

# HONDA

OWNERS

MANUAL

VT

VT





**HONDA**

**VT600C**

**OWNER'S MANUAL**

**MANUAL DEL PROPIETARIO**

**INSTRUKTIEBOEK**

## **IMPORTANT NOTICE**

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the tyre information label.

- **ON-ROAD USE**

This motorcycle is designed to be used only on the road.

- **READ THIS OWNER'S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

### **▲ WARNING**

**Indicates a strong possibility of severe personal injury or death if instructions are not followed.**

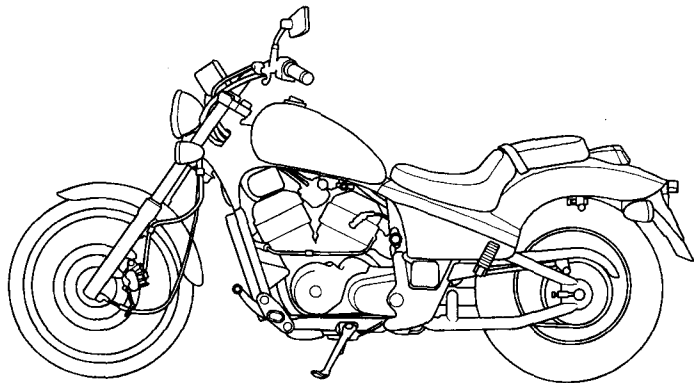
### **CAUTION:**

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

**NOTE:** Gives helpful information.

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

# **HONDA VT600C OWNER'S MANUAL**



**All information in this publication is based on the latest production information available at the time of approval for printing. HONDA MOTOR CO.,LTD. reserves the right to make changes at any time without notice and without incurring any obligation.**

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## WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE.**

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda !

- Following codes in this manual indicate each country.

I G	Germany I	P	F	France	P	N	Norway	P
II G	Germany II	P	IT	Italy	P	SP	Spain	P
AR	Austria	P	ED	Europe	P	U	Australia	P
SW	Switzerland	P	FI	Finland	P			

IG...Full power type  
IIG...Limited power type

- The specifications may vary with each locale.

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# MOTORCYCLE SAFETY

## ▲ WARNING

**\* Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride:**

## SAFE RIDING RULES

1. Always make a pre-ride inspection (page 34) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn’t your fault:
  - Wear bright or reflective clothing.
  - Don’t ride in another motorist’s “blind spot.”
4. Obey all national and local laws and regulations.
  - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
  - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don’t let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

## PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

## MODIFICATIONS

### **▲ WARNING**

- \* **Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all national and local equipment regulations.**

## LOADING AND ACCESSORIES

### **▲ WARNING**

**\*To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80 mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle and how to load it safely.**

### **Loading**

The combined weight of the rider, passenger, cargo and additional accesso-

ries must not exceed the maximum weight capacity:

185 kg (408 lbs) ( I G, II G, SP)

175 kg (386 lbs)

(AR, SW, F, IT, ED, FI, N, U)

Cargo weight alone should not exceed:

20 kg (44 lbs)

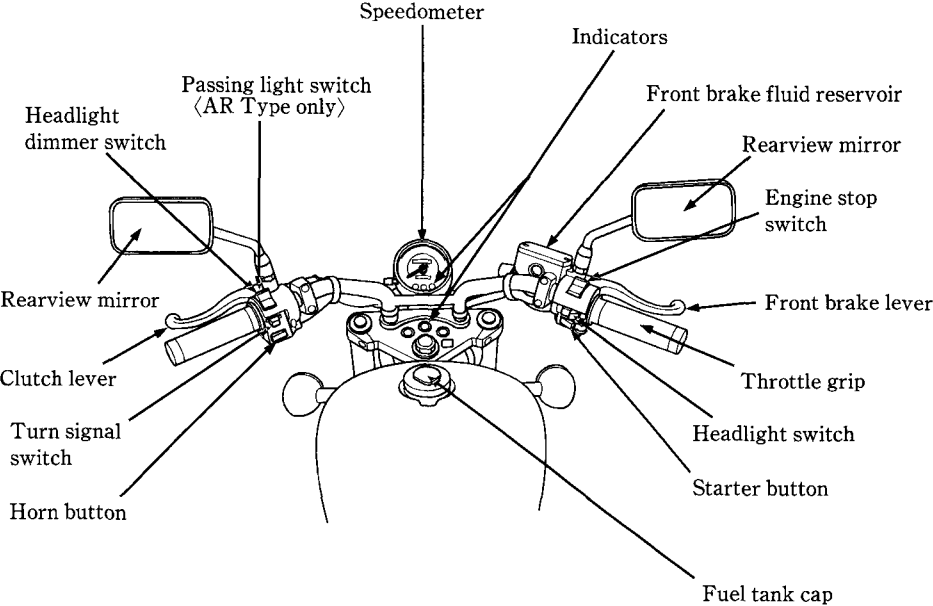
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 26) and rear suspension (page 11) to suit load weight and riding conditions.
3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

