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◆ SERVICE INFORMATION



- Gasoline is extremely flammable and is explosive under certain conditions. Work in a well ventilated area. Smoking or allowing flames or sparks in the working area or where the gasoline is stored can cause a fire or explosion.
- If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and may lead to death. Run the engine in an open area or with an exhaust evacuation system in and enclosed area.

Place the motorcycle on a level ground before starting any work.

◆ PERIODIC REPLACEMENT PARTS

Periodic replacement by the year or odometer reading.

Periodic replacement Parts Item	Replacement Period	Specification
Hydraulic brake connection rubber parts	Every 4 years	Rubber parts of master cylinder and disc caliper
Brake Fluid	Every 2 years	
Air Cleaner	Every 20,000 km	Viscous Type
Engine Oil	First time 1,000km or 1 month later. - Every 3,000km	



◆ MAINTENANCE SCHEDULE

▲: Other Items

●: Marker Specified Items

MAINTENANCE INSPECTION ITEM		MAINTENANCE INTERVAL			STANDARD JUDGMENT
INSPECTION PARTS	INSPECTION ITEM	Regular	6 Months	12 Months	
STEERING SYSTEM					
Steering	Condition of Operation			●	
Front Fork	Damage			●	
	Steering Stem bearing condition			●	
	Steering stem bearing looseness			●	
BRAKE SYSTEM					
Brake Pedal and Brake Lever	Free Play	●	●	●	
	Brake Condition	●	●	●	
Hose and Pipe	Leak, damage and fitting condition		●	●	
Reservoir tank	Capacity	●		●	More than lower level
Master Cylinder and Disc caliper	Function, friction and damage			●	
Brake Disc and Pad	Disc to pad clearance			●	
	Pad Friction		○	●	More than min friction material thickness
	Disc friction and damage			●	Front: Standard thickness 3.5mm Service Limit 3.0mm. Rear: Standard thickness 4.5mm Service Limit 4.0mm
STEERING GEOMETRY					
Wheel	Tyre Air pressure	●	●	●	Single Ride: Front tyre 125kPa (1.25kgf/cm ²) Rear tyre 150kPa (1.50kgf/cm ²) Double Ride: Front tyre 125kPa (1.25kgf/cm ²) Rear tyre 150kPa (1.50kgf/cm ²)
	Tyre crack and damage	●		●	
	Tyre tread depth	●		●	Tread depth more than 3.0mm
	Wheel nut and wheel bolt looseness		●	●	
	Front wheel bearings looseness			●	
	Rear wheel bearings looseness			●	
SUSPENSION					
Swing Arm	Looseness and damage			●	
Shock Absorber	Oil leak and damage			●	

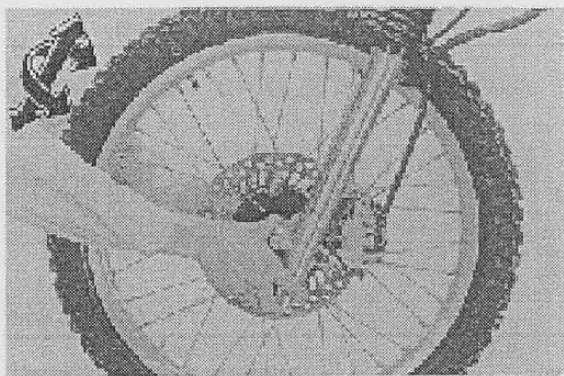
MAINTENANCE INSPECTION ITEM		MAINTENANCE INTERVAL			STANDARD JUDGMENT
INSPECTION PARTS	INSPECTION ITEM	Regular	6 Months	12 Months	
TRANSMISSION					
Clutch	Clutch lever free play		●	●	Lever pointed end 10-20mm
	Operation		●	●	
Transmission ▲	Oil Leak and Oil level				
Chain & Sprocket	Chain Slack		●	●	25-35mm (When on side stand)
	Sprocket condition			●	
ELECTRICAL EQUIPMENT					
Ignition System	Spark Plug condition		●	●	Plug cap: 0.8 - 0.9mm
	Ignition timing ▲				
Battery	Fluid quantity ▲				
	Fluid Specific gravity ▲				
	Terminal connection condition			●	
Electrical Equipment	Connection Looseness and damage			●	
ENGINE					
Engine	Start condition and abnormal noise	●		●	
	Low speed and acceleration condition	●		●	Idle rpm: 1,400 ± 100 rpm
	Exhaust condition		●	●	
	Air cleaner condition ▲				
Lubrication System	Oil leak		●	●	
	Oil dirty and quantity	●	●	●	Gauge: Oil level between upper level mark - lower level mark
Carburetor	Fuel Leak			●	
	Carburetor link system condition			●	
	Throttle valve and choke valve condition			●	Throttle grip free play 2-6mm (Flange)
Headlight and indicator	Operation	●	●	●	
Horn & Lock System	Operation			●	
Instrument	Operate			●	
Exhaust Pipe & Muffler	Mount looseness and damage			●	
	Muffler condition			●	
Frame	Looseness and damage			●	
Others	Chassis part oiling condition			●	
Find something wrong at ride	Check fulfill the condition	●			

◆ Steering Stem

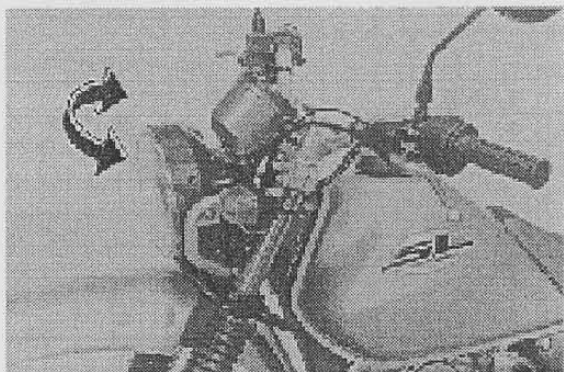
Support the motorcycle securely and raise the front wheel off the ground.

Grab the bottom of the fork and move up and down.

If any looseness is felt, tighten up the steering stem nut or disassemble stem and carry out maintenance.



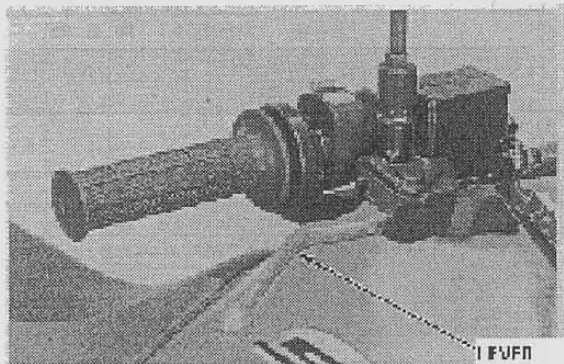
Support the motorcycle and raise the front wheel off the ground. Check that the handlebar moves freely from side to side. If the handlebar moves unevenly, binds, or has vertical movement, inspect the steering head bearings.



◆ Brake System

● Brake Free Play

Firmly apply the brake lever and brake pedal and check that no air has entered the system. If the lever or pedal feels soft or spongy when operated, bleed air from the system.

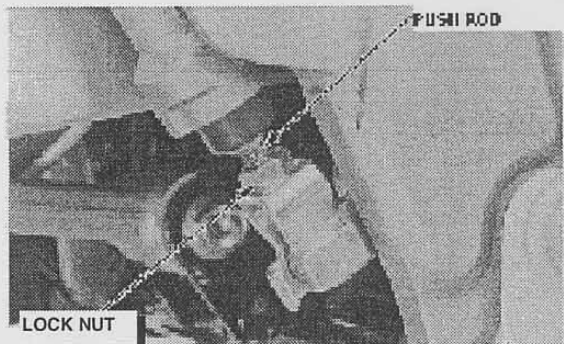


◆ Brake Pedal Height

Loosen the lock nut and turn the push rod.

