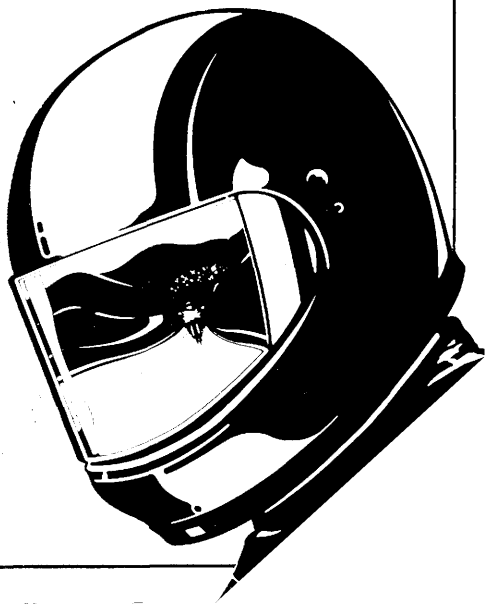


HONDA

OWNER'S MANUAL
MANUEL DU CONDUCTEUR
FAHRER-HANDBUCH

RVF/RC45
RVF750R



HONDA

RVF750R

RVF/RC45

OWNER'S MANUAL

MANUEL DU CONDUCTEUR

FAHRER-HANDBUCH

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.

- **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.

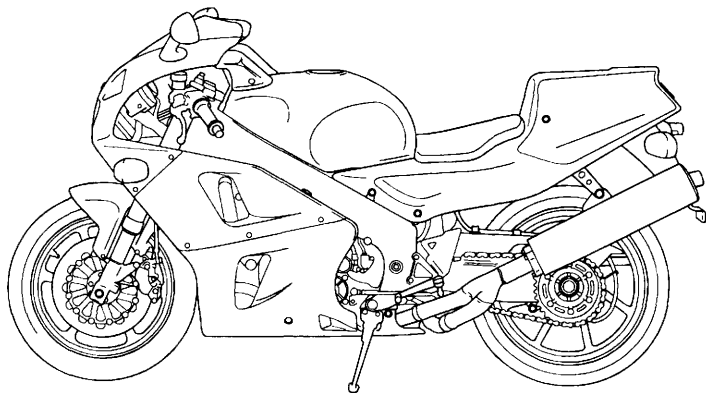
CAUTION:

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 RVF750R
RVF/RC45
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**.

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 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	UK
G	Germany Sweden
F	France

ED	(Europe) Belgium Greece Portugal
----	---

SW	Switzerland
SP	Spain
AR	Austria
IT	Italy
H	Holland

- The specifications may vary with each locale.

OPERATION

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MOTORCYCLE SAFETY

▲ WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 51) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. 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 footpegs while riding.

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 careful 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, drive chain or wheels.

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

*** To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80 mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle and how to load it safely.**

Loading

The combined weight of the rider, cargo, and all accessories must not exceed the maximum weight capacity:

105 kg (231 lbs)...E, G, F, ED, SP, IT, H

104 kg (229 lbs)...SW, AR

Cargo weight alone should not exceed:

15 kg (33 lbs)

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 further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 32), front suspension (page 15) and rear suspension (page 18) to suit load weight and riding conditions.

3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. The Honda fairing is designed for this motorcycle only. Do not install it on any other motorcycle.
5. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

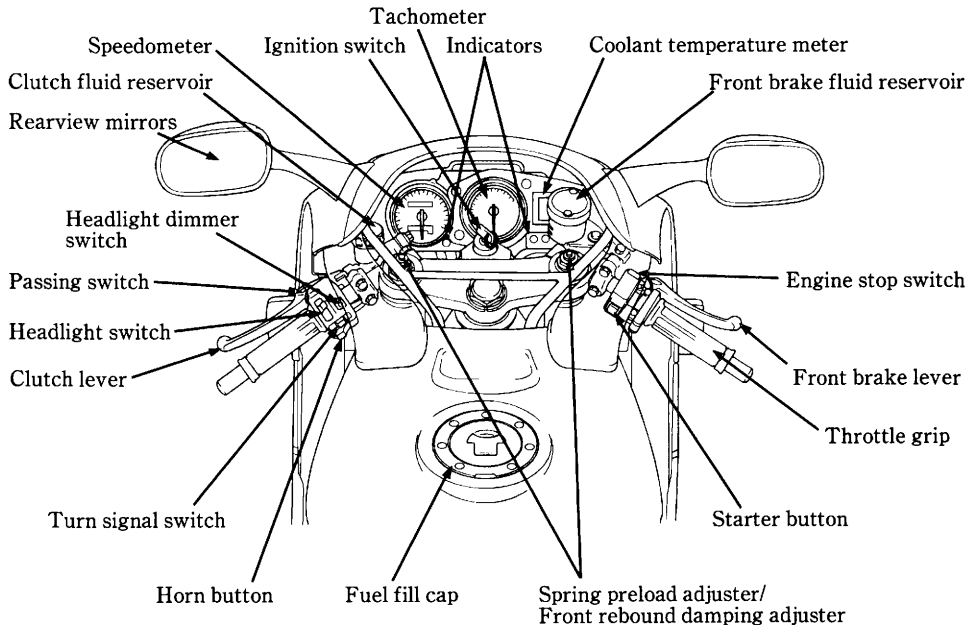
Accessories

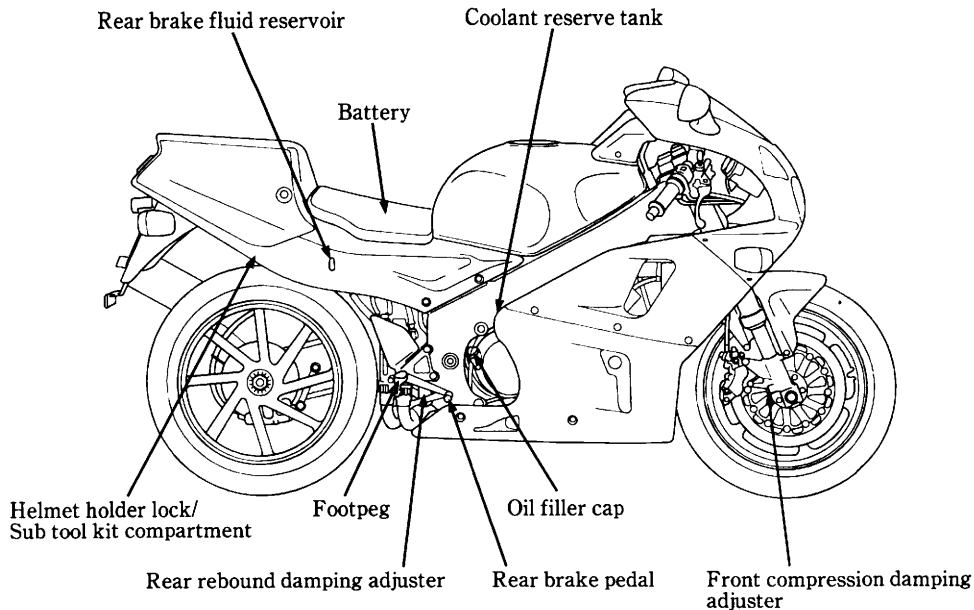
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

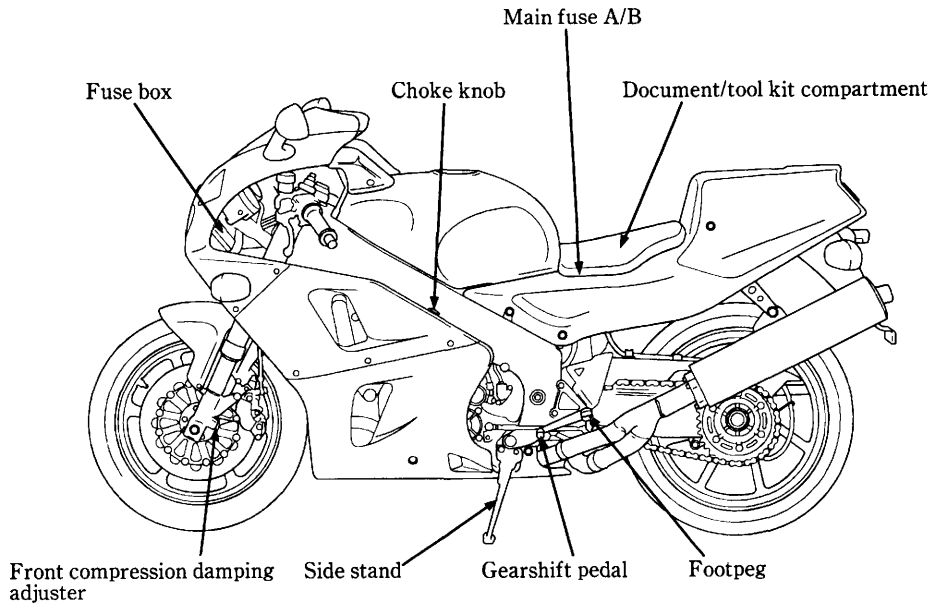
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.

3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

PARTS LOCATION



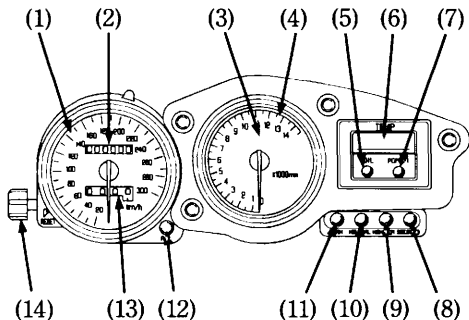




INSTRUMENTS AND INDICATORS

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

- (1) Speedometer
- (2) Odometer
- (3) Tachometer
- (4) Tachometer red zone
- (5) Low oil pressure indicator
- (6) Coolant temperature meter
- (7) PGM-FI indicator
- (8) Side stand indicator
- (9) High beam indicator
- (10) Neutral indicator
- (11) Turn signal indicator
- (12) Fuel indicator
- (13) Tripmeter
- (14) Tripmeter reset knob



(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Odometer	Shows accumulated mileage.
(3) Tachometer	Shows engine rpm.
(4) Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. CAUTION: * Running the engine beyond recommended maximum engine speed (tachometer red zone) can damage the engine.
(5) Low oil pressure indicator (red)	Lights when 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. CAUTION: * Running the engine with insufficient oil pressure may cause serious engine damage.
(6) Coolant temperature meter	Shows coolant temperature (page 14).

(Ref.No.) Description	Function
(7) PGM-FI indicator (red)	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. If it comes on at any other time, reduce speed and take the motorcycle to your authorized Honda dealer as soon as possible.
(8) Side stand indicator (amber)	Lights when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 52) is activated.
(9) High beam indicator (blue)	Lights when the headlight is on high beam.
(10) Neutral indicator (green)	Lights when the transmission is in neutral.
(11) Turn signal indicator (green)	Flashes when either turn signal is operated.

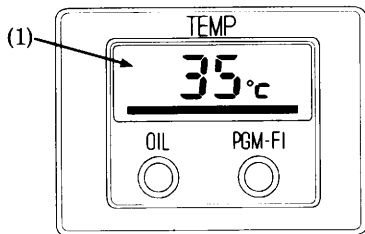
(Ref.No.) Description	Function
(12) Fuel indicator (red)	Lights when there is only few fuel left in the fuel tank. about: 3.5 l (0.92 US gal , 0.77 Imp gal) Should also light for a few seconds and then go off when the ignition switch is turned ON. If it comes on at any other time, refill the fuel tank as soon as possible (page 29).
(13) Tripmeter	Shows mileage per trip.
(14) Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob to dierection.

Coolant Temperature Meter

Coolant temperature meter (1) shows coolant temperature digitally.

Temperature display

Below 35°C	“— —” is displayed.
Between 35°C and 132°C	Actual coolant temperature is indicated.
Above 132°C	The display will remain “132°C”



(1) Coolant temperature meter

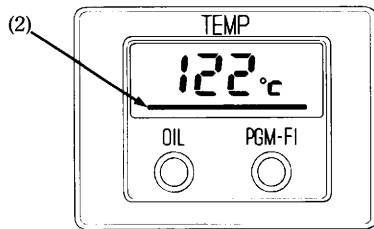
Overheating message

When the coolant temperature reaches 122°C, the display begins to flash and “red line” (2) appears on the display.

If this occurs, stop the engine and check the reserve tank coolant level. Read pages 27 – 28 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

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



(2) Red line

MAJOR COMPONENTS (Information you need to operate this motorcycle)

▲ WARNING

*** If the Pre-ride Inspection (page 51) is not performed, severe personal injury or vehicle damage may result.**

SUSPENSION

Front Suspension

Spring preload:

Adjust the spring preload by turning the preload adjuster (1) with the 22 mm box end wrench provided in the tool kit.

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.

