



FOREWORD

It is with great pleasure that we welcome you as a new owner of the Honda motorcycle.

Further, we wish to thank you for selecting a Honda product.

The Honda C 50 and C 65 incorporate many new and special feature and have been produced in the factory is equipped with the latest production and test equipment, therefore, we are confident that your motorcycle will provide you with more than complete satisfaction.

This owner's manual is a guide for the proper operation and servicing of your motorcycle.

Read it thoroughly so that you will be able to maintain your motorcycle in the best of condition for the utmost in riding pleasure.

Your Honda dealer will provide you with complete periodic inspection and, furthermore, he is always happy to give you assistance in case you have any problem.

We wish you many miles of safe and happy motorcycling.

CONTENTS

NOMENCLATURE	4
SERIAL NUMBER LOCATION	8
OPERATING INSTRUCTIONS	9
● Instrument and indicator lamp	9
● Electrical controls	10
● Mechanical controls	13
● Fuel and oil	17
● Pre-riding inspection	20
● Starting the engine	21
● Break-in procedure	22
● Riding the motorcycle	23
● Brake	24
● Parking	24
MAINTENANCE	25
● Service schedule	25
● Maintenance operations	28
● Oil change	28

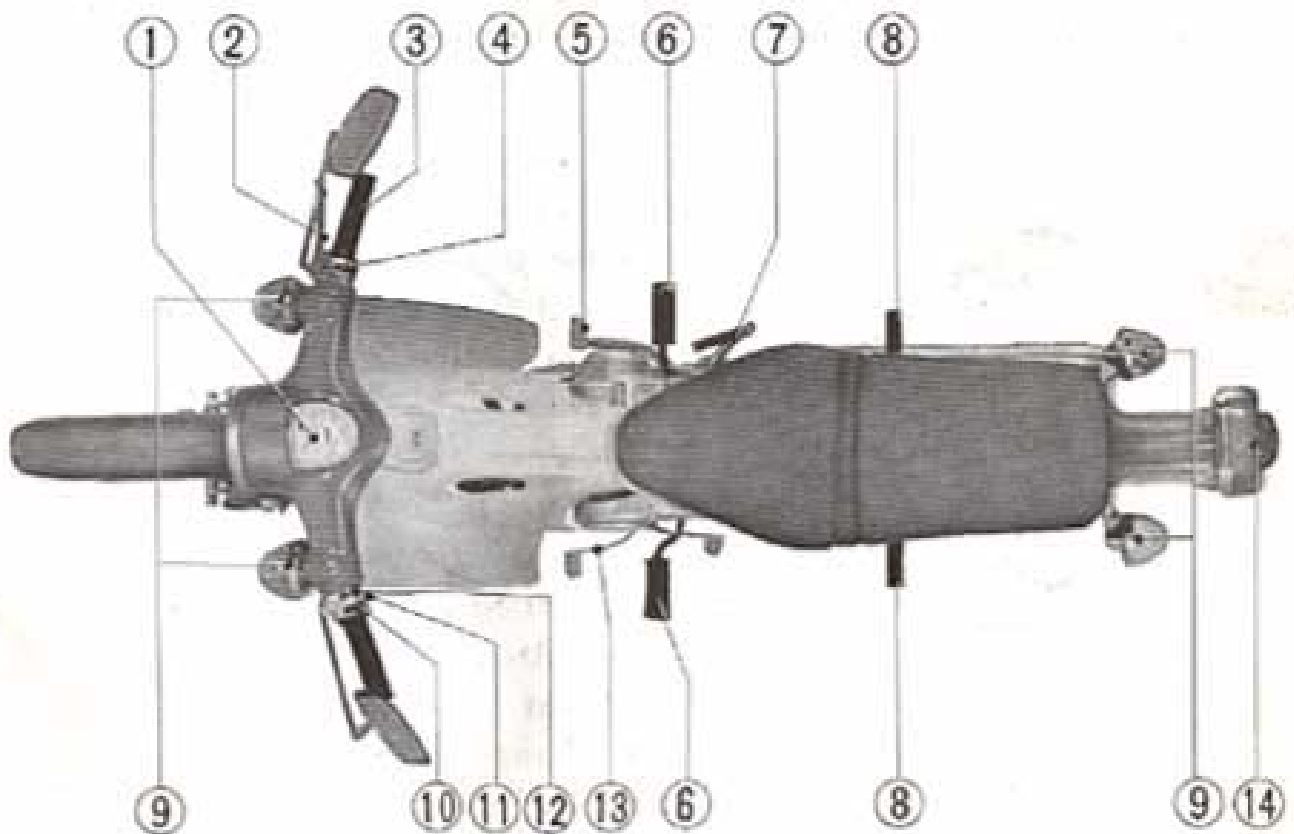
2

● Greasing	30
● Spark plug cleaning and adjustment	31
● Ignition timing adjustment	32
● Valve tappet clearance adjustment	34
● Air cleaner service	36
● Throttle grip play adjustment	37
● Carburetor adjustment	38
● Clutch adjustment	39
● Drive chain adjustment and lubrication	41
● Brake inspection and adjustment	45
● Battery service	48
● Wheel removal	51
● Headlight beam adjustment	52
● Stop light switch adjustment	53
● Light bulb replacement	53
TOOL KIT	56
SPECIFICATIONS	59
WIRING DIAGRAM	63

3

NOMENCLATURE

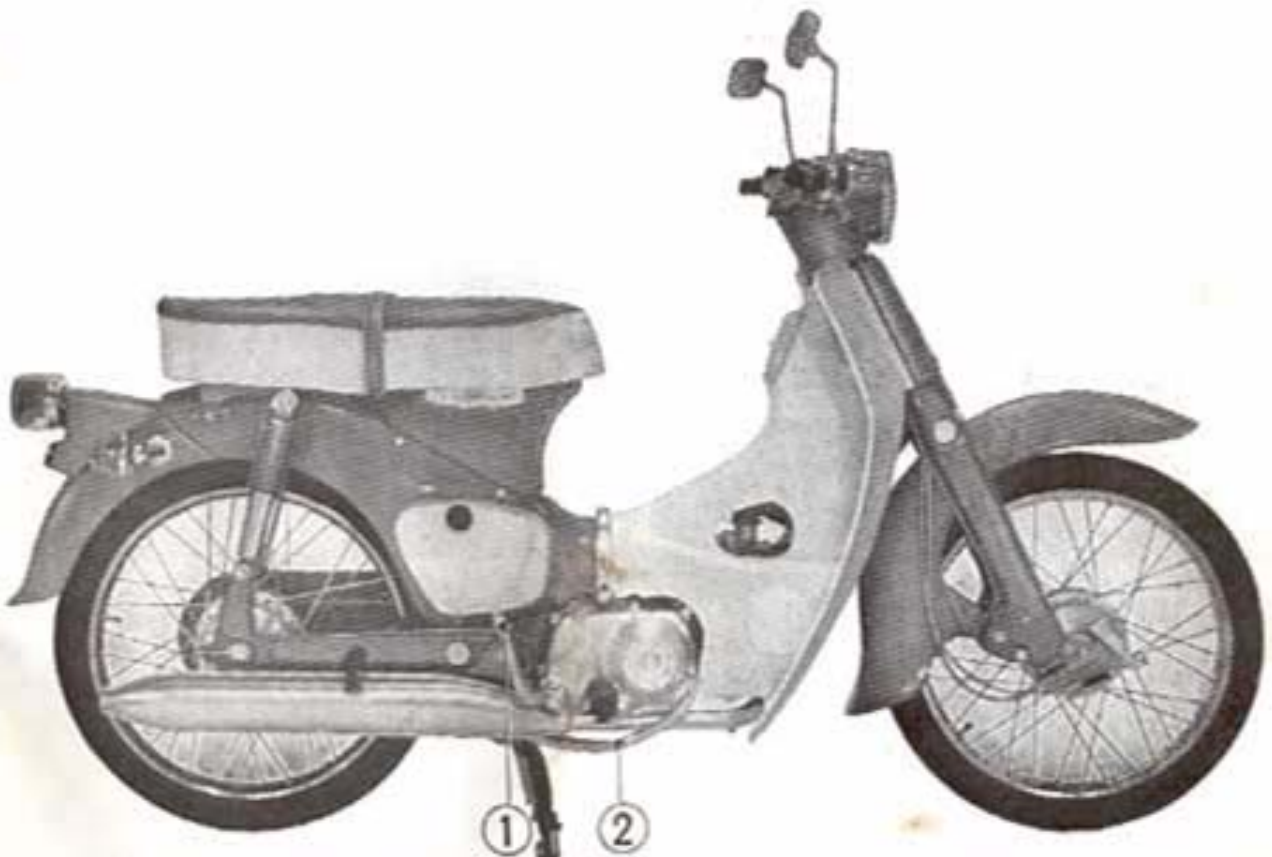
- ① Speedometer
- ② Front brake lever
- ③ Throttle grip
- ④ Turn signal light control switch
- ⑤ Rear brake pedal
- ⑥ Foot rests
- ⑦ Kick starter pedal
- ⑧ Pillion steps
- ⑨ Turn signal lights
- ⑩ Headlight beam selector switch
- ⑪ Horn button
- ⑫ Headlight control switch
- ⑬ Gear change pedal
- ⑭ Tail/stop light





