
- 2 Press the **MODE** button. The display moves to each unit setting screen.

The units of the speedometer, odometer, tripmeter A/B, current fuel mileage, average fuel mileage, tripmeter A fuel consumption, average speed, available driving distance and amount of remaining fuel are changed in "SPEED" menu.

Instruments *(Continued)*

The units of the current fuel mileage, average fuel mileage and amount of remaining fuel are changed in "FUEL CONS." menu.



To End the Setting

Select the  (return) on the menu screen. The display returns to the "UNITS" menu on the "GENERAL" menu screen.

Speed and Mileage Unit [SPEED]

Except KO, II KO type

- 1 Select the "km/h" or "mph" using the **SEL**  (up) or **SEL**  (down) button.
- 2 Press the **MODE** button. The speed and mileage unit setting is set, and then the display returns to the upper level hierarchy.



When selecting the "km/h"

- Units of the speedometer and average speed show "km/h".
- Units of the odometer, tripmeter A/B and available driving distance show "km".

- Units of the current fuel mileage and average fuel mileage show "L/100km" or "km/L".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "L".

When selecting the "mph"

- Units of the speedometer and average speed show "mph".
- Units of the odometer, tripmeter A/B and available driving distance show "mile".
- Units of the current fuel mileage and average fuel mileage show "MPG" or "mile/L".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "L" or "GAL".

Instruments *(Continued)*

Fuel Mileage Meter Unit [FUEL CONS.]

- 1 When the "km/h" of the "SPEED" menu is selected

Select the "L/100 km" or "km/L" using the **SEL**  (up) or **SEL**  (down) button.

Except KO, II KO type

When the "mph" of the "SPEED" menu is selected

Select the "MPG" or "mile/L" using the **SEL**  (up) or **SEL**  (down) button.

- 2 Press the **MODE** button. The fuel mileage meter unit setting is set, and then the display returns to the upper level hierarchy.



When selecting the "L/100 km"

- Units of the current fuel mileage and average fuel mileage show "L/100 km".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "L".

When selecting the "km/L"

- Units of the current fuel mileage and average fuel mileage show "km/L".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "L".

When selecting the "MPG"

- Units of the current fuel mileage and average fuel mileage show "MPG".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "GAL".

When selecting the "mile/L"

- Units of the current fuel mileage and average fuel mileage show "mile/L".
- Units of the tripmeter A fuel consumption and amount of remaining fuel show "L".

RESTORE DEFAULT

The set value can be returned to default setting.

- 1 Select the "NO" (not restore) or "YES" (restore) using the **[SEL]** **▲** (up) or **[SEL]** **▼** (down) button.

2 When the "NO" is selected

Press the **[MODE]** button. The set value is maintained, and then the display returns to the upper level hierarchy.

When the "YES" is selected

Press the **[MODE]** button. The display changes to the confirmation screen.

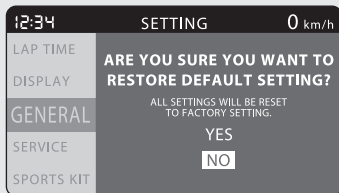


Instruments (Continued)

- 3 Select the "NO" (not restore) or "YES" (restore) using the the **SEL** **▲** (up) or **SEL** **▼** (down) button on the confirmation screen.
- 4 When the "NO" is selected Press the **MODE** button. The set value is maintained, and then the display returns to the "RESTORE DEFAULT" menu on the "GENERAL" menu screen.

When the "YES" is selected

Press the **MODE** button. The set value return to default setting.



- 5 Select the "EXIT" by pressing the **MODE** button.



- 6 The display returns to the "RESTORE DEFAULT" menu on the "GENERAL" menu screen.

Default setting values:

- LAP DATA: Cleared
- DISPLAY MODE: STREET
- SHIFT INDICATOR: OFF
- BRIGHTNESS: AUTO
- BACK GROUND: AUTO
- USER LETTER: CBR1000RR
- FAVORITE: TOTAL, REV, CBR LOGO
- SPEED UNIT: km/h
- FUEL CONS UNIT:
ED, II ED, U, IIU type L/100 km
KO, II KO type km/L
- CBR1000S1/S2
QUICK SHIFTER: OFF (Quick Shifter system is disabled.)
- CBR1000S1/S2
SUSPENSION A1, A2, A3: Default setting
➡ P.55

- CBR1000S1/S2
SUSPENSION M1, M2, M3: Preset setting
➡ P.58
- Riding mode: USER 1 and USER 2 setting value returns to initial setting values.
➡ P.104
- HISS INDICATOR: ON

Instruments *(Continued)*

SERVICE

To Set the SERVICE Menu

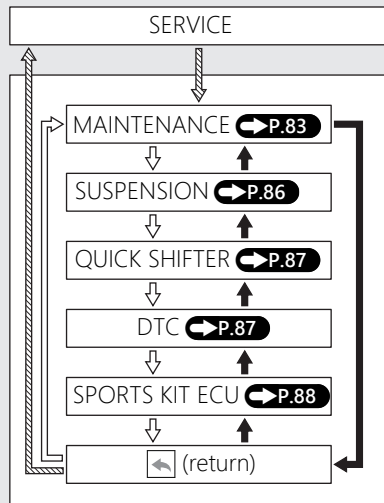
- 1 Select the "SERVICE" menu on the main menu screen. ➡ **P.47**
- 2 Select the menu by pressing the **SEL**  (up) or **SEL**  (down) button and press the **MODE** button.

 Press the **MODE** button

 Press the **SEL**  (up) button

 Press the **SEL**  (down) button

"SERVICE" is selected



To End the Setting

Select the  (return) on the menu screen, and then the display returns to the "SERVICE" menu on the main menu screen.

MAINTENANCE

You can check the next inspection time and change the setting of next inspection.

12:34 SETTING 0 km/h		
DISPLAY		
GENERAL	 -	DISTANCE DATE
SERVICE	 -	500 km JUL / 2017
SHORTS KIT		
EXIT		

Next engine oil change

Next periodic inspection

To return to the upper level hierarchy, press the  button.

Instruments (Continued)

Display range:

DISTANCE:

Next periodic inspection:

-12000 to +99900 km

(-8000 to +99950 mile)

Next engine oil change:

-6000 to +99980 km

(-4000 to +99980 mile)

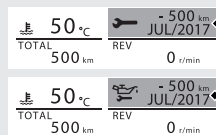
► Pass 0 km (mile): "-" mark changed to "+" mark

DATE:

Month: JAN to DEC

Year: 2010 to 2099

- "-500 km" or "-300 mile" from the next periodic inspection
- "-100 km" or "-60 mile" from the next engine oil change
- One month before the set month



**Maintenance
pop-up
information**

When reaching any of the following, the pop-up information is appears in the ordinary display. ➡ **P.93**

Next inspection setting

- 1 Select "🔑" (periodic inspection) or "🛢️" (engine oil change) using the **[SEL]** **▲** (up) or **[SEL]** **▼** (down) button.

12:34		SETTING		0 km/h	
DISPLAY	DISTANCE		DATE		
GENERAL		- 500 km	JUL / 2017		
SERVICE		- 500 km	JUL / 2017		
SPORTS KIT					
EXIT					

- 2 Press and hold the **[MODE]** button until the "DISTANCE" value start flashing.

12:34		SETTING		0 km/h	
DISPLAY	DISTANCE			DATE	
GENERAL				--- / ---	
SERVICE		-	500 km	JUL / 2017	
SPORTS KIT					
EXIT					

- 3 Press the **[SEL]** **▲** (up) or **[SEL]** **▼** (down) button until the desired distance value is displayed.
 - ▶ Available setting range of periodic inspection:
100 to 12,000 km (100 to 8,000 mile)
 - ▶ Available setting range of engine oil change:
100 to 12,000 km (100 to 8,000 mile)

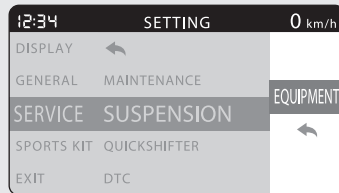
Instruments *(Continued)*

- 4 Press the **MODE** button. The cursor moves to the indication of month.
- 5 Press the **SEL**  (up) or **SEL**  (down) button until the desired month is displayed.
- 6 Press the **MODE** button. The cursor moves to the tens digit of the year.
- 7 Press the **SEL**  (up) or **SEL**  (down) button until the desired tens digit of the year is displayed.
- 8 Press the **MODE** button. The cursor moves to the ones digit of the year.
- 9 Press the **SEL**  (up) or **SEL**  (down) button until the desired ones digit of the year is displayed.
- 10 Press the **MODE** button. The mileage and date setting is set, and then the display returns to the upper level hierarchy.

SUSPENSION

CBR1000S1/S2

"EQUIPMENT" is displayed but not selectable.

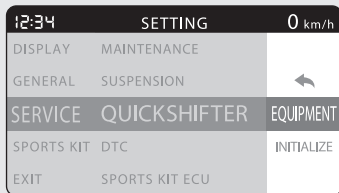


Select the  (return) on the menu screen. The display returns to the "SUSPENSION" menu on the "SERVICE" menu screen.

QUICK SHIFTER

CBR1000S1/S2

"INITIALIZE" and "EQUIPMENT" are displayed but not selectable.



Select the  (return) on the menu screen, and then the display returns to the "QUICKSHIFTER" menu on the "SERVICE" menu screen.

DTC

You can check for a current problem with the PGM-FI system.

CBR1000S1/S2

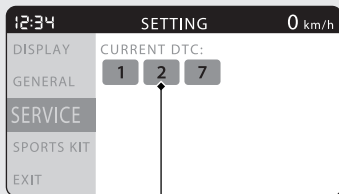
You can check for a current problem with the ÖHLINS Smart EC system.

If your motorcycle has problem, DTC index is displayed. In this case, the pop-up information appears in the ordinary display.

 **P.93**

Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

Instruments (Continued)

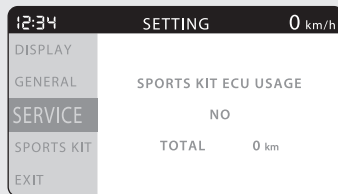


DTC indexes

To return to the upper level hierarchy, press the **MODE** button.

| SPORTS KIT ECU

You can check the sports kit usage history.



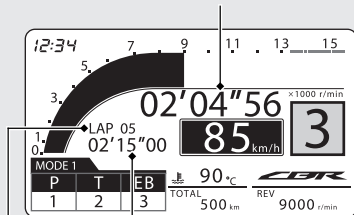
To return to the upper level hierarchy, press the **MODE** button.

Lap Timer

You can record lap time in the circuit mode.

➡ P.28

**Stopwatch/
difference with the best lap**



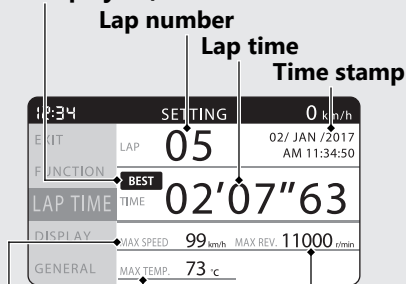
Previous lap time

Previous lap number

You can check and clear the recorded lap time data in the setting mode. ➡ P.59

➡ P.60

**Best icon
(Displayed when the fastest lap
time displayed.)**



**Maximum
vehicle
speed**

**Maximum engine
revolutions**

**Maximum coolant
temperature**

Instruments *(Continued)*

The lap time data include lap time, maximum vehicle speed, maximum engine revolutions, maximum coolant temperature, maximum acceleration, maximum deceleration, maximum left bank angle and maximum right bank angle.

Display range:

Previous lap number: 0 to 50

► Exceeds 50, repeats the "50"

Previous lap time: 00'00"00 to 99'59"99

► Exceeds 99'59"99, returns to the "00'00"00"

Stopwatch: 00'00"00 to 99'59"99

► Exceeds 99'59"99, returns to the "00'00"00"

Difference with the best lap:

-99'5999 ~ 00'0000 ~ +99'59"99"

Maximum vehicle speed:

0 to 299 km/h (0 to 186 mph)

Maximum engine revolutions:

0 to 20000 r/min (rpm)

Maximum coolant temperature:

-40 to 150°C

Maximum acceleration: 0 to 8.0 G

Maximum deceleration: 0 to 4.1 G

Maximum left bank angle:

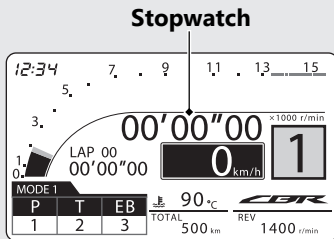
0 to 90 deg

Maximum right bank angle:

0 to 90 deg

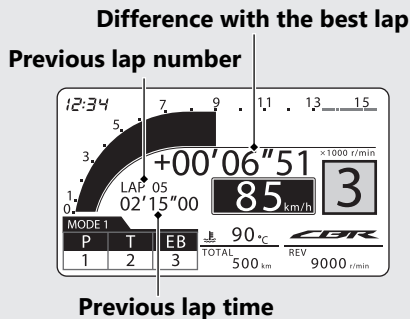
To Measure the Lap Time

- 1 Press and hold the **[LAP]** button or select the "CIRCUIT" menu on the "DISPLAY MODE" menu screen. ➡ **P.28** ➡ **P.62** ➡ **P.63**
- 2 To start measurement, press the **[LAP]** button.
 - ▶ The stopwatch starts measurement.



