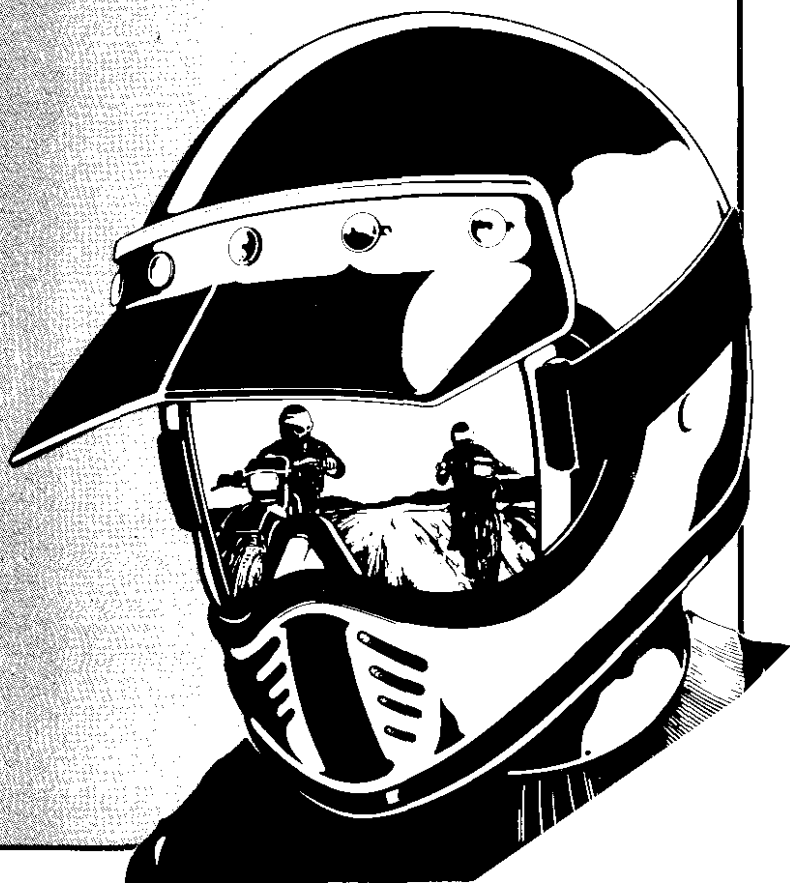
HONDA

OWNER'S MANUAL



91
Z50R

IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER**
  This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity as shown on the tire information label.
- **FOR OFF-ROAD USE ONLY**
  This vehicle is designed and manufactured for off-road use only. It conforms to US EPA Noise Emission regulations, but does not conform to Federal Motor Vehicle Safety Standards or US EPA Exhaust Emission regulations, and operation on public streets, roads or highways is illegal. The vehicle is equipped with a USDA-qualified spark arrester. Obey local laws and regulations.
- **PARENTS : READ IMPORTANT MESSAGE ON PAGE 2 .**
- **READ THIS OWNER'S MANUAL CAREFULLY**
- **NOT RECOMMENDED FOR CHILDREN UNDER 7 YEARS OLD**

Pay special attention to statements preceded by the following words:

⚠DANGER

Indicates severe personal injury or death will result if instructions are not followed.

⚠WARNING

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

CAUTION:

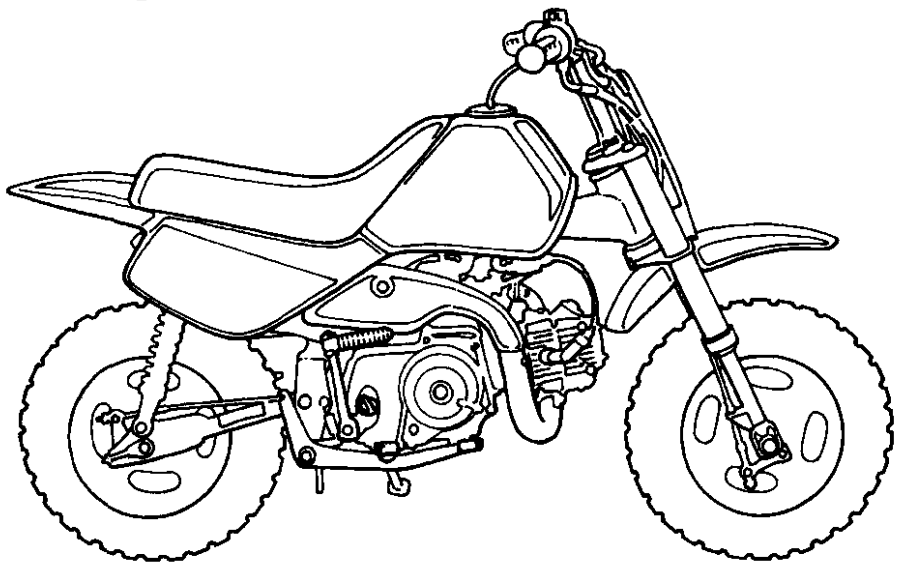
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

HONDA Z50R
OWNER'S MANUAL

1991



WELCOME

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the motorcycle, but also the motorcycle's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE. Also for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

*Honda Owner's Identification Card
*Set-up and Pre-delivery Checklist
*Honda Motorcycle, Distributor's Limited Warranty
*Honda Motorcycle Noise Control Systems, Distributor's Warranty

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

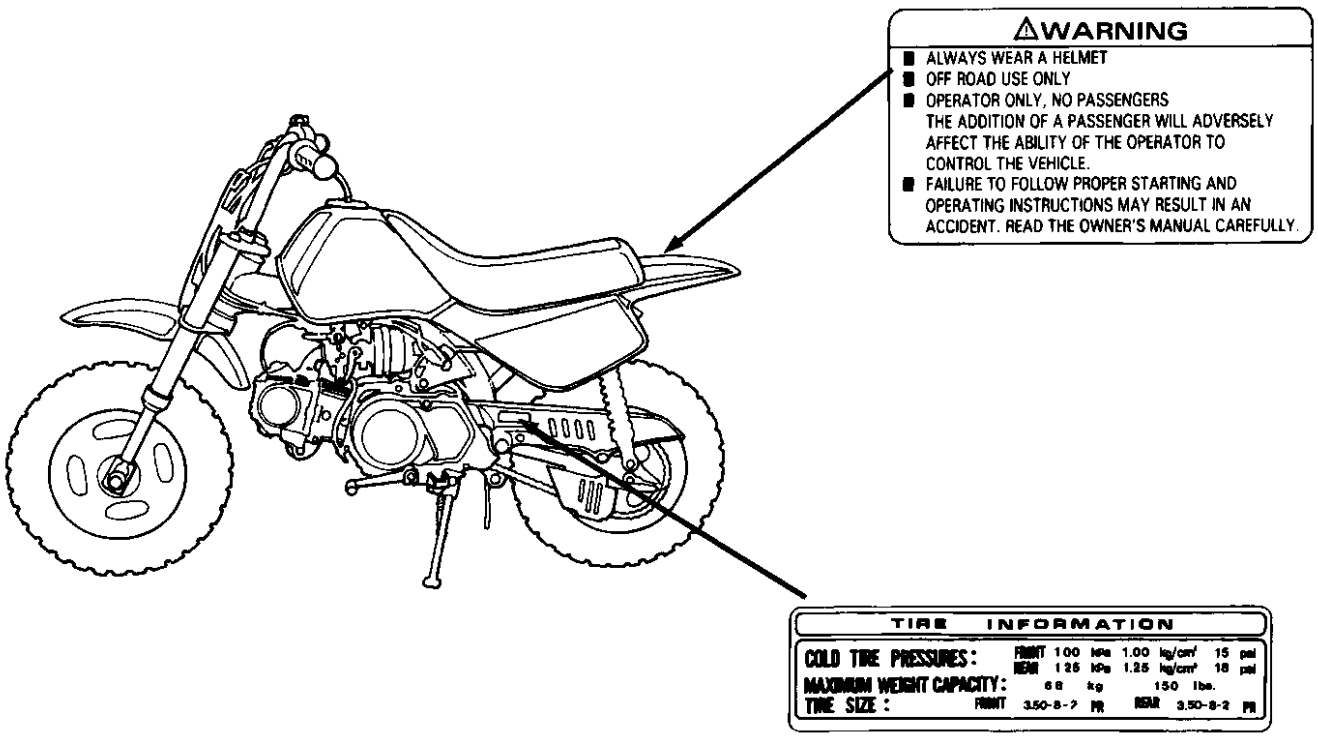
Pleasant riding, and thank you for choosing a Honda !

OPERATION

MAINTENANCE

MOTORCYCLE SAFETY

Read these WARNING LABELS before you ride !



IMPORTANT MESSAGE TO PARENTS

Your child's safety is very important to Honda. That's why we urge you to read this message before you let any young person ride this motorcycle. Off-road riding can be fun. But as with riding a bicycle, bad judgements can result in injuries, and we don't want that to happen! As a parent, you can help prevent accidents by making good decisions about if, when, and how your youngster rides this motorcycle.

Riding Readiness

The first decision you'll need to make is whether your youngster is ready to ride. Riding readiness varies widely from one person to another, and age and size are not the only factors.

PHYSICALLY ABILITY is an important consideration. For example, riders must be big enough to hold the motorcycle up, get on, and comfortably sit on the seat with both feet touching the ground. They should also be able to easily reach and work the brakes, the throttle and all other controls.

ATHLETIC ABILITY is necessary for riding a motorcycle. Generally speaking, your youngster should be good at riding a bicycle before getting on a motorcycle. Can your youngster judge speeds and distances on a bicycle and react with proper hand and foot actions? Anyone who does not have good coordination, balance, and agility is not ready to ride this motorcycle.

MENTAL AND EMOTIONAL MATURITY are requirements for safe riding. Does your youngster think through problems and come to logical solutions? On a bicycle, does your youngster obey safe riding rules? Be honest! Young people who take unnecessary risks, make bad judgements and don't obey rules are not ready to ride this motorcycle.

