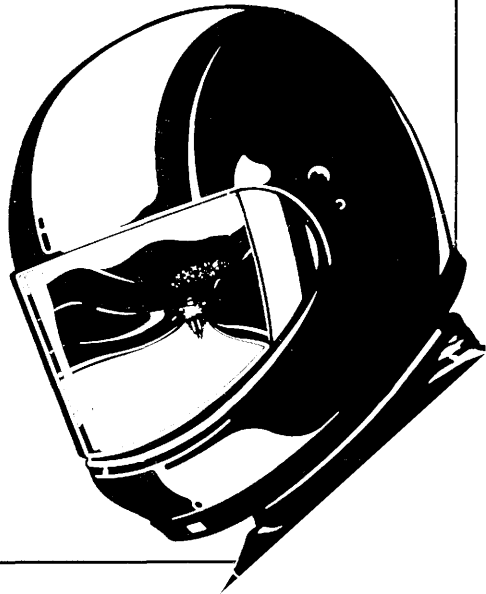
HONDA

T/C

OWNER'S M

MANUAL DE EXPLIC

INSTRUKTIEB



VFR750F

HONDA

VFR750F

OWNER'S MANUAL

MANUAL DE EXPLICACIONES

INSTRUKTIEBOEK

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

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

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

  Pay special attention to statements preceded by the following words:

⚠ WARNING

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

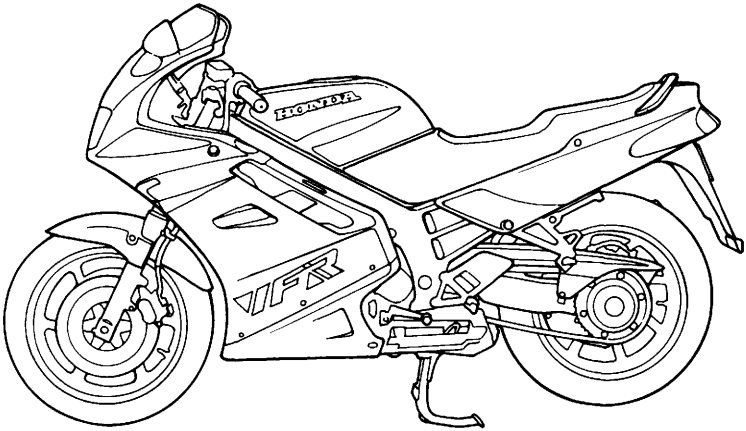
CAUTION:

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

NOTE: Gives helpful information.

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

HONDA VFR750F
OWNER'S MANUAL



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	SP	Spain	FI	Finland
F	France	U	Australia	ND	Northern Europe
G	Germany	SW	Switzerland	AR	Austria
ED	Europe	IT	Italy		

- The specifications may vary with each local.

OPERATION

MAINTENANCE

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 43) 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 licence. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist.
   Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't ride in another motorist's "blind spot."
4. Obey all national and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.

5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

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. A passenger needs the same protection.
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, passenger, cargo and additional accessories must not exceed the maximum weight capacity:

189 kg (417 lbs)

Cargo weight alone should not exceed:

27 kg (60 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 31), rear suspension (page 16) 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. Honda fairing is designed for this motorcycle only. Do not install it on any other motorcycle.
5. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

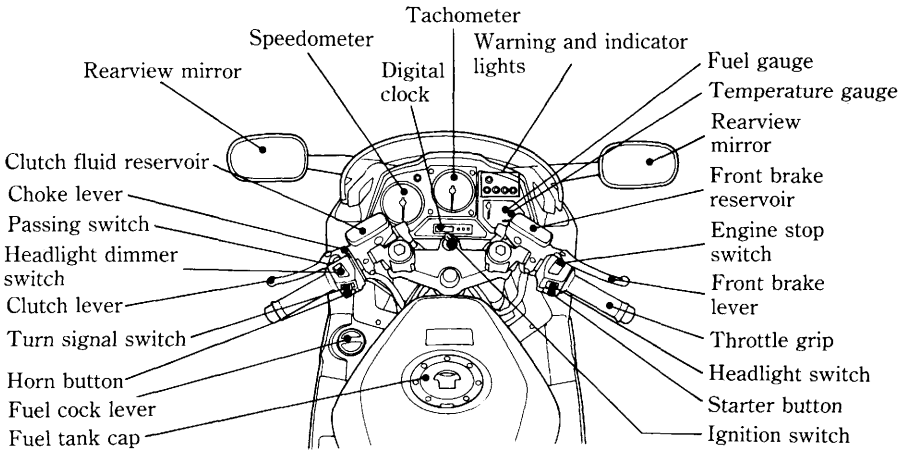
Accessories

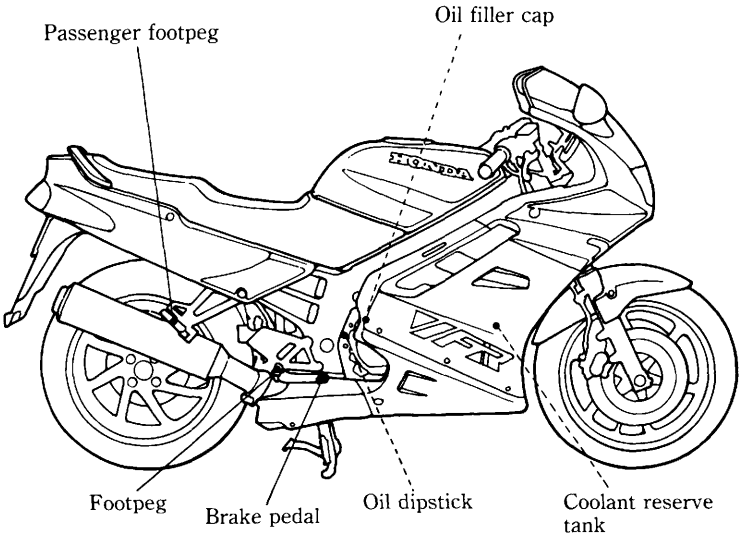
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

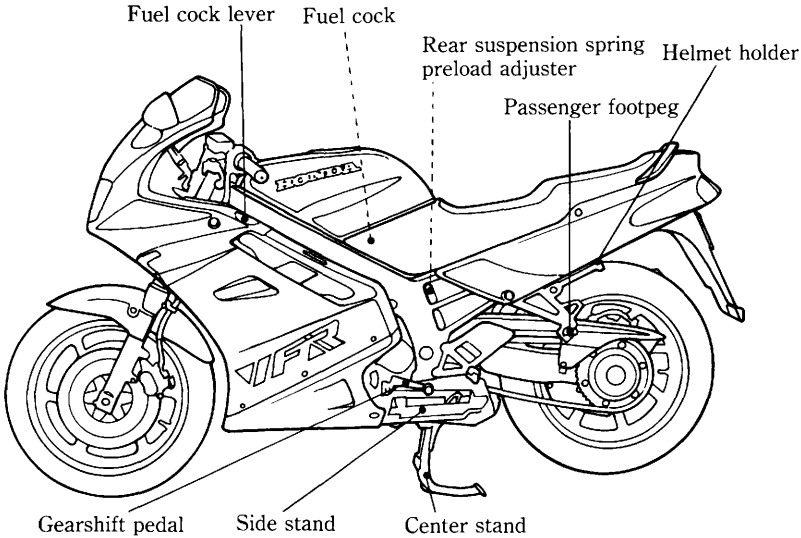
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or wind-shields, or poorly designed or improperly mounted fairings can produce aerodynamic 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



