

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

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The vehicle pictured in this owner's manual may not match your actual vehicle.

Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.

- The following code in this manual indicates the country.

Country Code

Code	Country
TH	Thailand

*The specifications may vary with each locale.

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle
- Safety Messages preceded by a safety alert symbol and one of three signal words: DANGER, WARNING, or CAUTION.

These signal words mean:

DANGER

You **WILL** be KILLED or SERIOUSLY HURT if you don't follow instructions.

WARNING

You **CAN** be KILLED or SERIOUSLY HURT if you don't follow instructions.

CAUTION

You **CAN** be HURT if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

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Motorcycle Safety

This section contains important information for safe riding of your motorcycle.
Please read this section carefully.

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Safety Guidelines

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ■ P. 6

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check

that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the grab rail or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Safety Guidelines

Motorcycle Safety

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➤ P. 12), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 11).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid leaks,

Safety Guidelines

check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

⚠ WARNING

Carbon monoxide gas is toxic.
Breathing it can cause
unconsciousness and even kill you.

Avoid any areas or activities that
expose you to carbon monoxide.

Motorcycle Safety

Safety Precautions

Motorcycle Safety

Safety Precautions

- Ride cautiously and keep your hands on the handlebar and feet on the floor.
- Keep passenger's hands onto the grab rail or your waist, passenger's feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

■ Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened

- Face shield with unobstructed field of vision or other approved eye protection

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

■ Gloves

Full-finger leather gloves with high abrasion resistance

■ Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

■ Jacket and Trousers

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit).

Riding Precautions

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts and rapid acceleration.
- Avoid hard braking and rapid down-shifts.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and down-shifts.
 - ▶ Sudden braking can reduce the motorcycle stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.
- Exercise caution on low traction surfaces.
 - ▶ The tyres slip more easily on such surfaces and braking distances are longer.
- Avoid continuous braking.
 - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.

Motorcycle Safety

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Riding Precautions

Motorcycle Safety

Combined ABS

Your motorcycle is equipped with a brake system that distributes the braking force between the front and rear brakes.

The distribution of the braking force applied to the front and rear brakes is different when operating the front brake lever only and when operating the rear brake lever only.

For full braking effectiveness, operate both the brake levers together.

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking. Always use the recommended tyres to ensure correct ABS operation.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake levers may recoil slightly when applying the brakes. This is normal.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.

Riding Precautions

Parking

- Park on a firm, level paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebar and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

■ Parking with the Side Stand or Centre Stand

1. Stop the engine.
2. Apply the parking brake. ➡ P. 26

3. Use the side stand

Push the side stand down.

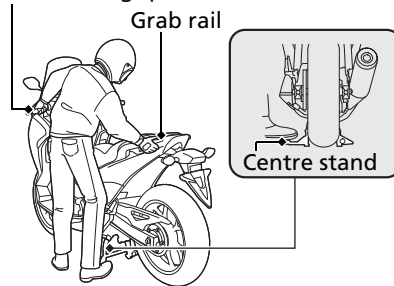
Slowly lean the motorcycle to the left until its weight rests on the side stand.

Use the centre stand

Let down the centre stand, stand on the left side of the motorcycle. Hold the left handle grip and the left grab rail. Press down on the tip of the stand with your right foot and, simultaneously, pull up and back.

Left handle grip

Grab rail



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Riding Precautions

4. Turn the handlebar fully to the left.
▶ Turning the handlebar to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. ■ P. 25

Motorcycle Safety

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converter:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. ■ P. 113
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Accessories & Modifications

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Motorcycle Safety

Loading

Motorcycle Safety

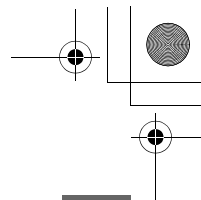
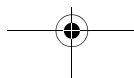
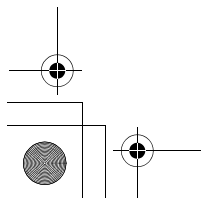
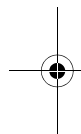
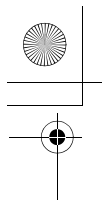
Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
 - **Maximum weight capacity / Maximum luggage weight** P. 121
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

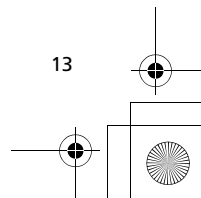
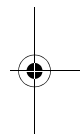
⚠ WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.



Motorcycle Safety



Parts Location

Operation Guide

Fuel fill cap

➡ P.34

Tool kit ➡ P.37

Document bag ➡ P.37

Luggage box ➡ P.35

Inner cover ➡ P.59

Front brake fluid reservoir

➡ P.74

Front brake lever ➡ P.74

Throttle grip ➡ P.82

Parking brake lever ➡ P.26

Right front side cowl ➡ P.60

Engine oil fill cap/dipstick

➡ P.66

Front lower cover ➡ P.61

Engine oil filter ➡ P.68

Coolant reserve tank ➡ P.72

Right floor skirt ➡ P.62

Clutch oil filter ➡ P.70

Engine oil drain bolt ➡ P.68

Rear brake fluid reservoir ➡ P.74

Rear brake lever

➡ P.74

Left pocket ➡ P.40

Fuse box ➡ P.106

Accessory socket ➡ P.39

Seat lock ➡ P.35

Battery ➡ P.65

Drive chain ➡ P.78

Side stand ➡ P.77

Centre stand ➡ P.9

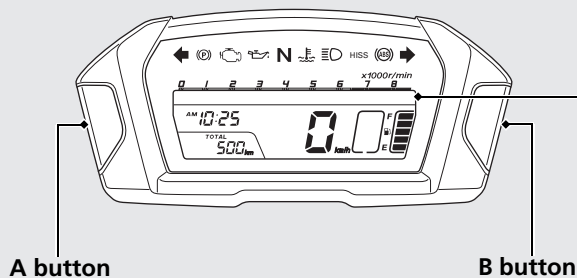
Main fuse ➡ P.107

Left front side cowl ➡ P.60

Crankcase breather ➡ P.83

Instruments

Operation Guide



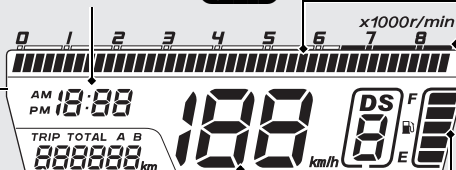
Display Check

When the ignition switch is turned on, all the mode and digital segments will show, and the tachometer segment progress to maximum scale and then disappear.

If any part of these displays does not come on when it should, have your dealer check for problems.

Clock (12-hour display)

To set the clock: ➡ P.21



Speedometer

Odometer [TOTAL] & Tripmeter [TRIP A/B]

A button switches between odometer & tripmeters at the ordinary display.

- Odometer: Total distance ridden.
- Tripmeter: Distance ridden since tripmeter was reset (press and hold B button to reset to 0.0 km).

Tachometer

NOTICE

Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

Tachometer red zone
(excessive engine rpm range)

Fuel gauge

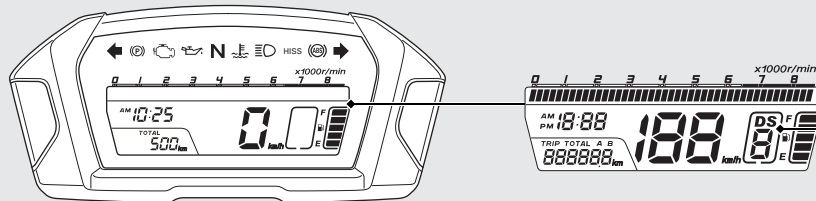
Remaining fuel when only 1st (E) segment starts flashing:
approximately 2.9 litres
(0.77 US gal, 0.64 Imp gal)



If the fuel gauge indicators repeat flashing or turned off: ➡ P.91

Instruments (Continued)

Operation Guide



D indicator




Comes on when the D mode is selected in the AT MODE. ➡ P.32

S indicator

Comes on when the S mode is selected in the AT MODE. ➡ P.32

Gear position indicator

The gear position is shown in the gear position indicator when the D, S mode or MT MODE are selected.

- ▶ “-” appears for a few seconds and then goes off when the engine starts.
- ▶ “-” flashes when the engine stop switch position is changed from RUN  to OFF  position with the ignition switch on.
- ▶ “-” flashes when the ignition switch is turned on with the engine stop switch OFF  position.

The indicator may flash if:

- ▶ The front wheel leaves the ground.
- ▶ You turn the wheel while the motorcycle is upright on the stand.

This is normal. To operate the system again, turn the ignition switch off, then on again.

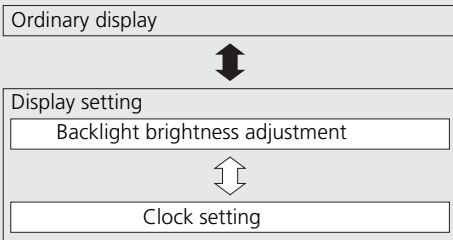
If the “-” indicator is blinking in the gear position window while riding: ➡ P.90

Instruments (Continued)

Display Setting

You can adjust the two settings.

- Backlight brightness adjustment
- Clock setting



↔ Press and hold A button and B button

↔ Press A button

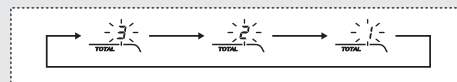
In addition, to move the ordinary display at display setting.

- The button is not pressed for about 30 seconds
 - Turn the ignition switch off and then on
- Each setting will be cancelled if the A button is not pressed.

1 Backlight brightness adjustment:

You can adjust the brightness three levels.

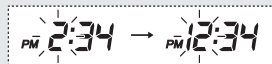
- 1 Turn the ignition switch to ON.
- 2 Press and hold A button and B button until the minute digit displays the brightness level.
- 3 Press B button. The brightness is switched.



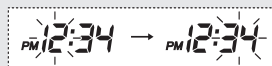
- 4 Press A button. The backlight is set, and then the display moves to the clock setting.

2 To set the clock:

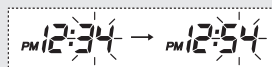
- ➊ After backlight brightness adjustment, the hour digits start flashing.
- ➋ Press B button until the desired hour and AM/PM are displayed.
▶ Press and hold to advance the hour fast.



- ➌ Press A button. The minute digits start flashing.



- ➍ Press B button until the desired minute is displayed.
▶ Press and hold to advance the minute fast.



- ➎ Press A button. The clock is set, and then the display returns to the backlight brightness adjustment.

Indicators



Low oil pressure indicator

Comes on when the ignition switch is turned on.
Goes off when the engine starts.

If it comes on while engine is

running: ➡ P.88



ABS (Anti-lock Brake System) indicator

Comes on when the ignition switch is turned on.
Goes off when your speed reaches approximately 10 km/h (6 mph).

