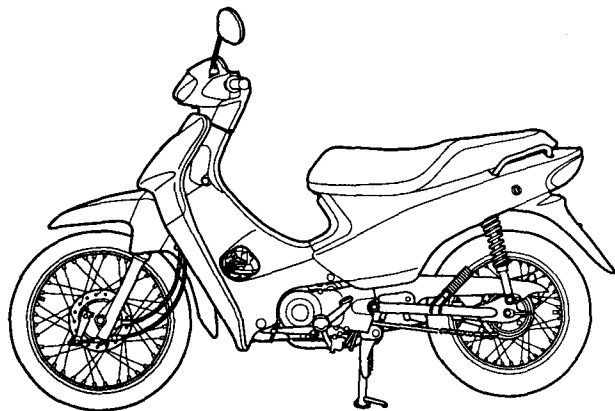


OWNER'S MANUAL
HONDA C-100 BIZ



Moto Honda da Amazônia Ltda.

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger.

- **ON-ROAD USE**

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

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

Pay special attention to statements preceded by the following words:



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



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

NOTE

Gives helpful information.

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

WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda!

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

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

ALL INFORMATION IN THIS PUBLICATION IS BASED ON THE LATEST PRODUCTION INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. MOTO HONDA DA AMAZÔNIA LTDA. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION. NO PART OF THIS PUBLICATION MAY BE REPRODUCED WITHOUT WRITTEN PERMISSION.

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MOTORCYCLE SAFETY



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

Safe Riding Rules

1. Always make a pre-ride inspection (page 31) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
 - Wear bright or reflective clothing.
 - Don't ride in another motorist's "blind spot."
4. Obey all national and local laws, and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

Protective Apparel

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

Modifications



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

Loading and accessories



To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Remember these performances may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.

Loading

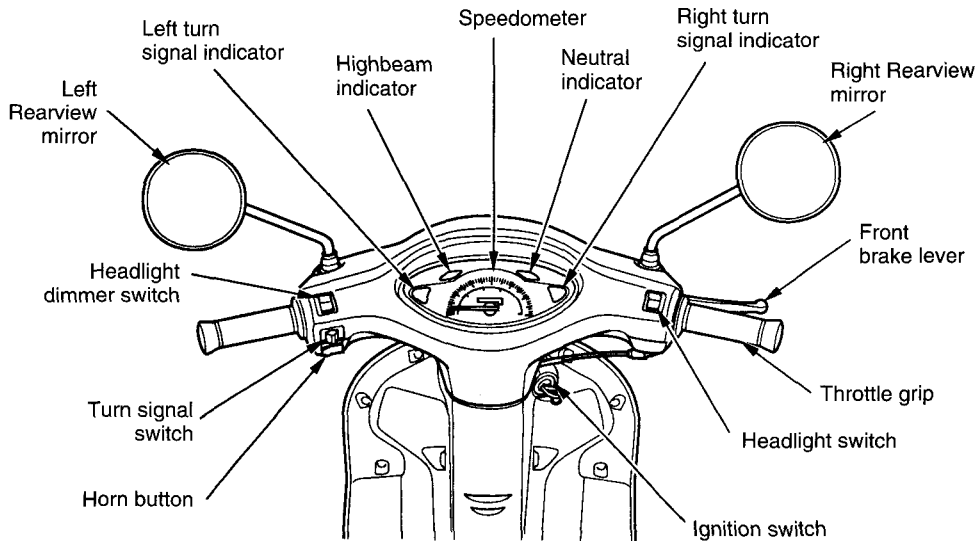
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 19) to suit load weight and riding conditions.
3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

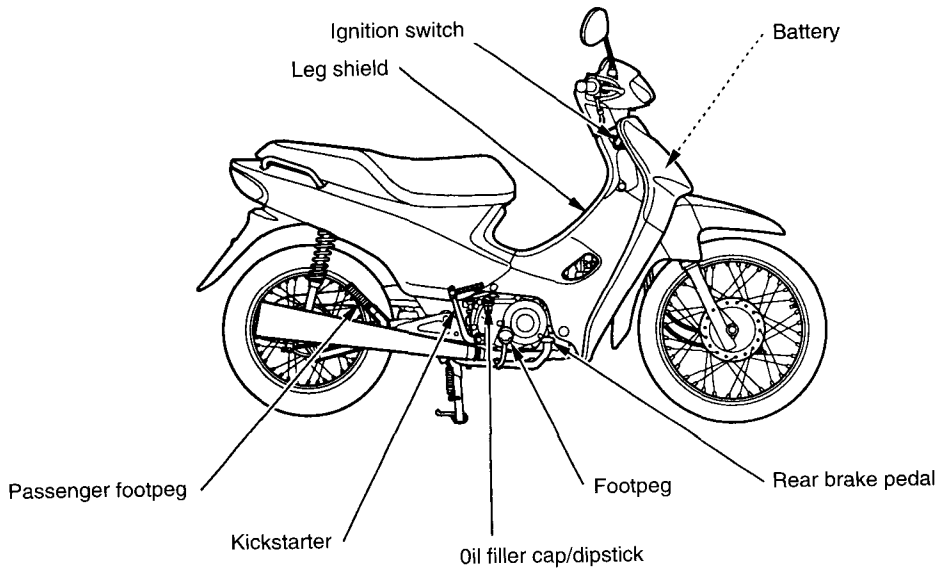
Accessories

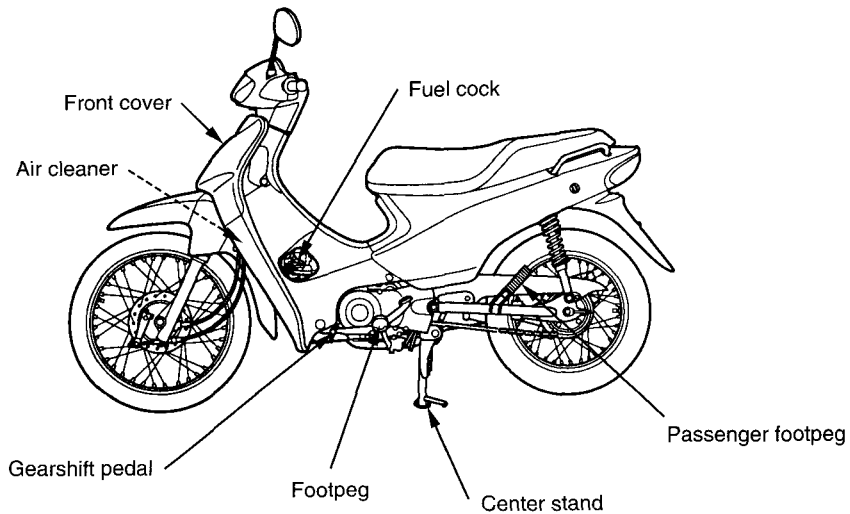
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.