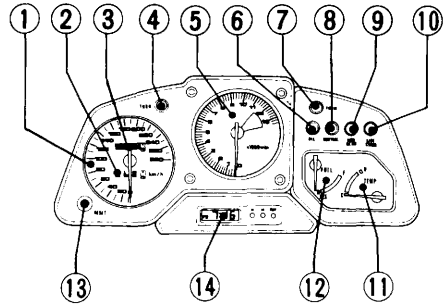

Passenger footpeg
Oil filler cap
HONDA
VFR
Footpeg
Brake pedal
Oil dipstick
Coolant reserve tank

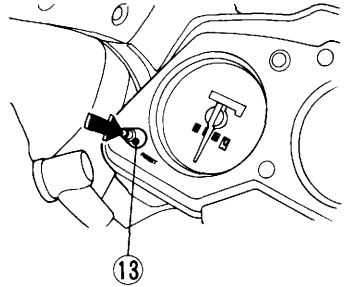

Fuel cock lever
Fuel cock
Rear suspension spring preload adjuster
Helmet holder
Passenger footpeg
HONDA
VFR
Gearshift pedal
Side stand
Center stand

INSTRUMENTS AND INDICATORS

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

(1) Speedometer
(2) Tripmeter
(3) Odometer
(4) Left turn signal indicator
(5) Tachometer
(6) Oil pressure warning light
(7) Right turn signal indicator
(8) Neutral indicator
(9) High beam indicator
(10) Side stand indicator
(11) Coolant temperature gauge
(12) Fuel gauge
(13) Tripmeter reset knob
(14) Digital clock



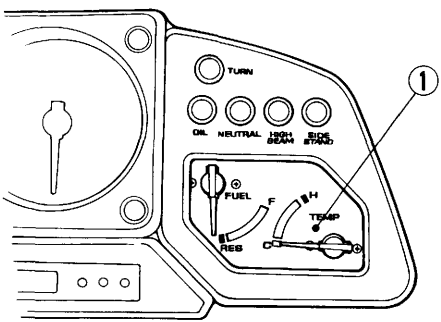


Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Tripmeter	Shows mileage per trip.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
5	Tachometer	Shows engine rpm.
6	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when 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.**
7	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
8	Neutral indicator (green)	Lights when the transmission is in neutral.
9	High beam indicator (blue)	Lights when the headlight is on high beam.

Ref. No.	Description	Function
10	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 71) is activated.
11	Coolant temperature gauge	Shows coolant temperature (see page 13).
12	Fuel gauge	Shows approximate fuel supply available (see page 14).
13	Tripmeter reset knob	Resets tripmeter to zero (0) by pushing the knob
14	Digital clock	Shows hour and minute (see page 15).

Coolant Temperature Gauge (1)

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 24—25 and do not ride the motorcycle until the problem has been corrected.



(1) Coolant temperature gauge

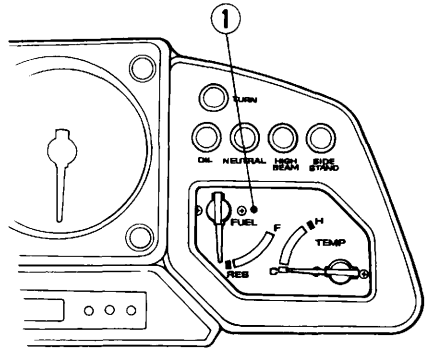
CAUTION:

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

Fuel Meter

The fuel meter (1) shows the approximate fuel supply available.

When the meter needle reaches to the first point of the red band, refill the tank as soon as possible. Capacity of the red band is about 4.5 liters (1.2 U.S. gal., 0.99 Imp. gal.)

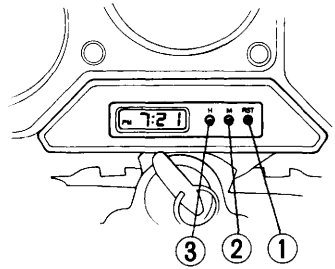


(1) Fuel meter

Digital clock

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

1. Turn the main switch ON.
2. Press the RST button (1). The minute and second displays will read "00".
3. Press the "H" button (3). To advance time, keep the button down until the desired hour is displayed.
4. Press the "M" button (2). To advance, hold the button down. The display will be returned to "00" when "60" minutes are reached without affecting the hour display.



(1) RST button
(2) M button
(3) H button

MAJOR COMPONENTS (Information you need to operate this motorcycle)

⚠ WARNING

* **If the Pre-ride Inspection (page 43) is not performed, severe personal injury or vehicle damage may result.**

SUSPENSION

Rear Suspension

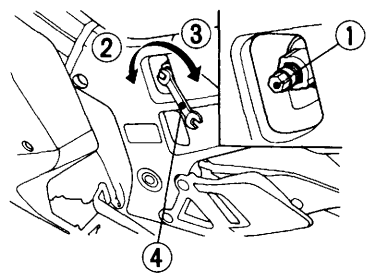
The rear suspension can provide the desired ride under various rider/passenger weight and riding conditions through adjustments of the spring preload with the adjuster (1).
The spring preload adjuster is located behind the left side cover.

Spring preload adjustment:

To adjust preload, attach the 8 x 12 mm Spanner (4) (see page 39) to the spring preload adjuster (1) as shown.
To reduce preload—turn the adjust knob in counterclockwise direction (2) to LOW from the standard (STD) position.
To increase preload—turn the adjust knob in clockwise direction (3) to HIGH.

NOTE:

* Do not leave the mark (5) between detents.



(1) Adjuster
(2) Reduce preload
(3) Increase preload
(4) 8 x 12 mm Spanner

⚠ 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 Service Manual.

BRAKES

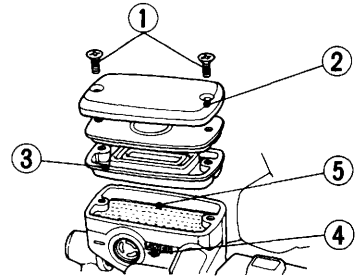
Both front and rear brakes are hydraulic disc types.
As the brake pads wear, the brake fluid level drops, automatically compensating for wear.
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are 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 79), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

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.**

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



(FRONT)
(1) Screws
(2) Reservoir cover
(3) Diaphragm
(4) LOWER level mark
(5) UPPER level mark

CAUTION:

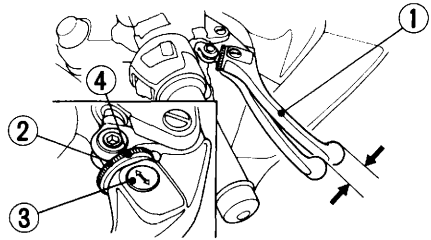
* **Handle brake fluid with care because it can damage plastic and painted surfaces.**
* **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
* **Use only DOT 4 brake fluid from a sealed container.**
* **Never allow contaminants such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

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
(2) Adjuster
(3) Arrow
(4) Index mark

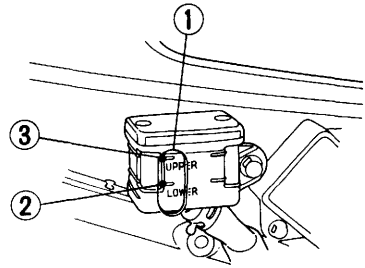
Rear Brake Fluid Level:

⚠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.**

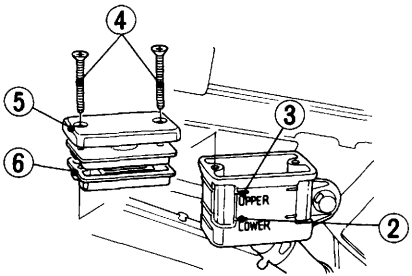
Check the brake fluid from the inspection window (1) of the right side cover with the motorcycle in an upright position.

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (2). Remove the right side cover (page 38). Remove the reservoir cover (5) by removing the screws (4), and remove the diaphragm (6). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the UPPER level mark (3).



