

**HONDA**

NC750XA/XD

OWNER'S MANUAL

**NC750XA/XD**

Ⓔ

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 NC750XA ED type.

## Country Codes

Code	Country
<b>NC750XA</b>	
ED, III ED	European direct sales
U	Australia, New Zealand
KO	Korea
<b>NC750XD</b>	
ED, III ED	European direct sales

\*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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**Operation Guide** P. 18

**Maintenance** P. 71

**Troubleshooting** P. 118

**Information** P. 140

**Specifications** P. 154

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# Motorcycle Safety

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

<b>Safety Guidelines</b> .....	P. 3
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<b>Accessories &amp; Modifications</b> .....	P. 16
<b>Loading</b> .....	P. 17

## Safety Guidelines

Follow these guidelines to enhance your safety:

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

### Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. 📖 P. 11

### Before Riding

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

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

### Take Time to Learn & Practice

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

### Ride Defensively

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

### Make Yourself Easy to See

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

### Ride within Your Limits

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

### Don't Drink and Ride

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

### Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➤ P. 17), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 16).

### If You are Involved in a Crash

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

If you decide to continue riding, first turn the ignition switch off, and evaluate the condition of your motorcycle. Inspect for fluid leaks,



check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

### Carbon Monoxide Hazard

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

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

## **WARNING**

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you.

Avoid any areas or activities that expose you to carbon monoxide.

# Image Labels

### Except KO type

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

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

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



Read instructions contained in Owner's Manual carefully.



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



### **DANGER (with RED background)**

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

### **WARNING (with ORANGE background)**

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

### **CAUTION (with YELLOW background)**

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



## BATTERY LABEL

### DANGER

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



### RADIATOR CAP LABEL

#### DANGER

NEVER OPEN WHEN HOT.

Hot coolant will scald you.

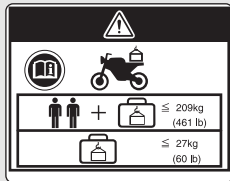
Relief pressure valve begins to open at **108 kPa**.

### ACCESSORIES AND LOADING WARNING LABEL

#### WARNING

Except U type

ACCESSORIES AND LOADING



- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **209 kg (461 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **27 kg (60 lb)** under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

**REAR CUSHION LABEL**

GAS FILLED

Do not open. Do not heat.

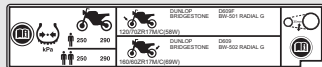
**TYRE INFORMATION & DRIVE CHAIN LABEL**

Cold tyre pressure:

[Driver only]

Front **250 kPa (2.50 kgf/cm<sup>2</sup>, 36 psi)**Rear **290 kPa (2.90 kgf/cm<sup>2</sup>, 42 psi)**

[Driver and passenger]

Front **250 kPa (2.50 kgf/cm<sup>2</sup>, 36 psi)**Rear **290 kPa (2.90 kgf/cm<sup>2</sup>, 42 psi)**

Tyre size:

Front **120/70ZR17M/C(58W)**Rear **160/60ZR17M/C(69W)**

Tyre brand: DUNLOP

BRIDGESTONE

Front **D609F****BW-501 RADIAL G**Rear **D609****BW-502 RADIAL G**

Keep chain adjusted and lubricated.

**30 to 40 mm (1.2 to 1.6 in) Freeplay**



or



### **SAFETY REMINDER LABEL**

For your protection, always wear helmet, protective apparel.

### **FUEL LABEL**

Unleaded petrol only

ETHANOL up to 10 % by volume



### **CARGO LIMIT LABEL**

Do not exceed **5.0 kg (11.0 lb)**



### **CARGO LIMIT LABEL**

Do not exceed **2.0 kg (4.5 lb)**

## Safety Precautions

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

### Protective Apparel

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

#### ■ Helmet

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

- Must fit comfortably but securely, with the chin strap fastened

- Face shield with unobstructed field of vision or other approved eye protection

### **⚠ WARNING**

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

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

#### ■ Gloves

Full-finger leather gloves with high abrasion resistance

#### ■ Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

#### ■ Jacket and Trousers

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

## Riding Precautions

### Running-in Period

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

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

### Brakes

Observe the following guidelines:

- Avoid excessively hard braking and down-shifts.
  - ▶ 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.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.
- Always use the recommended tyres 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 paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebar and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

#### ■ Parking with the Side Stand

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 handlebar fully to the left.
  - ▶ Turning the handlebar 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. 51

## Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine 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. 152
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

## Accessories & Modifications

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

### **WARNING**

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

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

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

## Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
  - **Maximum weight capacity / Maximum luggage weight** P. 154
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

### **WARNING**

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

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

# Parts Location

NC750XA

Rear brake fluid reservoir ➔ P.101

Battery ➔ P.88

Main fuse ➔ P.139

Front brake fluid reservoir  
➔ P.101

Front brake lever ➔ P.116

Throttle grip ➔ P.113

Engine oil fill cap/dipstick  
➔ P.93

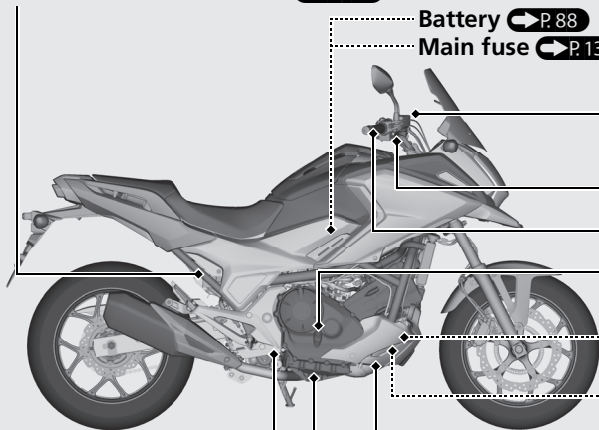
Coolant reserve tank ➔ P.99

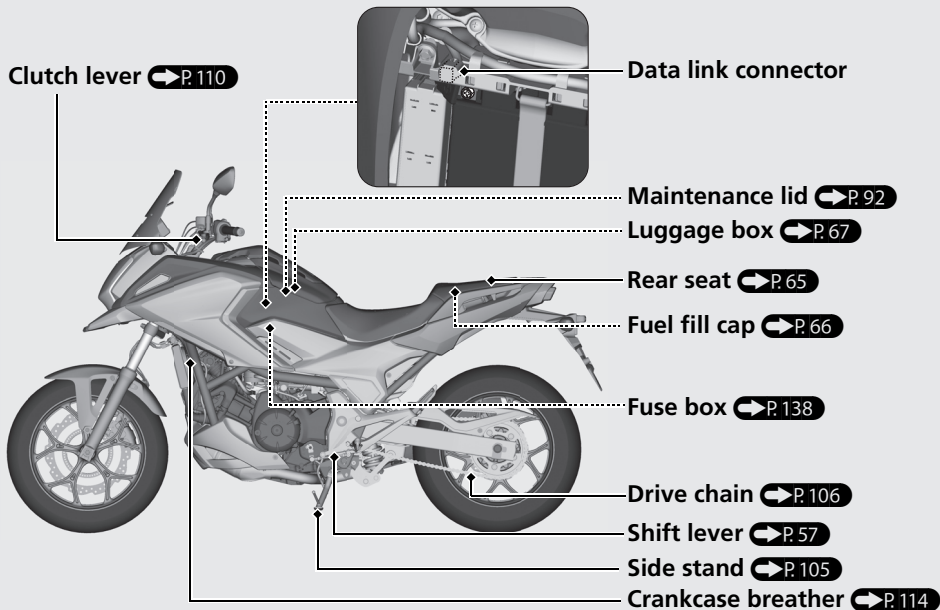
Engine oil filter ➔ P.95

Lower cowl ➔ P.90

Engine oil drain bolt  
➔ P.95

Rear brake pedal





## Parts Location *(Continued)*

NC750XD

Rear brake fluid reservoir ➔ P.101

Battery ➔ P.88

Main fuse ➔ P.139

Front brake fluid reservoir

➔ P.101

Front brake lever ➔ P.116

Throttle grip ➔ P.113

Engine oil fill cap/dipstick

➔ P.93

Coolant reserve tank ➔ P.99

Engine oil filter ➔ P.95

Lower cowl ➔ P.91

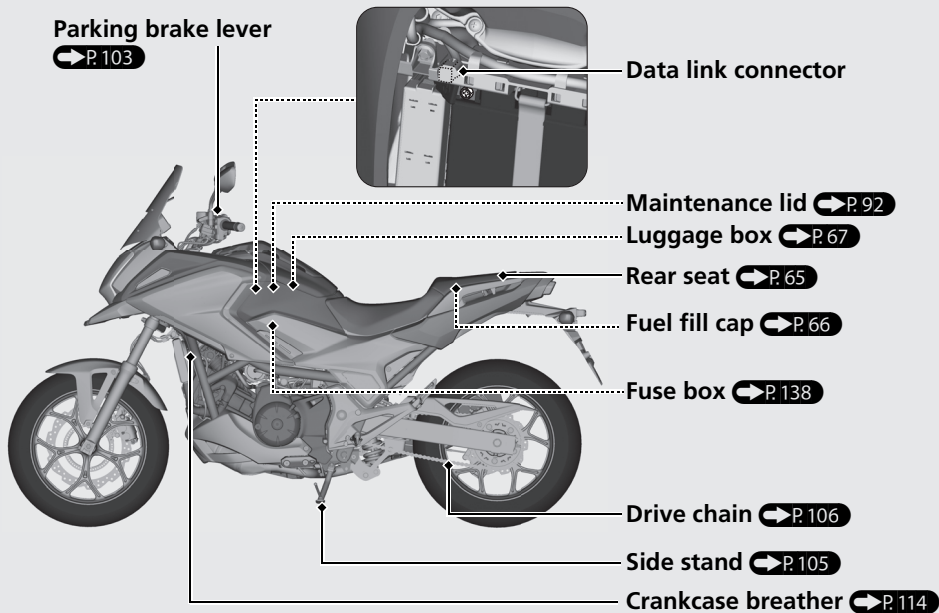
Clutch oil filter ➔ P.97

Engine oil drain bolt

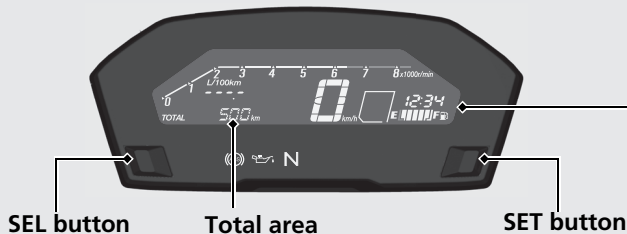
➔ P.95

Rear brake pedal





# Instruments



## Display Check

All the modes and digital segments will show when the ignition switch is turned on. If any part of these displays does not come on when it should, have your dealer check for problems.

- ▶ If the opening/ending display is being set to SP, letters which have been set are displayed in the total area. To check the display in the total area, set the opening/ending display to STD.



**Tachometer** ➔ P. 29

**NOTICE**

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

**Speedometer**

**Tachometer red zone**  
(excessive engine rpm range)

**Clock**

To set the clock: ➔ P. 36

**D indicator** NC750XD

Comes on when the D mode is selected in the AT MODE. ➔ P. 61

**S indicator** NC750XD

Comes on when the S mode is selected in the AT MODE. ➔ P. 61

**Total/Fuel mileage display** ➔ P. 24

**Gear position indicator** ➔ P. 35

**Fuel gauge**

Remaining fuel when only 1st (E) segment starts flashing:  
approximately 3.2 litres (0.85 US gal,  
0.70 Imp gal)



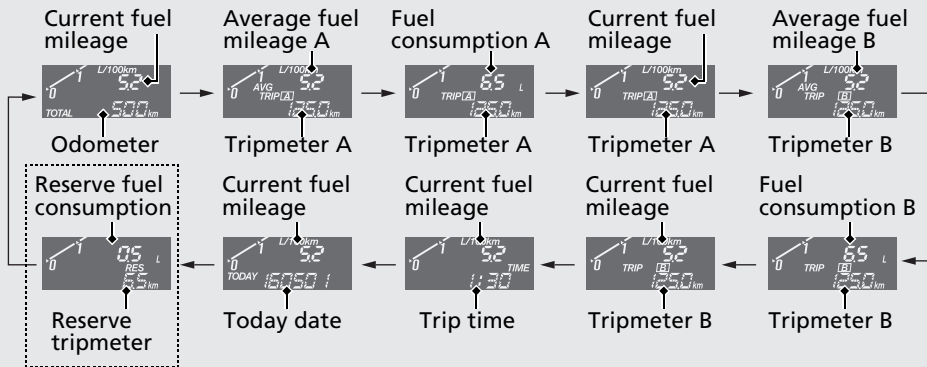
The reserve tripmeter display and reserve fuel consumption display show at the same time.

## Instruments (Continued)

### Total/Fuel mileage display

The total/fuel mileage display shows the odometer, tripmeter, fuel mileage gauge, and other information.

Press the SEL button to change the display.



Only in reserve fuel mode\*

\* Reserve fuel mode: When the 1st (E) segment of the fuel gauge flashes, the reserve tripmeter display and reserve fuel consumption display can be selected.

## ▮ Odometer

Total distance ridden.

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

## ▮ Tripmeter A/B

Distance ridden since the tripmeter was reset.

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

▶ **To reset the tripmeter:**  P.28

## ▮ Current fuel mileage

The current fuel mileage shows the current fuel mileage you are getting.

When your speed is less than 5 km/h (3 mph): "----.-" is displayed.

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

## Instruments *(Continued)*

### ▮ Average fuel mileage A/B

Shows each average fuel mileage in conjunction with each tripmeter.

When each tripmeter is reset, each average fuel mileage will also reset.

▶ **To reset the tripmeter:** ➡ P.28

When each tripmeter is reset: "---.-" is displayed.

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

### ▮ Fuel consumption A/B

Shows each fuel consumption in conjunction with each tripmeter.

When each tripmeter is reset, each average fuel consumption will also reset.

▶ **To reset the tripmeter:** ➡ P.28

Above 300 L (gal): "300.0" is displayed.


