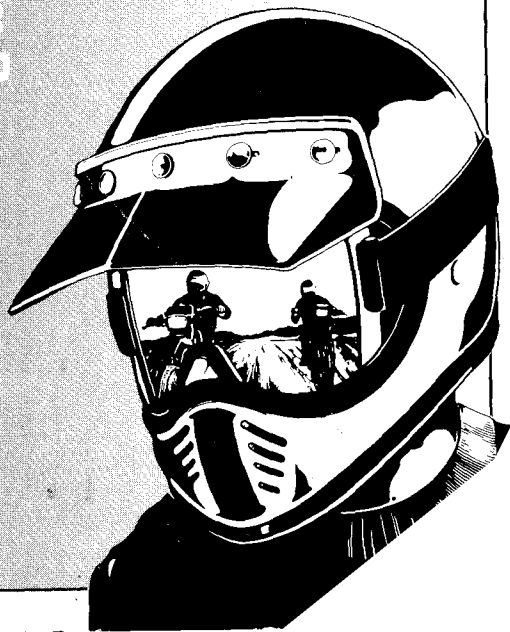


HONDA

OWNER'S MANUAL
MANUEL DU CONDUCTEUR
MANUAL DEL PROPIETARIO

XL185S



HONDA

XL185S

OWNER'S MANUAL

E

MANUEL DU CONDUCTEUR

F

MANUAL DEL PROPIETARIO

S

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger.

- **ON/OFF-ROAD USE**

This motorcycle is designed for “dual purpose” use.

- **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:

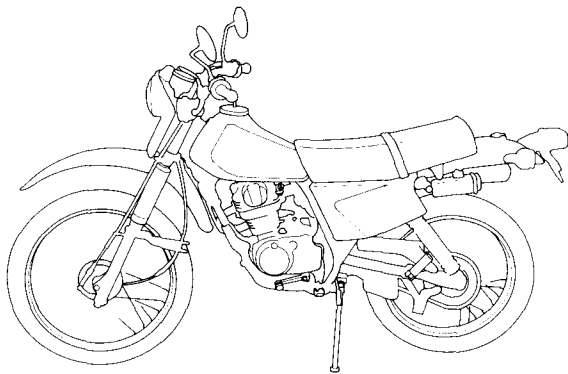
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

HONDA XL185S

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.

U	Australia	SI	Singapore
SA	South Africa	DK	General export (km/h)

- The specifications may vary with each locale.

OPERATION

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3	Modifications	30	FEATURES (Not required for 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 33) 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, kickstarter, 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

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

Loading

1. Keep cargo 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. All cargo must be secure for stable handling. Recheck cargo security frequently.

3. 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

You are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

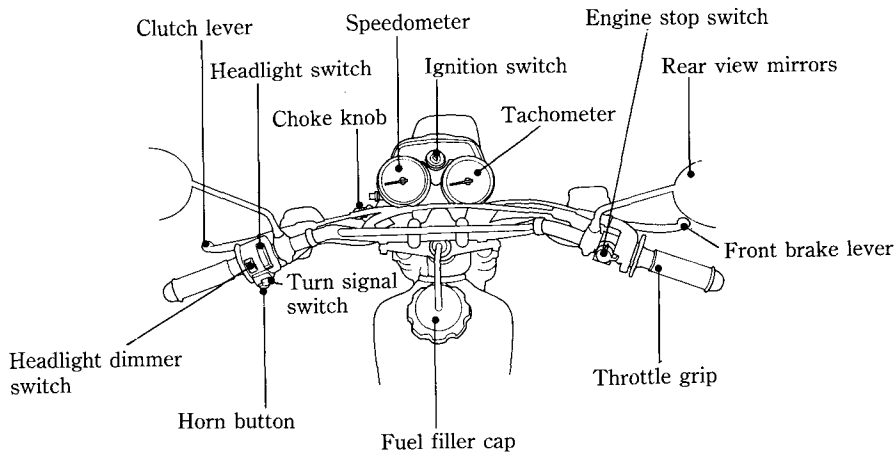
1. Carefully inspect the accessory to make sure it does not obscure lights, reduce ground clearance, or limit suspension travel, steering travel or control operation.
2. Luggage racks are for lightweight items. Bulky items may snag on a tree or other nearby object causing loss of control.
3. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. An electrical failure could cause a dangerous loss of lights or engine power at night, in traffic or far from help.

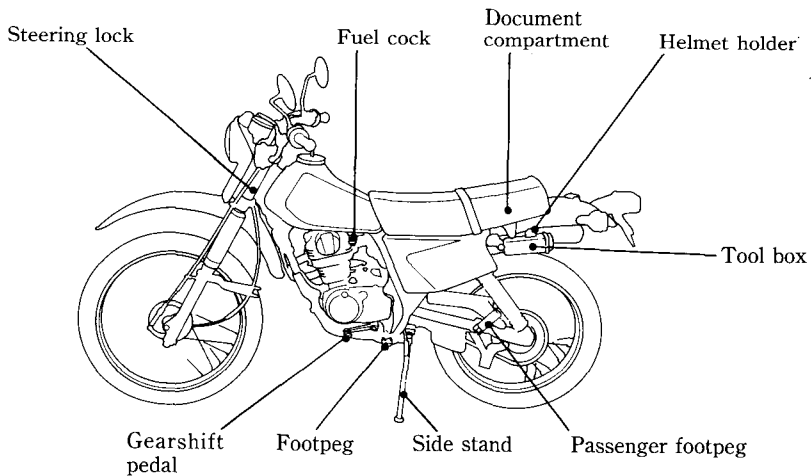
OFF-ROAD SAFETY

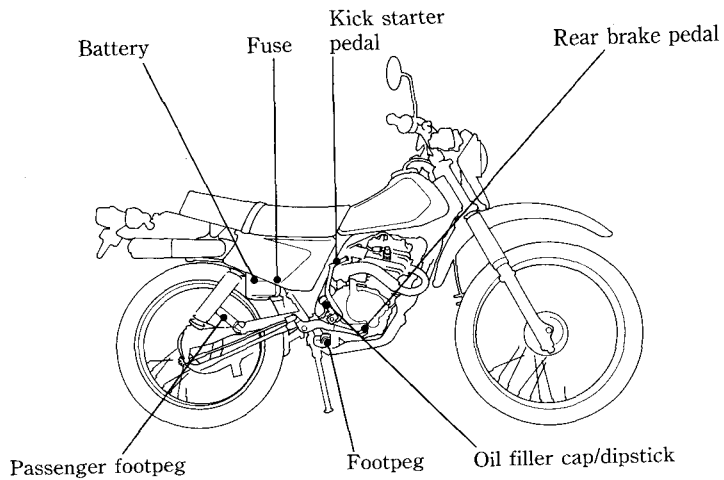
Learn to ride in an uncongested off-road area free of obstacles before venturing into unfamiliar terrain.

1. Always obey local off-road riding laws and regulations.
2. Obtain permission to ride on private property. Avoid posted areas and obey "No Trespassing" signs.
3. Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
4. Familiarity with your motorcycle is critically important should a problem occur far from help.
5. Never ride beyond your ability and experience or faster than conditions warrant.
6. If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
7. Spark arresters and mufflers are required in most areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

PARTS LOCATION



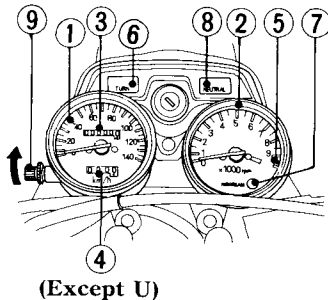
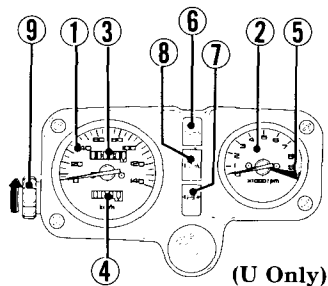




INSTRUMENTS AND INDICATORS

The indicators are in the speedometer and indicator panel above the headlight. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Tachometer
- (3) Odometer
- (4) Tripmeter
- (5) Tachometer red zone
- (6) Turn signal indicator light
- (7) High beam indicator light
- (8) Neutral indicator light
- (9) Tripmeter reset knob



Ref. No.	Description	Function
1	Speedometer	Shows riding speed.
2	Tachometer	Shows engine rpm.
3	Odometer	Shows accumulated mileage.
4	Tripmeter	Shows mileage per trip or section of route.
5	Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. CAUTION: * The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.
6	Turn signal indicator (amber)	Flashes when either turn signal operates.
7	High beam indicator (blue)	Lights when the headlight is on high beam.
8	Neutral indicator (green)	Lights when the transmission is in neutral.
9	Tripmeter reset knob	To reset the tripmeter to zero (0), turn the knob in the direction shown.

