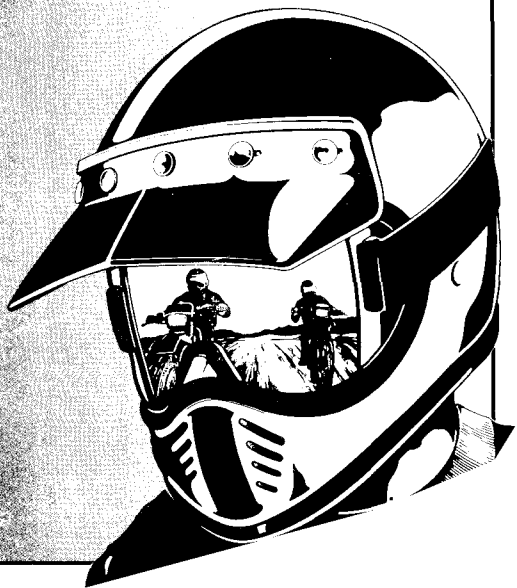
HONDA

OWNER'S MANUAL



XR200R

HONDA

XR200R

OWNER'S MANUAL

IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER**

  This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity.

- **FOR OFF-ROAD USE ONLY**

  This motorcycle is designed and manufactured for off-road use only.

- **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.

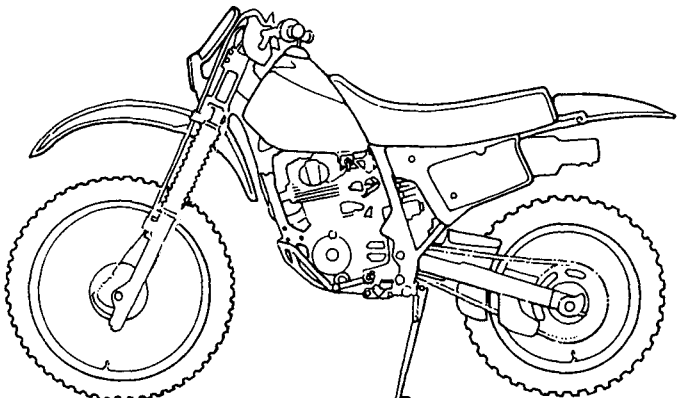
CAUTION:

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 XR200R
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!

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 30) before you ride the motorcycle.
   You may prevent an accident or equipment damage.
2. Learn to ride in an uncongested off road area free of obstacles before venturing onto unfamiliar terrain.
3. Always obey local off road riding laws and regulations.
4. Obtain permission to ride on private property. Avoid posted areas and obey "no trespassing" signs.
5. Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
6. Familiarity with your motorcycle is critically important should a problem occur far from help.
7. Never ride beyond your ability and experience or faster than conditions warrant.
8. If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
9. 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.
10. This motorcycle is not legally equipped to be ridden on the highway.
    Remember to walk an off road motorcycle when crossing public highways, roads or streets.

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 and oil cooling 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. Addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle.**

Loading

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

100 kg (220 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.

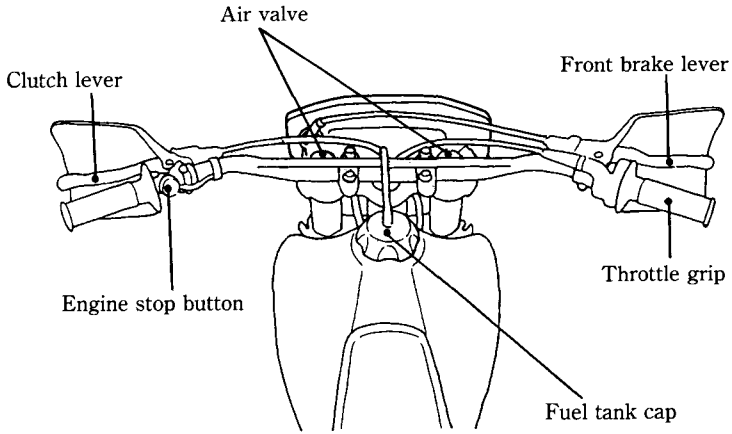
2. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
3. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

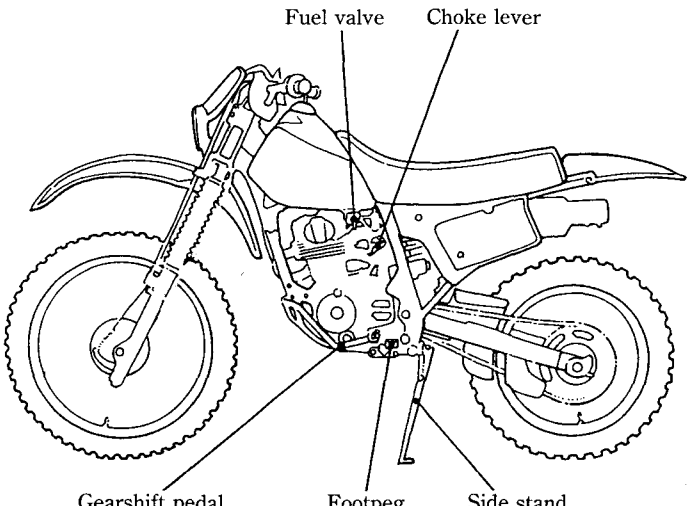
Accessories

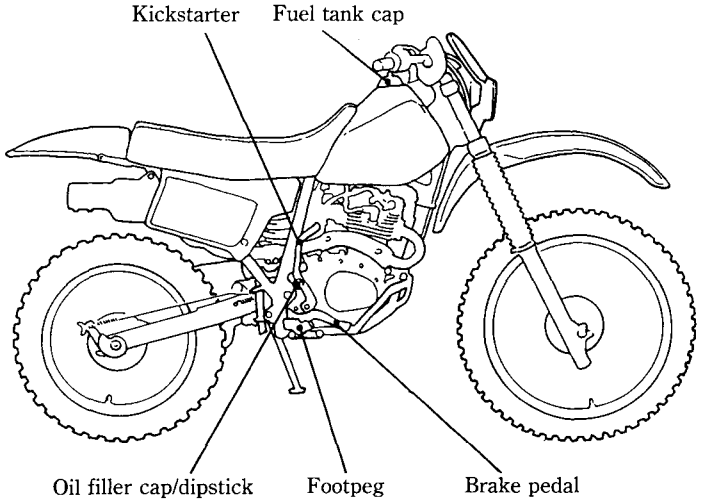
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not reduce ground clearance, or limit suspension travel, steering travel or control operation.
2. 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, far from help.

PARTS LOCATION




Fuel valve
Choke lever
Gearshift pedal
Footpeg
Side stand


Kickstarter
Fuel tank cap
Oil filler cap/dipstick
Footpeg
Brake pedal

MAJOR COMPONENTS (Information you need to operate this motorcycle)

⚠ WARNING

* **If the Pre-ride Inspection (page 30) is not performed, severe personal injury or vehicle damage may result.**

SUSPENSION

Front Suspension

The front suspension system uses air assisted front forks with compression damping adjuster. The forks may be adjusted for the rider's weight and riding conditions by adjusting the compression damping air pressure and oil volume. Use the chart right to determine the correct adjustment for you.

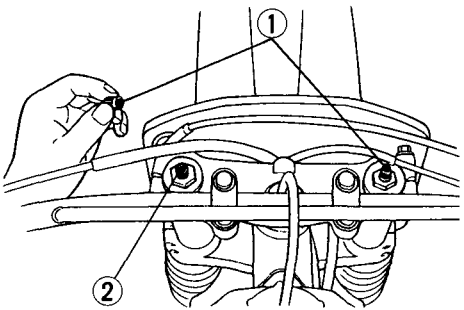
Standard air pressure:
0 kPa (0 kg/cm^2, 0 psi)

Maximum air pressure
100 kPa (1.0 kg/cm^2, 15 psi)

Condition	Air pressure	Oil volume
The entire range of travel is too hard.	Reduce	——
The entire range of travel is too soft (bottoming).	Increase	——
Initial travel is good, but the final stages of travel are too soft (bottoming).	——	Increase
The initial stages of travel are good but the final stages are hard.	——	Reduce
The initial stages of travel are too soft, but the final stages are good.	Increase	Reduce
The initial stages of travel are too hard, but the final stages are good.	Reduce	Increase

Air Pressure Adjustment:

Low air pressure settings provide a soft ride and are for light loads and smooth riding conditions. High air pressure settings provide a firm ride and are for heavy loads and rough riding conditions.



(1) Air valve caps (2) Valve core

For accurate pressure readings, check and adjust air pressure before riding when the fork tubes are cold and with the front wheel off the ground.

1. Place a support under the engine to raise the front wheel off the ground.
2. Remove the air valve caps (1) and check the air pressure with a pressure gauge.
   Standard air pressure:
   0 kPa (0 kg/cm^2, 0 psi)
   Maximum air pressure:
   100 kPa (1.0 kg/cm^2, 15 psi)
3. If air pressure is insufficient, add air with a bicycle air pump. To decrease air pressure, depress the valve core (2). Some air will be lost when using the pressure gauge. Determine the amount of loss and compensate accordingly. Also, be sure that the air pressure in both the fork tubes is equal.

