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

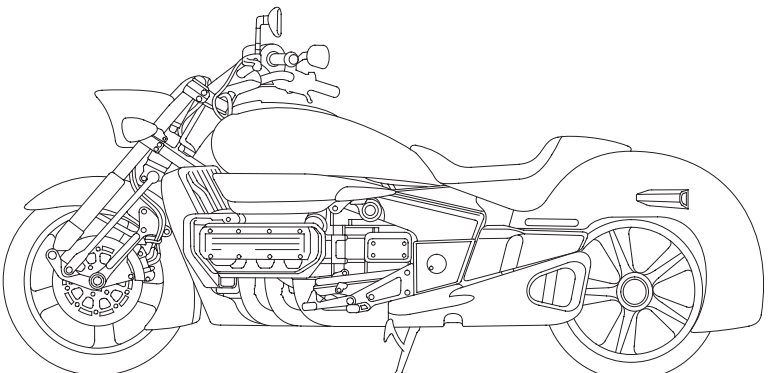
This Owner's Manual covers all versions of the NRX1800 model. You may find descriptions and features that are not found on your particular model.
All illustrations are based on the NRX1800 model equipped with chrome wheels.

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.

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2004
Honda NRX1800
VALKYRIE RUNE
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 213) 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

⚠ 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, gauges, and controls on your motorcycle and operating instructions for various controls and features.

Before Riding..... 39
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..... 49
How to start and stop the engine, shift gears and use the brakes. Also, includes riding precautions.

Contents

Servicing Your Honda 65
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 151
How to store and transport your motorcycle and how to be an environmentally-responsible rider.

Taking Care of the Unexpected 157
What to do if you have a flat tire, your engine won't start, etc.

Technical Information 187
ID numbers, technical specifications, and other technical facts.

Consumer Information 209
Information on warranties, emission controls, how to get Honda service manuals, and...
''Reporting Safety Defects'' 218

Table of Contents 220
Sequential listing of topics in this owner's manual.

Index 224

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

Motorcycle Safety

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. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 40).

Never Carry a Passenger
Your motorcycle is designed for one person only. There are no handholds, footrests, or seat for a second person—so never carry a passenger. A passenger could interfere with your ability to move around to maintain your balance and control of the motorcycle.

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 42 .

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.

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 47), 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 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 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.

- Do not install any fairing or windshield unless it was designed and tested by Honda for your motorcycle. Some fairings or windshields, even smaller ones, can cause unstable handling of your motorcycle. This is especially true if the fairing or windshield is poorly designed or improperly mounted.
- Do not add any electrical equipment that will exceed the motorcycle's electrical system capacity (page 195). A blown fuse can cause a loss of lights or engine power (page 179).
- 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.

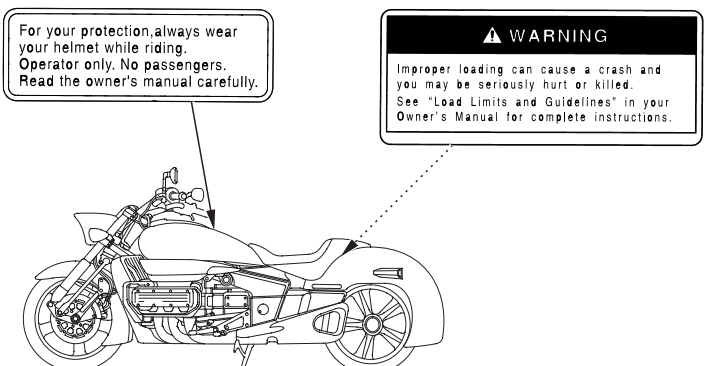
Modifications

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.

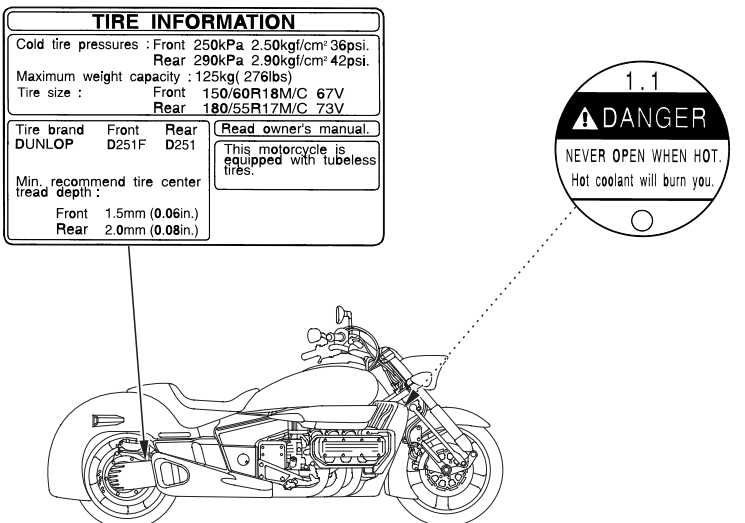
Removing or modifying your lights, exhaust system, emission control system, or other equipment can also make your motorcycle illegal.

Safety labels 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



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

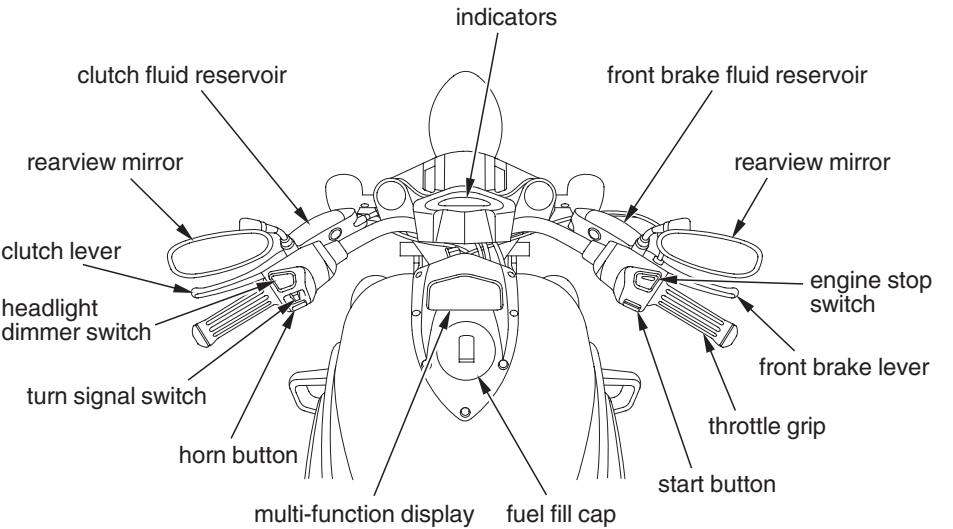
The items listed on this page are described in this section. Instructions for other components are presented in other sections of this manual where they will be most useful.

Component Locations 11
Gauges, Indicators & Displays..... 14
Multi-function Display..... 22
Speedometer 23
Odometer/Tripmeter A & B..... 24
Changing the Speed and Mileage Unit 25
Fuel Gauge..... 26

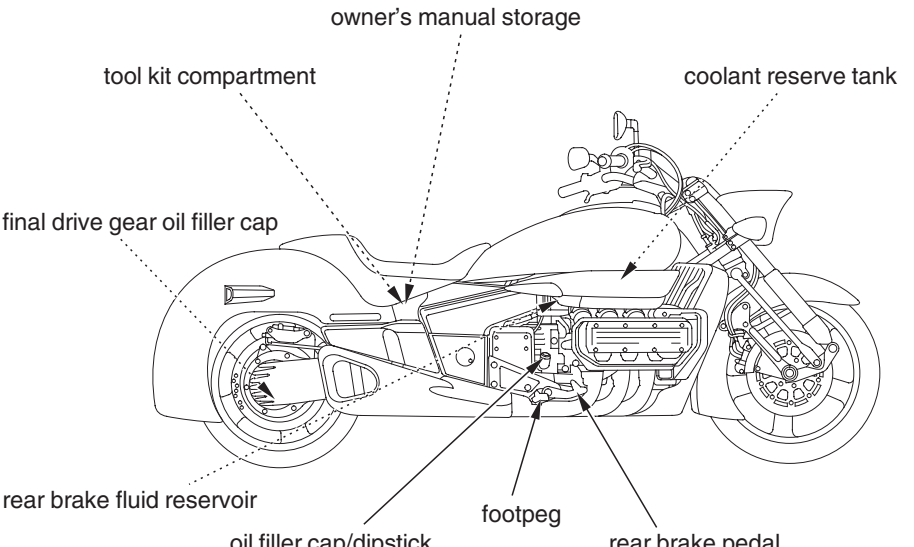
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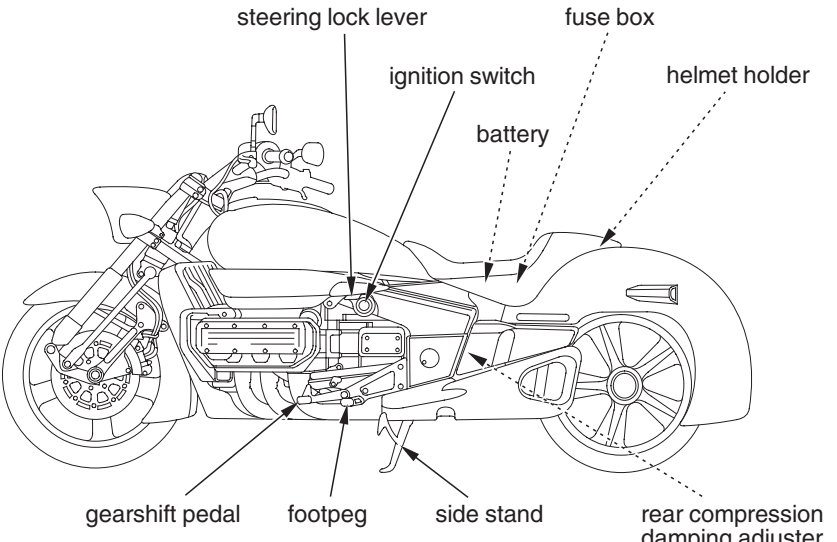
Instruments & Controls

Controls & Features 27
- Ignition Switch 27
- Keys 28
- Immobilizer System (HISS) 30
- Start Button 33
- Engine Stop Switch 33
- Headlight Dimmer Switch 34
- Turn Signal Switch 34
- Horn Button 35
- Illumination Switch 35
- Trip Reset Switch 36
- Steering Lock Lever 37


indicators
clutch fluid reservoir
front brake fluid reservoir
rearview mirror
rearview mirror
clutch lever
engine stop switch
headlight dimmer switch
front brake lever
turn signal switch
throttle grip
horn button
start button
multi-function display
fuel fill cap

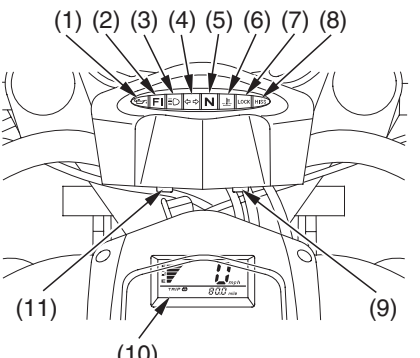
Component Locations




steering lock lever
fuse box
ignition switch
helmet holder
battery
gearshift pedal
footpeg
side stand
rear compression
damping adjuster

Gauges, Indicators & Displays

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



(1) low oil pressure indicator
(2) PGM-FI malfunction indicator lamp (MIL)
(3) high beam indicator
(4) turn signal indicator
(5) neutral indicator
(6) coolant temperature indicator
(7) lock indicator
(8) immobilizer system (HISS) indicator
(9) illumination switch
(10) multi-function display
(11) trip reset switch

Lamp Check

The immobilizer system (HISS) indicator and lock indicator, PGM-FI malfunction indicator lamp light for a few seconds and then go off when you turn the ignition switch ON.

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 the engine is started.

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.

These indicators are identified in the table on pages 17 — 19 with the words: *Lamp Check.*

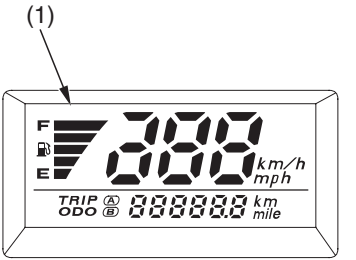
If one of these indicators does not come on when it should, have your Honda dealer check for problems.

Display Check

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 displays are identified in the table on page 20 with the words: *Display Check.*

If any part of these displays does not come on when it should, have your Honda dealer check for problems.



(1) multi-function display

1	low oil pressure indicator (red)	Lights when engine oil pressure is low enough to cause engine damage. If the indicator lights, pull safely to the side of the road. See page 178 for instructions and cautions. *Lamp Check*.
2	PGM-FI malfunction indicator lamp (red)	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and the engine stop switch is at RUN. If the indicator comes on at any other time, reduce speed and take your motorcycle to a Honda dealer as soon as possible. *Lamp Check.*
3	high beam indicator (blue)	Lights when the headlight is on high beam. *Lamp Check.*
4	turn signal indicator (amber)	Flashes when either turn signal operates.

5	neutral indicator (green)	Lights when the transmission is in neutral. *Lamp Check.*
6	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 176 for instructions and cautions.
7	lock indicator (red)	Lights when the ignition switch is turned ON and the engine stop switch is at RUN. The indicator will automatically go off after few seconds if the steering lock is released. If the steering lock is not released, the indicator will remain on and the engine will not start (page 37). Flashes when the lock lever is pulled in while the ignition switch is ON. *Lamp Check.*

8	immobilizer system (HISS) indicator (red)	Lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at RUN. It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start, and the steering lock will not be released (page 30). When the blinking function of this indicator is valid and the ignition switch is OFF, it keeps blinking for 24 hours (page 31). *Lamp Check.*
9	illumination switch	Use this button for the following purposes. • To adjust the display illumination. • To switch the immobilizer system (HISS) indicator blinking on or off.

10	multi-function display	The display includes the following functions: *Display Check.*
	speedometer	Shows riding speed in miles or kilometers per hour (page 23).
	odometer	Shows the total miles or kilometers ridden (page 24).
	tripmeter A & B	Shows the number of miles or kilometers ridden since you last reset the meter. The tripmeter has two sub modes, ‘‘A’’ and ‘‘B.’’ To zero (0) the tripmeter, press the trip reset switch (page 24).
	fuel gauge	Shows approximate fuel supply available (page 26). When segment F goes on, the fuel tank capacity is: 6.08 US gal (23.0 ℓ) When segment E flashes while riding, fuel reserved in the tank is about: 1.14 US gal (4.3 ℓ)

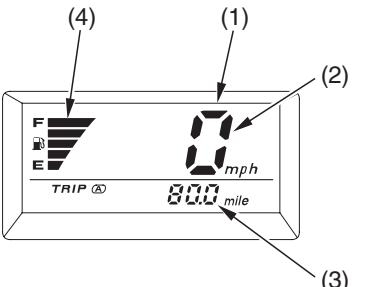
11	trip reset switch	Use this button for the following purposes. • To change the tripmeter display between A and B • To reset the tripmeter • To switch the immobilizer system (HISS) indicator blinking on or off • To change the mileage units for the speedometer and odometer/tripmeter

Multi-function Display

The multi-function display (1) includes the following functions:

- speedometer
- odometer
- tripmeter A & B
- fuel gauge

The tripmeter will reset if the battery is disconnected.

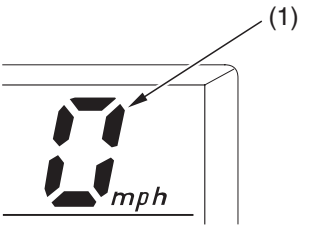


(1) multi-function display
(2) speedometer
(3) odometer/tripmeter A & B
(4) fuel gauge

Speedometer

The speedometer (1) shows riding speed in miles or kilometers per hour.

The speedometer will show ‘‘mph’’ (USA) or ‘‘km/h’’ (Canada) when the battery is reconnected.



(1) speedometer

Odometer/Tripmeter A & B

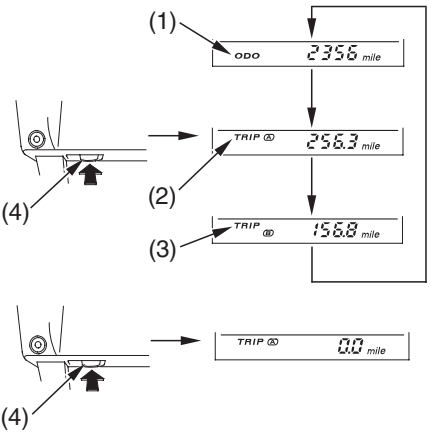
The odometer (1) shows the total miles or kilometers ridden.

The tripmeter shows number of miles or kilometers ridden since you last reset the meter.

The tripmeter has two sub modes, A (2) and B (3).

Push the trip reset switch (4) to switch between the odometer (1), tripmeter A (2) and tripmeter B (3).

To reset the tripmeter, push and hold the trip reset switch (4) with the display in the tripmeter A or B mode.

