

3. MAINTENANCE

3

SERVICE INFORMATION	3-1	EVAPORATIVE EMISSION CONTROL SYSTEM (California model only)	3-11
MAINTENANCE SCHEDULE	3-3		
<ENGINE>		<CHASSIS>	
FUEL LINE	3-4	DRIVE CHAIN	3-12
THROTTLE OPERATION	3-4	BRAKE FLUID	3-13
CARBURETOR CHOKE	3-5	BRAKE PAD WEAR	3-14
AIR CLEANER	3-5	BRAKE SYSTEM	3-14
CRANKCASE BREATHER	3-6	BRAKE LIGHT SWITCH	3-14
SPARK PLUG	3-6	HEADLIGHT AIM	3-15
VALVE CLEARANCE	3-7	CLUTCH SYSTEM	3-15
CARBURETOR SYNCHRONIZATION	3-8	SIDE STAND	3-16
CARBURETOR IDLE SPEED	3-9	SUSPENSION	3-16
RADIATOR COOLANT	3-9	NUTS, BOLTS, FASTENERS	3-17
COOLING SYSTEM	3-10	WHEELS/TIRES	3-17
CYLINDER COMPRESSION	3-10	STEERING HEAD BEARINGS	3-18
SECONDARY AIR SUPPLY SYSTEM (California model only)	3-11		

SERVICE INFORMATION

⚠ WARNING

- Support the motorcycle on the center stand on a level surface before starting any work.
- 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 lead to death.
- Gasoline is extremely flammable and is explosive under certain conditions. Work in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the work area or where gasoline is stored.

GENERAL

- Engine oil See page 2-3
- Engine oil filter change See page 2-4

SPECIFICATIONS

<<ENGINE>>

Ignition timing	Initial	10° BTDC at idle
	Full advance	31° BTDC at 7,000 ± 200 rpm

Spark plug		NGK	ND
		Standard	DPR8EA-9
		For cold climate (below 5°C/41°F)	DPR7EA-9
		For extended high speed riding	DPR9EA-9

Spark plug gap		0.8—0.9 mm (0.031—0.035 in)
Valve clearance	IN	0.15 ± 0.02 mm (0.006 ± 0.0008 in)
(COLD)	EX	0.20 ± 0.02 mm (0.008 ± 0.0008 in)
Idle speed		1,200 ± 100 rpm
Cylinder compression		1,324 ± 196 kPa (13.5 ± 2.0 kg/cm ² , 192 ± 28 psi)
Throttle grip free play		2—6 mm (1/16—1/4 in)

MAINTENANCE

«CHASSIS»

Clutch lever free play

10–20 mm (3/8–3/4 in)

Drive chain slack

20–30 mm (3/4–1-3/16 in) Refer to page 3-12

Tires

		Front	Rear
Tire size (Tubeless type)		110/80-17 57H	150/70-17 69H
Cold tire pressures kPa (kg/cm ² , psi)	Up to 90 kg (200 lbs)	225 (2.25, 33)	225 (2.25, 33)
	Up to maximum weight capacity	225 (2.25, 33)	250 (2.50, 36)
Tire brand	Bridgestone Dunlop	G547G K505G	G548 K505
Wheel balance weight		60g Maximum	60g Maximum

TORQUE VALUES

Eccentric bearing carrier pinch bolt

75 N·m (7.5 kg-m, 54 ft-lb)

Valve adjusting screw lock nut

23 N·m (2.3 kg-m, 17 ft-lb)

Timing hole cap

10 N·m (1.0 kg-m, 7.2 ft-lb)

Crankshaft hole cap

15 N·m (1.5 kg-m, 11 ft-lb)

Spark plug

14 N·m (1.4 kg-m, 10 ft-lb)

Apply molybdenum disulfide grease to the threads

TOOLS

Special

Valve adjusting wrench

07908—KE90000

Vacuum gauge

07404—0030000 or M937B—021—XXXXX Vacuum gauge set

MAINTENANCE SCHEDULE

The following items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Owners should consult their authorized Honda dealer.

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance period.

