HONDA 300
SCRAMBLER

OWNER'S MANUAL

MODEL CL77

CONTENTS

● BATTERY CARE

Although the battery is of the dry charge type, the charge may have been expended to some extent due to the transportation time or storage time in the dealer's warehouse.

If used as it is, the life is greatly reduced. Please instruct your dealer to perform the initial charge in accordance with the following instructions.

1. Remove the sealing tape; then remove the plastic filler caps. (Fig. 1)
2. Cut the tip of the air bent pipe (vinyl tube). (Fig. 2)

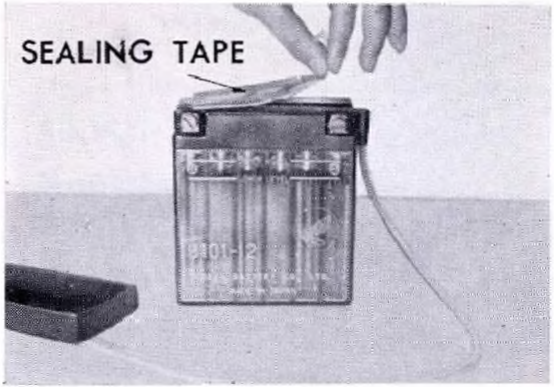


Fig. 1

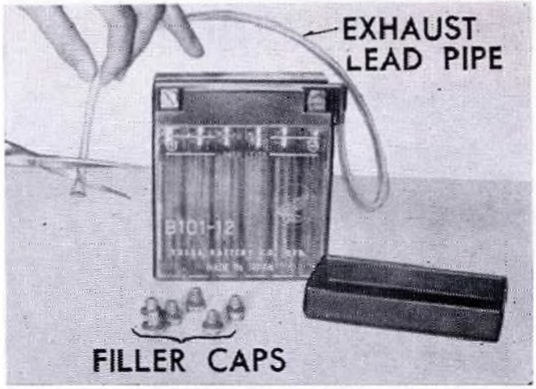


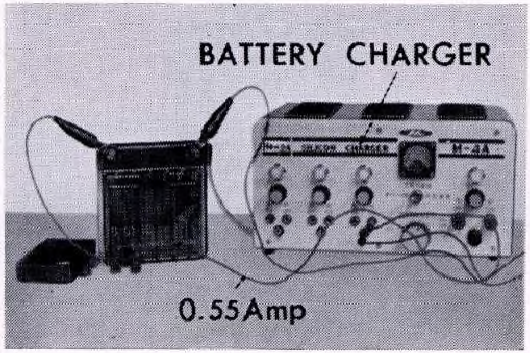
Fig. 2

3. Pour dilute sulphuric acid (specific gravity 1.260) to the maximum liquid level line and let it stand for one or two hours. After this interval, if the level becomes lower, add more dilute acid to bring the level again to the maximum level line. (Fig. 3)
4. As this battery is a 5.5AH type, extended charging should be performed at 0.55 Amp. charge current. (Fig. 4) The length of time required to bring the battery to the proper initial charge is listed in the following table.

Elapsed Time Since Date of Manufacture	Length of Charge
1 to 6 months	10 to 20 hours
6 to 12 months	20 to 30 hours
More than 12 months	More than 30 hours

Fig. 3

Fig. 4



The date of manufacture of the battery is indicated on the last page of the instruction book supplied with the battery. (Fig. 5)

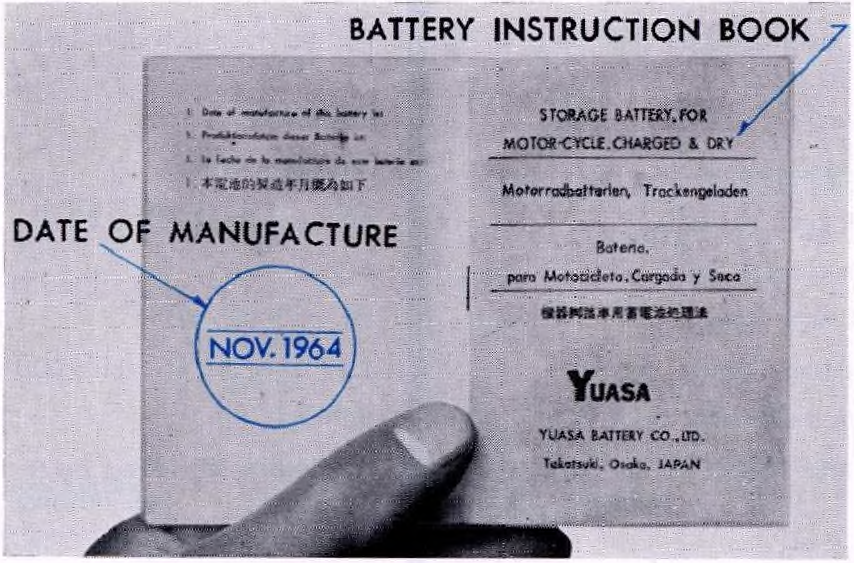


Fig. 5

◇ SPECIFICATIONS ◇

● ENGINE

Cooling and Cycles	Air-cooled, 4-stroke
Cylinders and Lay-Out	Parallel twin cylinder, Inclined 30° from horizantal
Valves	Overhead
Displacement	305 cc (18.65 cu in)
Bore and Stroke	60 × 54 mm (2.36 × 2.12 in)
Compression Ratio	8.5 : 1
Maximum Output	28 ps/8,500 rpm
Maximum Torque	2.27 kg-m (16.4 ft-lb)/6,000 rpm
Ignition System	Battery
Ignition Timing	5° before top dead center (full advance 45°)
Spark Plugs	NGK D-8H (D-10H for severe use)
Battery	12 V, 5.5 AH

Carburettors		KEIHIN PW26
Lubrication		Wet sump with pump
Oil Pump		Gear type
Clutch		Wet multi-disc
Transmission		4 speeds forward constant-mesh type
Gear Changing		Left foot operated return system
Gear Ratios	First	2.788
	Second	1.661
	Third	1.171
	Fourth	1.000
Reduction Ratios		
Primary	Gear	3.133
Secondary	Chain	2.446

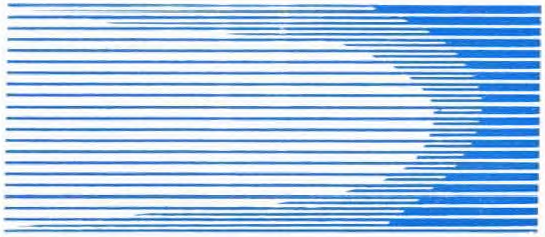
FRAME

Type		Cradle, tubular
Suspension	Front	Telescopic fork
	Rear	Swinging arm
Brakes		One leading, one trailing shoe, internal expanding
Steering Angle		45° right and left
Caster		64°
Trail		80 mm (3.2 in)
Tire Size	Front	3.00-19, 4PR
	Rear	3.50-19, 4PR
Fuel Tank Capacity		10.5 liters (2.3 Imp gal, 2.8 US gal)

DIMENSIONS

Overall Length	2005 mm (78.8 in)
Overall Width	825 mm (32.5 in)
Overall Height	1090 mm (42.9 in)
Wheelbase	1330 mm (52.4 in)
Ground Clearance	204 mm (8.0 in)
Min. Turning Radius	2050 mm (80.6 in)
Dry Weight	144.5 kg (319 lb)
Curb Weight	153 kg (338 lb)
Braking Distance	7.3 meters at 35 kph (24 ft at 22 mph)

RIDING TIPS



STARTING

1. Turn the fuel cock lever to the "ON" position. (Fig. 6.)
2. Choke the engine. (Fig. 7)
3. Turn the switch key to position "1". (Fig. 8)
4. Open the throttle about 1/8—1/4 of a turn and kick the starter pedal firmly. (Fig. 9)
5. As the carburettor has a relief valve, warm up the engine at medium rpm while choking the engine.
6. When the engine warms up and the fuel mixture becomes rich, open the choke.

When the engine is already warm from running or in hot climates the engine can be started without choking (step 2), so follow steps 1, 3 and 4 only.

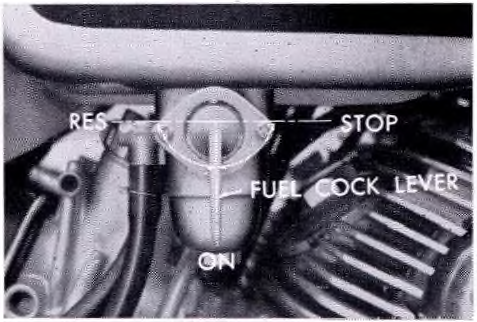


Fig. 6

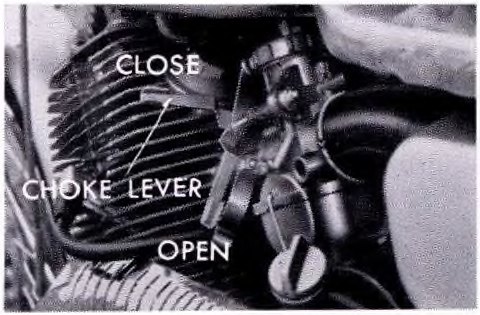


Fig. 7

CAUTION

1. When starting the engine at night, turn the switch key to position "I" and start the engine and then turn the key to position "II" after the engine is running to turn on the lights.
2. The fuel cock "RES" position allows the reserve petrol supply to be used, so fill the tank with petrol as soon as possible. The motorcycle can run about 120 km (75 miles) on the reserve gasoline supply.

