

HONDA MVX250F

OWNER'S MANUAL

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IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **ON-ROAD USE**

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

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

Pay special attention to statements preceded by the following words:

 **WARNING**

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

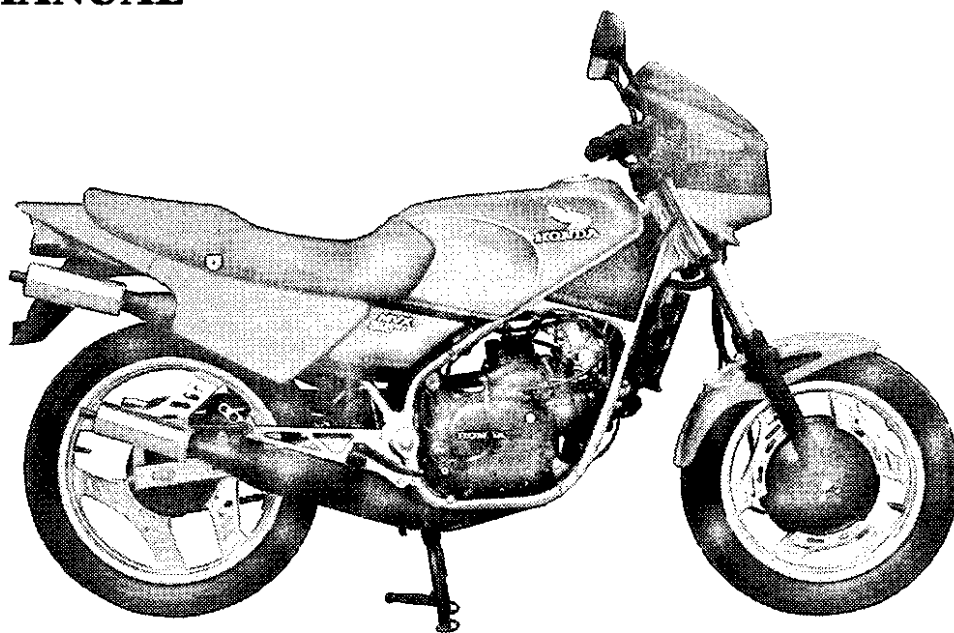
CAUTION:

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

NOTE: Gives helpful information.

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

HONDA MVX250F OWNER'S MANUAL



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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda!

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MOTORCYCLE SAFETY

WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 33) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. A special motorcycle riding test or license is required. Make sure you are qualified before you ride.
NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn’t your fault:
 - Wear bright or reflective clothing.
 - Don’t ride in another motorist’s “blind spot.”
4. Obey national, state, and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don’t let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves, and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing than fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, kickstarter, footpegs, drive chain, or wheels.

MODIFICATIONS



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

LOADING AND ACCESSORIES

WARNING

To prevent an accident, use extreme care when adding and riding with accessories and luggage. The addition of accessories and luggage can reduce a motorcycle's stability, performance and safe operating speed. Remember these performances may be reduced by installation of non-Honda accessories, improper loading, poor road or weather conditions, etc.

These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.

Loading

The combined weight of the rider, passenger, luggage and additional accessories must not exceed 170 kg (375 lbs), the vehicle capacity load. Luggage weight alone should not exceed 20 kg (44 lbs).

1. Keep luggage and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (TIRES, page 5—7), front fork air pressure and rear shock absorber air pressure (SUSPENSION, page 8) to suit load weight and riding conditions.
3. Luggage racks are for light weight items. Bulky items too far behind the rider can cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
5. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

Accessories

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

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or large handlebar-mounted windshields, or poorly designed or improperly mounted fairings or windshields can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
5. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

TUBELESS TIRES

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE."

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

Check tire pressure frequently and adjust if necessary.

NOTE:

- * Check tire pressure when the tires are "cold," before you ride.
- * Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

Dry weight	kg (lbs)	138 (304)
Curb weight (wet)	kg (lbs)	155 (342)
Vehicle capacity load	kg (lbs)	170 (375)

		Front	Rear
Tire size		100/90-16 54S	110/80-18 58S
Cold tire pressures psi (kPa, kg/cm ²)	Rider only	32 (225, 2.25)	32 (225, 2.25)
	Rider and one passenger	32 (225, 2.25)	36 (250, 2.50)
Tire brand TUBELESS ONLY BRIDGESTONE DUNLOP		L305 F11	G510 K527

Check the tires for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your authorized Honda dealer for repair, replacement and balancing.

 **WARNING**

- * *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
- * *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*

Replace tires before tread depth at the center of the tire reaches the following limit:

Minimum tread depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

Repair:

Puncture of tubeless tires may be fixed externally for emergency. See your authorized Honda dealer for the correct method before you encounter actual failure on the road.

 **WARNING**

- * *Do not run at speeds above 60 km/h (40 mph) after making an external repair. It must be followed by an internal repair at the nearest Honda dealer as soon as possible.*

Replacement:

See your authorized Honda dealer.

 **WARNING**

- * *The use of tires other than those listed here may adversely affect handling.*
- * *Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation.*

- * ***Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation.***
- * ***Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.***
- * ***Foreign object intrusion of tire face will reduce the performance of any tire. Subsequent repair may not restore original safety factor.***
- * ***Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.***

CAUTION:

- * ***Do not try to remove tubeless tires without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.***

SUSPENSION

The front and rear suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure.

The recommended pressures under normal conditions are:

Front: 0—6 psi (0—40 kPa, 0—0.4 kg/cm²)

Rear: 0—28 psi (0—200 kPa, 0—2.0 kg/cm²)

Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/Load	Riding Conditions
0 psi (0 kPa, 0 kg/cm ²)	0 psi (0 kPa, 0 kg/cm ²)	One	Ordinary or city road riding
↕	↕	↕	↕
6 psi (40 kPa, 0.4 kg/cm ²)	28 psi (200 kPa, 2.0 kg/cm ²)	Up to vehicle capacity load	Rough road riding

Check and adjust air pressure when the front fork tubes and rear shock absorbers are cold before riding.

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve cap (1) and rear shock absorber air valve cap (2).
3. Check the air pressure using the pressure gauge (3).

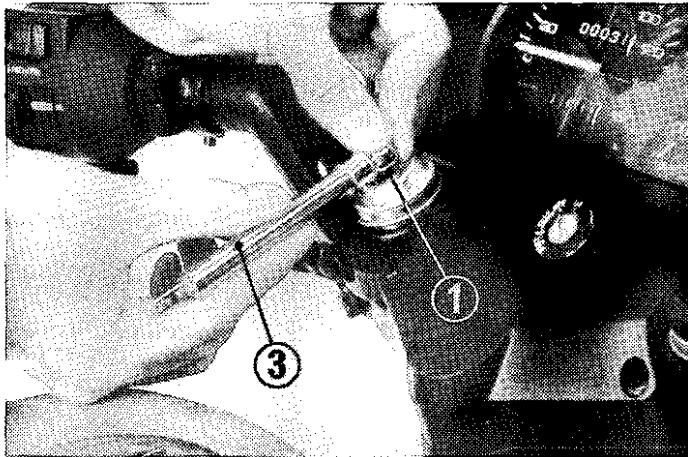
NOTE:

- * Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.

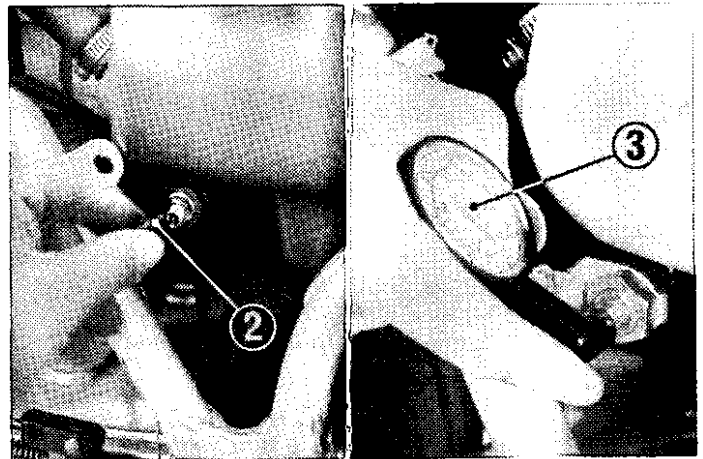
4. Add air to the recommended pressure.

NOTE:

- * We recommend that you do not exceed recommended air pressure or the ride will be harsh and uncomfortable.



(1) Valve cap (front) (3) Air pressure gange

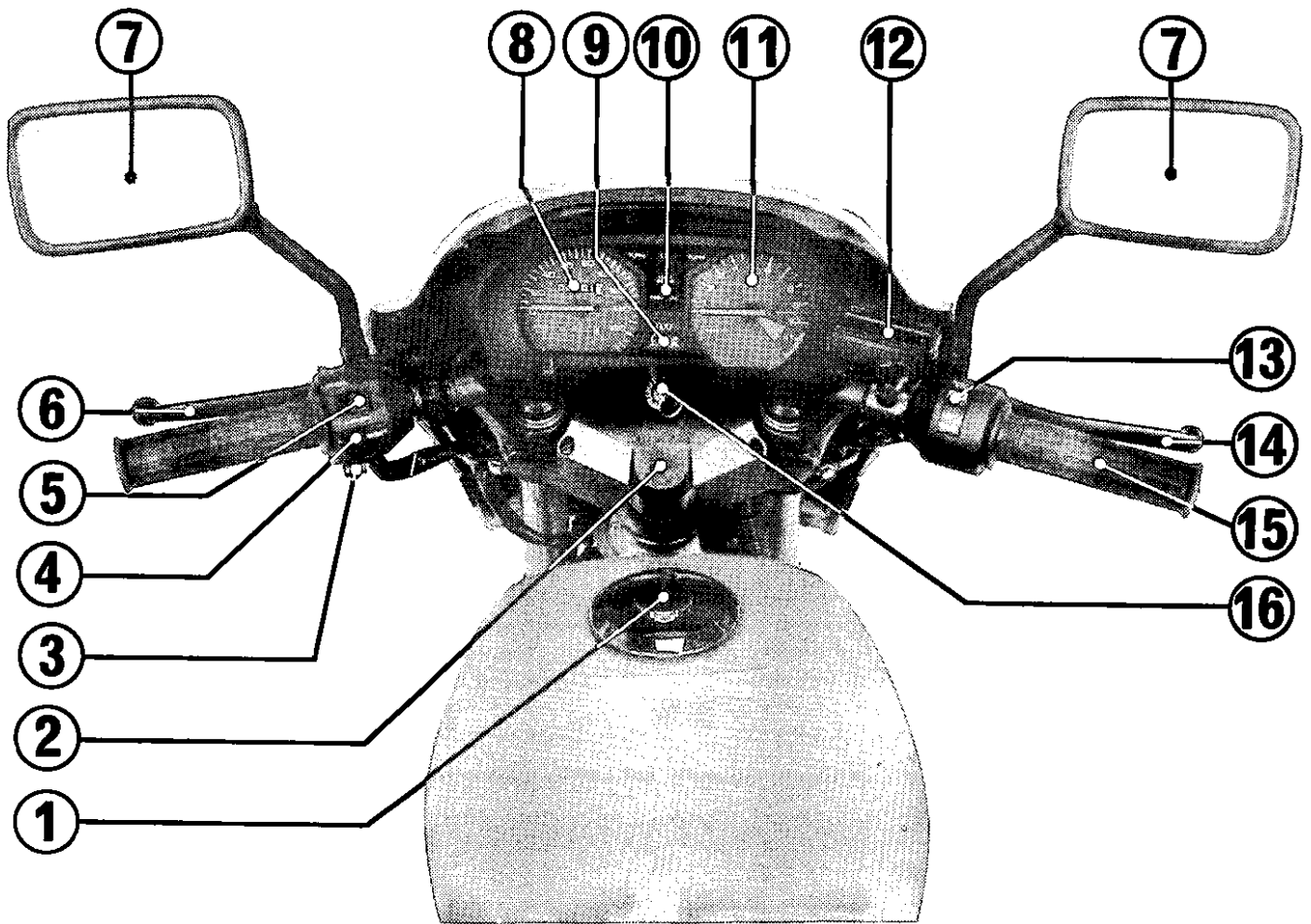


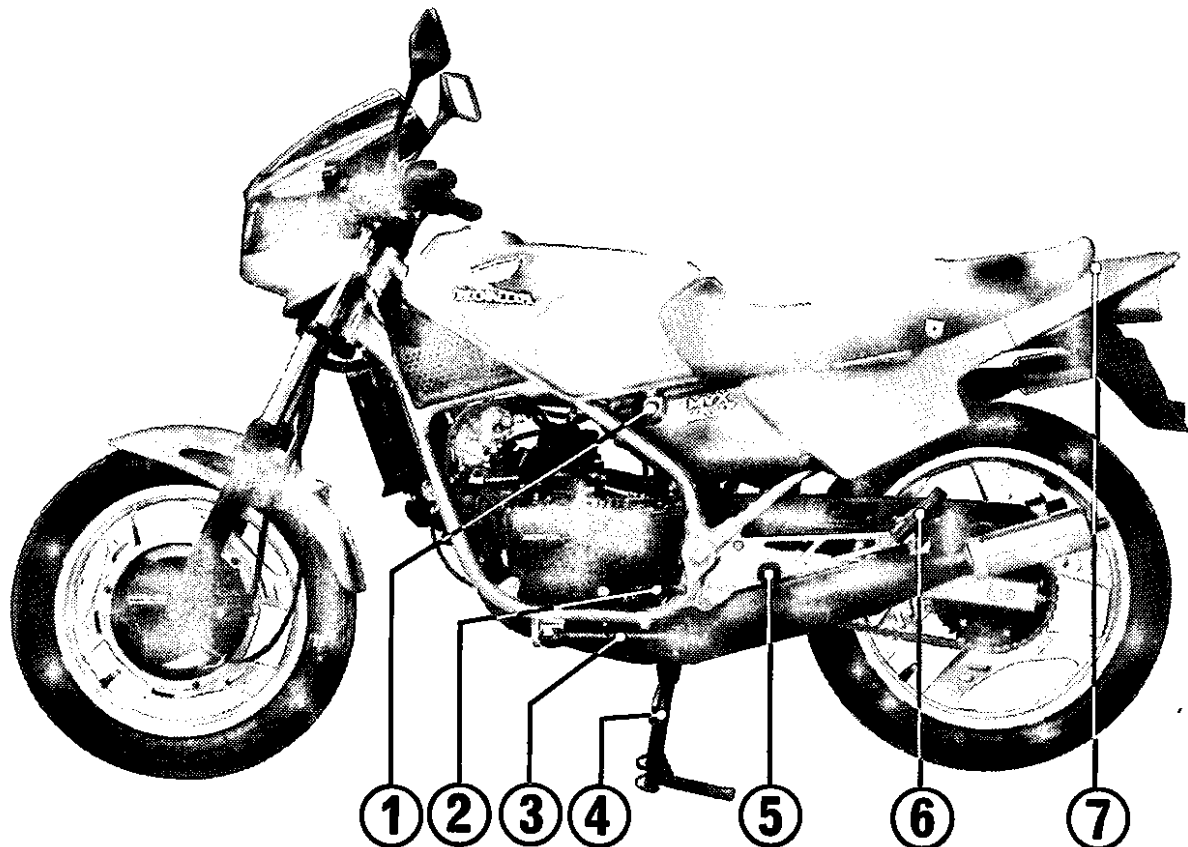
(2) Valve cap (rear) (3) Air pressure gauge