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

C: CLEAN R: REPLACE L: LUBRICATE

	ITEM	FREQUENCY	NOTE ↓	ODOMETER READING (NOTE 1)								REFER TO PAGE
				x 1,000 mi	0.6	4	8	12	16	20	24	
				x 100 km	10	64	128	192	256	320	384	
EMISSION RELATED ITEMS	* FUEL LINE						I		I		I	3-4
	* THROTTLE OPERATION						I		I		I	3-4
	* CARBURETOR CHOKE						I		I		I	3-5
	AIR CLEANER	(NOTE 2)						R			R	3-5
	CRANKCASE BREATHER	(NOTE 3)				C	C	C	C	C	C	3-6
	SPARK PLUG					R	R	R	R	R	R	3-6
	* VALVE CLEARANCE				I		I		I		I	3-6
	ENGINE OIL				R		R		R		R	2-3
	ENGINE OIL FILTER				R		R		R		R	2-4
	* CARBURETOR-SYNCHRONIZATION				I		I		I		I	3-8
	* CARBURETOR-IDLE SPEED				I	I	I	I	I	I	I	3-9
	RADIATOR COOLANT	(NOTE 5)					I		I		*R	3-9
	* COOLING SYSTEM						I		I		I	3-10
	* SECONDARY AIR SUPPLY SYSTEM	(NOTE 5)					I		I		I	3-11
	* EVAPORATIVE EMISSION CONTROL SYSTEM	(NOTE 4)						I			I	3-11
NON-EMISSION RELATED ITEMS	DRIVE CHAIN			EVERY 600 mi (1,000 km) I, L								3-12
	BRAKE FLUID	(NOTE 5)				I	I	*R	I	I	*R	3-13
	BRAKE PAD WEAR					I	I	I	I	I	I	3-14
	BRAKE SYSTEM				I		I		I		I	3-14
	* BRAKE LIGHT SWITCH						I		I		I	3-14
	* HEADLIGHT AIM						I		I		I	3-15
	CLUTCH SYSTEM				I	I	I	I	I	I	I	3-15
	SIDE STAND						I		I		I	3-16
	* SUSPENSION						I		I		I	3-16
	* NUTS, BOLTS, FASTENERS				I		I		I		I	3-17
	** WHEELS/TIRES				I	I	I	I	I	I	I	3-17
	** STEERING HEAD BEARINGS				I		I		I		I	3-18

* Should be serviced by an authorized Honda dealer, unless the owner has proper tools and service data and is mechanically qualified.

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

NOTES: 1. At higher odometer readings, repeat at the frequency interval established here.

2. Service more frequently when riding in unusually wet or dusty areas.

3. Service more frequently when riding in rain or at full throttle.

4. California model only.

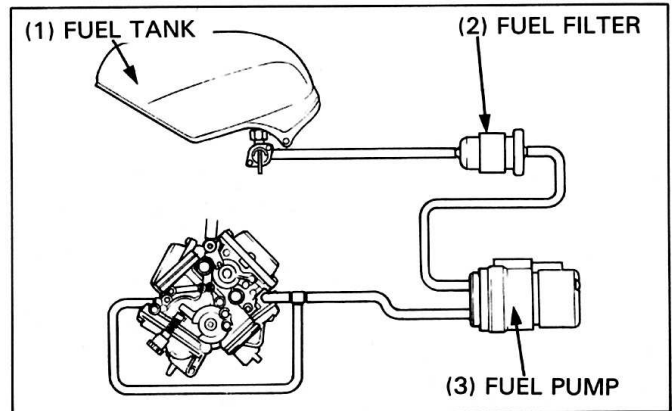
5. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

MAINTENANCE

FUEL LINE

Remove the seat (page 13-25).

Check the fuel lines for deterioration, damage or leakage.
Replace the fuel lines if necessary.



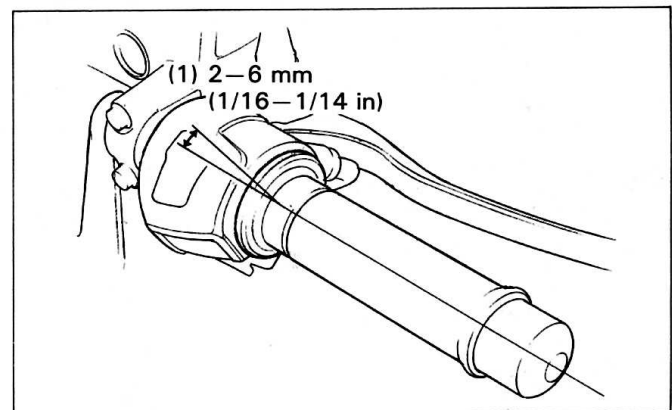
THROTTLE OPERATION

Check for smooth throttle grip full opening and automatic full closing in all steering positions.
Check the throttle cables and replace them if they are deteriorated, kinked or damaged.