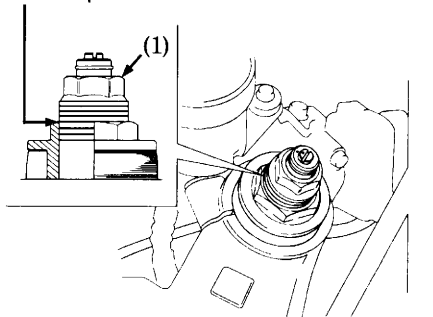
Standard position:

To return to the standard position, turn the adjusters until the 4th groove from the top aligns with the top surface of the fork caps.

NOTE:

* Adjust both right and left adjusters to the same position.

Standard position



(1) Preload adjuster (both sides)

Rebound damping:

To reduce (SOFT) :

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

To increase (HARD) :

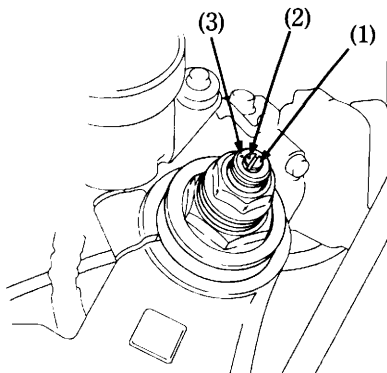
Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 6 clicks so that its punch mark (2) aligns with the reference mark (3).

NOTE:

- * Adjust both right and left adjusters to the same position.



- (1) Damping adjuster (both sides)
- (2) Punch mark
- (3) Reference mark

Compression damping:

To reduce (SOFT) :

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

To increase (HARD) :

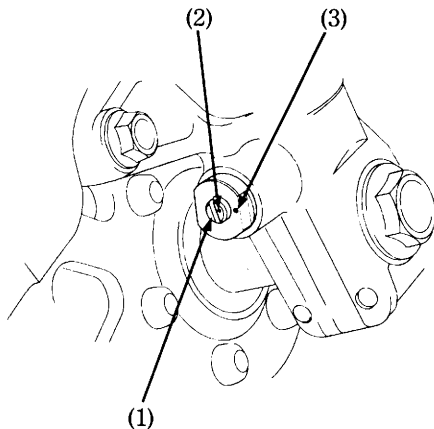
Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 6 clicks so that its punch mark (2) aligns with the reference mark (3).

NOTE:

* Adjust both right and left adjusters to the same position.



- (1) Damping adjuster (both sides)
(2) Punch mark
(3) Reference mark

Rear Suspension

Rebound damping:

To reduce (SOFT) :

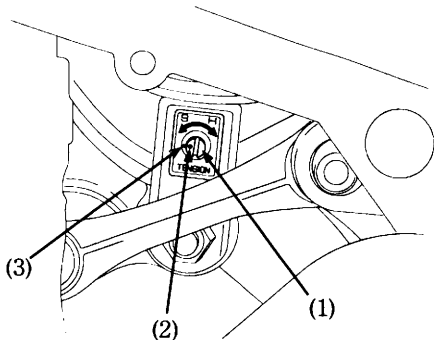
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

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

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 1 1/4 turn so that its punch mark (2) aligns with the reference punch mark (3).



- (1) Damping adjuster
- (2) Punch mark
- (3) Reference punch mark

Compression damping:

To reduce (SOFT) :

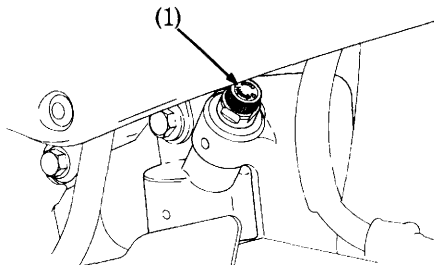
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

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

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn. This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise 12 clicks.



(1) Damping adjuster

▲ WARNING

- * The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. The instructions found in this owner's manual are limited to adjustment of the shock assembly only. Do not attempt to disassemble, disconnect or service the damper unit; an explosion causing serious injury may result.**
- * Puncture or exposure to flame may also result in an explosion, causing serious injury.**
- * Service or disposal should only be done by your authorized Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the official Honda Shop Manual.**

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 88), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Front Brake

Front Brake Fluid Level:

▲ WARNING

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

CAUTION:

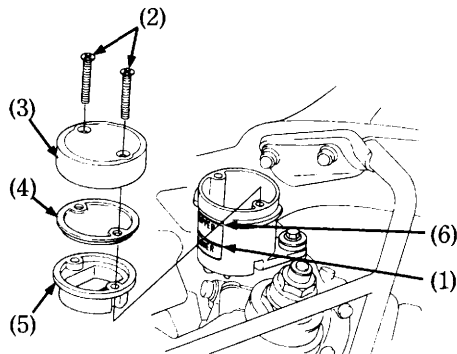
- * **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- * **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- * **Use only DOT 4 brake fluid from a sealed container.**
- * **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.

Other Checks:

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



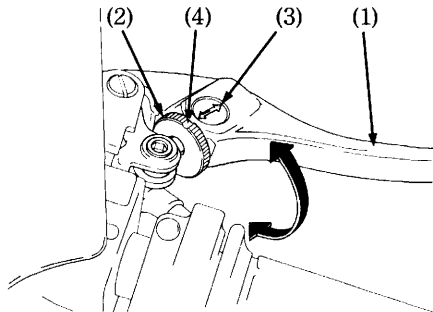
- | | |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate |
| (2) Screws | (5) Diaphragm |
| (3) Reservoir cover | (6) Upper level mark |

Front Brake Lever:

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

CAUTION:

- * Align the arrow (3) on the brake lever with index mark (4) on the adjuster.



- (1) Front brake lever (3) Arrow
(2) Adjuster (4) Index mark

Rear Brake

Rear Brake Fluid Level:

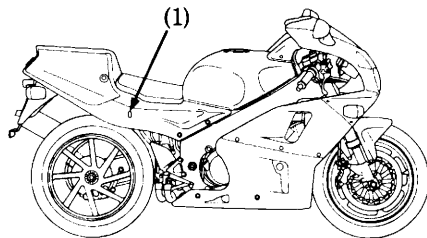
▲WARNING

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

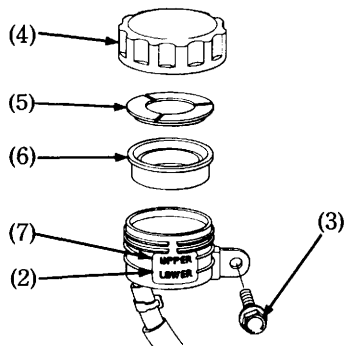
CAUTION:

- * Handle brake fluid with care because it can damage plastic and painted surfaces.
- * When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.
- * Use only DOT 4 brake fluid from a sealed container.
- * Never allow contaminants such as dirt or water to enter the brake fluid reservoir.

Check the brake fluid level from the inspection window (1) of the rear cowl with the motorcycle in an upright position. Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (2). Remove the rear cowl (page 45). Remove the bolt (3), reservoir cap (4), diaphragm plate (5) and diaphragm (6). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the UPPER level mark (7). Reinstall the diaphragm, diaphragm plate and cap securely.



(1) Inspection window



(2) LOWER level mark

(3) Bolt

(4) Reservoir cap

(5) Diaphragm plate

(6) Diaphragm

(7) UPPER level

mark

Other Checks:

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

CLUTCH

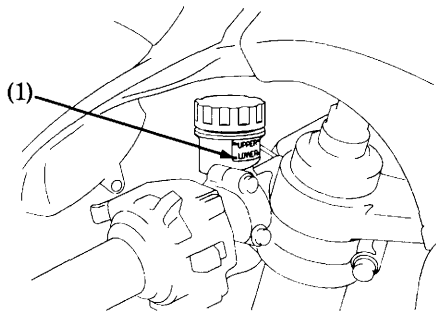
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your authorized 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 authorized Honda dealer.

Other Checks:

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

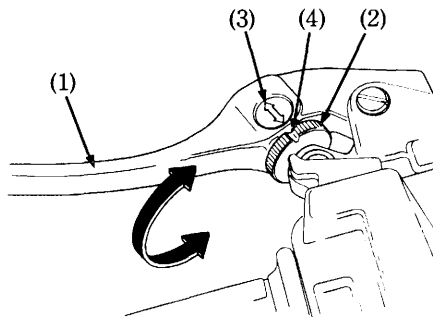


(1) LOWER level mark

Clutch Lever:

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

Align the arrow (3) on the clutch lever with the index mark (4) on the adjuster.



(1) Clutch lever
(2) Adjuster

(3) Arrow
(4) Index mark

COOLANT

Coolant Recommendation

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

CAUTION:

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

The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

Inspection

The reserve tank is behind the right middle fairing.

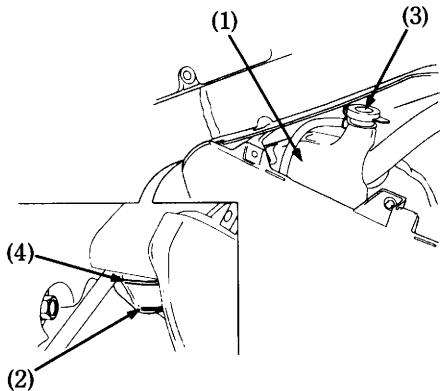
Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (2), remove the right middle fairing (page 46) and the reserve tank cap (3).

Add coolant mixture until it reaches the UPPER level mark (4). Do not remove the radiator cap.

▲ WARNING

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

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



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

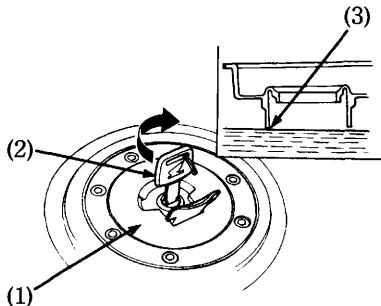
FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

18 ℓ (4.8 US gal, 4.0 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.



(1) Fuel fill cap
(2) Ignition key

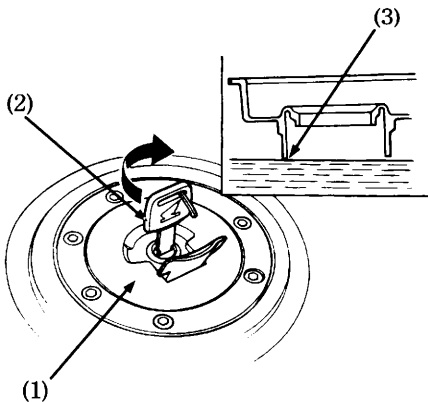
(3) Filler neck

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.

Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

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 fill cap
- (2) Ignition key
- (3) Filler neck

▲ 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 petrol is stored or where the fuel tank is refueled.**
- * **Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel fill 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.**

ENGINE OIL

Engine Oil Level Check

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

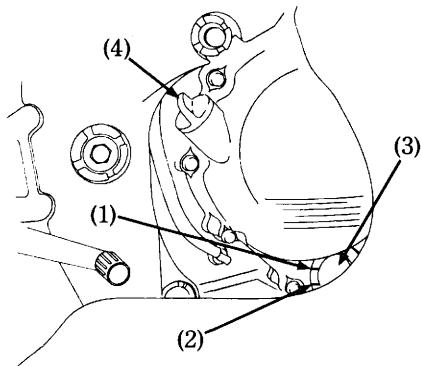
The level must be maintained between the upper (1) and lower (2) level marks in the inspection window (3).

1. Start the engine and let it idle for a few minutes. Make sure the red low oil pressure indicator goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, check that the oil level is maintained between the upper (1) and lower (2) level marks in the inspection window (3).
4. If required, remove the oil filler cap (4) and add the specified oil (see page 71) up to the upper level mark. Do not overfill.

5. Reinstall the oil filler cap. Check for oil leaks.

CAUTION:

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



(1) Upper level mark

(2) Lower level mark

(3) Inspection window

(4) Filler cap

TUBELESS TYRES

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

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

NOTE:

- * Tyre pressure should be checked before you ride while the tyres are "cold".
- * Tubeless tyres have some degree of selfsealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

Tyre size	
Front	130/70 ZR 16
Rear	190/50 ZR 17
Cold tyre pressures kPa (kg/cm ² , psi)	
Front	250 (2.50 , 36)
Rear	290 (2.90 , 42)
Tyre brand TUBELESS ONLY	
Front	DUNLOP D204F
Rear	D204

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

▲ WARNING

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

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)

NOTE: <For Germany>

- * German law prohibits use of tyres whose tread depth is less than 1.6 mm.**

Tyre Repair/Replacement:

See your authorized Honda Dealer.

▲ WARNING

- * The use of tyres other than those listed on the tyre information label may adversely affect handling.
- * Do not install tube-type tyres on tubeless rims. The beads may not seat and the tyres could slip on the rims, causing tyre deflation that may result in a loss of vehicle control.
- * Do not install a tube inside a tubeless tyre. Excessive heat build-up may cause the tube to burst resulting in rapid tyre deflation that may result in a loss of vehicle control.
- * Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tyre repair or replacement.

