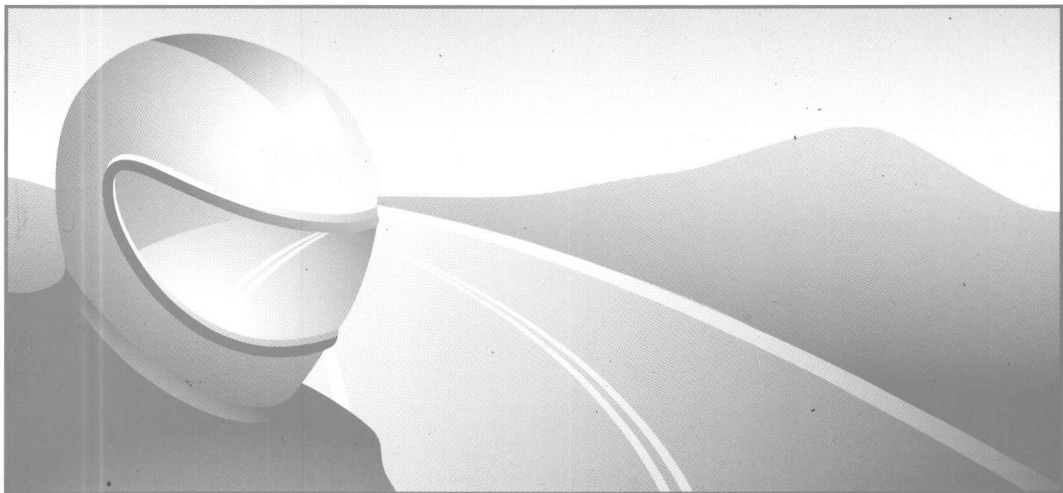




OWNER'S MANUAL



CB1100/A

Honda CB1100/A

OWNER'S MANUAL

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IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity.

- **ON-ROAD USE**

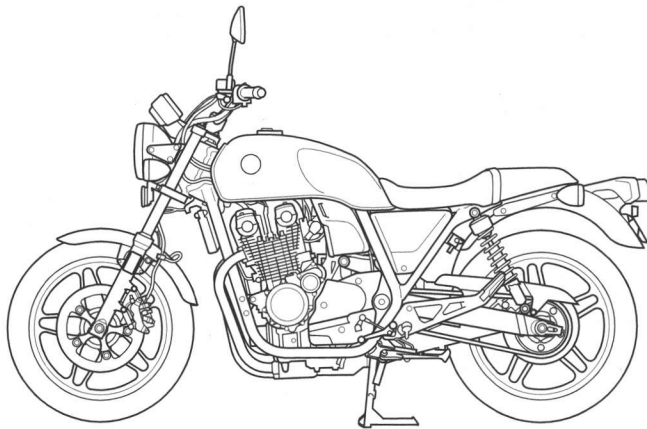
This motorcycle is designed to be used only on the road.

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

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the Contents page.

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

Honda CB1100/A OWNER'S MANUAL



All information in this publication is based on the latest production information available at the time of approval for printing. Honda Motor Co.,Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

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WELCOME

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

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

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

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

Pleasant riding, and thank you for choosing a Honda !

- The following code in this manual indicates the country.
- The illustrations herein are based on the CB1100A type.

U	Australia	New Zealand
---	-----------	-------------

- The specifications may vary with each locale.

A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the motorcycle.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words: **DANGER, WARNING, or CAUTION.**

These signal words mean:

 DANGER

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 WARNING

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 CAUTION

You **CAN** be **HURT** if you don't follow instructions.

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

OPERATION

page

1 MOTORCYCLE SAFETY

- 1 IMPORTANT SAFETY
 INFORMATION
- 2 PROTECTIVE APPAREL
- 4 LOAD LIMITS AND GUIDELINES

8 PARTS LOCATION

- 11 INSTRUMENTS AND
 INDICATORS

27 MAJOR COMPONENTS

**(Information you need to operate
this motorcycle)**

- 27 SUSPENSION
- 29 BRAKES
- 32 CLUTCH
- 34 FUEL
- 37 ENGINE OIL
- 38 TUBELESS TYRES

page

44 ESSENTIAL INDIVIDUAL COMPONENTS

- 44 IGNITION SWITCH
- 45 KEYS
- 47 IMMOBILIZER SYSTEM (HISS)
- 50 RIGHT HANDLEBAR CONTROLS
- 51 LEFT HANDLEBAR CONTROLS

page

52 FEATURES

(Not required for operation)