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

Reinstall the diaphragm abd civer. Tightenthe screws securely.



(2) LOWER level mark (5) Reservoir cover
(3) UPPER level mark (6) Diaphragm
(4) Screws

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.**

Other Checks:

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

CLUTCH

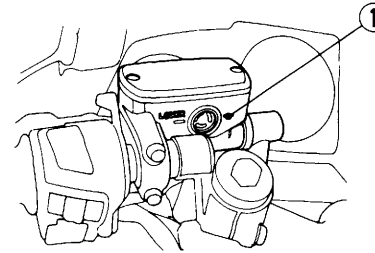
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever free play becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, 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 hose and fittings.



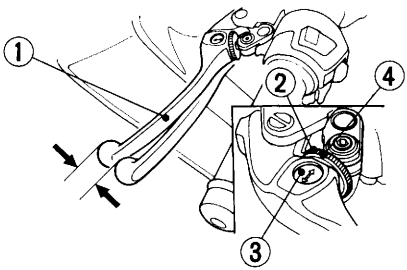
(1) LOWER level mark

Clutch Lever:

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

CAUTION:

* **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).

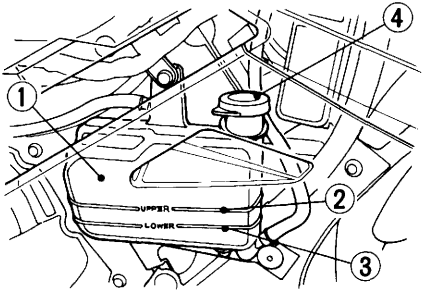
CAUTION:

* **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 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 middle fairling. 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 is low, remove the right inner pannel (5) by removing a screw and releasing the tab (6). Remove the reserve tank cap (4) and add coolant mixture until it reaches the UPPER level mark (2). Do not remove the radiator cap.

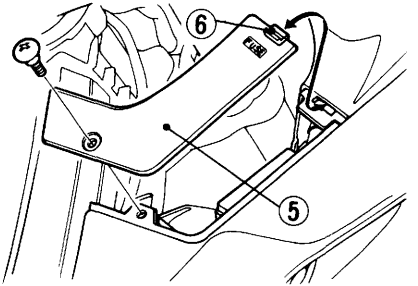


(1) Reserve tank (3) LOWER level mark
(2) UPPER level mark (4) Reserve tank cap

⚠ 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.



(5) Right inner panel (6) Tab

FUEL

Manual Fuel Cock

The manual fuel cock (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

Automatic Fuel ON-OFF

With the fuel cock set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm in the fuel pump shuts off fuel flow when the engine is turned off.

Reserve Fuel

When the main fuel supply is gone, turn the fuel cock to RES. Refill the tank as soon as possible after switching to RES, then switch the cock back to ON.

The reserve fuel supply is:

4.5 ℓ (1.2 US gal, 0.99 Imp gal)

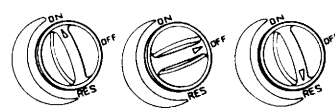
⚠ WARNING

* **To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**

NOTE:

* Do not operate the motorcycle with the fuel cock in the RES position after refueling. You may run out of fuel with no reserve.

ON OFF RES



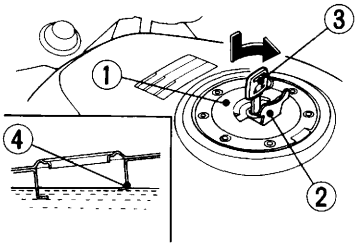
(1) Fuel cock lever

Fuel Tank

The fuel tank capacity, including reserve, is:

19 ℓ (5.0 US gal, 4.2 Imp gal)

To open the fuel tank cap (1), open the tank cap cover (2), insert the ignition key (3) and turn it clockwise. The cap will pop up and can be lifted off.



(1) Fuel tank cap
(2) Tank cap cover
(3) Ignition key
(4) Filler neck

To close the fuel tank cap, align the latch in the cap with the slot in the filler neck (4).

Push cap into the filler neck until it snaps closed and locks. Remove the key and close the tank cap cover.

Use low-lead or unleaded petrol with an Octane number of 91 or higher.

FOR AUSTRALIA ONLY:

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

CAUTION:

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

⚠WARNING

* **Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the engine is refueled or where petrol is stored.**
* **Do not overfill the tank (there should be no fuel in the filler neck (4)). After refueling, make sure the fuel cap is closed securely.**
* **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
* **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

Petrol Containing Alcohol

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

NOTE:

* Fuel system damage or engine performance problem resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

* Before buying fuel from an unfamiliar station, try to find out the fuel contains alcohol, if it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

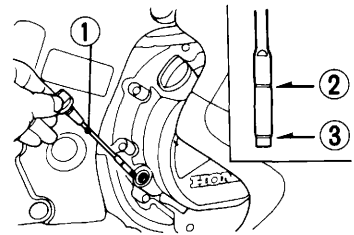
Check the engine oil level each day before riding the motorcycle.

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

1. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil up to the upper level mark (See page 57). Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

*** Running the engine with insufficient oil can cause serious engine damage.**



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

TUBELESS TYRES

This motorcycle is equipped with tubeless tyre, 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.

		Front	Rear
Tyre size		120/70VR17 —V250 120/70ZR17	170/60VR17 —V250 170/60ZR17
Cold tyre pressures kPa (kg/cm², psi)	Driver only	250 (2.5, 36)	290 (2.9, 42)
	Driver and one passenger	250 (2.5, 36)	290 (2.9, 42)
Tyre brand TUBELESS ONLY BRIDGESTONE MICHELIN		CYR0X-19F A59X(C00)	CYR0X-16F M59X(A00)

Check the tyres for cuts, imbedded 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 (1/16 in)
Rear:	2.0 mm (3/32 in)

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.**

* To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 60 km/h (40 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.

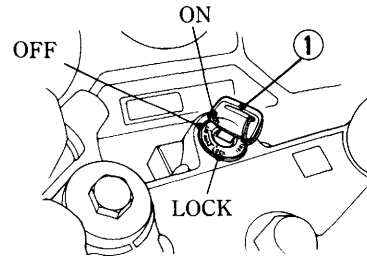
CAUTION:

* 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 below the indicator panel.



(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>	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.

Headlight Switch

The headlight switch (3) has three positions, "H", "P" and "OFF" marked by a dot to the right of "P".

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

P: Position light, taillight and meter lights on.

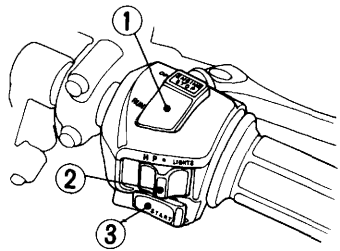
OFF (dot): Headlight, taillight, position light and meter lights off.

Starter Button

The starter button (2) is below the headlight switch (3).

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

See pages 45—46 for "Starting Procedure."



(1) Engine stop switch (3) Headlight switch
(2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

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

Passing Light Control Switch (2)

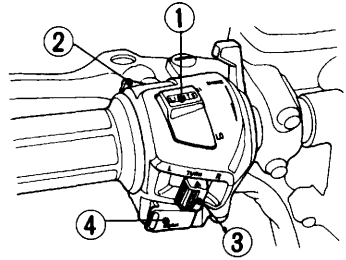
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)

Move to L to signal a left turn, R to signal a right turn. Press to turn signal off.

Horn Button (4)

Press the button to sound the horn.