Instruction and Supervision

If you decide that your youngster is ready to safely operate this motorcycle, make sure both of you carefully read and understand the Owner's Manual before riding. Also be sure that your youngster has a helmet and other appropriate riding equipment and always wears it when operating the vehicle or sitting on it.

GOOD INSTRUCTION is an important part of hands-on training. The teacher can either be you or another responsible adult who has experience with off-road motorcycle riding. (For help in finding a qualified instructor, talk with your Honda dealer.) Even if you're not the main teacher, it's up to you to ensure your youngster's safety. Remember, learning to ride a motorcycle is a gradual step-by-step process. It takes time, patience and practice—many hours over a period of weeks or months.

SUPERVISION is another important obligation of parents. Even after youngsters have become skilled off-road riders, they should always ride with adult supervision. It helps to regluarly remind young riders of basic safety rules and cautions. And remember, it's your responsibility to see that the vehicle is properly maintained and kept in safe operating condition.

SAFE AND RESPONSIBLE RIDING must be an ongoing commitment—by you and your youngster. When you both put safety first, you can enjoy more peace of mind, and your youngster can enjoy more hours of safe off-road riding.

⚠WARNING

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

SAFE RIDING RULES

This motorcycle is designed for junior riders. The rider weight limit is:
68kg(150lbs)
It is a fine learning motorcycle as long as the following precautions are observed:

1. This motorcycle is an OPERATOR ONLY model. The rider weight limit is: 68kg(150lbs)
2. The young rider should learn to ride in an uncongested off-road area free of obstacles before venturing into unfamiliar terrain.
3. It is illegal to ride this motorcycle on public streets, roads or highways. It must be ridden only in off-road areas where such activities are permitted. If it becomes necessary to cross a public roadway, remember to get off the motorcycle and push it across.
4. For safety, the motorcycle must be properly maintained. Be sure to make a "Pre-ride Inspection" before riding and be sure to impress the student rider with the importance of checking all the items thoroughly before riding the motorcycle.
5. A prime objective in the instruction process is developing the student's self-confidence. This self-confidence comes with a total familiarization with the motorcycle controls and their functions, plus lots of PRACTICE.
6. Always obey local off-road riding laws and regulations.
7. Spark arresters and mufflers are required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

8. Obtain permission to ride on private property. Avoid posted areas and obey no trespassing signs.
9. When basic riding techniques have been mastered by the young rider, remember these next few words of caution: the young rider should always ride in the company of an adult on another motorcycle so they can assist each other in the event of trouble.
10. Familiarity with your motorcycle is critically important should a problem occur far from help.
11. Caution the young rider never to ride beyond his ability and experience or faster than conditions warrant.
12. If you are not familiar with the terrain, lead the way and ride cautiously. Hidden rocks, holes or ravines could spell trouble.
13. This motorcycle is not equipped with lights. Don't ride at night.

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.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be carefull not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

MODIFICATIONS

⚠WARNING

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

NOTE:

* Spark arresters and mufflers are required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

LOADING AND ACCESSORIES

⚠WARNING

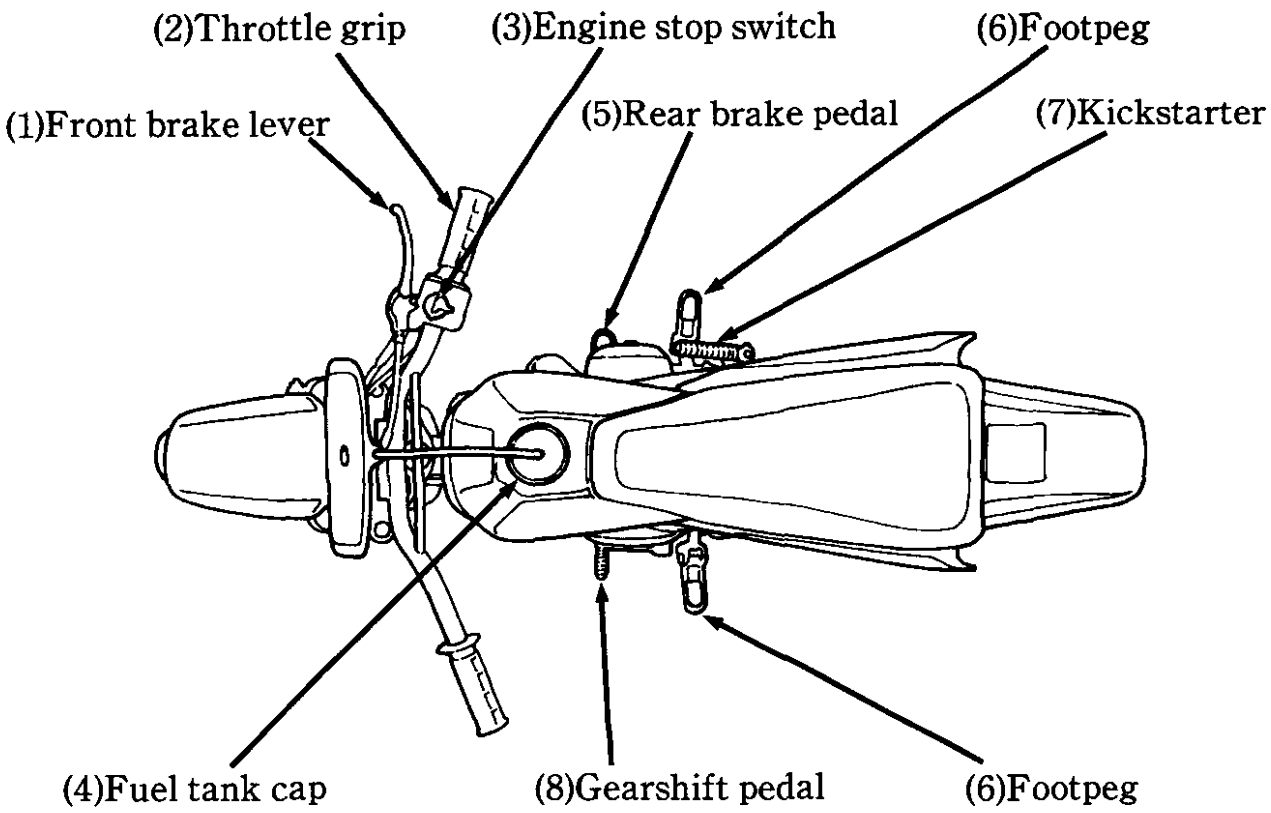
***A motorcycle is sensitive to changes in weight distribution. Addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle.**

