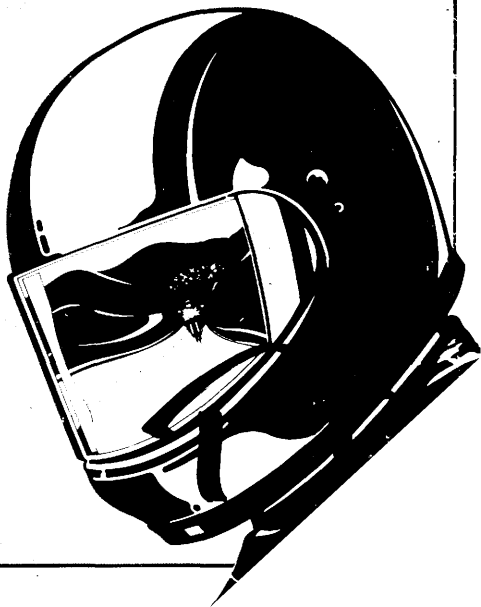


HONDA

OWNER'S MANUAL
MANUEL DU CONDUCTEUR
MANUAL DE EXPLICACIONES

NH80



HONDA

NH80

OWNER'S MANUAL

E

MANUEL DU CONDUCTEUR

F

MANUAL DE EXPLICACIONES

S

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the loading and accessories warning label.

- **ON-ROAD USE**

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

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

Pay special attention to statements preceded by the following words:

⚠ WARNING

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

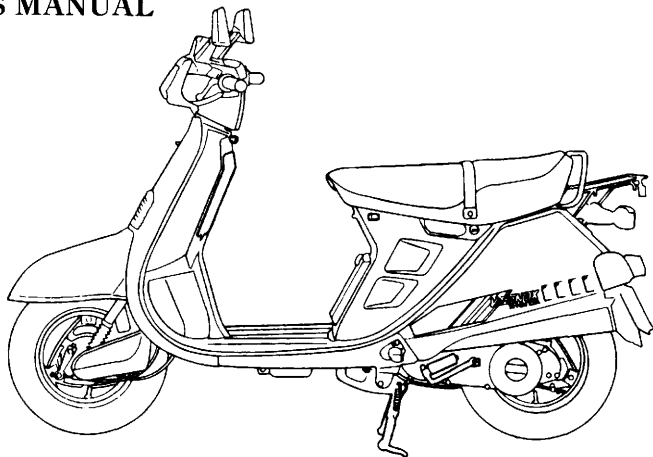
CAUTION:

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 NH80 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.

No part of this publication may be reproduced without written permission.

WELCOME

Thank you for purchasing this Honda motorcycle and welcome to the family of Honda motorcycle riders. To enjoy safer and more pleasant riding, become thoroughly familiar with this owner's manual **BEFORE YOU RIDE MOTORCYCLE**. 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.

When regular maintenance or repairs are required, remember that your authorized Honda dealer knows what it takes to keep your Honda going strong. If you have the required mechanical "know-how" and tools, your Honda 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.

- Following codes in this manual indicate each country.

E	U.K.
F	France
U	Australia
DK	General export (km/h)

- The specifications may vary with each locale.

OPERATION

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- 5 Loading and Accessories

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61 NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

- 61 Tampering with Noise Control System
Prohibited

MOTORCYCLE SAFETY

⚠ WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 28) and perform any needed adjustments or repairs before you ride the motorcycle. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or licence. Make sure you are qualified before you ride. **NEVER** lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist.
Make yourself conspicuous to help avoid the accident that wasn’t your fault:
 - Wear bright or reflective clothing.
 - Don’t ride in another motorist’s “blind spot.”
4. Obey all national and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and **NEVER** travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.

5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the floor boards while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.
7. Never leave your motorcycle unattended with the engine running.
8. Moderate your speed when riding over bumpy roads. Avoid hitting road hazards, such as sharp bumps and holes, in the road surface. These hazards can cause loss of control or structural damage to the vehicle.

PROTECTIVE APPAREL

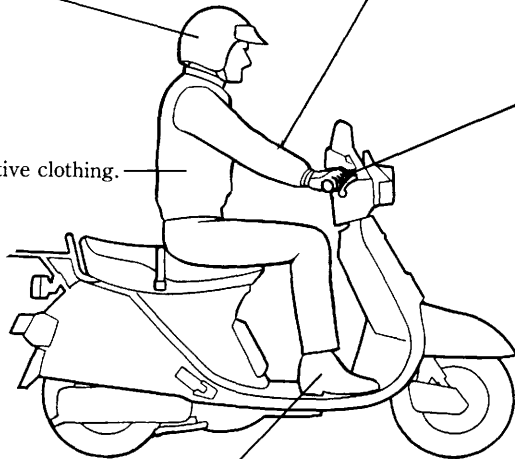
ALWAYS wear a helmet.

You should also wear a face shield or goggles.

Clothes should be close-fitting.

Wear gloves.

Wear bright or reflective clothing.



Shoes should be close fitting,
have low heels and offer
ankle protection.

MODIFICATIONS

WARNING

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

LOADING AND ACCESSORIES

▲ WARNING

- * **A motorcycle is sensitive to changes in weight distribution. Improper loading of cargo and mounting of accessories can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when mounting accessories and riding with cargo.**

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

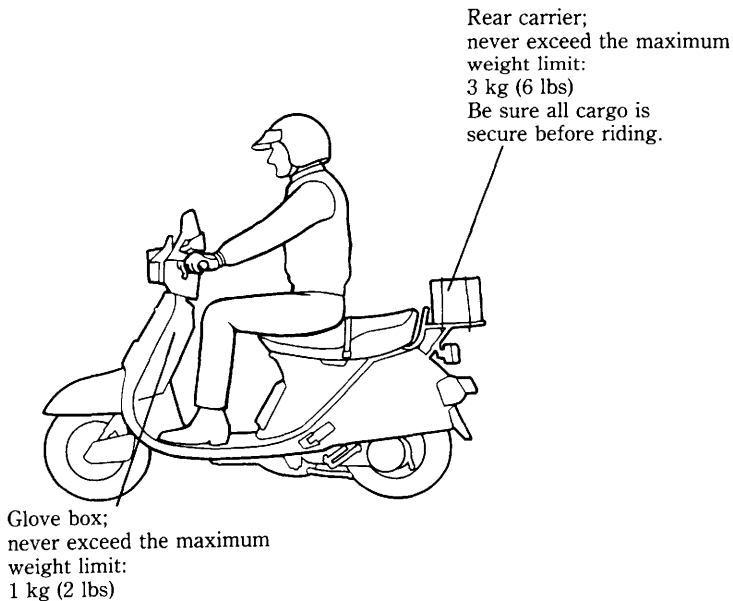
1. The combined weight of the rider, passenger, cargo, and all accessories must not exceed the maximum weight capacity:
160 kg (353 lbs)
2. Do not exceed these following weight limits for the glove box and rear carrier.