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

## ▮ Trip time

Shows the operating time since the engine was started.

The trip time return to 0:00 when the readout exceeds 23:59 (hours:minutes).

## ▮ Today date

To set the today date:  P. 36

## ▮ Reserve tripmeter (only when reserve fuel mode)

Distance ridden since the 1st (E) segment of the fuel gauge and RES start flashing.

The RES will flash faster when the fuel decreases further.

When the fuel gauge is near the 1st (E) segment or flashes, fill fuel promptly.

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



## ▮ Reserve fuel consumption (only when reserve fuel mode)

Fuel consumption since the 1st (E) segment of the fuel gauge and RES start flashing.

The RES will flash faster when the fuel decreases further.


When the fuel gauge is near the 1st (E) segment or flashes, fill fuel promptly.

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

## Instruments *(Continued)*

### **To reset the tripmeter**

To reset the tripmeter, press and hold the SET button while the tripmeter that you want to reset is being displayed.

Also, after refuelling more than the reserve amount, tripmeter A, average fuel mileage A, and fuel consumption A will automatically reset when your motorcycle travels 0.1 km (0.06 mile). You can activate or deactivate the automatic reset mode by refuelling.  P. 36



### Backlight brightness setting

The brightness of the display can be set to H (high) or L (low).

When the SET button is pressed, the following display appears and the brightness is set.

▶ The brightness of the display can be adjusted to H (high)/L (low) for each. P.36



### Tachometer colour information

Depending on the selected mode, the information of the riding conditions shows by changing the tachometer segment colour.



The tachometer colour information modes:

#### Base colour mode

- User setting mode
- Gear position mode
- DCT mode
- Engine rev mode

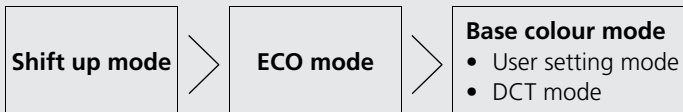
**ECO mode**

**Shift up mode**

When the user setting mode or DCT mode in the base colour mode is set, the ECO mode and/or shift up mode can be used at the same time.

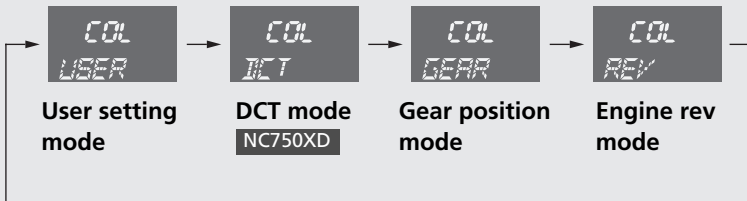
## Instruments *(Continued)*

Order of priority for the colour:



### Base colour mode

The display switches as follows by pressing and holding the SEL button:



When the mode you want to set is appears, release the SEL button.

## User setting mode

You can change the tachometer segment colour from the following colour.  
Default setting is "BLUE".

Colour								
WHITE	RED	AMBER	YELLOW	GREEN	AQUA	BLUE	VIOLET	PINK

To set the colour:  P. 36

## DCT mode

**NC750XD**

Depending on the dual clutch transmission mode, the tachometer segment colour changes as follows.

DCT transmission mode	N	D	S1	S2	S3	MT
Colour	WHITE	BLUE	PINK	VIOLET	RED	YELLOW

## Instruments *(Continued)*

### ■ Gear position mode

Depending on the gear position, the tachometer segment colour changes as follows.

Gear position	N	1st	2nd	3rd	4th	5th	6th
Colour	WHITE	YELLOW	AMBER	PINK	VIOLET	BLUE	AQUA

### ■ Engine rev mode

Depending on the engine revs, the tachometer segment colour changes as follows.

Engine rev (r/min (rpm))	~1,600	~2,200	~2,800	~3,600	~4,400	~5,200	~6,000	More than 6,000
Colour	WHITE	YELLOW	GREEN	AQUA	BLUE	VIOLET	AMBER	PINK

## ECO mode

Depending on the fuel consumption, the tachometer segment colour will change. If the fuel consumption is improved, the color of the tachometer will change to AQUA. Further, when the fuel consumption is improved, it will turn GREEN.

- ▶ The ECO mode colour is not displayed at speeds below approximately 20 km/h (12mph).
- ▶ When the gear position mode or engine rev mode in the base colour mode is selected, the ECO mode colour is not displayed even if the ECO mode is set to on.

**To set the ECO mode:**  P.36


## Shift up mode

When the number of engine revolution reaches shift-up point you have set, the colour of the tachometer shows in AMBER this informs you of the indication to shift up.

Default setting is "5,000 r/min (rpm)".

- ▶ When the gear position mode or engine rev mode in the base colour mode is selected, the shift-up mode colour is not displayed even if the shift up mode is set to on.

**To set the shift up mode:**  P.36

**To set the shift up point:**  P.36

## **Instruments** *(Continued)*

### **Opening/Ending display**

You can select the meter display when turning the ignition switch on or off from the STD mode and SP mode.

If you select the SP mode, the letters you want to show can also be displayed while the opening/ending display is shown.

#### **To set the opening/ending display:**

➡ P.36


#### **To set the opening/ending message:**

➡ P.36

## Gear position indicator



### NC750XA


The gear position is shown in the gear position indicator.

- ▶ “-” flashes when the ignition switch is turned on with the engine stop switch  (Off) position.
- ▶ “-” appears when the transmission is not shifted properly.

### NC750XD

The gear position is shown in the gear position indicator when the D, S mode or MT MODE are selected.


- ▶ “-” appears for a few seconds and then goes off when the engine starts.
- ▶ “-” flashes when the engine stop switch position is changed from  (Run) to  (Off) position with the ignition switch on.

- ▶ “-” flashes when the ignition switch is turned on with the engine stop switch  (Off) position.

The indicator may flash if:

- ▶ The front wheel leaves the ground.
- ▶ You turn the wheel while the motorcycle is upright on the stand.

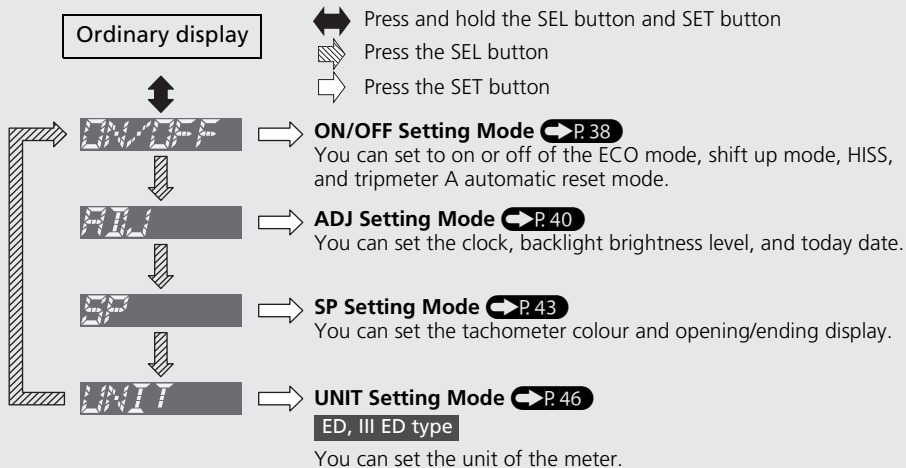
This is normal. To operate the system again, turn the ignition switch off, then on again.

**If the “-” indicator is blinking in the gear position window while riding:  P.123**

## Instruments *(Continued)*

### Setting Mode

Select the items you want to set from the following setting modes.





### Selecting the setting mode:

- 1 Turn the ignition switch to on.
- 2 Press and hold the SEL button and SET button until the ON/OFF setting display changes.
- 3 Press the SEL button until the desired setting mode is displayed. When the SEL button is pressed, the setting mode will be changed.
- 4 When the SET button is pressed, each setting mode will be changed.

To return to the ordinary display from the setting mode:


- The SEL button and/or SET button is not pressed for about 30 seconds.
  - Turn the ignition switch off and then on
  - Press and hold SEL button and SET button.
- While operating settings, each setting will be cancelled if the SET button is not pressed.

## Instruments *(Continued)*

### ON/OFF Setting Mode

#### 1 ECO mode setting:

You can set on or off of the ECO mode.

- 1 Select the ON/OFF setting mode.  P.36
- 2 Press the SEL button to select "On" or "OFF".



- 3 Press the SET button. The ECO mode is set, and the display moves to the shift up mode setting.
  - ▶ When the tachometer segment colour is set to GREEN or AQUA and the ECO mode is set to on, the user setting colour will automatically change to WHITE.

#### 2 Shift up mode setting:

You can set on or off of the shift up mode.

- 1 Press the SEL button to select "On" or "OFF".



- 2 Press the SET button. The shift up mode is set.
  - ▶ When the tachometer segment colour is set to AMBER and the shift up mode is set to on, the user setting colour will automatically change to WHITE.
  - ▶ When the shift up mode is set to on, the display moves to the shift up point setting.
  - ▶ When the shift up mode is set to off, the display moves to the HISS indicator adjustment.

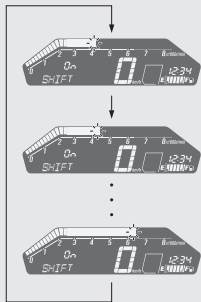
### 3 Shift up point adjustment:

You can adjust the shift up point.

The range of the adjustment:

4,200 to 6,400 r/min (rpm)

- 1 Each time the SEL button is pressed, the set value of the shift up point is increased by 200 r/min (rpm) (one segment).



- 2 Press the SET button. The shift up point is set, and the display moves to the HISS indicator setting.

### 4 HISS indicator setting:

You can set the HISS indicator to blink on or off.

- 1 Press the SEL button to select "On" or "OFF".



- 2 Press the SET button. The HISS indicator is set, and the display moves to the activating/deactivating of tripmeter A, average fuel mileage, and fuel consumption automatic reset mode.

## Instruments *(Continued)*

### 5 Activating/deactivating of tripmeter A, average fuel mileage and fuel consumption automatic reset mode:

You can also activate or deactivate the automatic reset mode by refuelling after low fuel indicator lights. Deactivation is initially set.

- 1 Press the SEL button to select "On" (activate) or "OFF" (deactivate) in the automatic reset mode.



- 2 Press SET button. The activation/deactivation of automatic reset mode is set, and the display returns to the ordinary display.

## ADJ Setting Mode

### 1 Clock (12/24-hour) setting:

- 1 Select the ADJ setting mode. P. 36
- 2 Press the SEL button to select 12-hour or 24-hour.



- 3 Press the SET button. The clock 12/24 - hour is set, and the display moves to the changing of the clock setting.

## 2 Clock setting:

- 1 Press the SEL button until the desired hour is displayed.
  - ▶ When the 12-hour display is set, the AM/PM is displayed. The display changes from 11 to 12, it will switch at the same time.
  - ▶ Press and hold the SEL button to advance the hour fast.



- 2 Press the SET button. The minute digits start flashing.



- 3 Press the SEL button until the desired minute is displayed.
  - ▶ Press and hold the SEL button to advance the minute fast.



- 4 Press the SET button. The clock is set, and the display moves to the backlight brightness H (high) adjustment.

## 3 Backlight brightness H (high) adjustment:

You can adjust the brightness to one of five levels.

- 1 Press the SEL button. The brightness is switched.



- 2 Press the SET button. The brightness H (high) is set, and the display moves to the backlight brightness L (low) adjustment.

## Instruments *(Continued)*

### 4 Backlight brightness L (low)

#### adjustment:

You can adjust the brightness to one of five levels.

The backlight brightness L (low) can be adjusted in the same manner as H (high).

▶ L (low) can not adjust brighter than H (high).

Press the SET button. The brightness adjustment L (low) is set, and the display moves to the today date setting.

### 5 Today date setting:

1 Press the SEL button until the desired year is displayed.

▶ Press and hold the SEL button to advance the year fast.



2 Press the SET button. The month digits start flashing.



3 Press the SEL button until the desired month is displayed.

▶ Press and hold the SEL button to advance the month fast.



4 Press the SET button. The day digits start flashing.



- 5 Press the SEL button until the desired day is displayed.
- ▶ Press and hold the SEL button to advance the day fast.

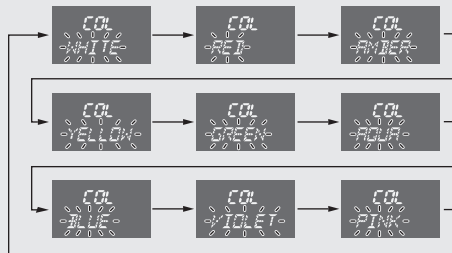


- 6 Press the SET button. The date is set, and the display returns to the ordinary display.

## SP Setting Mode

### 1 Selecting the user setting mode colour:

- 1 Select the SP setting mode. P. 36
- 2 Press the SEL button. The colour is switched.
  - ▶ When the ECO mode is set to on, AQUA and GREEN can not be selected.
  - ▶ When the shift up mode is set to on, AMBER can not be selected.



## Instruments *(Continued)*

- Press the SET button. The user setting mode colour is set, and the display moves to the opening/ending display setting.

### 2 Opening/ending display setting:

You can set the STD or SP opening/ending display.

- Press the SEL button to select "STD" or "SP".

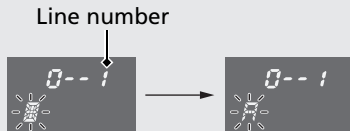


- Press the SET button. The opening/ending display is set.
  - When STD is set, the display returns to ordinary display.
  - When SP is set, the display moves to the inputting the opening message.

### 3 Inputting the opening message:

Opening message can input 6 letters for each 3 lines.

- Press the SEL button until the desired letter is displayed.
  - You can input the alphabetical letters, numbers and symbols. **➡ P.45**
  - Press and hold the SEL button to advance the letter fast.
  - The line number which is inputting the letters is displayed in the mileage area.





- 2 Press the SET button. The letter is set, and the next letter will start flashing.
- Follow the procedure step 1 and 2 until the end of line 3 letter is set.
- Then the display moves to the inputting the ending message.

