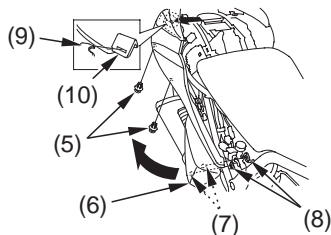


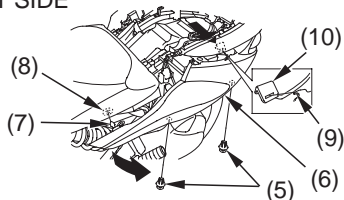
Rear Cowl Removal

4. Remove the clips A (5).
5. Pull the front of the rear cowl (6) forward and carefully pull the rear cowl prong(s) (7) out from the grommet(s) (8).
6. Remove the upper tab (9) on the center of the rear cowl from the hook (10).

RIGHT SIDE



LEFT SIDE

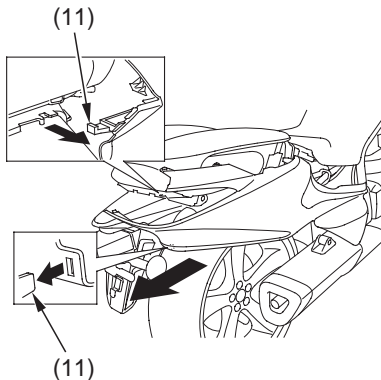


- | | | |
|---------------|----------------|----------|
| (5) clips A | (8) grommet(s) | |
| (6) rear cowl | (9) upper tab | |
| (7) prong(s) | (10) hook | (cont'd) |

Rear Cowl Removal

7. While sliding the rear cowl back, remove the rear tabs (11) from the rear fender and remove the rear cowl.

RIGHT SIDE



(11) rear tabs

Installation

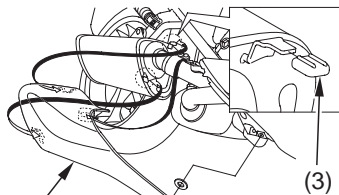
1. Attach the rear cowl in the reverse order of removal.
2. Tighten the screw A and screws B.
3. Install the rear center cowl and clips A.
4. Install the rear seat (page 109).

Under Cowl Removal

Refer to *Safety Precautions* on page 92 .

The right under cowl must be removed to replace the HFT oil filter.

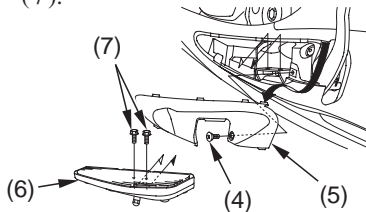
Immediately after stopping the engine, the engine, exhaust pipe and muffler will be hot. Be careful not to burn yourself.



(1) muffler cover (3) rubber cap
(2) muffler cover bolt

Removal

1. To remove the muffler cover (1), remove the muffler cover bolt (2) and washer, and pull out from the prongs.
2. Remove the screw (4) and pull out the under cowl cover (5).
3. Remove the right step board (6) by removing the step board mounting bolts (7).

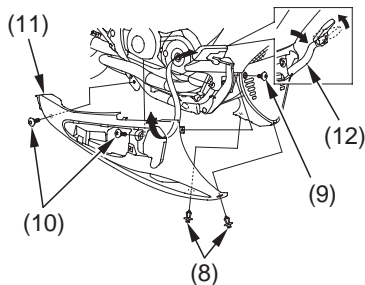


(4) screw
(5) under cowl cover
(6) right step board
(7) step board mounting bolts

Under Cowl Removal

4. Remove clips B (8), bolt A (9) and bolts B (10) and pull out the right under cowl (11).

- Carefully pull out the right under cowl from around the rear brake pedal (12) by moving it as shown in the illustration.



- (8) clips B
(9) bolt A
(10) bolts B
(11) right under cowl
(12) rear brake pedal

Installation

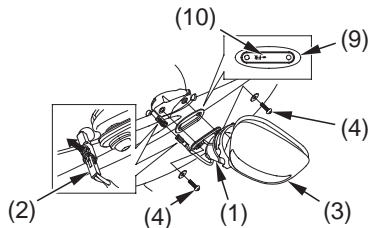
- Installation can be done in the reverse order of removal.
- Carefully route the rear brake pedal through the opening of the right under cowl.
- If either of the rubber caps came away from the prongs when removing the muffler cover, re-attach them.
- Position the muffler cover so the prongs are aligned with the hooks.
- Install the bolts and tighten to the specified torque:
 - step board mounting bolts:
19 lbf·ft (26 N·m , 2.7 kgf·m)
 - muffler cover bolts:
7 lbf·ft (9 N·m , 0.9 kgf·m)

Front Cowl Removal

The left front cowl must be removed for air cleaner maintenance.

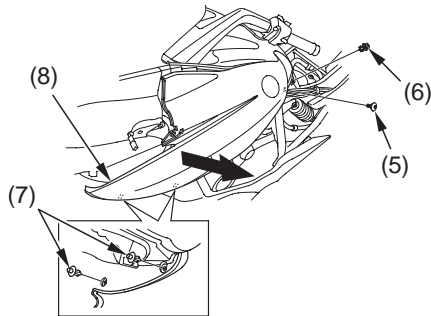
Removal

1. Remove the front seat (page 110).
2. Pull back the rubber dust cover (1).
3. Disconnect the connector (2).



- | | |
|-------------------------------|-----------------|
| (1) rubber dust cover | (4) bolts A |
| (2) connector | (9) metal plate |
| (3) rear view mirror assembly | (10) arrow mark |

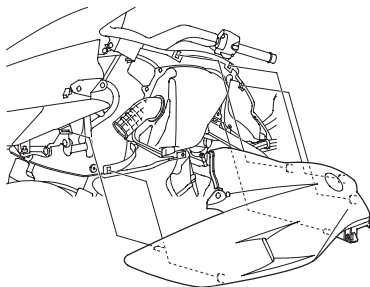
4. Remove the rear view mirror assembly (3) by removing the bolts A (4) and washers.
5. Remove the bolt B (5), clip A (6) and clips B (7) and pull the front of the front cowl (8) outwards.



- | | |
|------------|----------------|
| (5) bolt B | (7) clips B |
| (6) clip A | (8) front cowl |

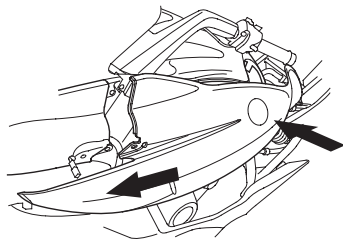
Front Cowl Removal

6. Pull the back of the front cowl to release the tabs, then pull the front cowl slightly backwards.



Installation

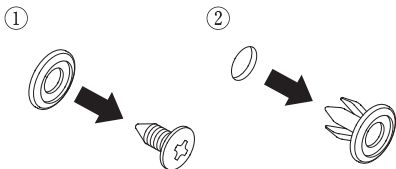
1. Position in front of the front cowl and align the tabs with the guides. Then, push the front cowl into place and attach the bolt and clips.
2. Install the rear view mirror assembly.
 - Install the metal plate (9) with its arrow mark (10) facing towards the front.
3. Install the front seat (page 110).



Clip Removal

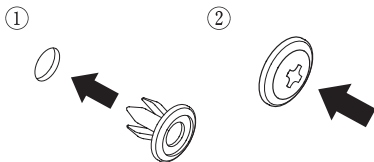
Removal

- ① Remove the pin with a Phillips screwdriver.
- ② Pull out the clip from the hole.



Installation

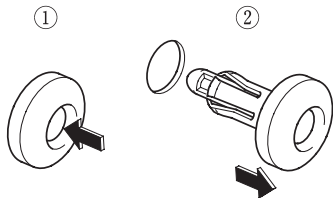
- ① Insert the clip into the hole.
- ② Push the pin in.



Clip Removal

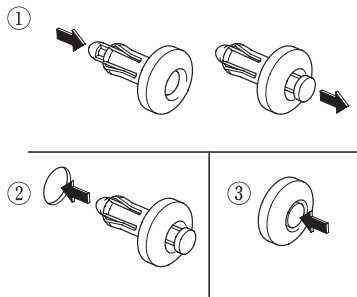
Removal

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



Installation

- ① Push the bottom of the pin.
- ② Insert the clip into the hole.
- ③ Lightly press down on the center pin to lock the clip.



Fuel

Refer to *Safety Precautions* on page 92 .

Fuel Recommendation

type	unleaded
pump octane number	86 (or higher)

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

The use of leaded gas will damage the catalytic converter.

Your engine is designed to use any gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 245 .

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

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

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

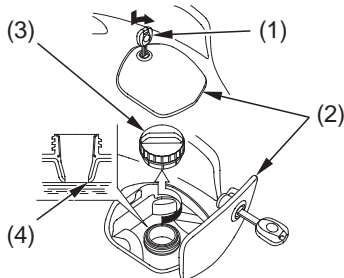
Fuel Capacity

Fuel tank capacity:
3.96 US gal (15.0 ℓ)

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

Refueling Procedure

Refer to *Safety Precautions* on page 92 .



- (1) ignition key (3) fuel fill cap
(2) fuel fill lid (4) filler neck

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

(cont'd)

Fuel

2. Open the fuel fill lid.
3. Open the fuel fill cap (3).
4. Add fuel until the level reaches the bottom of the filler neck (4). Avoid overfilling the tank. There should be no fuel in the filler neck.
5. After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise until it clicks.
6. Close the fuel fill lid.
7. Remove the key from the fuel fill lid.

WARNING

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

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

Engine Oil & Filter

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

Using the proper oil (page 126) and filter, and regularly checking, adding, and changing oil will help extend your engine's life. Even the best oil wears out. Changing oil helps get rid of dirt and deposits in the engine. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

Change the engine oil as specified in the maintenance schedule on page 99 .

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

Engine Oil & Filter

Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving on the circular API service label
viscosity (weight)	SAE 10W-30
JASO T 903 standard	MA

suggested oil*

Pro Honda GN4 4-stroke oil (USA & Canada), or Honda 4-stroke oil (Canada only), or an equivalent motorcycle oil.

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

Engine Oil & Filter

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



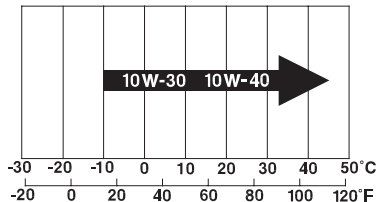
NOT RECOMMENDED



OK

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

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



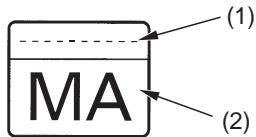
Engine Oil & Filter

JASO T 903 standard

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

There are two classes: MA and MB.

Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



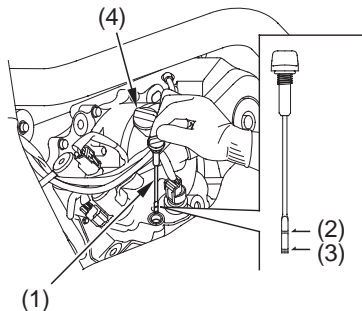
PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:

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

Checking & Adding Oil

Refer to *Safety Precautions* on page 92 .

RIGHT SIDE



- (1) dipstick (3) lower level mark
(2) upper level mark (4) oil filler cap

Immediately after stopping the engine, the engine, exhaust pipe and muffler will be hot. Be careful not to burn yourself.

1. Park your motorcycle on its side stand on a firm, level surface.
2. Remove the right side cover (page 111).
3. Start the engine and let it idle for 3–5 minutes. Make sure the warning indicator and low oil pressure indicator go off. If the indicators remains on, stop the engine immediately.
4. Stop the engine and wait 2–3 minutes.
5. Remove the dipstick (1) and wipe it clean.
6. Hold the motorcycle in an upright position.
7. Insert the dipstick until it seats, but don't screw it in.

(cont'd)

Engine Oil & Filter

8. Remove the dipstick and check the oil level.
 - If the oil is at or near the upper level mark (2) — you do not have to add oil.
 - If the oil is below or near the lower level mark (3) — remove the oil filler cap (4) and add the recommended oil until it reaches the upper level mark. (Do not overfill.)
9. Reinstall the oil filler cap.
10. Reinstall the dipstick.
11. Check for oil leaks.
12. Install the right side cover (page 111).

Changing Engine Oil & Filter

Refer to *Safety Precautions* on page 92 .

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

NOTICE

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

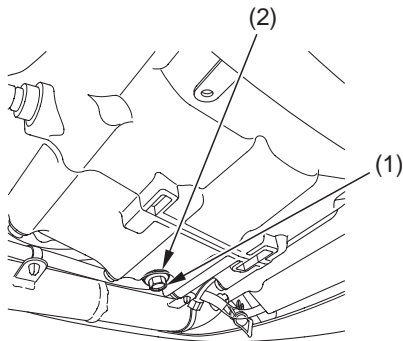
Engine Oil & Filter

This procedure requires mechanical skill and professional tools such as a torque wrench and oil filter wrench, as well as a means for disposing of the drained fluid (page 191). If you do not have the skills or the tools, see your Honda dealer.

Drain the Engine Oil:

1. Park the motorcycle on its side stand on a firm, level surface.
2. If the engine is cold, start it and let it idle for 3 – 5 minutes. Turn the engine off. Wait 2 – 3 minutes for the oil to settle.
3. Remove the right side cover (page 111).
4. Place a drain pan under the crankcase.
5. To drain the oil, remove the oil filler cap, engine oil drain bolt (1), and sealing washer (2).

FRONT, UNDER ENGINE



- (1) engine oil drain bolt
(2) sealing washer

(cont'd)

Engine Oil & Filter

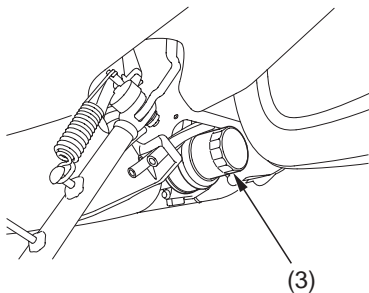
Install a New Oil Filter:

6. Remove the engine oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the engine oil filter in an approved manner (page 191).
7. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 191).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

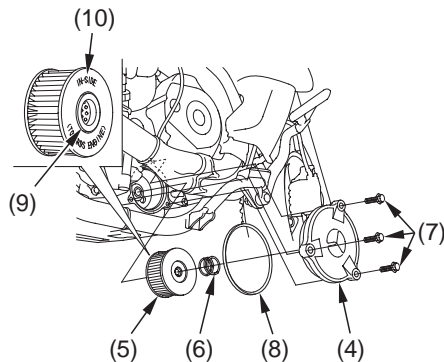
RIGHT SIDE



(3) engine oil filter

Engine Oil & Filter

8. Remove the HFT oil filter cover (4), HFT oil filter (5) and spring (6) by removing the oil filter bolts (7).
9. Check that the oil filter cover O-ring (8) is in good condition and then install the spring and new oil filter. Use the Honda Genuine oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.
10. Install the filter with the rubber seal (9) facing in, toward the engine. You will see "IN-SIDE" mark (10) on the filter body, near the seal.
11. Reinstall the oil filter cover, making sure the bolts are tightened securely.
Oil filter bolt torque:
7 lbf·ft (10 N·m , 1.0 kgf·m)



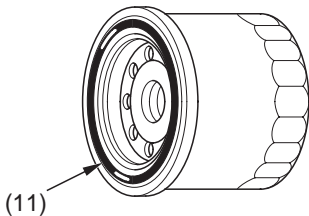
- | | |
|--------------------------|----------------------|
| (4) HFT oil filter cover | (7) oil filter bolts |
| (5) HFT oil filter | (8) O-ring |
| (6) spring | (9) rubber seal |
| | (10) IN-SIDE mark |

(cont'd)

Engine Oil & Filter

Use only the Honda Genuine HFT oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause transmission damage.

12. Apply a thin coat of engine oil to the rubber seal (11) of a new oil filter.



(11) rubber seal

13. Install the new engine oil filter and tighten it by hand.
14. Using an oil filter wrench attachment and a torque wrench, tighten the new engine oil filter to the specified torque: 19 lbf·ft (26 N·m , 2.7 kgf·m)

15. Check the condition of the sealing washer on the engine oil drain bolt. Replace the washer every other time the oil is changed.
Install the engine oil drain bolt and tighten it to the specified torque:
18 lbf·ft (25 N·m , 2.5 kgf·m)

Add Engine Oil:

16. Fill the crankcase with the recommended oil (page 126), approximately:
3.5 US qt (3.3 ℓ)
17. Install the oil filler cap.
18. Start the engine and let it idle for 3–5 minutes.
19. Stop the engine and wait 2–3 minutes.
20. Hold the motorcycle upright and check that the oil level is at the upper level mark on the dipstick (page 129).
21. Check that there are no oil leaks.
22. Install the right under cowl (page 117).
23. Install the right side cover (page 111).

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

Coolant

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

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

Coolant Recommendation

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

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

NOTICE

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages. Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection.

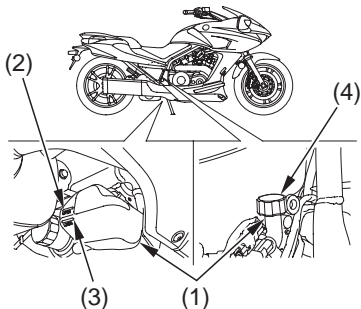
Decreasing the concentration of antifreeze to less than 40% will not provide proper corrosion protection.

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

Checking & Adding Coolant

Refer to *Safety Precautions* on page 92 .

RIGHT SIDE



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

Coolant

1. With the engine at normal operating temperature, check the coolant level in the reserve tank (1). It should be between the UPPER (2) and LOWER (3) level marks.
If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your Honda dealer for repair.
2. Remove the right rear cowl (page 112).
3. Remove the reserve tank cap (4).
Always add coolant to the reserve tank.
Do not attempt to add coolant by removing the radiator cap.
4. Add coolant to the reserve tank as required to bring the coolant level to the UPPER level mark.
5. Install the reserve tank cap.
6. Install the right rear cowl (page 115).

Coolant Replacement

Refer to *Safety Precautions* on page 92 .

Coolant should be replaced by your Honda dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 248).

WARNING

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

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

To properly dispose of drained coolant, refer to *You & the Environment*, page 191 .

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Air Cleaner

Refer to *Safety Precautions* on page 92 .

Service the air cleaner more frequently if you ride in unusually wet or dusty areas. Your Honda dealer can help you determine the correct service interval for your riding conditions.

Your motorcycle's air cleaner has very specific performance requirements. Use a new Honda Genuine air cleaner specified for your model or an air cleaner of equivalent quality.

NOTICE

Using the wrong air cleaner may result in premature engine wear.

Proper air cleaner maintenance can prevent premature engine wear or damage, expensive repairs, low engine power, poor gas mileage, and spark plug fouling.

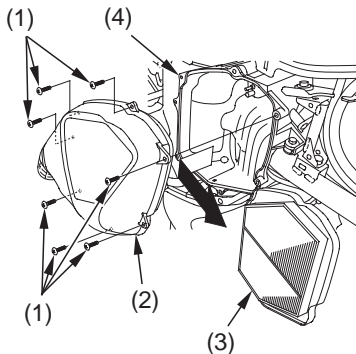
NOTICE

Improper or lack of proper air cleaner maintenance can cause poor performance and premature engine wear.

Replacement

1. Remove the left front cowl (page 118).
2. Remove the screws (1) and air cleaner housing cover (2).
3. Remove the air cleaner (3).
4. Discard the air cleaner.
Thoroughly clean the inside of the air cleaner case (4).
5. Install a new air cleaner.
6. Install the removed parts in reverse order of removal.

LEFT SIDE



- | | |
|-------------------------------|----------------------|
| (1) screws | (3) air cleaner |
| (2) air cleaner housing cover | (4) air cleaner case |

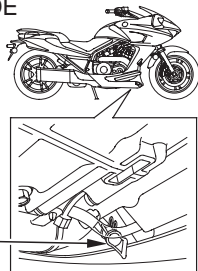
Crankcase Breather

Refer to *Safety Precautions* on page 92 .

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

Draining

LEFT SIDE



(1) crankcase breather tube

1. Place a drain pan under the crankcase breather tube (1).
2. Remove the tube to drain the deposits in it.
3. Reinstall the crankcase breather tube.

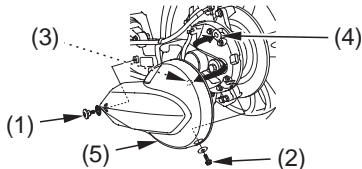
Oil Recommendation

type	hypoid gear oil
viscosity (weight)	SAE 80

Checking & Adding Oil

Refer to *Safety Precautions* on page 92 .

LEFT REAR



- (1) bolt A
- (2) bolt B
- (3) prong

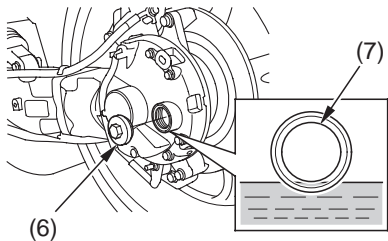
- (4) grommet
- (5) final gear cover

1. Place the motorcycle on its side stand on a firm, level surface.
2. Remove bolt A (1), bolt B (2) and washers.
3. Pull out the prong (3) from the grommet (4), and remove the final gear cover (5).