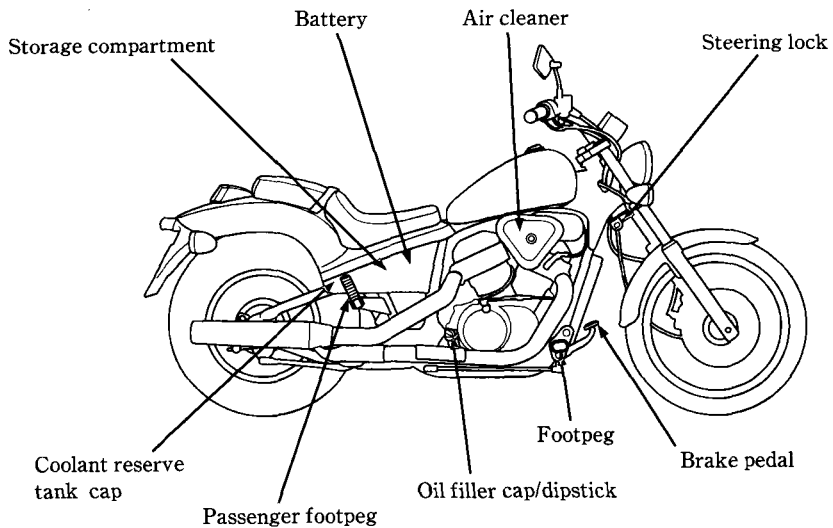
## Accessories

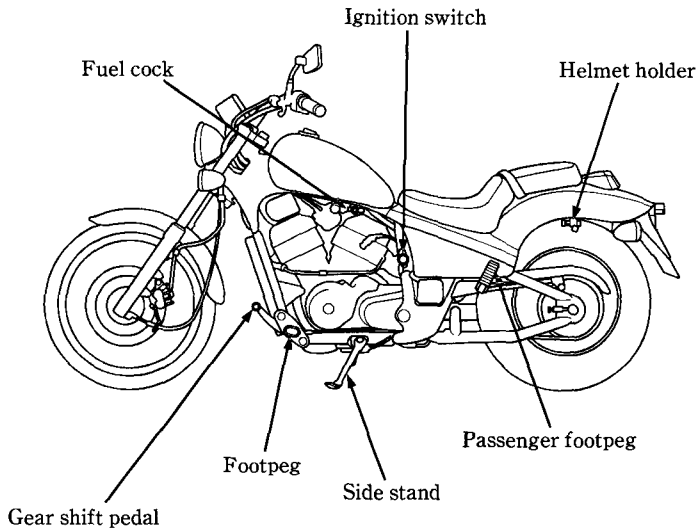
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

# PARTS LOCATION



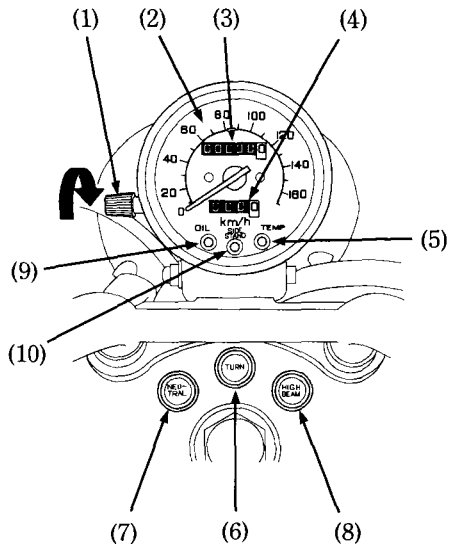




## INSTRUMENTS AND INDICATORS

The indicators and lights are grouped between the instruments. Their functions are described in the tables on the following pages.

