

2008

OWNER'S MANUAL

VT750C2

Shadow Spirit 750



Shadow

 **HONDA**

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

This publication includes the latest production information available before printing. Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

No part of this publication may be reproduced without written permission.

The vehicle pictured on the front cover may not match your vehicle.

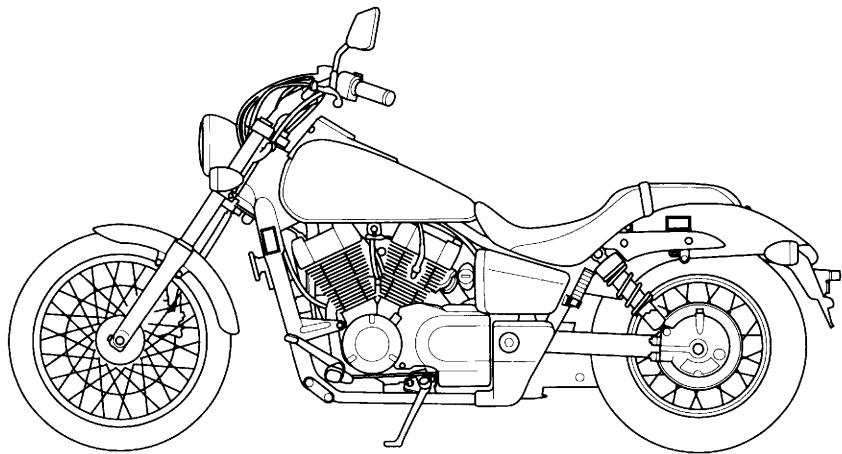
© 2007 Honda Motor Co., Ltd.

2008

Honda VT750C2/C2F

Shadow Spirit 750

OWNER'S MANUAL



Introduction

Congratulations on choosing your Honda motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers — people who appreciate Honda's reputation for building quality into every product.

Before riding, take time to get acquainted with your motorcycle and how it works. To protect your investment, we urge you to take responsibility for keeping your motorcycle well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all pre-ride and other periodic checks detailed in this manual.

We also recommend that you read this owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a detailed list of topics at the beginning of each section, and both an in-depth table of contents and an index at the back of the book.

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 Honda, other property, or the environment.

Read the Warranties Booklet (page 205) thoroughly so you understand the coverages that protect your new Honda and are aware of your rights and responsibilities.

If you have any questions, or if you ever need special service or repairs, remember that your Honda dealer knows your motorcycle best and is dedicated to your complete satisfaction.

Please report any change of address or ownership to your Honda dealer so we will be able to contact you concerning important production information.

You may also want to visit our website at www.honda.com.

Happy riding!

California Proposition 65 Warning

WARNING: This product contains or emits chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.


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:

Safety Messages

A Few Words About Safety

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

These pages give an overview of the contents of your owner's manual. The first page of each section lists the topics covered in that section.

Motorcycle Safety..... 1

Important safety information you should know, plus a look at the safety-related labels on your motorcycle.

Instruments & Controls..... 9

The location and function of indicators and controls on your motorcycle and operating instructions for various controls and features.

Before Riding..... 25

The importance of wearing a helmet and other protective gear, how to make sure you and your motorcycle are ready to ride, and important information about loading.

Basic Operation & Riding..... 35

How to start and stop the engine, shift gears, and brake. Also, riding precautions and important information about riding with a passenger or cargo.

Servicing Your Honda 51

Why your motorcycle needs regular maintenance, what you need to know before servicing your Honda, an owner maintenance schedule, and instructions for specific maintenance and adjustment items.

Tips..... 139

How to store and transport your motorcycle and how to be an environmentally-responsible rider.

Taking Care of the Unexpected 147

What to do if you have a flat tire, your engine won't start, etc.

Technical Information 177

ID numbers, technical specifications, and other technical facts.

Consumer Information..... 201

Information on warranties, emission controls, how to get Honda service manuals, and...

“Reporting Safety Defects” 210

Table of Contents 211

Sequential listing of topics in this owner's manual.

Index..... 215

Quick Reference

Handy facts about fuel, engine oil, tire sizes, and air pressures.

This section presents some of the most important information and recommendations to help you ride your motorcycle safely. Please take a few moments to read these pages. This section also includes information about the location of safety labels on your motorcycle.

Important Safety Information	2
Accessories & Modifications.....	5
Safety Labels	7

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 you can meet while riding.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. The 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 26).

Important Safety Information

Take Time to Learn & Practice

Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles.

Practice in a safe area until you build your skills and get accustomed to the motorcycle's size and weight.

Because many accidents involve inexperienced or untrained riders, we urge all riders to take a certified course approved by the Motorcycle Safety Foundation (MSF). See page 28.

Ride Defensively

The most frequent motorcycle collision happens when a car turns left in front of a motorcycle. Another common situation is a car moving suddenly into your lane.

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or make an evasive maneuver. For other riding tips, see the booklet, *You and Your Motorcycle: Riding Tips and Practice Guide*, which came with your new motorcycle (USA only).

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.

Important Safety Information

Ride within Your Limits

Pushing 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 judgments 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 Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. To help avoid problems, inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (page 33), and do not modify your motorcycle (page 6) or install accessories that would make your motorcycle unsafe (page 5).

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 Honda Genuine 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 Honda dealer for assistance and always follow these guidelines:

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

Accessories & Modifications

- Do not install any fairing or windscreen unless it was designed and tested by Honda for your motorcycle. Some fairings or windscreens, even smaller ones, can cause unstable handling of your motorcycle. This is especially true if the fairing or windscreen is poorly designed or improperly mounted.
- Do not add any electrical equipment that will exceed the motorcycle's electrical system capacity (page 186). A blown fuse can cause a loss of lights or engine power (page 169).
- 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

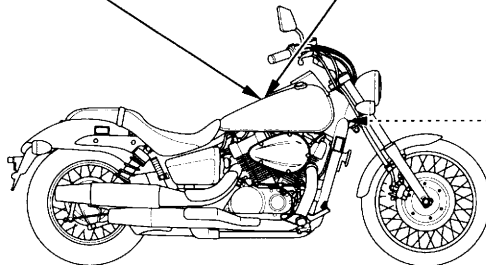
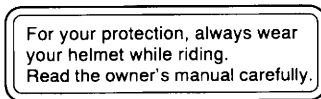
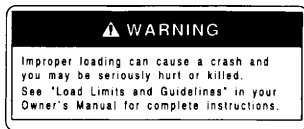
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability, and braking, making it unsafe to ride.

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

Safety Labels

Safety labels on your motorcycle either warn you of potential hazards that could cause serious injury or they 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.



