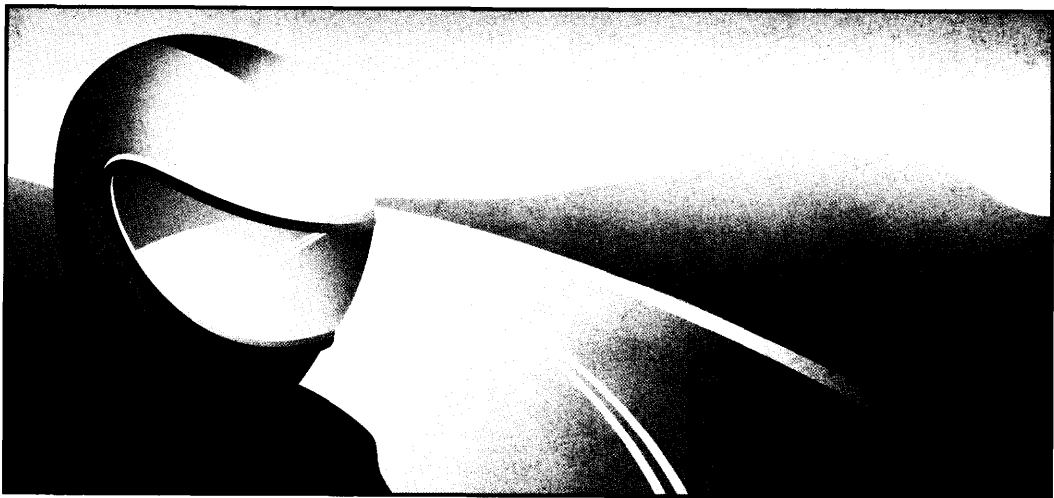




**OWNER'S MANUAL  
USO E MANUTENZIONE  
MANUAL DEL PROPIETARIO**



**VTR1000SP-2**



**Honda VTR1000SP-2**

**OWNER'S MANUAL**

**USO E MANUTENZIONE**

**MANUAL DEL PROPRIETARIO**

## **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**

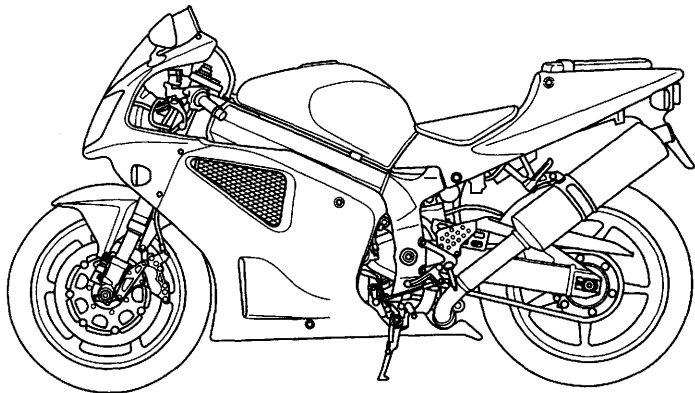
This motorcycle is designed to be used only on the road.

- **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 VTR1000SP-2 OWNER'S MANUAL**



**All information in this publication is based on the latest production information available at the time of approval for printing. Honda Motor Co.,Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.**

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## **WELCOME**

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

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

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		
ED	European direct sales		
	Austria	Holland	Poland
	Belgium	Hungary	Portugal
	Bulgaria	Iceland	Romania
	Croatia	Israel	Russia
	Czech	Italy	Slovakia
	Denmark	Latvia	Slovenia
	Finland	Luxembourg	Spain
	Germany	Macedonia	Sweden
	Greece	Norway	Switzerland
			Ukraine
U	Australia	New Zealand	
EK	Ireland		

- 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.**

# **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 2 ).

### **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 4 for more details.

### **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.

## **LOAD LIMITS AND 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 tyres 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 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:**

180 kg (397 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

### **Maximum cargo weight:**

14 kg (31 lbs)

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 7 .

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 properly inflated.**
- **If you change your normal load, you may need to adjust the front suspension (page 21 ) and the rear suspension (page 24 ).**
- **To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.**
- **Place cargo weight as close to the center of the motorcycle as possible.**
- **Balance cargo weight evenly on both sides.**

## **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 134 ). A blown fuse can cause a loss of lights or engine power.

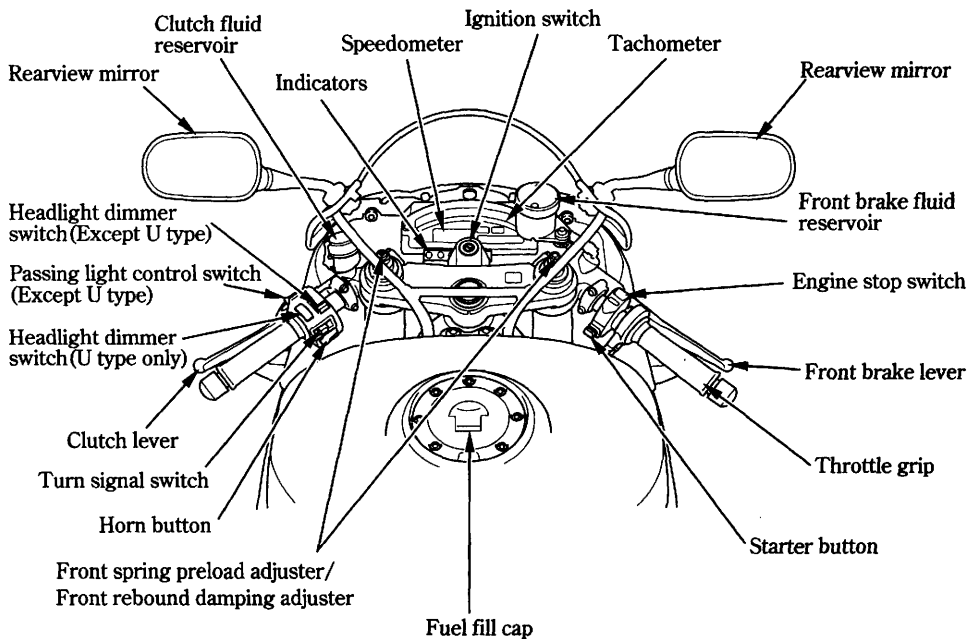
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