MAJOR COMPONENTS





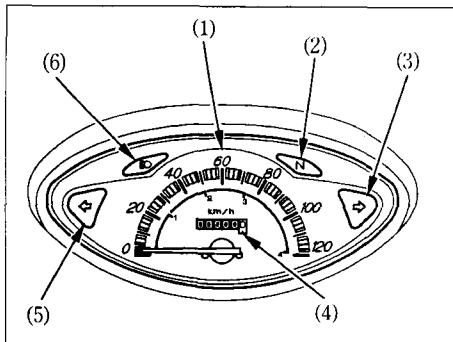


Instruments and Indicators

The indicators are grouped above the headlight case.

Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Neutral indicator
- (3) Right turn signal indicator
- (4) Odometer
- (5) Left turn signal indicator
- (6) High beam indicator

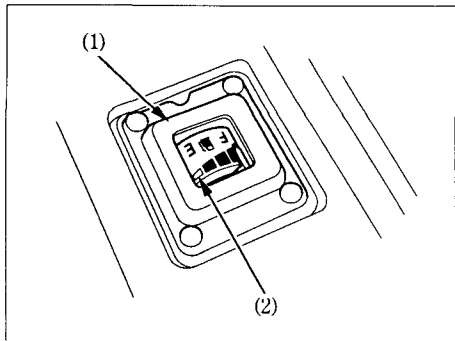


Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Neutral indicator	Lights when the transmission is in neutral.
3	Right turn signal indicator	Flashes when the right turn signal operates.
4	Odometer	Shows accumulated mileage.
5	Left turn signal indicator	Flashes when the left turn signal operates.
6	High beam indicator	Lights when the headlight is on high beam.

Fuel Gauge

The fuel gauge (1) is located under the seat. When the gauge needle enters the red band (2), fuel will be low and you should *refill* the tank as soon as possible. The amount of fuel left in the tank when the needle enters the red band is approximately:

1,3 ℓ (0.34 US gal, 0.29 Imp gal)



- (1) Fuel gauge
- (2) Red band

MAJOR COMPONENTS

(Information you need to operate this motorcycle)



WARNING

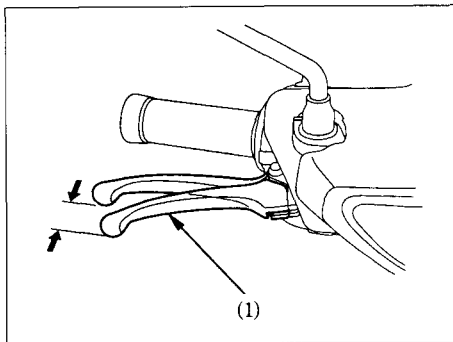
If the Pre-ride Inspection (page 31) is not performed, severe personal injury or vehicle damage may result.

Brakes

Front Brake

Brakes are items of personal safety and should always be maintained in proper adjustment. The distance the front brake lever (1) moves before the brake starts to engage is called free play.

Measured at the tip of the front brake lever, free play should be maintained at:
10-20 mm (0.4-0.8 in)



(1) Front brake lever

Adjustment:

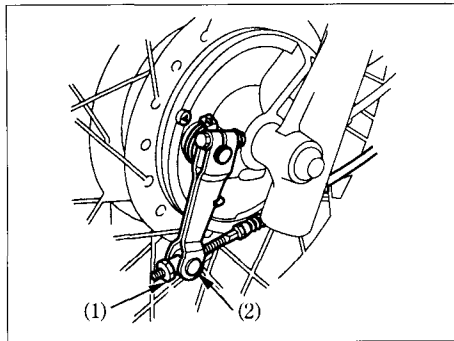
1. Adjust brake lever free play with the front brake adjusting nut (1). Turning the nut clockwise will decrease free play and turning the nut counterclockwise will increase free play.
Make sure the cut-out on the adjusting nut is seated on the brake arm pin (2) after making final free play adjustment.
2. Apply the brake several times and check for free wheel rotation when released.

NOTE

If proper adjustment cannot be obtained by this method see your Honda dealer.

Other-Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure. Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion.
Make sure the brake arm, spring and fasteners are in good condition.

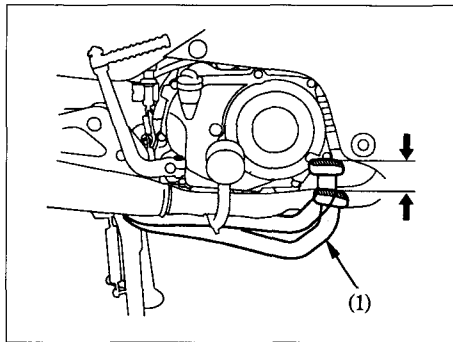


- (1) Front brake adjusting nut
- (2) Brake arm pin

Rear Brake

Adjustment:

1. Place the motorcycle on its center stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.
Free play should be: 20-30 mm (0.8-1.2 in)
3. If adjustment is necessary, turn the rear brake adjusting nut (2).



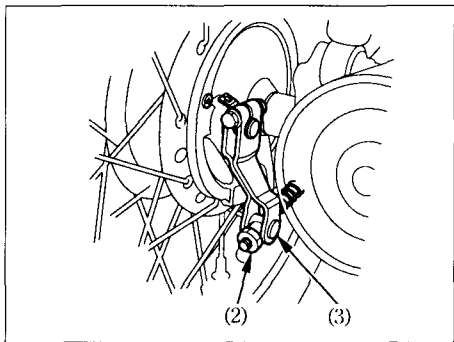
(1) Rear brake pedal

4. Apply brake several times and check for free wheel rotation when released.

NOTE

If proper adjustment cannot be obtained by this method see your Honda dealer.

Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3) after making final free play adjustment.