- 52 STEERING LOCK
- 53 SEAT
- 54 HELMET HOLDER
- 56 DOCUMENT BAG
- 57 CENTER COMPARTMENT
- 58 STORAGE COMPARTMENT FOR
U-SHAPED ANTI-THEFT LOCK
- 59 SIDE COVERS
- 60 HEADLIGHT AIM VERTICAL
ADJUSTMENT
- 61 CLIP

page

62 OPERATION

- 62 PRE-RIDE INSPECTION
- 64 STARTING THE ENGINE
- 68 RUNNING-IN
- 69 RIDING
- 71 BRAKING
- 75 PARKING
- 76 ANTI-THEFT TIPS

MAINTENANCE

page

77 MAINTENANCE

77	THE IMPORTANCE OF MAINTENANCE
78	MAINTENANCE SAFETY
79	SAFETY PRECAUTIONS
80	MAINTENANCE SCHEDULE
83	TOOL KIT
84	SERIAL NUMBERS
85	COLOUR LABEL
86	ENGINE OIL
91	CRANKCASE BREATHERS
92	SPARK PLUGS
94	THROTTLE OPERATION
95	AIR CLEANER
97	DRIVE CHAIN
103	DRIVE CHAIN SLIDER
104	FRONT AND REAR SUSPENSION INSPECTION
105	SIDE STAND
106	WHEEL REMOVAL

page

112	BRAKE PAD WEAR
114	BATTERY
117	FUSE REPLACEMENT
120	BRAKELIGHT SWITCH ADJUSTMENT
121	BULB REPLACEMENT

125 CLEANING

129 STORAGE GUIDE

129	STORAGE
131	REMOVAL FROM STORAGE

132 TAKING CARE OF THE UNEXPECTED

133 SPECIFICATIONS

137 CATALYTIC CONVERTER

MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure — if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider to be most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle crashes. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 4 for more details.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, trousers, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:

172 kg (379 lb)

Includes the weight of the rider, passenger, all cargo and all accessories

Maximum cargo weight:

10 kg (22 lb)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 6 .

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 38).
- If you change your normal load, you may need to adjust the front suspension (page 27) and the rear suspension (page 28).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Accessories

We strongly recommend that you use only Honda Genuine Accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 136). A blown fuse can cause a loss of lights or engine power.

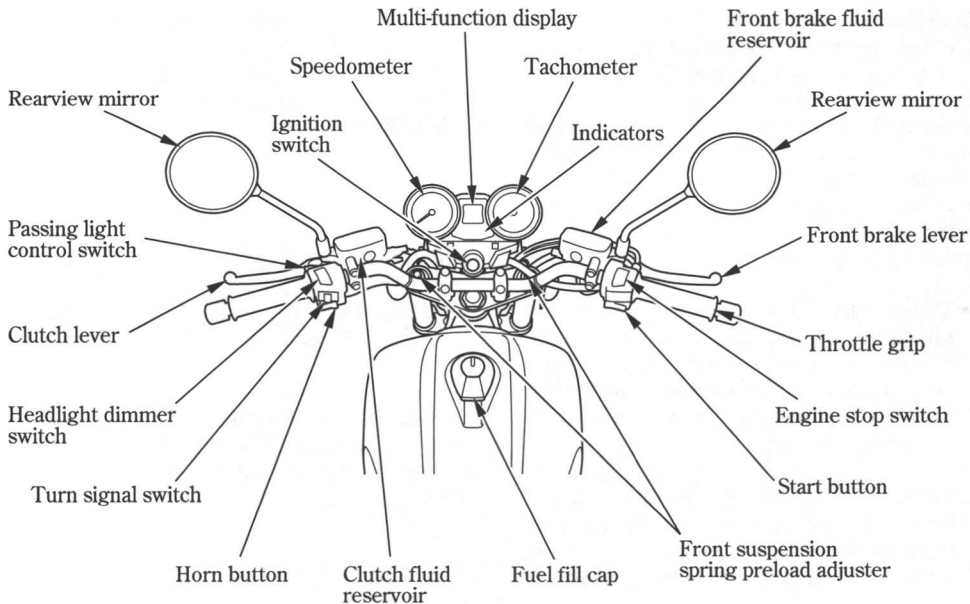
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