DESCRIPTION

- (1) Fuel filler cap
- (2) Fuse box
- (3) Horn button
- (4) Turn signal switch
- (5) Headlight dimmer switch
- (6) Clutch lever
- (7) Rear view mirrors
- (8) Speedometer
- (9) Coolant temperature gauge
- (10) Warning and indicator lights
- (11) Tachometer
- (12) Front brake fluid reservoir
- (13) Engine stop switch
- (14) Front brake lever
- (15) Throttle grip
- (16) Ignition switch

PARTS LOCATION

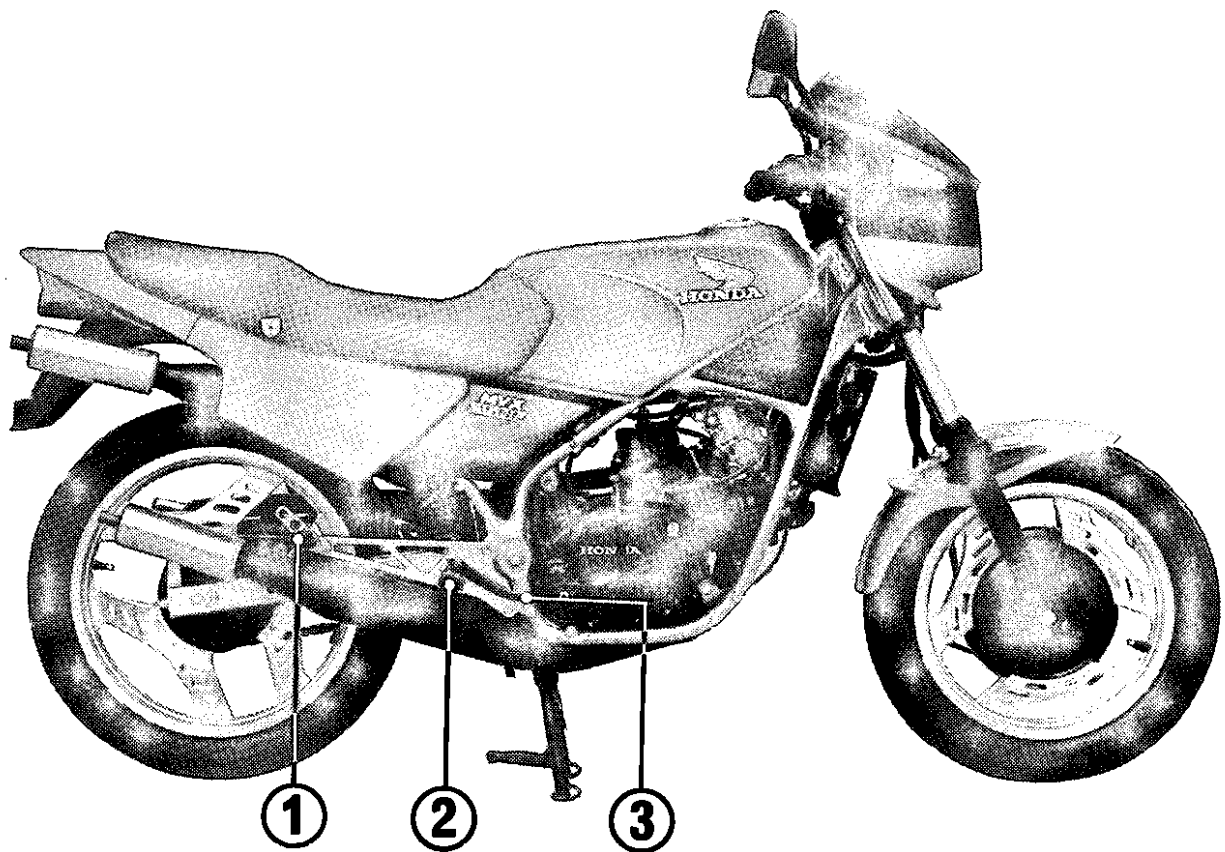




- (1) Fuel valve
- (2) Gear change pedal
- (3) Side stand

- (4) Center stand
- (5) Foot peg

- (6) Passenger foot peg
- (7) Seat lock



(1) Passenger foot peg

(2) Foot peg

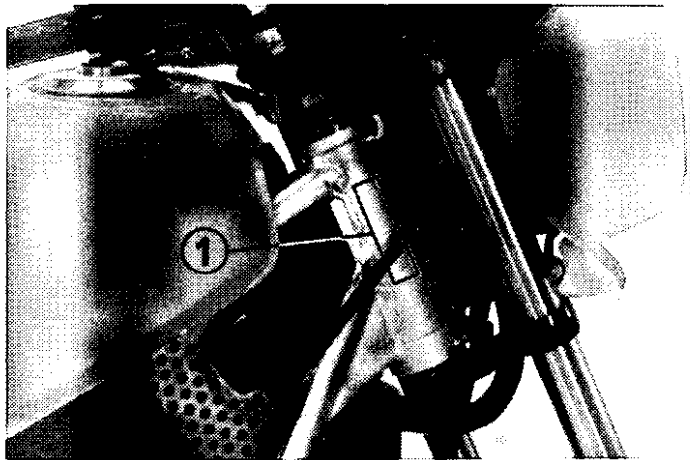
(3) Rear brake pedal

SERIAL NUMBERS

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

Record the numbers here for your reference.

FRAME NO. _____

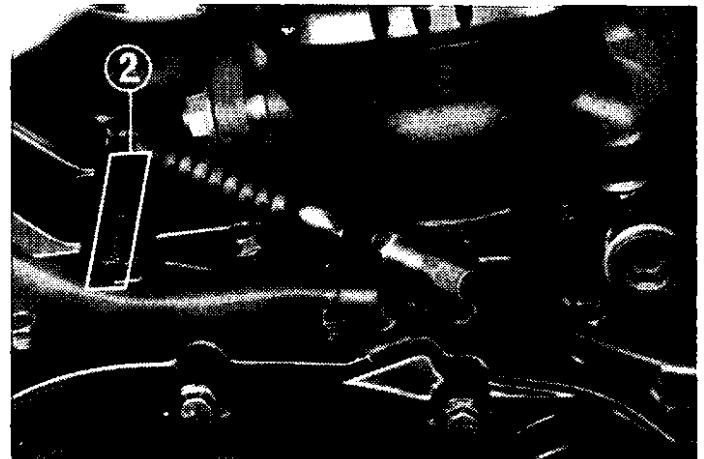


(1) Frame number

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

The engine number (2) is stamped on top of the crankcase.

ENGINE NO. _____



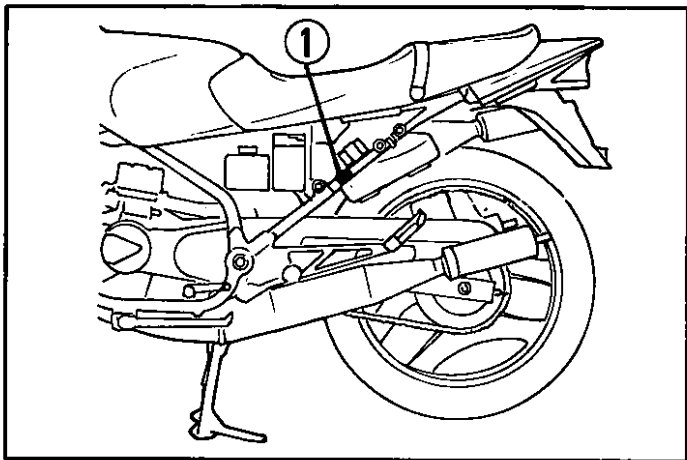
(2) Engine number

COLOR LABEL

The color label is attached to the rear fender below the seat. It is helpful when ordering replacement parts. Record the model and color here for your reference.

MODEL _____

COLOR _____

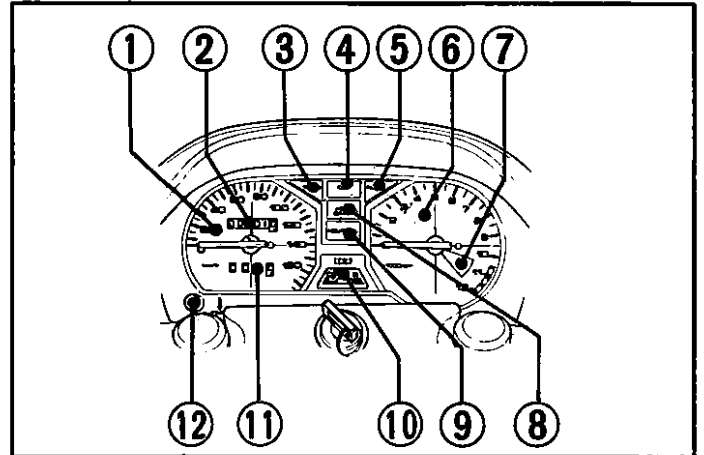


(1) Color label

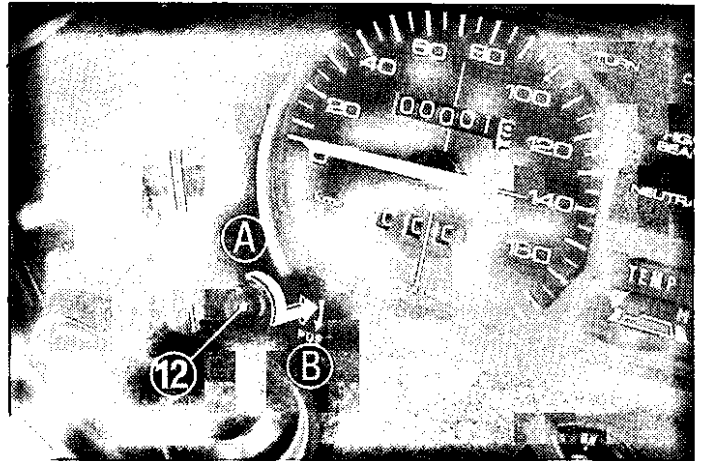
PARTS FUNCTION

Instruments and Indicators

The indicators and warning lights are grouped between the instruments, above the headlight. Their functions are described in the tables on the following pages.



- (1) Speedometer
- (2) Odometer
- (3) Left turn signal indicator
- (4) Oil level warning light
- (5) Right turn signal indicator
- (6) Tachometer
- (7) Tachometer red zone
- (8) High beam indicator
- (9) Neutral indicator
- (10) Coolant temperature gauge
- (11) Tripmeter
- (12) Tripmeter reset button



Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Odometer	Shows total accumulated mileage.
3	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
4	Oil level warning Light (red)	<p>Light should come on for 5 seconds after turning the ignition switch on, then go out, except for occasional flickering near or at the lower oil level. If light comes on and does not go out, oil level is below normal operating range; there is about 0.4 l (0.42 US qt, 0.36 Imp. qt) left in the engine oil tank. Refill the oil tank as soon as possible. If light does not come on, check for a blown bulb, or weak or dead battery. Contact you authorized Honda dealer for assistance if you cannot correct the problem.</p> <p>CAUTION: * <i>Running the engine with insufficient oil pressure will cause serious engine damage.</i></p>
5	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
6	Tachometer	Shows engine rpm.

Ref. No.	Description	Function
7	Tachometer red zone	<p>CAUTION:</p> <ul style="list-style-type: none"> * <i>Do not allow the needle to enter the red zone even after the engine has been broken in.</i> * <i>Be careful when blipping or accelerating in the 1st or 2nd gear as the needle will enter the red zone easily.</i> <p>The red zone indicates the maximum engine speed limit and running the engine in this range will adversely affect its service life.</p>
8	High beam indicator (blue)	Lights when the headlight is on high beam.
9	Neutral indicator (green)	Lights when the transmission is in neutral.
10	Coolant temperature gauge	Shows coolant temperature (see page 20.)
11	Tripmeter	Shows mileage per trip.

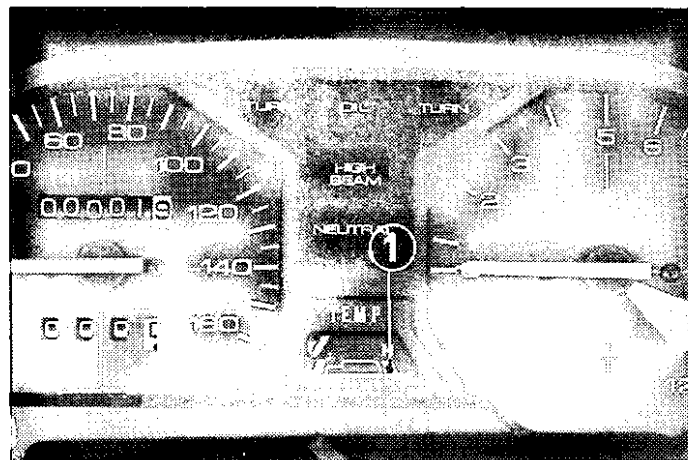
Ref. No.	Description	Function
12	Tripmeter reset button	Turn button clockwise (A) and push (B) to reset tripmeter to zero (0)

Coolant Temperature Gauge

Normal operating temperature is within the wide white red boxed band. If the needle enters the red zone (1) while riding, stop the engine and check the reserve tank coolant level. Read pages 31—32 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

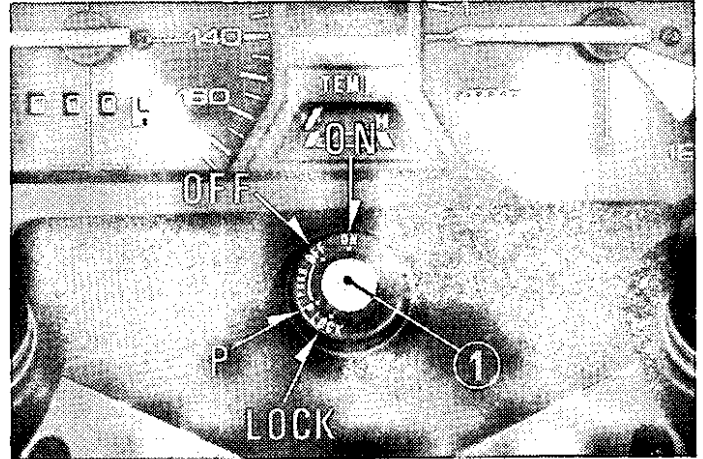
* *Exceeding maximum running temperature may cause serious engine damage.*