If it comes on while riding: ➡ P.89



High coolant temperature indicator

If it comes on while riding:

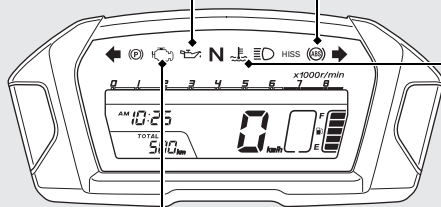
➡ P.87

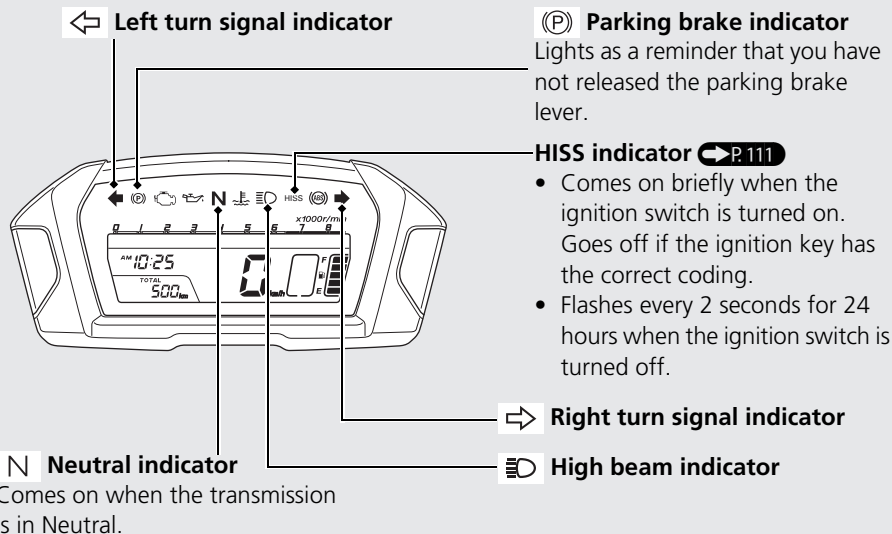


PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)

Comes on briefly when the ignition switch is turned on with the engine stop switch in the RUN position. Comes on when the ignition switch is turned on with the engine stop switch in the OFF position.

If it comes on while engine is running: ➡ P.88





Switches

Shift up switch (+)

To shift up the gear.

➡ P.33



Horn button

Shift down switch (-)

To shift down the gear. ➡ P.33



Turn signal switch

▶ Pressing the switch turns the turn signal off.

Headlight dimmer/Passing light control switch

- : High beam
- : Low beam
- : Flashes the high beam headlight.

Engine stop switch

Should normally remain in the RUN position.

▶ In an emergency, switch to the OFF position to stop the engine.

AT/MT switch

To shift between the AT MODE and MT MODE. ➡ P.32

N-D switch

To shift between Neutral and AT MODE. ➡ P.32



Start button



Hazard switch

Switchable when the ignition switch is on. Can be turned to off regardless of the ignition switch position.

▶ The signals continue flashing with the ignition switch is OFF or LOCK after the hazard switch is on.

Ignition Switch

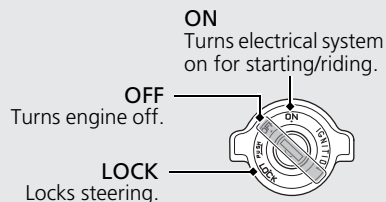
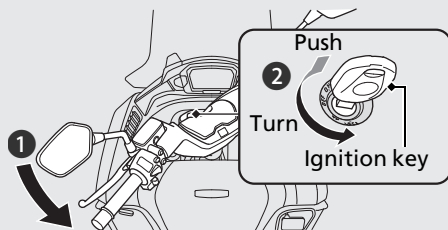
Switches the electrical system on/off, locks the steering.

- ▶ Key can be removed when in the OFF or LOCK position.

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.



Locking

- 1 Turn the handlebar all the way to the left.
- 2 Push the key down, and turn the ignition switch to the LOCK position.
 - ▶ Jiggle the handlebar if the lock is difficult to engage.
- 3 Remove the key.

Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.

Parking Brake

Parking Brake Lever

Be sure the parking brake is applied while parking and warming up the engine.

- Make sure the parking brake lever is released before riding.

To apply the parking brake

Squeeze the rear brake lever and pull the parking brake lever back to lock the rear wheel.

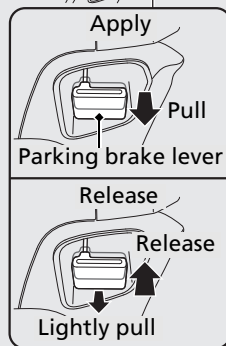
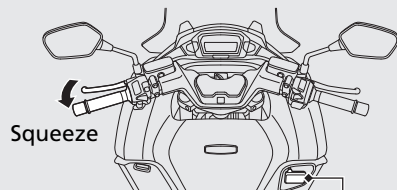
- The parking brake lock will not function if the parking brake is not adjusted properly.

➡ P.76

To release the parking brake

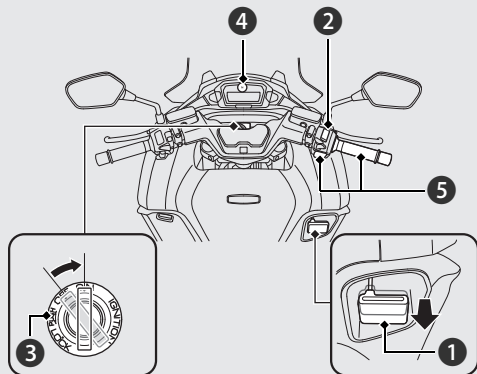
Release the parking brake lever by lightly pulling in the lever.

- Before riding, check that the parking brake indicator is turned off and make sure that the parking brake is fully released so there is no drag on the rear wheel.




Starting the Engine

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again for recovery of battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration.

- 1 Check the parking brake (parking brake indicator comes on).
- 2 Make sure the engine stop switch is in the RUN  position.
- 3 Turn the ignition switch to the ON position.
- 4 Check the transmission in Neutral (**N** indicator comes on).
- 5 Press the start button with the throttle completely closed.
- 6 Make sure the parking brake lever is released before riding.

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Starting the Engine *(Continued)*

If the engine does not start:

- ① Open the throttle fully and press the start button for 5 seconds.
- ② Repeat the normal starting procedure.
- ③ If the engine starts, open the throttle slightly if idling is unstable.
- ④ If the engine does not start, wait 10 seconds before trying steps ① & ② again.

If Engine Will Not Start ➡ P.86

When you stop the engine

- ① To stop the engine, put gear to Neutral (N indicator comes on).
 - ▶ If you turn the ignition switch to the OFF position when the motorcycle in gear, the engine will shut off with the clutch disengaged.
- ② Turn the ignition switch off.
- ③ Pull the parking brake lever when you park the motorcycle.

Shifting Gears

Your motorcycle is equipped with an automatically controlled 6-speed transmission. It can be shifted automatically (by AT MODE) or manually (by MT MODE).

Dual Clutch Transmission

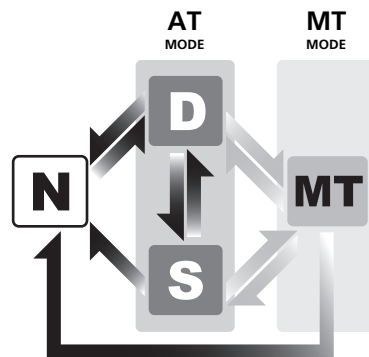
In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift feel as a manual transmission.

- ▶ Always use the recommended tyres and sprockets to ensure correct the Dual Clutch Transmission operation.

The Dual Clutch Transmission system runs a self check immediately after starting the engine. "-" appears in the gear position indicator window for a few seconds, then goes out. While "-" appears, you cannot shift into gear.

➡ N-D switch

➡ AT-MT switch



Shifting Gears *(Continued)*

Neutral (N): Neutral is selected automatically when you turn the ignition switch to on.

If neutral is not selected when you turn the ignition switch to on:

- ▶ Turn the ignition off and on again.
- ▶ If neutral is still not selected after turning the engine off then on again. ➡ **P.90**
You may hear (click) noises when the transmission shifts to Neutral (N). This is normal.

When you can change between N and D

- ▶ Motorcycle is stopped and the engine is idling.
- ▶ Throttle is completely off. It is not possible to change from Neutral to D mode while the throttle is applied.
- ▶ You cannot change between N and D mode while the wheels are rotating.
- ▶ Side stand is raised.

NOTICE

- To prevent clutch damage, do not use the throttle to keep the motorcycle stopped uphill.

AT MODE: In this mode the gears are shifted automatically according to your riding conditions.

And also using the shift up switch (+) or shift down switch (-), you can temporarily shift up or down. These switches are convenient when you want to temporarily down-shift in front of a curve, etc. ➡ P.33

You can choose between two modes within AT MODE: D mode and S mode.

D mode (AT): This is the standard mode when AT MODE is selected. Select D mode for regular operation and efficient fuel economy.

S mode (AT): Select this mode while riding in AT MODE when you need more power, such as when overtaking, climbing hills, pulling away.

MT MODE: MT MODE (6-speed manual operation) You can choose between 6 gears in this mode.

Shifting Gears *(Continued)*

Changing between Neutral and AT/MT

Changing from Neutral (N) to AT MODE

Press the D/S side of the N-D switch (①).
The D mode indicator comes on, "1" is shown in the gear position indicator and first gear is selected.

Changing from AT or MT MODE to Neutral

Press N on the N-D switch (②).

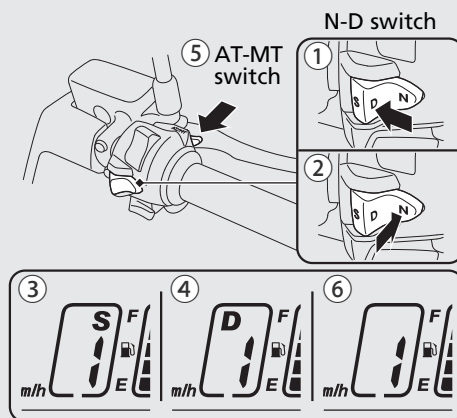
Changing between D mode and S mode while in AT MODE

Press the D/S side of the N-D switch. The S or D mode indicator comes on (③, ④).

Changing between AT MODE and MT MODE

Press the AT/MT switch (⑤).

The S or D indicator goes out while MT MODE is selected (⑥).



Riding in MT MODE

Shift up and down with the + and - switch. The selected gear is shown on the gear position indicator.

- ▶ If the MT MODE is selected, the transmission does not shift up automatically. Do not allow the engine revs to go into the red zone.
- ▶ The transmission automatically shifts down when you slow down, even in MT MODE.
- ▶ You will start from 1st gear even if MT MODE is selected.

Gear shift operation

Shifting Up:

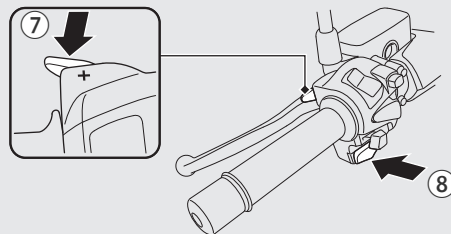
Press the shift up switch (+) (7).

Shifting Down:

Press the shift down switch (-) (8).

You cannot continue shifting gear by keeping the shift switch pressed.

To continue shifting gear release the switch and press it again.



Shift Limit

You can't shift gear down if the engine revs exceed the limit.

Refuelling

Fuel type: Unleaded petrol only

Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.