(2) Rear brake adjusting nut
(3) Brake arm pin

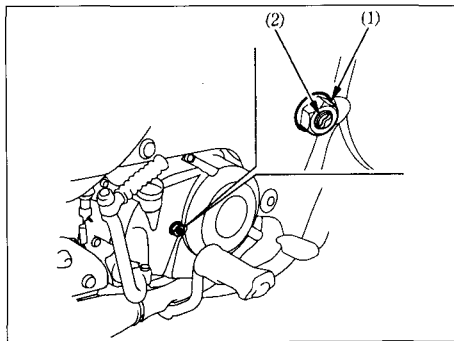
Clutch

Adjustment:

1. Loosen the adjuster lock nut (1).
2. Turn the clutch adjuster (2) clockwise one turn; do not turn excessively.
3. Slowly turn the adjuster counterclockwise until a slight resistance is felt.
4. From this position, turn the adjuster clockwise 1/8 turn, and tighten the lock nut.
5. After adjustment, test ride the motorcycle to be certain the clutch operates properly. The engine should start easily with the kickstarter without the clutch slipping. When shifting gears, the clutch operation should be smooth and light, especially when shifting into neutral.

NOTE

If proper adjustment cannot be obtained or the clutch does not work correctly, see your Honda dealer.



- (1) Lock nut
(2) Clutch adjuster

Fuel

Fuel Cock

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

OFF

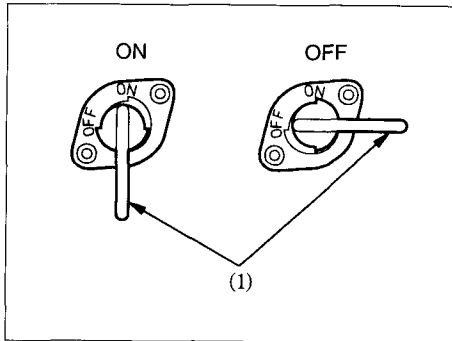
With the fuel cock in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the cock OFF whenever the motorcycle is not in use.

ON

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



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



(1) Fuel cock

Fuel Tank

The fuel tank is located under the seat. To raise the double seat, unlock the seat (page 28).

The fuel tank capacity is: 4.0 ℓ (1.06 US gal,
0.88 Imp gal)

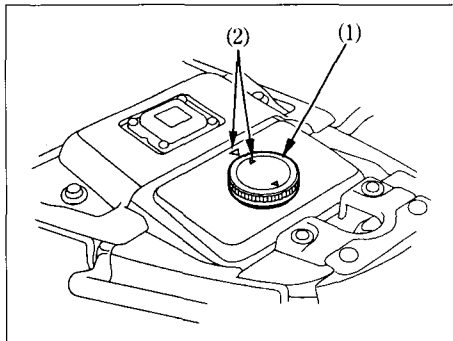
Raise the seat, then remove the fuel fill cap (1) by turning it counterclockwise.

After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise.

Make sure that the allow marks (2) on the fuel fill cap and fuel tank is aligned.

ATTENTION

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

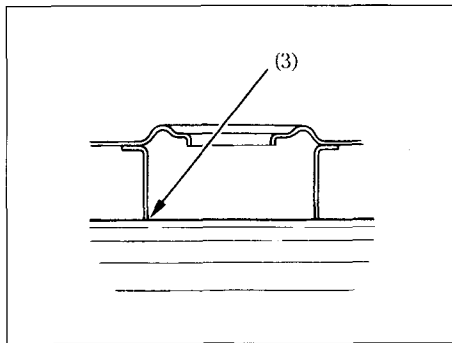


(1) Fuel fill cap

(2) Allow marks

⚠ WARNING

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



(3) Filler neck

Engine Oil ,

Engine Oil Level Check

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

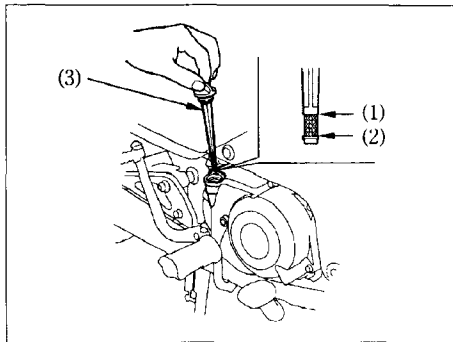
The level must be maintained between the upper (1) and lower (2) level marks on the dipstick (3).

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (3), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper (1) and lower (2) level marks on the dipstick.
4. If required, add the specified oil (see page 53) up to the upper level mark. Do not overfill.

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

ATTENTION

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



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

Tyres

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

Check tyre pressure frequently and adjust if necessary.

NOTE

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

On-road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications. Check the tyres for cuts, embedded nails, or other sharp objects. See your Honda dealer for replacement of damaged tyres or punctured inner tubes.

Tyre size Cold tyre pressures (kPa)	Rider only	Front: 175 (1.75, 25) Rear: 225(2.00,29)
	Rider and one passenger	Front: 175 (1.75, 25) Rear: 280(2.80,41)
Tyre Size		Front:60/100-17 33L Rear: 80/100-14 M/C 49L

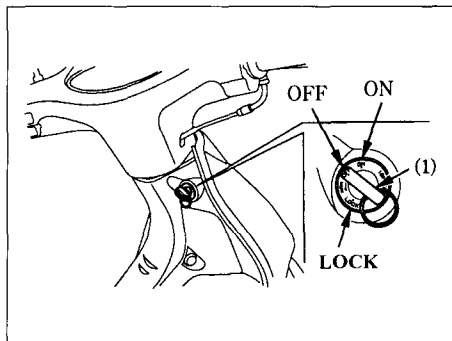
 **WARNING**

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

ESSENTIAL INDIVIDUAL COMPONENTS

Ignition Switch

The ignition switch (1) is on the right side below the steering stem.



(1) Ignition switch

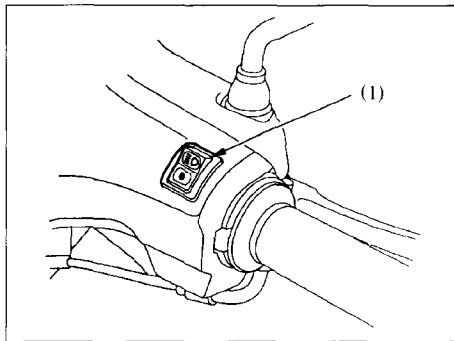
Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
(ON)	Engine and lights can be operated.	Key cannot be removed

Right Handlebar Controls

Headlight Switch

The headlight switch (1) has two positions; $\equiv D$ and OFF marked by a dot under the $\equiv D$.