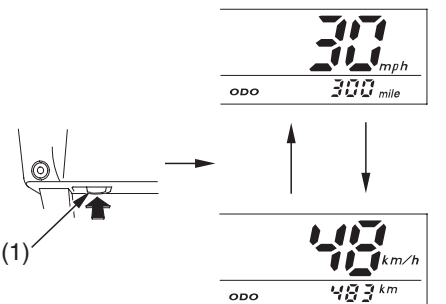


(1) odometer
(2) tripmeter A
(3) tripmeter B
(4) trip reset switch

Changing the Speed and Mileage Unit

The speedometer displays both ‘‘mph’’ and ‘‘km/h’’.
The odometer/tripmeter displays both ‘‘mile’’ and ‘‘km’’.
Press and hold the trip reset switch (1) to select ‘‘mph’’/‘‘mile’’ or ‘‘km/h’’/‘‘km’’.

This function only operates while the display is in the ‘‘ODO’’ mode.



(1) trip reset switch

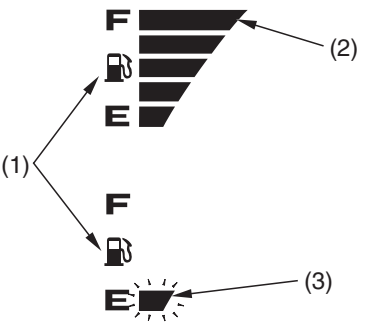
Fuel Gauge

The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When segment F (2) goes on, the fuel tank capacity is:

6.08 US gal (23.0 ℓ)

When segment E (3) flashes, you should refill the tank as soon as possible.
The amount of fuel remaining when the flashing starts is approximately:

1.14 US gal (4.3 ℓ)



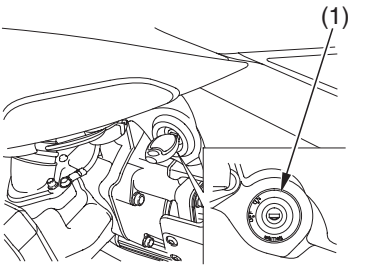
(1) fuel gauge display
(2) segment F
(3) segment E

Ignition Switch

The ignition switch is used for starting and stopping the engine (page 51), and to release the steering lock (page 37). Insert the key and turn it to the right for the ON position.

Key Position	Function
ON	Electrical circuits on. Release the steering lock.
OFF	No electrical circuits function.

LEFT SIDE

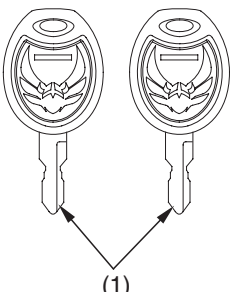


(1) ignition switch

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 left front cover, frame and engine cover while inserting the key or riding.

Keys

This motorcycle has two ignition keys (1).



(1) ignition keys

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

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

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

If all ignition keys are lost, the PGM-FI unit/ignition control module must be replaced. If you have just one key left, we recommend that you have it copied to ensure that a backup is available.

These ignition keys contain electronic circuits that are activated by the immobilizer system (HISS). They will not work to start the engine or release the steering lock if the circuits are damaged.

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

Immobilizer System (HISS)

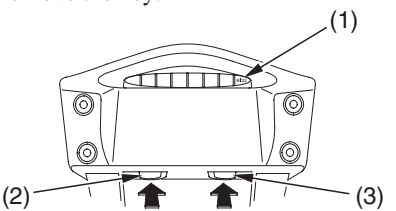
HISS is the abbreviation of Honda Ignition Security System.

The immobilizer system (HISS) protects your motorcycle from theft. A properly-coded key must be used in the ignition switch to start the engine or release the steering lock. If an improperly-coded key (or other device) is used, the engine's starting circuit is disabled and the steering lock cannot be released.

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

The immobilizer system keeps the immobilizer system (HISS) indicator blinking at 2 second intervals for 24 hours when the ignition switch is OFF. This blinking function can be turned on or off.

To alter the blinking function:
1. Turn the ignition switch ON.
   The multi-function display selects the ‘‘ODO’’ mode.
2. Simultaneously press and hold the illumination switch and trip reset switch until the HISS indicator lights.
3. Turn the ignition switch OFF and remove the key.



(1) immobilizer system (HISS) indicator
(2) trip reset switch
(3) illumination switch

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

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

As required by the FCC:
This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This device complies with Industry Canada Standard RSS-210. Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference that may cause undesired operation of the device.

Start Button

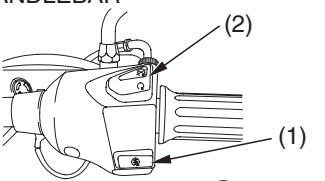
The start button (1) is used for starting the engine. Pushing the button in starts the engine. See *Starting Procedure,* page 52 .

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

OFF
RUN

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.

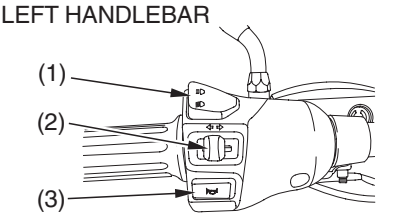
If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will remain on, resulting in battery discharge.

Headlight Dimmer Switch

The headlight dimmer switch (1) is used to change between the high and low beams of the headlight. To operate, turn the switch to HI for high beam, LO for low beam.

Turn Signal Switch

The turn signal switch (2) is used to signal a turn or a lane change. To operate, move the switch all the way in the proper direction and release it. The appropriate turn signal lights will start blinking. To cancel the light, push the switch in.



(1) headlight dimmer switch HI
(2) turn signal switch LO
(3) horn button

Horn Button

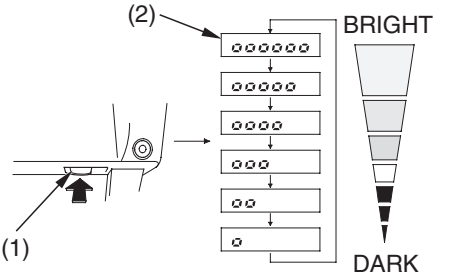
The horn is used to alert other motorists. To operate, push the horn button (3).

Illumination Switch

The illumination switch (1) is used to adjust the brightness of the multi-function display. The brightness of the display can be adjusted in six stages. The display becomes one-level darker whenever you press the switch.

To fast-forward, press and hold the illumination switch for more than 2 seconds.

The illumination switch is also used to switch the blinking of the immobilizer system (HISS) indicator on or off. To operate, simultaneously press and hold the switch and the trip reset switch (page 31) until the HISS indicator lights.



(1) illumination switch
(2) multi-function display

Trip Reset Switch

The trip reset switch is used to switch between the odometer and the two tripmeter (A & B) displays. To operate, press the switch.

To reset (zero) either tripmeter, press and hold the switch for about 2－3 seconds until the display changes to zero.

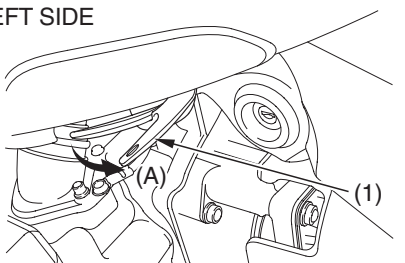
The trip reset switch is also used to switch the blinking of the immobilizer system (HISS) indicator on or off. To operate, simultaneously press and hold the trip reset and illumination switches (page 31) until the HISS indicator lights.

The trip reset switch is also used to change the speed and mileage units for the speedometer/odometer/tripmeter. To change the unit, press and hold the switch (page 25).

Steering Lock Lever

The steering lock lever (1) is located on the side of the ignition switch.
The lever is used to lock the steering for theft prevention (page 59).

LEFT SIDE



(1) steering lock lever
(A) to lock

To lock:

1. Turn the handlebar all the way to the left.
2. Turn the ignition OFF and remove the ignition key.
3. Pull the steering lock lever back until it stops and then wiggle the handlebar until the lock catches.
4. Return the steering lock lever to its starting position.
5. Make sure the handlebar is locked securely by moving it slightly to the left and right.

To unlock:
To unlock the steering lock, insert the ignition key and turn it to the ON position. The steering should unlock automatically. If the steering does not unlock, move the handlebar slightly to the right and left until the lock releases.

If the steering remains locked, turn the ignition switch OFF, and then turn it ON again. If the lock still won't release, turn the ignition OFF. Pull the steering lock lever to make sure the steering lock is fully engaged before leaving your motorcycle. See your Honda dealer.

Before Riding

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 121.

Are You Ready to Ride ? 40
Protective Apparel 40
Rider Training 42
Is Your Motorcycle Ready to Ride ? 43
Pre-ride Inspection 43
Load Limits & Guidelines 46
Loading 46
Load Limits 47
Loading Guidelines 47

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.

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.

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 in 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 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)

- 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).

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:

Tires Look at the tires. If a tire appears low, use an air pressure gauge to check its pressure. Also look for signs of damage or excessive wear (page 131).

(cont'd)

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, brake light, taillight, and turn signals are working properly.

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 14).

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 72). 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 was designed as a rider-only motorcycle. It was not designed to carry a passenger or cargo. A passenger or cargo could interfere with your ability to move around to maintain your balance and control of the motorcycle.

In addition, exceeding the weight limits 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.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. If you decide to carry 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:
276 lbs (125 kg)
includes the weight of the rider and all accessories.

Loading Guidelines

As discussed on page 46 , we recommend that you do not carry any cargo on this motorcycle. However, if you decide to carry cargo, ride at reduced speeds and follow these common-sense guidelines:

- Never ride with a passenger. The motorcycle is not designed to carry a passenger.
- Check that both tires are properly inflated (page 129).
- If you change your normal load, you may need to adjust the rear suspension (page 121).

(cont'd)

Load Limits & Guidelines

- 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.
- Never exceed the maximum weight limit.

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.

To protect your new engine and enjoy optimum performance and service life, refer to Break-in Guidelines (page 199).

Safe Riding Precautions 50
Starting & Stopping the Engine 51
- Preparation 51
- Starting Procedure 52
- Flooded Engine 53
- Banking Sensor Ignition Cut-off System 53
- How to Stop the Engine 54

Shifting Gears 55
Braking 57
Parking 59

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 39 .

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.

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 PGM-FI malfunction indicator lamp is OFF.
- The lock indicator is OFF.
- The immobilizer system (HISS) indicator is OFF.

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

Starting Procedure

This motorcycle has a fuel-injected engine with an automatic fast idle. Follow the procedure indicated below.

Any Air Temperature

- Press the start button with the throttle completely closed.

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

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. Open the throttle fully.
3. Press the start button for 5 seconds.
4. Follow the normal starting procedure.
5. If the engine starts, then open the throttle slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow steps 1 — 4 again.

If the engine still won't start, refer to *If Your Engine Quits or Won't Start,* page 159.

Bank Angle Sensor Ignition Cut-off System

Your motorcycle's banking (lean angle) sensor system is designed to automatically stop the engine and fuel pump if the motorcycle is overturned.

Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON. The engine will not restart until you perform this procedure.

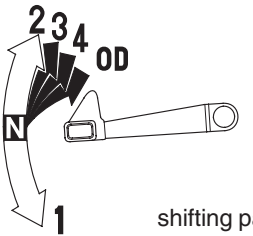
How to Stop the Engine

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 pattern

Your motorcycle has five forward gears in a one-down, four-up shift pattern which is coordinated with a hydraulically actuated 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 OD:	31 mph (50 km/h)

Shifting Down:

From OD to 4th:	22 mph (35 km/h)
From 4th to 3rd:	16 mph (25 km/h)

Pull the clutch lever in when speed drops below 12 mph (20 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 new braking system. Operating the front brake lever applies the front brake. Operating the rear brake pedal applies the rear brake and a portion of the front brake. For full braking effectiveness, use both the lever and pedal simultaneously, as you would with a conventional motorcycle braking system.

As with a conventional motorcycle braking system, excessively hard application of the brake controls may cause wheel lock, reducing control of the motorcycle.

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 through 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.

Braking

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 42) 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.

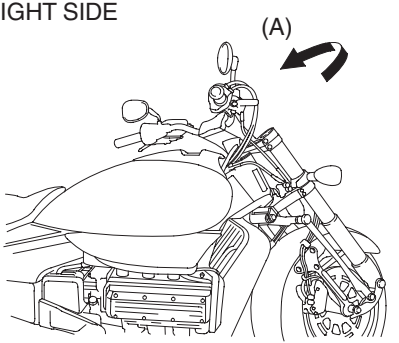
Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

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.

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 51) is activated.
   - If you have to park on a soft surface, insert something solid under the side stand for support.

3. Use the steering lock, which locks the handlebar in place. Turn the handlebar all the way to the left.

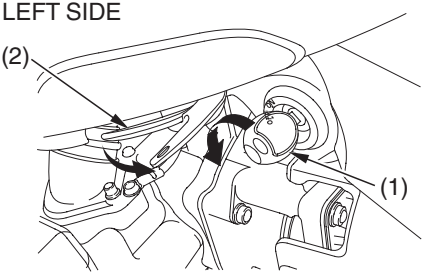
RIGHT SIDE



(A) to left

4. Turn the ignition key (1) OFF. Remove the key.
   Pull the steering lock lever (2) back until it stops and then wiggle the handlebar until the lock catches.
   Return the steering lock lever to its starting position.

LEFT SIDE



(1) ignition key
(2) steering lock lever

Make sure that the handlebar is locked securely by moving it slightly to the left and right.

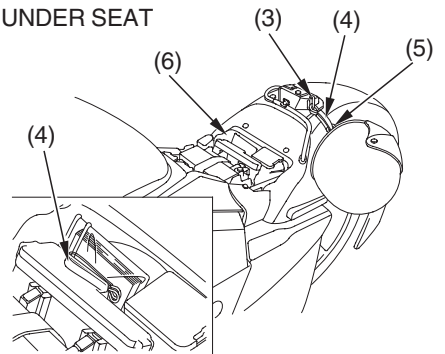
5. Use the helmet holder (3) to secure your helmet with your motorcycle:
   - Remove the seat (page 86).
   - Route the helmet holder cable (4) through the helmet D-ring (5) and hook the loops of the holder cable onto the helmet holder (3).
   - Install the seat.

The helmet holder is designed to secure your helmet while parked. Do not operate the motorcycle with a helmet attached to the holder.

(cont'd)

Parking

When the helmet holder is not used, the holder cable is folded in two and stored in the owner's manual storage (6).



(3) helmet holder
(4) helmet holder cable
(5) D-ring
(6) owner's manual storage

⚠ 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.

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 60), 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.

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) and the California Air Resources Board (CARB), see page 200 .

For information about replacing fuses, see page 179 .

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 68
Maintenance Safety 69
Important Safety Precautions 70
Periodic Maintenance 72
Maintenance Schedule 74
Maintenance Record 79

(cont'd)

Servicing Your Honda

Service Preparations
Component Locations 81
Tool Kit (Canada only) 84
Owner's Manual Storage..... 85
Seat Removal..... 86
Side Cover Removal..... 87
Cylinder Head Cover Removal..... 89
Left Muffler Cover Removal..... 90

Service Procedures
Fluids & Filters
Fuel 92
Engine Oil & Filter..... 95
Coolant..... 104
Crankcase Breather 108
Final Drive Oil..... 109

Engine
Throttle 113
Clutch System..... 115
Spark Plugs 117

Chassis
Suspension 121
Brakes 124
Tires 128
Side Stand 136

Electrical
Battery..... 137

Appearance Care 142

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	43	before every ride	you
Periodic Maintenance	72	monthly*	you
Maintenance Schedule	74	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.

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 genuine Honda 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 210).

Periodic Maintenance

In addition to the regularly scheduled maintenance (page 74) and daily pre-ride inspection (page 43), 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 74). Remember, more frequent checks may be needed for riding in severe conditions.

Tires	Check the air pressure with a gauge and add air if needed (page 129). Examine the tread for wear (page 131). Look closely for nails, embedded objects, cuts, and other types of damage (page 131). Roll your motorcycle so you can inspect the entire surface. Check the condition of the rims.
Fluids	Check the levels of the engine oil (page 99), coolant (page105), brake fluid (page125), clutch fluid (page115), and final drive oil (page109). Add the correct fluid as necessary, and investigate the cause of any low fluid level.
Lights	Make sure the headlight, brake light, taillight, and turn signals are working properly.
Freeplay	Check the freeplay of the throttle grip (page 113).
Fuses	Make sure you have a full supply of spare fuses.
Nuts & Bolts	Check the major fasteners and tighten as needed.

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 210).

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 genuine Honda parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Perform the pre-ride inspection (page 43) and owner maintenance (page 76) 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 210).

** 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. Service more frequently if noisy.
5. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill. Refer to the official Honda service manual.
6. California type only.

Maintenance Procedures:

I: inspect and clean, adjust, lubricate, or replace, if necessary
C: clean
A: adjust
L: lubricate
R: replace

		ITEM	NOTE	FREQUENCY / ODOMETER READING (Note 1)							Refer to page
				× 1,000 mi	4	8	12	16	20	24	
				× 1,000 km	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	—
	*	AIR CLEANER	2				R			R	—
		CRANKCASE BREATHER	3		C	C	C	C	C	C	108
		SPARK PLUGS			EVERY 16,000 mi (25,600 km) R						117
	*	VALVE CLEARANCE	4		EVERY 32,000 mi (51,200 km) I						—
		ENGINE OIL			R		R		R		95
		ENGINE OIL FILTER			R		R		R		100
		RADIATOR COOLANT	5			I		I		R	104
	*	COOLING SYSTEM				I		I		I	—
	*	SECONDARY AIR SUPPLY SYSTEM				I		I		I	—
	*	EVAPORATIVE EMISSION CONTROL SYSTEM	6				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 210).