- (1) Tripmeter reset knob
- (2) Speedometer
- (3) Odometer
- (4) Tripmeter
- (5) Coolant temperature indicator
- (6) Turn signal indicator
- (7) Neutral indicator
- (8) High beam indicator
- (9) Low oil pressure indicator
- (10) Side stand indicator





<b>(Ref. No.) Description</b>	<b>Function</b>
(1) Tripmeter reset knob	Resets tripmeter to zero (0) . Turn knob in direction shown.
(2) Speedometer	Shows riding speed.
(3) Odometer	Shows accumulated mileage.
(4) Tripmeter	Shows mileage per trip.
(5) Coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature.</p> <p>If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 19–20 and do not ride the motorcycle until the problem has been corrected.</p> <p><b>CAUTION:</b></p> <p>* <b>Exceeding maximum running temperature may cause serious engine damage.</b></p>
(6) Turn signal indicator	Flashes when either turn signal is operated.
(7) Neutral indicator (green)	Light when the transmission is in neutral.
(8) High beam indicator (blue)	Light when the headlight is on high beam.

<b>(Ref. No.) Description</b>	<b>Function</b>
(9) Low oil pressure indicator (red)	<p>Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p><b>CAUTION:</b>  <b>* Running the engine with insufficient oil pressure may cause serious engine damage.</b></p>
(10) Side stand indicator (amber)	<p>Light when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 35 ) is activated.</p>

# MAJOR COMPONENTS (Information you need to operate this motorcycle)

## ▲ WARNING

\* If the Pre-ride Inspection (page 34) is not performed, severe personal injury or vehicle damage may result.

## SUSPENSION

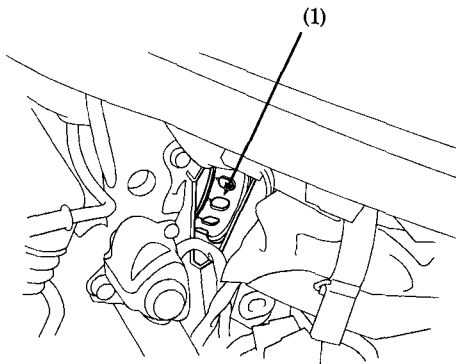
### Rear Suspension

The spring preload adjuster (1) has 7 spring preload positions for different load or riding conditions.

Remove the left side cover (page 33). Use the pin spanner to adjust the rear shock. Position 1 is for light loads and smooth road conditions.

Positions 2 to 7 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.

Standard position : 2



(1) Spring preload adjuster

## **▲WARNING**

- \* The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. The instructions found in this owner's manual are limited to adjustment of the shock assembly only. Do not attempt to disassemble, disconnect or service the damper unit; an explosion causing serious injury may result.**
- \* Puncture or exposure to flame may also result in an explosion, causing serious injury.**
- \* Service or disposal should only be done by your authorized Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the official Honda Shop Manual.**

## **BRAKES**

### **Front Brake**

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 69), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

### Brake Fluid Level:

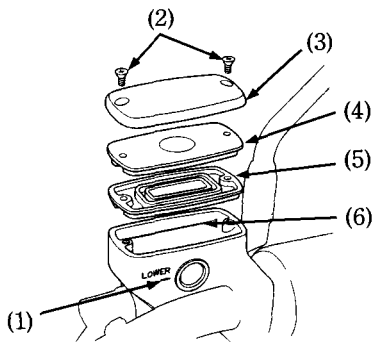
#### **▲ WARNING**

- \* **Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.**
- \* **KEEP OUT OF REACH OF CHILDREN.**

#### **CAUTION:**

- \* **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- \* **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- \* **Use only DOT 4 brake fluid from a sealed container.**
- \* **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.