Note:

After adjusting the brake pedal height, check the rear brake light switch and brake pedal free play and adjust if necessary.



- When adjusting the brake pedal down, keep the clearance between the push rod end to the pedal joint more than 1mm.
- When adjusting the brake pedal up, adjust until the push rod end, is flat with the lower joint thread.

Note:
Do not screw the push rod end to the lower joint screw thread.

After adjustment, make sure the lock nut is tight.

Torque: 18Nm (1.8kgf.m)

- Inspect the brake operation, the brake light switch lower joint and light operation.

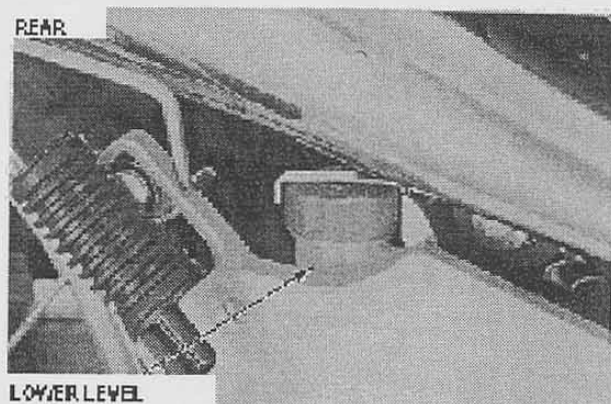
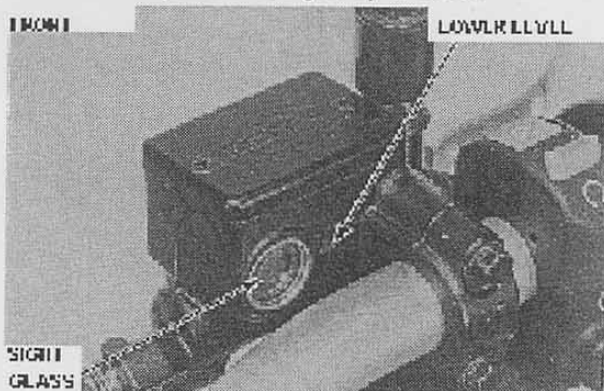
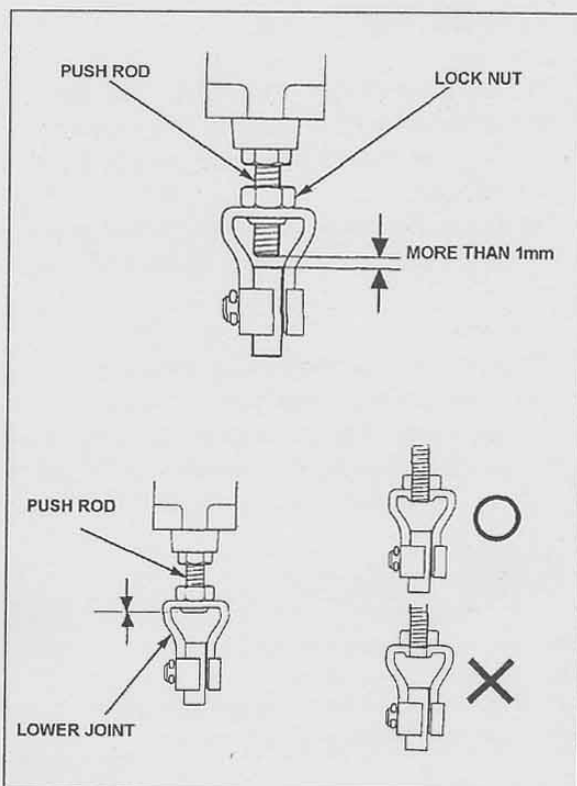
◆ Reservoir Tank Fluid Quantity/Level

• Front

Turn the handlebar to the left side so that the reservoir is level and check the front brake reservoir level through the sight glass.

• Rear

Support the motorcycle upright on level ground, so that the reservoir tank is level. Check the fluid quantity in the reservoir tank. When the fluid level is low, check the brake pads for wear. If the brake pads are not worn and the fluid level is low, check entire (hydraulic) system for leak. Do not remove the level float from the reservoir when filling with brake fluid.



◆ Brake Fluid Filling

• Front

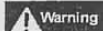
Turn the handlebar to the left until the reservoir is level. Remove the screws, holding the reservoir cover, set plate and diaphragm.

Fill the reservoir to the upper level mark with DOT 4 brake fluid from a sealed container.

• Rear

Place the motorcycle on a level surface. Remove the reservoir tank bolt, plate, reservoir cap, set plate and diaphragm.

Fill the reservoir to the upper level mark with DOT 4 brake fluid from a sealed container.

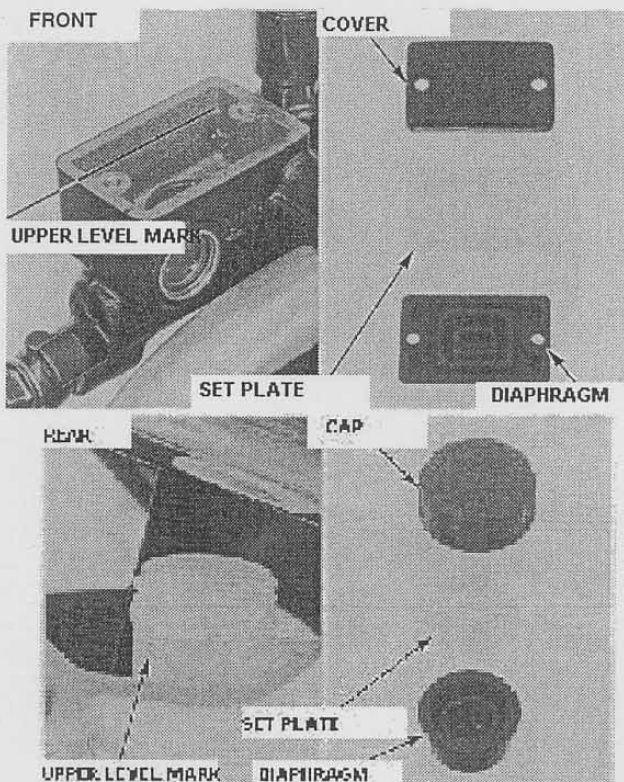


RECOMMENDED - HONDA BRAKE FLUID DOT 4

- Do not let water or dust in to the reservoir when you are filling.
- Do not mix different types of fluid, as they are not compatible with each other.