(1) Red zone

Ignition Switch

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



(1) Ignition switch

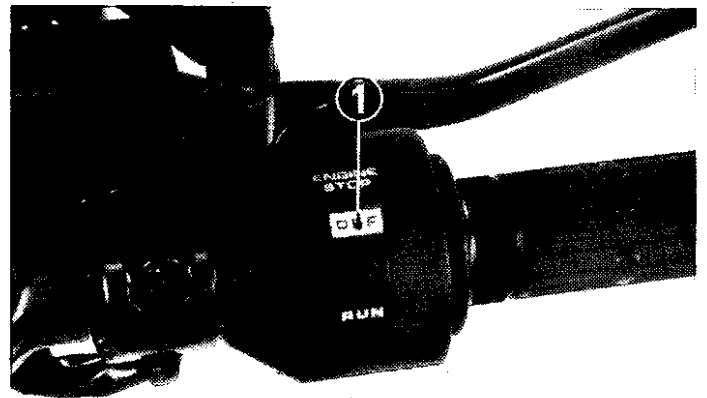
Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	The key can be removed
P (parking)	For parking the motorcycle near traffic. The taillight and position light are on, but all other lights are off, The engine cannot be started. Steering is locked.	The key can be removed
OFF	Engine and lights cannot be operated.	The key can be removed
ON	The lights can be operated. Engine can be started.	The key cannot be removed

Engine Stop Switch

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

NOTE:

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



(1) Engine stop switch

The four controls next to the left handlebar grip are:

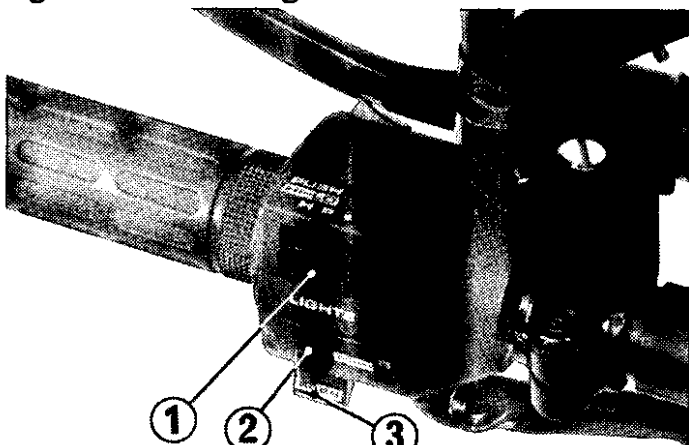
Headlight Switch (1)

The headlight switch has three positions; "H", "P" and "OFF" marked by a dot to the right of "P".

H: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

OFF (dot): Headlight, taillight, position light and meter lights off.



(1) Headlight switch
(3) Horn button

(2) Turn signal switch

Turn Signal Switch (2)

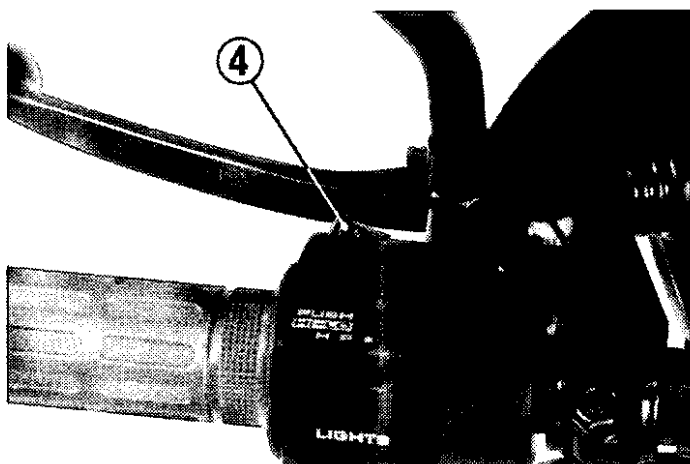
Move to L to signal a left turn, R to signal a right turn. Return to the center (off) when finished.

Horn Button (3)

Press the button to sound the horn.

Passing Light Control Switch (4)

When this switch is pressed, the headlight's high beam will flash on to signal cars that you intend to pass.



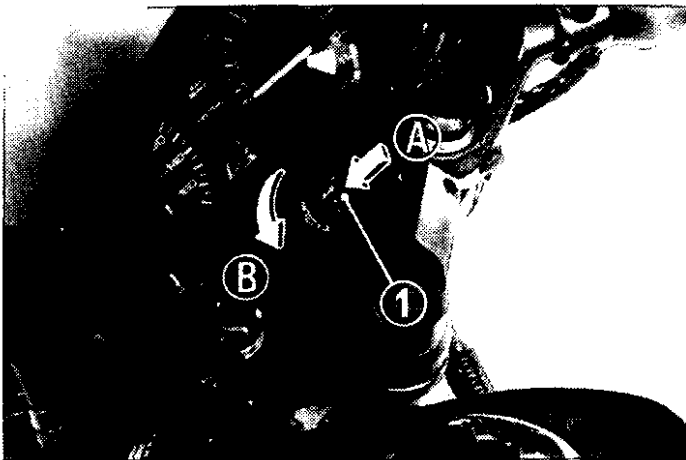
(4) Passing light control switch

Steering Lock

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

WARNING

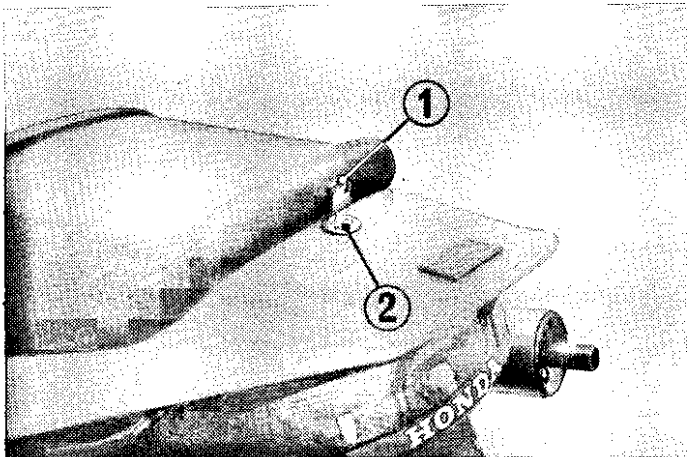
* *Do not turn the key to LOCK while riding the motorcycle.*



(1) Ignition key (A) Push in
(B) Turn to LOCK

Seat Removal

It is necessary to remove the seat for access to documents, engine oil tank and helmet holder. To remove the seat, insert the ignition key (1) and turn it to the right to unlock. Lift the seat and slide it backward. When replacing the seat, make sure hooks are securely engaged.



(1) Ignition key (2) Seat lock

Storage Compartment

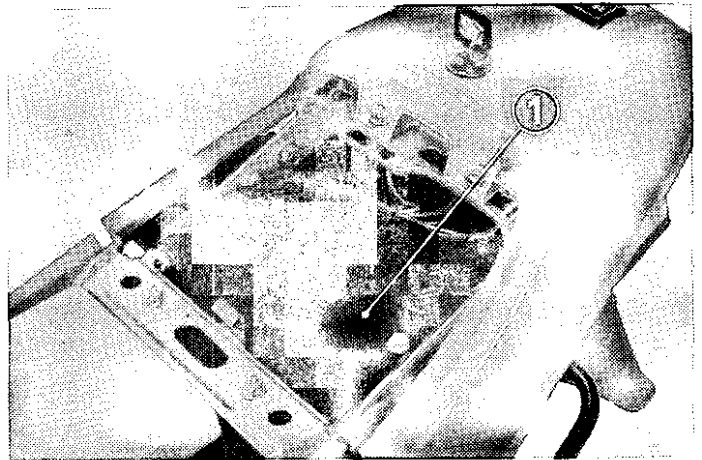
The storage compartment (1) is under the seat. Remove the seat.

This owner's manual and other documents should be stored in the compartment.

When washing your motorcycle, be careful not to flood this area with water.

CAUTION:

* *Make sure to securely lock the seat when reinstalling the seat.*



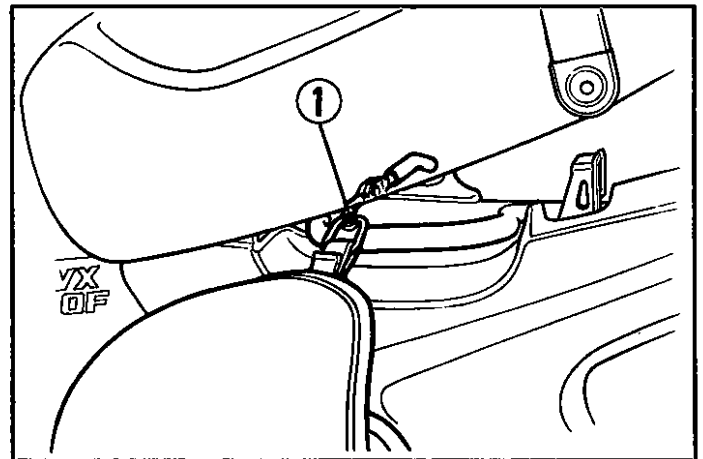
(1) Storage compartment

Helmet Holder

The helmet holder (1) is on the left side below the seat. Remove the seat and hang your helmet on the hook. Install the seat.

WARNING

- * *The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*



(1) Helmet holder

FUEL

Manual Fuel Valve

The manual fuel valve (1) is on the left side under the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

Automatic Fuel ON-OFF

With the fuel valve set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

Reserve Fuel

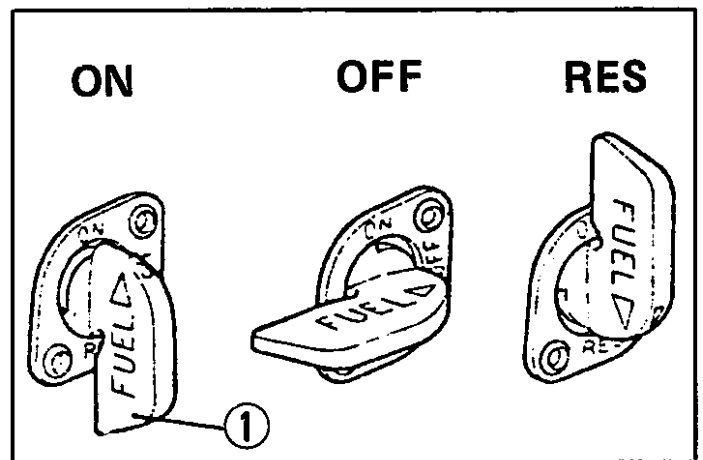
When the main fuel supply is gone, turn the fuel valve to RES. The reserve fuel supply is 2.6l (0.69 US gal). Refill the tank as soon as possible after switching to RES, then switch the valve back to ON.

WARNING

- * **Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.**
- * **Be careful not to touch any hot engine parts while operating the fuel valve.**

NOTE:

- * Do not operate the motorcycle with the fuel valve in the RES position after refueling. You may run out of fuel with no reserve.



(1) Fuel valve in normal operating position

Fuel Tank

Fuel tank capacity is 17.0 ℓ (4.5 US gal) including 2.6 ℓ (0.69 US gal) in the reserve supply.

To open the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap will pop up and can be lifted off.

Use low-lead gasoline with an octane number of 91 or higher.

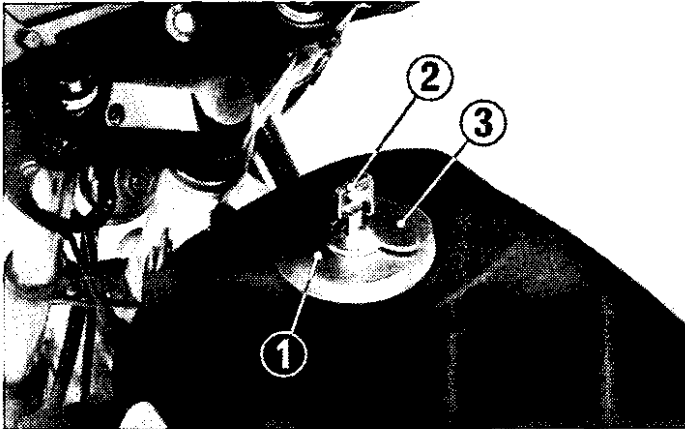
To close the fuel tank cap, align the tab on the underside of the cap with the slot in the filler neck.

Push cap into the filler neck until it snaps closed and locks. The fuel tank cap locks

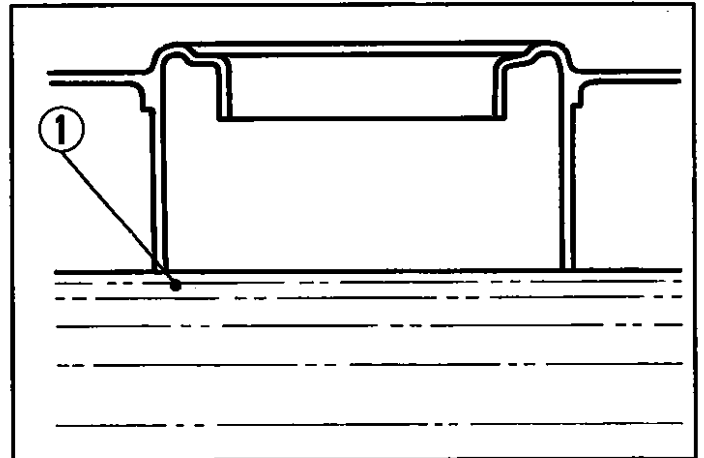
automatically. Remove the key and close the lock cover (3).

WARNING

- * *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or stored.*
- * *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel tank cap is closed securely.*



(1) Fuel tank cap (2) Ignition key
28 (3) Lock cover



(1) Do not overfill

Oil Level

Check the oil level, and if the red oil level warning light stays lit for more than few seconds after the ignition switch is ON, top up the tank (1) immediately to the filler neck. Do not overfill. Engine oil capacity is 1.7 l (1.8 US qt, 1.5 Imp. qt).

After refilling, press the cap in completely until the underside of the cap seats the tank opening.

USE 2 STROKE INJECTOR OIL FOR MOTORCYCLE.

