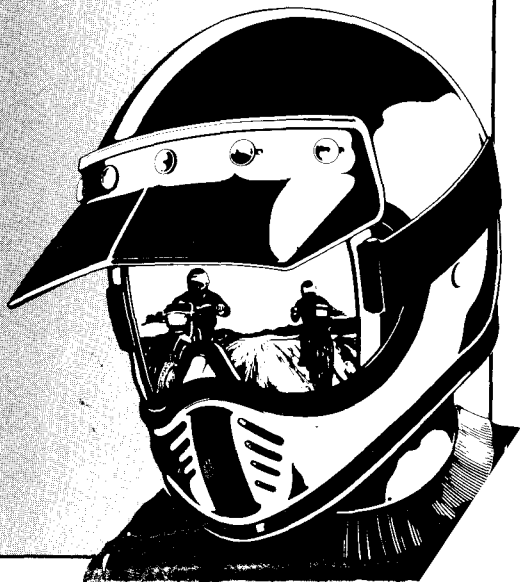
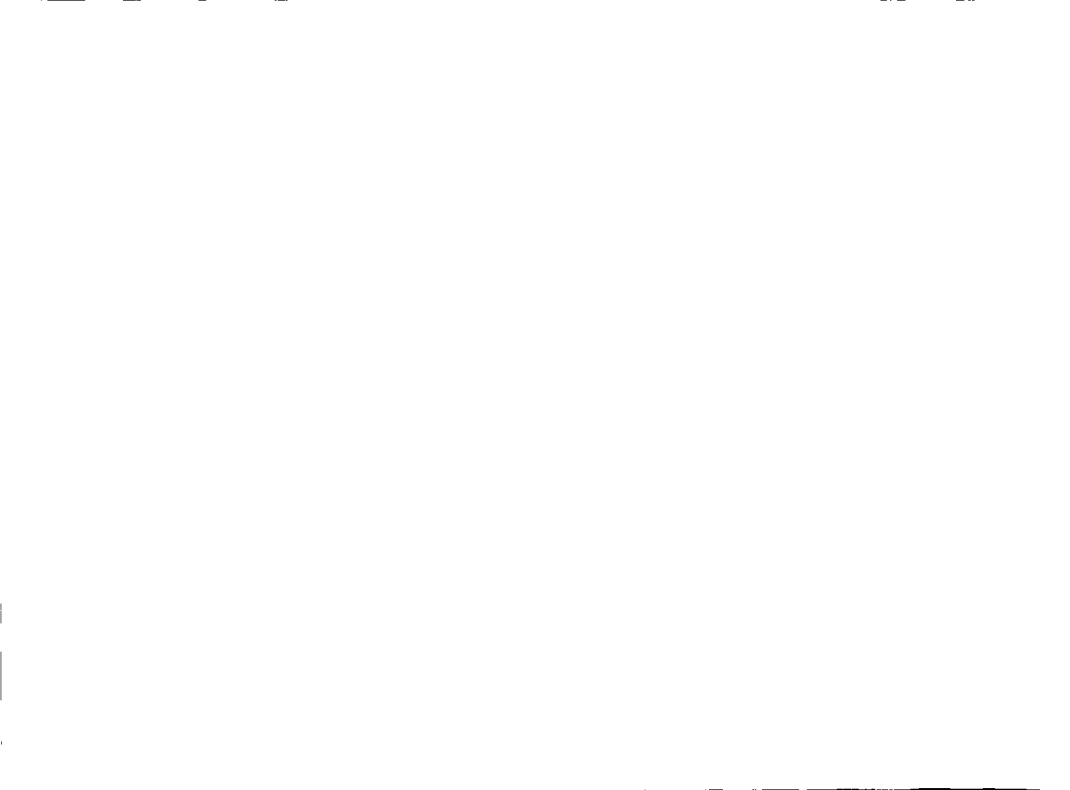


HONDA

OWNER'S MANUAL



XR400R



HONDA
XR400R

OWNER'S MANUAL

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IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER**

This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity.

- **ON/OFF-ROAD USE**

This motorcycle is designed for “dual purpose” use.

- **READ THIS OWNER’S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

▲WARNING

Indicates a strong possibility of severe personal injury or death if instructions are not followed.

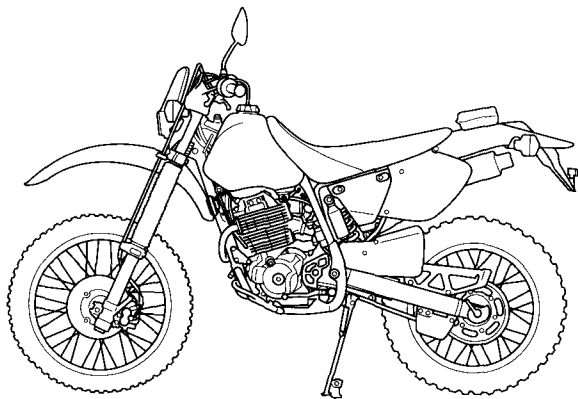
CAUTION:

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

NOTE: Gives helpful information.

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

HONDA XR400R OWNER'S MANUAL



All information in this publication is based on the latest production information available at the time of approval for printing. HONDA MOTOR CO.,LTD. reserves the right to make changes at any time without notice and without incurring any obligation.

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WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE**.

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

Pleasant riding, and thank you for choosing a Honda !

- Following codes in this manual indicate each country.

U	Australia
---	-----------

- The specifications may vary with each locale.

OPERATION

Page		Page	
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MAINTENANCE

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MOTORCYCLE SAFETY

▲ WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 45) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn’t your fault:
 - Wear bright or reflective clothing.
 - Don’t ride in another motorist’s “blind spot.”
4. Obey all national and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.

5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves, and protective clothing.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, kickstarter, footpegs, drive chain or wheels.

MODIFICATIONS

▲ WARNING

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

LOADING AND ACCESSORIES

▲WARNING

*** A motorcycle is sensitive to changes in weight distribution. Addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle.**

Loading

The combined weight of the rider, cargo, and all accessories must not exceed the maximum weight capacity:

100 kg (220 lbs)

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.
3. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

Accessories

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

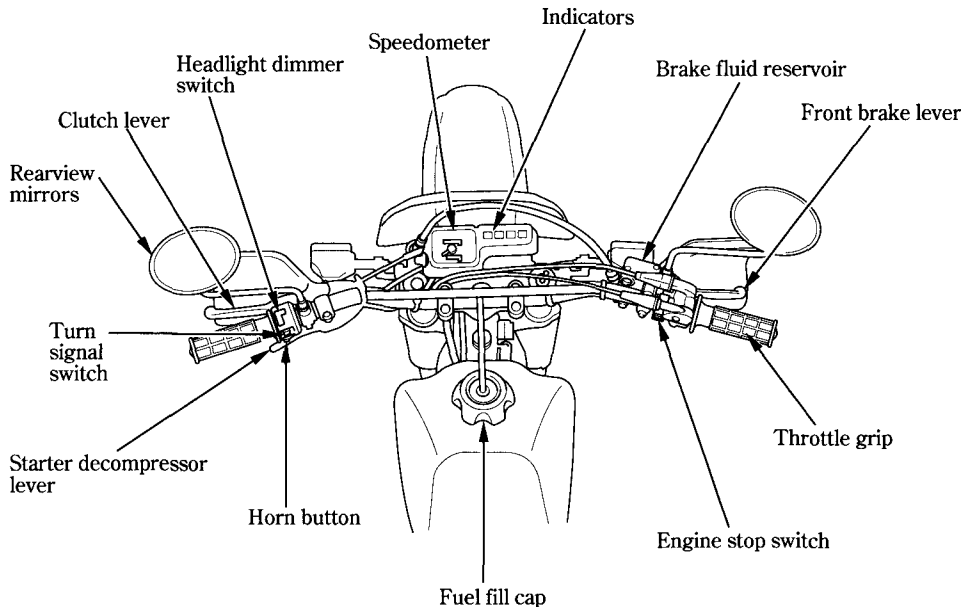
1. Carefully inspect the accessory to make sure it does not reduce ground clearance, or limit suspension travel, steering travel or control operation.
2. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. An electrical failure could cause a dangerous loss of lights or engine power at night, far from help.

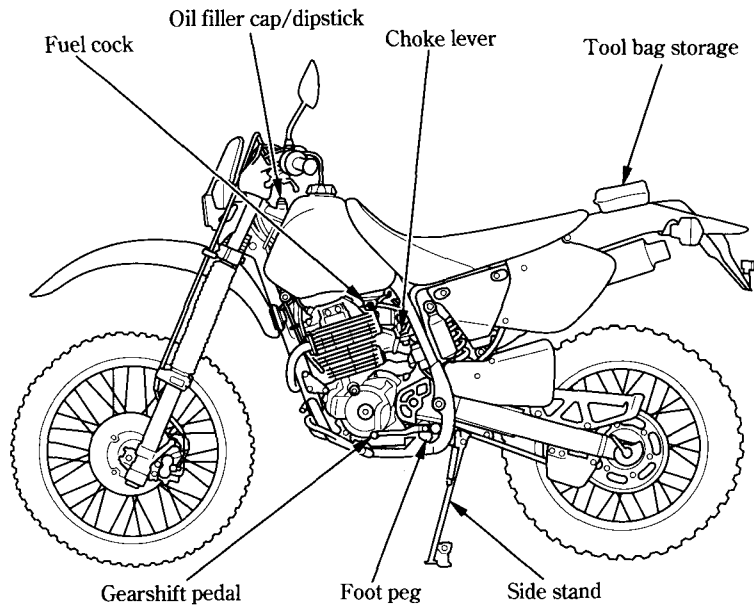
OFF-ROAD SAFETY

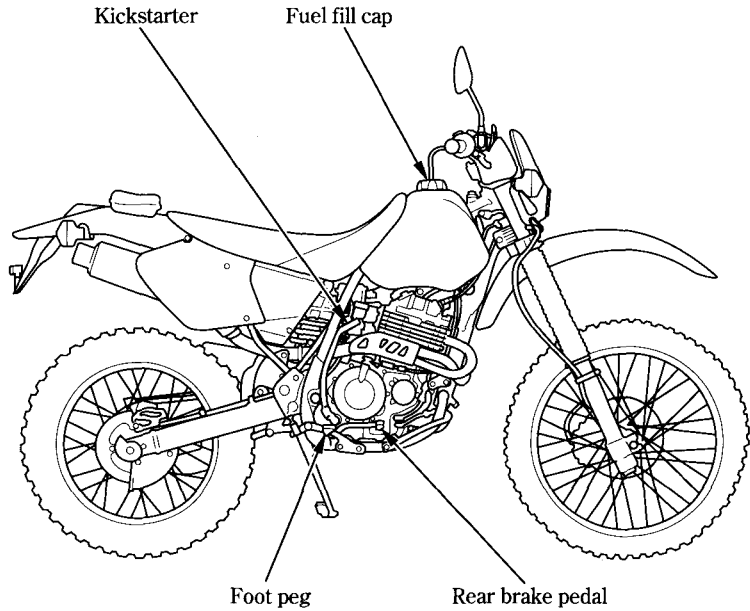
Learn to ride in an uncongested off-road area free of obstacles before venturing onto unfamiliar terrain.