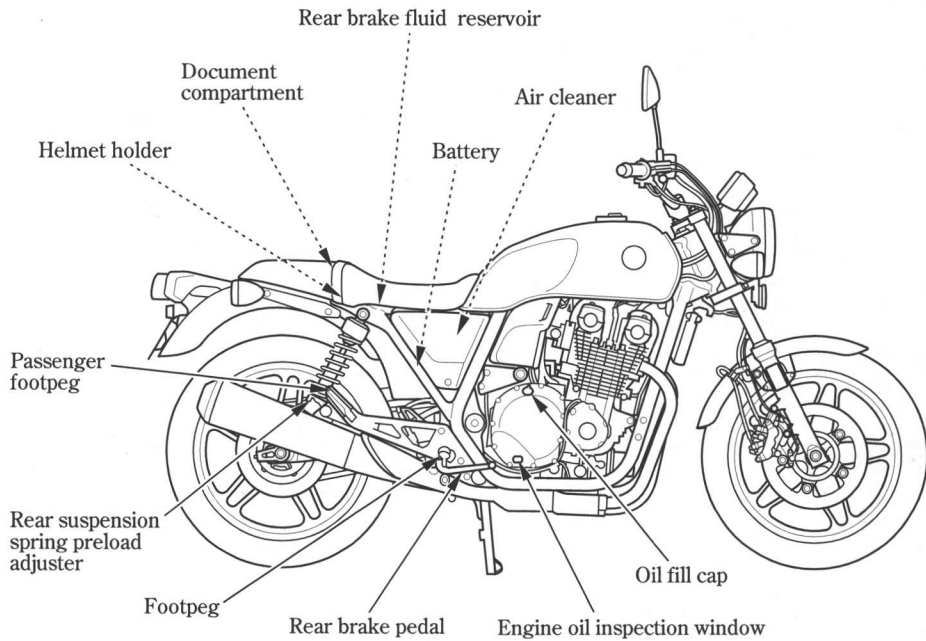
Modifications

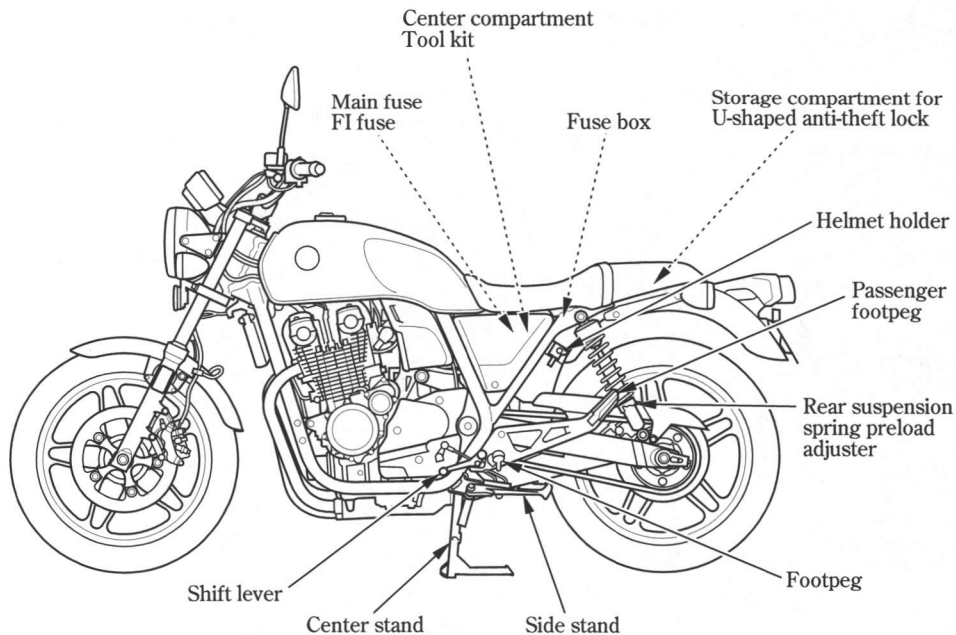
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