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

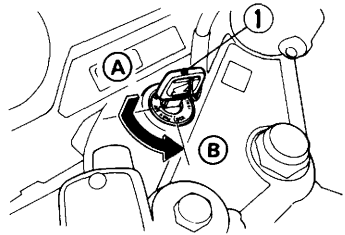
FEATURES
(Not required for operation)

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 may result.**



(1) Ignition key

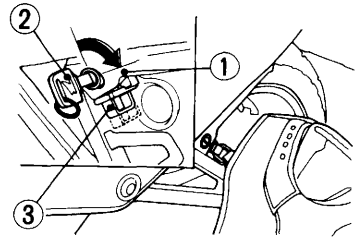
(A) Push in
(B) Turn to LOCK

HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it clockwise to unlock. Hang your helmet on the holder pin (3) and turn the key counterclockwise. Remove the key.

⚠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.**
* **As the helmet holder and seat lock are combined, confirm that locking is properly completed by lifting up on the seat after using helmet holder.**



(1) Helmet holder
(2) Ignition key
(3) Holder pin

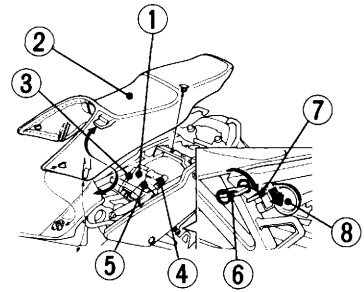
SEAT/DOCUMENT BAG

The document bag (1) is in the storage compartment under the seat (2).

1. Insert the ignition key (3) into the lock (4) and turn it clockwise.
2. Pull the seat lock lever (5) downward to unlock the seat.
   This owner's manual and other documents should be stored in the vinyl bag. When washing your motorcycle, be careful not to flood this area with water.

CAUTION:

* **Be sure to securely lock the seat after installing it.**



(1) Document bag
(2) Seat
(3) Wheel wrench
(4) Extension bar
(5) Tool bag
(6) Ignition key
(7) Lock
(8) Lock lever

REAR SEAT COVER

See your authorized Honda dealer for removal/installation of the rear seat cover.

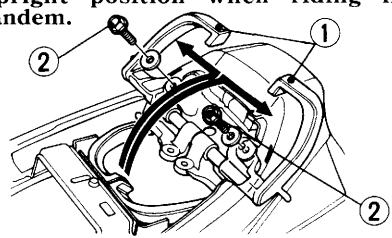
Installation:

1. Remove the seat (see page 39).
2. Remove the right and left rear grab rails (1) by removing the mounting bolts (2).
   Slide the right and left grab rails to the center as shown in the drawing (I), then fold.
3. Install the seat securely, then install the rear seat cover (3) as shown in the drawing (II). Set the right and left mounting bolts and tighten them securely.

⚠WARNING

* **The grab rails must be returned to the upright position when riding in tandem.**

(I)



(1) Rear grab rails (2) Mount bolts

Removal:

1. Removal can be done in the reverse order of installation.

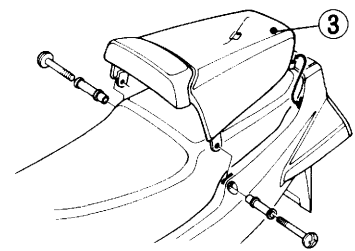
* Tighten the rear grab rail mounting bolts (2) securely.
  TORQUE: 35 N·m (3.5 kg-m, 25.3 lb-ft)

⚠WARNING

* **If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. The grab rail could come off easily and result in serious injury if the assembly is not made properly.**

2. Install the seat properly (see page 39).

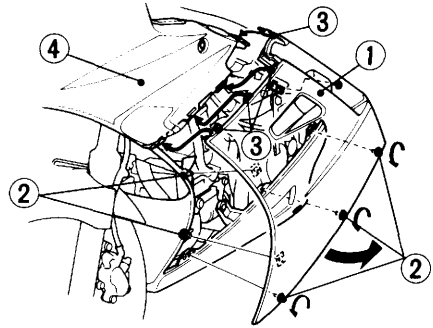
(II)



(3) Rear seat cover

MIDDLE FAIRING

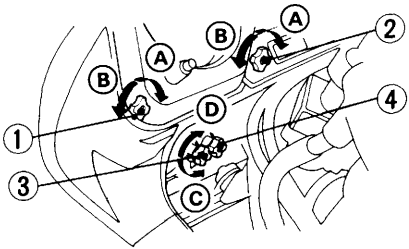
To remove the middle fairling (1), turn the clips (2) 90° counterclockwise and pull the middle fairling out by releasing the tabs (3) from the upper fairling (4).
To install, reverse the removal procedure.



(1) Middle fairling
(2) Clips
(3) Tabs
(4) Upper fairling

HEADLIGHT BEAM ADJUSTMENT

To adjust the headlight beam vertically, remove the left inner pannel (see page 25) and turn the knob (1) (2) in either direction.



(1) Adjusting knob (Right side) (vertical)
(2) Adjusting knob (Left side) (vertical) <Except IT>
(3) Adjusting knob for right headlight (horizontal) <Except IT>
(4) Adjusting knob for left headlight (horizontal)

(A) Up
(B) Down
(C) Left
(D) Right

Turn the knob (3) (4) to adjust the headlight beam horizontally.
Obey local laws and regulations.

⚠WARNING

* **Do not adjust the headlight beam while riding the motorcycle. Keep both hands on the handlebars while riding.**

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 30). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 27). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 24—25).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage. (pages 18—21).
5. Tyres—check condition and pressure (pages 31—33).
6. Drive chain—check condition and slack (pages 65—69). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and closing in all steering positions.
8. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 35).
10. Ignition cut-off system—check for proper function (page 71).
11. Battery electrolyte—check the level and add if necessary (pages 80—82).

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

STARTING THE ENGINE

⚠WARNING

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

NOTE:

* This motorcycle is equipped with an 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 disengaged.
* 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.
* The electric starter will work when the transmission is in gear with the clutch disengaged.

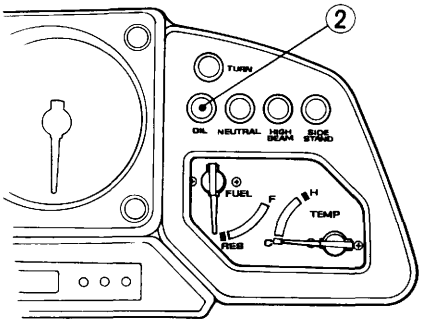
Preparation

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 engine oil pressure warning light ON.

CAUTION:

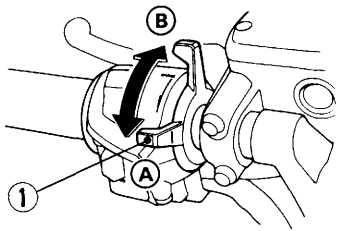
* **The red oil pressure warning light (2) should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.**



(2) Oil pressure warning light

Starting Procedure

1. Pull the choke lever (1) back to the fully open position (A), if the engine is cold.
2. Press the starter button.
3. Warm up the engine by opening and closing the throttle until it runs smoothly, with the choke closed.



(1) Choke lever

(A) Fully open
(B) Fully closed

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke lever forward to Fully Closed (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and 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 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of running-in maintenance will ensure optimum service life and performance from the engine.

The general rules are 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 5,000 min^{-1} (rpm).
3. Increase the maximum continuous engine speed by 2,000 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 7,000 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 11,500 min^{-1} (rpm) at any time (teachometer RED ZONE limit).

CAUTION:

* **The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.**

RIDING

⚠WARNING

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

NOTE:

* Make sure the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 53 and explanation for SIDE STAND on page 71.)

1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gear shift pedal.
3. Slowly release the clutch lever while gradually pickinng up speed. Coordination of these two operations will assure a smooth start.
4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch again and shift into 2nd by raising the shift-pedal. Do the same for the other gears.
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 may be greatly reduced and control of the motorcycle be difficult.

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Disengage the clutch before the motorcycle stops.