Glove box	Rear carrier
1 kg (2 lbs)	3 kg (6 lbs)

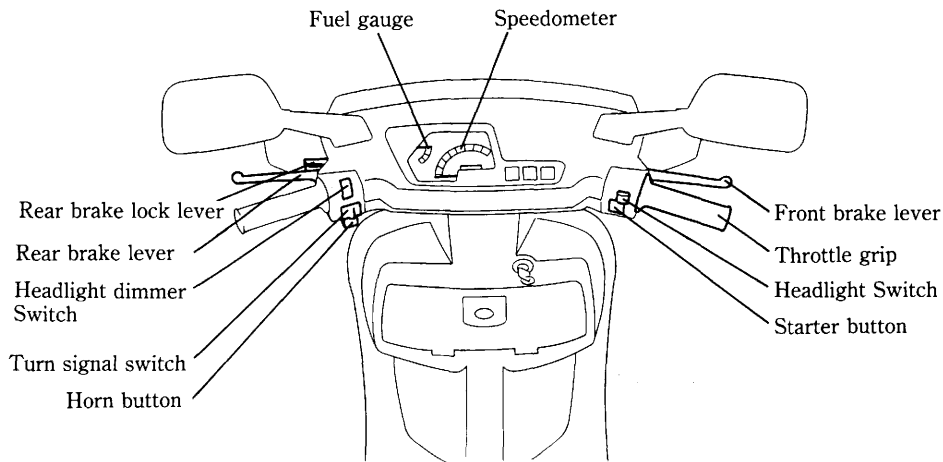
Overloading the glove box and rear carrier will adversely affect stability and handling.

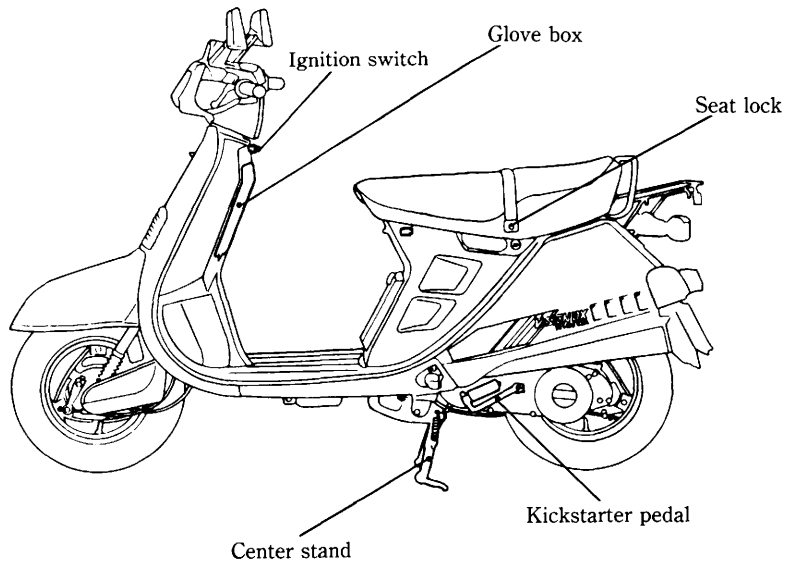
3. Do not install another fairing or modify the existing one.
4. Do not carry items that protrude through the rack or block the taillight.
5. Do not carry children or pets on the rear carrier.
6. Keep cargo weight low and close to the center of the motorcycle. As weight is located further from the center of gravity, handling is proportionally affected. Load weight equally on both sides of the glove box and rear carrier to minimize imbalance.

Overloading the motorcycle will adversely affect stability and handling.



PARTS LOCATION

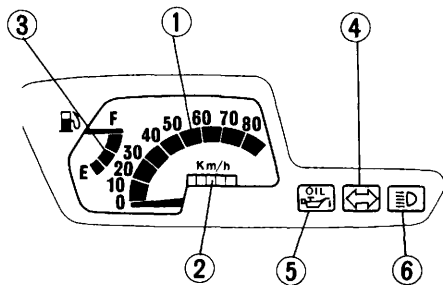




INSTRUMENTS AND INDICATORS

The indicators are grouped between the handlebars. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Odometer
- (3) Fuel gauge
- (4) Turn signal indicator
- (5) Oil level warning light
- (6) High beam indicator

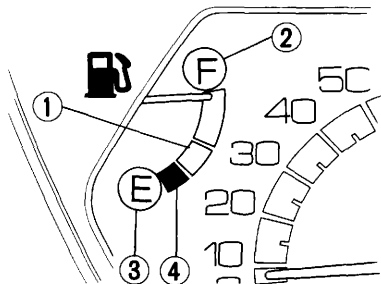


Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Odometer	Shows accumulated mileage.
3	Fuel gauge	Shows approximate fuel supply available (see page 11).
4	Turn signal indicator	Flashes when either turn signal is operated.
5	Oil level warning light (red)	Light should come on for 5 seconds after the ignition switch ON, then go out, except for occasional flickering near or at the lower oil level. If light comes on and does not go out, oil level is below normal operating range; there is about 0.3 ℓ (0.32 US qt., 0.26 Imp. qt.) left in the engine oil tank. Refill the oil tank as soon as possible. If light does not come on, there is a fault in the oil level warning system. CAUTION: * Running the engine with insufficient oil will cause serious engine damage.
6	High beam indicator	Lights when the headlight is on high beam.

Fuel Gauge

The fuel gauge (1) shows the approximate fuel supply available. At F (full) (2) there is 5.3 liters (1.4 US gal., 1.2 Imp gal.), including the reserve supply.

When the gauge needle reaches to the first point of the red band (4) refill the tank as soon as possible. Capacity of the red band is about 1.0 liter (0.23 US gal., 0.2 Imp gal).



(1) Fuel gauge
(2) Full

(3) Empty
(4) Red band

MAJOR COMPONENTS (Information you need to operate this motorcycle)

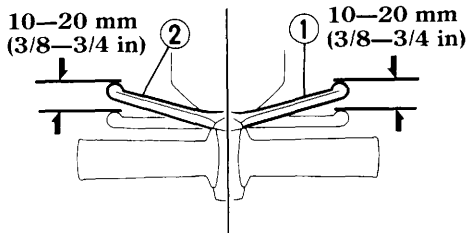
▲ WARNING

- * If the **Pre-ride Inspection** (page 28) is not performed, severe personal injury or vehicle damage may result.

BRAKES

Adjustment:

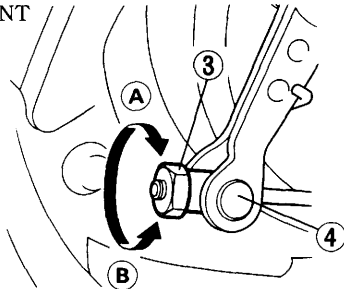
1. Measure the distance the front brake lever (1) and the rear brake lever (2) move before each brake starts to take hold. Free play at the tips of the brake levers should be:
10–20 mm (3/8–3/4 in)



(1) Front brake lever (2) Rear brake lever

2. Make free play adjustments by turning the adjusting nut (3) at the brake arm.

FRONT

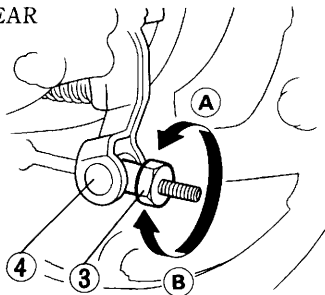


(3) Adjusting nut
(4) Brake arm pin

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

Make sure the cut-out on the adjusting nut is seated on the brake arm pin (4) after making final free play adjustment.

REAR



- (3) Adjusting nut
- (4) Brake arm pin

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

3. 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.

