Honda GOLDWING
GL1800A

OWNER'S MANUAL

USO E MANUTENZIONE

MANUAL DEL PROPIETARIO

IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the accessories and loading label.

- **ON-ROAD USE**

  This motorcycle is designed to be used only on the road.

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

  Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the Contents page.

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

Honda GOLDWING
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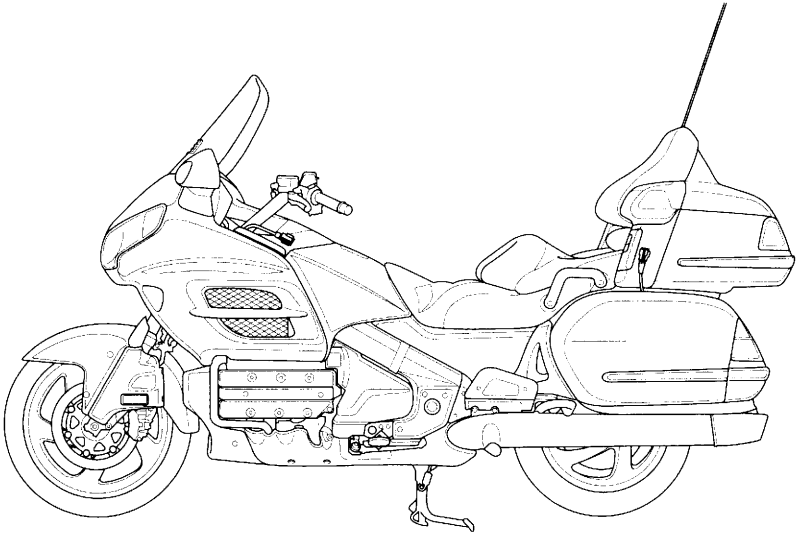

WELCOME

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.

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

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 !

• The following codes in this manual indicate each country.

E	UK
EK	Ireland
F	France
ED	European direct sales
U	Australia New Zealand

• The specifications may vary with each locale.

A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

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

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

These signal words mean:

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

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

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

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

CONTENTS

OPERATION

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure — if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 3).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Don't Drink and Ride

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

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 5 for more details.

MOTORCYCLE SAFETY

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.
Following are suggestions to help you choose proper gear.

⚠ WARNING

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

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

MOTORCYCLE SAFETY

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you, one passenger, cargo and accessories. When you add cargo or carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the limits and guidelines given below.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠WARNING

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

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

Load Limits
Following are the load limits for your motorcycle:

Maximum weight capacity:

Includes the weight of the rider, passenger, all cargo and all accessories	= 200 kg (441 lbs)

Putting too much weight in individual storage compartments can also affect stability and handling. So be sure to stay within the limits given below:

Maximum weight:

travel trunk	= 9.0 kg (20.0 lbs)
each saddlebag	= 9.0 kg (20.0 lbs)
each fairing pocket	= 2.0 kg (4.5 lbs)
each trunk side pocket	= 0.5 kg (1.0 lbs)
of all cargo	= 32 kg (71 lbs)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines
Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:
- Check that both tyres are inflated properly.

- If you change your normal load, you may need to adjust your rear suspension settings (page 27) and your headlight (page 73).

- To prevent loose items from creating a hazard, make sure that storage lids are properly closed and that any other cargo is securely tied down before you ride away.

- Cargo weight should be carried as low and as close to the centre of a motorcycle as possible. When loading your motorcycle, try to pack heavier items in the saddlebags and put lighter, bulkier items in the travel trunk. If you must carry heavy items in the trunk, put them as far forward as you can.

- Balance cargo weight evenly on both sides. When loading the saddlebags, for example, be sure the weight in each bag is about the same.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠WARNING

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

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

Accessories

We strongly recommend that you use only genuine Honda accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 181). A blown fuse can cause a loss of lights or engine power.

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

Modifications

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

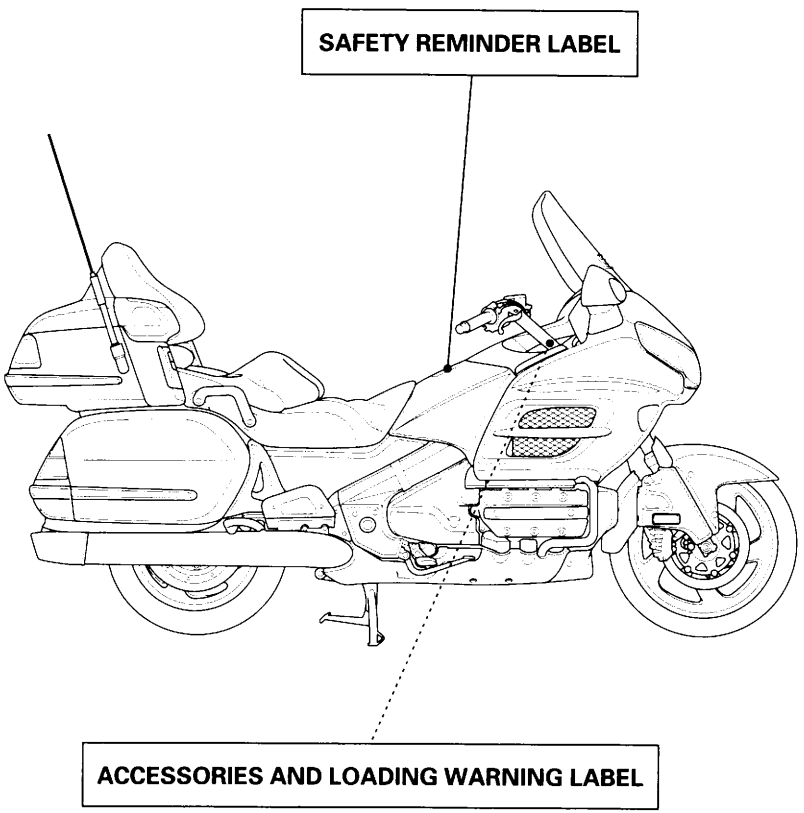
Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

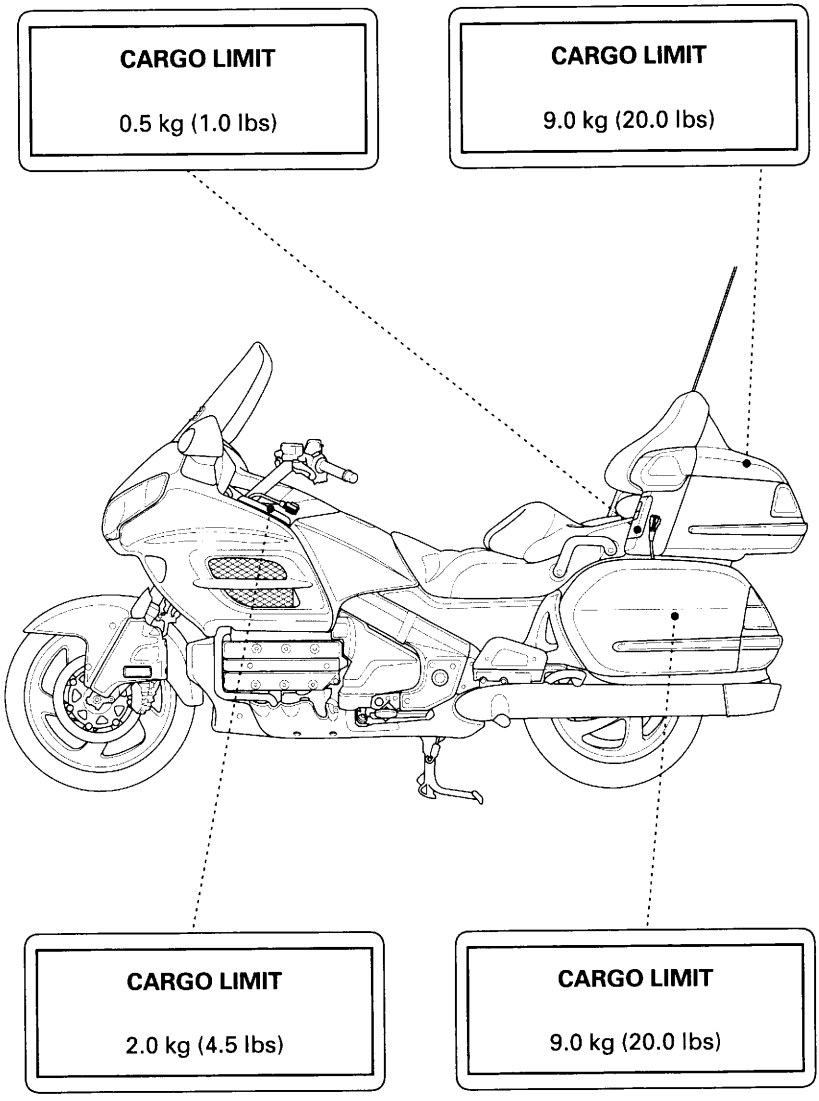
MOTORCYCLE SAFETY

SAFETY LABELS

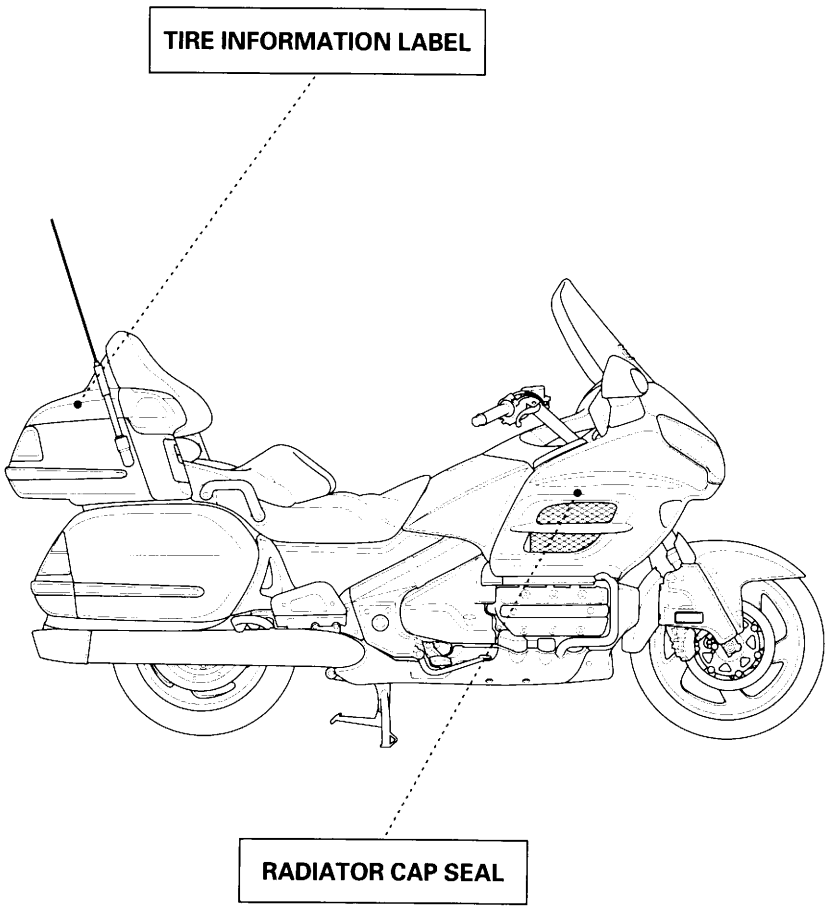
The following pages show the locations of safety labels on your motorcycle. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read these labels carefully and don't remove them.