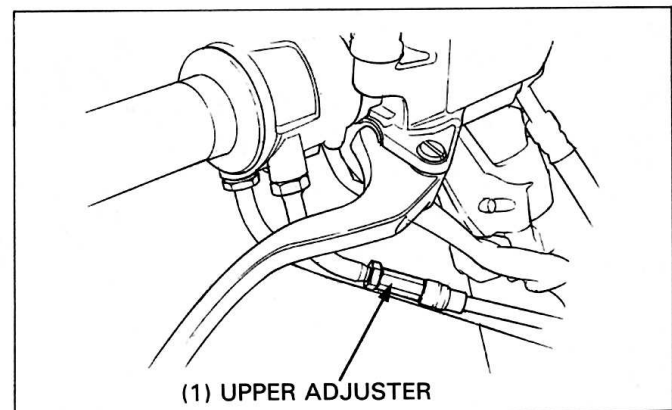
Lubricate the throttle cables, if throttle operation is not smooth.

Measure the free play at the throttle grip flange.

FREE PLAY: 2–6 mm (1/16–1/4 in)



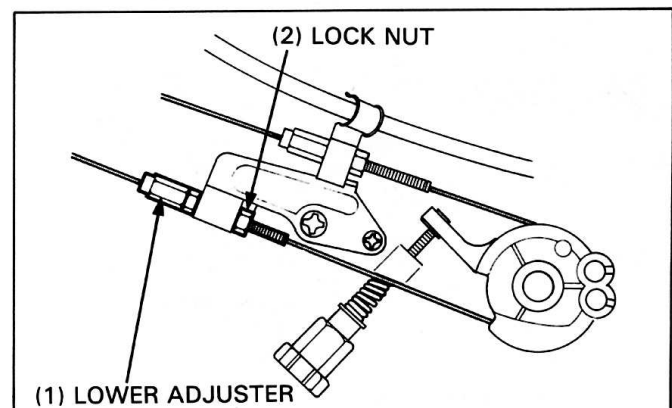
Throttle grip free play can be adjusted at either end of the throttle cable. Minor adjustments are made with the upper adjuster.



Major adjustments are made with the lower adjuster.

Adjust the free play by loosening the lock nut and turning the adjusting nut. Tighten the lock nuts.

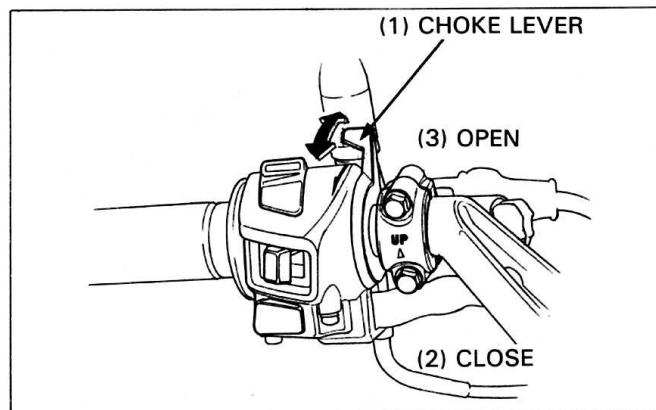
Recheck throttle operation. Replace any damaged parts, if necessary.



CARBURETOR CHOKE

This model's choke system uses a fuel enriching circuit controlled by a choke valve. The choke valve opens the enriching circuit via a cable when the choke lever on the handlebar is pulled back.

Check for smooth upper choke lever operation. Lubricate the choke cable if the operation is not smooth.