$\equiv D$: Headlight, taillight, and meter lights on,
OFF: Headlight, taillight, and meter (dot) lights off.



(1) Headlight switch

Left Handlebar Controls

Headlight Dimmer Switch (2)

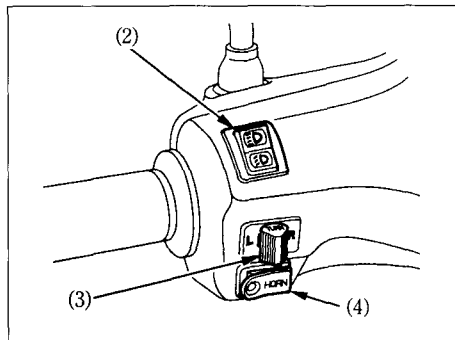
Move the headlight dimmer switch to ☰▷ (Hi) to select high beam to ☷▷ (Lo) to select low beam.

Turn Signal Switch (3)

Move to L to signal a left turn, R to signal a right turn. Remember to return the switch to the center (off) after completing your turn or lane change.

Horn Button (4)

Press the button to sound the horn.



(2) Headlight dimmer switch

(3) Turn signal switch

(4) Horn button

FEATURES

(Not required for operation)

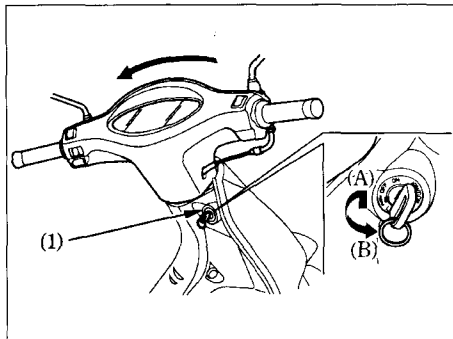
Steering Lock

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



WARNING

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



- (1) Steering lock
- (A) Push in
- (B) Turn to LOCK

Seat Lock

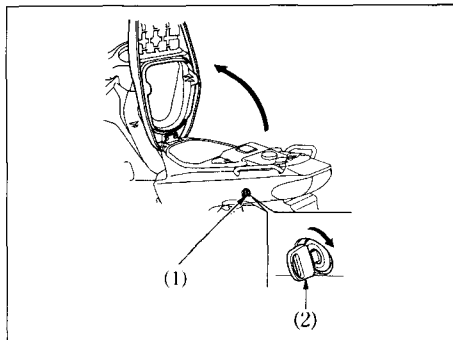
The seat lock (1), is on the left side below the seat.

To lift the seat, insert the ignition key (2) and turn it clockwise to unlock.

To lock the seat, lower and push down on it until it locks.

ATTENTION

Make sure the seat is secure before riding.



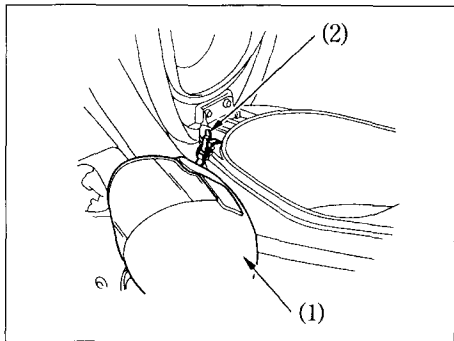
- (1) Seat lock
- (2) Ignition key

Helmet Holder

The helmet holder eliminates the need for carrying your helmet after parking. Insert the ignition key into the seat lock, and turn it clockwise to unlock. Hang your helmet (1) on the hook (2) at the seat hinge and lower the seat to lock. To remove a helmet, unlock the seat. Lift the helmet off the holder and lower the seat, making sure it is securely locked before riding.



The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.



- (1) Helmet
- (2) Hook

Center Compartment

The center compartment (1) is below the seat.
Opening and closing:
See "SEAT LOCK". (page 25)

MAXIMUM WEIGHT LIMIT: 10 kg (22 lbs)



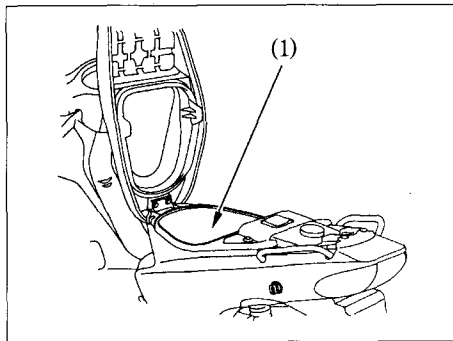
Never exceed the maximum weight limit; handling and stability may be severely affected.

ATTENTION

The center compartment may become heated by the engine. Do not store food and other articles which are flammable or susceptible to heat damage in this compartment.

NOTE:

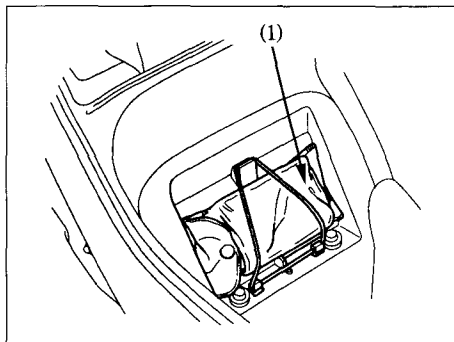
Do not direct water under pressure against the center compartment as water will be forced into the compartment.



(1) Center compartment

Document Compartment

The document compartment (1) is located in the rear of the center compartment. This owner's manual and other documents should be stored in the document bag. When washing your motorcycle, be careful not to flood this area with water.



(1) Document compartment

Headlight Aim Vertical

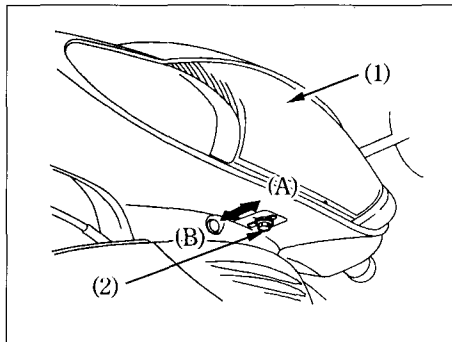
Adjustment

Vertical adjustment can be made by moving the headlight assembly (1) as necessary.

To move the headlight assembly (1), loosen the bolt (2).

Tighten the bolt (2) after adjustment.

Obey local laws and regulations.