PARTS LOCATION



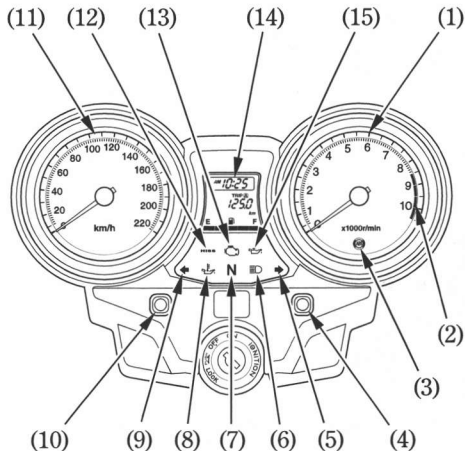




INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

- (1) Tachometer
- (2) Tachometer red zone
- (3) Anti-lock Brake System (ABS) indicator (CB1100A)
- (4) Right control button
- (5) Right turn signal indicator
- (6) High beam indicator
- (7) Neutral indicator
- (8) High oil temperature indicator
- (9) Left turn signal indicator
- (10) Left control button
- (11) Speedometer
- (12) Immobilizer system (HISS) indicator
- (13) PGM-FI malfunction indicator lamp (MIL)
- (14) Multi-function display
- (15) Low oil pressure indicator



(Ref.No.) Description	Function
(1) Tachometer	Shows engine revolutions per minute. The tachometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(2) Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. NOTICE Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.
(3) Anti-lock Brake System (ABS) indicator (amber) (CB1100A)	This indicator normally comes on when the ignition switch is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is a problem with the Anti-lock Brake System, this indicator flashes and remains on (page 74).

(Ref.No.) Description	Function
(4) Right control button	Use this button for the following purposes. • To reset tripmeter • To adjust time
(5) Right turn signal indicator (green)	Flashes when the right turn signal operates.
(6) High beam indicator (blue)	Lights when the headlight is on high beam.
(7) Neutral indicator (green)	Lights when the transmission is in neutral.

(Ref.No.) Description	Function
(8) High oil temperature indicator (red)	Lights when the engine oil is over the specified temperature. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at  (RUN). The indicator may come on when idling or riding at very low speeds for a long time at high air temperature. If the indicator comes on while idling or riding, stop the engine and let it cool down. If the indicator remains on or lights again, take the motorcycle to your Honda dealer as soon as possible. NOTICE • Idling or riding with the indicator on may cause serious engine damage. • Do not “BLIP” the throttle (open and close rapidly) or idle for a long time, as the engine may be damaged by overheating. Do not leave the motorcycle unattended while the engine is running.

(Ref.No.) Description	Function
(9) Left turn signal indicator (green)	Flashes when the left turn signal operates.
(10) Left control button	Use this button for the following purposes. • To select display mode • To adjust time • To switch blinking of the immobilizer system (HISS) indicator
(11) Speedometer	Shows riding speed. The speedometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.

(Ref.No.) Description	Function
(12) Immobilizer system (HISS) indicator (red)	This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at  (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 47). When the blinking function of this indicator is valid and the ignition switch is OFF, it keeps blinking for 24 hours (page 47).
(13) PGM-FI malfunction indicator lamp (MIL) (amber)	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at  (RUN). If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.

(Ref.No.) Description	Function
(14) Multi-function display	The display includes the following functions; This display shows the initial display (page 18).
	Odometer Shows accumulated mileage (page 20).
	Tripmeter A and B Shows mileage per trip (page 20).
	Fuel gauge and digital clock Shows approximate fuel supply available (page 22). Shows hour and minute (page 24).
(15) Low oil pressure indicator (red)	Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm. NOTICE Running the engine with insufficient oil pressure may cause serious engine damage.

Initial Display

When the ignition switch is turned ON, the multi-function display (1) will temporarily show all the modes and digital segments so that you can make sure the liquid crystal display is functioning properly.

Digital clock will reset if the battery is disconnected.