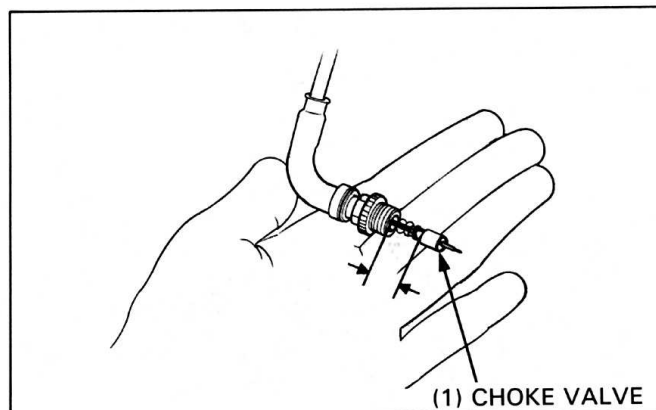


Remove the left and right choke cable boots from the choke valve nuts.

Loosen each choke valve nut and remove the choke valve from the carburetor.

Push the choke lever on the handlebar all the way up to fully closed and measure the distance between the ends of the choke valve and nut.

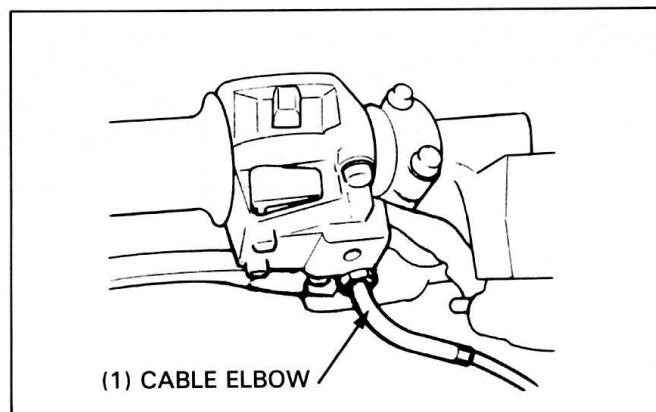
It should be 10–11 mm (0.39–0.43 in).



Adjust the distance to within specifications by loosening the lock nut and turning the cable's elbow at the left handlebar switch housing.

Tighten the lock nut securely and recheck the distance.

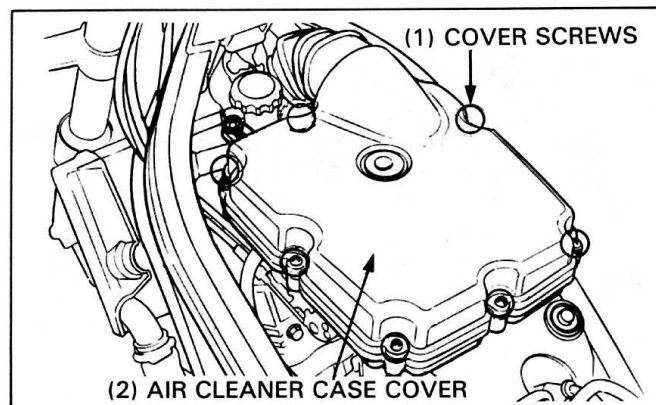
Thread the choke valve in by hand and then tighten the choke valve nut 1/4 turn with a 14 mm wrench.



AIR CLEANER

Remove the fuel tank (page 4-3).

Remove the air cleaner case cover screws and cover.

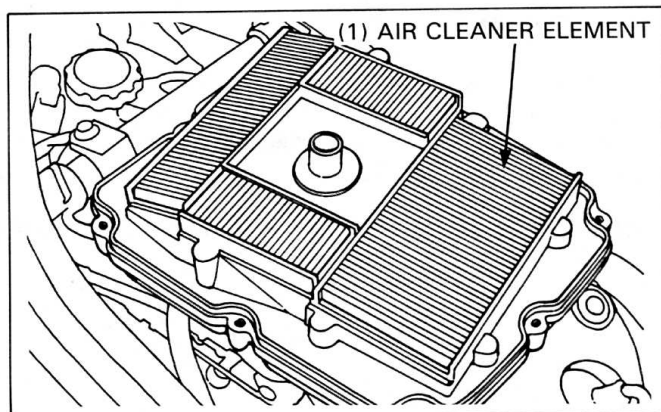


MAINTENANCE

Remove the air cleaner element.

Replace the element in accordance with the maintenance schedule.

Also, replace the element any time it is excessively dirty or damaged.