- 3 To record lap time, press the **[LAP]** button at each lap.
 - ▶ The stopwatch changes to display of the difference with the best lap. After 10 seconds, the display will return to the stopwatch.
 - ▶ The previous lap time and previous lap number change to the information of the previous lap.
 - ▶ If you press the **[LAP]** button again within two seconds, lap time is not recorded.
 - ▶ When exceeds 50 lap, the previous lap number repeats the "LAP 50."

Instruments (Continued)



- 4 To end measurement, press and hold the **LAP** button.

To Restart the Measurement

Press the **LAP** button again. The stopwatch restarts measurement.

► Measurement starts from the next lap.

To Check or Clear the Lap Time

Select the "LAP TIME" menu in the setting mode. ➡P.59 ➡P.61

Pop-up information

In the following case, the INFO 3 display or the INFO 3 display and coolant temperature gauge change to a pop-up information display.

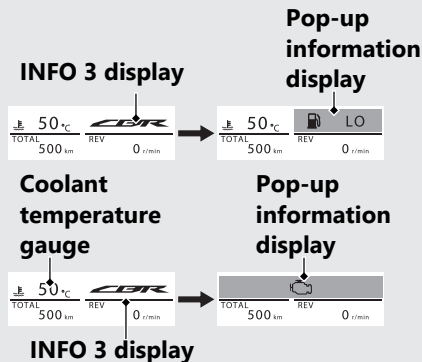
- Maintenance information:
When the inspection time of your motorcycle is approaching.
- Helpful information:
When your motorcycle has helpful information.
- Failure information:
When your motorcycle has a problem with the PGM-FI system.

CBR1000S1/S2

When your motorcycle has a problem with the ÖHLINS Smart EC system.

When your motorcycle has multiple pieces of information, each pop-up information display appears alternately.

If your motorcycle has a problem with the PGM-FI and ÖHLINS Smart EC system, the failure information is displayed in priority to other information.



Instruments (Continued)

Maintenance Information

Indication	Explanation	Remedy
 - 500 km JUL/2017	When the periodic inspection time of your motorcycle is approaching	Have your motorcycle inspected by your dealer.
 - 500 km JUL/2017	When the oil change time of your motorcycle is approaching	Change the engine oil.  P.145

Helpful Information

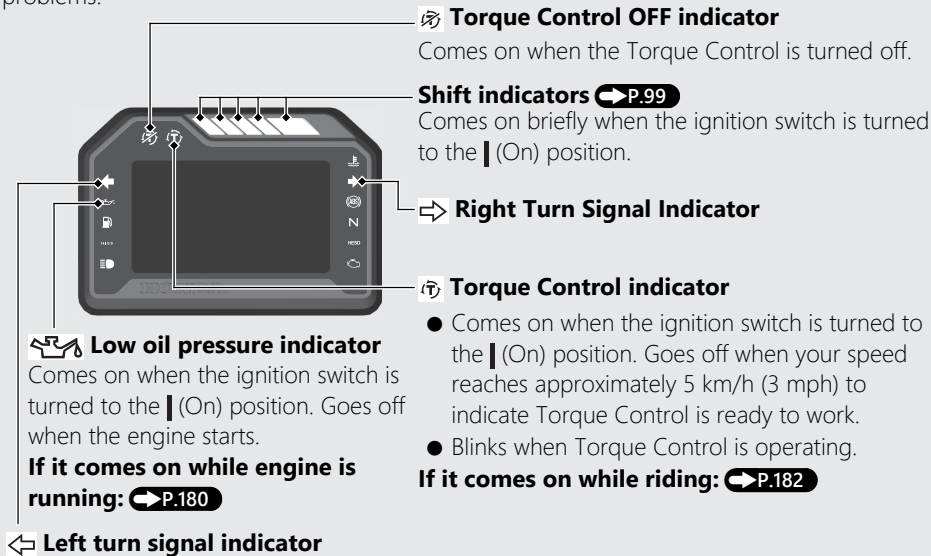
Indication	Explanation	Remedy
 SIDE STAND	When the side stand is down	Raise the side stand.
 LO	When remaining fuel is reached 4.0 L (1.1 US gal, 0.9 Imp gal).	Fill the fuel tank.  P.113
	CBR1000S1/S2 When the suspension initialization is waiting	Stop your motorcycle. Wait for a few seconds until the indication turns off. If indication dose not turn off, contact your dealer.

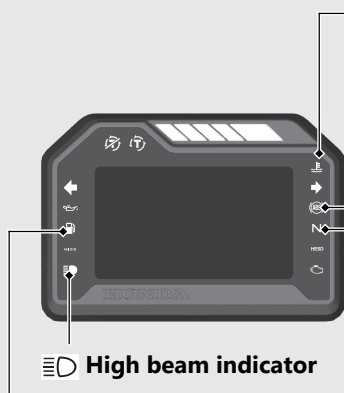
Failure Information

Indication	Explanation	Remedy
	When your motorcycle has a problem with the PGM-FI system	Reduce speed and have your motorcycle inspected by your dealer as soon as possible.
	CBR1000S1/S2 When your motorcycle has a problem with the ÖHLINS Smart EC system	Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

Indicators

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





 **High beam indicator**

 **High coolant temperature indicator**

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

If it comes on while riding: ➡ **P.179**

 **ABS (Anti-lock Brake System) indicator**

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

If it comes on while riding: ➡ **P.181**

 **Neutral indicator**

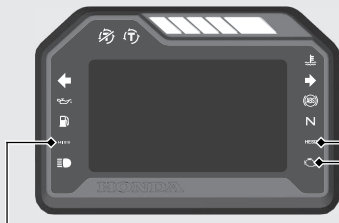
Comes on when the transmission is in Neutral.

 **Low fuel indicator**

- Comes on briefly when the ignition switch is turned to the **I** (On) position.
- Comes on when there is only reserve fuel left in the fuel tank. Remaining fuel when low fuel indicator comes on: 4.0 L (1.1 US gal, 0.9 Imp gal)

If it comes on: ➡ **P.42**

Indicators (Continued)



HISS indicator ➡ P.178

- Comes on briefly when the ignition switch is turned to the **I** (On) position. Goes off if the ignition key has the correct coding.
- Flashes every 2 seconds for 24 hours when the ignition switch is turned to the **O** (Off) position.

HESD (Honda Electronic Steering Damper) indicator

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

If it comes on while engine is running:

➡ P.181

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

Comes on briefly when the ignition switch is turned to the **I** (On) position with the engine stop switch in the **⌚** (Run) position. Comes on when the ignition switch is turned to the **I** (On) position with the engine stop switch in the **⊗** (Off) position

If it comes on while engine is running:

➡ P.180

Shift Indicators

The shift indicators light or blink by the engine revolutions. The first indicator lights when the engine revolutions reach a number 800 r/min (rpm) below a preset revolution number.

The second, third and fourth indicators will light each time the engine revolutions is 200 r/min (rpm) rise.

All indicators will blink when engine revolutions is reached the set value.

Setting of the Shift Indicators

You can change the engine revolutions at which the shift indicators start blinking.

Initial setting: OFF

Available setting range:

4,000 to 16,600 r/min (rpm)

Example Set value: 11,600 r/min (rpm)

	0 to 10,800 r/min (rpm) All indicators go off
	10,800 r/min (rpm) First indicator comes on
	11,000 r/min (rpm) Second indicator comes on
	11,200 r/min (rpm) Third indicator comes on
	11,400 r/min (rpm) Fourth indicator comes on
	11,600 r/min (rpm) All indicators blink

Switches

LAP button

Operate the lap timer



Horn button



Turn signal switch

- ▶ Pressing the switch turns the turn signal off.



Hazard switch

Switchable when the ignition switch is on. Can be turned to off regardless of the ignition switch position.

- ▶ The signals continue flashing with the ignition switch is **O** (Off) or **L** (Lock) after the hazard switch is on.

Headlight dimmer switch/Passing light control switch

- : High beam
- : Low beam
- **PASS** : Flashes the high beam headlight.

Ignition Switch

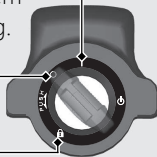
Switches the electrical system on/off, locks the steering.

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

 (On) — Turns electrical system on for starting/riding.

○ (Off) — Turns engine off.

 (Lock) — Locks steering.



Engine stop switch/ Start button

Should normally remain in the  (Run) position.

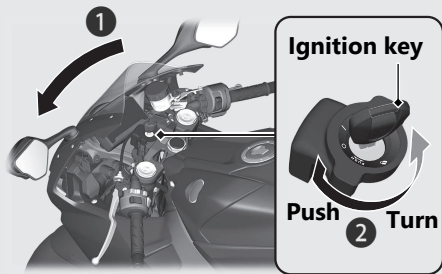
- In an emergency, switch to the  (Off) position to stop the engine.

Switches *(Continued)*

Steering Lock

Lock the steering when parking to help prevent theft.

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



Locking

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

Unlocking

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

Riding mode

You can change the riding mode. The riding mode consists of the following parameters.

P: Engine output level

T: Torque control level

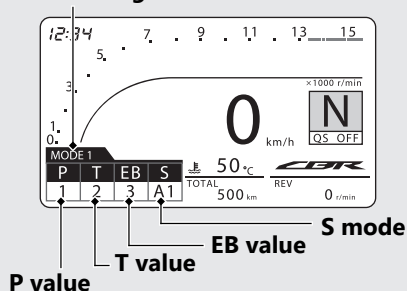
EB: Engine brake level

CBR1000S1/S2

S: Suspension mode

When "-" is displayed, go to your dealer for service.

Current riding mode



Riding mode *(Continued)*

Riding mode has five modes.

Available riding mode: MODE 1, MODE 2, MODE 3, USER 1 and USER 2.

MODE 1, MODE 2 and MODE 3

- ▶ MODE 1 is suitable for track riding.
- ▶ MODE 2 is suitable for winding roads.
- ▶ MODE 3 is suitable for street riding.

CBR1000RA

Each value can not be changed.

CBR1000S1/S2

Each value and mode can not be changed.
Setting of S mode can be changed

USER 1 and USER 2

CBR1000RA

Each value can be changed.

CBR1000S1/S2

Each value and mode can be changed.
Setting of S mode can be changed

Initial setting

Riding modes	P value	T value	EB value	S mode	CBR1000S1/S2
MODE 1	1	2	3		A1*2
MODE 2	2	5	3		A2*2
MODE 3	5	8	1		A3*2
USER 1	1*1	5*1	1*1		M1*3
USER 2	2*1	5*1	2*1		M2*3

Notes:

*1 : Value can be changed.

*2 : Setting of S mode can be changed

*3 : S mode and setting of S mode can be changed

P value (Engine output level)

P value has five setting levels.

Available setting range: 1 to 5

- ▶ Level 1 has the most power.
- ▶ Level 5 has the least power.

T value (Torque control level)

T value has ten setting levels.

Available setting range: 0 to 9

- ▶ Level 1 is the minimum Torque Control level
- ▶ Level 9 is the maximum Torque Control level.
- ▶ Level 0 deactivates the Torque Control.

EB value (Engine brake level)

EB value has three setting levels.

Available setting range: 1 to 3

- ▶ Level 1 has the strongest engine braking effect.
- ▶ Level 3 has the weakest engine braking effect.

S mode (Suspension mode)

CBR1000S1/S2

S mode has six modes.

Available modes: A1, A2, A3, M1, M2 and M3

Adjusting the ÖHLINS Smart EC system

➡ **P.169**

Riding mode *(Continued)*

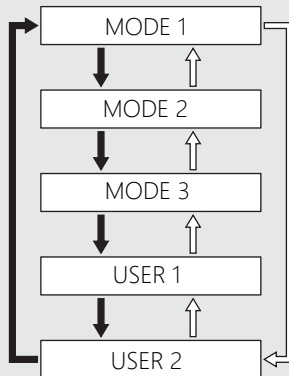
Selecting the riding mode

- 1 Stop the motorcycle.
- 2 Select the riding mode display. ➡ P.31
- 3 Press the **SEL**  (up) or **SEL**  (down) button with the throttle fully closed.