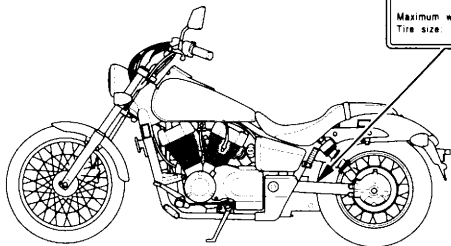
Safety Labels

< For USA >

TIRE INFORMATION			
Cold tire pressures: [Up to maximum weight capacity] Front 200kPa 2.00kgf/cm ² 29psi Rear 250kPa 2.50kgf/cm ² 36psi	Tire brand	Front DUNLOP D404F BRIDGESTONE EXEDRA G701	Rear D404 EXEDRA G702
	Min. recommend tire center tread depth. Front 1.5mm(0.06in.) Rear 2.0mm(0.08in.)		
[Up to 90kg(200lbs) load] Front 200kPa 2.00kgf/cm ² 29psi Rear 200kPa 2.00kgf/cm ² 29psi	Read owner's manual		
Maximum weight capacity:180kg(397lbs)			
Tire size: Front 90/90-21M/C 54S Rear 160/80-15M/C 74S			

< For Canada >

TIRE INFORMATION			
Cold tire pressures: [Up to maximum weight capacity] Front 200kPa 2.00kgf/cm ² 29psi Rear 250kPa 2.50kgf/cm ² 36psi	Tire brand	Front DUNLOP D404F BRIDGESTONE EXEDRA G701	Rear D404 EXEDRA G702
	Min. recommend tire center tread depth. Front 1.5mm(0.06in.) Rear 2.0mm(0.08in.)		
[Up to 90kg(200lbs) load] Front 200kPa 2.00kgf/cm ² 29psi Rear 200kPa 2.00kgf/cm ² 29psi	Read owner's manual		
Maximum weight capacity:184kg(406lbs)			
Tire size: Front 90/90-21M/C 54S Rear 160/80-15M/C 74S			



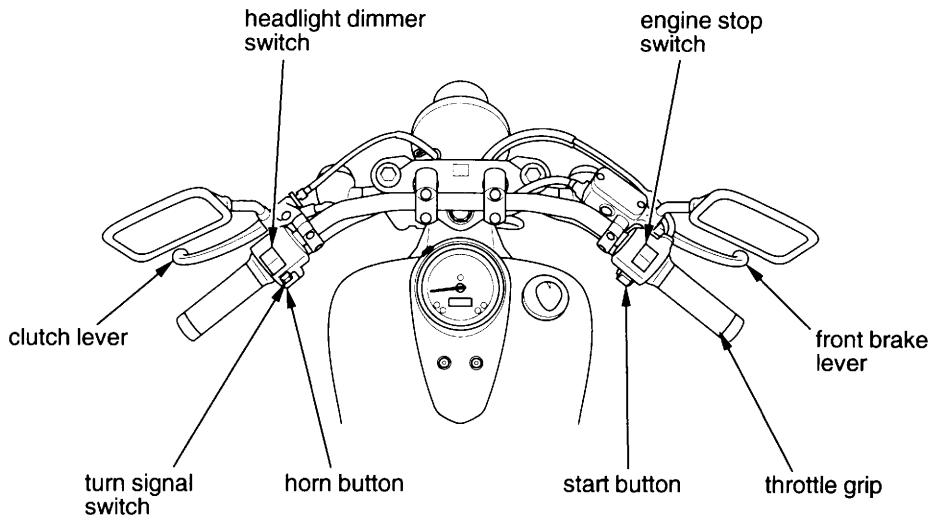
Instruments & Controls

This section shows the location of all gauges, indicators, and controls you would normally use before or while riding your motorcycle.

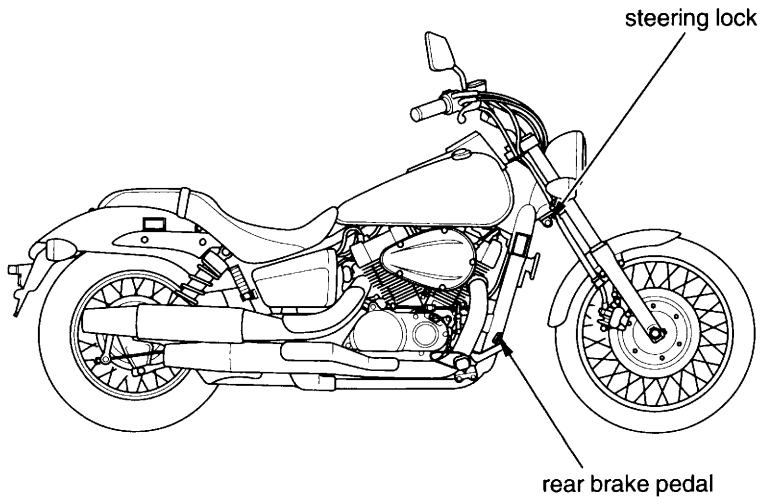
The items listed on this page are described in this section. Instructions for other components are presented in other sections of this manual where they will be most useful.

Operation Component Locations	10
Indicators	13
Controls & Features.....	17
Fuel Valve	17
Choke Knob.....	18
Ignition Switch	19
Start Button.....	20
Engine Stop Switch	20
Headlight Dimmer Switch	21
Turn Signal Switch.....	21
Horn Button.....	22
Odometer/Tripmeter Select and Reset Button	22

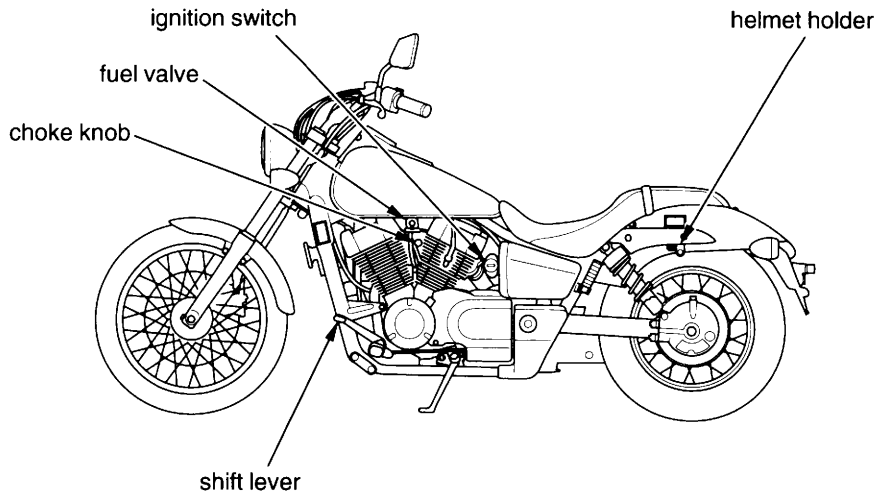
Operation Component Locations



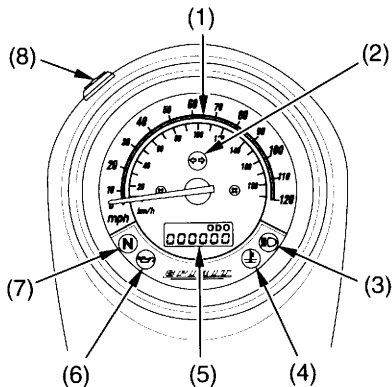
Operation Component Locations



Operation Component Locations



The indicators on your motorcycle keep you informed, alert you to possible problems, and make your riding safer and more enjoyable. Refer to the indicators frequently. Their functions are described on the following pages.