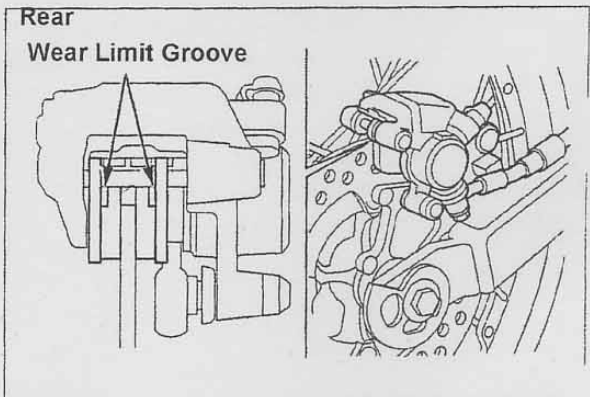
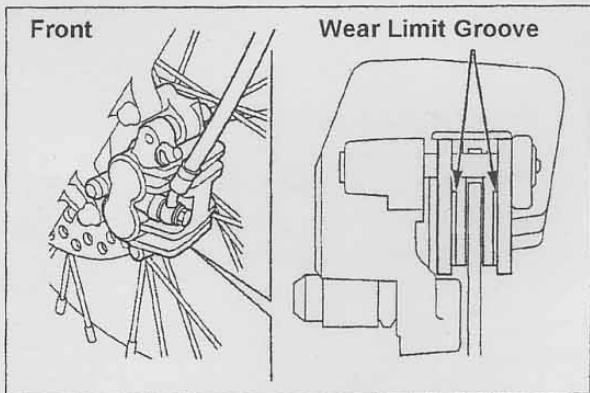
- Avoid spilling fluid on painted, plastic or rubber parts. Place a rag over these parts whenever the system is serviced.



Install the diaphragm set plate and reservoir cap.

◆ Brake Pad

Check the brake pad for wear. Replace the brake pads if either is worn to the bottom of wear limit groove.



◆ Wheels / Tyres

Tyre pressure should be checked when tyres are COLD.

Check the pressure of each tyre with a pressure gauge.

Note:

If the tyre pressure is not correct, it will effect the steering grip and comfort.

◆ Recommended Tyre Pressure and Size

		kPa (kgf/cm ²)	
		Front	Rear
Solo	Normal	125 (1.25)	150 (1.50)
	Freeway	125 (1.25)	150 (1.50)
Double		125 (1.25)	150 (1.50)
Tyre brand (Bridgestone)		125 (1.25)	150 (1.50)
Honda recommended thread depth		3.0mm	3.0mm

Warning

- If the tyre pressure is too low, when loaded with heavy luggage or long distance high speed riding there is the possibility of the tyre bursting.

• Front

Inspect the spokes for looseness by tapping them with a screwdriver.

If a spoke does not sound tight, or if it sounds different from the other spokes, tighten it to the specified torque.

TOOL:

Wrench C: 5.8 x 6.1mm 07701-0020300

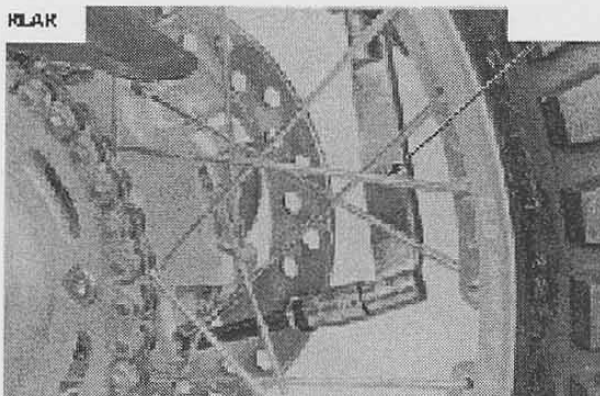
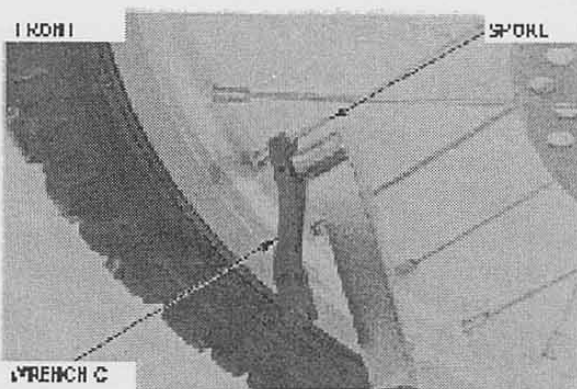
Torque: 4Nm (0.4kgf.m)

• Rear

Inspect the spokes for looseness by tapping them with a screwdriver.

If a spoke does not sound tight, or if it sounds different from the other spokes, tighten it to the specified torque.

Torque: 7Nm (0.75kgf.m)



◆ Wheel Bearings Looseness

Making sure the fork is not allowed to move, raise the front wheel and check for play. Turn the wheel and check that it rotates smoothly with no unusual noises.

If faults are found, inspect the wheel bearings.

Support the motorcycle securely and raise the rear wheel off the ground.

Check for play in either the wheel or the swingarm pivot.

Turn the wheel and check that it rotates smoothly with no unusual noises.

If abnormal conditions are suspected, check the rear wheel bearings.

Note:

As the swingarm pivot is included in this check, be sure to confirm the location of the play; i.e. from the wheel bearings or the swing arm pivot.

◆ Suspension

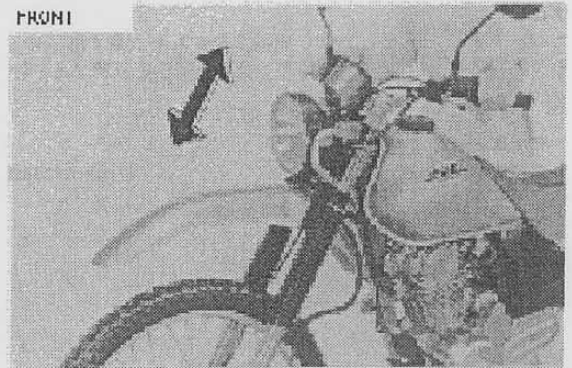
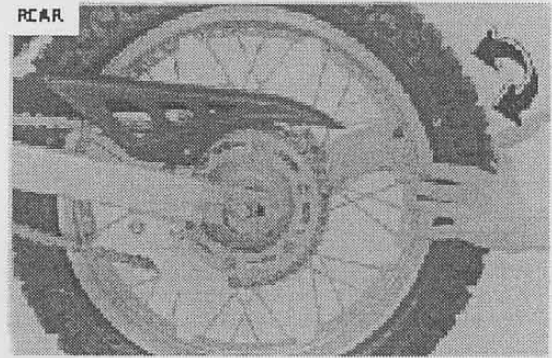
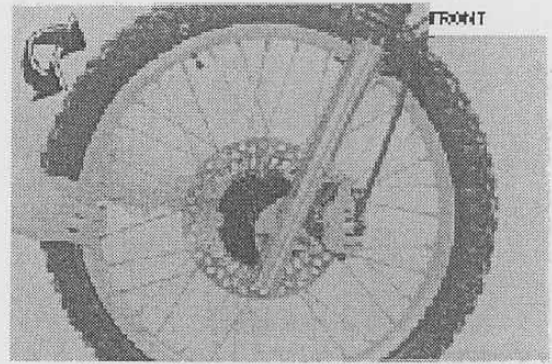
• Operation Inspection

Check the action of the forks by operating the front brakes and compressing the front suspension several times.

Check the entire fork assembly for signs of leaks, damage or loose fasteners, be sure to confirm the location of the play; i.e. from the forks or the steering stem.

Check the action of the shock absorbers by compressing them several times.

Check the entire shock absorber assembly for signs of leaks, damage or loose fasteners, be sure to confirm the location of the play; i.e., from the swing arm pivot or the rear shock absorbers.

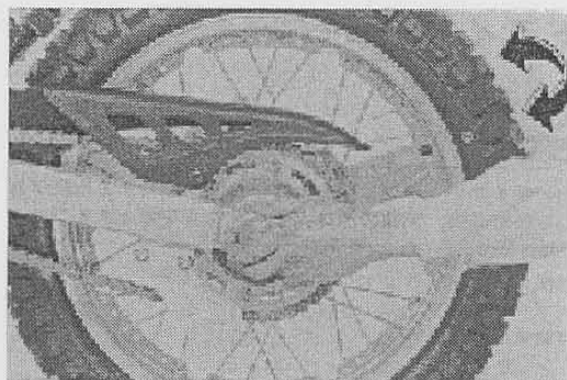


◆ Swing Arm Pivot Looseness

Support the motorcycle securely and raise the rear wheel off the ground.