SEL  (up) button

SEL  (down) button

MODE button



 Press the **SEL**  (up) button

 Press the **SEL**  (down) button

Setting the riding mode

CBR1000RA

You can change the P, T and EB values on the USER 1 and USER 2 of the riding mode.

CBR1000S1/S2

You can change the P, T, EB value and S mode on the USER 1 and USER 2 of the riding mode.

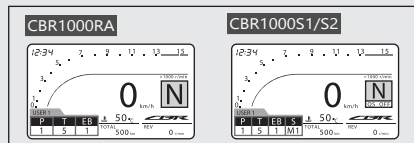
- 1 Stop the motorcycle.
- 2 Select the USER 1 or USER 2 in the riding mode you want to set. ➡ **P.104**
- 3 Press and hold the **MODE** button until P value is selected.
- 4 Press the **SEL**  (up) or  (down) button until the desired value is displayed.

- 5 Press the **MODE** button until T value is selected.
- 6 Press the **SEL**  (up) or  (down) button until the desired value is displayed.
 - ▶ T value can be changed to level 0 by pressing and holding the **SEL**  (down) button at the time of level 1.
- 7 Press the **MODE** button until EB value is selected.
- 8 Press the **SEL**  (up) or  (down) button until the desired value is displayed.
- 9 **CBR1000S1/S2**
Press the **MODE** button until S mode is selected.
- 10 **CBR1000S1/S2**
Press the **SEL**  (up) or  (down) button until the desired mode is displayed.

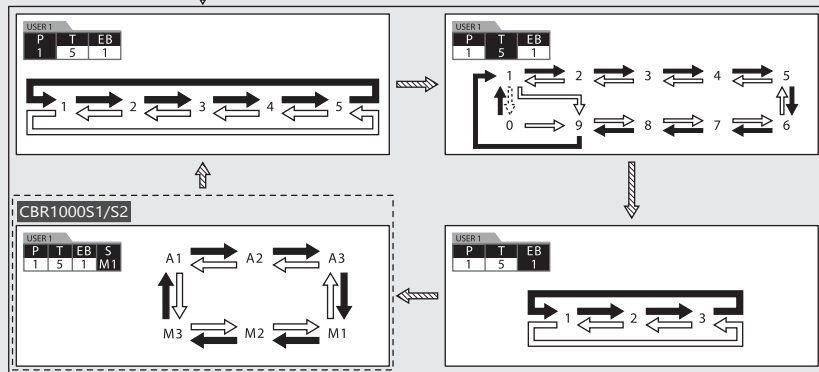
Riding mode *(Continued)*

- 11 Press and hold the **MODE** button until ordinary display is displayed

You can stop setting the riding modes at any time by pressing and holding the **MODE** button.

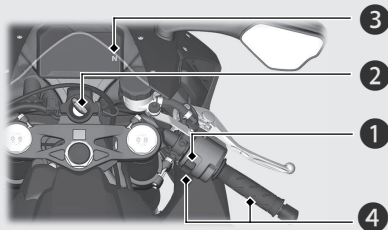


- Press the **MODE** button
- Press and hold the **MODE** button
- Press the **SEL** (up) button
- Press the **SEL** (down) button
- Press and hold the **SEL** (down) button



Starting the Engine

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



NOTICE

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

- ① Make sure the engine stop switch is in the **○** (Run) position.
- ② Turn the ignition switch to the **I** (On) position.
- ③ 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.
- ④ Press the start button with the throttle completely closed.

If the engine does not start:

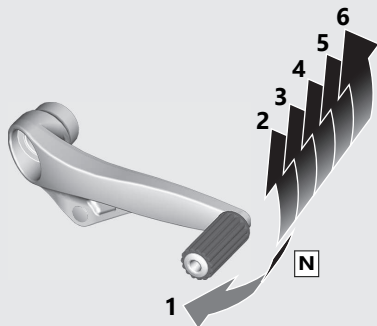
- ① Open the throttle fully and press the start button for 5 seconds.
- ② Repeat the normal starting procedure.
- ③ If the engine starts, open the throttle slightly if idling is unstable.
- ④ If the engine does not start, wait 10 seconds before trying steps ① & ② again.

If Engine Will Not Start ➡ P.178

Shifting Gears

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

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



Shifting Gears *(Continued)*

Quick Shifter

CBR1000S1/S2

This system enables very quick up and down shifting without clutch and throttle operations.

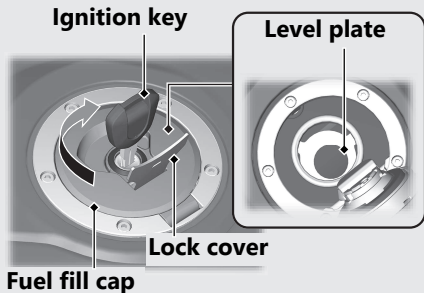
- ▶ This system does not function when upshifting with the throttle closed.
 - ▶ This system functions when the engine speed is more than 1,500 r/min (rpm) on upshifting or more than the idle speed on downshifting.
 - ▶ This system does not function when the clutch lever is being operated.
- If "-" is displayed on the gear position indicator, the Quick Shifter system does not operate.
 - If the Quick Shifter does not operate normally, the clutch can be used to complete the shift operation.

- The Quick Shifter can be individually turned ON (active) and OFF (deactivate), also the shift pedal load level for activating the Quick Shifter can be adjusted during up and down shifting.
- If the PGM-FI malfunction indicator lamp comes on or the gear position indicator flashes "-" in the current gear position, the Quick Shifter system may not operate. If either of the above occurs, contact your dealer as soon as possible.

To change the setting of Quick Shifter

➡ P.49 ➡ P.50

Refuelling



Do not fill with fuel above the level plate.

Fuel type: Unleaded petrol only

Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 95 or higher.

Tank capacity: 16.2 L (4.28 US gal, 3.56 Imp gal)

Refuelling and Fuel Guidelines ➡ P.18

Opening the Fuel Fill Cap

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

Closing the Fuel Fill Cap

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

⚠ WARNING

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

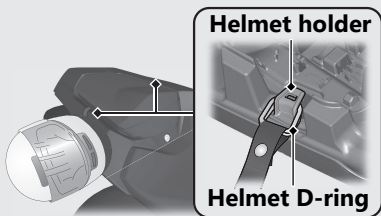
- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

Helmet Holder

CBR1000RA

The helmet holders are located underside of the rear seat.



⚠ WARNING

Riding with a helmet attached to the holder can interfere with your ability to safely operate the motorcycle and could lead to 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.

► Use the helmet holder only when parked.

Removing the Rear Seat ➡ P.140

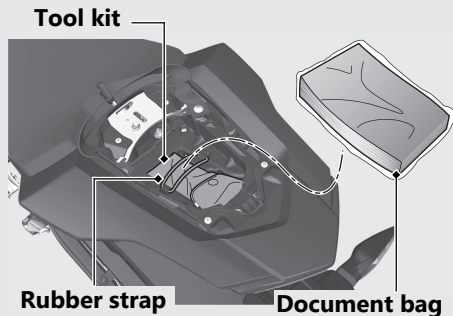
Tool Kit/Document Bag

CBR1000RA

The tool kit and document bag are located under the rear seat.

CBR1000S1/S2

The tool kit and document bag are located under the single seat cowl.



CBR1000RA

Removing the rear seat ➡ P.140

CBR1000S1/S2

Removing single seat cowl ➡ P.141

Maintenance

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

Importance of Maintenance	P. 117
Maintenance Schedule	P. 118
Maintenance Fundamentals	P. 121
Tool Kit	P. 136
Removing & Installing Body	
Components	P. 137
Battery	P. 137
Front Seat	P. 139
Rear Seat	P. 140
Single Seat Cowl	P. 141
Under Cowl	P. 142
Engine Oil	P. 143
Coolant	P. 147
Brakes	P. 149

Side Stand	P. 152
Drive Chain	P. 153
Clutch	P. 157
Throttle	P. 160
Other Adjustments	P. 161
Adjusting the Headlight Aim	P. 161
Adjusting the Brake Lever	P. 162
Adjusting the Front Suspension	P. 163
Adjusting the Rear Suspension	P. 166
Adjusting the ÖHLINS Smart EC System	P. 169

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. 118

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 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.

Items		Pre-ride Check P. 121	Frequency*1						Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Fuel Line					I	I	I	I	I		–
Fuel Level		I									113
Throttle Operation		I			I	I	I	I	I		160
Air Cleaner *2 (KO, II KO type)						R		R			135
Air Cleaner *2 (ED, II ED, U, II U type)						I		I			–
Spark Plug						I		R			–
Valve Clearance						I		I			–
Engine Oil		I		R	R	R	R	R	R		145
Engine Oil Filter				R		R		R			145
Engine Idle Speed					I	I	I	I	I		–
Radiator Coolant *3		I			I	I	I	I	I	3 Years	147
Cooling System					I	I	I	I	I		–
Secondary Air Supply System						I		I			–
Evaporative Emission Control System (ED, II ED, KO, II KO type)						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)
- R** : Replace
- L** : Lubricate

Maintenance Schedule

Items		Pre-ride Check P. 121	Frequency*1						Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Exhaust Gas Control Actuator Cable	✂					I		I			–
Drive Chain		I	Every 1,000 km (600 mi): I L								153
Drive Chain Slider					I	I	I	I			156
Brake Fluid *3		I			I	I	I	I	I	2 Years	149
Brake Pads Wear		I			I	I	I	I	I		150
Brake System					I	I	I	I	I		121
Brakelight Switch					I	I	I	I	I		151
Headlight Aim					I	I	I	I	I		161
Lights/Horn		I									–
Engine Stop Switch		I									–
Clutch System		I			I	I	I	I	I		157
Side Stand		I			I	I	I	I	I		152
Suspension	🔧				I	I	I	I	I		163
Front Fork Oil (CBR1000S1/S2)	✂		Every 30,000 km (20,000 mi): R							3 Years	–
Nuts, Bolts, Fasteners	🔧				I	I	I	I	I		–
Wheels/Tyre	✂	I			I	I	I	I	I		132
Steering Head Bearings	✂				I	I	I	I	I		–

Notes:

*1 : At higher odometer readings, repeat at the frequency interval established here.

*2 : Service more frequently when riding in unusually wet or dusty areas.

*3 : 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:

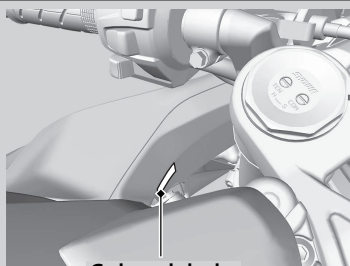
- Fuel level - Fill fuel tank when necessary. ➤ P. 113
- Throttle - Check for smooth opening and full closing in all steering positions. ➤ P. 160
- Engine oil level - Add engine oil if necessary. Check for leaks. ➤ P. 143
- Coolant level - Add coolant if required. Check for leaks. ➤ P. 147
- Drive chain - Check condition and slack, adjust and lubricate if necessary. ➤ P. 153
- Brakes - Check operation; Front and Rear: check brake fluid level and pads wear. ➤ P. 149, ➤ P. 150
- Lights and horn - Check that lights, indicators and horn function properly.
- Engine stop switch - Check for proper function. ➤ P. 100
- Clutch - Check operation; Adjust freeplay if necessary. ➤ P. 157
- Side stand ignition cut-off system - Check for proper function. ➤ P. 152
- Wheels and tyres - Check condition, air pressure and adjust if necessary. ➤ P. 132

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 on the inside of the left duct.



Colour label

⚠ 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

CBR1000S1/S2

Your motorcycle has a lithium-ion (li-ion) battery. ➡ P. 125

CBR1000RA

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

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



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

NOTICE

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

What to do in an emergency

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

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

WARNING

The battery gives off explosive hydrogen gas during normal operation.

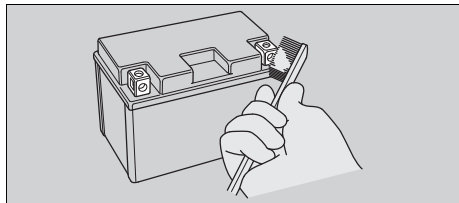
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

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

Cleaning the Battery Terminals

1. Remove the battery. ➤ P. 137
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.

Lithium-Ion (Li-Ion) Battery**CBR1000S1/S2**

Your motorcycle has a lithium-ion (li-ion) battery. Clean the battery terminals if they become dirty or corroded.