- |                      |                      |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate  |
| (2) Screws           | (5) Diaphragm        |
| (3) Reservoir cover  | (6) Upper level mark |

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

## Rear Brake

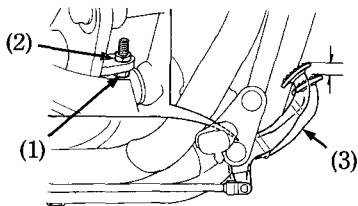
### Pedal Height Adjustment:

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

Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.

Free play should be:

20–30 mm (0.8–1.2 in)



(1) Stopper bolt  
(2) Lock nut

(3) Rear brake pedal

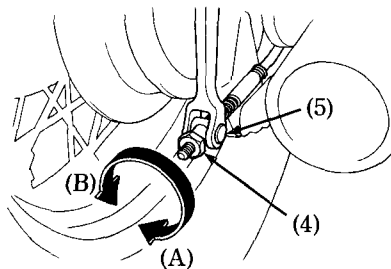
### Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.

Free play should be:

20–30 mm (0.8–1.2 in)

If adjustment is necessary, turn the rear brake adjusting nut (4).



(4) Adjusting nut  
(5) Arm pin

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

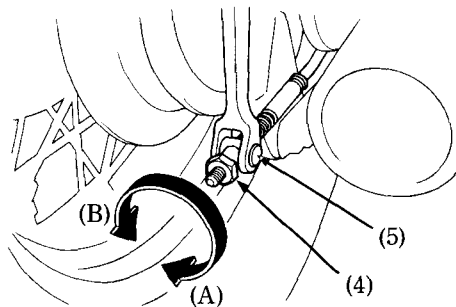
3. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

**NOTE:**

- \* Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.
- \* If proper adjustment cannot be obtained by this method see your authorized Honda dealer.

Other Checks:

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



(4) Adjusting nut  
(5) Arm pin

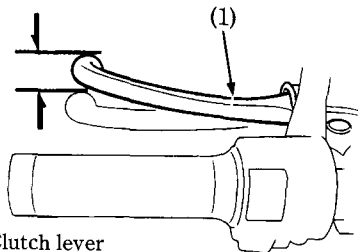
(A) Decrease free play  
(B) Increase free play



## CLUTCH

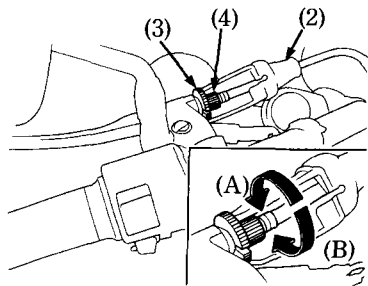
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the lever (1).

Normal clutch lever free play is:  
10–20 mm (0.4–0.8 in)



(1) Clutch lever

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



(2) Dust cover  
(3) Lock nut  
(4) Clutch cable  
adjuster

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

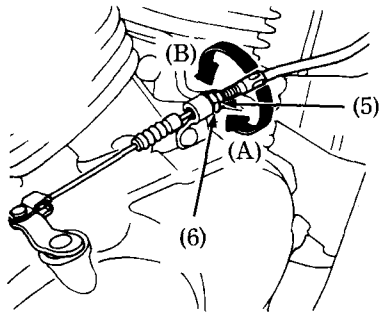
- Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
- Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep.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

**NOTE:**

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

**Other Checks:**

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



- (5) Lock nut
- (6) Adjusting nut

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

## **COOLANT**

### **Coolant Recommendation**

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

#### **CAUTION:**

**\* Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.**

The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

## Inspection

The reserve tank is behind the right side cover.