1. Always obey local off-road riding laws and regulations.
2. Obtain permission to ride on private property. Avoid posted areas and obey "NO Trespassing" signs.
3. Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
4. Familiarity with your motorcycle is critically important should a problem occur far from help.
5. Never ride beyond your ability and experience or faster than conditions warrant.
6. If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
7. Spark arresters and mufflers are required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

PARTS LOCATION



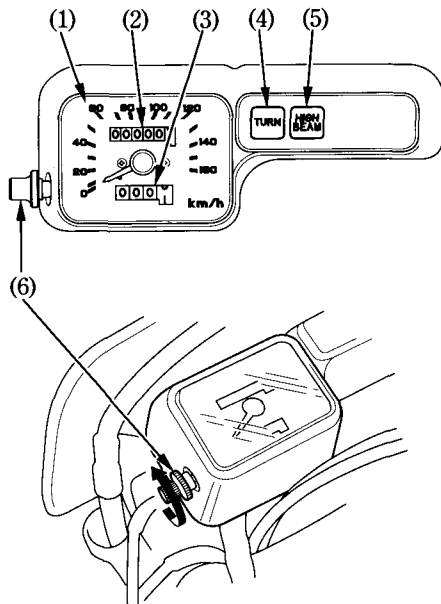




INSTRUMENTS AND INDICATORS

The indicators are in the speedometer, above the headlight. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Odometer
- (3) Tripmeter
- (4) Turn signal indicator
- (5) High beam indicator
- (6) Tripmeter reset knob



(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Odometer	Shows accumulated mileage.
(3) Tripmeter	Shows mileage per trip or section of route.
(4) Turn signal indicator	Flashes when either turn signal operate.
(5) High beam indicator	Lights when headlight is on high beam.
(6) Tripmeter reset knob	Resets tripmeter to zero (0). Turn the knob in direction shown.

MAJOR COMPONENTS **(Information you need to** **operate this motorcycle)**

▲ WARNING

- * If the Pre-ride Inspection (page 45) is not performed, severe personal injury or vehicle damage may result.**

SUSPENSION

Front Suspension

The front suspension may be adjusted for the rider's weight and riding conditions by changing the oil volume, rebound and compression damping. Use the chart to the right to determine the correct adjustment for you.

Condition	Rebound damping	Compression damping	Oil volume
Entire range of travel is too hard.	Softer	Softer	—
Entire range of travel is too soft (bottoming).	Stiffer	Stiffer	—
Initial travel is good, but the final stages of travel are too soft (bottoming).	—	—	Increase
The initial stages of travel are good but the final stages are hard.	—	—	Reduce
The initial stages of travel are too soft, but the final stages are good.	Stiffer	Stiffer	Reduce
The initial stages of travel are too hard, but the final stages are good.	Stiffer	Stiffer	Increase

Air Pressure:

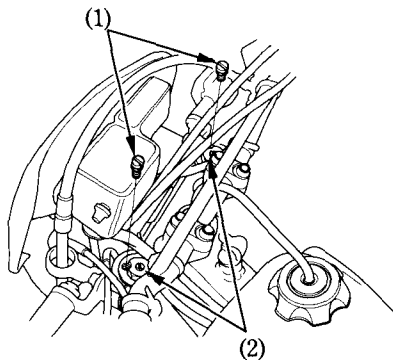
You may relieve accumulated air pressure in the fork legs by using the pressure release screws.

The front wheel should be off the ground before you release the pressure.

The standard air pressure is:

0 kPa (0 kgf/cm² , 0 psi)

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the pressure release screws (1).
3. Check that the O-ring is in good condition.
4. Install the pressure release screws.



- (1) Pressure release screws
(2) Fork caps

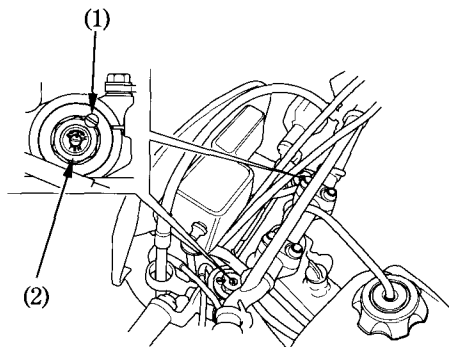
Oil Volume Adjustment:

Low oil levels provide a soft ride and are for light loads and smooth riding conditions. High oil levels provide a firm ride and are for heavy loads and rough riding conditions.

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the pressure release screws (1) to release any accumulated air pressure.
3. Remove the fork caps (2) and springs from the fork tubes. Inspect the O-rings on the fork caps and replace them if they are damaged.

▲WARNING

***The fork caps are under extreme spring pressure. Use care when removing the caps and wear eye and face protection.**



- (1) Pressure release screws
(2) Fork caps

4. Compress the fork all the way and measure the oil level (3) from the top of tubes.

Standard oil level:

116 mm (4.6 in)

To lower the oil level (decrease volume), use a syringe. Add oil with a graduated beaker for accurate measurements.

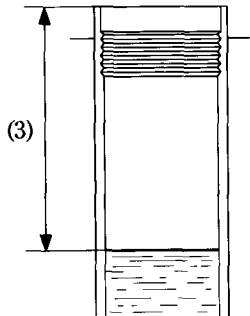
The recommended oil level range is:

87 – 129 mm (3.4 – 5.1 in)

NOTE:

- * Increase or decrease oil in increments of 2.5 cm³ (0.08 US oz, 0.09 Imp oz)
- * To prevent fork damage, do not fill past the recommended maximum level.
To prevent poor performance, do not use a level lower than the recommended minimum.

5. Be sure the oil level is the same in both fork tubes.
6. Clean and dry the fork spring with a lint free cloth. Install the fork springs. Oil the fork cap O-rings and install the fork caps. Torque the fork caps to:
- 22 N·m (2.2 kgf·m, 16 lbf·ft)



(3) Oil level

Rebound damping:

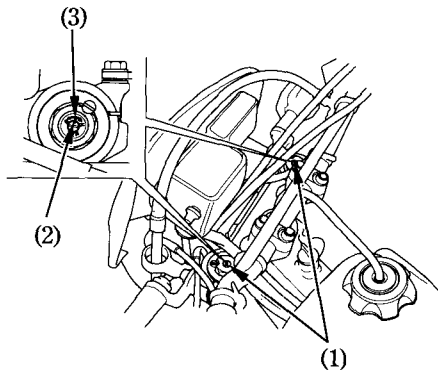
The rebound damping adjuster has at least 12 positions. Turning the adjuster one full turn advances the adjuster 6 positions.

To adjust to the standard position:

1. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
 2. Turn the adjuster counterclockwise 3 clicks until the punch mark (2) on the adjuster aligns with the reference mark (3). This is the standard position.
- Make sure that both the right and left 3. forks are adjusted in the same position.

CAUTION:

- **Always start with full hard when adjusting damping.**



- (1) Damping adjuster
- (2) Punch mark
- (3) Reference mark

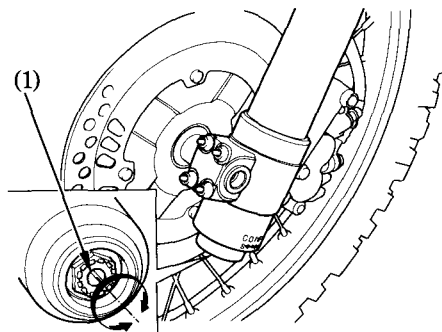
Compression damping:

This adjustment affects how quickly the fork compresses. The fork compression damping adjuster screw (1) has 16 positions (clicks) or more. Turning the adjuster screw one full turn changes the adjuster 4 positions. To adjust the adjuster to the standard position, proceed as follows:

1. Turn the adjuster screw clockwise until it stops, that is full hard.
2. Turn the adjuster screw counterclockwise one full turns to the standard position which is 8 positions back from full hard.
3. Make sure that both the right and left forks are adjusted in the same position.

CAUTION:

*** Always start with full hard when adjusting damping.**



(1) Damping adjuster screw

Rear Suspension

The rear suspension can provide the desired ride under various rider weight and riding conditions through adjustments of the rebound damping, compression damping and spring preload adjuster.

Use the following chart to determine the correct adjustment for you.

▲WARNING

- * **The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble, disconnect or service the damper unit; an explosion causing serious injury may result.**
- * **Puncture or exposure to flame may also result in an explosion, causing serious injury.**
- * **Service or disposal should only be done by your Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the official Honda Shop Manual.**

Always begin with Step I , then test ride the motorcycle. If the condition still exists, proceed to Step II and test ride the motorcycle again. If necessary, proceed to Step III.

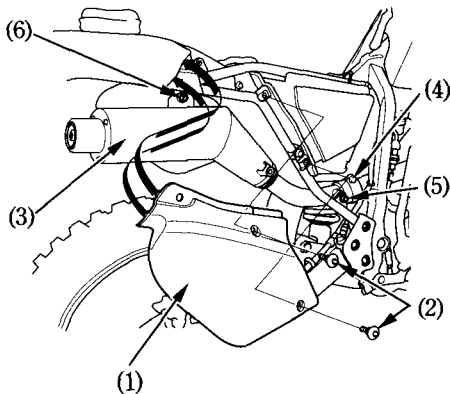
Step Condition	I	II	III
Bottoming	Shorten the spring length (to increase the pre-load)	Turn the compression damping to a stiffer position (to increase the damping force)	—
Soft	Turn the compression damping to a stiffer position (to increase the damping force)	Shorten the spring length (to increase pre-load)	Turn the rebound damping to a stiffer position (to increase the damping force)
Hard	Increase the spring length (to decrease pre-load)	Turn the compression damping to a softer position (to decrease damping force)	Turn the rebound damping to a softer position (to decrease damping force)
Excessive sinking	Shorten the spring length (to increase the pre-load)	—	—

Spring preload:

Preload should be adjusted when the engine is cold because it is necessary to remove the muffler.

An optional pin spanner is available for turning the lock nut and adjusting nut to adjust spring preload.

1. Remove the seat (page 43).
2. Remove the right side cover (1).
 - ① Remove the two bolts (2).
 - ② Pull the right side cover.
3. Remove the muffler (3).
 - ① Loosen the muffler clamp bolt (4).
 - ② Remove the lower (5) and upper muffler bolts (6).
 - ③ Pull the muffler away from the exhaust pipe.

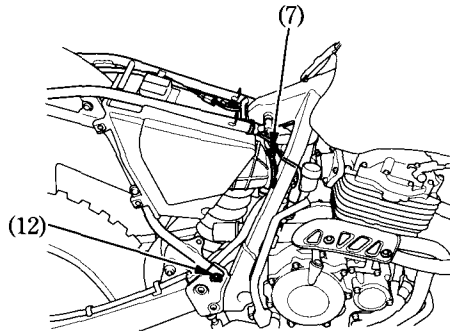


- | | |
|----------------------|--------------------------|
| (1) Right side cover | (3) Muffler |
| (2) Bolts | (4) Muffler clamp bolt |
| | (5) Muffler bolt (lower) |
| | (6) Muffler bolt (upper) |

4. Loosen the screw (7) on the air cleaner connecting tube clamp and remove the air cleaner connecting tube from the carburetor.