⚠WARNING

* **Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.**
* **When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.**
* **When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden 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 brake-light, 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 or center stand to support the motorcycle while parked.

CAUTION:

* **Park the motorcycle on firm, level ground to prevent it from falling over.**
* **If you 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 37).

ANTI-THEFT TIPS

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

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO.: _____

MAINTENANCE

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.
- 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 items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your authorized Honda Dealer. Perform the Pre-ride Inspection at each scheduled maintenance period.

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

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

	ITEM \ FREQUENCY	WHICHEVER COMES FIRST ➡ ⬇		ODOMETER READING [NOTE (1)]							
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	REFER
		NOTE	MONTH		6	12	18	24	30	36	TO PAGE
*	FUEL LINE					I		I		I	—
*	THROTTLE OPERATION					I		I		I	63
*	CARBURETOR CHOKE					I		I		I	—
	AIR CLEANER	(NOTE 2)					R			R	—
*	VALVE CLEARANCE			I				I			—
	SPARK PLUG				I	R	I	R	I	R	61–62
	ENGINE OIL			R		R		R		R	57–60
	ENGINE OIL FILTER			R		R		R		R	58–60
*	CARBURETOR SYNCHRONIZATION			I		I		I		I	—
*	CARBURTOR IDLE SPEED			I	I	I	I	I	I	I	64
	RADIATOR COOLANT	(NOTE 3)				I		I		R	24–25
*	COOLING SYSTEM					I		I		I	—
*	SECONDARY AIR SYSTEM	(NOTE 4)				I		I		I	—

	ITEM \ FREQUENCY	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	
	DRIVE CHAIN			I,L, EVERY 1,000 km (600 mi)							65–69
	BRAKE FLUID	(NOTE 3)			I	I	R	I	I	R	19–22
	BRAKE PADS WEAR				I	I	I	I	I	I	79
	BRAKE SYSTEM			I		I		I		I	19–22
*	BRAKE LIGHT SWITCH					I		I		I	85
*	HEADLIGHT AIM					I		I		I	—
	CLUTCH SYSTEM					I		I		I	22–23
	CLUTCH FLUID	(NOTE 3)			I	I	R	I	I	R	22
	SIDE STAND					I		I		I	71
*	SUSPENSION					I		I		I	70
*	NUTS, BOLTS, FASTENERS			I		I		I		I	—
**	WHEELS/TYRES					I		I		I	—
**	STEERING HEAD BEARINGS			I		I		I		I	—

* Should be serviced by an authorized HONDA dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the official HONDA service manual.

** In the interest of safety, we recommend these items be serviced ONLY by an authorized HONDA dealer.

NOTES:

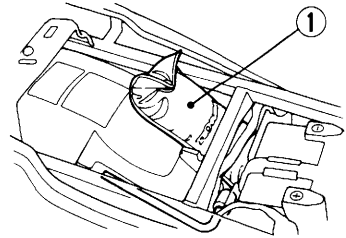
1. For higher odometer reading, repeat at the frequency interval established here.
2. Sevice more frequently when riding in dusty areas.
3. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
4. Switzerland type only.

TOOL KIT

Tool kit is under the seat.

Listed below are the items included in the tool kit (1).

- Tool bag
- 10 x 12 mm Box end wrench
- 14 x 17 mm Box end wrench
- 16 mm Box end wrench
- 24 mm Box end wrench
- 8 mm Hex wrench
- 8 x 12 mm Open end wrench
- 14 x 17 mm Open end wrench
- Pin spanner
- Pliers
- No. 2 Phillips screwdriver
- Screwdriver handle
- Maintenance plug bar



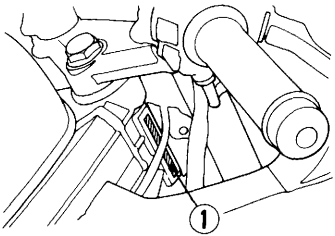
(1) Tool kit

SERIAL NUMBERS

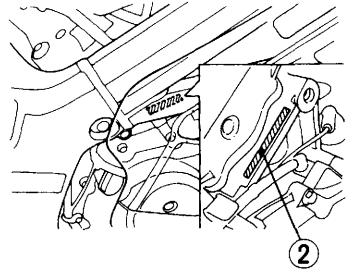
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.
The frame number (1) is stamped on the right side of the steering head.
The engine number (2) is stamped on top of the crankcase.

FRAME NO. _____

ENGINE NO. _____



(1) Frame number



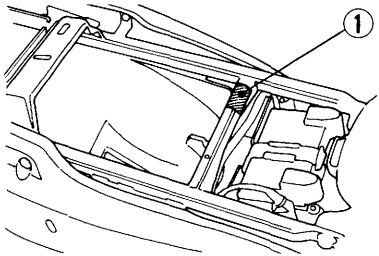
(2) Engine number

COLOUR LABEL

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

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠WARNING

* **If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.**
* **Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.**
* **Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.**

ENGINE OIL

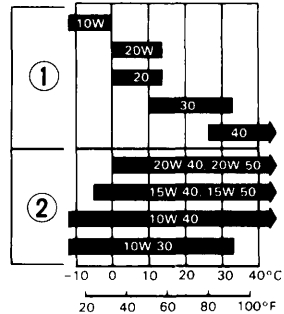
(Refer to the maintenance precautions on page 56).

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 service SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be barsed 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

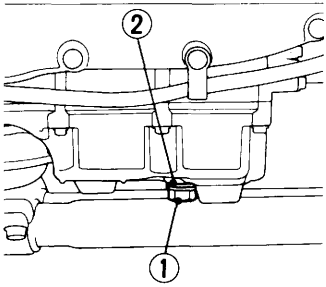
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 52).

NOTE:

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

CAUTION:

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



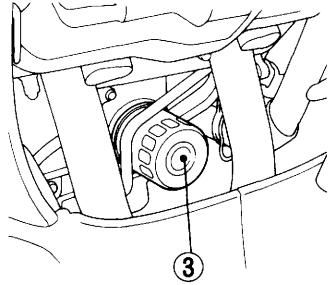
(1) Oil drain plug (2) Sealing washer

1. To drain the oil, remove the oil filler cap and crankcase drain plug (1) and sealing washer (2).

⚠ WARNING

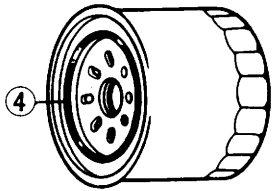
* **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**

2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.



(3) Oil filter

3. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
4. Install the new oil filter and tighten it to:
   10 N·m (1.0 kg-m, 7 ft-lb)



(4) Oil filter rubber seal

5. Check that the sealing washer on the drain plug is in good condition and install the plug.
   Oil Drain Plug Torque:
   35 N·m (3.5 kg-m, 25 ft-lb)
6. Fill the crankcase with the recommended grade oil; approximately:
   3.1 ℓ (3.3 US qt, 2.7 Imp qt)
7. Install the oil filler cap.
8. Start the engine and let it idle for 2—3 minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on 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.

NOTE:

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

CAUTION:

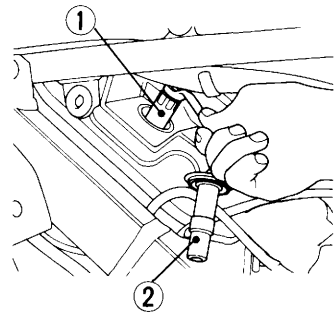
* **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

SPARK PLUGS

(Refer to maintenance precautions on page 56).