Maintenance Schedule

		ITEM	NOTE	FREQUENCY / ODOMETER READING (Note 1)							Refer to page
				× 1,000 mi	4	8	12	16	20	24	
				× 1,000 km	6.4	12.8	19.2	25.6	32.0	38.4	
NON-EMISSION RELATED ITEMS		FINAL DRIVE OIL				I		I		R	109
		BRAKE FLUID	5		I	I	R	I	I	R	124
		BRAKE PAD WEAR			I	I	I	I	I	I	127
		BRAKE SYSTEM				I		I		I	124
	*	BRAKE LIGHT SWITCH				I		I		I	—
	*	HEADLIGHT AIM				I		I		I	—
		CLUTCH SYSTEM				I		I		I	115
		CLUTCH FLUID	5		I	I	R	I	I	R	115
		SIDE STAND				I		I		I	136
	*	SUSPENSION				I		I		I	—
	*	NUTS, BOLTS, FASTENERS				I		I		I	—
	**	WHEELS/TIRES				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 210).

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

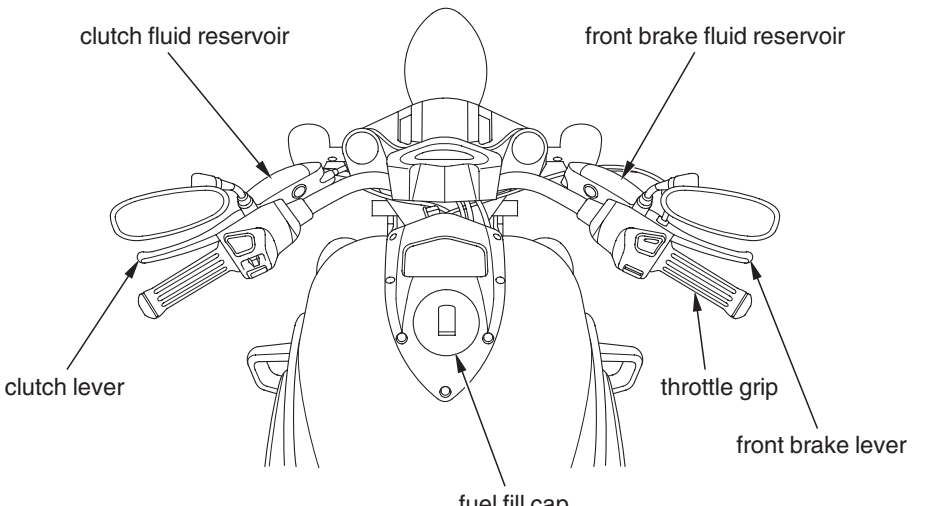
Maintenance Record

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 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.

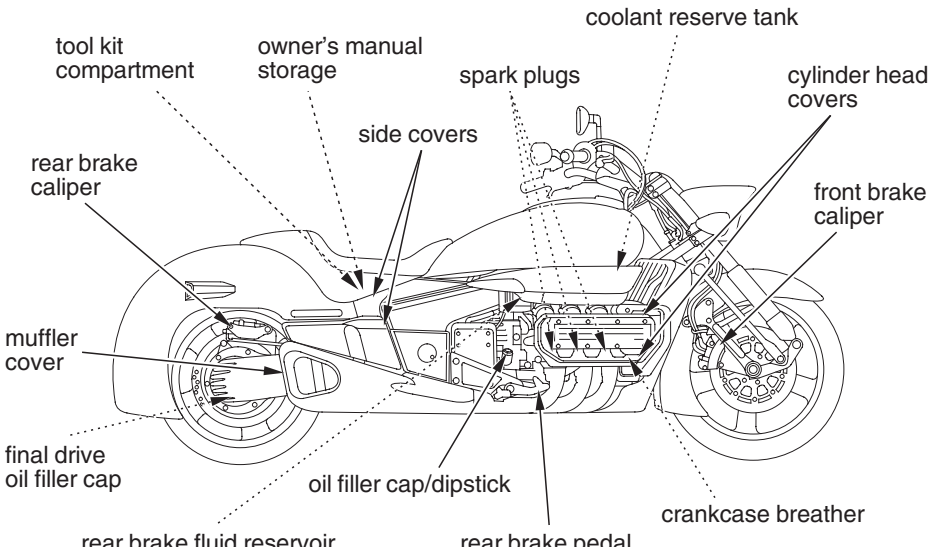
Miles (km)	Odometer	Date	Performed By:	Notes
4,000 (6,400)				
8,000 (12,000)				
12,000 (19,200)				
16,000 (25,600)				
20,000 (32,000)				

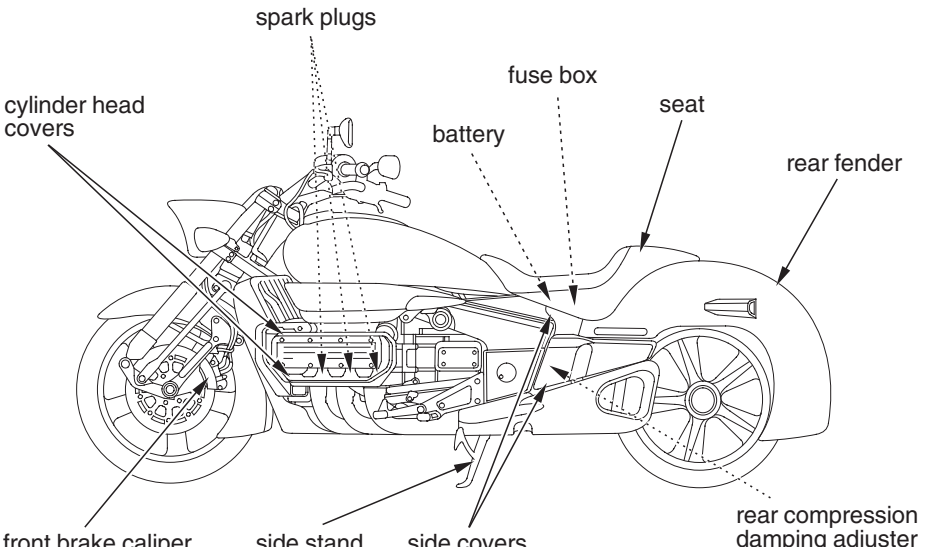
Maintenance Record

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)				


clutch fluid reservoir
front brake fluid reservoir
clutch lever
throttle grip
front brake lever
fuel fill cap

Component Locations

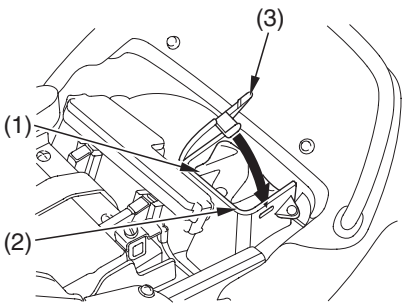



spark plugs
fuse box
cylinder head covers
seat
battery
rear fender
front brake caliper
side stand
side covers
rear compression damping adjuster

Tool Kit (Canada only)

The tool kit is stored in the tool kit compartment under the seat (page 86). Some roadside repairs, minor adjustments, and parts replacement can be performed with the tools contained in the kit.

UNDER SEAT



(1) tool kit (2) tool kit compartment
(3) cover

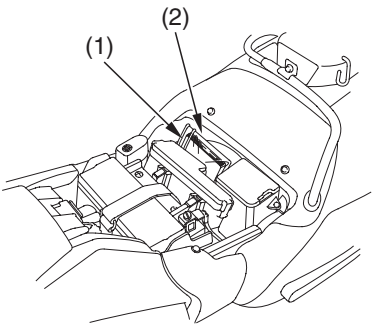
To access the tool kit:
1. Remove the seat (page 86).
2. Open the tool kit compartment cover (3).

- 10 × 12 mm open end wrench
- 14 × 17 mm open end wrench
- 8 mm open end wrench
- pliers
- 2.5 mm hex wrench
- 4 mm hex wrench
- 5 mm hex wrench
- 6 mm hex wrench
- standard/Phillips screwdriver
- screwdriver handle
- spark plug wrench
- tool bag

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) under the seat.

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

UNDER SEAT

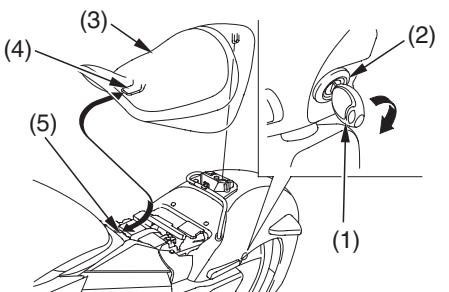


(1) owner's manual storage bag
(2) owner's manual storage compartment

Seat Removal

Refer to *Safety Precautions* on page 70 .

The seat must be removed for battery and fuse maintenance, to remove the side cover, to use the helmet holder, or to access the tool kit and owner's manual.



(1) ignition key
(2) seat lock
(3) seat
(4) prong
(5) seat stay

Removal

1. Insert the ignition key (1) into the seat lock (2).
2. Turn it clockwise.
3. Remove the seat (3) by pulling up and backward.

Installation

1. Insert the prong (4) into the seat stay (5) under the frame.
2. Push down on the rear of the seat.

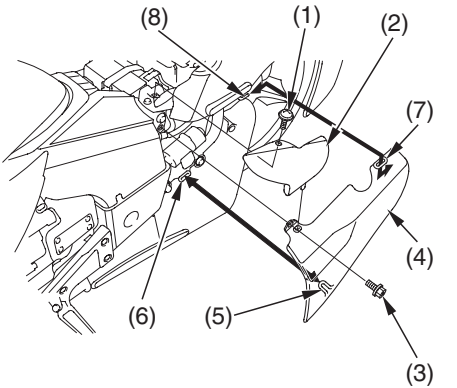
Refer to *Safety Precautions* on page 70 .

The left side covers must be removed to remove the rear wheel and to adjust the rear suspension.
The right side covers must be removed to service the final drive oil and to remove the rear wheel.

Removal

1. Remove the seat (page 86).
2. Remove the screw (1) and the upper side cover (2).
3. Remove the bolt (3) and carefully pull the front of side cover (4) out until the prong (5) is clear of the frame grommet (6).
4. Carefully slide the side cover to the rear until the side cover grommet (7) is clear of the rear fender hook (8).

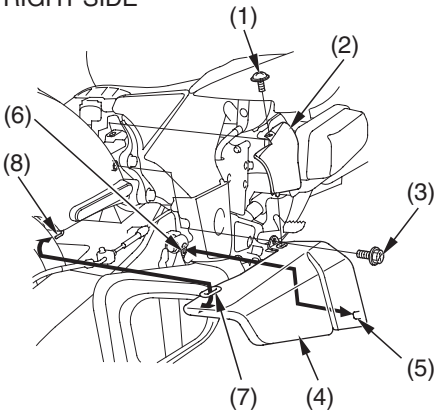
LEFT SIDE



(1) screw
(2) upper side cover
(3) bolt
(4) side cover
(5) prong
(6) frame grommet
(7) side cover grommet
(8) hook

Side Cover Removal

RIGHT SIDE



(1) screw
(2) upper side cover
(3) bolt
(4) side cover
(5) prong
(6) frame grommet
(7) side cover grommet
(8) hook

Installation

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

Cylinder Head Cover Removal

Refer to *Safety Precautions* on page 70 .

Both cylinder head covers must be removed for spark plug maintenance. The right cylinder head covers must be removed to service the crankcase breather.

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

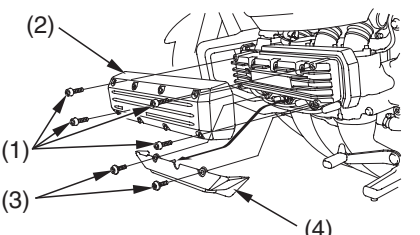
Removal

1. Remove the bolts A (1) and the cylinder head top cover (2).
2. Remove the bolts B (3) and the cylinder head side cover (4).

Installation

- Installation can be done in the reverse order of removal.
- Tighten to the specified torque.
  cylinder head side cover bolts:
  7 lbf·ft (9.8 N·m , 1.0 kgf·m)
  cylinder head top cover bolts:
  9 lbf·ft (12 N·m , 1.2 kgf·m)

LEFT SIDE (right side similar)



(1) bolts A
(2) cylinder head top cover
(3) bolts B
(4) cylinder head side cover

Left Muffler Cover Removal

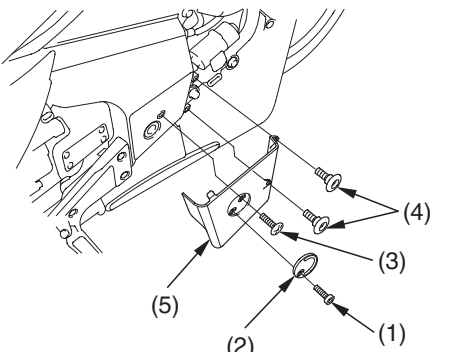
Refer to *Safety Precautions* on page 70 .

The left muffler cover must be removed to remove the rear wheel.

Removal

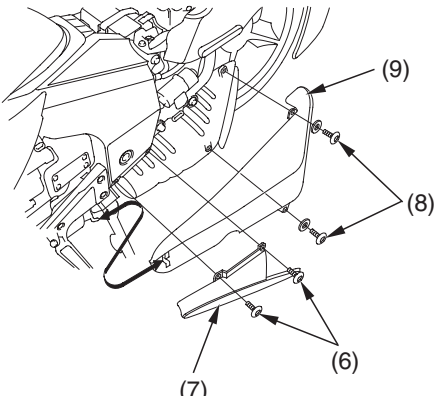
1. Remove the seat (page 86).
2. Remove the side covers (page 87).
3. Remove the bolt A (1) and the sub pivot plate lid (2).
4. Remove the screw (3) , the bolts B (4) and the sub pivot plate cover (5).

LEFT SIDE



(1) bolt A
(2) sub pivot plate lid
(3) screw
(4) bolt B
(5) sub pivot plate cover

LEFT SIDE



(6) bolts C
(7) muffler cover protector
(8) bolts D
(9) muffler cover

5. Remove the bolts C (6) and the muffler cover protector (7).
6. Remove the bolts D (8), washer and carefully slide the muffler cover (9) to the rear until the prongs is clear of the recesses.

Installation

- Installation can be done in the reverse order of removal.
- Tighten the muffler cover bolts to specified torque:
  10 lbf·ft (14 N·m , 1.4 kgf·m)

Refer to *Safety Precautions* on page 70 .

Fuel Recommendation

type	unleaded
pump octane number	91 (or higher)

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

Your engine is designed to use any gasoline that has a pump octane number of 91 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 206 .

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.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust, or water in the fuel tank.

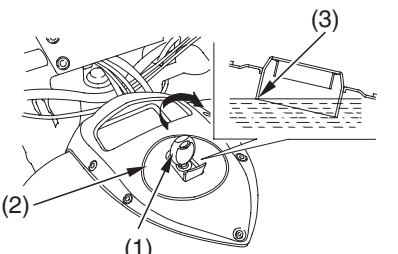
Fuel Capacity

Fuel tank capacity, including reserve:
6.08 US gal (23.0 ℓ)

The tank should be refilled as soon as possible when the E segment in the fuel gauge flashes.

Refueling Procedure

Refer to *Safety Precautions* on page 70 .



(1) ignition key
(2) fuel fill cap
(3) filler neck

1. Insert the ignition key (1) in the fuel fill cap (2) and turn it clockwise.

2. Lift the hinged cap.
3. Add fuel until the level reaches the bottom of the filler neck (3). Avoid overfilling the tank. There should be no fuel in the filler neck.

⚠ WARNING

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

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

4. After refueling, push the fuel fill cap into the filler neck until it snaps and locks.
5. Remove the ignition key from the cap.

Engine oil quality is a major factor that affects both the performance and the service life of the engine.

Using the proper oil (page 96) and filter, and regularly checking, adding, and changing oil will help extend your engine's life. Even the best oil wears out. Changing oil helps get rid of dirt and deposits in the engine. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

Change the engine oil as specified in the maintenance schedule on page 77 .

When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving on the circular API service label
viscosity (weight)	SAE 10W-40
JASO T 903 standard	MA

suggested oil*
Pro Honda GN4 or HP4 (without molybdenum additives) 4-stroke oil (USA & Canada), or Honda 4-stroke oil (Canada only), or an equivalent motorcycle oil.

* Suggested oils are equal in performance to SJ oils that are not labeled as energy conserving on the circular API service label.

- Your motorcycle does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SH or higher oils displaying a circular API ‘‘energy conserving’’ service label on the container. They may affect lubrication and clutch performance.



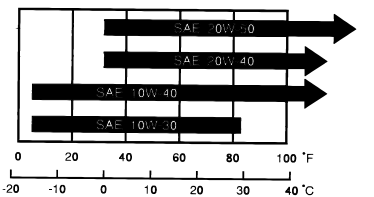
NOT RECOMMENDED



OK

- Do not use non-detergent, vegetable, or castor based racing oils.

Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.