CAUTION:

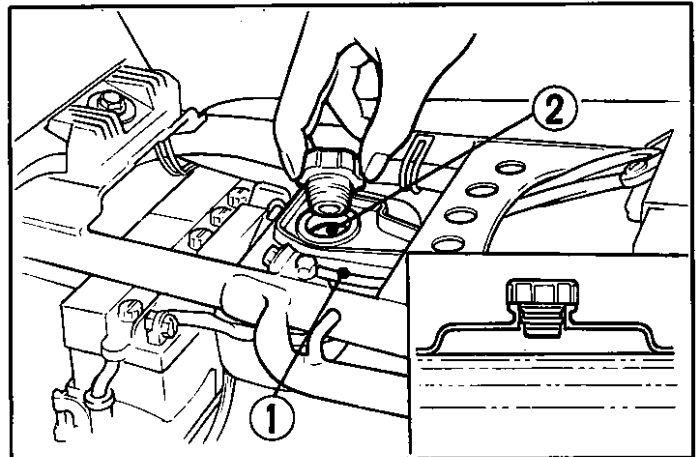
- * *The use of other oils may cause excessive carbon build-up in the engine and exhaust system resulting in loss of power and possible engine damage.*
- * *Don't use OUTBOARD 2 STROKE OIL.*

CAUTION:

- * *If air is present in the tube from the oil tank to the oil pump, do not start the engine. The motorcycle must be taken to your Honda dealer for inspection and bleeding of the oil system. Failure to do this will result in serious engine damage.*

NOTE:

- * When filling take care not to allow foreign materials to enter the tank.



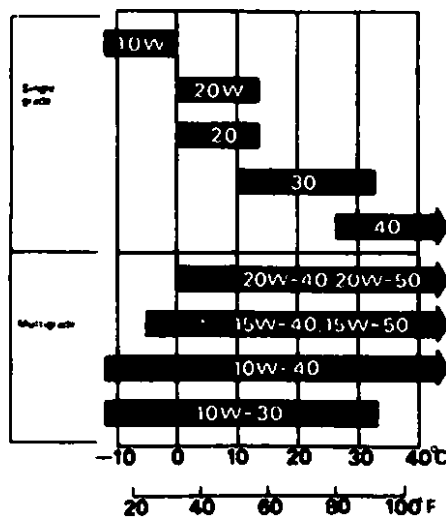
- (1) Engine oil tank
- (2) Filler neck

Transmission Oil

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

Viscosity:

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



COOLANT

Coolant Recommendation

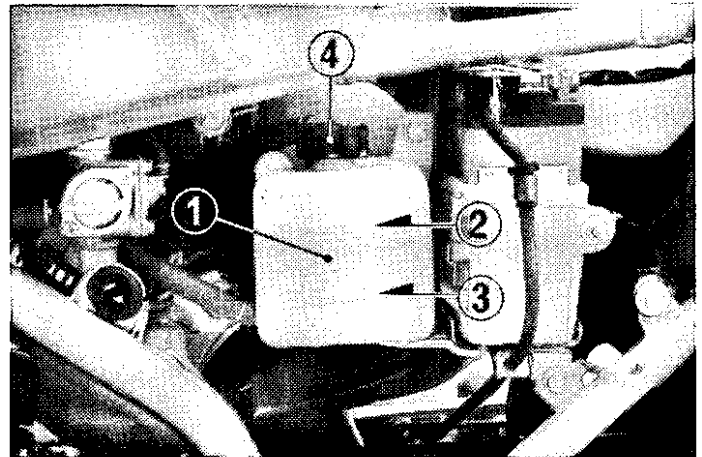
The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

CAUTION:

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

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. A higher concentration of antifreeze decreased the cool-

ing system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.



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

Inspection

The reserve tank is behind the left side cover.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature. If the coolant level is near the lower level (3), remove the reserve tank cap (4) and add coolant mixture until it reaches the UPPER level mark. Do not remove the radiator cap.

WARNING

- * *Do not remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.*
- * *Keep hands and clothing away from the cooling fan, as it starts automatically.*

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.

OPERATION

PRE-RIDE INSPECTION

WARNING

** If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

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

1. Engine oil level—Check the level and add if necessary. (See page 29)
2. Fuel level—Fill the fuel tank when necessary. (See page 28)
3. Radiator reserve tank coolant level—Check the level and add if necessary. (See page 31)
4. Brakes—Inspect the operation of the front and rear brakes. Adjust the free play if it is excessive. (See pages 62—67)

5. Tires—Check the air pressure and tires for wear or damage. (See page 5—7)
6. Battery electrolyte—Check the level and add if necessary. (See page 75)
7. Drive chain—Check condition of drive chain and measure the chain tension. Adjust if the chain tension is incorrect. Lubricate if it appears dry. Replace if it is badly worn or damaged. (See page 68)
8. Throttle operation—Check the throttle operation, cable routing and free play. Correct or replace if necessary. (See page 58)
9. Lighting—See that all lights operate properly.
Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

STARTING THE ENGINE

WARNING

- * *Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or confined area.*
- * *Attempting to start the engine with the transmission in gear and the clutch engaged may result in injury or damage.*

NOTE:

- * This motorcycle can be kickstarted with the transmission in gear by disengaging the clutch before operating the kickstarter.

1. Turn the fuel valve to ON.
2. Insert the key in the ignition switch and turn to ON.
3. Shift the transmission into neutral. The neutral indicator (green) should go on.
4. Make sure the engine stop switch is at RUN.

WARNING

- * *Fold up the right footpeg before using the kickstarter, or you may injure your leg.*

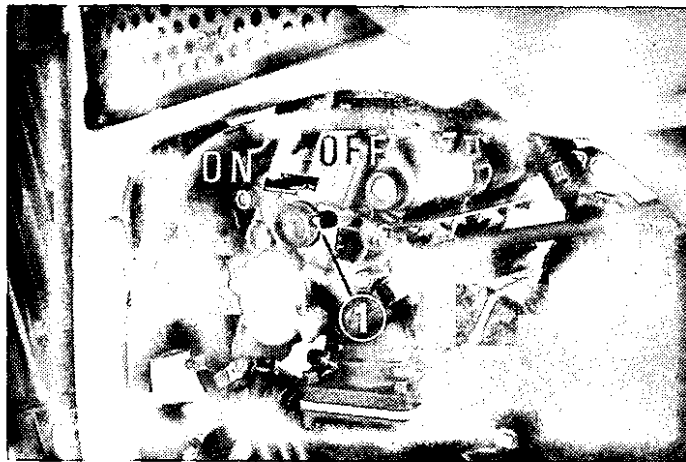
5. Move the choke lever (1) all the way up to ON, if the engine is cold. When the engine is to be re-started while it is still

warm, the use of the choke is not necessary.

6. Operate the kickstarter with a rapid, continuous motion, leaving the throttle closed.

To restart a warm engine, open the throttle slightly (approx. 1/8—1/4 of the throttle grip rotation) and operate the kickstarter with a rapid, continuous motion.

7. Warm up the engine for a half minute (for a few minutes in low air temperature) until it runs smoothly with the choke 2 lever OFF.



(1) Choke lever

BREAK-IN

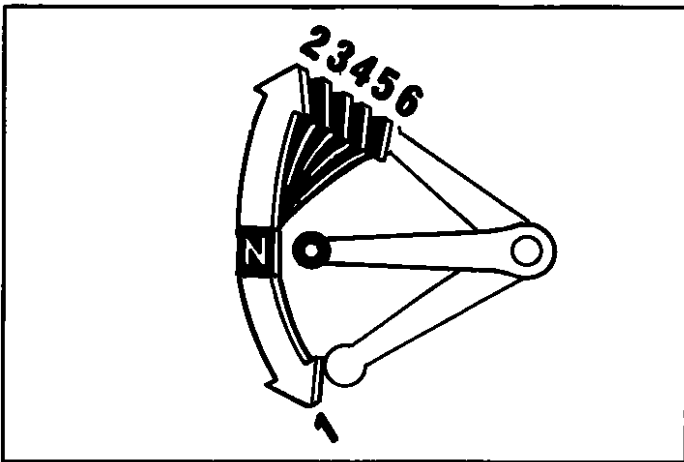
During the first 1,000 km (600 miles), do not operate the motorcycle at more than 80% of the lower RED ZONE RPM limit (10,500 rpm) in any gear. Avoid full throttle operation, and do not operate for a long time at one speed.

During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in maintenance at 1,000 km (600 mile) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

RIDING

WARNING

- * *Review Motorcycle Safety (pages 1—9) before you ride.*
- * *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*



Shifting pattern

Proper shifting will provide better fuel economy and longer machine life.

When changing gears under normal conditions, use these recommended shifting points;

Speed range		
1st	0~32 mph	0~ 50 km/h
2nd	10~50 mph	15~ 80 km/h
3rd	16~62 mph	25~100 km/h
4th	22~74 mph	35~120 km/h
5th	28~87 mph	45~140 km/h
6th	above 32 mph	above 50 km/h

Do not exceed the shifting points shown in the table below when downshifting.

Maximum shifting down points		
From 6th to 5th	87 mph	140 km/h
From 5th to 4th	68 mph	110 km/h
From 4th to 3rd	56 mph	90 km/h
From 3rd to 2nd	43 mph	70 km/h
From 2nd to 1st	25 mph	40 km/h

1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gearshift pedal.
3. Slowly release the clutch lever while gradually increasing speed. Coordination of these two operations will assure a smooth start.
4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch lever again and shift into 2nd by raising the shift pedal. Do the same for the other gears,
5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.

 **WARNING**

- * *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

CAUTION:

- * *Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
- * *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*
- * *Do not exceed 10,500 rpm when running the engine without a load. Serious engine damage may result.*

NOTE:

- * The battery will not charge while the engine speed is below 1,200 rpm. Avoid idling for prolonged periods.

BRAKING

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

WARNING

- * *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
- * *When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.*
- * *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.*
- * *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the ignition switch OFF.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

* *Park the motorcycle on firm, level ground to prevent overturning.*

3. Lock the steering to help prevent theft (page 24). Remove the key.

NOTE:

* When stopping for a short time near traffic at night, the ignition switch may be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P for too long a time.

ANTI-THEFT TIPS

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

NAME: _____

ADDRESS: _____

PHONE NO.: _____

SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to “TUBELESS TIRES” on pages 5—7. Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

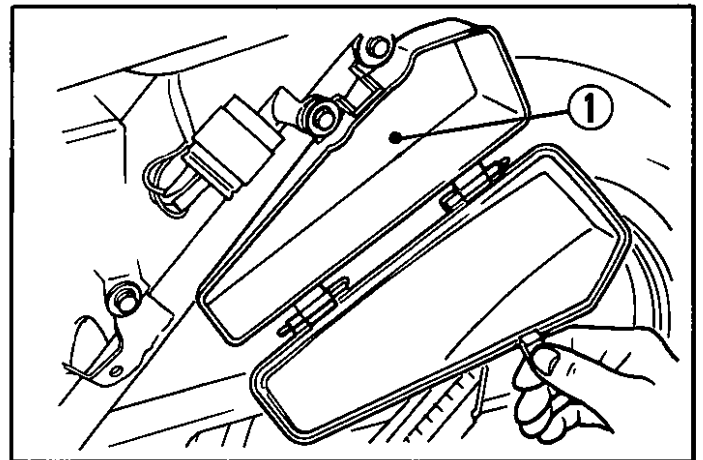
WARNING

- * *Stop the engine and support the motorcycle securely on a level surface before performing these procedures.*

TOOL KIT

The tool compartment (1) is mounted on the left side behind the side cover. Open the tool compartment lid and remove the tool kit. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 5 mm hex wrench
- 8 x 12 mm open end wrench
- 10 x 14 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 phillips screwdriver
- No. 3 phillips screwdriver
- Screwdriver grip
- Spark plug wrench
- 21 x 30 mm offset wrench
- 24 mm box end wrench
- 12 mm box end wrench
- Handle for spark plug wrench and screwdriver
- Fuse puller
- Tool bag



(1) Tool compartment

Front Wheel Removal

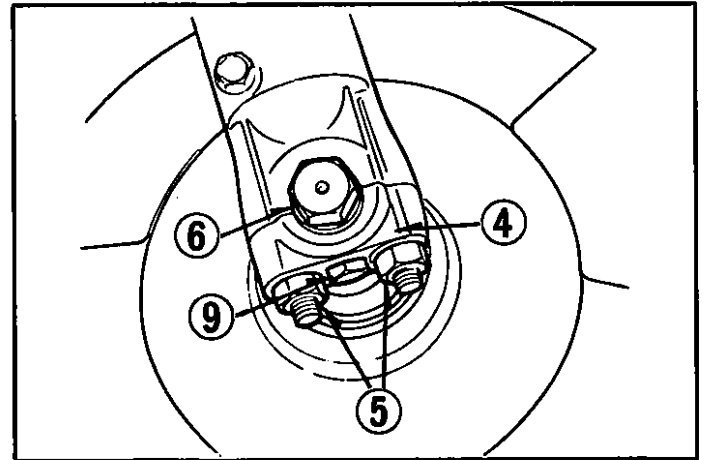
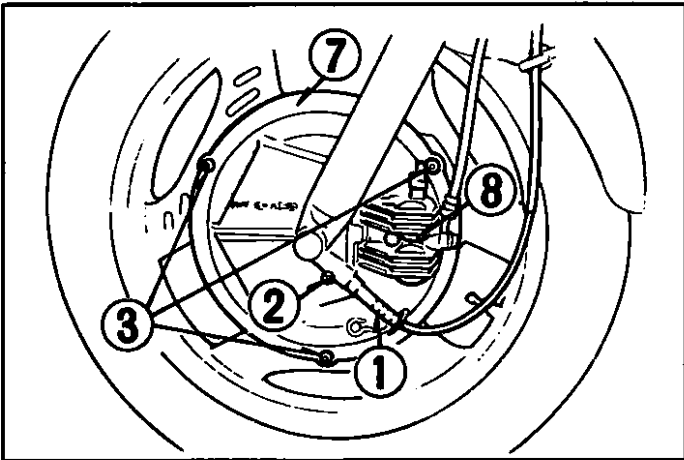
1. Disconnect the speedometer cable (1) by unscrewing the speedometer cable setting screw (2).
2. Remove the front brake cover setting nuts and bolts (3).
3. Raise the front wheel off the ground by placing a support block under the engine.
4. Remove the axle holder (4) by removing the axle holder nuts (5). Remove the axle (6).

5. Remove the brake disc cover (7) and separate brake caliper (8) with the brake disc from the wheel hub. Support brake caliper on a support block.

CAUTION:

- * *Do not hang the front brake caliper assembly to avoid damage to the brake hose.*

6. Remove the front wheel.



Installation Notes:

To install the front wheel assembly, align the cut-ways in the brake disc with the retainers on front wheel hub and align the speedometer gearbox in brake caliper with the gearbox retainer in the wheel and with groove (1) in brake caliper, bracket (2) with tongue (3) on left fork leg.

Insert the front axle and tighten to specified torque.