Recommended plugs:

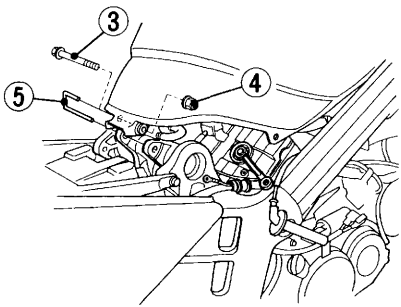
Standard:
DPR9EA-9 (NGK) or X27EPR-U9 (ND)
For cold climate (Below 5°C)
DPR8EA-9 (NGK) or X24EPR-U9 (ND)



(1) Spark plug wrench
(2) Spark plug cap

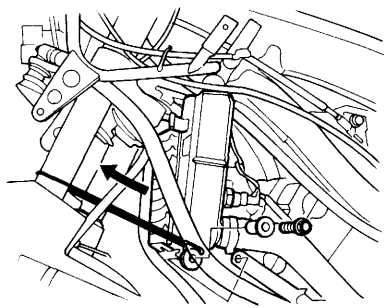
Spark Plugs

1. Remove the right and left middle fairing to remove the spark plug from the rear cylinder (page 39).
2. Remove the tank stay mounting bolt and nut.
3. Lift the tank slightly and insert the shorter maintenance plug bar into hole in the tank and longer one into the hole in the frame as shown in the drawing.



(3) Tank stay mounting bolt
(4) Tank stay mounting nut
(5) Maintenance plug bar

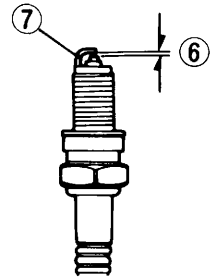
4. Remove the spark plug cap (2) from the spark plug, and remove the spark plug using the special plug wrench (1) furnished in the tool kit.
5. To remove the plug from the front cylinder, unscrew the two bolts attaching the bottom of the radiator.
6. Raise the radiator and remove the spark plug with the plug wrench.



7. Inspect the electrodes and center porcelain for deposits, erosion or cabon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.
8. Check the spark plug gap (6) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (7) carefully.
   The gap should be:
   0.8—0.9 mm (0.031—0.035 in)
   Make sure the plug washer is in good condition.
9. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
10. 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.
11. Reinstall the spark plug caps.

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.**

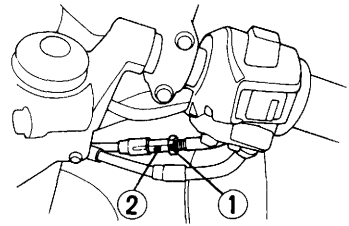


(6) Spark plug gap (7) Side electrode

THROTTLE OPERATION

(Refer to the maintenance precautions on page 56).

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



(1) Lock nut (2) Adjuster

IDLE SPEED

(Refer to the maintenance precaution on page 56).

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

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

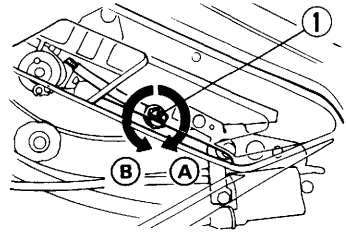
1. Warm up the engine, and shift to neutral.
2. Adjust idle speed with the throttle stop screw (1).

   Idle Speed:

   1,000 ± 100 min^{-1} (rpm) (In neutral) <Except E, SW Type>

   1,200 ± 100 min^{-1} (rpm) (In neutral) <E Type>

   1,200 ± 50 min^{-1} (rpm) (In neutral) <SW Type>



(1) Throttle stop screw (A) Increase (B) Decrease

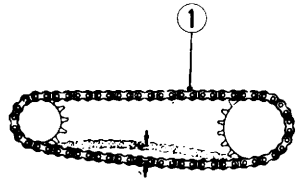
DRIVE CHAIN

(Refer to maintenance precautions on page 56).
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 39). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection :

1. Turn the engine off, place the motorcycle on its center stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain slack should be adjusted to allow the following vertical movement by hand:
   15—25 mm (5/8—1 in)

Move the motorcycle forward to rotate the rear wheel and check drive chain slack as the wheel turns.
Drive chain slack should remain constant as the wheel rotates. If the chain is slack only in certain sections, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



15—25 mm (5/8—1 in)

(1) Drive chain

3. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

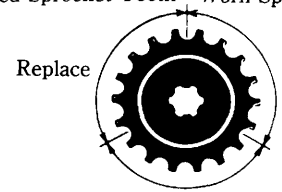
DRIVE CHAIN

* 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.



Adjustment:

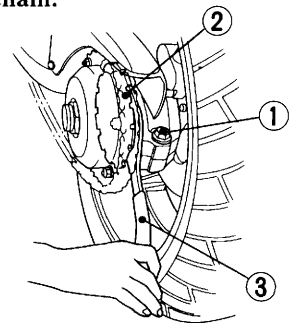
Drive chain slack should be checked and adjusted, if necessary, every 600 miles (1,000 km). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.

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

1. Turn the engine off, place the motorcycle on its center stand and shift the transmission into neutral.
2. Loosen bearing holder pinch bolt (1).
3. Turn the bearing holder (2) clockwise or counterclockwise to obtain the proper chain slack with the hook spanner (3).
4. Torque the bearing holder pinch bolt to: 55 N·m (5.5 kg-m, 39.8 ft-lb)
5. Recheck drive chain slack.

CAUTION:

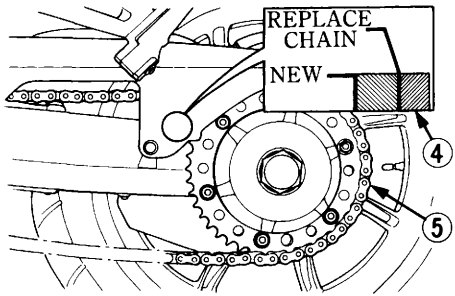
* **The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing and replacing the chain.**



(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.



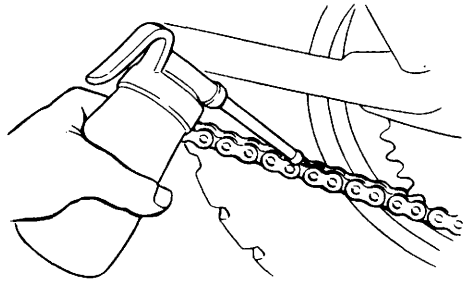
(4) Red zone (5) Tip of drive chain teeth

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 parafin. 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.
Replacement chain:
DID50VA-6, RK50HFØ

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.**



FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 56).

1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

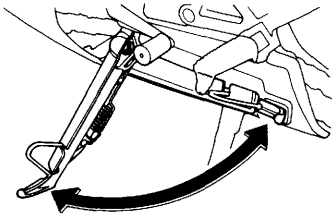
(Refer to the maintenance precautions on page 56).

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

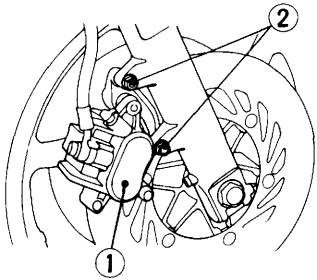
- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the ignition cut-off system:

1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
2. Start the engine and with the clutch pulled in, shift the transmission into gear.
3. Move the side stand fully down.
4. 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.



WHEEL REMOVAL

(Refer to maintenance precautions on page 56).



(1) Brake caliper assembly
(2) Fixing bolts

Front Wheel Removal

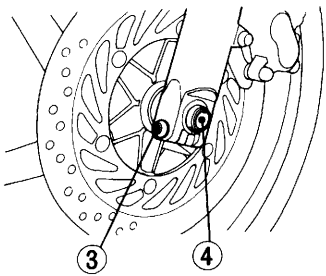
1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the right caliper assembly (1) from the fork leg by removing the fixing bolts (2).