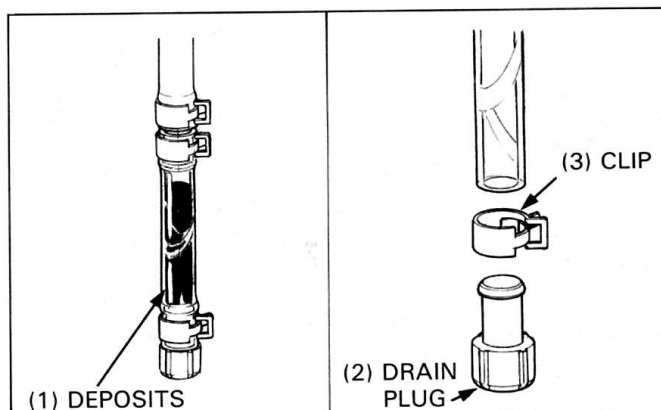
CRANKCASE BREATHER

The crankcase breather drain; air cleaner case drain tube is behind the side stand.

Remove the drain plug from the tube to empty any deposits. Reinstall the plug securely.

NOTE

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

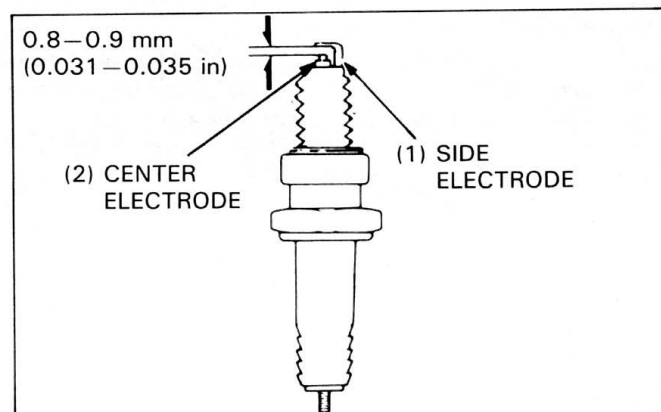


SPARK PLUG

Disconnect the spark plug caps and remove the spark plugs.

RECOMMENDED SPARK PLUG:

	NGK	ND
Standard	DPR8EA-9	X24EPR-U9
For cold climate (below 5°C/41°F)	DPR7EA-9	X22EPR-U9
For extended high speed riding	DPR9EA-9	X27EPR-U9



Measure the new spark plug gap with a wire-type feeler gauge.

SPARK PLUG GAP: 0.8—0.9 mm (0.031—0.035 in)

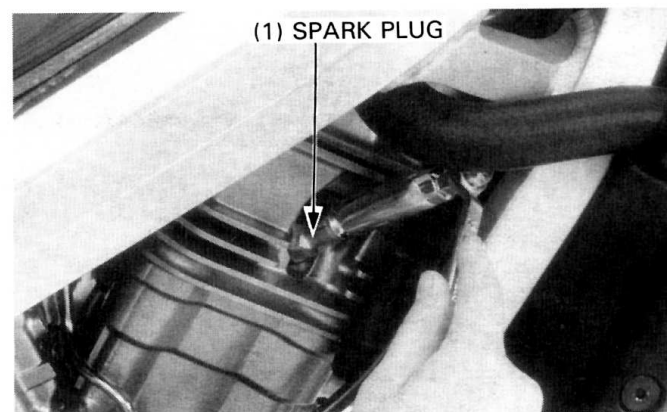
Adjust the gap if necessary, by bending the side electrode carefully. With the plug washer attached, thread each spark plug in by hand to prevent cross-threading. Continue tightening by hand until the spark plug bottoms.

Then, tighten the spark plugs another 1/2 turn with a spark plug wrench to compress the plug washer.

TORQUE: 14 N·m (1.4 kg·m, 10 ft·lb)

Connect the spark plug caps.

Install the removed parts in the reverse order of removal.



VALVE CLEARANCE

NOTE

- Inspect and adjust valve clearance while the engine is cold (below 35°C/95°F).