(1) Multi-function display

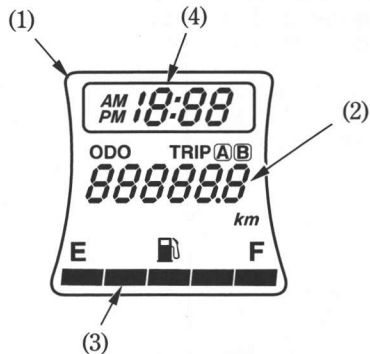
Multi-function Display

The multi-function display (1) includes the following functions:

Odometer/Tripmeter

Fuel gauge

Digital clock



(1) Multi-function display

(2) Odometer/Tripmeter

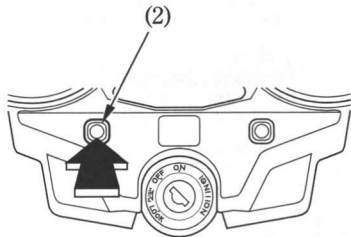
(3) Fuel gauge

(4) Digital clock

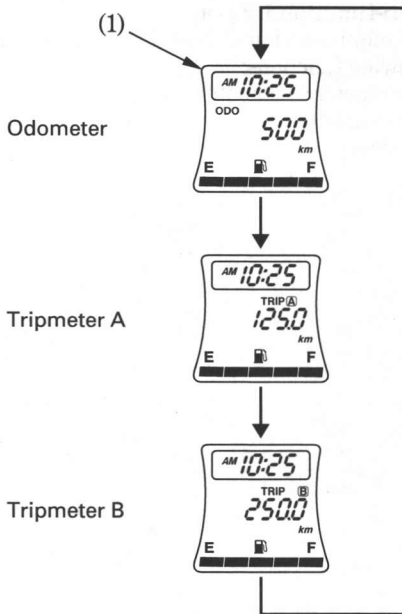
Odometer/Tripmeter

The display (1) has two functions, odometer and two tripmeter.

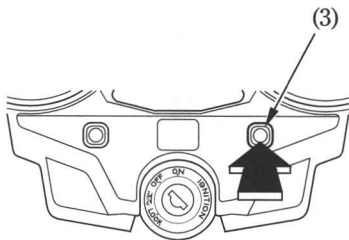
Press the left control button (2) to select “ODO” (Odometer), “TRIP A” (Tripmeter A) or “TRIP B” (Tripmeter B) mode.



- (1) Multi-function display
- (2) Left control button

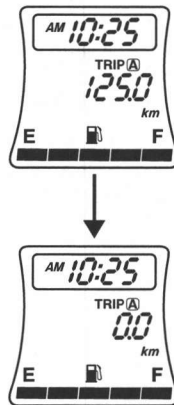


To reset the tripmeter, press and hold the right control button (3) for more than 2 seconds when the display is in the "TRIP A" or "TRIP B" mode.



(3) Right control button

Tripmeter
reset



Fuel Gauge

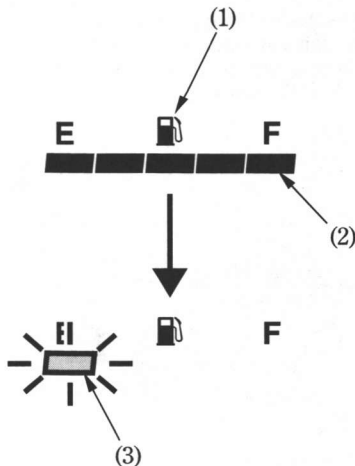
The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When the segment F (2) goes on, the fuel tank is full. Fuel tank capacity, including reserve:

14.6 ℓ (3.86 US gal , 3.21 Imp gal)

When segment E (3) flashes, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank with the vehicle set upright is approximately:

3.5 ℓ (0.92 US gal , 0.77 Imp gal)

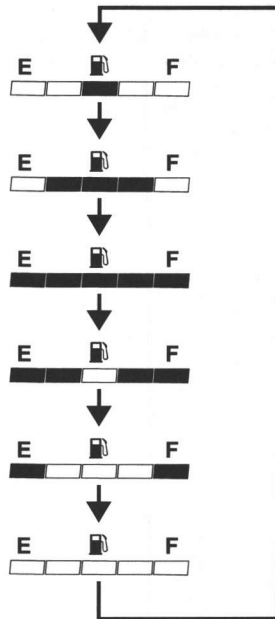


- (1) Fuel gauge liquid crystal display
- (2) Segment F
- (3) Segment E

Fuel Gauge Failure Indication:

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your Honda dealer as soon as possible.