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

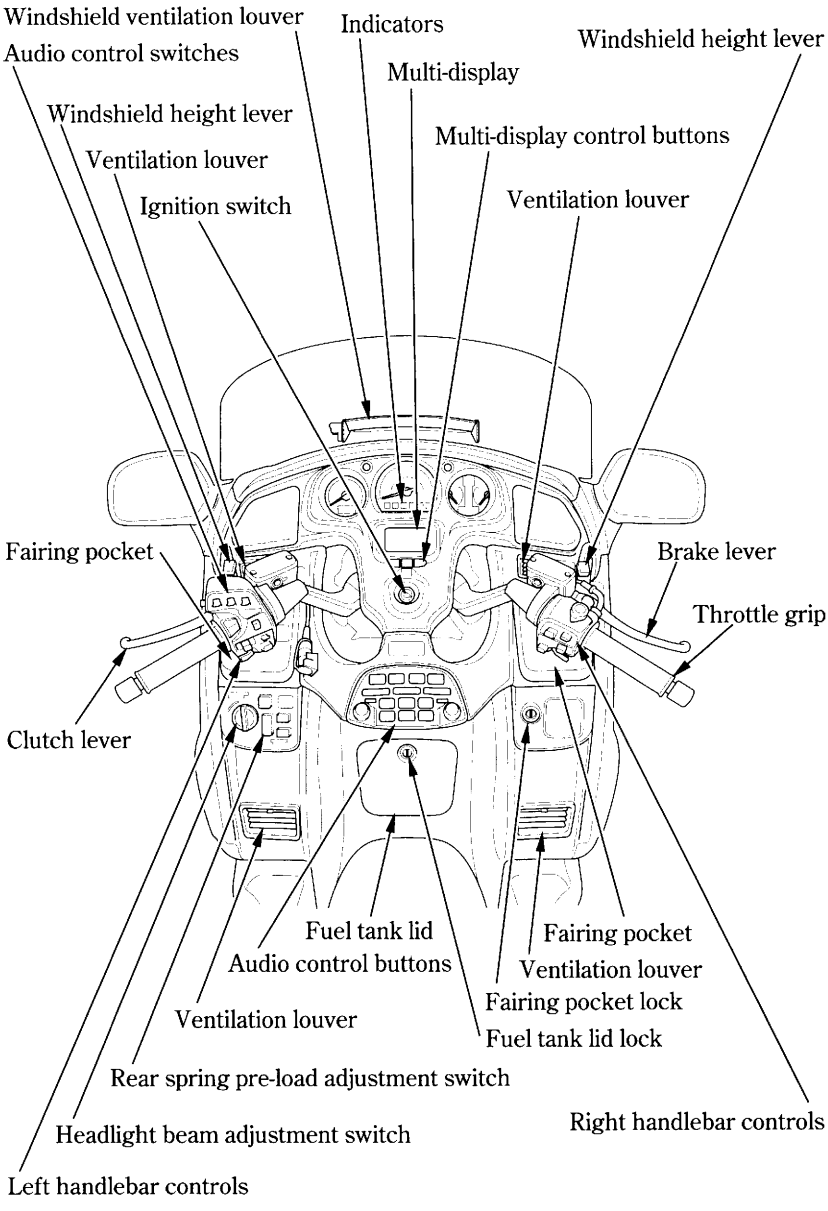



CARGO LIMIT
0.5 kg (1.0 lbs)
CARGO LIMIT
9.0 kg (20.0 lbs)
CARGO LIMIT
2.0 kg (4.5 lbs)
CARGO LIMIT
9.0 kg (20.0 lbs)

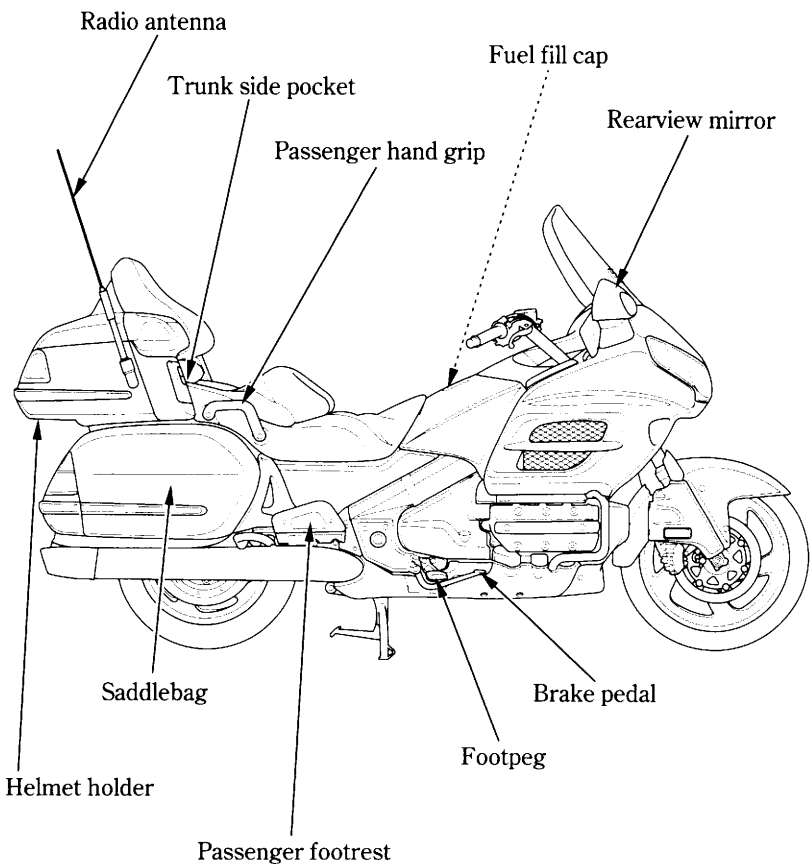
MOTORCYCLE SAFETY

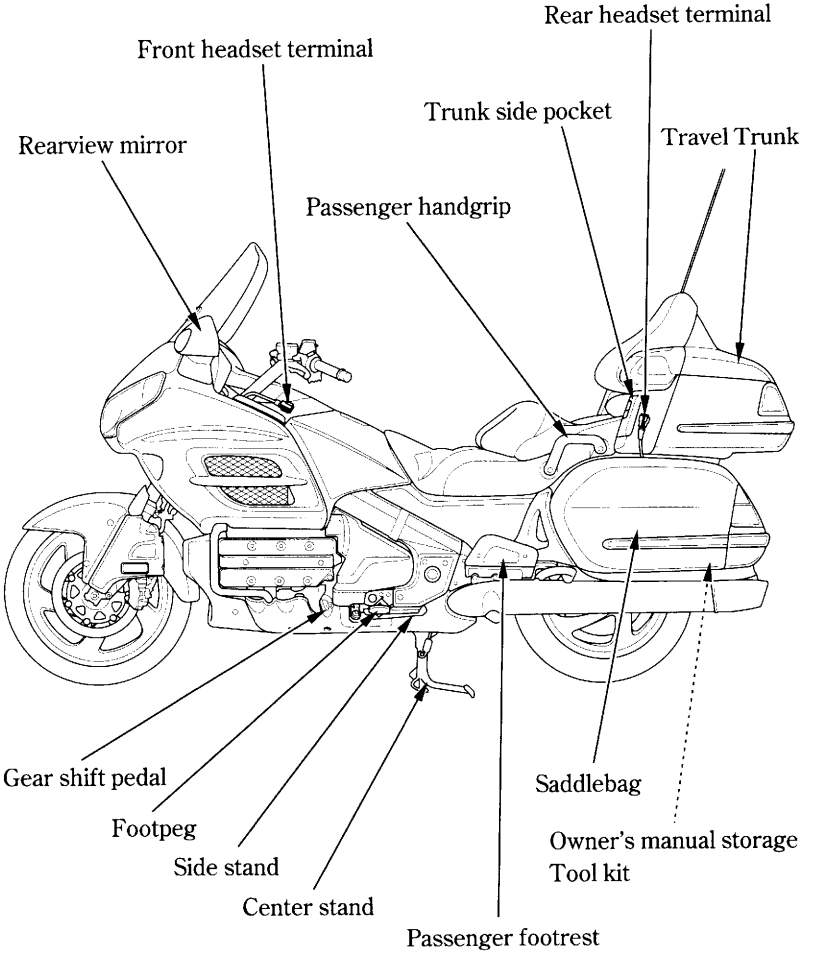


PARTS LOCATION



PARTS LOCATION

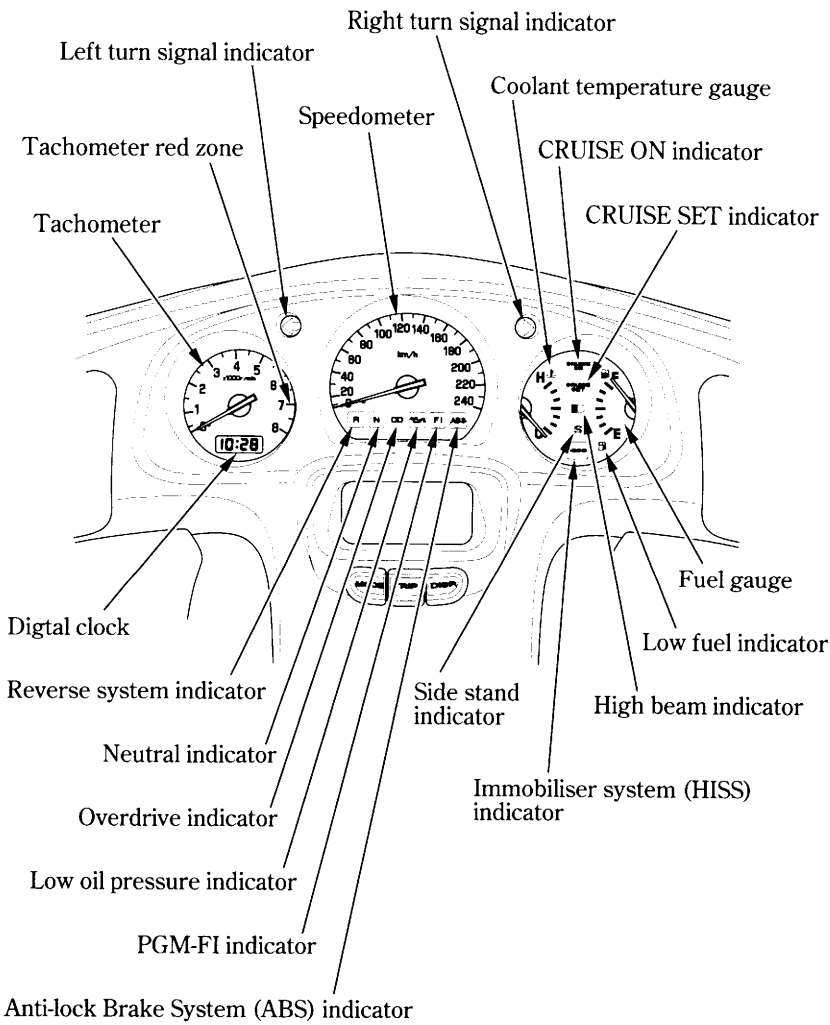



Rear headset terminal
Front headset terminal
Trunk side pocket
Travel Trunk
Rearview mirror
Passenger handgrip
Gear shift pedal
Footpeg
Side stand
Center stand
Passenger footrest
Saddlebag
Owner's manual storage
Tool kit

PARTS LOCATION

INSTRUMENTS AND INDICATORS

The indicators and warning lights are incorporated in the instrument panel. Their functions are described on the following pages.