(cont'd)

Final Drive Oil

4. Remove the oil filler cap (6).
5. Check the oil level. It should be flush with the lower edge of the oil filler hole (7).
6. If the level is low, check for leaks. Add the recommended oil through the oil filler hole until it reaches the lower edge of the opening.
7. Install the oil filler cap and tighten to the specified torque:
9 lbf·ft (12 N·m , 1.2 kgf·m)
8. Install the final gear cover. Tighten the bolt A and B to the specified torque:
7 lbf·ft (9 N·m , 0.9 kgf·m)



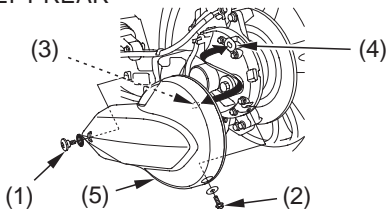
- (6) oil filler cap
(7) oil filler inspection hole

Changing Oil

Refer to *Safety Precautions* on page 92 .

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

LEFT REAR



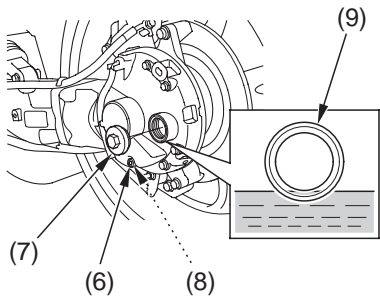
(1) bolt A
(2) bolt B
(3) prong

(4) grommet
(5) final gear cover

1. Place the motorcycle on its side stand on a firm, level surface.
2. Remove bolt A (1), bolt B (2) and washers.
3. Pull out the prong (3) from the grommet (4), and remove the final gear cover (5).
4. Place a drain pan under the oil drain bolt (6).
5. Remove the oil filler cap (7), oil drain bolt and sealing washer (8).
6. After the oil has completely drained, check that the sealing washer is in good condition. Reinstall the oil drain bolt with its sealing washer (or a new washer, if necessary) and tighten it to the specified torque:
9 lbf·ft (12 N·m , 1.2 kgf·m)

(cont'd)

Final Drive Oil



- (6) oil drain bolt (8) sealing washer
(7) oil filler cap (9) oil filler inspection
hole

7. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 191).

NOTICE

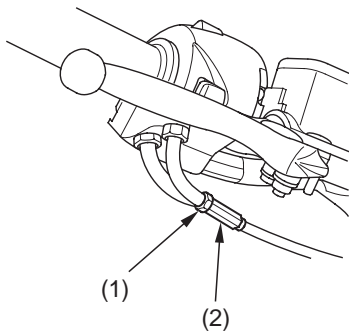
Improper disposal of drained fluids is harmful to the environment.

8. Fill the final drive with the recommended oil:
5.4 US oz (160 cm³)
Make sure the final drive oil level is at the lower edge of the oil filler hole (9).
9. Install the oil filler cap and tighten to the specified torque:
9 lbf-ft (12 N·m , 1.2 kgf·m)
10. Install the final gear cover. Tighten the bolt A and B to the specified torque:
7 lbf-ft (9 N·m , 0.9 kgf·m)

Throttle Freeplay

Refer to *Safety Precautions* on page 92 .

RIGHT HANDLEBAR



(1) lock nut

(2) adjuster

Inspection

Check freeplay at the throttle grip flange.

Freeplay:

1/16 – 3/16 in (2 – 4 mm)

If necessary, adjust to the specified range.

Adjustment

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

Throttle

Throttle Inspection

Refer to *Safety Precautions* on page 92 .

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

Spark Plug Recommendation

standard spark plug	SIMR8A9 (NGK)
------------------------	---------------

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

NOTICE

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

This motorcycle uses spark plugs that have an iridium coated center electrode.

Be sure to observe the following when servicing the spark plugs.

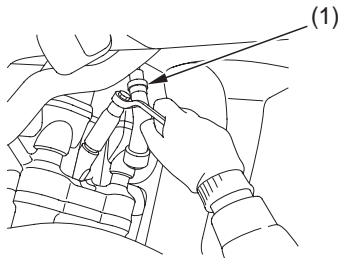
- Do not clean the spark plugs. If an electrode is contaminated with accumulated objects or dirt, replace the spark plug with a new one.
- To check the spark plug gap, use only a “wire-type feeler gauge.” To prevent damaging the iridium coating of the center electrode, never use a “leaf-type feeler gauge.”
- Do not adjust the spark plug gap. If the gap is out of specification, replace the spark plug with a new one.

Spark Plugs

Spark Plug Inspection & Replacement

Refer to *Safety Precautions* on page 92 .

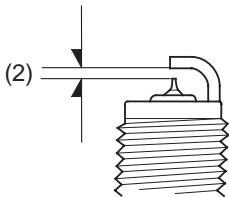
RIGHT SIDE



(1) spark plug cap

1. Clean any dirt from around the spark plug bases.
2. Disconnect the spark plug cap (1).
Take care to avoid damaging the spark plug wire when disconnecting the cap.
3. Using a spark plug wrench, remove the spark plugs.
4. Inspect the electrode and center porcelain for deposits, corrosion, or carbon fouling. If the corrosion or deposits are heavy, replace the plug.
5. Make sure that the 0.90 mm wire-type feeler gauge cannot be inserted between the spark plug gap (2). If the gauge can be inserted into the gap, replace the plug with a new one.

6. Make sure the plug washer is in good condition.
7. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.



(2) spark plug gap

8. Tighten each spark plug:
 - If the old plug is good:
1/8 turn after it seats.

- If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug:
NGK: 1/2 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again:
1/8 turn after it seats.

NOTICE

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

9. Reinstall the spark plug cap. Take care to avoid pinching any cables or wires.

Suspension

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

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

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

Consider adjusting your rear suspension pre-load whenever you change your normal load, when adding or subtracting a passenger, cargo, or accessories, or when the road or riding conditions change.

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

Lower spring pre-load provides a softer ride and is usually preferred for light loads and smooth roads. Higher spring pre-load provides a firmer ride and is recommended for heavy loads, rough road conditions, and faster, more challenging riding.

Rear Suspension Adjustment

The rear suspension can be adjusted for rider (and passenger) weight and riding conditions by changing the spring pre-load.

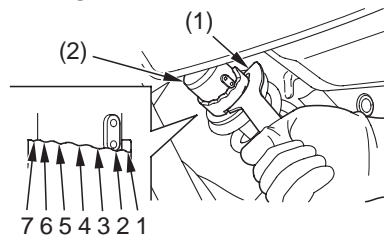
To adjust, use an appropriate pin spanner or see your Honda dealer.

Do not attempt to disassemble, service, or dispose of the damper; see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock absorber only.

Rear Suspension Spring Pre-load

Refer to *Safety Precautions* on page 92 .

LEFT SIDE



- (1) pin spanner
- (2) shock absorber

Suspension

The spring pre-load adjuster has 7 positions for different load or riding conditions.

Use a pin spanner (1) to adjust the rear shock spring pre-load.

Position 1: for a light load and smooth road conditions.

Position 2: standard position.

Positions 3 to 7: for when the motorcycle is more heavily loaded. (Also increase spring pre-load for stiffer rear suspension.)

Always adjust the shock absorber position in sequence (1-2-3-4-5-6-7 or 7-6-5-4-3-2-1). Attempting to adjust directly from 1 to 7 or 7 to 1 may damage the shock absorber.

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

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

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

If the brake lever or brake pedal freeplay does not feel within the normal range while riding, check the brake pads for wear (page 159). Worn pads should be replaced. If the pads are not worn beyond the recommended limit, there is probably

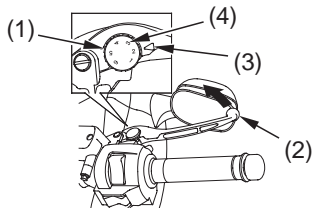
air in the brake system. See your Honda dealer to have the air bled from the system.

Front Brake Lever Adjustment

Refer to *Safety Precautions* on page 92 .

The distance between the tip of the brake lever and the grip may be adjusted.

RIGHT HANDLEBAR



- | | |
|-------------------|----------------|
| (1) adjuster dial | (3) index mark |
| (2) brake lever | (4) numbers |

Brakes

1. Turn the adjuster dial (1) while pushing the brake lever (2) forward.
2. Align the index mark (3) on the brake lever with the numbers (4) on the adjuster dial.
3. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.

Brake Fluid Recommendation

brake fluid	Honda DOT 4 Brake Fluid
----------------	----------------------------

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

Fluid Level Inspection

Refer to *Safety Precautions* on page 92 .

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

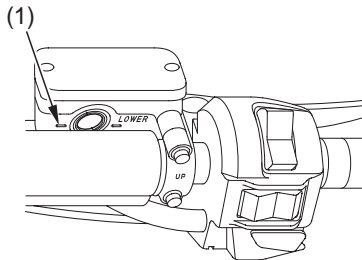
Do not add or replace brake fluid, except in an emergency. If you do add fluid, have your Honda dealer check the system as soon as possible.

NOTICE

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

Wipe up spills immediately. Avoid brake fluid contact with skin or eyes. If it comes in contact with your eyes, wash them out with clean water and immediately call a doctor. If it comes in contact with your skin, wash with clean water and, if necessary, call a doctor.

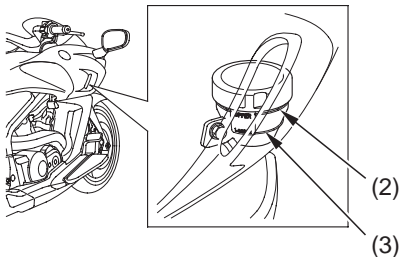
RIGHT HANDLEBAR (front brake)



(1) LOWER level mark

Brakes

RIGHT SIDE (rear brake)



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

1. Place your motorcycle in an upright position on a firm, level surface.

2. Check the fluid level.

Front : It should be above the LOWER level mark (1).

Rear : It should be between the UPPER (2) and LOWER level (3) marks.

If the level is at or below the LOWER level mark, check the brake pads for wear (page 159).

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

Other Inspections

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

Brake Pad Wear

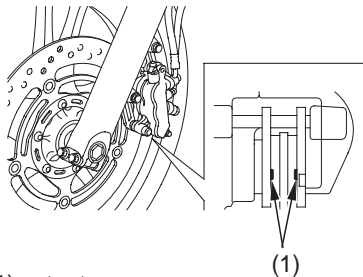
Refer to *Safety Precautions* on page 92 .

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. Generally, the pads will wear faster on wet and dirty roads. Inspect the pads at each regular maintenance interval (page 101).