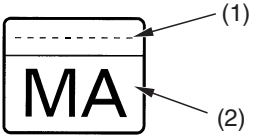


JASO T 903 standard

The JASO T 903 standard is an index to choose engine oils for 4-stroke motorcycle engines.

There are two classes: MA and MB.

Oil conforming to the standard has the following classification on the oil container.



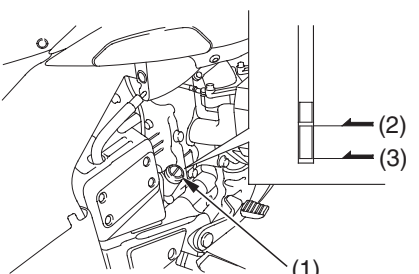
PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:

(1) code number of the sales company of the oil
(2) oil classification

Checking & Adding Oil

Refer to *Safety Precautions* on page 70 .

RIGHT SIDE



(1) oil filler cap/dipstick
(2) upper level mark
(3) lower level mark

1. Park your motorcycle on its side stand on a firm, level surface.
2. Start the engine and let it idle for 3－5 minutes. Make sure the low oil pressure indicator goes off. If the indicator remains on, stop the engine immediately.
3. Stop the engine and wait 2－3 minutes.
4. Remove the oil filler cap/dipstick (1) with a coin and wipe it clean.
5. Hold the motorcycle in an upright position.
6. Insert the oil filler cap/dipstick until it seats, but don’t screw it in.

7. Remove the oil filler cap/dipstick and check the oil level.
   - If the oil is at or near the upper level mark (2) — you do not have to add oil.
   - If the oil is below or near the lower level mark (3) — remove the oil filler cap/dipstick and add the recommended oil until it reaches the upper level mark. (Do not overfill.)
8. Install the oil filler cap/dipstick with a coin.
9. Check for oil leaks.

Changing Engine Oil & Filter

Refer to *Safety Precautions* on page 70 .

Your motorcycle's oil filter has very specific performance requirements. Use a new genuine Honda oil filter or a filter of equal quality specified for your model.

NOTICE

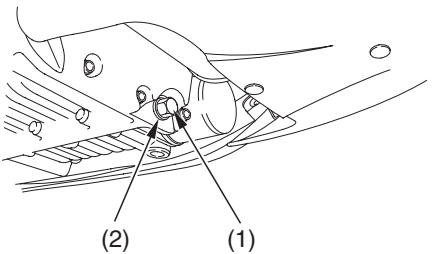
Using the wrong oil filter may result in leaks or premature engine damage.

This procedure requires mechanical skill and professional tools such as a torque wrench and oil filter wrench, as well as a means for disposing of the drained fluid (page 156). If you do not have the skills or the tools, see your Honda dealer.

Drain the Engine Oil:

1. Park the motorcycle on its side stand on a firm, level surface.
2. If the engine is cold, start it and let it idle for 3－5 minutes. Turn the engine off. Wait 2－3 minutes for the oil to settle.
3. Remove the oil filler cap/dipstick with a coin.
4. Place a drain pan under the crankcase drain bolt (1).
5. To drain the oil, remove the crankcase drain bolt (1) and sealing washer (2).

UNDER ENGINE



(1) crankcase drain bolt
(2) sealing washer

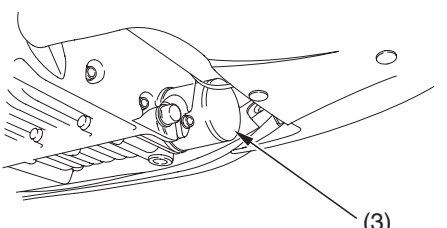
6. After the engine oil has been drained out, hold the motorcycle upright for 10 －15 seconds to assure complete draining.

(cont'd)

Install a New Oil Filter:

7. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter in an approved manner (page 156).

UNDER ENGINE



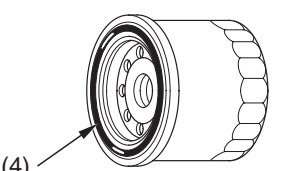
(3) oil filter

8. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 156).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

9. Apply a thin coat of engine oil to the rubber seal (4) of a new oil filter.



(4) oil filter rubber seal

10. Install the new oil filter and tighten it by hand.
11. Using an oil filter wrench attachment and a torque wrench, tighten the new oil filter to the specified torque:
    20 lbf·ft (26 N·m , 2.7 kgf·m)
12. Check the condition of the sealing washer on the drain bolt. Replace the washer every other time the oil is changed.
    Install the drain bolt and tighten it to the specified torque:
    25 lbf·ft (34 N·m , 3.5 kgf·m)

Add Engine Oil:

13. Fill the crankcase with the recommended oil (page 96), approximately:
    3.9 US qt (3.7 ℓ)
14. Install the oil filler cap/dipstick with a coin.
15. Start the engine and let it idle for a few minutes.
16. Stop the engine. Wait several minutes.
17. Hold the motorcycle upright and check that the oil level is at the upper level mark on the dipstick (page 99).
18. Check that there are no oil leaks.

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

Coolant

Your motorcycle's liquid cooling system dissipates engine heat through the coolant jacket that surrounds the cylinder and cylinder head.

Maintaining the coolant will allow the cooling system to work properly and prevent freezing, overheating, and corrosion.

Coolant Recommendation

Use Pro Honda HP coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. Check the antifreeze container label.

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

NOTICE

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 water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection.

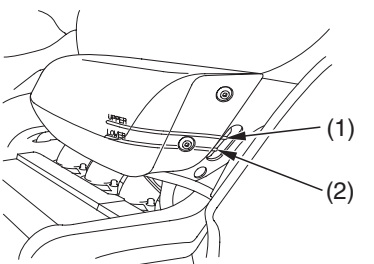
Decreasing the concentration of antifreeze to less than 40% will not provide proper corrosion protection.

Increasing the concentration of antifreeze is not recommended because it decreases cooling system performance. Higher concentrations of antifreeze (up to 60%) should only be used to provide additional protection against freezing. Check the cooling system frequently during freezing weather.

Checking & Adding Coolant

Refer to *Safety Precautions* on page 70 .

RIGHT SIDE

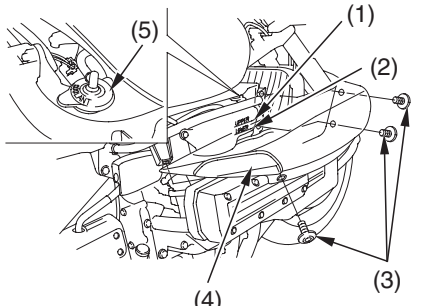


(1) UPPER level mark
(2) LOWER level mark

(cont'd)

Coolant

RIGHT SIDE



(1) UPPER level mark
(2) LOWER level mark
(3) bolts
(4) front cover
(5) reserve tank cap

1. With the engine at normal operating temperature, check the coolant level in the reserve tank. It should be between the UPPER (1) and LOWER (2) level marks.
   If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your Honda dealer for repair.
2. Remove the bolts (3) and the front cover (4).
3. Remove the reserve tank cap (5).
   Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.
4. Add coolant to the reserve tank as required to bring the coolant level to the UPPER level mark.

Coolant Replacement

Refer to *Safety Precautions* on page 70 .

Coolant should be replaced 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 210).

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

To properly dispose of drained coolant, refer to *You & the Environment,* page 156 .

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Crankcase Breather

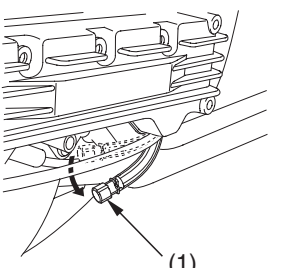
Service the crankcase breather more frequently if your motorcycle is ridden in the rain or often at full throttle. Service the breather if you can see deposits in the transparent section of the drain tube.

Draining

Refer to *Safety Precautions* on page 70 .

1. Remove the right cylinder head covers (page 89).
2. Place a drain pan under the crankcase breather tube plug (1).
3. Pull the crankcase breather tube out.
4. Remove the plug to drain the deposits in the tube.
5. Reinstall the crankcase breather tube plug.
6. Return the crankcase breather tube to the original place.
7. Reinstall the cylinder head covers.

RIGHT SIDE



(1) crankcase breather tube plug

Oil Recommendation

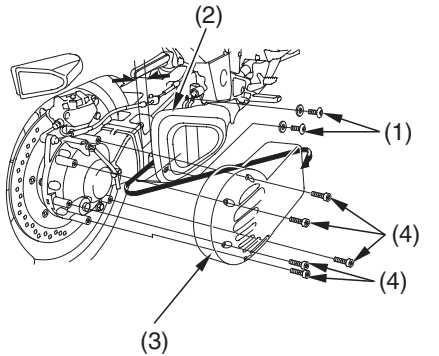
Type	hypoid gear oil
viscosity (weight)	SAE 80

Checking & Adding Oil

Refer to *Safety Precautions* on page 70 .

1. Hold the motorcycle upright on firm level ground.
2. Remove the right side covers (page 87).
3. Remove the bolts A (1) and washers to provide clearance between the right muffler cover (2) and the final gear cover (3).
4. Remove the bolts B (4) and the final gear cover.

RIGHT REAR

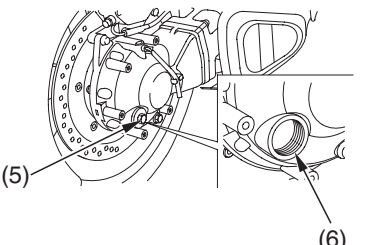


(1) boltsA
(2) muffler cover
(3) final gear cover
(4) boltsB

(cont'd)

5. Remove the oil filler cap (5).
6. Check the oil level. It should be flush with the lower edge of the oil filler hole (6).
   If the level is low, check for leaks. Add the recommended oil through the oil filler hole until it reaches the lower edge of the opening.
7. Apply a thin coat of gear oil to the O-ring of oil filler cap.
8. Install the oil filler cap and tighten to the specified torque:
   9 lbf·ft (12 N·m , 1.2 kgf·m)
9. Install the final gear cover. Tighten the bolts B to the specified torque:
   7 lbf·ft (9.8 N·m , 1.0 kgf·m)
10. Install the muffler cover bolts, washers and tighten to the specified torque:
    10 lbf·ft (14 N·m , 1.4 kgf·m)
11. Install the right side covers.

RIGHT REAR

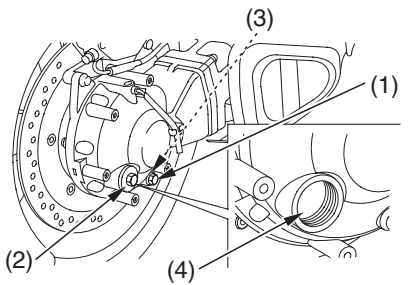


(5) oil filler cap
(6) oil filler hole

Changing Oil

Refer to *Safety Precautions* on page 70 .

RIGHT REAR



(1) drain bolt
(2) oil filler cap
(3) sealing washer
(4) oil filler inspection hole

Change the oil with the final drive at normal operating temperature to assure complete and rapid draining.

1. Hold the motorcycle upright on firm level ground.
2. Remove the right side covers (page 87).
3. Remove the final gear cover (page 109).
4. Place a drain pan under the drain bolt (1).
5. Remove the oil filler cap (2) and the drain bolt.

(cont'd)

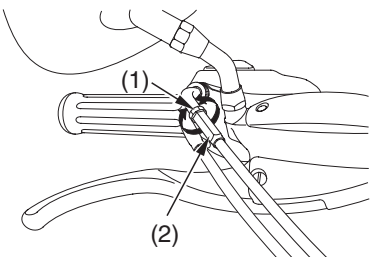
Final Drive Oil

6. After the oil has completely drained, check that the sealing washer (3) is in good condition. Reinstall the drain bolt with its sealing washer (or a new washer, if necessary) and tighten it to the specified torque:
   14 lbf·ft (20 N·m , 2.0 kgf·m)
7. Fill the final drive with the recommended oil:
   4.2 US oz (125 cm^3)
   Make sure the final drive oil level is at the lower edge of the oil filler inspection hole (4).
8. Apply a thin coat of gear oil to the O-ring of oil filler cap.
9. Install the oil filler cap and tighten to the specified torque:
   9 lbf·ft (12 N·m , 1.2 kgf·m)
10. Install the final gear cover. Tighten the bolts to the specified torque:
    7 lbf·ft (9.8 N·m , 1.0 kgf·m)
11. Install the muffler cover bolts and tighten to the specified torque:
    10 lbf·ft (14 N·m , 1.4 kgf·m)
12. Install the right side covers.

Throttle Freeplay

Refer to *Safety Precautions* on page 70 .

RIGHT HANDLEBAR



(1) lock nut (2) adjuster

Inspection

Check freeplay at the throttle grip flange.

Freeplay:

1/16－1/4 in (2－6 mm)

If necessary, adjust to the specified range.

Adjustment

1. Loosen the lock nut (1).
2. Turn the adjuster (2).
3. After adjustment, check for smooth rotation of the throttle grip from fully closed to fully open in all steering positions.

Throttle Inspection

Refer to *Safety Precautions* on page 70 .

1. Check that the throttle assembly is positioned properly and the securing bolts are tight.
2. Check for smooth rotation of the throttle from fully open to fully closed in all steering positions. If there is a problem, see your Honda dealer.

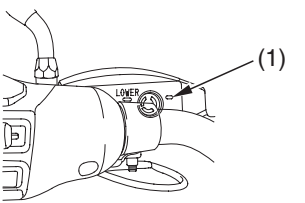
Your motorcycle has a hydraulically-actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

If 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. See your Honda dealer to have the air bled out of the system.

Fluid Level Inspection

Refer to *Safety Precautions* on page 70 .

LEFT HANDLEBAR



(1) LOWER level mark

(cont'd)

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the fluid level is above the LOWER level mark. If the fluid level is below the LOWER level mark, it indicates fluid leakage. See your Honda dealer for repair.

Other Inspections

- Make sure there are no fluid leaks.
- Check for deterioration or cracks in the hose and fittings.
- Check that the clutch lever assembly is positioned properly and the securing bolts are tight.

Spark Plug Recommendation

standard spark plug	BKR5E－11 (NGK) or K16PR－U11 (DENSO)
for extended high speed riding	BKR6E－11 (NGK) or K20PR－U11 (DENSO)

Use only the recommended type of spark plugs in the recommended heat range.

NOTICE

Using spark plugs with an improper heat range can cause engine damage.

Spark Plug Replacement & Inspection

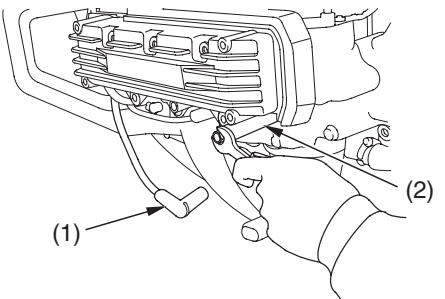
Refer to *Safety Precautions* on page 70 .

1. Remove the cylinder head covers (page 89).
2. Clean any dirt from around the spark plug bases.
3. Disconnect the spark plug caps (1). Take care to avoid damaging the spark plug wire when disconnecting the caps.

(cont'd)

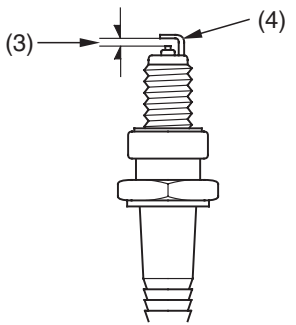
4. Using the spark plug wrench (2), remove the spark plugs.

LEFT SIDE (right side similar)



(1) spark plug cap
(2) spark plug wrench

5. Inspect the electrodes and center porcelain for deposits, corrosion, or carbon fouling. If the corrosion or deposits are heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, if available, or a wire brush.
6. Check the spark plug gap (3) of each new plug, using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (4) carefully.
   The gap should be:
   0.039－0.043 in (1.0－1.1 mm)



(3) spark plug gap (4) side electrode

7. With the plug washers attached, thread the spark plugs in by hand to prevent cross-threading.

8. Tighten each spark plug:
   - 1/8-1/4 turn after it seats (if the old plug is good)
   - 1/2 turn after it seats (if installing a new plug)

NOTICE

Improperly tightened spark plugs can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

(cont'd)

9. Reinstall the spark plug caps. Take care to avoid pinching any cables or wires.
10. Install the remaining parts in the reverse order of removal.
    - Tighten to the specified torque.
      cylinder head side cover bolts:
      7 lbf·ft (9.8 N·m , 1.0 kgf·m)
      cylinder head top cover bolts:
      9 lbf·ft (12 N·m , 1.2 kgf·m)

Your front and rear suspension systems use springs, hydraulic damping devices, and linkages (rear only) that suspend your weight and most of the weight of your motorcycle.

The spring pre-load for your rear suspension system adjusts the amount of force required to begin compression of the spring.

The oil damper systems hydraulically control the rebound of the suspension springs so that traction and comfort are maintained as the wheels ride over road surfaces.

Consider adjusting your suspension whenever you change your normal load, by adding or subtracting cargo or accessories, or when the road or riding conditions change.

The way you ride your motorcycle and the type of ride you want to experience can also influence your suspension needs.

Softer damping provides a softer ride and is usually preferred for light loads and smooth roads. Firmer damping provides a firmer ride and is recommended for heavy loads, rough road conditions, and faster, more challenging riding.