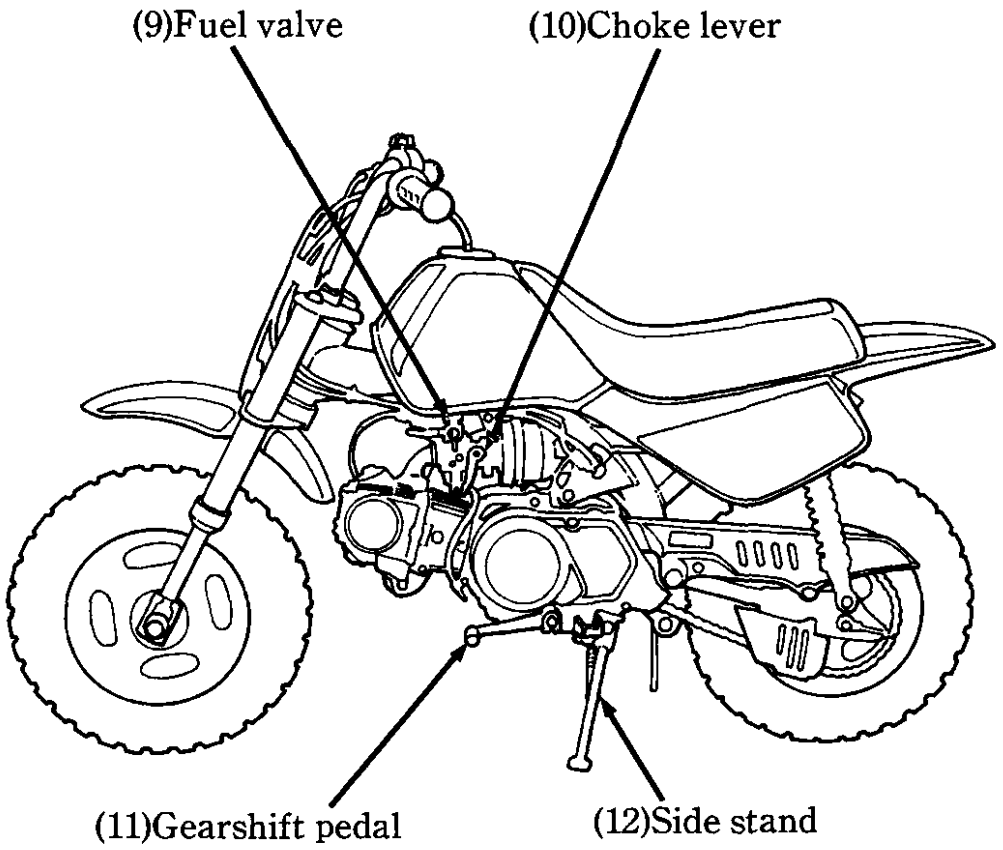
Loading

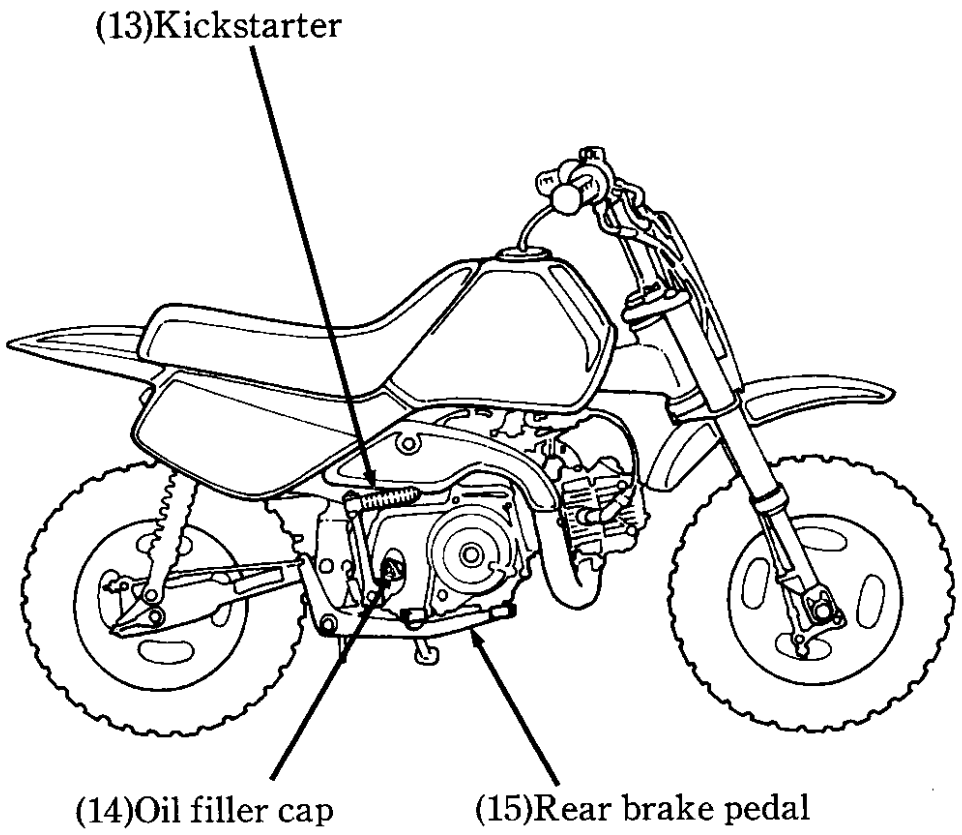
The combined weight of the rider, cargo, and all accessories must not exceed the maximum weight capacity:
68kg(150lbs)

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
3. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

PARTS LOCATION




(9)Fuel valve
(10)Choke lever
(11)Gearshift pedal
(12)Side stand


(13)Kickstarter
(14)Oil filler cap
(15)Rear brake pedal

MAJOR COMPONENTS (Information you need to operate this motorcycle)

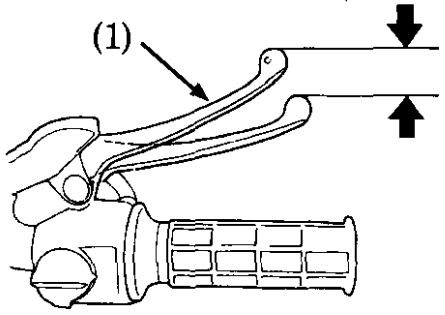
⚠WARNING

* **If the Pre-ride Inspection (page 23) is not performed, severe personal injury or vehicle damage may result.**

FRONT BRAKE

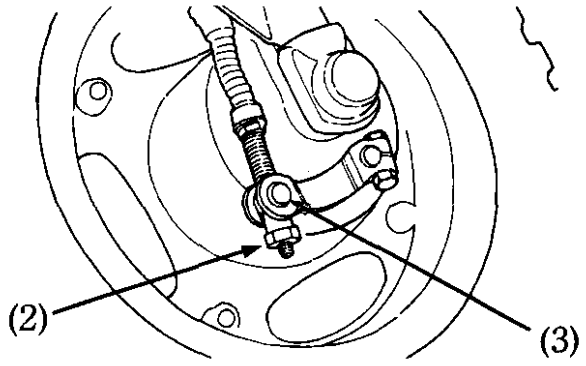
Brakes are items of personal safety and should always be maintained in proper adjustment.

The distance the brake lever moves before the brake starts to engage is called free play. Measured at the tip of the front brake lever, free play should be maintained at: 10—20mm(3/8—3/4in).



(1)Front brake lever

1. Adjust brake lever free play with the front brake adjusting nut (2). Turning the nut clockwise will decrease free play and turning the nut counterclockwise will increase free play. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3) after making final free play adjustment.
2. Apply the brake several times and check for free wheel rotation when released.



(2)Front brake adjusting nut

(3)Brake arm pin

NOTE:

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

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure.

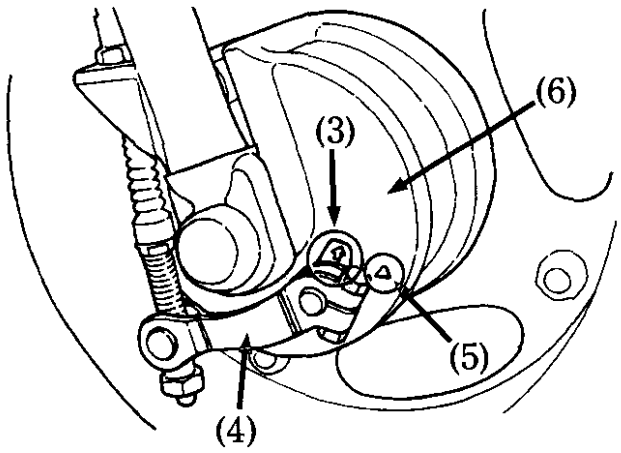
Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion.

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

When the brake is applied, an arrow (3), attached to the brake arm (4), moves toward a reference mark (5) on the brake panel (6).

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

See your authorized Honda dealer for this service.

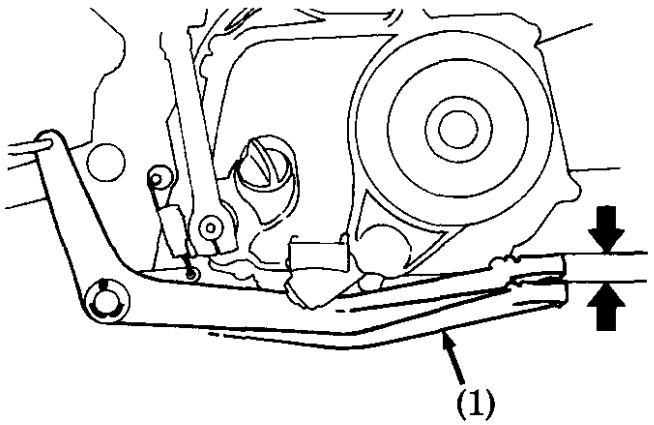


(3)Arrow
(4)Brake arm
(5)Reference mark
(6)Brake panel

REAR BRAKE

Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.
   Free play should be:
   10—20mm(3/8—3/4in)
3. If adjustment is necessary, turn the rear brake adjusting nut (2).

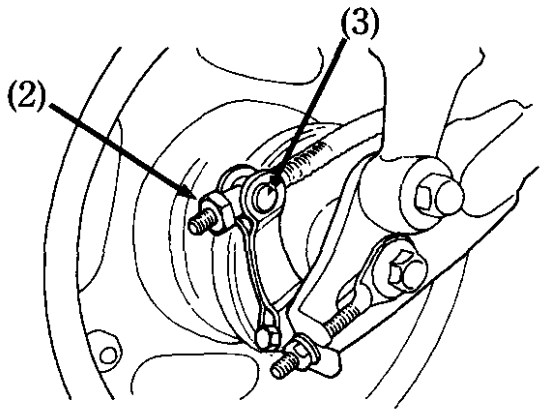


(1)Rear brake pedal

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

NOTE:

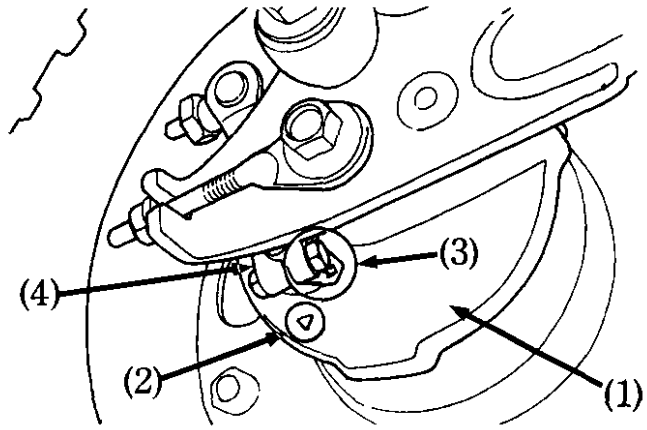
* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.
* Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3) after making final free play adjustment.



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

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

Brake Shoe Wear
When the brake is applied, an arrow (3), attached to the brake arm (4), moves toward a reference mark (2) on the brake panel (1).
If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.
See your authorized Honda dealer for this service.



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

CLUTCH

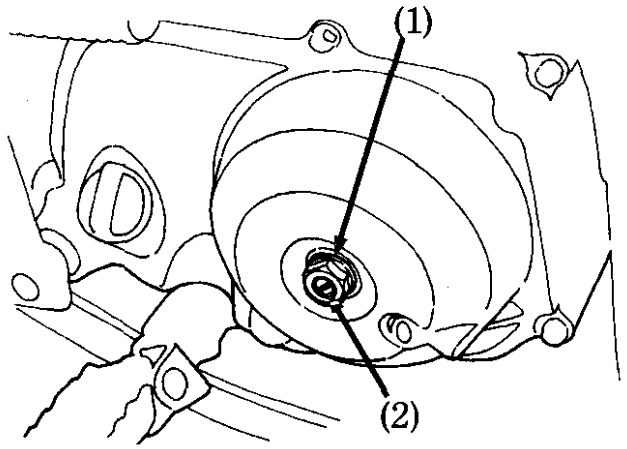
Adjustment:

1. Loosen the adjuster lock nut (1).
2. Turn the clutch adjuster (2) clockwise one turn; do not turn excessively.
3. Slowly turn the adjuster counterclockwise until a slight resistance is felt.
4. From this position, turn the adjuster clockwise 1/8 to 1/4 turn, and tighten the lock nut.
5. After adjustment, test ride the motorcycle to be certain the clutch operates properly.

The engine should start easily with the kickstarter without the clutch slipping. When shifting gears, the clutch operation should be smooth and light, especially when shifting into neutral.

NOTE:

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



(1)Lock nut (2)Clutch adjuster

FUEL

Fuel Valve

The three way fuel valve (1) is under the left side of the fuel tank.