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

Front Brake

LEFT FRONT (Right side similar)



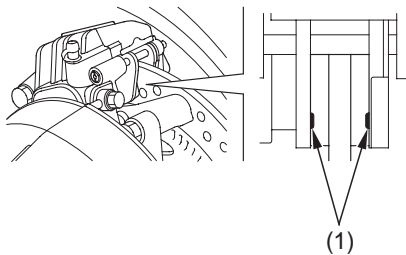
(1) cutouts

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

Brakes

Rear Brake

LEFT REAR



(1) cutouts

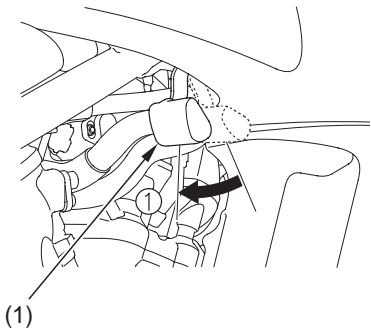
Check the cutout (1) in each pad. If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.

Parking Brake

Stop the engine and push your motorcycle while fully pulling the parking brake lever (1) to check the efficacy of the parking brake.

If adjustment is necessary, have the brake adjusted by your Honda dealer for this service.

RIGHT SIDE



(1) parking brake lever

Tires

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

WARNING

Using tires that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tire inflation and maintenance.

The following pages give detailed information on how and when to check

your air pressure, how to inspect your tires for wear and damage, and our recommendations for tire repair and replacement.

Air Pressure

Refer to *Safety Precautions* on page 92 .

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

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

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

Always check air pressure when your tires are “cold”, after the motorcycle has been parked for at least three hours. If you check air pressure when your tires are

“warm” — even if your motorcycle has only been ridden for a few miles — the readings will be higher. If you let air out of warm tires to match the recommended cold pressures, the tires will be underinflated.

The recommended “cold” tire pressures are:

front	33 psi (225 kPa , 2.25 kgf/cm ²)
rear	36 psi (250 kPa , 2.50 kgf/cm ²)

Tires

Inspection

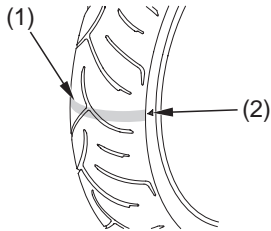
Refer to *Safety Precautions* on page 92 .

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

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

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

Tread Wear



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

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

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

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

Tire Service Life

The service life of your tires is dependent on many factors, including, but not limited to, riding habits, road conditions, vehicle loading, tire pressure, maintenance history, speed, and environmental conditions (even when the tires are not in use).

In addition to your regular inspections and tire pressure maintenance, it is recommended that you have annual

inspections performed once the tires reach 5 years old. It is also recommended that all tires be removed from service after 10 years from the date of manufacture, regardless of their condition or state of wear.

The last four digits of the TIN (tire identification number) (1) are found on the sidewall of the tire, and indicate the date of manufacture.

Tire Identification Number (TIN)

The tire identification number (TIN) is a group of numbers and letters that look like the following example. The TIN is located on the sidewall of the tire.

DOT $\frac{\times \times \times \times}{(2)}$ $\frac{\times \times \times \times}{(3)}$ $\frac{22 07}{(4)}$

(cont'd)

Tires

DOT — This indicates that the tire meets all requirements of the U.S. Department of Transportation.

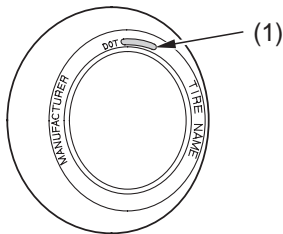
(2) × × × × — Factory code

(3) × × × × — Tire type code

(4) 22 07 — Date of manufacture

└── Year
└── Week

TIRE LABELING EXAMPLE



(1) tire identification number (TIN)

Tire Repair

Refer to *Safety Precautions* on page 92 .

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

A temporary repair can sometimes be made in an emergency situation.

However, since a temporary repair may not hold, you must ride very slowly, preferably without any cargo or passenger, and have the tire replaced or permanently repaired as soon as possible.

(For more information on temporary repairs, see *If You Have a Flat Tire*, page 200 .)

Tires

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

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

Tire Replacement

Refer to *Safety Precautions* on page 92 .

The tires that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability, and comfort.

When replacing, use the original equipment tires or equivalent tires of the same size, construction, speed rating, and load range as the originals.

WARNING

Installing improper tires on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tires recommended in this owner's manual.

The recommended tires for your motorcycle are:

front	130/70ZR17M/C (62W) DUNLOP ROADSMART CQ BRIDGESTONE BT021F G
rear	190/50ZR17M/C (73W) DUNLOP ROADSMART K BRIDGESTONE BT021R G
type	radial-ply, tubeless

Tires

Whenever you replace a tire, remember:

- Have the wheel balanced after the tire is installed.
- Have the tire replaced by your Honda dealer if possible.

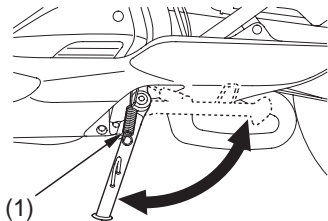
If you have a tire professionally replaced at a non-Honda facility, we recommend that you have the work checked by your Honda dealer.

Important Safety Reminders

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

Refer to *Safety Precautions* on page 92 .

LEFT SIDE



(1) side stand spring

- Check that the side stand assembly is working properly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.

- Check the side stand spring (1) for damage or loss of tension.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up.
 2. Start the engine and press and hold the D (drive) side of N-D shift switch to switch the transmission into D mode.
 3. Lower the side stand.The engine should stop as you lower the side stand. If the engine doesn't stop, see your Honda dealer for service.

Battery

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

NOTICE

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

Electrical accessories use current from the battery, even when the ignition is OFF. Limited operation also allows the battery to discharge. If you have electrical accessories on your motorcycle or do not ride frequently, we recommend that you charge the battery frequently (see *Battery Charging*, page 176).

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

If you plan to store your motorcycle, see *Battery Storage*, page 173 .

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

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

Battery Storage

Refer to *Safety Precautions* on page 92 .

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

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

You will get the best storage results from removing the battery and slow (trickle) charging it every 30 days (see *Battery Charging*, page 176).

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

WARNING

The battery gives off explosive hydrogen gas during normal operation.

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

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

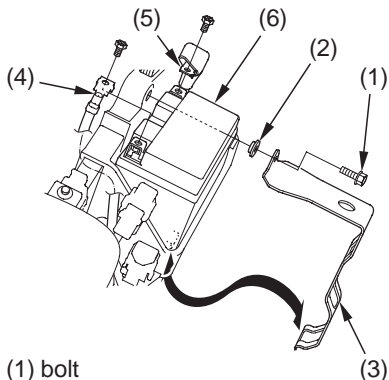
Battery

The battery is located in the battery box on the left side, below the rear seat.

Removal

1. Make sure the ignition switch is OFF.
2. Remove the rear seat (page 109).
3. Remove the left rear cowl (page 112).
4. Remove the bolt (1), collar (2) and battery holder (3).
5. Disconnect the negative (-) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
6. Pull the battery (6) out of the battery box.

UNDER REAR SEAT



- (1) bolt
- (2) collar
- (3) battery holder
- (4) negative (-) terminal lead
- (5) positive (+) terminal lead
- (6) battery

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

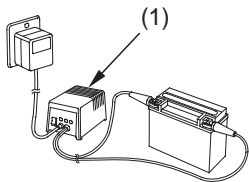
Installation

1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (-) terminal.
2. Check all bolts and other fasteners are secure.

Battery

Battery Charging

Refer to *Safety Precautions* on page 92 .



(1) “trickle” charger

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

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

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

Frequent cleaning and polishing will keep your Honda looking newer longer.

Frequent cleaning also identifies you as an owner who values your motorcycle. A clean motorcycle is also easier to inspect and service.

General Recommendations

Refer to *Safety Precautions* on page 92 .

- To clean your motorcycle, you may use:
 - water
 - a mild, neutral detergent and water
 - a mild spray and wipe cleaner/polisher
 - a mild spray and rinse cleaner/degreaser and water

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

(cont'd)

Appearance Care

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

NOTICE

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

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

Washing Your Motorcycle with a Mild Detergent

Refer to *Safety Precautions* on page 92 .

1. Rinse your motorcycle thoroughly with cool water to remove loose dirt.
2. Fill a bucket with cool water. Mix in a mild, neutral detergent, such as dish washing liquid or a product made especially for washing motorcycles or automobiles.
3. Wash your motorcycle with a sponge or a soft towel. As you wash, check for heavy grime. If necessary, use a mild cleaner/degreaser to remove the grime.

4. After washing, rinse your motorcycle thoroughly with plenty of clean water to remove any residue. Detergent residue can corrode alloy parts.
5. Dry your motorcycle with a chamois or a soft towel. Leaving water on the surface to air dry can cause dulling and water spots. As you dry, inspect for chips and scratches.
6. Start the engine and let it idle for several minutes. The engine heat will help dry moist areas.

(cont'd)

Appearance Care

7. As a precaution, ride your motorcycle at a slow speed and apply the brakes several times. This will help dry the brakes and restore normal braking performance.

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

Spray Cleaning Your Motorcycle

Refer to *Safety Precautions* on page 92 .

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

Suggestions for using spray cleaner(s) follow:

Appearance Care

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

Appearance Care

Painted Aluminum Wheel Maintenance

Refer to *Safety Precautions* on page 92 .

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

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

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

Clean the Matte Painted Surface

Refer to *Safety Precautions* on page 92 .

Use a soft cloth or sponge, plenty of water, and a mild detergent to clean the matte paint. Dry with a soft, clean cloth.

Do not use polishing compounds or wax containing polishing compounds. These can damage or discolor the paint.

To keep your Honda looking new, clean and polish it frequently.

Exhaust Pipe and Muffler Maintenance

Refer to *Safety Precautions* on page 92 .

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

Appearance Care

Finishing Touches

Refer to *Safety Precautions* on page 92 .

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

If a surface on your motorcycle is chipped or scratched, your Honda dealer has touch-up paint to match your motorcycle's color. Be sure to use your motorcycle's color code (page 228) when you buy touch-up paint.

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

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

Storing Your Honda	186
Transporting Your Motorcycle	190
You & the Environment.....	191

Storing Your Honda

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

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

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

Preparation for Storage

Refer to *Safety Precautions* on page 92 .

This procedure requires a means for draining and disposing of drained fuel (page 191).

1. Change the engine oil and filter (page 130).
2. Make sure the cooling system is filled with a 50/50% antifreeze solution (page 136).
3. Fill the fuel tank. Make sure the fuel fill cap is properly installed.

Storing Your Honda

4. To prevent rusting in the cylinders, perform the following:

- Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
- Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
- Pour a tablespoon (15–20 cc) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.

- With the engine stop switch in the RUN position, press the start button several times to crank the engine and distribute the oil.
- Reinstall the spark plugs and spark plug caps.

(cont'd)

Storing Your Honda

5. Remove the battery and charge it fully. Store it in an area protected from freezing temperatures and direct sunlight. Slow charge the battery (page 176) once a month.
6. Wash and dry your motorcycle. Wax all painted surfaces (except matte painted surfaces). Apply rust-inhibiting oil to the chrome pieces.
7. Inflate the tires to their recommended pressures (page 162).
8. Store your motorcycle in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
9. Place your motorcycle on blocks to lift both tires off the floor.
10. Cover your motorcycle with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Removal from Storage

Refer to *Safety Precautions* on page 92 .