#### 4 Inputting the ending message:

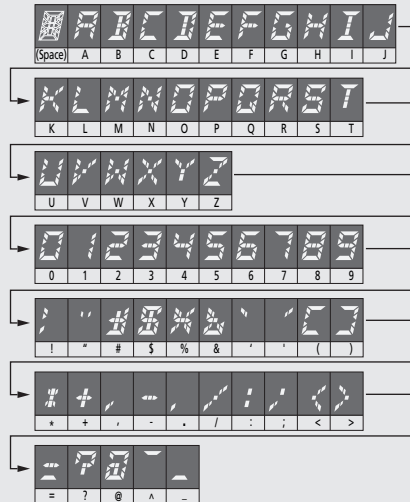
Ending message can input 6 letters for each 3 lines.

Ending message can be input in the same manner as opening message.

After the ending message has been set, and the display returns to the ordinary display.

Selecting letters at the opening/ending display:

When the SEL button is pressed, the letters are displayed in the following order.




## Instruments *(Continued)*

### UNIT Setting Mode

ED, III ED type

#### 1 Changing the speed and mileage unit:

- 1 Select the UNIT setting mode.  P.36
- 2 Press the SEL button to select either “km/h” and “km” or “mph” and “mile”.
- 3 Press the SET button. The speed and mileage unit is set, and the display moves to the changing of the fuel mileage meter unit.

#### 2 Changing the fuel mileage meter unit:

- 1 Press the SEL button to select “km/L” or “L/100km”.  
If the “mph” for speed and “mile” for mileage are selected, the fuel mileage can be switched to “mile/L” and “mile/gal”.
- 2 Press the SET button. The fuel mileage meter unit is set, and the display returns to the ordinary display.


# Indicators

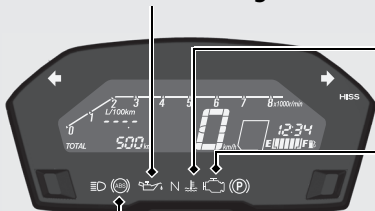
If one of these indicators does not come on when it should, have your dealer check for problems.

## Low oil pressure indicator

Comes on when the ignition switch is turned on.

Goes off when the engine starts.

**If it comes on while engine is running:**  P.121



## ABS (Anti-lock Brake System) indicator



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

**If it comes on while riding:**  P.122

## High coolant temperature indicator

**If it comes on while riding:**  P.120

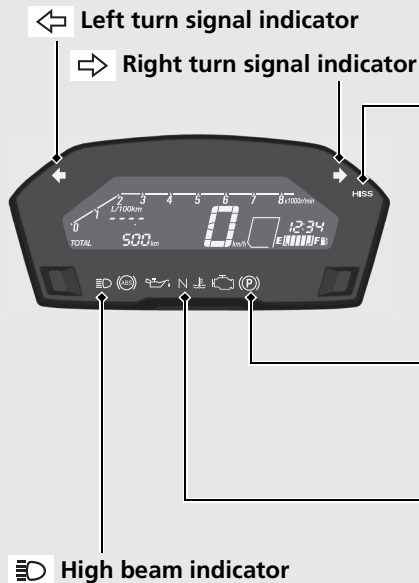
## PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)

Comes on briefly when the ignition switch is turned on with the engine stop switch in the  (Run) position. Comes on when the ignition switch is turned on with the engine stop switch in the  (Off) position.

**If it comes on while engine is running:**

 P.121

## Indicators *(Continued)*



### **HISS indicator** P. 143

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

### **(P) Parking brake indicator** **NC750XD**

Lights as a reminder that you have not released the parking brake lever.

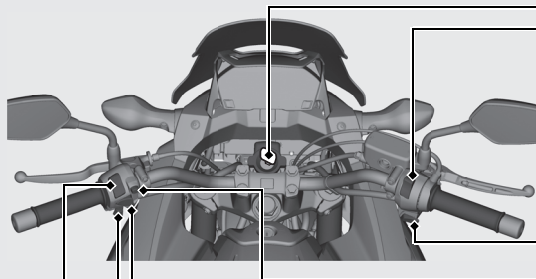
### **N Neutral indicator**

Comes on when the transmission is in Neutral.



# Switches

NC750XA



**Horn button**



**Turn signal switch**

▶ Pressing the switch turns the turn signal off.

**Headlight dimmer/Passing light control switch**

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

**Engine stop switch**

Should normally remain in the ○ (Run) position.

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



**Start button**




**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 ○ (Off) or □ (Lock) after the hazard switch is on.

## Ignition Switch

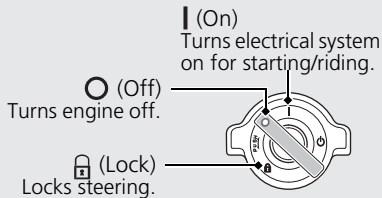
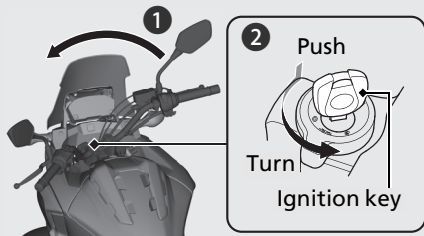
Switches the electrical system on/off, locks the steering.

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


## Steering Lock

Lock the steering when parking to help prevent theft.

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



## Locking

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

## Unlocking

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

## Switches (Continued)

NC750XD

### Parking brake lever and Release button

Be sure the parking brake is applied while parking and warming up the engine.

- ▶ Make sure the parking brake lever is released before riding.

#### To apply the parking brake lock

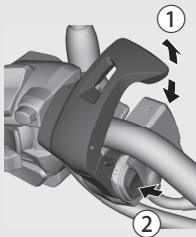
Pull the parking brake lever back to lock the rear wheel.

- ▶ Be sure the release button pops out and parking brake lever is not released.
- ▶ The parking brake lock will not function if the parking brake is not adjusted properly. ➔ P.103

#### To release the parking brake lock

Release the parking brake lever by lightly pulling in the lever (①) and pressing the release button (②).

- ▶ Before riding, check that the parking brake indicator is turned off and make sure that the parking brake is fully released so there is no drag on the rear wheel.






 **Hazard switch** ➔ P.50

### Shift up switch (+)

To shift up the gear. ➔ P.64

### Headlight dimmer/ Passing light control switch

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

 **Turn signal switch**

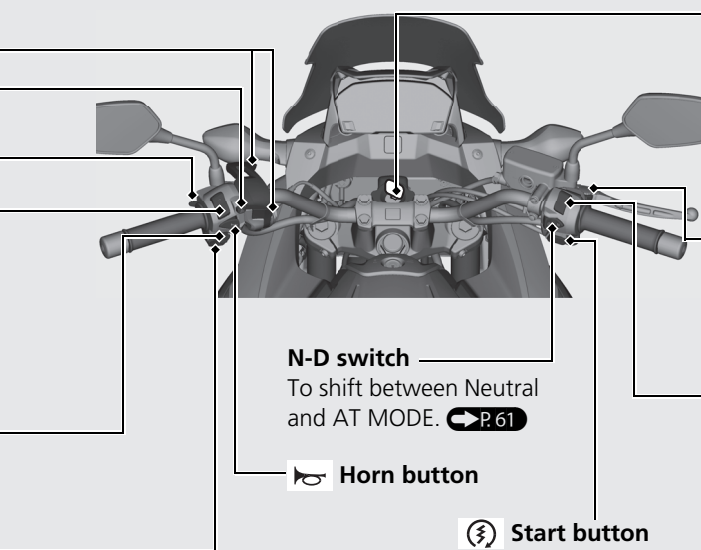
- ▶ Pressing the switch turns the turn signal off.

### Shift down switch (-)

To shift down the gear.



➔ P.64





### Ignition Switch

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

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


**Steering Lock:**  P.51


### A/M switch

To shift between the AT MODE and MT MODE.


 P.61

### Engine stop switch

Should normally remain in the  (Run) position.

- ▶ In an emergency, switch to the  (Off) position (the starter motor will not operate) to stop the engine.

### N-D switch

To shift between Neutral and AT MODE.  P.61

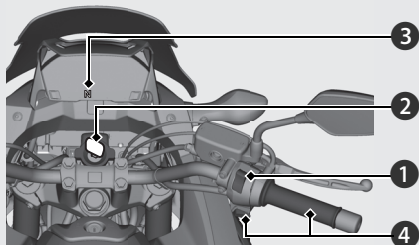
### Horn button

### Start button

# Starting the Engine




## NC750XA

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 off and wait 10 seconds before trying to start the engine again for recovery of 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.

- 1 Make sure the engine stop switch is in the  (Run) position.
- 2 Turn the ignition switch to the  (On) position.
- 3 Shift the transmission to Neutral ( 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.

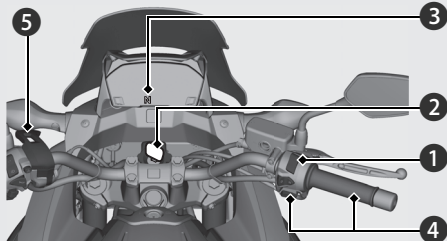
### If the engine does not start:





- 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.119**

**NC750XD**

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



- 1 Make sure the engine stop switch is in the  (Run) position.
- 2 Turn the ignition switch to the  (On) position.
- 3 Check the transmission in Neutral ( indicator comes on).
- 4 Press the start button with the throttle completely closed.
- 5 Make sure the parking brake lever is released before riding.  P.52

**|| If Engine Does Not Start**  P.54

**NOTICE**

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again for recovery of 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.

## Starting the Engine *(Continued)*

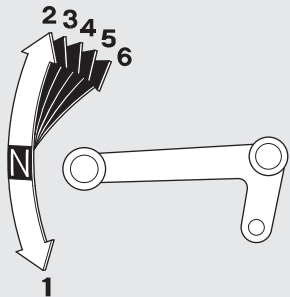
### When you stop the engine

- ① To stop the engine, put gear to Neutral (**N** indicator comes on).
  - ▶ If you turn the ignition switch to the **○** (Off) position when the motorcycle in gear, the engine will shut off with the clutch disengaged.
- ② Turn the ignition switch off.
- ③ Pull the parking brake lever when you park the motorcycle. **➡ P. 52**

# Shifting Gears

## NC750XA

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.

## NC750XD

Your motorcycle is equipped with an automatically controlled 6-speed transmission. It can be shifted automatically (by AT MODE) or manually (by MT MODE).

## Shifting Gears *(Continued)*

NC750XD

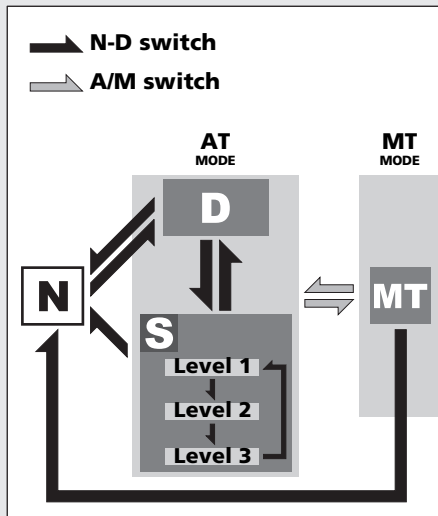
### Dual Clutch Transmission

In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and three level of S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift feel as a manual transmission.

- ▶ Always use the recommended tyres and sprockets to ensure correct the Dual Clutch Transmission operation.


The Dual Clutch Transmission system runs a self check immediately after starting the engine.

"-" appears in the gear position indicator window for a few seconds, then goes out. While "-" appears, you cannot shift into gear.



**Neutral (N):** Neutral is selected automatically when you turn the ignition switch to on.

**If neutral is not selected when you turn the ignition switch to on:**

- ▶ Turn the ignition off and on again.
- ▶ If neutral is still not selected after turning the engine off then on again.  **P 123**  
You may hear (click) noises when the transmission shifts to Neutral (N). This is normal.

**When you can change between N and D**


- ▶ Motorcycle is stopped and the engine is idling.
- ▶ Throttle is completely closed. It is not possible to change from Neutral to D mode while the throttle is applied.
- ▶ You cannot change between N and D mode while the wheels are rotating.
- ▶ Side stand is raised.

**NOTICE**

To prevent clutch damage, do not use the throttle to keep the motorcycle stopped uphill.

## Shifting Gears *(Continued)*

**AT MODE:** In this mode the gears are shifted automatically according to your riding conditions.

And also using the shift up switch (+), shift down switch (-), you can temporarily shift up or down in AT MODE by using the shift switch. These switches are convenient when you want to temporarily down-shift in front of a curve, etc.  P.64

You can choose between two modes within AT MODE: D mode and S mode.

**D mode (AT):** This is the standard mode when AT MODE is selected. Select D mode for regular operation and efficient fuel economy.

**S mode (AT):** Select this mode while riding in AT MODE when you need more power, such as when overtaking, climbing hills, pulling away.

S mode has three levels of adjustment.

**MT MODE:** MT MODE (6-speed manual operation) You can choose between 6 gears in this mode.



## Changing between Neutral and AT MODE/MT MODE

### Changing from Neutral (N) to AT MODE

Press the D/S side of the N-D switch (①).  
The D mode indicator comes on, "1" is shown in the gear position indicator and first gear is selected.

### Changing from AT or MT MODE to Neutral

Press N on the N-D switch (②).

## Changing between D mode and S mode while in AT MODE

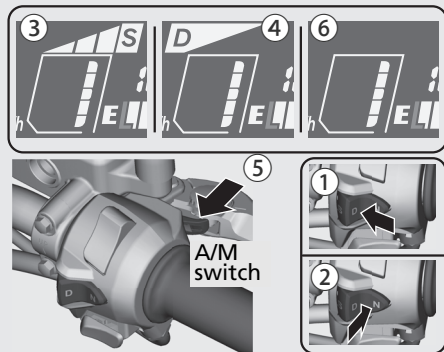
Press the D/S side of the N-D switch. The S or D mode indicator comes on (③, ④).

## Changing between AT MODE and MT MODE

Press the A/M switch (⑤).

The S or D indicator goes out while MT MODE is selected (⑥).