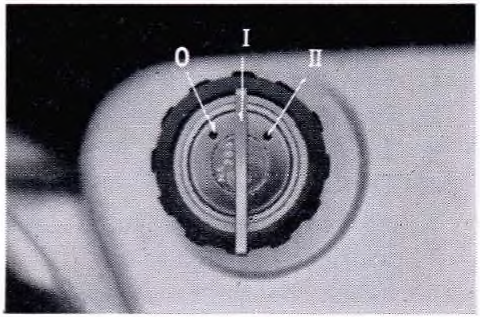


Fig. 8

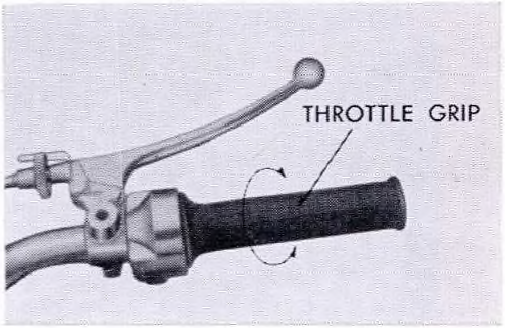


Fig. 9

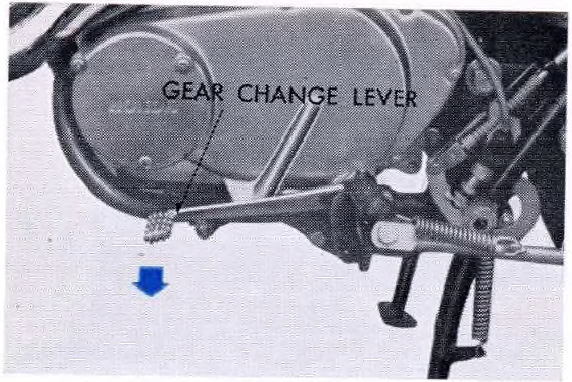


Fig. 10

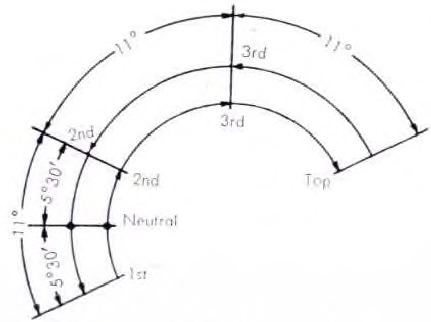


Fig. 11

● GEAR CHANGING

1. Pull in the clutch lever and change gears by moving the change lever up or down. (Fig. 10)
2. A stopper type gear change system is installed so that the gears are changed as shown in Fig. 11. The operating angle between low and neutral and between neutral and second is one-half that between other gears. Because of this gears can be changed rapidly on this motorcycle for sports events or racing when neutral is not needed.
3. A neutral indicator lamp on the speedometer lights when the gears are in neutral. (Fig. 12)

The speed range at which gears should be used is shown in Fig. 13.

When riding at either normal speeds or high speeds, be certain to make gear changes within these limits and use each gear at the correct speed.

● HIGH SPEED RIDING

Use a spark plug with a higher heat range than the standard NGK D–8H when riding continually at high speeds. A NGK D–10H is recommended for high speed and severe use.

CAUTION :

An overheated spark plug can cause serious engine trouble.

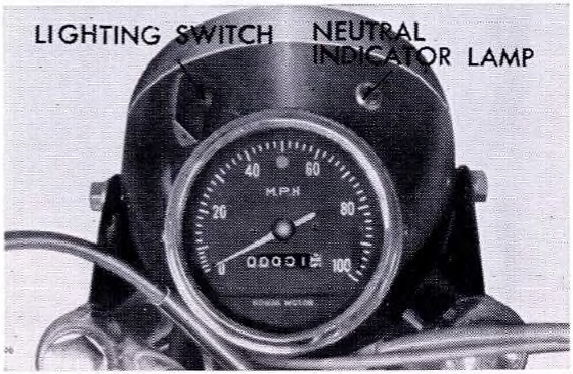


Fig. 12

Gear \ Speed	kph	mph
Low	0— 40	0— 25
Second	20— 75	12— 48
Third	30—115	19— 91
Top	More than 35	More than 22

Fig. 13

RIDING ON HILLS

Ascending

1. This motorcycle can climb most hills in top gear, but if the hill is particularly steep, when riding with a passenger or carrying a heavy load, change down as needed.
2. Follow the reverse procedure for changing to higher gears. When changing gear whilst riding up hills, make the gear change as rapid as possible to keep the motorcycle from losing momentum.

Descending

1. Close the throttle and apply front and rear brakes alternately to slow speed.
2. When riding down steep hills, change down to third, second or first gear as needed to slow the motorcycle.
   Close the throttle to use the engine brake.

● STOPPING

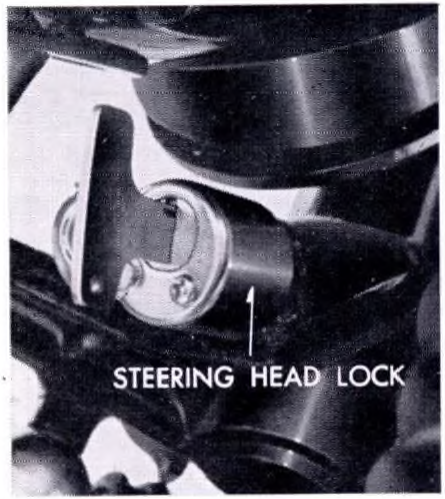


Fig. 14

1. Apply front and rear brakes at the same time The motorcycle is apt to skid or slide if only the rear brake is used when stopping quickly.
2. Change the gears into neutral position after the motorcycle stops.
   Confirm with neutral indicator lamp on speedometer. (Fig. 12)
3. When parking, be sure to :
   (1) Close the fuel cock.
   (2) Remove the key from the switch.
   (3) Lock the steering lock. (Fig. 14)
4. When parking at night or twilight time, never forget to turn on the parking light by turning switch key to position II.

OPERATION OF PRINCIPAL PARTS

SWITCH

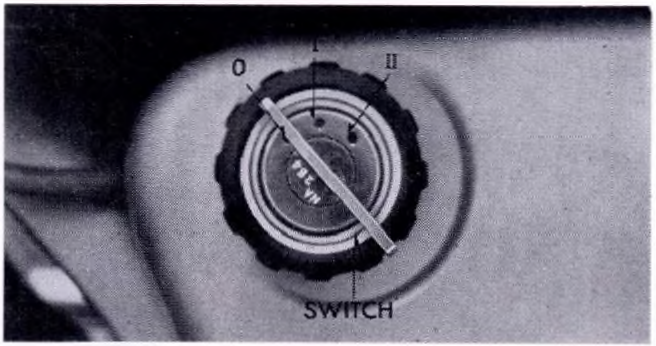


Fig. 15

Key Position	Operation	Key
0	Off (all electrical circuits turned off)	can be removed
I	Riding and starting engine	cannot be removed
II	Twilight and night parking (parking light turned on)	can be removed

● HEAD LIGHT

1. When the switch key is turned to position "I" and the lighting switch knob is turned clockwise the head light turns on.
   Dimmer switch knob pushed down...high beam (12 v, 35 w). (Fig. 16)
   Dimmer switch knob pushed up...low beam (12 v, 30 w).
   Use low beam in city, when riding on bad roads and when meeting other vehicles.
2. The head light beam shoud be focused to light on area 50 meters (45 yards) in front of the motorcycle.
3. Loosen the head light bracket bolts, adjust the head light angle by hand and retighten the bolts to adjust light focus. (Fig. 17)
   Moving head light up...focuses farther from motorcycle.
   Moving head light down...focuses nearer motorcycle.

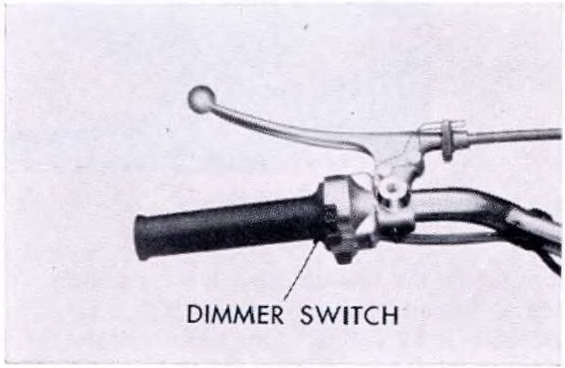


Fig. 16

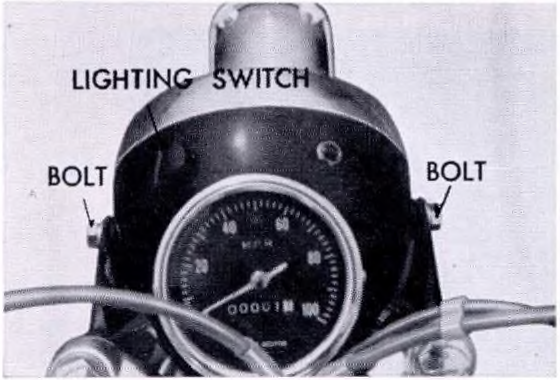


Fig. 17

● STOP LIGHT

1. The stop light works when the switch key is in position "I".
2. Adjust the stop light switch so that the stop light turns on when the brake pedal is depressed until the rear brake just begins to engage.
3. To adjust the stop light switch, loosen nut a and adjust with nut **b.** (Fig. 18)

   Turning nut clockwise → stop light turns on earlier.