FUEL

Fuel Tank

The fuel tank is located under the seat. Unlock and lift up the seat (page 27), then remove the fuel cap (1) by turning it counterclockwise. Fuel tank capacity is:

5.3 ℓ (1.4 US gal, 1.2 Imp gal)

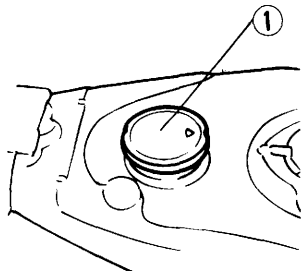
Install the fuel tank cap by turning it clockwise. Use low-lead or unleaded petrol with an Octane number of 91 or higher.

FOR AUSTRALIA ONLY:

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

CAUTION:

- * 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 authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited warranty.



(1) Fuel cap

WARNING

- * **Petrol 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 petrol is stored.**
- * **Do not overfill the tank (there should be no fuel in the filler neck). 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.**

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.

NOTE:

- * Fuel system damage or engine performance problem 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 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

When the oil level indicator lights, it means the oil level in the oil tank is low; stop the engine and fill the oil tank as soon as possible.

WARNING

- * **If the warning light comes on while riding, stop riding and shut the engine off. Fill the oil tank to the upper level plate with the recommended oil (see page 17). Continuing to ride with a low oil level may lead to engine failure that could result in an accident.**

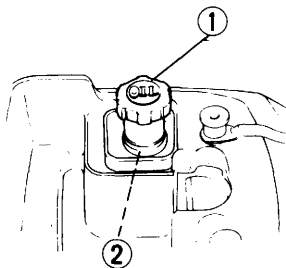
CAUTION:

- * **If the engine has been run after the oil indicator light has come on, the motorcycle must be taken to an authorized Honda dealer for inspection and bleeding of the oil system. Failure to do this will result in serious engine damage.**

To fill, lift the seat (page 27), remove the cap (1) from the oil tank, and fill with the recommended oil up to the upper level plate (2).

Capacity:

1.3 ℓ (1.4 US qt, 1.1 Imp qt)



(1) Oil tank cap (2) Upper level plate

Oil Recommendation:
USE HONDA 2-STROKE OIL OR ITS EQUIVALENT

CAUTION:

- * The use of improper oils may cause excessive and/or premature carbon build-up in the engine and exhaust system, resulting in loss of power and possible engine damage. Genuine Honda 2-Stroke Oil has been specifically designed and tested in Honda motorcycle and is a proper oil.

NOTE:

- * When filling, do not let dirt or other foreign materials enter the tank.

TYRES

Maintaining proper tyre pressure will provide maximum traction, stability, riding comfort and tyre life.

See your authorized Honda dealer for repair or replacement of tyres.

Pressure Check

Check tyre pressures frequently with a pressure gauge and adjust if necessary.

NOTE:

- * Tyre pressure should be checked before you ride, while the tyres are “cold”.

Tyre Pressures
Front: 150 kPa (1.50 kg/cm ² , 21 psi)
Rear: 250 kPa (2.5 kg/cm ² , 36 psi)
Tyre Sizes
Front: 3.50-10-4PR
Rear: 3.50-10-4PR

WARNING

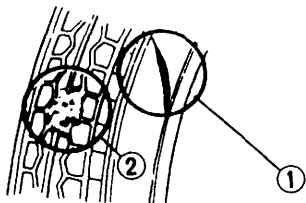
- * **Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.**

Cracks and Damage

Check the tyre tread and sidewalls for conspicuous cracks (1) or other damage (2).

⚠ WARNING

- * Tyres that are cracked or damaged are a safety hazard. They may lose pressure rapidly, and a loss of vehicle control could result.



(1) Crack

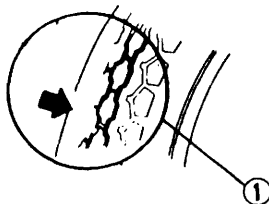
(2) Damage

Abnormal Wear

Check for abnormal wear (1) of the tyre tread.

NOTE:

- * Abnormal wear will adversely affect traction and handling.



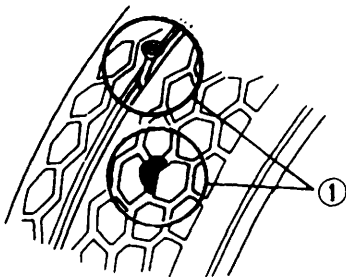
(1) Abnormal wear

Nails, Rocks and Other Sharp Objects

Check the tyre tread and sidewalls for nails, rocks, or other sharp objects (1).

⚠ WARNING

- * Nails, rocks or other sharp objects may cause a puncture that could result in a loss of vehicle control.



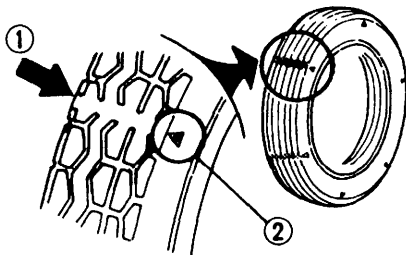
(1) Nails, rocks or other sharp objects

Tread Depth

Inspect the wear indicator (1) to check for insufficient tread depth. If the wear indicator is visible, the tyre should be replaced.

⚠ WARNING

- * Operation with excessively worn tyre is hazardous and will adversely affect traction and handling.

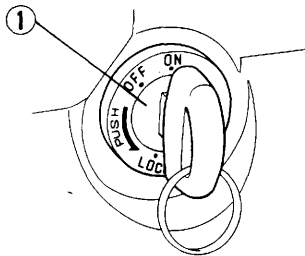


(1) Wear indicator
(2) Wear indicator position mark

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is on the right side below the steering stem.



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (Steering Lock)	The steering is locked. The engine and lights cannot be operated.	Key can be removed.
OFF	Engine and lights cannot be operated.	Key can be removed.
ON	Engine and lights can be operated.	Key cannot be removed.

RIGHT HANDLEBAR CONTROLS

Headlight Switch

The headlight switch (1) has three positions, "H", "P" and "OFF" marked by a dot to the right of "P".

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

P: Position light, taillight and meter lights on.

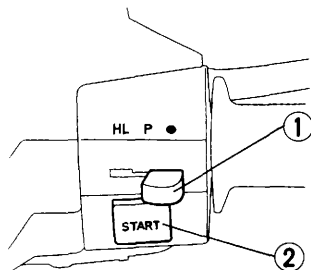
OFF (dot): Headlight, taillight, position light and meter lights off.

Starter Button

The starter button (2) is below the headlight switch (1).

When you press in the button, the starter cranks the engine.

See pages 29 for "STARTING THE ENGINE."



(1) Headlight switch

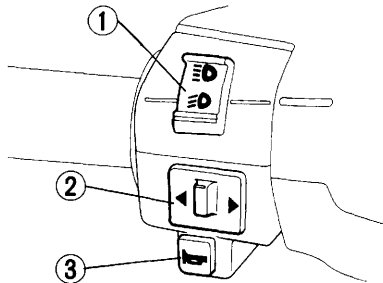
(2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

≡▷ — The high beam is on.

≡▷ — The low beam is on.



(1) Headlight Dimmer Switch

(2) Turn Signal Switch

(3) Horn Button

Turn Signal Switch (2)

Move to “◀” to signal a left turn “▶” to signal a right turn.

Return to the center (off) when finished.

Horn Button (3)

When the horn button is pressed, the horn will sound.