CAUTION:

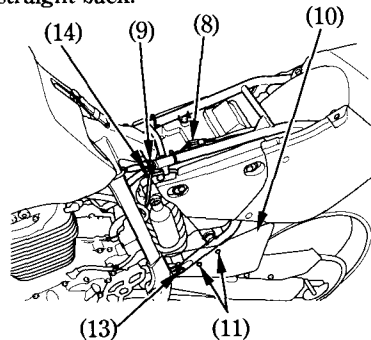
* Be careful not to allow dust into the carburetor, severe engine damage could result.



(7) Screw

(12) Subframe lower side bolt

5. Disconnect the electrical connectors (8).
6. Loosen the band and clip (9).
7. Remove the chain cover (10) by removing the two screws (11).
8. Remove the three subframe mounting bolts (12) (13) (14).
9. Remove the subframe by pulling it straight back.



- (8) Electrical connectors (9) Band and clip
(10) Chain cover (11) Screws
(13) Subframe lower side bolt
(14) Subframe upper bolt

10. Raise the rear wheel off the ground by placing a support block under the engine.
11. Measure the spring length (15). Standard spring length is:

212.3 mm (8.36 in)

12. Adjust the spring length.

- To increase spring preload:

Loosen the lock nut (16) with the optional pin spanner and turn the adjusting nut (17) to shorten the spring length. Do not shorten to less than:

205.3 mm (8.08 in)

- To decrease spring preload:

Loosen the lock nut (16) and turn the adjusting nut (17) to increase the spring length. Do not increase to more than:

216.3 mm (8.52 in)

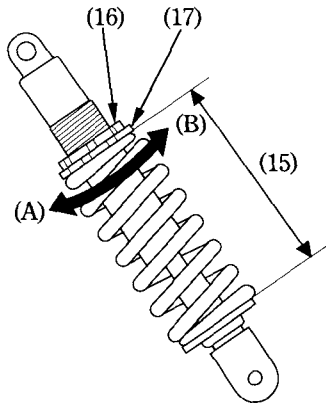
NOTE:

- * Each turn of the adjuster changes spring length and spring preload.

One turn equals : spring length/ spring preload

1.5 mm (0.06 in) / 15.0 kg (33.1 lbs)

13. Tighten the lock nut.



(15) Spring length

(16) Lock nut

(17) Adjusting nut

(A) Increase Preload

(B) Decrease Preload

14. Install the removed parts.

▲WARNING

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

- ① Install the subframe. Tighten the three bolt to the specified torque:
Subframe upper bolt (14):
26 N·m (2.7 kgf·m , 20 lbf·ft)
Subframe lower side bolts (12) (13):
42 N·m (4.3 kgf·m , 31 lbf·ft)
- ② Connect the electrical connectors by matching the cable colours.
- ③ Reinstall the band and the clip.
- ④ Tighten the air cleaner connecting tube clamp.

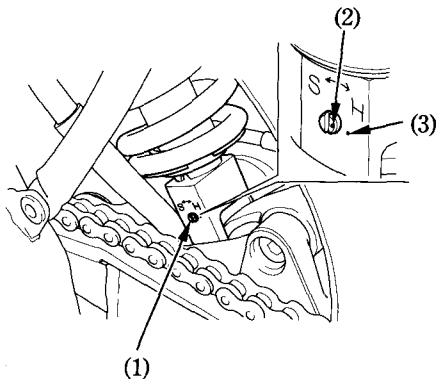
- ⑤ Install the muffler and tighten the bolts. Be careful not to damage the packing installed inside the muffler clamp. Tighten to the specified torque:
Muffler clamp bolt (4):
20 N·m (2.0 kgf·m , 14 lbf·ft)
Muffler bolt (lower) (5):
32 N·m (3.3 kgf·m , 24 lbf·ft)
Muffler bolt (upper) (6):
32 N·m (3.3 kgf·m , 24 lbf·ft)
- ⑥ Reinstall the side cover, chain cover and seat.

Rebound Damping:

The rebound damping adjuster is located at the lower end of the shock absorber. It has at least 16 positions. Turning the adjuster one full turn advances the adjuster 4 positions.

To adjust to the standard position:

1. Remove the chain cover. (page 22)
2. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
3. Turn the adjuster counterclockwise 10 clicks until the punch mark (2) on the adjuster aligns with the reference mark (3). This is the standard position.



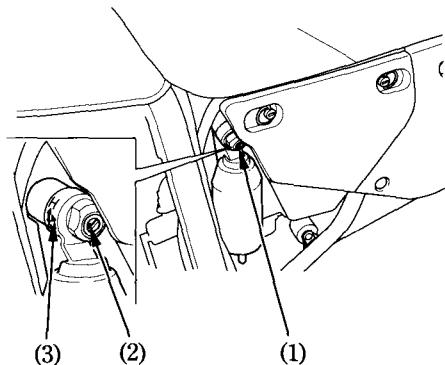
- (1) Damping adjuster
- (2) Punch mark
- (3) Reference mark

Compression Damping:

The compression damping adjuster has at least 18 positions. Turning the adjuster one full turn advances the adjuster 6 positions.

To adjust to the standard position:

1. Turn the damping adjuster (1) counter-clockwise until it will no longer turn. This is the full soft setting.
2. Turn the adjuster clockwise 12 clicks until the punch mark (2) on the adjuster aligns with the reference mark (3). This is the standard position.



- (1) Damping adjuster
- (2) Punch mark
- (3) Reference mark

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 82), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:

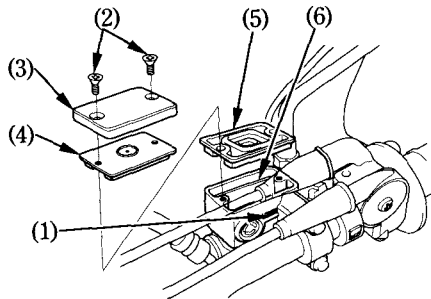
▲WARNING

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

CAUTION:

- * **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- * **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- * **Use only DOT 4 brake fluid from a sealed container.**
- * **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the UPPER level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.



- | | |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate |
| (2) Screws | (5) Diaphragm |
| (3) Reservoir cover | (6) Upper level mark |

Other Checks:

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

Rear Brake Fluid Level:

▲WARNING

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

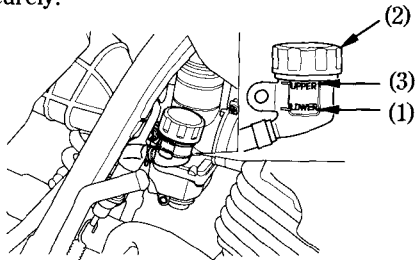
CAUTION:

- * **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- * **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- * **Use only DOT 4 brake fluid from a sealed container.**
- * **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1).

Remove the reservoir cap (2). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the UPPER level mark (3). Tighten the reservoir cap securely.



(1) LOWER level mark

(2) Reservoir cap

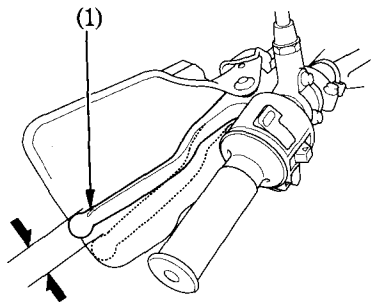
(3) UPPER level mark

CLUTCH

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the lever (1).

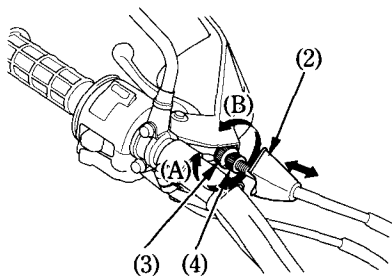
Normal clutch lever free play is:

10–20 mm (0.4–0.8 in)



(1) Clutch lever

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the dust cover.



- (2) Dust cover
(3) Lock nut
(4) Adjuster

- (A) Increase free play
(B) Decrease free play

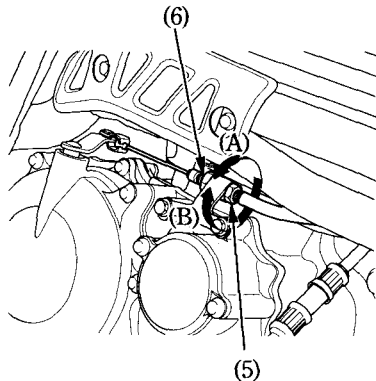
3. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

NOTE:

- * If proper adjustment cannot be obtained or the clutch does not work correctly, the cable or clutch friction discs may be worn. Refer to the official Honda shop manual or see your Honda dealer.

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



- (5) Lock nut
(6) Adjusting nut

- (A) Increase free play
(B) Decrease free play

ENGINE OIL

Engine Oil Level Check

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

The oil filler cap is in front of fuel tank and has a dipstick for measuring the oil level. Oil level must be maintained between the upper (1) and lower (2) level marks on the dipstick (3).

NOTE:

- * The oil level cannot be checked accurately immediately after the engine has been run at high speed.
- * Make sure that motorcycle is standing upright on firm level ground while idling.

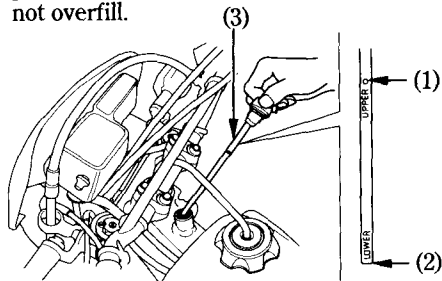
1. Park the motorcycle on a firm, level surface.
2. Start the engine and let it idle for 5 minutes. If the air temperature is below 10°C (50°F), let the engine idle for an additional 5 minutes (a total of 10 minutes).

An engine that is not warmed sufficiently may give an inaccurate (low) oil level reading. During idling, support the

motorcycle in an upright position to assure an accurate oil level reading. Stop the engine.

3. Immediately remove the oil filler cap/dipstick (3) and wipe it clean.
4. Hold the motorcycle upright. Insert the dipstick until it seats, but don't screw it in.
5. Remove the dipstick. The oil level should be between the upper (1) and lower (2) level marks on the dipstick.

If required, add the specified oil (see page 65) up to the upper level mark. Do not overfill.



- (1) Upper level mark (3) Oil filler cap/dipstick
(2) Lower level mark

6. Reinstall the oil filler cap/dipstick. Check for oil leaks.

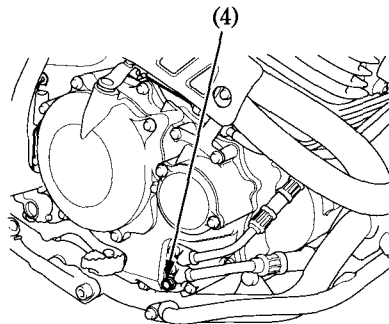
CAUTION:

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

NOTE:

* The engine contains a crankcase oil level check bolt (4). Remove the bolt and check that the level is flush with the lower edge of the hole.