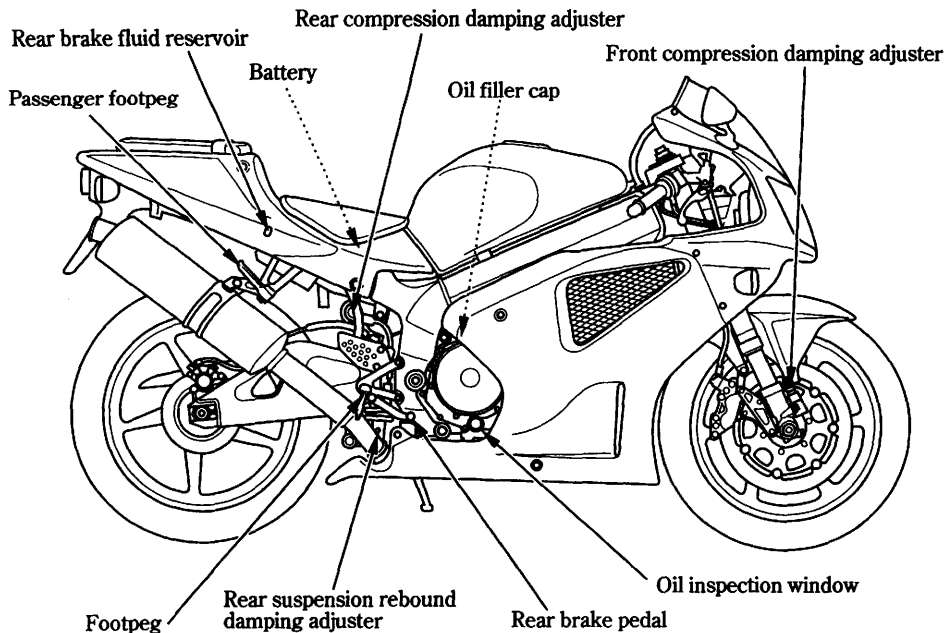
### **Modifications**

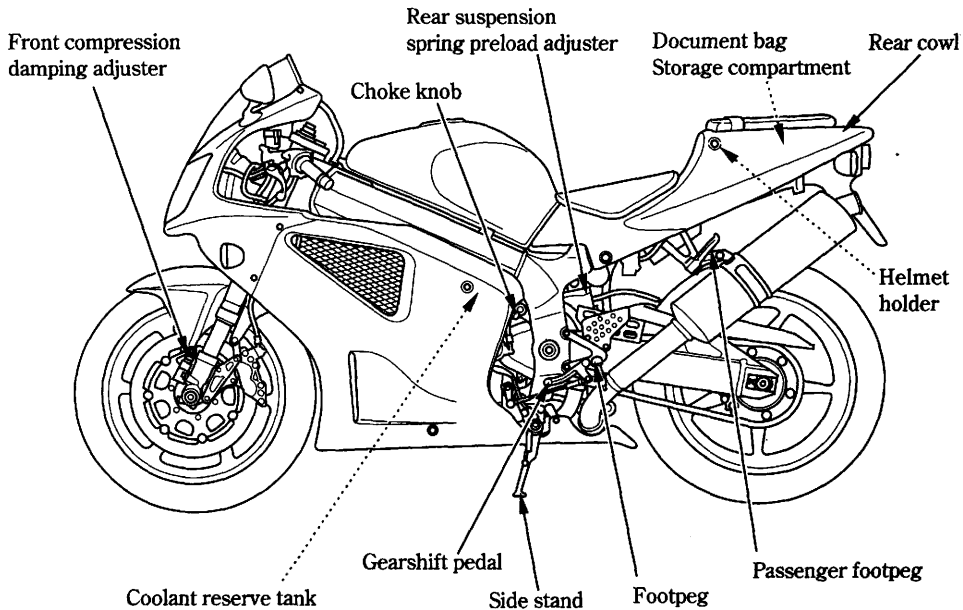
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

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

# PARTS LOCATION



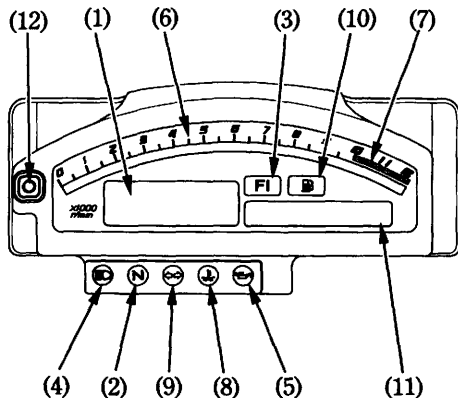




## INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

- (1) Speedometer
- (2) Neutral indicator
- (3) PGM-FI malfunction indicator lamp (MIL)
- (4) High beam indicator
- (5) Low oil pressure indicator
- (6) Tachometer
- (7) Tachometer red zone
- (8) Coolant temperature indicator
- (9) Turn signal indicator
- (10) Fuel indicator
- (11) Multi-function display
- (12) Multi-function select and reset button



(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Neutral indicator (green)	Lights when the transmission is in neutral.
(3) PGM-FI malfunction indicator lamp (MIL) (red)	<p>Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for 2–3 seconds and then go off when the ignition switch is turned ON and engine stop switch is at ○ (RUN).</p> <p>If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.</p>
(4) High beam indicator (blue)	Lights when the headlight is on high beam.
(5) Low oil pressure indicator (red)	<p>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.</p> <p><b>NOTICE</b></p> <p>Running the engine with insufficient oil pressure may cause serious engine damage.</p>

<b>(Ref.No.) Description</b>	<b>Function</b>
(6) Tachometer	Shows engine revolutions per minute.
(7) Tachometer red zone	<p>Never allow the tachometer gauge liquid crystal display to enter the red zone, even after the engine has been broken in.</p> <p><b>NOTICE</b></p> <p>Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.</p>
(8) Coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature. If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 32 – 33 and do not ride the motorcycle until the problem has been corrected.</p> <p><b>NOTICE</b></p> <p>Exceeding maximum running temperature may cause serious engine damage.</p>
(9) Turn signal indicator (green)	Flashes when the either turn signal operates.