   Turning nut counterclockwise → stop light turns on later.
4. The standard stop light bulb is 12 v, 25 w.

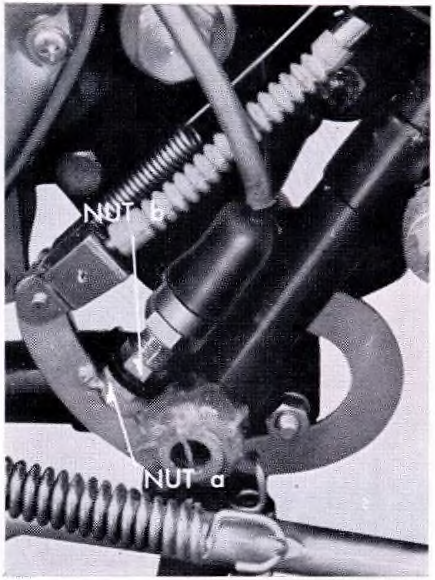


Fig. 18

● TAIL LIGHT

1. The tail light turns on when the switch key is in position "I" and the lighting switch is turned counter clockwise.
2. The standard tail light bulb is 12 v, 8 w. One bulb contains both stop light and tail light filaments.

REAR SUSPENSION

1. Adjust the rear suspension according to road conditions and the amount of weight carried.
2. The suspension can be adjusted to three posi tions by turning the rear suspension spring adjuster to the left or right with a rear suspension adjusting wrench. (Fig. 19, 20)

I .....standard position.

II and **III** ...stiffer for bad roads, heavy loads.

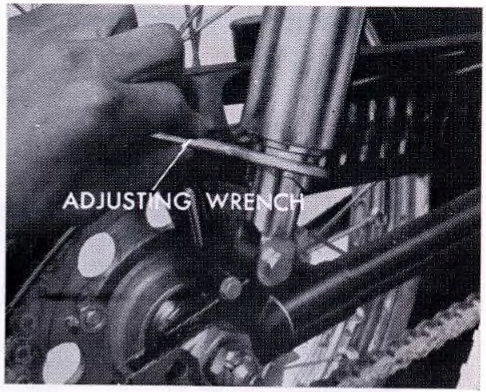


Fig. 19

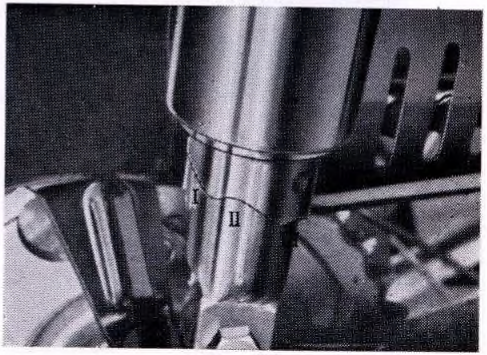


Fig 20

STEERING DAMPER

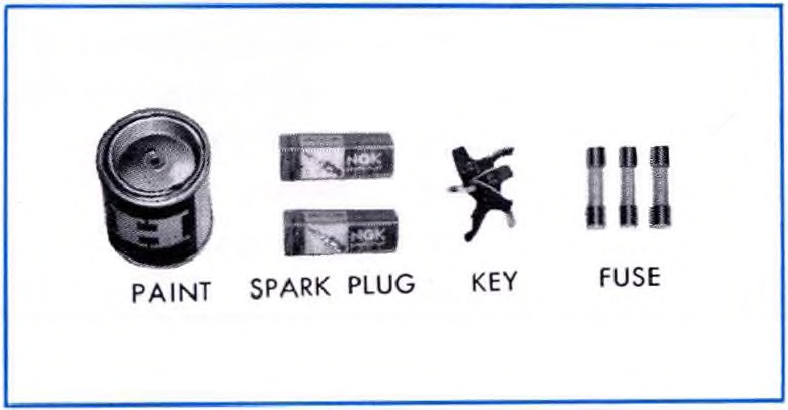
The steering damper is provided to increase steering stability under poor road conditions.

Fig. 21

INSPECTIONS AND ADJUSTMENTS

SPARE KIT

A paint can (1 ea.), spark plug (2 ea.); fuses (3 ea.) and key (3 ea.) are provided as spares.



TOOL KIT

Axle Wrench

19×17 mm Open End Wrench

14×10 mm Open End Wrench

Pliers

Rear Suspension Adjusting Wrench

Contact Breaker Points File

Thickness Gauge

Spark Plug Wrench

No. 3 Phillips Screw Driver

No. 2 Phillips Screw Driver

Screw Driver

Screw Driver Handle

Screw Driver T-Handle

Tappet Adjusting Wrench

Note: A Tool bag is maunted in the tool box.

1. Does head light turn on?
2. Do tail light and stop light turn on?
3. Does horn sound properly?
4. Does clutch work properly? (see page 34)
5. Is front brake lever play 1.5—2.0cm (0.6—0.8in)?
6. Is rear brake pedal travel 2.5—3.0 cm (1.0—1.2 in)?
7. Is engine oil up to level mark on gauge? 1.6 liter (3.4 US pt, 2.8 Imp pt)
8. Does fuel tank contain enough gasoline?
9. Is front tire pressure correct?
   Standard tire pressure is 1.8 kg/cm^2 (26 lbs per sq in).
   Pressure for carrying heavy loads or riding at high speeds is 2.1 kg/cm^2 (30 lbs per sq in).
10. Is rear tire pressure correct?
    Standard tire pressure is 2.0 kg/cm^2 (29 lbs per sq in).
    Pressure for carrying heavy loads or riding at high speeds is 2.2 kg/cm^2 (31 lbs per sq in).

CAUTION:

1. Change oil every 500 km (300 miles) in winter or when using motorcycle for short trips only.
2. Battery solution should be checked frequently

when
- riding an average of 50 km (30 miles) per day or more.
- riding in mountainous areas.
- riding at high speeds all the time.

PERIODICAL INSPECTION

●→inspections to be made by dealer.
○→inspections the rider can make, but it is recommended to have the dealer make the inspection.

Items \ Distance Run km (mile)	300 (180)	1,000 (620)	2,000 (1,240)	3,000 (1,860)	4,000 (2,480)	5,000 (3,100)	6,000 (3,720)	7,000 (4,340)	8,000 (4,960)	9,000 (5,580)	10,000 (6,200)	11,000 (6,820)	12,000 (7,440)	13,000 (8,060)	14,000 (8,680)	15,000 (9,300)
Change engine oil	●	○	○	●	○	○	○	●	○	○	○	●	○	○	○	●
Check battery solution level	●	○	○	●	○	○	○	●	○	○	○	●	○	○	○	●
Adjust ignition timing	●			●				●				●				●
Adjust valve clearance	●			●				●				●				●
Adjust cam chain	●			●				●				●				●
Adjust clutch	●			●				●				●				●
Adjust carburettors	●			●				●				●				●
Adjust front brake	●			●				●				●				●
Adjust rear brake	●			●				●				●				●
Adjust drive chain	●			●				●				●				●
Clean spark plugs				●				●				●				●
Clean oil filter				●				●				●				●
Clean air cleaners				●				●				●				●
Clean fuel strainer				●				●				●				●
Clean mufflers				●				●				●				●
Greasing				●				●				●				●
Inspect tightening of nuts, bolts	●			●				●				●				●

● CHANGING ENGINE OIL

1. Remove oil cap and a drain plug on bottom of engine and drain oil completely. (Fig. 22, 23)
2. Refit drain plug and tighten securely and pour oil through oil filler hole.
3. Insert oil level gauge to see that oil level reaches flat portion of the gauge. (Fig. 24)
   When the engine has been disassembled, it requires 1.6 liters (2.8 Imp pt, 3.4 US pt) of oil, but when it has not it requires less as some oil remains in oil filter, etc., so check the oil level with the gauge.

CAUTION : Engine oil performs a very important job in prolonging the life of the engine and smooth operation. Do not run with dirty oil. Check the oil periodically and change oil when needed. Frequent oil changes result in excellent operation.