MAJOR COMPONENTS (Information you need to operate this motorcycle)

⚠ WARNING

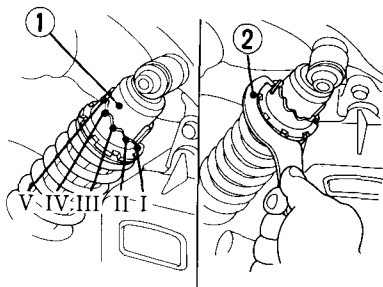
- * If the Pre-ride Inspection (page 33) is not performed, severe personal injury or vehicle damage may result.

SUSPENSION

Rear Suspension

Each shock absorber (1) has five adjustment positions for different load or riding conditions. Use a Pin spanner (2) to adjust the rear shocks. Position I is for light loads and smooth road conditions. Positions II to V increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.

The standard position: I



(1) Shock absorber

(2) Pin 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

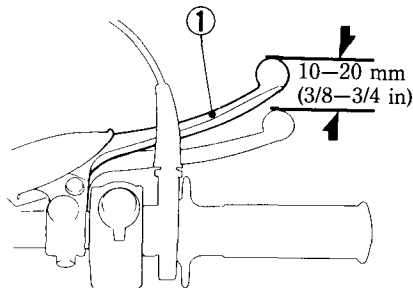
Front Brake

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

The distance the brake lever moves before the brake starts to engage is called free play. Measured at the tip of the front brake lever (1), free play should be maintained at:

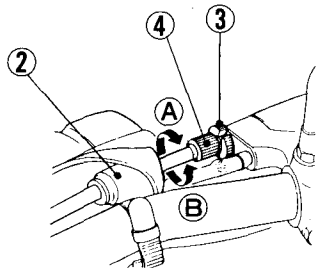
10–20 mm (3/8–3/4 in).

Minor adjustments can be made with the brake adjuster (4) at the lever (1).



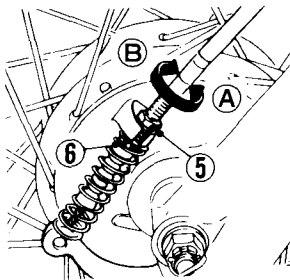
(1) Front brake lever

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and pull on the dust cover.



- (2) Dust cover (A) Increase free play
 (3) Lock nut (B) Decrease free play
 (4) Brake cable adjuster

3. At the lower end of the cable, loosen the lock nut (6). Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (6) and check the adjustment.



- (5) Adjusting nut (A) Increase free play
 (6) Lock nut (B) Decrease free play

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

NOTE:

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

Other Checks:

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

Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion. Make sure the brake arm, spring and fasteners are in good condition.

Rear Brake

Pedal Height Adjustment:

A stopper bolt (1) is provided to allow adjustment of the pedal height. Loosen the lock nut (2), and turn the stopper bolt. Tighten the lock nut.

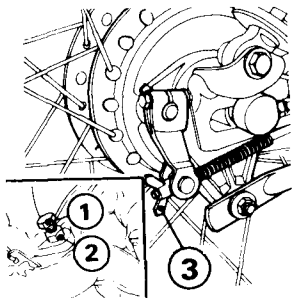
Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal moves before the brake starts to take hold.

Free play should be:

20–30 mm (3/4–1-1/4 in).

If adjustment is necessary, turn the rear brake adjusting nut (3).



- (1) Stopper bolt
(2) Lock nut

- (3) Adjusting nut

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

NOTE:

- * Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
- * If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

Other Checks:

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

CLUTCH

Adjustment:

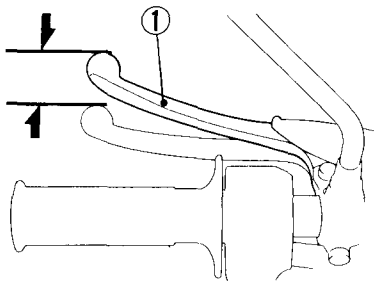
Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep or if the clutch slips, causing acceleration to lag behind engine speed.

Minor adjustments can be made with the clutch cable adjuster at the lever (1).

Normal clutch lever free play is:

10—20 mm (3/8—3/4 in).

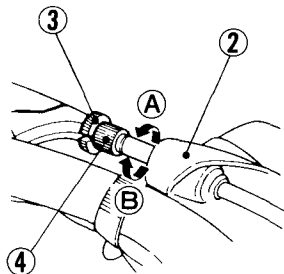
1. Pull back the rubber dust cover (2). Loosen



(1) Clutch lever

the lock nut (3) and turn the clutch cable adjuster (4). Tighten the lock nut (3) and check the adjustment.

2. If the cable adjuster is threaded out near its limit or the correct free play cannot be obtained using the cable adjuster (4), a major adjustment must be made. Loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the rubber dust cover (2).



(2) Dust cover

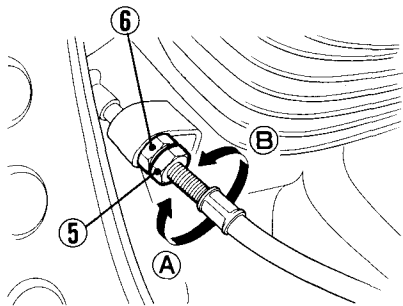
(3) Lock nut

(4) Clutch cable adjuster

(A) Decrease free play

(B) Increase free play

3. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.



(5) Lock nut
(6) Adjusting nut

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

NOTE:

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

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

FUEL

Fuel Cock

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

OFF

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

ON

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

RES

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

The reserve fuel supply is:

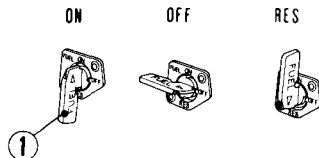
1.5 ℓ (0.4 US gal, 0.3 Imp gal)

⚠ 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.
- * Be careful not to touch any hot engine parts while operating the fuel cock.

NOTE:

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



(1) Fuel cock

Fuel Tank

The fuel tank capacity, including reserve, is:

7.0 ℓ (1.8 US gal, 1.5 Imp gal)

To open the fuel cap (1), pull out the breather tube (2) from the steering stem nut (3). Then turn the tank cap counterclockwise.

After refueling, insert the breather tube into the steering stem nut.

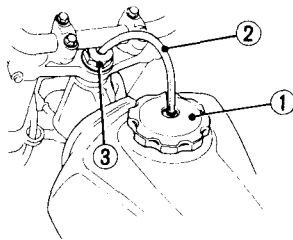
Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

FOR AUSTRALIA ONLY:

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

CAUTION:

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



(1) Fuel cap
(2) Breather tube

(3) Steering stem nut

⚠ 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). 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

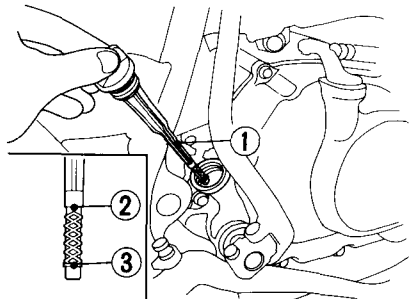
Check the engine oil level each day before riding the motorcycle.

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

1. With the motorcycle held upright on firm, level ground, start the engine and let it idle for a few minutes.
2. Stop the engine and remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick, without screwing it in. The oil level should be between the upper and lower marks on the dipstick.
3. If required, add the specified oil up to the upper level mark (See page 49). Do not overfill.
4. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

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



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

TYRES

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".

On/off-road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications.

		Front	Rear
Tyre size		2.75— 21-45P	4.10— 18-59P
Cold tyre pressure kPa (kg/cm ² , psi)	Rider only	150 (1.5, 22)	150 (1.5, 22)
	Rider and one passenger	150 (1.5, 22)	175 (1.75, 25)
Tyre brand BRIDGESTONE YOKOHAMA		TW9 Y962	TW8 Y962

Check the tyre for cuts, imbedded nails or other sharp objects. See your authorized Honda Dealer for replacement of damaged tyre or punctured inner tubes.