- (1) speedometer
- (2) turn signal indicator
- (3) high beam indicator
- (4) high coolant temperature indicator
- (5) odometer/tripmeter display
- (6) low oil pressure indicator
- (7) neutral indicator
- (8) odometer/tripmeter select and reset button

USA: Odometer & tripmeter read in miles.

Canada: Odometer & tripmeter read in kilometers.

Indicators

Lamp Check

The low oil pressure indicator comes on when you turn the ignition switch ON so you can check that it is working. The indicator remains on until after the engine is started. The low oil pressure indicator is identified in the table on page 16 with the words: *Lamp Check*.

When applicable, the high beam and neutral indicators come on when you turn the ignition switch ON and remain on until you select the low beam or shift out of neutral.

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

Indicators

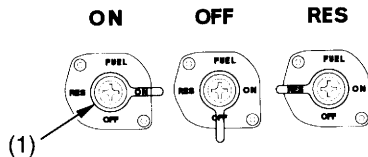
1	speedometer	Shows riding speed in miles (USA) or kilometers (Canada) per hour.
2	turn signal indicator (amber)	Flashes when either turn signal operates.
3	high beam indicator (blue)	Lights when the headlight is on high beam.
4	high coolant temperature indicator (red)	Lights when the coolant is over the specified temperature. If the indicator comes on, pull safely to the side of the road. See page 166 for instructions and cautions.

Indicators

5	odometer/tripmeter display	
	odometer	Shows the total miles (USA) or kilometers (Canada) ridden (page 22).
	tripmeter 1 & 2	Shows the number of miles (USA) or kilometers (Canada) ridden since you last reset the meter. The tripmeter has two sub modes, "TRIP 1" and "TRIP 2." To zero (0) the tripmeter, push and hold the tripmeter reset button (page 22).
6	low oil pressure indicator (red)	Lights when engine oil pressure is low enough to cause engine damage. If the low oil pressure indicator lights during operation, pull safely to the side of the road. See page 168 for instructions and cautions. <i>Lamp Check</i> .
7	neutral indicator (green)	Lights when the transmission is in neutral.
8	odometer/tripmeter select and reset button	Resets the tripmeter or selects the operation mode: tripmeter or odometer (page 22).

Fuel Valve

LEFT SIDE



(1) fuel valve

The manual fuel valve (1) is located on the left side under the fuel tank.

The three-way fuel valve is used to control the flow of fuel from the fuel tank to the carburetor.

ON — normal position for riding.

OFF — for parking, storing, or transportation.

RES — for extra fuel to get to a gas station for refueling.

Automatic Fuel ON-OFF

With the fuel valve set to ON (or RES), fuel flows to the carburetor only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

Reserve Fuel

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

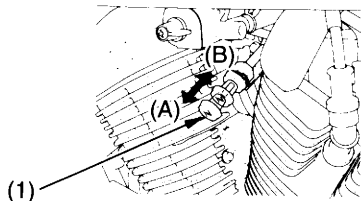
For complete information about fueling your motorcycle, see page 76 .

Controls & Features

Choke Knob



LEFT SIDE



(1) choke knob (A) fully ON
 (B) fully OFF

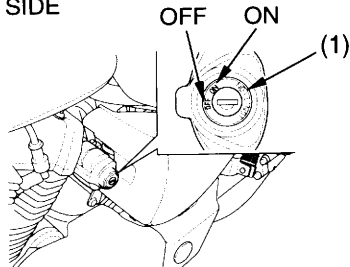
The choke knob (1) may be used when starting the engine. See page 38 .

Ignition Switch

The ignition switch (1) is used for starting and stopping the engine (page 37). The ignition key is also used to lock the steering for theft prevention (page 47). Insert the key and turn it to the right for the ON position.

Key Position	Function
ON	Electrical circuits on.
OFF	No electrical circuits function.

LEFT SIDE



(1) ignition switch

If a key ring is used, we recommend a fabric or leather type with just the key attached. The use of a metal key ring or the attachment of additional keys to any type of key ring may damage the finish of the side cover and engine cover while inserting the key or riding.

Controls & Features

Start Button



The start button (1) is used for starting the engine. Pushing the button in starts the engine. See *Starting Procedure*, page 38.

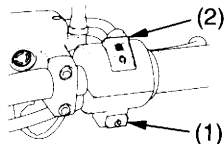
When the start button is pushed, the starter motor will crank the engine; the headlight will automatically go out, but the taillight will stay on.

The starter motor will not operate if the engine stop switch is in the OFF position when the start button is pushed.

Engine Stop Switch



RIGHT HANDLEBAR



(1) start button

(2) engine stop switch



The engine stop switch (2) is used to stop the engine in an emergency. To operate, push the switch to the OFF position. The switch must be in the RUN position to start the engine, and it should normally remain in the RUN position even when the engine is OFF.

Controls & Features

Horn Button



The horn is used to alert other motorists. To operate, push the horn button (3).

Odometer/Tripmeter Select and Reset Button

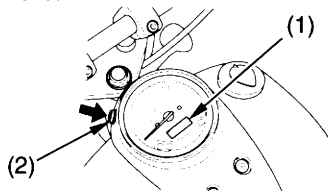
The odometer/tripmeter display (1) has two functions, odometer and tripmeter.

The tripmeter will show mileage in two sub modes, “TRIP 1” and “TRIP 2.”

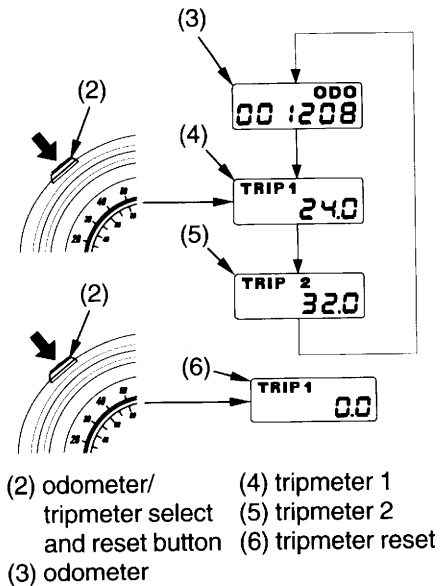
Push the odometer/tripmeter select and reset button (2) to select the “ODO”, “TRIP 1” or “TRIP 2” mode.