Rear Suspension Adjustment

The rear suspension can be adjusted for rider weight and riding conditions by changing the compression damping.

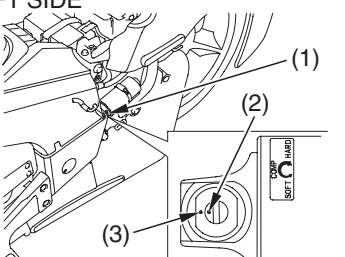
The rear shock absorber includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble, service, or dispose of the damper; see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

Rear Suspension Damping

Refer to *Safety Precautions* on page 70 .

Compression Damping

LEFT SIDE



(1) damping adjuster
(2) punch mark
(3) reference punch mark

To adjust to the standard position:
1. Remove the left side covers (page 87).
2. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
3. Turn the adjuster counterclockwise approximately 1 ½ turn so that the punch mark (2) on the adjuster aligns with the reference punch mark (3). This is the standard position.

To Reduce Rebound Damping (SOFT):
For a light load and smooth road conditions, turn the adjuster counterclockwise toward SOFT.
To Increase Rebound Damping (HARD):
For a firmer ride and rough road conditions, turn the adjuster clockwise toward HARD.

Brakes

The hydraulic braking systems on your motorcycle dissipate the heat generated by the friction of the brake pads on the brake discs as the wheels are slowed.

As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop.

Frequently inspect the system to ensure there are no fluid leaks. Periodically inspect the brake fluid level and the brake pads for wear.

If the brake lever or brake pedal freeplay does not feel within the normal range while riding, check the brake pads for wear (page 127). Worn pads should be replaced. If the pads are not worn beyond the recommended limit, there is probably air in the brake system. See your Honda dealer to have the air bled from the system.

Brake Fluid Recommendation

brake fluid	Honda DOT 4 Brake Fluid

The recommended brake fluid is Honda DOT 4 Brake Fluid, or any brake fluid of equal quality and performance. Use fresh brake fluid from a sealed container. Be sure to read the label before opening the sealed container. An opened container may be contaminated or may have absorbed moisture from the air.

Fluid Level Inspection

Refer to *Safety Precautions* on page 70 .

If your inspection indicates a low fluid level, have your Honda dealer add the recommended brake fluid.

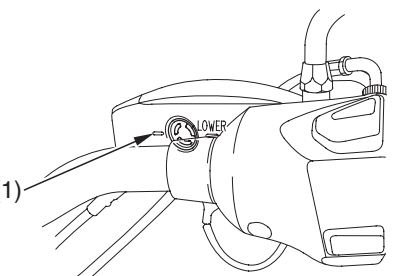
Do not add or replace brake fluid, except in an emergency. If you do add fluid, have your Honda dealer check the system as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Handle with care.

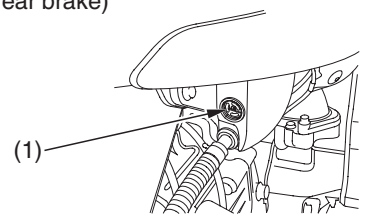
Wipe up spills immediately. Avoid contact with skin or eyes. In case of contact, wash thoroughly and call a doctor immediately if it contacts your eyes.

RIGHT HANDLEBAR
(front brake)



(1) LOWER level mark

RIGHT SIDE
(rear brake)



(1) lower level mark

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check the fluid level.
   It should be above the lower level mark (1).
   If the level is at or below the lower level mark, check the brake pads for wear (page 127).

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

Other Inspections

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

Brake Pad Wear

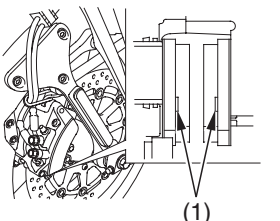
Refer to *Safety Precautions* on page 70 .

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. Generally, the pads will wear faster on wet and dirty roads. Inspect the pads at each regular maintenance interval (page 78).

Always inspect both pads in both the right and left brake calipers.

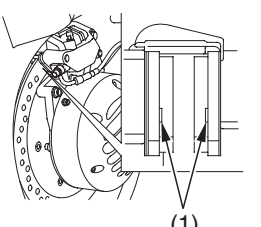
Check the cutouts (1) in each pad. If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.

RIGHT FRONT (left side similar)



(1) cutouts

RIGHT REAR



(1) cutouts

Tires

To safely operate your motorcycle, your tires must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying.

⚠ WARNING

Using tires 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 tire inflation and maintenance.

The following pages give detailed information on how and when to check your air pressure, how to inspect your tires for wear and damage, and our recommendations for tire repair and replacement.

Air Pressure

Refer to *Safety Precautions* on page 70 .

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

We recommend that you visually check your tires before every ride and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tires might be low. Even tires that are in good condition may lose one to two psi per month if not checked and adjusted regularly.

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

Tires

Always check air pressure when your tires are ‘‘cold’’ — after the motorcycle has been parked for at least three hours. If you check air pressure when your tires are ‘‘warm’’ — even if your motorcycle has only been ridden for a few miles — the readings will be higher. If you let air out of warm tires to match the recommended cold pressures, the tires will be underinflated.

The recommended ‘‘cold’’ tire pressures are:

front	36 psi (250 kPa , 2.50 kgf/cm^2)
rear	42 psi (290 kPa , 2.90 kgf/cm^2)

Inspection

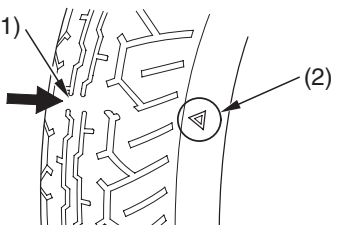
Refer to *Safety Precautions* on page 70 .

Whenever you check the tire pressures, you should also look for:

- Bumps or bulges in the side of the tire or the tread. Replace any tire that has a bump or bulge.
- Cuts, slits, or cracks in the tires. Replace the tire if you can see fabric or cord.
- Nails or other foreign objects embedded in the side of the tire or tread.
- Excessive tread wear.

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

Tread Wear



(1) wear indicator
(2) wear indicator location mark

For the best performance, you should replace a tire before the tread depth at the center reaches the following limits:

front	0.06 in (1.5 mm)
rear	0.08 in (2.0 mm)

If the wear indicators are visible, replace the tire immediately as it is no longer safe.

Tire Repair

Refer to *Safety Precautions* on page 70 .

We strongly recommend that you replace, not repair, any tire that is punctured or damaged. As discussed below, a tire that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new or undamaged tire.

A temporary repair can sometimes be made in an emergency situation. However, since a temporary repair may not hold, you must ride very slowly, preferably without any cargo, and have the tire and tube replaced as soon as possible. (For more information on temporary repairs, see *If You Have a Flat Tire,* page 164 .)

A permanent repair, such as an internal plug patch, can be made if a tire has only a small puncture in the tread area. With such a repair, you should not exceed 50 mph (80 km/h) for the first 24 hours, or 80 mph (130 km/h) at any time thereafter. In addition, you may not be able to safely carry as much weight. If you choose to have a tire repaired, be sure the repair work is performed by a professional and that the wheel is balanced before you ride.

If you have a tire professionally repaired at a non-Honda facility, we recommend that you have the work checked by your Honda dealer.

Tire Replacement

Refer to *Safety Precautions* on page 70 .

The tires 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.

Tires

You should replace the tires with tires of the same size, load range, and speed rating as the originals.

⚠ WARNING

Installing improper tires 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 tires recommended in this owner's manual.

The recommended tires for your motorcycle are:

front	150/60R18M/C 67V DUNLOP D251F
rear	180/55R17M/C 73V DUNLOP D251

Whenever you replace a tire, remember:

- Have the wheel balanced after the tire is installed.
- The motorcycle is equipped with adhesive wheel balance weights. Use genuine Honda parts for replacement.
- Have the tire replaced by your Honda dealer if possible.

If you have a tire professionally replaced at a non-Honda facility, we recommend that you have the work checked by your Honda dealer.

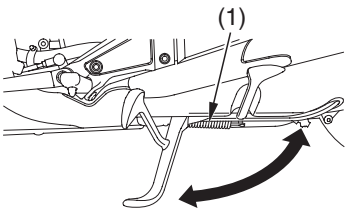
Important Safety Reminders

- Do not install a tube inside a tubeless tire on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tires on this motorcycle. The rims are designed for tubeless tires, and during hard acceleration or braking, a tube-type tire could slip on the rim and cause the tire to rapidly deflate.
- Do not install a bias-ply tire on this motorcycle. Mixing bias-ply and radial tires can adversely affect handling and stability.

Side Stand

Refer to *Safety Precautions* on page 70 .

LEFT SIDE



(1) side stand spring

- Check that the side stand assembly is working properly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
- Check the spring for damage or loss of tension.
- Check the side stand ignition cut-off system:
  1. Sit astride the motorcycle and put the transmission in neutral.
  2. Raise the side stand.
  3. Start the engine.
  4. Pull the clutch lever in.
  5. Shift the transmission into gear.
  6. Lower the side stand all the way.

  The engine should stop as you lower the side stand. If the engine doesn't stop, see your Honda dealer for service.

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water as you would with a conventional-type battery.

NOTICE

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

Electrical accessories use current from the battery — even when the ignition is OFF. Limited operation also allows the battery to discharge. If you have electrical accessories on your motorcycle — or do not ride frequently, we recommend that you charge the battery frequently (see *Battery Charging,* page 140).

If you do not expect to ride your motorcycle for at least two weeks, we recommend you remove the battery — or at least disconnect the battery cables (negative cable first).

If you plan to store your motorcycle, see *Battery Storage,* page 138 .

If your battery seems weak and/or is leaking electrolyte (causing slow starting or other electrical problems), see your Honda dealer.

WARNING: Battery posts, terminals and related accessories contain lead and lead compounds. **Wash hands after handling.**

Battery Storage

Refer to *Safety Precautions* on page 70 .

If you plan to store your motorcycle, we recommend you remove the battery and store it where it can be charged at least every 30 days to maintain its service life.

If you do not remove the battery, we recommend disconnecting the battery cables (negative cable first).

You will get the best storage results from removing the battery and slow (trickle) charging it every 30 days (see *Battery Charging,* page 140).

Before you remove the battery, be sure to read all the information that follows, as well as the information on the battery label.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

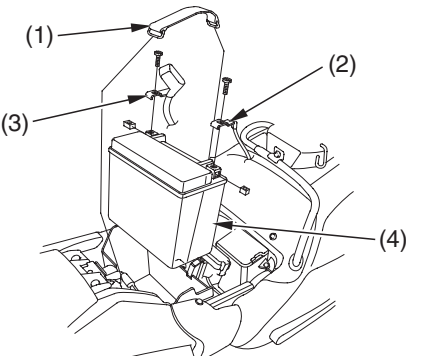
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

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

The battery is located in the battery box below the seat.

1. Remove the seat (page 86).
2. Release the rings and remove the rubber band (1).
3. Disconnect the negative (−) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
4. Pull the battery (4) out of the battery compartment.

UNDER SEAT



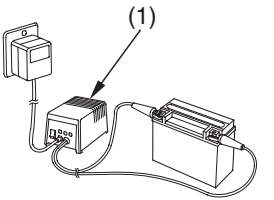
(1) rubber band
(2) negative (−) terminal lead
(3) positive (+) terminal lead
(4) battery

(cont'd)

5. Charge the battery (see following section), unless you have been riding regularly.
6. Store your battery in an easy-to-reach location off the floor, in an area protected from freezing temperatures and direct sunlight.
7. Clean the battery box after removing the battery for storage. Dry the battery box and, if paint is missing, re-paint the area.
8. Slow charge the battery (see following section) once every 30 days.

Battery Charging

Refer to *Safety Precautions* on page 70 .



(1) “trickle” charger

Be sure to read the information that came with your battery charger and follow the instructions on the battery. Improper charging may damage the battery.

We recommend using a ‘‘trickle’’ charger (1) for home charging. These units can be left connected for long periods without risking damage to the battery. However, do not intentionally leave the charger connected longer than the time period recommended in the charger’s instructions.

Avoid using an automotive-type battery charger. An automotive charger can overheat a motorcycle battery and cause permanent damage.

Frequent cleaning and polishing will keep your Honda looking newer longer. Frequent cleaning also identifies you as an owner who values your motorcycle. A clean motorcycle is also easier to inspect and service.

General Recommendations

Refer to *Safety Precautions* on page 70 .

- To clean your motorcycle, you may use:
  - water
  - a mild, neutral detergent and water
  - a mild spray and wipe cleaner/ polisher
  - a mild spray and rinse cleaner/ degreaser and water
- Avoid products that contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.
- If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.
- Park in a shady area. Washing your motorcycle in bright sunlight may cause the finish to fade because water droplets intensify the sun's brightness. Spotting is also more likely because surface water can dry before you have time to wipe it off.
- Clean your motorcycle regularly to protect surface finishes.

- We recommend the use of a garden hose to wash your motorcycle. High pressure washers (like those at coin-operated car washes) can damage certain parts of your motorcycle.

NOTICE

High pressure water (or air) can damage certain parts of your motorcycle.

- After cleaning, inspect for damage, wear, and leaks (fuel, oil, coolant, brake, and clutch fluid).

Washing Your Motorcycle with a Mild Detergent

Refer to *Safety Precautions* on page 70 .

1. Rinse your motorcycle thoroughly with cool water to remove loose dirt.
2. Fill a bucket with cool water. Mix in a mild, neutral detergent, such as dish washing liquid or a product made especially for washing motorcycles or automobiles.
3. Wash your motorcycle with a sponge or a soft towel. As you wash, check for heavy grime. If necessary, use a mild cleaner/degreaser to remove the grime.
4. Clean the headlight and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. When cleaning the plastic headlight lens, use more care because it will scratch easier than a glass lens. Rub any soiled area, gently rinsing it frequently with fresh water.

   If the inside of the headlight lens appears clouded immediately after washing, it should clear after a few minutes of riding.

   The license light can be soiled by road contaminants. Road contaminants can be removed with a wet cloth and mild detergent.

5. After washing, rinse your motorcycle thoroughly with plenty of clean water to remove any residue. Detergent residue can corrode alloy parts.
6. Dry your motorcycle with a chamois or a soft towel. Leaving water on the surface to air dry can cause dulling and water spots. As you dry, inspect for chips and scratches.
7. Start the engine and let it idle for several minutes. The engine heat will help dry moist areas.
8. As a precaution, ride your motorcycle at a slow speed and apply the brakes several times. This will help dry the brakes and restore normal braking performance.

Spray Cleaning Your Motorcycle

Refer to *Safety Precautions* on page 70 .

Avoid using spray cleaner products on the tires or suspension components.

Suggestions for using spray cleaner(s) follow:

Motorcycle Condition	Recommended Cleaning
Dust and fingerprint smudges.	Apply a spray cleaner/polish and wipe the paint, chrome, glass, and clear plastic.
Light road grime.	Spray any difficult-to-reach or very dirty areas with a spray cleaner/degreaser. Rinse and dry. Apply a spray cleaner/polish and wipe with a non-abrasive cloth.
Heavy grime. Oil leaks. Brake dust.	Use a spray cleaner/degreaser. If necessary, rub with a sponge. Rinse and dry. Apply a spray cleaner/polish and wipe with a non-abrasive cloth.
Dull, corroded chrome or aluminum.	Apply a high quality chrome/aluminum polish and wipe with a non-abrasive cloth.

Chrome-plated Wheel and Parts Maintenance

Refer to *Safety Precautions* on page 70 .

Chrome may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances.

Use a wet sponge and mild detergent, or a commercially-available spray cleaner/degreaser designed for use on chrome.

Avoid stiff brushes, steel wool, or cleaners containing abrasives or harsh chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth. Then apply a mild, commercially-available spray cleaner/polish or wax.

For stained or dull-looking parts, use a quality chrome/aluminum polish to restore the finish.

After you finish cleaning the wheels, it's important to check for and remove any cleaner or polish residue found on the brake discs or pads. Use Honda Contact/Brake Cleaner or an equivalent brake degreasing agent.

Painted Aluminum Wheel Maintenance

Refer to *Safety Precautions* on page 70 .

(Models equipped with aluminum wheels) Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth.

If the paint is chipped, apply touch-up paint.

Maintenance for Parts Soiled by Exhaust Gas

Refer to *Safety Precautions* on page 70 .

Exhaust gas may soil the rear wheel, the final gear cover or the turn signals etc. Use a mild detergent or a genuine cleaner.

Avoid cleaners containing chemical compounds or solvents which could damage the coated or chrome-plated surfaces.

Finishing Touches

Refer to *Safety Precautions* on page 70 .

After washing your motorcycle, consider using a commercially-available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

If a surface on your motorcycle is chipped or scratched, your Honda dealer has touch-up paint to match your motorcycle's color. Be sure to use your motorcycle's color code (page 190) when you buy touch-up paint.

If the frame has a chip that exposes the metal, first apply primer (to prevent corrosion) and then apply the touch-up paint. Several thin layers of touch-up paint are better than one thick coat.

Tips

Here's a few helpful tips on how to store and transport your Honda, and how to be an environmentally responsible motorcycle owner.