Check for worn swing arm bearings by grabbing the rear wheel and attempting to move the wheel side to side.

If faults are found, inspect the swing arm pivot bolt and pivot bearings.



◆ Clutch System

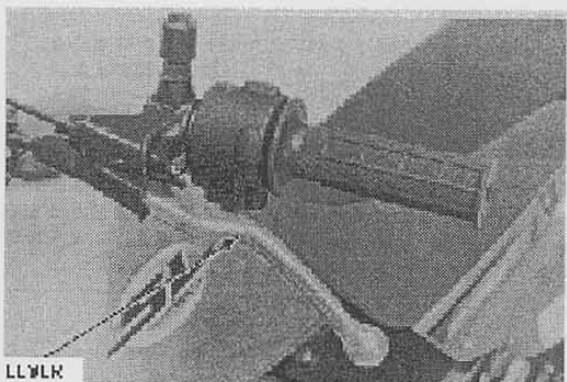
• Clutch Free Play

Measure the clutch free play at the end of the clutch lever.

Free Play: 10-20mm

Perform major adjustments with the lower adjuster.

Loosen the lock nut and turn the adjuster.



Note:

The upper adjuster should be all the way into get proper adjustment.

Next time adjust by the upper adjuster.



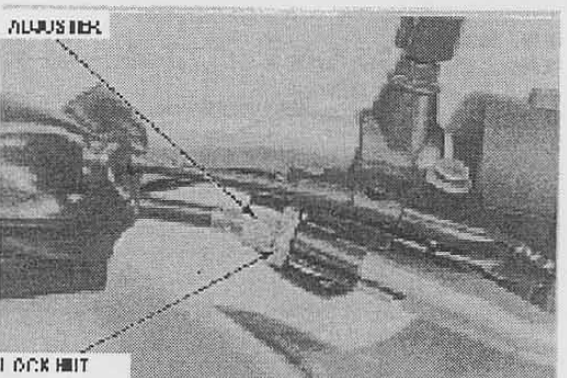
Tighten the lock nut

Perform the find adjustment with the minor adjuster.

Loosen the lock nut and turn the adjuster.

Note:

The adjuster may be damaged if it is positioned too far out (More than 8mm), leaving minimal thread engagement.



If you cannot get correct free play, or the clutch slips, perform clutch maintenance.

- ◆ Drive Chain
- Drive Chain Slackness

Warning Place the motorcycle on its side stand.

Inspecting the drive chain while the engine is running can result in serious hand or finger injury.

Check the slack in the drive chain lower run midway between the sprockets.

- Drive chain slack: 25-35mm
- Adjustment

Loosen the axle nut.
Turn both adjusters until the correct drive chain slack is obtained.

Notes:

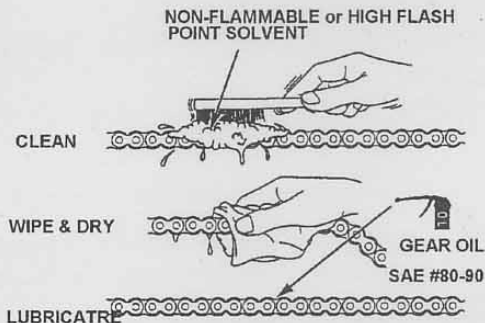
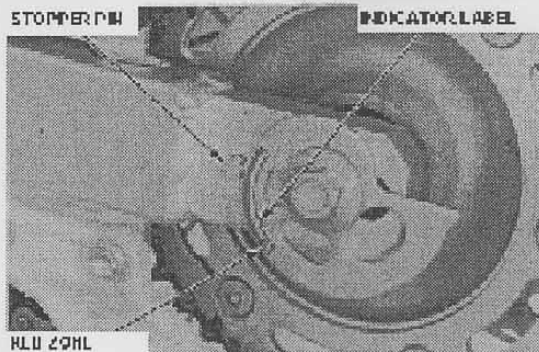
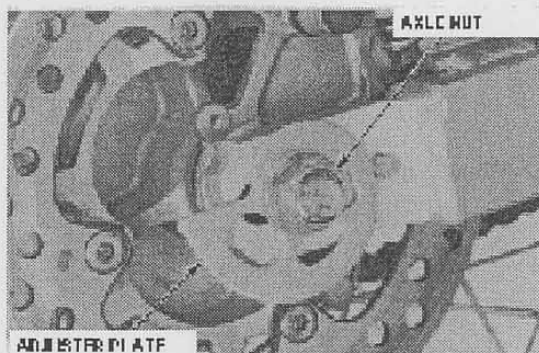
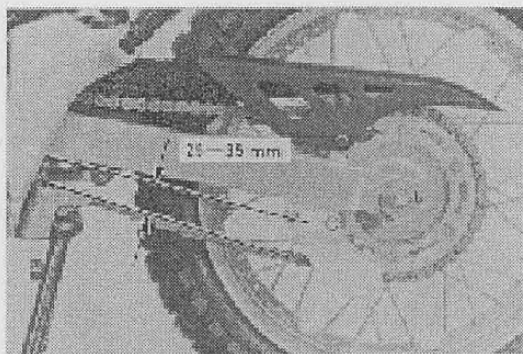
- Make sure the same index mark on the both adjusters are aligned with the index marks of the swing arm.
- If it's not, this will affect steering control.

Tighten the axle nut to the specified torque.
Torque: 93N.m (9.5 kgf.m)

Re-check the drive chain slackness.
Check the drive chain wear indicator label attached on the left drive chain adjuster.
If the red zone of the indicator label reaches the stopper pins of the swingarm, replace the drive chain with a new one.

◆ **Cleaning, Inspection and Lubrication**

Clean the chain with non flammable or high flash point solvent and wipe it dry. (See Caution Below)
Be sure the chain has dried completely before lubricating the drive chain with #80-90 Gear Oil, or drive chain lubricant. Wipe off the excess chain lube.



➤ CHAINS WITH O-RINGS SHOULD NOT BE TREATED TO THE CLEANING AND OILING PROCEDURES. THIS TREATMENT WILL CAUSE DEGRADATION OF THE O-RINGS AND LOSS OF GREASE, THUS SHORTENING CHAIN LIFE.

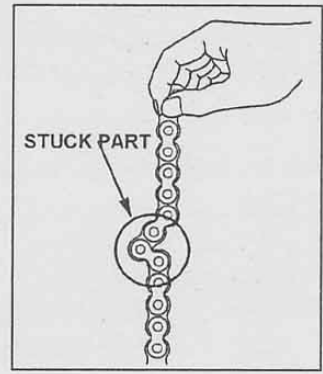
➤ DO NOT USE STEAM OR HIGH PRESSURE WATER WASHING. USE A CHAIN SPRAY CONTAINING A CLEANING AGENT OR USE GASOLINE TO CLEAN THE CHAIN.

Inspect the drive chain for possible damage or wear. If any chain links are stuck, straighten them in the kerosene. When smooth, wipe it completely dry.

◆ Replacement



- THE DRIVE CHAIN MASTER LINK JOINT IS THE PIN STAKING TYPE, THE SPECIFIED TYPES OF CHAIN AND SPECIAL TOOL MUST BE USED TO REPLACE.
- DO NOT USE CLIP TYPE MASTER LINKS.