▲ WARNING

- * To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time, after tyre repair.
- * Replace the tyre if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tyre deflation that may result in a loss of vehicle control.

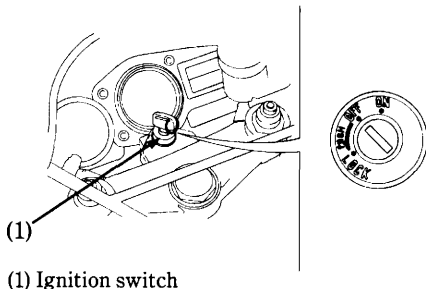
CAUTION:

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

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is near the speedometer.



(1) Ignition switch

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

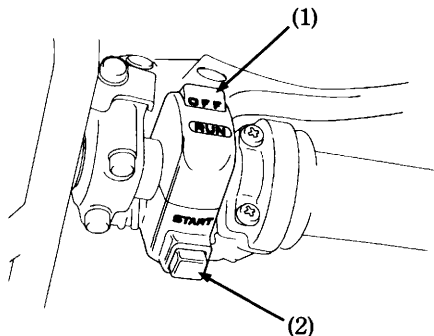
Engine Stop Switch

The 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 the 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.

Starter Button

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

When the starter button is pressed, the starter motor cranks the engine. If the engine stop switch is in the OFF position, the starter motor will not operate. See page 53 for the starting procedure.



- (1) Engine stop switch
- (2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Switch (1)

The headlight switch (1) has three positions: H, P and OFF, marked by a white dot under 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.

Headlight Dimmer Switch (2)

Push the dimmer switch to "HI" to select high beam or to "LO" to select low beam.

Passing Light Control Switch (3)

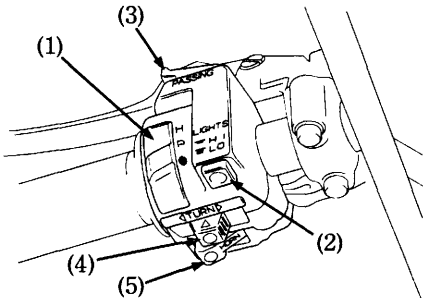
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (4)

Move to ◀ to signal a left turn, ▶ to signal a right turn. Press to turn signal off.

Horn Button (5)

Press the button to sound the horn.



- (1) Headlight switch
- (2) Headlight dimmer switch
- (3) Passing light control switch
- (4) Turn signal switch
- (5) Horn button

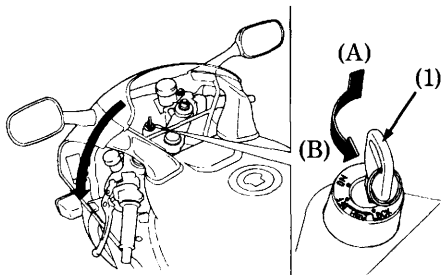
FEATURES (Not required for operation)

STEERING LOCK

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

▲ WARNING

*** Do not turn the key to P or LOCK while riding the motorcycle; loss of vehicle control will result.**



(1) Ignition key

(A) Push in

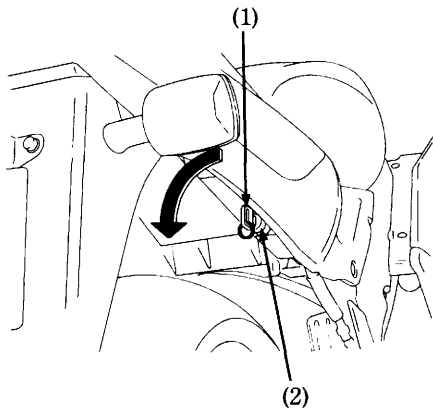
(B) Turn to P or LOCK

HELMET HOLDER LOCK/SUB TOOL KIT COMPARTMENT

The storage compartment is located behind the right side of the rear cowl. The helmet holder lock and sub tool kit should be stored in the compartment.

To open the compartment:

1. Insert the ignition key (1) into the lid lock (2) and turn it counterclockwise.
2. Pull the lower end of the compartment lid and open it.



(1) Ignition key

(2) Lid lock

HELMET HOLDER LOCK

The helmet holder lock is stored in the helmet holder lock compartment (page 39). Always keep the helmet holder lock stored in the helmet holder lock compartment when riding.

▲ WARNING

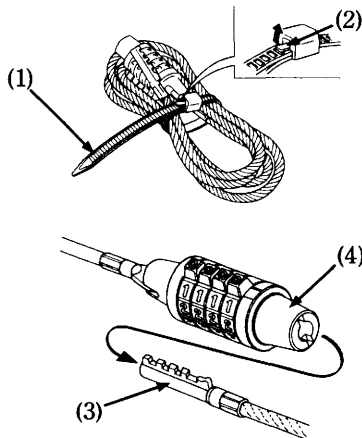
- * The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.

NOTE:

- * The lock's combination is preset at 0-0-0-0. You may use this combination or select your own.

To use:

1. Remove the wire band (1) by pull the lug (2).
2. Align the lock's combination. Pull the cable end (3) out of the lock end (4).



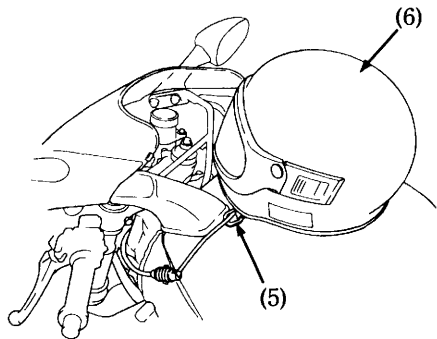
- (1) Wire band
(2) Lug

- (3) Cable end
(4) Lock end

3. Run the cable end through the D-ring (5) of the helmet (6) and under the top fork bridge, then insert it in the lock end.

NOTE:

- * Using the helmet holder lock in any other way than illustrated below may damage the motorcycle, helmet and helmet holder lock.

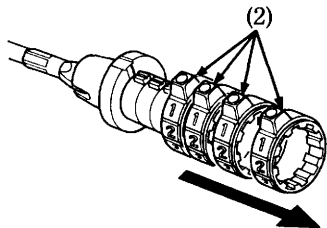
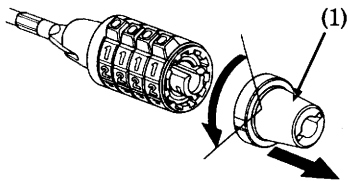


(5) D-ring

(6) Helmet

To set combination:

1. Align the lock's combination. Pull the cable end out of the lock end.
2. Remove the cone (1) by turning it a quarter turn (90°) counterclockwise. Remove the four lock wheels (2).



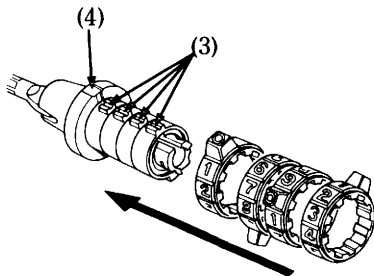
(1) Cone

(2) Lock wheels

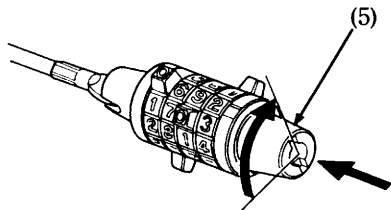
3. You can now set the combination. Align the red marks (3) with the guide point (4) on the cone. Replace the lock wheels one at a time, lining up your selected numbers with the guide point on the cone.

NOTE:

* Reversing the wheels will cause the lock to jam.



4. After positioning all four lock wheels, place the cone (5) onto the lock housing and turn it a quarter turn (90°) clockwise.



(3) Red marks

(4) Guide point

(5) Cone

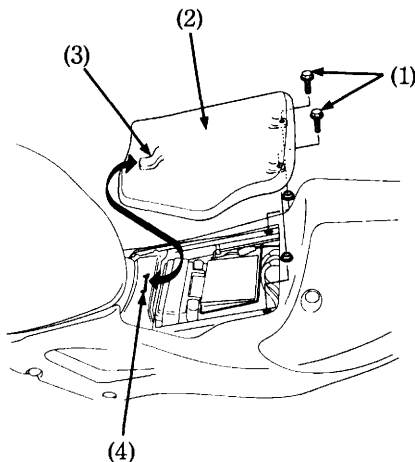
SEAT

Removal:

1. Pull up the seat end and remove the two bolts (1).
2. Pull the seat (2) back and up.

Installation:

1. Insert the seat tab (3) into the hook (4).
2. Install and tighten the two bolts securely.



(1) Bolts
(2) Seat

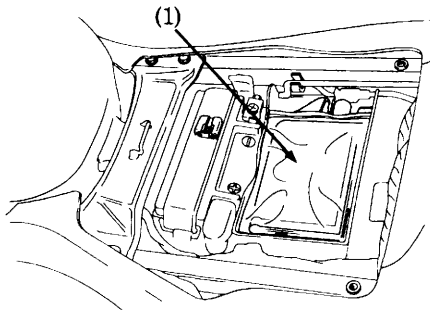
(3) Seat tab
(4) Hook

DOCUMENT/TOOL KIT COMPARTMENT

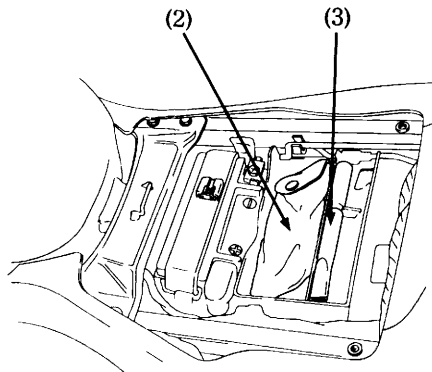
The document/tool kit compartment is located under the seat. See page 43 to remove the seat.

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

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



(1) Owner's manual



(2) Tool kit

(3) Extension bar

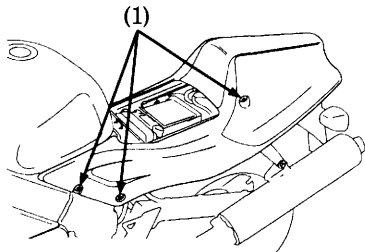
REAR COWL

Removal:

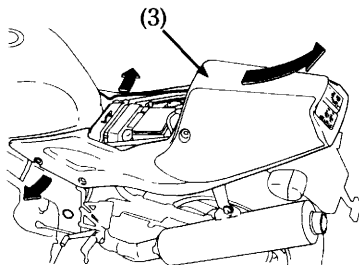
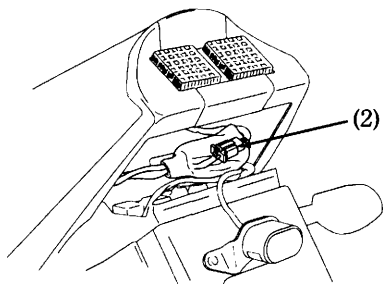
1. Remove the seat (page 43).
2. Remove the six bolts (1).
3. Lift the rear cowl slightly and disconnect the brake/tail light connector (2).
4. Slightly spread the front of the rear cowl (3) and remove it.

NOTE:

- * Do not damage the sponge attached to the front inside of the rear cowl when removing and installing it.



(1) Bolts (both side)

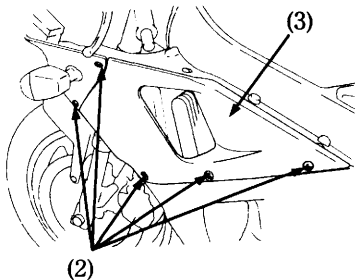
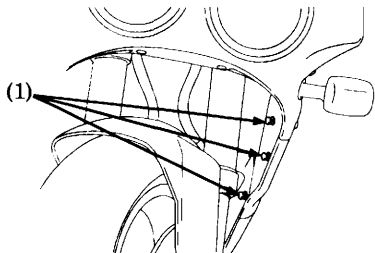


(2) Brake/tail light connector
(3) Rear cowl

MIDDLE FAIRING

Removal:

1. Pull and remove the three trim clips (1).
2. Turn the five clips (2) 90° counter-clockwise.
3. Remove the middle fairing (3).