FEATURES (Not required for operation)

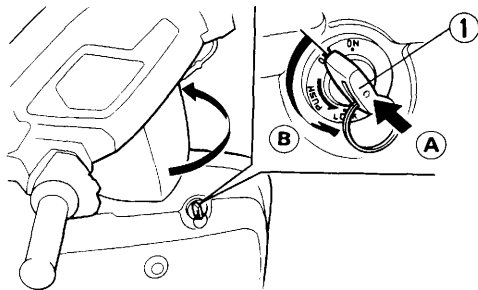
STEERING LOCK

To Lock:

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

⚠ WARNING

- * **Do not turn the key to LOCK while riding the motorcycle; loss of control will occur.**



(1) Ignition key

(A) Push in

(B) Turn to Lock

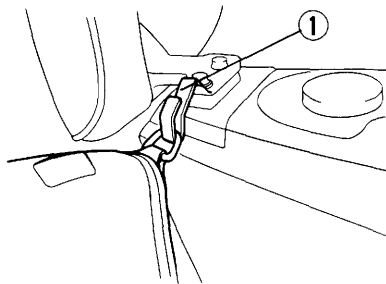
HELMET HOLDER

The helmet holder eliminates the need for carrying your helmet after parking. Insert the ignition key into the seat lock, and turn it clockwise to unlock.

Hang your helmet on the hook (1) at the seat hinge and lower the seat to lock. To remove a helmet, unlock the seat. Lift the helmet off the holder and lower the seat, making sure it is securely locked before riding.

WARNING

- * **The helmet holder is designed for helmet security while the motorcycle is parked. Do not operate the motorcycle with a helmet attached to the holder; the helmet may interfere with the safe operation of the motorcycle.**



(1) Hook

GLOVE BOX

Opening

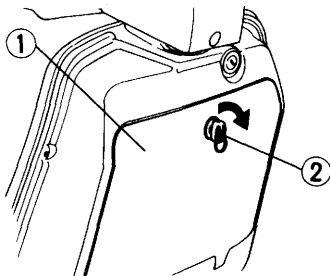
To open the glove box (1), insert the ignition key (2) and turn it clockwise.

Closing

To close the glove box, insert the ignition key and turn it clockwise while pressing forward; turn the key back to lock the glove box. Remove the key, making sure the cover is securely closed.

MAXIMUM WEIGHT LIMIT:

1 kg (2 lbs)



(1) Glove box

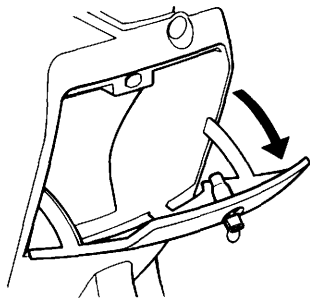
(2) Ignition key

⚠ WARNING

- * **Never exceed the maximum weight limit; handling and stability may be severely affected.**

NOTE:

- * Do not direct water under pressure against the glove box as water will be forced into the glove box compartment.

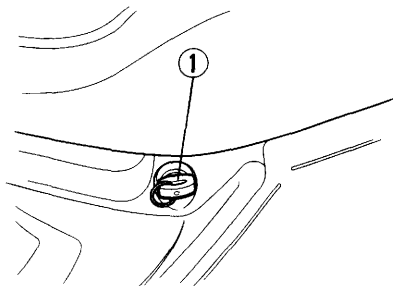


SEAT LOCK

The seat lock is on the left side below the seat. To lift the seat, insert the ignition key (2) and turn it counterclockwise to unlock. To lock the seat, lower and push down on it until it locks. Make sure the seat is secure before riding.

CAUTION:

- * Before locking the seat, make sure you have not left the ignition key in the compartment under it.



(1) Ignition key

OPERATION

PRE-RIDE INSPECTION

WARNING

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

Inspect your motorcycle, and perform any needed adjustments or repairs, every day before you ride it. The items listed here will only take a few minutes to check and, in the long run, can save time, expense, and possibly your life.

1. Oil level—check the level and if necessary, add oil (pages 16–17).
2. Fuel level—fill fuel tank when necessary (pages 14–15). Check for leaks.
3. Front and rear brakes—check operation and if necessary, adjust free play (pages 12–13).
4. Tyres—check condition and pressure (pages 18–20).
5. Throttle—check for smooth opening and closing in all steering positions.
6. Lights and horn—check that the headlight, tail/stoplight, turn signals, indicators and horn function properly.

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

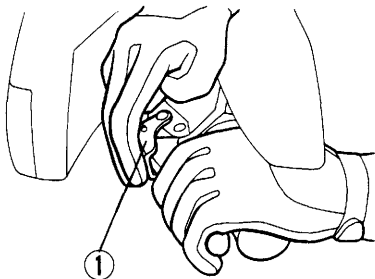
STARTING THE ENGINE

The motorcycle has an automatic fuel cock and choke; there is no manual operation.

NOTE:

- * Operate the kickstarter or starter button for slightly longer than usual without opening the throttle if the motorcycle has been left standing for a long time or when the fuel tank has just been refilled.

1. Place the motorcycle on its center stand.



(1) Lock lever

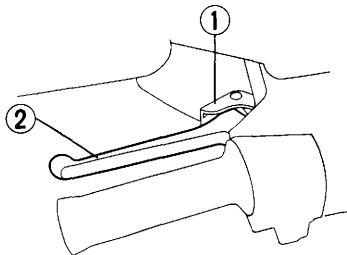
2. Lock the rear wheel by squeezing the brake lever and setting the lock lever (1).

▲ WARNING

- * **The rear wheel will spin if not restrained by the brake or by contact with the ground. Accidental contact with a spinning rear wheel could cause personal injury.**

NOTE:

- * The electric starter will only work when the brake lever (2) is operated.

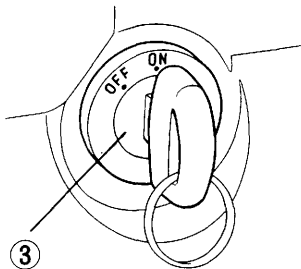


(2) Rear brake lever

3. Turn the ignition switch (3) to ON.

⚠ 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.**

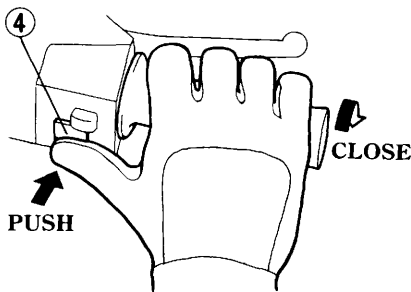


(3) Ignition switch

4. With the throttle closed, push the starter button (4). Release the starter button as soon as the engine starts.

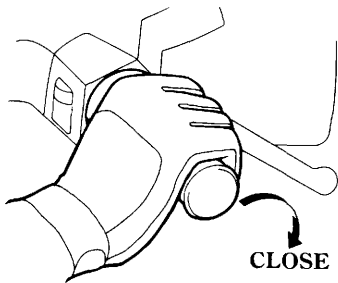
NOTE:

- * Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.



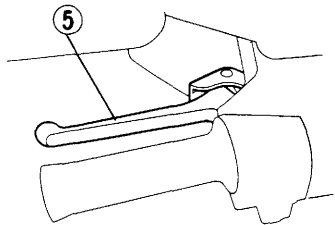
(4) Starter button

5. Be sure to keep the throttle closed and the rear brake (5) locked while starting and warming up the engine.
6. Allow the engine to warm up before riding (See “RIDING,” page 34).