1. Uncover and clean your motorcycle.
2. If your motorcycle has been stored for more than four months — change the engine oil (page 130).
3. If your motorcycle has been stored for more than two months — ask your Honda dealer to drain and replace the fuel.
4. Charge the battery (page 176) as required. Install the battery.
5. Perform a pre-ride inspection (page 57), then test-ride your motorcycle at low speeds.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer, or a truck or trailer with a flatbed area. Do not tow your motorcycle, as towing can seriously damage the transmission.

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

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

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

- **Choose Sensible Cleaners.** Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer. Don't throw cleaning solvents away; see the following guidelines for proper disposal.

- **Recycle Wastes.** It's illegal and thoughtless to put used engine oil in the trash, down a drain, or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate our drinking water, lakes, rivers, and oceans. Before changing your oil, make sure you have the proper containers. Put oil and other toxic wastes in separate sealed containers and take them to a recycling center. Call your local or state office of public works or environmental services to find a recycling center in your area, and to get instructions on how to dispose of non-recyclable wastes.

Taking Care of the Unexpected

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

For information about transporting your motorcycle, see page 190 .

General Guidelines.....	194
If Your Engine Quits or Won't Start	195
If You Have a Flat Tire.....	200
If Your Engine Overheats	212
If the Low Oil Level/Pressure Indicator Lights or Flashes.....	214
If a Fuse Blows.....	216
If You Crash	221
If You Lose Your Key	222
If Your Battery Is Low (or Dead)	223

Taking Care of the Unexpected

General Guidelines

Keeping your motorcycle well-maintained is the best way to reduce the possibility of having a problem on the road.

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

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

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

Additional recommendations for specific problems follow.

If Your Engine Quits or Won't Start

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

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

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

If Your Engine Quits or Won't Start

SYMPTOM: Starter motor doesn't operate.	
POSSIBLE CAUSE	WHAT TO DO
ignition switch OFF	Turn the ignition switch ON.
engine stop switch OFF	Turn the engine stop switch to RUN.
blown fuse	Replace with a new fuse of the same rating (page 216).
battery lead loose	Tighten the battery lead.
low (or dead) battery	Charge the battery (page 176). If charging doesn't help, see your Honda dealer.
faulty starter motor	If all possible causes are negative, the starter motor may be faulty. See your Honda dealer.

If Your Engine Quits or Won't Start

SYMPTOM: Starter motor works, but the engine won't start.	
POSSIBLE CAUSE	WHAT TO DO
out of fuel	Fill the fuel tank.
flooded engine	See <i>Flooded Engine</i> (page 67).
loose or unconnected spark plug caps	Install the spark plug caps securely. If the engine still won't start, see your Honda dealer.
loose battery cables	Tighten the battery terminal bolts.
weak battery	Charge the battery (page 176). If charging doesn't help, see your Honda dealer.

If Your Engine Quits or Won't Start

SYMPTOM: Engine starts, but switching neutral to D mode cannot be done.	
POSSIBLE CAUSE	WHAT TO DO
HFT failure	Check the shift indicator. Refer to <i>If There Is a Failure In HFT</i> , page 52 .

SYMPTOM: Engine starts, but runs poorly.	
POSSIBLE CAUSE	WHAT TO DO
idles roughly, too fast, stalls	See your Honda dealer.
overheating	Check the high coolant temperature indicator. Refer to <i>If Your Engine Overheats</i> , page 212 .
low oil pressure	Check the low oil level/pressure indicator. Refer to <i>If the Low Oil Level/Pressure Indicator Lights</i> , page 214 .
runs erratically, misfires	May damage catalytic converter. See your Honda dealer.
blubbers (rich fuel mixture)	See your Honda dealer.

If Your Engine Quits or Won't Start

SYMPTOM: Engine starts, but runs poorly (cont'd).	
POSSIBLE CAUSE	WHAT TO DO
sooty exhaust (rich fuel mixture)	See your Honda dealer.
detonates or pings under load	If applicable, switch to the recommended octane gasoline (page 122) or change your brand of gasoline. If the problem persists, see your Honda dealer.
afterfires (backfires)	May damage catalytic converter. See your Honda dealer.
pre-ignition (runs on after ignition switched OFF)	May damage catalytic converter. See your Honda dealer.

If You Have a Flat Tire

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

Option 1:

Have Your Motorcycle Transported

If a tire has a major puncture or a cut in the tread or sidewall, or the bead has come loose from the rim, there is probably not much you can do except have your motorcycle transported to a Honda dealer

or other qualified service facility. Even with a simple puncture, this may be the safest and least troublesome solution. For transporting instructions, see page 190.

Option 2:

Make a Temporary Roadside Repair

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

If You Have a Flat Tire

WARNING

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

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

Due to the uncertainty of any temporary repair, you should ride slowly (not over 30 mph, 50 km/h) and carefully (preferably without a passenger or cargo) until the tire is replaced or permanently

repaired. Stop frequently and check the air pressure. If the tire is losing pressure, it may be unsafe to continue riding. As the tire gets low, it will affect the handling of your motorcycle (especially with a passenger and cargo), and it may overheat and blow out.

Types of Temporary Repairs

The following types of temporary repairs generally require a source of air to inflate the tire. Possible sources include CO₂ cartridges or cans of compressed air designed to inflate a tire.

If You Have a Flat Tire

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

Should You Repair or Replace a Tire?

We strongly recommend that you replace, not permanently repair, any tire that is punctured or damaged, even if the tire has only a minor puncture. For a full discussion of repairs and replacement, see page 167.

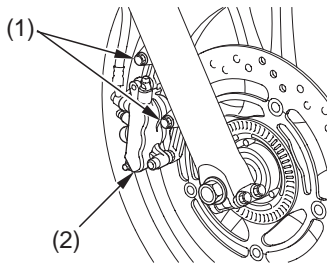
If You Have a Flat Tire

Emergency Front Wheel Removal/Installation

Refer to *Safety Precautions* on page 92 .

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

RIGHT SIDE



- (1) caliper fixing bolts
- (2) brake caliper

Removal

1. Park your motorcycle on a firm, level surface.

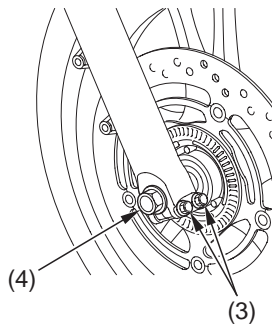
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If You Have a Flat Tire

2. Support the motorcycle securely and raise the front wheel off the ground using a safety stand or a hoist.
3. Remove the caliper fixing bolts (1) and remove the right and left brake calipers (2) from the fork legs.
 - To avoid damage to the brake hose during removal, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.

4. Loosen the right and left axle pinch bolts (3) and remove the front axle bolt (4).

RIGHT FRONT

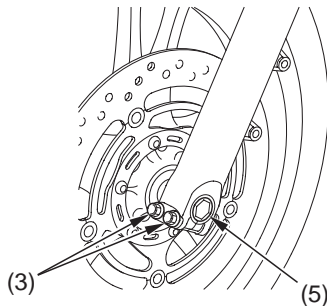


- (3) axle pinch bolts
(4) front axle bolt

If You Have a Flat Tire

5. Remove the front axle shaft (5), wheel and side collars.
 - Avoid pressing the brake lever when the wheel is off the motorcycle. This will force the caliper pistons out of the cylinders. The result will be loss of brake fluid. If this occurs, the brake system will require service. See your Honda dealer for this service.

LEFT FRONT



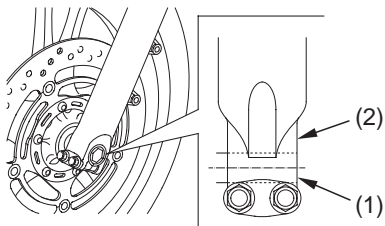
- (3) axle pinch bolts
(5) front axle shaft

If You Have a Flat Tire

Installation

1. Install the side collars and position the wheel between the fork legs. Insert the front axle shaft from the left side, through the left fork leg and wheel hub.
2. Align the end of axle shaft (1) with the surface of fork leg (2).

LEFT FRONT



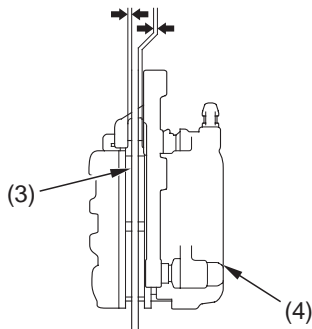
- (1) end of axle shaft
(2) surface of fork leg

3. Tighten the axle pinch bolts on the left fork leg to the specified torque:
16 lbf·ft (22 N·m , 2.2 kgf·m)
4. Tighten the front axle bolt to the specified torque:
44 lbf·ft (59 N·m , 6.0 kgf·m)
5. Install the right and left brake calipers onto the fork legs.
To avoid damaging the brake pads, carefully fit the brake disc (3) between the pads.
6. Install the caliper fixing bolts and tighten to the specified torque:
22 lbf·ft (31 N·m , 3.1 kgf·m)

If You Have a Flat Tire

7. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released. Recheck the wheel if the brake drags or the wheel does not rotate freely.
8. If the clearances between each surface of the brake disc and the brake caliper body (4) (not the brake pads) are symmetrical, follow next step. If the clearances are not symmetrical, loosen the left axle pinch bolts and pull the left fork outward or push inward to adjust the clearance. Then follow the next step.
9. Tighten the axle pinch bolts on the right fork leg to the specified torque:
16 lbf·ft (22 N·m , 2.2 kgf·m)

- Visually check that the clearances between each surface of the brake disc and the brake caliper body (not the brake pads) are symmetrical.



(3) brake disc

(4) brake caliper body

If You Have a Flat Tire

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

If You Have a Flat Tire

Emergency Rear Wheel Removal/Installation

Refer to *Safety Precautions* on page 92 .

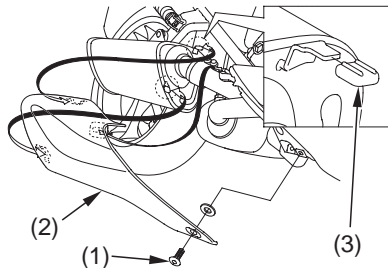
We recommend wheel removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

Removal

1. Park your motorcycle on a firm, level surface.

2. To remove the muffler cover (2), remove the muffler cover bolt (1) and washer, and pull out the muffler cover from the prongs.