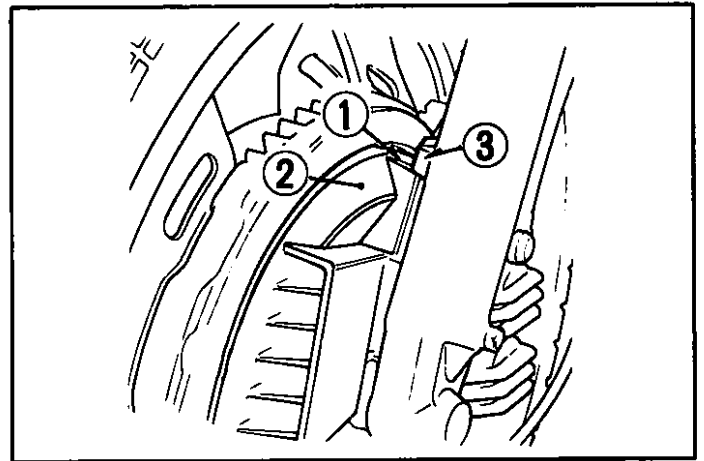
Axle: 55—65 N·m

(5.5—6.5 kg-m, 39—49 ft-lb)

Install the axle holder facing the arrow mark (9) to front and tighten the forward nut first and the nut to specified torque.

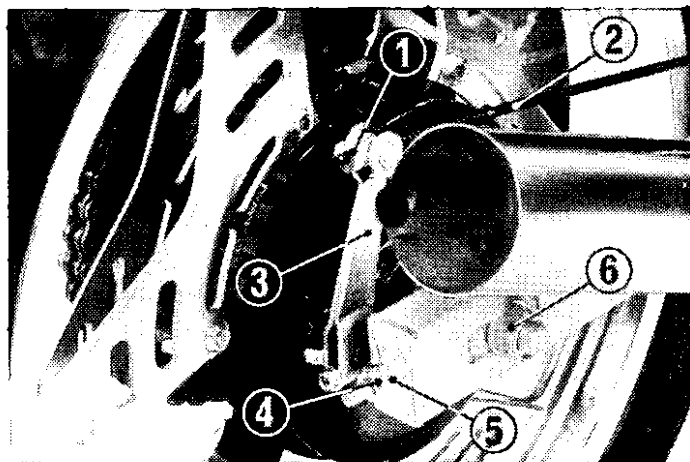
Axle holder nut: 18—25 N·m

(1.8—2.5 kg-m, 14—19 ft-lb)



Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.
3. Loosen the drive chain adjuster lock nut (4) and adjusting nut (5) on each side of the swingarm.
4. Remove the rear axle nut (6) and pull out the axle. Push the wheel forward and derail the drive chain from the rear sprocket.
5. Remove the wheel.



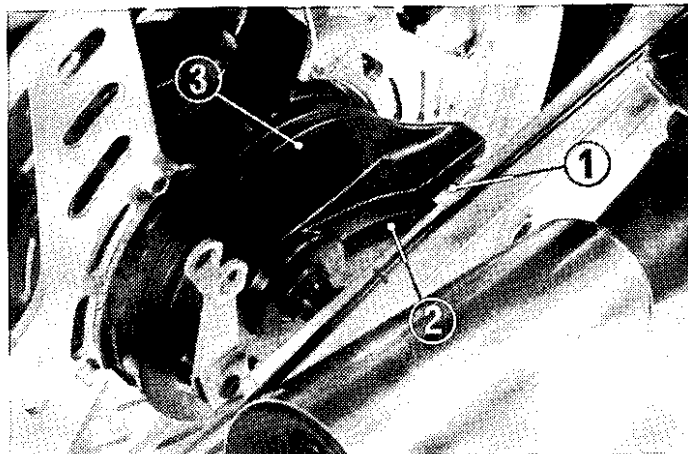
- | | |
|-------------------|-------------------|
| (1) Adjusting nut | (5) Adjusting nut |
| (2) Brake rod | (6) Axle nut |
| (3) Brake arm | |
| (4) Lock nut | |

Installation Notes:

- To install the rear wheel, reverse the removal procedure. Be sure to tighten the axle nut.
Axle nut torque:
7.0—10.0 kg-m (51—72 ft-lb)
- Position the lug (1) on the swingarm is located in the slot (2) in the brake panel (3).
- Adjust the brake (page 62) and drive chain (pages 68—72)
- Apply the brake several times and check for free wheel rotation when released.

WARNING

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



(1) Lug (3) Brake panel
(2) Slot

FUSE REPLACEMENT

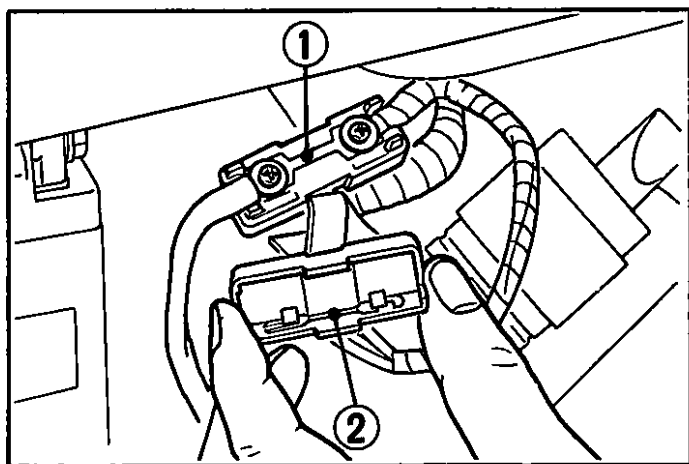
The main fuse (1), located near the battery on the positive lead, is 30A.

The fuse box (4) is located between the handlebars. The specified fuses are 15A.

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

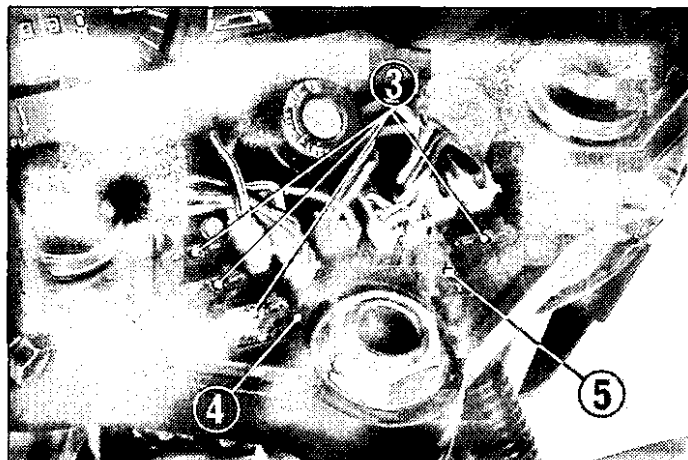
CAUTION:

* *Turn the ignition switch OFF before checking or replacing fuses to prevent accidental short-circuiting.*



(1) Main fuse

(2) Spare main fuse



(3) Fuses

(4) Fuse box

(5) Spare fuse

To replace fuses (3) in the fuse box (4), remove the screws and the fuse box cover. Work the old fuse out of the clips, while moving the hook out of the way with a screwdriver, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

 **WARNING**

- * *Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.*
- * *Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.*

MAINTENANCE

- **When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.**
- **These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.**

 **WARNING**

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

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 33) at each scheduled maintenance period.

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

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

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE 3]				Refer to
			1,000 km (600 mi)	6,000 km (3,600 mi)	12,000 km (7,200 mi)	18,000 km (10,800 mi)	
* FUEL LINE				I	I	I	
* FUEL STRAINER			C	C	C	C	
* THROTTLE OPERATION & OIL PUMP SYNCHRONIZATION			I	I	I	I	
* CARBURETOR-CHOKE				I	I	I	
AIR CLEANER		NOTE 1		C	C	C	Page 57
SPARK PLUGS				R	R	R	Page 55
* ENGINE OIL FILTER		YEAR	C		C		
TRANSMISSION OIL			R		R		Pages 53—54
* CARBURETOR-IDLE SPEED			I	I	I	I	
* CARBURETOR SYNCHRONIZATION			I	I	I	I	
RADIATOR COOLANT				I	I	*R	Pages 31—32
* RADIATOR CORE				I	I	I	
* H. & C. OF COOLING SYSTEM			I	I	I	I	

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE 3]				Refer to
			1,000 km (600 mi)	6,000 km (3,600 mi)	12,000 km (7,200 mi)	18,000 km (10,800 mi)	
DRIVE CHAIN		NOTE 2	I, I EVERY 1,000 km (600 mi)				Pages 68—72
BATTERY		MONTH	I	I	I	I	Pages 75—76
BRAKE FLUID (FRONT)		MONTH I 2 YEARS *R	I	I	I	*R	Page 62
BRAKE SHOE/PAD WEAR				I	I	I	Pages 64—65
BRAKE SYSTEM			I	I	I	I	
* BRAKE LIGHT SWITCH			I	I	I	I	
* HEAD LIGHT AIM			I	I	I	I	
CLUTCH			I	I	I	I	Pages 60—61
SIDE STAND				I	I	I	Page 73
* SUSPENSION			I	I	I	I	
* NUTS, BOLTS, FASTENERS			I	I	I	I	
** WHEELS			I	I	I	I	
** STEERING HEAD BEARING			I	I	I	I	
** COMBUSTION CHAMBER & MUFFLER DECARBONIZATION					C		

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS THE PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.

NOTES: 1. Service more frequently when riding in dusty areas.

2. Service more frequently when riding in rain, or at full throttle.

3. For higher odometer reading, repeat at the frequency interval established here.

MAINTENANCE RECORD

Km (miles)	Performed By	Odometer	Date
1,000 (600)			
6,000 (3,600)			
12,000 (7,200)			
18,000 (10,800)			

- Make sure that whoever performs the maintenance completes this record.
All scheduled maintenance including the 1000Km (600 mile) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

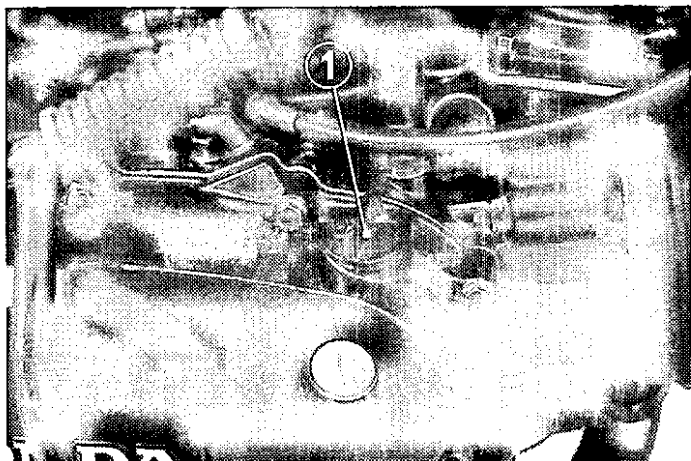
TRANSMISSION OIL

Change the transmission oil when specified by the maintenance schedule.

NOTE:

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

1. Remove the oil filler cap (1) from the right crankcase cover.



(1) Oil filler cap

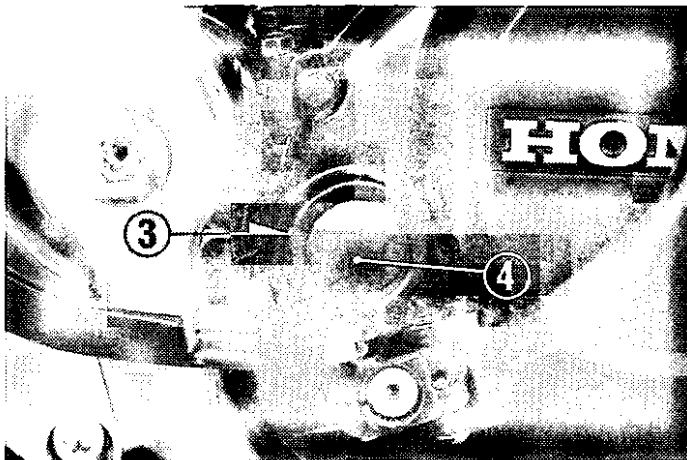
2. Place an oil drain pan under the crankcase and remove the oil drain plug (2).
3. With the ignition switch OFF, operate the kickstarter several times to drain any oil which may be left in the engine.
4. After the oil has completely drained, make sure the sealing washer on the drain plug is in good condition.
5. Install the drain plug.

Drain plug torque: 25—35 N·m
(2.5—3.5 kg-m 18—25 ft-lb)



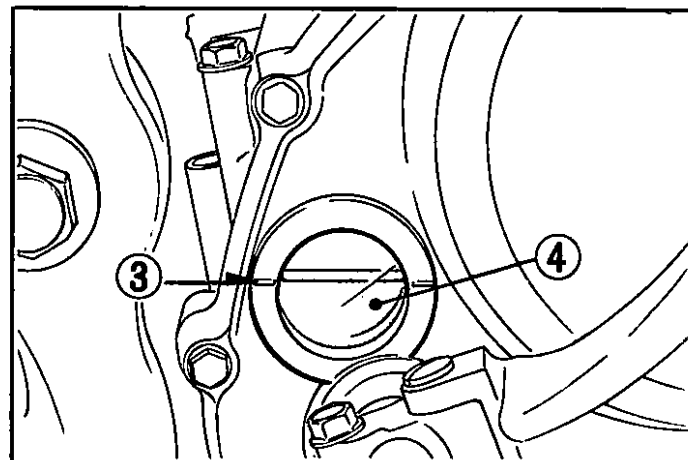
(2) Oil drain plug

6. Fill the crankcase with approximately 1.5ℓ (1.6 US quarts) of the recommended grade oil.
7. Install the oil filler cap.
8. Start the engine and let it idle for a few minutes.
9. Stop the engine. Make sure the oil level is at the upper level mark (3) in oil level inspection window (4). With the motorcycle on its center stand and that there are no oil leaks.



(3) Upper level

(4) Oil level inspection window



Spark Plugs

CAUTION:

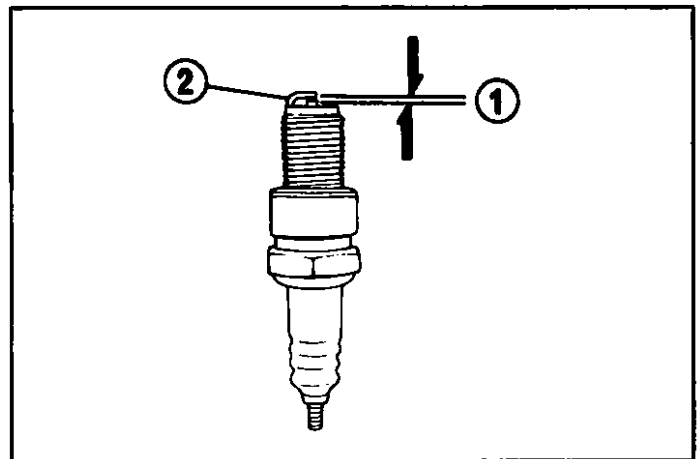
- * *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*
- * *Never use a spark plug with an improper heat range. Select the right replacement spark plugs in accordance with the following specifications.*

Recommended spark plugs:

	Front cylinders	Rear cylinder
Standard	B9ES (NGK) or W27ES-U (ND)	B9ES (NGK) or W27ES-U (ND)
Optional spark plug	B8ES (NGK) or W27ES-U (ND)	B9ES (NGK) or W27ES-U (ND)

1. Disconnect the spark plug cap and remove the plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

3. Measure with a feeler gauge and adjust to 0.7—0.8 mm (0.028—0.031 in) (1) by bending the side electrode (2). Do not overtighten.