To reset the tripmeter, push and hold the odometer/tripmeter select and reset button with the display in the “TRIP 1” or “TRIP 2” mode.

FRONT



- (1) odometer/tripmeter display
- (2) odometer/tripmeter select and reset button



Before each ride, you need to make sure you and your Honda are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, what items you should check on your motorcycle, and adjustments to make for your comfort, convenience, or safety. This section also includes important information about loading.

For information about adjusting the suspension on your Honda, see page 109.

Are You Ready to Ride?	26
Protective Apparel.....	26
Rider Training	28
Is Your Motorcycle Ready to Ride?	29
Pre-ride Inspection	29
Load Limits & Guidelines.....	32
Loading	32
Load Limits	33
Loading Guidelines	33

Are You Ready to Ride?

Before you ride your motorcycle for the first time, we urge you to:

- Read this owner's manual.
- Make sure you understand all the safety messages.
- Know how to operate all the controls.

Before each ride, be sure:

- You feel well and are in good physical and mental condition.
- You are wearing an approved motorcycle helmet (with chin strap tightened securely), eye protection, and other protective clothing.
- You don't have any alcohol or drugs in your system.

Make sure your passenger is ready to ride, too, and is wearing proper gear including a helmet.

If you must carry an extra helmet while riding, use a commercially-available elastic cord, strap, or net to secure the helmet to the seat.

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 the proper gear.

Are You Ready to 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-colored helmet and reflective strips can make you more noticeable in traffic.

An open-face helmet offers some protection, but a full-face helmet offers more. Regardless of the style, look for a DOT (Department of Transportation) sticker on any helmet you buy (USA only). Always wear a face shield or goggles to protect your eyes and help your vision.

⚠ 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.

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 help protect your hands.

(cont'd)

Are You Ready to Ride?

- A motorcycle riding suit or jacket for comfort as well as protection. Bright-colored and reflective clothing can help make you more noticeable in traffic. Avoid loose clothes that could get caught on any part of your motorcycle.

Rider Training

Developing your riding skills is an on-going process. Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice riding the motorcycle in a safe area to build your skills. Do not ride in traffic until you get accustomed to the motorcycle's controls, and feel comfortable with its size and weight.

We urge all riders to take a certified course approved by the Motorcycle Safety Foundation (MSF). New riders should start with the basic course, and even experienced riders will find the advanced course beneficial. For information about the MSF training course nearest you, call the national toll-free number: (800) 446-9227.

Other riding tips can be found in the *Riding Tips* booklet that came with your motorcycle (USA only).

Is Your Motorcycle Ready to Ride?

Before each ride, it's important to inspect your motorcycle and make sure any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tire, can be a major inconvenience.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

Pre-ride Inspection

Check the following items before you get on the motorcycle:

<i>Tires & Wheels</i>	Look at the tires. If a tire appears low, use an air pressure gauge to check its pressure. Also look for signs of excessive wear (page 121) or damage to the tires, rims and spokes.
-----------------------------------	---

Is Your Motorcycle Ready to Ride?

*Leaks,
Loose
Parts*

Walk around your motorcycle and look for anything that appears unusual, such as a leak or loose cable.

Lights

Make sure the headlight, brakelight, taillight, and turn signals are working properly.

If you are carrying a passenger or cargo, also check the following:

Load Limits Make sure you do not exceed the load limits (page 33).

Cargo Check that all cargo is secure.

Adjustments Adjust the rear suspension (page 110) according to your load.

Is Your Motorcycle Ready to Ride?

Check these items after you get on the motorcycle:

- Throttle* Rotate the throttle to check it moves smoothly without binding.
- Brakes* Pull the brake lever and press on the brake pedal to check that they operate normally.
- Indicators* Turn the ignition on and check for normal operation of the indicators (page 13).

If you haven't ridden the motorcycle in over a week, you should also check other items, such as the oil level and other fluids. See *Periodic Maintenance* (page 58). Periodic maintenance should also be done at least once a month, no matter how often you ride.

Remember, be sure to take care of any problem you find, or have your Honda dealer correct it before you ride.

Load Limits & Guidelines

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

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

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:

397 lbs (180 kg)

406 lbs (184 kg) (Canada only)

includes the weight of the rider, passenger, all cargo, and all accessories.

maximum cargo weight:

40 lbs (18 kg)

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

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 5 .

Load Limits & 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 80 mph (130 km/h) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tires are properly inflated, and that pressure in the rear tire is increased to suit the load (page 119).
- If you change your normal load, you may need to adjust the rear suspension (page 110).
- To prevent loose items from creating a hazard, make sure that all cargo is tied down securely before you ride.

- Place cargo weight as low and close to the center of your motorcycle as possible.
- Balance cargo weight evenly on both sides.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebar, forks, or fender.

Basic Operation & Riding

This section gives basic riding instructions, including how to start and stop your engine, and how to use the throttle, clutch, and brakes. It also provides important information on riding with a passenger or cargo.

To protect your new engine and enjoy optimum performance and service life, refer to Break-in Guidelines (page 189).

For information about carburetor adjustment and other parts replacement for riding at high altitude, see page 190 .

California only:

To protect the catalytic converters in your motorcycle's exhaust system, avoid extended idling and the use of leaded gasoline.

Safe Riding Precautions.....	36
Starting & Stopping the Engine	37
Preparation.....	37
Starting Procedure	38
Flooded Engine	40
How to Stop the Engine	41
Shifting Gears.....	42
Braking	44
Parking.....	46
Theft-Prevention Tips	49
Riding with a Passenger or Cargo.....	50

Safe Riding Precautions

Before riding your motorcycle for the first time, please review the *Motorcycle Safety* section beginning on page 1, and the *Before Riding* section beginning on page 25 .

Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice in a safe area until you build your skills and get accustomed to the motorcycle's size and weight.

California only:

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

Starting & Stopping the Engine

Always follow the proper starting procedure described below.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your motorcycle's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

Your motorcycle can be started with the transmission in gear by pulling in the clutch lever before operating the starter.

Your motorcycle is equipped with a side stand ignition cut-off system. If the side stand is down — the engine cannot be started unless the transmission is in neutral. If the side stand is up — the engine can be started in neutral, or in gear with the

clutch lever pulled in. After starting with the side stand down, the engine will stop if the transmission is put in gear before raising the side stand.

Preparation

Before starting, insert the key, turn the ignition switch ON, and confirm the following:

- The transmission is in neutral (neutral indicator light ON).
- The engine stop switch is set to RUN.
- The low oil pressure indicator is ON.
- The fuel valve is ON.

Starting & Stopping the Engine

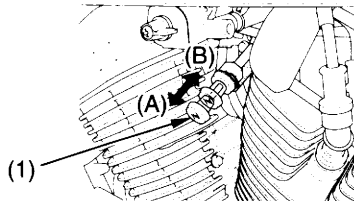
The low oil pressure indicator should go off a few seconds after the engine starts. If the low oil pressure indicator lights during operation, stop the engine immediately and check the engine oil level.