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

NOTICE

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

| What to do in an emergency

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

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

⚠ WARNING

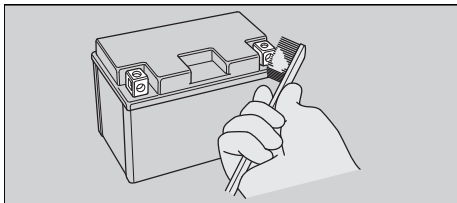
The battery contains flammable organic solvent as electrolyte.

You can be burned or seriously injured if the battery is handled improperly.

- Keep the battery away from heat, sparks, and flame.
- Keep the battery out of the reach of children.
- Do not disassemble or modify the battery or battery terminals.
- Do not short-circuit the battery with metal tools or other metal objects.
- Do not subject the battery to impacts.

Cleaning the Battery Terminals

1. Remove the battery.  P. 137
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 lithium-ion (li-ion) battery of the same type.

NOTICE

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

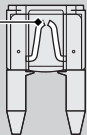
Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➡ P. 196

Inspecting and Replacing Fuses

Turn the ignition switch to the  (Off) position to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➡ P. 216

Blown fuse



NOTICE

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

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

Engine Oil

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

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

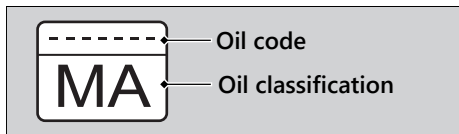
Selecting the Engine Oil

For recommended engine oil, see "Specifications." ➡ P. 215

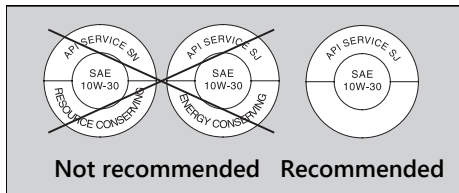
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- 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 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. 153

Maintenance Fundamentals

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

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



**Normal
(GOOD)**



**Worn
(REPLACE)**



**Damaged
(REPLACE)**

NOTICE

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

Cleaning and Lubricating

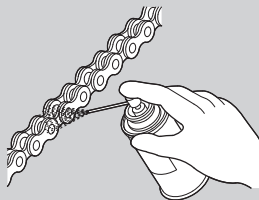
After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use a dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty.

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

Recommended lubricant:

Drive chain lubricant designed specifically for O-ring chains

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



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.

Avoid getting lubricant on the brakes or tyres.

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

Recommended Coolant

Pro Honda HP Coolant is a pre-mixed solution of antifreeze and distilled water.

Concentration:

50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection.

A concentration of up to 60% will provide better protection in colder climates.

NOTICE

Using coolant not specified for aluminium engines or tap/mineral water can cause corrosion.

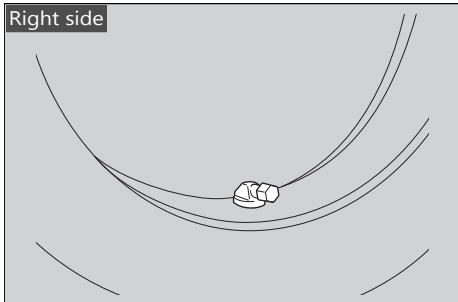
Tyres (Inspecting/Replacing)

Checking the Air Pressure

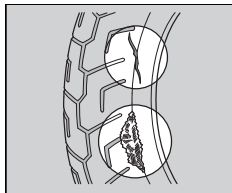
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

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

Right side



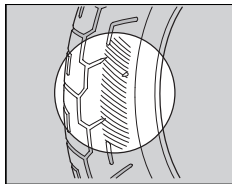
Inspecting for Damage



Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread.

Also inspect for any unusual bumps or bulges in the side walls of the tyres.

Inspecting for Abnormal Wear

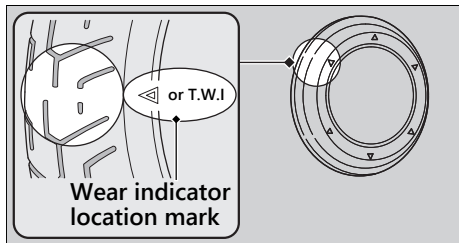


Inspect the tyres for signs of abnormal wear on the contact surface.

Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately.

For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠ WARNING

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

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

Germany

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

Have your tyres replaced by your dealer. For recommended tyres, air pressure and minimum tread depth, see "Specifications."

➤ P. 214

Follow these guidelines whenever you replace tyres.

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

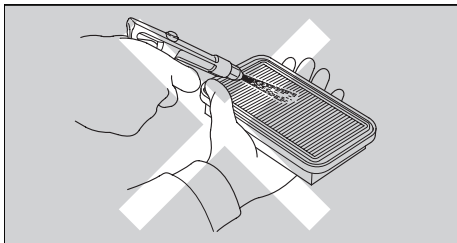
Air Cleaner

KO, II KO type

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.



CBR1000RA

The tool kit is stored under the rear seat.

➤ P. 140

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

- Pin spanner
- Standard/Phillips screwdriver
- Screwdriver handle
- 5 mm Hex wrench
- Fuse puller
- BFR adjuster
- Extension bar

CBR1000S1/S2

The tool kit is stored under the single seat cowl.

➤ P. 141

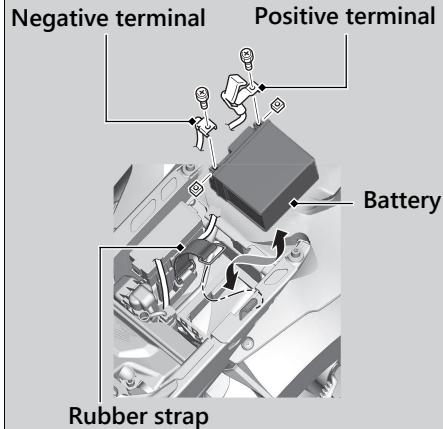
You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

- Standard/Phillips screwdriver
- Screwdriver handle
- 5 mm Hex wrench
- Fuse puller
- 8 × 12 mm Open end wrench
- 32 mm Box end wrench

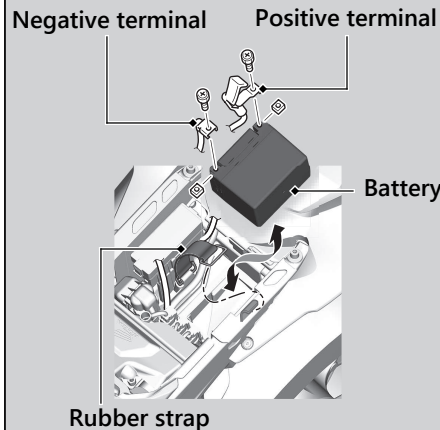
Removing & Installing Body Components

Battery

CBR1000RA



CBR1000S1/S2



Removal

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

1. Remove the front seat. ► P. 139
2. Unhook the rubber strap from left side.
3. Disconnect the negative  terminal from the battery.
4. Disconnect the positive  terminal from the battery.
5. Remove the battery taking care not to drop the terminal nuts.

Installation

Install the parts in the reverse order of removal.

Always connect the positive  terminal first.

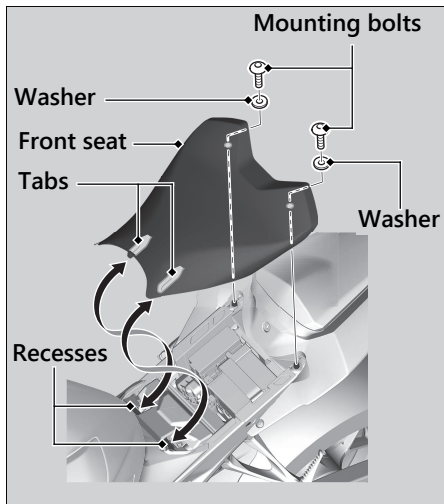
Make sure that bolts and nuts are tight.

Make sure the clock information is correct after the battery is reconnected. ► P. 74

For proper handling of the battery, see "Maintenance Fundamentals." ► P. 123

"Battery Goes Dead." ► P. 192

Front Seat



Removal

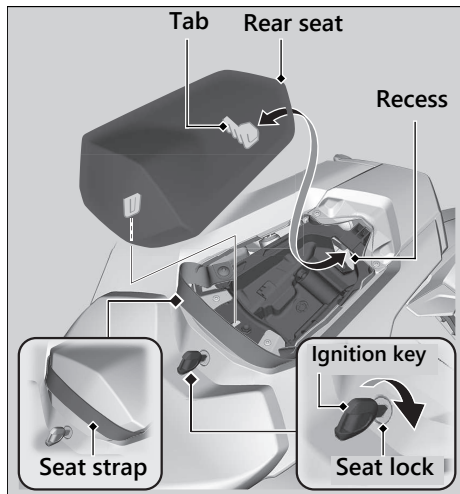
1. Remove the mounting bolts and washers, and then pull the front seat back and up.

Installation

1. Install the front seat while inserting the tabs into the recesses.
2. Install the washers and mounting bolts.
3. Tighten the mounting bolts securely. Make sure that the seat is locked securely in position to pull it up lightly.

Rear Seat

CBR1000RA



Removal

1. Move the seat strap forward.
2. Insert the ignition key into the seat lock.
3. Turn the ignition key clockwise, then pull the rear seat forward and up.

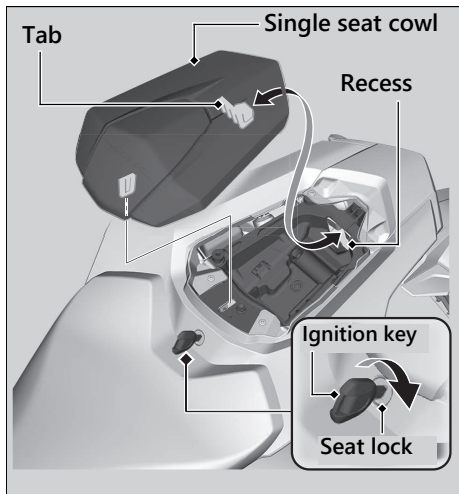
Installation

1. Insert the tab into the recess.
2. Push down on the front of the rear seat. Make sure that the seat is locked securely in position to pull it up lightly.
3. Move the seat strap to its original position.

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

Single Seat Cowl

CBR1000S1/S2



Removal

1. Insert the ignition key into the seat lock.
2. Turn the ignition key clockwise, then pull the single seat cowl forward and up.

Installation

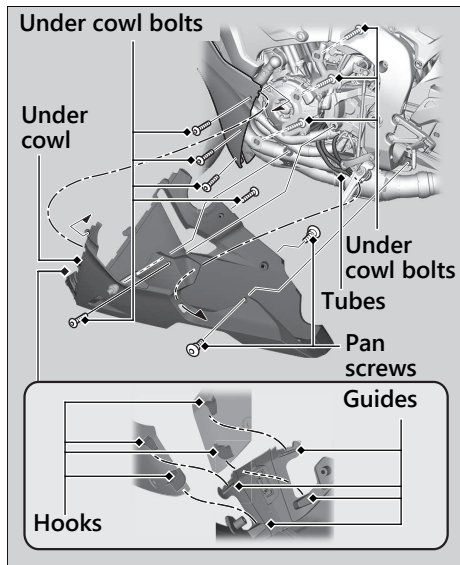
1. Insert the tab into the recess.
2. Push down on the front of the single seat cowl.

Make sure that the single seat cowl is locked securely in position to pull it up lightly.

The single seat cowl locks automatically when closed.

Take care not to lock your key in the compartment under the single seat cowl.

Under Cowl



Removal

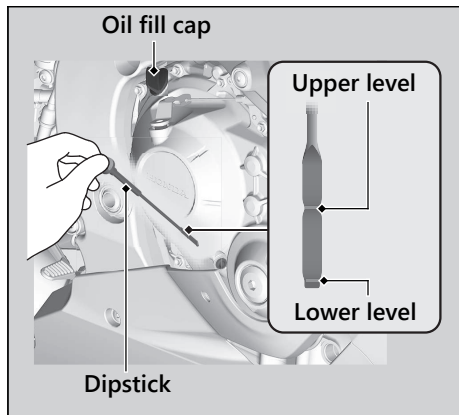
1. Remove the pan screws and under cowl bolts.
2. Remove the under cowl carefully release the guides from hooks of the middle cowl side as shown in the illustration.

Installation

1. Install the under cowl using reverse of the removal procedure.
2. Route the tubes through the opening of the lower cowl.
3. Install and tighten the under cowl bolts securely.
4. Install and tighten the pan screws securely.

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 in an upright position on a firm, level surface.
4. Remove the dipstick and wipe it clean.
5. Insert the 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 dipstick.
7. Securely install the dipstick.