RIGHT REAR



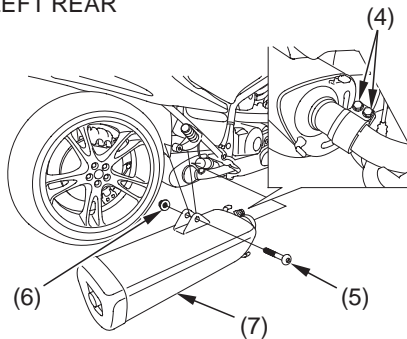
- (1) muffler cover bolt (3) rubber cap
(2) muffler cover

(cont'd)

If You Have a Flat Tire

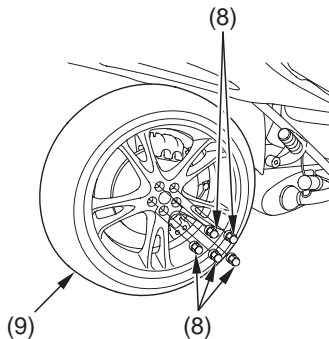
- Loosen the muffler band bolts (4), and remove the muffler bracket bolt (5) and nut (6).
- Remove the muffler (7).

LEFT REAR



- | | |
|--------------------------|-------------|
| (4) muffler band bolts | (6) nut |
| (5) muffler bracket bolt | (7) muffler |

- Support the motorcycle securely, raise the rear wheel off the ground.
- Remove the rear wheel nuts (8).
- Remove the rear wheel (9) slowly.



- | |
|---------------------|
| (8) rear wheel nuts |
| (9) rear wheel |

If You Have a Flat Tire

Installation

1. Position the rear wheel and install the rear wheel nuts.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
2. Tighten the rear wheel nuts securely in the same crisscross pattern to the specified torque:
80 lbf·ft (108 N·m , 11.0 kgf·m)
3. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
4. Operate the brake pedal and check the brake operation.
5. Inspect the brake system (page 157).

6. Reinstall the muffler and muffler cover.
 - Before installing the muffler, replace the muffler gasket with a new gasket.
 - If either of the rubber caps came away from the prongs when removing the muffler cover, re-attach them.

Tighten and torque the nuts and bolts to the specified torque:

Muffler bracket bolt:

15 lbf·ft (21 N·m , 2.1 kgf·m)

Muffler band bolt:

13 lbf·ft (17 N·m , 1.7 kgf·m)

Muffler cover bolt:

7 lbf·ft (9 N·m , 0.9 kgf·m)

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

If Your Engine Overheats

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

If the high coolant temperature indicator (page 20) comes on for no apparent reason, pull safely to the side of the road. If possible, park in a shady area.

NOTICE

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

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

If Your Engine Overheats

- Check the radiator fan.
If the fan is not working, turn the engine off. Open the fuse box (page 219) and check the radiator fan fuse. If the fuse is blown, replace it with the proper (same rating) spare fuse. Start the engine. If the high coolant temperature indicator comes on and stays on, turn the engine off.
If the radiator fan is working, visually check the coolant level in the reserve tank, located just behind the right side frame. It isn't necessary to touch the radiator system.
- If the reserve tank is low or empty, don't ride without adding coolant (page 137). After adding coolant, turn the engine on and check the high coolant temperature indicator.
If the indicator doesn't turn off, do not

ride. The engine needs repair. Transport your motorcycle to a Honda dealer (page 190).

If the temperature drops to normal, check the coolant level. If it has gone down, add more coolant.

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

If there's a mild leak, you can ride for awhile, carefully watching the high coolant temperature indicator. Be prepared to stop and add more coolant or water. If the leak is bad, transport your motorcycle to a Honda dealer (page 190).

If the Low Oil Level/Pressure Indicator Lights or Flashes

If the low oil level/pressure indicator (1) comes on while you're riding, don't ignore it. Pull safely to the side of the road. Stop the engine as soon as it's safe to do so.

The indicator has two lighting patterns.

Normally, it will only light momentarily when you turn the ignition switch ON. Occasionally, it may flicker at or near idling speed.

If the indicator lights, it may be caused by a low oil pressure.

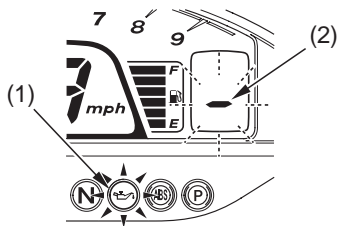
Moreover, if the shift indicator changes to the blinking “—” icon (2), it may be caused by a lower oil pressure. When this happens, the transmission automatically shifts to neutral (neutral indicator does not

light).

If the indicator comes on, see your Honda dealer as soon as possible.

NOTICE

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



- (1) low oil level/pressure indicator
- (2) “—” icon

If the Low Oil Level/Pressure Indicator Lights or Flashes

If the indicator flashes, it may be caused by a low oil level.

- Check for an oil leak.
- Then check the oil level. If necessary, add the recommended oil (page 125) to the upper level mark. If you must leave your motorcycle to get oil, secure it as much as possible.
- After adding oil, start the engine, and check that the low oil level/pressure indicator goes off. Check for a possible leak.
- Make sure that the motorcycle is standing upright on firm level ground when you turn ON the ignition switch. If the motorcycle is on an incline, the indicator stays on after starting the engine.

If the indicator stays on even if the engine oil level is not low or after more engine oil is added, contact your Honda dealer as soon as possible.

If a Fuse Blows

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

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse.

Determine from the chart on the circuit fuse box cover which fuse or fuses control that component. Check those fuses first, but check all the fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuses and check component operation.

- The main fuse is located under the rear seat.
- The HFT fuse is located under the rear seat.
- The circuit fuse box (including spare fuses) is located under the front seat.

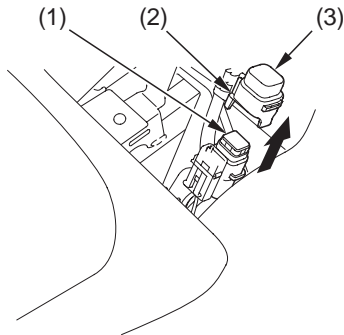
Recommended Fuses

main fuse	40A
HFT fuse	10A
other fuses	10A, 20A, 30A

1. To prevent an accidental short circuit, turn the ignition switch OFF before checking or replacing the fuses.
2. Remove the rear seat (page109).

If a Fuse Blows

UNDER REAR SEAT

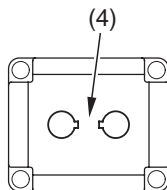


- (1) main fuse
- (2) tab
- (3) fuse box cover

Main Fuse Access:

3. To access the main fuse (1), release the tab (2), then remove the fuse box cover (3).
4. Pull the main fuse out.
If it is blown (4), install a new main fuse.

MAIN FUSE

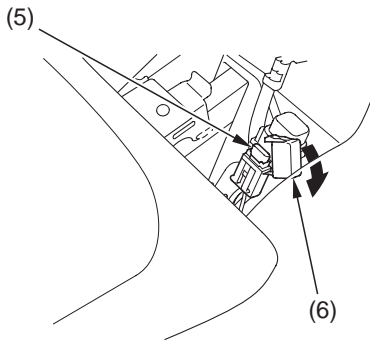


- (4) blown fuse

(cont'd)

If a Fuse Blows

UNDER REAR SEAT



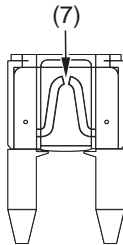
- (5) HFT fuse
- (6) fuse box cover

HFT Fuse Access:

5. To access the HFT fuse (5), open the fuse box cover (6).
6. Pull the HFT fuse out. If it is blown (7), install the spare HFT fuse.

The spare fuse is located in the fuse box (page 219).

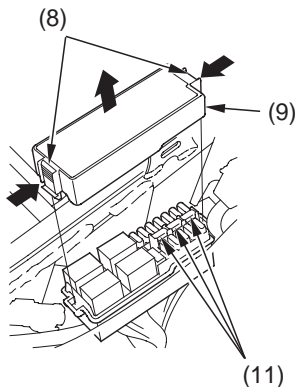
HFT FUSE



- (7) blown fuse

If a Fuse Blows

UNDER FRONT SEAT



- (8) tabs
- (9) fuse box cover
- (11) spare fuses

Circuit Fuse Access:

7. Remove the front seat (page 110).
8. Release the tabs (8), then remove the fuse box cover (9).
9. To check or replace a circuit fuse, pull the old fuse out. Look for a burned wire inside the fuse. If the fuse is blown (10), replace it with a spare fuses (11) of the same rating.

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

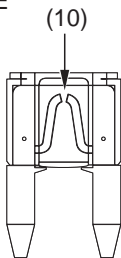
NOTICE

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

(cont'd)

If a Fuse Blows

CIRCUIT FUSE



(10) blown fuse

10. Install the fuse box cover.
11. Install the front seat.
12. Install the rear seat.

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

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

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

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

If you decide that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels.

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

If your motorcycle cannot be ridden, see *Transporting Your Motorcycle*, page 190.

If You Lose Your Key

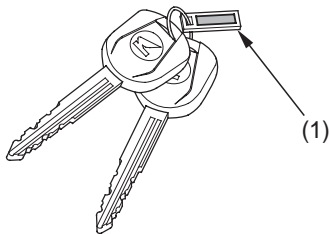
You should receive a key number plate (1) with your keys. Store this plate in a safe place.

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

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

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

transport your motorcycle to them or the nearest Honda dealer. The dealer will probably have to remove the ignition switch assembly to find the key number so they can make a key for you.



(1) key number plate

If Your Battery Is Low (or Dead)

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

Bump starting is also not recommended.

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

Technical Information

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

Vehicle Identification.....	226
Specifications	229
Break-in Guidelines	236
Emission Control Systems	237
Catalytic Converter	244
Oxygenated Fuels.....	245

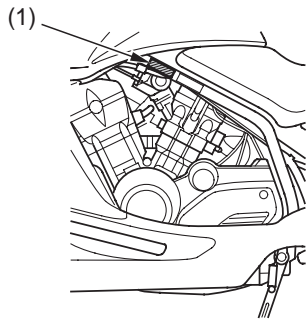
Vehicle Identification

Serial Numbers

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

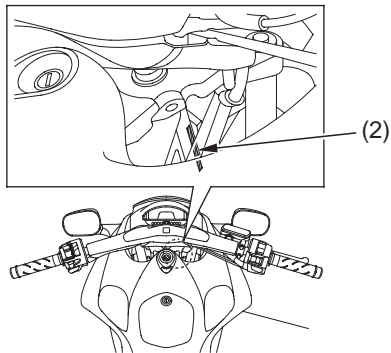
The VIN (vehicle identification number) is stamped on the right side of the steering head and also appears on the Safety Certification Label attached to the left side of the frame.