If it is, start the engine and check the engine oil level. If the crankcase oil level is low, add the recommended engine oil before starting the engine to check the engine oil level.



(4) Crankcase oil level check bolt

FUEL

Fuel Cock

The three way fuel cock (1) is on the left side near the carburetor.

OFF

With the fuel cock in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the cock OFF whenever the motorcycle is not in use.

ON

With the fuel cock in the ON position, fuel will flow from the main fuel supply to the carburetor.

RES

With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

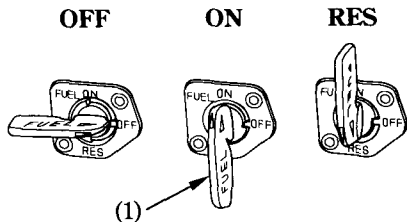
1.5 l (0.40 US gal , 0.33 Imp gal)

▲WARNING

- To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.
- Be careful not to touch any hot engine parts while operating the fuel cock.

NOTE:

- Remember to check that the fuel cock is in the ON position each time you refuel. If the cock is left in the RES position, you may run out of fuel with no reserve.



(1) Fuel cock

Fuel Tank

The fuel tank capacity including the reserve supply is:

9.5 l (2.51 US gal , 2.09 Imp gal)

The reserve supply alone is:

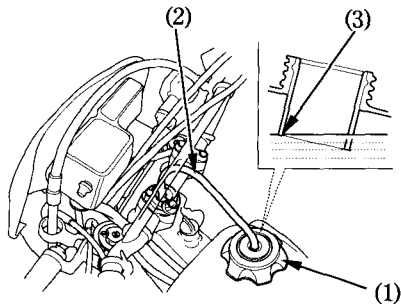
1.5 l (0.40 US gal , 0.33 Imp gal)

To open the fuel fill cap (1), pull out the breather tube (2) from the steering stem nut. Then turn the fuel fill cap counterclockwise.

After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise. Insert the breather tube into the steering stem nut. Use unleaded petrol with a research octane number of 98 or higher.

CAUTION:

* If "spark knock" or "pinking" occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.



- (1) Fuel fill cap
(2) Breather tube

- (3) Filler neck

▲WARNING

- * **Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.**
 - * **Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel fill cap is closed securely.**
 - * **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
 - * **Avoid repeated or prolonged contact with skin or breathing of vapor.**
- KEEP OUT OF REACH OF CHILDREN.**

Petrol Containing Alcohol

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

NOTE:

- Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

TYRES

Proper air pressure will provide maximum stability, riding comfort and tyre life.

Check tyre pressure frequently and adjust if necessary.

NOTE:

- * Tyre pressure should be checked before you ride while the tyres are "cold".

Off road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications:

Cold tyre pressures kPa (kgf/cm ² ,psi)	Front: 150 (1.5 , 22)
	Rear: 150 (1.5 , 22)
Maximum weight capacity	100 kg (220 lbs)
Tyre size	Front: 3.00 - 21 - 51P
	Rear: 4.00 - 18 - 64P

Check the tyres for cuts, embedded nails, or other sharp objects. See your Honda dealer for replacement of damaged tyres or punctured inner tubes.

▲WARNING

- * **Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.**
- * **Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.**
- * **Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.**

Replace tyres before tread depth at the center of the tyre reaches the following limit:

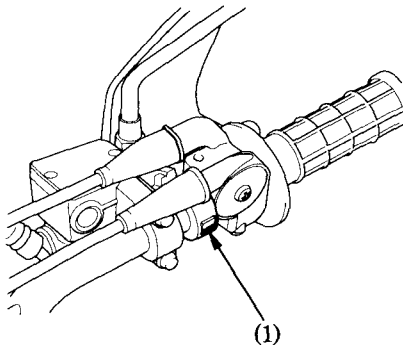
Minimum tread depth
3 mm (1/8 in)

ESSENTIAL INDIVIDUAL COMPONENTS

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

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



(1) Engine stop switch

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

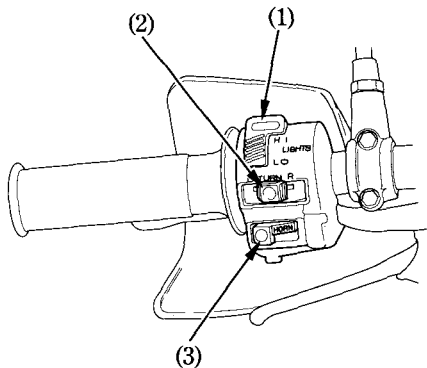
Select HI for high beam, LO for low beam.

Turn Signal Switch (2)

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

Horn Button (3)

Press the button to sound the horn.



(1) Headlight dimmer switch

(2) Turn signal switch

(3) Horn button

FEATURES

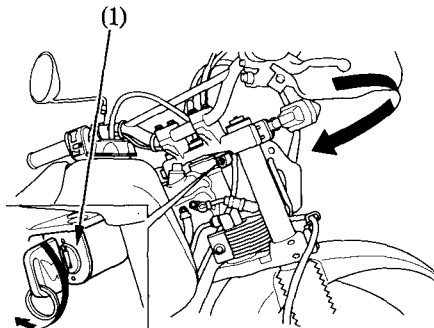
(Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering stem.

To Lock:

Turn the handlebar all the way to the left and insert the key into the lock, turn the key 180° clockwise and remove it.



(1) Steering lock

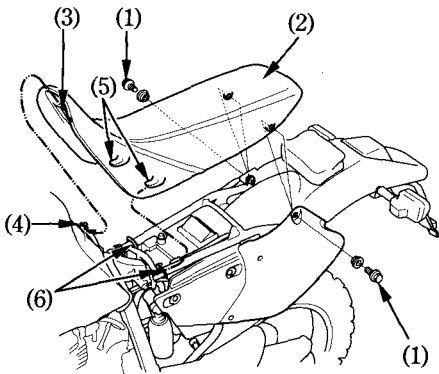
SEAT

Removal:

1. Remove the two bolts (1) securing the seat (2).
2. Slide the seat back.

Installation:

1. Align the locating slot (3) under the front of the seat with the pin (4) on the rear of the fuel tank.
2. Align the locating prongs (5) on the bottom of the seat with the hooks (6) on the frame.
3. Slide the seat into position.
4. Install the bolts and tighten them.



(1) Bolts

(2) Seat

(3) Slot

(4) Pin

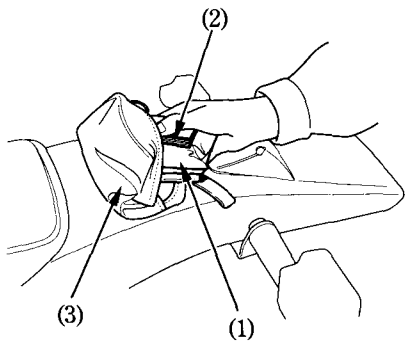
(5) Prongs

(6) Hooks

TOOL BAG STORAGE

The tool bag (1) and owners manual (2) is in the tool bag storage (3) at the rear of the seat.

Some repairs adjustments and parts replacement can be performed with this tool. This owner's manual and other documents should be stored in the tool bag storage. When washing your motorcycle, be careful not to flood this area with water.



- (1) Tool bag
- (2) Owners manual
- (3) Tool bag storage

OPERATION

PRE-RIDE INSPECTION

▲ WARNING

*** If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.**

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

1. Engine oil level—add engine oil if required (page 32). Check for leaks .
2. Fuel level—fill fuel tank when necessary (page 35). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage.
4. Tyres—check condition and pressure (page 38).
5. Spokes and rim locks—check and tighten if necessary (page 89).

6. Drive chain—check condition and slack (page 76). Adjust and lubricate if necessary.
7. Chain guide slider and slipper—check slider wear (page 77).
8. Throttle—check for smooth opening and full closing in all steering positions (pages 73–74).
9. Clutch—check operation, and adjust if necessary (pages 30–31).
10. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
11. Spark plug and high tension terminal—check for looseness
12. Engine stop switch—check for proper function (page 40).
13. Nuts, bolts, fasteners—check the front wheel to see that the axle nut and axle holder nuts are tightened securely. Check security of all other nuts, bolts, and fasteners.

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

STARTING THE ENGINE

Always follow the proper starting procedure described below.

▲WARNING

- Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.
- Attempting to start the engine with the transmission in gear and the clutch engaged may result in injury or damage.

NOTE:

- This motorcycle can be kickstarted with the transmission in gear by disengaging the clutch before operating the kickstarter.

Preparation

Make sure that the transmission is in neutral. Turn the fuel cock ON.

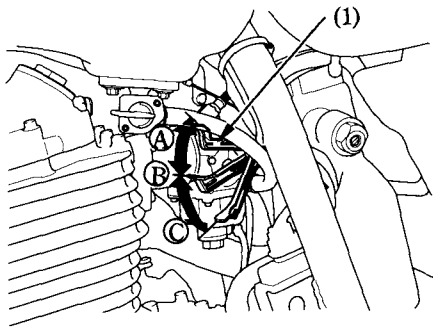
Starting Procedure

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

Normal Air Temperature

10° – 35° C (50° – 95° F)

1. Pull the choke lever (1) up all the way to Fully ON (A).



(1) Choke lever

- (A) Fully ON
- (B) Detent Position
- (C) Fully OFF

2. Keep the throttle fully closed.
3. Operate the kickstarter to start the engine. Starting from the top of the stroke, kick through to the bottom with a rapid, continuous motion. Do not operate the throttle.

CAUTION:

- * **Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.**

4. Immediately after the engine starts, push the choke lever (1) down to the Detent Position (B).

CAUTION:

- * **Extended use of the choke may impair piston and cylinder wall lubrication and damage the engine.**

5. Warm up the engine by opening and closing the throttle slightly.
6. About a half minute after the engine starts, push the choke lever (1) down all the way to Fully OFF (C).
If idling is unstable, open the throttle slightly.

High Air Temperature

35 °C (95 °F) or above

1. Do not use the choke.
2. Keep the throttle fully closed.
3. Start the engine following step 3 under “Normal Air Temperature”.

If the engine fails to restart:

1. Pull the decompression lever (page 49) in, open the throttle fully, and operate the kickstarter pedal several times while pressing the engine stop button to clear the engine. Release the decompression lever.
2. Start the engine following step 2 under “Normal Air Temperature”.

Low Air Temperature

10 °C (50 °F) or below

1. Follow steps 1 – 3 under “Normal Air Temperature.”
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) down all the way to fully OFF (C).

MANUAL STARTER DECOMPRESSOR

Although an engine decompression system is interlocked with the kickstarter, the manual starter decompressor can also be used if you experience starting difficulties.