Starting Procedure

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

Normal Air Temperature
10° – 35°C (50° – 95°F)

LEFT SIDE



(1) choke knob

(A) fully ON

(B) fully OFF

Starting & Stopping the Engine

1. Pull the choke knob (1) out all the way to fully ON (A), if the engine is cold.
2. Start the engine, leaving the throttle closed.

Do not open the throttle when starting the engine with the choke on. This will lean the mixture, resulting in hard starting.

3. Immediately after the engine starts, operate the choke knob to keep fast idle.
4. About 15 seconds after the engine starts, push the choke knob in all the way to fully OFF (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1-2 under *Normal Air Temperature*.
2. When engine rpm begins to pick up, operate the choke knob to keep fast idle.

(cont'd)

Starting & Stopping the Engine

3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke knob is at fully OFF (B).

NOTICE

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

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Leave the engine stop switch set to RUN.
2. Push the choke knob in all the way to fully OFF.
3. Open the throttle fully.
4. Press the start button for 5 seconds.

5. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable.

If the engine does not start, wait 10 seconds, then follow the *High Air Temperature* procedure (page 39).

If the engine still won't start, refer to *If Your Engine Quits or Won't Start*, page 149 .

How to Stop the Engine

Normal Engine Stop

To stop the engine, shift into neutral and turn the ignition switch OFF.

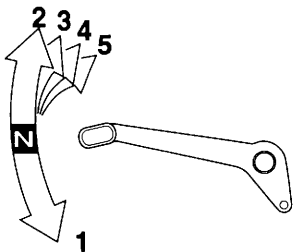
The engine stop switch should normally remain in the RUN position even when the engine is OFF.

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

Emergency Engine Stop

To stop the engine in an emergency, use the engine stop switch. To operate, press the switch to the OFF position.

Shifting Gears



shifting pattern

Your motorcycle has five forward gears in a one-down, four-up shift pattern which is coordinated with a cable-operated clutch system.

Learning when to shift gears comes with experience. Keep the following tips in mind:

- As a general rule, shift while moving in a straight line.
- Close the throttle and pull the clutch lever in completely before shifting. Improper shifting may damage the engine, transmission, and drive train.
- Learn to recognize the engagement point as you release the clutch lever. It is at this point the transmission of power to the rear wheel resumes.
- Upshift to a higher gear or reduce throttle before engine rpm (speed) gets too high. Learn the relationship between engine sound and the normal shifting points.
- Downshift to a lower gear before you feel the engine laboring (lugging) at low rpm.

- Avoid downshifting to help slow your motorcycle when engine rpm is high. Downshifting when engine speed is near its allowable maximum may over-rev the engine and cause possible damage.
- To prevent transmission damage, do not coast or tow the motorcycle for long distances with the engine off.

Recommended Shift Points

Ride in the highest gear that lets the engine run and accelerate smoothly. This will give you good fuel economy and effective emissions control. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

From 1st to 2nd:	12 mph (20 km/h)
From 2nd to 3rd:	19 mph (30 km/h)
From 3rd to 4th:	25 mph (40 km/h)
From 4th to 5th:	31 mph (50 km/h)

Shifting Down:

From 5th to 4th:	28 mph (45 km/h)
From 4th to 3rd:	22 mph (35 km/h)
From 3rd to 2nd:	16 mph (25 km/h)

Pull the clutch lever in when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

Braking

Your motorcycle is equipped with a hydraulically-activated disc brake in front and a mechanically-activated drum brake at the rear. Operating the brake lever applies the front disc brake. Depressing the brake pedal applies the rear drum brake.

As a general rule, the front braking system provides about 70 percent of total stopping power.

For full braking effectiveness, use both the pedal and lever simultaneously. Using both braking systems will stop your motorcycle faster with greater stability.

To slow or stop, apply the brake lever and brake pedal smoothly, while downshifting to match your speed.

Gradually increase braking as you feel the brakes slowing your speed. The increase in engine compression from downshifting will help slow your motorcycle.

To prevent stalling the engine, pull the clutch lever in before coming to a complete stop. For support, put your left foot down first, then your right foot when you are finished using the brake pedal.

Applying the brakes too hard may cause the wheels to lock and slide, reducing control of your motorcycle. If this happens, release the brake controls, steer straight ahead until you regain control, then reapply the brakes more gently.

When possible, reduce your speed or complete braking before entering a turn. Avoid braking or closing the throttle quickly while turning. Either action may cause one or both wheels to slip and reduce your control of your motorcycle.

Your ability to brake in a turn and to brake hard in an emergency situation are important riding skills. We suggest attending a Motorcycle Safety Foundation experienced rider training course (page 28) to retain these skills.

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.

Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

Parking

1. Look for a level parking area. If you can't park on a paved surface, make sure the ground surface is firm, especially under the side stand. If you must park on a hill, leave the transmission in gear and position the rear tire against the curb at a 45 degree angle.

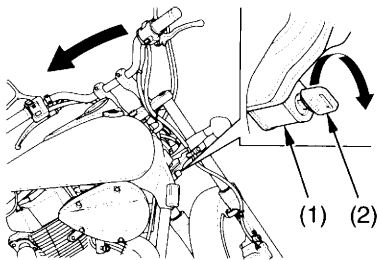
California only:

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle. Refer to *Catalytic Converters (California Only)*, page 197 .

2. Use the side stand to support the motorcycle while parked.
 - To lower the side stand, use your foot to guide it down. Remember that lowering the side stand with the transmission in gear will stop the engine, even if the clutch lever is pulled in. That is a function of the side stand ignition cut-off system.
 - Check that the side stand is down all the way so that the side stand ignition cut-off system (page 37) is activated.
 - If you have to park on a soft surface, insert something solid under the side stand for support.

- Use the steering lock (1), which locks the handlebar in place. Turn the handlebar all the way to the left. Insert the ignition key (2) in the lock and turn it 180 degrees clockwise. Remove the key.

RIGHT FRONT



(1) steering lock

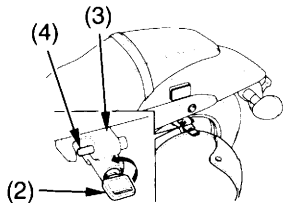
(2) ignition key

(cont'd)

Parking

4. Use the helmet holder (3) to secure your helmet with your motorcycle:
- Insert the ignition key (2) and turn it counterclockwise to unlock the holder.
 - Hang your helmet on the holder pin (4).
 - Push in on the holder pin. Remove the key.