LEFT SIDE



Vehicle Identification

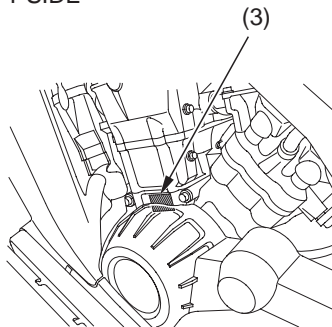
RIGHT SIDE



(2) VIN

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

LEFT SIDE



(3) engine number

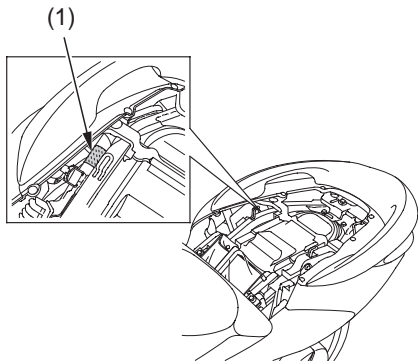
Vehicle Identification

Color Label & Code

The color label (1) is attached on the frame under the rear seat. Remove the rear seat (page 109) to check the label.

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

UNDER REAR SEAT



(1) color label

Specifications

Dimensions	
overall length	92.3 in (2,345 mm)
overall width	32.9 in (835 mm)
overall height	43.9 in (1,115 mm)
wheelbase	63.4 in (1,610 mm)
ground clearance	5.1 in (130 mm)

Specifications

Fuel & Lubricants	
fuel recommendation	unleaded gasoline, pump octane number of 86 or higher
fuel tank capacity	3.96 US gal (15.0 ℓ) including reserve
fuel tank reserve	0.79 US gal (3.0 ℓ)
engine oil capacity	after disassembly: 4.2 US qt (4.0 ℓ) after draining: 3.1 US qt (2.9 ℓ) after draining & oil filter change: 3.5 US qt (3.3 ℓ)
engine oil recommendation	API Service Classification SG or higher except oils labeled as energy conserving on the circular API service label, SAE 10W-30, JASO T 903 standard MA, Pro Honda GN4 4-stroke oil (USA & Canada) or Honda 4-stroke oil (Canada only), or an equivalent motorcycle oil
final drive oil capacity	after draining: 5.4 US oz (160 cm ³)
cooling system, recommendation	Pro Honda HP Coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines
cooling system, capacity	2.88 US qt (2.73 ℓ)

Specifications

Capacities	
passenger capacity	operator, one passenger
maximum weight capacity	344 lbs (156 kg) rider, passenger, all cargo and accessories

Engine Specifications	
displacement	41.5 cu-in (680 cm ³)
bore & stroke	3.19 × 2.60 in (81.0 × 66.0 mm)
compression ratio	10.0 : 1
spark plug (standard)	SIMR8A9 (NGK)
spark plug gap	0.031 – 0.035 in (0.80 – 0.90 mm) no adjustment
valve clearance (cold)	intake 0.006 in (0.15 mm) exhaust 0.008 in (0.20 mm)
idle speed	1,200 ± 100 rpm

Specifications

Power Transmission	
primary reduction	1.136
secondary reduction	1.400
gear ratio, HFT	3.000 ~ 1.000
final reduction	2.833
final drive	shaft

Chassis & Suspension	
caster	28°30'
trail	4.3 in (110 mm)
tire size, front	130/70ZR17M/C (62W) DUNLOP ROADSMART CQ BRIDGESTONE BT021F G
tire size, rear	190/50ZR17M/C (73W) DUNLOP ROADSMART K BRIDGESTONE BT021R G
tire type	radial-ply, tubeless
tire pressure, front (cold)	33 psi (225 kPa , 2.25 kgf/cm ²)
tire pressure, rear (cold)	36 psi (250 kPa , 2.50 kgf/cm ²)

Specifications

Electrical	
battery	12V – 11.2 Ah
generator	0.449 kW/5,000 rpm

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

Fuses	
main	40A
HFT	10A
other fuses	10A, 20A, 30A

Torque Specifications	
engine oil drain bolt	18 lbf·ft (25 N·m , 2.5 kgf·m)
engine oil filter	19 lbf·ft (26 N·m , 2.7 kgf·m)
final drive oil drain bolt	9 lbf·ft (12 N·m , 1.2 kgf·m)
final drive oil filler cap	9 lbf·ft (12 N·m , 1.2 kgf·m)
front wheel axle bolt	44 lbf·ft (59 N·m , 6.0 kgf·m)
front wheel caliper fixing bolts	22 lbf·ft (31 N·m , 3.1 kgf·m)
front wheel axle pinch bolts	16 lbf·ft (22 N·m , 2.2 kgf·m)
rear wheel nuts	80 lbf·ft (108 N·m , 11.0 kgf·m)
step board mounting bolt	19 lbf·ft (26 N·m , 2.7 kgf·m)

Break-in Guidelines

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

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

Emission Control Systems

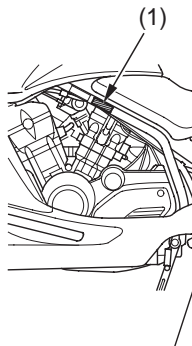
Exhaust Emission Requirements

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

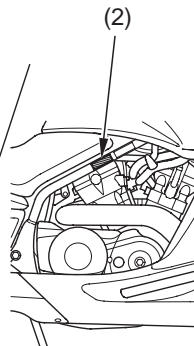
The Vehicle Emission Control Information label (1) is attached to the left side of the frame.

The Vehicle Emission Control Information labels (1) (2) are attached to the right and left side of the frame (Canada only).

LEFT SIDE



RIGHT SIDE



- (1) vehicle emission control information label
- (2) vehicle emission control information label (Canada only)

Emission Control Systems

Noise Emission Requirements

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

Warranty Compliance

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

Source of Exhaust Emissions

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

Honda Motor Co., Ltd. utilizes various systems to reduce carbon monoxide, oxides of nitrogen and hydrocarbons.

Exhaust Emission Control System

The exhaust emission control system includes a secondary air injection system, PGM-FI system, a three-way catalytic converter, and heated oxygen sensor.

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

PGM-FI System

The PGM-FI system uses sequential multiport fuel injection. It has four subsystems: Air Intake, Engine Control, Fuel Control, and Exhaust Control.

The Engine Control Module (ECM) uses various sensors to determine how much air is going into the engine. It then controls how much fuel to inject under all operating conditions.

Ignition Timing Control System

The system constantly adjusts the ignition timing, reducing the amount of HC, CO and NO_x produced.

Emission Control Systems

Secondary Air Injection System

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

Three-Way Catalytic Converter

The three-way catalytic converter is in the exhaust system. Through chemical reactions, it converts HC, CO, and NO_x in the engine's exhaust to carbon dioxide (CO₂), nitrogen (N), and water vapor.

Evaporative Emission Control System (California only)

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

Crankcase Emission Control System

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

Problems That May Affect Motorcycle Exhaust Emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your authorized Honda motorcycle dealer.

Symptoms:

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

Emission Control Systems

Noise Emission Control System

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:

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

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

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

Fuel Permeation Emission Control System

This vehicle complies with the Fuel Permeation Emission Control regulations of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC). The fuel tank, fuel hoses, and fuel vapor charge hoses used on this vehicle incorporate fuel permeation control technologies.

Tampering with the fuel tank, fuel hoses, or fuel vapor charge hoses to reduce or defeat the effectiveness of the fuel permeation technologies is prohibited by federal regulations.

Catalytic Converter

This motorcycle is equipped with a three-way catalytic converter.

The catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.

The catalytic converter acts on HC, CO, and NOx. A replacement unit must be an original Honda part or its equivalent.

The catalytic converter must operate at a high temperature for the chemical reactions to take place. It can set fire to any combustible materials that come near it. Park your motorcycle away from high grasses, dry leaves, or other flammables.

A defective catalytic converter contributes to air pollution, and can impair your

engine's performance. Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded gasoline. Even a small amount of leaded gasoline can contaminate the catalyst metals, making the catalytic converter ineffective.
- Keep the engine in good running condition. A poorly running engine can cause the catalytic converter to overheat causing damage to the converter or the motorcycle.
- If your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine. Have your motorcycle serviced as soon as possible.

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

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

The following are the EPA-approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol) 10%
by Volume

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

MTBE (Methyl Tertiary Butyl Ether) 15%
by Volume

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

Oxygenated Fuels

METHANOL (methyl or wood alcohol)
5% by Volume

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

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

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

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

NOTICE

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

Consumer Information

This section contains information on your warranty and how to get an official Honda Service Manual.

Authorized Manuals	248
Warranty Coverage	251
Warranty Service.....	252
Contacting Honda.....	253
Your Honda Dealer	254
The Honda Rider's Club (USA only)	255
Reporting Safety Defects (USA only)	256

Authorized Manuals

The Service Manual used by your authorized Honda dealer is available from Helm, Inc. (USA only, Canada: See your Honda dealer to order authorized manuals.)

Also available but not necessary to service your model is the Honda Common Service Manual which explains theory of operation and basic service information for various systems common to all Honda motorcycles, motor scooters and ATVs.

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

Publication Item No.	Description	Price Each*
61MEH00	2009 NSA700A Service Manual	\$60.00
61CM002	Common Service Manual	\$48.00
31MEH600	2009 NSA700A Owner's Manual	\$16.00
<i>* Prices are subject to change without notice and without incurring obligation.</i>		

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OR

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

Canada: See your Honda dealer to order authorized manuals.

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Warranty Coverage

Your new Honda is covered by these warranties:

- Motorcycle Limited Warranty
- Emission Control System Warranty
- Noise Control Warranty

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

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

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

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

Warranty Service

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

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

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

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

Contacting Honda

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

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

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

Motorcycle Division, American Honda Motor Co., Inc., P.O. Box 2200, Torrance, CA 90509-2200, Mailstop: 100-4C-7B, Telephone: (866) 784-1870.

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

Please include the following information in your letter:

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

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

Your Honda Dealer

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

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

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

and products available from the parts department.

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

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

The Honda Rider's Club (USA only)

You may be eligible for a Honda Rider's Club of America (HRCA) membership with the purchase of your new Honda. You can log on to the HRCA Clubhouse website for details at *www.hrca.honda.com*.

Reporting Safety Defects (USA only)

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

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

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov>; or write to: Administrator, NHTSA, 1200 New Jersey Avenue, SE., Washington, DC 20590.