⚠ WARNING

- * Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- * 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 rims, causing tyre deflation and may result in a loss of vehicle control.
- * Operation with excessively worn tyre is hazardous and will adversely affect traction and handling.
- * The use of tyres other than those listed on the tyre information label may adversely affect handling.
- * Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 1000 km (600 miles) spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

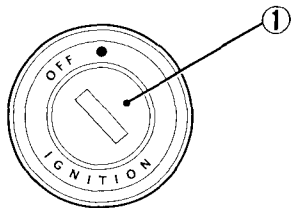
Replace tyre before tread depth at the center of the tyre reaches the following limit:

Minimum tread depth
3 mm (1/8 in)

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is located near the indicator panel.

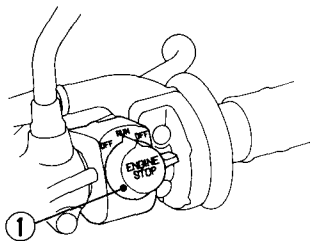


(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed
●	Engine and lights can be operated. For U Type, the engine must be on to operate the lights.	Key cannot be removed

ENGINE STOP SWITCH

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



(1) Engine stop switch

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

Select Hi for high beam, Lo for low beam.

Turn Signal Switch (2)

Move to L to signal a left turn, R to signal a right turn. Press to turn signal off. Move to the middle position to turn signal off (U Only).

Horn Button (3)

Press the button to sound the horn.

Headlight Switch (4)

The headlight switch has three positions, "H", "P" and "OFF" marked by a red dot to the left of "P".

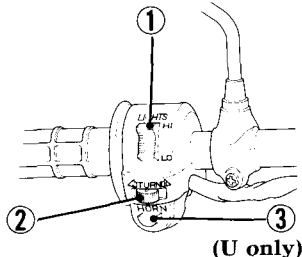
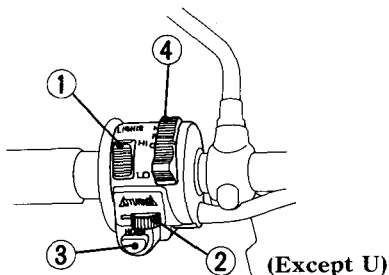
H: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

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

(U Only)

The headlight, taillight, position light and meter lights come on when the engine is turned on.



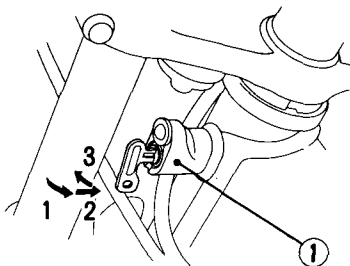
- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button
- (4) Headlight switch

FEATURES

(Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering column under the headlight case. Turn the handlebar all the way to the right, insert the steering key in the lock, turn the key 60° to the left, and press the lock all the way in. Turn the key back to the original position and remove. To unlock the steering, perform the locking sequence in the reverse order.

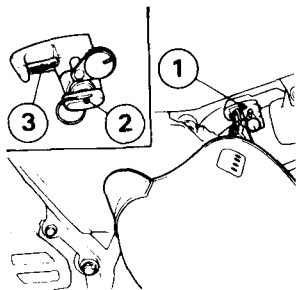


HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it to unlock. Hang your helmet on the holder pin (3) and push it in to lock. 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.**



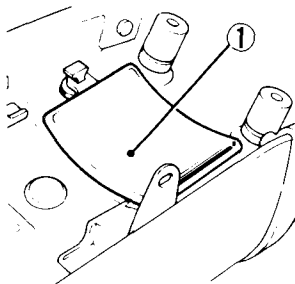
(1) Helmet holder
(2) Ignition key

(3) Holder pin

DOCUMENT COMPARTMENT

Your motorcycle is equipped with a document compartment (1) behind the seat.

This owner's manual and other documents should be stored in this bag. When washing your motorcycle, be careful not to flood this area with water.



(1) Document compartment

OPERATION

PRE-RIDE INSPECTION

WARNING

- * **If the Pre-ride Inspection is not performed, serious damage or an accident may result.**

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

1. Engine oil level—add engine oil if required (page 24). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (pages 21–22). Check for leaks.
3. Brakes—check operation. Adjust free play if necessary (pages 14–17).
4. Tyres—check condition and pressure (pages 25–26).
5. Drive chain—check condition and slack (pages 60–65). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and full closing in all steering positions.

7. Lights and horn—check that the headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 28).
9. Battery electrolyte—check the level and add if necessary (pages 72–73).

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 an enclosed area.**
The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.
- * **Attempting to start the engine with the transmission in gear and the clutch engaged may result in injury or damage.**

NOTE:

- * This motorcycle can be kickstarted with the transmission in gear by disengaging the clutch before operating the kickstarter.
- * Since the engine decompression system is interlocked with the kickstarter, a quick, vigorous kick from the top of the stroke is most effective.

Preparation

1. Make sure the transmission is in neutral and the fuel cock is ON.
2. Insert the key in the ignition switch and turn to ON. The neutral indicator (green) should go on.
3. Make sure the engine stop switch is in RUN.

Starting Procedure (Except SI type)

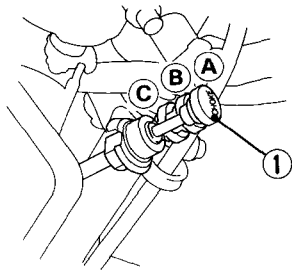
Cold engine

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

CAUTION:

- * Do not allow the kickstarter to snap back freely against the pedal stop as engine case damage could result.

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



(1) Choke knob
(A) Fully ON

(B) Detent position
(C) Fully OFF

Starting in Extremely Cold Weather

Prime the engine before starting by cranking the engine several times with the kickstarter. The ignition switch should be OFF, the choke Fully ON (A) and the throttle opened slightly. Follow the "Cold Engine" starting Procedure.

Starting procedure

(SI type)

To restart a warm engine, follow the procedure for "High air Temperature".

Normal Air Temperature 10°—35°C (50°—95°F)

1. Pull the choke knob (I) up all the way to fully ON (A).
2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.
3. Warm up the engine by opening and closing the throttle slightly.
4. About a half minute after the engine starts, push the choke knob down all the way to fully OFF (C).
5. If idling is unstable, open the throttle slightly.

High Air Temperature 35°C (95°F) or above

1. Do not use the choke.
2. Start the engine following step 2 under "Normal Air Temperature".

Low Air Temperature 10°C (50°F) or below

1. Follow steps 1 — 2 under "Normal Air Temperature".
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke knob is at fully OFF (C).

Flooded Engine

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and push the choke knob down to Fully OFF (C). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

RUNNING-IN

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods. During initial running-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly.

Running-in maintenance at 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

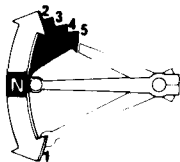
CAUTION:

- * 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.**
- * **Make sure the side stand is fully retracted before riding the motorcycle.**



1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gearshift pedal.
3. Slowly release the clutch lever while gradually increasing 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 lever 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 will be reduced and control of the motorcycle be difficult.

Shift Points (SI type)

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

- From 1st to 2nd: 20km/h
- From 2nd to 3rd: 30km/h
- From 3rd to 4th: 40km/h
- From 4th to 5th: 50km/h

Shifting Down:

- From 5th to 4th: 30km/h
- From 4th to 3rd: 20km/h

Disengage the clutch when speed drops below 10km/h, when engine roughness is evident, or when engine stalling is imminent; shift down to 1st gear for acceleration.

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.

- * 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.
- * Do not ride the brakes. In other words, don't operate the brake pedal unless you intend to brake. This causes excessive brake wear and can damage, or lead to loss of the brakes through overheating. Your brake light may also confuse other drivers.