Gear position indicator

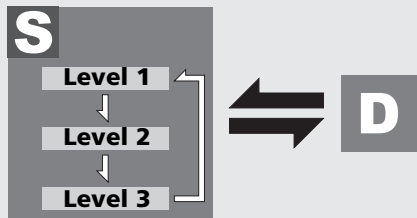




## Shifting Gears *(Continued)*

### S mode level selecting while in AT MODE

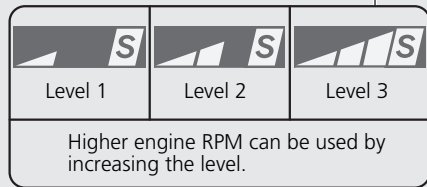
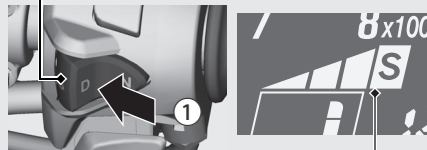
While in S mode, press and hold the D/S side of the N-D (1) switch.

- ▶ Close the throttle completely. Then select the desired level of the S mode.



-  Press and hold the D/S side of the N-D button
-  Press the D/S side of the N-D button

N-D switch



The selected level is maintained even when the ignition switch is turned off, or transmission is switched to out of S mode.

## Riding in MT MODE

Shift up and down with the shift up switch (+) and shift down switch (-).

The selected gear is shown on the gear position indicator.

- ▶ If the MT MODE is selected, the transmission does not shift up automatically. Do not allow the engine revs to go into the red zone.
- ▶ The transmission automatically shifts down when you slow down, even in MT MODE.
- ▶ You will start from 1st gear even if MT MODE is selected.

## Shifting Gears *(Continued)*

### Gear shift operation

Shifting Up:

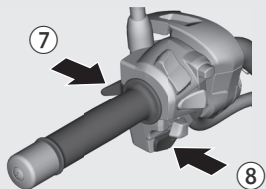
Press the shift up switch (+) (7).

Shifting Down:

Press the shift down switch (-) (8).

You cannot continue shifting gear by keeping the shift switch pressed.

To continue shifting gear release the switch and press it again.



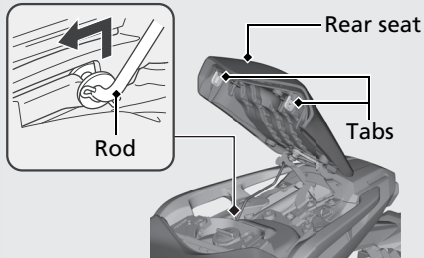
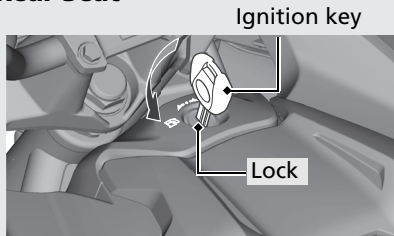
### Shift Limit

You can't shift down if the engine revs exceed the limit.

# Refuelling

This motorcycle must be opened the rear seat for refuelling

## Rear Seat



## Open

- 1 Insert the ignition key into the lock, and turn the key counterclockwise.
- 2 Pull up the front of the rear seat.

## Close

- 1 Pull up the rod upward.
- 2 Push down the front of the rear seat until it locks in place.
  - ▶ Make sure that the tabs are locked securely in position to pull up the front of the rear seat lightly.
  - ▶ The seat locks automatically when closed. Take care not to lock your key in the compartment under the rear seat.
- 3 Remove the key.

## Refuelling *(Continued)*


**Fuel type:** Unleaded petrol only

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

**Tank capacity:** 14.1 litres (3.73 US gal, 3.10 Imp gal)

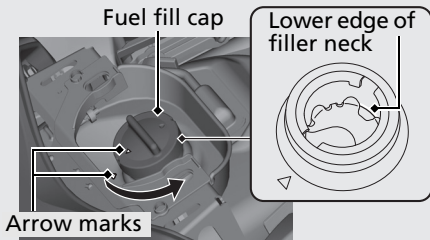
### Refuel and Fuel Guideline P. 15

#### Opening the Fuel Fill Cap

- 1 Open the rear seat.  P. 65
- 2 Turn the fuel fill cap counterclockwise until it stops and remove the cap.

#### Closing the Fuel Fill Cap

- 1 Install and tighten the fuel fill cap firmly by turning it clockwise.
  - ▶ Make sure that the arrow marks on the cap and fuel tank are aligned.
- 2 Close the rear seat.



Do not fill with fuel above the lower edge of the filler neck.

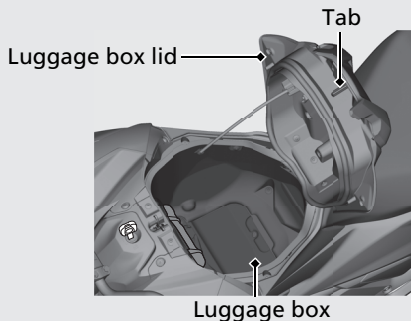
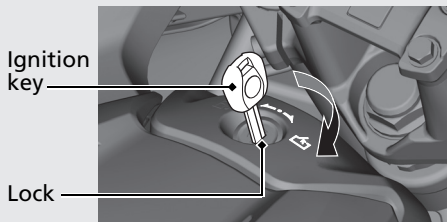
### **WARNING**

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

## Luggage Box



### Open

- 1 Insert the ignition key into the lock, and turn the key clockwise.
- 2 Pull up the front of the luggage box lid.

### Close

- 1 Push down the front of the luggage box lid until it locks in place.
  - ▶ Make sure that the tab is locked securely in position to pull up the front of the luggage box lid lightly.
  - ▶ The lock automatically when closed. Take care not to lock your key in the luggage box.
- 2 Remove the key.

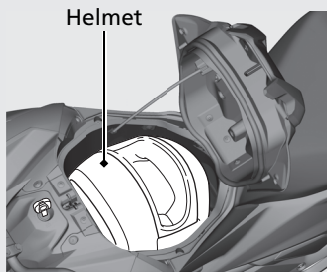
Never exceed the maximum weight limit.

**Maximum Weight: 5.0 kg (11.0 lb)**


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

## Storage Equipment *(Continued)*

A helmet can be stored in the luggage box. Set in the front of the helmet upward.



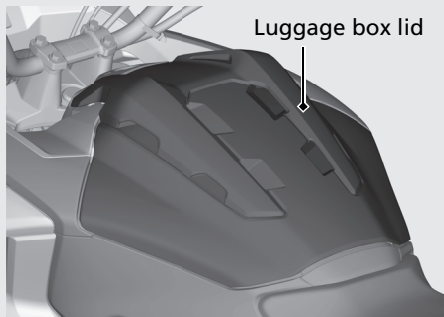
- ▶ Some helmets may not fit in the compartment due to their size or design.

Opening the luggage box.  P.67

## Luggage box lid

Never exceed the maximum weight limit.

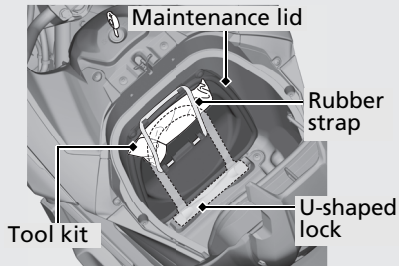
**Maximum Weight: 2.0kg (4.5 lb)**





## Tool Kit/U-shaped Lock

The tool kit is located on the maintenance lid (in the luggage box) by the rubber strap. There is also space to store a U-shaped lock.



- ▶ U-shaped lock is not included with this motorcycle.
- ▶ Some U-shaped locks may not fit in the compartment due to their size or design.

## Opening the luggage box. ➡ P.67

## Document Bag

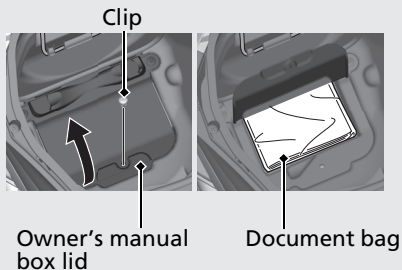
The document bag is located in the owner's manual box (in the luggage box).

### Opening the owner's manual Box

- ① Remove the clip. ➡ P.89
- ② Open the owner's manual box lid.

### Closing owner's manual Box

- ① Close the owner's manual box lid.
- ② Install the clip.

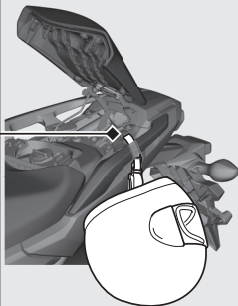
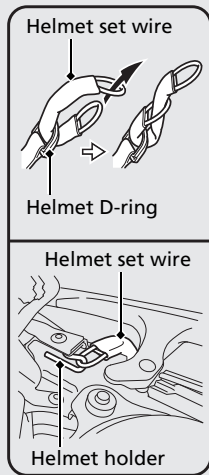


## Storage Equipment *(Continued)*

### Helmet holder

The helmet holder is located under the rear seat.

A helmet set wire is in the tool kit.



► Use the helmet holder only when parked.

► **Opening the rear seat.** → P.65

### **⚠ WARNING**

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

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

# Maintenance

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

<b>Importance of Maintenance</b> .....	P. 72	<b>Coolant</b> .....	P. 99
<b>Maintenance Schedule</b> .....	P. 73	<b>Brakes</b> .....	P. 101
<b>Maintenance Fundamentals</b> .....	P. 76	<b>Side Stand</b> .....	P. 105
<b>Tool Kit</b> .....	P. 87	<b>Drive Chain</b> .....	P. 106
<b>Removing &amp; Installing Body Components</b> ..	P. 88	<b>Clutch</b> .....	P. 110
Battery .....	P. 88	<b>Throttle</b> .....	P. 113
Clip .....	P. 89	<b>Crankcase Breather</b> .....	P. 114
Lower Cowl .....	P. 90	<b>Other Adjustments</b> .....	P. 115
Maintenance Lid .....	P. 92	Headlight Aim .....	P. 115
<b>Engine Oil</b> .....	P. 93	Brake Lever .....	P. 116
		Rear Suspension .....	P. 117

# Importance of Maintenance

## Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, perform the periodic checks specified in the Maintenance Schedule. ➔ P. 73

### **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 for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

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

## Maintenance Schedule













































































Items	Pre-ride Check P. 76	Frequency*1						Annual Check	Regular Replace	Refer to page
		x 1,000 km	1	12	24	36	48			
		x 1,000 mi	0.6	8	16	24	32			
Fuel Line				I	I	I	I	I		-
Fuel Level		I								-
Throttle Operation		I		I	I	I	I	I		113
Air Cleaner*2					R		R			-
Crankcase Breather*3				C	C	C	C			114
Spark Plug					I		R			-
Valve Clearance					I		I			-
Engine Oil		I	R	R	R	R	R	R		95
Engine Oil Filter			R		R		R			95
Clutch Oil Filter*7			R		R		R			97
Engine Idle Speed				I	I	I	I	I		-
Radiator Coolant*5		I		I	I	I	I	I	3 Years	99
Cooling System				I	I	I	I	I		-
Evaporative Emission Control System*4					I		I			-
Drive Chain		I		Every 1,000 km (600 mi):				I L		106

### Maintenance Level

-  : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.
-  : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

### Maintenance Legend

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

Items	Pre-ride Check  P. 76	Frequency*1						Annual Check	Regular Replace	Refer to page
		x 1,000 km	1	12	24	36	48			
		x 1,000 mi	0.6	8	16	24	32			
Drive Chain Slider										109
Brake Fluid*5									2 Years	101
Brake Pads Wear										102
Brake System										76
Brakelight Switch										104
Brake Lock Operation*7										103
Headlight Aim										115
Lights/Horn										-
Engine Stop Switch										-
Clutch System*6										110
Side Stand										105
Suspension										-
Nuts, Bolts, Fasteners										-
Wheels/Tyres										83
Steering Head Bearings										-

**Notes:**

- \*1 : At higher odometer readings, repeat at the frequency interval established here.  
 \*2 : Service more frequently when riding in unusually wet or dusty areas.  
 \*3 : Service more frequently when riding in rain or at full throttle.

- \*4 : ED, III ED type only.  
 \*5 : Replacement requires mechanical skill.  
 \*6 : NC750XA only.  
 \*7 : NC750XD only.

## 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 ride motorcycle:

- Fuel level – Fill fuel tank when necessary. ➤ P. 66
- Throttle – Check for smooth opening and full closing in all steering positions. ➤ P. 113
- Engine oil level – Add engine oil if necessary. Check for leaks. ➤ P. 93
- Coolant level – Add coolant if required. Check for leaks. ➤ P. 99

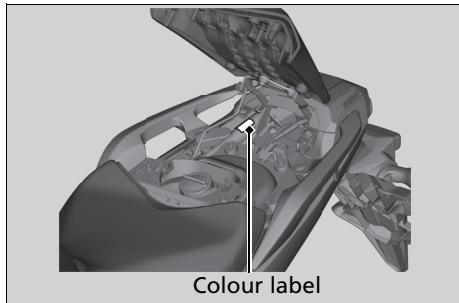
- Drive chain – Check condition and slack, adjust and lubricate if necessary. ➤ P. 106
  - Brakes – Check operation;  
Front and Rear: check brake fluid level and pads wear. ➤ P. 101, 102
  - Lights and horn – Check that lights, indicators and horn function properly.
  - Engine stop switch – Check for proper function.
  - Side stand ignition cut-off system – Check for proper function. ➤ P. 105
  - Wheels and tyres – Check condition, air pressure and adjust if necessary. ➤ P. 83
- NC750XA**
- Clutch – Check operation;  
Adjust freeplay if necessary. ➤ P. 110



## Replacing Parts

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

When ordering coloured components, specify the model name, colour, and code mentioned on the colour label. The colour label is attached to the frame under the rear seat. ➤ P. 65



## **⚠ WARNING**

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

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

### Battery

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

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

#### NOTICE

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



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

#### NOTICE

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


### WARNING

The battery gives off explosive hydrogen gas during normal operation.