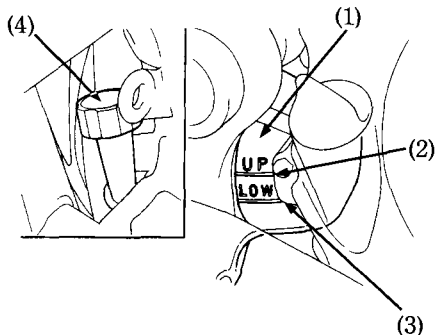
Remove the right side cover (page 33).

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (3), remove the right side cover (page 33) and the reserve tank cap (4). Add coolant mixture until it reaches the UPPER level mark (2). Do not remove the radiator cap.

### ▲WARNING

- \* Do not remove the radiator cap when the engine is hot. The coolant is under pressure and could scald you.**
- \* Keep hands and clothing away from the cooling fan, as it starts automatically.**

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.



- (1) Reserve tank  
(2) UPPER level mark

- (3) LOWER level mark  
(4) Reserve tank cap

## FUEL

### Manual Fuel Cock

The manual fuel cock (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

### Automatic Fuel ON-OFF

With the fuel cock set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

### Reserve Fuel

When the main fuel supply is gone, turn the fuel cock to RES. Refill the tank as soon as possible after switching to RES, then switch the cock back to ON.

The reserve fuel supply is:

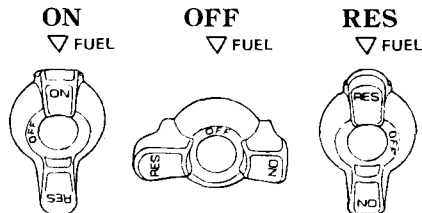
3.4 ℓ (0.90 US gal , 0.75 Imp gal)

### ⚠ WARNING

- \* **To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**

### NOTE:

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



(1)  
(1) Fuel cock

## Fuel Tank

The fuel tank capacity including the reserve supply is:

11.0 ℓ (2.91 US gal, 2.42 Imp gal)

To open the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap will pop up and can be lifted off.

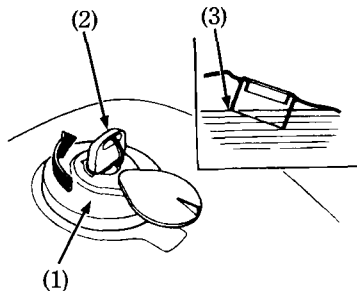
To close the fuel tank cap, align the latch in the cap with the solt in the filler neck.

Push the cap into the filler neck until it snaps closed and locks. Remove the key.

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

## CAUTION:

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

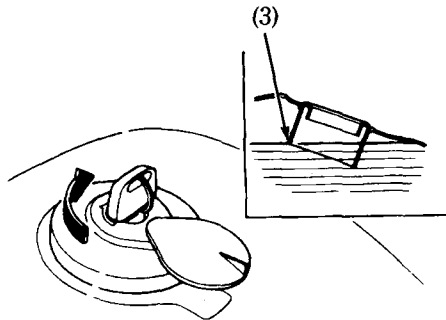


(1) Fuel tank cap  
(2) Ignition key

(3) Filler neck

**▲ WARNING**

- \* Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.
- \* Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel cap is closed securely.
- \* Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- \* Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**



(3) Filler neck

### **Petrol Containing Alcohol**

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use petrol that contains more than 10% ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

### **NOTE:**

- \* Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- \* Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.



## ENGINE OIL

### Engine Oil Level Check

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

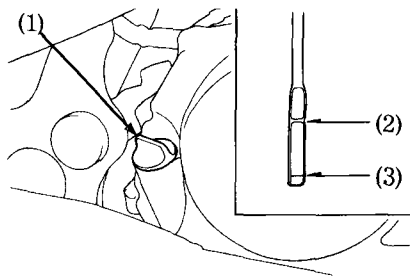
The level must be maintained between the upper (2) and lower (3) level marks on the dipstick (1).

1. Start the engine and let it idle for a few minutes. Make sure the oil pressure warning red light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the dipstick.

4. If required, add the specified oil (see page 50) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

#### CAUTION:

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



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

## TYRES

Proper air pressure will provide maximum stability, riding comfort and tyre life.