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, 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 overturning.**
3. Lock the steering to help prevent theft (page 30).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the steering lock. 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)]				REFER TO PAGE
				x 1000km	I	4	8	
				x 1000mi	0.6	2.5	5	7.5
		NOTE	MONTHS		6	12	18	
*	FUEL LINE				I	I	I	—
*	FUEL STRAINER SCREEN				C	C	C	—
*	THROTTLE OPERATION				I	I	I	56
*	CARBURETOR-CHOKE				I	I	I	—
	AIR CLEANER	NOTE (2)			C	C	C	48
	CRANKCASE BREATHER	NOTE (3)			C	C	C	51
	SPARK PLUG				I	R	I	52—53
*	VALVE CLEARANCE				I	I	I	54—55
	ENGINE OIL				R	EVERY 2,000km (1,250 mi) R		24, 49—51
	ENGINE OIL STRAINER SCREEN						C	50—51
**	ENGINE OIL CENTRIFUGAL FILTER						C	
*	DECOMPRESSION SYSTEM				I	I	I	57
*	CAM CHAIN TENSION				A	A	A	59
*	CARBURETOR-IDLE SPEED				I	I	I	58

ITEM \ FREQUENCY		WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (1)]						
			x 1000km	1	4	8	12	REFER TO PAGE	
				x 1000mi	0.6	2.5	5		7.5
				NOTE MONTHS		6	12		18
	DRIVE CHAIN	NOTE (4)	EVERY 1000km (600mi)	I, L					60—65
	DRIVE CHAIN SLIDER				I	I	I		60
	BATTERY				I	I	I		72—73
	BRAKE SHOE WEAR				I	I	I		71
	BRAKE SYSTEM			I	I	I	I		14—17
*	BRAKE LIGHT SWITCH				I	I	I		76
*	HEADLIGHT AIM				I	I	I		—
	CLUTCH SYSTEM			I	I	I	I		18—19
	SIDE STAND				I	I	I		67
*	SUSPENSION				I	I	I		66
*	NUTS, BOLTS, FASTNERS	NOTE(4)		I		I			—
**	WHEELS/TIRES	NOTE(4)		I	I	I	I		—
**	STEERING HEAD BEARINGS			I			I		—

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

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

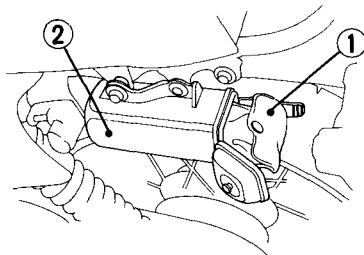
NOTES:

1. At higher odometer reading, repeat at the frequency interval established here.
2. Service more frequently when riding unusually wet or dusty areas.
3. Service more frequently when riding in rain or at full throttle.
4. Service more frequently when riding OFF-ROAD.

TOOL KIT

The tool kit (1) is in the tool compartment (2) on the left side, below the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Pin spanner
- Spark plug wrench
- 24 mm box end wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- No. 3 Phillips screwdriver
- Screwdriver handle
- Tool bag
- Handlebar



(1) Tool kit

(2) Tool compartment

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.

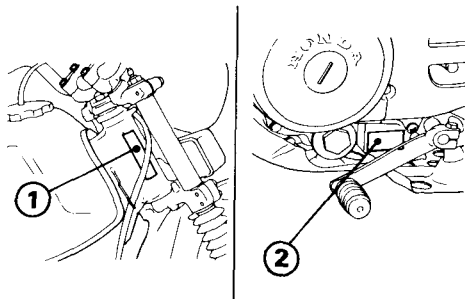
Record the numbers here for your reference.

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

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

FRAME NO. _____

ENGINE NO. _____



(1) Frame number

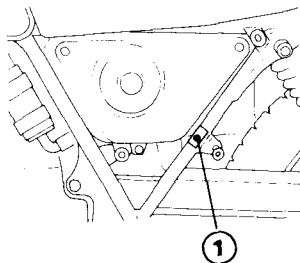
(2) Engine number

COLOUR LABEL

The colour label (1) is attached to the left side of the subtube. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

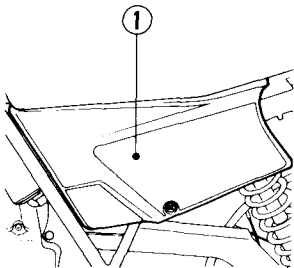
- * If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake cables, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including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

AIR CLEANER

(Refer to the maintenance precautions on page 47).

The air cleaner should be serviced at regular intervals (page 43). When riding in dusty areas, more frequent service may be necessary.

1. Remove the left side cover (1) by loosening the screw.
2. Remove the air cleaner cover screws (2) and the cover (3).
3. Loosen the wing nut (4) and remove the element (5).

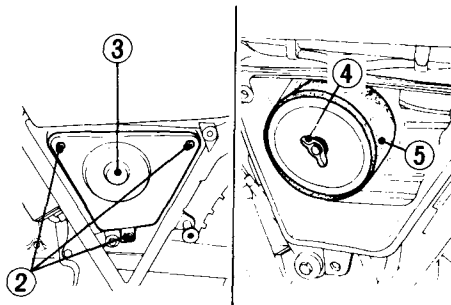


(1) Left side cover
48

4. Wash the element in non-flammable or high flash point solvent and let it dry thoroughly.

⚠ WARNING

- * **Never use petrol or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.**
5. Soak the element in gear oil (SAE 80–90) and squeeze out the excess.
 6. Install the removed parts in the reverse order of disassembly.



(2) Screws
(3) Cover

(4) Wing nut
(5) Element

ENGINE OIL

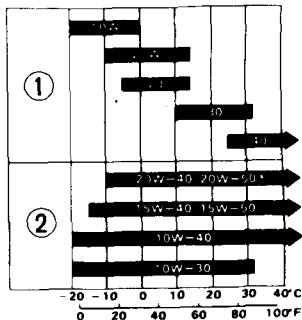
(Refer to the maintenance precautions on page 47).

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 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

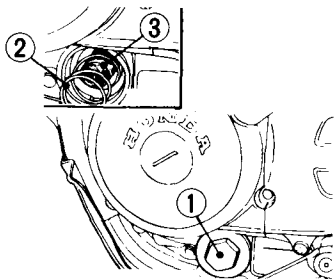
(2) Multigrade

Engine Oil Change

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 43).

NOTE:

- * Change engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.
- 1. Remove the oil filter cap/dipstick and oil filter screen cap (1) to drain the oil.



- (1) Oil filter screen cap (3) Screen
(2) Spring

⚠ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**
 - 2. Operate the kickstarter several times to drain any oil which may be left in the engine.
 - 3. Remove the spring (2) and filter screen (3).
 - 4. Wash the screen in clean solvent. Make sure the sealing rubber and O-ring are in good condition. Install the screen, spring and cap.
- Oil filter screen cap torque:
23 N·m (2.3 kg-m, 17 ft-lb)
- 5. Fill the crankcase with the recommended grade oil; approximately:
0.9 l (1.0 US qt, 0.8 Imp qt)
 - 6. Install the oil filter cap/dipstick.
 - 7. Start the engine and let it idle for 2–3 minutes.
 - 8. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

- * Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local 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.**

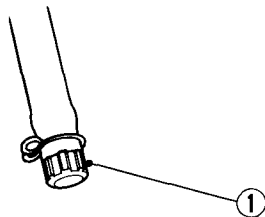
CRANKCASE BREATHER (SI type)

(Refer to the maintenace precaution on page 47).

1. Remove the drain plug (1) from the tube and drain deposits.
2. Reinstall the drain plug.

NOTE:

- * Service more frequently when ridden in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.



(1) Drain plug

SPARK PLUG

(Refer to maintenance precautions on page 47).

Recommended plug (SA, U)

Standard:

DR8ES-L (NGK) or X24ESR-U (NIPPONDENSO)

For cold climate (Below 5°C, 41°F):

DR7ES (NGK) or X22ESR-U (NIPPONDENSO)

For extended high speed riding:

DR8ES (NGK) or X27ESR-U (NIPPONDENSO)

Recommended plug (Except SA, U)

Standard:

D8EA (NGK) or X24ES-U (NIPPONDENSO)

For cold climate (Below 5°C, 41°F):

D7EA (NGK) or X22ES-U (NIPPONDENSO)

For extended high speed riding:

D9EA (NGK) or X27ES-U (NIPPONDENSO)

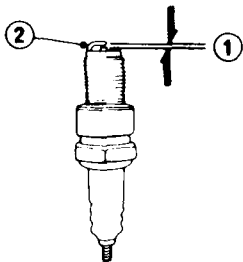
1. Disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base. Remove the spark plug using the plug wrench furnished in the tool kit.
3. Inspect the electrode and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.6—0.7 mm (0.024—0.028 in).

Make sure the plug washer is in good condition.



(1) Spark plug gap (2) Side electrode

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8—1/4 turn after the plug seats.
7. Reinstall the spark plug cap.