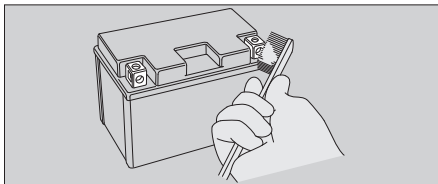
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

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

#### **I** Cleaning the Battery Terminals

1. Remove the battery.  P. 88
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.

3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

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

#### NOTICE

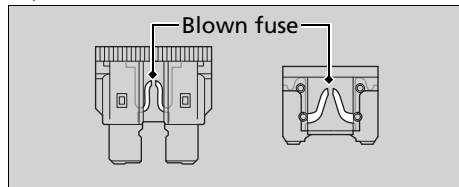
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

## Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➤ P. 138

### Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➤ P. 156



#### NOTICE

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

## Maintenance Fundamentals

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

### Engine Oil

Engine oil consumption 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.

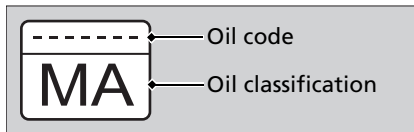
#### Selecting the Engine Oil

For recommended engine oil, see "Specifications." ➤ P. 155

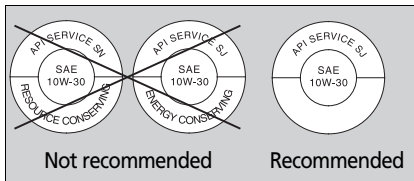
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- 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:

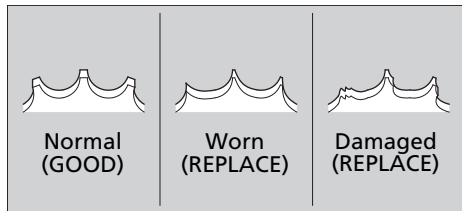
Honda DOT 4 Brake Fluid or equivalent

## 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. 106

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 engine sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



### NOTICE

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

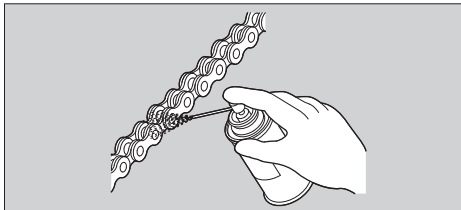
## Maintenance Fundamentals

### 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 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 ordinary tap water can cause corrosion.

**Crankcase Breather**

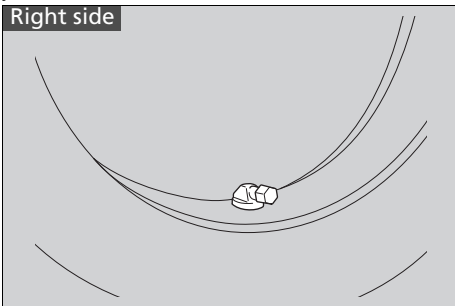
Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.

If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance. ➤ P. 114

**Tyres (Inspecting/Replacing)****Checking the Air Pressure**

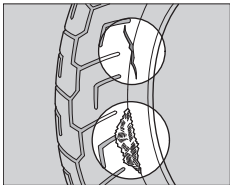
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

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.



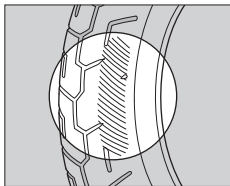
### Inspecting for Damage

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.



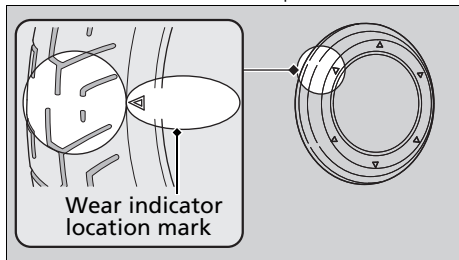
### Inspecting for Abnormal Wear

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. 155

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 equivalents 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.

## Maintenance Fundamentals

- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

### **⚠ WARNING**

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

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

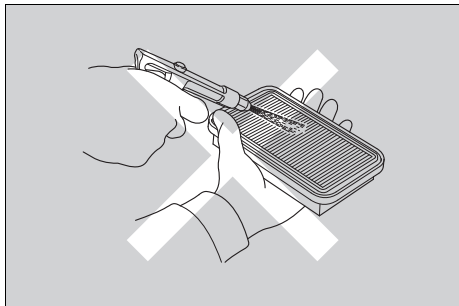
## Air Cleaner

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

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

Do not perform the maintenance.

Should be serviced by your dealer.



# Tool Kit

The tool kit is stored in the luggage box.

➔ P. 69

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

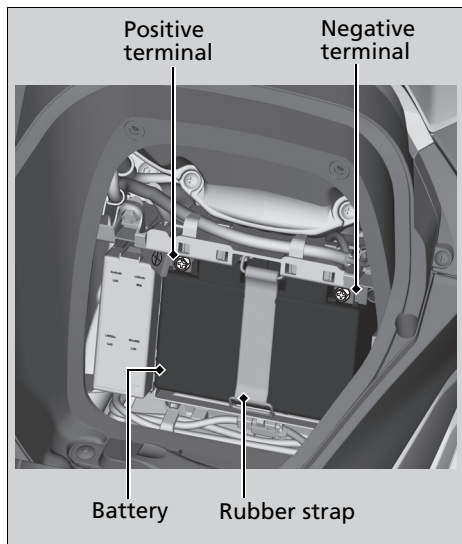
## ED type

- 10 x 14 mm Open end wrench
- 12 x 14 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver handle
- Pin spanner
- Extension bar
- 5 mm Hex wrench
- Helmet set wire
- Fuse puller

## III ED, U, KO type

- 10 x 14 mm Open end wrench
- 12 x 14 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver handle
- 5 mm Hex wrench
- Helmet set wire
- Fuse puller

## Battery



### Removal

Make sure the ignition switch is off.

1. Open the luggage box. ➤ P. 67
2. Remove the maintenance lid. ➤ P. 92
3. Unhook the rubber strap.
4. Disconnect the negative  $\ominus$  terminal from the battery.
5. Disconnect the positive  $\oplus$  terminal from the battery.
6. Remove the battery taking care not to drop the terminal nuts.

### Installation

Install the parts in the reverse order of removal. Always connect the positive  $\oplus$  terminal first.

Make sure that bolts and nuts are tight.

Make sure the clock and today date are set to the proper time and date after the battery is reconnected. ➤ P. 36

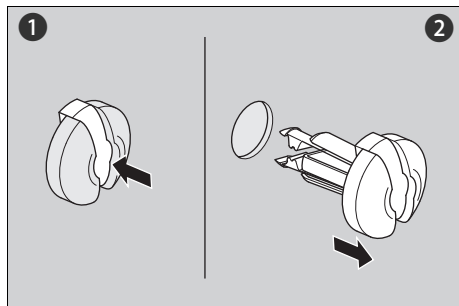
For proper handling of the battery, see "Maintenance Fundamentals." ➤ P. 78

Battery Goes Dead ➤ P. 133

## Clip

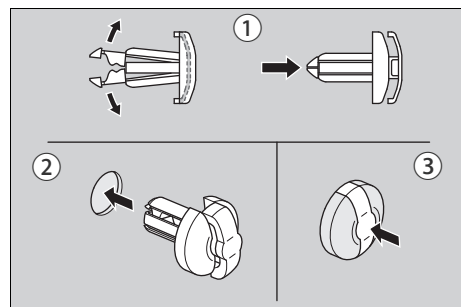
### Removal

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



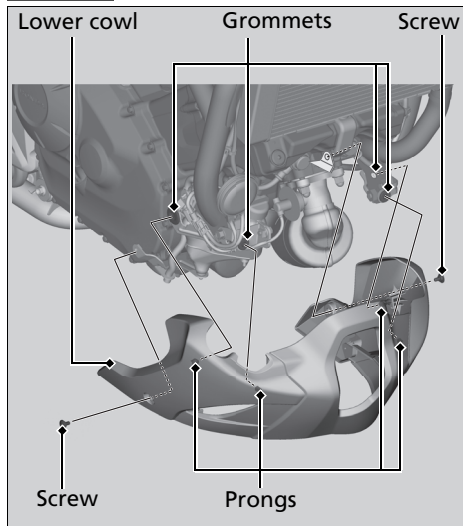
### Installation

1. Slightly open the retaining pawls and then push them out.
2. Insert the clip into the hole.
3. Lightly press down on the centre pin to lock the clip.



## Lower Cowl

NC750XA



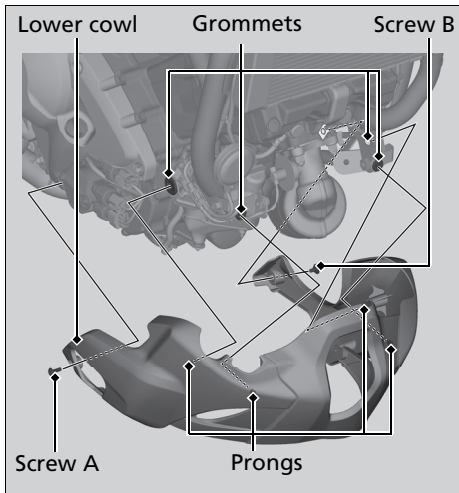
### Removal

1. Remove the screws.
2. Remove the lower cowl by releasing its prongs from the grommets.

### Installation

Install the parts in the reverse order of removal.

NC750XD



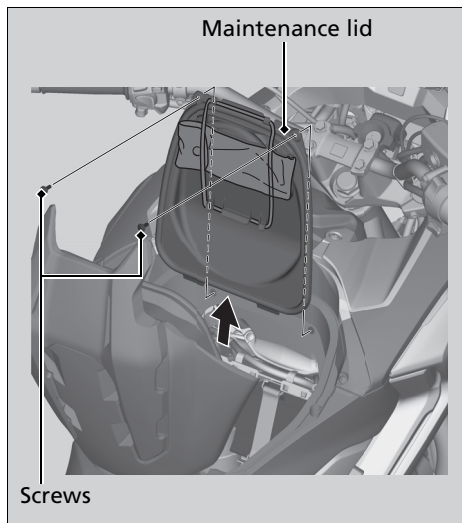
## Removal

1. Remove the screw A and B.
2. Remove the lower cowl by releasing its prongs from the grommets.

## Installation

Install the parts in the reverse order of removal.

## Maintenance Lid



### Removal

1. Open the luggage box. ► P. 67
2. Remove the screws.
3. Remove the maintenance lid.

### Installation

1. Install the maintenance lid.
2. Install and tighten the screws.

**Torque:** 3 N·m (0.3 kgf·m, 2.2 lbf·ft).

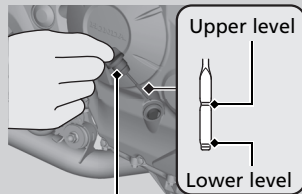
3. Close the luggage box.



## Checking the Engine Oil

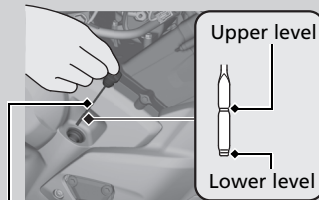
1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch off and wait for 2 to 3 minutes.
3. Place your motorcycle in an upright position on a firm, level surface.
4. Remove the oil fill cap/dipstick and wipe it clean.
5. Insert the oil fill cap/dipstick until it seats, but don't screw it in.  
Check that the oil level is between the upper level and lower level marks in the oil fill cap/dipstick.
6. Securely install the oil fill cap/dipstick.

NC750XA



Oil fill cap/dipstick

NC750XD



Oil fill cap/dipstick

## Adding Engine Oil

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

► P. 80

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

### NOTICE

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

For the recommended oil and oil selection guidelines, see “Maintenance Fundamentals.” ► P. 80

## Changing Engine Oil & Filter

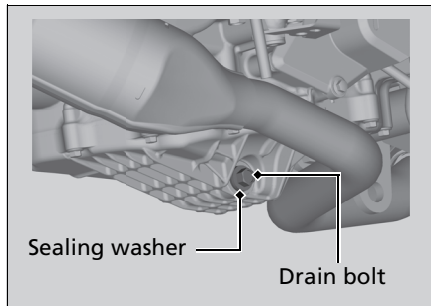
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

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

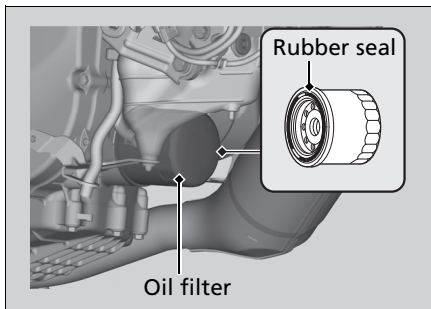
### NOTICE

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

1. Remove the lower cowl. ► P. 90
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch off and wait for 2 to 3 minutes.
4. Place on a firm, level surface and lower the side stand.
5. Place a drain pan under the drain bolt.



6. Remove the oil fill cap/dipstick, 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. 80, 155) and install the oil fill cap/dipstick.

#### Required oil

##### When changing oil & engine oil filter:

3.4 litres (3.6 US qt, 3.0 Imp qt)

##### When changing oil only:

**NC750XA**

3.1 litres (3.3 US qt, 2.7 Imp qt)

**NC750XD**

3.2 litres (3.4 US qt, 2.8 Imp qt)

12. Check the oil level. ► P. 93
13. Check that there are no oil leaks.
14. Install the lower cowl.

## Changing Clutch Oil Filter

**NC750XD**

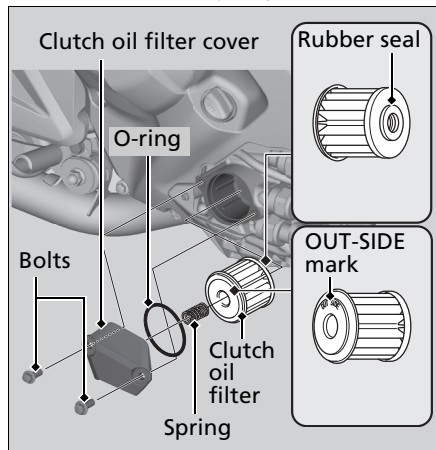
Use a new Honda Genuine clutch oil filter or equivalent specified for your model.