Check tyre pressure frequently and adjust if necessary.

### NOTE:

\* Tyre pressure should be checked before you ride while the tyres are "cold".

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

Check the tyres for cuts, embedded nails, or other sharp objects. See your authorized Honda dealer for replacement of damaged tyres or punctured inner tubes.

		Front	Rear
Tyre size		100/90-19 57S	170/80-15 M/C 77S
Cold tyre pressures kpa (kg/cm <sup>2</sup> , psi)	Rider only	200 (2.00, 29)	200 (2.00, 29)
	Rider and one passenger	200 (2.00, 29)	250 (2.50, 36)
Tyre brand BRIDGESTONE DUNLOP		L309 F24	G546 K555

**⚠ WARNING**

- \* Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- \* Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.
- \* Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- \* The use of tyres other than those listed on the tyre information label may adversely affect handling.

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

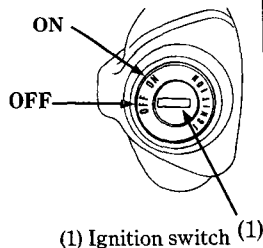
Front :	1.5 mm (0.06 in)
Rear :	2.0 mm (0.08 in)

# ESSENTIAL INDIVIDUAL COMPONENTS

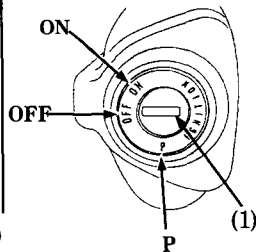
## IGNITION SWITCH

The ignition switch (1) is on front of left side cover.

〈Except AR type〉



〈AR type〉



Key Position	Function	Key Removal
<b>P (parking)</b> (AR type only)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Key can be removed
<b>OFF</b>	Engine and lights cannot be operated.	Key can be removed
<b>ON</b>	Engine and light can be operated.	Key cannot be removed

## RIGHT HANDLEBAR CONTROLS

### Engine Stop Switch

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

### Headlight Switch (Except U type)

The headlight switch (2) has three positions; "H", "P" and "OFF" marked by a red dot to the left of "P".

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

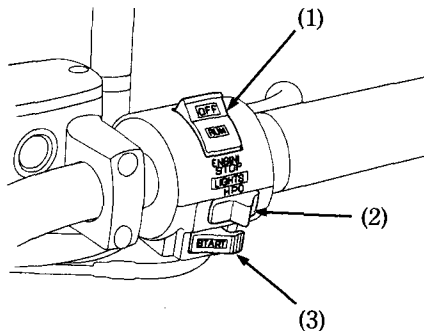
P: Position light, taillight and meter light on.

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

### Starter Button

The starter button (3) is below the headlight switch (2).

When the starter button is pressed, the starter motor cranks the engine. See page 36 for the starting procedure.



- (1) Engine stop switch
- (2) Headlight switch
- (3) Starter button

## LEFT HANDLEBAR CONTROLS

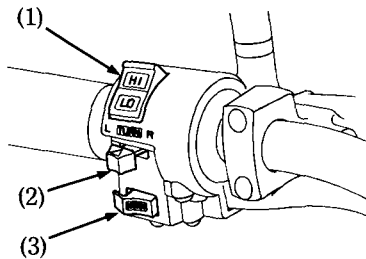
### Headlight Dimmer Switch (1)

Select HI for beam, LO for low beam.

### Turn Signal Switch (2)

Move to L to signal a left turn, R to signal a right turn. Press to turn signal off.

〈Except AR type〉



- (1) Headlight dimmer switch
- (2) Turn signal switch

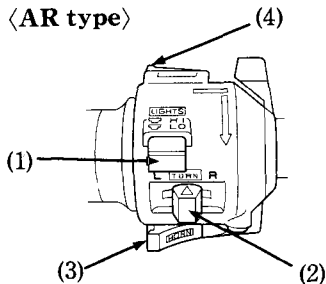
### Horn Button (3)

Press the button to sound the horn.

### Passing Light Control Switch (4)

〈AR type only〉

When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.