NOTE:

* Do not add a lot of air pressure at one time.
* Use of more than 100 kPa (1.0 kg/cm^2, 15 psi) is not recommended because fork action becomes very stiff.

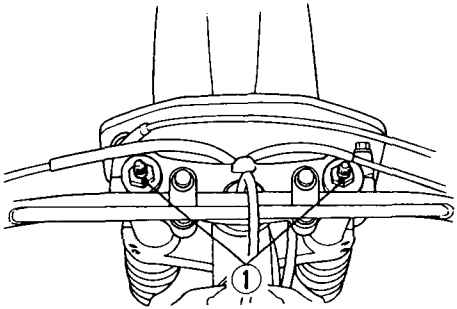
4. Install the air valve caps.

Oil Volume Adjustment:

Low oil levels provide a soft ride and are for light loads and smooth riding conditions.

High oil levels provide a firm ride and are for heavy loads and rough riding conditions.

1. Place a support under the engine to raise the front wheel off the ground.
2. Remove the air valve caps and release all air pressure.
3. Remove the fork cap bolts (1) and springs from the fork tubes.



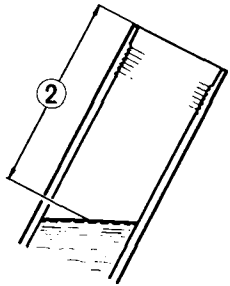
(1) Fork cap bolts

Inspect the O-ring on the cap bolts and replace if they are damaged.

⚠ WARNING

* **The fork cap bolts are under extreme spring pressure. Use care when removing the cap bolts and wear eye and face protection.**

4. Compress the forks all the way and measure the oil level (2) from the top of tubes.



(2) Oil level

Standard oil level:
170 mm (6.7 in)

To lower the oil level (decrease volume), use a syringe. Add oil with a graduated beaker for accurate measurements.

The recommended oil level range is:
164 mm (6.5 in) to 194 mm (7.6 in).

NOTE:

* Increase or decrease oil in increments of 5 cm^3 (0.17 US oz, 0.18 Imp oz).
* To prevent fork damage, do not fill past the recommended maximum level. Do not use a level lower than the recommended minimum to prevent poor performance.

5. Be sure the oil level is the same in both fork tubes.
6. Clean and dry the fork spring with a lint free cloth. Install the fork spring and fork cap bolt. Torque the fork cap bolt to:
30 N·m (3.0 kg-m, 22 ft-lb).

Rear Suspension

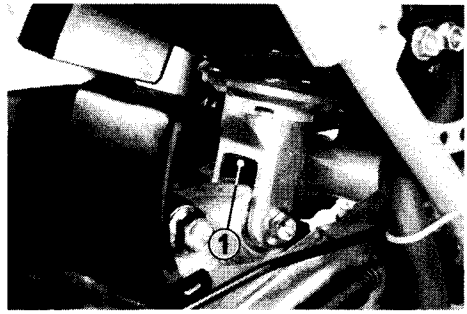
The rear shock rebound damping and spring preload can be adjusted for rider weight and riding conditions.

Rebound damping:

There are four rebound damping adjustment positions. Turn the damping adjuster at the lower end of the shock for rider weight and riding conditions. The adjuster is marked for each adjustment positions.
Standard position: 2
Full soft position: 1
Full hard position: 4

NOTE:

* Be sure the damping adjuster is not between positions but is located in a detent.

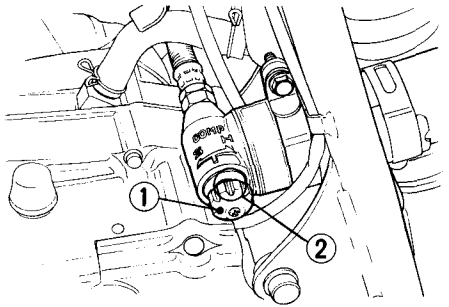


(1) Damping adjuster

Compression damping:

The compression damping adjuster has 16 positions or more. Turning the adjuster knob one full turn clockwise advances the adjuster 4 positions. To adjust the adjuster to the standard position, proceed as follows:

1. Turn the adjuster knob (1) counterclockwise until it stops.



(1) Adjuster knob
(2) Yellow dots

2. Check that the yellow dots (2) on the knob and reservoir are aligned. If they are not aligned, turn the knob clockwise until they are aligned.
3. The adjuster is set in the standard position when the knob is turned clockwise 8 positions (2 rotation) from the above position.

Spring preload:

1. Remove the left and right side covers.
2. Remove the seat, exhaust muffler and air cleaner box.

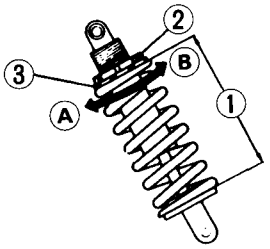
CAUTION:

* **Be careful not to allow dust into the carburetor, severe engine damage could result.**

3. Place a support under the engine to raise the rear wheel off the ground.
4. Measure the spring length (1).

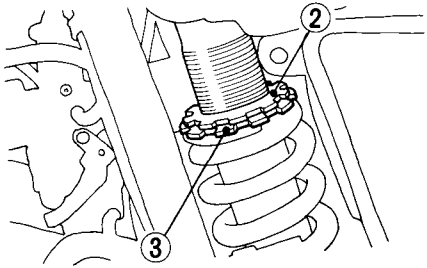
Spring length:

Standard	185.5 mm (7.30 in)
Minimum	180.5 mm (7.11 in)
Maximum	185.5 mm (7.30 in)



(1) Spring length
(2) Lock nut
(3) Adjusting nut
(A) Increase Preload
(B) Decrease Preload

5. To increase spring preload: Loosen the lock nut (2) with the optional pin spanner and turn the adjusting nut (3) to shorten the spring length. Do not shorten to less than:
   180.5 mm (7.11 in).
   To decrease spring preload: Loosen the lock nut (2) and turn the adjusting nut (3) to increase the spring length. Do not increase to more than:
   185.5 mm (7.30 in).



(2) Lock nut
(3) Adjusting nut

⚠ WARNING

* **The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. 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.**

CAUTION:

* **Do not attempt refilling, rebuilding or disconnecting the connecting tube, the shock absorber may be damaged.**

NOTE:

* Each turn of the adjuster equals 1.5 mm (0.06 in) of spring length and 16.5 kg (36.4 lbs) of spring preload.
* An optional pin spanner is available for turning the lock nut and adjusting nut.

6. Tighten the lock nut and install the removed parts.

Condition and adjustment:

1. Always begin with Step I, then test ride the motorcycle. If the condition still exists, proceed to Step II and again test ride the motorcycle. If necessary, proceed to Step III.

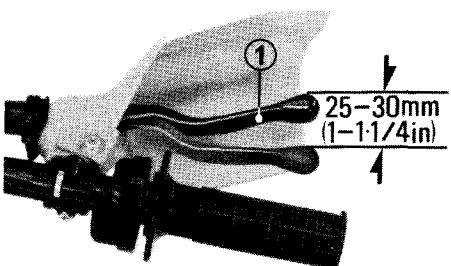
Step / Condition	I	II	III
Bottoming	Shorten the spring length (to increase the pre-load)	Turn the compression damping to a stiffer position (to increase the damping force)	—
Soft	Turn the compression damping to a stiffer position (to increase the damping force)	Shorten the spring length (to increase preload)	Turn the rebound damping to a stiffer position (to increase the damping force)
Hard	Increase the spring length (to decrease preload)	Turn the compression damping to a softer position (to decrease damping force)	Turn the rebound damping to softer position (to decrease damping force)
Excessive sinking	Shorten the spring length (to increase the pre-load)	—	—

BRAKE

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:

25—30 mm (1—1-1/4 in).

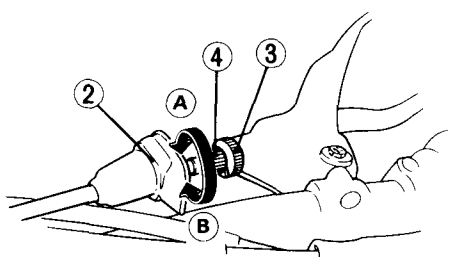


(1) Front brake lever

Adjustment:

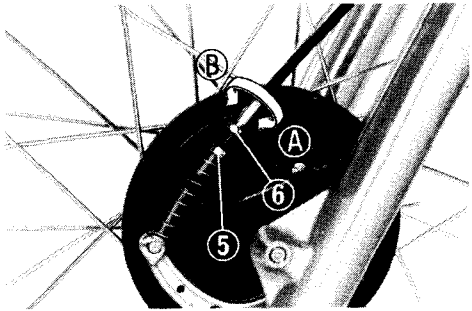
Minor adjustments can be made with the brake cable adjuster at the lever (1).