Storing Your Honda 152
Transporting Your Motorcycle 155
You & the Environment 156

Storing Your Honda

If you won't be riding for an extended period, such as during the winter, thoroughly inspect your motorcycle and correct any problem before storing it. That way, needed repairs won't be forgotten and it will be easier to get your motorcycle running again.

For more information about storage, refer to the *Honda Motorcycle Winter Storage Guide,* available from your Honda dealer (USA only).

We suggest you perform the following procedures to keep your motorcycle in top condition. These storage procedures will reduce the deterioration that can occur during storage.

Preparation for Storage

Refer to *Safety Precautions* on page 70 .

1. Change the engine oil and filter (page 100).
2. Make sure the cooling system is filled with a 50/50% antifreeze solution (page 104).
3. Fill the fuel tank. Make sure the fuel fill cap is properly installed.

4. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
   - Pour a tablespoon (15－20 cc) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
   - With the engine stop switch in the RUN position, press the start button several times to crank the engine and distribute the oil.
   - Reinstall the spark plugs and spark plug caps.
5. Remove the battery and charge it fully. Store it in an area protected from freezing temperatures and direct sunlight. Slow charge the battery (page 140) once a month.
6. Wash and dry your motorcycle. Wax all painted surfaces. Apply rust-inhibiting oil to the chrome pieces.

7. Inflate the tires to their recommended pressures (page 130).
8. Store your motorcycle in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
9. Cover your motorcycle with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Removal from Storage

Refer to *Safety Precautions* on page 70 .

1. Uncover and clean your motorcycle.
2. If your motorcycle has been stored for more than four months — change the engine oil (page 100).
3. If your motorcycle has been stored for more than two months — ask your Honda dealer to drain and replace the fuel.
4. Charge the battery (page 140) as required. Install the battery.
5. Perform a pre-ride inspection (page 43), then test-ride your motorcycle at low speeds.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer, or a truck or trailer with a flatbed area. For information about 24-hour emergency assistance, see page 217 (USA only). Do not tow your motorcycle, as towing can seriously damage the transmission.

When contacting a towing or transporting service, be sure to ask if they have a flatbed area, a loading ramp or power ramp to safely lift the motorcycle, and motorcycle tie-down straps.

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect nature.

Following are tips on how you can be an environmentally-responsible motorcycle owner.

- **Choose Sensible Cleaners.** Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer. Don't throw cleaning solvents away; see the following guidelines for proper disposal.
- **Recycle Wastes.** It's illegal and thoughtless to put used engine oil in the trash, down a drain, or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate our drinking water, lakes, rivers, and oceans. Before changing your oil, make sure you have the proper containers. Put oil and other toxic wastes in separate sealed containers and take them to a recycling center. Call your local or state office of public works or environmental services to find a recycling center in your area, and to get instructions on how to dispose of non-recyclable wastes.

Taking Care of the Unexpected

This section discusses the more common problems that can occur with your motorcycle while you're riding. It tells you how to evaluate each problem and what actions you can take to try to resume riding. If the problem cannot be safely solved, this section also gives instructions on the proper way to have your motorcycle transported.

For information about transporting your motorcycle, see page 155 .

General Guidelines 158
If Your Engine Quits or Won't Start 159
If You Have a Flat Tire 164
If Your Engine Overheats 176
If the Low Oil Pressure Indicator Lights 178
If a Fuse Blows 179
If You Crash 183
If You Lose Your Key 184
If Your Battery is Low (or Dead) 185

General Guidelines

Keeping your motorcycle well-maintained is the best way to reduce the possibility of having a problem on the road. However, since problems can arise even with well-maintained machines, you may consider subscribing to an emergency roadside service plan. (USA only: For information about the Honda Rider's Club of America, see page 217 .)

Remember to take along your owner's manual, the tool kit that came with your motorcycle, and any other items (such as tire repair supplies and additional tools) that might help you solve a problem on your own.

Should you ever have a problem while riding, please follow these guidelines:

- Always put personal safety first.
- Take time to assess the situation and your options before deciding what to do.
- If the problem is relatively minor and you have the tools, supplies, and skills to make a temporary repair, be sure to have permanent repairs made as soon as possible.
- Do not continue riding if you are hurt or your motorcycle is not in safe riding condition.

Additional recommendations for specific problems follow.

If Your Engine Quits or Won't Start

Proper operation and maintenance can prevent starting and engine performance problems. In many cases, the cause of the problem may be a simple operational oversight.

If you have a problem starting the engine—or experience poor engine performance—the following information may help you. If you can't correct the problem, see your Honda dealer.

If your motorcycle won't start, listen as you press the start button. If you don't hear the starter motor turning, refer to the *Starter motor doesn't operate* symptom. If you can hear the starter motor working normally, refer to the *Starter motor works, but the engine won't start* symptom.

SYMPTOM: **Starter motor doesn't operate.**	
POSSIBLE CAUSE	WHAT TO DO
ignition switch OFF	Turn the ignition switch ON.
engine stop switch OFF	Turn the engine stop switch to RUN.
transmission not in neutral	Shift into neutral.
side stand down (when transmission not in neutral)	Raise the side stand. Put the transmission in neutral, pull the clutch lever in, or raise the side stand.
blown fuse	Replace with a new fuse of the same rating (page 179).
battery lead loose	Tighten the battery lead.
dead battery	Charge the battery (page 140). If charging doesn't help, see your Honda dealer.
faulty starter motor	If all possible causes are negative, the starter motor may be faulty. See your Honda dealer.

SYMPTOM: **Starter motor works, but the engine won't start.**	
POSSIBLE CAUSE	WHAT TO DO
out of fuel	Fill the fuel tank.
flooded engine	See *Flooded Engine* (page 53).
loose or unconnected spark plug caps	Install the spark plug caps securely. If the engine still won't start, see your Honda dealer.
loose battery cables	Tighten the battery terminal bolts.
weak battery	Charge the battery (page 140). If charging doesn't help, see your Honda dealer.

If Your Engine Quits or Won't Start

SYMPTOM: **Engine starts, but stalls as you shift into gear.**	
POSSIBLE CAUSE	WHAT TO DO
side stand down	Raise the side stand. Start again.

SYMPTOM: **Engine starts, but runs poorly.**	
POSSIBLE CAUSE	WHAT TO DO
idles roughly, too fast, stalls	See your Honda dealer.
overheating	Check the coolant temperature indicator. Refer to *If Your Engine Overheats,* page 176.
low oil pressure	Check the low oil pressure indicator. Refer to *If the Low Oil Pressure Indicator Lights,* page 178.
runs erratically, misfires	See your Honda dealer.
blubbers (rich fuel mixture)	See your Honda dealer.

SYMPTOM: **Engine starts, but runs poorly. (cont'd)**	
POSSIBLE CAUSE	WHAT TO DO
sooty exhaust (rich fuel mixture)	See your Honda dealer.
detonates or pings under load	If applicable, switch to the recommended octane gasoline (page 92) or change your brand of gasoline. If the problem persists, see your Honda dealer.
afterfires (backfires)	See your Honda dealer.
pre-ignition (runs on after ignition switched OFF)	See your Honda dealer.

If You Have a Flat Tire

A flat tire is always unwelcome, especially if you are far from help. If you think you are losing air, or you hit a pothole or hard object, pull safely to the side of the road so you can inspect the tires and assess the situation. (Be sure to park on a firm, level surface and use the side stand for support.) You should examine the tire treads and sidewalls for foreign objects or damage. If you find a tire that has been punctured or damaged, you have two options.

Option 1:
Have Your Motorcycle Transported
If a tire has a major puncture or a cut in the tread or sidewall, or the bead has come loose from the rim, there is probably not much you can do except have your motorcycle transported to a Honda dealer or other qualified service facility. (USA only: For information about 24-hour emergency roadside assistance, see page 217 .) Even with a simple puncture, this may be the safest and least troublesome solution. For transporting instructions, see page 155 .

Option 2:
Make a Temporary Roadside Repair
If a tire has only a minor nail puncture and is not completely flat, you may be able to make an emergency repair that could allow you to continue riding to where you can get the tire replaced or permanently repaired.

⚠WARNING

Riding your motorcycle with a temporary tire repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tire repair, ride slowly and carefully and do not exceed 30 mph (50 km/h) until the tire is permanently repaired or replaced.

Due to the uncertainty of any temporary repair, you should ride slowly (not over 30 mph, 50 km/h) and carefully (preferably without cargo) until the tire is replaced or permanently repaired. Stop frequently and check the air pressure. If the tire is losing pressure, it may be unsafe to continue riding. As the tire gets low, it will affect the handling of your motorcycle (especially with cargo) and it may overheat and blow out.

Types of Temporary Repairs

The following types of temporary repairs generally require a source of air to inflate the tire. Possible sources include CO_2 cartridges or cans of compressed air designed to inflate a tire.

- **Inflate the tire:** Tubeless tires have some self-sealing ability if they are punctured and the result is usually just a slow leak. If this is the case, you can try inflating the tire to see if it will hold air pressure. If you can see a nail or other object embedded in the tire tread, do not remove it at this time.
- **Plug the hole:** The idea here is to do something to temporarily stop the leak. If you have a tubeless tire repair kit, you can pull out the nail and try inserting an external plug in the puncture. Follow the instructions that came with the repair kit and be sure to inflate the tire to the correct pressure.

Should You Repair or Replace a Tire?

We strongly recommend that you replace, not permanently repair, any tire that is punctured or damaged, even if the tire has only a minor puncture. For a full discussion of repairs and replacement, see page 132.

Emergency Front Wheel Removal/Installation

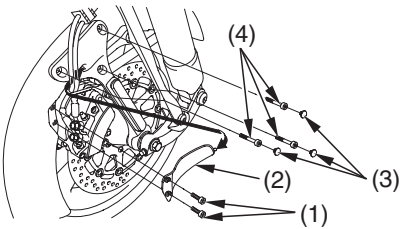
Refer to *Safety Precautions* on page 70 .

Removal

We recommend wheel removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

Care should be taken during wheel removal and tire replacement to avoid scratching the chrome-plated or painted aluminum rims. Use a tire changer, rather than hand tools, to replace a tire.

RIGHT FRONT



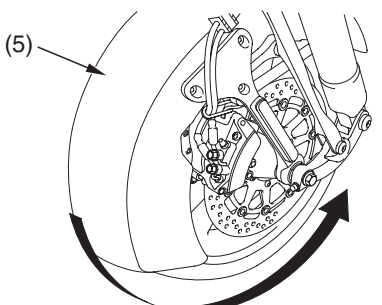
(1) bolt A
(2) fender plate
(3) bolt caps
(4) bolts B

1. Park your motorcycle on a firm, level surface.
2. Carefully raise the center of the motorcycle with a chain hoist.
3. Remove the bolts A (1) and the fender plate (2).

(cont'd)

4. Remove the bolt caps (3) and the bolts B (4).
5. Remove rotating the fender (5) backward.

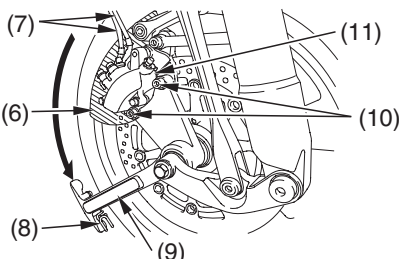
RIGHT FRONT



(5) fender

6. Cover both sides of the front wheel with protective tape (6) or an equivalent.
7. Remove the brake hoses (7) from the guide (8).

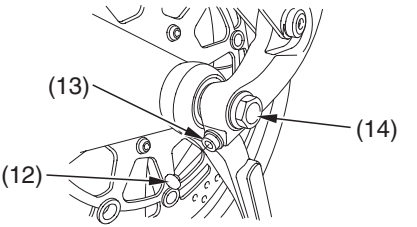
RIGHT FRONT



(6) protective tape
(7) brake hoses
(8) guide
(9) fender bracket
(10) fixing bolts
(11) caliper assembly

8. Rotate the fender bracket (9) to access the fixing bolts.
9. Remove the fixing bolts (10) and remove right and left caliper assemblies (11) from caliper stays.
   - To avoid damage to the brake hose during removal, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.
   - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.

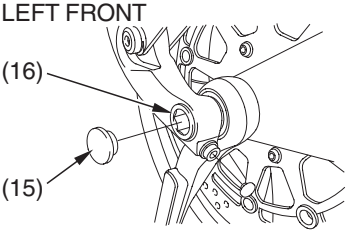
RIGHT FRONT



(12) pivot arm pinch bolt cap
(13) pivot arm pinch bolt
(14) axle bolt

10. Remove the pivot arm pinch bolt caps (12), then loosen the right and left pivot arm pinch bolts (13) and remove the axle bolt (14).

(cont'd)

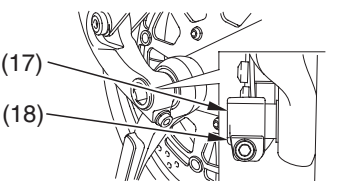


(15) axle cap (16) front axle

11. Remove the axle cap (15), then remove the front axle (16) and the wheel.
    - Avoid depressing the brake lever and brake pedal when the wheel is off the motorcycle. This will force the caliper pistons out of the cylinders. The result will be loss of brake fluid. If this occurs, the brake system will require service. See your Honda dealer for this service.

Installation

1. Reassemble the removed parts in the reverse order of removal.
    - Position the wheel between the fork legs and insert the front axle shaft from the left side, through the left pivot arm, fender bracket assembly and wheel hub.
2. Align the end of axle shaft (17) with the surface of pivot arm (18).



(17) end of axle shaft
(18) surface of pivot arm

3. Tighten the axle bolt to the specified torque:
   67 lbf·ft (90 N·m , 9.2 kgf·m)
4. Tighten the pinch bolt on the right pivot arm to the specified torque:
   20 lbf·ft (26 N·m , 2.7 kgf·m)
5. Install the brake calipers onto the caliper stays.
   To avoid damaging the brake pads, carefully fit both brake discs between the pads.
6. Install the caliper fixing bolts and tighten to the specified torque:
   33 lbf·ft (45 N·m , 4.6 kgf·m)
7. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released. Recheck the wheel if the brake drags or the wheel does not rotate freely.
8. Tighten the pinch bolt on the left pivot arm to the specified torque:
   20 lbf·ft (26 N·m , 2.7 kgf·m)

(cont'd)

9. After installing the wheel, apply the brake lever AND brake pedal several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.
   - Check for free wheel rotation after the brake lever and brake pedal are released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
   - After installing the wheel, operate the brake lever AND brake pedal several times until you feel pressure. You must restore pressure from BOTH the lever AND the pedal because this motorcycle is equipped with a new braking system.
   - Verify proper brake operation before riding.
10. Remove the protective tapes from the front wheel.
11. Tighten the fender link bolts to the specified torque:
    21 lbf·ft (28 N·m , 2.9 kgf·m)
12. Tighten the fender plate bolts to the specified torque:
    1.1 lbf·ft (1.5 N·m , 0.15 kgf·m)

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

Emergency Rear Wheel Removal/Installation

Refer to *Safety Precautions* on page 70 .

Removal

We recommend wheel removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

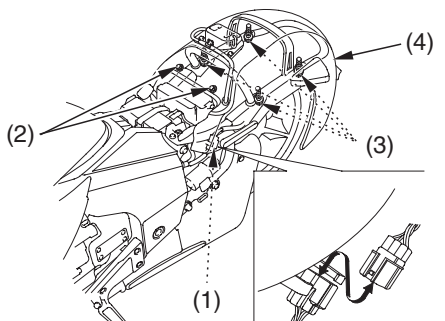
Care should be taken during wheel removal and tire replacement to avoid scratching the chrome-plated or painted aluminum rims. Use a tire changer, rather than hand tools, to replace a tire.

1. Park your motorcycle on a firm, level surface.
2. Remove the seat (page 86), both side covers (page 87) and the left muffler cover (page 90).

(cont'd)

3. Remove the stoplight and rear turn signal connector (1).
4. Remove the bolts A (2) and bolts B (3), then remove the rear fender (4).

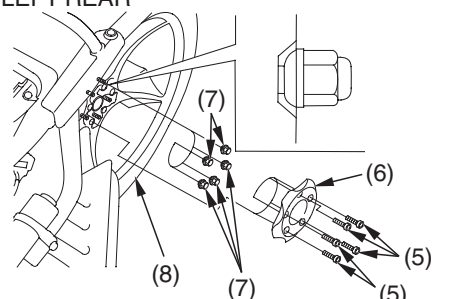
LEFT REAR



(1) connector
(2) bolts A
(3) bolts B
(4) rear fender

5. Carefully raise the center of the motorcycle with a chain hoist.
6. Remove the socket bolts (5) and rear wheel cover (6).
7. Remove the rear wheel nuts (7).
8. Remove the rear wheel (8) slowly.