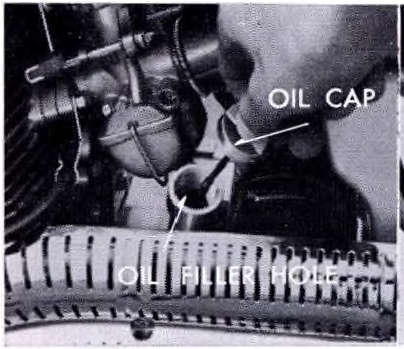


Fig. 22

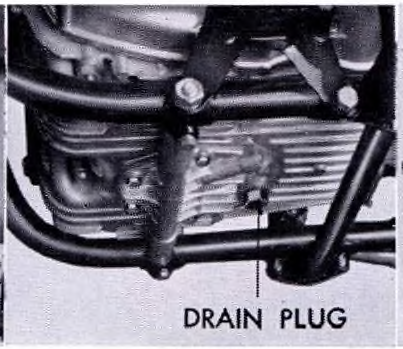


Fig. 23

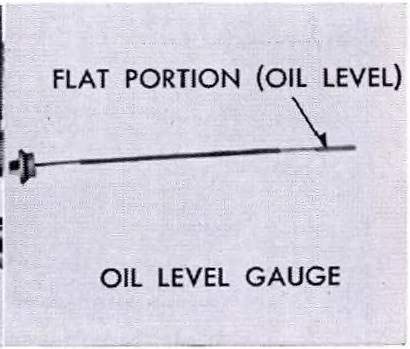


Fig. 24

● INSPECTING BATTERY SOLUTION LEVEL

1. Remove the rider's seat and disconnect the wires from the battery positive and negative terminals. Loosen the fitting bolts and the battery can be removed. (Fig. 25)
2. The battery solution level should be above the lower line at all times. Add pure distilled water until the solution level is at the upper line. (Fig. 26)
3. Remove the red caps from the battery cells to add distilled water. The solution level should be the same in all six cells.

   The standard battery is 12 v, 5.5 ah.

CAUTION :

1. **Do not add dilute sulphuric acid.**
2. **Do not pinch the air vent pipe.**
3. **If the battery solution level drops rapidly, check the battery charging current.**

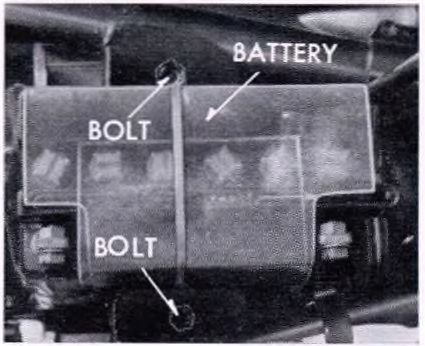


Fig. 25

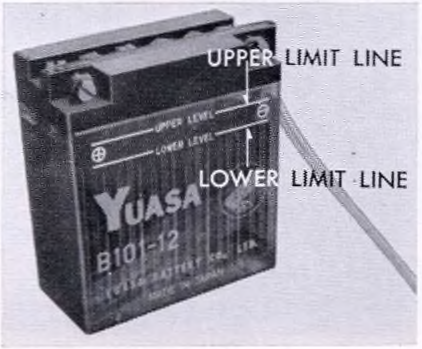


Fig. 26

● ADJUSTING IGNITION TIMING

1. Remove the dynamo cover and contact breaker points cover, align the dynamo rotor "F" mark with the corresponding mark on the pointer attached to the stator and check to see that the contact points just begin to open when the marks are aligned. (Fig. 27)

   Loosen screw **a** and move the points base plate to adjust timing. (Fig. 28)

   When ignition timing is retarded—turn base plate clockwise.

   When ignition timing is advanced—turn base plate counterclockwise.

2. The maximum contact breaker points gap should be adjusted to 0.3—0.4 mm (0.0012 in —0.0016 in). To adjust, loosen screw **b** and move the contact breaker with a screw driver. (Fig. 28)

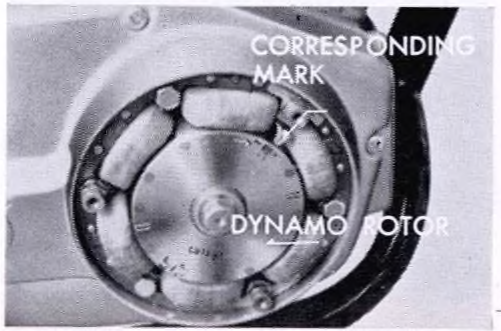
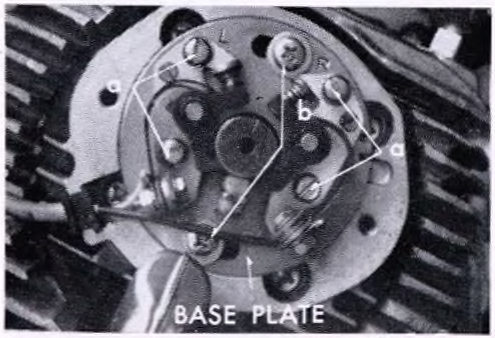


Fig. 27

Fig. 28



CAUTION : **Dirty contact point surfaces cause defective ignition. Check the contact point surfaces periodically and keep them clean at all times.**

● ADJUSTING VALVE CLEARANCE

1. Remove the dynamo cover and align the dynamo rotor "T" mark with the corresponding mark. (Fig. 29)
2. Remove the cylinder head cap and check the clearance between the adjusting screw and valve with the piston at top dead center.

   To adjust, loosen adjuster lock nut and turn the adjusting screw to adjust both exhaust and intake valve clearance to 0.10—0.15 mm (0,004—0.006 in). (Fig. 30)

   Turning screw clockwise—decreases clearance.

   Turnig screw counterclockwise—incleases clearance.

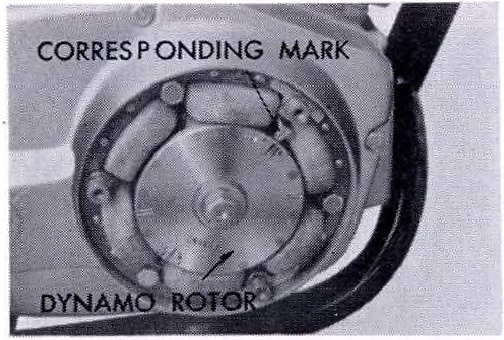
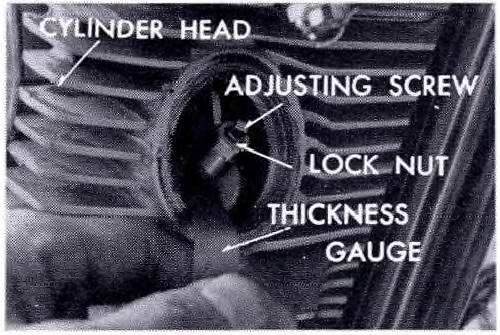


Fig. 29

Fig. 30



CAUTION : 1. Measure valve clearance with a thickness gauge when the engine is cold.

2. Hold the adjusting screw firmly to keep it from turning when tightening the adjuster lock nut. If the adjusting screw is moved the clearance will be changed.

● ADJUSTING CAM CHAIN

1. Loosen the lock nut and then loosen the adjusting bolt and the chain will be tensioned automatically. (Fig. 31)
2. Tighten the lock nut firmly after adjusting the cam chain.

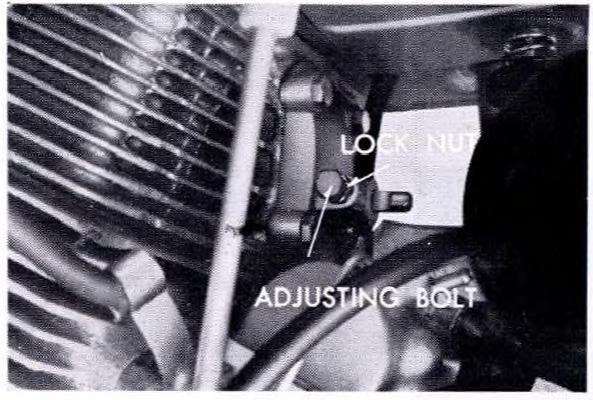


Fig. 31

CAUTION : **Valve timing becomes incorrect and causes defective operation of the engine if the cam chain is slack. Check the cam chain tension periodically.**

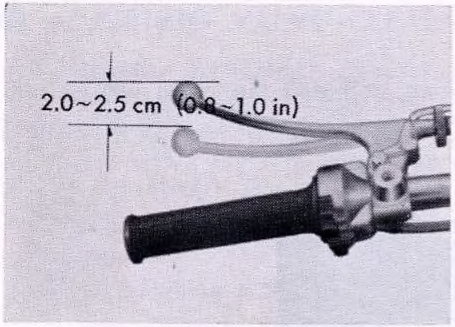


Fig. 32

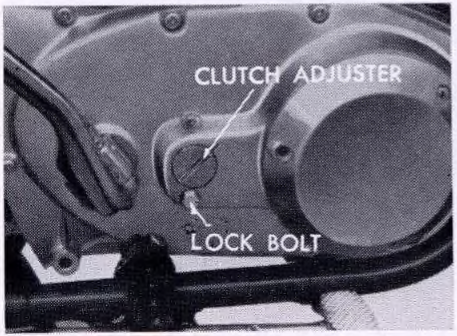


Fig. 33

● ADJUSTING CLUTCH

1. There should be 2.0—2.5 cm (0.8—1.0 in) of play at the end of the clutch lever before the clutch begins to disengage. (Fig. 32)
   To adjust the clutch, loosen the lock bolt and turn the clutch adjuster. (Fig. 33)
   If clutch slips—turn adjuster counterclockwise.
   If clutch drags—turn adjuster clockwise.
2. Check clutch for slipping and dragging.
   - ○ Does the engine start easily without the clutch slipping when starting with the electric kick starter?
   - ○ Does not the motorcycle jump or the engine stop when engaging low gear with the clutch lever pulled in?
   - ○ Does the motorcycle start smoothly when the clutch lever is released slowly?