**NOTICE**

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

1. Follow the steps 1-7 of Changing Engine Oil & Filter. **▶** P. 95

2. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter cover bolts.
  - ▶ Discard the oil and clutch oil filter at an approved recycling centre.



**Engine Oil ► Changing Clutch Oil Filter**

3. Install the new clutch oil filter with the rubber seal facing in, toward the engine. You will see "OUT-SIDE" mark on the clutch oil filter body, toward the filter cover.
4. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.
5. Install the spring and the clutch oil filter cover.
6. Install the clutch oil filter cover bolts and tighten.
7. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter.  
➤ P. 96
8. Install a new engine oil filter and tighten.

**Torque:** 26 N·m (2.7 kgf·m, 19 lbf·ft).

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

**Torque:** 30 N·m (3.1 kgf·m, 22 lbf·ft).

10. Fill the crankcase with the recommended oil (➤ P. 80) and install the oil fill cap/dipstick.

**Required oil****When changing oil, engine oil filter & clutch oil filter:**

3.4 litres (3.6 US qt, 3.0 Imp qt)

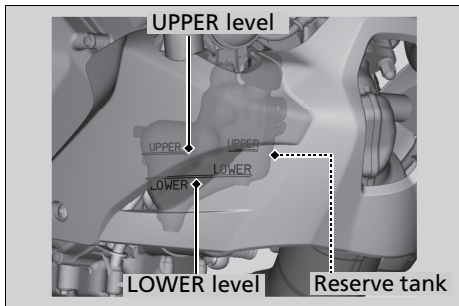
11. Check the oil level. ➤ P. 93
12. Check that there are no oil leaks.
13. Install the lower cowl.

## 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. 82 until the level reaches the UPPER level mark. Add fluid only from the reserve tank cap and do not remove radiator cap.

1. Remove the lower cowl. **▶** P. 90

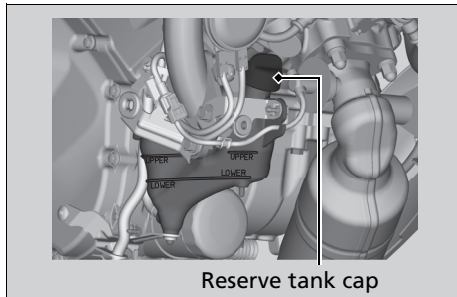
## Coolant ► Changing Coolant

2. 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.
3. Securely reinstall the cap.
4. Install the lower cowl.

### **⚠ 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

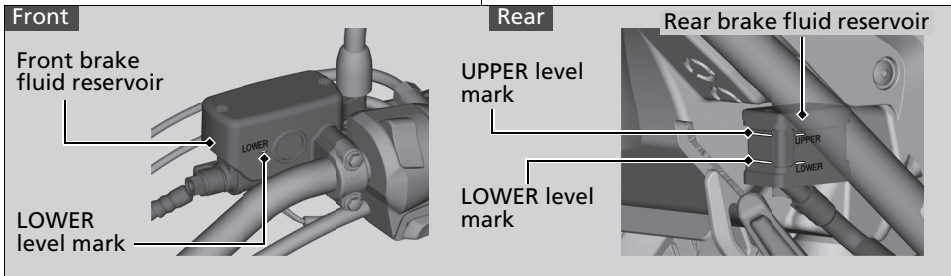
Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.



## Checking Brake Fluid

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

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



## Inspecting the Brake Pads

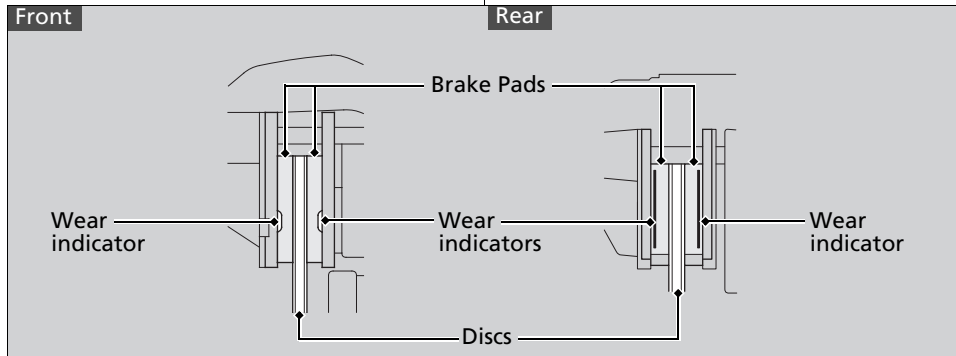
Check the condition of the brake pad groove wear indicators.

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

1. **Front** Inspect the brake pads from below the brake caliper.
2. **Rear** Inspect the brake pads from the rear right of the motorcycle.

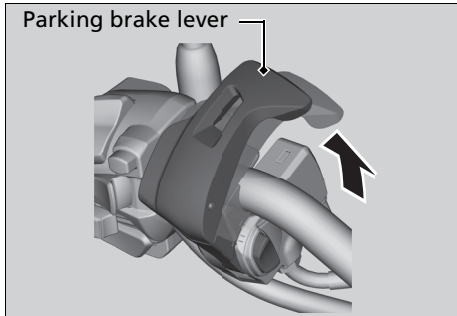
If necessary have the pads replaced by your dealer.

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



## Inspecting the Parking Brake

NC750XD

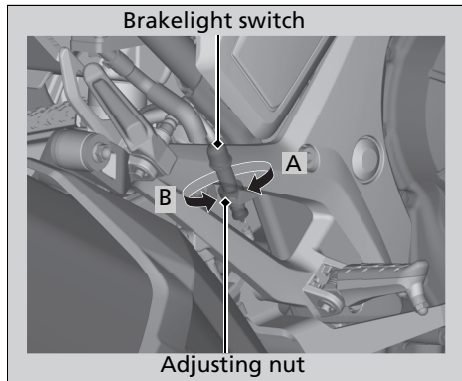


Place your motorcycle on a firm, level surface. Stop the engine and push your motorcycle while applying the parking brake lever to check the efficacy of the parking brake.

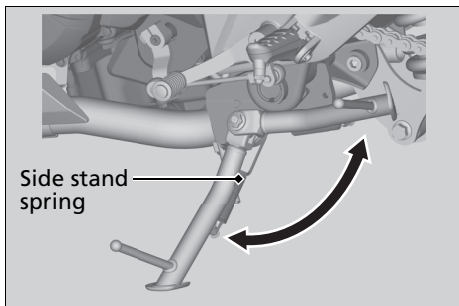
If the efficacy of the parking brake become weak, have the brake adjusted by your dealer.

## Adjusting the Brakelight Switch

Check the operation of the brakelight switch. 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. NC750XA

Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.

#### NC750XD

Sit on the motorcycle and raise the side stand.

#### 4. NC750XA

Start the engine, pull the clutch lever in, and shift the transmission into gear.

#### NC750XD

Start the engine and press the D/S side of N-D switch to switch the transmission into D mode.

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.

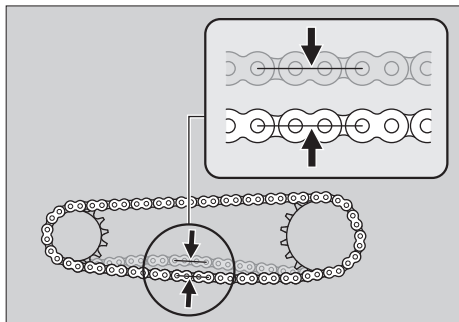
1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on the side stand on a level surface.

3. Check the slack in the lower half of the drive chain midway between the sprockets.

### Drive chain slack:

30 to 40 mm (1.2 to 1.6 in)

- Do not ride your motorcycle if the slack exceeds 60 mm (2.4 in).



4. Roll the motorcycle forward and check that the chain moves smoothly.

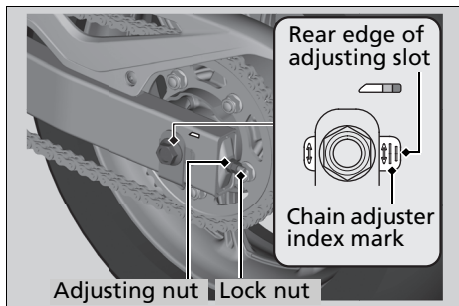
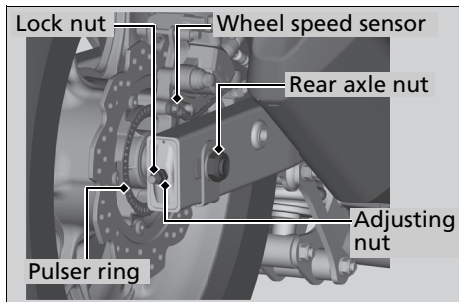
5. Inspect the sprockets. ► P. 81
6. Clean and lubricate the drive chain.  
► P. 82

## 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 the side stand on a level surface.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both sides of the swingarm.



## Drive Chain ► Adjusting the Drive Chain Slack

5. Turn both adjusting nuts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain. Turn the adjusting nuts counterclockwise to provide more slack.

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

Check the drive chain slack. ➤ P. 106

6. Check rear axle alignment by making sure the chain adjuster index marks align with the rear edge of the adjusting slots. Both marks should correspond. If the axle is misaligned, turn the right or left adjusting nuts until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

**Torque:** 98 N·m (10.0 kgf·m, 72 lbf·ft).

8. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

**Torque:** 21 N·m (2.1 kgf·m, 15 lbf·ft).

9. Recheck drive chain slack.

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

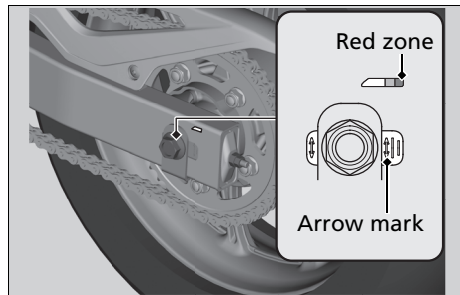


## Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the arrow mark on the chain adjuster 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:** DID 520V0 or RK 520KHO

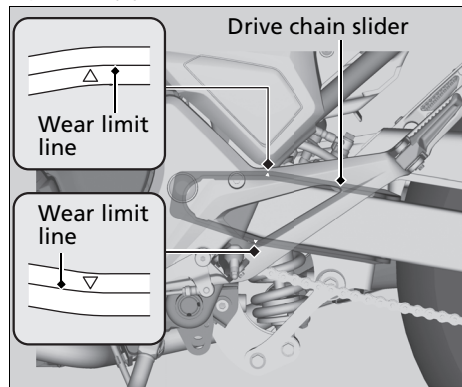
If necessary have the drive chain replaced by your dealer.



## 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

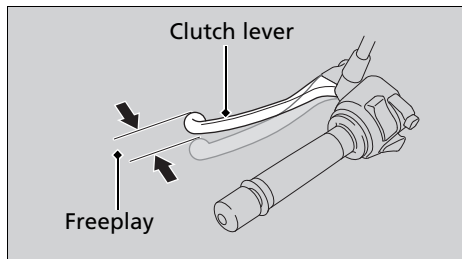
NC750XA

### Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

**Freeplay at the clutch lever:**

10 to 20 mm (0.4 to 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.

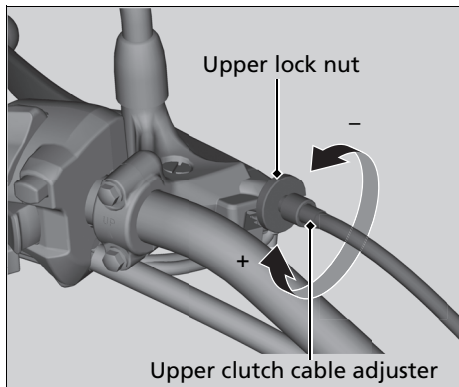
## Adjusting the Clutch Lever Freeplay

NC750XA

### Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

1. Loosen the upper lock nut.
2. Turn the upper clutch cable adjuster until the freeplay is 10 to 20 mm (0.4 to 0.8 in).
3. Tighten the upper lock nut and check the freeplay again.

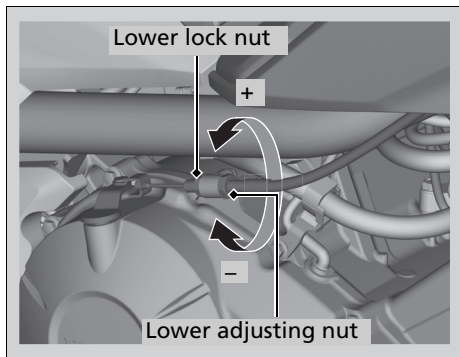


### Lower Adjustment

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

**Clutch** ► Adjusting the Clutch Lever Freeplay

1. Loosen the upper lock nut and turn the upper clutch cable adjuster all the way in (to provide maximum freeplay). Tighten the upper lock nut.
2. Loosen the lower lock nut.
3. Turn the lower adjusting nut until the clutch lever freeplay is 10 to 20 mm (0.4 to 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.



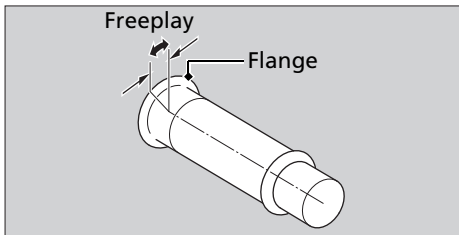
If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

## Checking the Throttle

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

### Freeplay at the throttle grip flange:

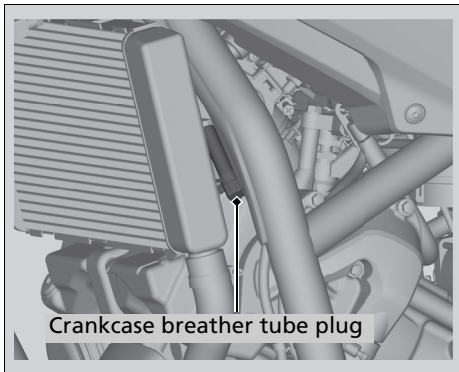
2 to 6 mm (0.1 to 0.2 in).