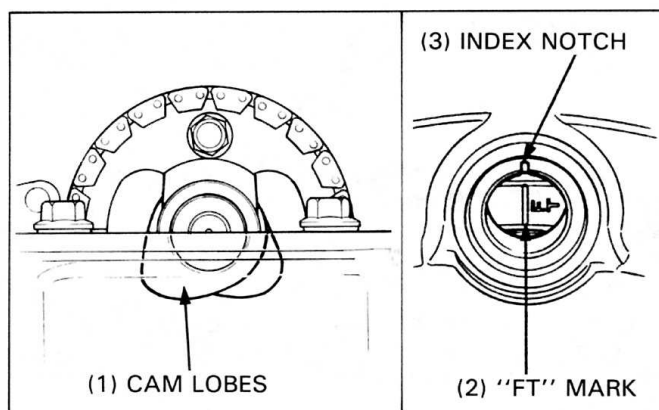
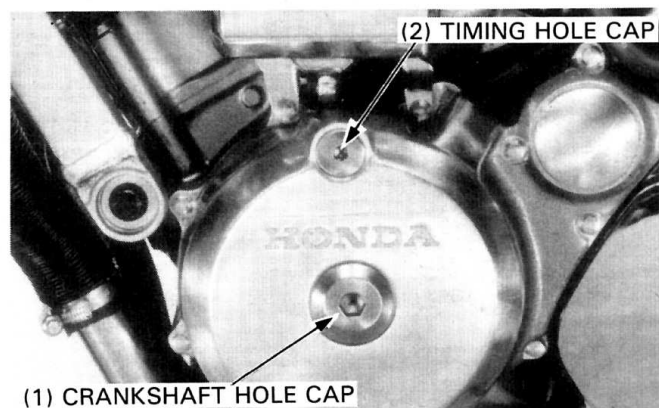
Remove the following parts:

- seat (page 13-25)
- fuel tank (page 4-3)
- air cleaner case (page 4-4)
- thermostat housing mounting bolt and radiator mounting bolts to releasing tension of water hoses
- crankshaft and timing hole caps
- cylinder head cover

Remove the cylinder head covers.

FRONT CYLINDER

Rotate the flywheel counterclockwise to align the "FT" mark with the index notch on the left crankcase cover. Make sure the piston is at TDC (Top Dead Center) on the compression stroke and the cam lobes are all facing down as shown.

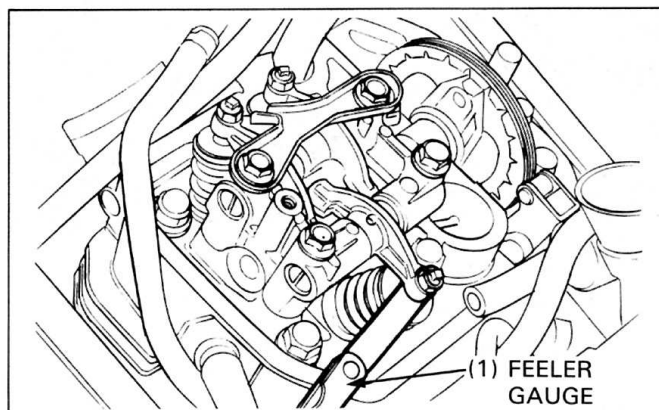


Inspect the clearance of all three valves by inserting a feeler gauge between the adjusting screw and the valve.

VALVE CLEARANCES: (COLD)

Intake: 0.15 ± 0.02 mm (0.006 ± 0.0008 in)

Exhaust: 0.20 ± 0.02 mm (0.008 ± 0.0008 in)



Adjust by loosening the lock nut and turning the adjusting screw until there is a slight drag on the feeler gauge.

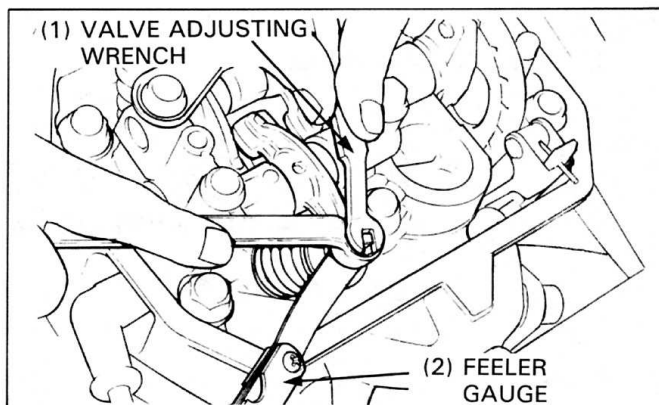
Apply oil to the nut and screw threads.