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.

VALVE CLEARANCE

(Refer to the maintenance precautions on page 47).

Excessive valve clearance will cause noise and eventual engine damage.

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

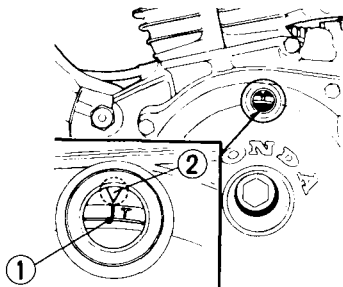
NOTE:

- * Checking or adjusting valve clearance should be performed while the engine is cold. The clearance may increase as the engine temperature rises.
1. Turn the fuel cock OFF and remove the seat and fuel 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 open flames or sparks in the area or where petrol is stored.**

2. Remove the crankcase hole cap and timing mark hole cap.
3. Remove the valve adjuster covers.



- (1) "T" mark
(2) Index mark

4. Rotate the crankshaft counterclockwise and align the T mark (1) with the index mark (2). Make sure the piston is at the top of the compression stroke by jiggling the rocker arms with your fingers. If they are free, the piston is at the top of the compression stroke. If they are tight, rotate the crankshaft 360° counterclockwise and realign the marks.

CAUTION:

* **Do not rotate the crankshaft clockwise, or valve clearance checking/adjusting will be inaccurate.**

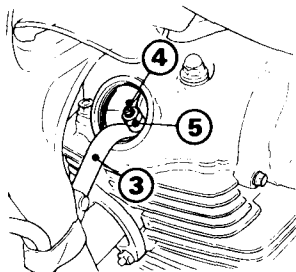
5. Check the clearance by inserting the feeler gauge (3) between the adjusting screw (4) and valve stem.

Standard clearance:

Intake	0.05 mm (0.002 in)
Exhaust	0.05 mm (0.002 in)

Adjust the valves by loosening the lock nut (5) and turning the adjusting screw (4) until there is a slight drag on the feeler gauge. After tightening the lock nut, recheck the clearance.

6. Install all parts in the reverse order of disassembly.



(3) Feeler gauge
(4) Adjusting screw

(5) Lock nut

THROTTLE OPERATION

(Refer to the maintenance precautions on page 47).

Check for smooth rotation of the throttle grip from the fully closed to the fully open position. Check at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted.

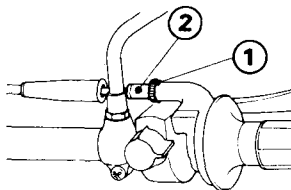
Lubricate the cable with a commercially available cable lubricant to prevent premature wear and corrosion.

⚠ WARNING

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

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

2–6 mm (1/8–1/4 in)



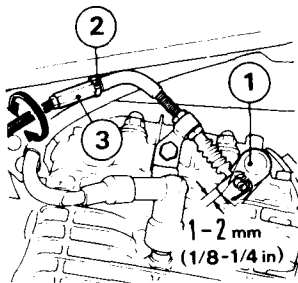
(1) Lock nut

(2) Throttle cable adjuster

STARTER DECOMPRESSOR

(Refer to the maintenance precautions on page 47).

Excessive decompressor free play will cause hard starting, and insufficient free play may cause erratic idling and burnt valves.



(1) Upper lever
(2) Lock nut

(3) Adjuster

NOTE:

* Adjust the decompressor linkage after adjusting the valve clearance.

1. Be sure the piston is at the top of the compression stroke and the "T" mark is aligned with the index mark.
2. Measure the free play at the tip of the decompression upper lever (1). To adjust, loosen the lock nut (2) and turn the adjuster (3).

Free play:

1—2 mm (1/32—1/16 in)

3. Install all parts in the reverse order of disassembly.

Other Checks:

Check the decompression cable for kinks or signs of wear that could cause sticking or failure. Lubricate the decompression cable with a commercially available cable lubricant to prevent premature wear and corrosion.

IDLE SPEED

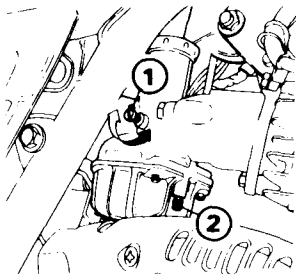
(Refer to the maintenance precautions on page 47).

Idle Speed

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

NOTE:

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



(1) Throttle stop screw (2) Pilot screw

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

IDLE SPEED:

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

Fuel Mixture

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

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

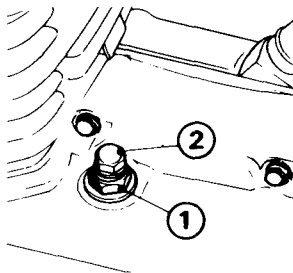
- 2-1/2 Turns open. (U)
 - 2 Turns open. (SI)
 - 2-3/8 Turns open. (Except U, SI)
2. If idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

CAM CHAIN ADJUSTMENT

(Refer to the maintenance precautions on page 47).

When the cam chain is noisy, adjust the tension in the following manner:

1. Start the engine and set the idle speed.
2. Remove the rubber cap and loosen the cam chain adjuster (1) [not the 6 mm sealing bolt (2)]. This will automatically apply the proper tension to the cam chain.
3. After completing the adjustment, tighten the adjuster securely.



- (1) Cam chain adjuster
(2) 6 mm sealing bolt

DRIVE CHAIN

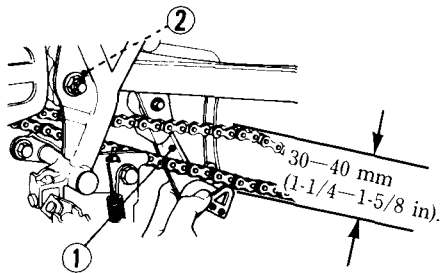
(Refer to the maintenance precaution on page 47).

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

Drive chain inspection:

1. Turn the engine off, place the motorcycle on the side stand and shift the transmission into neutral.
2. Push the chain tensioner (1) downward. 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:
30—40 mm (1-1/4—1-5/8 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.

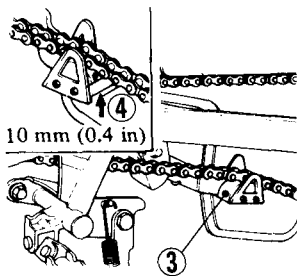


(1) Chain tensioner (2) Chain guide slider

4. Check the chain slipper (3) and chain guide slider (2) for wear.

When the thickness (4) of the chain slipper in the slipper reaches the limit, the chain slipper must be replaced. Chain slipper thickness service limit:

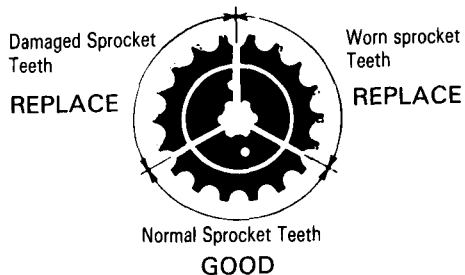
10 mm (0.4 in)



(3) Chain slipper (4) Chain slipper thickness

Sprocket inspection:

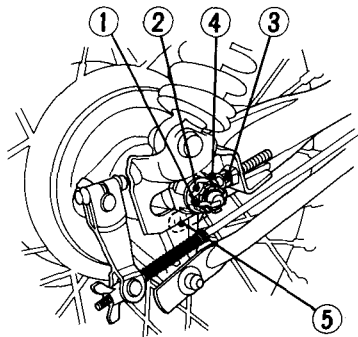
1. Inspect the sprocket teeth for wear or damage.



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

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.



- (1) Cotter pin
- (2) Axle nut
- (3) Lock nut
- (4) Drive chain
adjusting bolt

- (5) Corresponding scale
graduations

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

1. Raise the wheel off the ground by placing a block under the engine with the transmission in neutral and the ignition switch off.
2. Remove the cotter pin (1) and loosen the axle nut (2).
3. Loosen the lock nuts (3) on both adjusting bolts (4).
4. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.

Chain slack should be:

30—40 mm (1-1/4—1-5/8 in).

5. Check rear axle alignment by making sure the index marks align with the corresponding scale (5) graduations on both sides of the swingarm.