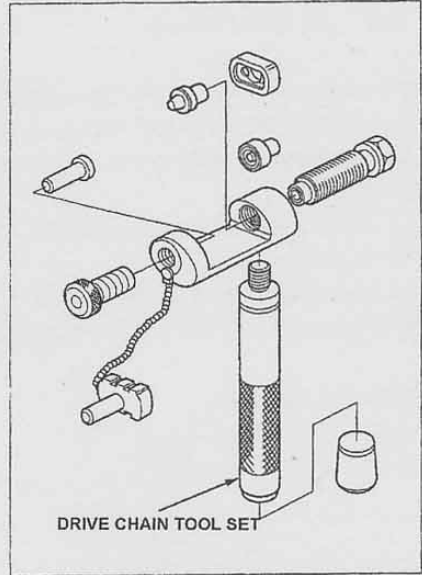


Loosen the drive chain.

- Note:**
- When using the special tool, follow the manufacturer's operating instructions.
 - Do not reuse the o-ring and link plate..

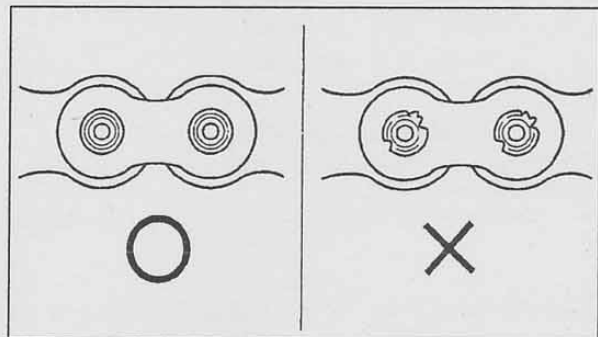
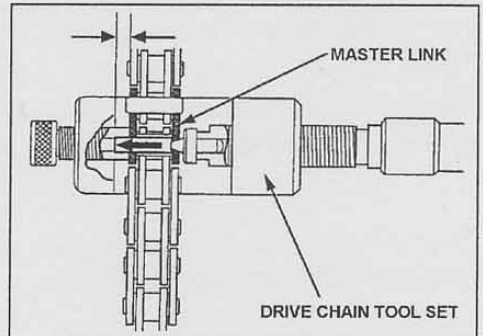
Assemble the Special Tool

Tool:
Drive Chain Tool Set: 07HMH-MR10103



Locate the drive chain cutter on the staked part of the drive chain and cut the staked pins.

Tool:
Drive Chain Tool Set: 07HMH-MR10103



Remove the excess drive chain links from the new drive chain with the drive chain cutter.

Note:
Include the master link when you count the drive chain links.

- **Replacement Chain:**
RK: 520M09/100LE
DID: 520VC5/100LE

Install the new drive chain.

Install the new o-rings onto the new master link, and insert the master link from the inside of the drive chain taking care to prevent squeezing.

Install the o-ring and the link plate with the drive chain cutter.

Remove the special tool and check the master link pin length projected from the plate.

- **Standard Length:**
RK: 1.2 - 1.4mm
DID: 1.3 - 1.5mm

Note:

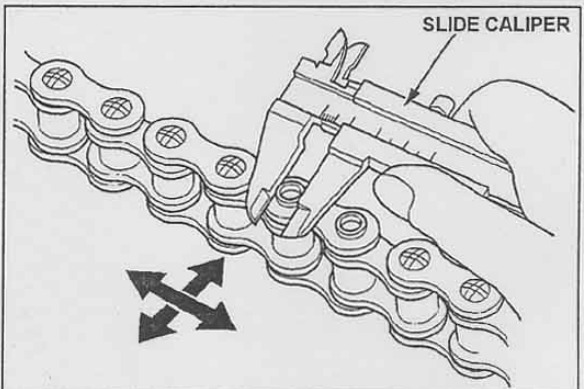
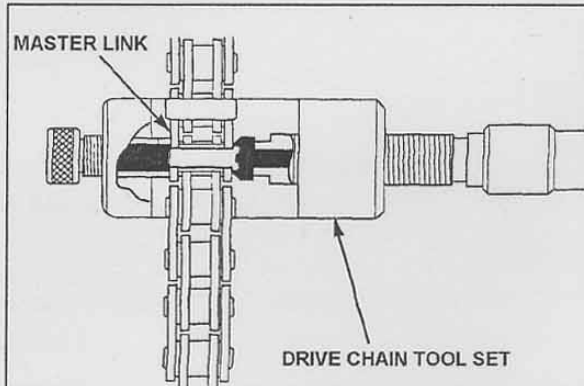
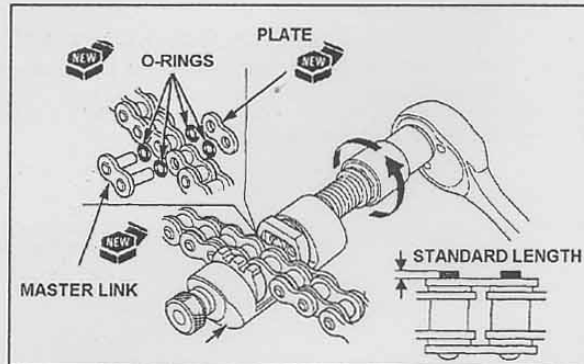
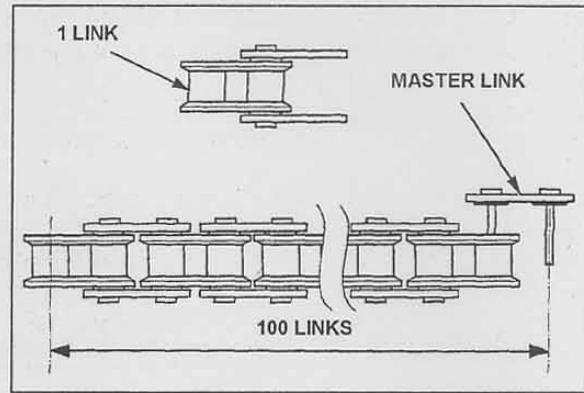
- Install the link plate with the identification mark facing the outside.
- Take care to prevent squeezing of the o-rings.

Install the drive chain cutter and stake the ends of the master link pins.

After staking, check the staked area of the master link using slide calipers.

- **Diameter of the Staked Area:**
RK: 5.4 - 5.6mm
DID: 5.4 - 5.6mm

Note:
When the measured staked area is over, the prescribed value, restake using a new master link, plate and o-rings.



Check the staked area of the master link for cracks and the o-rings for damages.

If there is any cracking or damage, replace the master link plate and o-ring.



➤ **A DRIVE CHAIN WITH A CLIP-TYPE MASTER LINK MUST NOT BE USED.**

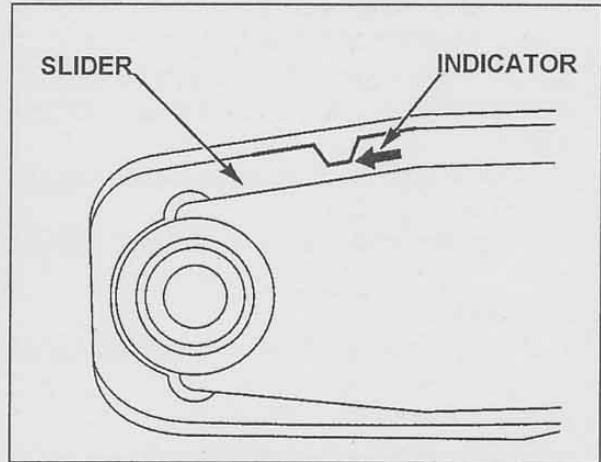
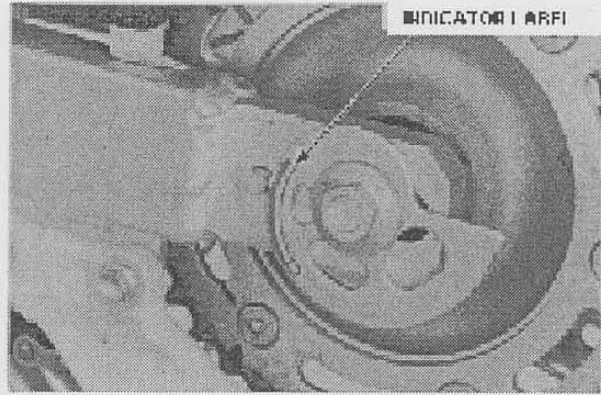
After the drive chain replacement, adjust the drive chain play.
Chain indicator label, should be at the beginning of the green zone.