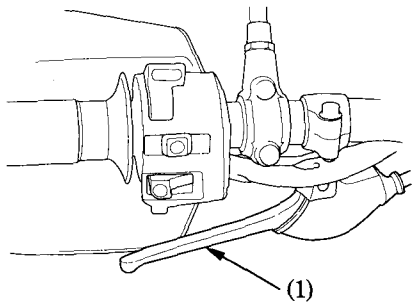
To operate:

1. With the throttle fully closed, push down lightly on the kickstarter until you feel some resistance.
2. Pull the decompressor lever (1) and push the kickstarter down again slowly about 1/4 to 1/2 of a full stroke.
3. Release the decompressor lever and kickstart the motorcycle in the usual manner.

The manual starter decompressor can also help restart the engine in an off-road situation where the motorcycle is rolling down a hill.

1. Close the throttle. Pull the clutch lever in and shift into 2nd or 3rd gear.
2. With the motorcycle rolling, release the clutch lever.

3. If the rear tyre skids instead of turning over the engine, pull the decompressor lever. Releasing compression allows the rear wheel to roll while turning the engine over.
4. Release the decompressor lever. If the engine does not start, pull the decompressor lever again. Wait until the motorcycle gains speed and release the decompressor lever.



(1) Decompressor lever

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, push the choke lever down to Fully OFF (C). Pull and hold the manual decompressor lever. Open the throttle fully and crank the engine several times with the kickstarter while pushing the engine stop button. Release the decompressor lever, the engine stop button and follow the "High Air Temperature" Starting Procedure (page 48).

RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first operating day or 25 km (15 miles).

During this period, avoid full-throttle starts and rapid acceleration.

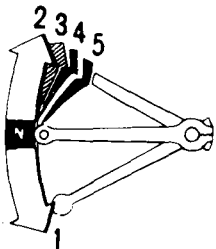
RIDING

▲WARNING

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

NOTE:

- * Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 59 and explanation for SIDE STAND on page 90)



1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.
6. Raise the pedal to shift to a higher gear and depress the pedal to shift to a lower gear. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.

▲WARNING

- * Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.

CAUTION:

- * Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.
- * Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
- * Do not run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.

BRAKING

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

▲WARNING

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

▲WARNING

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

PARKING

1. After stopping the motorcycle, shift the transmission into neutral and turn the fuel cock OFF and turn the handlebar fully to the left. Push the engine stop button in and hold it in until the engine stops completely.
2. Use the side stand to support the motorcycle while parked.

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
- * **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the steering lock. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO.: _____

MAINTENANCE

- When service is required, remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified.
- The maintenance intervals shown in the following schedule are based upon average riding conditions. Machines subjected to severe use (competition), or ridden in unusually wet or dusty areas, require more frequent servicing.
- Consult your Honda dealer for recommendations applicable to your individual needs and use.
- If your motorcycle is involved in a collision, have your Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment or damage.

COMPETITION INSPECTION-Check all items before each race.

No.	ITEMS	INSPECT FOR:	ACTION	REFER TO PAGE
1	All Pre-ride Inspection items	As listed		45
2	Engine oil	Contaminants	Change	32-33
3	Fuel line	Deterioration, damage or leakage	Replace	-
4	Valve clearance	Correct clearance	Adjust	-
5	Engine-idle speed	Correct idle speed	Adjust	72
6	Carburetor-choke	Proper operation	-	-
7	Decompression mechanism	Proper free play	Adjust	-
8	Clutch discs	Proper operation, see NOTE 1	Replace	-
9	Air cleaner	Contamination or tears	Clean or replace	63
10	Spark plug	Tightness, proper heat range, and high-tension terminal security	Tighten, replace or secure	70-71
11	Steering head	Free rotation of handlebar and steering stem nut tightness	Adjust or retighten	-
12	Front suspension	Smooth operation, no oil leaks, good boot condition, air pressure and oil volume	Replace or adjust	12-18, 87
13	Rear suspension	Smooth operation, no oil leaks and spring height	Replace or adjust	19-26, 88
14	Swingarm bearings	Smooth operation	Replace	-
15	Rear suspension linkage bushings	Wear	Replace	-
16	Brake pads	Wear beyond service limit	Replace	82

No.	ITEMS	INSPECTFOR:	ACTION	REFER TO PAGE
17	Drive chain: max. length/pins	1,675 mm (65.9 in)/106	Replace	77-79
18	Sprockets	Wear and secure installation	Replace or tighten	78
19	Seat	Security	Tighten	--
20	Headlight	Proper beam aim	Adjust	--
21	Speedometer/tripmeter	Proper operation	Replace	10-11
22	Control cables	Smooth operation, kinks and correct routing	Lubricate or replace	--
23	Engine mounting bolts	Tightness	Tighten	--

NOTE 1: Competition use may cause more rapid clutch disc wear.

Refer to the official Honda Shop Manual, or see your Honda dealer for clutch disassembly and wear inspection.

Refer to Maintenance Schedule (pages 58 - 59) for regular service intervals.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 45) at each scheduled maintenance period.

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

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

ITEMS	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	INITIAL MAINT.	REGULAR MAINT. INTERVAL					Refer to page	
				x100km	1.5	10	20	30		40
				x100mi	1	6	12	18		24
				MONTH	1	6	12	18		24
* FUEL LINE						I		I	—	
** FUEL STRAINER SCREEN						C		C	—	
* THROTTLE OPERATION						I		I	73-74	
AIR CLEANER	NOTE1			C		C		C	63-64	
SPARK PLUG				I	I	I	I	I	70-71	
* VALVE CLEARANCE			I	I	I	I	I	I	—	
ENGINE OIL			R	R	R	R	R	R	65-69	
ENGINE OIL FILTER			R	R	R	R	R	R	68-69	
* ENGINE OIL STRAINER SCREEN IN DOWN TUBE						C		C	—	
* DECOMPRESSOR SYSTEM			I	I	I	I	I	I	49	
** ENGINE IDLE SPEED			I	I	I	I	I	I	72	
DRIVE CHAIN	NOTE1		I,L	Every 500km(300mi) or every 3 month:I,L					76	
DRIVE CHAIN SLIDER				I	I	I	I	I	77	

ITEMS	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	→ INITIAL MAINT.	REGULAR MAINT. INTERVAL				Refer to page		
				x100km	1.5	10	20		30	40
				x100mi	1	6	12		18	24
		NOTE 2	MONTH	1	6	12	18	24		
	BRAKE FLUID	NOTE 2			I	I	I	I	27,29	
	BRAKE PAD WEAR				I	I	I	I	82	
	BRAKE SYSTEM		I	I	I	I	I	I	27-29	
	BRAKE LIGHT SWITCH					I		I	91	
*	HEADLIGHT AIM					I		I	-	
	CLUTCH SYSTEM		I	I	I	I	I	I	30-31	
	SIDE STAND					I		I	90	
*	SUSPENSION					I		I	87,88	
*	SPARK ARRESTER				C : every 1,600 km (1,000 mi) or every 100 operating hours				75	
*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	-	
**	WHEEL/TIRES		I	I	I	I	I	I	38,89	
**	STEERING HEAD BEARINGS		I	I	I	I	I	I	-	

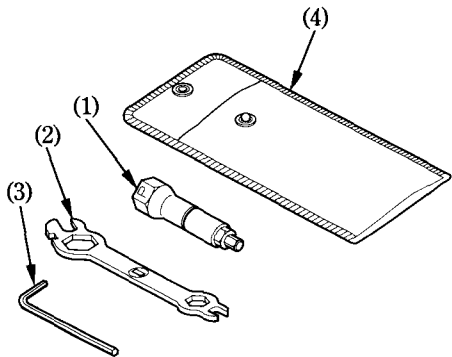
* SHOULD BE SERVICED BY YOUR HONDA DEALER, UNLESS THE OWNER HAS THE PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR HONDA DEALER.

NOTE: 1. Service more frequently when ridden in wet or dusty conditions.
2. Replace every 2 years. Replacement requires mechanical skill.

TOOL KIT

The spark plug wrench (1), multi-purpose wrench (2) and 5 mm hex wrench (3) are stored in the tool bag (4).



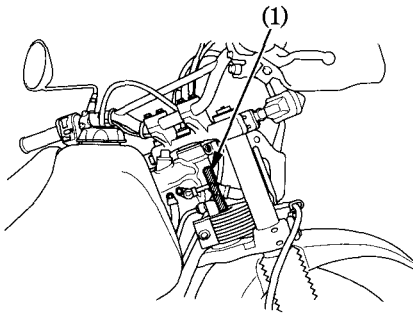
- (1) Spark plug wrench (3) 5 mm hex wrench
(2) Multi-purpose wrench (4) Tool bag

SERIAL NUMBERS

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

Record the numbers here for your reference.

FRAME NO. _____

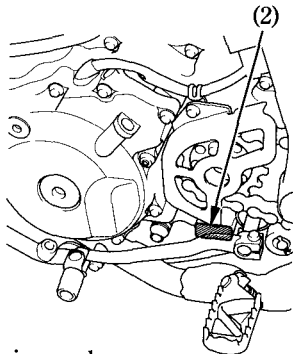


(1) Frame number

The frame number (1) is stamped on the right side of the steering head.

The engine number (2) is stamped on the left side of the crankcase.

ENGINE NO. _____



(2) Engine number

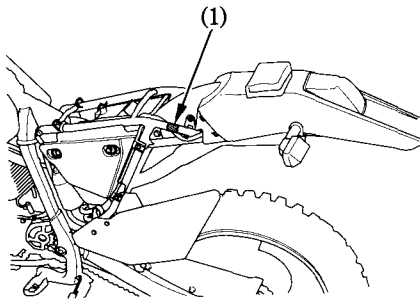
COLOUR LABEL

The colour label (1) is attached to the frame behind the left side cover.

It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

▲WARNING

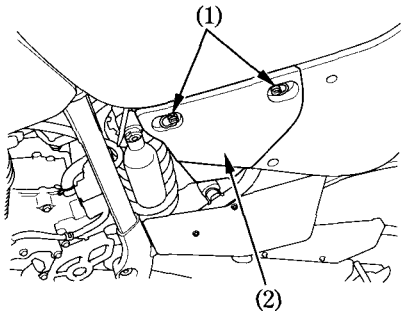
- * If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- * Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.
- * Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

AIR CLEANER

(Refer to the maintenance precautions on page 62).

The air cleaner should be serviced at regular intervals (page 58). Service more frequently when riding in unusually wet or dusty areas.

1. Lift the D-ring on each quick-release fastener (1) and turn it counterclockwise until it releases. Open the air cleaner housing cover (2).

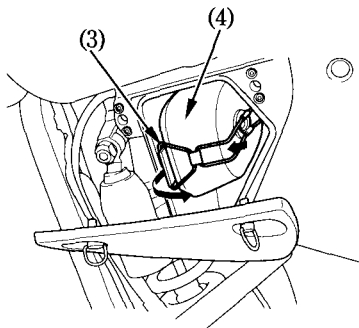


- (1) Quick-release fastener
(2) Air cleaner housing cover

2. Unhook the set spring (3).
3. Remove the air cleaner (4).
4. Wash the air cleaner in clean, nonflammable or high flash point solvent and let it dry thoroughly.