① Choke lever ② Gear change pedal ③ Ignition switch

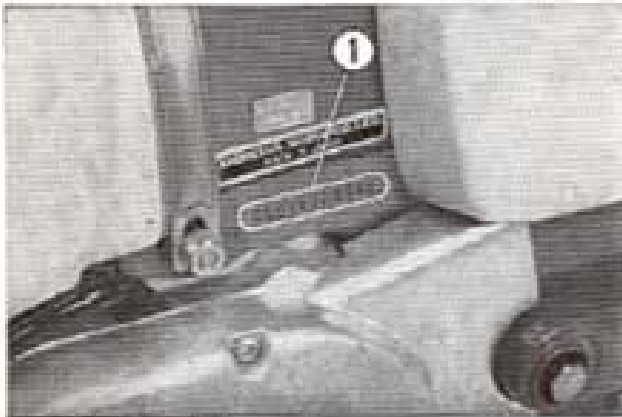
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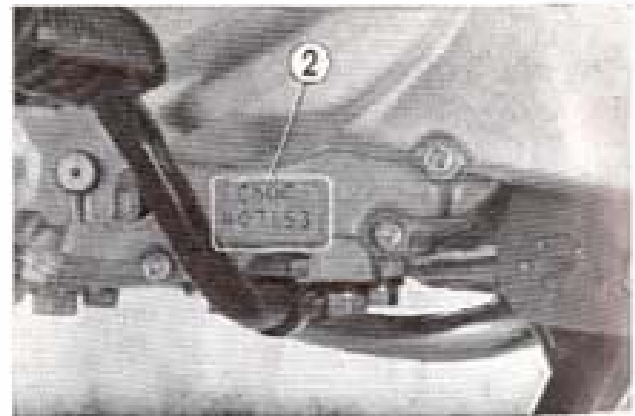
① Kick starter pedal ② Rear brake pedal

7

SERIAL NUMBER LOCATION



① Frame serial number



② Engine serial number

The frame serial number ① is stamped on the left side at the frame center and the engine serial number ② is located on the crankcase directly above the step bar attaching point.

These serial numbers are required when registering the motorcycle.

Further, frame serial number must be indicated when processing the war ranty claim and for ordering spare parts.

8

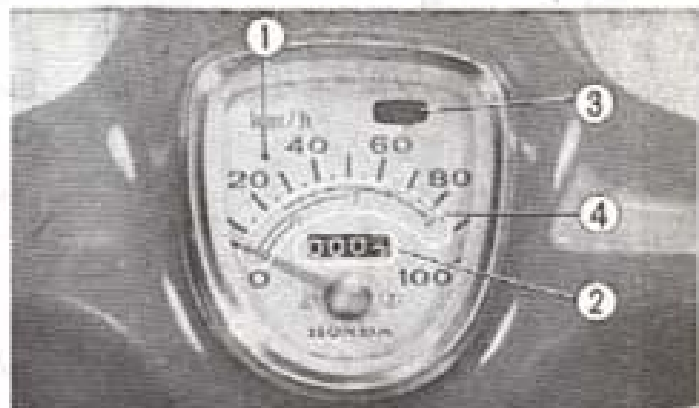
OPERATING INSTRUCTIONS

● INSTRUMENT AND INDICATOR LAMP

The speedometer ① is mounted on the top center of the steering handle, within the speedometer assembly are incorporated the odometer ②, and neutral indicator lamp ③.

Neutral gear indicator is a green lamp located on the right side of the dial plate and will be lit when the transmission gear is in the neutral position.

Gear speed range indicators ④ are curved bars shown on the speedometer dial plate to indicate the recommended operating range of the respective gears.



- ① Speedometer
- ② Odometer
- ③ Neutral indicator lamp
- ④ Gear speed range indicator

9

● ELECTRICAL CONTROLS

● Ignition switch

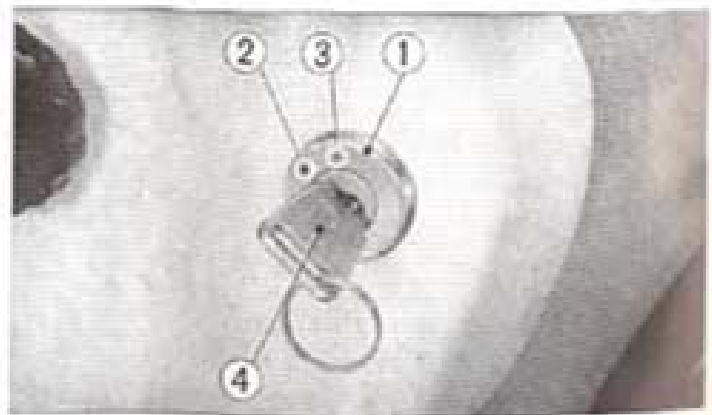
The ignition switch ① is located on the left side of the frame center.

Functions of the respective switch positions are described below.

Inserting the ignition switch key ④ and turning to the ③ will close the ignition circuit, permitting the engine to be started and at the same time, the headlight and taillight system circuits are also activated, permitting the use of the headlight control switch.

Two sets of keys are provided with the motorcycle. Always keep one set as a spare.

- ① Ignition switch
- ② "OFF" position
- ③ "ON" position
- ④ Ignition switch key



10

● Headlight control and beam selector switch

The headlight control switch ① and the headlight beam selector switch ② are located on the left handle grip switch housing.

Move the headlight control switch to the forward position and turn on the headlight with the head light beam selector switch.

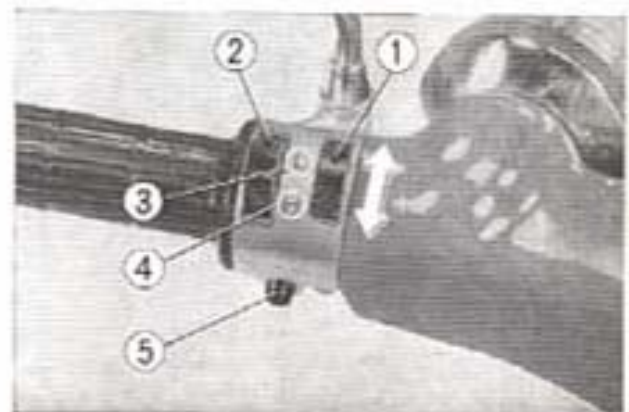
"L" ③ is low beam position (low beam light and taillight on). "H" ④ is the high beam position (high beam light and taillight on).

The headlight will only operate when the ignition and headlight control switches are in the "ON" positions.

● Horn button

This is push button switch ⑤ located on the left handle grip housing. While the horn button is depressed the horn will operate.

- ① Head light control switch
- ② Head light beam selector switch
- ③ Low beam position
- ④ High beam position
- ⑤ Horn button



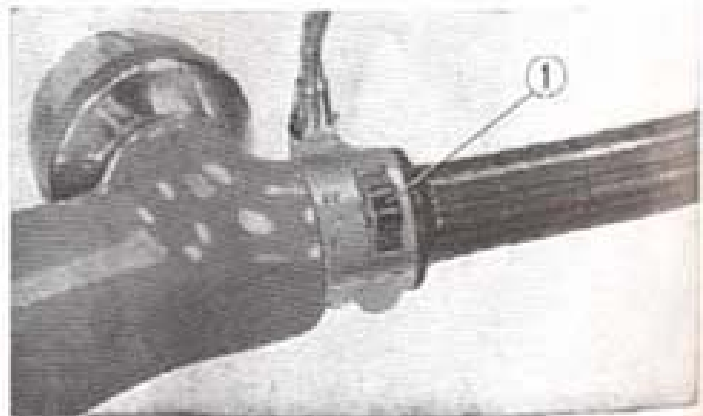
11

- **Turn signal light control switch**

Turn signal light control switch ① is mounted on the right handle grip housing. For making a left turn, move the switch to the "L" position, and to the "R" when making a right turn.

- **Stop light switch**

The stop light switch operates the stop light when the rear brake is applied. The rear brake switch which is adjustable plunger type is located near the rear brake pedal. (page 53)



① Turn signal light control switch

12

- **MECHANICAL CONTROLS**

- **Steering lock**

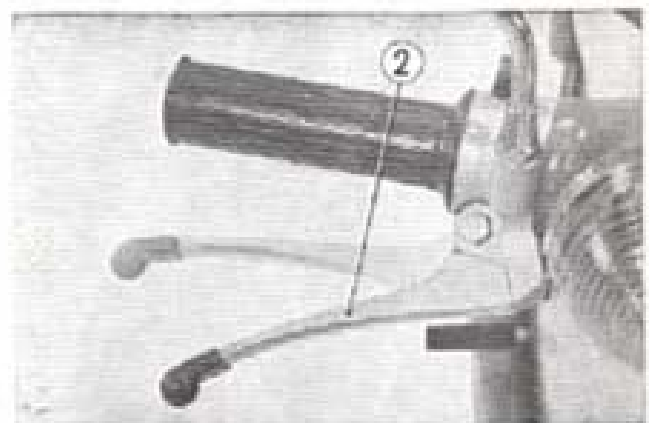
The steering handle lock ① is located directly below the steering head. Steering handle can only be locked in the left position, insert the key into the lock and turn counterclockwise 180°.