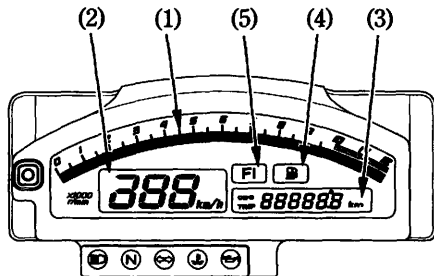
<b>(Ref.No.) Description</b>	<b>Function</b>
(10) Fuel indicator (amber)	Lights when there is only few fuel left in the fuel tank. The amount of fuel left in the tank when lights and with the vehicle set upright is approximately: 4.5 l (1.19 US gal , 0.99 Imp gal)
(11) Multi-function display	The display includes the following functions; This display shows the initial display (page 16 ).
Odometer	Shows accumulated mileage (page 19 ).
Tripmeter	Shows mileage per trip (page 19 ).
Coolant temperature meter	Shows coolant temperature (page 18 ).
(12) Multi-function select and reset button	Resets the tripmeter or select the operation mode: tripmeter, odometer and coolant temperature meter (page 19 ).

### Initial Display

When the ignition switch is turned ON, the display will temporarily show all the modes and digital segments so you can make sure the liquid crystal display is functioning properly.

The unit "mph" will be displayed only for E type.

Tripmeter will reset if the battery is disconnected.



- (1) Tachometer
- (2) Speedometer
- (3) Multi-function display
- (4) Fuel indicator
- (5) PGM-FI malfunction indicator lamp (MIL)

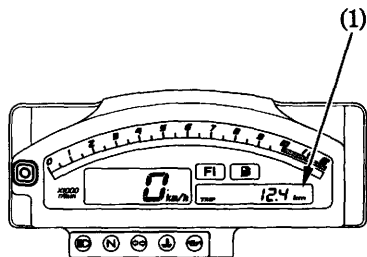
## Multi-function Display

Multi-function display (1) includes the following functions:

Odometer

Tripmeter

Coolant temperature meter



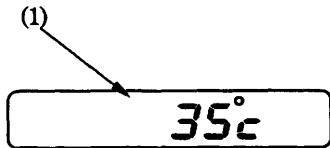
(1) Multi-function display

### Coolant Temperature Meter

The coolant temperature meter (1) shows coolant temperature digitally.

#### Temperature Display

Below 34°C	"--" is displayed.
Between 35°C and 132°C	Actual coolant temperature is indicated.
Above 132°C	The display will remain "132°C".



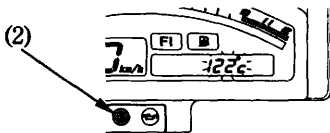
(1) Coolant temperature meter

### Overheating Message

When the coolant temperature reaches 122°C, the display begins to flash and coolant temperature indicator (2) goes on. If this occurs, stop the engine and check the reserve tank coolant level. Read pages 32 – 33 and do not ride the motorcycle until the problem has been corrected. If the coolant temperature reaches 122°C while the odometer and tripmeter display is selected, the display will automatically switch to coolant temperature.

#### NOTICE

Exceeding maximum running temperature may cause serious engine damage.



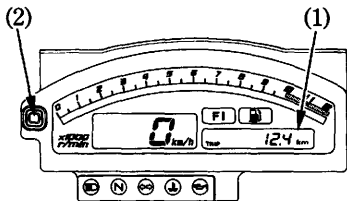
(2) Coolant temperature indicator

## Odometer/Tripmeter/Coolant temperature meter

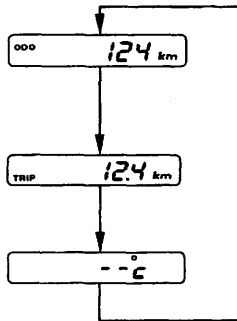
The display (1) has three functions: odometer, tripmeter and coolant temperature meter.

Push the button (2) to select “ODO” (Odometer), “TRIP” (Tripmeter) and “TEMP” (Coolant temperature meter) mode.

To reset the tripmeter, push and hold the button when the display is in the “TRIP” mode.



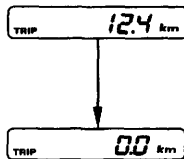
ODO



TRIP

TEMP

Tripmeter  
reset



- (1) Multi-function display
- (2) Multi-function select and reset button

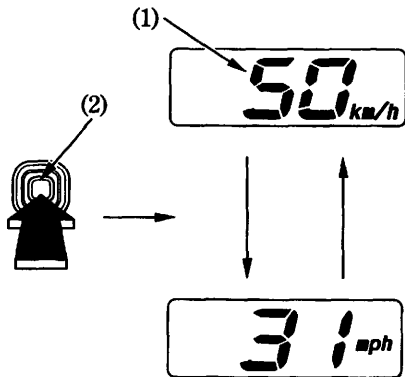
## Speed Unit Change

### (E type only)

The speedometer displays both “km/h” and “mph”.

Push and hold both the multi-function select and reset button (2) to select “km/h” or “mph”.

This function only operate while the display is in the “ODO” mode.



- (1) Speedometer
- (2) Multi-function select and reset button

# MAJOR COMPONENTS

## (Information you need to operate this motorcycle)

### SUSPENSION

#### Front Suspension

##### Spring Preload:

Adjust the spring preload by turning the spring preload adjuster (1) with the 22 mm wrench provided in the tool kit (page 78 ).

To reduce (SOFT) :

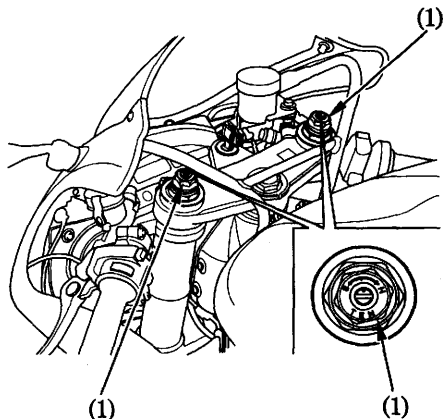
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the spring preload adjuster counterclockwise until it will no longer turn (lightly seats). This is the full soft setting.
2. The adjuster is set in the standard position when the adjuster is turned clockwise 6 turns.
3. Make sure that both fork legs are adjusted to the same position.



(1) Spring preload adjuster

### Rebound Damping:

To reduce (SOFT) :

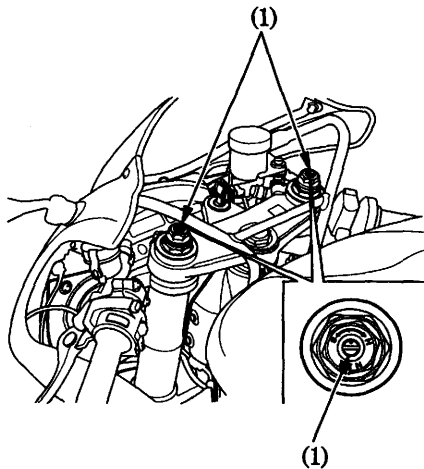
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise 1 turn.
3. Make sure that both fork legs are adjusted to the same position.