⚠ WARNING

- * Do not “BLIP” the throttle (open and close rapidly) as the motorcycle will move forward suddenly, causing possible loss of control.
- * Do not leave the motorcycle unattended while the engine is warming up.



(5) Rear brake lever

To start the engine without the electric starter,

1. Follow steps 1 through 3.
2. With the throttle closed, operate the kickstarter with a rapid, continuous motion.

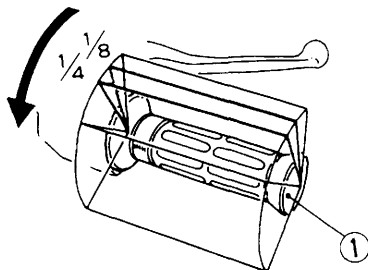
CAUTION:

- * Do not allow the kickstarter to snap back freely against the pedal stop as engine case damage could result.
 - * Raise up the kickstarter pedal after the kickstarter lever is returned to the stop.
3. Follow steps 5 through 6.



If you cannot restart a warm engine:

1. Place the motorcycle on its center stand and set the parking brake.
2. Open the throttle (1) $1/8$ — $1/4$ turn while starting the engine.



(1) Throttle

RUNNING-IN

During the first 1,000 km (600 miles), do not operate the motorcycle at more than 80% of the maximum speed.

Avoid full throttle operation, and do not operate for a long time at one speed.

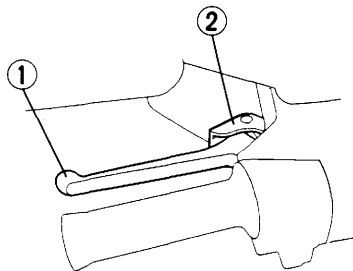
During initial running-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service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

RIDING

1. Make sure the throttle is closed and the rear brake is locked (page 35) before moving the motorcycle off the center stand.

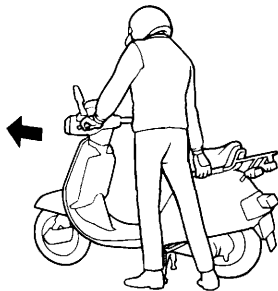
⚠ WARNING

- * **The rear wheel must be locked when moving the motorcycle off the center stand or loss of control may result.**



(1) Rear brake lever (2) Lock lever

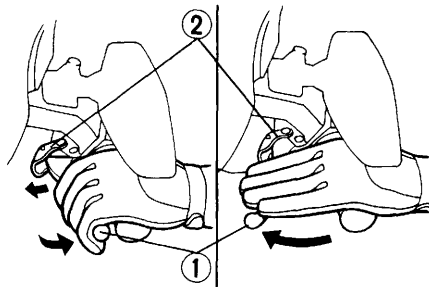
2. Stand on the left side of the motorcycle and push it forward and off the center stand.



3. Mount the motorcycle from the left side keeping at least one foot on the ground to steady the motorcycle.



4. Unlock the rear wheel by squeezing and releasing the rear brake lever (1).



- (1) Rear brake lever (2) Lock lever

5. **Before starting off**, indicate your direction with the turn signals, and check for safe traffic conditions.
Grasp the handlebars firmly with both hands.

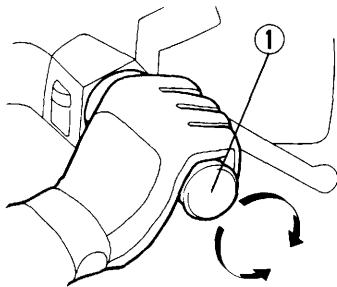
⚠ WARNING

- * **Never attempt one-handed operation; loss of vehicle control could result.**

6. **To accelerate**, open the throttle (1) gradually; the motorcycle will move forward.

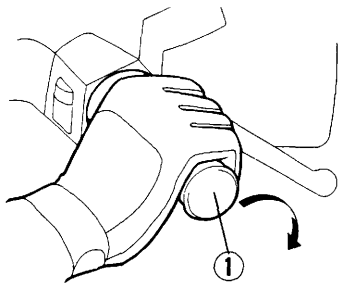
⚠ WARNING

- * **Do not “BLIP” the throttle (open and close rapidly) as the motorcycle will move forward suddenly, causing possible loss of control.**
7. **To decelerate**, close throttle.



(1) Throttle

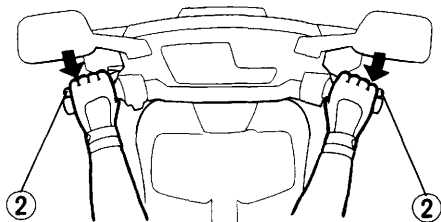
8. **When slowing down the motorcycle,** coordination of the throttle (1) and front and rear brakes (2) is most important.



(1) Throttle

⚠ WARNING

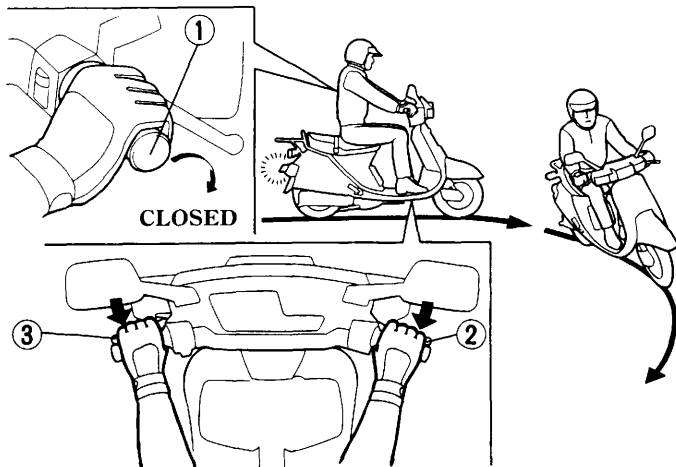
- * **Both front and rear brakes should be applied together. Independent use of only the front or rear brake reduces stopping performance. Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.**



(2) Front and rear brakes

9. **When approaching a corner or turn,** close the throttle (1) fully, and slow the motorcycle down by applying both front (2) and rear (3) brakes at the same time.

10. After completing the turn, open the throttle gradually to accelerate the motorcycle.

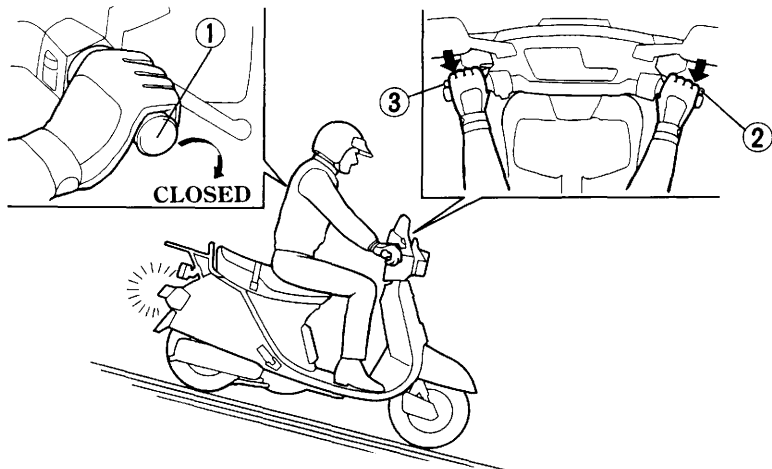


(1) Throttle (2) Front brake (3) Rear brake

11. **When descending a steep grade**, close the throttle (1) fully and apply both brakes (2) to slow the motorcycle down.