(1) Headlight assembly

(2) Bolt

(A) Up

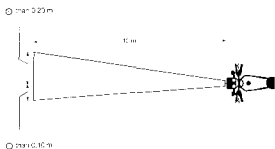
(B) Down

Headlight Adjustment

The headlight is very important for the motorcycle safety. When it is ill-adjusted, its visibility drops and dims the vehicles coming in the opposite direction.

When it tilts sharply downward even when it is intensely bright, the headlight restricts, however, the viewing area, thus bringing it to a very close range from the motorcycle, and leaving in the dark whatever is further ahead. When it is not tilted at all and is fully straight instead, the light will come out weak, and just from a large distance from the motorcycle while the space near the motorcycle would be in the dark.

Whenever you need to have a night ride you will soon realize when to adjust the headlight properly. But never do it without testing your headlight adjustment before you really plunge into the night.

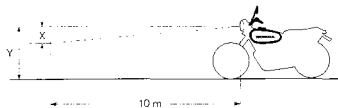


Headlight adjustment procedures:

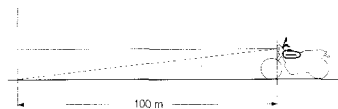
1. Put the motorcycle in the upright position (with no supporting cradle) 10 m away from the front wheel center and perpendicular to a flat and preferably nonreflecting wall.
2. Gage the tires as per specifications.
3. Let the fasteners loose and tilt the headlight either upward or downward until its projection complies with the specifications.
4. Tighten the headlight fasteners back to place.

Note The passenger's weight plus load might considerably affect the headlight adjustment. Vary the adjustment with due consideration to passenger weight plus load.

$$Y = \text{Maximum } 1.2 \text{ m} \quad X > Y/5$$



Note: Headlight torch should reach 100 m at the most.



OPERATION

Pre-Ride Inspection



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

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

1. Engine oil level – add engine oil if required (page 18). Check for leaks.
2. Fuel level – fill fuel tank when necessary (page 16-17). Check for leaks.
3. Front and rear brakes – check operation and if necessary, adjust free play (pages 11-13).
4. Tyres – check condition and pressure (pages 19-20).
5. Drive chain – check condition and slack (page 61). Adjust and lubricate if necessary.
6. Throttle – check for smooth opening and full closing in all steering positions.

7. Lights and horn – check that headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Battery electrolyte – check the level and add if necessary (pages 72-75).

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

Starting the Engine

Always follow the proper starting procedure described below.



- **Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.**
- **Do not try to start the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.**

Preparation

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

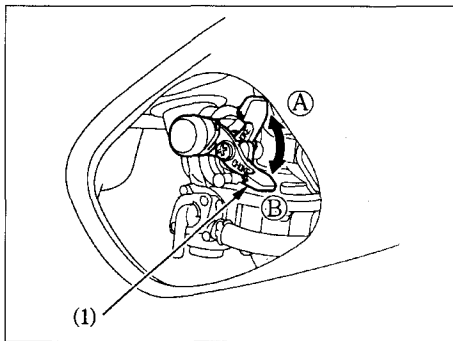
- The transmission is in NEUTRAL (neutral indicator light ON).
- The fuel cock is ON.

Starting Procedure

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

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

1. Pull the choke lever (1) up all the way to Fully ON (A).
2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.



- (1) Choke lever
- (A) Fully ON
- (B) Fully OFF

ATTENTION

- Do not operate the kickstarter pedal while the engine is running as engine damage could result. Do not apply excessive force on the starter pedal.
- Fold up the kickstarter pedal after the kickstarter is returned to the pedal stop.

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

High Air Temperature 35°C (95°F) or above

1. Do not use the choke.
2. Start the engine following step under "Normal Air Temperature."

Low Air Temperature 10°C (50°F) or below

1. Follow steps 1 - 2 under "Normal Air Temperature."
2. Warm up the engine by opening and closing the throttle slightly,
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) is at Fully OFF (B).

Flooded Engine

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and move the choke lever to Fully OFF (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

Running-In

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

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

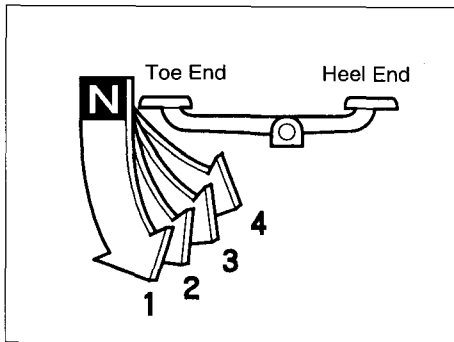
Riding



Review Motorcycle Safety (pages 1-4) before you ride.

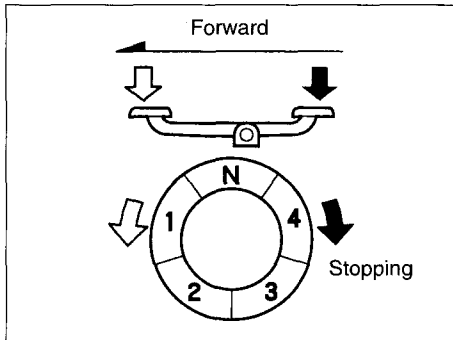
1. Warm up the engine.
2. With the engine idling, shift into low (1st) by depressing the toe end of the gearshift pedal.
3. Slowly open the throttle to start the motorcycle rolling smoothly, and when the motorcycle attains a moderate speed, close the throttle and depress the gearshift pedal with the toe to shift into 2nd gear.
4. This sequence is repeated to progressively shift into the next higher gear.
5. Shifting down is accomplished by depressing the heel end of the gearshift pedal.

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



Gear Changing Procedure

The gear change operation differs when stopping and when moving. When stopping, change can be made from 4th to neutral directly with the 4-step rotary system.

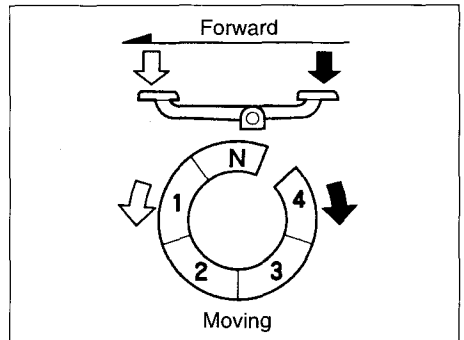


(N) Neutral
(1) First

(2) Second
(3) Third
(4) Fourth (top)

When moving, the forward 4-step return system is used. Change cannot be made from 4th to neutral directly.