(1) Damping adjuster

### Compression Damping:

To reduce (SOFT) :

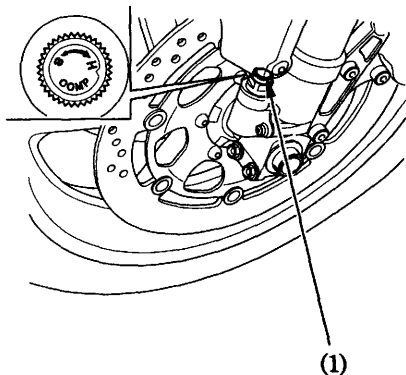
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise 12 clicks.
3. Make sure that both fork legs are adjusted to the same position.



(1) Damping adjuster

## Rear Suspension

### Spring Preload:

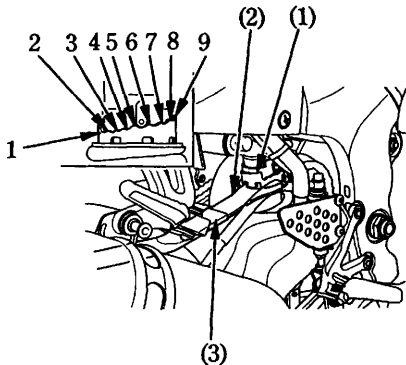
The spring preload adjuster (1) has 9 spring preload positions for different load or riding conditions.

Adjust the spring preload by turning the spring preload adjuster with the pin spanner (2) and extension bar (3) provided in the tool kit (page 78 ).

Positions 1 to 4 are for a light load and smooth road conditions. Position 5 is the standard position. Positions 6 to 9 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.

The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble or service the damper; it cannot be rebuilt and must be replaced when worn out. Disposal should only be done by your Honda dealer. The instructions found in this 24

owner's manual are limited to adjustment of the shock assembly only.



(1) Spring preload adjuster

(2) Pin spanner

(3) Extension bar

### Rebound Damping:

To reduce (SOFT) :

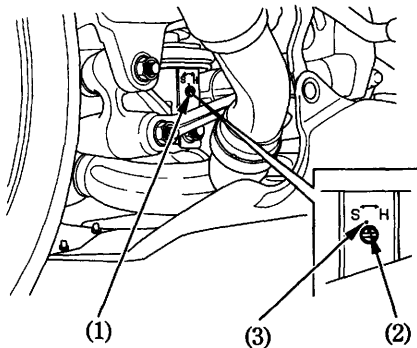
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 1 turn so that its punch mark (2) aligns with the reference punch mark (3).



(1) Damping adjuster

(2) Punch mark

(3) Reference  
punch mark

### Compression Damping:

To reduce (SOFT) :

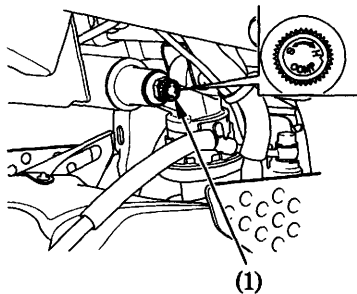
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 10 clicks.



(1) Damping adjuster

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

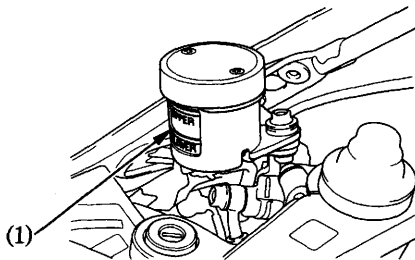
### Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark (1), check the brake pads for wear (page 112 ).

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.

### **FRONT**



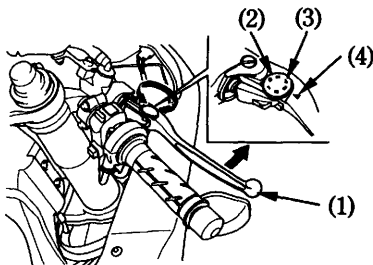
(1) LOWER level mark

### Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster dial (2) while pushing the lever forward.

Align the numbers (3) on the adjuster dial with the index mark (4).

Apply the brake several times and check for free wheel rotation after the brake pedal is released.



- (1) Brake lever
- (2) Adjuster dial

- (3) Numbers
- (4) Index mark

### Other Checks:

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

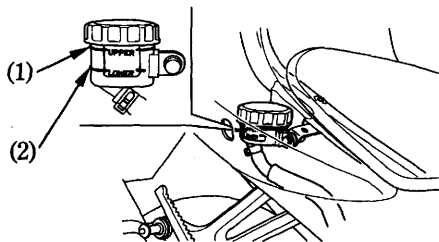
### Rear Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark (2), check the brake pads for wear (page 112 ).

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.

### **Rear**



- (1) UPPER level mark
- (2) LOWER level mark

## **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.

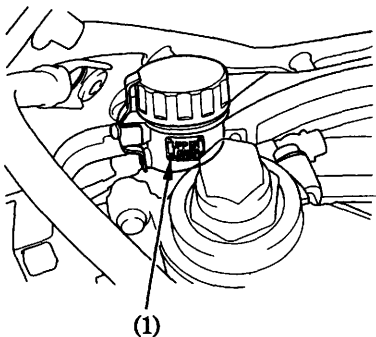
If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

### Fluid Level:

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position. If the fluid level is near the lower level line, it indicates fluid leakage. See your Honda dealer.

### Other Checks:

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



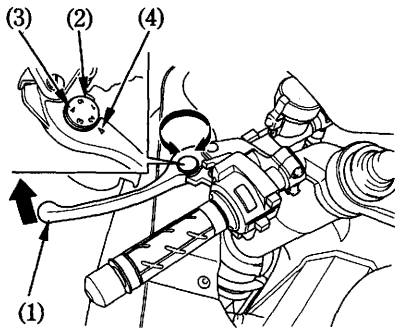
(1) LOWER level mark

### Clutch Lever:

The distance between the tip of the clutch lever (1) and the grip can be adjusted by turning the adjuster dial (2).