- **Front brake lever**

The front brake lever ② is located at the right handle grip. Application of the front brake is effected by squeezing the front brake lever with a force proportional to the braking effort required.



① Steering handle lock

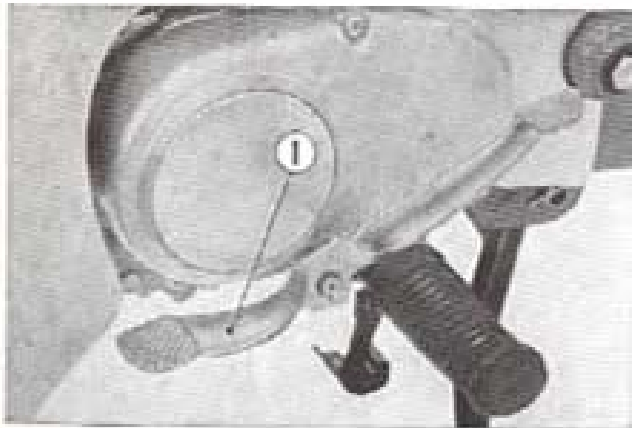


② Front brake lever

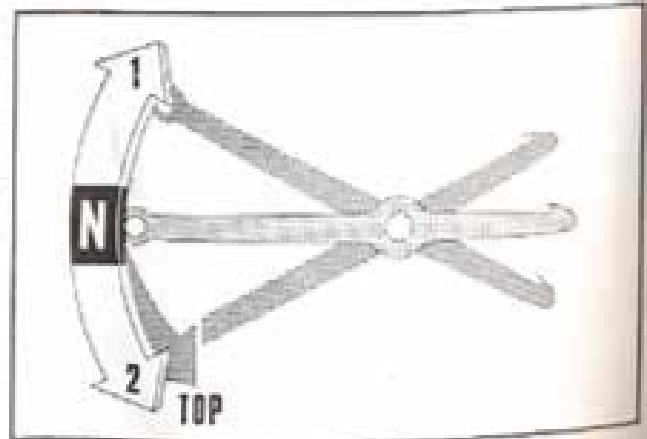
13

● Gear change pedal

The gear change pedal ① located near the left foot rest is of the progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure.



① Gear change pedal

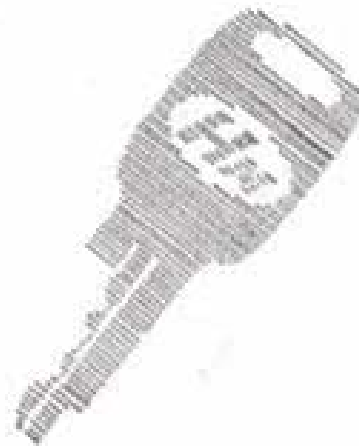


Shifting sequence

14

Shifting from the neutral position into 1st gear (low gear) is performed by depressing the rear end of the gear change pedal with the heel. Shifting to 2nd and 3rd (top) is performed by progressively depressing the forward end of the pedal. Shifting down to the lower gears is performed by progressively depressing the rear end of the pedal. The transmission neutral position is located between 1st and 2nd gear.

NOTE: During all normal gear changes, the throttle must be momentarily closed to avoid excessive engine R.P.M. and undue stress on drive train components.



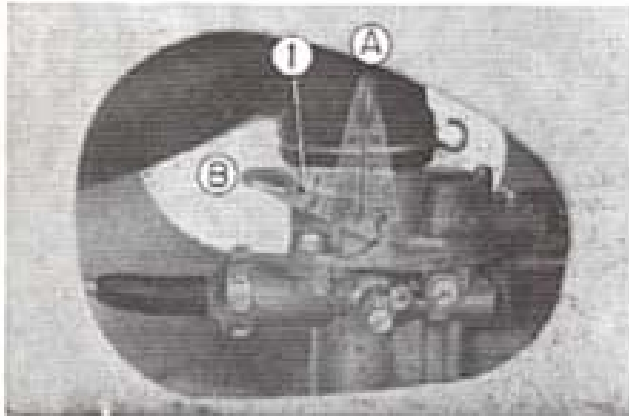
15

● Choke lever

The choke lever ① is located at the left side of the carburetor. When the choke lever is up ②, the choke valve is fully closed. (cold engine starting position). When the choke lever is down ③, the choke is fully open.

● Air cleaner

The air cleaner ④ is located on the top of the front cover, assures that only clean air enters the cylinder.



① Choke lever



④ Air cleaner

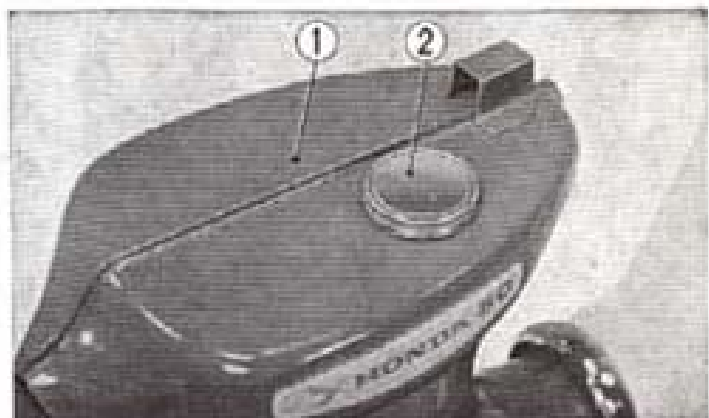
16

● FUEL AND OIL

● Fuel tank

The fuel tank ① is located under the seat. The fuel tank capacity is 3lit. (0.8 U.S. gal., 0.7 Imp. gal.) (4.5lit. for C 65 (1.2 U.S. gal., 1.0 Imp. gal.)) including 0.8 lit. (1.7 U.S. pt., 1.4 Imp. pt.) in the reserve supply.

NOTE: Premium grade fuel with an octane rating of 85 or above must be used. Do not mix oil with the fuel.

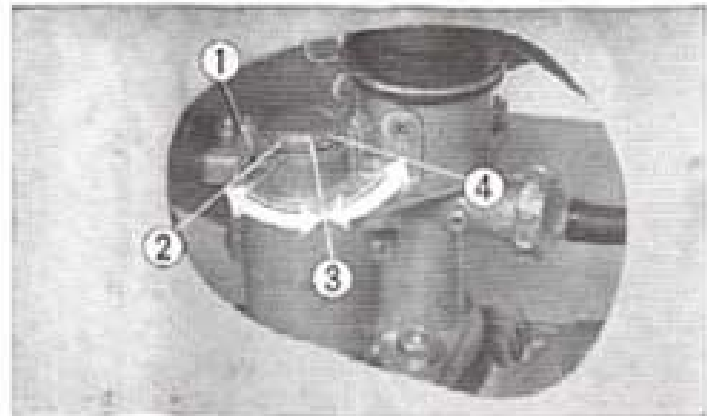


① Fuel tank
② Fuel filler cap

17

● Fuel valve

The fuel valve ① is located at the top of the carburetor. When the fuel valve is in the "CLOSE" (forward) position, fuel can not flow from the fuel tank to the carburetor. The fuel valve should be set in this position when the motorcycle is parked. Turning the fuel valve to the "OPEN" position allows fuel to flow to the carburetor from the main fuel supply. Turning the fuel valve to the "RES" position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station.



- ① Fuel valve
- ② "OPEN" position
- ③ "RES" position
- ④ "CLOSE" position

18

● Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SD (previously Service Classification MS).

Motor oils intended for Service SD or MS will show this designation on the container.

The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 25.

NOTE: Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

● Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially.

Recommended oil viscosity:

General, all temperatures

SAE 10W-40

Extreme, high temperatures

SAE 20W-50

Alternate:

Above 59°F **SAE 30 or 30W**

32° to 59°F **SAE 20 or 20W**

Below 32°F **SAE 10W**

19

● PRE-RIDING INSPECTION

Prior to starting your motorcycle, it is advised that you perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. Engine oil level (page 28~29)
2. Fuel level (page 17)
3. Front and rear brakes (page 45~47)
4. Tire air pressure (page 61)
5. Lighting system (page 52~53)
6. Rear drive chain (page 41~43)
7. Visually check the security of all controls, axles, suspension and steering components.

20

● STARTING THE ENGINE

● Cold engine starting procedure

Follow the procedure outlined below.

1. Switch the fuel valve to the "OPEN" position.
2. Insert the ignition key into the switch and turn to the "ON" position, check to make sure that the gear is in neutral, the green indicator lamp will be lit.
3. Raise the choke lever to close the carburetor choke valve.
4. Twist the throttle grip inward so that the throttle valve is 1/8 to 1/4 open and operate the kick starter with the right foot, starting from the top of stroke and following through to the bottom with a rapid and continuous kick. Operate several times until engine starts.

If the engine fails to start after several repeated attempts, turn the ignition switch OFF, open the choke valve by repositioning the lever to the lowered position, turn the throttle grip to full throttle opening and then operate the starter pedal several times.

Next, position the ignition switch to "ON" and follow the normal starting procedure, however, without the use of the choke.