CAUTION:

- * **Avoid continuous use of the brakes, which may result in overheating and reduction of braking efficiency.**



(1) Throttle (2) Front brake (3) Rear brake

12. When riding on wet or loose surfaces, be especially cautious.

⚠ WARNING

- * **When riding in wet or rainy conditions or on loose surfaces, the ability to maneuver and stop will be reduced. For your safety:**
 - **Exercise extreme caution when braking, accelerating or turning.**
 - **Ride at slower speeds and allow for extra stopping distance.**
 - **Keep the motorcycle as upright as possible.**
 - **Use extreme caution when riding over slippery surfaces such as railroad tracks, iron plates, man-hole covers, painted lines, etc.**

PARKING

1. After stopping the motorcycle, turn the ignition switch to the "OFF" position and remove the key.
2. Use the center stand to support the motorcycle while parked.

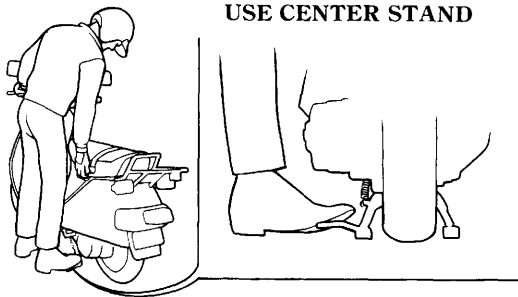
CAUTION:

- * Park the motorcycle on firm, level ground to prevent it from falling over.

3. Lock the steering to help prevent theft (page 42).

⚠ WARNING

- * The exhaust pipe and muffler become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine.



ANTI-THEFT TIPS

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

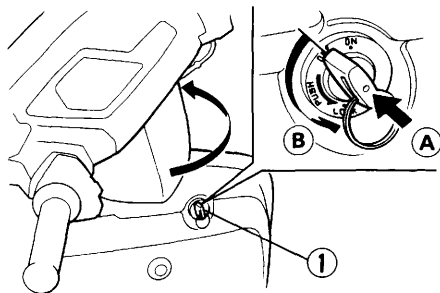
Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO.: _____

LOCK STEERING



(1) Ignition key

(A) Push in

(B) Turn to Lock

MAINTENANCE

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are *mechanically qualified*.
- The maintenance intervals shown in the following schedule are based upon average riding conditions. Motorcycles subjected to severe use, or ridden in unusually muddy or dusty areas, require more frequent servicing.
- Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 28) at each scheduled maintenance period.

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

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

ITEM		FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (2)]					Refer to pages
				x 1,000 km	1	4	8	12	
				x 1,000 mi	0.6	2.5	5	7.5	
		NOTE	MONTH			6	12	18	
*	FUEL LINE					I	I	I	—
*	THROTTLE OPERATION					I	I	I	—
	AIR CLEANER	NOTE 1				C	C	C	—
	SPARK PLUG	NOTE 3				I	R	I	—
**	OIL PUMP AND OIL LINE					I	I	I	—
**	DECARBONIZING	NOTE 3					C		—
*	CARBURETOR-IDLE SPEED				I	I	I	I	—

ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓		ODOMETER READING [NOTE (2)]				Refer to pages
		NOTE	x 1,000 km	1	4	8	12	
			x 1,000 mi	0.6	2.5	5	7.5	
		MONTH			6	12	18	
* FINAL DRIVE OIL		2 YEARS R						—
BATTERY					I	I	I	49–50
BRAKE SHOE WEAR					I	I	I	48
BRAKE SYSTEM				I	I	I	I	12–13
* BRAKE LIGHT SWITCH					I	I	I	—
* HEADLIGHT AIM					I	I	I	—
* SUSPENSION					I	I	I	—
* NUTS, BOLTS, FASTENERS				I		I		—
** CLUTCH SHOE WEAR						I		—
** WHEEL/TYRES					I	I	I	—
** STEERING HEAD BEARINGS				I			I	—

* SHOULD BE SERVICED BY YOUR 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 YOUR AUTHORIZED HONDA DEALER.

NOTE: (1) Service more frequently when riding in dusty areas.

(2) For higher odometer readings, repeat at the frequency interval established here.

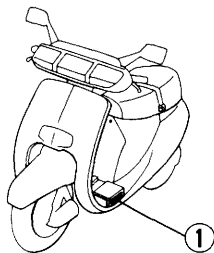
SERIAL NUMBER

The frame serial number is required when registering your motorcycle. It 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 frame.

FRAME NO. _____



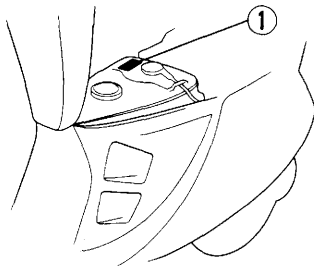
(1) Frame number

COLOUR LABEL

The colour label (1) is attached to the fuel tank below the seat. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

- * If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- * Stop the engine and support the motorcycle securely on a 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.

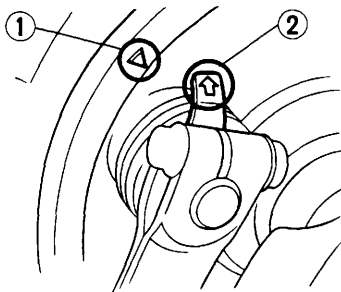
BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 47).

Wear Indicator

When the brake is applied, an arrow (1) attached to the brake arm moves toward a reference mark (3) on the brake panel.

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



(1) Reference mark (2) Arrow

NOTE:

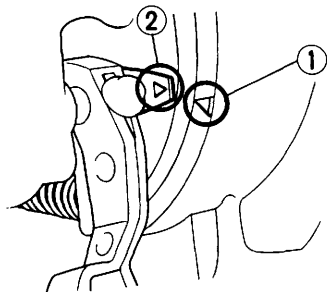
- * When the brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only genuine Honda parts or its equivalent.

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.



(1) Reference mark (2) Arrow

BATTERY

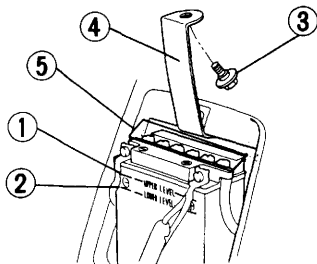
(Refer to the maintenance precautions on page 47).

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

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

Battery electrolyte:

The battery is behind the battery box cover. Remove the battery box cover. Check the electrolyte level with the motorcycle in an upright position on level ground. The electrolyte level must be maintained between the UPPER (1) and LOWER (2) LEVEL marks on the side of the battery. If the electrolyte level is low, remove the bolt (3) and battery holder (4). Remove the battery filler caps (5). Carefully add distilled water to the UPPER LEVEL mark, using a small syringe or plastic funnel.