(1) Spark plug gap (2) Side electrode

IDLE SPEED

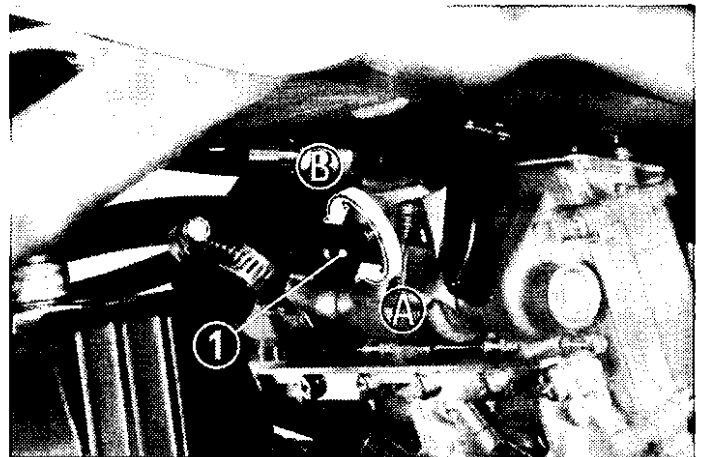
See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

* The engine must be warm for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

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

Idle Speed: 1300 ± 100 rpm
(In neutral)



(1) Throttle stop screw

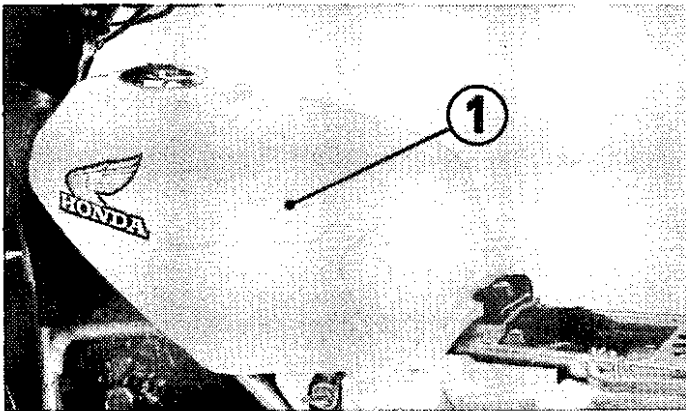
(A) Increase rpm

(B) Decrease rpm

Air Cleaner

The air cleaner should be serviced at regular intervals (page 50). When riding in dusty areas, service more frequently.

1. Remove the seat and the side covers.
2. Remove the fuel tank mounting bolt and disconnect the fuel line and vacuum tube from the carburetor. Remove the fuel tank (1).
3. Remove five screws (2) and the air cleaner cover (3).
4. Take out the air cleaner element (4).
5. Wash the element in ran-flammable or high flash point solvent and let it dry thoroughly.



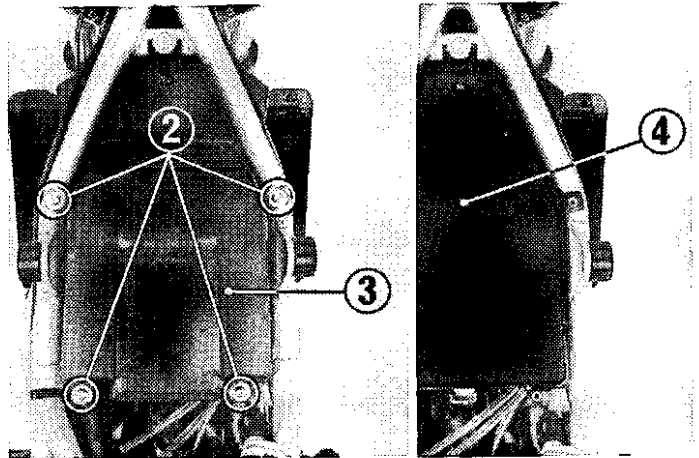
(1) Fuel tank

WARNING

- * *Never use gasoline or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.*
6. Soak the element in gear oil (SAE 80—90) until saturated, then squeeze out the excess oil.
 7. Install the removed parts in the reverse order of disassembly.

NOTE:

- * Reinstall the fuel line and vacuum tube properly.



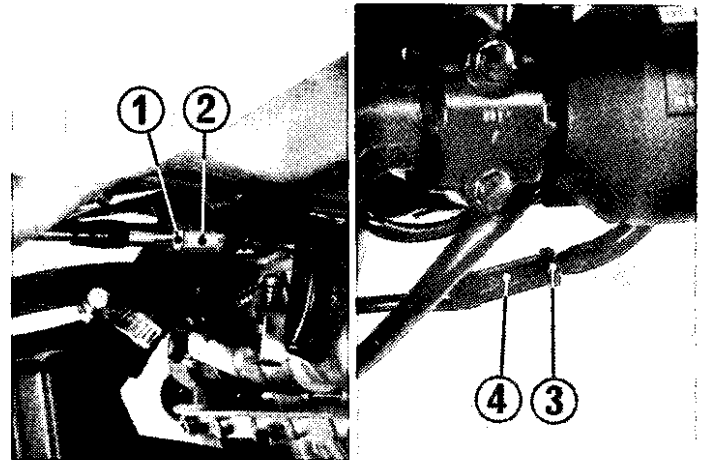
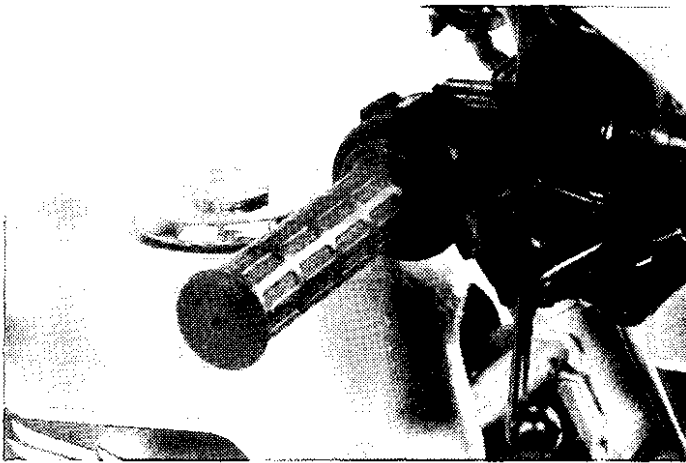
(2) Screws

(3) Air cleaner cover

(4) Air cleaner element

Throttle Operation

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Check the throttle grip free play at the grip. Standard free play should be approx. 2—6 mm of the grip rotation. To adjust the play, loosen the lock nut [(1), (3)] and turn the adjuster [(2), (4)].



(1) Lock nut
(2) Upper adjuster

(3) Lock nut
(4) Lower adjuster

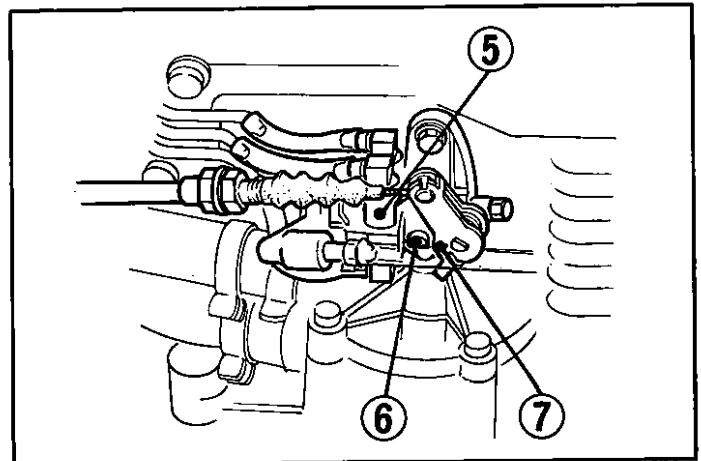
3. Check for correct synchronization of the oil pump (5) under the crankcase. Check the reference mark (6) aligns with the index mark (7) with the throttle fully opened. See your authorized Honda dealer if any misalignment occurs.

CAUTION:

* *Failure to perform oil pump synchronization may result in serious engine damage.*

(A) Open

(B) Closed



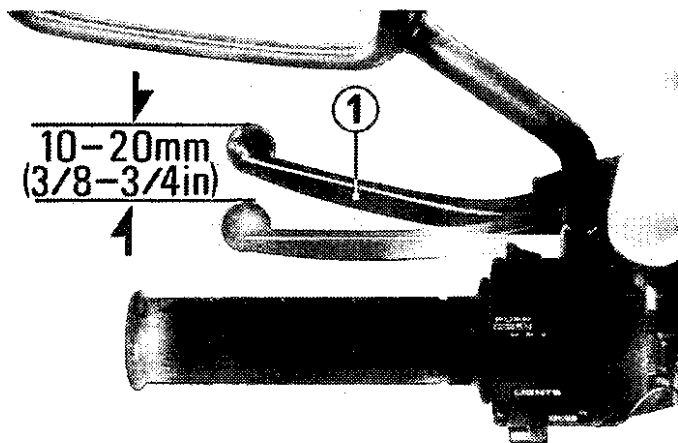
(5) Oil pump

(7) Index mark

(6) Reference mark

CLUTCH

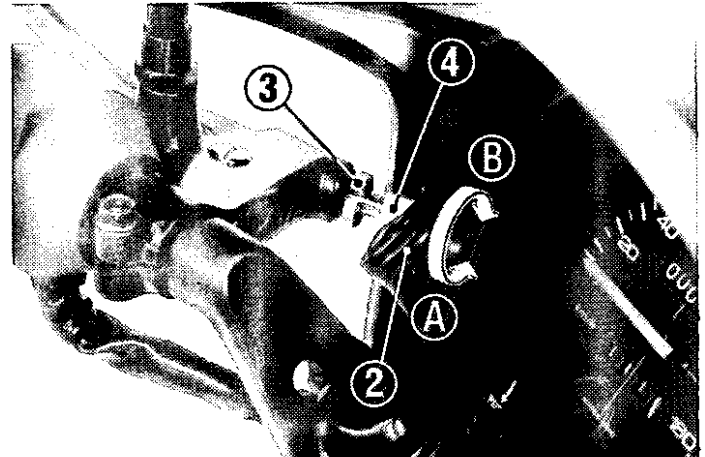
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Normal clutch lever free play should be 10–20 mm (3/8–3/4 in) at the lever (1). Minor adjustments can be made with the clutch cable adjuster (4) at the lever.



(1) Clutch lever

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1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, make a major adjustment. Loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and pull on the dust cover.



(2) Dust cover

(3) Lock nut

(4) Clutch cable adjuster

(A) Decrease free play

(B) Increase free play

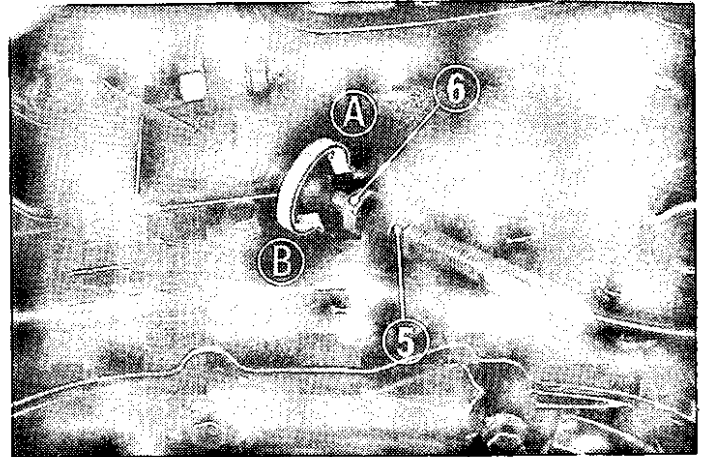
3. At the lower end of the cable, loosen the lock nut (5). Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

NOTE:

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

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



- | | |
|-------------------|------------------------|
| (5) Lock nut | (A) Decrease free play |
| (6) Adjusting nut | (B) Increase free play |

FRONT BRAKE

This motorcycle has hydraulic front disc brake. As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control level free play becomes excessive and the brake pads are not worn beyond the recommended limit (page 64), there is probably air in the brake system and it must be bled out. See your authorized Honda dealer for this service.

Brake Fluid Level:

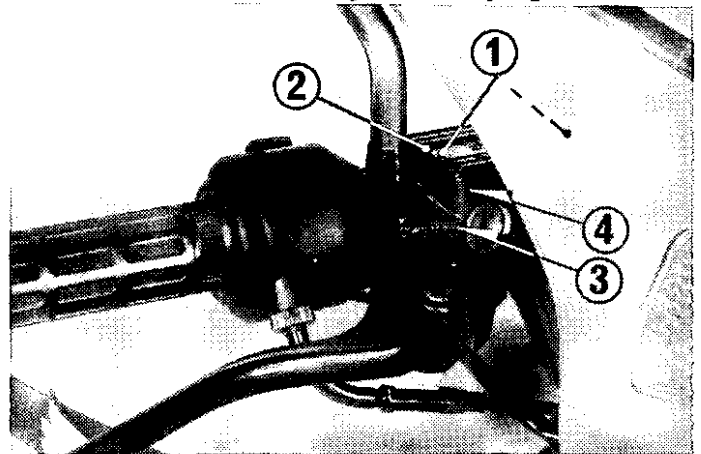
WARNING

* *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Remove the screws (1), reservoir cover (2), and diaphragm. Whenever the level is near the lower level mark (3) on the reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container up to the upper level mark (4). Reinstall the diaphragm and cover (2). Tighten the screws (1) securely.

CAUTION:

* *When adding brake fluid, be sure the reservoir is horizontal before the cover is removed or brake fluid may spill out.*



(1) Screws

(2) Reservoir cover

(3) Lower level mark

(4) Upper level mark

- * Use only DOT 3 brake fluid from a sealed container.***
- * Handle brake fluid with care because it can damage paint and instrument lenses.***
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.***

Brake pads

(Front wheel)

Squeeze the brake lever several times, then check both pads for excessive wear.