Speedometer

This shows your speed in kilometers per hour (km/h) and/or miles per hour (mph) depending on the type.

Tachometer

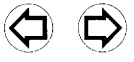
Shows engine speed in revolutions per minute.

Tachometer red zone

Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.

NOTICE

Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.



Turn Signal Indicators (green)

Flashes when a turn signal operates.

Reverse System Indicator (yellow orange)

Lights when the reverse system is engaged.

N	Neutral indicator (green)

Lights when the transmission is in neutral.

OD	Overdrive indicator

Lights when the transmission is in overdrive (5th gear).

	Low oil pressure indicator (red)

Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.

NOTICE

Running the engine with insufficient oil pressure may cause serious engine damage.

FI	PGM-FI indicator (red)

Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at ○ (RUN). If the indicator comes on at any other time, reduce speed and take the motorcycle to a Honda dealer as soon as possible.

ABS	Anti-lock brake system (ABS) indicator (red)

This light normally comes on when the ignition is turned ON and goes off after starting to ride. If there is an ABS problem, the indicator light comes on and remains on or blinks (page 124).

CRUISE ON	CRUISE ON Indicator

Lights when the cruise control master switch is on.

CRUISE SET	CRUISE SET Indicator

Lights when the cruise control set/decel switch is on.

	High beam indicator (blue)

Lights when the headlight is on high beam.

S	Side stand indicator (amber)

Lights when the side stand is put down.
Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 152) is activated.

PARTS LOCATION

Immobilizer system (HISS) indicator (red)

This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at ○ (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 50).

Low Fuel Indicator

Lights when there is only few fuel left in the fuel tank. Amount of fuel left in the tank with the vehicle set upright is approximately;

4.4 ℓ (1.16 US gal , 0.97 Imp gal)

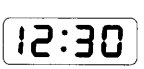
Should also light for a few seconds and go off when the ignition switch is turned ON.

Fuel gauge

Shows approximate fuel supply available (page 19).

Coolant temperature gauge

Shows engine coolant temperature (page 19).



Digital clock

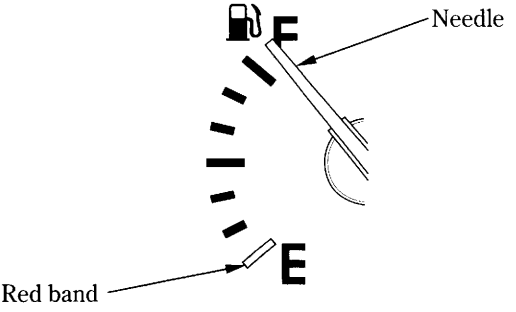
Shows hour and minute (page 24).

Fuel Gauge

When the gauge needle enters the red band, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank when the needle enters the red band and with the vehicle set upright is approximately:

3.0 ℓ (0.79 US gal , 0.66 Imp gal)

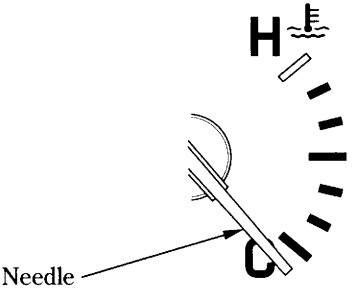


Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 36 – 37 and do not ride the motorcycle until the problem has been corrected.

NOTICE

Exceeding maximum running temperature may cause serious engine damage.



PARTS LOCATION

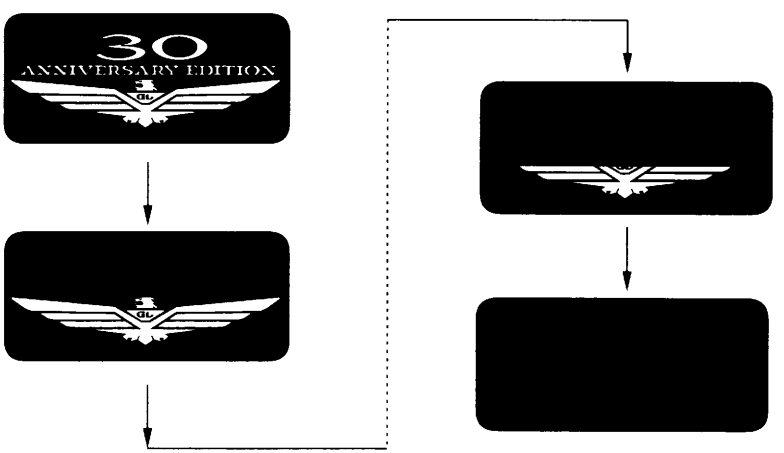
MULTI-DISPLAY

Your motorcycle is equipped with a *Multi-display* that presents various displays. This section explains display functions and operations.

Opening/Ending Ceremony

When the ignition switch is turned ON or ACC, the display presents an "opening ceremony".

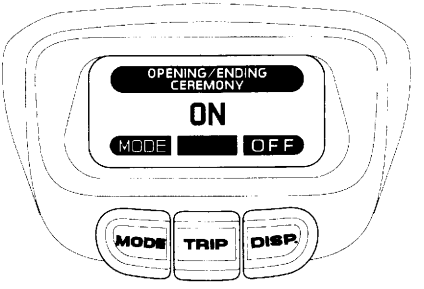
When the ignition switch is turned OFF, the display presents an "ending ceremony".



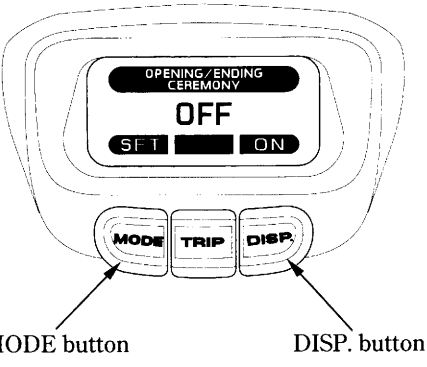
The opening/ending ceremony can be turned off.

1. Push the MODE button to cycle to the "OPENING/ENDING CEREMONY" screen.
2. Push the DISP. button to cycle between on/off of the display.
3. Push the MODE button to select the "SET" function.
   Selecting the "SET" function locks in the on/off option for future use.

ceremony display ON



ceremony display OFF

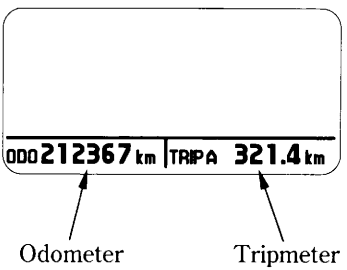


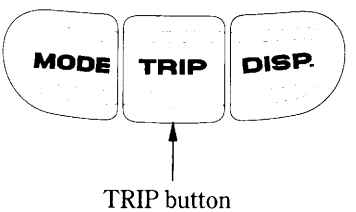
PARTS LOCATION

Odometer/Tripmeter

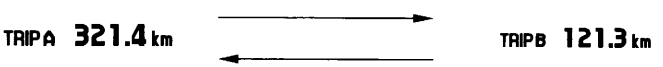
If the ceremony display is turned OFF, the initial display is odometer/tripmeter.

- ODO (Odometer) —— shows the total miles (For E type) or kilometer (Except E type) ridden.
- TRIP (Tripmeter) —— shows the number of miles (For E type) or kilometer (Except E type) ridden.

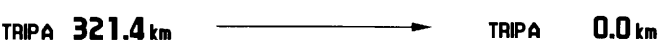




The tripmeter will show mileage in two sub modes, "TRIP A" and "TRIP B." Push the TRIP button to select the "TRIP A" or "TRIP B" mode.



To reset the tripmeter, push and hold the TRIP button with the display in the "TRIP A" or "TRIP B" mode.



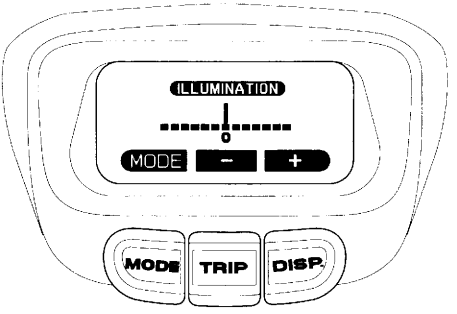
Display Illumination Adjustment

To adjust the brightness of the display:

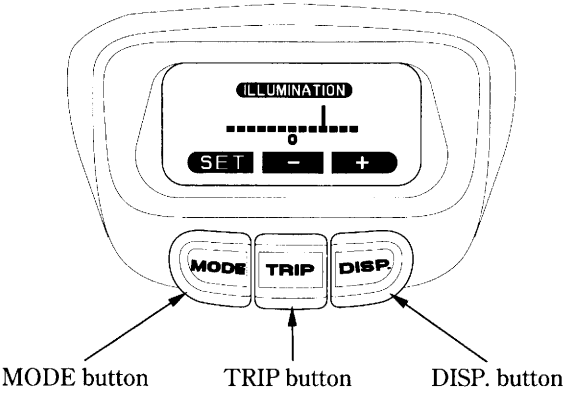
Push the MODE button once. "ILLUMINATION" will display.

- To brighten the display —— push the DISP. button (+).
- To darken the display —— push the TRIP button (−).
  (The brighter and darker ranges each have six steps.)
- To set the selected step —— push the MODE button.

Before Adjustment



After Adjustment



PARTS LOCATION

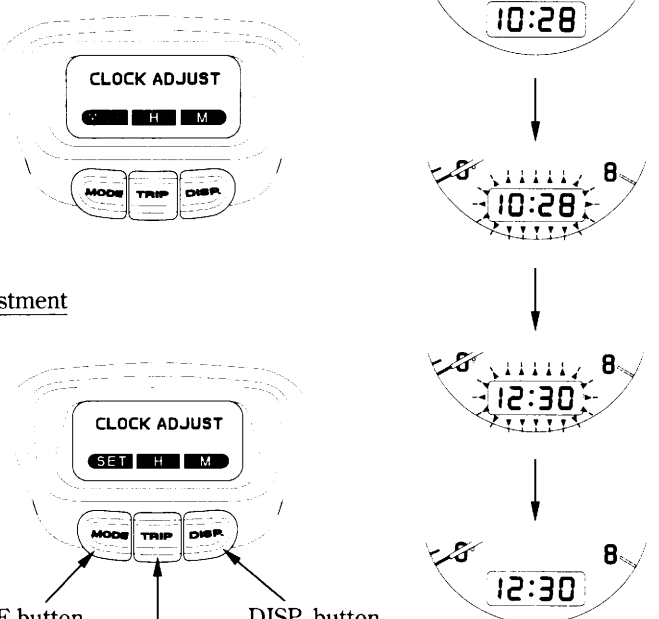
Digital Clock

The display shows the hour and minute.

To adjust the time:

1. Turn the ignition switch to ON or ACC.
2. Push the MODE button two times. "CLOCK ADJUSTMENT" will display and the time on the digital clock will blink.
3. To set the hour, press and release the TRIP button until the desired hour appears.
   - Quick setting —— push and hold the TRIP button until the desired hour appears.
4. To set the minute, press and release the DISP. button until the desired minute appears.
   - Quick setting —— push and hold the DISP. button until the desired minute appears.
5. Once the time is selected, push the MODE button to enter the time.