- | | |
|-----------------|--------------------|
| (1) UPPER LEVEL | (4) Battery holder |
| (2) LOWER LEVEL | (5) Filler caps |
| (3) Bolt | |

CAUTION:

- * When checking the battery electrolyte level, or adding distilled water, make sure the breather tube is connected to the battery breather outlet.
- * Use only distilled water in the battery. Tap water will shorten the service life of the battery.
- * Filling the battery above the UPPER LEVEL line may cause the electrolyte to overflow, resulting in corrosion to engine or nearby parts. Immediately wash off any spilled electrolyte.
- * The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

⚠ WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the batteries in an enclosed space.
- * The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- * Electrolyte is poisonous.
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- * **KEEP OUT OF REACH OF CHILDREN.**

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 47).

The fuse holder (1) is on the battery holder. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. If this happens, the electrical system should be checked visually for damaged insulation or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.

The specified fuse is:

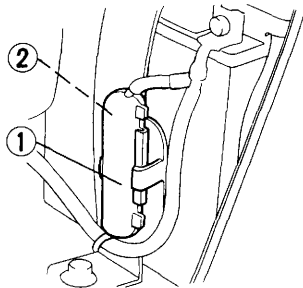
7Amp

WARNING

- * **Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.**

CAUTION:

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



(1) Fuse holder

(2) Spare fuse

⚠ WARNING

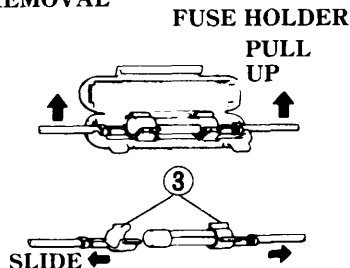
- * Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.

To replace the fuse, open the fuse holder and lift out the fuse with the clips. Slide the old fuse out of the clips and discard it. Slide the clips onto the ends of the new fuse, push them back into the fuse holder, and close the fuse holder.

CAUTION:

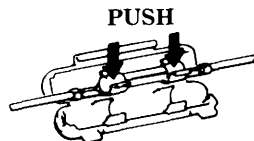
- * After replacing the fuse, be sure to return the fuse holder to its original location.

REMOVAL



(3) clips

INSTALLATION



TRANSPORTING

⚠ WARNING

- * To prevent the possibility of a fire or explosion when transporting the motorcycle, always:
 - Drain the fuel tank and carburetor.
 - Carry the motorcycle upright in its normal riding position to prevent oil and battery electrolyte from leaking.

Draining Fuel

Perform this operation only in a well-ventilated area.

⚠ WARNING

- * **Petrol is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.**
1. Stop the engine.
 2. Empty the fuel tank using a commercially available hand siphon or other equivalent way.
 3. Place the free end of the carburetor drain tube in a suitable container.
 4. Open the carburetor drain by turning the drain screw counterclockwise. When all the fuel has drained, turn the screw clockwise until tight.

CLEANING

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

CAUTION:

- * **Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:**

Wheel Hubs Glove box

Muffler Outlet

Under Seat

Ignition Switch

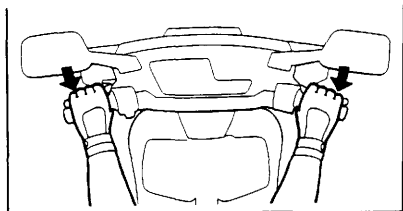
Handlebar Switches

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle thoroughly.
3. Start the engine and let it run for several minutes.

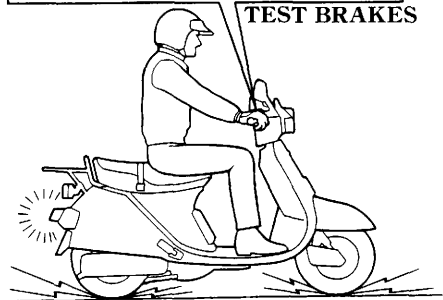
4. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

WARNING

- * **Braking performance may be impaired immediately after washing the motorcycle.**



TEST BRAKES



STORAGE GUIDE

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. Drain the fuel tank and carburetor.

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

- * **Petrol is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.**

2. Remove the spark plug and pour a tablespoon (15—20 cm³) of clean 2-stroke 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 Ignition Switch should be OFF.

3. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
Check the electrolyte level and slow charge the battery once a month.
4. Wash and dry the motorcycle.
Wax all painted surfaces.
5. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
6. 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.
2. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 28).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	1,685 mm (66.3 in)
Overall width	665 mm (26.2 in)
Overall height	1,070 mm (42.1 in)
Wheelbase	1,170 mm (46.1 in)

WEIGHT

Dry weight	75 kg (165 lbs)
------------	-----------------

CAPACITIES

Engine oil	1.3 ℓ (1.37 US qt, 1.14 Imp qt)
Final drive gear oil	150 cm ³ (5.0 US oz, 5.3 Imp oz) After draining
Fuel tank	5.3 ℓ (1.4 US gal, 1.17 Imp gal)
Fuel reserve	0.5 ℓ (0.13 US gal, 0.11 Imp gal)
Passenger capacity load	Operator and one passenger
Vehicle capacity load	160 kg (353 lb)

ENGINE

Bore and stroke	48 x 44 mm (1.89 x 1.73 in)
Compression ratio	6.8 : 1
Displacement	80 cm ³ (4.9 cu-in)
Spark plug	
Standard	BPR6HS (NGK)
	W20FPR (ND)
For cold climate (Below 5°C, 41°F)	BPR5HS (NGK)
	W16FPR (ND)
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)

CHASSIS AND SUSPENSION

Caster	27°
Trail	70 mm (2.7 in)
Tyre size, front	3.50-10-4PR
Tyre size, rear	3.50-10-4PR

POWER TRANSMISSION

Primary reduction

Final reduction

V- Belt

6.91

ELECTRICAL

Battery

Generator

12V-5AH

Alternator

LIGHTS

Headlight (HIGH/LOW)