● ADJUSTING CARBURETTORS

1. Turn the throttle stop screws on both carburettors to the left slowly at the same time and decrease engine speed to the lowest speed (1,000 rpm).
2. Turn the air screw back and forth to find the position where the rpm increases.
3. Decrease engine rpm again with the throttle stop screws.
4. Turn the air screws again and see if engine rpm changes.
5. **a** Close the throttle valves and adjust play in both right and left throttle wires to 1.0 mm (0.040 in).

   b Stop the engine, open the throttle completely and turn the adjusting bolts until there is no play in the throttle wires to adjust the throttle position for the right and left carburettors.

   Turning adjusting bolt clockwise—increases play.
   Turning adjusting bolt counterclockwise—decreases play.

   Open the throttle slowly and check to see that the exhaust from both cylinders is the same.

CAUTION

1. Adjust the carburettors when the engine is warm.
2. Defective operation of the engine during acceleration or at high speeds can also be caused by a defective ignition system or valves, so determine the cause of the trouble before adjusting the carburettors. It is recommended to consult a Honda dealer.
3. A chemical compound of tetra-ethyl lead from gasoline or foreign particles can collect in the bottom of the float chamber and cause defective engine operation due to an insufficient fuel supply. Have a Honda dealer clean the carburettors every 4,000 Km (2,480 mi)

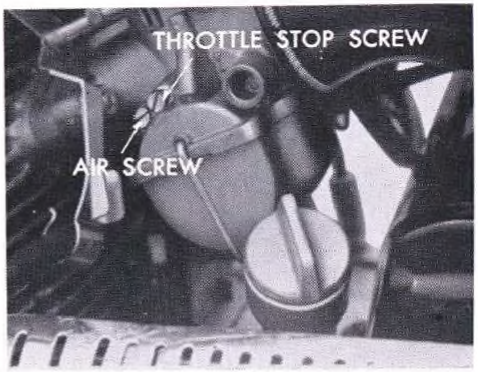
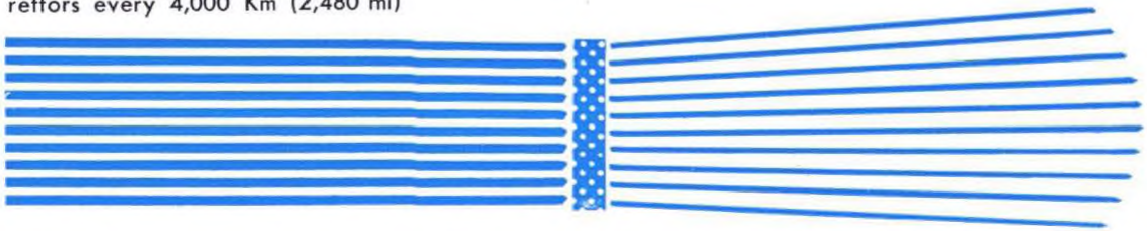


Fig. 34



● ADJUSTING FRONT BRAKE

1. There should be 1.5—2.0 cm (0.6—0.8 in) of play at the end of the front brake lever before the brake begins to engage. (Fig. 35)
   To adjust the front brake, loosen the lock nut and turn the adjusting nut. (Fig. 36)

   Turning adjusting nut clockwise—decreases play.
   Turning adjusting nut counterclockwise—increases play.

CAUTION :

The brake is a "life line", so be sure to check it before riding the motorcycle.

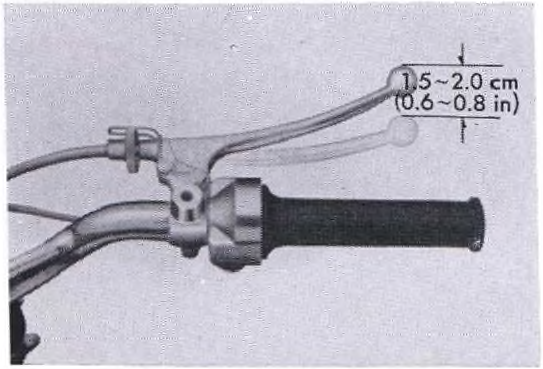


Fig. 35

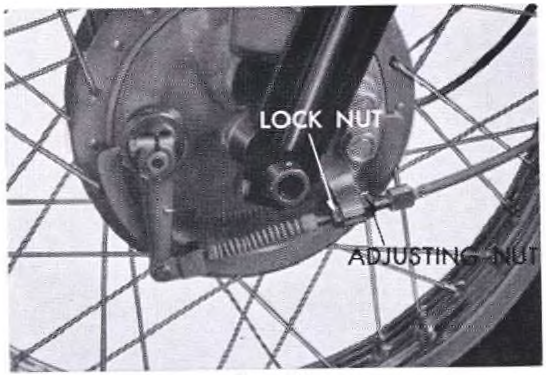


Fig. 36

● ADJUSTING REAR BRAKE

There should be 2.5—3.0 cm (1.0—1.2 in) of travel in the rear brake pedal before the brake begins to engage. (Fig. 37)

To adjust the rear brake, loosen the lock nut and turn the adjusting nut. (Fig. 38)

Turning adjusting nut clockwise—decreases travel.

Turning adjusting nut counterclockwise—increases travel.

CAUTION:

The brake is a "life line", so be sure to check it before riding the motorcycle.

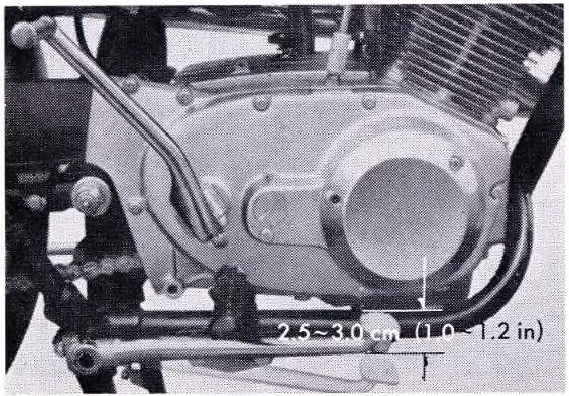


Fig. 37

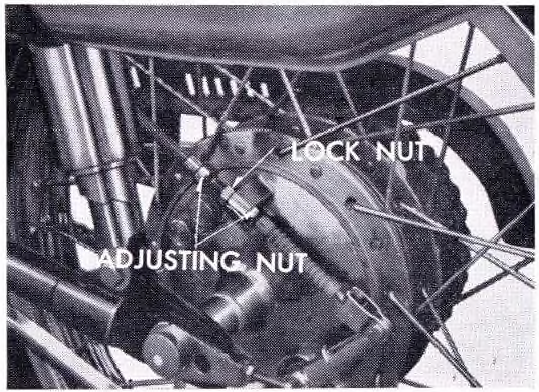


Fig. 38

● ADJUSTING DRIVE CHAIN

1. There should be 1—2 cm (0.4—0.8 in) of up and down movement in the drive chain midway between the sprockets. (Fig. 39)
   To adjust the chain, remove the cotter pin, loosen the axle nut and chain adjuster lock nut and turn the adjusting bolt. (Fig. 40)
   Turning adjusting bolt clockwise—tightens chain.
   Turning adjusting bolt counterclockwise—loosens chain.
   Push the rear wheel forward when turning the adjusting bolts counterclockwise.

CAUTION: When adjusting the chain, the marks on the drive chain adjuster and on the rear fork must be aligned in the same position on both sides of the motorcycle.

2. Wash the chain with gasoline and lubricate it with oil or chain grease periodically. Insufficient lubrication can cause stiff chain joints which result in rapid sprocket wear.

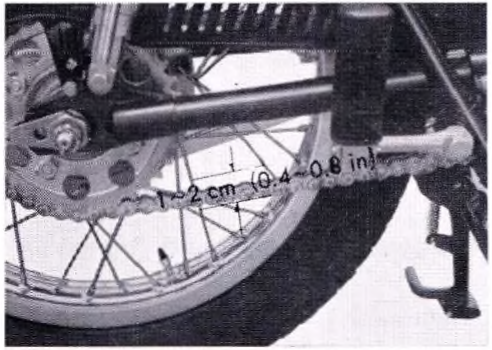
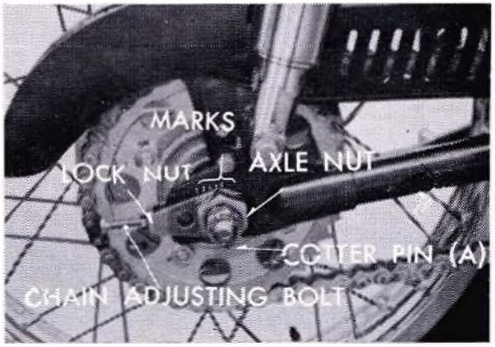


Fig. 39

Fig. 40



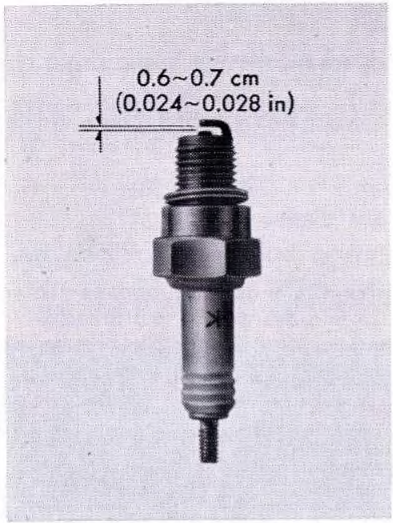


Fig. 41

● CLEANING SPARK PLUGS

1. If spark plug electrodes are dirty, wet or covered with carbon deposits, good sparks cannot be produced.
   Clean spark plugs and adjust the gap periodically.
2. To clean spark plugs, it is best to use a spark plug cleaner. If a cleaner is not available, clean with a pin or wire and wash with gasoline. Wipe with a dry rag.
3. The spark plug gap should be adjusted to 0.6—0.7 mm (0.024—0.028 in) (Fig. 41)
   The standard spark plug is NGK D-8H.