Tank capacity: 14.1 litres (3.73 US gal, 3.10 Imp gal)

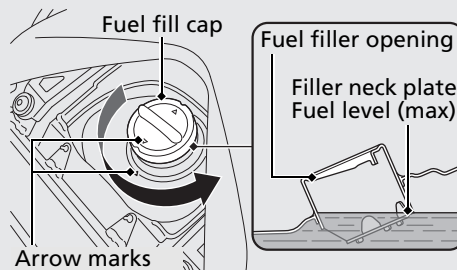
Refuelling and Fuel Guideline ➡ P.10

Opening the Fuel Fill Cap

- ① Open the seat. ➡ P.35
- ② Turn the fuel fill cap counterclockwise until it stops and remove the cap.

Closing the Fuel Fill Cap

- ① Install and tighten the fuel fill cap firmly by turning it clockwise.
 - ▶ Make sure that the arrow marks on the cap and fuel tank are aligned.
- ② Close the seat.



Do not fill with fuel above the plate.

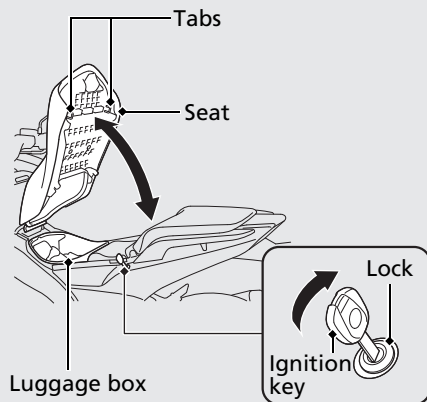
⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

Luggage Box



Open

- ① Insert the ignition key into the lock, and turn the key clockwise.
- ② Pull up the rear of the seat.

Close

- ① Push down the rear of the seat until it locks in place.
 - ▶ Make sure that the tabs are locked securely in position to pull up the rear of the seat lightly.
 - ▶ The lock automatically when closed. Take care not to lock your key in the luggage box.
- ② Remove the key.

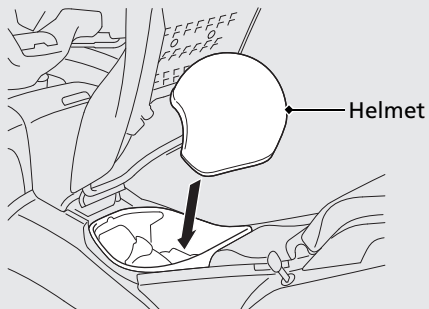
Never exceed the maximum weight limit.

Maximum Weight: 3.0 kg (6.6 lb)

- ▶ Do not store any items that are flammable or susceptible to heat damage.

Storage Equipment *(Continued)*

A helmet can be stored in the luggage box.
Set in the front of the helmet forward.

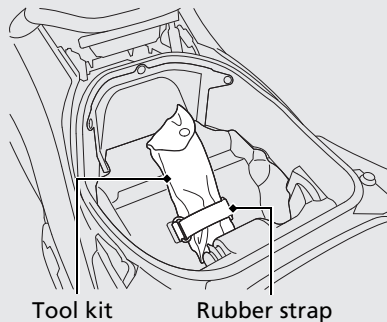


- ▶ Some helmets may not fit in the compartment due to their size or design.

Opening the seat. ➡ P.35

Tool Kit

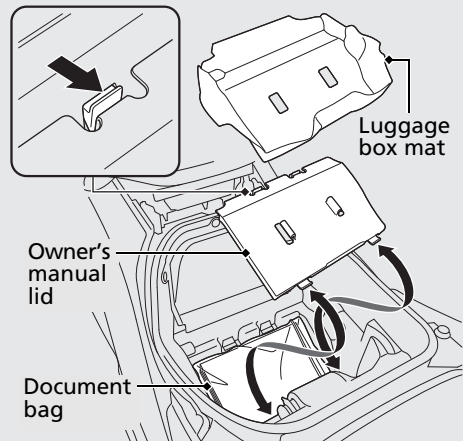
The tool kit is stored in the luggage box by the rubber strap.



Opening the seat. ➡ P.35

Document Bag

The document bag is stored under the tool kit. Remove the tool kit, luggage box mat and owner's manual lid.



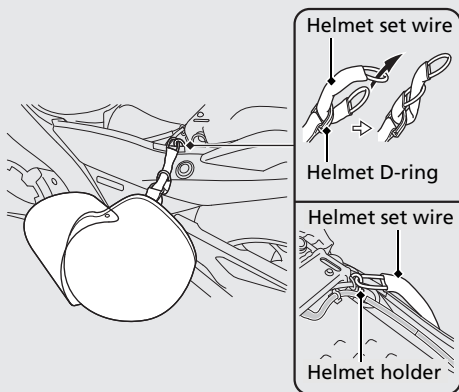
Opening the seat. ➡ P.35

continued 37

Storage Equipment *(Continued)*

Helmet Holder

The helmet holder is located under the seat.
A helmet set wire is in the tool kit.



► Use the helmet holder only when parked.

Opening the seat. ➡ P.35

⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

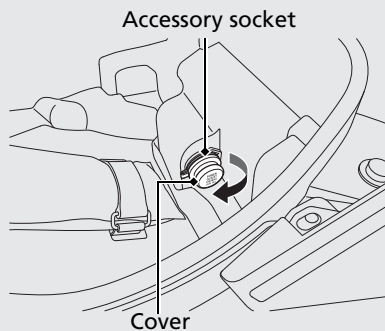
Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Accessory Socket

The accessory socket is located in the luggage box.

Open the cover to gain access to the accessory socket.

Rated capacity is
12 W (12 V, 1 A).



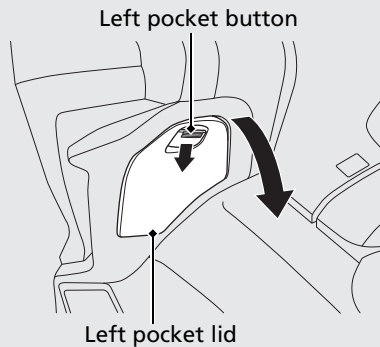
- ▶ To prevent the battery run down or weak the battery, keep the engine running while drawing current from the socket.
- ▶ Set the headlight in the low beam. The battery run down or damage to the accessory socket cause result.
- ▶ To prevent entry foreign matter, be sure to close the cover when the accessory socket is not used.

Opening the seat. ➡ P.35

Storage Equipment *(Continued)*

Left Pocket

Operation Guide



Open

Push the left pocket button down, then open the left pocket lid.

Close

Close the left pocket lid.

The maximum allowable load in the left pocket shall be no more than

0.3 kg (0.66 lb).

Make sure that this pocket closed securely.

Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.

Importance of Maintenance	P. 42	Clip C	P. 64
Maintenance Schedule	P. 43	Battery	P. 65
Maintenance Fundamentals	P. 47	Engine Oil	P. 66
Tool Kit	P. 58	Coolant	P. 72
Removing & Installing Body Components ..	P. 59	Brakes	P. 74
Inner Cover	P. 59	Side Stand	P. 77
Front Side Cowls	P. 60	Drive Chain	P. 78
Front Lower Cover	P. 61	Throttle	P. 82
Right Floor Skirt	P. 62	Crankcase Breather	P. 83
Clip A	P. 63	Other Adjustments	P. 84
Clip B	P. 63	Headlight Aim	P. 84

Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, perform the periodic checks specified in the Maintenance Schedule. ■ P. 43

Maintenance

WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand, centre stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.








All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.



Maintenance

continued 43

Maintenance Schedule

Items	Pre-ride Check P. 47	Frequency *1							Annual Check	Regular Replace	Refer to page
		× 1,000 km	1	6	12	18	24	30			
		× 1,000 mi	0.6	4	8	12	16	20			
Fuel Line					I		I		I		-
Fuel Level		I									34
Throttle Operation		I			I		I		I		82
Air Cleaner *2						R			R		-
Crankcase Breather *3				C	C	C	C	C	C		83
Spark Plugs			Every 24,000 km (16,000 mi): I Every 48,000 km (32,000 mi): R								-
Valve Clearance					I		I		I		-
Engine Oil		I		R		R		R	R		66
Engine Oil Filter			R		R		R		R		68
Clutch Oil Filter			R				R				70
Engine Idle Speed			I		I		I		I		-
Radiator Coolant *4		I			I		I		I	3 Years	72
Cooling System					I		I		I		-

Maintenance Level

-  : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.
-  : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

- I** : Inspect (clean, adjust, lubricate, or replace if necessary)
- L** : Lubricate
- R** : Replace
- C** : Clean

Maintenance Schedule

Items	Pre-ride Check P. 47	Frequency *1								Annual Check	Regular Replace	Refer to page
		× 1,000 km	1	6	12	18	24	30	36			
		× 1,000 mi	0.6	4	8	12	16	20	24			
Evaporative Emission Control System	🔧					I			I			-
Drive Chain	I			Every 1,000 km (600 mi): I L								78
Drive Chain Slider					I		I		I			81
Brake Fluid *4	I			I	I	I	I	I	I	I	2 Years	74
Brake Pads Wear	I			I	I	I	I	I	I	I		75
Brake System			I		I		I		I	I		47
Brakelight Switch					I		I		I	I		-
Brake Lock Operation	🔧			I	I	I	I	I	I			76
Headlight Aim					I		I		I	I		84
Lights/Horn	I											-
Engine Stop Switch	I											-
Side Stand	I				I		I		I	I		77
Suspension	🔧				I		I		I	I		-

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 : Replacement requires mechanical skill.

Maintenance Schedule

Items		Pre-ride Check P. 47	Frequency*1								Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	6	12	18	24	30	36			
			× 1,000 mi	0.6	4	8	12	16	20	24			
Nuts, Bolts, Fasteners				I		I		I		I	I		-
Wheels/Tyres		I				I		I		I	I		54
Steering Head Bearings				I		I		I		I	I		-





Maintenance





Maintenance Fundamentals

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tyre, can be a major inconvenience.

Check the following items before you ride motorcycle:

- Fuel level – Fill fuel tank when necessary.  P. 34
- Throttle – Check for smooth opening and full closing in all steering positions.  P. 82
- Engine oil level – Add engine oil if necessary. Check for leaks.  P. 66
- Coolant level – Add coolant if required. Check for leaks.  P. 72

- Drive chain – Check condition and slack, adjust and lubricate if necessary.  P. 78
- Brakes – Check operation;
Front and Rear: check brake fluid level and pads wear.  P. 74, 75
- Lights and horn – Check that lights, indicators and horn function properly.
- Engine stop switch – Check for proper function.
- Side stand ignition cut-off system – Check for proper function.  P. 77
- Wheels and tyres – Check condition, air pressure and adjust if necessary.  P. 54

Maintenance Fundamentals

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

Maintenance

WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

Maintenance Fundamentals

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

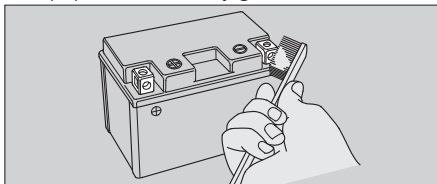
Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

■ Cleaning the Battery Terminals

1. Remove the battery. ➡ P. 65
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.

Maintenance Fundamentals

3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

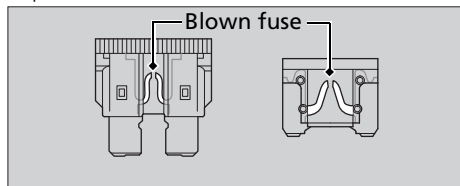
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. **▶ P. 106**

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." **▶ P. 123**



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption and oil quality deteriorates according to riding conditions and time elapsed.

Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

Selecting the Engine Oil

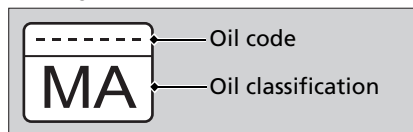
For recommended engine oil, see "Specifications." P. 122

If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

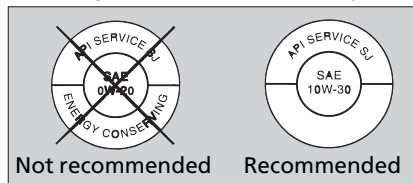
- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

Maintenance Fundamentals

- *1. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



- *2. The SAE standard grades oils by their viscosity.
 *3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" on the circular API service symbol.



Maintenance Fundamentals

Brake Fluid

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:

Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration.

If the chain does not move smoothly, makes strange noises, has damaged rollers or loose pins or missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the engine sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



Normal
(GOOD)



Worn
(REPLACE)



Damaged
(REPLACE)

NOTICE

Use of a new chain with worn sprockets will cause rapid chain wear.

Maintenance Fundamentals

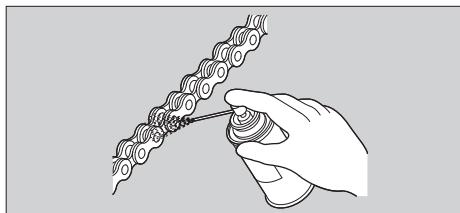
Cleaning and Lubricating

After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty.

After cleaning, wipe dry and lubricate with the recommended lubricant. If not available, use SAE 80 or 90 gear oil.

Recommended lubricant:

Drive chain lubricant designed specifically for O-ring chains.



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.

Avoid getting lubricant on the brakes or tyres. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

Use only genuine HONDA PRE-MIX COOLANT without diluting with water.

Genuine HONDA PRE-MIX COOLANT is excellent at preventing corrosion and overheating.

The coolant should be inspected and replaced properly by following the maintenance schedule. ➡ P. 44

Maintenance Fundamentals

NOTICE

Using coolant not specified for aluminium engines, or ordinary tap water or mineral water can cause corrosion.

Crankcase Breather

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

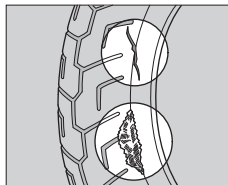
Tyres (Inspecting/Replacing)

■ Checking the Air Pressure

Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

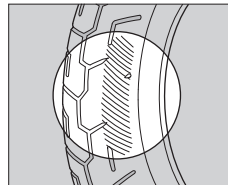
■ Inspecting for Damage

Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for the bumps or bulges in the side walls of the tyres.



■ Inspecting for Abnormal Wear

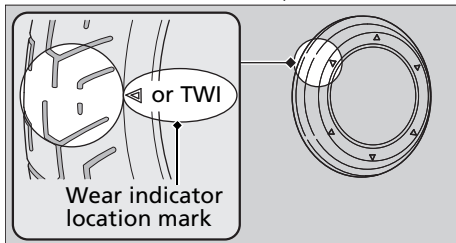
Inspect the tyres for signs of abnormal wear on the contact surface.



Maintenance Fundamentals

Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠ WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Maintenance

continued 55

Maintenance Fundamentals

Have your tyres replaced by your dealer.
For recommended tyres, air pressure and minimum tread depth, see "Specifications."

▶ P. 122

Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalents after the tyre is installed.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle.
The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

WARNING

Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

Maintenance Fundamentals

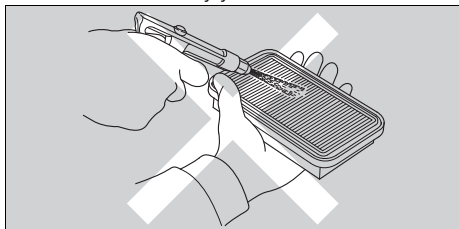
Air Cleaner

This motorcycle is equipped with a viscous type air cleaner element.

Air blow cleaning or any other cleaning can degrade the viscous element performance and cause the intake of dust.

Do not perform the maintenance.

Should be serviced by your dealer.



Tool Kit

The tool kit is stored under the seat.  P. 37

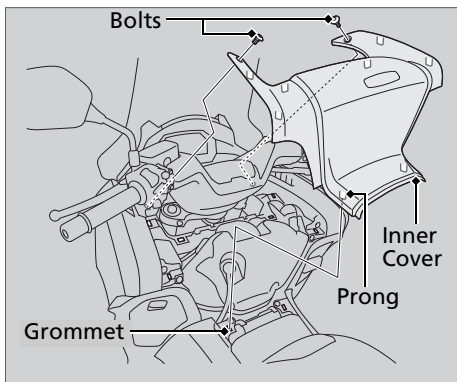
You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

Maintenance

- Spark plug wrench
- 8 × 12 mm Open end wrench
- 10 × 14 mm Open end wrench
- 12 × 14 mm Open end wrench
- Standard/Phillips screwdriver
- Screwdriver grip
- Extension bar
- 5 mm Hex wrench
- 22 mm Box end wrench
- 27 mm Box end wrench
- Helmet set wire
- Fuse puller

Removing & Installing Body Components

Inner Cover



The inner cover must be removed to service the main and fuse box fuses, and remove the front side cowls.

Removal

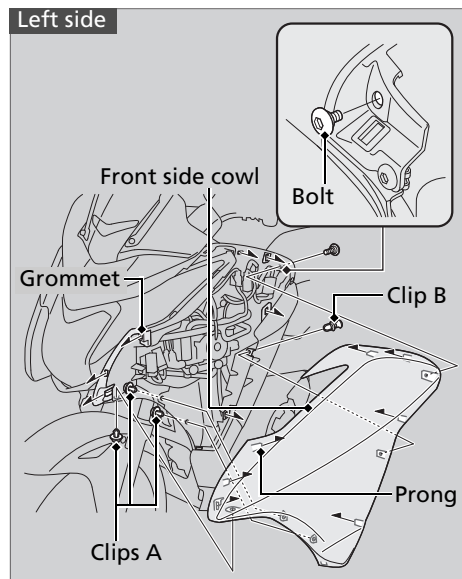
1. Remove the bolts.
2. Remove the prongs from the grommets, then remove the inner cover.

Installation

Install the parts in the reverse order of removal.

Removing & Installing Body Components ► Front Side Cowls

Front Side Cowls



The front side cowls must be removed for the headlight bulb, front turn signal light bulbs and position light bulbs replacement.

The left and right front side cowls can be removed in the same manner.

Removal

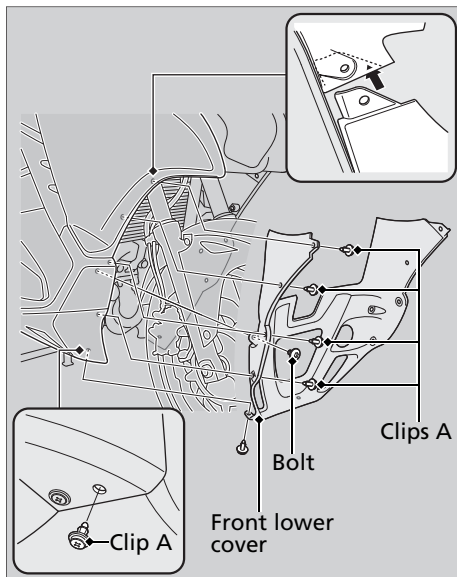
1. Remove the inner cover. ■ P. 59
2. Remove the bolt, clips A and clip B. ■ P. 63
3. Remove the prongs from the grommets, then remove the front side cowl.

Installation

Install the parts in the reverse order of removal.

Removing & Installing Body Components ► Front Lower Cover

Front Lower Cover



The front lower cover must be removed to service the coolant reserve tank, and remove the right floor skirt.

Removal

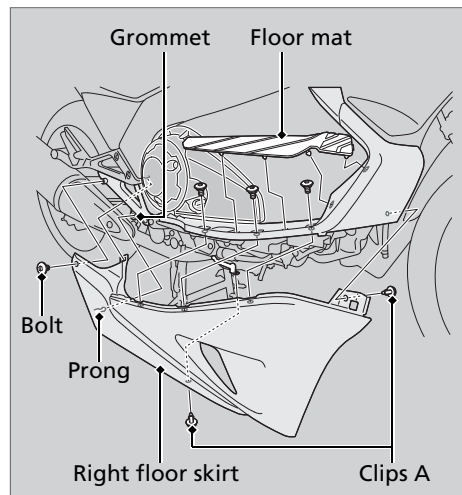
1. Remove the bolts and clips A. ▣ P. 63
2. Remove the front lower cover.

Installation

Install the parts in the reverse order of removal.

Removing & Installing Body Components ► Right Floor Skirt

Right Floor Skirt



The right floor skirt must be removed to replace the clutch oil filter.

Removal

1. Remove the front lower cover. ► P. 61
2. Remove the floor mat.
3. Remove the bolts and clips A. ► P. 63
4. Remove the prong from the grommet, then remove the right floor skirt.

Installation

Install the parts in the reverse order of removal.

Removing & Installing Body Components ► Clip A

Clip A

The clip A must be removed to remove the front side cowls, front lower cover and right floor skirt.

Removal

1. Remove the pin by a Phillips screwdriver.
2. Pull the clip out of the hole.

**Installation**

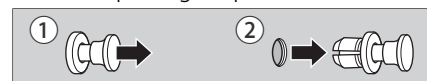
1. Insert the clip into the hole.
2. Push the pin in.

**Clip B**

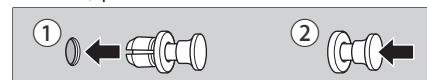
The clip B must be removed to remove the front side cowls.

Removal

Pull the clip straight up to remove it.

**Installation**

Keep the head of the clip raised when you insert it, push until it clicks.



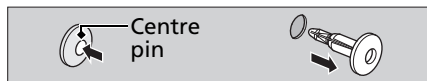
Removing & Installing Body Components ► Clip C

Clip C

The clip C must be removed to remove the maintenance lid.

Removal

1. Press down on the centre pin to release the lock.
2. Pull the clip out of the hole.



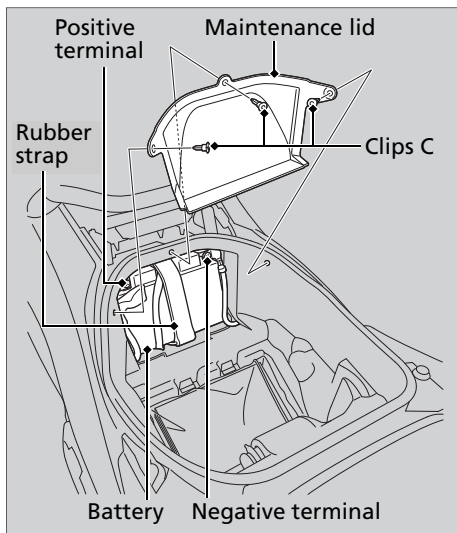
Installation

1. Push the bottom of the centre pin.
2. Insert the clip into the hole.
3. Press down on the centre pin to lock the clip.