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.**

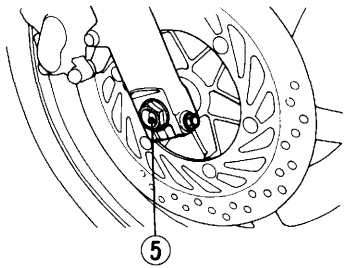
NOTE:

* 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 bolt (4) Front axle

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



(5) Axle bolt

Instalation Notes:

Position the front wheel between the fork legs and insert the axle from the left side, through the left fork leg and wheel hub.

CAUTION:

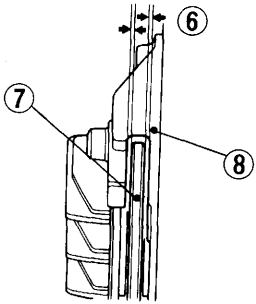
* **When installing the wheel, fit the left brake disc carefully between the brake pads to avoid damaging the pads.**

Fit the right caliper over the disc, taking care not to damage the brake pads. Install the caliper mounting bolts, and tighten them to the specified torque.

Caliper mounting bolt torque:
27 N·m (2.7 kg-m, 19 ft-lb)

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 sketch). If the gauge inserts easily, tighten the right and left axle pinch bolts (5) to the specified torque.

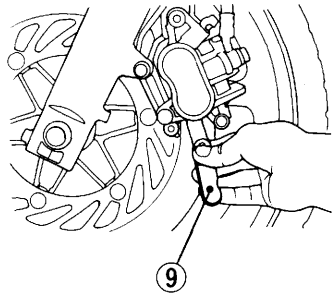
Axle pinch bolt torque:
22 N·m (2.2 kg-m, 16 ft-lb)



(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 capability.



(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.

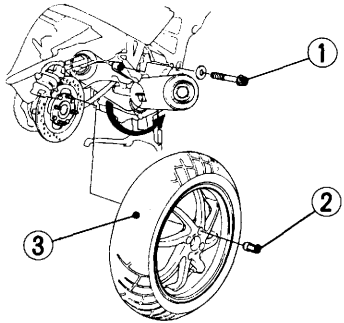
⚠ WARNING

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

Rear Wheel Removal

(Refer to the maintenance precautions on page 56).

1. Place the motorcycle on the center stand.
2. Remove the muffler mounting bolt and slide the muffler to a side as shown.
3. Remove the four rear wheel nuts.
4. Remove the rear wheel slowly.



(1) Muffler mainting bolt (3) Rear wheel
(2) Rear wheel nut

Installation Note:

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

Rear wheel nuts torque:

110 N·m (11 kg-m, 79.6 ft-lb)

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.

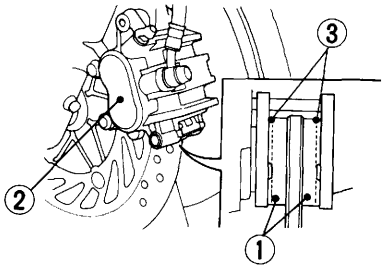
⚠WARNING

* **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 capability.**

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 56).

Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads (1) will wear faster on dirty and wet roads. Inspect the pads visually from under the caliper (2) during all regular service intervals to determine the pad wear.

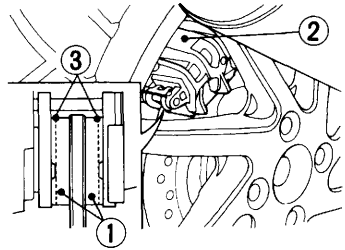


(FRONT) (1) Pads (3) Wear lines
(2) Caliper

If either pad wears to the wear line (3), both pads (1) must be replaced as a set.

NOTE:

* Use only genuine Honda replacement friction pads offered by authorized Honda dealers. When brake service is necessary consult your Honda dealer.



(REAR) (1) Pads (3) Wear lines
(2) Caliper

BATTERY

(Refer to the maintenance precautions on page 56).

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

CAUTION:

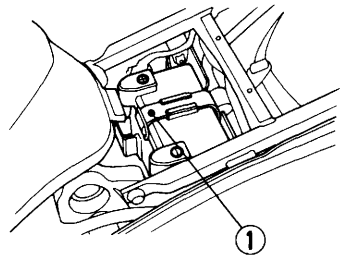
* **Do not attempt to remove the sealing caps from the cells—you may damage the battery.**
* **When this motorcycle is to be stored for an extended period of time, remove the battery and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.**

⚠ WARNING

* **Even though the battery is sealed, it still wents explosive gases.**
  Do not allow open flames or sparks near the battery.

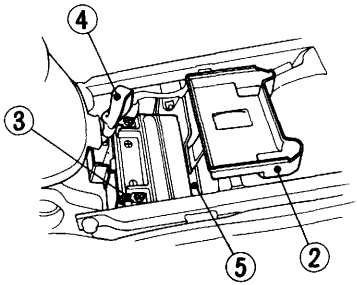
Battery Removal

1. Remove the seat (page 39).
2. Remove the band (1).
3. Remove the battery cover (2).



(1) Band

3. Disconnect the negative (−) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
4. Pull out the battery from the battery box.



(2) Battery cover
(3) Negative (−) terminal lead
(4) Positive (+) terminal lead
(5) Battery box

⚠WARNING

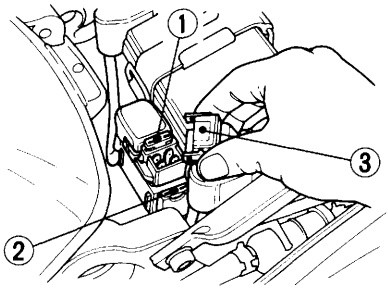
* **The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the batteries in an enclosed space.**
* **The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.**
  — If electrolyte gets on yor 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 OR CHILDREN.**

⚠ WARNING

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

FUSE REPLACEMENT

(Refer to maintenance precautions on page 56).
The main fuse (1), located near the negative (–) terminal lead behind the left side cover, is 30 A. The spare main fuse (2) is located near the negative (–) terminal lead.
The fuse box (4) is located inside of the right side fairing (5). The specified fuses are 10 A and 15 A.
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.

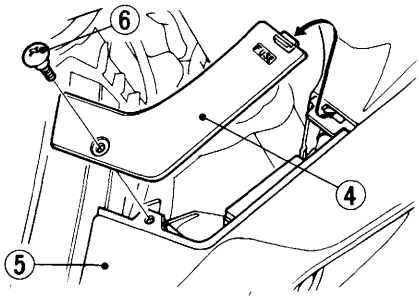


(1) Main fuse
(2) Spare main fuse
(3) Wire connector

CAUTION:

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

To replace the main fuse (1), remove the seat (page 39), disconnect the wire connector (3) of the stater magnetic switch and pull out the old fuse. Install a new fuse and reconnect the connector.

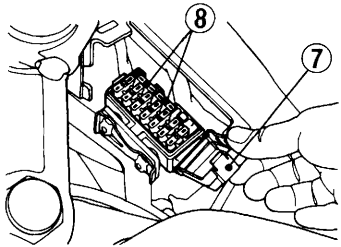


(4) Right inner panel
(5) Right side fairing
(6) Screw

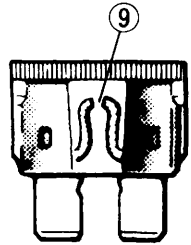
To replace fuses in the right inner panel (4), remove the right side fairing (5) by removing the screw (6), remove the screw and the fuse box cover (7).
Pull the old fuse out of the clips. Push a new fuse into the clips and install the fuse box cover.
The spare fuses (8) are located in the fuse box.

⚠WARNING

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



(7) Fuse box cover (8) Spare fuses



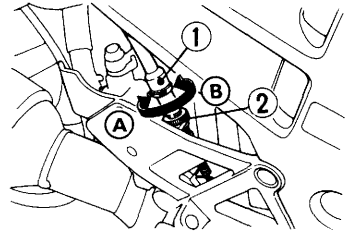
(9) Blown fuse

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precausions on page 56).