CAUTION : When installing spark plugs, first screw the plugs in by hand and then tighten securely with a spark plug wrench.

NOTE : For hard driving or high speed work, use NGK D-9H or D-10H.

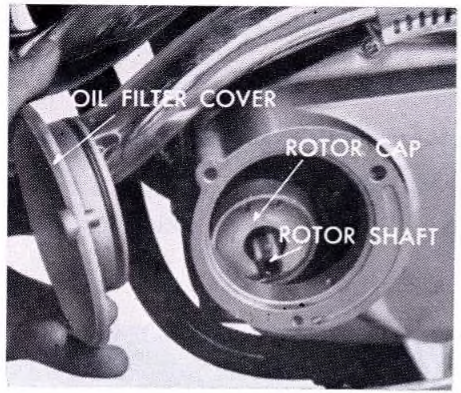


Fig. 42

CAUTION :

1. A small amount of oil will flow out when the oil filter cover is removed.
2. Be sure the flanges on the rotor cap engage the slot inside the rotor when fitting the caps.
3. Align the oil holes in the right crankcase cover and the filter cover when fitting the oil filter cover.

● CLEANING OIL FILTER

1. Remove oil filter cover. Take out screw and remove rotor cap. (Fig. 42)
2. Wash dirt from rotor cap and inside of rotor with gasoline. (Fig. 43)

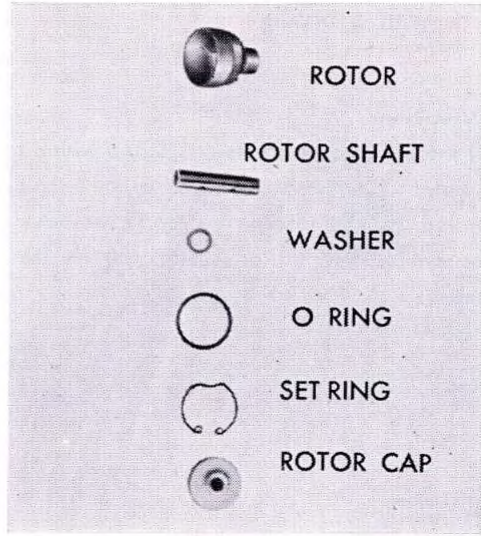


Fig. 43

● CLEANING AIR CLEANERS

1. Remove air cleaner cover.
2. Remove air cleaner element fitting bolts and loosen clamps and air cleaner element can be removed from motorcycle. (Fig. 44)
3. Tap the element to shake dust off of it and blow compressed air inside or clean with a brush.

CAUTION :

If the air cleaner element is soiled with oil or water it will not be able to clean air supplied to the engine properly, so take care not to let oil or water get on the element.

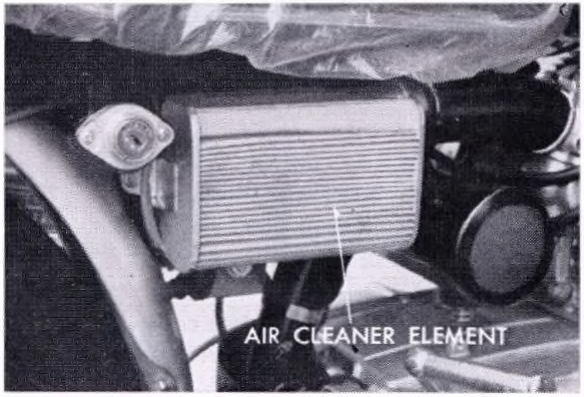


Fig. 44

● CLEANING FUEL STRAINER

1. Turn the fuel cock lever to "STOP" position.
2. Remove strainer bowl. (Fig. 45)
3. Wash inside of bowl and filter with gasoline (Fig. 46)

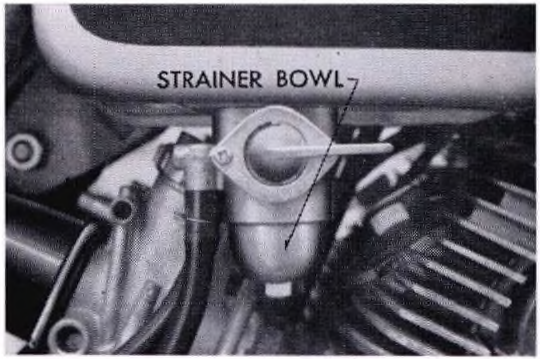


Fig. 45

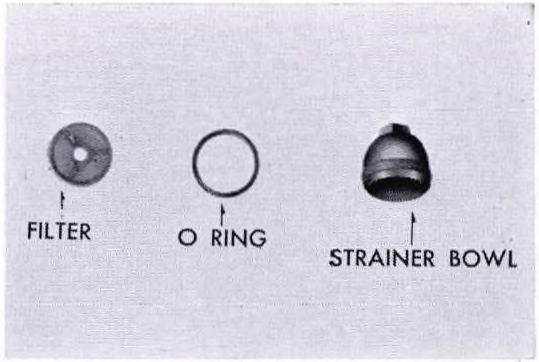


Fig. 46

● CLEANING MUFFLERS

1. Remove screws and take out diffuser pipes. (Figs. 47, 48)
2. Strike the diffuser pipe gently to shake carbon deposits from it and wash with gasoline or cleaning solvent.

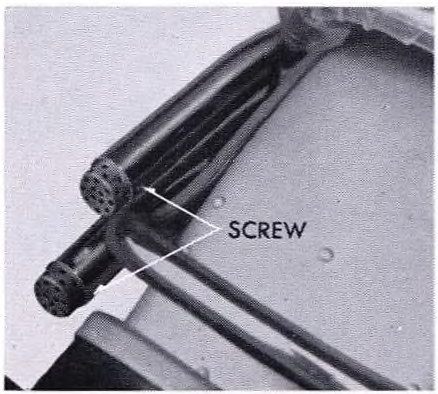


Fig. 47

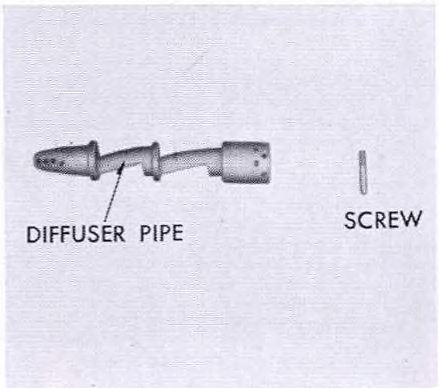
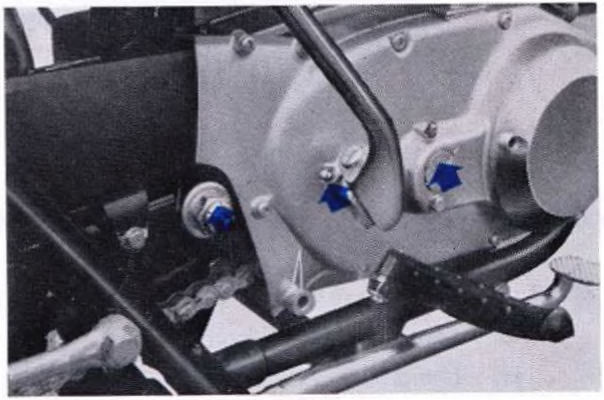


Fig. 48

GREASING

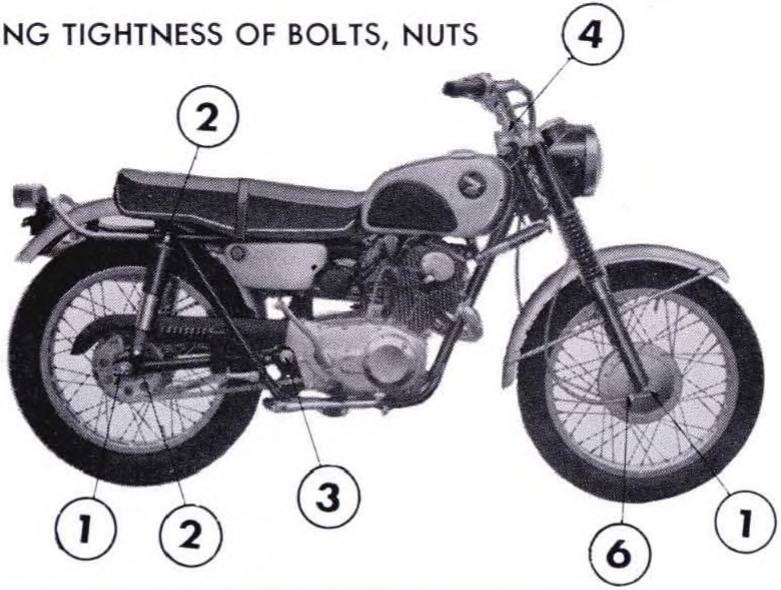
Grease reduces the wear of moving parts and adds greatly to the trouble free life and smooth operation of the motorcycle, so be sure to grease the motorcycle periodically.