21

5. After the engine starts, operate for 2~3 minutes at medium speed to warm up the engine.
6. When the engine is warm, place the choke lever in the open position (lowered position).

● Starting in extreme cold weather

Prime the engine before starting by cranking the engine several times using the kick starter and with ignition switch OFF.

The choke should be fully closed and the throttle opened.

Follow with the procedure for starting a cold engine.

● Starting warm engine

When the engine is to be restarted while it is still warm, proceed as for a cold engine, however, the use of the choke is not necessary.

● BREAK-IN PROCEDURE

The motorcycle should not be exposed to severe or abusive riding conditions. This precaution will be rewarded with extra-long trouble free life of the motorcycle.

It is recommended that for the first 1,000km (600 miles), the motorcycle not be operated in excess of 80% of the maximum speed in the respective gears.

22

● RIDING THE MOTORCYCLE

After the engine has been warmed up, it is now ready for riding.

First, return the throttle grip to the idling position and depress the rear end of the gear change pedal to shift into low gear. Increase the engine speed by twisting the throttle grip inward.

When the motorcycle attains a speed of approximately 16kph (10mph), close the throttle and shift to the 2nd gear by fully depressing the front end of gear change pedal forward lightly with the toe.

This sequence is repeated to progressively shift into the next higher gear. (Refer to page 14~15 for operation of gear change pedal).

NOTE: When shifting gears either up or down, the throttle grip must be closed.

● BRAKE

The most important point is to apply both the front and rear brakes together. Independent application of either the front or rear brake gently is possible, but if only one brake is applied strongly, enough to lock the respective wheel, it can cause loss of control of the motorcycle.

Both the front and rear brakes should be applied together uniformly and gradually.

Further, when braking on a steep down grade, the engine compression may also be used for braking without danger or causing damage to engine.

● PARKING

Whenever parking the motorcycle, position the ignition switch to the "OFF" position and remove the key. The steering handle should also be locked to prevent the motorcycle from theft, if it is to be left unattended. Switch the fuel valve to the "CLOSE" position.

24

MAINTENANCE

● SERVICE SCHEDULE

It is highly recommended that the periodical inspections be performed on the scheduled mileage in order to maintain your motorcycle in the peak of condition and be assured of extended trouble free service. (Refer to chart) Your Honda dealer will assist you in performing the scheduled maintenance work.

Follow mileage reading on the schedule either km or Mile according to the indication of speedometer.



25

Service Required	Months or Miles, whichever occurs first					Page Reference	
	Month	First	Second	Third	Thereafter Repeat Every		
		—	6	12	6		12
		Mile	200	3,000	6,000		3,000
Km	300	5,000	10,000	5,000	10,000		
Engine Oil—change	○	Every 1,000 Miles (1,600 Km)				28~29	
Oil filter—clean			○		○	—	
Cam Chain—adjust	○	○	○	○		—	
Spark Plugs—clean and adjust or replace		○	○	○		31	
Contact Breaker Points—check or service		○	○	○		—	
Ignition Timing—check or adjust	○	○	○	○		32	
Valve Tappet Clearance—check or adjust	○	○	○	○		—	
Air Cleaner—clean and		○			○	36	
replace			○		○	36	
Throttle Operation—check		○	○	○		37	
Carburetor—check or adjust		○	○	○		38	
Fuel Valve Strainer—clean		○	○	○		—	
Fuel Tank and Fuel Lines—check		○	○	○		—	
Clutch—check or adjust	○	○	○	○		39	
Drive Chain and Sprockets—adjust and lubricate or replace	○	○	○	○		41	

26

Service Required	Months or Miles, whichever occurs first					Page Reference	
	Month	First	Second	Third	Thereafter Repeat Every		
		—	6	12	6		12
		Mile	200	3,000	6,000		3,000
Km	300	5,000	10,000	5,000	10,000		
Front and Rear Brake—adjust	○	○	○	○		45	
Front and Rear Brake Shoes—check or replace			○		○	—	
Front and Rear Brake Links—check		○	○	○		—	
Wheel Rims and Spokes—check	○	○	○	○		—	
Tires—check or replace		○	○	○		—	
Front Fork Oil—check and change		○			○	—	
Steering Head Bearings—check or adjust			○		○	—	
Steering Handle Lock—check for operation			○		○	—	
Side Stand Springs—check		○	○	○		—	
Battery Electrolyte Level—check and replenish if necessary	○	○	○	○		48	
Lights, Horn and Speedometer—check for operation or adjust		○	○	○		52, 55, 9	

27

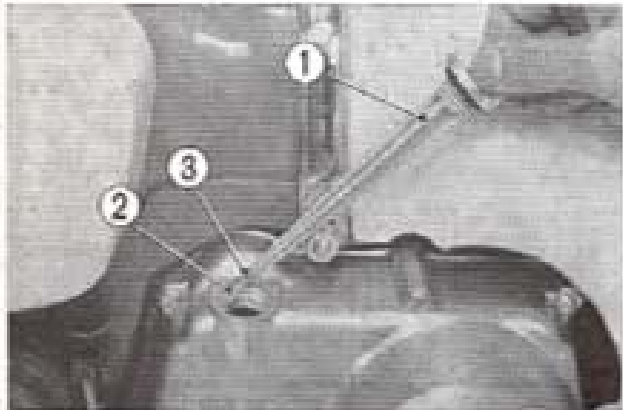
● MAINTENANCE OPERATIONS

● Oil change

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 19 should be used and the oil always maintained at the proper level. Further, the oil should be changed at the service schedule as shown on page 26.

Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm as this will assure complete and rapid draining.



① Filler cap dipstick ② Lower level mark ③ Upper level mark ④ Oil drain plug

28

1. Remove the oil filler cap from the R. crankcase cover.
2. Place an empty vessel of adequate size under the crankcase to catch the oil, and then remove the drain plug ④ with a 17 mm wrench.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the pockets.
4. When the oil has been completely drained, reinstall the drain plug ④, making sure that the O ring used on the plug is in good condition.
5. Fill the crankcase through the oil filler opening with approximately 0.7 lit. (1.5 U.S pts, 1.2 Imp. pts) of recommended grade oil. Check the oil level with the filler cap dipstick, however, when making this check, do not screw in the cap. Oil level should be between the upper ③ and lower ② level marks on the dipstick. When checking the oil make certain motorcycle is in upright and level position.

NOTE :

1. If the oil is below the lower level mark ② on the dipstick add oil up to the proper level before operating engine.
2. When operating the motorcycle in unusually dusty conditions, it is recommended that the oil changes be performed at more frequent intervals than that which is specified in the service schedule ; this will have a very beneficial effect on the engine.

29

● Greasing

Grease will prevent the wear of the friction components, assisting in the extension of the service life of the motorcycle. It is recommended that the greasing be performed every 4,500 km (3,000 miles) with the proper type described on page 19. Greasing points are shown in the figure.



① Grease nipple

30

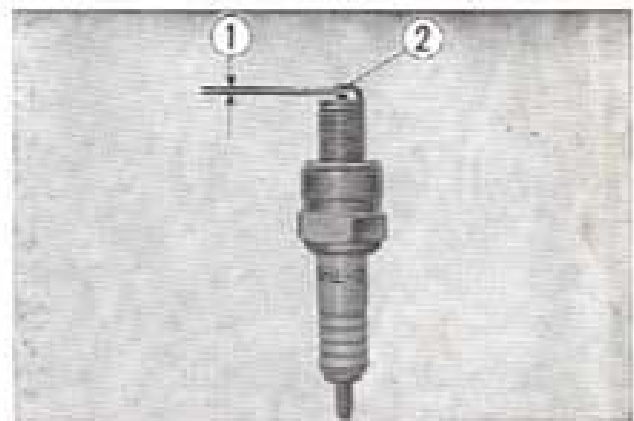
● Spark plug cleaning and adjustment

NGK C-7HS is used on these models. Servicing of the spark plug is as follows.

1. Detach the high tension cord cap and remove the spark plug with the spark plug wrench which is provided in the tool kit.
2. Inspect the tip of the spark plug for deposits or fouling condition. Clean the spark plug with a spark plug cleaner, however, if it is not available, clean the tip of the spark plug with a stiff wire such as a pin to remove the deposits, wash in gasoline and follow by drying with a rag.
3. Adjust the spark plug gap ① to 0.6~0.7 mm (0.024~0.028 in) with a thickness gauge. The adjustment is made by bending the negative (grounded) electrode ②.
4. When installing the spark plug, it should be first screwed in finger tight and then torqued with the spark plug wrench for further 1/2 to 3/4 turn.

NOTE: 1. Do not attempt to dry or remove soot from the spark plug by burning.