NOTE:

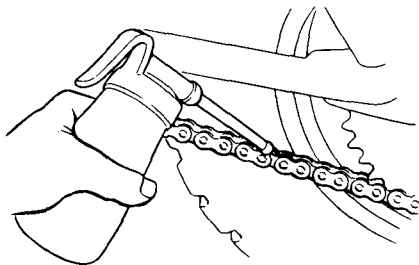
- * If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.
- 6. Torque the rear axle nut to:
70 N·m (7.0 kg-m, 51 ft-lb)
- 7. Tighten the lock nuts.
- 8. Install a new cotter pin.

CAUTION:

- * **Always replace the used cotter pin with a new one.**
- 8. Recheck drive chain slack.
- 9. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (pages 16–17)

Lubrication:

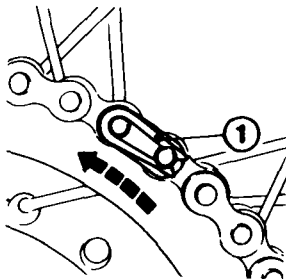
Use SAE 80 or 90 gear oil or a commercially prepared drive chain lubricants in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



Removal and Cleaning:

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

1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.



(1) Retaining clip

5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.

Install the master link retaining clip (1) so that the closed end of the clip will face the direction of forward wheel rotation.

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

FRONT AND REAR SUSPENSION INSPECTION

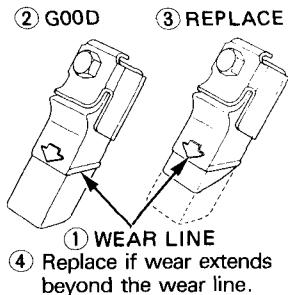
(Refer to the maintenance precautions on page 47).

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. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

(Refer to the maintenance precautions on page 47).

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (See (1) in the picture). Check the side stand assembly for freedom of movement. If parts must be replaced, please contact an authorized HONDA dealer.



WHEEL REMOVAL

Front Wheel Removal

(Refer to the maintenance precautions on page 47).

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable (1) from the front wheel hub assembly.
3. Loosen the front brake adjusting nut (2) and remove the front brake cable (3) from the brake arm.
4. Remove the cotter pin (4) and axle nut (5).
5. Remove the axle and the wheel.

Installation Note:

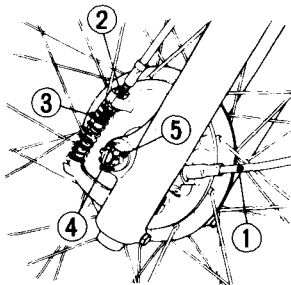
- Reverse the removal procedure.
- Tighten the axle nut to specified torque:
43 N·m (4.3 kg-m, 31 ft-lb)
- Adjust the brake (page 14).
- After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

▲ 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.

CAUTION:

- * Always replace the used cotter pins with new ones.

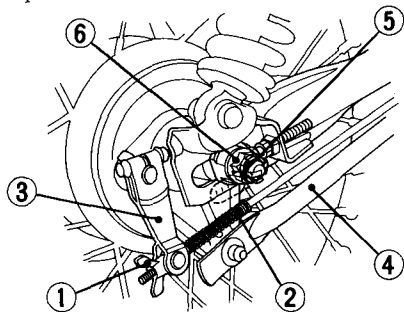


- | | |
|-------------------------|--------------------|
| (1) Speedometer cable | (4) Cotter pin |
| (2) Brake adjusting nut | (5) Front axle nut |
| (3) Front brake cable | |

Rear Wheel Removal

(Refer to the maintenance precautions on page 47).

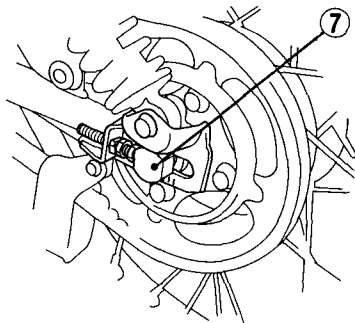
1. Raise the rear wheel off the ground by placing a support under the engine.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.



- (1) Adjusting nut
(2) Brake rod
(3) Brake arm

- (4) Stopper arm
(5) Cotter pin
(6) Axle nut

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin, stopper arm nut, washer and rubber grommet.
4. Remove the cotter pin (5) and axle nut (6).
5. Pull out the axle (7).
6. Remove the rear wheel.



(7) Axle

Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque.
Axle nut torque:
45 N·m (4.5 kg-m, 33 ft-lb)
- Adjust the brake (pages 16, 17) and drive chain (pages 62, 63).
- After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

⚠ 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.**

CAUTION:

- * **Always replace used cotter pins with new ones.**

BRAKE SHOE WEAR

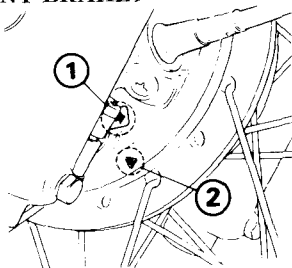
(Refer to the maintenance precautions on page 47).

The front and rear brakes are equipped with brake wear indicators.

When the brake is applied, an arrow (1) attached to the brake arm moves toward a reference mark (2) on the brake panel.

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

<FRONT BRAKE>



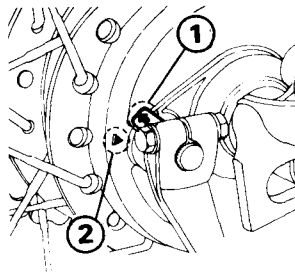
(1) Arrow

(2) Reference mark

NOTE:

* When the brake service is necessary, see your authorized Honda dealer. Use only genuine Honda parts or its equivalent.

<REAR BRAKE>



(1) Arrow

(2) Reference mark

BATTERY

(Refer to the maintenance precautions on page 47).

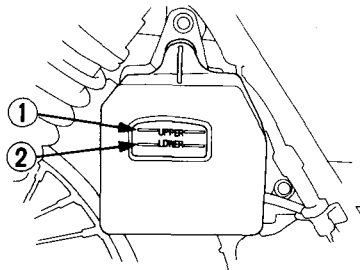
If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

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

Battery electrolyte:

The electrolyte level must be maintained between the UPPER (1) and LOWER (2) LEVEL marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps on top of the battery.

Carefully add distilled water to the UPPER LEVEL mark using a small plastic funnel.



- (1) UPPER LEVEL mark
- (2) LOWER LEVEL mark

CAUTION:

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

⚠ WARNING

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

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 47.)

The fuse holder (1) is on the right side of the battery case.

The specified fuse is 10A. The spare fuse (2) is on the inside of the battery cover.

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:

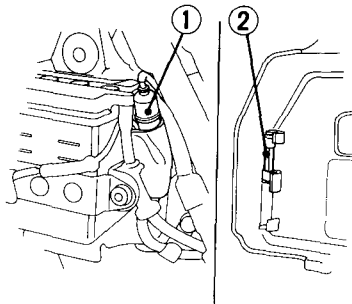
- * Turn the ignition switch OFF before checking or replacing the fuses to prevent accidental short-circuiting.

⚠ 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.

CAUTION:

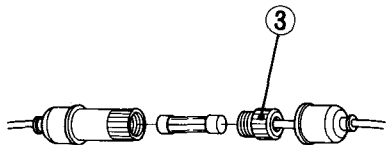
- * Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.



(1) Fuse holder

(2) Spare fuse

To replace the fuse, turn the fuse holder cap (3) counterclockwise. Pull out the old fuse. New fuse into the fuse holder, and close the fuse holder cap.



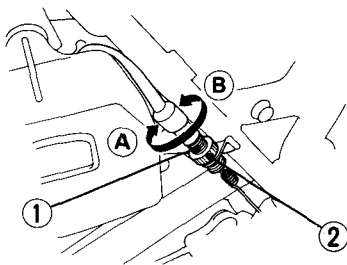
(3) Fuse holder cap

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 47).

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 seepage.

CAUTION:

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

Wheel Hubs	Ignition Switch
Muffler Outlet	Steering Lock
Under Fuel Tank	Drive Chain
Carburetor	Instruments
Under Seat	

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

WARNING

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

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.
2. Lubricate the drive chain.
3. Drain the fuel tank and carburetor into an approved gasoline container.

Spray the inside of the fuel 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 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. Remove the spark plug and pour a tablespoon (15–20 cm³) of clean engine oil into the cylinder. Operate the kickstarter several times to distribute the oil, then reinstall the spark plug.