- Always return the throttle grip first before changing gear.
- Operate lightly with the tips of your toes until the pedal is pushed down.
- Avoid changing gear needlessly and riding with your foot on the change pedal since this may damage the gear change mechanism and clutch mechanism.



Braking

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and the rear brakes firmly.

WARNING

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

WARNING

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

Parking

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
2. Use the center stand to support the motorcycle while parked.

ATTENTION

- **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the center stand or overturning.**
3. Lock the steering to help prevent theft (page 24).

Anti-Theft Tips

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

NAME: _____

ADDRESS: _____

PHONE NO: _____

MAINTENANCE

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your Honda dealer for recommendations applicable to your individual needs and use.

Maintenance Schedule

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your Honda dealer meets all of these requirements. Perform the *Pre-ride Inspection* (page 31) at each scheduled maintenance period.

Item	Operation	Frequency				Ref. to page
		1.000 km (625 miles)	3.000 km (1.875 miles)	6.000 km (3.750 miles)	Every ... km (miles)	
Engine oil	Replace (Note 1)	■	■	■	1.500 (937)	18
Engine oil filter screen	Clean	■	■	■	1.500 (937)	—
Engine oil centrifugal filter	Clean			■	6.000 (3.750)	—
Air cleaner	Clean (Note 2)	■	■	■	3.000 (1.875)	49
Spark plug	Clean, adjust or replace		■	■	3.000 (1.875)	56
Valve clearance	Inspect and adjust	■	■	■	3.000 (1.875)	58
Carburetor	Adjust		■	■	3.000 (1.875)	—
	Clean			■	6.000 (3.750)	—
Choke operation	Inspect and adjust	■	■	■	3.000 (1.875)	—
Throttle operation	Inspect and adjust	■	■	■	3.000 (1.875)	—
Fuel line	Inspect	■	■		6.000 (3.750)	—
Fuel strainer	Clean	■	■	■	6.000 (3.750)	51
Clutch system	Inspect and adjust	■	■	■	6.000 (3.750)	14
Headlight system	Adjust	■	■	■	3.000 (1.875)	29

Item	Operation	Frequency				Ref. to page
		1.000 km (625 miles)	3.000 km (1.875 miles)	6.000 km (3.750 miles)	Every ... km (miles)	
Front brake cable	Inspect, adjust and lubricate	■	■	■	3.000 (1.875)	12
Rear brake	Inspect and adjust	■	■	■	3.000 (1.875)	13
Brake shoes	Inspect for wear	■	■	■	3.000 (1.875)	—
Brake light switch	Adjust	■	■	■	3.000 (1.875)	78
Tyre	Inspect and adjust the pressure	■	■	■	1.000 (625)	19
Wheels/spokes	Inspect and adjust	■	■	■	3000 (1.875)	—
Drive chain	Inspect, adjust and lubricate	■	■	■	1.000 (625)	61
Suspension	Inspect			■	6.000 (3.750)	67
Front fork oil	Replace				9.000 (5.625)	—
Battery (electrolyte level)	inspect and add	■	■	■	1.000 (625)	72
Switches/instruments	Inspect their operation	■	■	■	3.000 (1.875)	21
Lighting/signal system	Inspect their operation	■	■	■	3.000 (1.875)	—
Steering head bearing	Inspect, adjust and lubricate	■		■	6.000 (3.750)	—
Nuts, bolts and fasteners	Inspect and retighten	■	■	■	3.000 (1.875)	—

Note: 1. Engine oil: check level everyday and refill if necessary.

2. Under very dusty or moist conditions, replace the air cleaner more frequently.

For your safety, we recommend that these services be performed only by Honda dealers.

Maintenance Record

Periodic Maintenance

The periodic maintenance must be done to keep your motorcycle always in optimum operating conditions, providing a safe and problem-free riding.

The two first inspections are free of charge if performed by HONDA dealers or authorized service centers, but the lubricants, cleaning material and normal maintenance parts are on the owner's expense. The free inspections (1000 km and 3000 km) shall be performed according to the mileage, to a tolerance of 10% (900 km to 1100 km and 2700 km to 3300 km), once not exceeding the 6 and 12-month term, respectively after the date of the motorcycle sale.

0 km
DELIVERY INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

1000 km
1st FREE INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

3000 km
2nd FREE INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

6000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

9000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

12000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

15000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

18000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

21000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

24000 km
INSPECTION
SO n ^o .: _____
DATE: / /
km: _____

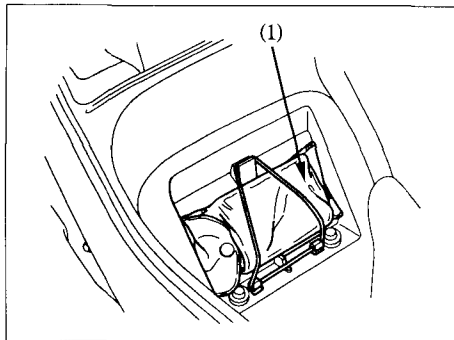
<p>27000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>30000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>33000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>36000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>39000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>
<p>42000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>45000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>48000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>51000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>54000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>
<p>57000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>60000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>63000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>66000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>	<p>69000 km</p> <p>INSPECTION</p> <p>SO n°: _____</p> <p>DATE: / /</p> <p>km: _____</p>

Tool Kit

The tool kit (1) is located in the rear of the center compartment.

Some roadside repairs, minor adjustments and *parts replacement* can be performed with the tools contained in the kit.