Removing & Installing Body Components ► Battery

Battery



Removal

Make sure the ignition switch is off.

1. Open the seat. ► P. 35
2. Remove the owner's manual lid. ► P. 37
3. Remove the clips C (► P. 64) and maintenance lid.
4. Unhook the rubber strap.
5. Disconnect the negative \ominus terminal from the battery.
6. Disconnect the positive \oplus terminal from the battery.
7. Remove the battery taking care not to drop the terminal nuts.

Installation

Install the parts in the reverse order of removal.

Always connect the positive \oplus terminal first.

Make sure that bolts and nuts are tight.

The clock will be reset to AM 1:00 if the battery is disconnected.

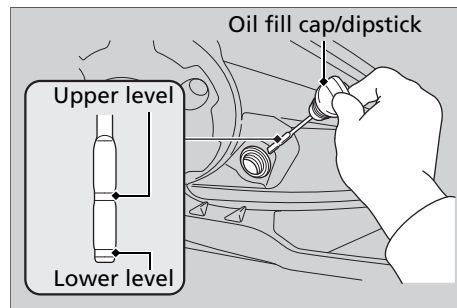
For proper handling of the battery, see "Maintenance Fundamentals." ► P. 49

Battery Goes Dead ► P. 100

Engine Oil

Checking the Engine Oil

1. Park your motorcycle in on its centre stand on a firm, level surface.
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
4. Remove the oil fill cap/dipstick and wipe it clean.
5. Insert the oil fill cap/dipstick until it seats, but don't screw it in.
Check that the oil level is between the upper and lower level marks in the oil fill cap/dipstick.
6. Securely install the oil fill cap/dipstick.



Engine Oil ► Adding Engine Oil

Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil.

■ P. 51

1. Add the recommended oil until it reaches the upper level mark.
 - Place your motorcycle on its centre stand on a firm, level surface when checking the oil level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the oil filler opening.
 - Wipe up any spills immediately.
2. Securely reinstall the oil fill cap/dipstick.

NOTICE

Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals." ■ P. 51

Engine Oil ► Changing Engine Oil & Filter

Changing Engine Oil & Filter

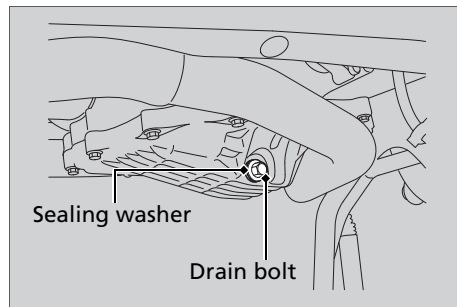
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

Use a new Honda Genuine oil filter or equivalent specified for your model.

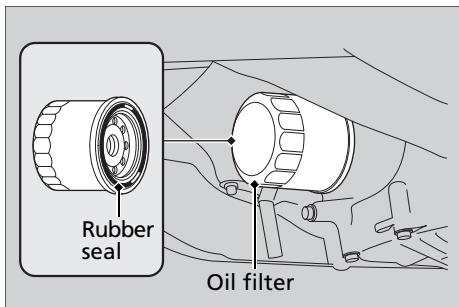
NOTICE

Using the wrong oil filter can result in serious damage to the engine.

1. Park your motorcycle on its centre stand on a firm, level surface.
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
4. Place a drain pan under the drain bolt.



5. Remove the oil fill cap/dipstick, drain bolt, and sealing washer to drain the oil.
6. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
 - Discard the oil and oil filter at an approved recycling centre.



7. Apply a thin coat of engine oil to the rubber seal of a new oil filter.
8. Install a new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

Engine Oil ► Changing Engine Oil & Filter

9. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

10. Fill the crankcase with the recommended oil (► P. 51) and install the oil fill cap/dipstick.

Required oil

When changing oil & engine oil filter:

3.4 litres (3.6 US qt, 3.0 Imp qt)

When changing oil only:

3.2 litres (3.4 US qt, 2.8 Imp qt)

11. Check the oil level. ► P. 66
12. Check that there are no oil leaks.

Engine Oil ► Changing Clutch Oil Filter

Changing Clutch Oil Filter

Use a new Honda Genuine clutch oil filter or equivalent specified for your model.

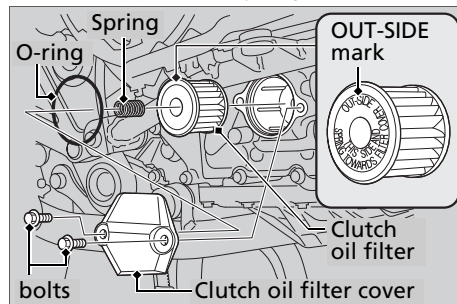
NOTICE

Using the wrong clutch oil filter can result in serious damage to the transmission.


1. Follow the steps 1-6 of Changing Engine Oil & Filter. ■ P. 68
2. Remove the right floor skirt. ■ P. 62

3. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter bolts.

► Discard the oil and clutch oil filter at an approved recycling centre.




Engine Oil ► Changing Clutch Oil Filter

4. Install the new clutch oil filter with the "OUT-SIDE" mark facing out.
5. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.
6. Install the spring and the clutch oil filter cover.
7. Install the clutch oil filter bolts and tighten.
8. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter.
 P. 69
9. Install a new engine oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

10. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.


Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

11. Fill the crankcase with the recommended oil ( P. 51) and install the oil fill cap/dipstick.

Required oil

When changing oil, engine oil filter & clutch oil filter:

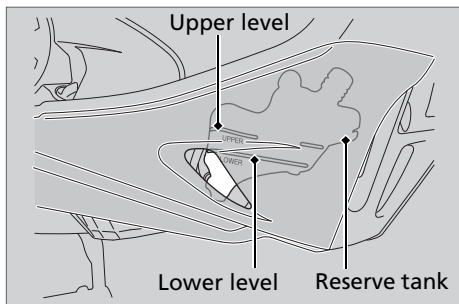
3.4 litres (3.6 US qt, 3.0 Imp qt)

12. Check the oil level.  P. 66
13. Check that there are no oil leaks.
14. Install the right floor skirt.

Coolant

Checking the Coolant

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the upper and lower level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.

Adding Coolant

1. If the coolant level is below the lower level, add the recommended coolant (P. 53) until the level reaches the upper level mark.
Add fluid only from the reserve tank cap and do not remove radiator cap.
2. Remove the front lower cover. P. 61

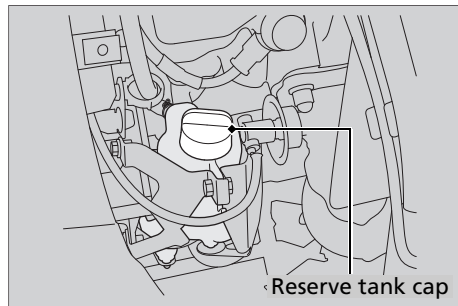
Coolant ► Changing Coolant

3. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the reserve tank opening.
4. Securely reinstall the cap.
5. Install the front lower cover.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.

Always let the engine and radiator cool down before removing the radiator cap.



Maintenance

Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

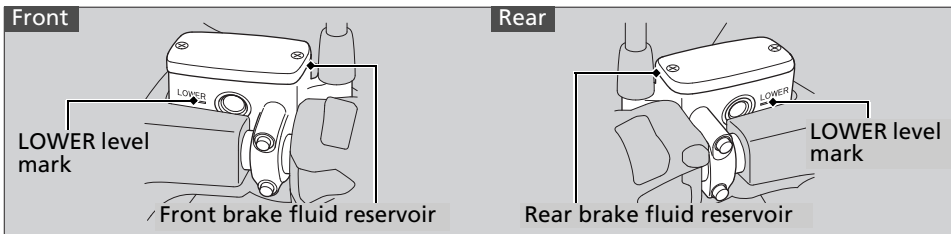
Brakes

Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the brake fluid reservoir is horizontal and that the fluid level is above the LOWER level mark.

If the brake fluid level in either reservoir is below the LOWER level mark or both the brake levers freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.

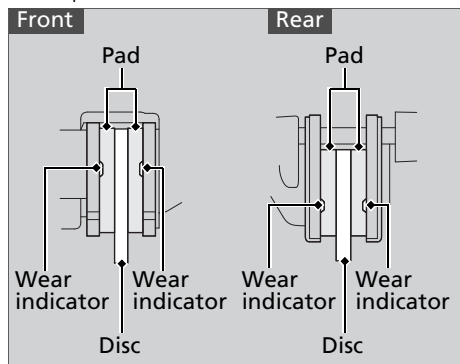
Maintenance



Brakes ► Inspecting the Brake Pads

Inspecting the Brake Pads

Check the condition of the brake pad wear indicators. The pads need to be replaced if a brake pad is worn to the wear indicator.



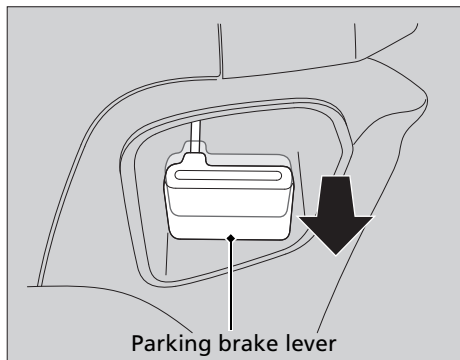
1. **Front** Inspect the brake pads from below the brake caliper.
 2. **Rear** Inspect the brake pads from the rear right of the motorcycle.
- If necessary have the pads replaced by your dealer.

Always replace both left and right brake pads at the same time.

Brakes ► Inspecting the Parking Brake

Inspecting the Parking Brake

Maintenance



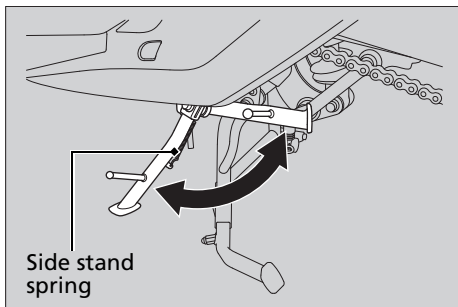
Parking brake lever

Place your motorcycle on a firm, level surface.

Stop the engine and push your motorcycle while applying the parking brake lever to check the efficacy of the parking brake.

If the efficacy of the parking brake become weak, have the brake adjusted by your dealer.

Side Stand



1. Park your motorcycle on its centre stand on a firm, level surface.
2. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
3. Check the spring for damage or loss of tension.
4. Sit on the motorcycle and raise the side stand.

5. Start the engine and press the D/S side of N-D switch to switch the transmission into D mode.
6. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Drive Chain

Inspecting the Drive Chain Slack

Maintenance

Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.

Have the chain inspected by your dealer.