Turn the adjuster dial while pushing the clutch lever forward.

Align the numbers (3) on the adjuster dial with index mark (4).



(1) Clutch lever  
(2) Adjuster dial

(3) Numbers  
(4) Index mark

## **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

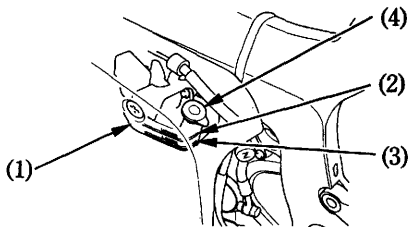
The reserve tank is behind the left lower cowl.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (3), remove the left lower cowl (page 56) and the reserve tank cap (4).

Add coolant mixture until it reaches the UPPER level mark (2). 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.



- (1) Reserve tank      (3) LOWER level mark  
(2) UPPER level mark      (4) Reserve tank cap

## FUEL

### Fuel Tank

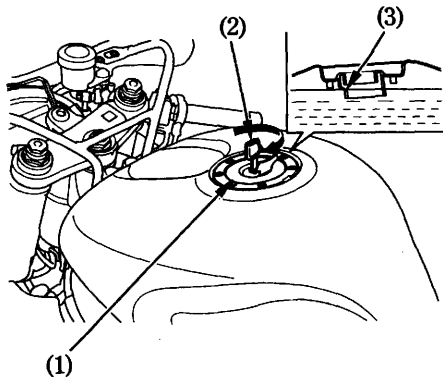
The fuel tank capacity including the reserve supply is:

18.0 ℓ (4.76 US gal , 3.96 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap is hinged and will lift up.

Do not overfill the tank. There should be no fuel in the filler neck (3).

After refueling, to close the fuel fill cap, push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.



## ▲ 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.

(1) Fuel fill cap

(2) Ignition key

(3) Filler neck

**Except U:**

Use unleaded petrol with a research octane number of 95 or higher.

The use of leaded petrol will cause premature damage to the catalytic converters.

**For U:**

Use unleaded petrol with a research octane number of 95 or higher.

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

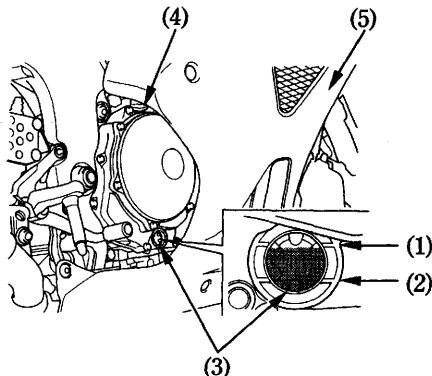
The level must be maintained between the upper (1) and lower (2) level marks in the inspection window (3).

1. Start the engine and let it idle for 3–5 minutes. Make sure the low oil pressure indicator goes off. If the indicator light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After 2–3 minutes, check that the oil level is between the upper and lower level marks in the inspection window.
4. If required, remove the right lower cowl (5) (see page 56), the oil filler cap (4) and add the specified oil (see page 81) up to the upper level mark. Do not overfill.

5. Reinstall the oil filler cap and right lower cowl. Check for oil leaks.

### NOTICE

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



- |                       |                      |
|-----------------------|----------------------|
| (1) Upper level mark  | (4) Oil filler cap   |
| (2) Lower level mark  | (5) Right lower cowl |
| (3) Inspection window |                      |

## 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.

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/cm <sup>2</sup> , 36 psi)
Rear	290 kPa (2.90 kgf/cm <sup>2</sup> , 42 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.

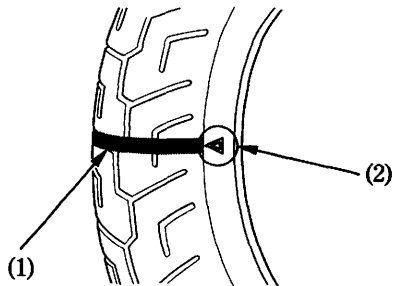
## Tread Wear

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.



- (1) Wear indicator
- (2) Wear indicator location mark

### **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: 120/70ZR17M/C (58W)

DUNLOP

D208FN

METZELER

MEZ3H FRONT RACING

Rear: 190/50ZR17M/C (73W)

DUNLOP

D208N

METZELER

MEZ3H RACING

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.

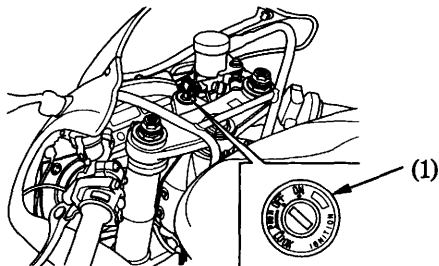
### **Important Safety Reminders**

- 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.

# ESSENTIAL INDIVIDUAL COMPONENTS

## IGNITION SWITCH

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

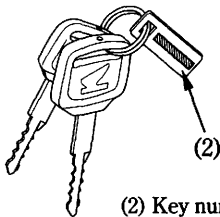
The headlight and taillights will come on whenever you turn the ignition switch ON. If your motorcycle is stopped with the ignition switch ON and the engine is not running, the headlight and taillights will still be on, resulting in battery discharge.

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Engine and lights can be operated.	Key cannot be removed

## KEYS

You should received a key number plate (2) with your key.




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




(2) Key number plate

## RIGHT HANDLEBAR CONTROLS

### Engine Stop Switch


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

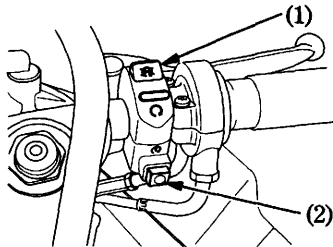
If your motorcycle is stopped with the ignition switch ON and the engine stop switch  (OFF), the headlight and taillights will still be on, resulting in battery discharge.

### Starter Button

The starter button (2) is below the engine stop switch (1).

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

If the engine stop switch is in the  (OFF) position, the starter motor will not operate. See page 63 for the starting procedure.





- (1) Engine stop switch
- (2) Starter button

## LEFT HANDLEBAR CONTROLS

< Except U type >



### Headlight Dimmer Switch (1)

Push the dimmer switch to  (HI) to select high beam or to  (LO) to select low beam.