Adding Engine Oil

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

► P. 128, ► P. 215

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

2. Securely reinstall the oil fill cap.

NOTICE

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

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

► P. 128

Changing Engine Oil & Filter

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

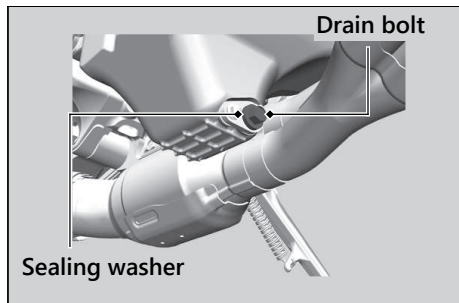
Use a new Honda Genuine oil filter or equivalent specified for your model.

NOTICE

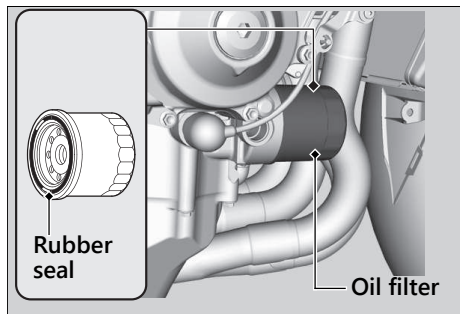
Using the wrong oil filter can result in serious damage to the engine.

1. Remove the under cowl. ► P. 142
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch to the **○** (Off) position and wait for 2 to 3 minutes.
4. Place your motorcycle on a firm, level surface.

5. Place a drain pan under the drain bolt.
6. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.



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



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

9. Install the new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft)

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

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft)

11. Fill the crankcase with the recommended oil (► P. 128, ► P. 215) and install the oil fill cap.

Required oil

When changing oil & engine oil filter:

2.7 L (2.9 US qt, 2.4 Imp qt)

When changing oil only:

2.5 L (2.6 US qt, 2.2 Imp qt)

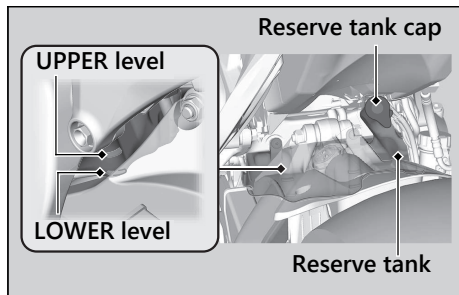
12. Check the oil level. ► P. 143
13. Check that there are no oil leaks.
14. Install the under cowl.

Checking the Coolant

Check the coolant level in the reserve tank while the engine is cold.

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the UPPER level and LOWER level marks in the reserve tank.

If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.



Adding Coolant

If the coolant level is below the LOWER level mark, add the recommended coolant (P. 131) until the level reaches the UPPER level mark.

Add fluid only from the reserve tank cap and do not remove the radiator cap.

Coolant ► Changing Coolant

1. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the UPPER level mark.
 - Make sure no foreign objects enter the reserve tank opening.
2. Securely reinstall the reserve tank cap.

WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

Checking Brake Fluid

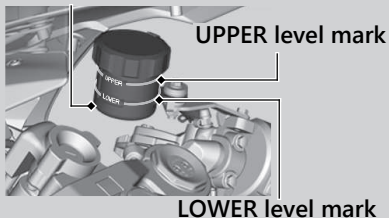
1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the brake fluid reservoir is horizontal and that the fluid level is between the LOWER level and UPPER level marks.

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

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

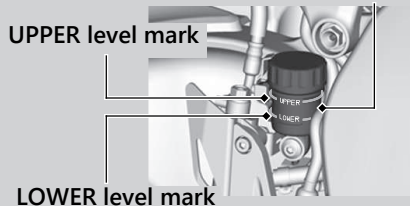
Front

Front brake fluid reservoir



Rear

Rear brake fluid reservoir



Inspecting the Brake Pads

Check the condition of the brake pad wear indicators.

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

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

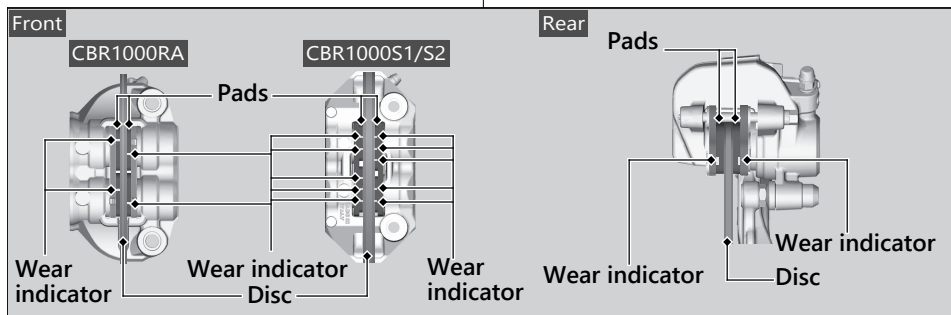
1. **Front** Inspect the brake pads from in front of the brake caliper.

► Always inspect both left and right brake calipers.

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

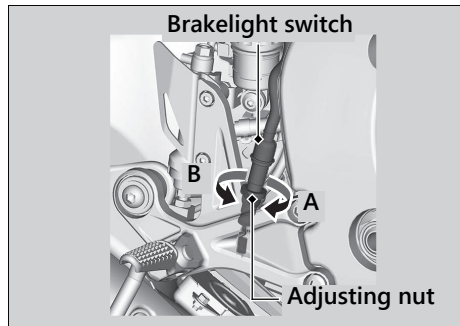
If necessary have the pads replaced by your dealer.

Always replace both left and right brake pads at the same time.

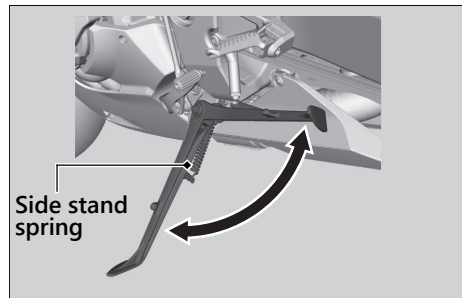


Adjusting the Brakelight Switch

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, shift the transmission to Neutral, and raise the side stand.

4. Start the engine, pull the clutch lever in, and shift the transmission into gear.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Inspecting the Drive Chain Slack

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

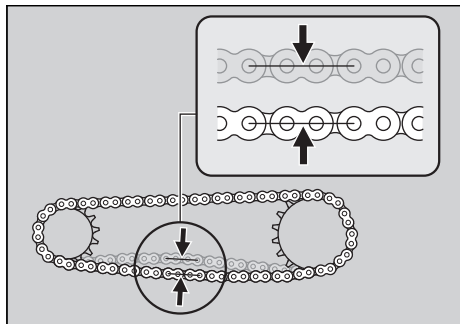
Have the chain inspected by your dealer.

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

Drive chain slack:

25 - 35 mm (1.0 - 1.4 in)

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



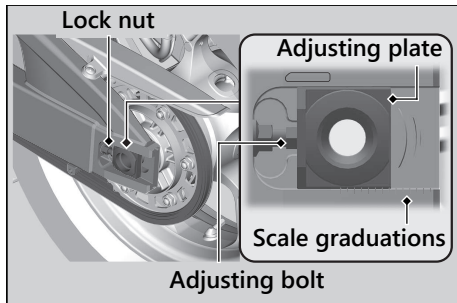
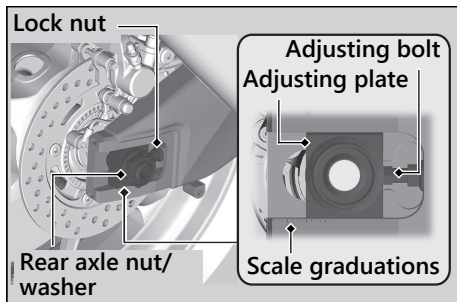
4. Roll the motorcycle forward and check that the chain moves smoothly.
5. Inspect the sprockets. ➤ P. 129
6. Clean and lubricate the drive chain. ➤ P. 130

Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

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



Drive Chain ► Adjusting the Drive Chain Slack

5. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain. Turn the adjusting bolts clockwise and push the rear wheel toward the front to provide more slack.

Adjust the slack at a point midway between the front sprocket and the rear wheel sprocket

Check the drive chain slack. ► P. 153

6. Check rear axle alignment by making sure the end of the chain adjusting plate aligns with the scale graduations on both sides of the swingarm.

Both marks should correspond. If the axle is misaligned, turn the right or left adjusting bolt until the marks are aligned and recheck chain slack

7. Tighten the rear axle nut.

Torque: 135 N·m (13.8 kgf·m, 100 lbf·ft)

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

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

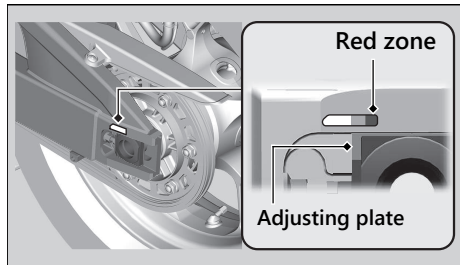
Drive Chain ► Checking the Drive Chain Slider

Checking the Drive Chain Wear

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

Chain: RK525ROZ7

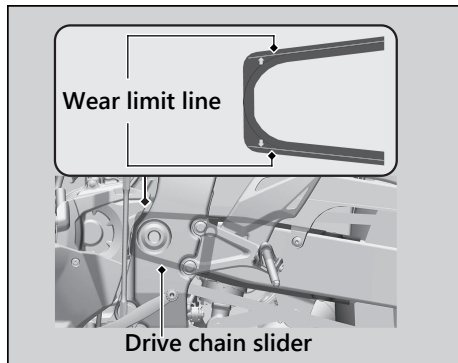
If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider will need to be replaced if the chain slider is worn to the wear limit line.

If necessary have the drive chain slider replaced by your dealer.



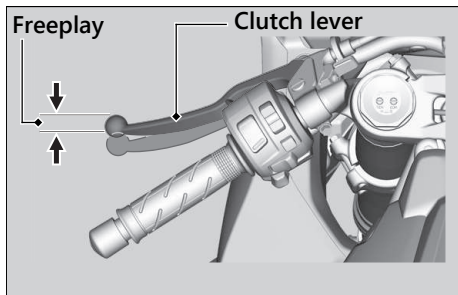
Checking the Clutch

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

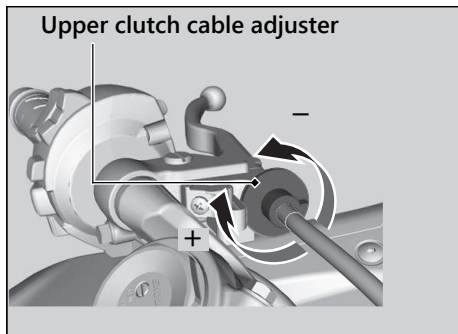
Improper freeplay adjustment can cause premature clutch wear.

Adjusting the Clutch Lever Freeplay

I Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

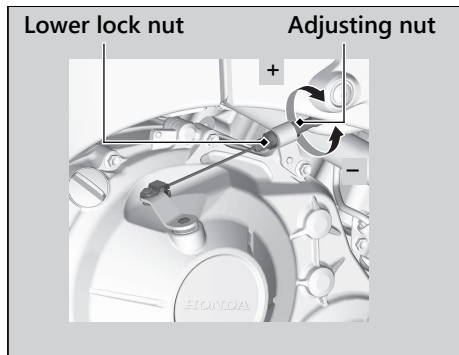
Turn the clutch cable adjuster until the freeplay is 10 - 20 mm (0.4 - 0.8 in).



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.

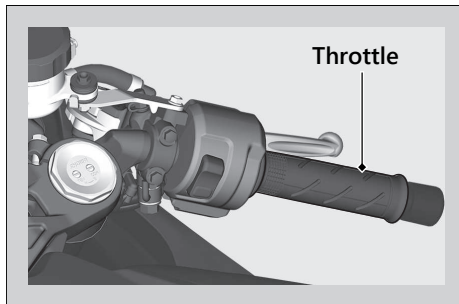
1. Turn the upper clutch cable adjuster all the way in (to provide maximum freeplay).
2. Loosen the lower lock nut.
3. Turn the adjusting nut until the clutch lever freeplay is 10 - 20 mm (0.4 - 0.8 in).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. Start the engine, pull the 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.

Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open. If the throttle does not move smoothly, close automatically, have the motorcycle inspected by your dealer.