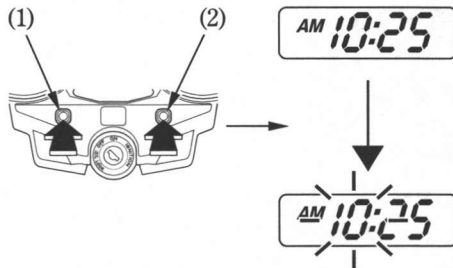


Digital Clock

Shows hour and minute. To adjust the time, proceed as follows:

1. Turn the ignition switch ON.

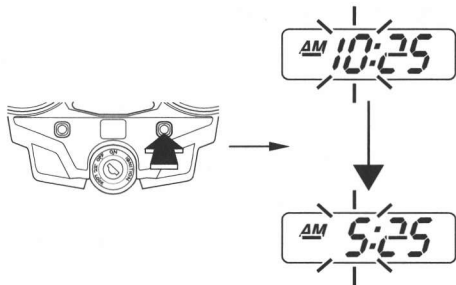
2. Press and hold both the left control button (1) and right control button (2) for more than 2 seconds. The clock will be set in the adjust mode with the hour display flashing.



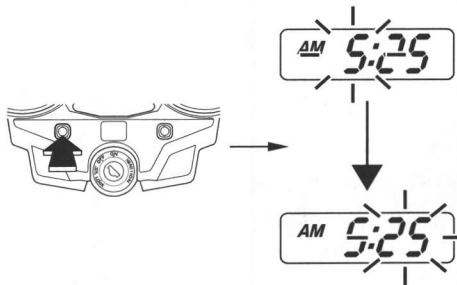
- (1) Left control button
(2) Right control button

3. To set the hour, press the right control button until the desired hour and AM/PM are displayed.

- The time is advanced by one hour each time the button is pressed.
- The time advances fast when the button is pressed and held.



4. Press the left control button. The minute display will start flashing.



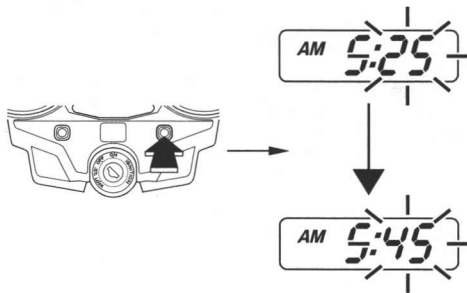
5. To set the minute, press the right control button until the desired minute. The minute display will return to "00" when "60" is reached without affecting the hour display.

- The time advances by one minute, each time the button is pressed.
- The time advances fast when the button is pressed and held.

6. To end the adjustment, press and hold the left control button and right control button for more than 2 seconds or turn the ignition switch OFF.

If no operation is performed for 30 seconds during the time adjustment mode, the adjustment will be cancelled.

The clock will be reset AM 1:00 if the battery is disconnected.



MAJOR COMPONENTS

(Information you need to operate this motorcycle)

SUSPENSION

Front Suspension

Spring Preload:

Adjust the spring preload by turning the spring preload adjuster (1) with the No.2 screwdriver provided in the tool kit (page 83).

Make sure that both fork legs are adjusted to the same position.

To reduce (SOFT) :

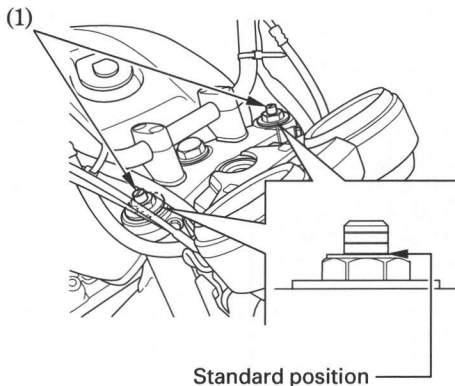
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

Standard Position:

To return to the standard position, turn the adjusters until the third groove from the top aligns with the top surface of the fork caps.