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

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, coolant or hydraulic fluid seepage.

CAUTION:

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

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

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

⚠WARNING

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

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

STORAGE GUIDE

STORAGE

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

1. Change the engine oil and filter.
2. Lubricate the drive chain.
3. Make sure the cooling system is filled with a 50/50% antifreeze solution.
4. Drain the fuel tank and carburetors. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel cap on the tank.

NOTE:

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

⚠WARNING

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

5. Remove the spark plugs and pour a tablespoon (15—20 cm^3) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

NOTE:

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

6. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
   Check the electrolyte level and slow charge the battery once a month.
7. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
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. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 43). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

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

SPECIFICATIONS

DIMENSIONS

Overall length	2,180 mm (85.8 in) <2,205 mm (86.8 in)>, [2,120 mm (83.5 in)]
Overall width	700 mm (27.6 in)
Overall height	1,185 mm (46.7 in)
Wheelbase	1,470 mm (57.9 in)

WEIGHT

Dry weight	216 kg (476 lbs)

CAPACITIES

Engine oil	3.8 ℓ (4.0 US qt, 3.3 Imp qt) After disassembly 3.1 ℓ (3.3 US qt, 2.7 Imp qt) After draining
Fuel tank	19.0 ℓ (5.0 US gal, 4.2 Imp gal)
Fuel reserve	4.5 ℓ (1.2 US gal, 0.99 Imp gal)
Cooling system capacity	3.6 ℓ (3.8 US qt, 3.2 Imp qt)
Passenger capacity load	Operator and one passenger
Maximum weight capacity	189 kg (417 lb)

< >: FI, SW [ ]: U

ENGINE

Bore and stroke	70.0 x 48.6 mm (2.76 x 1.91 in)
Compression ratio	11 : 1
Displacement	748 cm^3 (45.6 cu.in)
Spark plug	
Standard	CR8EH-9 (NGK) U24FER-9 (ND)
For cold climate (Below 5°C, 41°F)	CR9EH-9 (NGK) U27FER-9 (ND)
Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
Idle speed	1,000 ± 100 min^{-1} (rpm) (Except E, SW) 1,200 ± 100 min^{-1} (rpm) (E) 1,200 ± 50 min^{-1} (rpm) (SW)

CHASSIS AND SUSPENSION

Caster	26°
Trail	100 mm (3.9 in)
Tyre size, front	120/70VR17—V250, 120/70ZR17
Tyre size, rear	170/60VR17—V250, 170/60ZR17

POWER TRANSMISSION

Primary reduction	1.9393
Gear ratio, 1st	2.8461
2nd	2.0625
3rd	1.6315
4th	1.3333
5th	1.1538
6th	1.0357
Final reduction	2.6875

ELECTRICAL

Battery	12V-10AH
Generator	0.374 kw/5,000 min^{-1} (rpm)

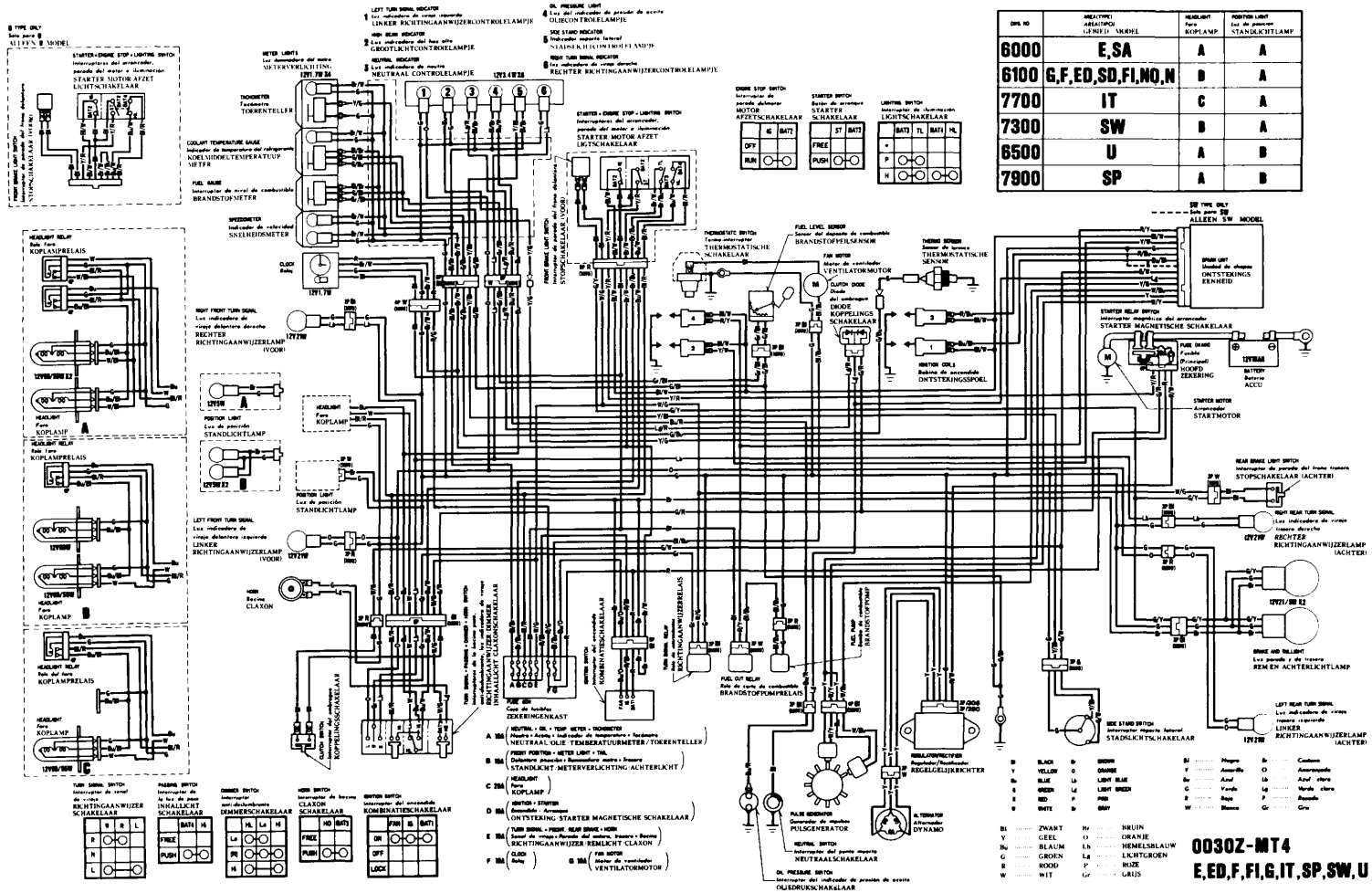
LIGHTS

Headlight (HIGH/LOW)		12V—60/55W
Tail/stoplight		12V 5W/21W x 2
Turn signal light	Front	12V 21W (Except U Type) 12V 23W (U Type)
	Rear	12V 21W (Except U Type) 12V 23W (U Type)
Instrument lights		12V—1.7W x 4
Neutral indicator light		12V—3.4W
Turn signal indicator light		12V—3.4W x 2
High beam indicator light		12V—3.4W
Oil pressure warning light		12V—3.4W
Side stand indicator light		12V—3.4W
Position light		12V—5W (Except SP, AR) 12V—5W x 2 (SP, AR)

FUSE

10A, 20A
30A (Main fuse)

VFR750F


E,SA
6000
6100 G,F,ED,SD,FI,NO,N
7700 IT
7300 SW
6500 U
7900 SP
0030Z-MT4
E,ED,F,FI,G,IT,SP,SW,U