- 10 X 12 mm open end wrench
- 14 X 17 mm open end wrench
- Pliers
- Standard/phillips screwdriver
- Screwdriver handle
- 19 mm box end wrench
- Spark plug wrench
- Handlebar
- Tool bag

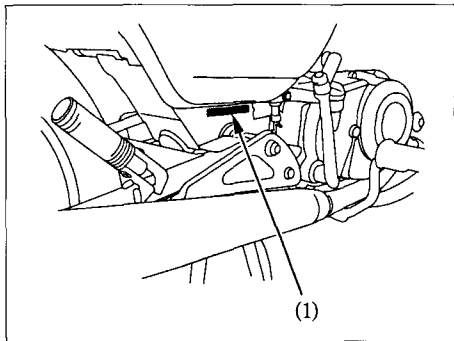


(1) Tool kit

Serial Numbers

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

FRAME NO. _____

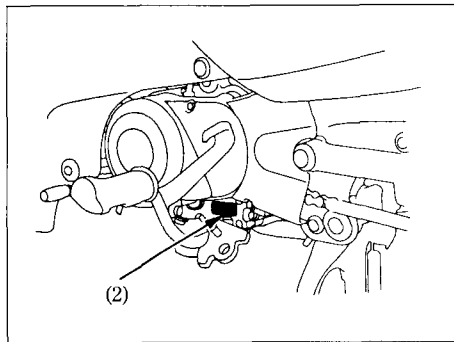


(1) Frame number

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

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

ENGINE NO. _____



(2) Engine number

Maintenance Precautions

WARNING

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

WARNING

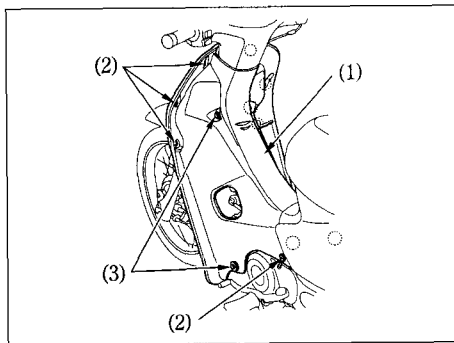
Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

Air Cleaner

(Refer to the maintenance precautions on page 48).

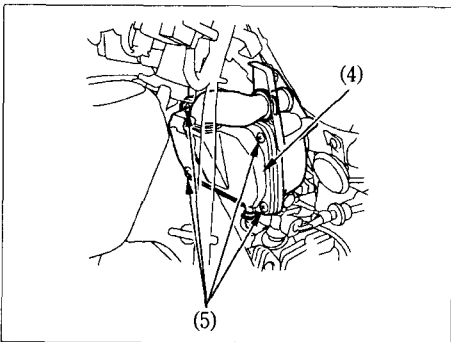
The air cleaner should be serviced at regular intervals (page 43). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the leg shield (1) by removing the left and right screws (2) and bolts (3).
2. Pull out the leg shield.



- (1) Leg shield
- (2) Screws
- (3) Bolts

3. Remove the air cleaner cover (4) by removing four screws (5).
4. Remove the air cleaner element (6).
5. Wash the element in non-flammable or high flash point solvent and let it dry thoroughly.

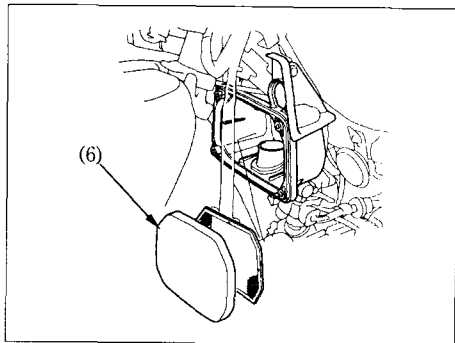


(4) Air cleaner cover
(5) Screws



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

6. Soak the element in gear oil (SAE 80-90) and squeeze out the excess.
7. Install the removed parts in the reverse order of disassembly.



(6) Air cleaner element

Fuel Strainer Screen

(Refer to the maintenance precautions on page 48).

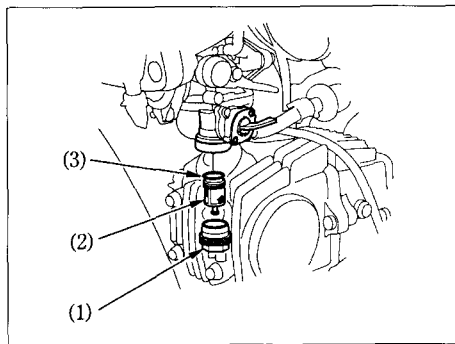
The fuel strainer screen is incorporated in the fuel cock. An accumulation of dirt in the fuel strainer screen will restrict the flow of fuel and therefore, the fuel strainer screen should be serviced periodically.

1. Turn the fuel cock OFF.
2. Loosen the carburetor drain screw and drain the fuel from the carburetor into a suitable container.

WARNING

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

3. Remove the fuel filter bolt (1) and pull out the fuel strainer screen (2) and O-ring (3). Wash it in clean non-flammable or high flash point solvent.



- (1) Fuel filter bolt
- (2) Fuel strainer screen
- (3) O-ring

 **WARNING**

Never use petrol or low flash point solvents for cleaning the fuel strainer screen. A fire or explosion could result.

4. Reinstall the fuel strainer screen and new O-rings into the fuel cock. Hand tighten the fuel filter bolt making sure the new O-rings are in place. Then torque to specification:

Torque: 4 N·m (0.4 kgf·m, 2.9 lbf·ft)

5. After installing, turn the fuel cock ON and check that there are no fuel leaks.

Engine Oil

(Refer to the maintenance precautions on page 48).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SF. It is not necessary to use additives.

Viscosity:

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

ATTENTION

Do not use oils with graphite or molybdenum additives: they will adversely affect clutch operation.

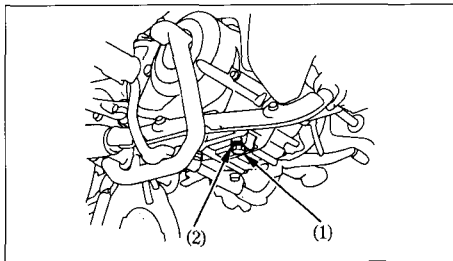
**MOBIL SUPER MOTO 4T
API Service Classification SF
Viscosity: SAE 20W-50**

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 42)

NOTE

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

1. To drain the oil, remove the oil filler cap/dipstick and oil drain plug (1) and sealing washer (2).



- (1) Oil drain plug
(2) Sealing washer



A warmed-up engine and the oil in it are hot; be careful not to burn yourself.

2. Operate the kickstarter several times to aid in complete draining of the remaining oil.
3. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.
Oil Drain Plug Torque: 25 N·m
(2.5 kgf·m, 18 lbf·ft)
4. Fill the crankcase with the recommended grade oil, approximately:
Capacity: 0.7 ℓ (0.7 US qt, 0.6 Imp·qt)
5. Install the oil filler cap/dipstick.