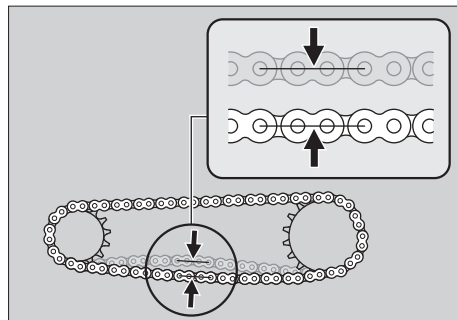
1. Place your motorcycle on its centre stand on a level surface.
2. Stop the engine. Place the transmission in Neutral.

3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:

25 to 35 mm (1.0 to 1.4 in)

- Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



4. Rotate the rear wheel and check that the chain moves smoothly.

5. Inspect the sprockets. ▢ P. 52
6. Clean and lubricate the drive chain.
▢ P. 53

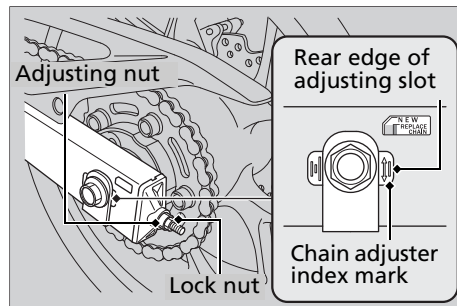
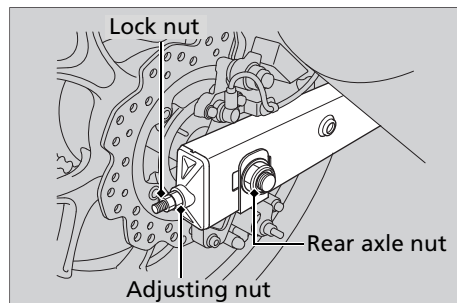
Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

1. Park your motorcycle on its centre stand on a firm, level surface.
2. Stop the engine. Place the transmission in Neutral.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both sides of the swingarm.

Drive Chain ▶ Adjusting the Drive Chain Slack



Maintenance

continued 79

Drive Chain ▶ Adjusting the Drive Chain Slack

5. Turn both adjusting nuts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain. Turn the adjusting nuts counterclockwise to provide more slack.

Adjust the slack at a point midway between the front sprocket and the rear wheel sprocket.

Check the drive chain slack. ■ P. 78

6. Check rear axle alignment by making sure the chain adjuster index marks align with the rear edge of the adjusting slots. Both marks should correspond. If the axle is misaligned, turn the right or left adjusting nuts until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft).

8. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

Torque: 21 N·m (2.1 kgf·m, 15 lbf·ft).

9. Recheck drive chain slack.

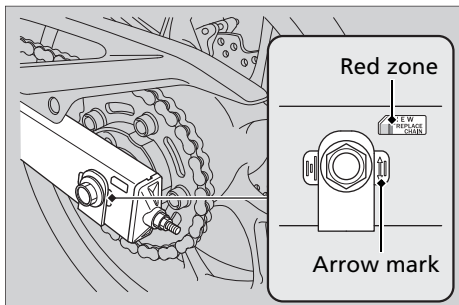
If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the allow mark on the chain adjuster plate enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

Chain: DID 520V0 or RK 520MKO

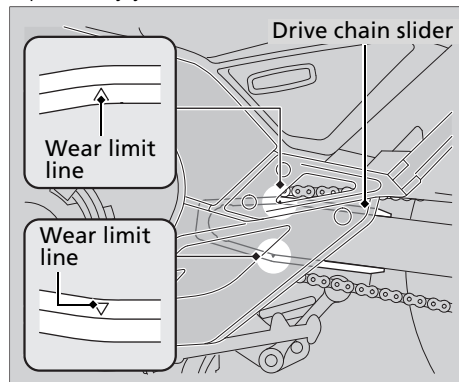
If necessary have the drive chain replaced by your dealer.



Drive Chain ▶ Checking the Drive Chain Slider

Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider need to be replaced if it is worn to the wear limit line. If necessary have the drive chain slider replaced by your dealer.



Throttle

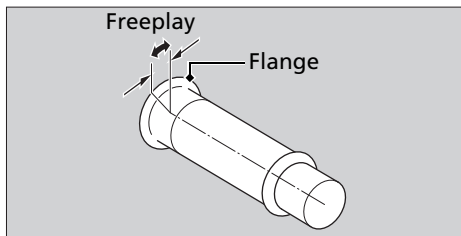
Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

Maintenance

Freeplay at the throttle grip flange:

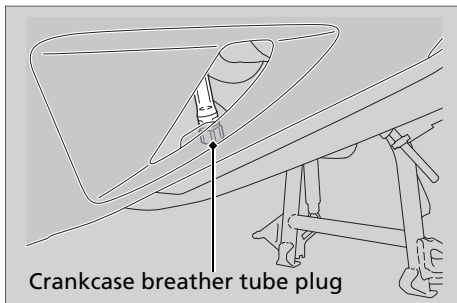
2 to 6 mm (0.1 to 0.2 in).



Crankcase Breather

Cleaning the Crankcase Breather

1. Remove the crankcase breather tube plug from the tube.
2. Drain deposits into a suitable container.
3. Install the crankcase breather tube plug.

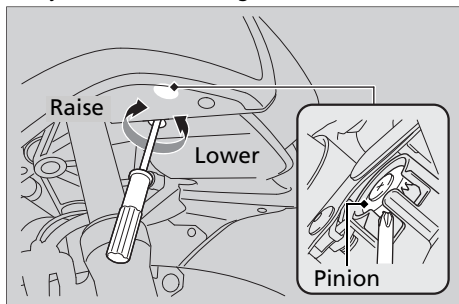


Other Adjustments

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the pinion using a Phillips screwdriver provided in the tool kit (P. 58) in or out as necessary.

Obey local laws and regulations.



Troubleshooting

Engine Will Not Start (HISS indicator stays on)..... P. 86

Overheating (High coolant temperature indicator is on)..... P. 87

Warning Indicators On or Flashing P. 88

Low Oil Pressure Indicator..... P. 88

PGM-FI (Programmed Fuel Injection)

Malfunction Indicator Lamp (MIL)..... P. 88

ABS (Anti-lock Brake System) Indicator..... P. 89

If the “-” Indicator is Blinking in the Gear Position Window While Riding..... P. 90

Other Warning Indication P. 91

Fuel Gauge Failure Indication..... P. 91

Tyre Puncture P. 92

Electrical Trouble..... P. 100

Battery Goes Dead

Burned-out Light Bulb

Blown Fuse.....

Engine Will Not Start (HISS indicator stays on)

I Starter Motor Operates But Engine Does Not Start

Check the following items:


- Check the correct engine starting sequence ➡ P. 27
- Check that there is petrol in the fuel tank
- Check if the PGM-FI malfunction indicator lamp (MIL) is on
 - ▶ If the indicator light is on, contact your dealer as soon as possible.
- Check if the HISS indicator stays on
 - ▶ Turn the ignition switch to the OFF position and remove the key. Reinsert the key and turn the ignition switch to the ON position. If the indicator still stays on, check the following:
Check if there is no another HISS key (including spare key) close to the ignition switch.

Check if there are no any metallic seals or stickers on the key.

If the HISS indicator still stays on, have your motorcycle inspected by your dealer.

I Starter Motor Does Not Operate

Check the following items:

- Make sure engine stop switch is RUN  position ➡ P. 24
- Check for a blown fuse ➡ P. 106
- Check for a loose battery connection or battery terminal corrosion ➡ P. 49
- Check the condition of the battery ➡ P. 100

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on
- Acceleration becomes sluggish
- If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the high coolant temperature indicator comes on.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the OFF position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.

➡ P. 72

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank, and add coolant as necessary.
➡ P. 72
5. If 1-4 check normal, you may continue riding, but closely monitor the high coolant temperature indicator.

Warning Indicators On or Flashing

Low Oil Pressure Indicator

If the low oil pressure indicator comes on, pull safely to the side of the road and stop the engine.

NOTICE

Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. ■ P. 66
2. Start the engine.

► Only continue riding if the low oil pressure indicator goes off.

Rapid acceleration may momentarily cause the low oil pressure indicator to come on, especially if the oil is at or near the low level. If the low oil pressure indicator stays on when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes on while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

Warning Indicators On or Flashing ► ABS (Anti-lock Brake System) Indicator

ABS (Anti-lock Brake System) Indicator

If the indicator operates in one of the following ways, you may have a serious problem with the brake system. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes on or starts flashing while riding.
- Indicator does not come on when the ignition switch is in the ON position.
- Indicator does not go off at speeds above 10 km/h (6 mph).

If the ABS indicator stays on, your brakes will continue to work as a conventional system, but without the anti-locking function.

The ABS indicator may flash if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch off and then on again. The ABS indicator will go off after your speed reaches 30 km/h (19 mph).

If the “-” Indicator is Blinking in the Gear Position Window While Riding

If the “-” indicator is blinking while riding, you may have a serious problem with the Dual Clutch Transmission system. Park your motorcycle in a safe place and have your motorcycle inspected by dealer immediately.

There is possibility for you to ride yourself to go to dealer if you try to follow the procedure below.

1. Turn the ignition switch to off.
2. Turn the ignition switch to on and start the engine.

If you cannot start the engine:

Turn the ignition switch to off and move the motorcycle back and forth slightly (to disengage the gears).

Turn the ignition switch to on again and start the engine.

If you still cannot start the engine:

Start the engine while applying the front or rear brake lever.

If you can shift from N to D mode:

When a gear position is shown in the gear position indicator, you can ride in that gear. Take your motorcycle to your dealer riding at a safe speed.

If you can't shift from N to D mode and the “-” indicator is blinking:

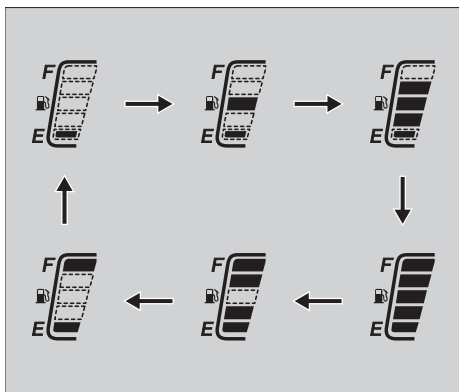
Damage is preventing you from riding. Have your motorcycle inspected by your dealer immediately.

Other Warning Indication

Fuel Gauge Failure Indication

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your dealer as soon as possible.



Tyre Puncture

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer. After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.

Follow the instructions provided with the emergency tyre repair kit.

Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Removing Wheels

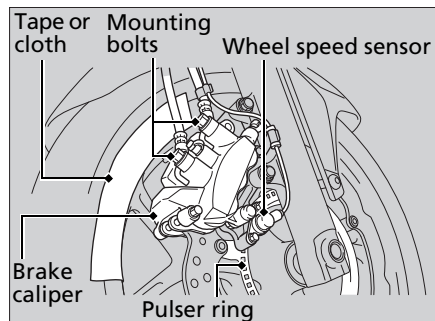
Follow these procedures if you need to remove a wheel in order to repair a puncture.