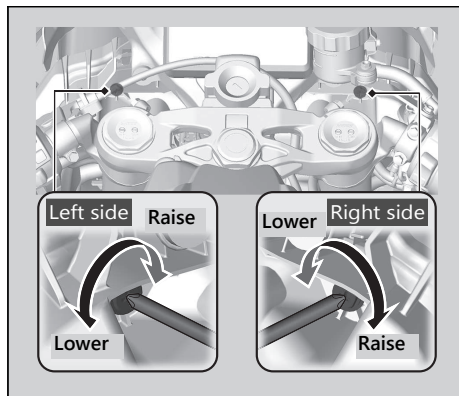


Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the screw using a Phillips screwdriver provided in the tool kit

➤ P. 136.

Obey local laws and regulations.



Adjusting the Brake Lever

You can adjust the distance between the tip of the brake lever and handle grip.

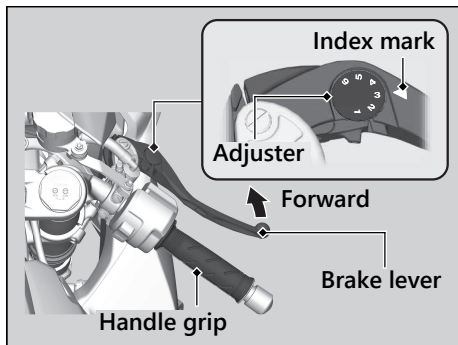
Adjustment method

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

After adjustment, check that the lever operates correctly before riding.

NOTICE

Do not turn the adjuster beyond its natural limit.

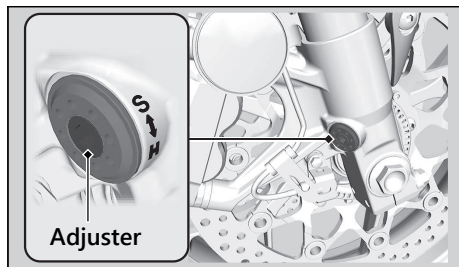


Adjusting the Front Suspension

Spring Preload

CBR1000RA

You can adjust the spring preload by the adjuster to suit the load or the road surface. The spring preload adjuster has 15 turns. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is the 7 1/2 turns from the full soft position.



NOTICE

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

Rebound Damping

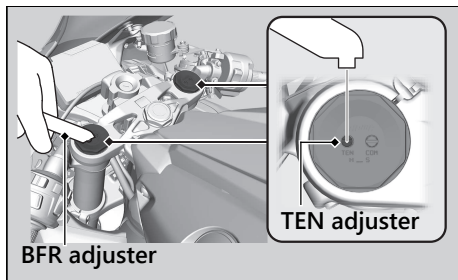
CBR1000RA

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

Turn the adjuster using the BFR adjuster provided in the tool kit. ► P. 136

The TEN adjuster has 5 1/2 turns.

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 4 turns from the full hard position.



NOTICE

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

I Compression Damping

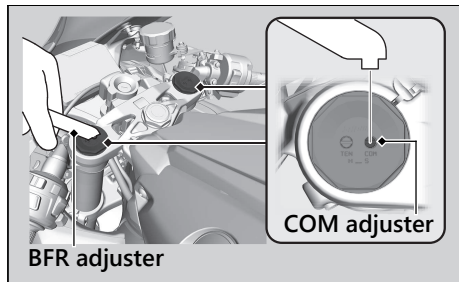
CBR1000RA

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

Turn the adjuster using the BFR adjuster provided in the tool kit. ➡ P. 136

The COM adjuster has 7 turns.

Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). The standard position is 5 turns from the full hard position.



NOTICE

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

Adjusting the Rear Suspension

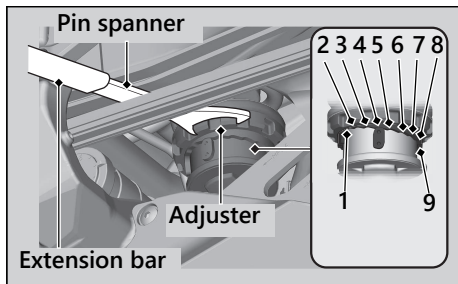
Spring Preload

CBR1000RA

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn the adjuster using the pin spanner and extension bar provided in the tool kit.

🔧 P. 136

The preload adjuster has 9 positions. Positions 1 to 3 are for a decrease spring preload (soft), or turn the position 5 to 9 increase spring preload (hard). The standard position is 4.



NOTICE

Do not turn the adjuster beyond its limits. Attempting to adjust directly from 1 to 9 or 9 to 1 may damage the shock absorber.

NOTICE

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

Rebound Damping

CBR1000RA

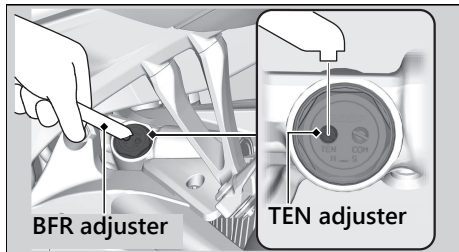
You can adjust the rebound damping by the TEN adjuster to suit the load or the road surface.

Turn the adjuster using the BFR adjuster provided in the tool kit. ■ P. 136

The TEN adjuster has 4 turns.

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft).

The standard position is 2 1/2 turns from the full hard position.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

Compression Damping

CBR1000RA

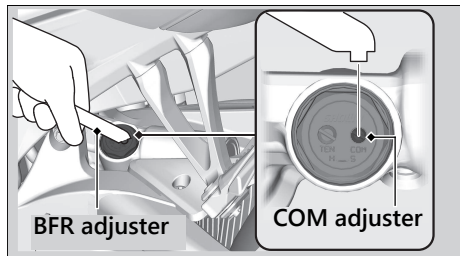
You can adjust the compression damping by the COM adjuster to suit the load or the road surface.

Turn the adjuster using the BFR adjuster provided in the tool kit. ► P. 136

The COM adjuster has 4 1/2 turns.

Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft).

The standard position is 3 turns from the full hard position.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

Adjusting the ÖHLINS Smart EC System

CBR1000S1/S2

This model is equipped with the ÖHLINS Smart EC system.

This system consists of front and rear suspension and Suspension Control Unit (SCU).

This system provides the pre-programmed damping characteristics optimized for different situation to the front and rear suspension.

The front and rear suspension constantly determines riding conditions as SCU receives signals from the different control units on the motorcycle. As a result, the optimum

rebound and compression damping force for road is provided.

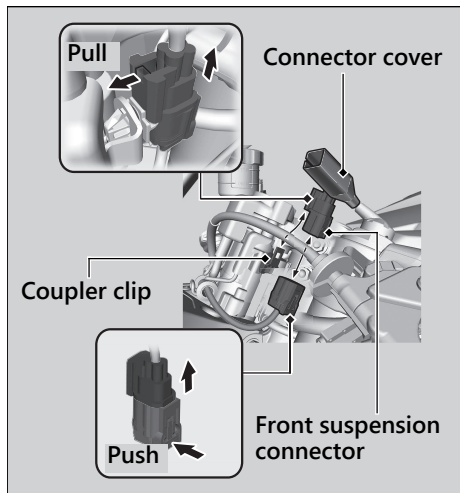
The system continually adjusts compression and rebound damping levels according to the situation.

You can adjust the front and rear suspension preload manually.

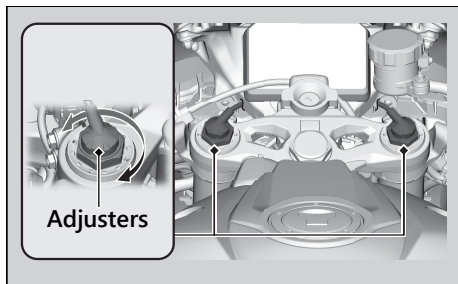
ÖHLINS Smart EC is a trademark of ÖHLINS RACING AB, Sweden.

Front Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface.



1. Make sure the ignition switch is in the  (Off) position.
2. Slide the connector cover, and then disconnect the front suspension connector from the coupler clip.
3. Disconnect the front suspension connector.
 - Do not remove by pulling on the wire harness.



4. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft).
The standard position is the 4 turns from the full soft position.

NOTICE

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

5. After the adjustment, connect the front suspension connector.
 - Be careful not to allow water or dust to enter the connector.
 - Make sure to install the connector completely.

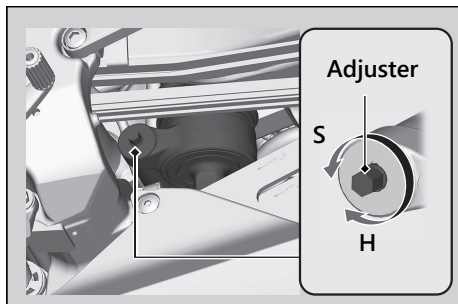
6. Connect the front suspension connector to the coupler clip and then install the connector cover.

I Rear Spring Preload

You can adjust the spring preload by the adjuster knob to suit the load or the road surface.

Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft).

The standard position is 8 turns from the full hard position.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

I Damping Adjustment

You can select A-mode which automatically adjusts damping according to the riding situation and MANUAL mode which allows damping level to be set manually.

A-mode

A-mode will automatically adjust compression and rebound damping levels individually for the front fork and rear suspension to provide desired change in behavior of the motorcycle.

A-mode provides 3 modes (A1, A2 and A3) with different riding feel and ride characteristics for various situations.

Defaults of A-mode can be adjusted using the ÖHLINS Objective Based Tuning interface (OBTi).

“OBTi” allows the rider to affect the characteristics.

Adjustable OBTi support items and riding situations for each A-mode are as follows.

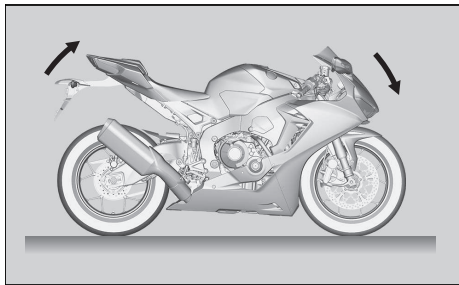
A-mode	Situation	OBTi support items			
		BRAKE	ACC	CORNER	GENERAL
A1	track riding	A	A	A	A
A2	winding roads	A	N/A	N/A	A
A3	street riding	A	N/A	N/A	A

A : Adjustable

N/A : Not adjustable

BRAKE:

By adjusting the brake support objective it is possible to increase (+) or decrease (-) the pitching resistance during initial braking.



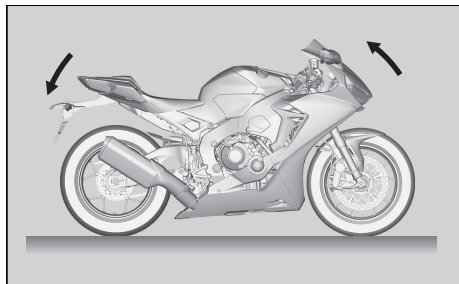
ACC (A1 only):

By adjusting the acceleration objective it is possible to increase (+) or decrease (-) the pitching resistance during accelerating.

Direction

(+): Motorcycle feels more stable especially during hard acceleration out of corner

(-): Useful to increase weight transfer to increase rear tyre load



CORNER (A1 only):

By adjusting the corner objective it is possible to increase (+) or decrease (-) the agile movements of the while turning.

Direction

(+): More agility especially in middle of corner.

(-): Good setting for rain or low grip condition.

GENERAL:

By adjusting the firmness objective it is possible to increase (+) or decrease (-) the amount of overall damping levels.

Direction

For A1 mode

(+): Good for high grip tyre and high road surface temperature.

(-): Good setting for rain or low grip condition.

For A2 and A3 mode

Tuning the objective more towards comfort

To adjustment the "BRAKE", "ACC", "CORNER" and "GENERAL". 📖 P. 49

📖 P. 55

To select the S mode. 📖 P. 104

MANUAL mode

The suspension setting can be fixed at a certain value on compression and rebound damping of the front and rear suspensions.

The damping of front and rear suspension cannot be changed by riding behavior automatically.

MANUAL mode provides 3 modes (M1, M2 and M3).

Preset of M1 is suitable for track riding.

Preset of M2 is suitable for winding roads.

Preset of M3 is suitable for street riding.

Each MANUAL mode allows the following damping level to be adjusted as desired:

FR COM: Compression damping for front suspension

FR REB: Rebound damping for front suspension

RR COM: Compression damping for rear suspension

RR REB: Rebound damping for rear suspension

To adjustment the “FR COM”, “FR REB”, “RR COM” and “RR REB”. ▣ P. 49 ▣ P. 56

To select the S mode. ▣ P. 104

Troubleshooting

Engine Will Not Start (HISS indicator stays on)..... P. 178

Overheating (High coolant temperature indicator is on)..... P. 179

Warning Indicators On or Flashing..... P. 180

Low Oil Pressure Indicator P. 180

PGM-FI (Programmed Fuel Injection)

Malfunction Indicator Lamp (MIL)..... P. 180

ABS (Anti-lock Brake System) Indicator P. 181

HESD (Honda Electronic Steering Damper)

Indicator P. 181

Torque Control Indicator..... P. 182

Tyre Puncture..... P. 183

Electrical Trouble..... P. 192

Battery Goes Dead..... P. 192

Burned-out Light Bulb P. 193

Blown Fuse..... P. 196

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. ➡ P. 110
- 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.
- Check if the HISS indicator stays on.
 - ▶ Turn the ignition switch to the  (Off) position and remove the key. Reinsert the key and turn the ignition switch to the  (On) position. If the indicator still stays on, check the following:
Check if there is no another HISS key (including spare key) close to the ignition switch.