LEFT REAR



- (2) ignition key (4) holder pin
(3) helmet holder

⚠ WARNING

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

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

5. Turn the fuel valve OFF.

Theft-Prevention Tips

- Park your motorcycle in a locked garage whenever possible. If a garage isn't available, park in a concealed area or in a well-lit area with enough pedestrian traffic to discourage a thief.
 - Always take the ignition key with you.
 - Always use the steering lock (page 47), even if you're parking for just a minute or two. A thief can easily push an unlocked motorcycle to a waiting truck.
 - In addition to the steering lock, use a good quality anti-theft device made specifically to lock a motorcycle to a secure object.
- If you decide to use an anti-theft device, select one of good quality and be sure to follow the manufacturer's instructions.
 - Keep your owner's manual, current registration, and insurance information with your motorcycle. This will make it easier for the authorities to find you if your motorcycle is stolen and recovered.

Riding with a Passenger or Cargo

Your motorcycle is designed to carry you and one passenger. Whenever you add a passenger or cargo, you must be careful not to exceed the total load limits for this vehicle (*Load Limits*, page 33). Make sure your cargo is properly secured (*Loading Guidelines*, page 33).

Also consider adjusting the suspension (page 109) for the extra load.

Be aware that carrying a passenger or heavy cargo can affect acceleration, braking, and handling.

Before riding with a passenger, make sure your passenger is wearing the proper protective apparel (page 26).

Tell your passenger to hold the seat strap or your waist, lean with you in the turns, and keep their feet on the passenger footpegs at all times, even when the motorcycle is stopped at a traffic light.

To help keep your motorcycle in good shape, this section includes a Maintenance Schedule for required service, a list of periodic checks you should perform at least once a month, and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on fuels and oils, and tips for keeping your Honda looking great.

For information about the exhaust emission and noise emission requirements of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC), see page 191 .

For information about replacing fuses, see page 169 .

USA only

Maintenance, replacement or repair of the emission control devices and systems may be performed by any motorcycle repair establishment or individual using parts that are “certified” to EPA standards.

Before You Service Your Honda

The Importance of Maintenance.....	54
Maintenance Safety.....	55
Important Safety Precautions.....	56
Periodic Maintenance.....	58
Maintenance Schedule	60
Maintenance Record.....	65

(cont'd)

Servicing Your Honda

Service Preparations

Maintenance Component Locations	67
Tool Kit.....	70
Owner's Manual Storage.....	71
Storage Compartment.....	72
Side Cover Removal.....	73
Seat Removal.....	74

Service Procedures

Fluids & Filters

Fuel	75
Engine Oil & Filter.....	78
Coolant.....	88
Air Cleaner	92
Crankcase Breather	94
Final Drive Oil.....	95

Engine

Throttle	98
Clutch System.....	100
Engine Idle Speed.....	104
Spark Plugs.....	106

Chassis

Suspension	109
Brakes	112
Tires	120
Side Stand.....	127

Electrical

Battery	128
---------------	-----

Appearance Care	133
-----------------------	-----

Servicing Your Honda

The following table summarizes the three types of inspections and servicing recommendations for your motorcycle. Both the pre-ride inspection and the scheduled maintenance at the recommended intervals are necessary to assure safe and dependable performance. The periodic checks provide additional confidence in your motorcycle's performance.

Type of Inspection/Service	Refer to page:	When Performed	Who Performs
Pre-ride Inspection	29	before every ride	you
Periodic Maintenance	58	monthly*	you
Maintenance Schedule	60	interval on schedule	your Honda dealer**

* more often if you ride frequently or long distances; or anytime you clean your motorcycle

** unless you have the proper tools and service data and are mechanically qualified

The Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun. A properly maintained motorcycle will also help to reduce air pollution.

Remember, proper maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, perform the periodic checks, and follow the Maintenance Schedule in this section.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

If your motorcycle overturns or is involved in a crash, be sure your Honda dealer inspects all major parts, even if you are able to make some repairs.

This section includes instructions on how to perform some important maintenance tasks. If you have basic mechanical skills, you can perform many of these tasks with the tools provided with your motorcycle.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic. Instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

Maintenance Safety

Important Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:

Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you operate the engine.

Burns from hot motorcycle parts. Let the engine and exhaust system cool before touching.

Injury from moving parts. Do not run the engine unless instructed to do so.

- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around gasoline. Use only non-flammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement. If you have the tools and skills required for additional maintenance jobs, you can purchase an official Honda Service Manual (page 202).

Periodic Maintenance

In addition to the regularly scheduled maintenance (page 60) and daily pre-ride inspection (page 29), consider performing the periodic checks on the following page at least once a month, even if you haven't ridden your motorcycle, or as often as once a week if you ride frequently or for long distances. It's a good idea to perform this maintenance any time you clean your motorcycle.

Check the odometer reading and perform any scheduled maintenance checks that are needed (page 60). Remember, more frequent checks may be needed for riding in severe conditions.

Periodic Maintenance

Tires & Wheels	<p>Check the air pressure with a gauge and add air if needed (page 119).</p> <p>Examine the tread for wear (page 121).</p> <p>Look closely for nails, embedded objects, cuts, and other types of damage (page 121). Roll your motorcycle so you can inspect the entire surface.</p> <p>Check the condition of the rims and spokes.</p>
Fluids	<p>Check the levels of the engine oil (page 82), coolant (page 89), brake fluid (page 113), and final drive oil (page 95). Add the correct fluid as necessary, and investigate the cause of any low fluid level.</p>
Lights	<p>Make sure the headlight, brakelight, taillight, and turn signals are working properly.</p>
Freeplay	<p>Check the freeplay of the clutch lever (page 100), rear brake pedal (page 116), and throttle grip (page 98).</p>
Fuses	<p>Make sure you have a full supply of spare fuses.</p>
Nuts & Bolts	<p>Check the major fasteners and tighten as needed.</p>

Maintenance Schedule

The required Maintenance Schedule that follows specifies how often you should have your motorcycle serviced, and what things need attention. It is essential to have your motorcycle serviced as scheduled to maintain safe, dependable performance and proper emission control.

The service intervals in this Maintenance Schedule are based on average riding conditions. Some items will need more frequent service if you ride in unusually wet or dusty areas or at full throttle. Consult your Honda dealer for recommendations applicable to your individual needs and use.

Some items in the Maintenance Schedule can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual. Other items involve more extensive procedures and may require special training, tools, and equipment. We recommend that you have your Honda dealer perform these tasks unless you have advanced mechanical skills and the required tools and equipment. Procedures for such items in this schedule are provided in an official Honda Service Manual available for purchase (page 202).

Maintenance Schedule

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only Honda Genuine Parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Perform the pre-ride inspection (page 29) and owner maintenance (page 60) at each scheduled maintenance period.

Each item on the maintenance schedule requires some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your Honda dealer.

* Should be serviced by your Honda dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 202).