When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

Removal

1. Park your motorcycle on its centre stand on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.



3. On the right side, remove the mounting bolts and remove the brake caliper.

Tyre Puncture ► Removing Wheels

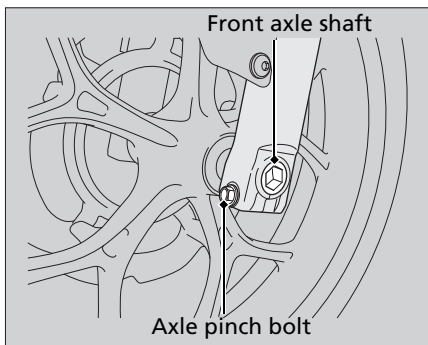
- Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
- Avoid getting grease, oil, or dirt on the disc or pad surfaces.
- Do not pull the front or rear brake lever while the brake caliper is removed.
- Take care to prevent the brake caliper from scratching the wheel during removal.

Troubleshooting

continued 93

Tyre Puncture ► Removing Wheels

4. Loosen the axle pinch bolt.
5. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
6. On the left side, loosen and withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the front axle shaft to the end, through the left fork leg and wheel hub.
3. Tighten the axle shaft.

Torque: 74 N·m (7.5 kgf·m, 55 lbf·ft).

Tyre Puncture ► Removing Wheels

4. Install the brake caliper and tighten the mounting bolts.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

- Take care to prevent the brake caliper from scratching the wheel during installation.
- Use new mounting bolts when installing the brake caliper.

NOTICE

When installing the brake caliper into position on the fork leg, carefully fit the brake disc between the pads to avoid scratching them.

5. Lower the front wheel on the ground.
6. Apply both the brake levers several times. Then, pump the fork several times.
7. Tighten the axle pinch bolt.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

8. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
9. Uncover the protective tape or cloth.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Troubleshooting

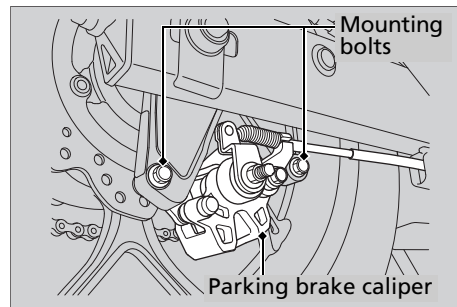
continued 95

Tyre Puncture ► Removing Wheels

Rear Wheel

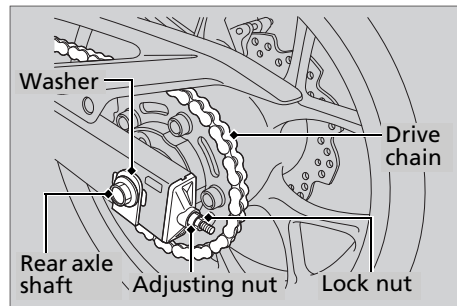
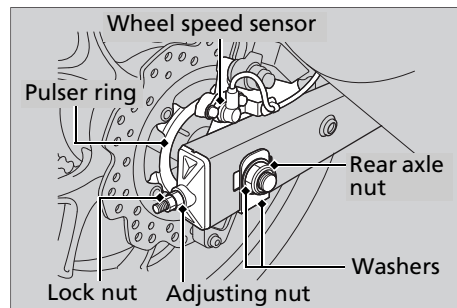
Removal

1. Park your motorcycle on its centre stand on a firm, level surface.
2. Release the parking brake.
3. Remove the mounting bolts and remove the parking brake caliper.



Tyre Puncture ► Removing Wheels

4. Loosen the rear axle nut, lock nuts and turn the adjusting nuts so the rear wheel can be moved all the way forward for maximum drive chain slack.
5. Remove the rear axle nut.
6. Remove the drive chain from the rear wheel sprocket by pushing the rear wheel forward.
7. Remove the rear axle shaft, washers, brake caliper bracket, rear wheel and side collars.
 - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc pad surfaces.
 - Do not pull the rear brake lever while the wheel is removed.
 - Do not pull the parking brake lever while the wheel is removed.



Troubleshooting

continued 97

Tyre Puncture ► Removing Wheels

Installation

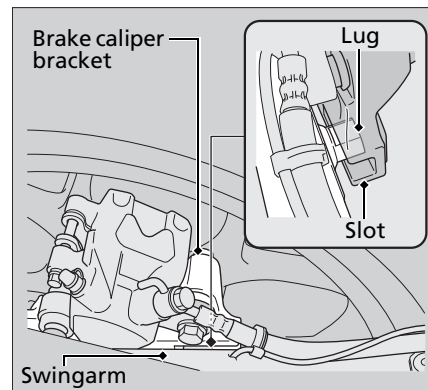
1. To install the rear wheel, reverse the removal procedure.
► Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE


When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

Troubleshooting

2. Make sure that the slot on the brake caliper bracket is positioned in the lug on the swingarm.



Tyre Puncture ▶ Removing Wheels

3. Adjust the drive chain.  P. 79
4. Install and tighten the rear axle nut.

Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft).

5. Tighten the drive chain adjusting nuts lightly, then hold the adjusting nuts and tighten the lock nuts.

Torque: 21 N·m (2.1 kgf·m, 15 lbf·ft).

6. After installing the wheel, apply the rear brake lever several times, then recheck the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

7. Install the parking brake caliper and tighten the mounting bolts.

Torque: 31 N·m (3.2 kgf·m, 23 lbf·ft).

- ▶ Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Troubleshooting

Electrical Trouble

Battery Goes Dead

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle while charging.

Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

If the battery does not recover after recharging, contact your dealer.

NOTICE

Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.

Turn the ignition switch to the OFF or LOCK position.

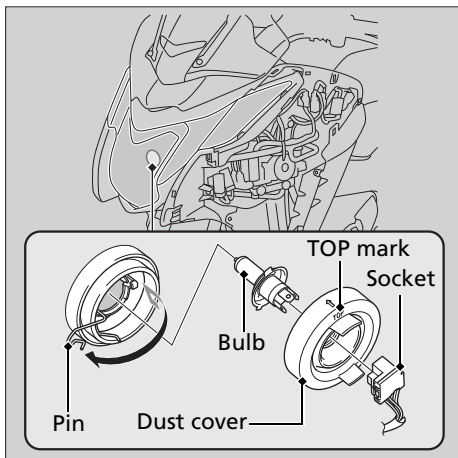
Allow the bulb to cool before replacing it.

Do not use bulbs other than those specified.

Check the replacement bulb for correct operation before riding.

For the light bulb wattage, see "Specifications." ➤ P. 123

Headlight Bulb



Electrical Trouble ► Burned-out Light Bulb

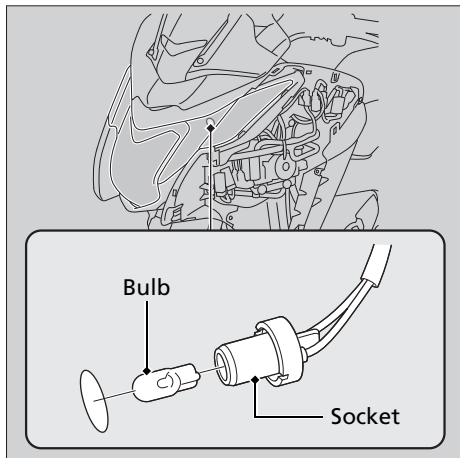
1. Remove the front side cowl. ► P. 60
2. Pull off the socket without turning.
3. Remove the dust cover.
4. Press the pin down and pull out the bulb without turning it.
5. Install a new bulb and parts in the reverse order of removal.
 - Install the dust cover with its "TOP" mark facing up.

Do not touch the glass surface with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

Troubleshooting

Electrical Trouble ► Burned-out Light Bulb

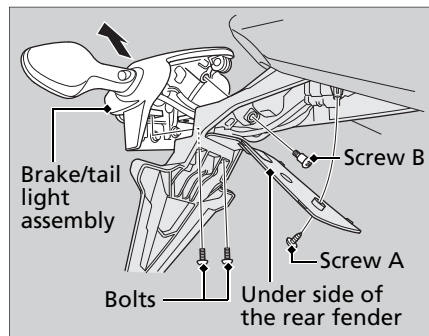
Position Light Bulb



1. Remove the front side cowl. ▣ P. 60
2. Pull off the socket without turning.
3. Pull out the bulb without turning.
4. Install a new bulb and parts in the reverse order of removal.

Brake/Tail Light Bulb

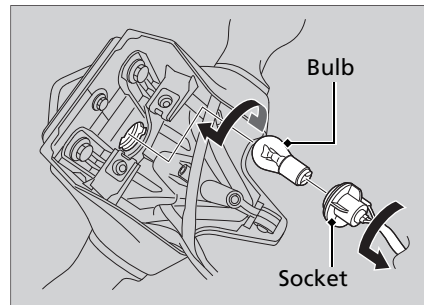
1. Remove the screw A.



2. Open the under side of the rear fender.
3. Remove the bolts and screw B.
4. Remove the brake/tail light assembly.

Electrical Trouble ► Burned-out Light Bulb

5. Turn the socket counterclockwise, and remove it.



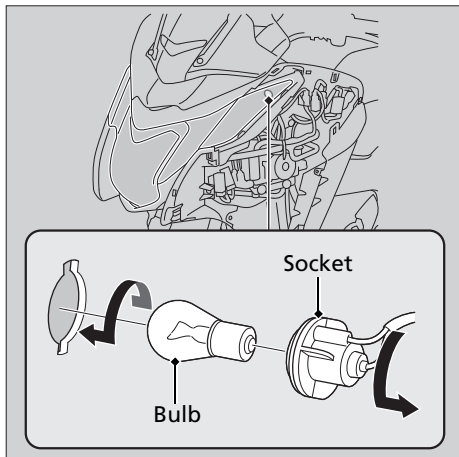
6. Slightly press the bulb and turn it counterclockwise.
7. Install a new bulb and parts in the reverse order of removal.
8. Install and tighten the screw B.

Torque: 6 N·m (0.6 kgf·m, 4.4 lbf·ft).

Troubleshooting

Electrical Trouble ► Burned-out Light Bulb

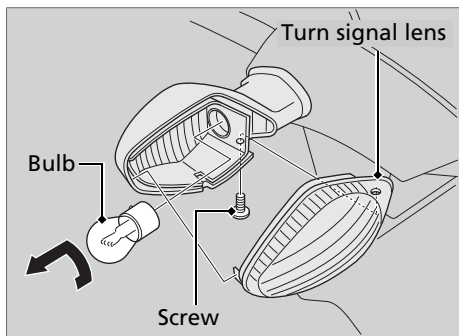
Front Turn Signal Bulb



1. Remove the front side cowl. ► P. 60
2. Turn the socket counterclockwise, and remove it.
3. Slightly press the bulb and turn it counterclockwise.
4. Install a new bulb and parts in the reverse order of removal.
► Use only the amber bulb.