Before Adjustment



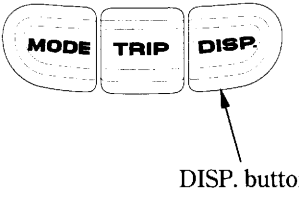
Air Temperature Meter

Push the DISP. button once to display the air temperature.

Temperature Display

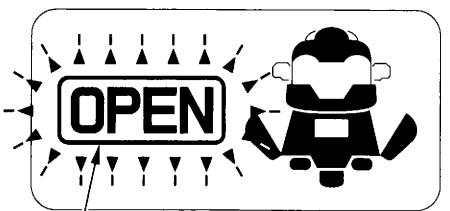
Below −10°C	"− −" is displayed.
Between: −9°C — 50°C	Actual air temperature is indicated.
Above 50°C	The display will remain and blink "50°C".

The temperature sensor is located in the upper fairing. The temperature reading can be affected by heat reflecting from the road surface, engine heat, and the exhaust from surrounding traffic. This can cause an error in the temperature reading when your speed is under 30 km/h (19 mph).



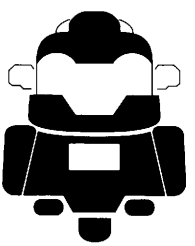
Travel Trunk & Saddlebags Open Indicator
This indicator turns on when the ignition switch is ON and your motorcycle's travel trunk or saddlebags are open.

If all compartments are not fully closed, the display will blink OPEN and indicate the open compartment(s).

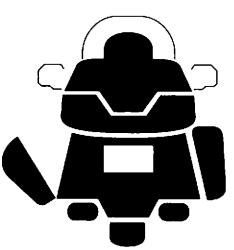


open indicator

Travel Trunk open



Saddlebag open



REAR SUSPENSION

The rear suspension can be adjusted for rider (and passenger) weight and riding conditions by changing the spring pre-load.

Do not attempt to disassemble, service, or dispose of the damper, see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

Rear Suspension Spring Pre-load

Rear spring pre-load can be easily increased or decreased using the rear spring pre-load switch on the left front fairing. Then you can confirm the pre-load position with the multi-display.

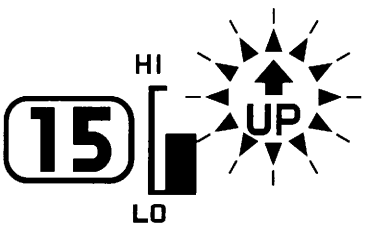
This electric rear spring pre-load adjustment system functions only when the ignition switch is ON or ACC, your motorcycle is stopped, and the transmission is in neutral. (When the reverse indicator is ON, the system will not function.)

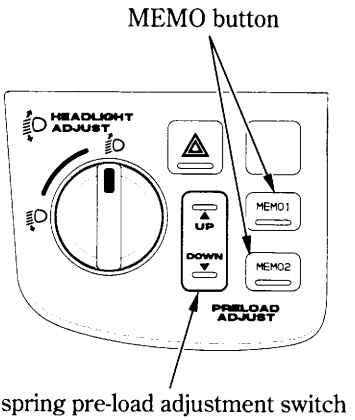
The spring pre-load system has 26 positions (from 0 to 25) for different road or riding conditions. (Standard position is 0.)

Adjustment:

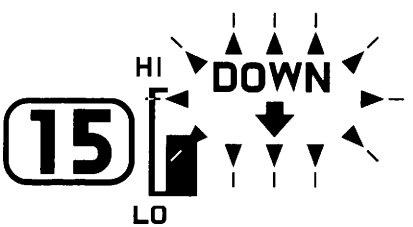
1. Place the motorcycle on its center stand on a firm, level surface. To prevent discharging the battery, make sure the audio system and other electrical accessories are off.
2. Turn the ignition switch to ON or ACC.
3. Push the DOWN or UP side of rear spring pre-load adjustment switch until the desired pre-load is reached.

To increase (HIGH)





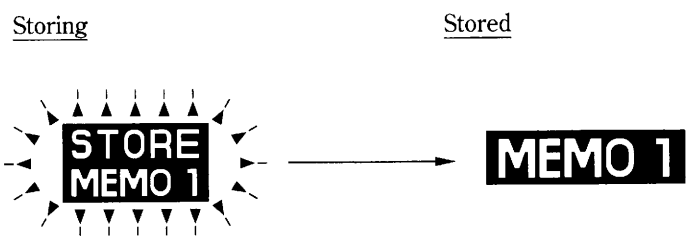
To decrease (LOW)



Storing Pre-load Into the Memory

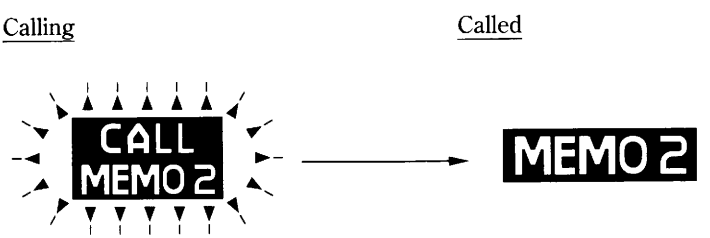
You may store two selected adjustments in "MEMO 1" or "MEMO 2".

1. Adjust the pre-load to the desired position.
2. Push and hold the MEMO 1 or MEMO 2 button until "STORE MEMO 1" or "STORE MEMO 2" blinks in the multi-display. When the blinking stops, the current position is stored in memory.



Selecting the Memorized Position

- Push the MEMO (1 or 2) button to select the memorized position. "CALL MEMO 1" or "CALL MEMO 2" will blink. When the position is selected, "MEMO 1" or "MEMO 2" will turn on.

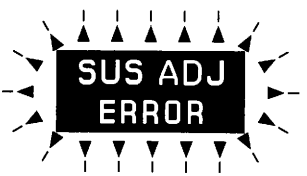


Pushing the rear spring pre-load switch or the MEMO (1 or 2) button while selecting a memorized position will cancel the calling procedure.

Each MEMO button stores only one pre-load position. Storing a new position erases the previous setting stored in that button's memory. If you want to add a new position while retaining the current one, use the other memory button.

All stored pre-load positions will be lost if your motorcycle's battery goes dead or is disconnected.

When "SUS ADJ ERROR" blinks on the display, contact your Honda dealer.



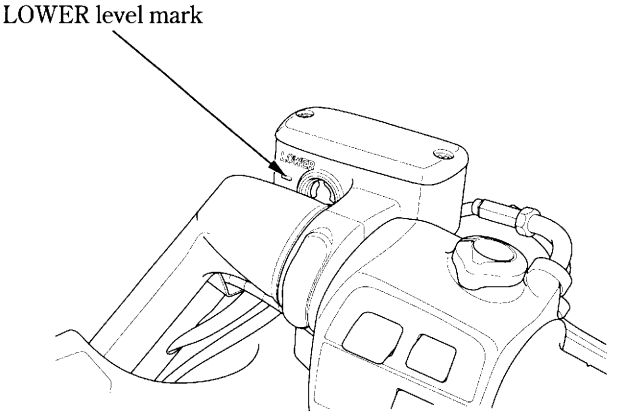
BRAKES

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 160), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:
With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark. If the level is at or below the LOWER level mark, check the brake pads for wear (page 160).

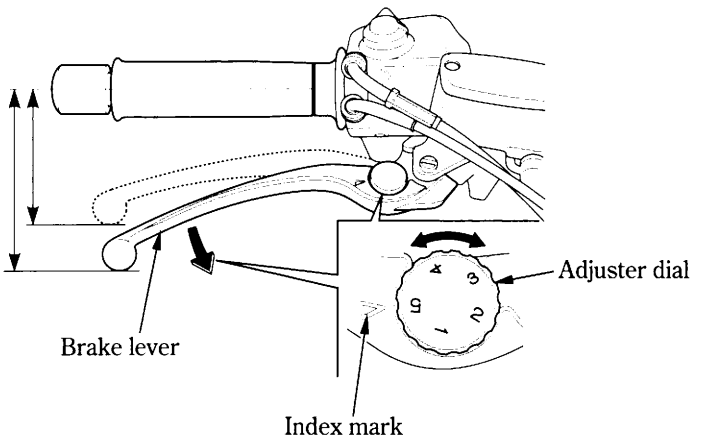
Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



The distance between the tip of the brake lever and the grip may be adjusted.

1. Turn the adjuster dial while pushing the brake lever forward.
2. Align the index mark on the brake lever with the numbers on the adjuster dial.
3. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.



Other Checks:

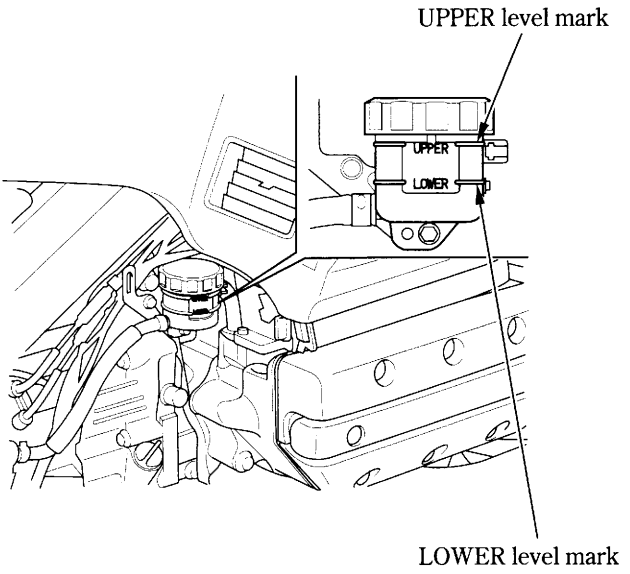
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER and LOWER level marks. If the level is at or below the LOWER level mark, check the brake pads for wear (page 160).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



MAJOR COMPONENTS
(Information you need to operate this motorcycle)

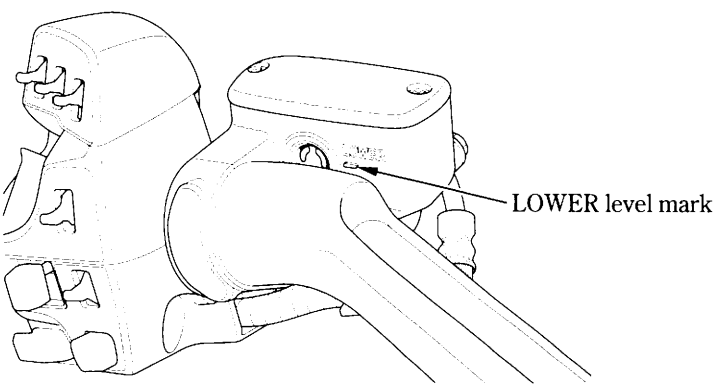
CLUTCH

This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

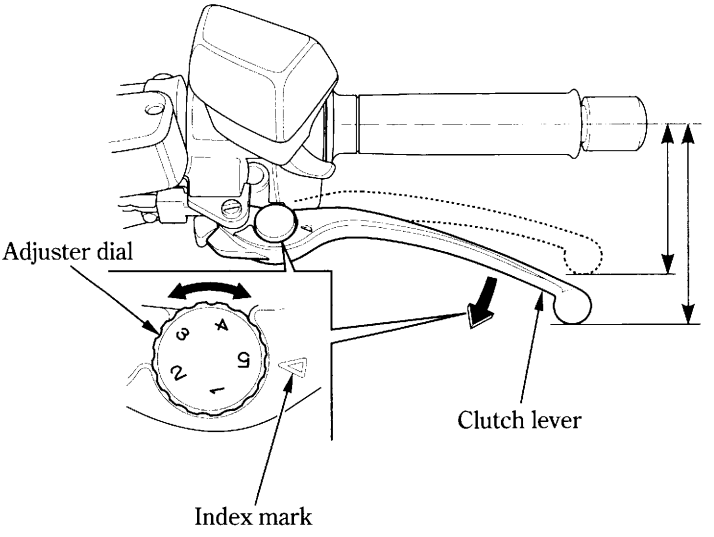
If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

Fluid Level:

Check that the fluid level is above the LOWER level mark. If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your Honda dealer for repair.