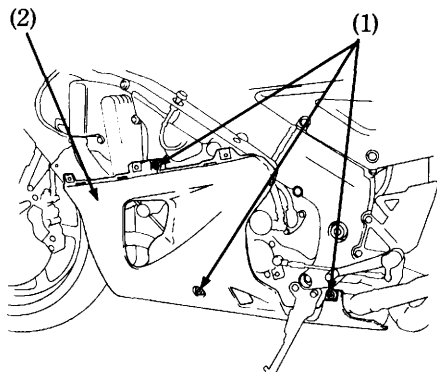
(1) Trim clips
(2) Clips

(3) Middle fairing

LOWER FAIRING

Removal:

1. Remove the middle fairing (page 46).
2. Remove the six bolts (1).
3. Remove the lower fairing (2).



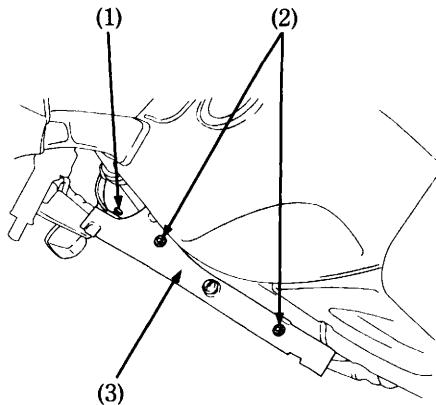
(1) Bolts (both sides)

(2) Lower fairing

INNER COVER

Removal:

1. Remove the trim clip (1).
2. Remove the two bolts (2).
3. Remove the inner cover (3).



(1) Trim clip
(2) Bolts

(3) Inner cover

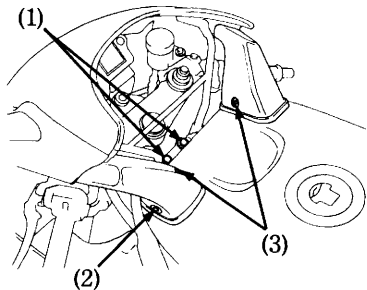
FUEL TANK MAINTENANCE POSITION

The front of the fuel tank can be tilted up for maintenance.

The fuel tank does not require draining.

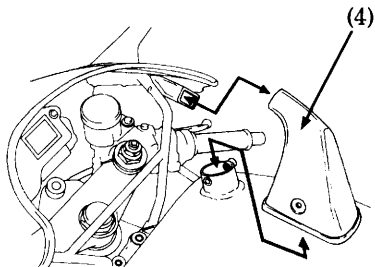
To raise:

1. Check that the fuel fill cap is closed.
2. Remove the two bolts (1) with washers.
3. Remove the two bolts (2) and two screws (3).



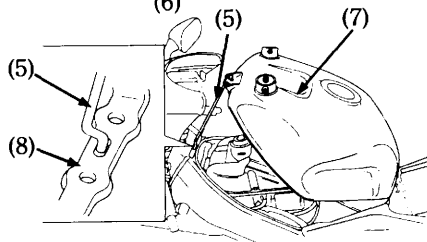
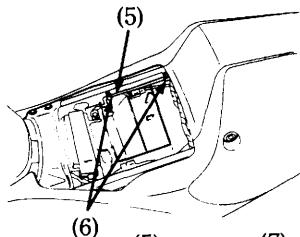
- (1) Bolts
(2) Bolt (both sides)
(3) Screws

4. Remove the air guides (4).



- (4) Air guide (both sides)

5. Remove the seat (page 43). Remove the rod (5) from the holders (6).
6. Raise the fuel tank (7) and support the fuel tank with the rod.



(5) Rod
(6) Holders

(7) Fuel tank
(8) Fairing stay

To secure:

The fuel tank can be secured in the reverse order.

NOTE:

- * After securing the fuel tank, check the fuel tank breather and drain tubes for kinking or pinching and correct routing as necessary.
- * Reset the rod in the holders under the seat securely with the front end inserted in the tool box and the crank end facing down.

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 31). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 29). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 27–28).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 21–24).

5. Tyres—check condition and pressure (pages 32–33).
6. Drive chain—check condition and slack (page 82). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and full closing in all steering positions.
8. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 36).
10. Side stand ignition cut-off system—check for proper function (page 87).

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

STARTING THE ENGINE

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

▲ WARNING

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

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.**

Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

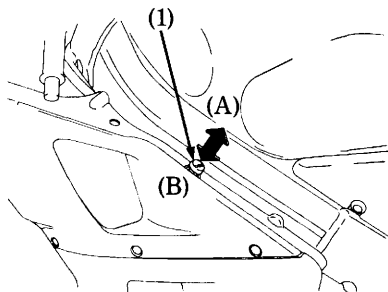
- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The red low oil pressure indicator is ON.

Starting Procedure

1. Pull the choke knob (1) out to the Fully ON position (A), if the engine is cold.
2. Press the starter button.

NOTE:

- * If the engine fails to start within 5 seconds, release the starter button, wait 10 seconds, then try again.



(1) Choke knob

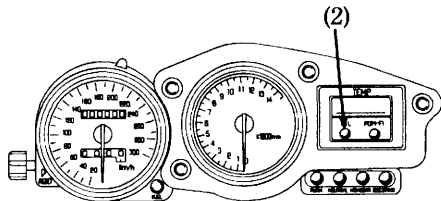
(A) Fully ON

(B) Fully OFF

3. Warm up the engine until it runs smoothly, with the choke knob Fully OFF.

CAUTION:

- * The red low oil pressure indicator should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.



(2) Low oil pressure indicator

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, leave the engine stop switch on RUN and push the choke knob down to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow the Starting Procedure.

RUNNING-IN

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 1,000km (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.

The general rules as follows:

1. Never labour the engine with full throttle at low engine speeds. This rule is applicable not only during running-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed $8,000 \text{ min}^{-1}$ (rpm).
3. Increase the maximum continuous engine speed by $2,000 \text{ min}^{-1}$ (rpm) between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed $10,000 \text{ min}^{-1}$ (rpm).

4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed $12,500 \text{ min}^{-1}$ (rpm) at any time (tachometer red zone limit).

CAUTION:

- * **Running the engine beyond recommended maximum engine speed (tachometer red zone) can damage the engine.**

RIDING

▲ WARNING

- * **Review Motorcycle Safety (pages 1 – 6) before you ride.**

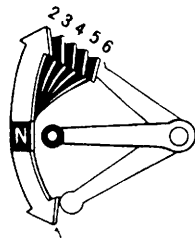
NOTE:

- * Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 61 and explanation for SIDE STAND on page 87)
1. After the engine has been warmed up, the motorcycle is ready for riding.
 2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
 3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.

4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.

This sequence is repeated to progressively shift to 3rd, 4th, 5th and 6th(top) gear.

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



BRAKING

1. For normal braking, gradually apply both the 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. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

▲ 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.

▲ WARNING

- * 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.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
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.**
3. Lock the steering to help prevent theft (page 38).

NOTE: 〈 AR type only 〉

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

ANTI-THEFT TIPS

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

MAINTENANCE

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

Perform the Pre-ride Inspection (page 41) at each scheduled maintenance period.

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

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

FREQUENCY ITEM		WHICHEVER → COMES FIRST		ODOMETER READING [NOTE (1)]									
		x 1,000 km	1	6	12	18	24	30	36	REFER TO PAGE			
		x 1,000 mi	0.6	4	8	12	16	20	24				
		NOTE	MONTH		6	12	18	24	30	36			
*	FUEL LINE					I		I		I	—		
*	THROTTLE OPERATION					I		I		I	80		
*	CHOKE OPERATION					I		I		I	—		
	AIR CLEANER	NOTE (2)					R			R	70		
	SPARK PLUG					I		R		I	76		
*	VALVE CLEARANCE							I			—		
	ENGINE OIL			R		R		R		R	71–75		
	ENGINE OIL FILTER			R		R		R		R	71–75		
*	ENGINE IDLE SPEED			I	I	I	I	I	I	I	81		
	RADIATOR COOLANT	NOTE (3)				I		I		R	27–28		
*	COOLING SYSTEM					I		I		I	—		
*	SECONDARY AIR SUPPLY SYSTEM	NOTE (4)				I		I		I	—		

ITEM		FREQUENCY	WHICHEVER → COMES		ODOMETER READING [NOTE (1)]									
			FIRST	x 1,000 km	1	6	12	18	24	30	36	REFER TO PAGE		
			↓ NOTE	x 1,000 mi MONTH	0.6	4	8	12	16	20	24		36	
	DRIVE CHAIN				I, L	EVERY 1,000 km (600 mi)							82–85	
	DRIVE CHAIN SLIDER						I		I				86	
	BRAKE FLUID	NOTE (3)				I	I	R	I	I	R		21–24	
	BRAKE PAD WEAR					I	I	I	I	I	I		88	
	BRAKE SYSTEM				I		I		I		I		21–24	
*	BRAKE LIGHT SWITCH						I		I		I		—	
*	HEADLIGHT ARM						I		I		I		—	
	CLUTCH SYSEM						I		I		I		25	
	CLUTCH FLUID	NOTE (3)				I	I	R	I	I	R		25	
	SIDE STAND						I		I		I		87	
*	SUSPENSION						I		I		I		—	
*	NUTS, BOLTS, FASTENERS				I		I		I		I		—	
**	WHEELS/TYRES						I		I		I		—	
**	STEERING HEAD BEARINGS				I		I		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 SHOP MANUAL.
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR AUTHORIZED HONDA DEALER.

Honda recommends that your authorized Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

- NOTES:
- (1) At higher odometer readings, repeat at the frequency interval established here.
 - (2) Service more frequently when riding in unusually wet or dusty areas.
 - (3) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
 - (4) Switzerland and Austria type only.

TOOL KIT

The sub tool kit is in the sub tool kit compartment (page 39).

The main tool kit is located under the seat (page 43).

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

Sub tool kit:

- No. 2 Screwdriver
- No. 2 Phillips screwdriver
- 8 mm Box screwdriver
- Screwdriver handle
- 8 mm Open end wrench
- 5 mm Hex wrench
- Tool bag

Main tool kit:

- 10 x 12 mm Open end wrench
- 10 x 12 mm Box end wrench
- 14 x 17 mm Box end wrench
- 22 mm Box end wrench
- 36 mm Box end wrench
- Pin spanner
- Spark plug wrench
- Pliers
- Feeler gauge 0.7 mm
- Tool bag

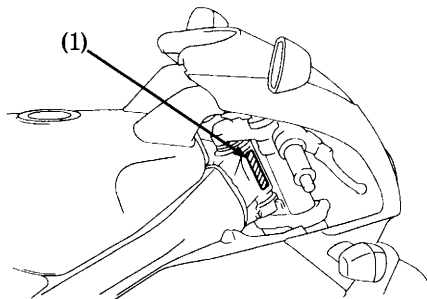
The following tool is equipped in your motorcycle.

- Extension bar

SERIAL NUMBERS

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

FRAME NO. _____

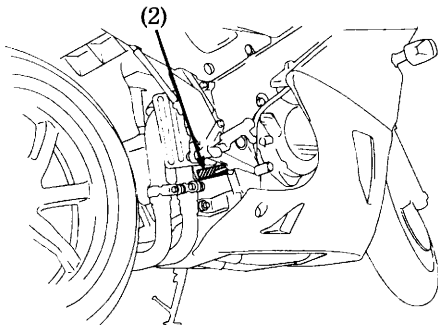


(1) Frame number

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

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

ENGINE NO. _____



(2) Engine number

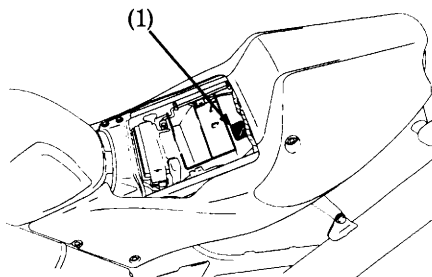
COLOUR LABEL

The colour label (1) is attached to the frame below the seat (page 43).

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, cables, brake hoses, calipers, 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.
- * 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 and the effective operation of the emission control systems.

▲ WARNING

- * Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

MAINTENANCE STAND

Use two people to place the motorcycle on the maintenance stand.

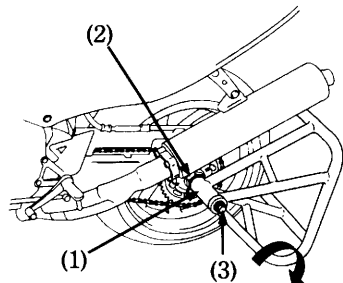
▲WARNING

*** Improper use of the maintenance stand may cause injury.**

- Be sure the maintenance stand is placed on a firm, level ground.
- Never ride the motorcycle on the maintenance stand or run the engine while the motorcycle is on the maintenance stand.
- Be sure the maintenance stand is fully engaged and the attaching bolt is fastened securely before working on the motorcycle.

To install:

1. Support the motorcycle on a firm, level ground using the side stand.
2. Install the maintenance stand on the motorcycle as follows:
 - ①Align the top ends of the maintenance stand (1) with the rear axle nut (2).
 - ②Turn the attaching bolt (3) in until resistance is felt.



- (1) Maintenance stand
(2) Rear axle nut
(3) Attaching bolt

3. Raising the motorcycle onto the stand as follows:

① While holding the handlebars, support the motorcycle upright and retract the side stand.

② Have an assistant check that the attaching bolt is tightened securely and is aligned with the rear axle nut properly.