NOTE:

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

5. 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.
6. Wash and dry the motorcycle. Wax all painted surfaces.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. 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 33). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length
Overall width
Overall height
Wheelbase

Except U

2,080 mm (81.9 in)
850 mm (33.5 in)
1,110 mm (43.7 in)
1,310 mm (51.6 in)

U Only

2,065 mm (81.3 in)
855 mm (33.7 in)
1,130 mm (44.5 in)
1,315 mm (51.8 in)

WEIGHT

Dry weight

105.5 kg (232.1 lbs)

108.6 kg (239.7 lb)

CAPACITIES

Engine oil

0.9 ℓ (1.0 US qt, 0.8 Imp qt) After draining

1.1 ℓ (1.2 US qt, 1.0 Imp qt) After disassembly

Fuel tank

7.0 ℓ (1.8 US gal, 1.5 Imp gal)

Fuel reserve tank

1.5 ℓ (0.4 US gal, 0.3 Imp gal)

Passenger capacity

Operator and one passenger

ENGINE

Bore and stroke	63 x 57.8 mm (2.480 x 2.276 in)
Compression ratio	9.2: 1
Displacement	180.1 cm ³ (11.0 cu.in)
Spark plug (SA, U)	
Standard:	DR8ES-L (NGK) or X24ESR-U (NIPPONDENSO)
For cold climate (Below 5°C, 41°F):	DR7ES (NGK) or X22ESR-U (NIPPONDENSO)
For extended high speed riding:	DR8ES (NGK) or X27ESR-U (NIPPONDENSO)
Spark plug (Except SA, U)	
Standard:	D8EA (NGK) or X24ES-U (NIPPONDENSO)
For cold climate (Below 5°C, 41°F):	D7EA (NGK) or X22ES-U (NIPPONDENSO)
For extended high speed riding:	D9EA (NGK) or X27ES-U (NIPPONDENSO)
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)
Valve clearance: Intake	0.05 mm (0.002 in)
Exhaust	0.05 mm (0.002 in)
Idle speed	1,300 ± 100 min ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	27°50' (Except U)
	27°10' (U only)
Trail	122 mm (4.8 in) (Except U)
	120 mm (4.7 in) (U only)
Tyre size, front	2.75-21-45P
Tyre size, rear	4.10-18-59P

POWER TRANSMISSION

Primary reduction	3.3333 : 1
Final reduction	3.5000 : 1
Gear ratio, 1st	2.7692 : 1
2nd	1.7222 : 1
3rd	1.2727 : 1
4th	1.0000 : 1
5th	0.7777 : 1

ELECTRICAL

Battery	6V-4AH
Alternator	A.C. Generator

LIGHTS

	Except U	U Only
Headlight (High/Low)	6V—36/35W	6V—35/35W
Tail/Brake light	6V—5.3/17W	6V—5/21W
Turn signal light	6V—10W x 4	6V—10W x 4
Position light	6V—3W	6V—4W
Instrument light	6V—3W	6V—3W
Tachometer light	6V—3W	6V—1.7W
Neutral indicator	6V—3W	6V—3W
Turn signal indicator	6V—1.7W	6V—1.7W
High beam indicator	6V—1.7W	6V—1.7W

FUSE

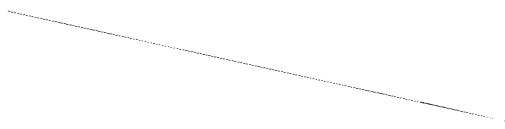
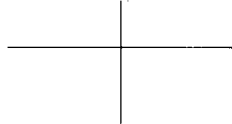
10 A

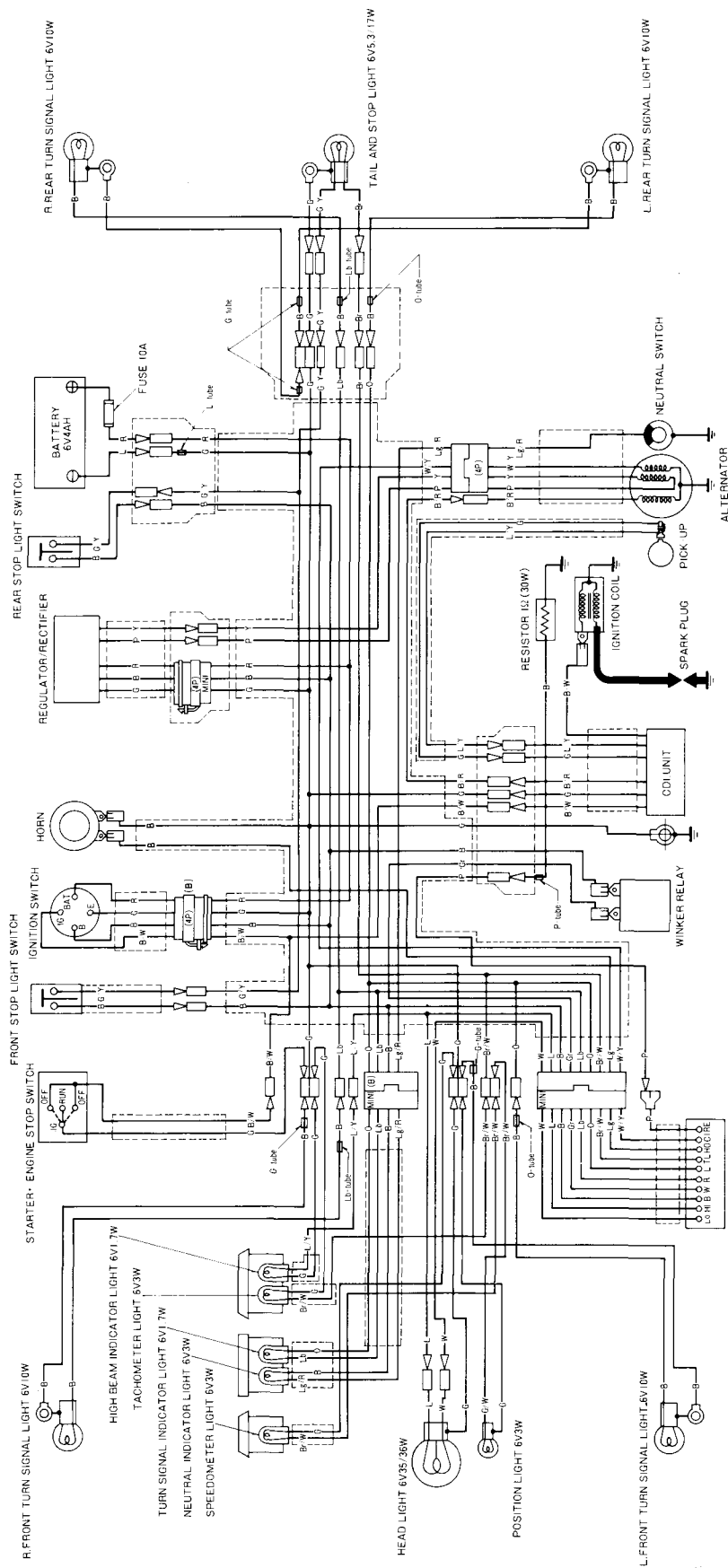
NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

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.