Electrical Trouble ► Burned-out Light Bulb

■ Rear Turn Signal Bulb



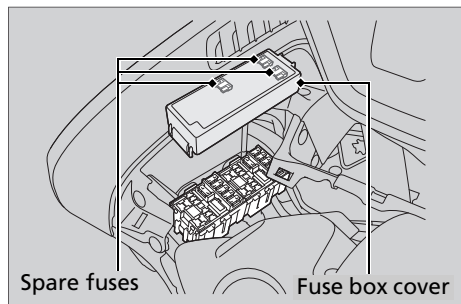
1. Remove the screw.
2. Remove the turn signal lens.
3. Slightly press the bulb and turn it counterclockwise.
4. Install a new bulb and parts in the reverse order of removal.
► Use only the amber bulb.

Electrical Trouble ► Blown Fuse

Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." ▣ P. 50

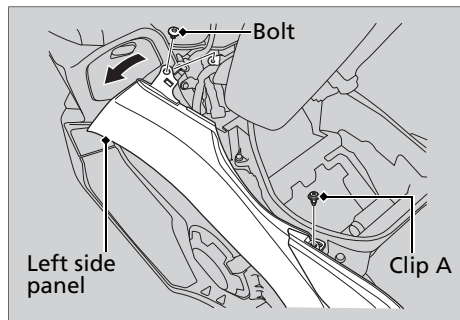
■ Fuse Box Fuses



1. Remove the inner cover. ▣ P. 59
2. Remove the fuse box cover.
3. Pull the fuses out with the fuse puller in the tool kit one by one check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
► Spare fuses are provided back side of the fuse box cover.
4. Reinstall the fuse box cover.
5. Install the inner cover.

Electrical Trouble ► Blown Fuse

■ Main Fuse

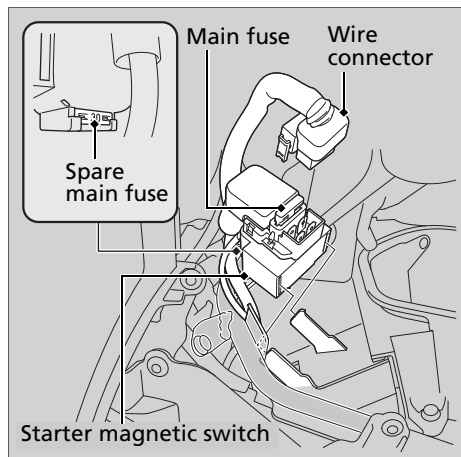


1. Remove the inner cover. ► P. 59
2. Open the seat. ► P. 35
3. Remove the bolt and clip A. ► P. 63
4. Pull the left side panel back.

Troubleshooting

continued 107

Electrical Trouble ► Blown Fuse



5. Disconnect the wire connector of the starter magnetic switch.
6. Pull the main fuse out with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
► Spare main fuse is provided in the starter magnetic switch.
7. Reinstall parts in the reverse order of removal.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

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Storing Your Motorcycle	P. 117
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Keys

Keys

Ignition key

The ignition key contains a special coded chip that is recognized by the immobilizer system (HISS) in order to start the engine. Handle the key carefully to prevent damaging the HISS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

If you lose all keys and the key number plate, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.

If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HISS system, take the spare key, the key number plate, and the motorcycle to your dealer.

A metal key holder may cause damage to the area surrounding the ignition switch.

Instruments, Controls, & Other Features

Instruments, Controls, & Other Features

Ignition Switch

The headlight is always on when the ignition switch is on. Leaving the ignition switch on with the engine stopped will drain the battery. Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch off. Failing to do so will drain the battery.


Odometer

The display locks 999,999 when the read-out exceeds 999,999.

Tripmeter

The tripmeter A, B returns to 0.0 when the read-out exceeds 999.9.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned off, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing. If the ignition switch is turned on with the engine stop switch in the RUN  position, the HISS indicator turns on and goes off after a few seconds to indicate it is OK to start the engine.

■ HISS Indicator Does Not Turn Off P. 86

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned off. To prevent or to restore the HISS indicator flashing:

Instruments, Controls, & Other Features

1. With the ignition switch on, press and hold the A button (▶ P. 16) for 2 seconds or more when the display function mode is odometer.
▶ The HISS indicator flashes once.
2. Turn the ignition switch off.

เครื่องโทรคมนาคมและอุปกรณ์นี้
มีความสอดคล้องตามข้อกำหนดของ กทช.

Information

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag under the seat. ▶ P. 37

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.

Fuels Containing Alcohol

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) 20% by volume (max).
- Petrol containing ethanol may be marketed under the name Gasohol.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.

Catalytic Converter

Catalytic Converter

This motorcycle is equipped with a three-way catalytic converter. The catalytic converter contains precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converter.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

Caring for Your Motorcycle

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the long life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
 - ▶ Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them. Avoid

directing water into the air cleaner, muffler, and electrical parts.

3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
 - ▶ Make sure that no lubricant spills onto the brakes or tyres. Brake discs or pads contaminated with oil suffer greatly reduced braking effectiveness and can lead to a crash.
5. Lubricate the drive chain immediately after washing and drying the motorcycle.
6. Apply a coat of wax to prevent corrosion.
 - ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
 - Keep the wax clear of the tyres and brakes.
 - ▶ If your motorcycle has any matte painted parts, do not apply a coat of wax to the matte painted surface.

Caring for Your Motorcycle

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
 - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
- Do not direct water at the muffler:
 - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
 - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
 - ▶ Water in the underseat compartment can damage your documents and other belongings.
- Do not direct water at the air cleaner:
 - ▶ Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
 - ▶ Any condensation inside the headlight

should dissipate after a few minutes of running the engine.

- Do not use waxes containing compounds at the mat painted surface:
 - ▶ Using plenty of water, clean the mat painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.
 - ▶ Use neutral detergent to clean mat painted surface.

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels and Windscreen

Follow these guidelines to prevent scratches and blemishes:

Storing Your Motorcycle

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.
- Avoid getting petrol, brake fluid, or detergents on the instruments, windscreen, panels, or headlight.

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust. To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel. If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover. If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. (P. 53)
- Place your motorcycle on its centre stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery (P. 65) to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative \ominus terminal to prevent discharge.

Transporting Your Motorcycle

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

Information

You & the Environment

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a

drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

Serial Numbers

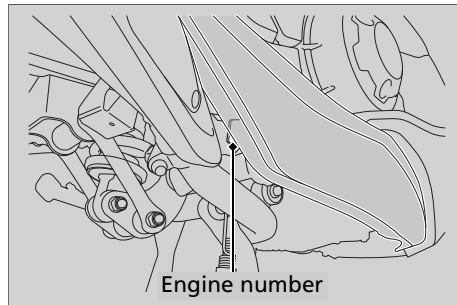
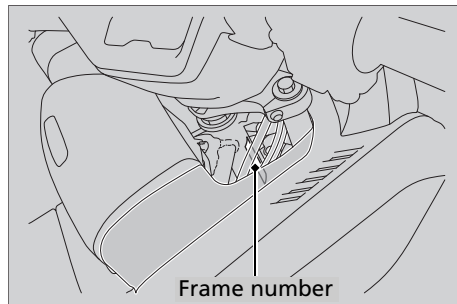
Serial Numbers

The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts. The frame number is stamped on the right side of the steering head.

The engine number is stamped on the rear side of the right crankcase.

You should record these numbers and keep them in a safe place.

Information



Specifications

■ Main Components

Type	RC65	
Overall length	2,195 mm (86.4 in)	
Overall width	790 mm (31.1 in)	
Overall height	1,440 mm (56.7 in)	
Wheelbase	1,525 mm (60.0 in)	
Minimum ground clearance	135 mm (5.3 in)	
Caster angle	27° 00'	
Trail	110 mm (4.3 in)	
Curb weight	239 kg (527 lb)	
Maximum weight capacity*1	155 kg (342 lb)	
Maximum luggage weight*2	Luggage	3.0 kg (6.6 lb)
	Left pocket	0.3 kg (0.66 lb)
Passenger capacity	Rider and 1 passenger	
Minimum turning radius	3.0 m (9.9 ft)	

*1 Including rider, passenger, all luggage, and accessories

*2 Includes the weight of the luggage and added accessories.

Displacement	670 cm ³ (40.9 cu-in)	
Bore × stroke	73.0 × 80.0 mm (2.87 × 3.15 in)	
Compression ratio	10.7:1	
Fuel	Unleaded petrol Recommended: 91 RON or higher	
Tank capacity	14.1 litres (3.73 US gal, 3.10 Imp gal)	
Battery	YTZ12S	
	12V-11.0 Ah (10 HR) / 11.6 Ah (20 HR)	
Gear ratios	1st	2.666
	2nd	1.904
	3rd	1.454
	4th	1.200
	5th	1.033
	6th	0.837
Reduction ratios (primary / final)		1.921 / 2.437

Specifications

■ Service Data

Tyre size	Front	120/70ZR17M/C (58W)
	Rear	160/60ZR17M/C (69W)
Tyre type	Radial, tubeless	
Recommended Tyres	Front	BRIDGESTONE BT023F G METZELER ROADTEC Z8 INTERACT E
	Rear	BRIDGESTONE BT023R G METZELER ROADTEC Z8 INTERACT
Tyre air pressure	Front	250 kPa (2.50 kgf/cm ² , 36 psi)
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs (standard)	IFR6G-11K (NGK)	
Spark plug gap (non-adjustable)	1.00 to 1.10 mm (0.039 to 0.043 in)	
Idle speed	1,200 ± 100 rpm	
Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving," SAE 10W-30, JASO T 903 standard MA	

Engine oil capacity	After draining	3.2 litres (3.4 US qt, 2.8 Imp qt)
	After draining & engine oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After draining, engine & clutch oil filter change	3.4 litres (3.6 US qt, 3.0 Imp qt)
	After disassembly	4.1 litres (4.3 US qt, 3.6 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	1.69 litres (1.79 US qt, 1.49 Imp qt)	
Recommended coolant	HONDA PRE-MIX COOLANT	

Specifications

Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains	
Drive chain slack	25 to 35 mm (1.0 to 1.4 in)	
Standard drive chain	DID 520V0 or RK 520MKO	
	No. of links	112
Standard sprocket sizes	Engine sprocket	16T
	Rear wheel sprocket	39T

■ Bulbs

Headlight	12V-60/55W
Brake/Tail light	12V-21/5W
Front turn signal lights	12V-21W × 2
Rear turn signal lights	12V-21W × 2
Position lights	12V-5W × 2

■ Fuses

Main fuse	30A
Other fuses	30A, 15A, 7.5A

■ Torque Specifications

Engine oil drain bolt	30 N·m (3.1 kgf·m, 22 lbf·ft)
Oil filter	26 N·m (2.7 kgf·m, 19 lbf·ft)
Front wheel axle shaft	74 N·m (7.5 kgf·m, 55 lbf·ft)
Front wheel brake caliper mounting bolts	30 N·m (3.1 kgf·m, 22 lbf·ft)
Front wheel axle pinch bolt	22 N·m (2.2 kgf·m, 16 lbf·ft)
Rear wheel axle nut	98 N·m (10.0 kgf·m, 72 lbf·ft)
Parking brake caliper mounting bolts	31 N·m (3.2 kgf·m, 23 lbf·ft)
Drive chain adjusting lock nuts	21 N·m (2.1 kgf·m, 15 lbf·ft)
Brake/tail light assembly screw B	6 N·m (0.6 kgf·m, 4.4 lbf·ft)

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