### Passing Light Control Switch (2)

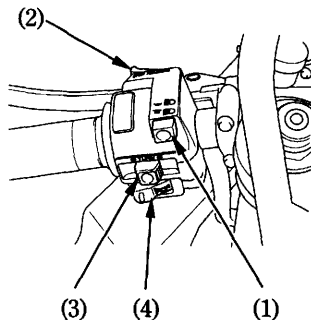
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

### Turn Signal Switch (3)

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

### Horn Button (4)

Press the button to sound the horn.





- (1) Headlight dimmer switch
- (2) Passing light control switch
- (3) Turn signal switch
- (4) Horn button



## LEFT HANDLEBAR CONTROLS

< U type only >

### Headlight Dimmer Switch (1)

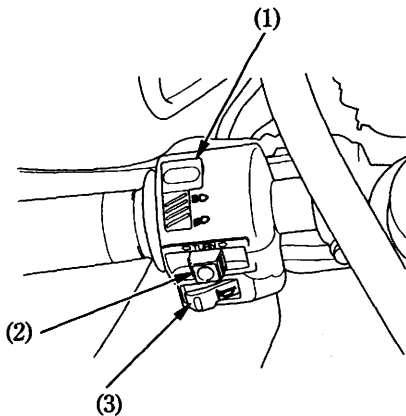
Push the dimmer switch to  (HI) to select high beam or to  (LO) to select low beam.

### Turn Signal Switch (2)

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

### Horn Button (3)

Press the button to sound the horn.



- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button

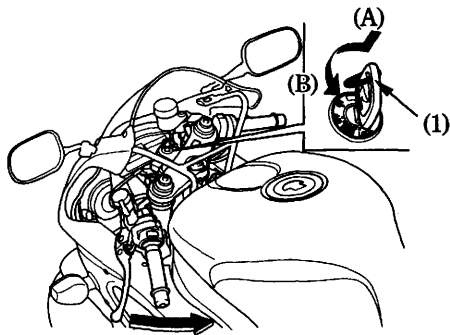
## FEATURES

### (Not required for operation)

#### STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key. To unlock the steering, turn the key to OFF.

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



(1) Ignition key

(A) Push in

(B) Turn to LOCK

## HELMET HOLDER

The helmet holder is located below the rear seat.

Remove the rear seat (see page 51 ). Route the helmet wire (1) through the helmet D-ring (2) and hook the loops of the helmet wire onto the rear seat hook (3).

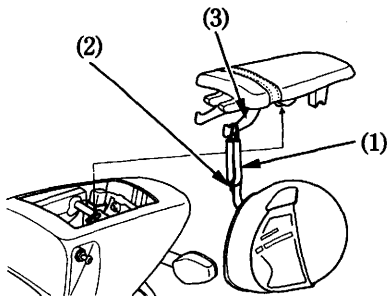
Install the seat and lock it securely.

The helmet wire provided in the tool kit (page 78 ).

### 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.



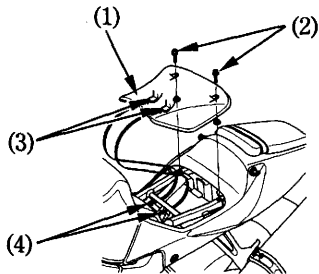
- (1) Helmet wire
- (2) D-ring

(3) Hook

## SEAT

### Front seat

To remove the front seat (1), pull up the seat end and remove the two mounting bolts (2), and then pull the seat back and up. To install the front seat, insert the tabs (3) into the recess (4) under the frame and tighten the mounting bolts securely.



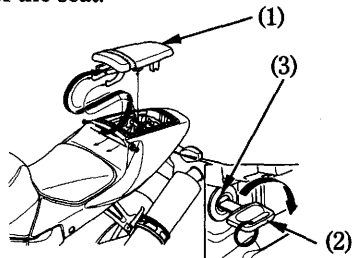
- (1) Front seat
- (2) Mounting bolts
- (3) Tabs
- (4) Recess

### Rear seat

To remove the rear seat (1), insert the ignition key (2) into the seat lock (3) and turn it clockwise. Remove the rear seat.

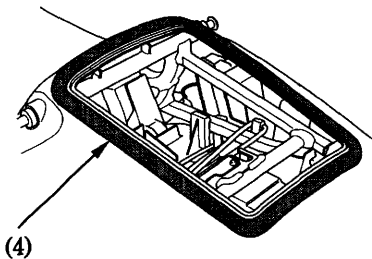
### Installation:

- To close the rear seat, push down on the rear of the seat.



- (1) Rear seat
- (2) Ignition key
- (3) Seat lock

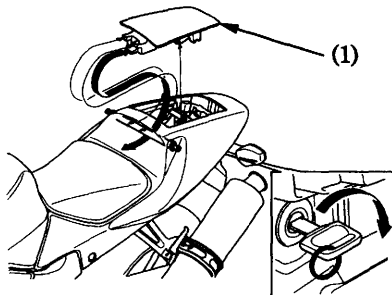
To prevent scratches to the rear cowl, attach the seat cowl rubber (4) provided before installing the rear seat.



(4) Seat cowl rubber

### Seat cowl panel

Remove the rear seat when using the seat cowl panel (1).

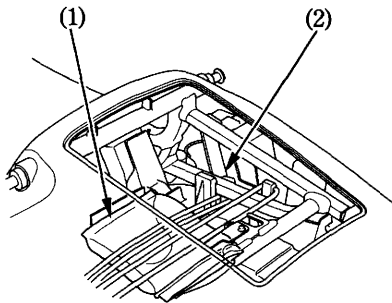


(1) Seat cowl panel

## DOCUMENT BAG

The document bag (1) is in the document compartment (2) under the rear seat.

This owner's manual and other documents should be stored in the document bag. When washing your motorcycle, be careful not to flood this area with water.

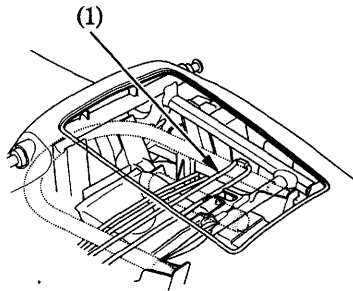


- (1) Document bag
- (2) Document compartment

## STORAGE COMPARTMENT FOR U-SHAPED ANTI-THEFT LOCK

The rear fender has a storage compartment to store a U-shaped anti-theft lock under the rear seat. After storing, be sure to fasten the lock with the rubber band (1) securely.

Some U-shaped locks may not be stored in the compartment due to their size or design.