** In the interest of safety, we recommend these items be serviced only by your Honda dealer.

Maintenance Schedule

Summary of Maintenance Schedule Notes & Procedures:

NOTES:

1. At higher odometer readings, repeat at the frequency interval established here.
2. Service more frequently if the motorcycle is ridden in unusually wet or dusty areas.
3. Service more frequently if the motorcycle is ridden often at full throttle or in the rain.
4. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
5. California type only.

Maintenance Procedures:

I: inspect and clean, adjust, lubricate,
or replace, if necessary

C: clean

A: adjust

L: lubricate

R: replace

Maintenance Schedule

ITEM		FREQUENCY	NOTE	ODOMETER READING (Note 1)							Refer to page			
				× 1,000 mi	0.6	4	8	12	16	20		24		
				× 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0	38.4			
EMISSION RELATED ITEMS	*	FUEL LINE					I		I		I	--		
	*	THROTTLE OPERATION					I		I		I	98		
	*	CHOKE OPERATION					I		I		I	--		
		AIR CLEANER	2						R			R	92	
	*	SUB AIR CLEANER							R			R	--	
		CRANKCASE BREATHER	3				C	C	C	C	C	C	94	
		SPARK PLUGS					I	R	I	R	I	R	106	
	*	VALVE CLEARANCE					I		I		I		--	
		ENGINE OIL					INITIAL = 600 mi (1,000 km) or 1 month: R REGULAR = EVERY 8,000 mi (12,800 km) or 12 months: R					78		
		ENGINE OIL FILTER					R		R		R		R	83
	*	ENGINE IDLE SPEED					I	I	I	I	I	I	104	
		RADIATOR COOLANT	4					I		I		R	88	
	*	COOLING SYSTEM						I		I		I	--	
*	SECONDARY AIR SUPPLY SYSTEM						I		I		I	--		
*	EVAPORATIVE EMISSION CONTROL SYSTEM	5						I			I	--		

* Should be serviced by your Honda dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 202).

Maintenance Schedule

ITEM		FREQUENCY	NOTE	ODOMETER READING (Note 1)								Refer to page
				× 1,000 mi	0.6	4	8	12	16	20	24	
				× 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0	38.4	
NON-EMISSION RELATED ITEMS		FINAL DRIVE OIL					I		I		R	95
		BRAKE FLUID	4			I	I	R	I	I	R	113
		BRAKE SHOE/PAD WEAR				I	I	I	I	I	I	115, 118
		BRAKE SYSTEM			I		I		I		I	112
	*	BRAKELIGHT SWITCH						I		I		—
	*	HEADLIGHT AIM						I		I		—
		CLUTCH SYSTEM			I	I	I	I	I	I	I	100
		SIDE STAND						I		I		126
	*	SUSPENSION						I		I		—
	*	NUTS, BOLTS, FASTENERS			I			I		I		—
	**	WHEELS/TIRES			I	I	I	I	I	I	I	—
	**	STEERING HEAD BEARINGS			I			I		I		—

* Should be serviced by your Honda dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 202).

**In the interest of safety, we recommend these items be serviced only by your Honda dealer.

Maintenance Record

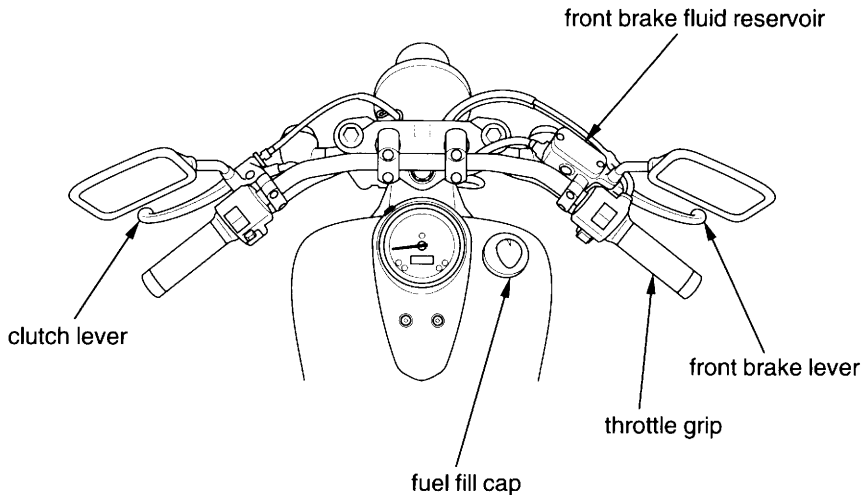
Keeping an accurate maintenance record will help ensure that your motorcycle is properly maintained. Retain detailed receipts to verify the maintenance was performed. If the motorcycle is sold, these receipts should be transferred with the motorcycle to the new owner. Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) initial maintenance, is considered a normal owner operating cost and will be charged for by your dealer. Use the space under Notes to record anything you want to remind yourself about or mention to your dealer.

Miles (km)	Odometer	Date	Performed By:	Notes
600 (1,000)				
4,000 (6,400)				
8,000 (12,800)				
12,000 (19,200)				
16,000 (25,600)				
20,000 (32,000)				

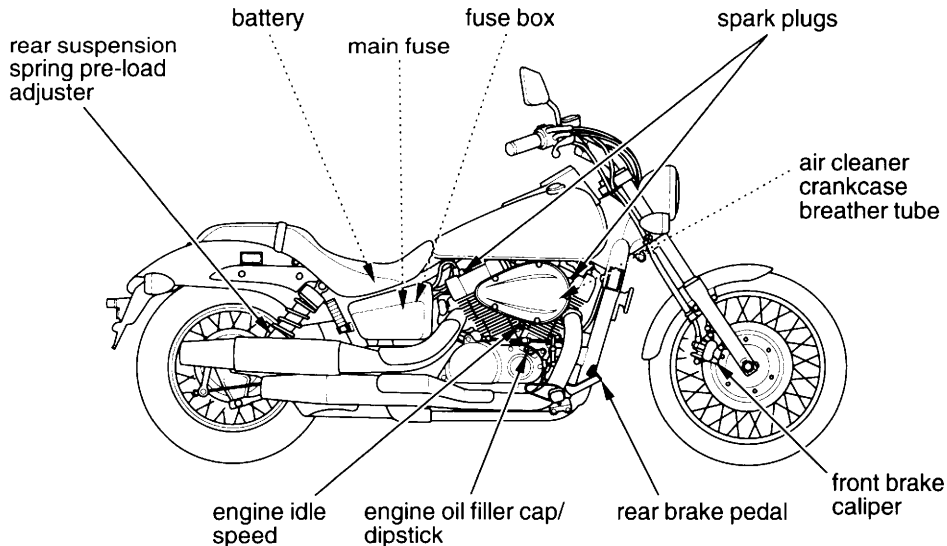
Maintenance Record

Miles (km)	Odometer	Date	Performed By:	Notes
24,000 (38,400)				
28,000 (44,800)				
32,000 (51,200)				
36,000 (57,600)				
40,000 (64,000)				
44,000 (70,400)				
48,000 (76,800)				
52,000 (83,200)				
56,000 (89,600)				
60,000 (96,000)				
64,000 (102,400)				
68,000 (108,800)				