- (3) Horn button
- (4) Passing light control switch

## FEATURES

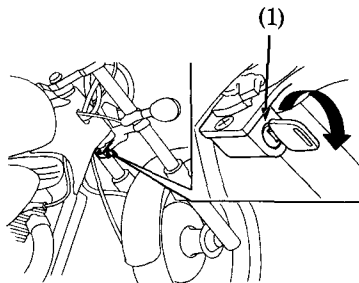
### (Not required for operation)

#### STEERING LOCK

The steering lock (1) is on the steering stem.

#### To Lock:

〈AR,SW,F,IT,ED,N,SP,U type only〉  
Turn the handlebar all the way to the left or right, and insert the key into the lock, turn the key clockwise and remove it.

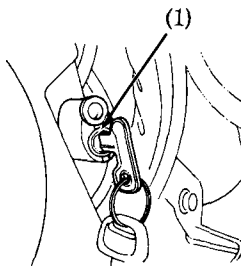


(1) Steering lock  
〈AR,SW,F,IT,ED,N,SP,U type only〉

〈 I G, II G, FI type only〉

The steering lock (1) is on the steering column.

To lock the steering, turn the handlebar all the way to the left, insert the steering key into the lock, turn the key counter-clockwise as far as possible. Then, press the lock all the way in, turn the key back to the original position, and remove the key. To unlock the steering, perform the locking sequence in the reverse order.



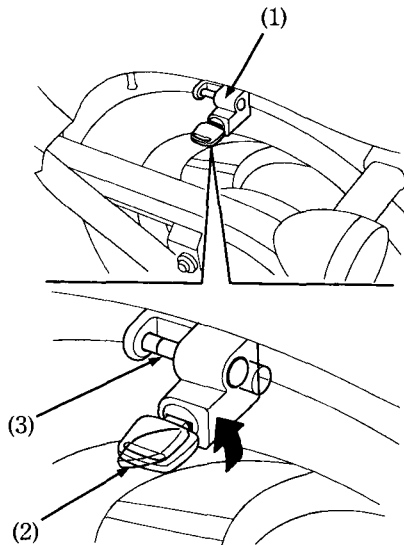
(1) Steering lock 〈 I G, II G, FI type only〉

## HELMET HOLDER

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

### **▲ WARNING**

**\* The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**



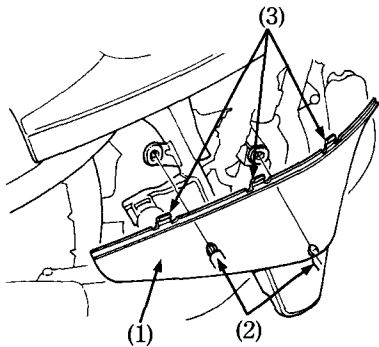
(1) Helmet holder  
(2) Ignition key

(3) Holder pin



## SIDE COVER

To remove the right and left side covers (1), pull out the prongs (2) and then gently pull the side cover down to release the tabs (3).



- (1) Side cover
- (2) Prongs

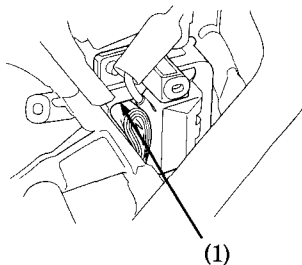
- (3) Tabs

## DOCUMENT COMPARTMENT

The document compartment (1) behind the right side cover.

This owner's manual and other documents should be stored in the compartment.

When washing your motorcycle, be careful not to flood this area with water.



- (1) Document compartment

## OPERATION

### PRE-RIDE INSPECTION

#### **▲ WARNING**

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

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

1. Engine oil level—add engine oil if required (page 25). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 21). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (page 19–20).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (page 13–16).

5. Tyres—check condition and pressure (page 26–27).
6. Drive chain—check condition and slack (page 58). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and full closing in all steering positions.
8. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 29).
10. Side stand ignition cut-off system—check for proper function (page 64).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

## STARTING THE ENGINE

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

### **▲ WARNING**

**\* Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.**

### NOTE:

\* Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

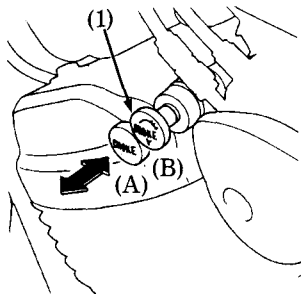
## Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The red low oil pressure indicator is ON.