OFF

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

ON

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

RES

With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

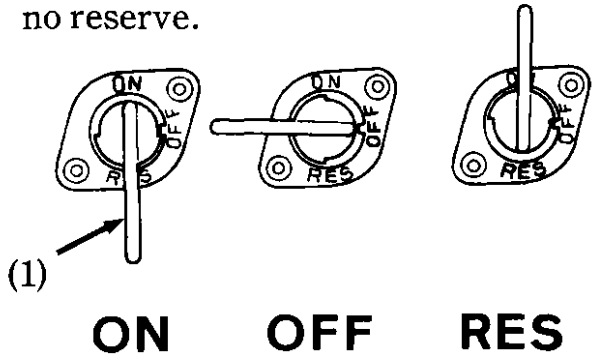
The reserve fuel supply is:
0.8 ℓ (0.21 US gal, 0.18 Imp gal)

⚠WARNING

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

NOTE:

- Remember to check that the fuel valve is in the ON position each time you refuel. If the valve is left in the RES position, you may run out of fuel with no reserve.



(1)Fuel valve

Fuel Tank

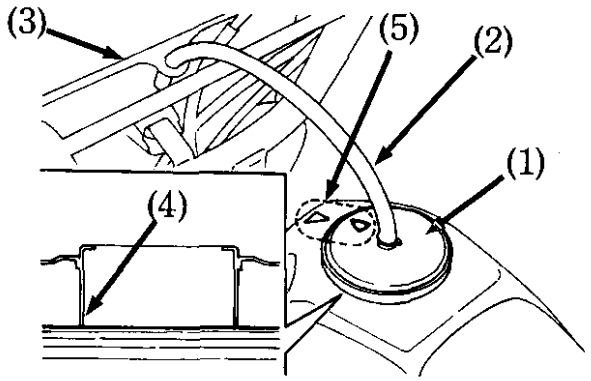
The fuel tank capacity, including reserve, is:

4.0 ℓ (1.06 US gal , 0.88 Imp gal)

To open the fuel tank cap (1), pull out the breather tube (2) from the front number plate (3). Then turn the fuel tank cap counterclockwise.

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

Insert the breather tube into the front number plate.



(1)Fuel tank cap
(2)Breather tube
(3)Front number plate
(4)Filler neck
(5)Aligning marks

Your engine is designed to use any gasoline that has a pump octane number (R+M)/2 of 86 or higher, or that has a research octane number of 91 or higher. Gasoline pumps at service stations normally display the pump octane number. We recommend that you use unleaded fuel because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust or water in the fuel tank. Use of a lower octane gasoline can cause persistent "pinging" or heavy "spark knock" (a metallic rapping noise) which, if severe, can lead to engine damage.

CAUTION:

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

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

⚠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 engine is refueled or where gasoline is stored.**
* **Do not overfill the tank (there should be no fuel in the filler neck (4)). After refueling, make sure the fuel cap is closed securely.**
* **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
* **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

Gasolines Containing Alcohol

If you decide to use a gasoline containing alcohol ("gasohol"), be sure its octane rating is at least as high as that recommended by Honda. There are two types of "gasohol" : one containing ethanol, and the other containing methanol. Do not use gasohol that contains more than 10% ethanol. Do not use gasoline containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use gasoline containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

NOTE:

* Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
* Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a gasoline that contains alcohol, or one that you think contains alcohol, switch to a gasoline that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

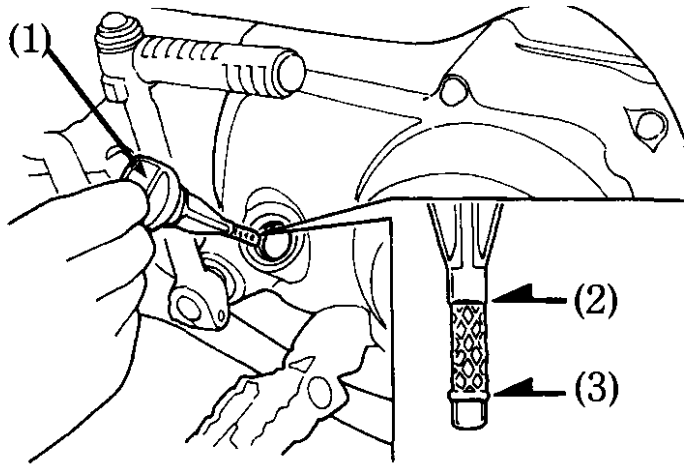
Check the engine oil level each day before riding the motorcycle.

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

1. With the motorcycle held upright on firm, level ground, start the engine and let it idle for a few minutes.
2. Stop the engine and remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick, without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the dipstick.
3. If required, add the specified oil (see page 37) up to the upper level mark. Do not overfill.
4. Replace the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

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



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

TIRES

Proper air pressure will provide maximum stability, riding comfort and tire life.
Check tire pressure frequently and adjust if necessary.

NOTE:

* Tire pressure should be checked before you ride, while the tires are "cold."
* Check the tires for cuts, embedded nails, or other sharp objects. See your authorized Honda Dealer for replacement of damaged tires or punctured inner tubes.

Off-road tires are standard on this model. Select the right replacement tires in accordance with the following specifications:

Cold tire pressures kPa(kg/cm², psi)	Front: 100(1.00,15)
	Rear: 125(1.25,18)
Maximum weight capacity	68kg(150 lbs)
Tire size	Front: 3.50−8−2PR
	Rear: 3.50−8−2PR

⚠WARNING

* **Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.**
* **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 causing tire deflation that may result in a loss of vehicle control.**
* **Operation with excessively worn tires is hazardous and will adversely affect traction and handling.**

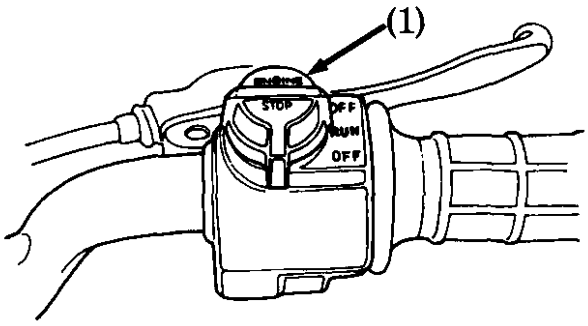
Replace tires before tread depth at the center of the tire reaches the following limit:

Minimum tread depth
3mm(1/8 in)

ESSENTIAL INDIVIDUAL COMPONENTS

Engine Stop Switch

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



(1)Engine stop switch

OPERATION

PRE-RIDE INSPECTION

⚠WARNING

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

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

1. Engine oil level — add engine oil if required (page 20). Check for leaks
2. Fuel level — fill fuel tank when necessary (page 17). Check for leaks
3. Front and rear brakes — check operation and if necessary, adjust free play (page 11—14).
4. Tires — check condition and pressure (page 21)
5. Drive chain—check condition and slack (page 46). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions. Adjust free play if necessary. (page 42).
7. Engine stop switch — check for proper function (page 22).

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

STARTING THE ENGINE

⚠WARNING

* **Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**

* **Do not try to start the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.**

Preparation

Make sure the transmission is in neutral, and the engine stop switch is at RUN.
Turn the fuel valve to ON.

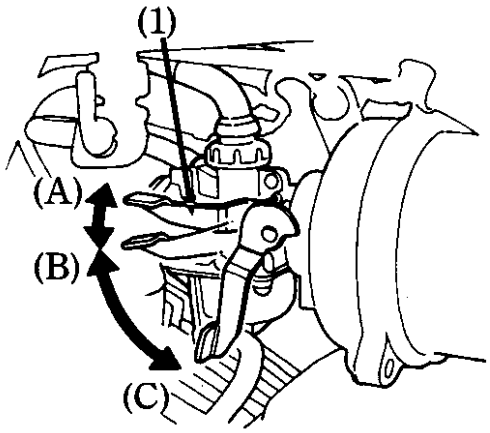
Starting Procedure

Cold engine

1. Pull the choke lever (1) up all the way to Fully ON (A).
2. Open the throttle slightly and operate the kickstarter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick.

CAUTION:

* **Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.**



(1)Choke lever (B)Detent position
(A)Fully On (C)Fully Off

3. Immediately after the engine starts, push the choke lever down to the Detent Position (B).
4. About a half minute after the engine starts, push the choke lever (1) down all the way to Fully OFF (C).
5. If idling is unstable, open the throttle slightly.

Warm Engine

When the engine is to be re-started while still warm, follow the "Cold Engine" Starting Procedure; however, do not use the choke.

Starting in Extremely Cold Weather

Prime the engine before starting by cranking the engine several times using the kickstarter with the engine stop switch is OFF, the choke Fully ON (A) and the throttle opened slightly. Follow the "Cold Engine" Starting Procedure.

CAUTION:

* **Extended use of the choke may impair piston and cylinder wall lubrication.**

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to OFF and push the choke lever down to Fully OFF (C). Open the throttle fully and crank the engine several times with the kickstarter. Turn the engine stop switch to RUN and open the throttle slightly; start the engine using the kickstarter.

BREAK-IN

During the first week of operation, operate your new motorcycle so the engine neither pulls laboriously nor approaches maximum speed in any gear. Avoid full throttle operation, and select your gear changes to spare the engine undue stress. Careful break-in operation during the initial mileage will measurably extend the service life of the engine.

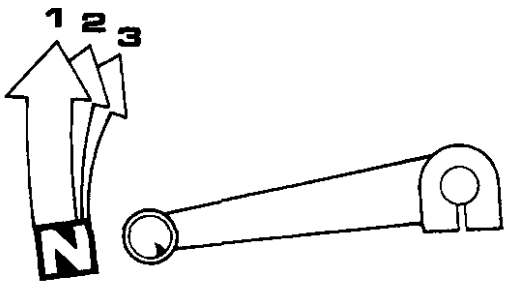
RIDING

⚠WARNING

* **Review Motorcycle Safety (pages 1 – 5) 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.**

1. After the engine has warmed up, the motorcycle is ready for riding.
2. Close the throttle and raise the gearshift pedal to shift into lst (low) gear.
3. Increase engine speed by gradually opening the throttle.
4. When your speed increases, close the throttle and shift to 2nd gear by raising the gearshift pedal.
5. This sequence is repeated to shift to 3rd gear.