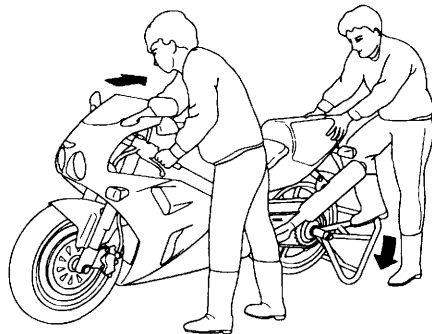
If necessary, reinstall the maintenance stand.

③ Have the assistant rest his right foot on the maintenance stand and his hands on the rear of the rear cowl.

④ Pull the motorcycle backward while simultaneously, letting the assistant shift his weight onto the maintenance stand.

CAUTION:

*** Do not pull up on the rear cowl during this operation.**



To remove:

1. Retract the side stand.

2. Hold the handlebars and push the motorcycle forward.

3. Lower the side stand and support the motorcycle on it.

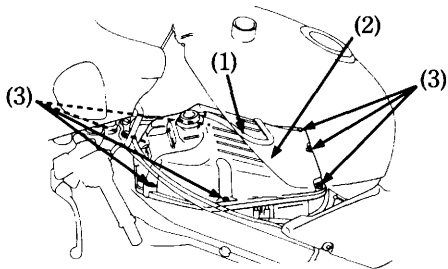
4. Remove the maintenance stand.

AIR CLEANER

(Refer to the maintenance precautions on page 67).

The air cleaner should be serviced at regular intervals (page 61). Service more frequently when riding in unusually wet or dusty areas.

1. Raise the fuel tank and support it with the rod (page 49).
2. Disconnect the vacuum tube (1).
3. Remove the air cleaner housing cover (2) by removing the seven screws (3).



(1) Vacuum tube

(3) Screws

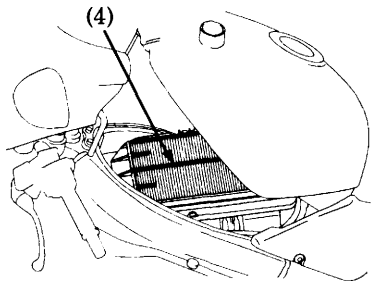
(2) Air cleaner housing cover

4. Take out the air cleaner (4) and discard it.

5. Install the new air cleaner.

Use the Honda genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.

6. Install the removed parts in the reverse order of removal.



(4) Air cleaner

ENGINE OIL

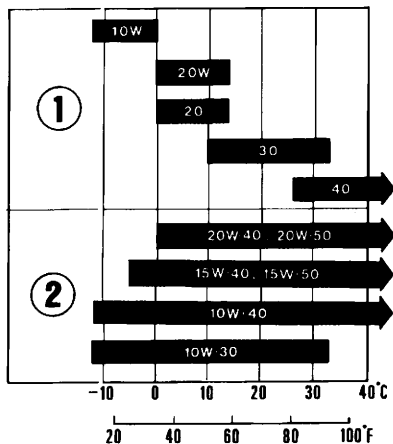
(Refer to the maintenance precautions on page 67).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

Viscosity:

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



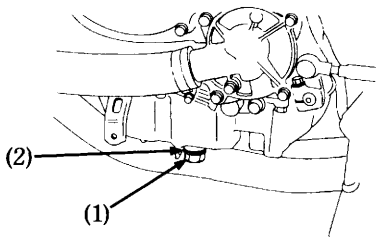
(1) Single grade

(2) Multigrade

Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 61).

Changing the oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your authorized Honda dealer perform this service. If a torque wrench is not used for this installation, see your authorized Honda dealer as soon as possible to verify proper assembly.



(1) Oil drain plug

(2) Sealing washer

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.

CAUTION:

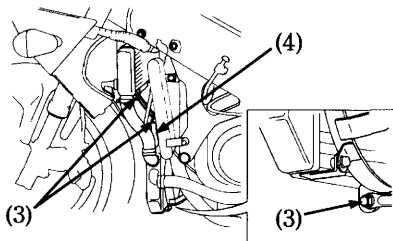
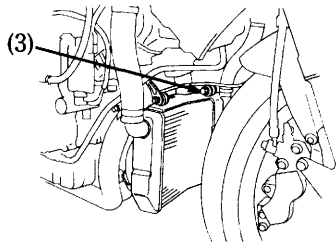
- * **To prevent oil leaks and filter damage, never support the engine on the oil filter.**

1. Remove both sides of the middle fairing (page 46).
2. Remove the lower fairing (page 47).
3. To drain the oil, remove the oil filler cap and crankcase drain plug (1) and sealing washer (2).

▲ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**

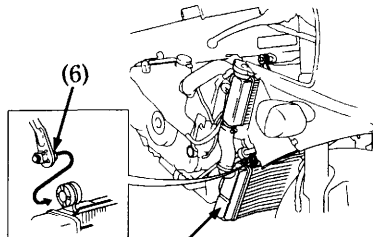
4. Remove the four bolts (3) and radiator bracket (4).



(3) Bolts

(4) Radiator bracket

5. Remove the lower radiator (5) from the hanger (6).

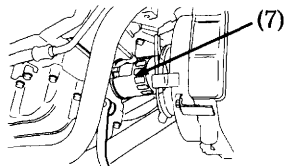


(5)

(5) Lower radiator

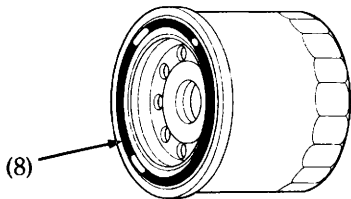
(6) Hanger

6. Pull the lower end of the lower radiator out enough to access the oil filter (7).



(7) Oil filter

7. Remove the oil filter (7) with a filter wrench and let the remaining oil drain out.
8. Apply a thin coat of engine oil to the new oil filter rubber seal (8).
Use only the Honda genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.



(8) Oil filter rubber seal

9. Install the new oil filter and tighten it to the specified torque:

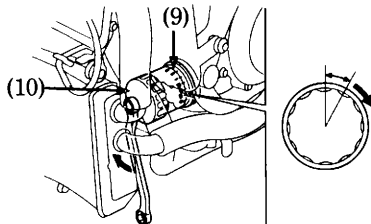
26 N·m (2.6 kg-m, 19 lb-ft)

If a torque wrench is not available, tighten the oil filter as follows:

- ① Install and hand tighten the oil filter fully.
- ② Tighten the oil filter 1/12 turns according to the indicator (9) with the oil filter wrench (10).

NOTE:

- * Use the numbers (1 to 12) printed on the outer surface as a reference when tightening the oil filter. Turn the oil filter to the next number.



(9) Indicator

(10) Oil filter wrench

10. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.

Oil Drain Plug Torque:

30 N·m (3.0 kg-m, 22 lb-ft)

11. Fill the crankcase with the recommended grade oil; approximately:

3.7 l (3.9 US qt, 3.3 Imp qt)

12. Install the oil filler cap.

13. Start the engine and let it idle for 2–3 minutes.

14. Several minutes after stopping the engine, check that the oil level is at the upper level mark in the inspection window with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

- * When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.
- * 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 rubbish or pour it on the ground or down a drain.

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 67).

Recommended plugs:

CR9EHVX—9 (NGK)

This motorcycle uses the spark plugs having a platinum coated center electrode. Be sure to observe the following when servicing the spark plugs.

- Do not use wire brush to clean the electrodes. If the electrode is contaminated with accumulated objects or dirt, clean the electrode using a “plug cleaner”.

Consult your authorized Honda dealer for this service.

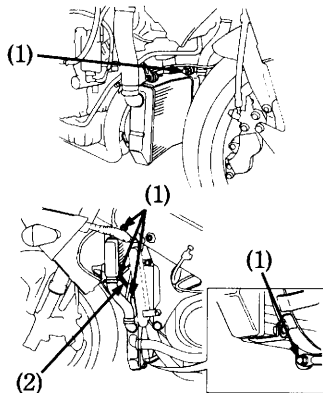
- Use only “wire-type feeler gauge” to check the spark plug gap to prevent damaging the platinum coating of the center electrodes. Never use “leaf-type feeler gauge”.
- Do not adjust the spark plug gap. If the gap is out of specification, replace with a new one.

Preparation for rear cylinder spark plugs

1. Raise the fuel tank and support it with the rod (page 49).

Preparation for front cylinder spark plugs

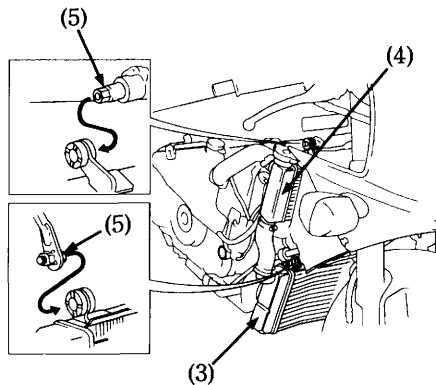
1. Remove both side of the middle fairing (page 46).
2. Remove the lower fairing (page 47).
3. Remove the left inner cover (page 48).
4. Remove the five bolts (1) and radiator bracket (2).



(1) Bolts

(2) Radiator bracket

5. Remove the lower radiator (3) and the upper radiator (4) from the hangers (5).
6. Pull the upper radiator out enough to access the spark plugs.



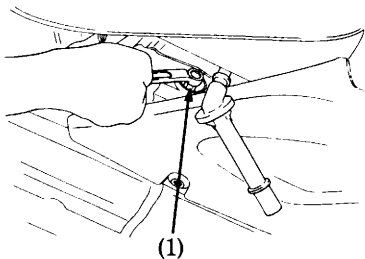
(3) Lower radiator

(5) Hangers

(4) Upper radiator

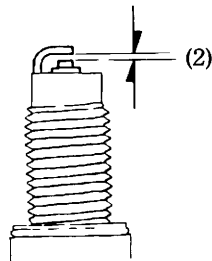
Inspection/Replacement

1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench (1) furnished in the tool kit.
3. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner.



(1) Spark plug wrench

4. Make sure that the 1.0 mm wire-type feeler gauge does not insert between the spark plug gap (2). If the gauge is inserted into the gap, replace the plug with a new one.
5. Make sure the plug washer is in good condition.



(2) Spark plug gap

6. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
7. 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.
8. Reinstall the spark plug caps.
9. Install the remaining parts in the reverse order of removal.

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.

THROTTLE OPERATION

(Refer to the maintenance precautions on page 67).

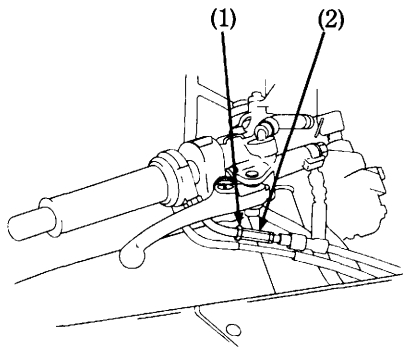
1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.

2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2—6 mm (0.08—0.24 in)

To adjust the free play, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut

(2) Adjuster

IDLE SPEED

(Refer to the maintenance precautions on page 67).

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

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

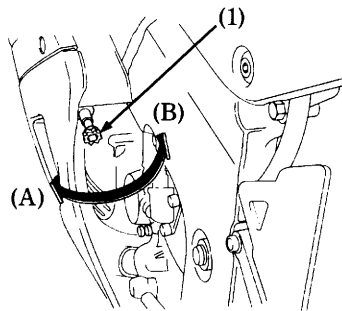
Idle speed

E, G, F, ED, SP, AR, IT, H type:

$1,300 \pm 100 \text{ min}^{-1} \text{ (rpm)}$ (In neutral)

SW type:

$1,300 \pm 50 \text{ min}^{-1} \text{ (rpm)}$ (In neutral)



(1) Throttle stop screw

(A) Increase

(B) Decrease

DRIVE CHAIN

(Refer to the maintenance precautions on page 67).

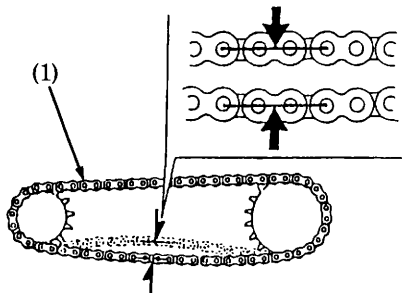
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 51). 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 its 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:
20—30 mm (0.8—1.2 in)

3. Roll the motorcycle forward. Stop. Check drive chain slack. 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. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

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

SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

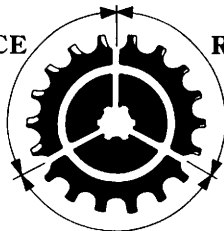
A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket
Teeth

Worn Sprocket
Teeth

REPLACE

REPLACE



Normal Sprocket Teeth

GOOD

Adjustment:

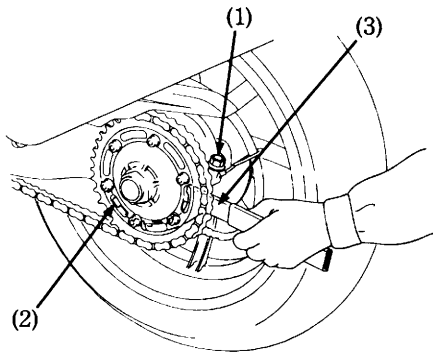
Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.