◆ Drive Chain Slider

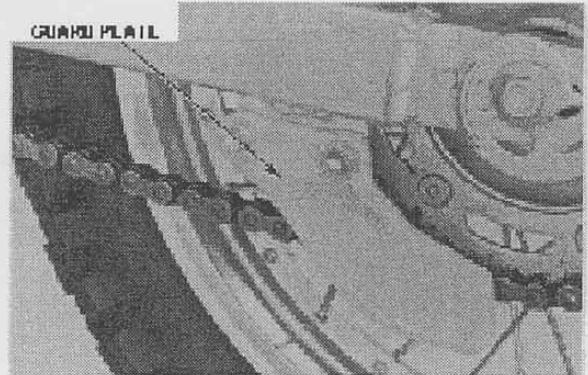
Take the drive sprocket cover off.

Check the drive chain slider for wear or damage.

Replace the drive chain slider if drive chain slider is worn to the indicator.



➤ **IF THE CHAIN SLIDER BECOMES WORN THROUGH TO THE SWINGARM, THE CHAIN WILL BEGIN TO WEAR AGAINST THE SWINGARM.**



Torque:

Slider Screw: 4N.m (0.42 kgf.m)

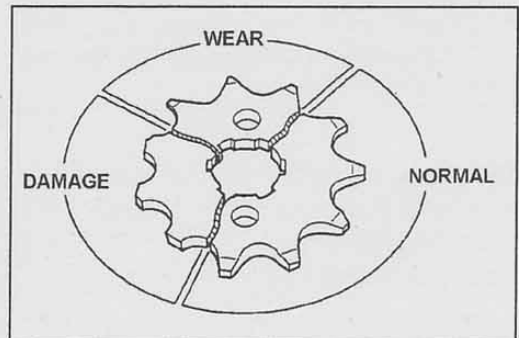
Inspect the driven sprocket guard plate for damage or wear.

Replace if necessary.

◆ Sprockets Inspection

Inspect the drive and driven sprocket teeth for damage or wear.

Replace if necessary.



➤ NEVER USE A NEW DRIVE CHAIN ON WORN SPROCKETS. BOTH CHAIN AND SPROCKETS MUST BE IN GOOD CONDITION, OR THE NEW REPLACEMENT CHAIN WILL WEAR RAPIDLY.

Check the attachment bolts and nuts on the drive and driven sprockets.
If any are loose, torque them.

◆ Spark Plug

Spark plug condition.

Disconnect the spark plug cap.

Clean around the spark plug base with compressed air before removing, and be sure that no debris is allowed to enter the combustion chamber.

Remove the spark plug, inspect or replace.

• Check

- Insulator for damage. Electrodes for wear and corrosion.
- Burning condition, coloration.

◆ Recommended Spark Plugs:

Standard: DPR8EA-9(NGK)

X24EPR-U9 (Denso)

Clean the spark plug electrodes with a wire brush or spark plug cleaner.

Check the gap between the centre and side electrodes with a wire-type feeler gauge.

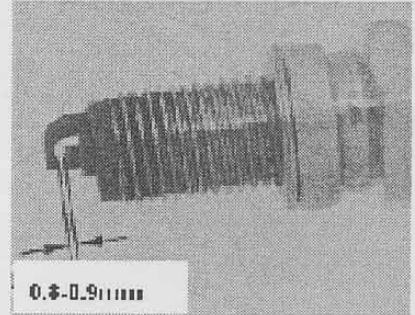
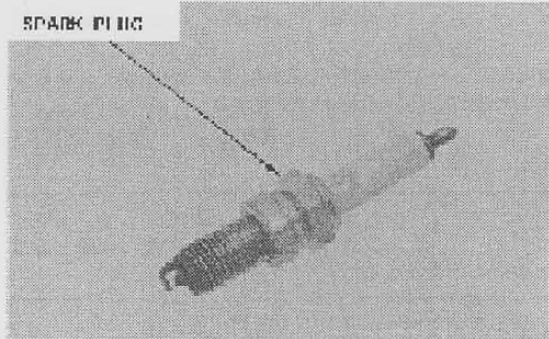
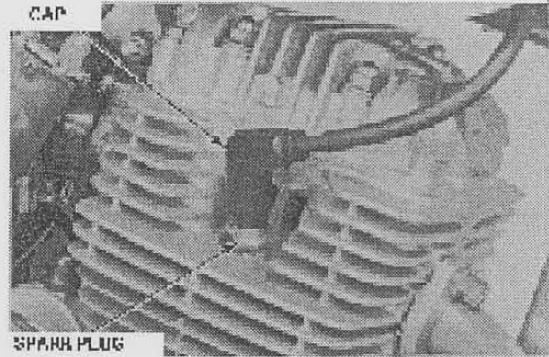
If necessary, adjust the gap by bending the side electrodes carefully

Spark Plugs Gap: 0.8 - 0.9mm

Re-install the spark plug in the cylinder head.



➤ TO PREVENT DAMAGE TO THE CYLINDER HEAD, HAND-TIGHTEN THE SPARK PLUG BEFORE USING A WRENCH TO TIGHTEN TO THE SPECIFAL TORQUE.



Install and hand tighten the new spark plug, then tighten it about ¼ of a turn after the sealing washer contacts the seat of the plug hole.

Torque: 18 N.m (1.8kgf.m)

◆ Engine Oil / Oil Filter

- Oil Level Inspection

Support the motorcycle in an upright and level position.

Start the engine and let it idle for a few minutes.

Stop the engine and wait 2-3 minutes.

Remove the oil filler cap/dipstick wipe off the oil from the dipstick with a clean cloth.

With the motorcycle upright, on level ground, insert the oil filler cap/dipstick into the hole without screwing it in.

Remove the oil filler cap/dipstick and check the oil level.

If the level is below or near the lower level mark on the dipstick, fill to the upper level mark with the recommended oil.

- **Recommended Engine Oil:**
SAE 10W-30 or
SAE 10 W -30, 20 W -50
API service classification
SW, SF engine oil.

Note:
Other viscosity's shown in the chart may be used when the average temperature in your riding area is within the indicated range..

Re-install the oil filler cap/dipstick

◆ Engine Oil Change

The motorcycle on its side stand.

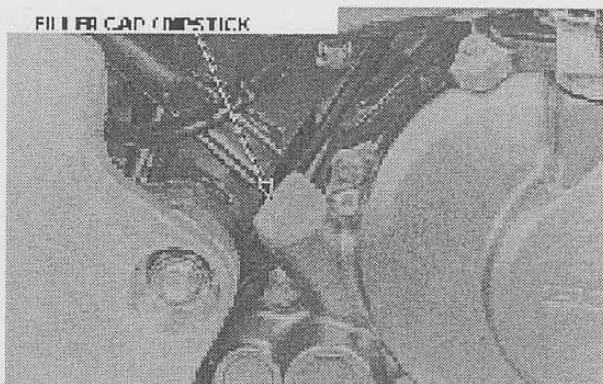
Remove the skid plate.