Raise the pedal to shift to a higher gear and depress the pedal to shift to a lower gear. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.



Shifting pattern

⚠WARNING

* **Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.**

CAUTION:

* **Do not shift gears without 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.**

High Altitude Riding

When operating this motorcycle at high altitude, the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m), driveability and performance may be reduced and fuel consumption increased. The carburetor can be modified to compensate for this high altitude richness. However, the carburetor must be returned to standard factory specifications when lower altitude riding is desired. See your authorized Honda dealer for high altitude adjustments.

CAUTION:

* **Sustained operation at altitudes below 5,000 feet (1,500 m) with high altitude carburetor modifications may cause engine overheating and damage.**

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.

⚠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. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.**
* **When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.**

PARKING

1. After stopping the motorcycle, shift the transmission into neutral and turn the fuel valve OFF. Push the engine stop button in and hold it in until the engine stops completely.
2. Use the side stand to support the motorcycle while parked.

CAUTION:

* **Park the motorcycle on firm, level ground to prevent it from falling over.**
* **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**

Dear New Honda Owner:

Congratulations on the purchase of your new Honda!

Our customers are most important to us! To help us better understand you, please take a few minutes to answer the questions on the following page. Most of the questions can be completed by merely marking an "x" in the appropriate space for your choice. Then just tear out the questionnaire and drop the postcard in the mail.

We value your comments and know that you'll enjoy your new Honda for many years.

Respectfully,

AMERICAN HONDA MOTOR CO., INC.

THIS QUESTIONNAIRE SHOULD BE COMPLETED BY THE PRIMARY RIDER OF THE NEW HONDA XR OR CR MOTORCYCLE (1991)

1. Please check the box next to the Honda motorcycle you recently purchased: model/engine size (Please check one box for model & one box for engine size) — Model and Engine Si

2. When did you purchase this motorcycle? — (Write in month and yea

QUESTIONS 3-6 ARE FOR CLASSIFICATION PURPOSES ONLY.
FOR QUESTIONS 3-6, PLEASE CHECK THE ONE BOX THAT APPLIES TO YOU. CHECK ONLY ONE BOX PER QUESTION.

3. Sex ———
4. Age ———
5. Occupation
6. Household Income

7. Prior to this motorcycle purchase, how many of each of the following have you ever owned? ———
NOTE: If you have never owned any of these vehicles, please check 0 in each row and skip to Question No. 10.
(Check all that appl

8. If you previously owned a motorcycle, what was the make, engine size and type of the motorcycle you most recently owned? ——— (Check make, engine size and typ

9. When did you purchase your last motorcycle? (Write in yea
10. What is your primary use for this motorcycle? (Check only one bo

11. If you seriously considered purchasing any other motorcycle, what make, model, and engine size was it? ———
(Check make, write in mod and check engine siz

12. Which of the following was most useful in helping you decide which motorcycle to buy? (Check only one bo

13. What were the three most important factors in your decision to purchase this particular make and model of motorcycle? ——— (Check three boxe

14. How much did you pay for this motorcycle (not including tax, license, or any other fees)? (Write in amou
15. Finally, what is your zip code? (Write in 5-digit zip cod

1:2 91

1. [1]☐ Z [2]☐ XR [3]☐ CR [3-] [1]☐ 50 [2]☐ 80 [3]☐ 100 [4]☐ 125 [5]☐ 200 [6]☐ 250 [7]☐ 500 [8]☐ 600 [4-]

2. Month Year ____/19____ [5-8]

3. [1]☐ Male [2]☐ Female [9-]

4. [1]☐ 17 or under [2]☐ 18-24 [3]☐ 25-29 [4]☐ 30-34 [5]☐ 35-44 [6]☐ 45-59 [7]☐ 60 or over [10-]

5. [1]☐ Professional/Technical/Managerial [2]☐ Laborer [3]☐ Service Worker [4]☐ Student
[5]☐ Clerical/Sales/Administration [6]☐ Craftsman/Foreman/Operative [7]☐ Other [11-]

6. [1]☐ Under $15,000 [2]☐ $15,000-$19,999 [3]☐ $20,000-$29,999 [4]☐ $30,000-$39,999
[5]☐ $40,000-$49,999 [6]☐ $50,000-$75,000 [7]☐ over $75,000 [12-]

7.

	0	1-2	3-5	6 or More	
Motorcycles	☐	☐	☐	☐	[13-]
ATVs	☐	☐	☐	☐	[14-]
Motorscooters	☐	☐	☐	☐	[15-]

8.

	ENGINE SIZE (CC)					
	1000+	751-999	501-750	251-500	250 or Less	
Honda	☐[1]	☐[2]	☐[3]	☐[4]	☐[5]	[16-]
Yamaha	☐	☐	☐	☐	☐	[17-]
Kawasaki	☐	☐	☐	☐	☐	[18-]
Suzuki	☐	☐	☐	☐	☐	[19-]
Harley-Davidson	☐	☐	☐	☐	☐	[20-]
Other	☐[1]	☐[2]	☐[3]	☐[4]	☐[5]	[21-]

TYPE: [1]☐ Touring [2]☐ Custom [3]☐ Sport [4]☐ Standard [5]☐ Dual Purpose [6]☐ Off-Road [22-]

9. 19____ [23-24]

10. [1]☐ Motocross [2]☐ Hare Scrambles [3]☐ Enduros/Qualifiers [4]☐ Desert Races
[5]☐ Serious Trail Riding [6]☐ Play Riding [7]☐ Other (specify) _____ [25-]

11. [1]☐ Honda [2]☐ Yamaha [3]☐ Kawasaki [4]☐ Suzuki [5]☐ Harley [6]☐ Other [26-]
Model: _____ [27-29]
Engine Size: [1]☐ 1000+ [2]☐ 750-999 [3]☐ 501-750 [4]☐ 251-500 [5]☐ 250 or Less [30-]

12. [1]☐ Visiting various dealerships [2]☐ Advertising [3]☐ Motorcycle trade shows
[4]☐ Test articles in motorcycle magazines [5]☐ Advice of friend/relative
[6]☐ Personal experience with the product [6]☐ Other (specify) _____ [31-]

13. [1]☐ Price [3]☐ Styling [4]☐ Top speed [5]☐ Power [6]☐ Handling
[8]☐ Experience with other Honda products
[9]☐ Reputation of this motorcycle [0]☐ Comfort [X]☐ Accessories [Y]☐ Other (specify) _____ [32-]

14. $_____ [33-37]

15. _____ [38-42]

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 450 SANTA MONICA, CALIFORNIA

Postage will be paid by addressee:

AMERICAN HONDA MOTOR CO., INC.
1607 16th STREET
SANTA MONICA, CA 90404-9946

MAINTENANCE

- The U.S. Environmental Protection Agency requires manufacturers to certify that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 3,000 km (1,865 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for the Honda Motorcycle Noise Emission Control System is necessary in order to keep the noise emission control system warranty in effect. (USA only)

- The maintenance intervals shown in the following schedule are based upon average riding conditions. Machines subjected to severe use or competition, or ridden in unusually wet or dusty areas, require more frequent servicing.

- Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

- If your motorcycle is involved in a collision, have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment or damage.

MAINTENANCE SCHEDULE

The following items require some mechanical knowledge. Certain items (particularly those marked * and * *) may require more technical information and tools. Consult your authorized Honda Dealer.

Perform the Pre-ride Inspection (page 23) 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	EVERY	BREAK-IN MAINT.	REGULAR MAINT. INTERVAL	Refer to page
			First week of operation-about 200 mi (350 km)	Every 30 operating day-about 1,000 mi (1,600 km)	
*	FUEL LINE			I	—
*	FUEL STRAINER SCREEN			C	—
*	THROTTLE OPERATION			I	42
	AIR CLEANER	(NOTE 1)		C	36
	SPARK PLUG			I	40
*	VALVE CLEARANCE		I	I	43
	ENGINE OIL		R	R	37
**	ENGINE OIL STRAINER SCREEN			C	—
*	CARBURETOR IDLE SPEED		I	I	41

	ITEM / FREQUENCY	EVERY	BREAK-IN MAINT.	REGULAR MAINT. INTERVAL	Refer to page
			First week of operation-about 200 mi (350 km)	Every 30 operating day-about 1,000 mi (1,600 km)	
	DRIVE CHAIN	(NOTE 1)	I, L	Every 10 operating day-about 300 mi (500 km) I, L	46
	BRAKE SHOE WEAR			I	12 , 14
	BRAKE SYSTEM		I	I	11—14
	CLUTCH SYSTEM		I	I	15
	SIDE STAND			I	51
*	SUSPENSION			I	—
*	SPARK ARRESTER	(NOTE 2)		C	45
*	NUTS, BOLTS, FASTENERS		I	I	—
**	WHEELS/TIRES			I	—
**	STEERING HEAD BEARINGS		I	I	—

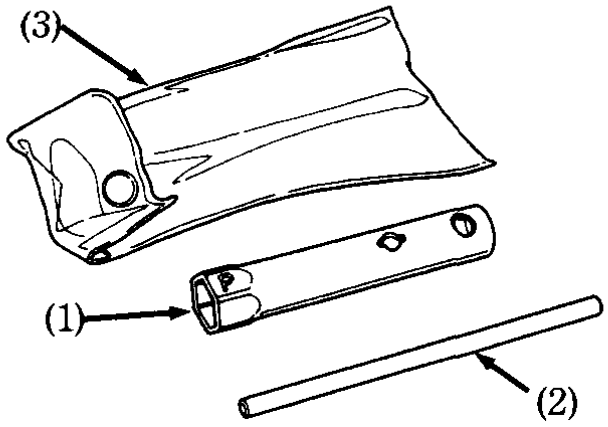
* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

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

NOTE: (1)Service more frequently when riding in unusually wet or dusty areas.
(2)USA only.

TOOL KIT

The spark plug wrench (1) and its handle (2) are stored in the tool bag (3).