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



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

3 Loosen the two bolts attaching the front brake cable guide (7).



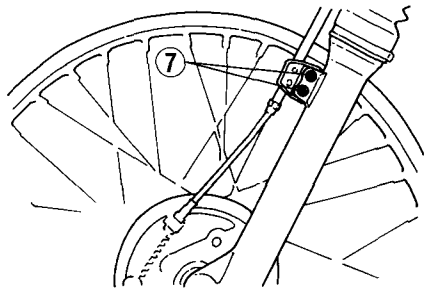
(5) Lock nut
(6) Adjusting nut
(A) Increase free play
(B) Decrease free play

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

NOTE:

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

5. Apply the brake several times and check for free wheel rotation when released.

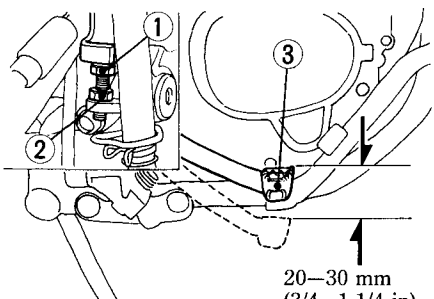


(7) Cable guide

Rear Brake

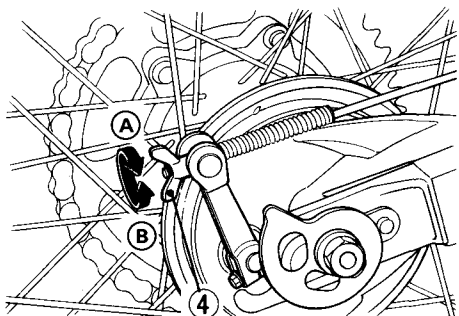
Adjustment:

1. Place the motorcycle on its side stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height.
   To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.



(1) Stopper bolt
(2) Lock nut
(3) Rear brake pedal

3. Measure the distance the rear brake pedal (3) 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 wing nut (4).



(4) Adjusting wing nut
(A) Decrease free play
(B) Increase free play

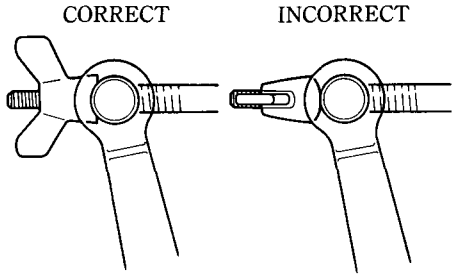
NOTE:

* 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.

4. Apply the brake several times and check for free wheel rotation when released.

Other Checks:

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



CLUTCH

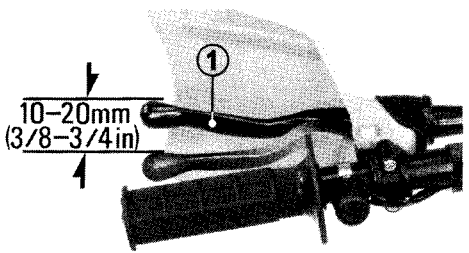
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

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

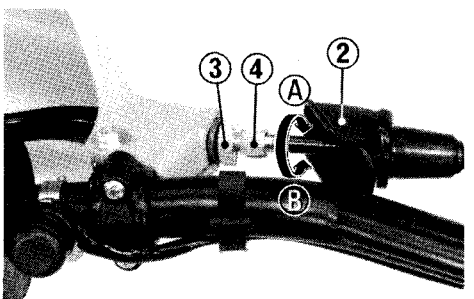
Normal clutch lever free play is:

10—20 mm (3/8—3/4 in)

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut 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 and turn in the cable adjuster completely. Tighten the lock nut and pull on the dust cover.



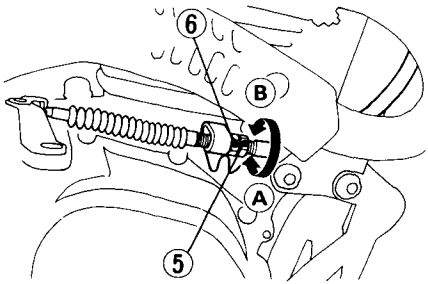
(1) Clutch lever



(2) Dust cover
(3) Lock nut
(4) Adjuster

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

3. At the middle part of the cable, loosen the lock nut (5). Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut 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 start 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 work correctly, the cable or clutch friction discs may be worn. Refer to the official Honda service manual or 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 on the left side near the carburetor.

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:

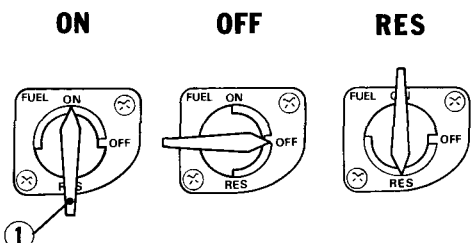
1.5 ℓ (0.4 US gal, 0.3 Imp gal)

⚠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:

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



(1) Fuel cock

Fuel Tank

The fuel tank capacity, including the reserve, supply is:

9.0 ℓ (2.4 US gal, 2.0 Imp gal)

The reserve supply alone is:

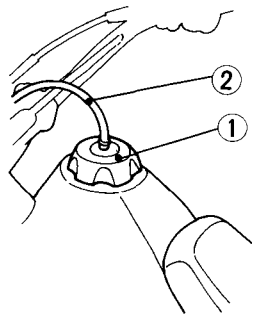
1.5 ℓ (0.4 US gal, 0.3 Imp gal)

To open the fuel tank cap (1), pull out the breather tube (2) from the steering stem nut. Then turn the fuel tank cap counterclockwise. After refueling, be sure to tighten the fuel tank cap firmly by turning it clockwise. Insert the breather tube into the steering stem nut.

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

CAUTION:

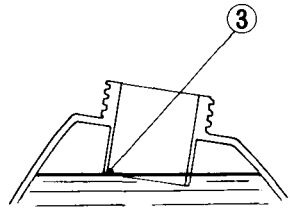
* **If "spark knock" or "pinking" occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.**



(1) Fuel tank cap
(2) Breather tube

⚠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 (3)). 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 undersirable 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.

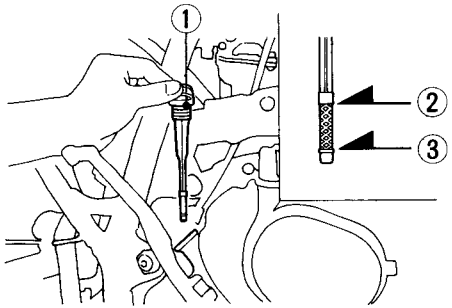
ENGINE OIL

Engine Oil Level Check

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

The oil filler cap/dipstick (1) is at the front of the right crankcase cover and contains a dipstick for measuring the oil level. Oil level must be maintained between the upper (2) and lower (3) level marks on the oil filler cap/dipstick.

1. Hold the motorcycle on firm level ground.
2. Start the engine and let it idle for a few minutes.
3. Stop the engine. After a few minutes, remove the oil filler cap/dipstick and wipe it clean, then reinsert the dipstick without screwing it in.
   The oil level should be between the upper and lower level marks on the oil filler cap/dipstick.
4. If required, add the specified oil up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.



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

TIRES

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".

Off road tyres are standard on this model. Select the right replacement tyre in accordance with the following specifications:

Cold tyre pressures kPa (kg/cm^2, psi)	Front: 100 (1.0, 15) Rear: 100 (1.0, 15)
Maximum weight capacity	100 kg (220 lbs)
Tyre size	Front: 80/100-21 51M Rear: 100/100-17 58M

Check the tyres for cuts, imbedded nails, or other sharp objects. See your authorized Honda Dealer for replacement of damaged tyres 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 rim causing tyre deflation that may result in a loss of vehicle control.**
* **Operation with excessively worn tyre is hazardous and will adversely affect traction and handling.**

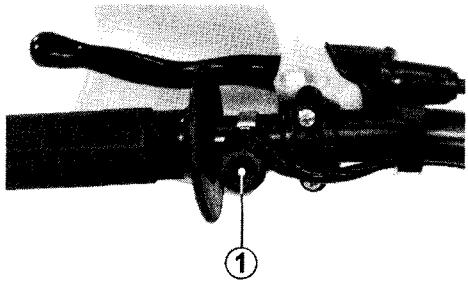
Replace tyre before tread depth at the center of the tyre reaches the following limit:

Minimum tread depth
3 mm (1/8 in)

ESSENTIAL INDIVIDUAL COMPONENTS

ENGINE STOP BUTTON

The engine stop button (1) is next to the left handlebar grip.
Push the button until the engine stops completely.



(1) Engine stop button

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 27). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (page 24). Check for leaks.
3. Brakes—Check operation; Adjust free play if necessary (page 17).
4. Tyres—check condition and pressure (page 28).
5. Spokes and rim locks—check and tighten if necessary (page 72).
6. Drive chain—check condition and slack (page 60). Adjust and lubricate if necessary.
7. Chain guide slider and slipper—check slider wear (page 61).
8. Throttle—check for smooth opening and closing in all steering position (page 56).
9. Clutch—check operation, and adjust if necessary (page 21).
10. Headlight—check for proper operation.
11. Spark plug and high tension terminal—check for looseness.
12. Engine stop button—check for proper function (page 29).
13. Nuts, bolts, fasteners—check the front wheel to see that the axle nut and axle holder nuts are tightened securely. Check rear wheel to see that the axle nuts are tightened securely. Make sure cotter pins are installed. Check security of all other nuts, bolts, and fasteners.