Warm up the engine.

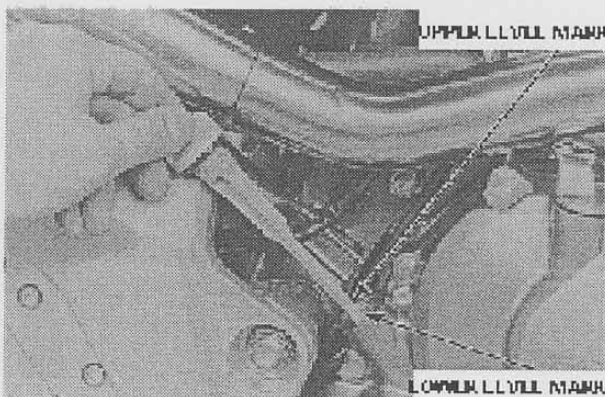
Stop the engine and remove the oil filler cap/dipstick.

Remove the oil strainer screen cap, spring, strainer screen and then drain the oil.

FILLER CAP / DIPSTICK

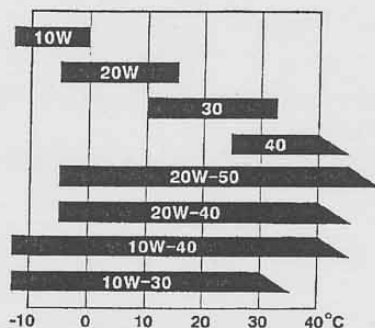


UPPER LEVEL MARK

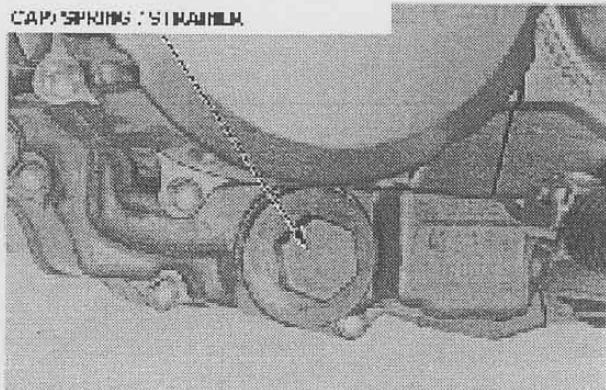


LOWER LEVEL MARK

OIL VISCOSITIES



CAP / SPRING / STRAINER



Clean the oil strainer screen.
Inspect the strainer screen, sealing rubber, screen cap o-ring.

Replace if necessary.

After draining the oil completely, install the strainer screen, spring and screen cap.

Tighten the cap to the specified torque.

Torque: 15N.m (1.5kgf.m)

Fill the crankcase with the recommended engine oil.

Engine Oil Capacity:

1.0 litre (at oil change)

1.2 litre (total capacity)

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

Stop the engine and wait a few minutes, then check that the oil level is at the upper level mark with the motorcycle upright.

◆ Fuel System

• Fuel Line

Check the fuel lines for deterioration, damage or leakage.

Replace the fuel lines if necessary.

◆ Air Cleaner Element Change

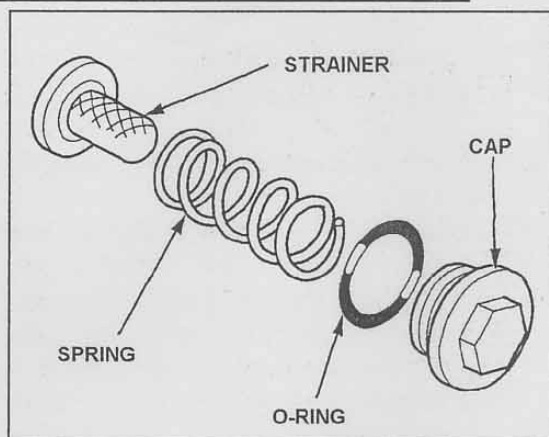
Note:

The viscous paper element type air cleaner cannot be cleaned.

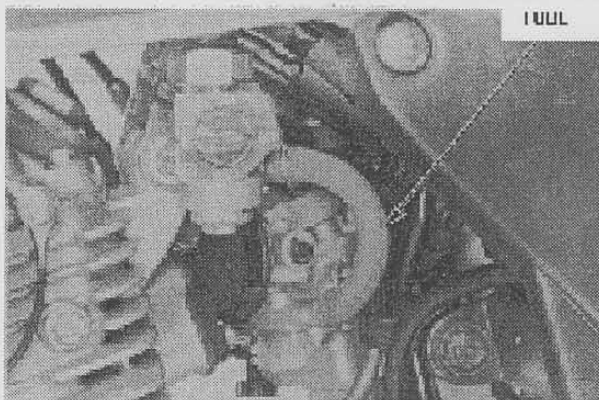
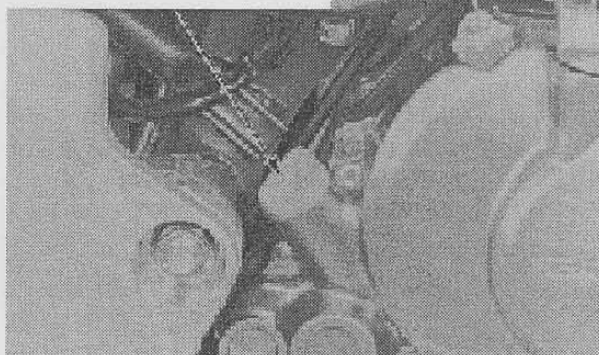
Change by distance covered.

Remove the seat.

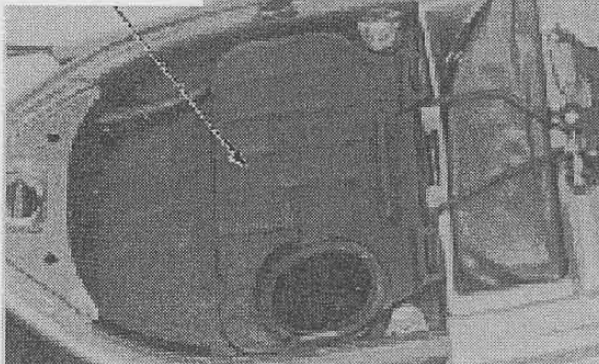
Remove the air cleaner case cover and o-ring.



OIL FILLER CAP / DIPSTICK



COVER O-RING

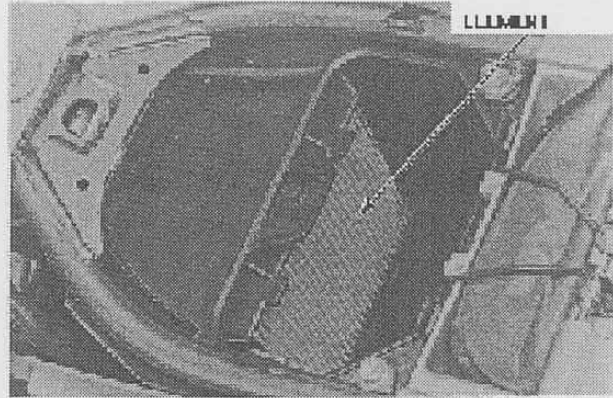


Remove the air cleaner element.

Installation is in the reverse order of removal.