Hold the adjusting screw and tighten the lock nut.

TOOL:

Valve adjusting wrench 07908—KE90000

TORQUE: 23 N·m (2.3 kg·m, 17 ft·lb)



MAINTENANCE

REAR CYLINDER

Rotate the flywheel counterclockwise to align the "RT" mark with the index notch on the left crankcase cover. Make sure the piston is at TDC on the compression stroke and the cam lobes are all facing down.

Inspect and adjust the valve clearance using the same method as for the front cylinder.

Install the front and rear cylinder head covers.

Apply molybdenum disulfide grease to the threads of the timing and crankcase hole caps, then install and tighten them.

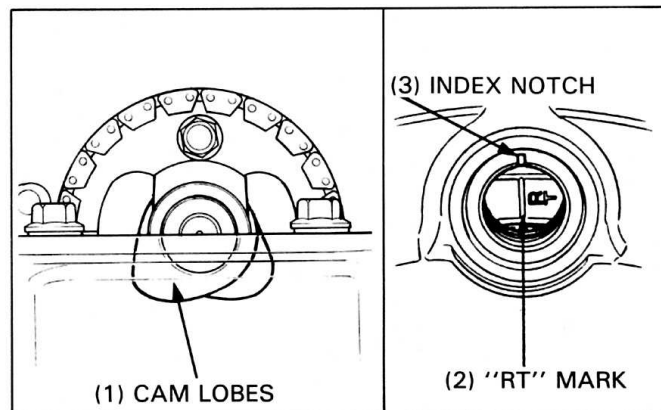
TORQUE:

Timing hole cap:

10 N·m (1.0 kg-m, 7.2 ft-lb)

Crankshaft hole cap:

15 N·m (1.5 kg-m, 11 ft-lb)



CARBURETOR SYNCHRONIZATION

NOTE

- Perform this maintenance with the engine at normal operating temperature, the transmission in neutral, and the motorcycle on its center stand.

Remove the rear fuel tank mounting bolt first, then remove the front side (page 4-3). Carefully raise the tank and support it in the frame using a suitable base.

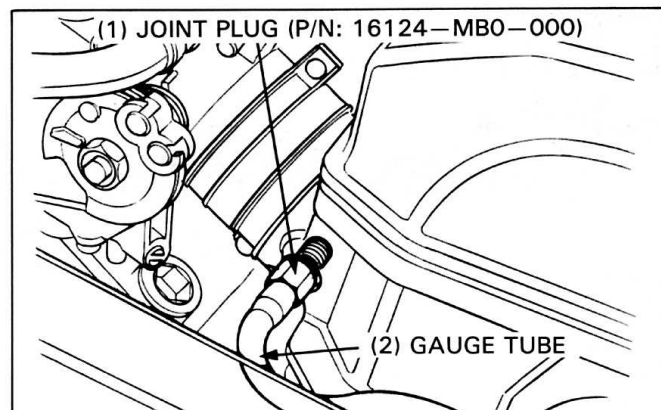
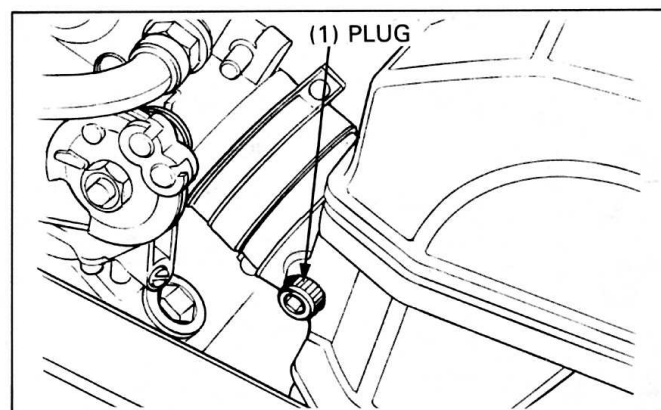
FRONT CYLINDER:

Remove the plug from the front cylinder intake port and install the vacuum gauge adaptor.

REAR CYLINDER:

Remove the plug from the rear cylinder intake port and install the joint plug (P/N: 16124-MB0-000).