Tail/stoplight

Turn signal light Front/Rear

Instrument lights

Turn signal indicator light

High beam indicator light

Oil level warning light

12V—25/25W: UK

12V—5/21W

12V—10W x 4: UK

12V—3.4W

12V—3.4W

12V—3.4W

12V—3.4W

FUSE

7A

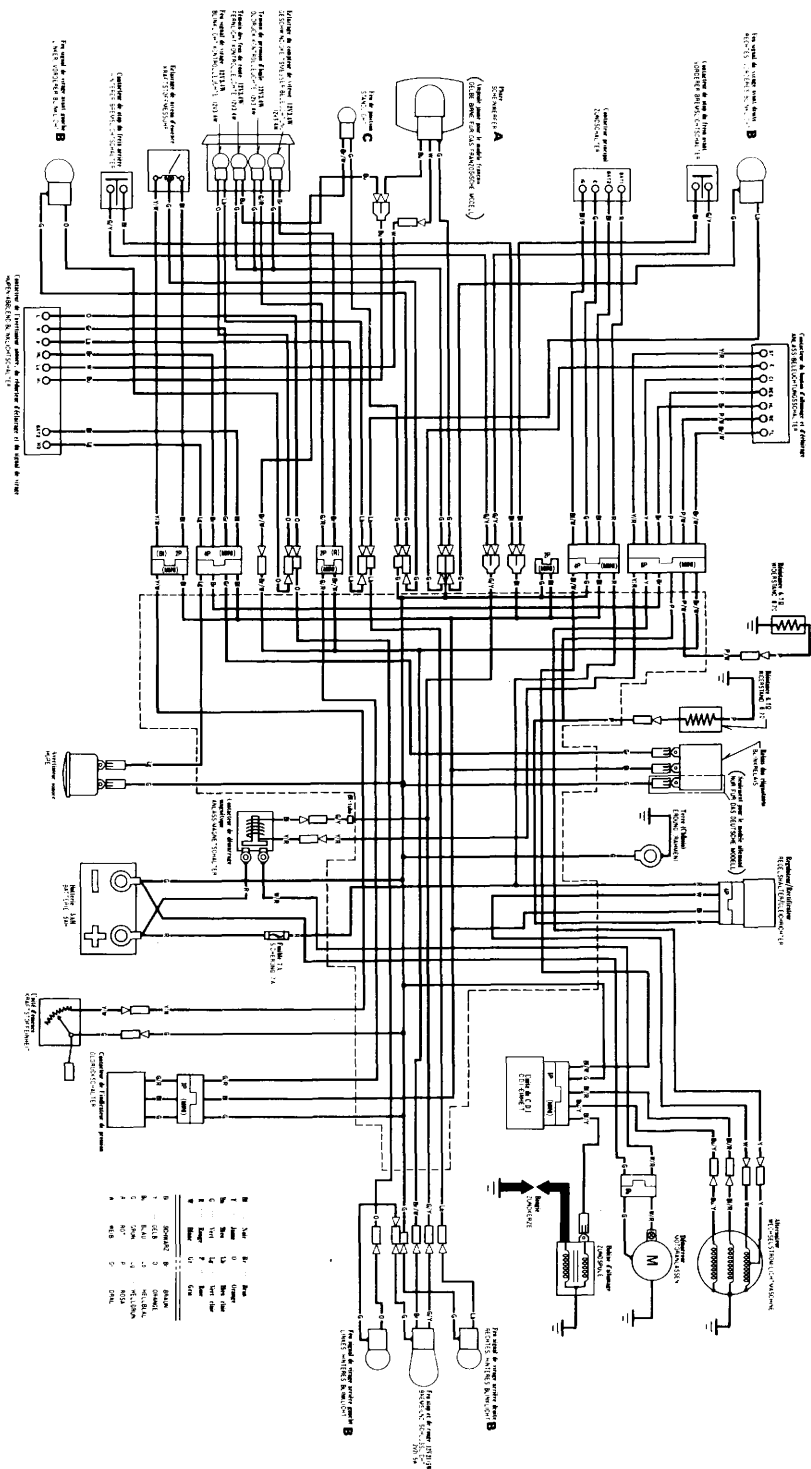
NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

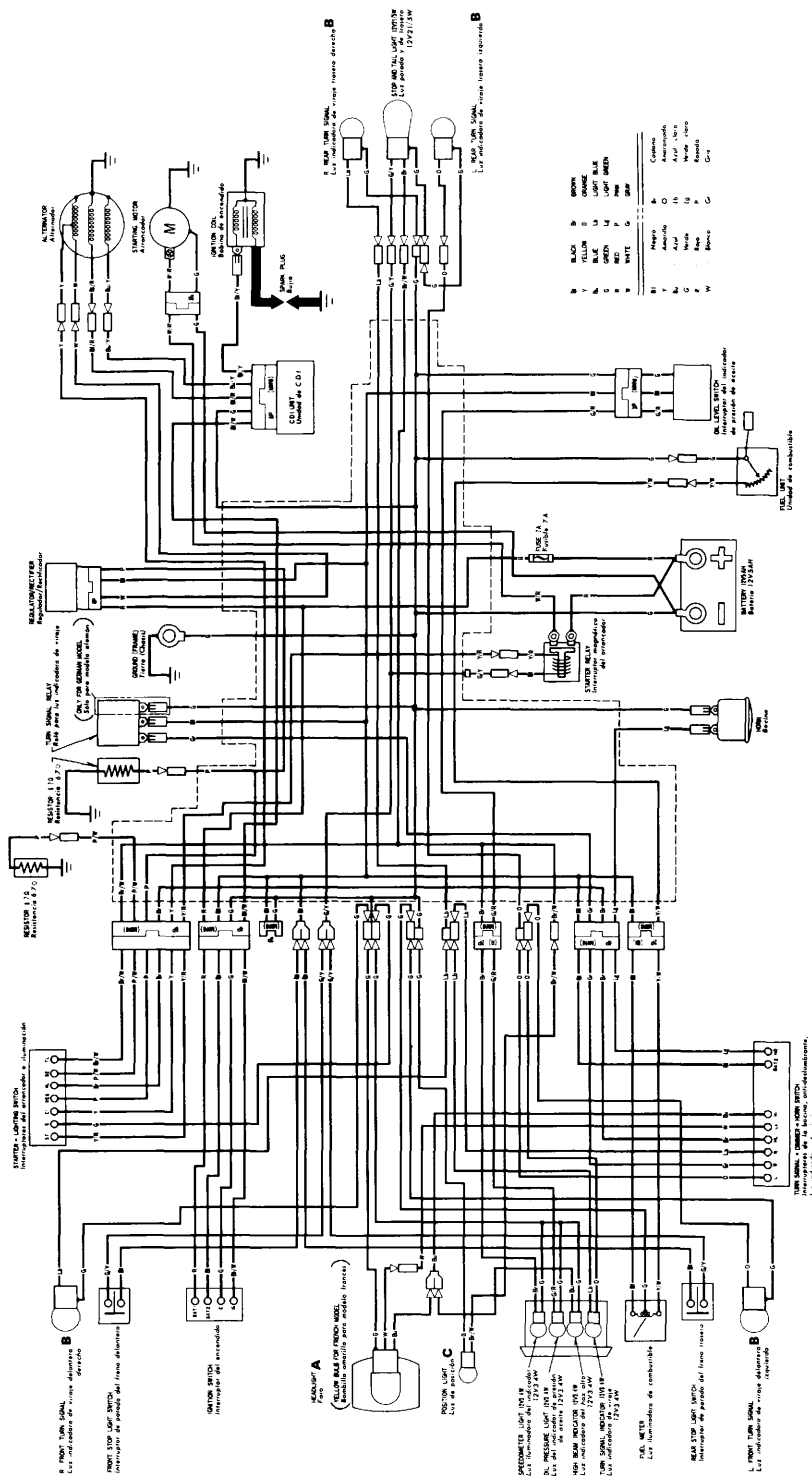
Owners are warned that the law may prohibit:

- (a) 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; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

NH80

[illegible]0030Z--GC8--6000
6100

NH80



SPR 10	RELATIVE DENSITY A ₄₄₀ /A ₆₇₀	A HEIGHT mm	FLUORESCENCE Intensity of fluorescence	FLUORESCENCE Intensity of fluorescence
9852-SC-889	UK	1975/250	17/99	17/418
9852-SC-118	G	1975/250	17/99	17/418

0030Z - GC8 - 6000 - 6100

Figure 1 shows the results of the 1000 iterations of the MCMC algorithm for the 1000 simulated datasets. The results are presented in 10 panels, each corresponding to one of the 10 parameters. The panels are arranged in a 2x5 grid. The top row shows the results for the parameters α , β , γ , δ , and ϵ . The bottom row shows the results for the parameters η , θ , ϕ , ψ , and χ . Each panel contains a trace plot (left) and a mean plot (right). The trace plot shows the value of the parameter at each iteration, and the mean plot shows the mean value of the parameter over the 1000 iterations. The results show that the MCMC algorithm converges to the true values of the parameters, and that the results are stable across the 1000 simulated datasets.