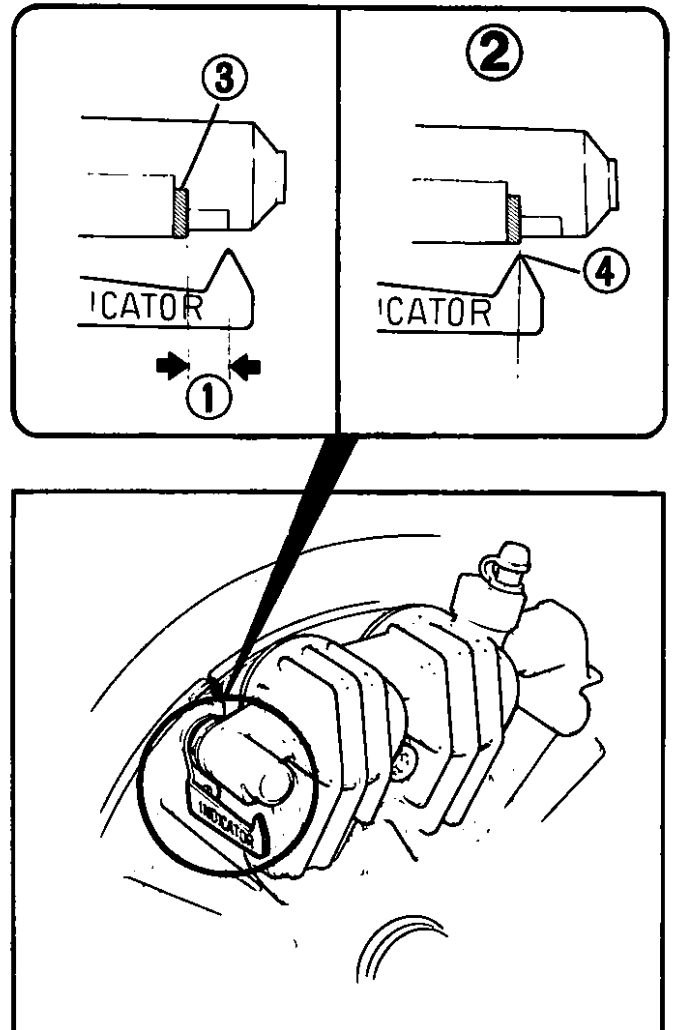
Inner pad inspection:

If the end of the wear indicator aligns with the red zone, the pad is worn excessively and must be replaced with a new one.

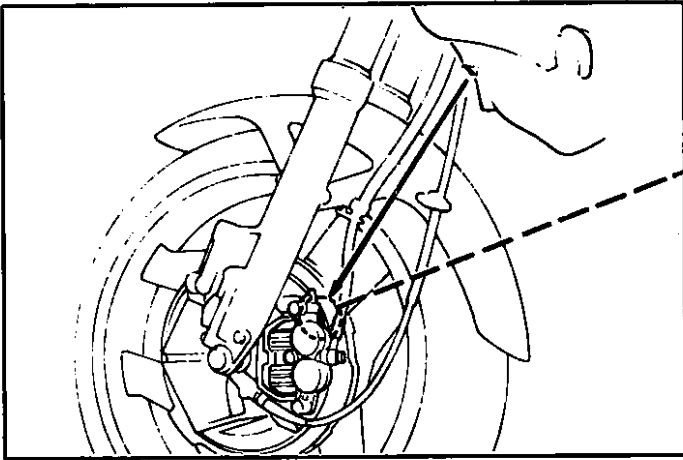
NOTE:

* Use only genuine Honda replacement brake pads offered by authorized Honda dealers or its equivalent. See your authorized dealer for brake service.

- (1) Range
- (2) Wear limit
- (3) Red zone
- (4) End of wear indicator



Outer pad inspection:

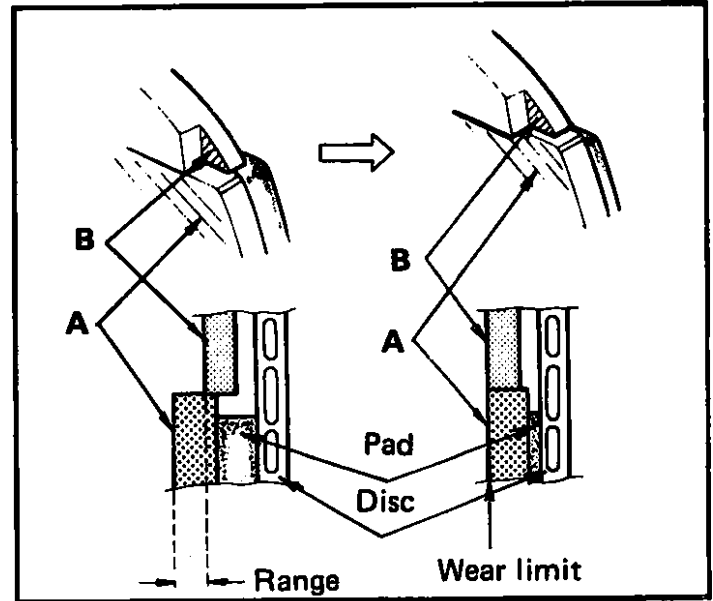
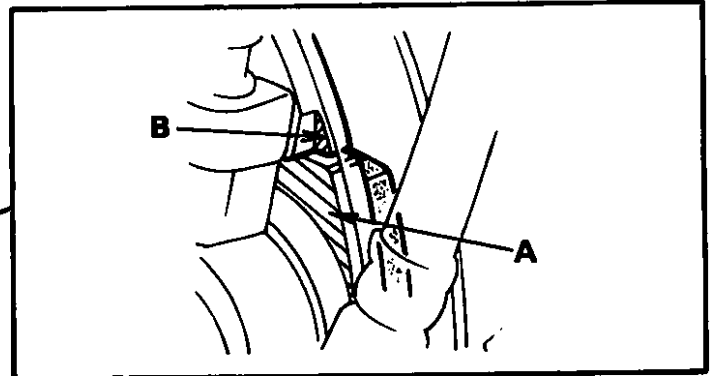


Replace the pad with a new one if the surface A (back of the brake pad) aligns with the surface B as shown.

If either pad is worn beyond the above limit, both pads must be replaced. Make sure there are no fluid leaks. Check for deterioration or cracks in the hose fitting.

NOTE:

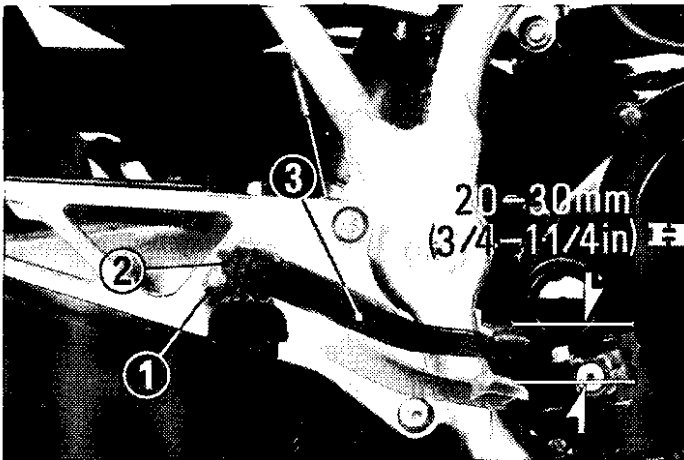
* Use only genuine Honda replacement brake pads offered by authorized Honda dealers or its equivalent. When the brake service is necessary, consult your Honda dealer.



REAR BRAKE

Adjustment:

1. Place the motorcycle on its center stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height.
To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.
3. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.



(1) Stopper bolt
(2) Lock nut

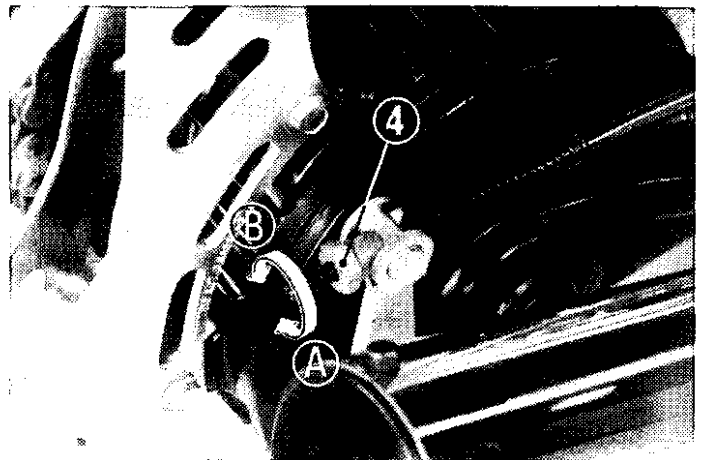
(3) Rear brake pedal

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Free play should be 20—30 mm (3/4—1-1/4 in). If adjustment is necessary, turn the rear brake adjusting nut (4).

NOTE:

- * Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
- * If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.



(4) Adjusting nut

(A) Decrease free play
(B) Increase free play

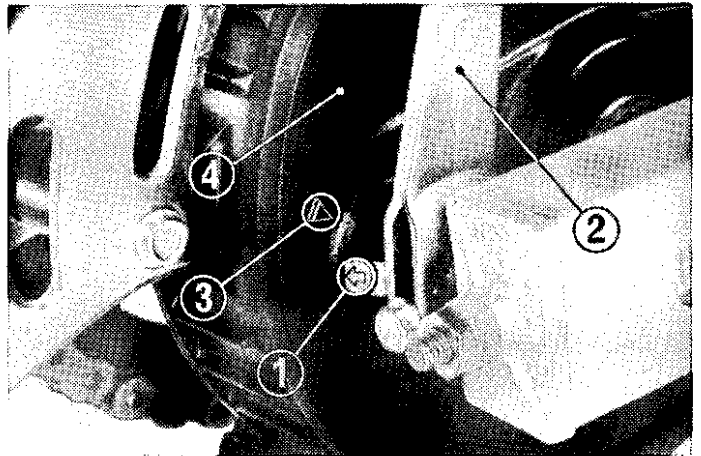
4. Apply the brake several times and check for free wheel rotation when released.

Other Checks:

Make sure the brake rod, brake arm, spring and fasteners are in good condition.

Wear Indicator:

When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.



- | | |
|---------------|--------------------|
| (1) Arrow | (3) Reference mark |
| (2) Brake arm | (4) Brake panel |

DRIVE CHAIN

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

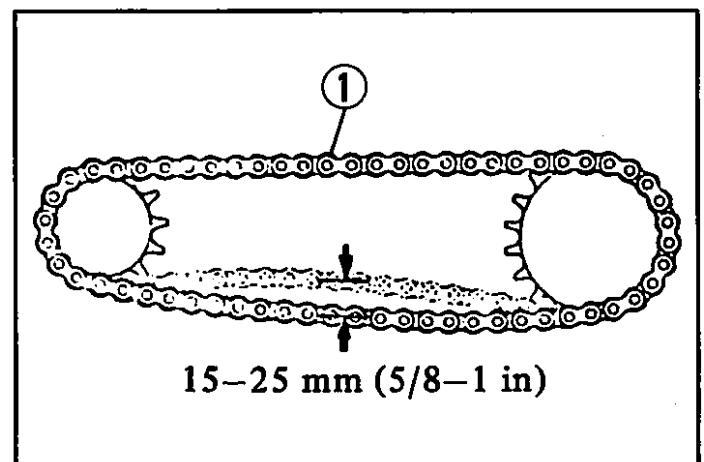
The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 33). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its center stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
Drive chain slack should be adjusted to allow approximately 15—25 mm (5/8—1 in) vertical movement by hand. Rotate the rear wheel and check drive chain slack as the wheel turns.

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Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



(1) Drive chain

3. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

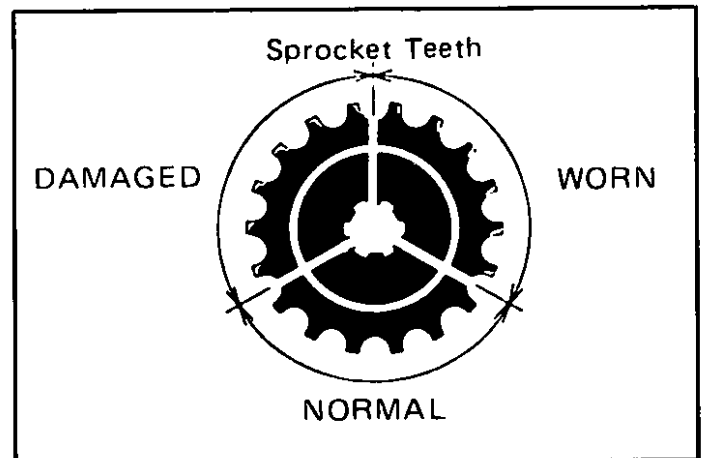
DRIVE CHAIN

- * Damaged Rollers
- * Loose Pins
- * Dry or Rusted Links
- * Kinked or Binding Links
- * Excessive Wear
- * Improper Adjustment
- * Missing O-rings

SPROCKETS

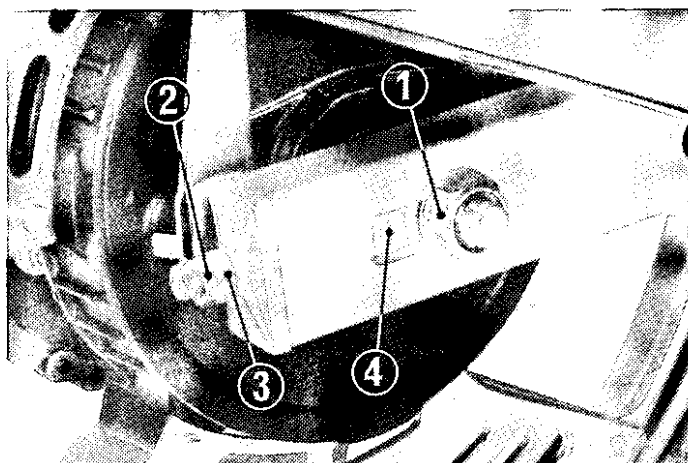
- * Excessively Worn Teeth
- * Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.



Adjustment:

Drive chain slack should be checked and adjusted if necessary, every 1,000 km (600 miles). When operated at sustained high speeds, or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



(1) Axle nut (3) Drive chain adjusting
(2) Lock nut (4) Graduations

To adjust the drive chain:

1. Turn the engine off, place the motorcycle on its center stand and shift the transmission to neutral.
2. Loosen the axle nut (1).
3. Loosen both lock nuts (2) and turn both adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust to provide 15–25 mm (5/8–1 in) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.
4. Check that the rear axle is aligned correctly by making sure the covres ponding scale graduations (4) on both sides of the chain adjuster. (4) align with the rear edge of the ajusting slots. Align the axle, if necessary, and recheck chain slack.