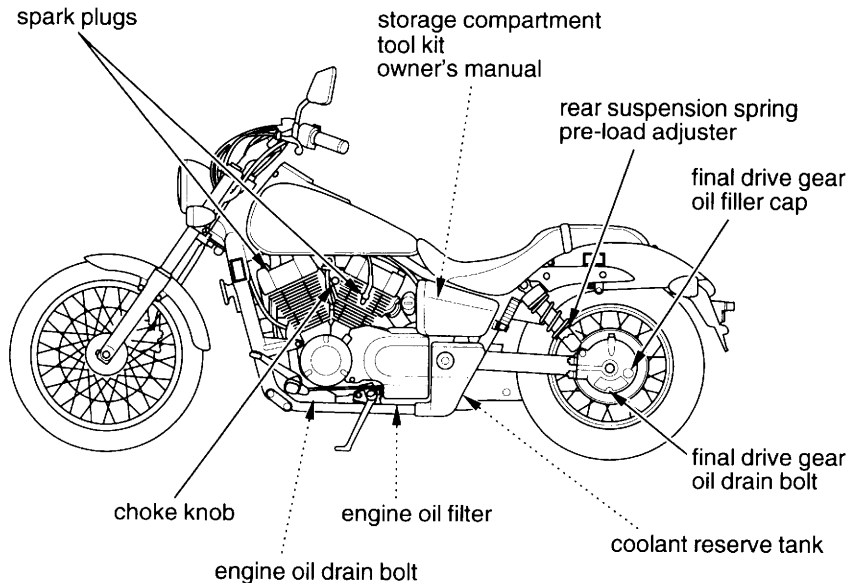
Maintenance Component Locations



Maintenance Component Locations



Maintenance Component Locations

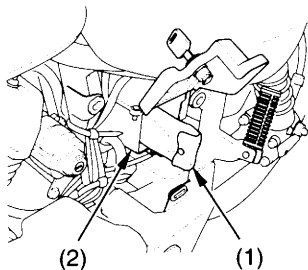


Tool Kit

The tool kit (1) is stored in the storage compartment (2) (page 72) behind the left side cover (page 73).

An optional, larger tool kit may be available. Check with your Honda dealer's parts department.

LEFT SIDE



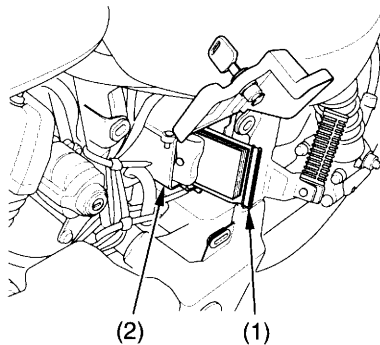
(1) tool kit (2) storage compartment

Owner's Manual Storage

Your motorcycle provides storage for the owner's manual so you'll have it with you for easy reference. Store your owner's manual (and other documents) in the plastic storage bag (1) in the storage compartment (2) (page 72) behind the left side cover (page 73).

Be careful not to flood this area when washing your motorcycle.

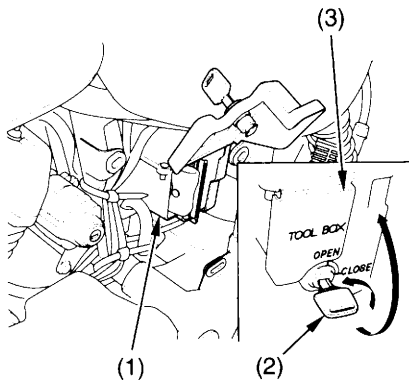
LEFT SIDE



- (1) plastic storage bag
- (2) storage compartment

Storage Compartment

LEFT SIDE



- (1) storage compartment
- (2) ignition key
- (3) storage compartment lid

The storage compartment (1) is located behind the left side cover (page 73).

The tool kit and owner's manual (and other documents) should be stored in the storage compartment.

To open the storage compartment, remove the left side cover (page 73). Insert the ignition key (2) and turn it 90 degrees counterclockwise. Open the storage compartment lid (3).

To close the storage compartment, close the storage compartment lid. Turn the ignition key 90 degrees clockwise and remove it. Install the left side cover (page 73).

Side Cover Removal

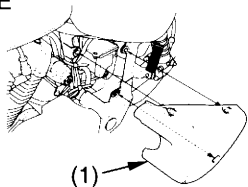
Refer to *Safety Precautions* on page 56 .

The right side cover must be removed to service the fuses.

The left side cover must be removed to access the storage compartment and check the color label or to service the battery.

The right and left side covers can be removed in the same manner.

LEFT SIDE



(1) side cover

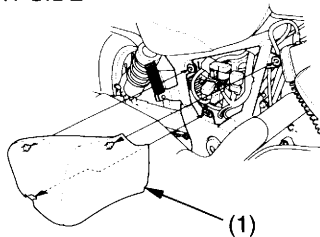
Removal

1. Grasp the side cover (1).
2. Pull out.

Installation

1. Position the cover so the prongs on the inside of the cover are line up above their securing slots.
2. Push the cover in place.

RIGHT SIDE



(1) side cover

Seat Removal

Refer to *Safety Precautions* on page 56 .

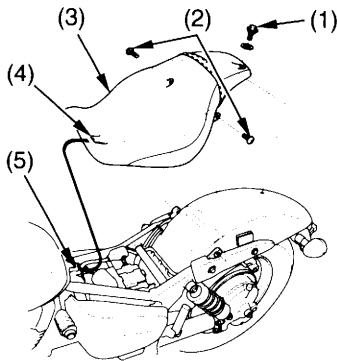
The seat must be removed for battery maintenance.

Removal

1. Remove the seat mounting bolt A (1) and bolts B (2).
2. Pull the seat (3) back and up.

Installation

1. Insert the tab (4) into the frame cross member (5).
2. Tighten the seat mounting bolts securely.



- (1) seat mounting bolt A
- (2) seat mounting bolts B
- (3) seat
- (4) tab
- (5) frame cross member

Refer to *Safety Precautions* on page 56 .

Fuel Recommendation

type	unleaded
pump octane number	86 (or higher)

We recommend that you use unleaded fuel because it produces fewer engine deposits and extends the life of exhaust system components.

California only:

The use of leaded gas will damage the catalytic converters.

Your engine is designed to use any gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 198.

Use of lower octane gasoline can cause persistent “pinging” or “spark knock” (a loud rapping noise) which, if severe, can lead to engine damage. Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of gasoline. If pinging or spark knock persists, consult your Honda dealer.