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 consciousness and may 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.

Preparation

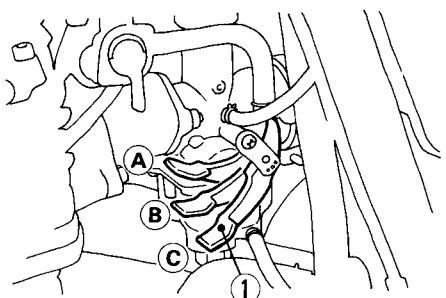
Make sure that the transmission is in neutral. Turn the fuel cock ON.

Starting Procedure

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 lever (1) up all the way to "Fully On" (A).
2. Open the throttle slightly.
3. Operate the kickstarter to start the engine. Starting from the top of the stroke, kick through to the bottom with a rapid, continuous motion.



(1) Choke lever
(A) Fully On
(B) Detent Position
(C) Fully Off

CAUTION:

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

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

High Air Temperature

35°C (95°F) or above:

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine (See step 3 under "Normal Air Temperature").

Low Air Temperature

10°C (50°F) or below:

1. Follow steps 1—3 under "Normal Air Temperature."
2. If idling is unstable, push the choke lever down to the Detent Position (B).
3. Warm up the engine by opening and closing the throttle slightly.
4. Continue warming up the engine until it will idle smoothly with the choke lever pushed down all the way to "Fully Off" (C).

CAUTION:

* **Extended use of the choke may impair piston and cylinder wall lubrication.**

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, push the choke lever down to the Fully Off position (C). Open the throttle fully and pull the manual decompression lever and crank the engine several times with the kickstarter while pressing the engine stop button. Release the engine stop button and follow the "High Air Temperature" starting procedure (page 32).

RUNNING-IN

During the first week of operation (about 350 km, 200 mi), 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 350 km (200 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

RIDING

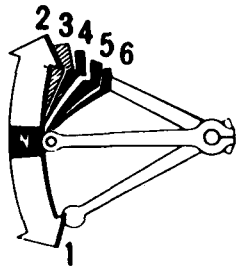
⚠WARNING

* **Review Motorcycle Safety (pages 1—3) before you ride.**
* **Make sure the side stand is fully retracted before riding the motorcycle.**

NOTE:

* Make sure the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 41 and explanation for SIDE STAND on page 67).

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th, 5th and 6th (top) gear.
6. Raise the pedal to shift to a higher gear and depress the pedal to down shift. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.



⚠ WARNING

* **Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.**

CAUTION:

* **Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.**
* **Do not low the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.**

High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Driveability and performance may be reduced and fuel consumption increased. The carburetor can be modified to compensate for this high altitude richness, however it must be returned to standard specifications before extended operation at low altitudes (below 4,000 feet). See your authorized Honda dealer for this high altitude modification.

CAUTION:

* **Sustained operation at lower altitudes with high altitude carburetor modifications may cause engine overheating and damage.**

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 both 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 may overheat the rear brake reducing its effectiveness.**

PARKING

1. After stopping the motorcycle, shift the transmission into neutral and turn the fuel cock OFF and turn the handlebar fully to the left. Press the engine stop button until the engine stops completely.
2. Use the side stand to support the motorcycle while parked.

CAUTION:

* **Park the motorcycle on firm, level ground to prevent it from falling over.**
* **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**

ANTI-THEFT TIPS

1. Be sure the registration information for your motorcycle is accurate and current.
2. Park your motorcycle in a locked garage whenever possible.
3. Use an additional anti-theft device of good quality.
4. 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.
- The maintenance intervals shown in the following schedule are based upon average riding conditions. Machines subjected to severe use (competition), or ridden in unusually wet or dusty areas, require more frequent servicing.
- Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.
- If your motorcycle is involved in a collision, have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment or damage.

COMPETITION INSPECTION-Check all items before each race.

Refer to Maintenance Schedule (pages 46–47) for regular service intervals.

No.	ITEMS	INSPECT FOR:	ACTION	REFER TO PAGE
1	All Pre-ride Inspection	As listed		30
2	Engine oil	Contaminants	Change	27
3	Fuel line	Deterioration, damage or leakage	Replace	—
4	Valve clearance	Correct clearance	Adjust	53
5	Cam chain	Abnormal noise	Adjust	55
6	Carburetor idle speed	Correct idle speed	Adjust	59
7	Carburetor choke	Proper operation	—	—
8	Decompression mechanism	Proper free play	Adjust	58
9	Clutch discs	Proper operation See NOTE 1	Replace	—
10	Air cleaner element	Contamination or tears	Clean or Replace	46
11	Spark plug	Tightness, proper heat range and high-tension terminal security	Tighten, replace or secure	51
12	Steering head	Free rotation of handlebar and steering stem nut tightness	Adjust or retighten	—
13	Front suspension	Smooth operation, no oil leaks, good boot condition, air pressure and oil volume	Replace or adjust	65
14	Rear suspension	Smooth operation, no oil leaks and spring height	Replace or adjust	66
15	Swingarm bearings	Smooth operation	Replace	—
16	Rear suspension linkage bushings	Wear	Replace	—
17	Brake shoes	Wear beyond service limit	Replace	73
18	Drive chain: max.length/pins	1,716 mm (67.6 in)/107	Replace	61
19	Sprockets	Wear and secure installation	Replace or tighten	72
20	Seat	Security	Tighten	—
21	Headlight	Proper beam aim	Adjust	74
22	Control cables	Smooth operation, kinks and correct routing	Lubricate or replace	—
23	Engine mounting bolts	Tightness	Tighten	—

NOTE 1: Competition use may cause more rapid clutch disc wear.
Refer to the official Honda Service Manual, or see your authorized Honda dealer for clutch disassembly and wear inspection.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (Page 30) 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	NOTE	RUNNING-IN MAINT. First week of operation (about 200 mi, 350 km)	REGULAR MAINT. INTERVAL Every 30 operating days (about 100 mi, 1600 km)	Refer to
*	FUEL LINE			I	—
**	FUEL STRAINER SCREEN			C	—
*	THROTTLE OPERATION			I	56
	AIR CLEANER	NOTE 1		C	46
	SPARK PLUG			I	51
*	VALVE CLEARANCE		I	I	53
	ENGINE OIL		R	R	48
	ENGINE OIL STRAINER SCREEN			C	48
**	ENGINE OIL CENTRIFUGAL FILTER			C	—
*	CAM CHAIN TENSION		A	A	55
*	DECOMPRESOR SYSTEM		I	I	58
*	CARBURETOR IDLE SPEED		I	I	59

	ITEM \ FREQUENCY	NOTE	RUNNING-IN MAINT. First week of operation (about 200 mi, 350 km)	REGULAR MAINT. INTERVAL Every 30 operating days (about 100 mi, 1600 km)	Refer to
	DRIVE CHAIN	NOTE 1	I, L	Every 10 operating days (about 300 mi, 500 km) I, L	60
	DRIVE CHAIN SLIDER		I	I	61
	BRAKE SHOE WEAR			I	73
	BRAKE SYSTEM		I	I	17–20
*	HEADLIGHT AIM			I	—
	CLUTCH SYSTEM		I	I	21–22
	SIDE STAND			I	67
*	SUSPENSION			I	65, 66
*	NUTS, BOLTS, FASTENERS		I	I	—
**	WHEELS/TYRES		I	I	72
**	STEERING HEAD BEARINGS		I	I	—

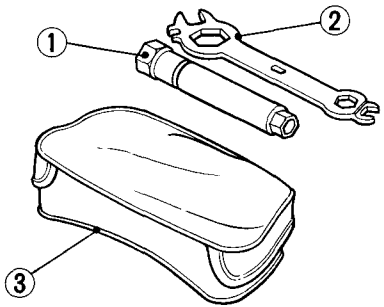
* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTE: 1. Service more frequently when ridden in wet or dusty conditions.

TOOL KIT

The spark plug wrench (1) and its handle (2) are stored in the tool bag (3).



(1) Spark plug wrench (3) Tool bag
(2) Handle

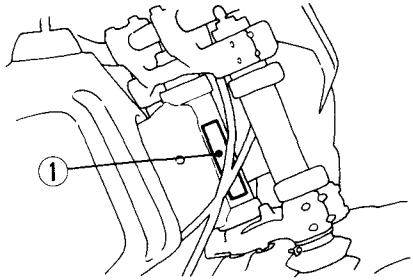
SERIAL NUMBERS

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

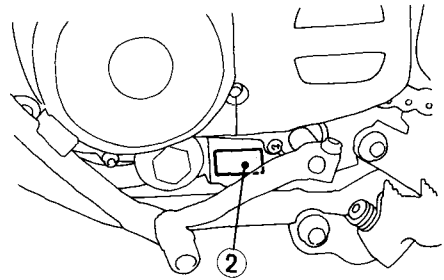
FRAME NO. _____

ENGINE NO. _____

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.