The distance between the tip of the clutch lever and the grip may be adjusted.



1. Turn the adjuster dial while pushing the clutch lever forward.
2. Align the index mark on the clutch lever with the numbers on the adjuster dial.
3. 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.

Other Checks:

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

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages.
Using tap water may cause engine damage.

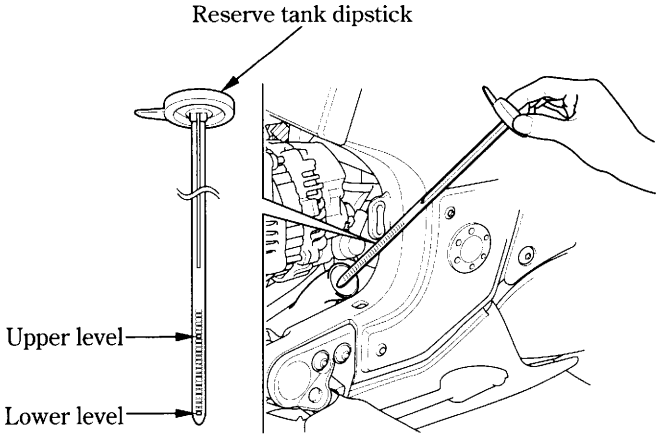
The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

Inspection

The reserve tank is behind the left engine side cover.
Remove the left engine side cover (page 136).

Check the coolant level in the reserve tank while the engine is at normal operating temperature. Add coolant to the reserve tank as required to bring coolant level to the UPPER level mark. Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your Honda dealer for repair.



MAJOR COMPONENTS
(Information you need to operate this motorcycle)

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

25 ℓ (6.6 US gal , 5.5 Imp gal)

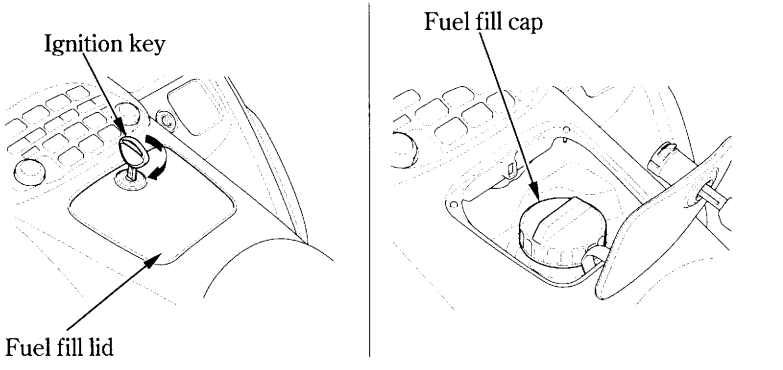
To open the fuel fill cap, insert the ignition key and turn it clockwise to open the fuel filler lid. Turn the fuel fill cap counterclockwise to remove it.

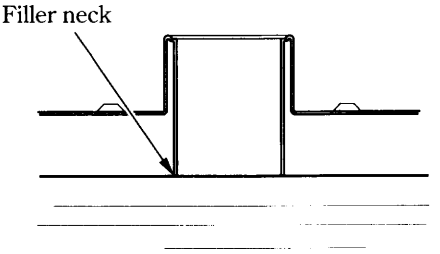
Do not overfill the tank. There should be no fuel in the filler neck.
After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise until it clicks.
Close the fuel fill lid and turn the ignition key counterclockwise.
Remove the key from the fuel fill lid.

⚠WARNING

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

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





Use unleaded petrol with a research octane number of 91 or higher.
The use of leaded petrol will cause premature damage to the catalytic converter.

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

NOTICE

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.

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.

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.

ENGINE OIL

Engine Oil Level Check

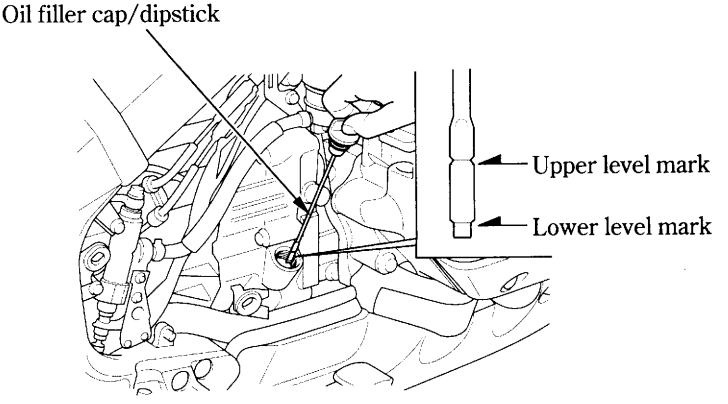
Check engine oil level each day before operating the motorcycle.

To check the oil level:

1. Place the motorcycle on its center stand on firm and level ground, and remove the right engine side cover (page 136).
2. Start the engine and let it idle for 3 – 5 minutes.
3. Stop the engine. After 2 – 3 minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the oil filler cap/dipstick without screwing it in. Remove the oil filler cap/dipstick. The oil level should be between the upper and lower level marks on the oil filler cap/dipstick.
4. If required, add the specified oil up to the upper level mark. Do not overfill.
5. Reinstall the filler cap/dipstick, and the right engine side cover.

NOTICE

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



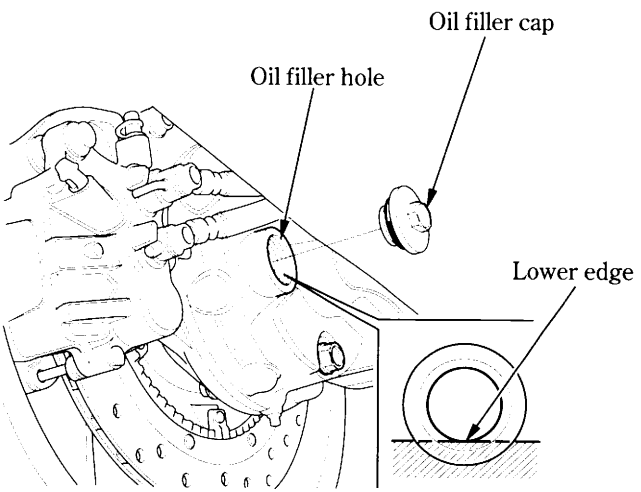
FINAL DRIVE OIL

Oil Level Check

Check the final drive oil level when specified by the maintenance schedule (page132).

1. Place the motorcycle on its center stand on a firm, level surface.
2. Remove the oil filler cap.
3. Check the oil level. It should be flush with the lower edge of the oil filler hole.
4. If the level is low, check for oil leaks. Add the recommended oil through the oil filler hole until it reaches the lower edge of the opening.
5. Install the oil filler cap.

Recommended Oil:
HYPOID GEAR OIL SAE 80



TUBELESS TYRES

To safely operate your motorcycle, your tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

⚠ WARNING

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

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

Air Pressure

Keeping your tyres properly inflated provides the best combination of handling, tread life and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Overinflated tyres make your motorcycle ride more harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres might be low.

Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

Always check air pressure when your tyres are "cold" – when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are "warm" – when the motorcycle has been ridden for even a few miles – the readings will be higher than if the tyres were "cold". This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be underinflated.

The recommended "cold" tyre pressures are:

Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	280 kPa (2.80 kgf/cm², 41 psi)

Inspection
Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you safely can and carefully inspect the tyres for damage.

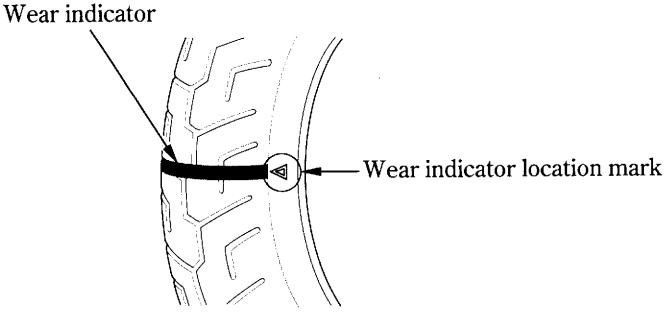
Tread Wear

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

	Minimum tread depth
Front	1.5 mm (0.06 in)
Rear	2.0 mm (0.08 in)

<For Germany>

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



Tyre Repair

If a tyre is punctured or damaged, you should replace it, not repair it. As discussed below, a tyre that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new tyre.

A temporary repair, such as an external tubeless tyre plug, may not be safe for normal speeds and riding conditions. If a temporary or emergency repair is made to a tyre, you should ride slowly and cautiously to a dealer and have the tyre replaced. If possible, you should not carry a passenger or cargo until a new tyre is installed.

Even if a tyre is professionally repaired with a permanent internal patch plug, it will not be as good as a new tyre. You should not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time thereafter. In addition, you may not be able to safely carry as much weight as with a new tyre. Therefore, we strongly recommend that you replace a damaged tyre. If you choose to have a tyre repaired, be sure the wheel is balanced before you ride.

Tyre Replacement

The tyres that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

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

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

The recommended tyres for your motorcycle are:

Front	130/70R18M/C 63H	
	BRIDGESTONE G709 RADIAL	DUNLOP D250F
Rear	180/60R16M/C 74H	
	BRIDGESTONE G704 RADIAL	DUNLOP D250

Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

Important Safety Reminders

- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.
- Do not install a bias-ply tyre on this motorcycle. Mixing bias-ply and radial tyres can adversely affect handling and stability.
- Do not install car tyres on this motorcycle. During installation the tyre may separate from the rim with enough force to cause serious injury or death.
- When replacing tyres, use only the recommended tyres as shown above and on the tyre information label. Use of other tyres on the model equipped with ABS may impair proper ABS function.
  The ABS computer works by comparing wheel speed.
  Non-recommended tyres can affect wheel speed and may confuse the ABS computer.

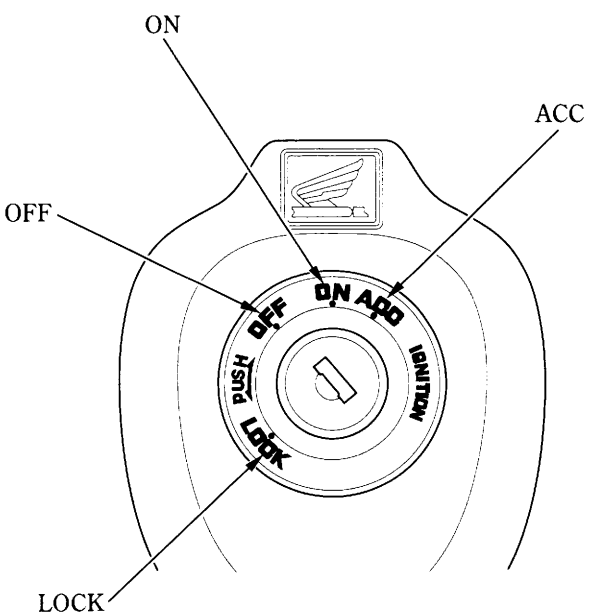
ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch is on the handlebar cover.