Fig. 49



Grease points are shown in Fig. 49.

● INSPECTING TIGHTNESS OF BOLTS, NUTS



(1) Front and rear axle nuts
(2) Rear suspension upper and lower fitting bolts
(3) Rear fork pivot bolt nut
(4) Handlebar fitting bolts

(5) Rear brake torque link fitting bolts

(6) Speedometer cable nut on speedometer gear box

● REMOVING FRONT WHEEL

1. Pull out cotter pin **a** and remove axle nut **b** and bolt **c**.
2. Place suitable stand under engine for support, and remove axle **d**.
3. Take out the front wheel while separating the speedometer drive **f** and brake panel **g** from the wheel.

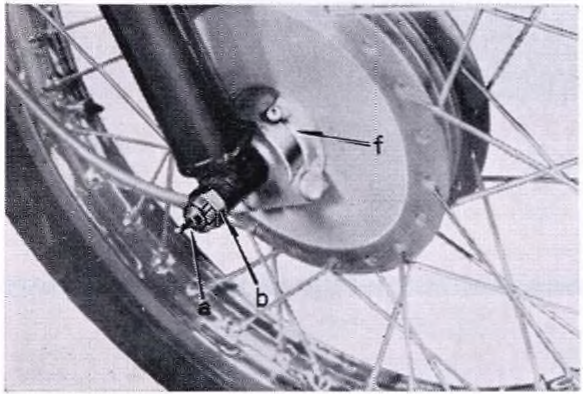


Fig. 50

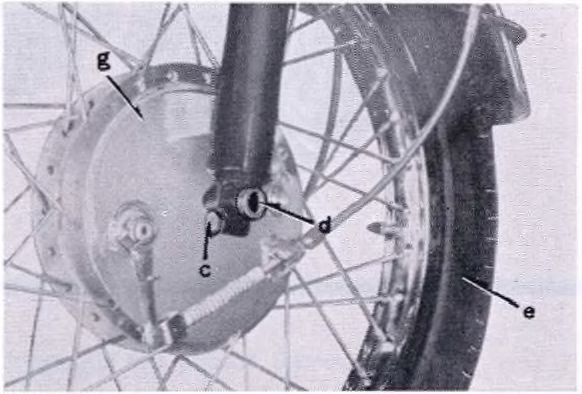


Fig. 51

● REMOVING REAR WHEEL

1. Pull out cotter pin **a** and remove nut **b** and disconnect torque link **c** from panel **d**.
2. Pull out cotter pin **g** and remove axle nut **h** and withdraw the rear axle **e**.
3. Remove spacer **f**, move rear wheel left wards and tilt the motorcycle then disconnect rear wheel and take the panel from the rear wheel.

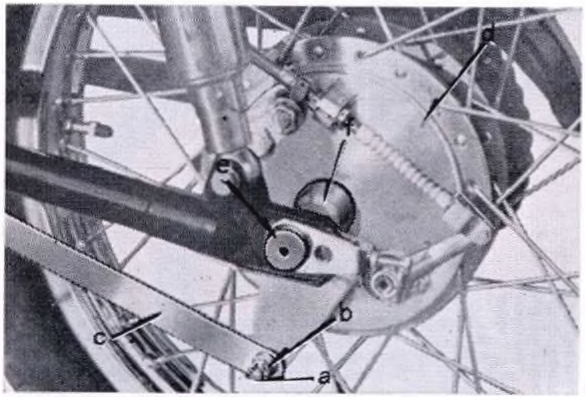


Fig. 52

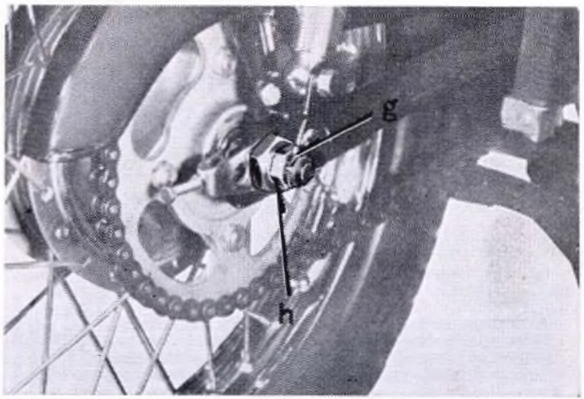


Fig. 53

● ADJUSTING THROTTLE WIRE

1. To adjust throttle wire play, loosen lock nut **a** and turn the adjuster.
   Turning adjuster clockwise
   —increases play.
   Turning adjuster counterclockwise
   —decreases play.
2. To adjust throttle grip turning friction, loosen lock nut **b** and turn adjusting screw.
   Turning adjusting screw clockwise
   —stiffens grip.
   Turning adjusting screw counterclockwise
   —lightens grip.

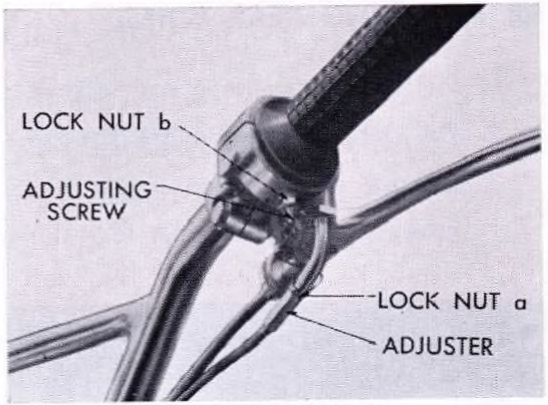


Fig. 54

● ADJUSTING CLUTCH WIRE AND FRONT BRAKE WIRE

1. To adjust clutch wire and front brake wire, turn adjusters.

   Turning adjuster clockwise—increases play.

   Turning adjuster counterclockwise—decreases play.

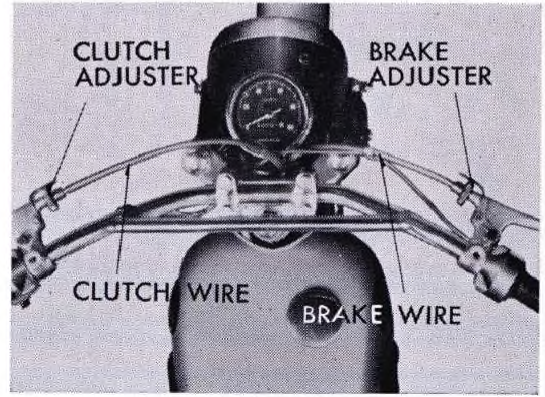
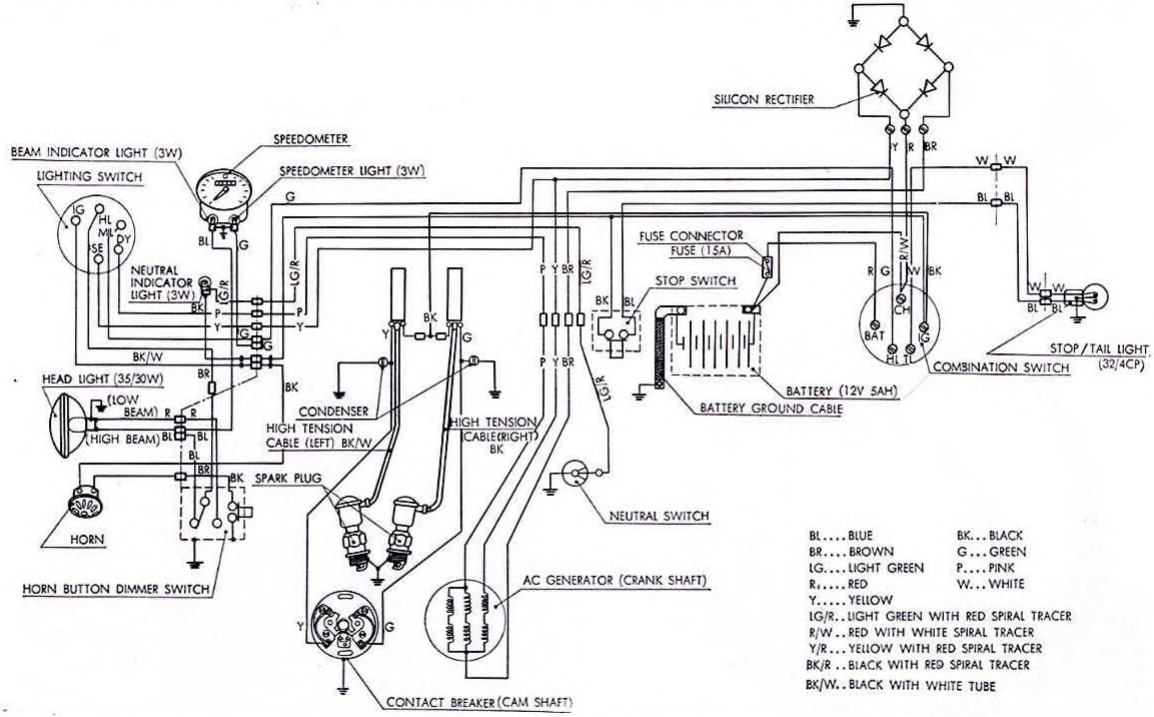