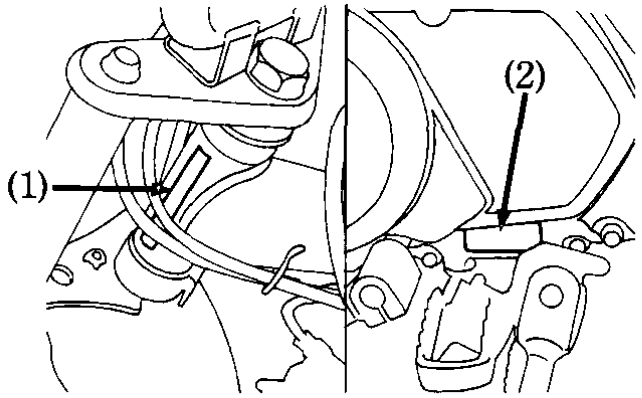
(1)Spark plug wrench (3)Tool bag
(2)Handle

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.

The frame number (1) is stamped on the left side of the steering head.
The engine number (2) is located on the left side of the engine.

FRAME NO._____
ENGINE NO._____



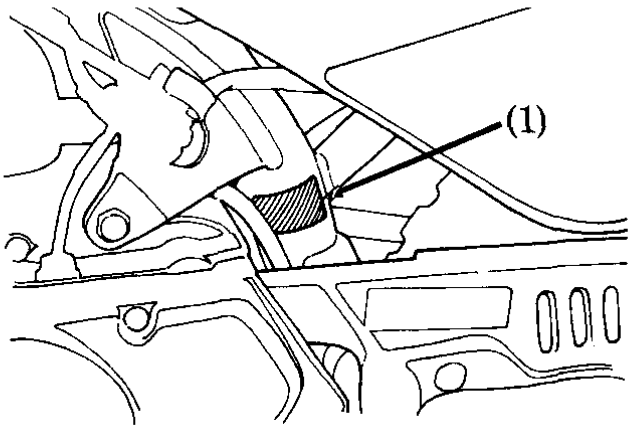
(1)Frame number (2)Engine number

COLOR LABEL

The color label (1) is attached on the left side of the frame down tube.
It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR_____

CODE_____



(1)Color label

MAINTENANCE PRECAUTIONS

⚠WARNING

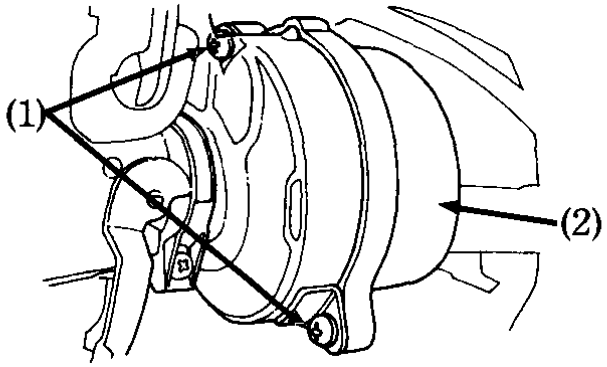
- **Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.**
- **Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.**

AIR CLEANER

(Refer to the maintenance precautions on page 35).

The air cleaner element must be cleaned and oiled at least once every 30 operating days. If your motorcycle is operated in unusually wet or dusty areas, more frequent servicing will be required. Your Honda dealer can help you to determine the correct service interval for your particular riding conditions.

1. Remove the two attaching screws (1), the air cleaner cover (2) and air cleaner element (3).



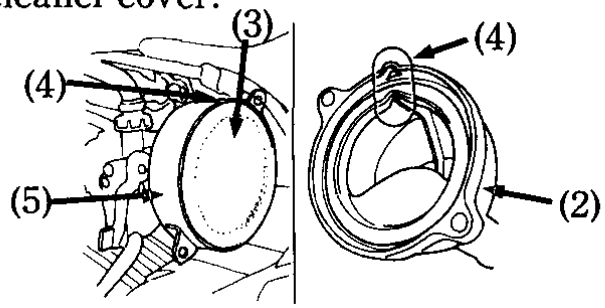
(1)Attaching screws
(2)Air cleaner cover

2. Wash the element in clean, nonflammable or high flash point solvent and let it dry thoroughly.

⚠WARNING

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

3. Soak the element in gear oil (SAE 80—90) until saturated, then squeeze out the excess oil.
4. Reinstall the air cleaner element.
5. Reinstall the air cleaner case (5) aligning their projection (4) with the air cleaner cover.



(3)Air cleaner element (5)Air cleaner case
(4)Projection

ENGINE OIL

(Refer to the maintenance precautions on page 35).

Engine Oil Recommendation:

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet US automobile manufacturers' requirements for Service Classification SF or SG.

Motor oils intended for Service SF or SG will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

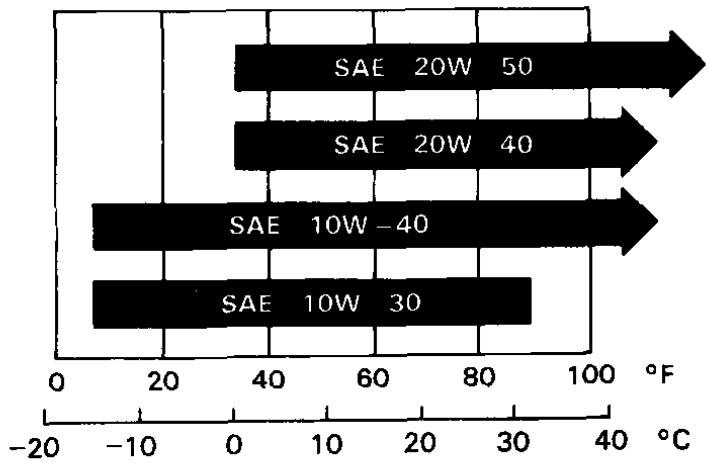
CAUTION:

* **Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable or castor-based racing oils are not recommended.**
* **Do not use oils with graphite or molybdenum additives: they will adversely affect clutch operation.**

Recommended Oil Viscosity

SAE 10W-40

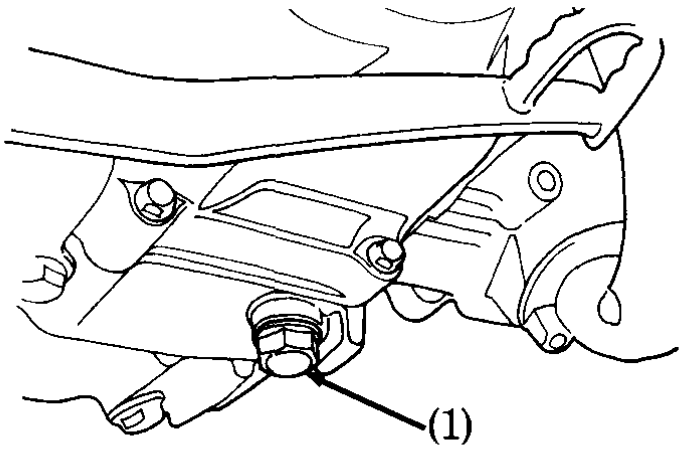
Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 32).

NOTE:

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



(1)Drain plug

1. Remove the oil filler cap/dipstick and drain plug (1) to drain the oil.
2. Check that the sealing washer on the drain plug is in good condition and install the plug.
   Oil Drain Plug Torque:
   22.5 N·m (2.25 kg-m , 16 lb-ft)
3. Fill the crankcase with the recommended grade oil; approximately:
   0.6 ℓ (0.6 US qt , 0.5 Imp qt)
4. Install the oil filler cap/dipstick.
5. Start the engine and let it idle for 2—3 minutes.
6. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

* Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash or pour it on the ground.

CAUTION:

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

SPARK PLUGS

(Refer to the maintenance precautions on page 35).

Recommended plugs:

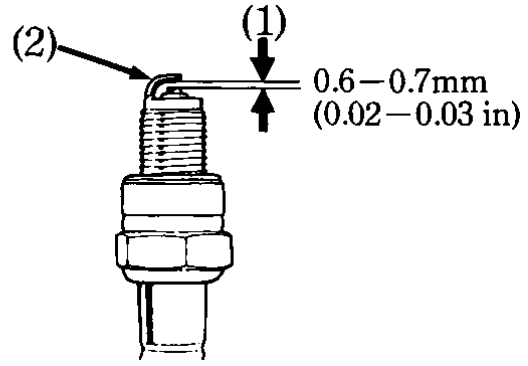
Standard: CR6HSA(NGK)
U20FSR—U(ND)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap and remove the spark plug.
   Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded.
3. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
4. Check the new spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
   The gap should be:
   0.6—0.7 mm (0.02—0.03 in)
5. With the plug washer attached, thread the new spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8 — 1/4 turn after the plug seats.

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. Severe engine damage could result.**



(1) Spark plug gap (2) Side electrode

CARBURETOR

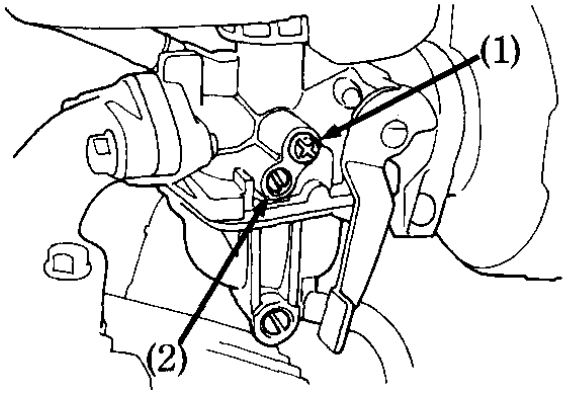
(Refer to the maintenance precautions on page 35).

Idle Speed

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

NOTE:

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



(1)Throttle stop screw (2)Air screw

1. Warm up the engine and hold the motorcycle upright.
2. Adjust idle speed with the throttle stop screw (1).

   IDLE SPEED:1,700±100 rpm

Fuel Mixture

1. Adjust the fuel mixture by turning the air screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Set the air screw exactly between these two extreme positions.