2. Do not use improper heat range spark plug.



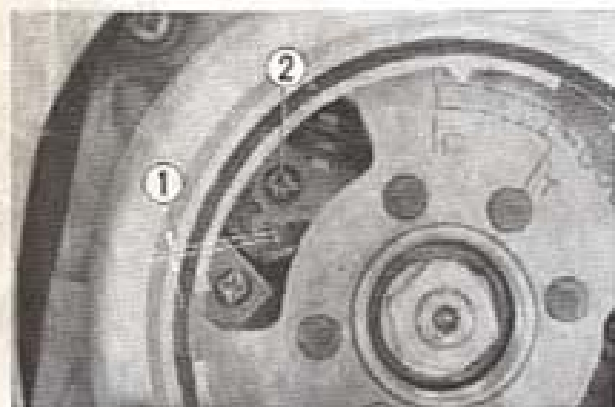
① Spark plug gap ② Negative electrode

31

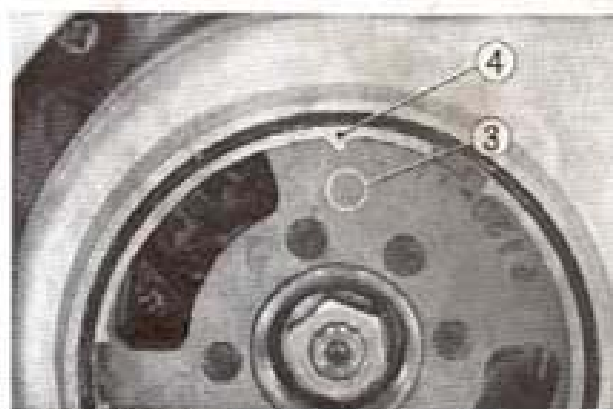
● Ignition timing adjustment

Adjustment for both contact breaker point gap and ignition timing are required to maintain satisfactory engine performance.

1. Remove the point cover.
2. Rotate the flywheel counterclockwise to find the point where the breaker point gap is at maximum and check if the gap is correct using a thickness gauge.



① Breaker point gap
② Breaker arm locking screw



③ "F" mark
④ Timing index mark

32

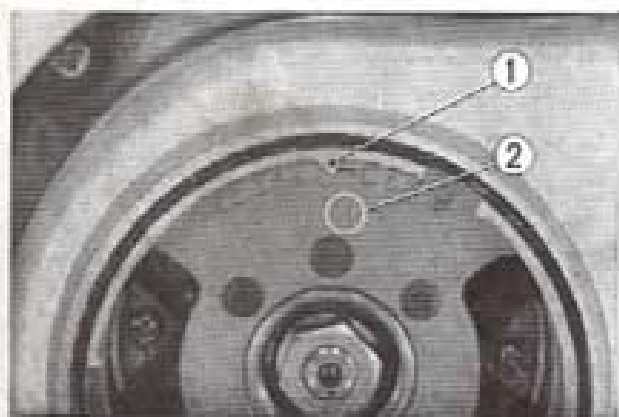
3. The standard gap ① is 0.3~0.4mm (0.012~0.016 in).
4. When adjustment is necessary, loosen the contact breaker arm locking screw ② and move the breaker base in either clockwise or counterclockwise direction to obtain the standard point gap setting.
5. After completing the breaker point gap adjustment, the recheck of the ignition timing becomes necessary. To perform the check, rotate the flywheel so that when the flywheel "F" mark ③ is aligned to the timing index mark ④ on the left crankcase. The breaker points just begin to open.

● Valve tappet clearance adjustment

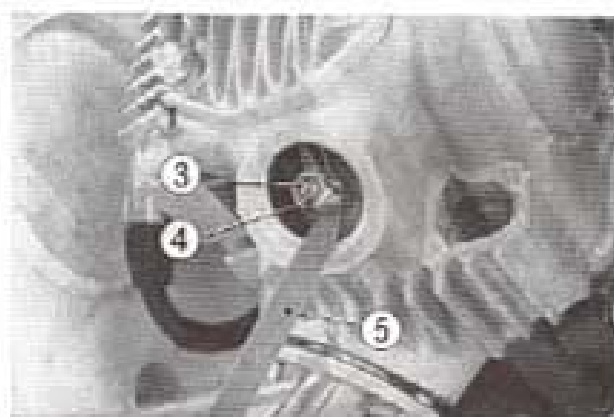
Excessive valve tappet clearance will cause tappet noise, and negative clearance will cause the valve damage and low power.

Therefore, the valve tappet clearance should be maintained properly. Perform the valve tappet clearance check at initial 500 km (300 miles) and every 4500 km (3000 miles) thereafter.

1. The valve tappet clearance must be checked when the engine is cold. Remove the point cover and tappet adjusting hole cap.



① Timing index mark
② "T" mark



③ Adjusting screw
④ Adjusting screw lock nut
⑤ Thickness gauge

34

2. Rotate the flywheel counterclockwise until the "T" mark ② on the flywheel lines up with the timing index mark ①. In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke when both the inlet and exhaust valves are closed. This condition can be determined by shifting the tappets with fingers through the tappet adjusting holes. If the tappet are free, it is an indication that the valves are closed that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the flywheel 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting the 0.05 mm (0.002 in) thickness gauge provided in the tool kit between the adjusting screw and the valve stem.

If it is necessary to make an adjustment, loosen the adjusting screw lock nut ④ and turn the adjusting screw ③ so that the valve clearance will offer a slight resistance when the thickness gauge ⑤ is inserted. After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance again to make sure that the adjustment has not been disturbed.

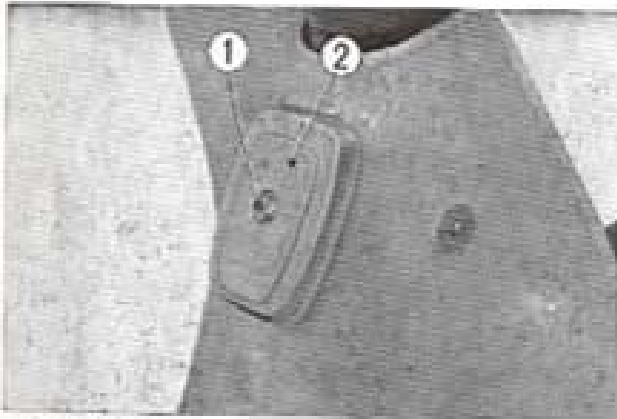
• Air cleaner service

When the filter is clogged with dust, it affects engine performance and therefore, it should be cleaned periodically.

The air cleaner is a removable element type for easy cleaning.

Remove the air cleaner cover by loosening air cleaner cover nut.

Tap the element lightly and apply compressed air from the inside of the air cleaner element.



① Nut
② Air cleaner



③ Air cleaner element

36

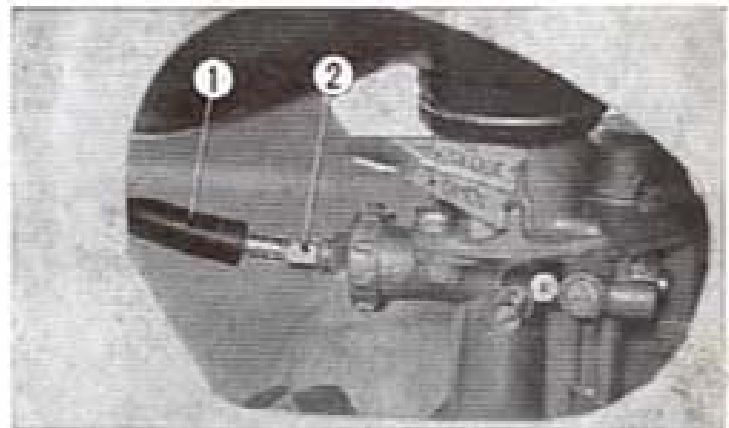
• Throttle grip play adjustment

Normal throttle grip free play at the grip is 10°. To adjust the play in the throttle cable system, slide back the rubber sleeve (1) at the carburetor end of the throttle cable and make the adjustment with the adjuster (2).

Turning the adjuster counterclockwise will decrease the play in the cable.

Turning the adjuster clockwise will increase the play.

After completing the adjustment, slide the rubber sleeve completely over the end of the cable to prevent the entry of water into the carburetor.



① Rubber sleeve
② Adjuster

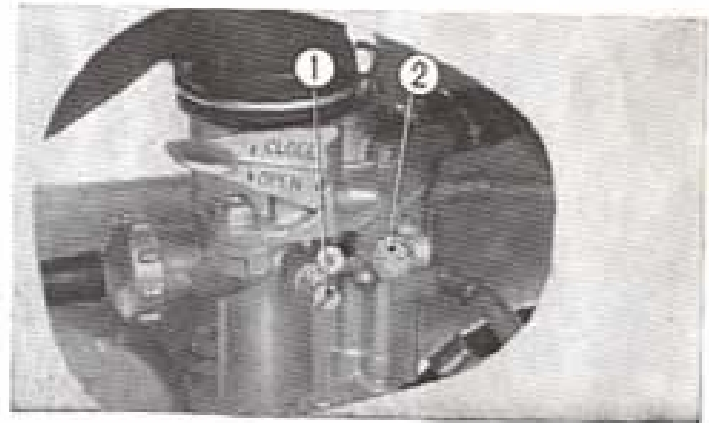
37

● Carburetor adjustment

Perform the carburetor adjustment periodically at every 4500 km (3000 miles).

1. After the engine is warmed up, adjust the carburetor. Set the idling speed to 1100~1200 rpm. with the throttle stop screw ①.
2. Manipulate the air screw to obtain the maximum engine speed. (The standard air screw setting is between 1-1/8 to 1-3/8)
3. Readjust the throttle stop screw if it is necessary to reset the idling speed.