## Starting Procedure

1. Pull the choke knob (1) out to the Fully ON position (A), if the engine is cold.
2. Press the starter button.
3. Warm up the engine until it runs smoothly, with the choke knob Fully OFF.

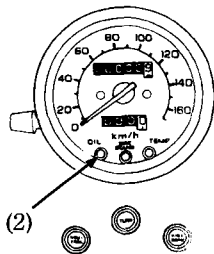


(1) Choke knob

(A) Fully ON  
(B) Fully OFF

## CAUTION:

- \* The red low oil pressure indicator should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.



(2) Low oil pressure indicator

### **Flooded Engine**

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to OFF and push the choke lever forward to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch to RUN and follow the Starting Procedure (page 36 ).

### **RUNNING-IN**

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods.

During initial running-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

## RIDING

### ▲WARNING

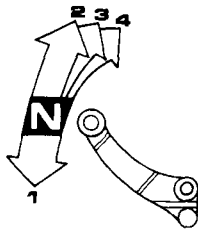
- \* **Review Motorcycle Safety (pages 1 – 4) before you ride.**
- \* **Make sure the side stand is fully retracted before riding the motorcycle.**

### NOTE:

- \* **Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 43 and explanation for SIDE STAND on page 64 )**

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch

4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal. This sequence is repeated to progressively shift to 3rd and 4th (top) gears.
5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



## **BRAKING**

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

### **▲ WARNING**

- \* Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- \* When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

### **▲ WARNING**

- \* When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- \* When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- \* Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

## **PARKING**

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
2. Use the side stand to support the motorcycle while parked.

### **CAUTION:**

- \* **Park the motorcycle on firm, level ground to prevent it from falling over.**
  - \* **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**
3. Lock the steering to help prevent theft (page 31).

### **NOTE:** <AR Type only>

- \* When stopping for a short time near traffic at night, the ignition switch may be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P for too long a time.



## **ANTI-THEFT TIPS**

1. Always lock the steering and never leave the key in the steering lock. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME : \_\_\_\_\_

ADDRESS : \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PHONE NO : \_\_\_\_\_

## MAINTENANCE

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

## MAINTENANCE SCHEDULE

The following items require some mechanical knowledge. Certain items (particularly those marked \* and \* \*) may require more technical information and tools. Consult your authorized Honda Dealer.

Perform the Pre-ride Inspection (page 34 ) at each scheduled maintenance period.

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

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

ITEM	FREQUENCY	WHICHEVER →		ODOMETER READING [NOTE (1)]								REFER TO PAGE
		COMES FIRST ↓	x 1,000 km	1	6	12	18	24	30	36		
			x 1,000 mi	0.6	4	8	12	16	20	24		
		NOTE	MONTH		6	12	18	24	30	36		
* FUEL LINE						I		I		I	—	
* THROTTLE OPERATION						I		I		I	56	
* CARBURETOR CHOKE						I		I		I	—	
AIR CLEANER	(NOTE 2)						R			R	48	
CRANKCASE BREATHER	(NOTE 3)				C	C	C	C	C	C	49	
SPARK PLUG					I	R	I	R	I	R	54-55	
* VALVE CLEARANCE				I		I		I		I	—	
ENGINE OIL				R		R		R		R	25, 50-53	
ENGINE OIL FILTER				R		R		R		R	51-53	
* CARBURETOR SYNCHRONIZATION				I		I		I		I	—	
* CARBURETOR IDLE SPEED				I	I	I	I	I	I	I	57	
RADIATOR COOLANT	(NOTE 4)					I		I		R	19-20	
* COOLING SYSTEM						I		I		I	—	
* SECONDARY AIR SUPPLY SYSTEM	(NOTE 5)					I		I		I	—	