▲WARNING

- * Never use petrol or low flash point solvents for cleaning the air cleaner. A fire or explosion could result.**



- (3) Set spring (4) Air cleaner

5. Soak the air cleaner in gear oil (SAE 80–90) until saturated, then squeeze out the excess oil.
6. Install the air cleaner with the lug on the holder aligned with the hole in the air cleaner, then hook the set spring and install the left side cover.

ENGINE OIL

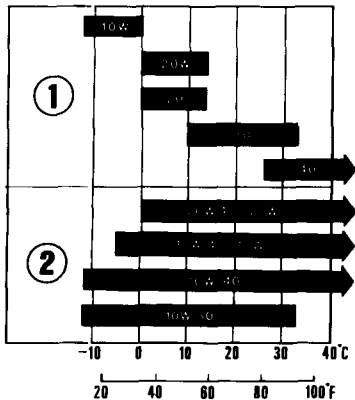
(Refer to the maintenance precautions on page 62).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.



(1) SINGLE GRADE

(2) MULTI GRADE

Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 58).

NOTE:

* Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.

1. Start the engine and let it idle for a few minutes.
2. Stop the engine, place an oil drain pan under the crankcase. Remove the oil filler cap/dipstick, the drain bolt (1) on the down tube and drain bolt (2) on the left crankcase.
3. After the oil has drained, make sure the sealing washers on the drain plugs are in good condition.

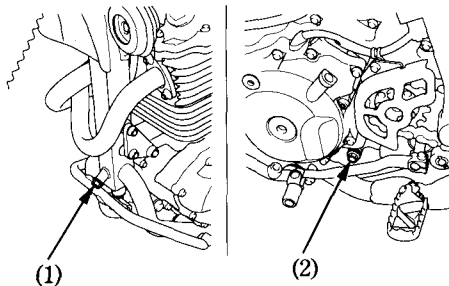
4. Install the drain bolts to the specified torque.

Crankcase drain bolt torque:

25 N·m (2.5 kgf·m , 18 lbf·ft)

Frame drain bolt torque:

39 N·m (4.0 kgf·m , 29 lbf·ft)



(1) Drain bolt (down tube)

(2) Drain bolt (left crankcase)

CAUTION:

- * **To fill the oil tank up to the upper level, oil should be added in two steps.**
5. With the motorcycle upright on firm level ground.
 6. Fill the oil tank with the specified oil (See page 65) up to the upper level mark and install the oil filler cap/dipstick.
 7. Start the engine and let it idle for 5 minutes. During idling, support the motorcycle in an upright position on a firm, level surface to assure an accurate oil level reading. Stop the engine.
 8. Immediately remove the oil filler cap/dipstick and add the specified oil up to the upper level mark.
 9. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

- * **Running the engine with insufficient oil can cause serious engine damage.**
- * **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

NOTE:

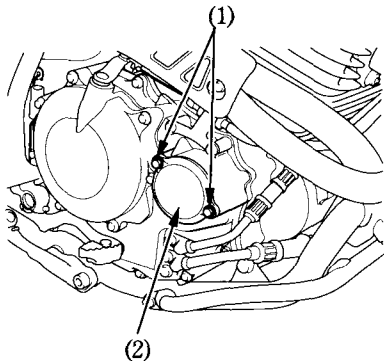
- * **Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.**

Engine Oil Filter

NOTE:

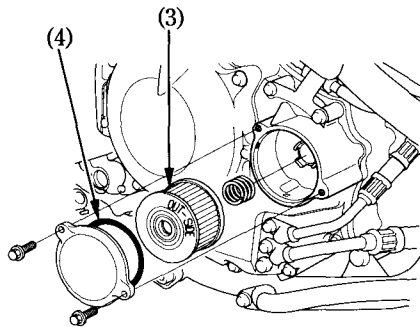
* Change the filter after draining the engine oil.

1. Remove the oil filter bolts (1) and oil filter cover (2).
2. Remove the oil filter (3) from the cover.



(1) Oil filter bolts (2) Oil filter cover

3. Check that the oil filter cover O-ring (4) is in good condition and then install the new oil filter. Use the Honda oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.

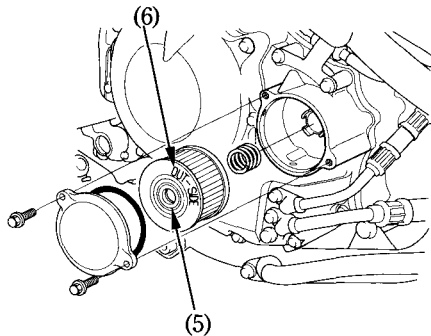


(3) Oil filter element (4) O-rings

4. Install the filter with the rubber seal (5) facing out, away from the engine. You will see "OUT-SIDE" mark (6) on the filter body, near the seal.

CAUTION:

*** Improper installation of the oil filter can cause serious engine damage.**



- (5) Rubber seal
(6) OUT-SIDE mark

5. Reinstall the oil filter cover, making sure the bolts are tightened securely.

Oil Filter Bolt Torque:

12 N·m (1.2 kgf·m , 9 lbf·ft)

6. Perform steps 5 – 9 of Engine Oil Change.

Engine oil after draining and oil filter change:

1.8 ℓ (1.9 US qt , 1.6 Imp qt)

SPARK PLUG

(Refer to the maintenance precautions on page 62).

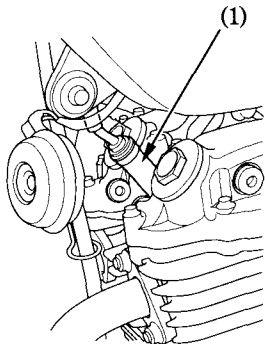
Recommended plugs:

Standard:

DPR8Z (NGK) or
X24GPR – U (DENSO)

For extended high speed riding:

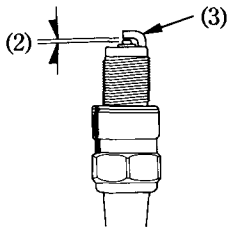
DPR9Z (NGK) or
X27GPR – U (DENSO)



(1) Spark plug cap

For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range (a higher number).

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap (1) and remove the spark plug with the multi-purpose wrench provided in the tool bag.



(2) Spark plug gap

(3) Side electrode

3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded.

Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.

4. Check the spark plug gap (2) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (3) carefully.

The gap should be:

0.6–0.7 mm (0.02–0.03 in)

Make sure the plug washer is in good condition.

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.

CAUTION:

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

IDLE SPEED

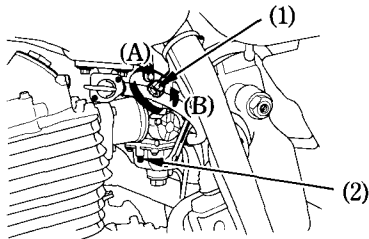
(Refer to the maintenance precautions on page 62).

Idle Speed:

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

NOTE:

- * Do not attempt to compensate for faults in other systems by adjusting idle speed. See your Honda dealer for regularly scheduled carburetor adjustments.



- (1) Throttle stop screw (A) Increase rpm
(2) Pilot screw (B) Decrease rpm

1. Warm up the engine and hold the motorcycle upright. Shift to neutral.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).

IDLE SPEED:

$1,300 \pm 100 \text{ min}^{-1} (\text{rpm})$ (In neutral)

Idle Mixture:

1. Adjust the fuel mixture by turning the pilot screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Set the pilot screw exactly between these two extreme positions.

From a fully closed position, the correct setting (between extremes of rich and lean) will be approximately:

2 1/4 turns

2. If the idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

THROTTLE OPERATION

(Refer to the maintenance precautions on page 62).

Cable Inspection:

Check for smooth rotation of the throttle grip from the fully open to the fully closed in all steering positions. Inspect the condition of the throttle cables from the throttle grip down to the carburetor. If the cables are kinked, chafed or improperly routed, they should be replaced or rerouted.

Check the cables for tension or stress at all steering position. Lubricate the throttle cables with a commercially available cable lubricant to prevent premature wear and corrosion.

▲WARNING

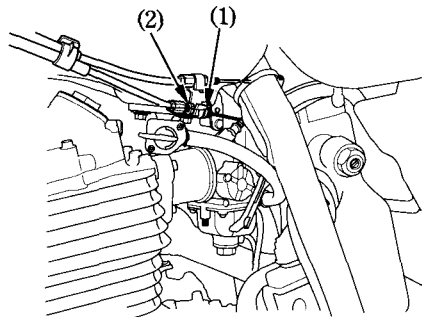
*** For safe operation and positive engine response, the throttle cable must be properly adjusted.**

Free Play Adjustment:

Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

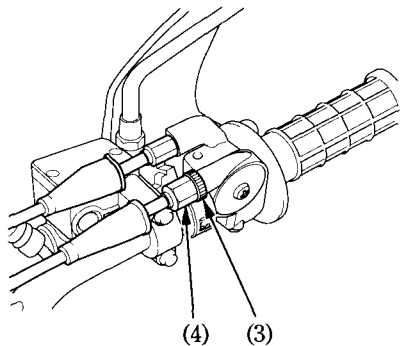
2—6 mm (0.08—0.24 in)



(1) Lower lock nut

(2) Lower adjuster

Major free play adjustments, such as after replacing the throttle cables or removing the carburetor, are made with the lower adjuster (2). Minor free play adjustments are made with the upper adjuster (4). To adjust free play, loosen the lock nut (1) or (3), and turn the adjuster (2) or (4). Tighten the lock nut after adjustment.



(3) Upper lock nut

(4) Upper adjuster

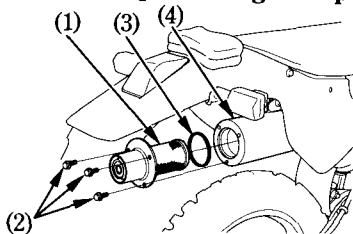
SPARK ARRESTER

(Refer to the maintenance precautions on page 62).

The exhaust system spark arrester must be purged of accumulated carbon periodically (see Maintenance Schedule for servicing period, page 59).

▲WARNING

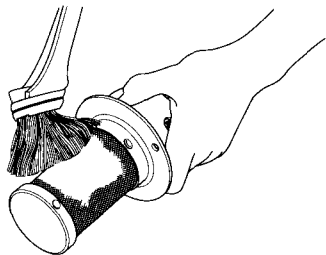
***The exhaust system becomes very hot during operation and remains hot for a period of time after stopping the engine. Allow the exhaust system to cool before performing this operation.**



(1) Spark arrester
(2) Bolts

(3) Gasket
(4) Muffler

1. Remove the three bolts (2), the spark arrester (1), and the gasket (3) from the muffler (4).
2. Use a brush to remove carbon deposits from the spark arrester screen. Be careful to avoid damaging the spark arrester screen. The spark arrester must be free of breaks and holes. Replace if necessary. Check the gasket. Replace, if necessary.
3. Install the spark arrester and the gasket in the muffler and tighten the three bolts securely.



DRIVE CHAIN

(Refer to the maintenance precautions on page 62).