Check if there are no any metallic seals or stickers on the key.

If the HISS indicator still stays on, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Check the correct engine starting sequence. ➡ P. 110
- Make sure engine stop switch is in the  (Run) position. ➡ P. 100
- Check for a blown fuse. ➡ P. 196
- Check for a loose battery connection or battery terminal corrosion. ➡ P. 123, ➡ P. 137
- Check the condition of the battery.
➡ P. 192

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

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on.
- Acceleration becomes sluggish.
If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the high coolant temperature indicator to come on.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the **I** (On) position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the **O** (Off) position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the **O** (Off) position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.

➡ P. 147

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank. ➡ P. 147

► Add coolant as necessary.

5. If 1-4 check normal, you may continue riding, but closely monitor the high coolant temperature indicator.

Low Oil Pressure Indicator

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

NOTICE

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

1. Check the engine oil level, and add oil as necessary. ➤ P. 143, ➤ P. 144
2. Start the engine.
 - ▶ Only continue riding if the low oil pressure indicator goes off.

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

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

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

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

ABS (Anti-lock Brake System) Indicator

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

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

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

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

HESD (Honda Electronic Steering Damper) Indicator

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

Torque Control Indicator

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

- Indicator comes and stays on (solid) while riding.
- Indicator does not come on when the ignition switch is turned to the **I** (On) position.
- Indicator does not go off at speeds above 5 km/h (3 mph).

Even when the Torque Control indicator is on, your motorcycle will have normal riding ability without Torque Control function.

- When the indicator comes on while the Torque Control is in operation, you will have to completely close the throttle to regain normal riding ability.

The Torque Control indicator may come on if you rotate the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch to the **O** (Off) position, and then to the **I** (On) position again. The Torque Control indicator will go off after your speed reaches 5 km/h (3 mph).

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.

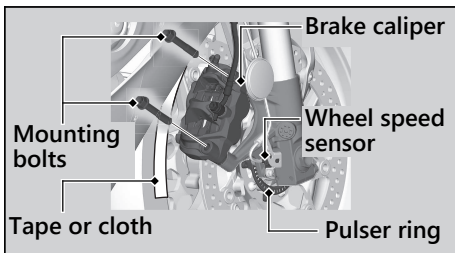
When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

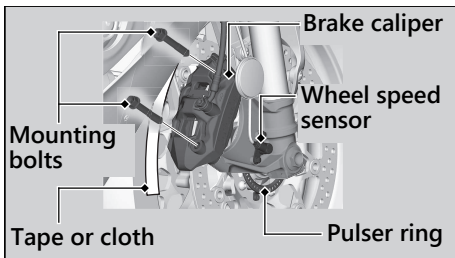
Removal

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

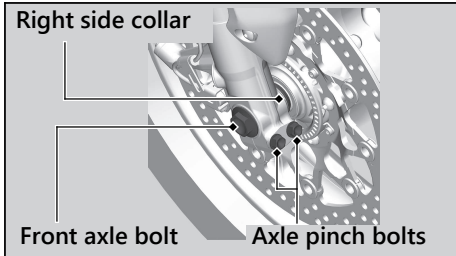
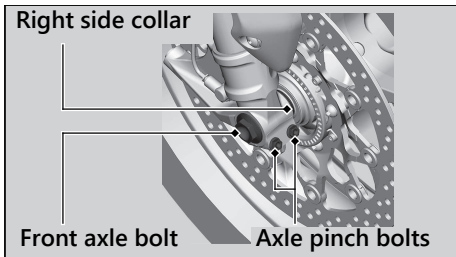
CBR1000RA



CBR1000S1/S2

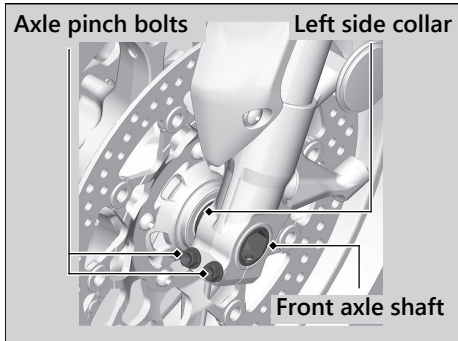


3. On the right side, remove the mounting bolts and remove the brake caliper.
4. On the left side, remove the mounting bolts and remove the brake caliper.
 - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - Do not pull the front brake lever while the brake caliper is removed.
 - Take care to prevent the brake caliper from scratching the wheel during removal.
5. Remove the front axle bolt.
6. Loosen the right axle pinch bolts.
7. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.

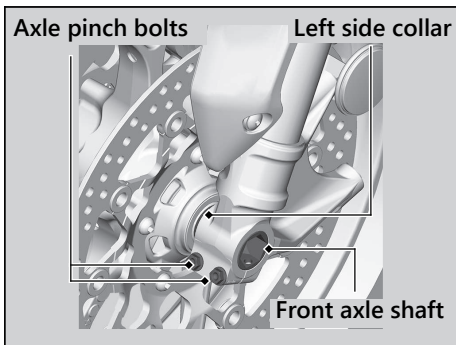
CBR1000RA**CBR1000S1/S2**

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

CBR1000RA



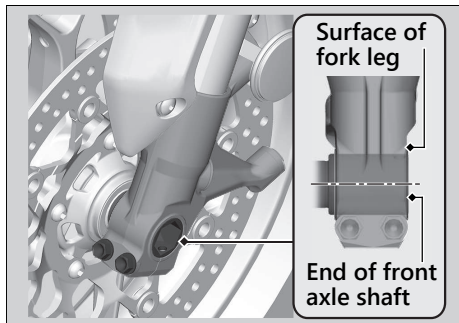
CBR1000S1/S2



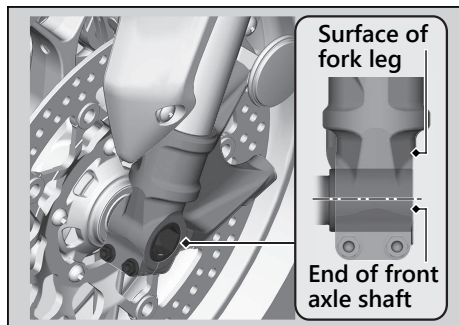
Installation

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

CBR1000RA



CBR1000S1/S2



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

Torque: 79 N·m (8.1 kgf·m, 58 lbf·ft)

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

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft)

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

CBR1000RA

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

CBR1000S1/S2

Torque: 40 N·m (4.1 kgf·m, 30 lbf·ft).

9. Install the left brake caliper and tighten the mounting bolts.

CBR1000RA

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

CBR1000S1/S2

Torque: 40 N·m (4.1 kgf·m, 30 lbf·ft).

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

NOTICE

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

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

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

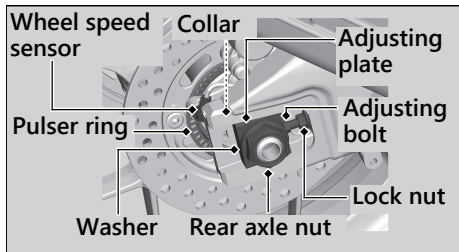
- 13. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
- 14. Uncover the protective tape or cloth.

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

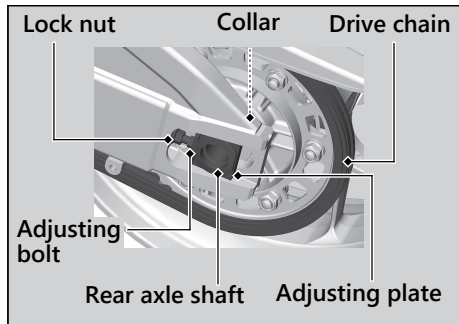
Rear Wheel

Removal

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



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



Tyre Puncture ► Removing Wheels

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

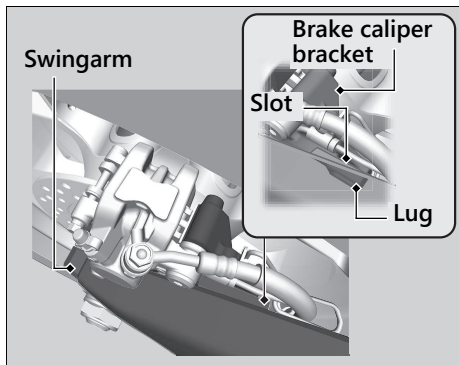
Installation

1. To install the rear wheel, reverse the removal procedure.
 - Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

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

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



3. Adjust the drive chain. ► P. 154
4. Install and tighten the rear axle nut.

Torque: 135 N·m (13.8 kgf·m, 100 lbf·ft).

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

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

Battery Goes Dead

CBR1000RA

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle before charging.

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

NOTICE

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

CBR1000S1/S2

Battery charging is needed.

A battery charger recommended by your lithium-ion (li-ion) battery manufacturer is needed for battery charging.

Contact your dealer before charging the battery.

Remove the battery from the motorcycle before charging.

NOTICE

Only use a charger recommended by your lithium-ion (li-ion) battery manufacturer. Using a battery charger that is not recommended can cause permanent damage to your battery.

If the battery does not recover after recharging, contact your dealer.

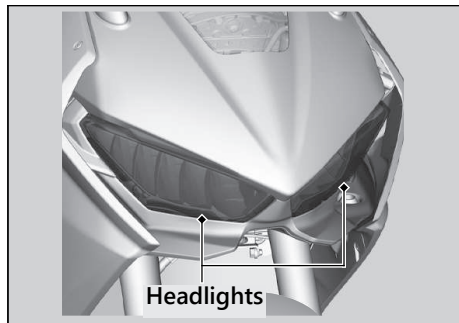
NOTICE

Do not jump-start, as this can damage your motorcycle's electrical system and battery.
Bump starting is not recommended.

Burned-out Light Bulb

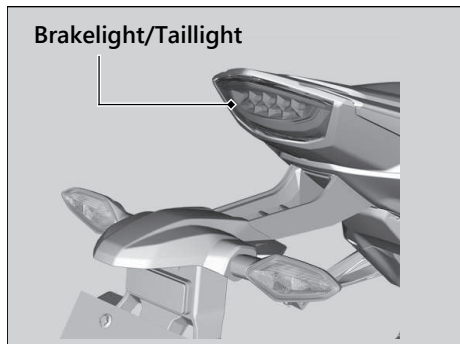
All light bulbs on the motorcycle are LEDs. If there is a LED which is not turned on, see your dealer for servicing.

Headlights



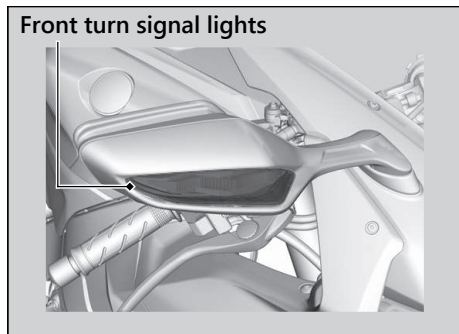
The headlights use several LEDs. If there is a LED which is not turned on, see your dealer for servicing.

Brakelight/Taillight



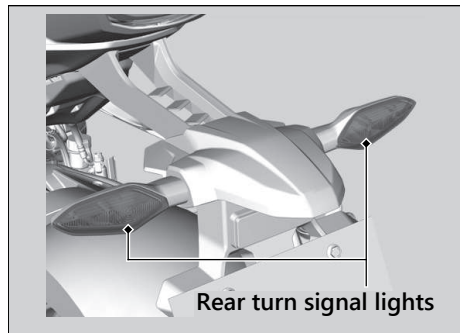
The brakelight and taillight uses several LEDs. If there is a LED which is not turned on, see your dealer for servicing.