Connect the vacuum gauge tube and vacuum gauge.



TOOL:

Vacuum gauge

07404-0030000 or

Vacuum gauge set

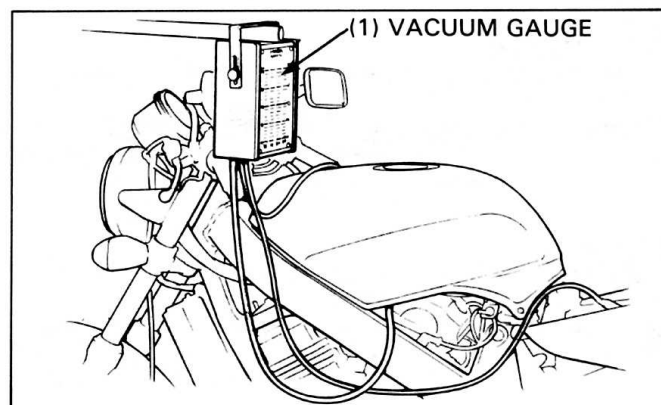
M937B-021-XXXXX

Warm up the engine and adjust the idle speed with the throttle stop screw.

⚠ WARNING

- 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 lead to death.

IDLE SPEED: 1,200 ± 100 rpm



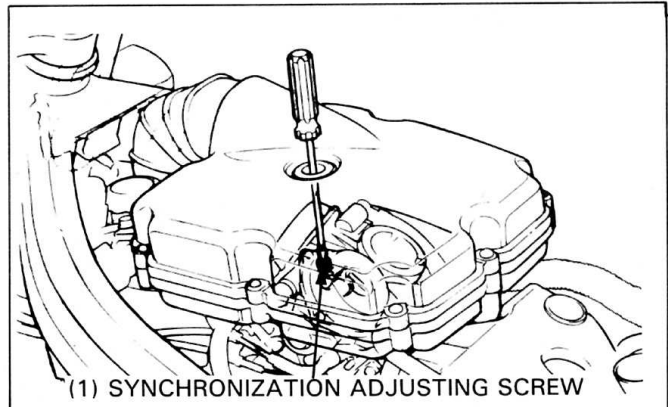
Check that the difference in vacuum readings is 40 mm (1.6 in) Hg or less.

NOTE

- The rear cylinder carburetor is the base carburetor.

If necessary, synchronize to the specification by turning the synchronization adjusting screw.

Recheck the idle speed and synchronization. Disconnect the gauge and adaptors and install the removed parts.



CARBURETOR IDLE SPEED

NOTE

- Inspect and adjust idle speed after all other engine adjustments are within specifications.
- The engine must be warm for accurate adjustment. Ten minutes of stop-and-go riding is sufficient.

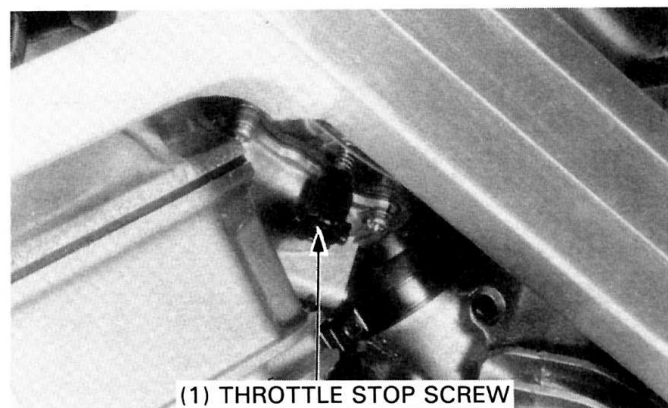
Warm up the engine, shift to NEUTRAL, and place the motor-cycle on its center stand.

WARNING

- 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 lead to death.*

Turn the throttle stop screw as required to obtain the specified idle speed.

IDLE SPEED: 1,200 ± 100 rpm



RADIATOR COOLANT

Check the coolant level of the reserve tank with the engine running at normal operating temperature.

WARNING

- 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 lead to death.*

The level should be between the "UPPER" and "LOWER" level lines.

If necessary, remove the reserve tank cap. Fill up to the upper level line with 50/50 mixture of distilled water and antifreeze.

Reinstall the reserve tank cap.