   From a fully closed position, the correct setting (between extremes of rich and lean) will be approximately:

   1−1 / 2 Turns open.
2. If idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

THROTTLE OPERATION

(Refer to the maintenance precautions on page 35).

Check for smooth rotation of the throttle grip from fully open to fully closed in all steering poitions. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted.

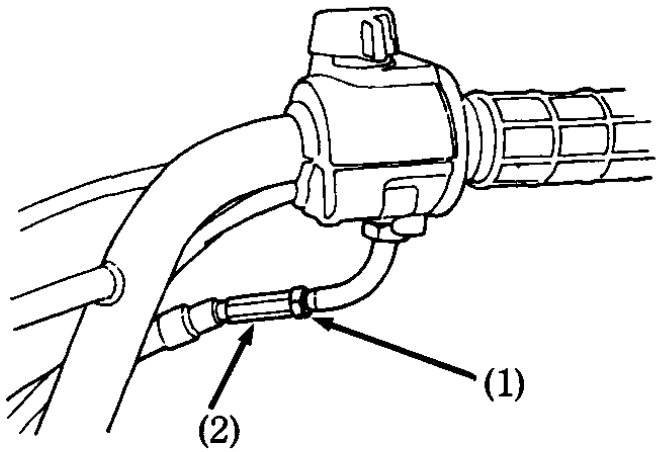
Lubricate the cable with a commercially available cable lubricant to prevent premature wear and corrosion.

⚠WARNING

* **For safe operation and positive engine response, the throttle cable must be properly adjusted.**

Adjust free play with the throttle cable adjuster (2). Measured in grip rotation, the standard throttle grip free play is:

2—6mm(1/8—1/4 in)

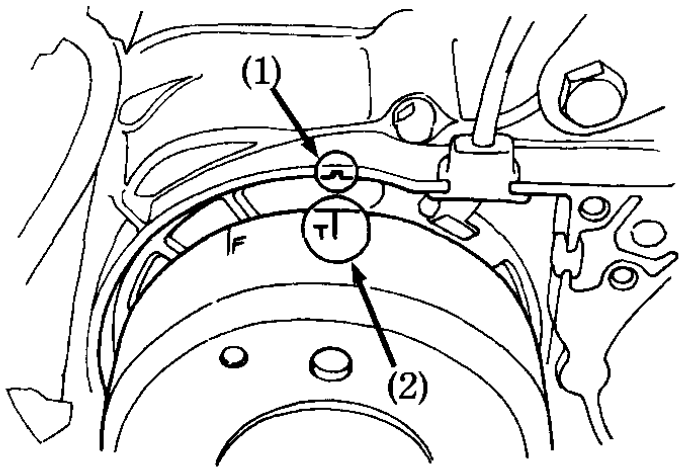


(1)Lock nut (2)Throttle cable adjuster

VALVE CLEARANCE

(Refer to the maintenance precautions on page 35).

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



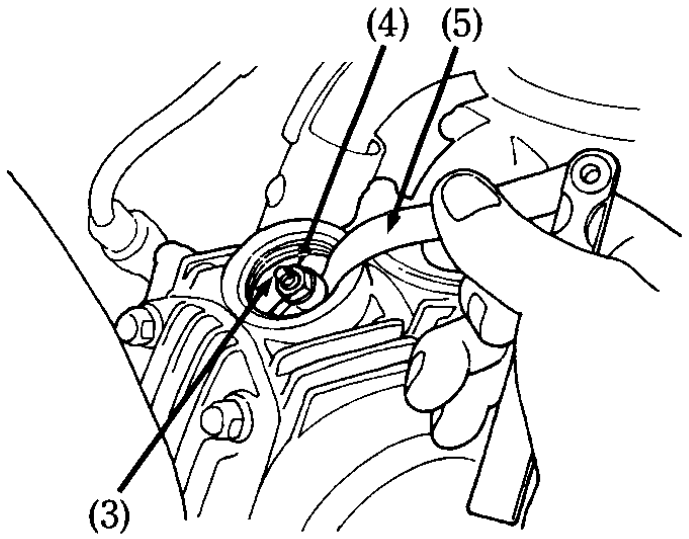
(1) Index mark (2) T mark

NOTE:

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

1. Remove the left crankcase cover.
2. Remove the adjusting caps.
3. Rotate the generator flywheel counterclockwise until the T mark (2) on the flywheel lines up with the index mark (1) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.
   The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.
   This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the T mark to the index mark.

Check the clearance of both valves by inserting a feeler gauge (5) between the adjusting screw (3) and the valve stem. Clearance should be:
0.05 mm (0.002 in)
If it is necessary to make an adjustment, loosen the adjusting screw lock nut (4) and turn the adjusting screw (3) so there is a slight resistance when the feeler 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 to make sure that the adjustment has not been disturbed.



(3) Adjusting screw
(4) Adjusting screw lock nut
(5) Feeler gauge

SPARK ARRESTER (USA only)

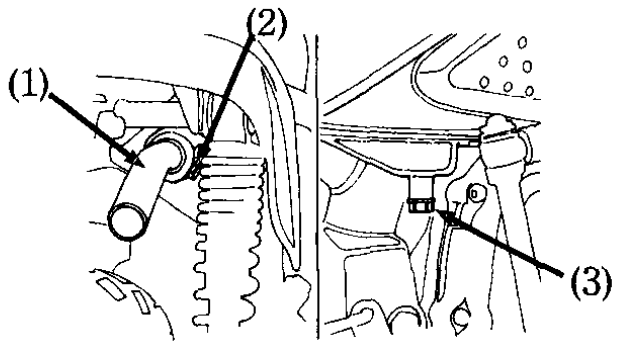
(Refer to the maintenance precautions on page 35).

The exhaust system spark arrester must be purged of accumulated carbon periodically (see the Maintenance Schedule for servicing period).

1. Remove the right hand number plate. Remove the diffuser pipe(1) by removing the securing bolt(2).
2. Remove the carbon clean out bolt (3).
3. Start the engine and rev it several times while blocking the end of the exhaust pipe with a rag.
4. After clearing the carbon from the trap, reinstall the clean out bolt and tighten securely.
5. Remove the carbon from the diffuser pipe and reinstall it. Install the number plate.

⚠WARNING

* **Do not stand behind the vehicle while purging the carbon from the spark arrester.**
* **Wear eye protection.**
* **The exhaust system becomes very hot during operation and remains hot for a period of time after stopping the engine. Allow the exhaust system to cool before performing this operation.**
* **Because of the increased fire hazard, ensure that there are no combustible materials in the area when purging the spark arrester.**
* **Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**



(1)Diffuser pipe
(2)Securing bolt
(3)Clean out bolt

DRIVE CHAIN

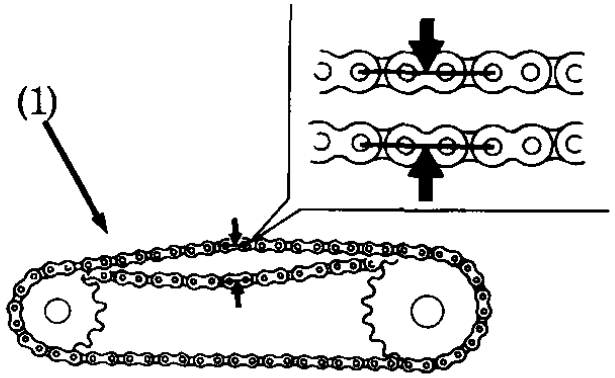
(Refer to the maintenance precautions on page 35).

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 (page23). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

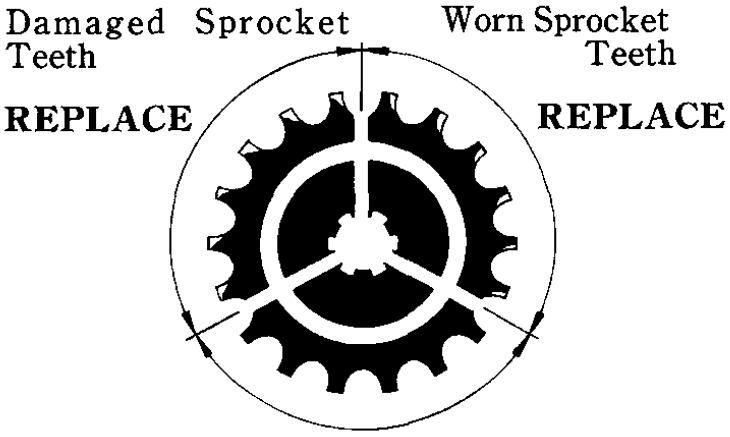
Inspection

1. Turn the engine off, place the motorcycle on the side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
   15—25 mm (0.625—1 in)
3. Roll the motorcycle forward. Stop. Check drive chain slack as the wheel rotates. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

4. Inspect the sprocket teeth for wear or damage.



NOTE:

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

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

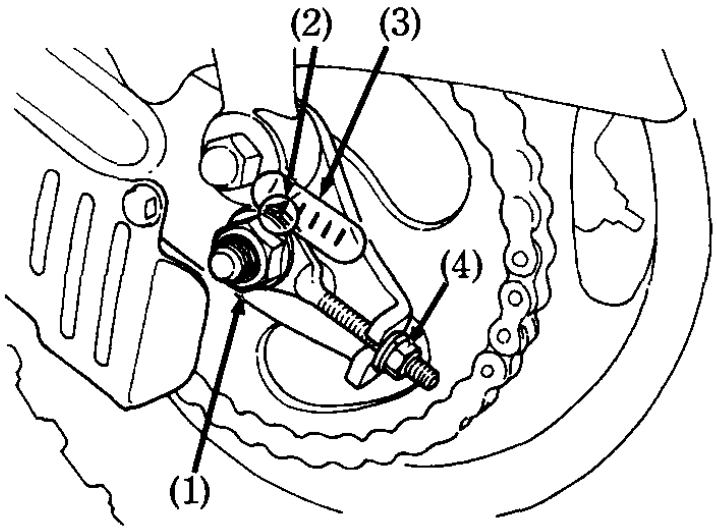
1. Loosen the rear axle nut(1).
2. Turn the adjusting nut (4) on both the right and left chain adjusters an equal number of turns to increase or decrease chain slack.
   Align the chain adjuster index marks (2) with the corresponding scale (3) graduations on both sides of the swing arm.