(1) Frame number



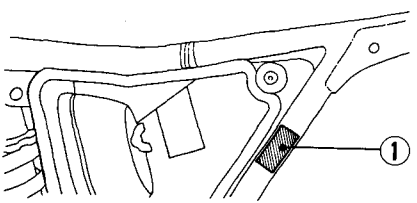
(2) Engine number

COLOUR LABEL

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

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

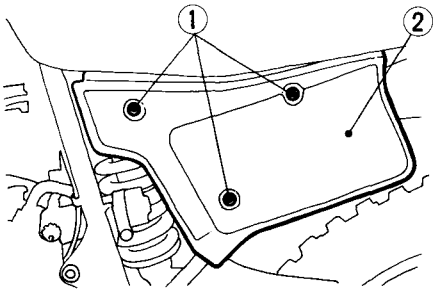
- **If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including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

AIR CLEANER

(Refer to the maintenance precautions on page 45).

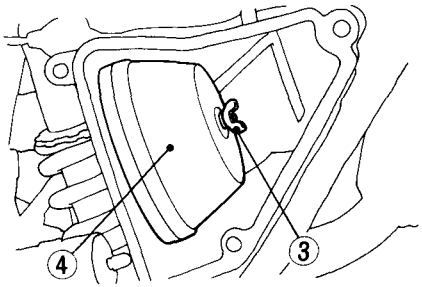
The air cleaner should be serviced at regular intervals (page 41). When riding in unusually wet or dusty areas, more frequent service may be necessary.

1. Remove the left side cover screws (1) and the side cover (2).
2. Remove the wing nut (3).
3. Remove the air cleaner element (4).



(1) Screws (2) Side cover

4. Wash the element in clean nonflammable or high flash point solvent and dry it thoroughly.



(3) Wing nut (4) Air cleaner element

⚠ 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 clean gear oil (SAE 80—90) until it is saturated. Then squeeze it to remove the excess.
6. Install the element, and install the left side cover.

ENGINE OIL

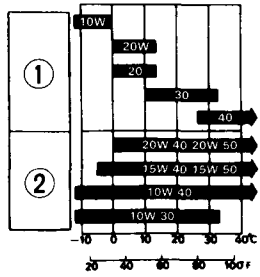
(Refer to the maintenance precautions on page 45).

Engine Oil

Good engine oil has may desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for service SE or SF. It is not necessary to use additives.

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.



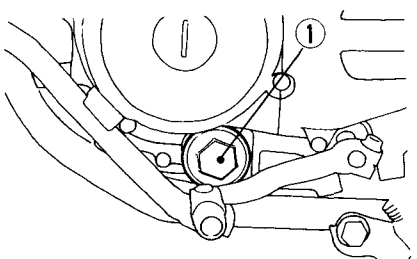
(1) Single grade
(2) Multi grade

Engine Oil

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

NOTE:

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



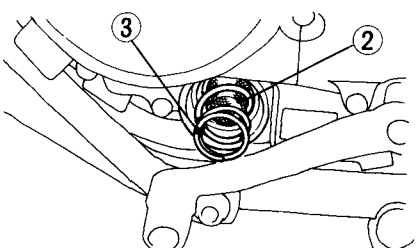
(1) Drain plug

1. Remove the oil filler cap from the right crankcase cover.
2. Place an oil drain pan under the crankcase and remove the oil drain plug (1).

NOTE:

* The spring (3) and oil strainer screen (2) will come out when the drain plug is removed.

3. Clean the oil strainer screen.
4. Check that the oil strainer screen, sealing rubber and drain plug O-ring are in good condition.



(2) Oil strainer screen (3) Spring

5. While pressing the engine stop button operate the kickstarter several times to drain any oil which may be left in the engine.
6. Install the oil strainer screen, spring and drain plug.
7. Fill the crankcase with the specified oil and install the oil filler cap/dipstick. For an oil change, the total quantity is about:
   0.9 ℓ (1.0 US qt, 0.8 Imp qt)
8. With the motorcycle upright on firm level ground, start the engine and let it idle for a few minutes.
9. Stop the engine and, if necessary, add the specified oil up to the upper level mark.
10. Reinstall the filler cap/dipstick. Check for oil leaks.

CAUTION:

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

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.

SPARK PLUG

(Refer to the maintenance precautions on page 45).

Recommended plugs:

Standard:

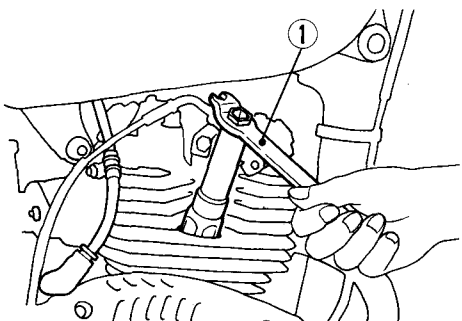
DR8ES-L (NGK) or X24ESR-U (ND)

For cold climate: (Below 5°C, 41°F)

DR7ES (NGK) or X22ESR-U (ND)

For extended high speed riding:

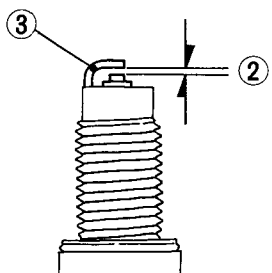
DR8ES (NGK) or X27ESR-U (ND)



(1) Multi-purpose wrench

For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range (a higher number).

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap and remove the spark plug with the multipurpose wrench (1) provided in the tool bag.



(2) Spark plug gap (3) Side electrode

3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
4. Check the spark plug gap (2) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (3) carefully.
   The gap should be:
   0.6—0.7 mm (0.024—0.028 in)
   Make sure the plug washer is in good condition.
5. With the plug washer attached, thread the spark plug in by hand to prevnt 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.

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 45).

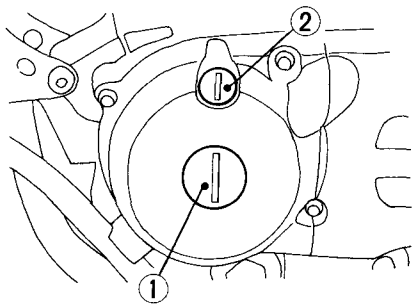
Excessive valve clearance will cause noise and eventual engine damage.

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.
2. Remove the crankshaft hole cap (1) and timing mark hole cap (2).
3. Remove the valve adjuster covers.

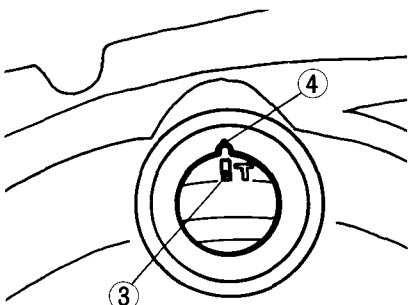


(1) Crankshaft hole cap
(2) Timing mark hole cap

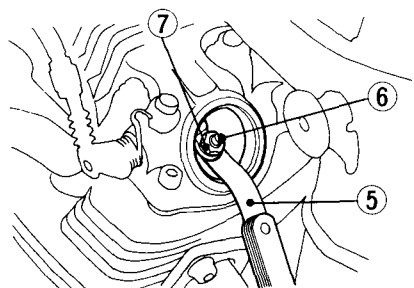
4. Rotate the crankshaft counterclockwise and align the T mark (3) with the index mark (4). Make sure the piston is at the top of the compression stroke by jiggling the rocker arms with your fingers. If they are free, the piston is at the top of the compression stroke. If they are tight, rotate the crankshaft 360° and realign the marks.
5. Check the clearance by inserting the feeler gauge (5) between the adjusting screw (6) and valve stem.

Standard clearance:
In. 0.05 mm (0.002 in)
Ex. 0.08 mm (0.003 in)
Adjust the valves by loosening the lock nut (7) and turning the adjusting screw until there is a slight drag on the feeler gauge. After tightening the lock nut, recheck the clearance.

6. Adjust the starter decompressor (see page 58).
7. Install all parts in the reverse order of disassembly.



(3) T make (2) Index mark

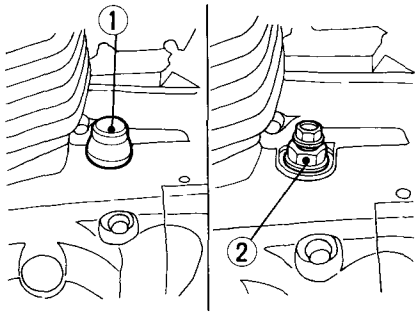


(5) Feeler gauge (7) Lock nut
(6) Adjusting screw

CAM CHAIN TENSION

(Refer to the maintenance precautions on page 45).

1. Start the engine and let it idle.
2. Remove the rubber cap (1) and loosen the tensioner adjusting bolt (2).
   When it is loosened, the cam chain tensioner will automatically position itself to provide the correct cam chain tension.
3. Retighten the tensioner adjusting bolt and install the rubber cap (1).