LEFT REAR



(5) socket bolts
(6) rear wheel cover
(7) rear wheel nuts
(8) rear wheel

Installation

1. Reassemble the removed parts in the reverse order of removal.
   - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
2. Tighten the rear wheel nuts to the specified torque:
   80 lbf·ft (108 N·m , 11 kgf·m)
3. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
4. Operate the brake pedal and check the brake operation.
5. Tighten the rear wheel cover bolts to the specified torque:
   7 lbf·ft (9.8 N·m , 1.0 kgf·m)
6. Tighten the fender bolts B to the specified torque:
   33 lbf·ft (44 N·m , 4.5 kgf·m)
7. Tighten the muffler cover bolts to specified torque:
   10 lbf·ft (14 N·m , 1.4 kgf·m)

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

If Your Engine Overheats

Normally, the temperature of the coolant in the cooling system will rise to a level about midway between cold and boiling. Hot weather may cause the temperature to rise higher than normal. So will temporary stress such as climbing a hill. If you're stuck in stop-and-go traffic, the temperature may climb some, but the radiator fan is designed to prevent overheating. Be aware of these variations.

If the coolant temperature indicator (page 18) comes on for no apparent reason, pull safely to the side of the road. If possible, park in a shady area.

NOTICE

Continuing to ride with an overheated engine can cause serious engine damage.

- A steaming engine indicates a coolant leak. Shut the engine off and wait until the steaming stops. Look for a leak, but don't touch the engine or radiator system. Let everything cool off first.
- If there's no obvious problem, leave the engine on so the fan and coolant circulating system can continue working. Monitor the temperature indicator. The indicator may turn off after a brief stop with no load on the engine.

- Check the radiator fan.
  If the fan is not working, turn the engine off. Open the fuse box (page 179) and check the radiator fan fuse. If the fuse is blown, replace it with the proper (same rating) spare fuse. Start the engine. If the temperature indicator comes on and stays on, turn the engine off.
  If the radiator fan is working, visually check the coolant level in the reserve tank, located behind the right front cover (page 106). It isn't necessary to touch the radiator system.
- If the reserve tank is low or empty, don't ride without adding coolant (page 106).
  After adding coolant, turn the engine on and check the temperature indicator.
  If the indicator doesn't turn off, do not ride. The engine needs repair. Transport your motorcycle to a Honda dealer (page 155).
  If the temperature drops to normal, check the coolant level. If it has gone down, add more coolant.

If you are able to resume riding, continue to monitor the temperature indicator frequently.

If there's a mild leak, you can ride for awhile, carefully watching the indicator. Be prepared to stop and add more coolant or water. If the leak is bad, transport your motorcycle to a Honda dealer (page 155).

If the Low Oil Pressure Indicator Lights

If you check your engine oil level regularly, you should never see the low oil pressure indicator while riding. Normally, it will only light momentarily when you turn the ignition switch ON. Occasionally, it may flicker at or near idling speed.

Low oil pressure may be caused by an oil leak, a low oil level, or some problem in the engine's lubrication system.

If the indicator comes on while you're riding, don't ignore it. Pull safely to the side of the road. If possible, pull the clutch lever in and coast to a stop. Stop the engine as soon as it's safe to do so.

NOTICE

Continuing to ride with low oil pressure can cause serious engine damage.

- Check for an oil leak.
- Then check the oil level. If necessary, add the recommended oil (page 96) to the upper level mark. If you must leave your motorcycle to get oil, secure it as much as possible.
- After adding oil, start the engine, and check that the low oil pressure indicator goes off. Check for a possible leak.

If the indicator goes off and there is no leak — resume riding. If there is a leak — do not ride the motorcycle until the leak is repaired by a Honda dealer.

All of the electrical circuits on your motorcycle have fuses to protect them from damage caused by excess current flow (short circuit or overload).

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse.
Determine from the chart on the circuit fuse box cover which fuse or fuses control that component. Check those fuses first, but check all the fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuses and check component operation.

- The circuit fuse box (including spare fuses) is located under the seat.
- Main fuse A (and spare) and main fuse B are located in the fuse box.

Recommended Fuses

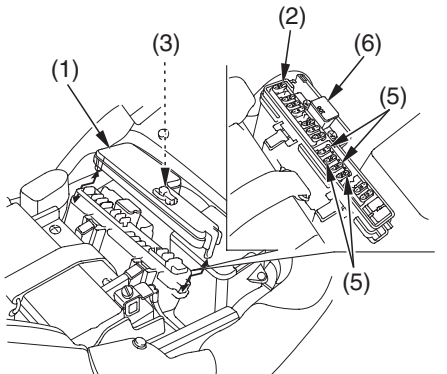
main fuse A	30A
main fuse B	100A
other fuses	30A, 20A, 10A, 5A

1. To prevent an accidental short circuit, turn the ignition switch OFF before checking or replacing the fuses.
2. Remove the seat (page 86).
3. Remove the fuse box cover (1).

(cont'd)

If a Fuse Blows

UNDER SEAT



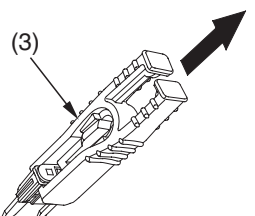
(1) fuse box cover
(2) main fuse A
(3) fuse remover
(5) spare fuses
(6) main fuse B

Main Fuse Access:

4. To check or replace main fuse A (2), pull the old fuse out of its retaining clips with the fuse remover (3).
   Look for a burned wire inside the fuse. If the fuse is blown (4), replace it with a spare fuse (5) of the same rating or lower.
   Install the fuse box cover.
5. Check main fuse B (6).
   Look for a burned wire inside the fuse. If the fuse is blown, see your Honda dealer to replace it.

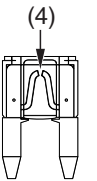
Circuit Fuse Access:

6. To check or replace a circuit fuse, pull the old fuse out of its retaining clips with the fuse remover (3). Look for a burned wire inside the fuse. If the fuse is blown (4), replace it with a spare fuse (5) of the same rating or lower.



(3) fuse remover

MAIN A & CIRCUIT FUSE



(4) blown fuse

7. Install the fuse box cover.
8. Install the seat.

If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

NOTICE

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

If a Fuse Blows

If you do not have a spare fuse and you cannot ride the motorcycle without fixing the problem, take a fuse of the same rating or a lower rating from one of the other circuits that you can do without temporarily.

If you replace a blown fuse with a spare fuse that has a lower rating, replace the fuse with the correct rating as soon as you can. Also remember to replace any spare fuses that were installed.

If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your motorcycle. Leave the blown fuse in that circuit and have your motorcycle checked by your Honda dealer.

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

If you decide you are capable of riding safely, carefully inspect your motorcycle for damage and determine if it is safe to ride. Check the tightness of critical nuts and bolts securing such parts as the handlebar, control levers, brakes, and wheels.

If there is minor damage, or you are unsure about possible damage, ride slowly and cautiously. Sometimes, crash damage is hidden or not immediately apparent, so you should have your motorcycle thoroughly checked at a qualified service facility as soon as possible. Also, be sure to have your Honda dealer check the frame and suspension after any serious crash.

If your motorcycle cannot be ridden, see *Transporting Your Motorcycle,* page 155 .

If You Lose Your Key

Be sure to record your key number in the Quick Reference section at the rear of the manual. You'll need this number to have a duplicate key made.

A lost key won't be a problem if you take preventative action. Store one duplicate key in a safe place at home and carry a second duplicate in your wallet.

If you lose your key and aren't carrying a duplicate, either get your spare or have one made. If you don't know your key number, call the dealer you purchased your Honda from. They may have it listed in their records. If they don't, transport your motorcycle to them or the nearest Honda dealer.

Jump starting is not recommended, especially if you use an automobile battery. The greater amperage of an automobile battery when the car engine is running can damage your motorcycle's electrical system.

Bump starting is also not recommended.

If you can't charge the battery or it appears unable to hold a charge, contact your Honda dealer.

Technical Information

This section contains dimensions, capacities, and other technical data, plus information on government requirements and how to break-in your motorcycle.

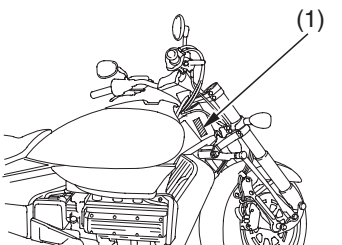
Vehicle Identification..... 188
Specifications 191
Break-in Guidelines..... 199
Emission Control Systems 200
Oxygenated Fuels..... 206

Serial Numbers

The frame, VIN, and engine serial numbers are required when you register your motorcycle. They may also be required when ordering replacement parts. You may record these numbers in the Quick Reference section at the rear of this manual.

The VIN (vehicle identification number) appears on the Safety Certification Label attached to the right side of the steering head.

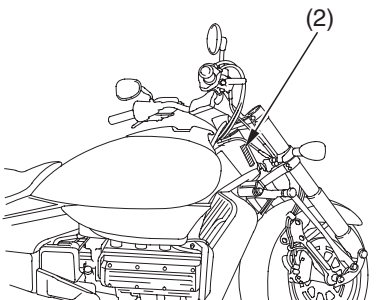
RIGHT SIDE



(1) VIN

The frame number (2) is stamped on the right side of the steering head.

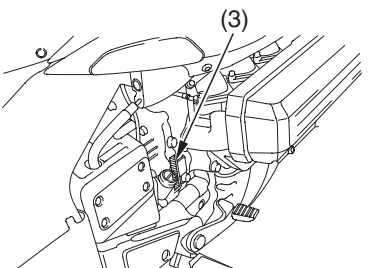
RIGHT SIDE



(2) frame number

The engine number (3) is stamped on the right side of the crankcase.

RIGHT SIDE



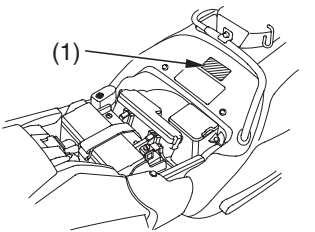
(3) engine number

Color Label & Code

The color label is attached on the rear fender under the seat. Remove the seat (page 86) to check the label.

The color code is helpful when ordering replacement parts. You may record the color and code in the Quick Reference section at the rear of this manual.

UNDER SEAT



(1) color label

Dimensions	
overall length	100.8 in (2,560 mm)
overall width	36.2 in (920 mm)
overall height	42.9 in (1,090 mm) …model equipped with taller handlebar 42.1 in (1,070 mm) …model equipped with lower handlebar
wheelbase	68.9 in (1,750 mm)
ground clearance	5.3 in (135 mm)

Weight	
dry weight	811 lbs (368 kg) 813 lbs (369 kg) California only

Specifications

Fuel & Lubricants	
fuel recommendation	unleaded gasoline, pump octane number of 91 or higher
fuel tank capacity	6.08 US gal (23.0 ℓ)
engine oil capacity	after disassembly: 4.9 US qt (4.6 ℓ) after draining: 3.8 US qt (3.6 ℓ) after draining & oil filter change: 3.9 US qt (3.7 ℓ)
engine oil recommendation	API Service Classification SG or higher except oils labeled as energy conserving on the circular API service label, SAE 10W-40, JASO T 903 standard MA, Pro Honda GN4 or HP4 (without molybdenum additives) 4-stroke oil (USA & Canada) or Honda 4-stroke oil (Canada only), or an equivalent motorcycle oil
final drive oil capacity	after draining: 4.2 US oz (125 cm^3)
cooling system, recommendation	Pro Honda HP Coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines
cooling system, capacity	5.1 US qt (4.8 ℓ)

Capacities	
passenger capacity	Operator only. no passenger
maximum weight capacity	276 lbs (125 kg) rider and all accessories

Engine Specifications	
displacement	111.8 cu-in (1,832 cm^3)
bore & stroke	2.91 × 2.80 in (74.0 × 71.0 mm)
compression ratio	9.8 : 1
spark plug (standard)	BKR5E−11 (NGK) or K16PR−U11 (DENSO)
spark plug (high speed riding)	BKR6E−11 (NGK) or K20PR−U11 (DENSO)
valve clearance (cold)	intake: 0.006 in (0.15 mm) exhaust: 0.009 in (0.22 mm)
spark plug gap	0.039−0.043 in (1.0−1.1 mm)
idle speed	850 ± 100 rpm 950 ± 100 rpm California only

Specifications

Power Transmission	
primary reduction	1.591
secondary reduction	1.028
gear ratio, 1st	1.944
2nd	1.347
3rd	1.035
4th	0.843
OD	0.705
final reduction	2.917
final drive	shaft

Chassis & Suspension	
caster	29°00′
trail	4.9 in (125 mm)
tire size, front	150/60R18M/C 67V
tire size, rear	180/55R17M/C 73V
tire pressure, front (cold)	36 psi (250 kPa , 2.50 kgf/cm^2)
tire pressure, rear (cold)	42 psi (290 kPa , 2.90 kgf/cm^2)

Electrical	
battery	12V－18AH
generator	0.959 kW

Specifications

Lights	
headlight	12V-55W×2
brake/tail light	LED
turn signal lights	12V-21/5W×2 (front) 12V-21W×2 (rear)
license light	12V-5W

Fuses	
main A	30A
main B	100A
other fuses	30A, 20A, 10A, 5A

Torque Specifications	
cylinder head top cover bolts	9 lbf·ft (12 N·m , 1.2 kgf·m)
cylinder head side cover bolts	7 lbf·ft (9.8 N·m , 1.0 kgf·m)
muffler cover bolts	10 lbf·ft (14 N·m , 1.4 kgf·m)
oil drain bolt	25 lbf·ft (34 N·m , 3.5 kgf·m)
oil filter	20 lbf·ft (26 N·m , 2.7 kgf·m)
final gear cover bolts	7 lbf·ft (9.8 N·m , 1.0 kgf·m)
oil filler hole cap	9 lbf·ft (12 N·m , 1.2 kgf·m)
final drive drain bolt	14 lbf·ft (20 N·m , 2.0 kgf·m)

Specifications

Torque Specifications	
front fender link bolts	21 lbf·ft (28 N·m , 2.9 kgf·m)
front wheel caliper fixing bolts	33 lbf·ft (45 N·m , 4.6 kgf·m)
front wheel pivot arm pinch bolts	20 lbf·ft (26 N·m , 2.7 kgf·m)
front wheel axle bolt	67 lbf·ft (90 N·m , 9.2 kgf·m)
front fender plate bolts	1.1 lbf·ft (1.5 N·m , 0.15 kgf·m)
rear wheel cover bolts	7 lbf·ft (9.8 N·m , 1.0 kgf·m)
rear wheel nuts	80 lbf·ft (108 N·m , 11 kgf·m)
rear fender bolts B	33 lbf·ft (44 N·m , 4.5 kgf·m)

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

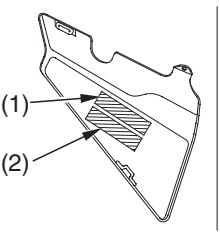
During this period, avoid full-throttle starts and rapid acceleration.

Exhaust Emission Requirements
The U. S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Transport Canada require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided.

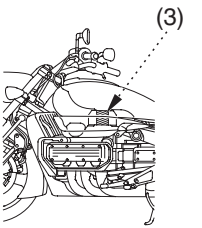
The Vehicle Emission Control Information label (1) is attached to the inside of the left side cover.

The Vacuum Hose Routing Diagram label (3) is attached to the frame under the fuel tank (California only).

REVERSE SIDE OF SIDE COVER



UNDER FUEL TANK



(1) vehicle emission control information label
(2) vehicle emission control information label (Canada only)
(3) vacuum hose routing diagram label (California only)

Noise Emission Requirements
The EPA also requires that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 3,730 miles (6,000 km) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. (USA only)

Warranty Compliance
Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA only)

Source of Exhaust Emissions
The combustion process produces carbon monoxide (CO), oxides of nitrogen (NOx), and hydrocarbons (HC). Control of hydrocarbons and oxides of nitrogen is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes PGM-FI and other systems to reduce carbon monoxide, oxides of nitrogen, and hydrocarbons.

Emission Control Systems

Exhaust Emission Control System
The exhaust emission control system includes a secondary air supply system and a PGM-FI system.

No adjustment to these systems should be made although periodic inspection of the components is recommended.

PGM-FI System
The PGM-FI system uses sequential multiport fuel injection. It has four subsystems: Air Intake, Engine Control, Fuel Control, and Exhaust Control.
The Engine Control Module (ECM) uses various sensors to determine how much air is going into the engine. It then controls how much fuel to inject under all operating conditions.

Ignition Timing Control System
The system constantly adjusts the ignition timing, reducing the amount of HC, CO and NOx produced.

Secondary Air Injection System

The secondary air injection system introduces filtered air into the exhaust gases in the exhaust port. The secondary air injection system helps improve emission performance.

Evaporative Emission Control System (California only)

This motorcycle complies with the requirements of the California Air Resources Board (CARB) evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister and air cleaner where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control solenoid valve is open, fuel vapor in the charcoal canister and air cleaner is drawn into the engine through the throttle body.

Emission Control Systems

Crankcase Emission Control System
The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the intake manifold.

Problems That May Affect Motorcycle Exhaust Emissions
If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your authorized Honda motorcycle dealer.

Symptoms:
1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

Noise Emission Control System

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: U. S. federal law prohibits, or Canadian provincial laws may prohibit the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE FOLLOWING ACTS:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions. If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the EPA-approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol) 10% by Volume

You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name ''Gasohol''.

MTBE (Methyl Tertiary Butyl Ether) 15% by Volume

You may use gasoline containing up to 15% MTBE by volume.

METHANOL (methyl or wood alcohol)
5% by Volume

You may use gasoline containing methanol containing up to 5% methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

Oxygenated fuels can damage paint and plastic. Be careful not to spill fuel when filling the fuel tank. Wipe up any spills immediately.