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

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Loosen the bearing holder pinch bolt (1).
3. Turn the bearing holder (2) clockwise or counterclockwise to obtain the proper chain slack with the pin spanner (3).
4. Torque the bearing holder pinch bolt to:
75 N·m (7.5 kg·m, 54 lb-ft)
5. Recheck chain slack.

CAUTION:

*** Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than:
40 mm (1.6 in)**



- (1) Bearing holder pinch bolt
- (2) Bearing holder
- (3) Pin spanner

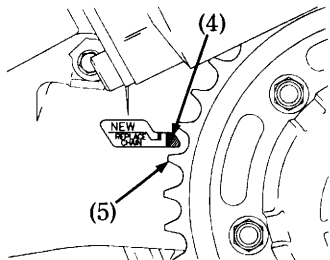
Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (4) on the label aligns with the tip of driven sprocket teeth (5) after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:

20—30 mm (0.8—1.2 in)

Replacement Chain:

RK GB525RO



(4) Red zone

(5) Tip of driven sprocket teeth

Lubrication and cleaning:

Lubricate every 1,000 km (600 miles) or sooner if chain appears dry.

The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with high flash-point solvent, such as paraffin. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

CAUTION:

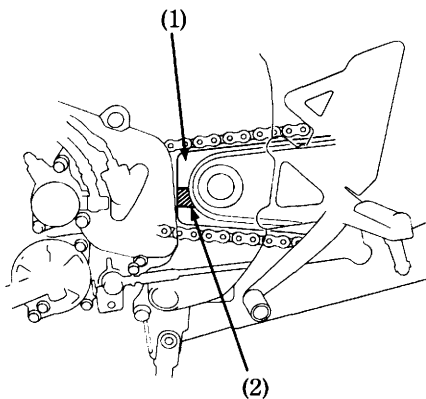
*** The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.**

DRIVE CHAIN SLIDER

(Refer to the maintenance precautions on page 67).

Check the chain slider (1) for wear.

The chain slider must be replaced if it is worn to the wear limit line (2). For replacement, see your authorized Honda dealer.



(1) Chain slider

(2) Wear limit line

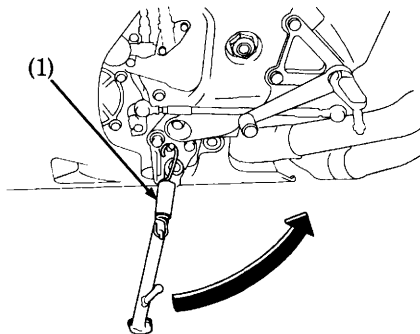
SIDE STAND

(Refer to the maintenance precautions on page 67).

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
 2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
 3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your authorized Honda dealer for service.



(1) Spring

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 67).

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)

Inspect the pads at each regular maintenance interval (page 62).

Front brake:

Remove the cover (1) from the caliper. Check the grooves (2) in each pad.

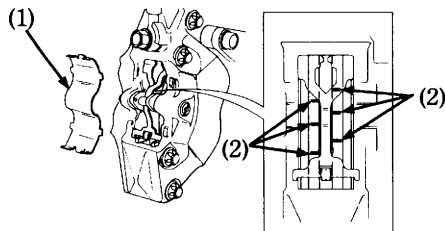
If either pad is worn to the bottom of the grooves, replace both pads as a set. See your authorized Honda dealer for this service.

Rear brake:

Check the cutout (3) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your authorized Honda dealer for this service.

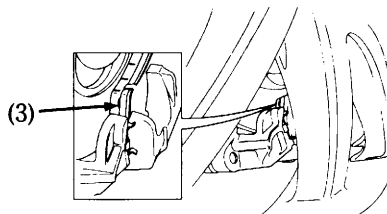
〈FRONT BRAKE〉



(1) Cover

(2) Wear indicator grooves

〈REAR BRAKE〉



(3) Cutouts

WHEEL REMOVAL

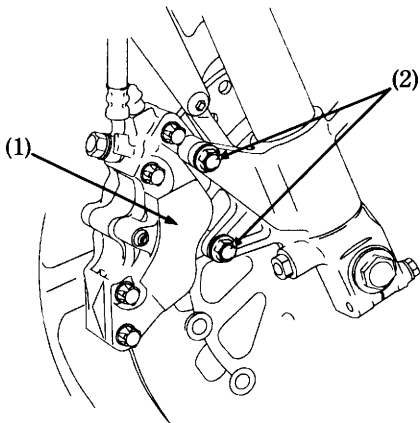
(Refer to the maintenance precautions on page 67).

Front Wheel Removal

1. Support the motorcycle with the maintenance stand (page 68).
2. Raise the front wheel off the ground by hoisting the top bridge.
3. Remove the right and left caliper assembly (1) from the fork leg by removing the fixing bolts (2).

CAUTION:

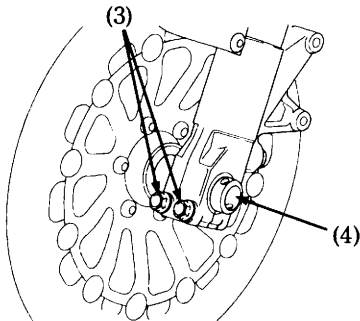
- * To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.



- (1) Brake caliper assembly
(2) Fixing bolts

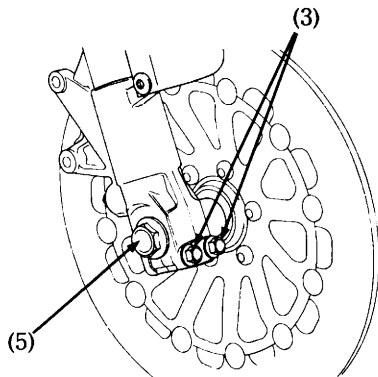
NOTE:

- * Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.



(3) Axle pinch bolts (4) Front axle

4. Loosen the right and left axle pinch bolts (3), and remove the axle bolt (5).
5. Withdraw the front axle (4) and remove the front wheel.



(5) Axle bolt

Installation Notes:

Position the front wheel between the fork legs and insert the axle from the left side, through the left fork leg and into the hub. Tighten the axle bolt to the specified torque.

Front axle torque:

60 N·m (6.0 kg-m , 43 lb-ft)

Fit the caliper over the disc, taking care not to damage the brake pads. Install the caliper fixing bolts and tighten to a torque of:

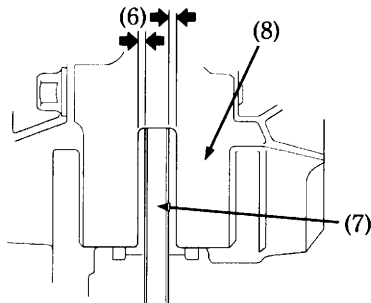
31 N·m (3.1 kg-m , 22 lb-ft)

Measure the clearance (6) between each surface of the left brake disc (7) and the left caliper holder (8) with a 0,7 mm (0,028 in) feeler gauge (9) (see illustration).

If the gauge inserts easily, tighten the right and left axle pinch bolts (3) to the specified torque.

Axle pinch bolt torque :

22 N·m (2.2 kg-m , 16 lb-ft)

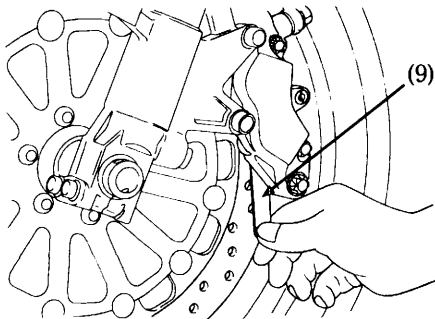


(6) Clearance
(7) Brake disc

(8) Caliper holder

▲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.**



(9) Feeler gauge

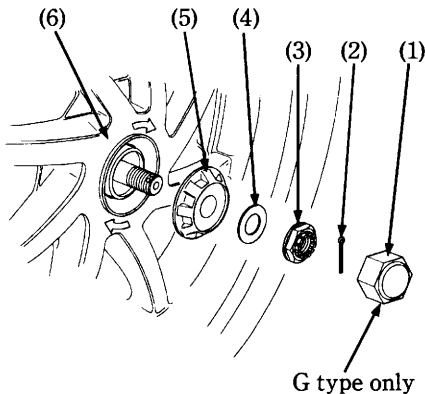
If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the axle pinch bolts with the gauge inserted. After tightening, remove the gauge. After installing the wheel, apply the brakes several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.

▲WARNING

- * Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.**

Rear Wheel Removal

1. Place the motorcycle on the side stand.
2. Remove the center cap (1) and cotter pin (2).
3. With the rear wheel on the ground, loosen the wheel nut (3) while applying the rear brake.
4. Raise the rear wheel off the ground with the maintenance stand (page 68).
5. Remove the wheel nut, shim (4) and axle center collar (5).
6. Remove the rear wheel (6).



- (1) Center cap
- (2) Cotter pin
- (3) Wheel nut

- (4) Shim
- (5) Center collar
- (6) Rear wheel

Installation Note:

To install the rear wheel, reverse the removal procedure. Torque the wheel nut to the specified torque.

Wheel nut torque:

120 N·m (12.0 kg-m , 87 lb-ft)

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.**

BATTERY

(Refer to the maintenance precautions on page 67).

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your authorized Honda dealer.

CAUTION:

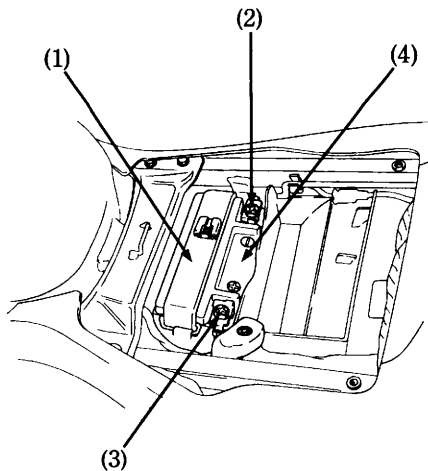
- * Removing the battery caps can damage the caps and result in leaks and eventual battery damage.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

▲ WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery 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.**

Battery Removal:

1. Remove the seat (page 43).
2. Release the rings and remove the rubber band (1).
3. Disconnect the negative (–) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
4. Pull out the battery (4) from the battery box.



- (1) Rubber band
- (2) Negative (–) terminal lead
- (3) Positive (+) terminal lead
- (4) Battery

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 67).

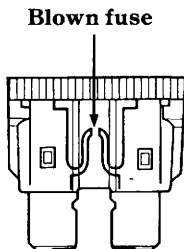
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

CAUTION:

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

▲ 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.**



Fuse box:

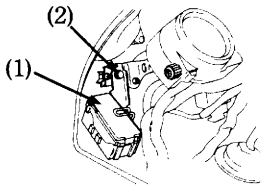
The fuse box is located near the speedometer. The specified fuse are:

10A,20A

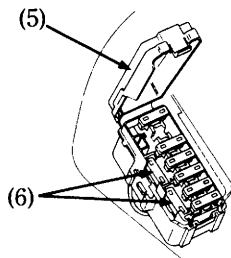
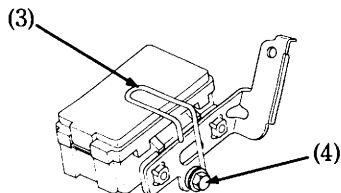
1. Remove the fuse box assembly (1) by removing the bolt (2).
2. Remove the fuse box cover holder (3) by removing the bolt (4).
3. Open the fuse box cover (5).
4. Pull out the old fuse and install a new fuse.

The spare fuses (6) are located in the fuse box.

5. Close the fuse box cover and install the removed parts in the reverse order of removal.



(1) Fuse box assembly (2) Bolt



(3) Fuse box cover holder
(4) Bolt
(5) Fuse box cover
(6) Spare fuses

Main fuse A:

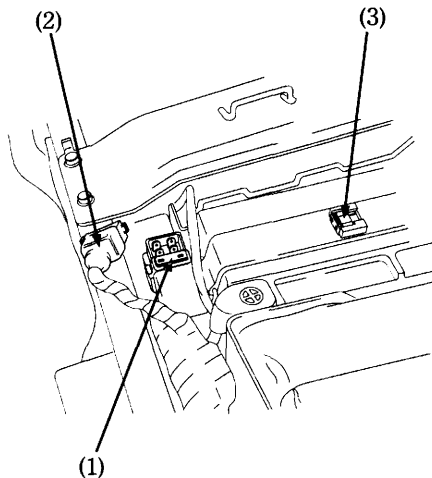
The main fuse A (1) is located below the seat. The specified fuse is:

30A

1. Remove the seat (page 43).
2. Disconnect the wire connector (2) of the stator magnetic switch.
3. Pull out the old fuse and install a new fuse.