(1) Rubber cap
(2) Tensioner adjusting bolt

THROTTLE OPERATION

(Refer to the maintenance precautions on page 45).

Cable Inspection:

Check for smooth rotation of the throttle grip from the fully open to the fully closed position. Check at full lelt and full right steering positions. Inspect the condition of the throttle cable (1) from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced or rerouted.

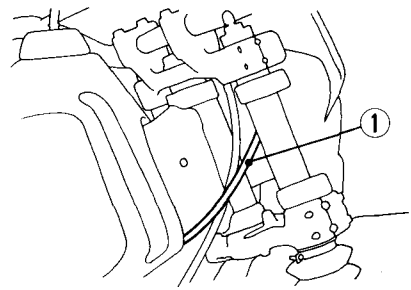
Check the cable for tension or stress at both full left and full right steering position. Lubricate the throttle cable with a commercially available cable lubricant to prevent premature wear and corrosion.

⚠WARNING

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

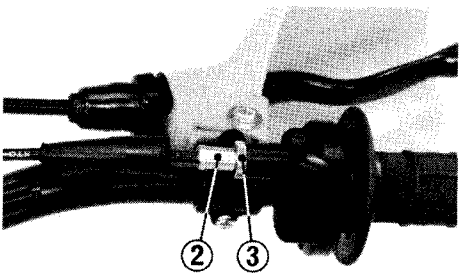
Free Play Adjustment:

Standard throttle grip free play is approximately 2—6 mm (1/8—1/4 in) of grip rotation. This play is adjusted at the grip play adjuster.



(1) Throttle cable

Free play adjustment is made with the grip play adjuster (2).
To adjust free play, loosen the lock nut (3) and turn the adjuster.
Tighten the lock nut after adjustment.
Check again for smooth rotation of the throttle grip from the fully closed to the fully open positions in all steering positions.

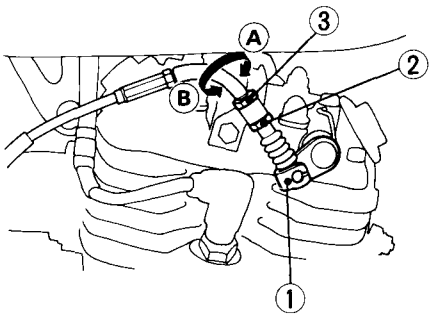


(1) Grip play adjuster (2) Lock nut

STARTER DECOMPRESSOR

Refer to the maintenance precautions on page 45.)

Excessive decompressor lifter lever free play will cause hard starting, and insufficient free play may cause erratic idling and valve burning.



(1)Decompressor lifter lever
(2)Lock nut (A) Increase free play
(3)Adjusting nut (B) Decrease free play

NOTE:

* Perform the starter decompressor adjustment after the valve clearance has been adjusted.

1. Be sure the piston is at the top of the compression stroke and the T mark is in alignment with the index mark.
2. Measure the free play at the tip of the decompressor lifter lever (1). To adjust, loosen the lock nut (2) and turn the adjusting nut (3).
   Free play: 1—2 mm (1/32—1/16 in)

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.

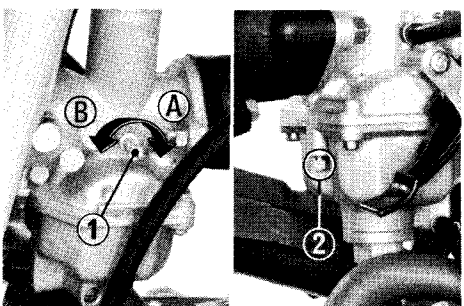
IDLE SPEED

(Refer to the maintenance precautions on page 45).

Idle Speed:

NOTE:

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



(1) Throttle stop screw
(2) Pilot screw

(A) Increase rpm
(B) Decrease rpm

NOTE:

* The engine must be at normal operating temperature for accurate idle adjustment.

1. Warm up the engine and hold the motorcycle upright. Shift to neutral.
2. Adjust the idle speed with the throttle stop screw (1).
   IDLE SPEED:
   1,300 ± 100 min^{-1} (rpm) (In neutral)

Idle Mixture:

1. Turn the pilot screw (2) clockwise until the engine misses or decreases in speed, then counterclockwise until the engine again misses or decreases in speed. Set the screw exactly between these two extreme positions to adjust the fuel mixture. Usually the correct setting will be found to be 2-1/2 turns open from the fully closed position.
2. If the idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

DRIVE CHAIN

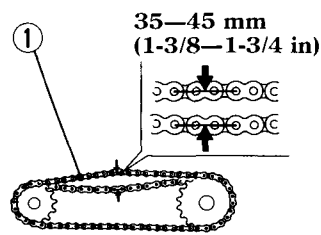
(Refer to the maintenance precautions on page 45).

The service life of the drive chain (1) 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 36). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

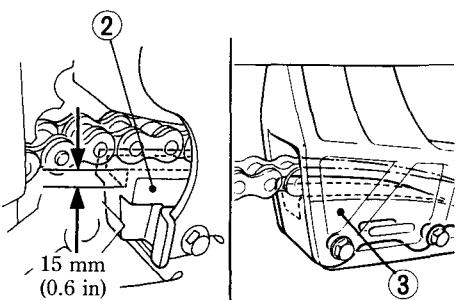
Inspection:

1. Turn the engine off, raise the rear wheel off the ground by placing a support under the engine, and shift the transmission into neutral.
2. Check slack in the upper drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:
   35—45 mm (1-3/8—1-3/4 in)
3. Rotate the wheel and check drive chain slack as the wheel rotates. 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. Kinks and binding can frequently be eliminated by lubrication.



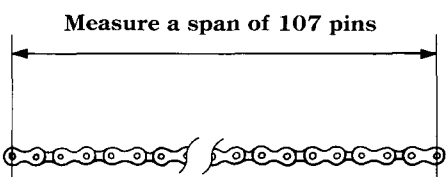
(1) Drive chain

4. Check the chain slipper (2) and chain guide slider (3) for wear.
   If the depth of groove exceeds the limit, the chain slipper must be replaced. See your authorized Honda dealer. Chain slipper depth limit:
   15 mm (0.6 in)
   Replace the chain guide slider if the chain is visible through the wear inspection window (4).

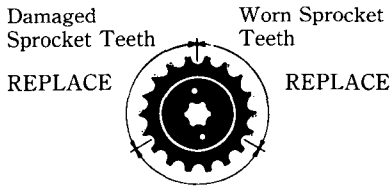


(2) Chain slipper
(3) Chain guide slider
(4) Inspection window

5. Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Remove the drive chain and measure the distance between a span of 107 pins from pin center to pin center. If the distance exceeds the service limit, the chain is worn out and should be replaced.
   New chain: 1,699 mm (66.9 in)
   Service limit: 1,716 mm (67.6 in)



6. Inspect the sprocket teeth for wear or damage.



Standard sprocket sizes:

Drive sprocket (engine)	Driven sprocket (rear wheel)
13 teeth	47 teeth

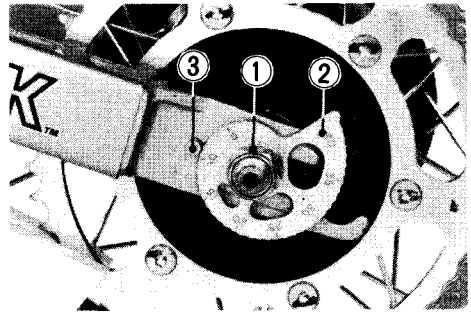
NOTE:

* 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:

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

1. Loosen the rear axle nut (1) while holding the axle.
2. Turn both right and left adjusters (2) equally to increase or decrease chain slack.
3. After adjusting, be sure the same adjuster index marks align with the stopper pins (3) on both sides of the swingarm.



(1) Axle nut
(2) Chain adjuster
(3) Stopper pin

NOTE:

* If 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.

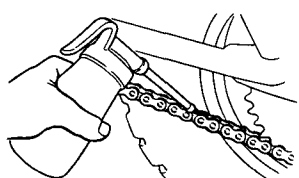
4. Turn the axle end bar to the lower edge of swing arm.
   Tighten the rear axle nut to:
   95 N·m (9.5 kg-m, 69 ft-lb)
5. Recheck chain slack.
6. Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 17).

Lubrication and cleaning:

Lubricate every 10 operating days (about 500 km, 300 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 a 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:

RK520MO, DID520 VC6



Removal and Cleaning:

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

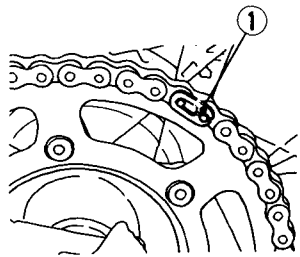
1. Carefully remove the master link retaining clip (1) with a pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in clean nonflammable or high flash point solvent and allow to dry. Inspect the drive chain and clip for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

⚠ WARNING

* **Never use petrol or low flash point solvents for cleaning the drive chain. A fire or explosion could result.**

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary.
4. Lubricate the drive chain (page 63).
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 endsagainst the rear sprocket teeth while inserting the master link.