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

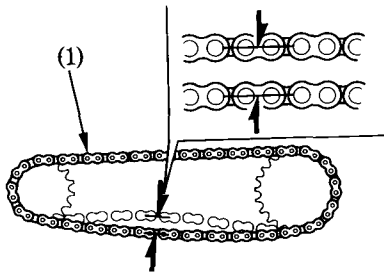
The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 45). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, raise the rear wheel off the ground by placing a support under the engine, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:

35–45 mm (1.4–1.8 in)

3. Roll the motorcycle forward. Stop. Check drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

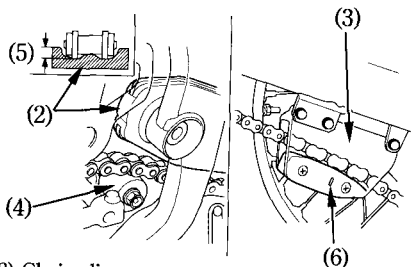
4. Check the chain slipper (2), chain guide slider (3) and chain roller (4) for wear. When the depth (5) of the chain slipper reaches the limit, the chain slipper must be replaced. Chain slipper depth limit:

8 mm (0.3 in)

Replace the chain guide slider if the chain is visible through the wear inspection window (6).

Replace the chain roller if it is smaller than:

25 mm (1.0 in)

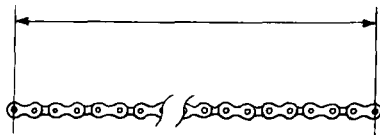


- (2) Chain slipper
 (3) Chain guide slider
 (4) Chain roller
 (5) Depth
 (6) Inspection window

5. Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Remove the drive chain and measure the distance between a span of pins from pin center to pin center. If the distance exceeds the service limit, the chain is worn out and should be replaced.

New chain: 1,667 mm (65.6 in)

Service limit: 1,675 mm (65.9 in)

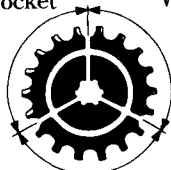


Span of pins measured: 106

6. Inspect the sprocket teeth for possible wear or damage. Replace if necessary.

Damaged Sprocket Teeth

REPLACE



Worn Sprocket Teeth

REPLACE

Normal Sprocket Teeth

GOOD

Standard sprocket sizes:

Drive sprocket (engine)	Driven sprocket (rear wheel)
15 teeth	40 teeth

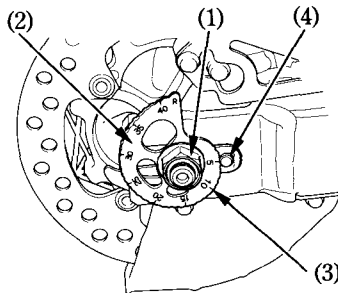
NOTE:

* If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.

Adjustment:

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

1. Loosen the rear axle nut (1) while holding the axle.
2. Turn both the right and left adjusters (2) equally to increase or decrease chain slack.
3. After adjusting, be sure the same adjuster index marks (3) align with the stopper pins (4) on both sides of the swingarm.



- (1) Axle nut
(2) Chain adjuster

- (3) Index mark
(4) Stopper pin

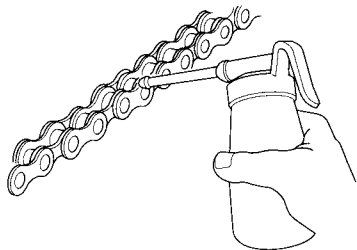
NOTE:

- * If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.
4. Turn the axle end bar to the lower edge of swing arm.
Tighten the rear axle nut to:
88 N·m (9.0 kgf·m , 65 lbf·ft)
 5. Recheck chain slack.

Lubrication and cleaning:

Lubricate every 500 km (300 miles) or sooner if chain appears dry. The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the side surfaces of the chain with a dry cloth. Do not brush the rubber O-rings. Brushing will damage them. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

D.I.D. 520V8 or RK 520MOZ6



Removal and Cleaning:

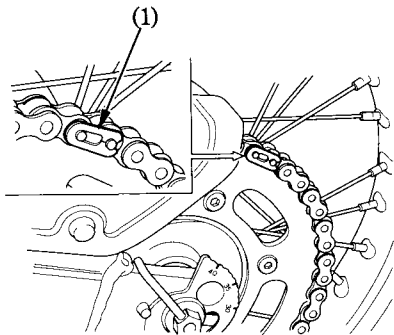
When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the side surfaces of the chain with a dry cloth. Do not brush the rubber O-rings. Brushing will damage them. Use of a solvent may also damage the O-rings. Inspect the drive chain and clip for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

▲WARNING

- * **Never use petrol or low flash point solvents for cleaning the drive chain. A fire or explosion could result.**

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary.
4. Lubricate the drive chain (page 79).



(1) Retaining clip

5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.

Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain and rear brake pedal free play.

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 62).

Brake pad wear depends upon the severity of usage, the type of riding, and riding area conditions. (Generally, the pads will wear faster on wet and dirty riding terrain.)

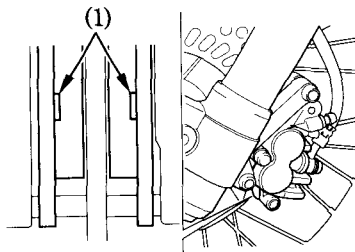
Inspect the pads at each regular maintenance interval (page 59).

Front/Rear Brake

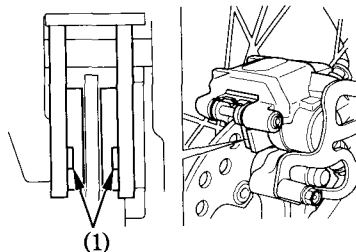
Check the cutout (1) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.

< FRONT BRAKE >



< REAR BRAKE >



(1) Cutout

WHEEL REMOVAL

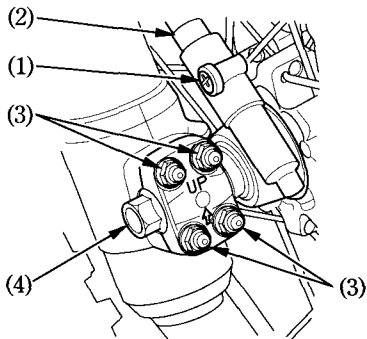
(Refer to the maintenance precautions on page 62).

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Loosen the axle holder nuts (3).
4. Unscrew the axle (4). Remove the wheel.

NOTE:

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



- | | |
|-----------------------|----------------------|
| (1) Screw | (3) Axle holder nuts |
| (2) Speedometer cable | (4) Front axle |

Installation notes:

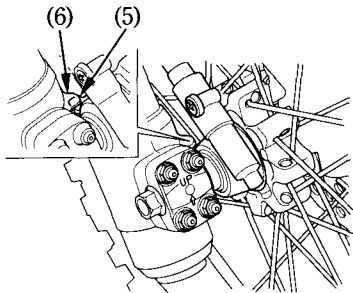
- Reverse the removal procedure.
- Insert the axle through the wheel hub and left fork leg.

Make sure that the tang (5) on the speedometer gearbox is located behind the tang (6) on the right fork leg.

- Tighten the axle.

Axle torque:

88 N·m (9.0 kgf·m , 65 lbf·ft)



(5) Tang (speedometer gearbox)

(6) Tang (right fork leg)

- Tighten the upper axle holder nuts to the specified torque first, then tighten the lower axle holder nuts to same torque.

Axle holder nut torque:

12 N·m (1.2 kgf·m , 9 lbf·ft)

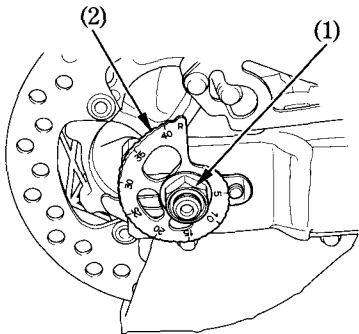
- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

▲WARNING

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

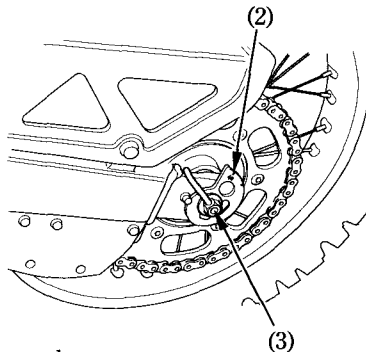
Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Loosen the rear axle nut (1) while holding the axle.



- (1) Rear axle nut
(2) Adjusters

3. Turn both adjusters (2) so the rear wheel can be moved all the way forward for maximum drive chain slack.
4. Move the rear wheel forward. Derail the drive chain from the driven sprocket.
5. Move the rear axle (3) back all the way to the swingarm end. Pull down the rear axle.
6. Remove the rear wheel with the rear axle.



- (3) Rear axle

NOTE:

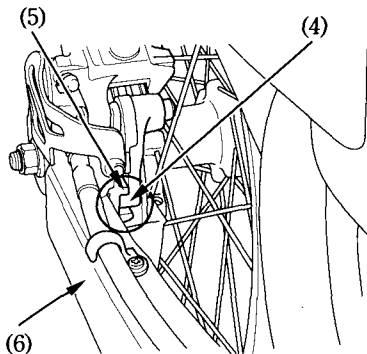
- Do not depress the brake pedal while the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your Honda dealer for this service.

Installation notes:

- To install the rear wheel, reverse the removal procedure.
- Make sure that the lug (4) on the brake caliper is located in the slot (5) in the swingarm (6).
- Axle nut torque:
88 N·m (9.0 kgf·m , 65 lbf·ft)
- Adjust the drive chain (page 78).
- Apply the brake several times and check for free wheel rotation after the brake pedal is released.

▲WARNING

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



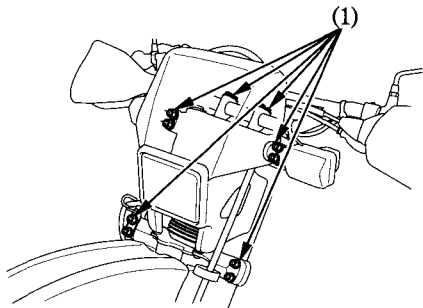
(4) Lug
(5) Slot

(6) Swingarm

FRONT SUSPENSION

(Refer to the maintenance precautions on page 62).

Check the fork operation by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly, with no oil leakage from the fork legs. Damaged, binding, or leaking fork should be repaired before the motorcycle is operated. Check security of all fork and handlebar mounting bolts (1).



(1) Mounting bolts

⚠ WARNING

- Operating the motorcycle with loose, worn, or damaged steering or front suspension components may adversely affect vehicle handling and stability.
- If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly related to safety and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.

REAR SUSPENSION

(Refer to the maintenance precautions on page 62).

Check the rear suspension periodically by careful visual examination. Note the following items:

1. Swingarm bearings should be checked by pushing hard against the side of the rear wheel. Free play indicates worn bearings.
2. Check all suspension component attachment points for security of their respective fasteners.
3. Check for oil leaks in the shock absorber units.