NOTE: Malfunction of the engine during high speed can be caused by a defective ignition system or valves, determine the cause of the trouble before attempting to correct the condition by adjusting the carburetor.



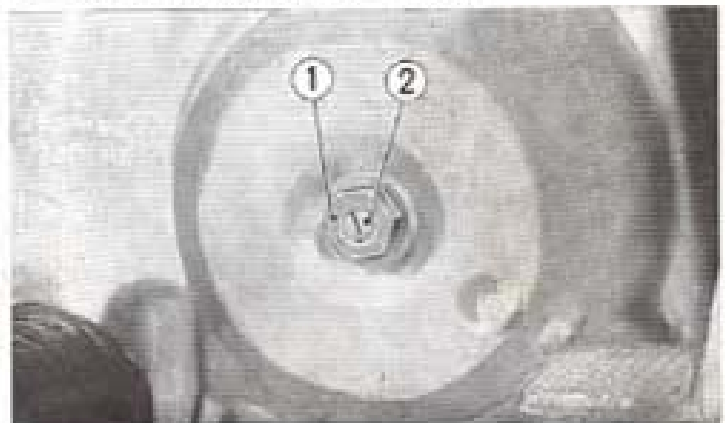
① Throttle stop screw
② Air screw

38

● Clutch adjustment

Honda model C50 and C65 incorporate an automatic centrifugal clutch. Perform the clutch adjustment by the following procedure.

1. Clutch must be adjusted with the engine shut off. Loosen the clutch adjuster lock nut ①.
2. Turn the adjuster clockwise about one turn ; do not turn excessively.
3. Next, slowly turn the adjuster ② counterclockwise and stop when the screw starts to turn heavy.
4. From this position, back off the adjuster in the clockwise direction 1/8 to 1/4 turn, and then tighten the clutch adjuster lock nut.



① Clutch adjuster lock nut
② Clutch adjuster

39

Check to make sure that the clutch operates properly after adjustment.

1. The engine should start easily with the kick starter without the clutch slipping.
2. When changing gear, the clutch operation should be smooth and light, especially when shifting down in gear to the neutral position.



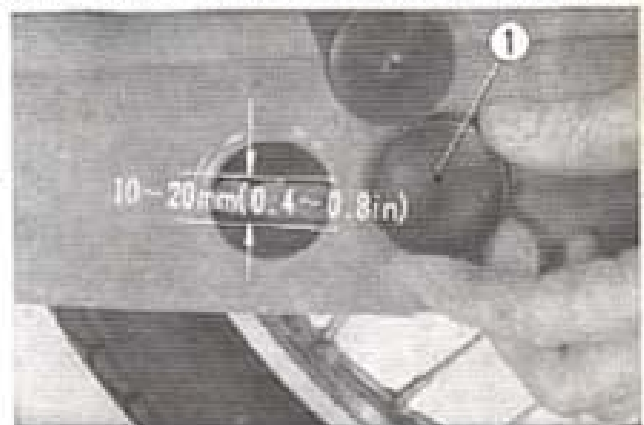
40

● Drive chain adjustment and lubrication

The condition of the rear drive chain will have considerable effect on the transmission of power from the engine to the rear wheel. If not properly maintained, the drive chain can cause premature wear and damage to transmission and rear wheel bearings and sprockets as well as to itself. A properly adjusted and lubricated drive chain assures safe, smooth and trouble free operation of the vital drive system.

1. Drive chain adjustment

- a. Place the motorcycle on a main stand and remove the chain case peep hole cap ①.
- b. Move the chain up and down at this minimum slack, midway point and check the total movement. It should be no less than 10 mm and no more than 20 mm (0.4~0.8 in.).

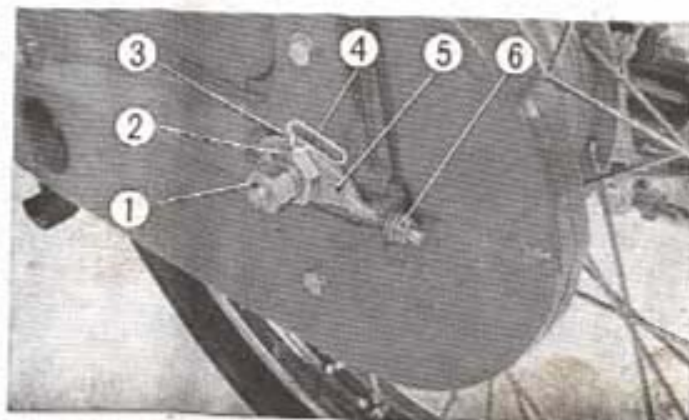


① Chain case peep hole cap

41

- c. When adjustment is necessary, loosen the axle nut ① and sleeve nut ②.
- d. To reduce drive chain slack, each adjusting nuts ⑥ in equally until correct chain slack is achieved. Note the index marks ③ on both the chain adjuster plates ⑤ and rear fork side scale ④. These marks assist in attaining correct rear axle alignment. Tighten the rear axle and sleeve nuts securely.
- e. When steps a-d have been performed, again rotate the rear wheel to recheck for correct drive chain slack.

- ① Axle nut
- ② Sleeve nut
- ③ Index mark
- ④ Side scale
- ⑤ Chain adjusting plate
- ⑥ Adjusting nut

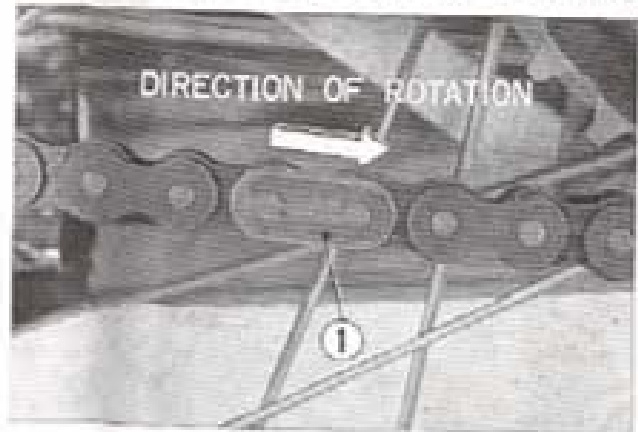


42

- f. Readjust the rear brake as necessary to correct for the repositioning of the rear wheel assembly.
 - g. Remove the main stand and check chain slack while sitting on the machine. Roll either forwards or backward for enough to be certain there is no tight spots.
2. Drive chain lubrication
- a. Detach the drive chain by removing the retaining clip with pliers. Do not bend or twist the clip. When possible install a new master link.
 - b. Clean the chain thoroughly in a suitable solvent. Rinse in clean solvent and allow to dry. Inspect the chain for wear (joint sloppiness), stiffness and binding at the joints and broken or separated rollers. If any of these conditions exist, the chain should be replaced. Also inspect sprocket teeth for wear. Never install a new chain on badly worn sprockets or install a badly worn chain on new sprockets. Your HONDA dealer can help you determine the condition of these items.

43

- c. Immerse the chain in a pan or vessel containing a 10 to 1 ratio mixture of SAE 10W-40 engine oil and petroleum jelly (1/2 qt. oil to 5 oz. petroleum jelly) and heat to 65°C (150°F) to 100°C (250°F) for approximately 10 minutes. Remove the pan from the source of heat and carefully agitate immersed chain with a screw driver. When cool, remove the chain allowing it to hang over the pan and drain off excess lubricant. Use a cloth or rag to wipe off remaining excess lubricant.
- d. Correctly route drive chain onto the sprockets using the rear sprocket to position the chain ends while installing the master link, link side plate and retaining clip. Note that the closed end of the retaining clip ① must face the direction of forward wheel rotation.
- e. Adjust rear drive chain as described in steps a-g page 41~43.



① Retaining clip

44

● Brake inspection and adjustment

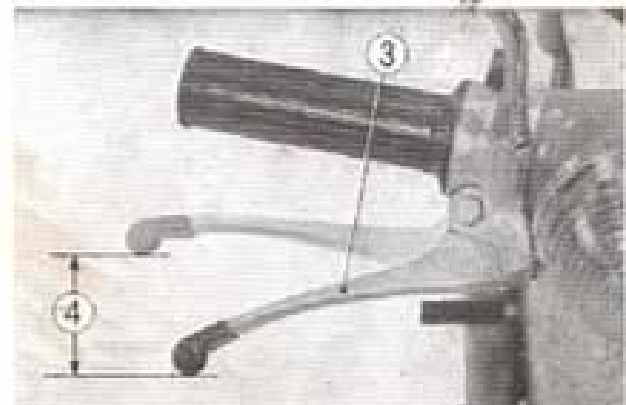
Brakes are items of personal safety and should always be maintained in proper adjustment.