   Install the master link retaining clip (1) so that the closed end of the clip will face the direction of forward wheel rotation. The master link is the most critical part affecting the security of the drive chain. It is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.
6. Adjust the drive chain and rear brake pedal free play.



(1) Retaining clip

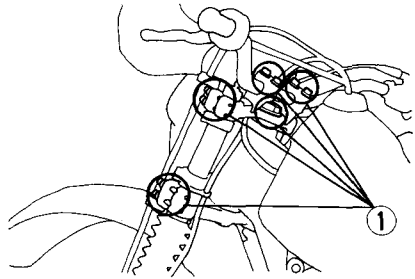
FRONT SUSPENSION

(Refer to the maintenance precautions on page 45).

Check front fork action by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly, with no oil leakage from the fork legs. Damaged, binding, or leaking front forks should be repaired before the motorcycle is operated. Check security of all front fork and handlebar mounting bolts (1).

⚠WARNING

* **Operating the motorcycle with loose, worn, or damaged steering or front suspension components may adversely affect vehicle handling and stability.**
* **If any suspension components appear worn or damaged, consult your authorized Honda dealer for further inspection. The suspension components are directly related to safety and your authorized Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.**



(1) Mounting bolts

REAR SUSPENSION

(Refer to the maintenance precautions on page 45).

Check the rear suspension periodically by careful visual examination. Note the following items.

1. Swingarm bearings should be checked by pushing hard against the side of the rear wheel. Free play indicates worn bearings.
2. Check all suspension component attaching points for security of their respective fasteners.
3. Check for oil leaks in the shock absorber units.

⚠WARNING

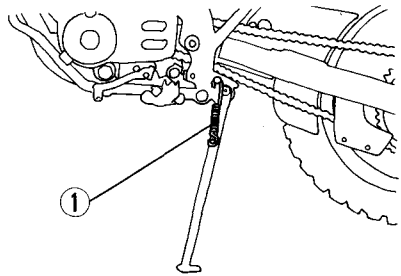
* **If any suspension components appear worn or damaged, consult your authorized Honda dealer for further inspection.**

SIDE STAND

(Refer to the maintenance precautions on page 45).

Check the side stand spring (1) for damage and loss of tension, and the side stand assembly for freedom of movement.

If the side stand is squeaky or stiff, clean the pivot area and lubricate the pivot bolt with engine oil.



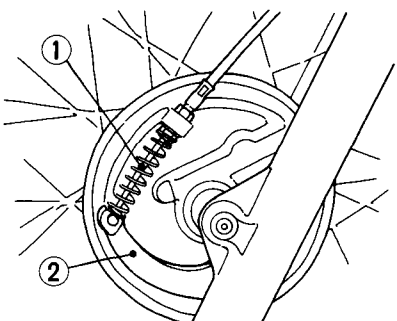
(1) Side stand spring

WHEEL REMOVAL

(Refer to the maintenance precautions on page 45).

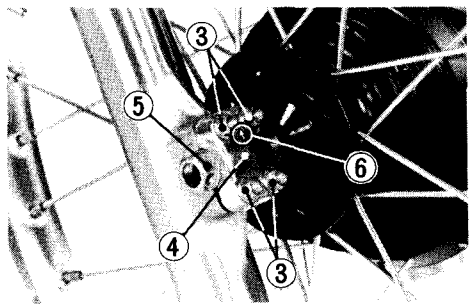
Front Wheel Removal

1. Raise the front wheel off the ground by placing a support under the engine.
2. Loosen the two bolts attaching the cable guide, and disconnect the front brake cable (1) from the brake arm (2).



(1) Brake cable (2) Brake arm

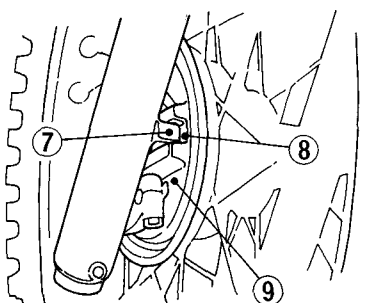
3. Remove the front axle holder nuts (3) and the front axle holder (4).
4. Remove the axle (5). Remove the wheel.



(3) Axle holder nuts (5) Fornt axle
(4) Axle holder (6) UP mark

Installation Notes:

- Reverse the removal procedure.
- Insert the axle through the wheel hub and left fork leg.
  Make sure that the lug (7) on the fork leg is located in the slot (8) in the brake panel (9).
- Tighten the axle.
  Axle torque:
  65 N·m (6.5 kg-m, 47 ft-lb)



(7) Lug
(8) Slot
(9) Brake panel

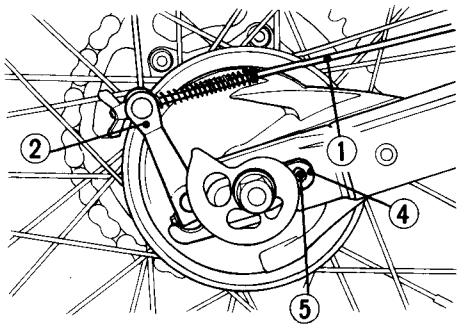
- Install the axle holder with the UP mark (6) upward and tighten the upper holder nuts to the specified torque first, then tighten the lower holder nuts to the same torque.
  Axle holder nut torque:
  12 N·m (1.2 kg-m, 9 ft-lb)
- After installing the wheel, apply the brake several times and check for 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.**

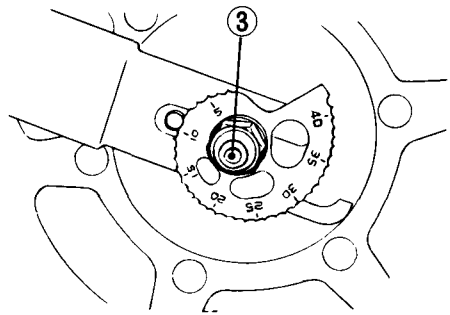
Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support under the engine.
2. Pull and lift the brake rod (1) up to disconnect it from the rear brake arm (2).



(1) Brake rod
(2) Brake arm
(4) Stopper plate
(5) Stopper pin

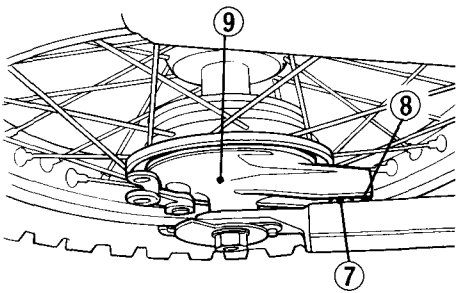
3. Loosen the rear axle nut (3).
4. Pull the stopper plate (4) to the right until it is detached from the chain adjuster stopper pin (5).
5. Turn both adjusters so the rear wheel can be moved all the way forward for maximum drive chain slack.
6. Move the rear wheel forward. Derail the drive chain from the driven sprocket.
7. Remove the rear wheel with the rear axle.



(4) Axle nut

Installation Notes:

- To install the rear wheel, reverse the removal procedure.
- Make sure that the lug (6) on the swingarm is located in the slot (7) in the brake panel (8).
- Torque the following bolts:
  Axle nut torque:
  95 N·m (9.5 kg-m, 69 ft-lb)



(6) Lug (7) Slot (8) Brake panel

- Position the brake arm correctly.
- Adjust the rear brake (page 19) and drive chain (page 60)
- Apply the brake several times and check for free wheel rotation when released.

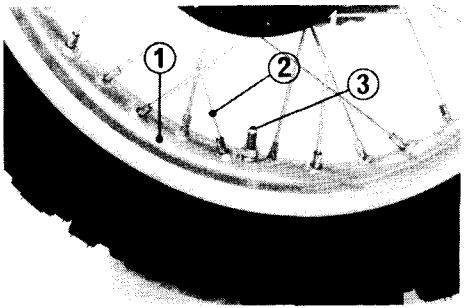
⚠ WARNING

* **If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.**

WHEEL SPOKES

(Refer to the maintenance precautions on page 45).

1. Inspect the wheel rims (1) and spokes (2) for damage.
2. Tighten any loose spokes and rim locks (3).
3. Check wheel rim runout. If runout is noticeable, see your authorized Honda dealer for inspection.



(1) Wheel rim
(2) Spoke
(3) Rim lock

⚠ WARNING

* **Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first week of operation (about 350 km, 200 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.**

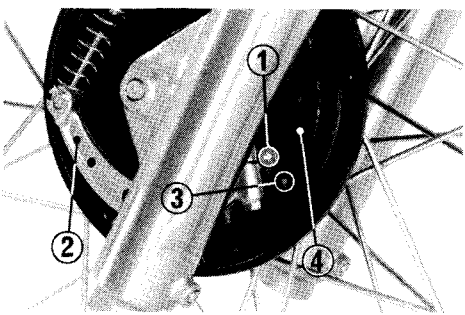
BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 45).

The front and rear brakes equipped with brake wear indicators.

When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4).