5. Tighten both lock nuts (2).
6. Tighten the axle nut. Torque the axle nut to 7.0—10.0 kg-m (51—72 ft-lb).

CAUTION:

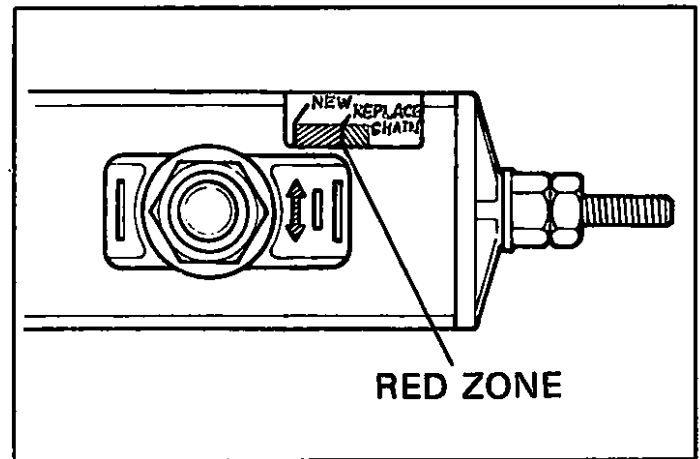
- * *The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing and replacing the chain.*

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone on the label aligns with the arrow on the chain adjuster after the chain has been adjusted to 15—25 mm (5/8—1 in) slack, the chain is excessively worn and must be replaced.

CAUTION:

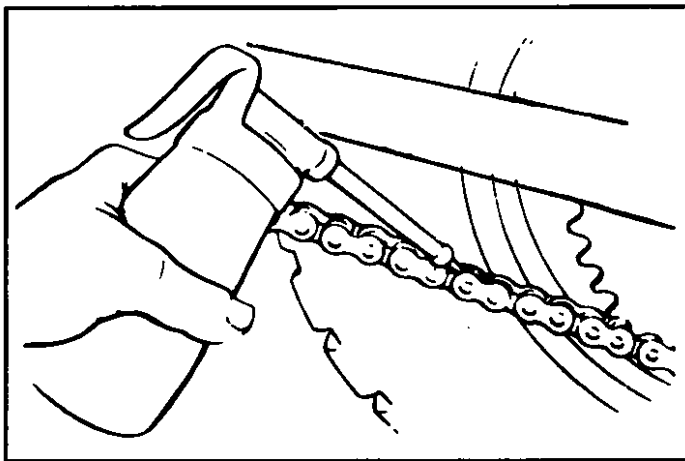
- * *Excessive chain slack, 50 mm (2 in) or more, may damage the bottom part of the frame.*



Lubrication and cleaning:

Lubricate every 1000 Km (600 miles) or sooner if chain appears dry.

The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings. Replacement Chain: DID 520V-104LE or RK520SM-104LE



Front and Rear Suspension Inspection

1. Check the front fork assembly by locking the front brake and pumping the forks up and down vigorously. Suspension action should be smooth and there must be no oil seepage.
2. Check for play in the swingarm by moving the rear wheel sideways.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

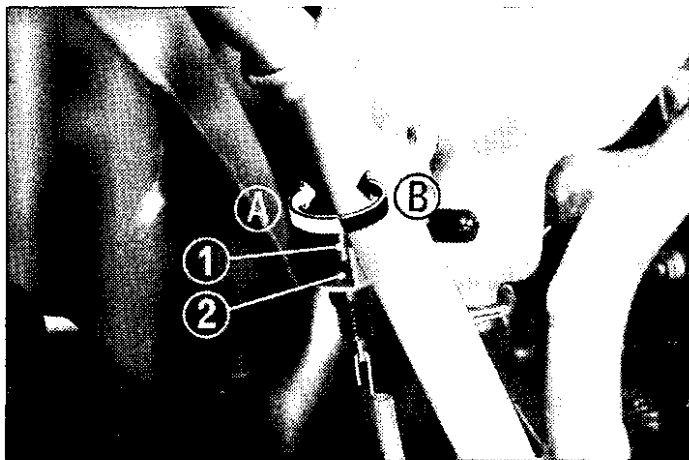
Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement.

If the side stand is squeaky or stiff, clean the pivot area and lubricate the pivot bolt with engine oil.

Stoplight Switch Adjustment

The stoplight switch (1) is on the fram behind the right side cover. Check for proper function regularly.

To adjust, turn the adjusting nut (2) in the direction (A) if the switch operates too late or in the direction (B) if the switch operates too soon.



(1) Stoplight switch

(2) Adjusting nut

BATTERY

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery electrolyte:

The battery (1) is behind the left side cover. Remove the side cover. Disconnect the battery breather tube (2). Remove the nut (3) and open the battery holder (4). Disconnect the negative (-) terminal lead (5) from the battery, then disconnect the positive (+) terminal lead (6). Pull out the battery and check the electrolyte.

The electrolyte level must be maintained between the upper (7) and lower (8) level marks on the side of the battery. If the electrolyte level is near the lower level, remove the battery filler caps (9).

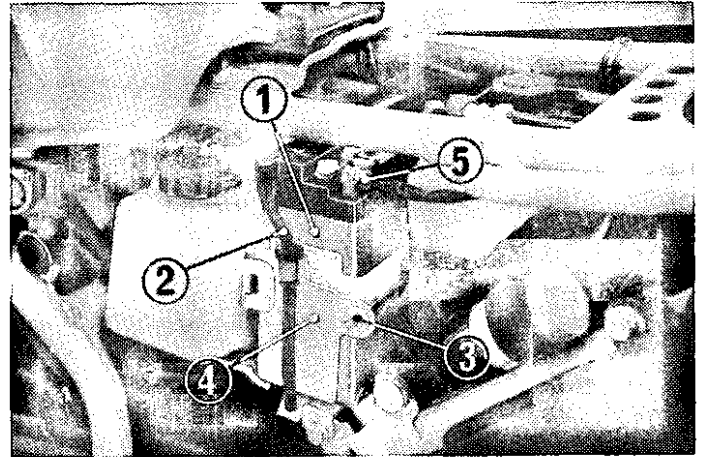
Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

CAUTION:

* *When checking the battery electrolyte level or adding distilled water, make sure the breather tube (2) is connected to the battery breather outlet.*

NOTE:

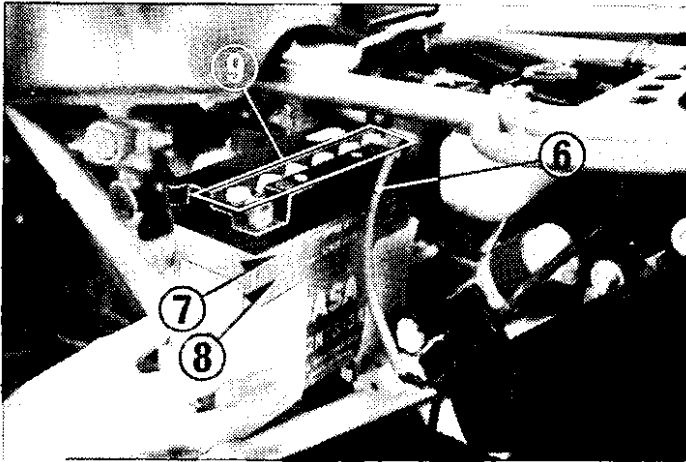
* Use only distilled water in the battery. Tap water may shorten the service life of the battery.



- (1) Battery
- (2) Battery breather tube
- (3) Nut
- (4) Battery holder
- (5) Negative (-) terminal lead

WARNING

- * *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.*



- (6) Position (+) terminal lead
- (7) Upper level mark
- (8) Lower level mark
- (9) Filler caps

- * *Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*
- * **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

- * *The battery breather tube (2) must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, coolant or hydraulic fluid seepage.

CAUTION:

- * *Do not let battery electrolyte or other acid chemicals get on the windshield. They will damage the plastic.*
- * *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*
 - Wheel Hubs Brake Master Cylinder*
 - Carburetors Radiator fins*
 - Instruments Muffler Outlets*
 - Handlebar- Under Fuel Tank*
 - Switches Under Seat*
 - Ignition Switch Drive Chain*

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

2. Dry the motorcycle, start the engine, and let it run for several minutes.

WARNING

- * *Braking performance may be impaired immediately after washing the motorcycle.*
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
 4. Lubricate the drive chain immediately after washing and drying the motorcycle.

SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	2,010 mm (79.1 in)
Overall width	735 mm (28.9 in)
Overall height	1,155 mm (45.5 in)
Wheelbase	1,370 mm (53.9 in)
Ground clearance	165 mm (6.5 in)
CAPACITIES	
Transmission oil	1.5 ℓ (1.6 US qt) after draining
Fuel tank	17.0 ℓ (4.5 US gal)
Fuel reserve	2.6 ℓ (0.7 US gal)
Cooling system capacity	1.8 ℓ (1.9 US qt)
Passenger capacity*	Operator and one passenger, only with passenger seat installed*
Vehicle capacity load	170 kg (375 lbs)

* Capacity for operator only with travel trunk installed.

ITEM			
ENGINE			
Bore and stroke		47.0 x 48.0 mm (1.85 x 1.89 in)	
Compression ratio		8.0 : 1	
Displacement		249 cc (15.2 cu-in)	
Spark plug		Front Cylinder	Rear Cylinder
Standard		B9ES (NGK) W27ES-U (ND)	B9ES (NGK) W27ES-U (ND)
For cold climate (Below 5°C, 41°F)		B8ES (NGK) W24ES-U (ND)	B9ES (NGK) W27ES-U (ND)
Spark plug gap		0.7—0.8 mm (0.028—0.032 in)	
Idle speed		1,300±100 rpm	

ITEM	
CHASSIS AND SUSPENSION Caster Trail Tire size, front Tire size, rear	26°50' 91 mm (3.6 in) 100/90-16 54S TUBELESS 110/80-18 58S TUBELESS
POWER TRANSMISSION Primary reduction Gear ratio, 1st 2nd 3rd 4th 5th 6th Final reduction	2.615 2.562 1.850 1.478 1.240 1.074 0.965 2.666

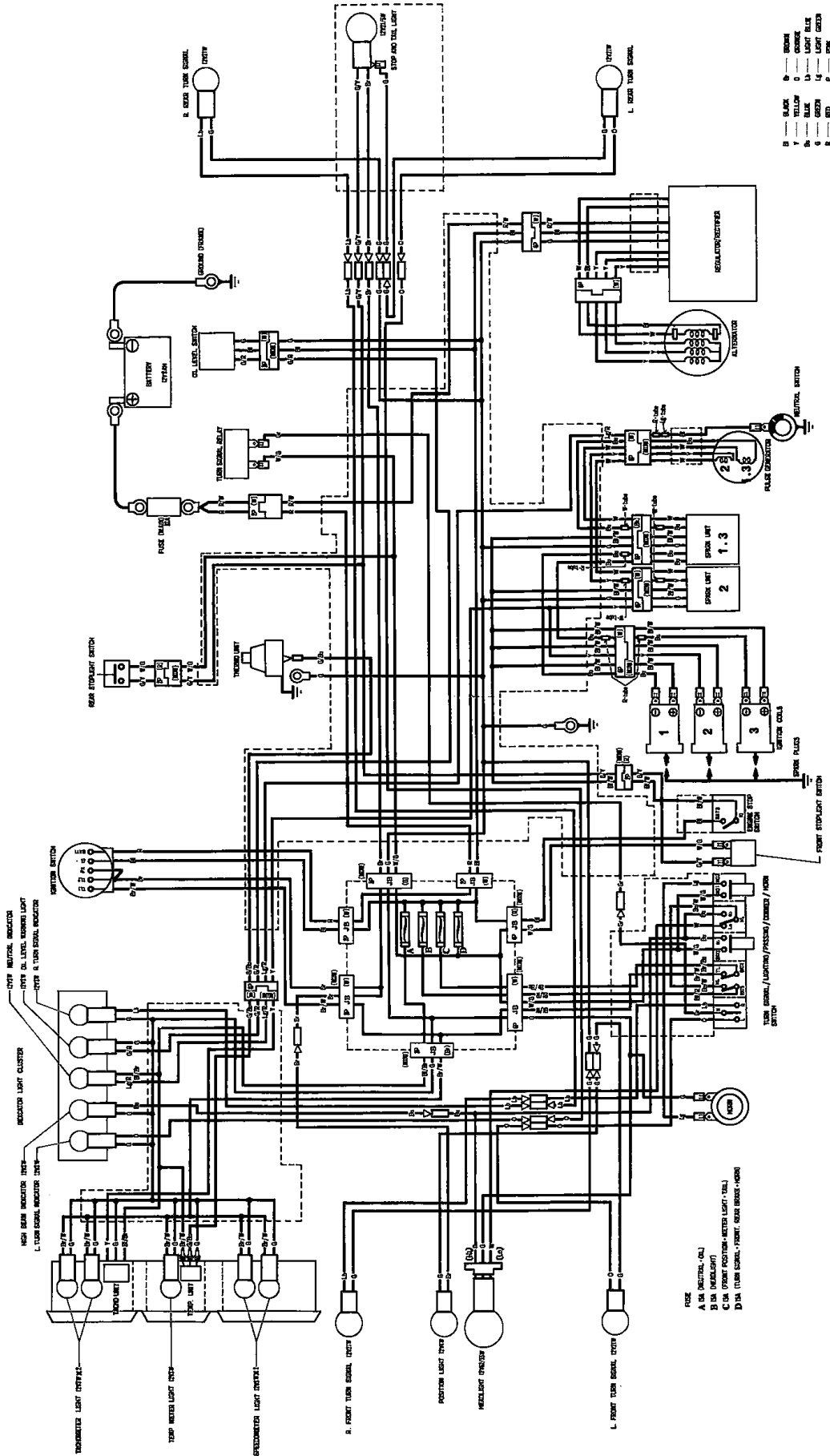
ITEM	
ELECTRICAL Battery Alternator	12V—7AH Alternator 0.2 kW/5,000 rpm
LIGHTS Headlight (HIGH/LOW) Tail/stoplight Turn signal Instrument lights Neutral indicator Turn signal indicator High beam indicator Oil level warning light FUSE	12V—60/55W H4 Bulb (Philips 12342/99, or equivalent) 12V—23/8W 12V—23W 12V—3W 12V—3W 12V—3W 12V—3W 12V—3W 15A 30A (Main fuse)

MEMO

MEMO

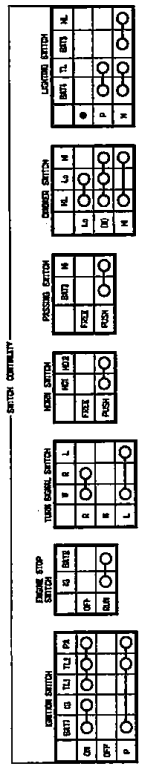
MEMO

MVX250F



- BLACK
- BROWN
- BLUE
- GREEN
- RED
- WHITE
- GRAY
- YELLOW
- PINK
- ORANGE
- PURPLE
- TEAL

0030Z-KG4-6800-J



- WIRE
- A IN (ACTUAL COIL)
- B IN (HEADLIGHT)
- C IN (FRONT POSITION-METER LIGHT-TAIL)
- D IN (TURN SIGNAL-FRONT-REAR BRAKE-HORN)