1. Front brake

- a. Raise the front wheel ① off the ground by placing a support block ② under the engine, spin the front wheel by hand and measure the amount of the front brake lever free play until the wheel starts to take hold. The lever free play ④ is 10~20 mm (0.4~0.8 in) at the end of the brake



① Front wheel
② Support block



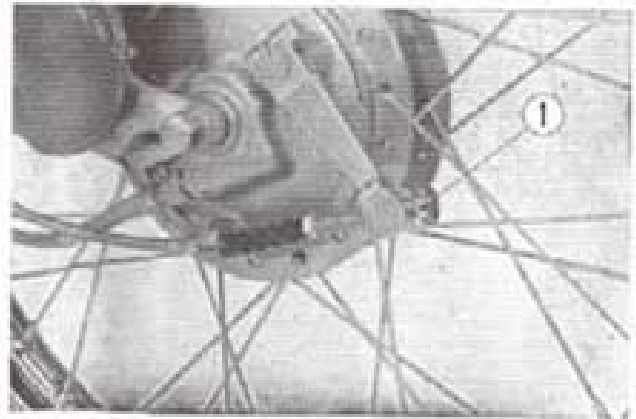
③ Front brake lever
④ Lever free play

45

lever ③ and if the actual measurement exceeds the range, adjust the brake.

- b. If adjustment is necessary, turning the front brake adjusting nut ① in the clockwise direction will decrease the free play.

NOTE: Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made.

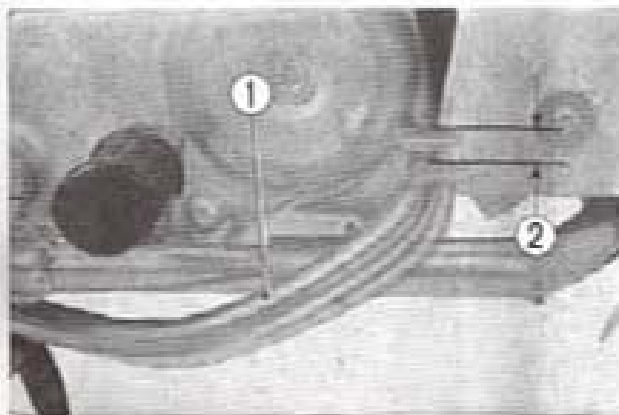


① Front brake adjusting nut

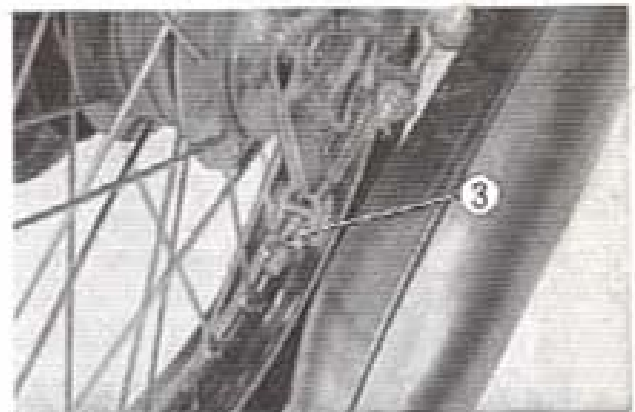
46

2. Rear brake

- a. Raise the rear wheel off the ground placing motorcycle on the stand and check the free play of the rear brake pedal before the brake starts to take hold.
- b. Nominal free play ② is 15~20 mm (0.6~0.8 in) for the brake pedal. If adjustment is required, make the adjustment with the adjusting nut ③ in the same manner as for the front brake.



① Rear brake pedal
② Free play



③ Rear brake adjusting nut

47

• Battery service

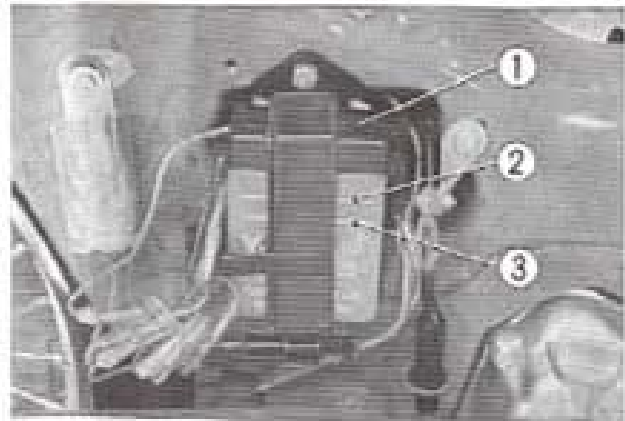
If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the Service Schedule (page 26)

1. The 6V-2AH battery ① is mounted within the frame center.

Remove the battery cover and check the battery electrolyte.

The correct electrolyte level is between the lower and upper level marks ②, ③ on the battery case.

2. To correct the electrolyte level, remove the battery clamp, and then remove the battery cell caps from the cells needing level correction. For case of cell level correction a small syringe or plastic funnel should be used. Carefully add the proper amount of distilled water to bring the electrolyte level of the cells between the lower



① Battery
② Upper level mark
③ Lower level mark

48

and upper marks. For maximum battery performance and life, only distilled water should be added, however, in an emergency situation where electrolyte level is found to be low and distilled water is not available, drinking water or a low mineral content can be used. Reinstall the cell caps.

NOTE :

Battery removal may be necessary when battery electrolyte (SPECIFIC GRAVITY) reading is below 1.200, indicating the need of battery recharging, or when the battery is removed for storage.

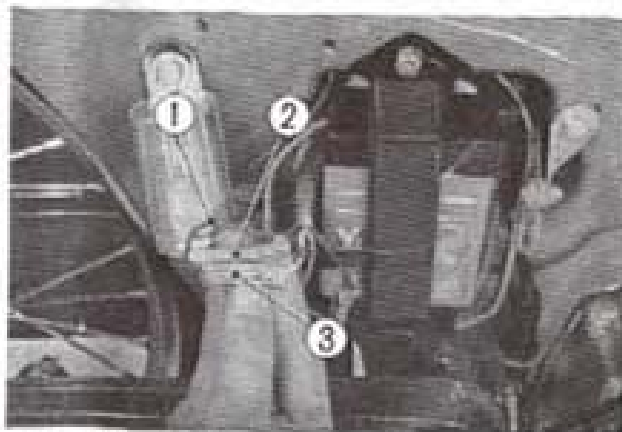
3. Disconnect the ground (—) negative cable connection and the positive (+) cable last. Note the positioning of the cables, and battery mount rubber pads as well as the routing of the battery vent tube. Before installing the battery, clean the battery. Baking soda and water can be used to remove any existing corrosion.

49

4. When considerable amount of night riding is planned or if turn signal is used extensively, there will be considerable drain on the battery. To adjust the system to this condition, change the green generator load from the red (normal charge) connector to the transparent covered connector (high charge). This will provide a higher battery charging rate and prevent possibility of battery becoming discharged.

NOTE :

1. Add only distilled water to the battery, never use tap water.
2. When replacing the battery into the compartment, make sure that the vent tube of the battery is properly attached to and not pinched or blocked.
3. If unusual high rate of battery electrolyte loss is experienced, consult your Honda dealer for check of the trouble.



- ① Green cable
- ② Red connector
- ③ Transparent connector

50

● **Wheel removal**

Removal of front and rear wheel is performed in the following manner.

1. Front wheel

- a. Raise the front wheel of the ground by placing a support under the engine.
- b. Remove speedometer cable and front brake cable from the front brake panel assembly.
- c. Remove the front axle nut.
- d. Pull out the front axle and the front wheel can be removed from the frame.

2. Rear wheel

- a. Remove the drive chain case.
- b. Loosen the rear axle nut, sleeve nut, drive chain adjusting nut and disconnect the drive chain at the joint clip.
- c. Remove the rear brake adjusting nut and remove the rear brake rod from the brake arm.
- d. Remove the rear torque arm bolt at the rear brake panel.
- e. Pull out the rear axle and the rear wheel can be removed from the frame.

NOTE : During reassembly, the drive chain joint should be installed in the way that the open end will face opposite to the direction of rotation. (Refer to page 44).

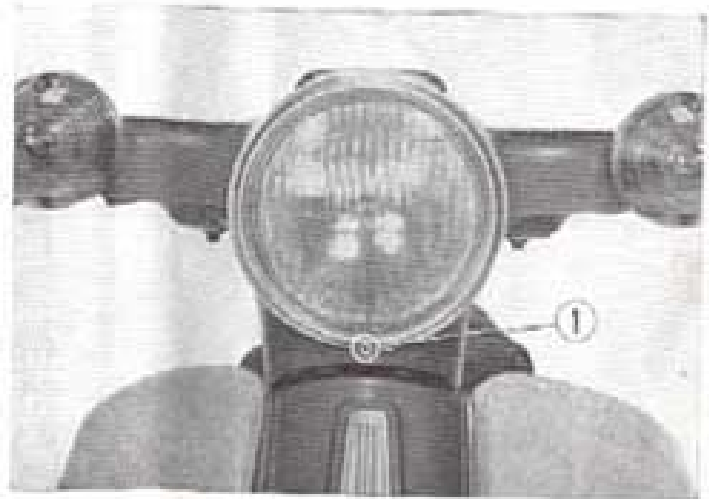
51

● Headlight beam adjustment

Headlight beam can be adjusted vertically.

The vertical beam adjustment is made with the adjusting screw ① located at the bottom of the headlight rim.

Turning the adjusting screw in will focus the beam toward longer distance.