The spare fuse (3) is located on the battery band.

4. Reconnect the connector and install the seat.



(1) Main fuse A
(2) Wire connector

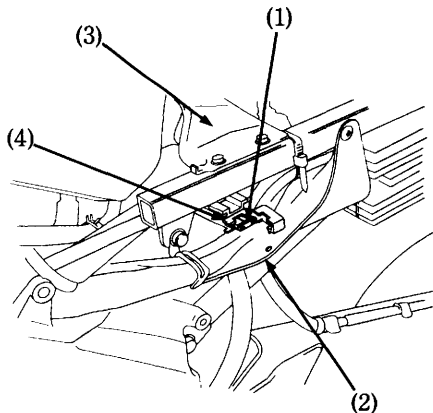
(3) Spare fuse

Main fuse B:

The main fuse B (1) is located behind the left side of the rear cowl. The specified fuse is:

30A

1. Remove the seat (page 43).
2. Remove the rear cowl (page 45).
3. Unhook the heat insulate rubber (2) from the frame cross member (3).
4. Slide the main fuse holder (4) upward and remove it from the holder stay. Pull out the main fuse holder from under neath the frame cross member.
5. Open the fuse holder cover.
6. Pull out the old fuse and install a new fuse.
The spare fuse is located on the battery band.
7. Close the fuse holder cover and install the removed parts in the reverse order of removal.



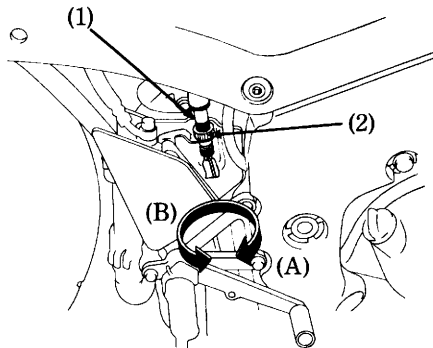
- (1) Main fuse B
- (2) Heat insulate rubber
- (3) Frame cross member
- (4) Main fuse holder

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 67).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



- (1) Stoplight switch
- (2) Adjusting nut

BULB REPLACEMENT

(Refer to the maintenance precautions on page 67).

▲ WARNING

- * **The light bulb becomes very hot while the light is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.**

CAUTION:

- * **Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.**

Wear clean gloves while replacing the bulb.

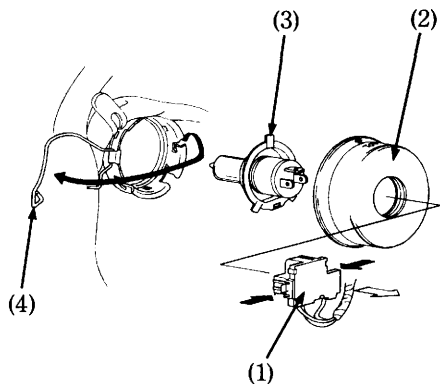
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

NOTE:

- * **Be sure to turn the ignition switch OFF when replacing the bulb.**
- * **Do not use bulbs other than that specified.**
- * **After installing a new bulb, check that the light operates properly.**

Headlight Bulb

1. Disconnect the connector (1).
2. Remove the seat rubber (2).
3. Remove the headlight bulb (3) while pressing down on the pin (4).
4. Install a new bulb in the reverse order of removal.

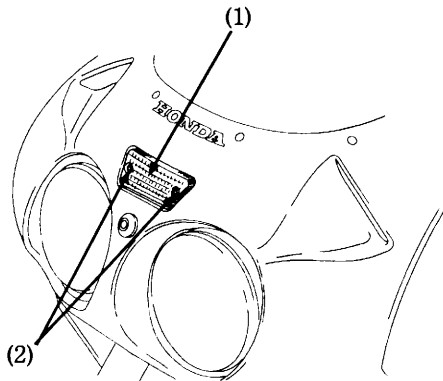


(1) Connector
(2) Seat rubber

(3) Headlight bulb
(4) Pin

Position Light Bulb

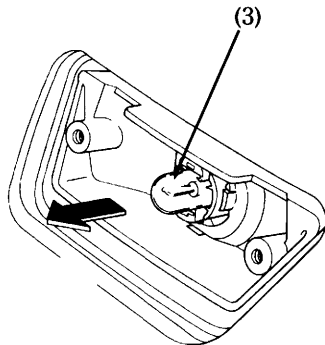
1. Remove the position light lens (1) by removing the two screws (2).



- (1) Position light lens
(2) Screws

2. Pull out the bulb (3).

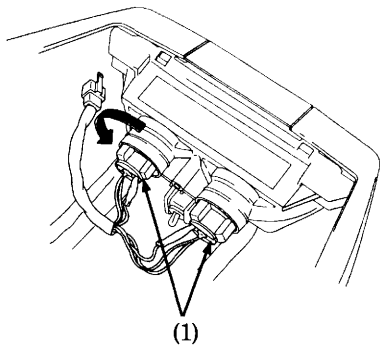
3. Install a new bulb in the reverse order of removal.



- (3) Bulb

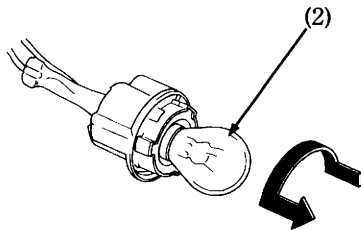
Stop/Taillight Bulb

1. Remove the seat (page 43).
2. Remove the rear cowl (page 45).
3. Turn the socket (1) 90° counterclockwise and remove it.



(1) Socket

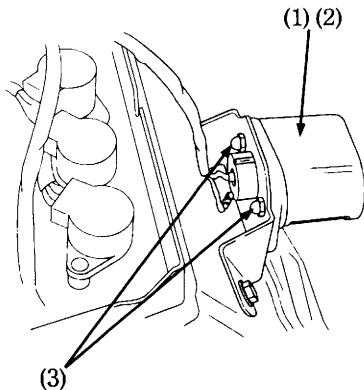
4. Slightly press the bulb (2) and turn it counterclockwise.
5. Install a new bulb in the reverse order of removal.



(2) Bulb

License Light Bulb

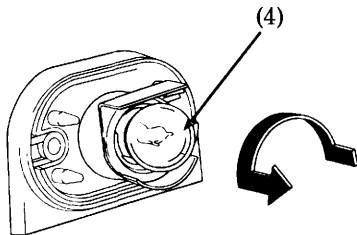
1. Remove the license light cover (1) and license light lens (2) by removing the two nuts (3).



- (1) License light cover
(2) License light lens

- (3) Nuts

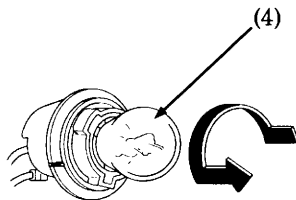
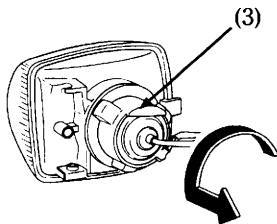
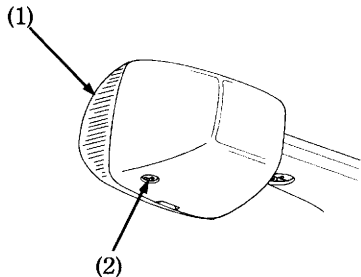
2. Slightly press the bulb (4) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



- (4) Bulb

Front/Rear Turn Signal Bulb

1. Remove the turn signal lens (1) removing the screw (2).
2. Turn the socket (3) 90° counterclockwise and remove it.
3. Slightly press the bulb (4) and turn it counterclockwise.
4. Install a new bulb in the reverse order of removal.



(1) Turn signal lens
(2) Screws

(3) Socket

(4) Bulb

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear and oil, coolant or fluid (brake and clutch) leakage.

CAUTION:

- * **High pressure water (or air) can damage certain parts of the motorcycle.**

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

Ignition Switch	Instruments
Carburetors	Wheel Hubs
Drive Chain	Muffler Outlets
Under Seat	Under Fuel Tank
Handlebar Switches	
Brake Master Cylinder	
Clutch Master Cylinder	

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

NOTE:

- * Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
 3. 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.**
4. Lubricate the drive chain immediately after washing and drying the motorcycle.

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

CAUTION:

- * Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.**
- * Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.**

Aluminum Muffler Maintenance

Aluminum corrodes when it comes in contact with dust, mud and road salt.

To remove stains, use Scotch Brite Hand Pad #7447 (maroon) or equivalent.

Wet the pad and polish the surface using strokes parallel to the length of the muffler.

Clean the muffler using a wet sponge and a mild detergent, then rinse well with clean water.

Dry the muffler with a soft clean cloth, using strokes parallel to the length of the muffler.

CAUTION:

- * **Avoid using steel wool, polishing compounds, or wax on an aluminum muffler. Steel wool may damage or discolour the surface. A polishing compound or wax may discolour the surface after its heated by engine operation.**
- * **Muffler Stain Remover (Scotch Brite Hand Pad #7447) is for removing stains on the aluminum mufflers only.**
- * **Protect the muffler before you apply any chemical detergent to clean your rear wheel. Chemical products accidentally applied to the muffler may damage the surface of it.**

STORAGE GUIDE

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.

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel fill cap on the tank.

▲ WARNING

*** Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

4. To prevent rusting in the cylinders, perform the following:
 - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
 - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
 - Pour a tablespoon (15—20 cc) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
 - Crank the engine several times to distribute the oil.
 - Reinstall the spark plugs and spark plug caps.
5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
Slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
7. Lubricate the drive chain (page 85).
8. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
9. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness 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. Charge the battery as required. Install the battery.
3. Fill the fuel tank fully.
4. Perform all Pre-ride Inspection checks (page 51).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length

2,110 mm (83.1 in) ...E, F, ED, SP, IT, H

Overall width

2,165 mm (85.2 in) ...G, SW, AR

Overall height

710 mm (28.0 in)

Wheelbase

1,100 mm (43.3 in)

Ground clearance

1,410 mm (55.5 in)

130 mm (5.1 in)

WEIGHT

Dry weight

189 kg (417 lbs) ...E, G, F, ED, SP, IT, H

190 kg (419 lbs) ...SW, AR

CAPACITIES

Engine oil

After draining

3.6 ℓ (3.8 US qt , 3.2 Imp qt)

After draining and oil filter change

3.7 ℓ (3.9 US qt , 3.3 Imp qt)

After disassembly

4.5 ℓ (4.8 US qt , 4.0 Imp qt)

Fuel tank

18 ℓ (4.8 US gal , 4.0 Imp gal)

Cooling system capacity

2.8 ℓ (0.74 US gal , 0.62 Imp gal)

Passenger capacity

Operator only

Maximum weight capacity

105 kg (231 lbs) ...E, G, F, ED, SP, IT, H

104 kg (229 lbs) ...SW, AR

ENGINE

Bore and stroke

72.0 x 46.0 mm (2.83 x 1.81 in)

Compression ratio

11.5 : 1

Displacement

749 cm³ (45.7 cu-in)

Spark plug

CR9EHVX—9 (NGK)

Idle speed

1,300 $\pm$ 100 min⁻¹ (rpm)...E, G, F, ED, SP, AR, IT, H

1,300 $\pm$ 50 min⁻¹ (rpm)...SW

Valve clearance (Cold)

Intake

0.16 mm (0.006 in)

Exhaust

0.30 mm (0.012 in)

CHASSIS AND SUSPENSION

Caster	24° 30'
Trail	92 mm (3.6 in)
Tyre size, front	130/70 ZR 16
Tyre size, rear	190/50 ZR 17

POWER TRANSMISSION

Primary reduction	1.939
Gear ratio, 1st	2.400
2nd	1.941
3rd	1.631
4th	1.434
5th	1.291
6th	1.192
Final reduction	2.352

ELECTRICAL

Battery
Generator

12V—8Ah
463W/5,000 min⁻¹ (rpm)

LIGHTS

Headlight
Tail/brake light
Turn signal light

Position light
License light
Speedometer light
Tachometer lights
Neutral indicator
Turn signal indicator
High beam indicator
Fuel indicator
Side stand indicator

Front
Rear

12V—60/55W x 2
12V—21/5W x 2
12V—21W
12V—21W
12V—5W
12V—5W
12V—1.7W x 2
12V—1.7W x 2
12V—1.7W
12V—3W
12V—1.7W
12V—3W
12V—1.7W

FUSE

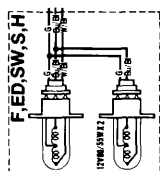
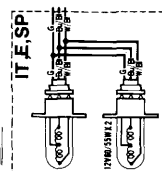
Main fuse A
Main fuse B
Other fuses

30A
30A
10A,20A

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS 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.