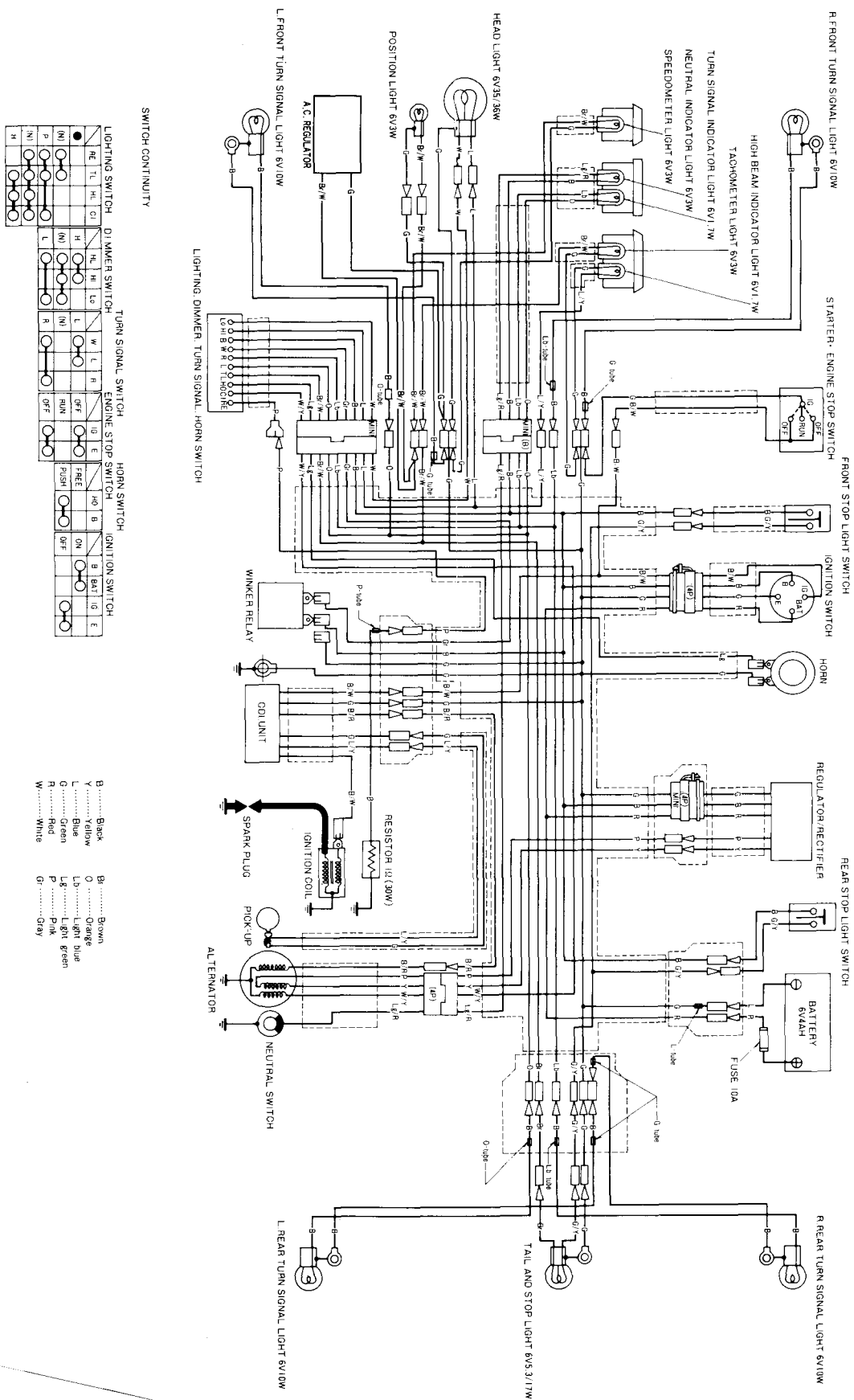




- Color coding legend:
- Br.....Brown
 - O.....Orange
 - Lb.....Light blue
 - Lg.....Light green
 - P.....Pink
 - Gr.....Gray
 - B.....Black
 - Y.....Yellow
 - L.....Light
 - G.....Green
 - R.....Red
 - W.....White

SWITCH CONTINUITY

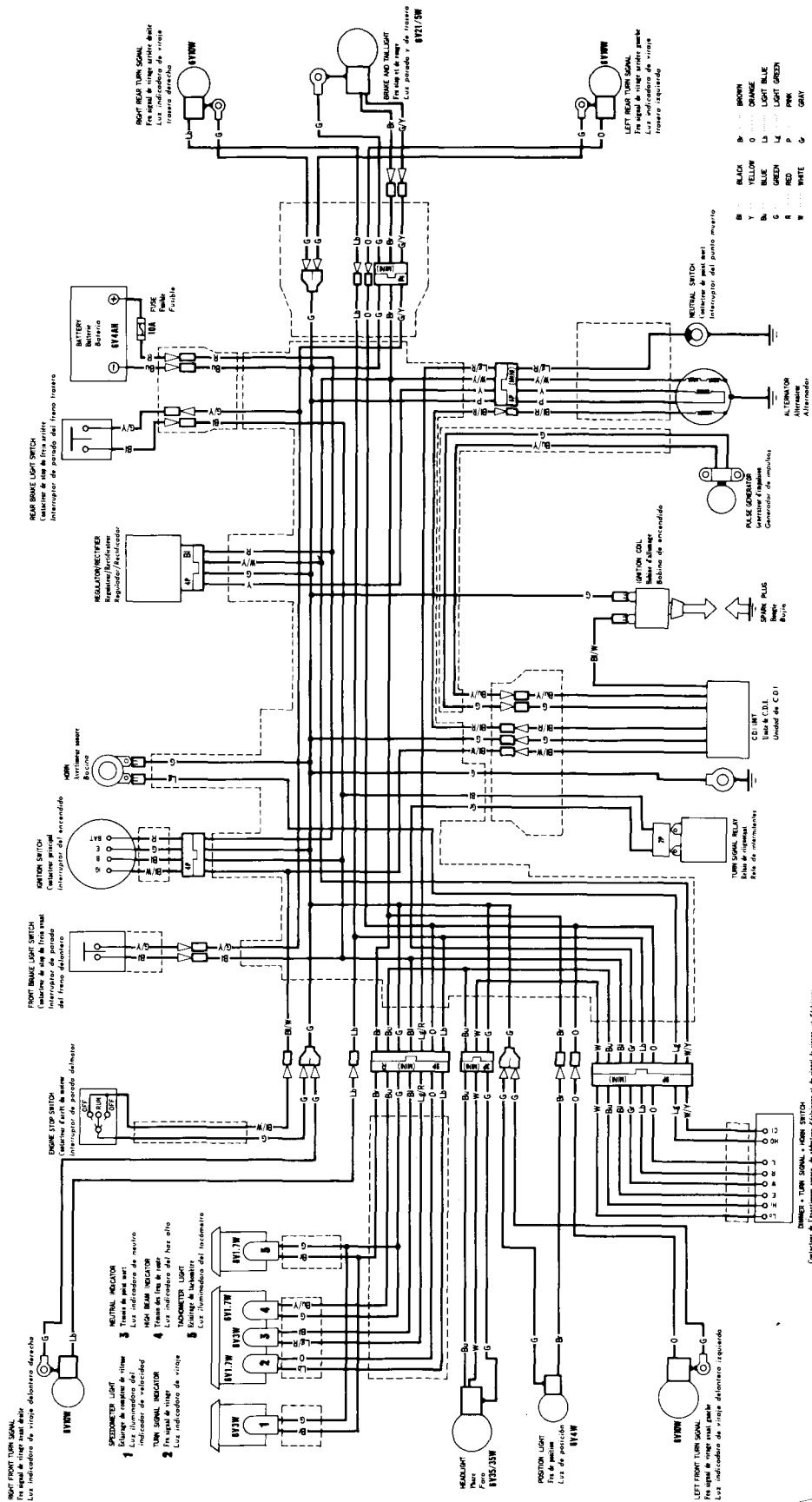
LIGHTING SWITCH				DIMMER SWITCH				TURN SIGNAL SWITCH				HORN SWITCH			
RE	TL	HL	CI	H	HL	HL	CI	L	Lg	L	Lg	IG	HO	B	IG
(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	OFF	OFF	ON	OFF
(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	OFF	OFF	ON	OFF
(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	(N)	OFF	OFF	ON	OFF



SWITCH CONTINUITY

LIGHTING SWITCH		DIMMER SWITCH		TURN SIGNAL SWITCH		ENGINE STOP SWITCH		HORN SWITCH		IGNITION SWITCH	
OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON
0	1	0	1	0	1	0	1	0	1	0	1
2	3	2	3	2	3	2	3	2	3	2	3
4	5	4	5	4	5	4	5	4	5	4	5
6	7	6	7	6	7	6	7	6	7	6	7
8	9	8	9	8	9	8	9	8	9	8	9
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18	19	18	19	18	19	18	19	18	19	18	19
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94	95	94	95	94	95	94	95	94	95	94	95
96	97	96	97	96	97	96	97	96	97	96	97
98	99	98	99	98	99	98	99	98	99	98	99
100	101	100	101	100	101	100	101	100	101	100	101

- B Black
- Y Yellow
- L Blue
- G Green
- P Pink
- W White
- Br Brown
- O Orange
- La Light blue
- Li Light green
- P Pink
- Gr Grey



SWITCH CONTINUITY
Continuidad de los interruptores

TURN SIGNAL SWITCH (Interruptor de señal de viraje)	<table><tr><td>W</td><td>L</td><td>R</td></tr><tr><td>L</td><td>○</td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td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