① Adjusting screw

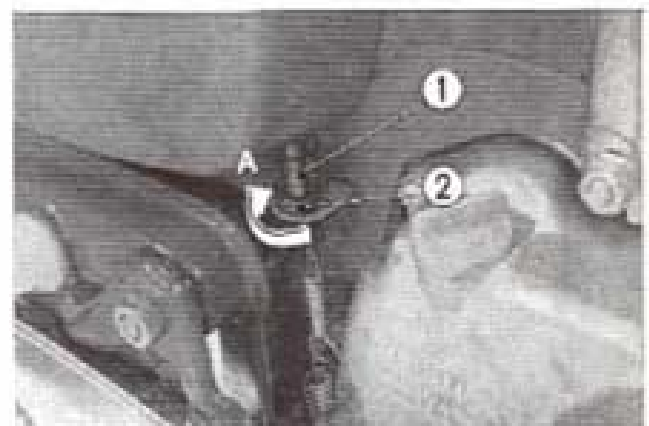
52

● Stoplight switch adjustment

Turning the stoplight switch adjusting nut ① in the A direction will turn on the stoplight early.

● Light bulb replacement

When exchanging the light bulbs, always replace the bulb with that of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning. The light bulbs are listed below.



① Stoplight switch
② Adjusting nut

53

1. Headlight bulb replacement procedure

- a. Loosen the two cross screws at the bottom of the headlight and remove the headlight rim.
- b. Remove the socket assembly ① by pushing down on the socket and twisting counterclockwise to unhook from the reflector ②.
- c. Pull the bulb out ③ and replace.

Headlight bulb	6V-15/15W
Tail/stop light bulb	6V-3/10W
Turn signal light bulb	6V-8W



① Headlight bulb socket ② Reflector



③ Headlight bulb

54

2. Tail/stoplight bulb replacement procedure

- a. Remove the two screws retaining the tail/stoplight lens.
- b. Press the bulb ① inward and twist to the left, and the bulb can be removed.
- c. When installing the taillight lens, do not overtighten the screws as this may damage the lens.

3. Turn signal light bulb replacement procedure

The bulb replacement is made in the same manner as for the tail/stoplight bulb in the above paragraph.



① Tail/stoplight bulb

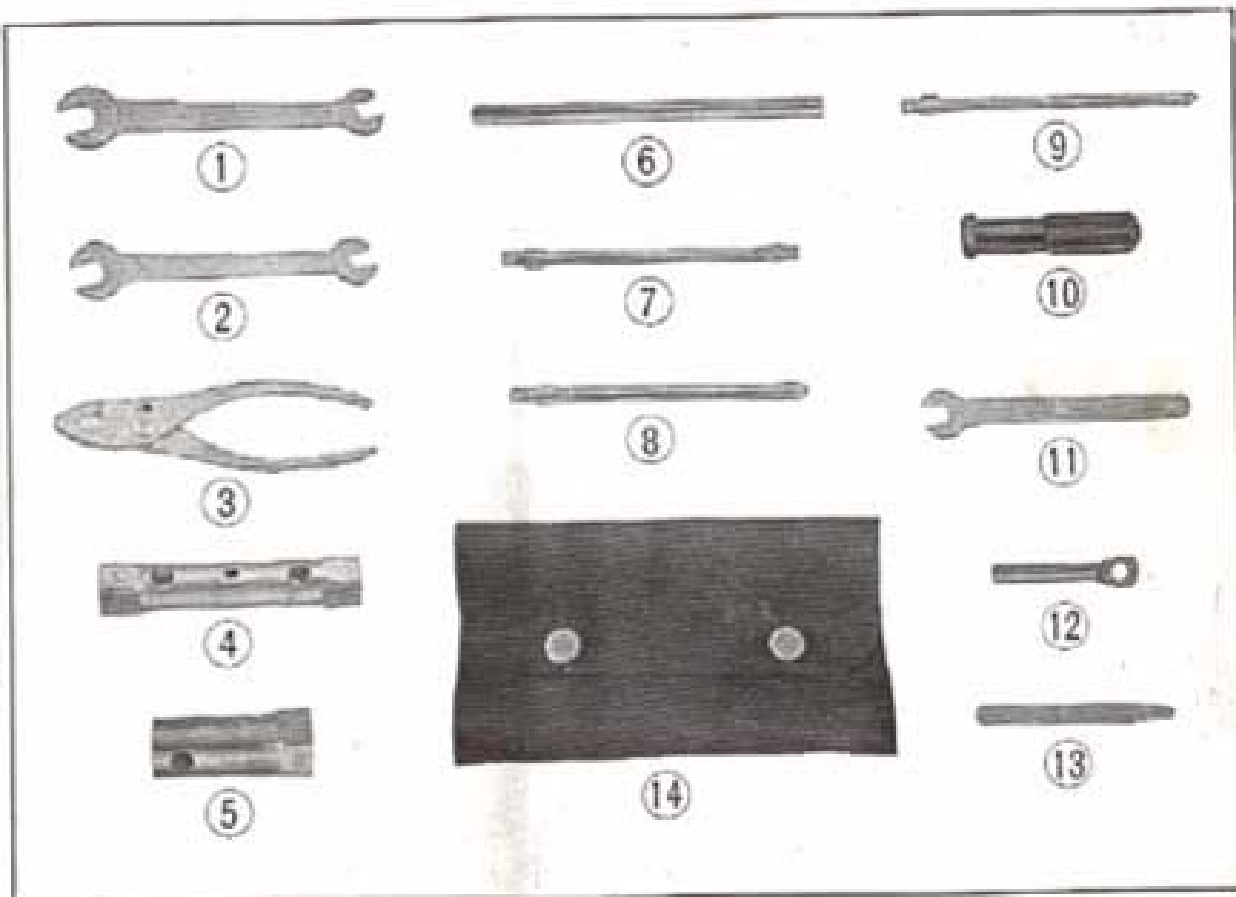
55

TOOL KIT

The tool kit ① is contained in the left side cover. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with the tools in the kit should be referred to you HONDA dealer.



① Tool kit



Listed below are the items included in the tool kit.

- ① 10×14 mm open end wrench.
- ② 8×12 mm open end wrench.
- ③ Pliers
- ④ Spark plug wrench : For spark plug and axle nut.
- ⑤ 23 mm wrench : For rear axle sleeve nut.
- ⑥ Handle bar : For wrench
- ⑦ No. 2 screw driver
- ⑧ No. 3 cross point screwdriver
- ⑨ No. 2 cross point screwdriver
- ⑩ Screwdriver grip : For screwdriver
- ⑪ 9 mm spanner : For tappet lock nut or screwdriver
- ⑫ Tappet adjusting wrench
- ⑬ Thickness gauge : For tappet clearance
- ⑭ Tool bag

Items attached to the motorcycle in a separate package.

- ① A can of touch-up paint
- ② Spare battery fuse

58

SPECIFICATIONS

	C 50/C 65	C 50 Mokick
Engine type	OHC single-cylinder, air cooled, 4-stroke	
Cylinder capacity	49 cc (3.00 cu-in).... C 50 63 cc (3.85 cu-in).... C 65	49 cc (3.00 cu-in)
Bore and stroke	39×41.4 mm (1.535×1.630 in).... C 50 44×41.4 mm (1.732×1.630 in).... C 65	39×41.4 mm (1.535×1.630 in)
Compression ratio	8.8 : 1	
Transmission	3-speed, constant mesh return system	
Clutch	Wet, multiplate, automatic	
Battery	6V-2AH (6V-4AH for U.S.A. and U.K. type)	6V-2AH
Ignition	Flywheel magneto	
Starting method	Kick starting	

59

	C 50/C 65	C 50 Mokick
Max. out put	4.8 HP/10,000 rpm ... C 50 5.5 HP/9,000 rpm C 65	1.75 HP/4,500 rpm
Max. torque	0.37 kg-m (2.7 ft-lbs)/ 8,200 rpm. C 50 0.46 kg-m (3.3 ft-lbs)/ 7,000 rpm. C 65	0.21 kg-m (1.5 ft-lbs)/ 3,500 rpm
Overall length	1,795 mm (70.7 in)	
Overall width	640 mm (25.2 in)	
Overall height	975 mm (38.4 in)	
Wheel base	1,185 mm (46.7 in)	
Ground clearance	130 mm (5.1 in)	
Curb weight	69 kg (152 lbs) C 50 73 kg (161 lbs) C 65	69 kg (152 lbs)

60

	C 50/C 65	C 50 Mokick
Bulbs (6 volt)		
Headlight	6V-15/15W	6V-15/15W
Tail/stoplight	6V-3/10W (6V-5/18W for USA and UK type)	6V-3/10W
Turn signal light	6V-8W (6V-18W for USA and UK type)	6V-8W
Tire pressure		
Front	1.8 kg/sq. cm (25.6 lbs/sq. in)	
Rear	2.0 kg/sq. cm (28.5 lbs/sq. in)	

Fuel tank

Fuel cock "ON" position

3 lit (6.3 U.S. pt., 5.3 Imp. pt) (C 50)

4.5 lit (9.5 U.S. pt., 7.9 Imp. pt) (C 65)

Fuel cock "RES" position

0.8 lit (1.7 U.S. pt., 1.4 Imp. pt)

61

There may be a slight difference between the description in this manual and your motorcycle. This is due to the motorcycle being specially designed to conform with all the regulations of your country. Please adhere to the manual regardless of the minor differences.

WIRING DIAGRAM