## Cleaning the Crankcase Breather

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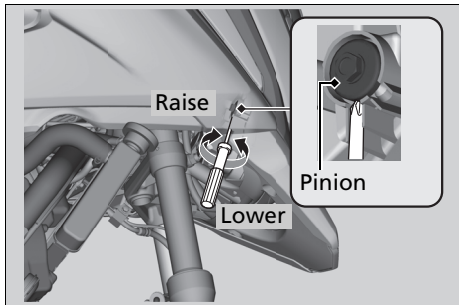
1. Remove the crankcase breather tube plug from the tube.
2. Drain deposits into a suitable container.
3. Install the crankcase breather tube plug.



### Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the pinion using a Phillips screwdriver provided in the tool kit (➤ P. 87) in or out as necessary.

Obey local laws and regulations.



## Adjusting the Brake Lever

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

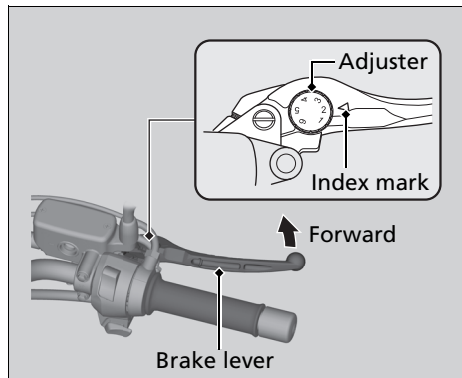
### Adjustment method

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

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

#### NOTICE

Do not turn the adjuster beyond its natural limit.





## Adjusting the Rear Suspension

ED type

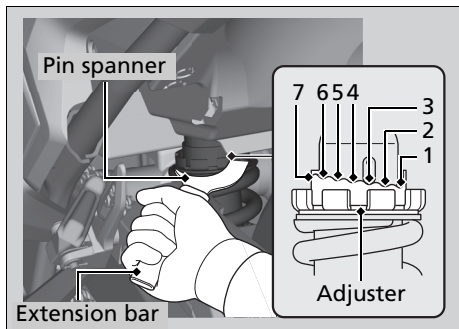
### Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Use the pin spanner and extension bar to turn the adjuster. Position 1 to 2 decrease spring preload (soft), or turn the position 4 to 7 increase spring preload (hard). The standard position is 3.

Attempting to adjust directly from 1 to 7 or 7 to 1 may damage the shock absorber.

#### NOTICE

Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.



# Troubleshooting

<b>Engine Will Not Start (HISS indicator stays on)</b> .....	P. 119
<b>Overheating (High coolant temperature indicator is on)</b> .....	P. 120
<b>Warning Indicators On or Flashing</b> .....	P. 121
Low Oil Pressure Indicator.....	P. 121
PGM-FI (Programmed Fuel Injection)	
Malfunction Indicator Lamp (MIL) .....	P. 121
ABS (Anti-lock Brake System) Indicator .....	P. 122

<b>If the “-” Indicator is Blinking in the Gear Position Window While Riding</b> .....	P. 123
<b>Other Warning Indication</b> .....	P. 124
Fuel Gauge Failure Indication .....	P. 124
<b>Tyre Puncture</b> .....	P. 125
<b>Electrical Trouble</b> .....	P. 133
Battery Goes Dead .....	P. 133
Burned-out Light Bulb.....	P. 133
Blown Fuse .....	P. 138

### Starter Motor Operates But Engine Does Not Start

---

Check the following items:

- Check the correct engine starting sequence ➤ P. 54
- 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

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Check the following items:

- Make sure engine stop switch is in ○ (Run) position ➤ P. 50, 53
- Make sure the side stand is raised.
- Check for a blown fuse ➤ P. 138
- Check for a loose battery connection or battery terminal corrosion ➤ P. 78, 88
- Check the condition of the battery ➤ P. 133

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. 99**  
**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, and add coolant as necessary.  
**➔ P. 99**
5. If 1–4 check normal, you may continue riding, but closely monitor the high coolant temperature indicator.

### Low Oil Pressure Indicator

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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. 93
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)

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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

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If the indicator operates in one of the following ways, you may have a serious problem with the brake system. 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 off and then on again. The ABS indicator will go off after your speed reaches 10 km/h (6 mph).

## If the “-” Indicator is Blinking in the Gear Position Window While Riding

### NC750XD

If the “-” indicator is blinking while riding, you may have a serious problem with the Dual Clutch Transmission system.

Park your motorcycle in a safe place and have your motorcycle inspected by dealer immediately.

There is possibility for you to ride yourself to go to dealer if you try to follow the procedure below.

1. Turn the ignition switch to **○** (Off).
2. Turn the ignition switch to **I** (On) and start the engine.

### If you cannot start the engine:

Turn the ignition switch to **○** (Off) and move the motorcycle back and forth slightly (to disengage the gears).

Turn the ignition switch to **I** (On) again and start the engine.

### If you still cannot start the engine:

Start the engine while applying the brake lever or pressing the brake pedal.

### If you can shift from N to D mode:

When a gear position is shown in the gear position indicator, you can ride in that gear. Take your motorcycle to your dealer riding at a safe speed.

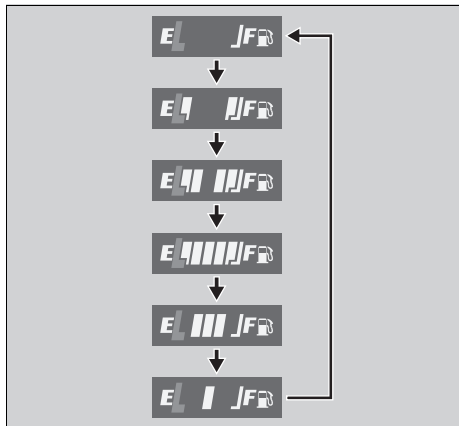
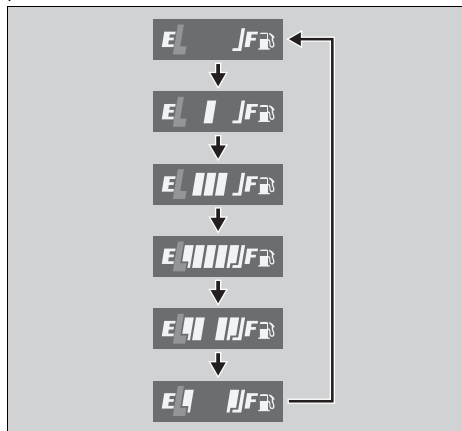
### If you can't shift from N to D mode and the “-” indicator is blinking:

Damage is preventing you from riding. Have your motorcycle inspected by your dealer immediately.

## Fuel Gauge Failure Indication

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

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





## 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

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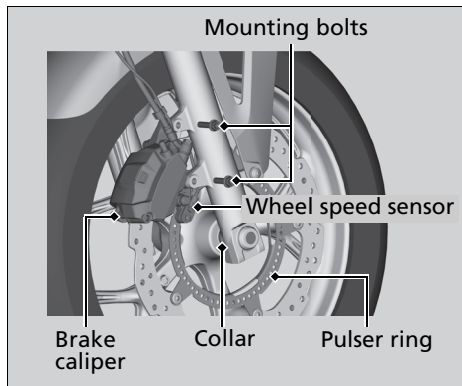
Follow these procedures if you need to remove a wheel in order to repair a puncture.

## Tyre Puncture ► Removing Wheels

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

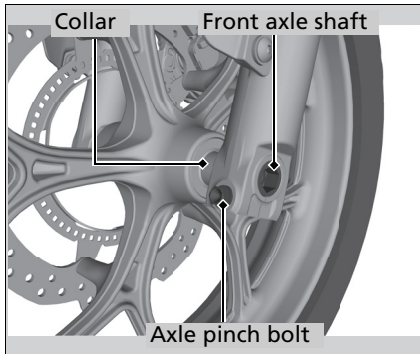
### Front Wheel

#### Removal



1. Place on a firm, level surface.
2. Cover right side of the front wheel and brake caliper with protective tape or cloth.
3. On the right side, remove the mounting bolts and remove the brake caliper.
  - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
  - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
  - Do not pull the brake lever while the brake caliper is removed.
  - Take care to prevent the brake caliper from scratching the wheel during removal.

4. Loosen the axle pinch bolt.
5. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
6. On the left side, loosen and withdraw the front axle shaft, and remove the side collars and wheel.



## Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the front axle shaft to the end, through the left fork leg and wheel hub.
3. Tighten the axle shaft.

**Torque:** 74 N·m (7.5 kgf·m, 55 lbf·ft).

## Tyre Puncture ► Removing Wheels

4. Install the brake caliper and tighten the mounting bolts.

**Torque:** 30 N·m (3.1 kgf·m, 22 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 the brake caliper into position on the fork leg, carefully fit the brake disc between the pads to avoid scratching them.

5. Lower the front wheel on the ground.
6. Apply the brake lever and pump the fork several times.
7. Tighten the axle pinch bolt.

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

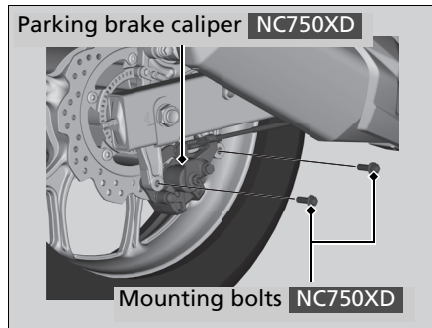
8. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
9. Uncover the protective tape or cloth.

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.

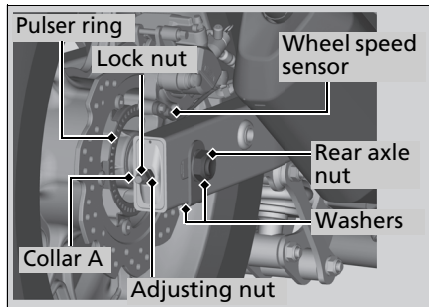
## Rear Wheel

### Removal

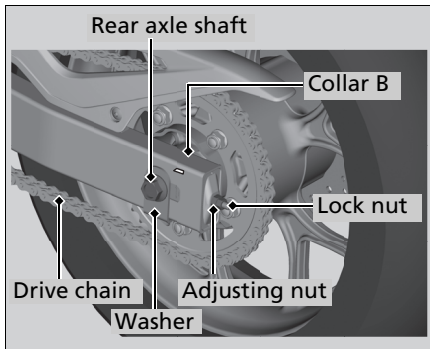
1. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
2. **NC750XD**  
Release the parking brake.
3. **NC750XD**  
Remove the mounting bolts and remove the parking brake caliper.



4. Loosen the rear axle nut, lock nuts and turn the adjusting nuts so the rear wheel can be moved all the way forward for maximum drive chain slack.
5. Remove the rear axle nut.



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



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

- Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
- Avoid getting grease, oil, or dirt on the disc to pad surfaces.
- Do not push the brake pedal while the wheel is removed.
- **NC750XD**  
Do not pull the parking brake lever while the wheel is removed.

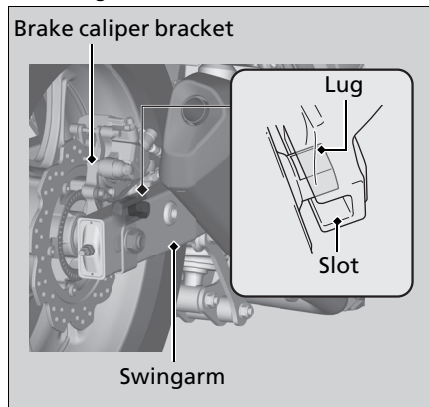
## Installation

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 the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

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



## Tyre Puncture ► Removing Wheels

3. Adjust the drive chain. ► P. 107
4. Install and tighten the rear axle nut.

**Torque:** 98 N·m (10.0 kgf·m, 72 lbf·ft).

5. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

**Torque:** 21 N·m (2.1 kgf·m, 15 lbf·ft).

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

## 7. NC750XD

Install the parking brake caliper and tighten the mounting bolts.

**Torque:** 31 N·m (3.2 kgf·m, 23 lbf·ft).

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

### NOTICE

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

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



### Battery Goes Dead

---

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle before charging.

Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

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



#### NOTICE

Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

### Burned-out Light Bulb

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

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

Allow the bulb to cool before replacing it.

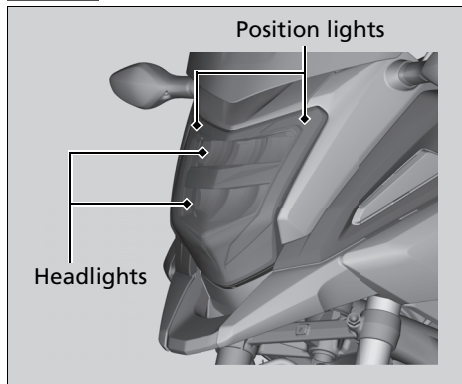
Do not use bulbs other than those specified.

Check the replacement bulb for correct operation before riding.

For the light bulb wattage, see "Specifications." ➔ P. 156

## Headlight/Position Light

ED type

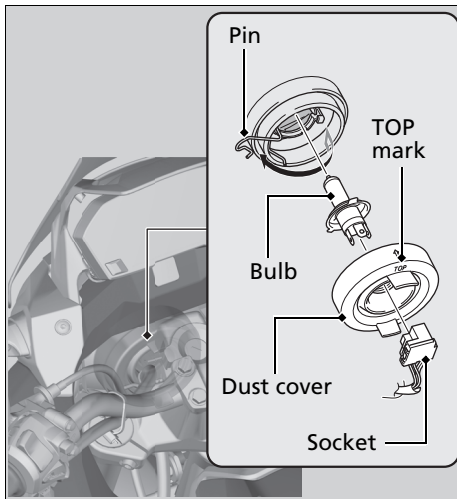


Headlights and position lights uses several LEDs.

If there is a LED which is not turned on, see your dealer for servicing.