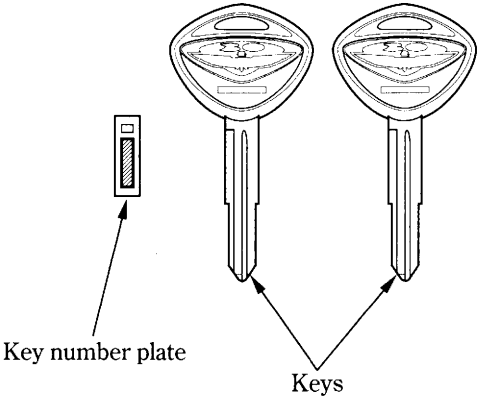
Key Position	Function	Key Removal
ACC	Only the accessory circuits function.	cannot be removed
ON	Electrical circuits on.	cannot be removed
OFF	No electrical circuits function.	can be removed
LOCK (steering lock)	No electrical circuits function. Locks the steering head.	can be removed

If your motorcycle is stopped with the ignition switch ON and the engine stop switch ⊠ (OFF), the headlight and taillight will still be on, resulting in battery discharge.



KEYS

This motorcycle has two keys and a key number plate.



You will need the key number if you ever have to replace a key. Store the plate in a safe place.

To reproduce keys, bring all keys, key number plate and motorcycle to your Honda dealer.

Up to four keys can be registered with the immobilizer system (HISS), including the ones in hand.

If all keys are lost, the PGM-FI unit/ignition control module must be replaced. To avoid this possibility we recommend that if only one key is left, you immediately have it reproduced to ensure that a back-up is available.
These keys contain electronic circuits that are activated by the immobilizer system (HISS). They will not work to start the engine if the circuits are damaged.

- Do not drop the keys or set heavy objects on them.
- Do not grind, drill or in any way alter the original shape of the keys.
- Keep the keys away from magnetic objects.

IMMOBILIZER SYSTEM (HISS)

HISS is the abbreviation of Honda Ignition Security System.

The immobilizer system (HISS) protects your motorcycle from theft. A properly-coded key must be used in the ignition switch for the engine to start. If an improperly-coded key (or other device) is used the engine's starting circuit is disabled.

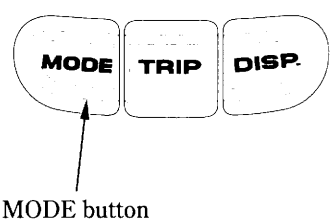
When the ignition switch is turned ON and the engine stop switch is at " ⟳ " (RUN), the immobilizer system (HISS) indicator lights for a few seconds, then goes off. If the indicator remains on, it means the system does not recognize the coding of the key. Turn the ignition switch to OFF, remove the key, reinsert and turn the switch ON again.

When the ignition switch is turned off, the immobilizer system (HISS) indicator continues to flash every 5 seconds during 24 hours. After this period, the indicator automatically switches off.

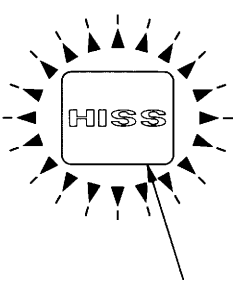
To operate this function, proceed as follows:

1. Turn the ignition switch ON or ACC.
2. Push and hold the MODE button.
3. Turn the ignition switch OFF, then the indicator start to flash. Pull out the key.

Whenever the ignition switch is turned ON, the light operation is canceled.



MODE button



Immobilizer system (HISS) indicator

If the system repeatedly does not recognize the coding of your key, contact your Honda dealer.

- The system may not recognize the key's coding if any other immobilizer key is near the ignition switch. To make sure the system recognizes the key code, keep each immobilizer key on a separate ring.
- Do not attempt to alter the immobilizer system (HISS) or add other devices to it. Electrical problems could result, making it impossible to start your motorcycle.
- If all keys are lost, the PGM-FI unit/ignition control module must be replaced.

EC Directives

This immobilizer system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.

CE 0891 ⓘ

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

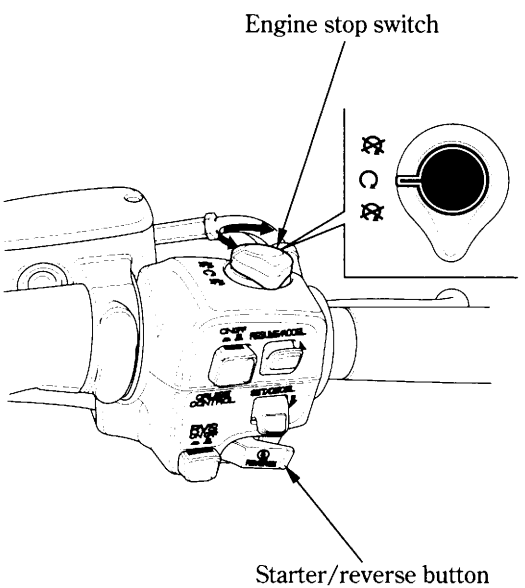
RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

The three position engine stop switch is next to the throttle grip. When the switch is in the ○ (RUN) position, the engine will operate. When the switch is in either ⊠ (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.

Starter/Reverse Button

The starter/reverse button is below the engine stop switch. When the starter/reverse button is pressed, the starter motor cranks the engine, the headlight will automatically go out, but the taillight will stay on. If the engine stop switch is in the (OFF) position, the starter motor will not operate. See page 116 for Starting Procedure.



Cruise Control Switch

The Cruise Control automates the function of the throttle to maintain your motorcycle at a constant speed. This can be a convenience on long trips, but it can also be a danger if there are any other vehicles on the the road or if the road is unfamiliar.

As its name implies, it is meant for cruising on straight, uncongested highways or freeways. It is not recommended to be used in traffic, on winding roads or in bad weather conditions where the rider should have total control of the throttle.

⚠WARNING

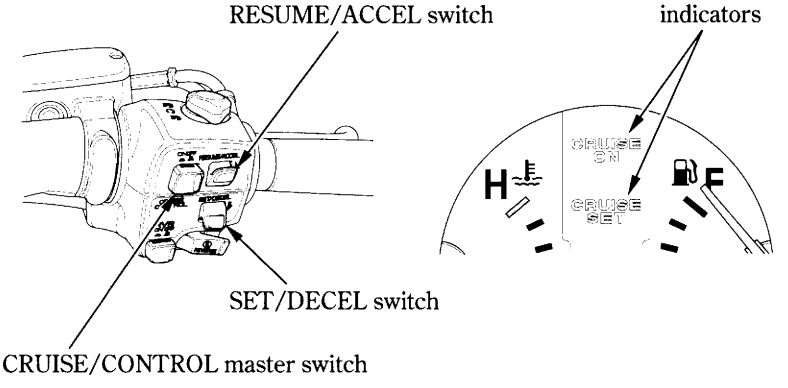
Improper use of the cruise control can lead to a crash.

Use the cruise control only when traveling on open highways in good weather.

To Set the Cruise Control:

The Cruise Control system allows you to set and automatically maintain any speed between 48 – 161 km/h (30 – 100 mph) in 4th and OD.

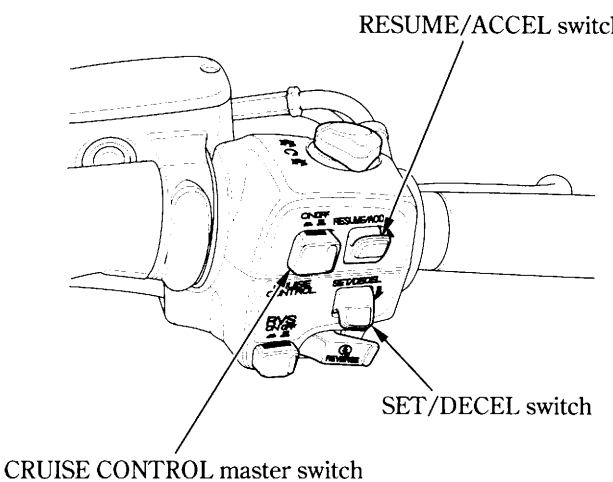
Push the CRUISE CONTROL master switch: the indicator light will come on. Accelerate to the desired speed, then push the SET/DECEL switch. The Cruise Control set light on the instrument panel will come on.



The speed you were going when you released the SET/DECEL switch is the speed the Cruise Control will hold. You can then "fine tune" the set speed by briefly pushing and releasing the SET/DECEL switch to decrease it or pushing and releasing the RESUME/ACCEL switch to slightly increase it.

A quick "tap" on either the SET/DECEL or RESUME/ACCEL switch may change your speed by only approximately 1.6 km/h (1 mph).

To Cancel the Cruise Control:
Simply push the CRUISE CONTROL master switch until the indicator light goes off (this also erases the memory of the set speed). If you must temporarily disengage the system (but want to retain the memory of the set speed); pull the front brake lever or clutch lever or step on the brake pedal slightly, or close the throttle. If you are still going above 48 km/h (30 mph), you can return to the set speed by simply pushing the RESUME/ACCEL switch. If the motorcycle has decelerated below about 48 km/h (30 mph), you can return to the set speed by using the throttle conventionally until you are above 48 km/h (30 mph) and then pushing the RESUME/ACCEL switch.



To Change the Set Speed:

For a faster speed with a gradual acceleration: Push and hold the RESUME/ACCEL switch until you reach the desired speed; release the switch and the system's memory will be reprogrammed to the new speed. For faster acceleration: Operate the throttle grip until you reach the desired speed, then push and release the SET/DECEL switch to re-program the system.

Any speed above 161 km/h (100 mph) will be memorized as 161 km/h (100 mph).

To change to a slower speed: Push and hold the SET/DECEL switch and the motorcycle will slow down; when you reach the desired slower speed, release the switch and the system will be reprogrammed. For temporary acceleration above the set speed, such as for passing, use the throttle conventionally. When you want to return to the set speed, close the throttle and coast without applying the brakes.

With the Cruise Control on, your speed will still vary slightly, particularly going up or down hills.

LEFT HANDLEBAR CONTROLS (Except U Type)
The controls next to left handlebar grip are:

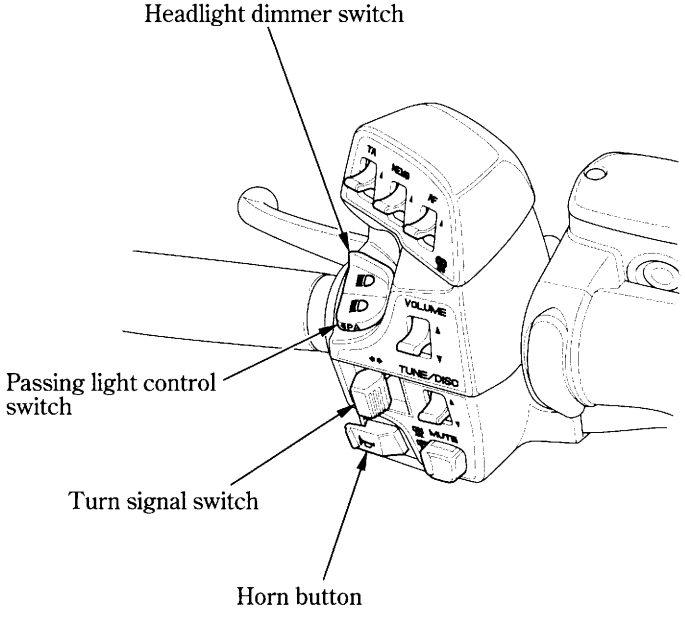
Headlight Dimmer Switch
Push the dimmer switch to ≣D (HI) to select high beam or to ≣D (LO) to select low beam.