(1) Spring preload adjuster

Rear Suspension

Spring Preload:

Each shock absorber (1) has 5 adjustment positions for different load or riding conditions.

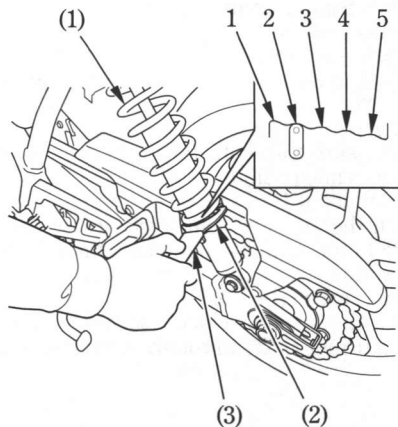
Use a pin spanner (2) and extension bar (3) to adjust the rear shocks.

Always adjust the shock absorber position in sequence (1-2-3-4-5 or 5-4-3-2-1).

Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

Position 1 is for light loads and smooth road conditions. Positions 3 to 5 increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.

Standard position: 2



(1) Shock absorber
(2) Pin spanner

(3) Extension bar

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

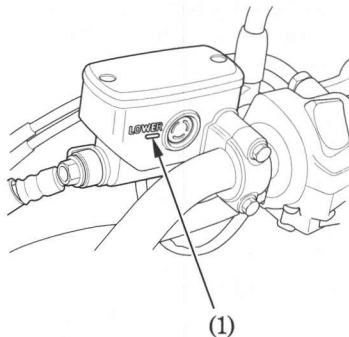
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 112), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 112).

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

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



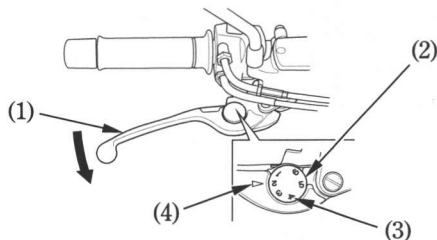
(1) LOWER level mark

Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster dial (2) while pushing the lever forward.

Align the numbers (3) on the adjuster dial with the index mark (4).

Apply the brake several times and check for free wheel rotation after the brake lever is released.



- (1) Brake lever
- (2) Adjuster dial

- (3) Numbers
- (4) Index mark

Other Checks:

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

Rear Brake Fluid Level:

The rear brake fluid reservoir (1) is located below the seat (page 53).

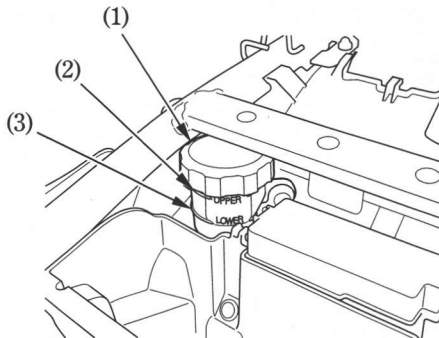
With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (2) and LOWER (3) level marks. If the level is at or below the LOWER level mark, check the brake pads for wear (page113).

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

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.

Other Checks:

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



- (1) Rear brake fluid reservoir
- (2) UPPER level mark
- (3) LOWER level mark

CLUTCH

This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

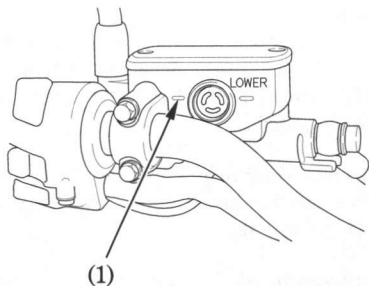
If the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

Fluid Level:

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position. If the fluid level is near the lower level line, it indicates fluid leakage. See your Honda dealer.

Other Checks:

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



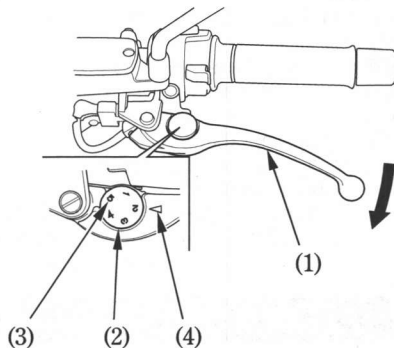
(1) LOWER level mark

Clutch Lever:

The distance between the tip of the clutch lever (1) and the grip can be adjusted by turning the adjuster dial (2).