Front Turn Signal Light



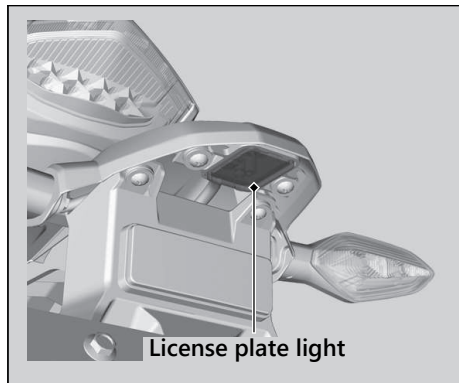
The front turn signal lights uses several LEDs. If there is a LED which is not turned on, see your dealer for servicing.

| Rear Turn Signal Light



The rear turn signal lights uses several LEDs. If there is a LED which is not turned on, see your dealer for servicing.

| License Plate Light



The license plate light uses a LED. If there is a LED which is not turned on, see your dealer for servicing.

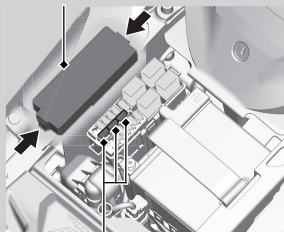
Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." ► P. 128

Fuse Box Fuses

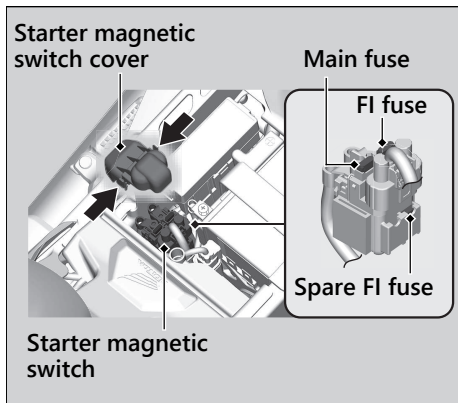
1. Remove the front seat. ► P. 139
2. Remove the fuse box cover.
3. Pull the fuses out one by one with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
4. Reinstall the fuse box cover.
5. Reinstall the front seat.

Fuse box cover



Spare fuses

I Main Fuse & FI Fuse



1. Remove the front seat. ► P. 139
2. Remove the starter magnetic switch cover.
3. Pull the main fuse and FI fuse out one by one and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
► Spare main fuses are provided in the fuse box. ► P. 196
4. Reinstall parts in the reverse order of removal.

NOTICE

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

Information

Keys.....	P. 199
Instruments, Controls, & Other Features...	P. 200
Caring for Your Motorcycle	P. 203
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Transporting Your Motorcycle.....	P. 208
You & the Environment	P. 209
Serial Numbers	P. 210
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Catalytic Converter	P. 212

Keys

Ignition Key

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

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

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

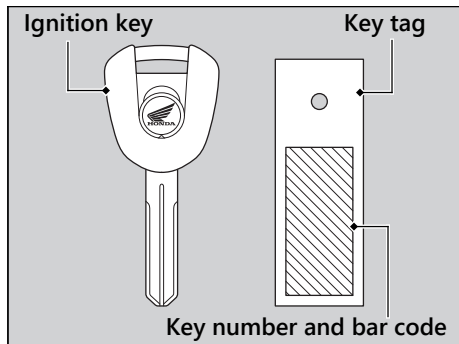
If you lose all keys and the key tag, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.

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

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

► Store the key tag in a safe location.

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



Instruments, Controls, & Other Features

Ignition Switch

Leaving the ignition switch in the **I** (On) position with the engine stopped will drain the battery. Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch to the **O** (Off) position. Failing to do so will drain the battery.

Odometer

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

Tripmeter

The tripmeter A and B return to 0.0 when each read-out exceeds 9,999.9.

HISS

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

If the ignition switch is turned to the **I** (On) position with the engine stop switch in the **O** (Run) position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine. **HISS Indicator Does Not Turn off** ➤ P. 178

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned to the **O** (Off) position. You can turn this feature on or off. ➤ P. 58

EC Directive

This immobilizer system complies with R & TTE (Radio and Telecommunications Terminal Equipment and the mutual recognition of their conformity) Directive.



The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a

safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only



Singapore only



Morocco only



Document Bag

CBR1000RA

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

➡ P. 139

CBR1000S1/S2

The owner's manual, registration, and insurance information can be stored in the plastic document bag underside of the single seat cowl. ➡ P. 141

Ignition Cut-off System

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

HESD

The Honda Electronic Steering Damper (HESD) automatically controls the steering damper characteristics in accordance with vehicle speed and acceleration.

HESD Indicator Comes On ➡ P. 181

Assist-slipper Clutch System

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

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

Throttle by Wire System

This model is equipped with a Throttle by Wire System.

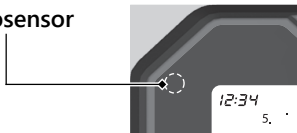
Do not put magnetized items or items susceptible to magnetic interference near the right handlebar switches.

Automatic Brightness Control

Ambient brightness is detected by the photosensor.

Do not damage or cover the photosensor. Otherwise, the automatic brightness control may not work properly.

Photosensor



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 windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them.

Caring for Your Motorcycle

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.

- **CBR1000S1/S2**

Do not direct water under the single seat cowl:

- ▶ Water in the under single seat cowl compartment can damage your documents and other belongings.

- Do not direct water at the air cleaner:

- ▶ Water in the air cleaner can prevent the engine from starting.

- Do not direct water near the headlight:

- ▶ The headlight's inside lens may fog temporarily after washing or while riding in the rain. This does not impact the headlight function.

However, if you see a large amount of water or ice accumulated inside the lens(es), have your vehicle inspected by your dealer.

- Do not use wax or polishing compounds on mat painted surface:

- ▶ Use a soft cloth or sponge, plenty of water, and a mild detergent to clean mat painted surfaces. Dry with a soft clean cloth.

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.

Windscreen

Using plenty of water, clean the windscreen with a soft cloth or sponge. (Avoid using detergents or any kind of chemical cleaner on the windscreen.) Dry with a soft, clean cloth.

NOTICE

To avoid possible scratching or other damage, use only water and a soft cloth or sponge to clean the windscreen.

For a dirtier windscreen, use a diluted neutral detergent with a sponge and plenty of water. Make sure to wash off all the detergent. (Detergent residue may cause windscreen cracks.)

Replace the windscreen if scratches cannot be removed and they obstruct clear vision.

Take care to keep battery electrolyte, brake fluid, or other chemical solvents off the windscreen and screen garnish. They will damage the plastic.

Exhaust Pipe and Muffler

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

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

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

NOTICE

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

Storing Your Motorcycle

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

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

- Wash your motorcycle and wax all painted surfaces (except mat painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. ➡ P. 129
- Place your motorcycle on a maintenance 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.

Transporting Your Motorcycle

- Remove the battery (➡ P. 137) to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.

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

Transporting Your Motorcycle

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

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

You & the Environment

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

Choose Sensible Cleaners

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

Recycle Wastes

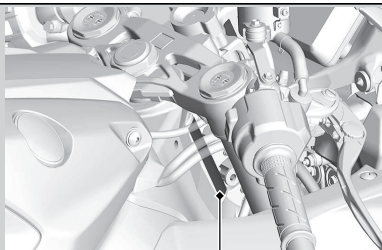
Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a drain or on the ground. Used oil, petrol,

coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

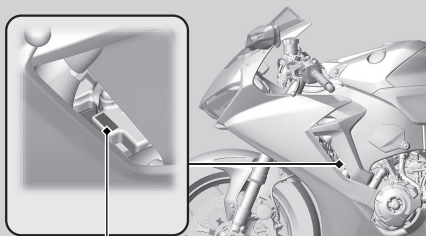
Serial Numbers

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.



Frame number



Engine number

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		2,065 mm (81.3 in)
Overall width		720 mm (28.3 in)
Overall height		1,125 mm (44.3 in)
Wheelbase		1,405 mm (55.3 in)
Minimum ground clearance		130 mm (5.1 in)
Caster angle		23° 21'
Trail	CBR1000RA/S1	97 mm (3.8 in)
	CBR1000S2	96 mm (3.8 in)
Curb weight	CBR1000RA (ED, II ED, U, II U type)	196 kg (432 lb)
	CBR1000RA (KO, II KO type)	200 kg (441 lb)
	CBR1000S1	195 kg (430 lb)
	CBR1000S2	194 kg (428 lb)
	CBR1000RA (ED, II ED, U, II U type) *1	180 kg (397 lb)
Maximum weight capacity	CBR1000RA (KO, II KO type) *1	160 kg (353 lb)
	CBR1000S1 (ED, II ED, U, II U type) *2	110 kg (243 lb)
	CBR1000S1 (KO, II KO type) *2	75 kg (165 lb)
	CBR1000S2 *2	110 kg (243 lb)

Maximum luggage weight	CBR1000RA	14 kg (31 lb)
	CBR1000S1/S2	3 kg (7 lb)
Passenger capacity	CBR1000RA	Rider and 1 passenger
	CBR1000S1/S2	Rider only (no passenger)
Minimum turning radius		3.20 m (10.5 ft)
Displacement		1,000 cm ³ (61.0 cu-in)
Bore x stroke		76.0 x 55.1 mm (2.99 x 2.17 in)
Compression ratio		13.0:1
Fuel	(ED, II ED, U, II U type)	Unleaded petrol 95 RON or higher
	(KO, II KO type)	Unleaded petrol Recommended: 95 RON or higher
Fuel containing alcohol		ETHANOL up to 10 % by volume
Tank capacity		16.2 L (4.28 US gal, 3.56 Imp gal)
Battery	CBR1000RA	
	YTZ7S	12V-6Ah (10 HR) / 12V-6.3h (20 HR)
	CBR1000S1/S2	
	HY93 lithium-ion (li-ion)	12V-4.5Ah (20 HR)

Specifications

Gear ratio	1st	2.285
	2nd	1.777
	3rd	1.500
	4th	1.333
	5th	1.214
	6th	1.137
Reduction ratio (primary / final)		
1.717 / 2.688		

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

*2 : Including rider, all luggages, and accessories

■ Service Data

Tyre size	Front	120/70ZR17M/C (58W)
	Rear	190/50ZR17M/C (73W)
Tyre type		Radial, tubeless
Recommended Tyre	Front	CBR1000RA BRIDGESTONE S21F E DUNLOP D214F Y
		BRIDGESTONE RS10F N
		CBR1000S1 PIRELLI DIABLO SUPERCORSA SP
		CBR1000S2 PIRELLI DIABLO SUPERCORSA SP
	Rear	CBR1000RA BRIDGESTONE S21R E DUNLOP D214 Y
		BRIDGESTONE RS10R N
		CBR1000S1 PIRELLI DIABLO SUPERCORSA SP
		CBR1000S2 PIRELLI DIABLO SUPERCORSA SP
Tyre category of use ^{*1}	Normal	Permitted
	Special	Not Permitted
	Snow	Not Permitted
	Moped	Not Permitted
Tyre air pressure	Front	250 kPa (2.50 kgf/cm ² , 36 psi)
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)

Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plug	(standard)	IMR9E-9HES (NGK) CBR1000RA/S1 or VUH27ES (DENSO)
		CBR1000S2 SILMAR10C9S (NGK)
Spark plug gap		0.8 - 0.9 mm (0.03 - 0.04 in)
Idle speed		1,200 ± 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	2.5 L (2.6 US qt, 2.2 Imp qt)
	After draining & engine oil filter change	2.7 L (2.9 US qt, 2.4 Imp qt)
	After disassembly	3.4 L (3.6 US qt, 3.0 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	2.78 L (2.94 US qt, 2.45 Imp qt)	

Recommended coolant	Pro Honda HP Coolant	
Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains If not available, use SAE 80 or 90 gear oil.	
Drive chain slack	25 - 35 mm (1.0 - 1.4 in)	
Standard drive chain	RK525ROZ7	
	No. of links	116
Standard sprocket size	Drive sprocket	16T
	Driven sprocket	43T

*1 : EU regulation

Specifications

■ Bulbs

Headlight	LED
Brakelight/Taillight	LED
Front turn signal light	LED
Rear turn signal light	LED
License plate light	LED

■ Fuses

Main fuse	30A
Other fuse	30A, 20A, 15A, 10A

■ Torque Specifications

Engine oil drain bolt		30 N·m (3.1 kgf·m, 22 lbf·ft)
Oil filter		26 N·m (2.7 kgf·m, 19 lbf·ft)
Front wheel axle bolt		79 N·m (8.1 kgf·m, 58 lbf·ft)
Front wheel brake caliper mounting bolt	CBR1000RA	45 N·m (4.6 kgf·m, 33 lbf·ft)
	CBR1000S1/S2	40 N·m (4.1 kgf·m, 30 lbf·ft)
Front wheel axle pinch bolt		22 N·m (2.2 kgf·m, 16 lbf·ft)
Rear wheel axle nut		135 N·m (13.8 kgf·m, 100 lbf·ft)

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