Passing Light Control Switch
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Horn Button
Press the button to sound the horn.

Turn Signal Switch

Move the switch to ⇦ (L) to signal a left turn, to ⇨ (R) to signal a right turn; the appropriate turn signal and indicator will blink. The switch returns to centre when it is released. The indicator and turn signal will automatically stop blinking after completing the turn. Blinking may be stopped manually by pushing in on the switch.



LEFT HANDLEBAR CONTROLS (For U Type)

The controls next to left handlebar grip are:

Headlight Dimmer Switch

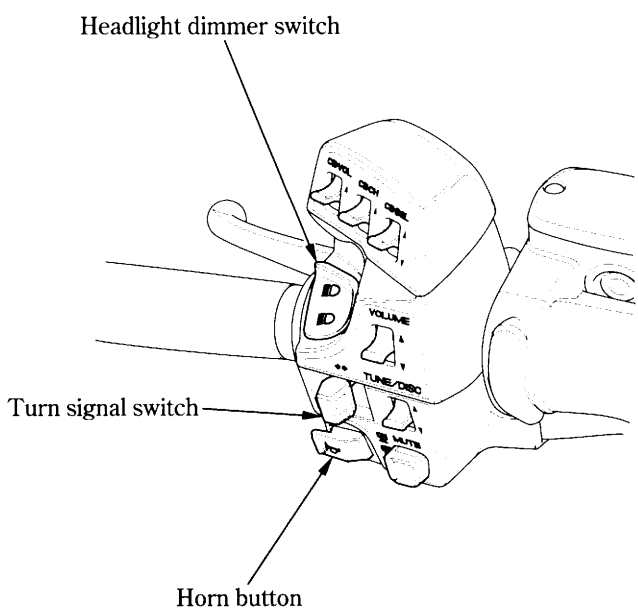
Push the headlight dimmer switch to ≡D to select high beam or to ≡D to select low beam.

Horn Button

Press the button to sound the horn.

Turn Signal Switch

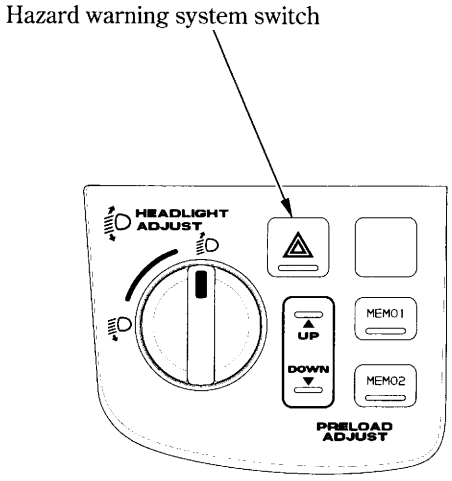
Move the switch to ⇦ (L) to signal a left turn, to ⇨ (R) to signal a right turn; the appropriate turn signal and indicator will blink. The switch returns to centre when it is released. The indicator and turn signal will automatically stop blinking after completing the turn. Blinking may be stopped manually by pushing in on the switch.



HAZARD WARNING SYSTEM SWITCH

This system should be used only when your motorcycle is stopped under emergency or hazardous conditions. To turn it on, turn the ignition key to the ON or ACC, position, and then push the switch marked ⚠ . The front and rear turn signals will blink simultaneously.

Be sure to turn the switch off when the hazard warning is no longer required, or the turn signals will not work properly, and may confuse other drivers.

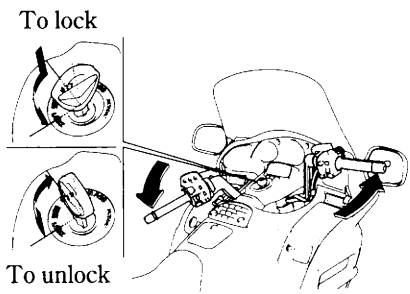


FEATURES
(Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key to LOCK while pushing in. Remove the key.

Do not turn the key to LOCK while riding the motorcycle; loss of vehicle control will result.



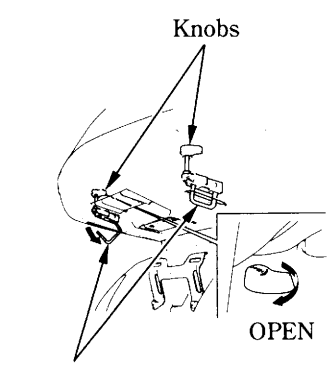
HELMET HOLDERS

Helmet holders are located below the travel trunk. Open the travel trunk (page 62) and turn the knob in the trunk, the helmet holders will be unlocked.
Hang your helmet on the holder pin and push the pin in to lock it.

The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder.

NOTICE

Riding with a helmet attached to the helmet holder can cause damage to the helmet, or damage to the paint or finish of your motorcycle.



TRAVEL TRUNK AND SADDLEBAGS

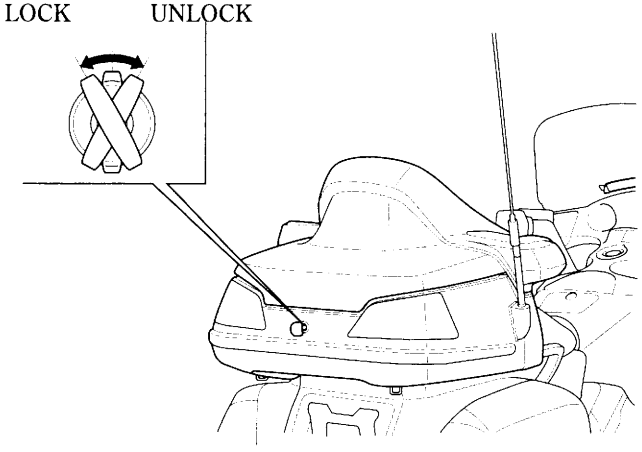
The travel trunk and saddlebags are for lightweight items. Do not carry more than 9.0 kg (20.0 lbs) in the trunk or in each saddlebag.

To Lock & Unlock the Travel Trunk & Saddlebags

The travel trunk and saddlebags can be locked and unlocked with the ignition key or remote transmitter.
To use the remote transmitter, see page 64.

To unlock:
Insert the ignition key and turn it clockwise.

To lock:
Insert the ignition key and turn it counterclockwise.

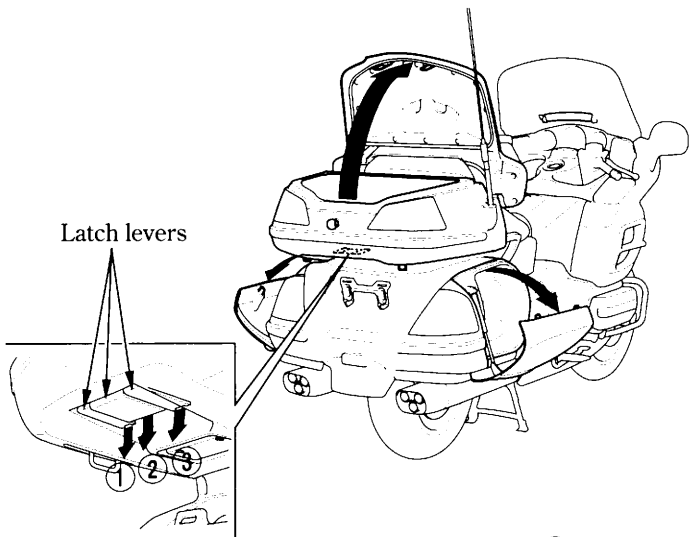


FEATURES
(Not required for operation)

To Open & Shut the Travel Trunk & Saddlebags

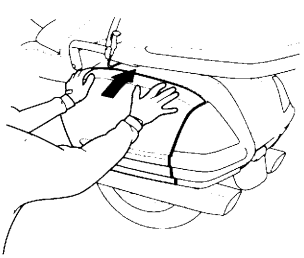
To open the travel trunk, pull the middle latch lever down.

To open the right or left saddlebag, pull the right or left latch lever down.



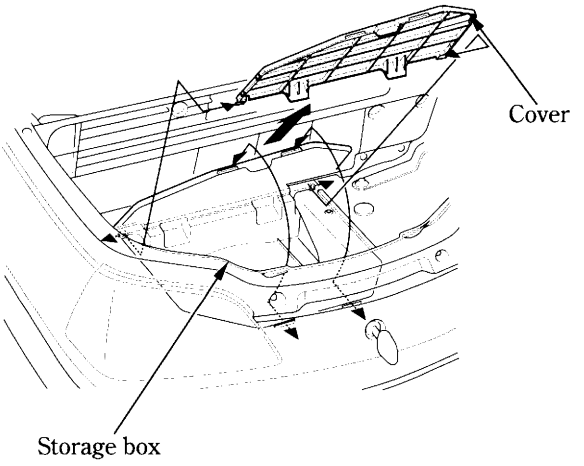
① Left saddlebag
② Travel trunk
③ Right saddlebag

To shut each compartment, place your hands flat on the edges of its lid and press down until it is firmly closed and check the travel trunk & saddlebags open indicator is not displayed.
To lock the all compartments, use the ignition key or transmitter.



Storage Box:

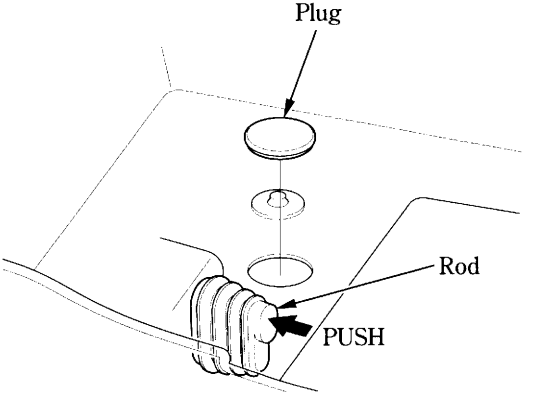
Your motorcycle has a storage box in the travel trunk. To open the storage box, push forward on the cover and raise it.



Alternate Method to Open the Saddlebag:

If a saddlebag becomes jammed and will not open by using its rear latch lever:

1. Open the travel trunk and remove the plug from the right or left access hole in the floor of the trunk.
2. Put your finger through the access hole and push the rod to open the saddlebag.



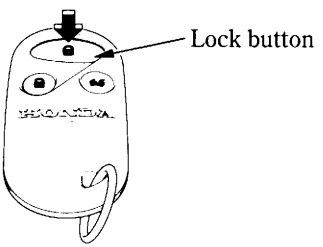
FEATURES
(Not required for operation)

KEYLESS ENTRY

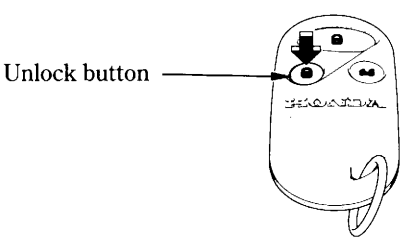
You can lock and unlock your motorcycle's travel trunk and saddlebags with the remote transmitter.

If the ignition switch is left off for more than one month, the remote transmitter will no longer operate the remote control system. To reset the system, turn the ignition switch ON.

To lock the compartments:
Push the lock button.
(The front and rear turn signal lights will blink once.)