## Headlight Bulb

Except ED type

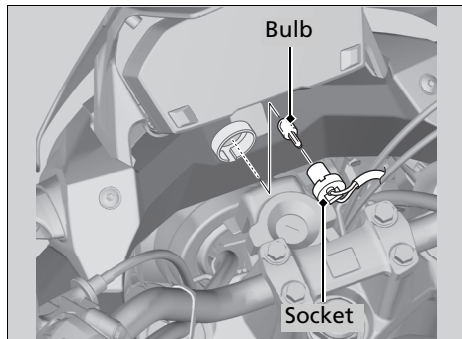


1. Pull off the socket without turning.
2. Remove the dust cover.
3. Press the pin down and pull out the bulb without turning it.
4. Install a new bulb and parts in the reverse order of removal.
  - Install the dust cover with its "TOP" mark facing up.

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

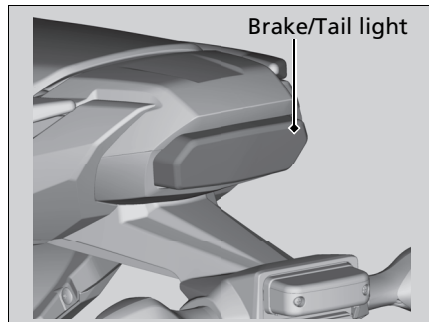
## Position Light Bulb

Except ED type



1. Pull off the socket without turning.
2. Pull out the bulb without turning.
3. Install a new bulb and parts in the reverse order of removal.

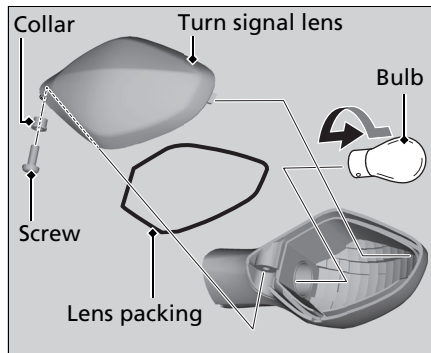
## Brake/Tail Light



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

## Front/Rear Turn Signal Bulb

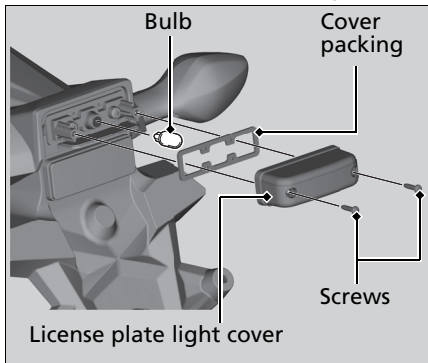
1. Remove the screw and collar.
2. Remove the turn signal lens and lens packing.
3. Slightly press the bulb and turn it counterclockwise.



4. Install a new bulb and parts in the reverse order of removal.
  - Use only the amber bulb.

## License Plate Light

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



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

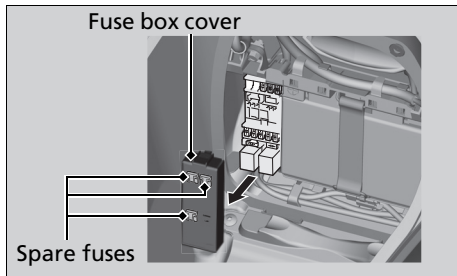
## Blown Fuse

Before handling fuses, see “Inspecting and Replacing Fuses.” ► P. 79

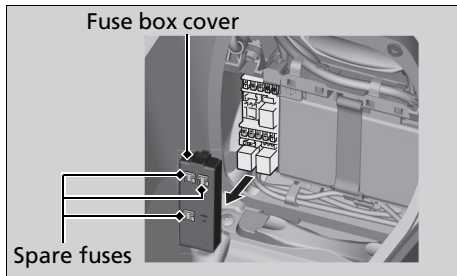
### Fuse Box Fuses

1. Open the luggage box. ► P. 67
2. Remove the maintenance lid. ► P. 92
3. Remove the fuse box cover.
4. 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.
  - Spare fuses are provided inside of the fuse box cover.
5. Reinstall the fuse box cover.
6. Install the maintenance lid.
7. Close the luggage box.

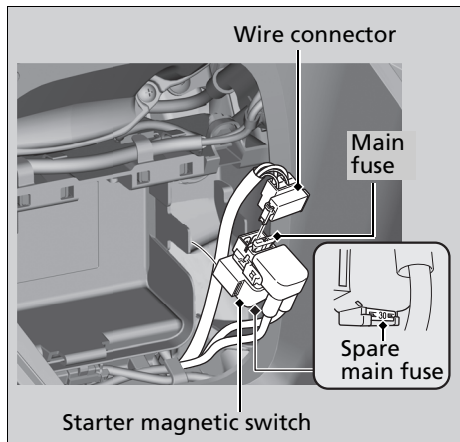
NC750XA



NC750XD



## I Main Fuse



1. Open the luggage box. ► P. 67
2. Remove the maintenance lid. ► P. 92
3. Remove the battery. ► P. 88

4. Disconnect the wire connector of the starter magnetic switch.
5. Pull the main fuse out and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
  - Spare main fuse is provided in the starter magnetic switch.
6. 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

<b>Keys</b> .....	P. 141
<b>Instruments, Controls, &amp; Other Features</b> ..	P. 142
<b>Caring for Your Motorcycle</b> .....	P. 145
<b>Storing Your Motorcycle</b> .....	P. 149
<b>Transporting Your Motorcycle</b> .....	P. 149
<b>You &amp; the Environment</b> .....	P. 150
<b>Serial Numbers</b> .....	P. 151
<b>Fuels Containing Alcohol</b> .....	P. 152
<b>Catalytic Converter</b> .....	P. 153



## 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.

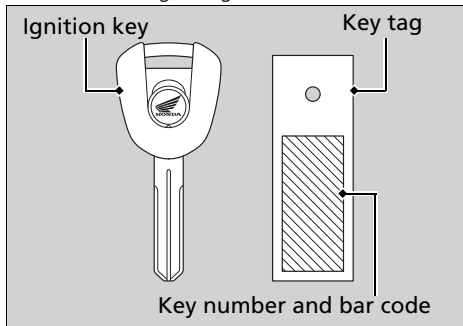
If you lose all keys and the key tag, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.

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 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

The headlight is always on when the ignition switch is I (On). Leaving the ignition switch I (On) 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 off. 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 returns to 0.0 when the read-out exceeds 9,999.9.

### Clock


The clock is displayed for 24 hours after the ignition switch is turned off.

### Tachometer

Depending on the brightness of direct sunlight or environmental conditions, it may be difficult to distinguish the colour of the tachometer display.

## 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 off, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing.

If the ignition switch is turned on with the engine stop switch in the  (Run) position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine.

➤ **HISS Indicator Does Not Turn OFF** P. 119

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned off. You can turn this feature on or off.

➤ P. 36

## 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

Complies with  
IDA Standards  
C080226241

### Morocco only

AGREE PAR L'ANRT MAROC

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

## Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located in the owner's manual box. ➤ P. 69

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

## Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the long 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 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. 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 or pads contaminated with oil 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 in the luggage box:
  - ▶ Water in the luggage box can damage your documents and other belongings.
- Do not direct water at the air cleaner:
  - ▶ Water in the air cleaner can prevent the engine from starting.

- Do not direct water near the headlight:
  - ▶ Any condensation inside the headlight should dissipate after a few minutes of running the engine.
- Do not use waxes containing compounds at the 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 stainless steel but may become stained by mud or dust.

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

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

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

#### NOTICE

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



## Storing Your Motorcycle

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

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

- Wash your motorcycle and wax all painted surfaces (except mat painted surfaces).  
Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. ➤ P. 82
- 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.
- Remove the battery (➤ P. 88) to prevent discharge.  
Charge the battery in a shaded, wellventilated 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

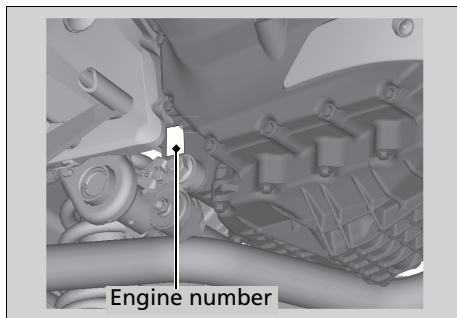
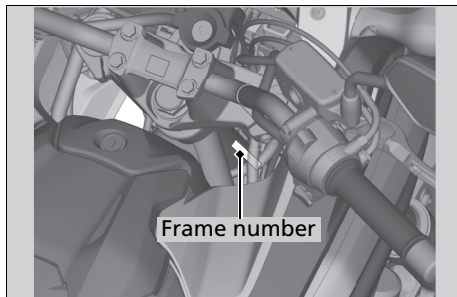
drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

## 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. The frame number is stamped on the right side of the steering head.

The engine number is stamped on the right rear side of the crankcase.

You should record these numbers and keep them in a safe place.



# Fuels Containing Alcohol

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

The following fuel blends can be used in your motorcycle:

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

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

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

### NOTICE

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

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

## Catalytic Converter

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

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

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

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

# Specifications

## ■ Main Components

Type	RC90	
Overall length	2,230 mm (87.8 in)	
Overall width	ED, III ED, U	845 mm (33.3 in)
	KO	830 mm (32.7 in)
Overall height	1,350 mm (53.1 in)	
Wheelbase	1,535 mm (60.4 in)	
Minimum ground clearance	165 mm (6.5 in)	
Caster angle	27° 00'	
Trail	110 mm (4.3 in)	
Curb weight	<b>NC750XA</b>	
	ED, III ED, KO	220 kg (485 lb)
	U	219 kg (483 lb)
	<b>NC750XD</b>	
Maximum weight capacity*1	ED, III ED, U	209 kg (461 lb)
	KO	189 kg (417 lb)
	27 kg (60 lb)*2	
Maximum luggage weight	Luggage box	5.0 kg (11.0 lb)
	Luggage box lid	2.0 kg (4.5 lb)
	Rider and 1 passenger	
Minimum turning radius	3.00 m (9.84 ft)	

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

\*2 Except U, KO type

Displacement	745 cm <sup>3</sup> (45.4 cu-in)	
Bore x stroke	77 x 80 mm (3.03 x 3.15 in)	
Compression ratio	10.7:1	
Fuel	Unleaded petrol	
	Recommended: 91 RON or higher	
Tank capacity	14.1 litres (3.73 US gal, 3.10 Imp gal)	
Battery	YTZ14S	
	12V-11.2Ah (10 HR) / 11.8Ah (20 HR)	
Gear ratios	<b>NC750XA</b>	
	1st	2.812
	2nd	1.894
	3rd	1.454
	4th	1.200
	5th	1.033
	6th	0.837
	<b>NC750XD</b>	
	1st	2.666
	2nd	1.904
3rd	1.454	
4th	1.200	
5th	1.033	
6th	0.864	
Reduction ratios (primary / final)	<b>NC750XA</b>	1.731 / 2.529
	<b>NC750XD</b>	1.921 / 2.294

## ■ Service Data

Tyre size	Front	120/70ZR17M/C(58W)
	Rear	160/60ZR17M/C(69W)
Tyre type	Radial, tubeless	
Recommended Tyres	Front	DUNLOP D609F BRIDGESTONE BW-501 RADIAL G
	Rear	DUNLOP D609 BRIDGESTONE BW-502 RADIAL G
Tyre category of use*3	Normal	Permitted
	Special	Not Permitted
	Snow	Not Permitted
	Moped	Not Permitted
Tyre air pressure	Front	250 kPa (2.50 kgf/cm <sup>2</sup> , 36 psi)
	Rear	290 kPa (2.90 kgf/cm <sup>2</sup> , 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs	(standard)	IFR6G-11K (NGK)
Spark plug gap	(non-adjustable)	1.00 to 1.10 mm (0.039 to 0.043 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	

\*3 EU regulation

Engine oil capacity	<b>NC750XA</b>	
	After draining	3.1 litres (3.3 US qt, 2.7 Imp qt)
	After draining & engine oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After disassembly	3.7 litres (3.9 US qt, 3.3 Imp qt)
Engine oil capacity	<b>NC750XD</b>	
	After draining	3.2 litres (3.4 US qt, 2.8 Imp qt)
	After draining & engine oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After draining, engine & clutch oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
Engine oil capacity	After disassembly	4.1 litres (4.3 US qt, 3.6 Imp qt)
	Recommended brake fluid	Honda DOT 4 Brake Fluid
Cooling system capacity	1.69 litres (1.79 US qt, 1.49 Imp qt)	
Recommended coolant	Pro Honda HP Coolant	

## Specifications

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	30 to 40 mm (1.2 to 1.6 in)	
	DID 520V0 or RK 520KHO	
Standard drive chain	<b>NC750XA</b>	
	No. of links	114
	<b>NC750XD</b>	
	No. of links	112
Standard sprocket sizes	<b>NC750XA</b>	
	Engine sprocket	17T
	Rear wheel sprocket	43T
	<b>NC750XD</b>	
	Engine sprocket	17T
	Rear wheel sprocket	39T

## ■ Bulbs

Headlight	ED	LED
	III ED, U, KO	12V-60/55W
Brake/Tail light		LED
Front turn signal lights		12V-21W × 2
Rear turn signal lights		12V-21W × 2
Position light	ED	LED
	III ED, U, KO	12V-5W
License plate light		12V-5W

## ■ Fuses

Main fuse	30A
Other fuses	30A, 15A, 7.5A



**■ Torque Specifications**

Maintenance lid screws	3 N·m (0.3 kgf·m, 2.2 lbf·ft)
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 shaft	74 N·m (7.5 kgf·m, 55 lbf·ft)
Front wheel brake caliper mounting bolts	30 N·m (3.1 kgf·m, 22 lbf·ft)
Front wheel axle pinch bolt	22 N·m (2.2 kgf·m, 16 lbf·ft)
Rear wheel axle nut	98 N·m (10.0 kgf·m, 72 lbf·ft)
Drive chain adjusting lock nuts	21 N·m (2.1 kgf·m, 15 lbf·ft)
<b>NC750XD</b>	
Parking brake caliper mounting bolts	31 N·m (3.2 kgf·m, 23 lbf·ft)

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