NOTE:

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

3. Torque the rear axle nut to:
   50 N·m (5.0 kg-m, 36 lb-ft)
4. Tighten the adjusting nuts.

5. Recheck drive chain slack.
6. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 13).



(1) Rear axle nut
(2) Adjuster index mark
(3) Graduated scale
(4) Adjusting nut

Lubrication:
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.

Removal and Cleaning:
When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

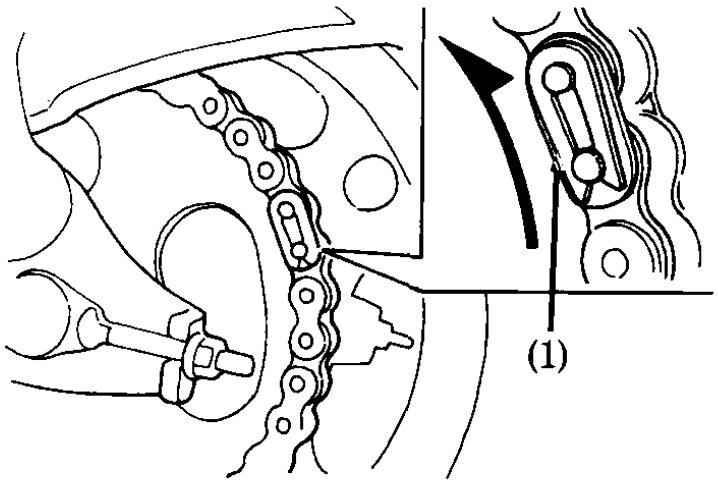
1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

⚠WARNING

Never use gasoline or low flash point solvents for cleaning the drive chain. A fire or explosion could result.

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.
   The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.
   Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain and rear brake pedal free play.



(1) *Retaining clip*

FRONT SUSPENSION

Check front fork action by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly. If it is damaged or binding, the suspension should be repaired before the motorcycle is operated. Check the security of all front fork and handlebar mounting bolts.

⚠WARNING

- **Operating the motorcycle with loose, worn, or damaged steering or front suspension components may adversely affect vehicle handling and stability.**
- **If any suspension components appear worn or damaged, consult your authorized Honda dealer for further inspection. The suspension components are directly related to safety and your authorized Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.**

REAR SUSPENSION

(Refer to the maintenance precautions on page 35).

Check the rear suspension periodically by careful visual examination. Note the following items:

1. Swingarm bushings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the bushings.
2. Check all suspension component attachment points for security of their fasteners.

NOTE:

* If any of the before-mentioned components appear damaged or worn, consult your authorized Honda dealer for further inspection.

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 clean engine oil.

FRONT WHEEL REMOVAL

(Refer to the maintenance precautions on page 35).

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Take off the front axle cover(1).
3. Remove the front brake adjusting nut (2) and remove the front brake cable (3) from the brake arm.
4. Remove the axle nut (4).
5. Remove the axle(5) and the wheel.
6. Set the front axle cover securely.

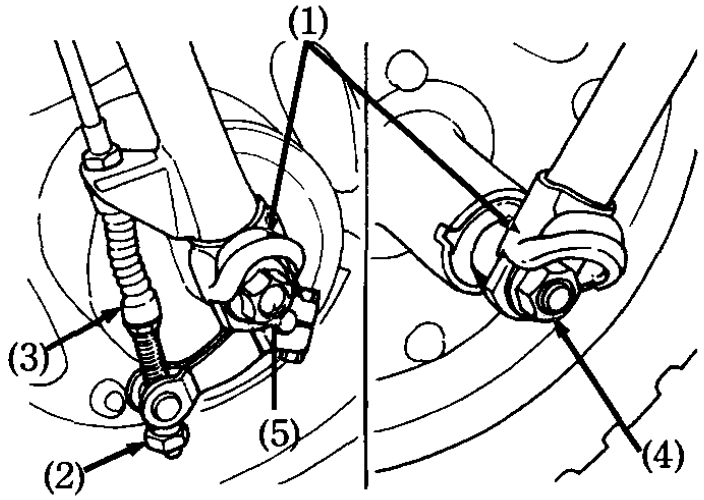
Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque.
  Axle nut torque:

- Adjust the brake (page 11).
- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

⚠WARNING

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

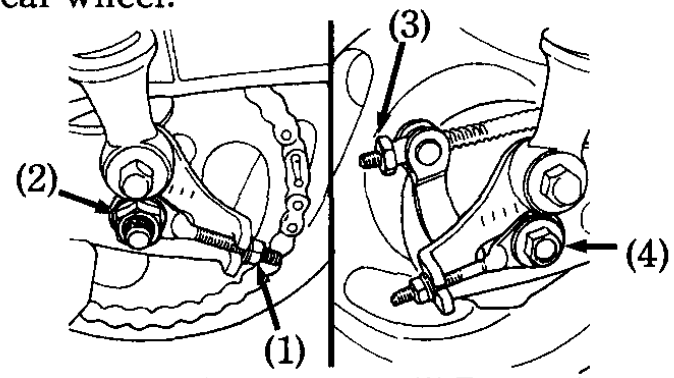


(1)Front fork cover (4)Front axle nut
(2)Brake adjusting nut (5)Front axle
(3)Front brake cable

REAR WHEEL REMOVAL

(Refer to the maintenance precautions on page 35).

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Loosen the drive chain adjusting nuts (1) and remove the rear axle nut(2).
3. Remove the retaining clip and drive chain.
4. Remove the rear brake adjusting nut(3) and separate the rear brake rod from the rear brake arm.
5. Pull out the rear axle(4) and remove the rear wheel.



(1) Drive chain adjusting nut (2) Rear axle nut
(3) Rear brake adjusting nut (4) Rear axle

Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque.
  Axle nut torque:
  50 N·m (5.0 kg-m, 36 lb-ft)
- Install the retaining clip with the closed end facing in the direction of chain rotation(page 49).
- Adjust the brake(page 13) and drive chain(page 46).
- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

⚠WARNING

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

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear and oil leakage.

CAUTION:

* **Avoid spraying high pressure water (typical in coin-operated car washes)at the following areas:**
  Wheel Hubs
  Engine Stop Switch
  Muffler Outlet
  Under Fuel Tank
  Drive Chain
  Under Seat

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

⚠WARNING

* **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

STORAGE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

1. Change the engine oil.
2. Lubricate the drive chain.
3. Drain the fuel tank and carburetor into an approved gasoline container. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel cap on the tank.

NOTE:

* If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

⚠WARNING

* **Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel or where fuel is stored.**

4. Remove the spark plug and pour a tablespoon (15—20 cc) of clean engine oil into the cylinder. Operate the kickstarter several times to distribute the oil, then reinstall the spark plug.

NOTE:

* When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
6. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness and with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
3. Perform all Pre-ride Inspection checks (page 23).
   Test ride the motorcycle at low speeds in a safe riding area.

SPECIFICATIONS

DIMENSIONS

Overall length	1,285 mm (50.6 in)
Overall width	605 mm (23.8 in)
Overall height	810 mm (31.9 in)
Wheelbase	895 mm (35.2 in)
Ground clearance	155 mm (6.1 in)

WEIGHT

Dry weight	49.5 kg (109.1 lbs)

CAPACITIES

Engine oil	0.6 ℓ (0.6 US qt , 0.5 Imp qt)After draining
Fuel tank	4.0 ℓ (1.06 US gal , 0.88 Imp gal)
Fuel reserve	0.8 ℓ (0.21 US gal , 0.18 Imp gal)
Passenger capacity	Operator only;no passenger
Maximum weight capacity	68 kg (150 lbs)

ENGINE

Bore and stroke		39.0 × 41.4mm (1.54 × 1.63in)
Compression ratio		10.0:1
Displacement		49 cm³ (3.0 cu-in)
Spark plug		CR6HSA U20FSR−U
Spark plug gap		0.6−0.7 mm (0.02−0.03 in)
Idle speed		1,700±100rpm
Valve clearance(cold)	Intake	0.05 mm (0.002 in)
	Exhaust	0.05 mm (0.002 in)

CHASSIS AND SUSPENSION

Caster	25°
Trail	42 mm (1.7 in)
Tire size, front	3.50—8—2PR
Tire size, rear	3.50—8—2PR

POWER TRANSMISSION

Primary reduction	4.058
Gear ratio, 1st	3.181
2nd	1.823
3rd	1.190
Final reduction	2.642

CONSUMER INFORMATION (USA ONLY)

NOISE EMISSION CONTROL SYSTEM

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

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

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us.The details of all Honda warranties are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department. Sometimes, however, in spite of the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

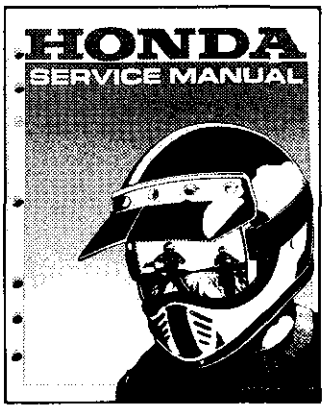
- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department of American Honda Motor Co.,Inc. The address is P.O. Box 420, Gardena, CA90247—0805. Telephone: (213) 532—9811. We will need the following information in order to assist you:
  - —Your name, address and telephone number
  - —Product model and serial number
  - —Date of purchase
  - —Dealer name and address
  - —Nature of the problem

After reviewing all the facts involved, you will be advised of what action can be taken.

Please bear in mind that your problem will likely be resolved at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

SERVICE MANUALS



The Service Manual (Part Number: 61GW801) used by your authorized Honda dealer is available from your dealer's parts department.

Also available, but not necessary to service your model :

* The Honda Common Service Manual (Part Number: 61CM000) explains the theory of operation and provides basic service information for various systems common to all Honda motorcycles, scooters, ATVs and Pilots.

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

MEMO

MEMO