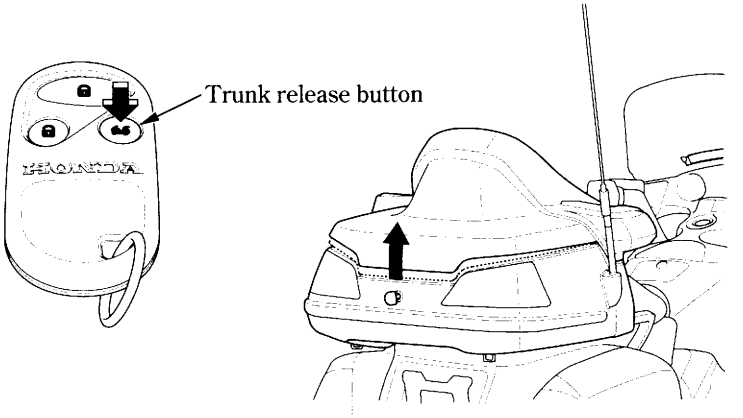
To unlock the compartments:
Push the unlock button.
(The front and rear turn signal lights will blink two times.)



If you unlock the compartments with the transmitter, but do not open any of the compartments within thirty seconds, the compartments automatically relock.

You cannot lock the compartments with the remote transmitter if any compartment is not fully closed. (The front and rear turn signal lights will blink ten times.)

To open the trunk:
Push and hold the trunk release button for approximately one second.

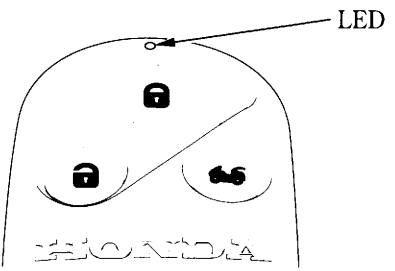


FEATURES
(Not required for operation)

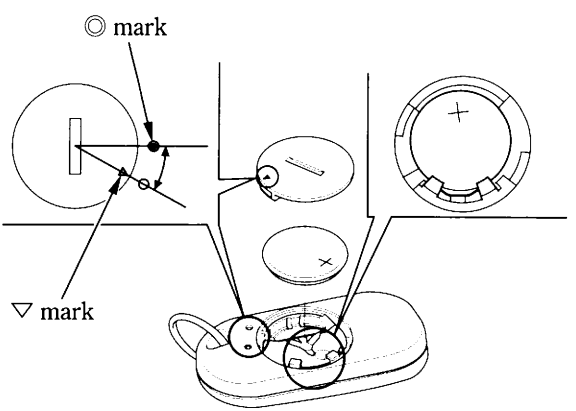
Replacing the Battery:

When the remote transmitter's battery begins to get weak, it may take several pushes on the button to lock or unlock the compartments, and the LED will get dim. Replace the battery as soon as possible.

Battery type: CR2025

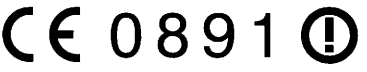


1. Use a coin to turn the round cover on the back of the transmitter counterclockwise.
2. Remove the old battery and note the polarity. Make sure the polarity of the new battery is the same (+ side facing up), then insert it in the transmitter.
3. Align the ▽ mark on the cover with the ◎ mark on the transmitter, then set the cover in place and turn it clockwise.



EC Directives

This keyless entry system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.



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

FEATURES
(Not required for operation)

FAIRING POCKETS

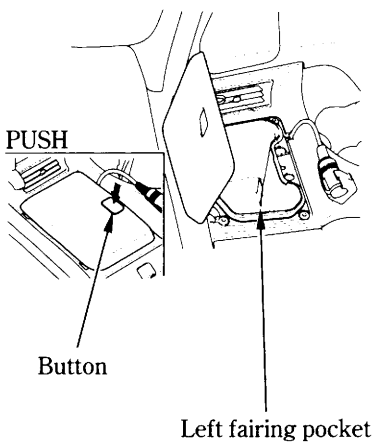
The fairing pockets are for lightweight items. Do not carry more than 2.0 kg (4.5 lbs) in each fairing pocket.

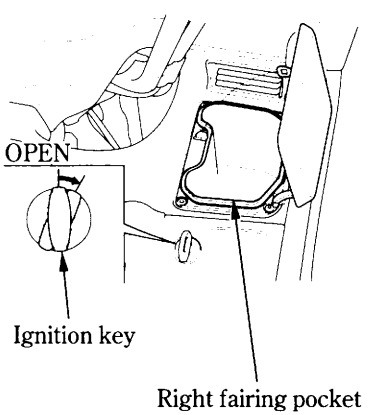
To open the left fairing pocket, push the button.
To open the right fairing pocket, insert the ignition key, turn it clockwise.
To shut each fairing pocket, place your hands flat on the edges of its lid and press down until it is firmly closed.

Make sure the fairing pockets are closed before riding.

When washing your motorcycle, be careful not to flood this area with water. Take care to keep petrol, brake fluid, or other chemical solvents off the pocket covers. They will damage the surface of the pocket covers.

Do not store valuables in the fairing pockets.

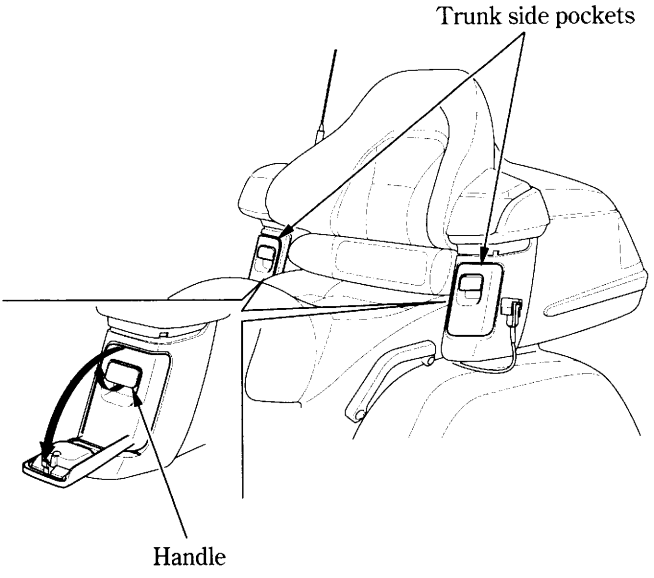




TRUNK SIDE POCKETS

The side pockets are for lightweight items. Do not carry more than 0.5 kg (1.0 lb) in each side pocket.

The side pockets are located on both sides of the trunk. Open the lid, by pulling up the handle.
Do not put sharp or hard objects in the side pockets, as these objects may interfere with the opening of the lid or may damage the side pockets.



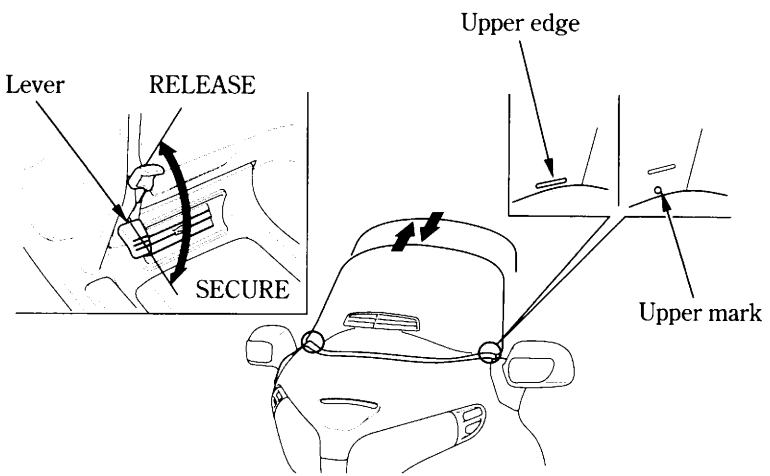
FEATURES
(Not required for operation)

WINDSHIELD HEIGHT ADJUSTMENT

The windshield height can be adjusted slightly to suit your riding preference.

To adjust:

1. Pull both levers up to release the windshield.
2. To raise:
   Move the windshield up to the desired position.
3. To lower:
   Move the windshield up to the upper mark (○), lower it all the way (to reset the ratchet mechanism), then raise it to the desired position.
4. On both sides, align the mark on the windshield with the upper edge of the instrument panel.
5. Push the levers down to secure the windshield.

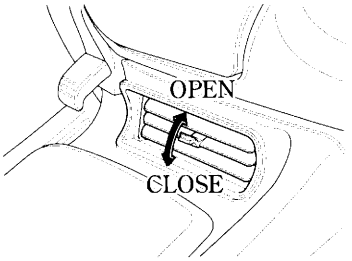


VENTILATION

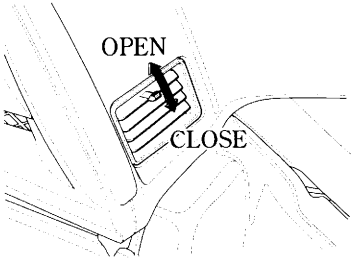
Side Ventilation Louvers

This motorcycle has upper and lower side ventilation louvers. Open the upper and lower louvers to direct fresh air.

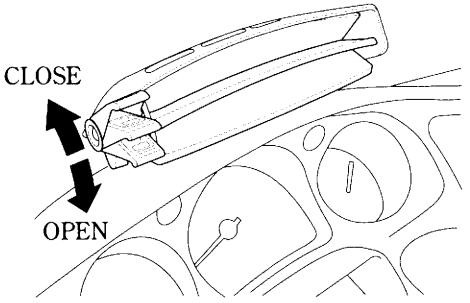
LEFT UPPER



LEFT LOWER



Windshield Ventilation Louvers

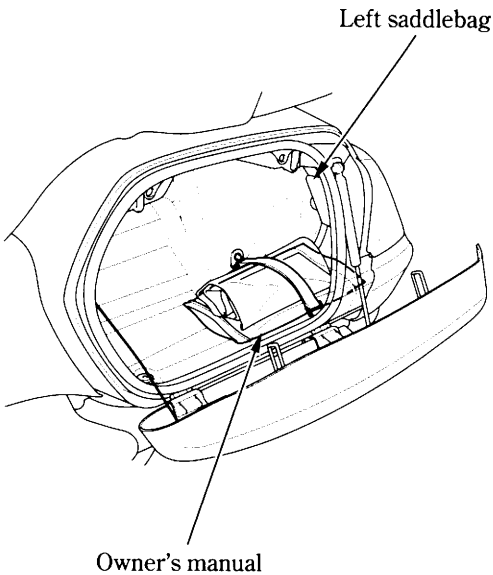


You can adjust the windshield ventilation with the lever to control and direct the flow of fresh air.

FEATURES
(Not required for operation)

DOCUMENTS

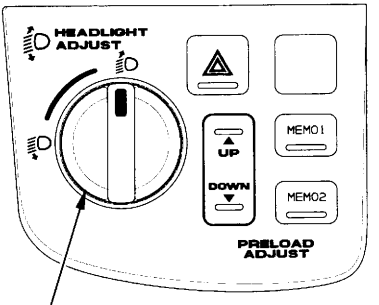
The owner's manual and other documents should be stored in the left saddlebag. When washing your motorcycle, be careful not to flood this area.



HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the headlight beam adjustment knob as necessary.
Obey local laws and regulations.

To operate, start the engine.
To lower the beam, turn headlight beam adjustment knob counterclockwise.
To raise the beam, turn the knob clockwise.



Headlight beam adjustment knob