CONCLUSIONS



	FAN	IG	BAT	R
ON	☐	☐	☒	
OFF				
LOCK				
COLOR	BU	O	R	B

LIGHTING SWITCH
1 indicator of A-Lighting

	BAT	TL			
	.				
P					
H					
COLOR	B/B ₀	B/W			

TURN SIGNAL	W	C	C	G
(Indicator de ...)	R	N	L	COLOR

FREE	PUSH	COLOR
------	------	-------

HL				
Lo	N	Hi	COLOR	

HO			LY
	FREE	PUSH	COLOR

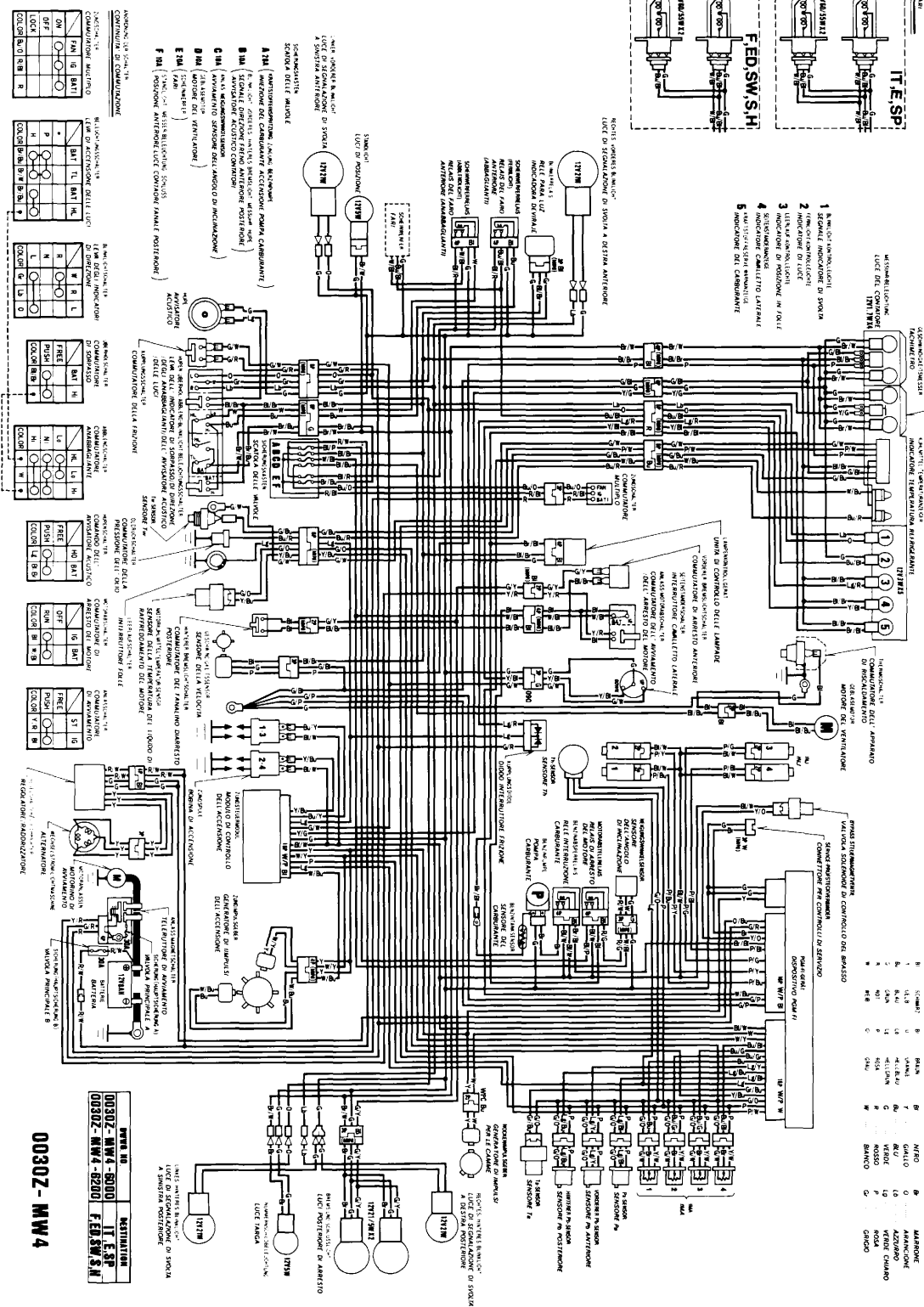
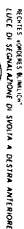
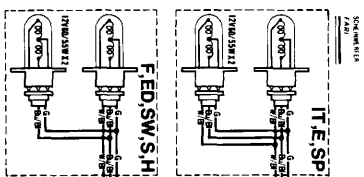
ENGINE STOP SWITCH (initialiser d'arrêt du moteur)	IG	BATT	WIP
	OFF	RUN	BI

STARTER SWITCH	ST	IG			
Blonde de vent					
	FREE				
	PUSH				
	COLOR				

0030Z- MW4

DATE NO	DESTINATION
0030Z-MW4-6000	TYE.SP
0030Z-MW4-6200	FED.SW.SN

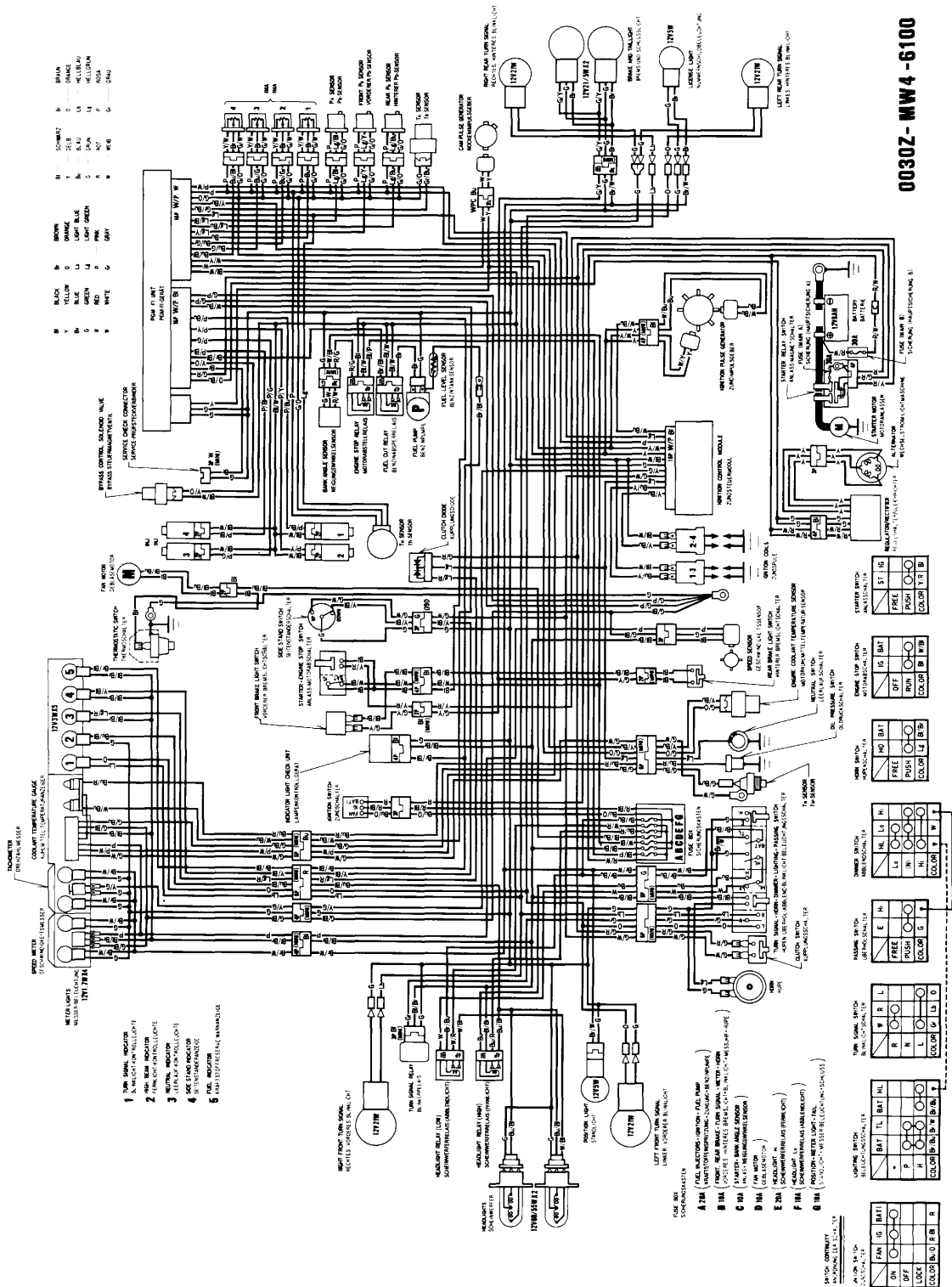
RVF750R (E, F, ED, SW, SP, IT, H)



DWID. NO.	DESTINATION
00302-MW4-6000	IT,ESP
00302-MW4-8200	FED,SW,SH

0030Z - MW4

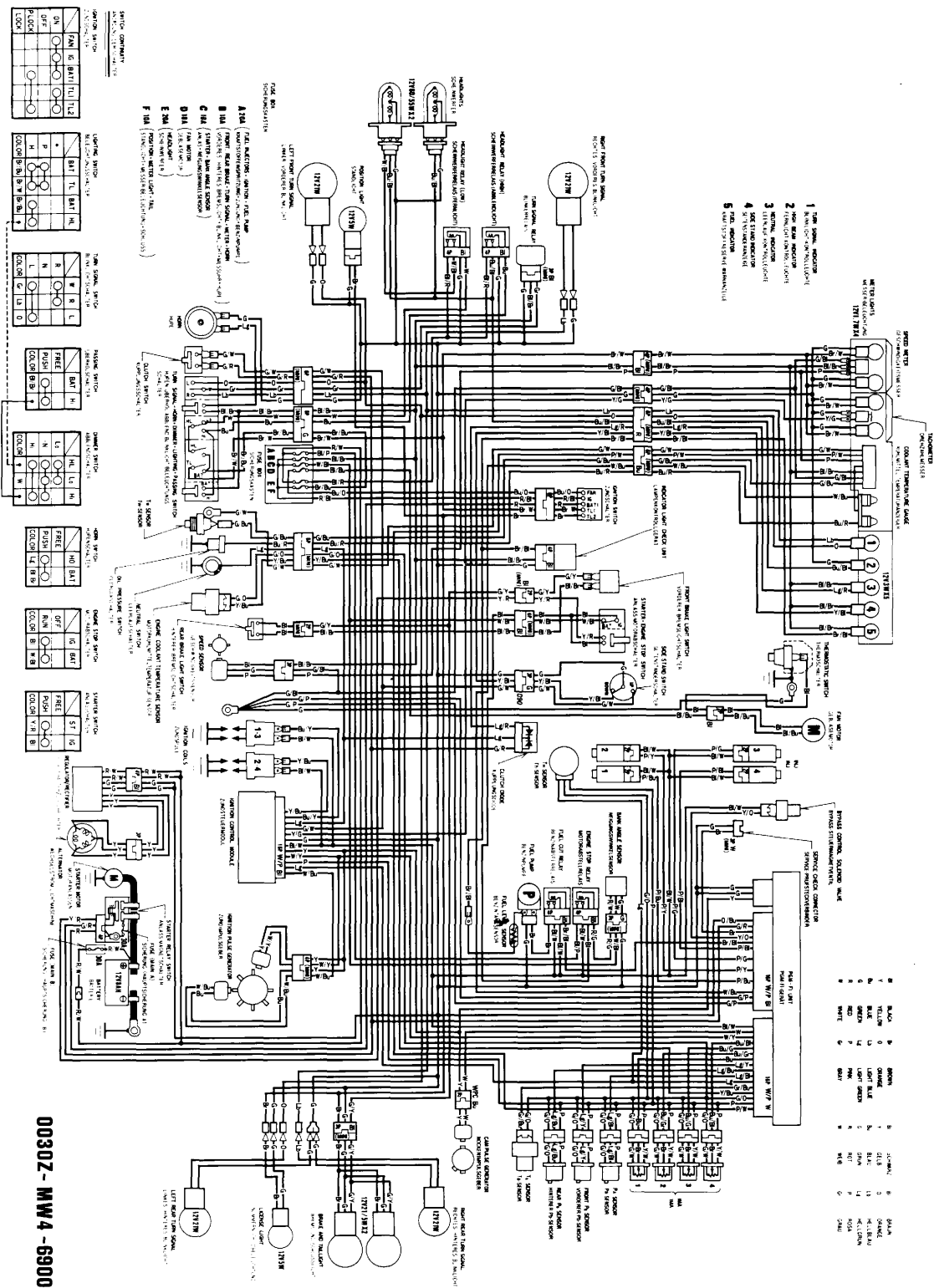
RVF750R (G)



SWITCH CONTINUITY
Any, 100mg/m²; CLE 50mg/m² * (C)

0030Z- MW4 -6100

RVF750R (AR)



0030Z - MW4 - 6900