Turn the adjuster dial while pushing the clutch lever forward.

Align the numbers (3) on the adjuster dial with index mark (4).



(1) Clutch lever
(2) Adjuster dial

(3) Numbers
(4) Index mark

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

14.6 l (3.86 US gal, 3.21 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap is hinged and will lift up.

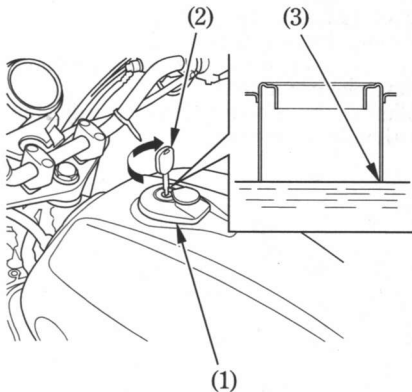
Do not overfill the tank. There should be no fuel in the filler neck (3).

After refueling, to close the fuel fill cap, push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

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

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



- (1) Fuel fill cap
(2) Ignition key

(3) Filler neck

Use unleaded petrol with a research octane number of 91 or higher.

The use of leaded petrol will cause premature damage to the catalytic converter.

NOTICE

If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's 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 petrol that contains more than 10 % ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5 % methanol, even if it has cosolvents and corrosion inhibitors.

The use of petrol containing more than 10 % ethanol (or more than 5 % methanol) may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

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 petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

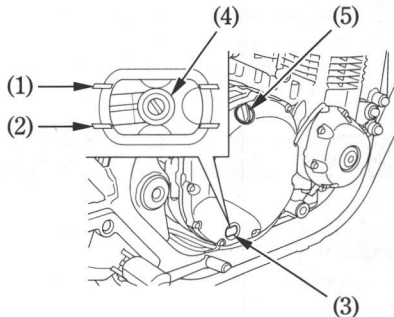
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (1) and lower (2) level marks in the inspection window (3).

1. Start the engine and let it idle for 3–5 minutes. Make sure the low oil pressure indicator goes off. If the indicator light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After 2–3 minutes, check that the oil level is between the upper and lower level marks in the inspection window.
 - If required, clean the inspection window by turning the wiper (4).
4. If required, remove the oil fill cap (5) and add the specified oil (page 86) up to the upper level mark. Do not overfill.
5. Reinstall the oil fill cap. Check for oil leaks.

NOTICE

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



- (1) Upper level mark
(2) Lower level mark
(3) Inspection window

- (4) Wiper
(5) Oil fill cap

TUBELESS TYRES

To safely operate your motorcycle, your tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

WARNING

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

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

Air Pressure

Keeping your tyres properly inflated provides the best combination of handling, tread life and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated.

Overinflated tyres make your motorcycle ride harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres might be low.

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

Always check air pressure when your tyres are “cold” — when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are “warm” — when the motorcycle has been ridden for even a few miles — the readings will be higher than if the tyres were “cold”. This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be underinflated.

The recommended “cold” tyre pressures are:

kPa (kgf/cm ² , psi)		
Driver only	Front	250 (2.50 , 36)
	Rear	290 (2.90 , 42)
Driver and one passenger	Front	250 (2.50 , 36)
	Rear	290 (2.90 , 42)

Inspection

Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:

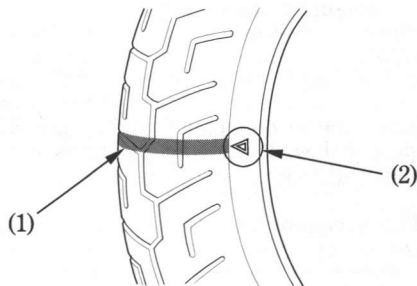
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

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

Tread Wear

Replace tyres before tread depth at the center of the tyre reaches the following limit:

Minimum tread depth	
Front:	1.5 mm (0.06 in)
Rear:	2.0 mm (0.08 in)



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