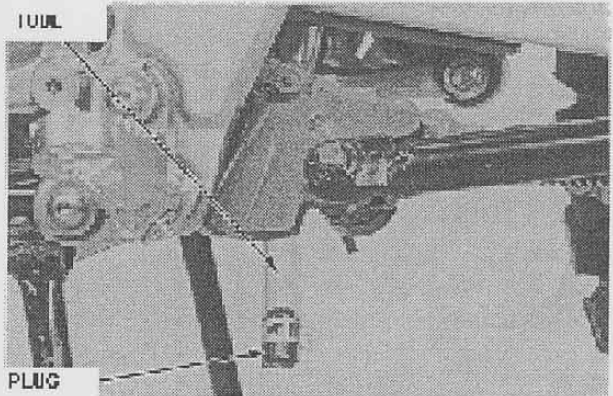
Note:

Before installing the air cleaner element, clean the inside the air cleaner case.



◆ **Crankcase Breather**

Service if deposits are seen in the transparent section of the breather tube. Remove the drain plug to clean.



◆ **Engine Idle Speed**

Warm up the engine and shift the transmission into neutral. Place the motorcycle on a level surface. Engine must be warm for accurate adjustment.

Idle Speed: 1,400 ± 100 rpm.

Check the idle speed and adjust by turning the throttle stop control knob if necessary.

- **Confirm Idle Speed:**
Open and shut the throttle a few times. Check the idle speed.

With the engine idling, turn the handlebar all the way to the right and left to ensure that the idle speed does not change.

If idle speed increases, check the throttle grip free play and the throttle cable connection.



◆ Throttle Operation

Check the throttle grip for smooth operation. If the throttle grip does not smoothly operate, check for any deterioration or damage to the throttle cable, inner cable and throttle grip.

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

Free Play: 2-6mm

Adjust free play if necessary.

Throttle free play adjustment.

Throttle grip free play can be adjusted at either end of the throttle cable.

Minor adjustments are made at the throttle grip side of fine adjustment.

Loosen the lock nut and turn the adjuster to obtain the free play.

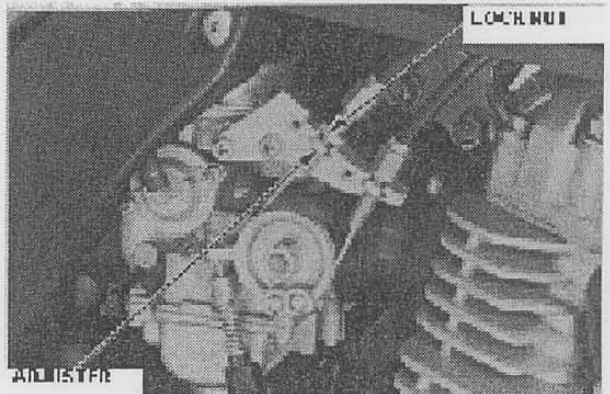
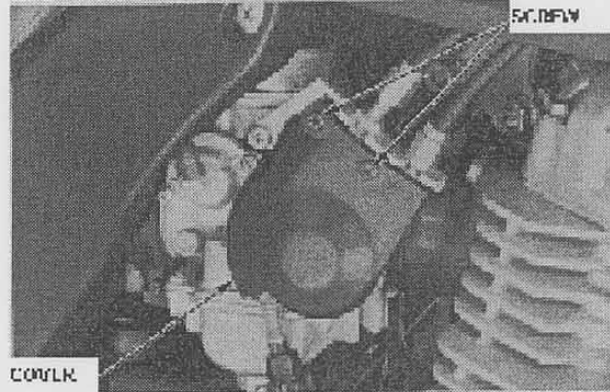
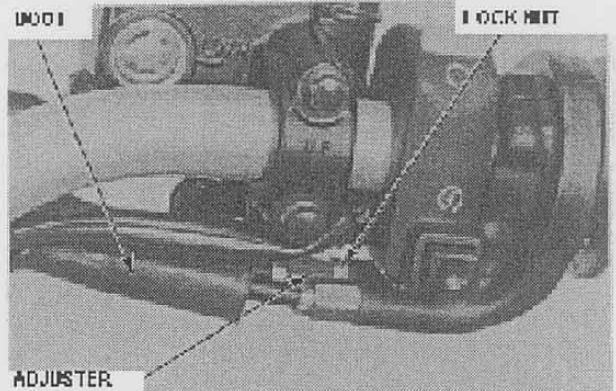
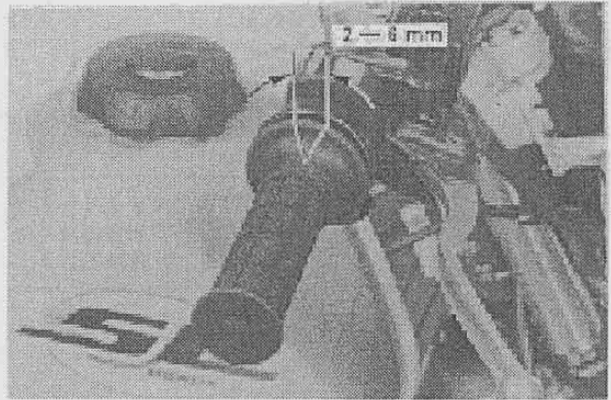
After the adjustment, tighten the lock nut securely and re-position the boot properly.

Major adjustments are made at the carburetor

Remove the screw and throttle drum cover.

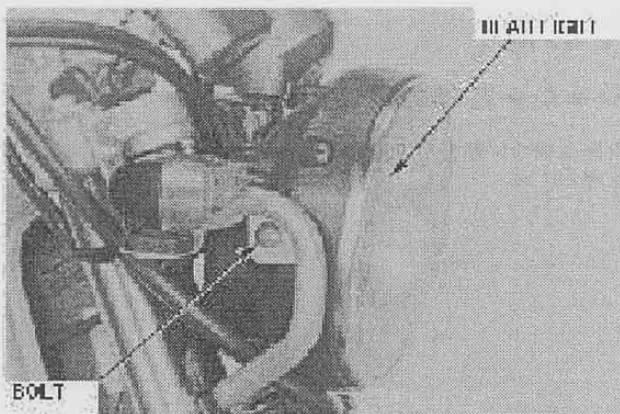
Loosen the lock nuts and turn the adjuster to obtain the free play.

Tighten the lock nuts after the adjustment has been made.



◆ Headlight Aim

Loosen the headlight mount bolt and move the headlight up and down to adjust.



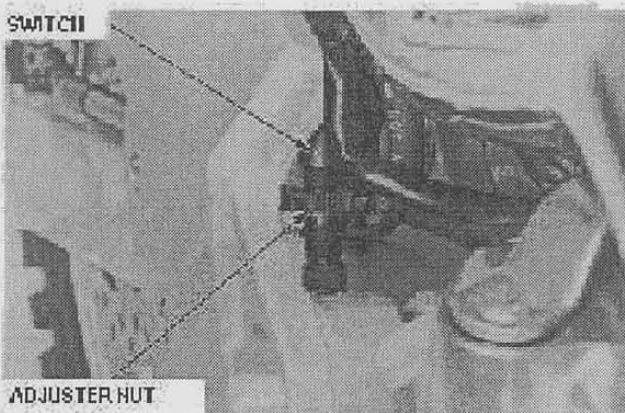
DTA

◆ Brake Light System

Check the brake light switch operation and adjustment by applying the brakes. Turn the adjusting nut on the brake light switch.

Note:

Be sure to hold the switch body firmly while turning the adjusting nut.



After adjustment, re-check to be sure the brake light comes on at the proper time.

◆ Lubrication

Use general purpose grease when no other specification is given.
Apply oil or grease to any two sliding surfaces and cables not shown here.