- (1) Rubber band

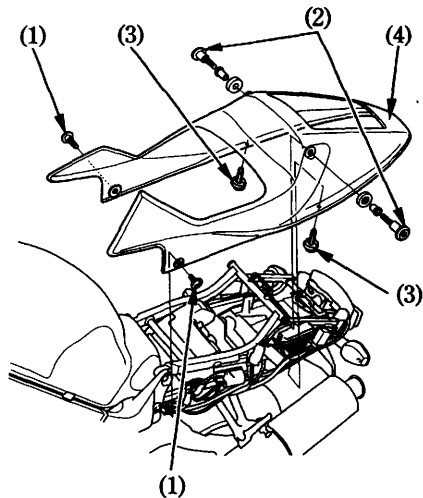
## REAR COWL

### Removal:

1. Remove the front seat (page 51 ).
2. Remove the rear seat (page 51 ).
3. Remove the bolts A (1) and bolts B (2).
4. Remove the clips (3).
5. Remove the rear cowl (4).

### Installation:

- Installation can be done in the reverse order of removal.



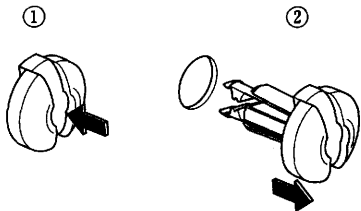
- (1) Bolts A  
(2) Bolts B

- (3) Clips  
(4) Rear cowl

## Clip removal and installation:

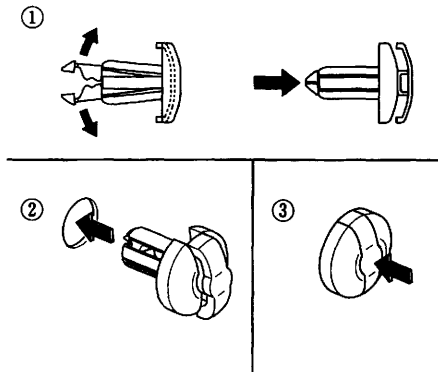
### **Removal**

- ① Press down on the center pin to release the lock.
- ② Pull out the clip from the hole.



### **Installation**

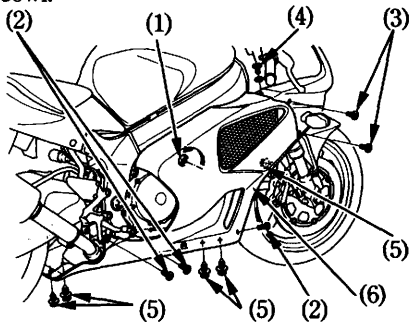
- ① Slightly open the retaining pawls and then push them out.
- ② Insert the clip into the hole.
- ③ Lightly press down on the center pin to lock the clip.



## LOWER COWL

### Removal:

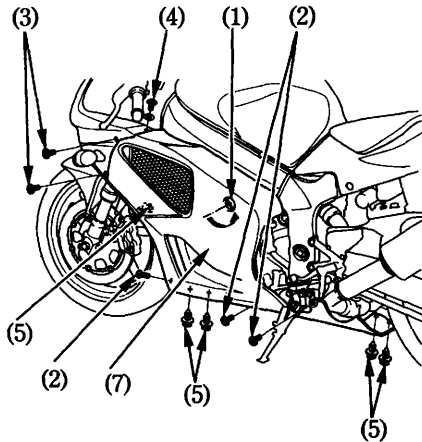
1. Turn the bolts A (1) 90° counterclockwise.
2. Remove the bolts B (2), bolts C (3) and bolts D (4).
3. Remove the clips (5).
4. Remove the right (6) and left (7) lower cowl.



- (1) Bolts A (4) Bolts D (6) Right lower cowl  
(2) Bolts B (5) Clips (7) Left lower cowl  
(3) Bolts C

### Installation:

- Installation can be done in the reverse order of removal.



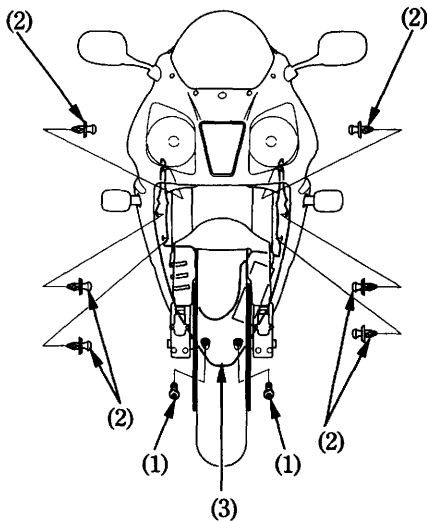
## INNER COWL

### Removal:

1. Remove the bolts (1).
2. Remove the clips (2).
3. Remove the inner cowl (3).

### Installation:

- Installation can be done in the reverse order of removal.



- (1) Bolts  
(2) Clips

- (3) Inner cowl

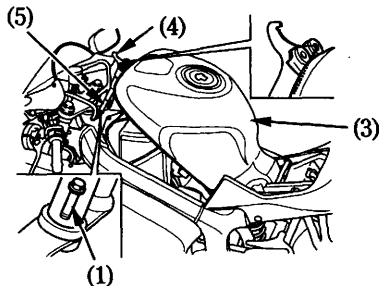
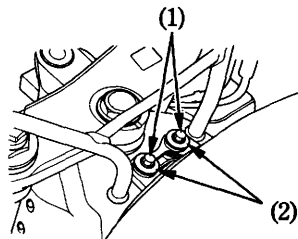
## FUEL TANK MAINTENANCE POSITION

The front of the fuel tank can be tilted up for maintenance.

The fuel tank does not require draining.

### To raise:

1. Remove the front seat (page 51 ).
2. Remove the two bolts (1) and washers (2).
3. Raise the front of the fuel tank (3) and install the bolts to frame body.
4. Use the pin spanner (4) and extension bar (5) provided in the tool kit (page 78 ).
5. Raise the front of the fuel tank and place the pin spanner and extension bar between the front of the fuel tank and frame body.



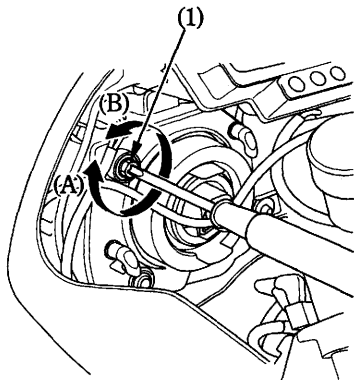
- (1) Bolts  
(2) Washers

- (3) Fuel tank  
(4) Pin spanner  
(5) Extension bar

## HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the screw (1) in or out as necessary.

Obey local laws and regulations.