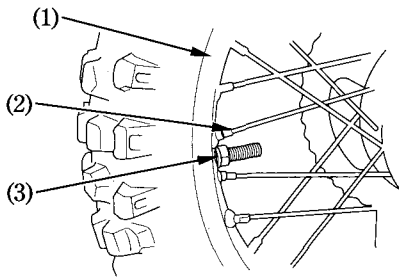
▲ WARNING

- * **If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly related to safety and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.**

WHEEL SPOKES

(Refer to the maintenance precautions on page 62).

1. Inspect the wheel rims (1) and spokes (2) for damage.
2. Tighten any loose spokes and rim locks (3).
3. Check wheel rim runout. If runout is noticeable, see your Honda dealer for inspection.



(1) Wheel rim
(2) Spoke

(3) Rim lock

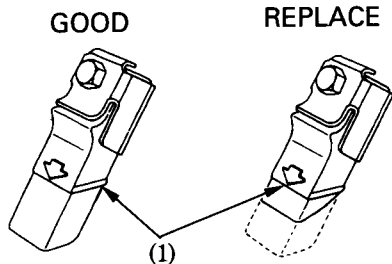
▲WARNING

- * Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 150 km (100 miles), spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

SIDE STAND

(Refer to the maintenance precautions on page 62).

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (See (1) in the picture). Check the side stand assembly for freedom of movement. If parts must be replaced, please contact your HONDA dealer.



Replace if wear extends to any point of the wear line.

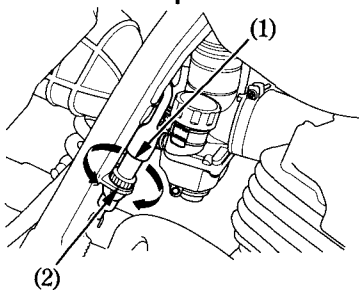
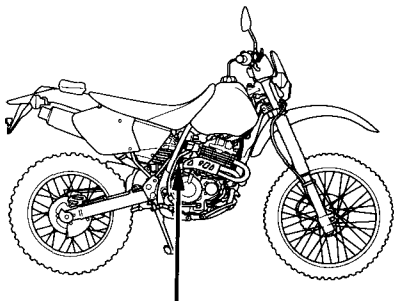
(1) Wear line

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 62).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2).



(1) Stoplight switch

(2) Adjusting nut

BULB REPLACEMENT

(Refer to the maintenance precautions on page 62).

▲WARNING

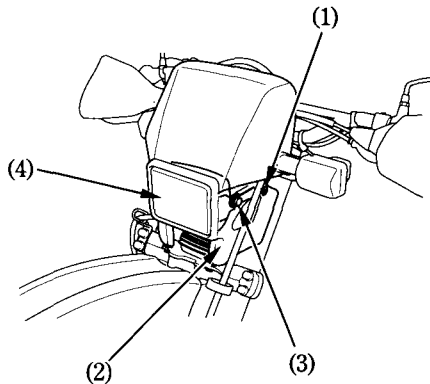
- * The light bulb becomes very hot while the light is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.
- * The lighting equipment is not legal for highway use. Do not operate this motorcycle on public streets, roads or highways.

NOTE:

- * Do not use bulbs other than that specified.
- * After installing a new bulb, check that the light operates properly.

Headlight Bulb

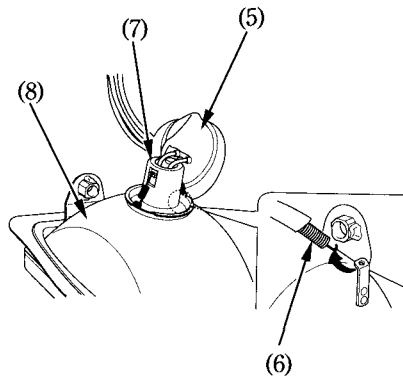
1. Remove the mounting bolts (1) and remove the headlight case (2).
2. Remove the two bolts (3) and remove the headlight (4).



(1) Mounting bolts
(2) Headlight case

(3) Bolt
(4) Headlight

3. Pull back the rubber cover (5).
Remove the set spring (6) and disengage the socket (7) from the headlight (8).
Slightly press the headlight bulb (9) and turn it counterclockwise.



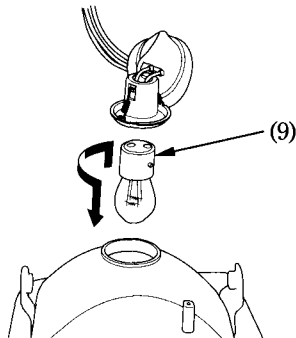
(5) Rubber cover
(6) Set spring

(7) Socket
(8) Headlight

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

NOTE:

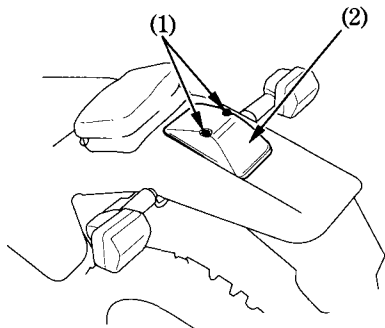
- When installing the bulb, align the tab on the socket with the groove in the headlight.



(9) Headlight bulb

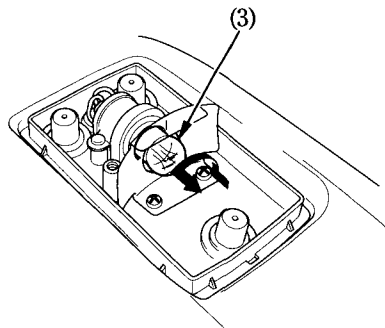
Stop/Taillight Bulb

1. Remove the two screws (1).
2. Pull off the lens (2) and replace the bulb (3) with a new one.



(1) Screws

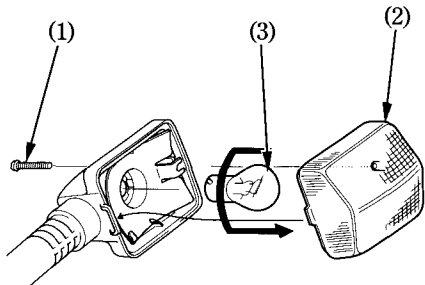
(2) Lens



(3) Bulb

Front/Rear Turn Signal Bulb

1. Remove the screw (1) and remove the turn signal lens (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



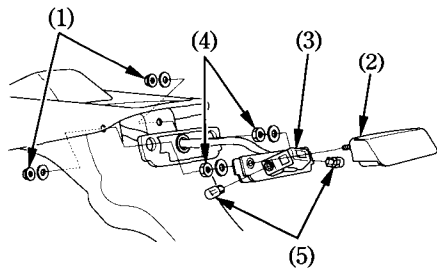
(1) Screw

(2) Turn signal lens

(3) Bulb

Lisence Light Bulb

1. Remove the lisence light by removing the two nuts (1).
2. Remove the lisence light cover (2) and lisence light socket (3) by removing the two nuts (4).
3. Pull out the bulbs (5).
4. Install a new bulb in the reverse order of removal.



(1) Nuts

(2) Lisence light cover

(3) Lisence light socket

(4) Nuts

(5) Bulbs

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil or brake fluid leakage.

CAUTION:

- * **High pressure water (or air) can damage certain parts of the motorcycle.**

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

Instruments	Carburetor
Muffler Outlet	Wheel Hubs
Under Fuel Tank	Under Seat
Brake Master Cylinders	Drive Chain

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

NOTE:

- * Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.

2. Dry the motorcycle, start the engine, and let it run for several minutes.

▲WARNING

- * **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
 4. Lubricate the drive chain immediately after washing and drying the motorcycle.

Exhaust Pipe Maintenance

The exhaust pipe is stainless steel but may become stained by oil or mud. If necessary, remove heat stains with a liquid kitchen abrasive.

STORAGE GUIDE

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

STORAGE

1. Change the engine oil and clean the filter screen.
2. Drain the fuel tank and carburetor into an approved petrol container.
Reinstall the fuel fill cap on the tank.

NOTE:

- * If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

▲WARNING

- * **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

3. To prevent rusting in the cylinder, perform the following:
 - Remove the spark plug cap from the spark plug. Using tape or string, secure the cap to any convenient plastic body part so it is positioned away from the spark plug.
 - Remove the spark plug from the engine and store it in a safe place. Do not connect the spark plug to the spark plug cap.
 - Pour a tablespoon (15–20 cm³) of clean engine oil into the cylinder and cover the spark plug hole with a piece of cloth.
 - Crank the engine several times to distribute the oil.
 - Reinstall the spark plug and spark plug cap.
4. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
5. Lubricate the drive chain (page 79).
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 45).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,165 mm (85.2 in)
Overall width	820 mm (32.3 in)
Overall height	1,250 mm (49.2 in)
Wheelbase	1,430 mm (56.3 in)

WEIGHT

Dry weight	122 kg (269 lbs)
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CAPACITIES

Engine oil	
After draining:	1.7 ℓ (1.8 US qt , 1.5 Imp qt)
After draining and oil filter change:	1.8 ℓ (1.9 US qt , 1.6 Imp qt)
After disassembly:	2.2 ℓ (2.3 US qt , 1.9 Imp qt)
Fuel tank	9.5 ℓ (2.51 US gal , 2.09 Imp gal)
Fuel reserve tank	1.5 ℓ (0.40 US gal , 0.33 Imp gal)
Passenger capacity	Operator Only
Maximum weight capacity	100 kg (220 lbs)
Front fork oil capacity	559 cm ³ (18.9 US oz , 19.7 Imp oz)

ENGINE

Bore and stroke	85 × 70 mm (3.3 × 2.8 in)
Compression ratio	9.3 : 1
Displacement	397.2 cm ³ (24.23 cu-in)
Spark plug	
Standard	DPR8Z (NGK) or X24GPR – U (DENSO)
For Extended high speed riding:	DPR9Z (NGK) or X27GPR – U (DENSO)
Spark plug gap	0.6 – 0.7 mm (0.02 – 0.03 in)
Valve clearance	Intake: 0.10 mm (0.004 in)
	Exhaust: 0.12 mm (0.005 in)
Idle speed	1,300 ± 100 min ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	25°15'
Trail	94 mm (3.7 in)
Tyre size, front	3.00 – 21 – 51P
Tyre size, rear	4.00 – 18 – 64P
Tyre pressure, front	150 kPa (1.5 kgf/cm ² , 22 psi)
Tyre pressure, rear	150 kPa (1.5 kgf/cm ² , 22 psi)

POWER TRANSMISSION

Primary reduction	2.826
Final reduction	2.666
Gear ratio, 1st	2.615
2nd	1.842
3rd	1.400
4th	1.120
5th	0.926

ELECTRICAL

Alternator	0.140 kW/5,000 min ⁻¹ (rpm)
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LIGHTS

Headlight	12V – 35/35W
Stop/Taillight	12V – 21/5W
Speedometer light	12V 3.4W
High beam indicator	12V 1.7W
Turn signal indicator	12V 3.4W
Turn signal light	12V 21W
Lisence light	12V 5Wx2

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Owners are warned that the law may prohibit : (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