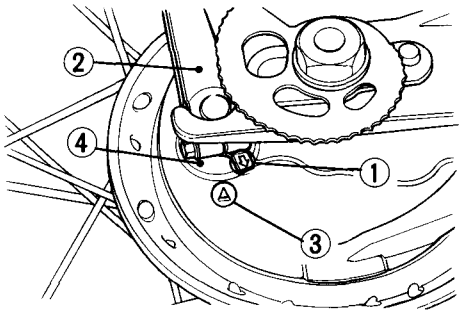
If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.



(FRONT)
(1) Arrow
(2) Brake arm
(3) Reference mark
(4) Brake panel

NOTE:

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



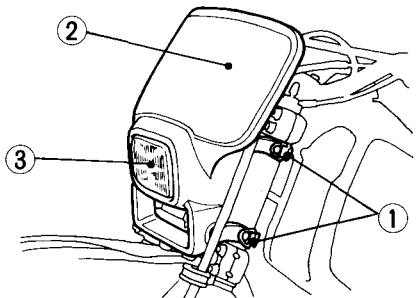
(REAR)
(1) Arrow
(2) Brake arm
(3) Reference mark
(4) Brake panel

HEADLIGHT

(Refer to the maintenance precautions on page 45).

Headlight Bulb:

1. Remove the headlight mounting bands (1) and remove the front number plate (2). Remove the headlight (3).
2. Remove the socket cover and remove the socket (5) from the headlight case. Push the bulb in and turn it counterclockwise.



(1) Headlight mounting band
(2) Number plate (3) Headlight

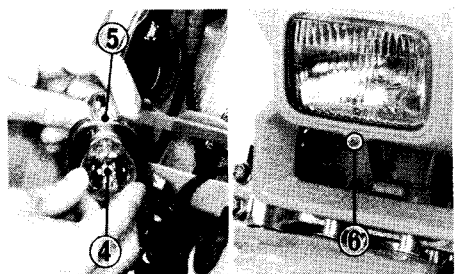
3. Replace the bulb (4) with a new one.
4. To install the headlight, reverse the removal procedure.

NOTE:

* When installing the bulb, align the tab on the bulb with the groove in the socket.

Headlight Aim:

The headlight beam can be raised or lowered. Turn the adjusting screw (6) to move the headlight up or down to the proper adjustment.



(4) Headlight bulb (6) Adjusting screw
(5) Socket

CLEANING

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

CAUTION:

* **Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:**
  Wheel Hubs
  Carburetor Muffler Outlet
  Under Seat Under Fuel Tank
  Drive Chain

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.

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. Drain the fuel tank and carburetor.
   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 open flames or sparks in the area or where petrol is stored.**

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

NOTE:

* When turning the engine over, the Engine stop button should be pushed and the spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Wash and dry the motorcycle. Wax all painted surfaces.
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. 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. Fill the fuel tank with fresh petrol.
3. Perform all Pre-ride Inspection checks (page 30). Test ride the motrcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,035 mm (80.1 in)
Overall width	865 mm (34.1 in)
Overall height	1,180 mm (46.5 in)
Wheelbase	1,360 mm (53.5 in)

WEIGHT

Dry weight	101 kg (223 lbs)

CAPACITIES

Engine oil	
After disassembly:	1.1 ℓ (1.2 US qt, 1.0 Imp qt)
After draining:	0.9 ℓ (1.0 US qt, 0.8 Imp qt)
Fuel tank	9.0 ℓ (2.4 US gal, 2.0 Imp gal)
Fuel reserve tank	1.5 ℓ (0.4 US gal, 0.3 Imp gal)
Passenger capacity	Operator Only
Vehicle capacity load	100 kg (220 lbs)
Front fork oil capacity	350 cm^3 (12.0 US oz, 9.8 Imp oz)
Front fork air pressure	0 kPa (0 kg/cm^2, 0 psi)

ENGINE

Bore and stroke	65.5 x 57.8 mm (2.6 x 2.3 in)
Compression ratio	10.0 : 1
Displacement	195 cm^3 (11.9 cu.in)
Spark plug:	
Standard	DR8ES-L (NGK) or X24ESR-U (ND)
For cold climate (Below 5°C, 41°F)	DR7ES (NGK) or X22ESR-U (ND)
For extended high speed riding:	DR8ES (NGK) or X27ESR-U (ND)
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)
Valve clearance: Intake	0.05 mm (0.002 in)
Exhaust	0.08 mm (0.003 in)
Idle speed	1,300 ± 100 min^{-1} (rpm)

CHASSIS AND SUSPENSION

Caster	64°
Trail	105 mm (4.1 in)
Tyre size, front	80/100—21 51M
Tyre size, rear	100/100—17 58M
Tyre pressure, front	100 kPa (1.0 kg/cm^2, 15 psi)
Tyre pressure, rear	100 kPa (1.0 kg/cm^2, 15 psi)

POWER TRANSMISSION

Primary reduction	3.333
Final reduction	3.615
Gear ratio, 1st	2.769
2nd	1.941
3rd	1.450
4th	1.130
5th	0.923
6th	0.785

ELECTRICAL

Alternator	0.108 kw/5,000 min^{-1} (rpm)

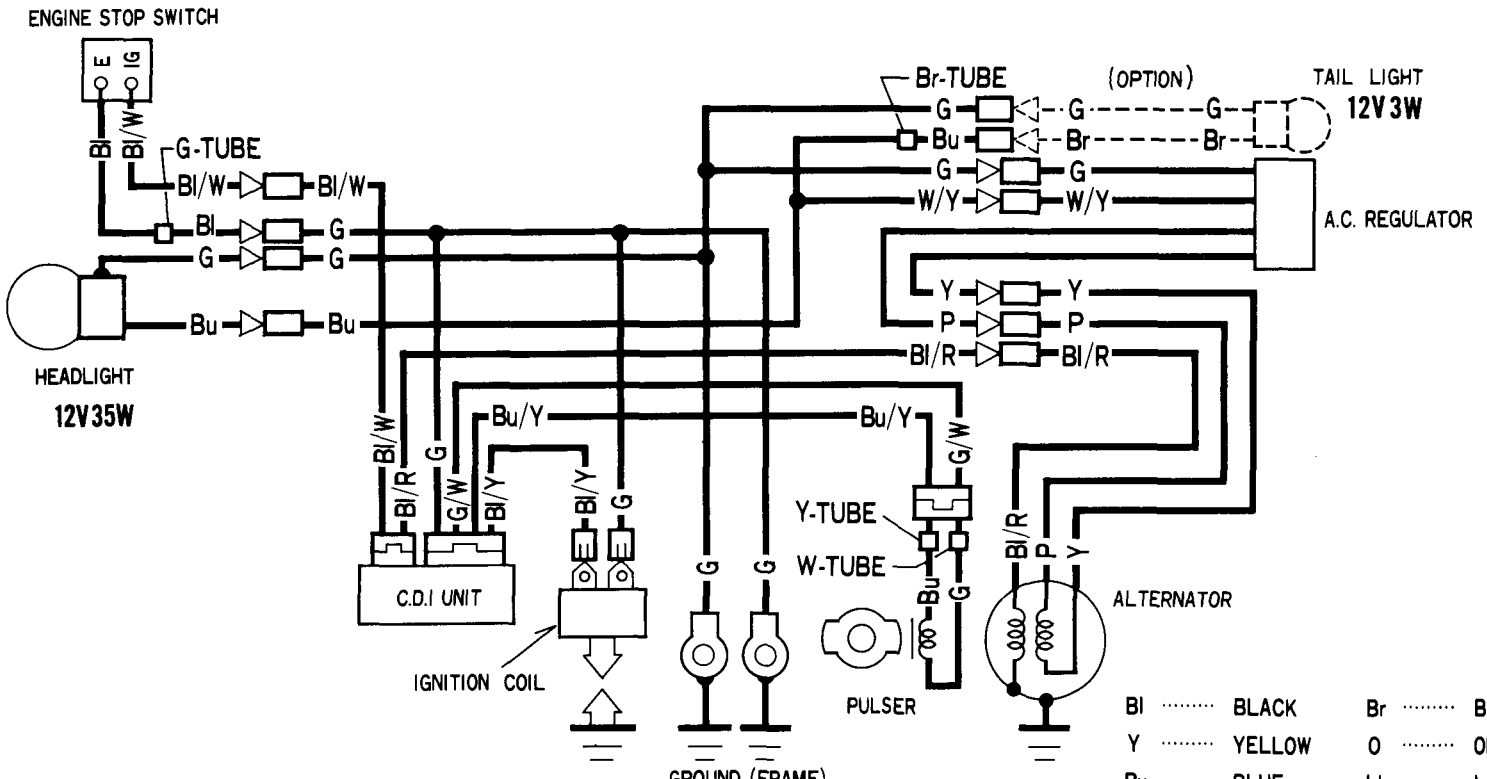
LIGHTS

Headlight	12V—35W

MEMO

MEMO

XR200R



ENGINE STOP SWITCH CONTINUITY

	IG	E
FREE		
PUSH	○	○
COLOR	Bl/W	Bl

Bl	BLACK	Br	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY

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