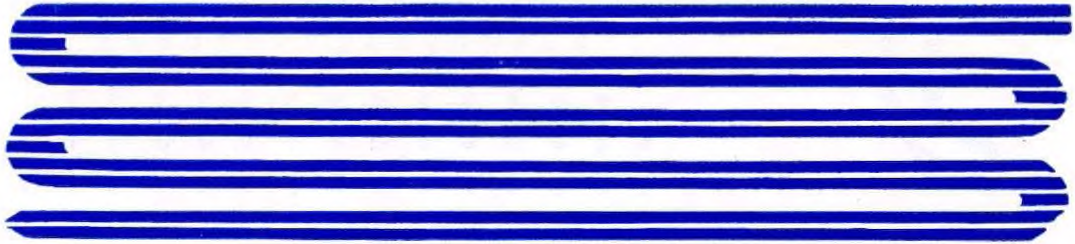
Fig. 55

WIRING DIAGRAM



OPERATING TIPS

- **Please make daily and periodic inspections.**
  This prolongs life of the motorcycle and prevents accidents.
- **Please pay attention to the tightening of important parts.**
  This prevents accidents.
- **Please warm up the engine at low rpm for about two minutes in cold climates.**
  Lubrication oil does not circulate well and the carburettors do not work well when the engine is cold.
- **Please do not race the engine unnecessarily.**
  The engine runs at excessive speed if it is raced without a load and this harms the engine.
- **Please start the motorcycle gently and shift into gears according to the speed.**
  Excessively high rpm harms the engine.



○ **Please change gears gently by pressing or pulling up the gear change lever lightly with your toe and do not change gears roughly.**

Rough gear changing causes rapid wear of gear change drum, etc.

○ **Please do not operate the motorcycle with the air cleaners removed.**

Dirt and dust will be inhaled into the engine and cause rapid wear.

○ **Please take out the switch key and lock the steering head when parking the motorcycle.**

This prevents the motorcycle from being stolen.

○ **Please do not ride at high speed or carry heavy loads for the first 1,000km (620 miles).**

The engine needs to be "run in".

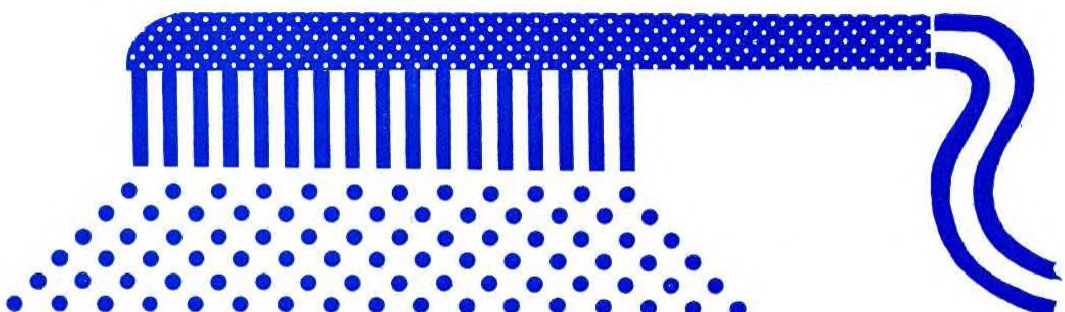
● WASHING MOTORCYCLE

Hyzex Parts

Wipe dirt off the surface with a wet cloth or a cloth soaked in soapy water.
If dirty with mud, wash with water.
If dirty with oil, grease, etc., wash with gasoline (petrol).

Seat

Do not wash or wipe seat with gasoline.



FUEL

Always use a high grade gasoline of 90 plus octane.

Do not mix oil and gasoline (petrol).

Do not allow foreign matters to enter the fuel tank.

LUBRICANT

Use oil corresponding to MS–DG or DM in the API Service Classification.

Below 0°C (32°F)	SAE #10W
0°C to 15°C (32°F to 59°F)	SAE #20/20W
Over 15°C (59°F)	SAE #30

It is recommended to take your motorcycle to a Honda dealer.

Please explain the trouble in as much detail as possible.

GENUINE HONDA PARTS

In order to maintain your Honda motorcycle in efficient operating conditions for many years, it is necessary that each component part be of superior quality and acuracy. Even the best of machines such as this Honda cannot last forever and repair and replacement of parts become necessary eventually.

Genuine Honda parts are manufactured on highly accurate machine tools from excellent materials, adhering strictly to working blueprints for manufacturing the motorcycles themselves. Please use only genuine Honda parts when replacement of parts is necessary. Do not use imitation parts.

If you have any question regarding Honda parts, please contract any Honda branch office or dealer.

NOTE:

There may be slight differences between your motorcycle and this owner's manual due to conflicting traffic laws resulting in different equipment being fitted for the various countries.

This manual is, however, sufficient to cover the proper operation of your motorcycle.

Please adhere to the manual, regardless of minor differences.

● HONDA HEAD OFFICE AND OVERSEAS SUBSIDIARIES

- **Honda Motor Co., Ltd.**
  5, 5 chome, Yaesu, Chuo-ku, Tokyo, Japan.
- **American Honda Motor Co., Inc.**
  100 West Alondra Blud.
  Gardena Calif. U. S. A.
- **European Honda Motor Trading G.m.b.H.**
  Hamburg 1, Wandalenweg 4
  W. Germany.
- **Honda U.K. Limited**
  64 Power Road, Chisweak
  London, W 4, England.
- **Honda Motor S.A.**
  64–66 Rue de
  Brabant Brussels Belgium.
- **Honda France**
  100 Rue De Sevres
  Boulogne-Billancourt (Seine), France.
- **Asian Honda Motor Co., Ltd.**
  197/1 Sulon Road, Bangkok, Thailand.

MEMO

RECOMMENDED OIL AND GREASE

	Temperature	SAE Grade	ESSO		MOBIL		TEXACO
			Brand	API Grade	Brand	API Grade	CALTEX
ENGINE OIL	Below 0°C (32°F)	10W	ESSO Motor Oil 10W	MS~DM	Mobiloil 10W	ML~DG	Havoline Five Star Motor Oil 10W
	0°C~15°C (32°F~59°F)	20W/20	ESSO Motor Oil 20W	MS~DM	Mobiloil Arctic	ML~DG	Havoline Five Star Motor Oil 20W
					Delvac 1120	ML~DM	
	Above 15°C (59°F)	30	ESSO Motor Oil 30	MS~DM	Mobiloil A	ML~DG	Havoline Five Star Motor Oil 30
					Delvac 1130	ML~DM	
	Extreme hot climate	40	ESSO Motor Oil 40	MS~DM	Mobiloil AF	ML~DG	Havoline Five Star Motor Oil 40
					Delvac 1140	DL~DM	
	General purpose except extreme hot and cold climates	10W/30	ESSO Extra Motor Oil 10W/30	MS~DM	Mobiloil Special	ML~DM	Havoline Five Star Motor Oil 10W/30
	General purpose except extreme cold climate	20W/40	ESSO Extra Motor Oil 20W/40	MS~DM	NIL	——	Havoline Five Star Motor Oil 20W/40
GREASE	General purpose	NLGI No. 2 Multipur-pose Type	ESSO Multipurpose Grease		Mobilgrease MP		Caltex Marfak Multipurpose

CALIFORNIA STANDARD		SHELL		CASTROL		B P	
(Brand)	API Grade	Brand	API Grade	Brand	API Grade	Brand	API Grade
RPM Five Star Motor Oil 10W	MS	Shell X-100 10W	ML~MS	Castrol Z	MS~DG	BP HD Motor Oil 10W	MS~DG
RPM Five Star Motor Oil 20W	MS	Shell X-100 20W	ML~MS	Castrolite	MS~DG	BP HD Motor Oil 20W	MS~DG
RPM Five Star Motor Oil 30	MS	Shell X-100 30	ML~MS	Castrol XL	MS~DG	BP HD Motor Oil 30	MS~DG
RPM Five Star Motor Oil 40	MS	Shell X-100 40	ML~MS	Castrol XXL	MS~DG	BP HD Motor Oil 40	MS~DG
RPM Five Star Motor Oil 10W/30	MS	Shell X-100 Multigrade 10W/30	ML~MS	Castrolite 10W/30	MS	BP Viscostatic 10W/30	MS
RPM Five Star Motor Oil 20W/40	MS	Shell X-100 Multigrade 20W/40	ML~MS	Castrol XL 20W/40	MS	NIL	——
RPM Mutli-Motive Grease	——	Shell Retinex A		Castrolease LM		BP Energrease L2	

HONDA MOTOR CO., LTD.

㊊ '65 10. Ⓨ-B 15,000
PRINTED IN JAPAN