NOTICE

Oxygenated fuels can damage paint and plastic. Damage caused by spilled fuel is not covered by warranty.

Consumer Information

This section contains information on your warranty and how to get an official Honda service manual.

Authorized Manuals 210
Warranty Coverage 213
Warranty Service 214
Contacting Honda 215
Your Honda Dealer 216
The Honda Rider's Club (USA only) 217
Reporting Safety Defects (USA only) 218

Authorized Manuals

The Service Manual (Publication Item No. 61MEC00) used by your authorized Honda dealer is available from Helm, Inc. (USA only, Canada: See your Honda dealer to order authorized manuals.)

Also available, but not necessary, to service your model is the Honda Common Service Manual (Publication No. 61CM001), which explains theory of operation and basic service information for various systems common to all Honda motorcycles, motor scooters and ATVs.

These Honda manuals are written for the professional technician, but most mechanically-capable owners should find them easy to use if they have the proper tools and observe proper safety standards. Special Honda tools are necessary for some procedures.

Publication Item No.	Description	Price Each*
61MEC00	2004 NRX1800 Service Manual	$60.00
61CM001	Common Service Manual	$48.00
31MEC600	2004 NRX1800 Owner's Manual	$16.00
** Prices are subject to change without notice and without incurring obligation.*		

Order On-Line: www.helminc.com

Order Toll Free: 1-888-CYCLE93 (1-888-292-5393)

(NOTE: For Credit Card Orders Only)

Monday – Friday 8:00 AM – 6:00 PM EST

OR

By completing this form you can order the materials desired. You can pay by check or money order, or charge to your credit card. Mail to Helm, Inc. at the address shown on the back of this order form (USA only).

Canada: See your Honda dealer to order authorized manuals.

Publication Item No.	Item Description	Qty.	Price Each*	Total Price
*Prices are subject to change without notice and without incurring obligation.		**Sub Total**		
		Mich. Purchasers Add 6 % Sales Tax		
Orders are mailed within 10 days. Please allow adequate time for delivery.		**Handling Charge**		**$4.00**
		Grand Total		

SHIP TO

NOTE: Dealers and Companies please provide dealer or company name, and also the name of the person to whose attention the shipment should be sent.

Customer Name _____ Attention _____

Street Address - No P. O. Box Number _____ Apartment Number _____

City _____ State _____ Zip Code _____

Daytime Telephone Number ( ) _____

PAYMENT

☐ Check or money order enclosed payable to Helm Inc. U.S. funds only. Do not send cash.

☐ Check here if your billing address is different from the shipping address shown above.

☐ MasterCard

☐ VISA

☐ Discover

Account Number ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiration: Mo. Yr. ☐☐ – ☐☐

Customer Signature _____ Date _____

These Publications cannot be returned for credit without receiving advance authorization within 14 days of delivery. On returns, a restocking fee may be applied against the original order.

HELM P.O. BOX 07280, DETROIT, MICHIGAN 48207

Your new Honda is covered by these warranties:

- Motorcycle Limited Warranty
- Exhaust Emission Warranty
- Noise Control Warranty

There are responsibilities, restrictions, and exclusions which apply to these warranties. Please read the Warranties Booklet given to you by your Honda dealer at the time of purchase. Be sure to keep your Honda owner's card with your Warranties Booklet (USA only).

It is important to realize that your warranty applies to defects in material or workmanship of your Honda. Your warranty coverage does not apply to normal wear or deterioration associated with using the motorcycle.

Your warranty coverage will not be voided if you choose to perform your own maintenance. However, you should have the proper tools and service information and be mechanically qualified. Failures that occur due directly to improper maintenance are not covered.

Almost all of your warranty coverage can be extended through the Honda Protection Plan (USA only). For more information, see your Honda dealer.

Warranty Service

Please remember that recommended maintenance interval servicing is not included in your warranty coverage. Additionally, your warranty does not apply to the normal wear of items (such as brakes, tires, etc.).

If you believe you have a problem with your motorcycle, call the service department of your Honda dealer. Make an appointment for an inspection and diagnosis. Remember, as the owner of the motorcycle, you will be asked to authorize that inspection. Your dealer will give you the results of the inspection. If the problem is covered under warranty, your dealer will perform the warranty repairs for you.

If you have questions about warranty coverage or the nature of the repair, it is best to talk to the service manager of your Honda dealer.

Sometimes, in spite of the best intentions of all concerned, a misunderstanding may occur. If you aren't satisfied with your dealer's handling of the situation, we suggest you discuss your problem with the appropriate member of the dealership's management team. If the problem has already been reviewed with the Service Manager, Parts Manager, Sales Manager, etc., contact the Owner of the dealership or their designated representative.

Contacting Honda

Your owner's manual was written to cover most of the questions you might ask about your Honda. Any questions not answered in the owner's manual can be answered by your Honda dealer. If your dealer doesn't have the answer right away, they will get it for you.

If you have a difference of opinion with your dealer, please remember that each dealership is independently owned and operated. That's why it's important to work to resolve any differences at the dealership level.

If you wish to comment on your experiences with your Honda or with your dealer, please send your comments to the following address (USA only):

Motorcycle Division, American Honda Motor Co., Inc., P.O. Box 2220, Torrance, CA 90509-2220, mailstop: 100-4W-5B, telephone: (310) 532-9811.

Canada: Refer to the Warranties Booklet that was supplied with your vehicle.

Please include the following information in your letter:

- name, address, and telephone number
- product model, year, and frame/VIN serial number
- date of purchase
- dealer name and address

We will likely ask your Honda dealer to respond, or possibly acknowledge your comments directly.

Your Honda Dealer

Once you purchase your new Honda, get familiar with the organization of your Honda dealer so you can utilize the full range of services available.

The service department is there to perform regular maintenance and unexpected repairs. It has the latest available service information from Honda. The service department will also handle warranty inspections and repairs.

The parts department offers Genuine Honda parts, Pro Honda products, Hondaline accessories (USA only), and Honda accessories and products (Canada only). The same quality that went into your Honda can be found in Genuine Honda replacement parts. You'll also find comparable quality in the accessories and products available from the parts department.

The sales department offers the Honda Care Protection Plan to extend almost all of your warranty coverage (USA only). Your Honda dealer can inform you about competition and other riding events in your area. You'll also find that your dealer is a source of information about American Honda's Rider Education Centers and the Honda Rider's Club of America (USA only).

We're sure you'll be as pleased with the service your Honda dealer continues to provide after the sale as you are with the quality and dependability of your Honda.

The Honda Rider's Club (USA only)

One of the best ways to get the most enjoyment from owning your Honda is to join the Honda Rider's Club of America (HRCA). Your purchase of a new motorcycle, scooter or ATV from a participating Honda dealer entitles you to a complimentary one-year membership. The HRCA has hundreds of dealer-sponsored chapters throughout the USA. Some of the HRCA membership benefits include:

- 24-hr. emergency roadside assistance for your Honda or transport vehicle.
- Transportation for your Honda or transport vehicle to the nearest Honda dealer or service facility if roadside assistance can't get you going again.
- Reimbursement (to $75) for motorcycle and scooter rider training from the Motorcycle Safety Foundation. Free ATV rider training is available from the Specialty Vehicle Institute of America with the purchase of a new Honda ATV.
- A subscription to *Honda Red Rider,* a bi-monthly insider's magazine for all members.
- Special members-only HRCA website.
- Discounts from HRCA partners for both on and off-road riding schools and adventure packages.
- Hospitality at national events.
- Optional insurance, club pin, patch, etc.

Contact your Honda dealer for more information or call: 1-800-847-HRCA. For a complete list of all HRCA benefits and services, refer to your HRCA membership benefits manual or visit our website at www.honda.com.

Reporting Safety Defects (USA only)

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Honda Motor Co., Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Honda Motor Co., Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590.

You can also obtain other information about motor vehicle safety from the Hotline.

Table of Contents

The following presents the contents of each section of your owner's manual.

MOTORCYCLE SAFETY 1
Important Safety Information 2
Accessories & Modifications 5
Safety Labels 7

INSTRUMENTS & CONTROLS 9
Component Locations 11
Gauges, Indicators & Displays 14
Multi-function Display 22
Speedometer 23
Odometer/Tripmeter A & B 24
Changing the Speed and Mileage Unit 25
Fuel Gauge 26
Controls & Features 27
Ignition Switch 27
Keys 28
Immobilizer System (HISS) 30
Start Button 33
Engine Stop Switch 33
Headlight Dimmer Switch 34
Turn Signal Switch 34
Horn Button 35
Illumination Switch 35
Trip Reset Switch 36
Steering Lock Lever 37

BEFORE RIDING 39
Are You Ready to Ride ? 40
Protective Apparel 40
Rider Training 42
Is Your Motorcycle Ready to Ride ? 43
Pre-ride Inspection 43
Load Limits & Guidelines 46
Loading 46
Load Limits 47
Loading Guidelines 47

BASIC OPERATION & RIDING..... 49
Safe Riding Precautions 50
Starting & Stopping the Engine 51
Preparation..... 51
Starting Procedure 52
Flooded Engine..... 53
Bank Angle Sensor Ignition Cut-off System..... 53
How to Stop the Engine 54
Shifting Gears..... 55
Braking 57
Parking..... 59

SERVICING YOUR HONDA 65
Before You Service Your Honda
The Importance of Maintenance..... 68
Maintenance Safety..... 69
Important Safety Precautions..... 70
Periodic Maintenance..... 72
Maintenance Schedule 74
Maintenance Record..... 79

Service Preparations
Component Locations 81
Tool Kit (Canada only) 84
Owner's Manual Storage..... 85
Seat Removal..... 86
Side Cover Removal..... 87
Cylinder Head Cover Removal..... 89
Left Muffler Cover Removal..... 90

(cont'd)

Table of Contents

SERVICING YOUR HONDA (cont'd)
Service Procedures

Fluids & Filters
Fuel 92
Engine Oil & Filter..... 95
Coolant..... 104
Crankcase Breather 108
Final Drive Oil..... 109

Engine
Throttle 113
Clutch System..... 115
Spark Plugs 117

Chassis
Suspension 121
Brakes 124
Tires 128
Side Stand 136

Electrical
Battery..... 137

Appearance Care 142

TIPS..... 147
Storing Your Honda 148
Transporting Your Motorcycle 151
You & the Environment 152

TAKING CARE OF THE UNEXPECTED 157
General Guidelines 158
If Your Engine Quits or Won't Start 159
If You Have a Flat Tire 164
If Your Engine Overheats 176
If the Low Oil Pressure Indicator Lights 178
If a Fuse Blows 179
If You Crash 183
If You Lose Your Key 184
If Your Battery is Low (or Dead) 185

TECHNICAL INFORMATION 187
Vehicle Identification 188
Specifications 191
Break-in Guidelines 199
Emission Control Systems 200
Oxygenated Fuels 206

CONSUMER INFORMATION 209
Authorized Manuals 210
Warranty Coverage 213
Warranty Service 214
Contacting Honda 215
Your Honda Dealer 216
The Honda Rider's Club (USA only) 217
Reporting Safety Defects (USA only) 218

TABLE OF CONTENTS 220

INDEX 224

QUICK REFERENCE

Index

A

accessories 5
air pressure, tires..... 129
American Honda, contacting..... 215
apparel, protective 40
appearance care 142
authorized manuals..... 210

B

bank angle sensor 53
battery 137
brakes,
  fluid..... 124
  pad wear..... 127
braking 57
break-in guidelines 199

C

capacity, fuel 93
care, appearance 142
cleaning, appearance care 142
clutch system 115
color label 190
compartment,
  owner's manual 85
  tool kit..... 84
component locations,
  indicators and controls 11
  maintenance..... 81
consumer information 209
coolant..... 104
coolant temperature indicator..... 18
crankcase breather 108
customer service 215
cylinder head cover removal 89

D

defects, safety 218
display,
  check 16
  multi-function 22
drive, final 109

E

emission control systems 200
engine,
  flooded 53
  low oil pressure 178
  number 189
  oil 96
  overheats 176
  pinging 92
  starting 51
  stop switch 33
  stopping 54
  won't start 159
environment 156

F

final drive 109
flat tire 164
flooded engine 53
frame number 189
fuel,
  oxygenated 207
  recommendation 92
  tank capacity 93
fuses 179

Index

G

gap, spark plug 118
gasohol 206
gasoline 92
gauges, indicators & displays 14

H

headlight dimmer switch 34
helmet holder 61
high beam indicator 17
Honda,
  contacting 215
  Rider's Club 217
  dealer 216
Honda Service Manual 210
horn button 35

I

identification, vehicle 188
ignition cutoff system,
  bank angle 53
  side stand 51
ignition switch 27
illumination switch 35
immobilizer system (HISS) 30
indicators 14
inspection, pre-ride 43

K

key, lost 184
kit, tool 84

L

labels, safety 7
lamp check 15
left muffler cover removal 90
lever, steering lock 37
limit, weight 47
load limits 47
loading guidelines 47
location, components,
  indicators & controls 11
  maintenance 81
lock, steering 37

M

maintenance,
  importance 68
  periodic 72
  record 79
  safety 69
  schedule 74
manual, service 210
manual, authorized 210
maximum weight limit 47
modifications 6

N

numbers, serial 188

Index

O

odometer 24
oil,
  engine 96
  final drive 109
  low pressure 178
operating controls 27
overheat, engine 176
owner's manual storage 85
oxygenated fuels 206

P

parking 59
pinging, engine 92
plugs, spark 117
pre-ride inspection 43
problems, unexpected 157
protective apparel 40

R

removal,
  cylinder head cover 89
  left muffler cover 90
  seat 86
  side cover 87
reporting safety defects 218
rider training 2, 42
Rider's Club, Honda 217
riding,
  basic operation 49
  clothing 40
  safety 2
  safety precautions 50

S

safety,
  important precautions 70
  labels 7
  reporting defects 217
  riding precautions 50
schedule, maintenance 74
seat removal 86
serial numbers 188
service,
  customer 215
  manuals 210
  warranty 214
shifting gears 55
side cover removal 87
side stand 136
side stand ignition cutoff system 51
spark knock 92
spark plugs 117
specifications 191
speedometer 23
stand, side 136
start button 33
starting,
  engine 51
  troubleshooting 159
steering lock 37
steering lock lever 37
stop switch, engine 33
stopping engine 54
storage,
  motorcycle 152
  owner's manual 85
suspension,
  rear suspension adjustment 122
  rear suspension damping 122

switch,
headlight dimmer 34
ignition 27
illumination 35
trip reset 36
turn signal 34

T

theft prevention tips 63
throttle 113
tires,
air pressure 129
flat 164
replacing 133
tool kit 84
training, rider 2, 42
transporting your motorcycle 155
tripmeter 24
trip reset switch 36
trouble, unexpected 157
troubleshooting, starting 157
turn signal indicators 17

V

vehicle identification no. (VIN) 188

W

warranty,
coverage 213
extended 213
service 214
washing your motorcycle 142
weight limit 47
wheels,
front removal 167
rear removal 173

The following is a brief, but important collection of information you need to know about your Honda. You'll also find space to record important notes.

How To Avoid Costly Repairs

The engine of your Honda can be the most expensive component to repair. Proper maintenance, especially the use of the recommended fluids and filters, prevents premature wear and damage.

Frequent causes of costly repairs are:

- Engine oil: insufficient quantity, improper oil.
- Air cleaner: dirty, leaking because of improper installation (poor seal).

Record important information on the following page:

Quick Reference

VIN/Frame No.	
Engine No.	
Frame No.	
Ignition Key No.	
Color Label	
Owner's Name	
Address	
City/State	
Phone	
Dealer's Name	
Address	
City/State	
Phone	
Service Mgr.	

Scheduled Maintenance	Regular: every 4,000 miles (6,400 km)
Pre-ride Inspection	Check the following items each time before you ride (page 43): tires, leaks, loose parts, throttle, brakes, indicators, lights.
Periodic Checks	Check the following items monthly (page 72): tires, fluids, lights, freeplay, fuses, nuts & bolts.
Fuel/Capacity	unleaded gasoline, pump octane number 91 or higher 6.08 US gal (23.0 ℓ)
Engine Oil	API Service Classification SG or higher except oils labeled as energy conserving on the circular API service label, SAE 10W-40, JASO T 903 standard MA, Pro Honda GN4 or HP4 (without molybdenum additives) 4-stroke oil or equivalent
Maximum Weight Capacity	276 lbs (125 kg) rider and all accessories

Quick Reference

Tires	Front: 150/60R18M/C 67V DUNLOP D251F Rear: 180/55R17M/C 73V DUNLOP D251
Tire Pressure (cold)	Front: 36 psi (250 kPa , 2.50 kgf/cm²) Rear: 42 psi (290 kPa , 2.90 kgf/cm²)
Spark Plugs	standard: BKR5E－11 (NGK) or K16PR－U11 (DENSO) high speed riding: BKR6E－11 (NGK) or K20PR－U11 (DENSO)
Coolant	ethylene glycol antifreeze (silicate-free) for aluminum engines in 50/50 solution with Pro Honda HP Coolant or an equivalent distilled water
Fuses	main A: 30A main B: 100A other: 30A, 20A, 10A, 5A
Final Drive Oil	Hypoid Gear Oil SAE 80