(1) Screw

(A) Up

(B) Down

## OPERATION

### PRE-RIDE INSPECTION

For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your Honda dealer.

### 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.

1. Engine oil level—add engine oil if required (page 37). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 34). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 32 – 33).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 27 – 29).

5. Tyres—check condition and pressure (pages 38 – 43 ).
6. Drive chain—check condition and slack (page 95 ). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and full closing in all steering positions.
8. Lights and horn—check that headlight, stop/tail light, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 46 ).
10. Side stand ignition cut-off system—check for proper function (page 103 ).

## **STARTING THE ENGINE**

Always follow the proper starting procedure described below.

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, 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 shut off if the transmission is put in gear before raising the side stand.

### **< Except U type >**

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

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

## 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 at  $\bigcirc$  (RUN).
- The low oil pressure indicator is ON.
- The PGM-FI malfunction indicator lamp (MIL) is OFF.
- The coolant temperature indicator is OFF.

The malfunction indicator lamp and low oil pressure indicator should go off 2–3 seconds after the engine starts. If the malfunction indicator lamp and low oil pressure indicator light during operation, stop the engine immediately and check the engine oil level.

### NOTICE

Operating the engine with insufficient oil pressure can cause serious engine damage.

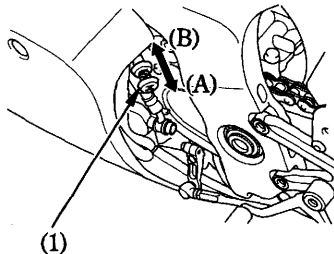
## Starting Procedure

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

### Normal Air Temperature

$10^{\circ} - 35^{\circ}\text{C}$  ( $50^{\circ} - 95^{\circ}\text{F}$ )

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



(1) Choke knob

(A) Fully ON

(B) Fully OFF

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

#### **NOTICE**

Operating the engine with insufficient oil pressure can cause serious engine damage.

3. Immediately after the engine starts, operate the choke knob (1) to keep fast idle at :  
1,500 – 2,500 min<sup>-1</sup> (rpm)
4. About a quarter minute after the engine starts, push the choke knob forward 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. Start the engine.

#### Low Air Temperature

10°C (50°F) or below


1. Follow steps 1 – 2 under “Normal Air Temperature.”
2. When engine speed begins to pick up, operate the choke knob to keep fast idle at:  
1,500 – 2,500 min<sup>-1</sup> (rpm)
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 down all the way to fully OFF (B).
3. Open throttle fully.
4. Press the starter button for 5 seconds.
5. Then follow the normal starting procedure.
6. If the engine start, then open the throttle slightly if idling is unstable.  
If the engine does not start, wait for 10 seconds, then follow steps 1–5 again.

### **Ignition Cut Off**

Your motorcycle is designed to automatically stop the engine and fuel pump if the motorcycle is over-turned (a banking sensor cuts off the ignition system). Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON.

## **RUNNING-IN**

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 km (300 miles).

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

## **RIDING**

Review Motorcycle Safety (pages 1 – 8 ) before you ride.

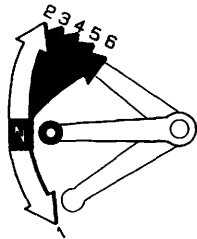
Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 77 and explanation for SIDE STAND on page 103).

### **< Except U type >**

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.

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

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



## **BRAKING**

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

### **Important Safety Reminders:**

- Independent operation of only the brake lever or brake pedal reduces stopping performance.
- Extreme application of the brake controls may cause wheel lock, reducing control of the motorcycle.
- When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

- 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 down-shifting, 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. After stopping the motorcycle, shift the transmission into neutral, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
2. Use the side stand to support the motorcycle while parked.

Park the motorcycle on firm, level ground to prevent it from falling over.

If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.

3. Lock the steering to help prevent theft (page 49 ).

### **< Except U type >**

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

## **ANTI-THEFT TIPS**

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

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PHONE NO: \_\_\_\_\_

## **MAINTENANCE**

### **THE IMPORTANCE OF MAINTENANCE**

A well-maintained motorcycle is essential for safe, economical and trouble-free riding. It will also help reduce air pollution.

To help you properly care for your motorcycle, the following pages include a Maintenance Schedule and a Maintenance Record for regularly scheduled maintenance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the Maintenance Schedule. Consult your Honda dealer for recommendations applicable to your individual needs and use.

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

### **▲ 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.

## **MAINTENANCE SAFETY**

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided — if you have basic mechanical skills.

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.

## **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 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 petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and 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 genuine Honda parts or their equivalents for repair and replacement.

## **MAINTENANCE SCHEDULE**

Perform the Pre-ride Inspection (page 60 ) at each scheduled maintenance period.

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

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

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your Honda dealer meets all of these requirements.

- \* Should be serviced by your Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the Official Honda Shop Manual.
- \*\* In the interest of safety, we recommend these items be serviced only by your Honda dealer.

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

- 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 when riding in rain or at full throttle.
  - (4) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
  - (5) Except U type.

ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								Refer to page	
			× 1,000 km	1	6	12	18	24	30	36		
			× 1,000 mi	0.6	4	8	12	16	20	24		
		NOTE	MONTH		6	12	18	24	30	36		
* FUEL LINE						I			I		I	—
* THROTTLE OPERATION						I			I		I	92
* CHOKE OPERATION						I			I		I	—
* AIR CLEANER		NOTE (2)						I			I	—
CRANKCASE BREATHER		NOTE (3)			C	C	C	C	C	C	C	87
SPARK PLUGS					EVERY 24,000km (16,000mi) I, EVERY 48,000km (32,000mi) R						88	
* VALVE CLEARANCE									I			—
ENGINE OIL				R		R			R		R	81
ENGINE OIL FILTER				R		R			R		R	84
* ENGINE IDLE SPEED				I	I	I	I	I	I	I	I	93
RADIATOR COOLANT		NOTE (4)				I			I		R	32
* COOLING SYSTEM						I			I		I	—
* SECONDARY AIR SUPPLY SYSTEM		NOTE (5)				I			I		I	—