6. Start the engine and let it idle for 2-3 minutes.
7. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE

- When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

ATTENTION

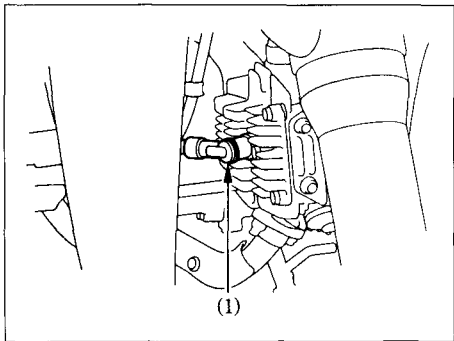
Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Spark Plug (Refer to the maintenance precautions on page 48).

Recommended plugs:

Standard: C6HSA (NGK)

1. Disconnect the spark plug cap (1) from the spark plug.
2. Clean any dirt from around the spark plug bases. Remove the spark plug using the plug wrench furnished in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wetfouled plug with a plug cleaner, otherwise use a wire brush,



(1) Spark Plug Cap

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

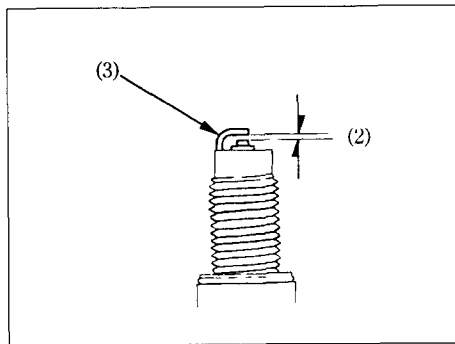
The gap should be: 0.60-0.70 mm
(0.024-0.028 in)

Make sure the plug washer is in good condition.

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

ATTENTION

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

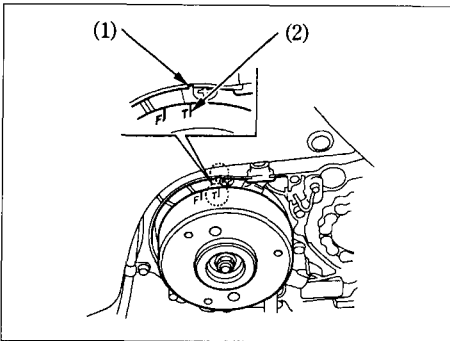


- (2) Spark plug gap
(3) Side electrode

Valve Clearance

(Refer to the maintenance precautions on page 48).

Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the specified intervals.



(1) Index mark

(2) "T" mark

NOTE

The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

1. Remove the left crankcase cover.
2. Remove the adjusting caps .
3. Rotate the generator flywheel counterclockwise until the "T" mark (2) on the flywheel lines up with the index mark (1) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the "T" mark to the index mark.

Check the clearance of both valves by inserting a feeler gauge (3) between the adjusting screw (4) and the valve stem. Clearance should be:

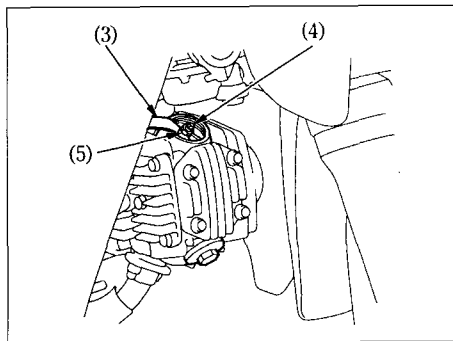
Intake: 0.05 mm (0.002 in)

Exhaust: 0.05 mm (0.002 in)

If it is necessary to make an adjustment, loosen the adjusting screw lock nut (5) and turn the adjusting screw (4) so there is a slight resistance when the feeler gauge (3) is inserted.

After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning.

Finally, recheck the clearance to make sure that the adjustment has not been disturbed. Reinstall the adjusting caps.



(3) Feeler gauge

(4) Adjusting screw

(5) Adjusting screw lock nut

Idle Speed
(Refer to the maintenance precautions on page 48).

Idle Speed

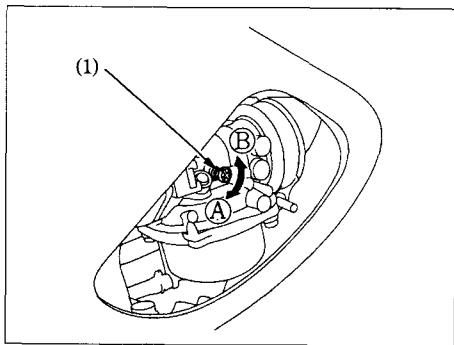
The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

NOTE

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

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).

IDLE SPEED: $1.400 \pm 100 \text{ min}^{-1} (\text{rpm})$ (In neutral)



- (1) Throttle stop screw
(A) Increase
(B) Decrease

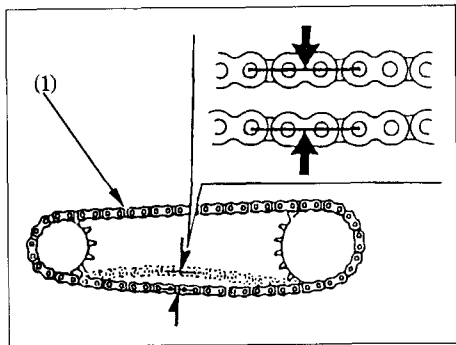
Drive Chain (Refer to the maintenance precautions on page 48).

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets. The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 31). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

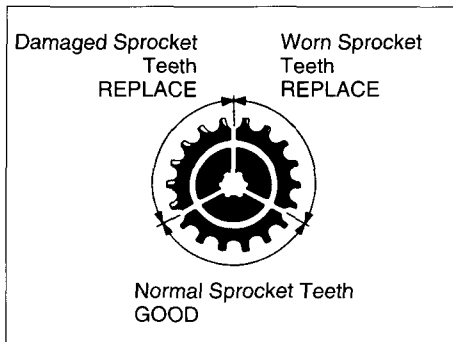
1. Turn the engine off, place the motorcycle on its center stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand: 25-35 mm (1.0-1.4 in)

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



(1) Drive chain

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



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

Adjustment:

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

1. Place the motorcycle on its center stand with the transmission in neutral and the ignition switch off.
2. Loosen the rear axle nut (1) and lock nut (2).
3. Turn the adjusting nut (3) on both the right and left chain adjusters an equal number of turns to increase or decrease chain slack. Align the chain adjuster index marks (4) with the corresponding scale (5) graduations on both sides of the swing arm.

NOTE

If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.

4. Torque the rear axle nut to:
49 N·m (5.0 kgf·m, 36 lbf·ft)
5. Tighten the adjusting nuts.
6. Recheck drive chain slack.
7. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 15).