You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

Table of Contents

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

MOTORCYCLE SAFETY	1
Important Safety Information	2
Accessories & Modifications	5
Safety Labels	7
INSTRUMENTS & CONTROLS	9
Operation Component Locations	11
Gauge, Indicators & Displays	14
Fuel Gauge.....	23
Speedometer	25
Odometer/Tripmeter A & B.....	26
Changing the Speed and Mileage	
Unit	27
Digital Clock	28

Controls & Features.....	33
Ignition Switch	33
Start Button.....	34
Engine Stop Switch	34
N-D Shift Switch.....	35
Mode Select Switch.....	36
Headlight Dimmer Switch	36
Turn Signal Switch.....	37
Horn Button	37
RESET Button.....	37
SEL Button	38
Shift Switch	38
Parking Brake Lock.....	39
Hazard Switch	41
HFT	
(Human-Friendly Transmission).....	42

Table of Contents

BEFORE RIDING.....53	BASIC OPERATION & RIDING.....63
Are You Ready to Ride?54	Safe Riding Precautions64
Protective Apparel.....54	Starting & Stopping the Engine65
Rider Training56	Preparation.....65
Is Your Motorcycle Ready to Ride?57	Starting Procedure66
Pre-ride Inspection57	Flooded Engine67
Load Limits & Guidelines.....60	Bank Angle Sensor Ignition Cut-off
Loading.....60	System67
Load Limits61	How to Stop the Engine68
Loading Guidelines61	Riding69
	Riding with HFT73
	Braking77
	Anti-Lock Brake System (ABS)79
	ABS Indicator.....80
	Parking81
	Theft-prevention Tips84
	Riding with a Passenger or Cargo.....86

Table of Contents

SERVICING YOUR HONDA87

Before You Service Your Honda

The Importance of Maintenance.....	90
Maintenance Safety.....	91
Important Safety Precautions.....	92
Periodic Maintenance.....	94
Maintenance Schedule.....	96
Maintenance Record.....	102

Service Preparations

Maintenance Component Locations ...	104
Tool Kit.....	107
Owner's Manual Storage.....	108
Seat Removal.....	109
Right Side Cover Removal.....	111
Rear Cowl Removal.....	112
Under Cowl Removal.....	116
Front Cowl Removal.....	118
Clip Removal.....	120

Service Procedures

Fluids & Filters

Fuel.....	122
Engine Oil & Filter.....	125
Coolant.....	136
Air Cleaner.....	140
Crankcase Breather.....	142
Final Drive Oil.....	143

Engine

Throttle.....	147
Spark Plugs.....	149

Chassis

Suspension.....	152
Brakes.....	155
Tires.....	162
Side Stand.....	171

Table of Contents

<u>Electrical</u>		
Battery	172	
Appearance Care	177	
TIPS	185	
Storing Your Honda	186	
Transporting Your Motorcycle	190	
You & the Environment.....	191	
		TAKING CARE OF THE
		UNEXPECTED
		193
		General Guidelines.....
		194
		If Your Engine Quits or Won't Start ..
		195
		If You Have a Flat Tire.....
		200
		If Your Engine Overheats
		212
		If the Low Oil Level/Pressure
		Indicator Lights or Flashes.....
		214
		If a Fuse Blows.....
		216
		If You Crash
		221
		If You Lose Your Key
		222
		If Your Battery Is Low (or Dead)
		223

Table of Contents

TECHNICAL INFORMATION	225	CONSUMER INFORMATION	247
Vehicle Identification.....	226	Authorized Manuals	248
Specifications	229	Warranty Coverage	251
Break-in Guidelines	236	Warranty Service.....	252
Emission Control Systems	237	Contacting Honda.....	253
Catalytic Converter	244	Your Honda Dealer	254
Oxygenated Fuels.....	245	The Honda Rider's Club (USA only)	255
		Reporting Safety Defects (USA only)	256
		TABLE OF CONTENTS	258
		INDEX	264
		QUICK REFERENCE	

Index

A

ABS indicator	80
accessories	5
air cleaner	140
air pressure, tires.....	162
American Honda, contacting.....	253
anti-lock brake system (ABS)	79
apparel, protective	54
appearance care	177
authorized manuals.....	248

B

bank angle sensor	67
battery	172
brakes,	
fluid.....	156
front lever adjustment	155
pad wear.....	159
braking	77
break-in guidelines	236
button,	
horn	37
RESET.....	15, 22, 26, 27, 28, 37
SEL.....	15, 22, 26, 28, 38
start.....	34

C

capacity, fuel	123
care, appearance	177
catalytic converter	244
cleaning, appearance care	177
clip removal	120
clock, digital	19, 28
color label	228
compartment, owner's manual	108
tool kit.....	107
consumer information	247
controls & features	33
coolant.....	136
crankcase breather	142
customer service	253

D

defects, safety	256
digital clock	19, 28
display, check	17
drive, final.....	143

E

emission control systems.....	237
engine, flooded.....	67
low oil level/pressure	214
number	227
oil	125
overheats.....	212
pinging	122

(cont'd)

Index

starting	65
stop switch	35
stopping.....	68
won't start	195
environment.....	191

F

final drive.....	143
flat tire.....	200
flooded engine	67
front cowl removal	118
front seat removal.....	110
fuel,	
gauge.....	21
oxygenated.....	245
recommendation	122
tank capacity	123
fuses	216

G

gap, spark plug	151, 231
gasohol.....	245
gasoline	122
gauge, indicators & displays	14

H

hazard switch	41
headlight dimmer switch	36
helmet holder	83
HFT (Human-Friendly Transmission) ...	42
high beam indicator	15, 20
high coolant temperature indicator	15, 16, 20, 212
Honda,	
contacting	253
dealer.....	254

Rider's Club.....	255
service manual.....	248
horn button.....	37

I

identification, vehicle.....	226
ignition cut-off system,	
bank angle.....	67
side stand.....	65, 171
ignition switch.....	33
indicators.....	14
inspection, pre-ride.....	57

K

key, lost.....	222
kit, tool.....	107

L

labels, safety.....	7
lamp check.....	16
limit, weight.....	61
load limits.....	61
loading guidelines.....	61
lock, steering.....	82
low oil level/pressure indicator.....	15, 21, 214

Index

M

- maintenance,
 - component locations..... 103
 - importance 90
 - periodic 94
 - record 102
 - safety..... 91
 - schedule 96
- manual, service 248
- maximum weight limit 61
- mode select switch..... 36
- modifications 6

N

- N-D shift switch 35
- neutral indicator..... 15, 20
- numbers, serial..... 226

O

- odometer 14, 18, 28
- oil,
 - engine..... 125
 - final drive 143
 - low level/pressure 15, 21, 214
- operation component locations 11
- overheat, engine..... 212
- owner's manual storage..... 108
- oxygenated fuels..... 245

P

- parking 81
- parking brake indicator 15, 22
- parking brake lock 39
- PGM-FI malfunction indicator lamp
(MIL) 15, 20
- pinging, engine 122
- plugs, spark 148
- pre-load, suspension,
 - rear 153
- pre-ride inspection 57
- problems, unexpected 193
- protective apparel 54

R

- rear cowl removal 112
- rear seat removal 109
- removal,
 - clip 120
 - front cowl 118
 - front seat 110
 - rear cowl 112
 - rear seat 109
 - right side cover 111
 - under cowl 116
- reporting safety defects 256
- RESET button 15, 22, 28, 29, 37
- rider training 3, 56
- Rider's Club, Honda 255

(cont'd)

Index

riding,	
basic operation.....	63
clothing	54
precautions.....	64
safety.....	2
safety precautions.....	64
with HFT.....	73
with passenger or cargo.....	86
right side cover removal	111

S

safety,	
important precautions.....	92
labels	7
reporting defects.....	256
riding precautions	64
schedule, maintenance.....	96
seat removal,	
front	110
rear	109
SEL button.....	15, 22, 28, 38
sensor, bank angle	67
serial numbers.....	226
service,	
customer.....	253
manuals.....	248
warranty	252

-
- shift switch..... 38
 - side cover removal, right..... 111
 - side stand 171
 - side stand ignition cut-off system.. 65, 171
 - spark knock..... 122
 - spark plugs 149
 - specifications 229
 - speedometer..... 14, 18, 27
 - stand, side 171
 - start button 34
 - starting,
 - engine..... 65
 - troubleshooting 195
 - steering lock..... 82
 - stop switch, engine 35
 - stopping engine..... 68
 - storage,
 - motorcycle 186
 - owner's manual 108
 - suspension,
 - rear suspension adjustment 153
 - rear suspension spring pre-load..... 153
 - switch,
 - engine stop..... 35
 - hazard..... 41
 - headlight dimmer..... 36
 - ignition..... 33
 - mode select 36
 - N-D shift..... 35
 - shift 38
 - turn signal 37

Index

T

- tachometer 14, 18
- theft-prevention tips 84
- throttle..... 147
- tire identification no.(TIN) 165, 166
- tires,
 - air pressure..... 162
 - flat..... 200
 - replacing 168
- tool kit..... 107
- training, rider 3, 56
- transporting your motorcycle 190
- tripmeter..... 14, 18, 28
- trouble, unexpected 193
- troubleshooting, starting..... 195
- turn signal indicators 14, 19
- turn signal switch..... 37

U

- under cowl removal 116

V

- vehicle identification no. (VIN)... 226, 227

W

- warranty,
 - coverage..... 251
 - extended..... 251
 - service 252
- washing your motorcycle 179
- weight limit..... 61
- wheels,
 - front removal 203
 - rear removal..... 209

Quick Reference

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

How to Avoid Costly Repairs

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

Frequent causes of costly repairs are:

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

Record important information on the following page:

Quick Reference

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

Quick Reference

Scheduled Maintenance	Initial: 600 miles (1,000 km) Regular: every 8,000 miles (12,800 km)
Pre-ride Inspection	Check the following items each time before you ride (page 57): tires & wheels, leaks, loose parts, lights, throttle, brakes, indicators.
Periodic Checks	Check the following items monthly (page 95): tires & wheels, fluids, lights, freeplay, fuses, nuts & bolts.
Fuel/Capacity	unleaded gasoline, pump octane number 86 or higher 3.96 US gal (15.0 l)
Engine Oil	API Service Classification SG or higher except oils labeled as energy conserving on the circular API service label, SAE 10W-30, JASO T 903 standard MA, Pro Honda GN4 4-stroke oil or equivalent
Maximum Weight Capacity	344 lbs (156 kg) rider, passenger, all cargo and accessories









Quick Reference

Quick Reference

Tires	Front: 130/70ZR17M/C (62W) DUNLOP ROADSMART CQ or BRIDGESTONE BT021F G Rear: 190/50ZR17M/C (73W) DUNLOP ROADSMART K or BRIDGESTONE BT021R G Type: radial-ply, tubeless
Tire Pressure (cold)	Front: 33 psi (225 kPa , 2.25 kgf/cm ²) Rear: 36 psi (250 kPa , 2.50 kgf/cm ²)
Spark Plugs	standard: SIMR8A9 (NGK)
Coolant	ethylene glycol antifreeze (silicate-free) for aluminum engines in 50/50 solution with Pro Honda HP Coolant or an equivalent distilled water
Fuses	main : 40A HFT : 10A other: 10A, 20A, 30A
Final Drive Oil	Hypoid Gear Oil SAE 80

Quick Reference

These symbols are used in Controls & Features section:

SYMBOL	COMPONENT	SEE PAGE
	START button	34
	RUN – engine stop switch	34
	OFF – engine stop switch	34
	HI – headlight dimmer switch	36
	LO – headlight dimmer switch	36
	turn signal switch	37
	horn button	37
	hazard switch	41