

HONDA

OWNER'S MANUAL
MANUAL DEL PROPIETARIO
INSTRUKTIONSBOK

NTV500
REVERSE



HONDA

NTV600/650

REVERE

OWNER'S MANUAL

MANUAL DE EXPLICACIONES

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.

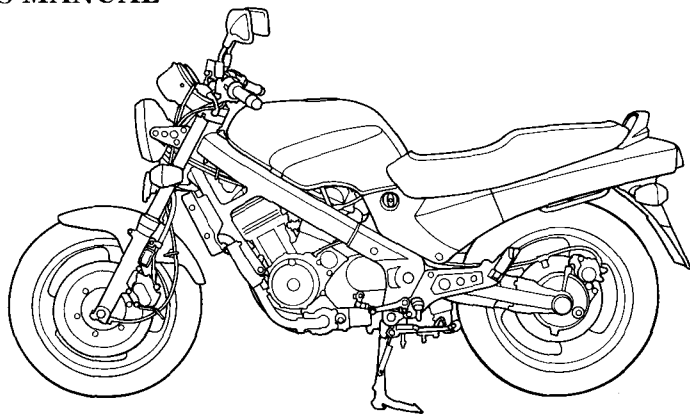
CAUTION:

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 NTV600/650
REVERE
OWNER'S MANUAL**



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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.

NTV600

E	UK
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NTV650

ED	European direct sales Belgium Holland
GI	German I Finland Sweden Norway
GII	German II

NTV650

GIII	German III
SP	Spain
SW	Switzerland
U	Australia New Zealand

*GI Full power type

*GII Limited power type

*GIII Limited power type

- The specifications may vary with each local.

OPERATION

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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 39) 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 licence. 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 manoeuvrability 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 accessories must not exceed the maximum weight capacity:

189 kg (417 lbs)

Cargo weight alone should not exceed:

27 kg (60 lbs)

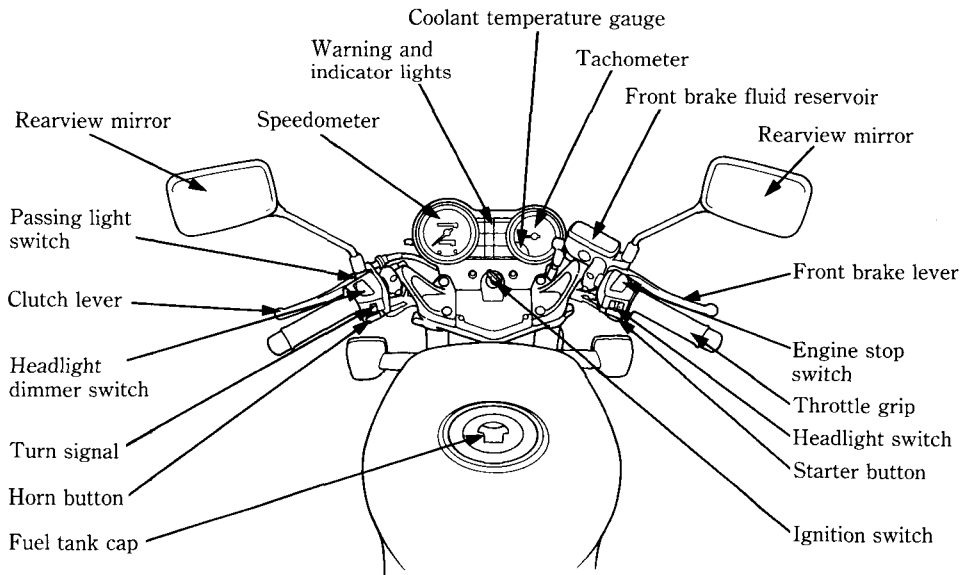
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressures (page 28) and rear suspension (page 13) 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 to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

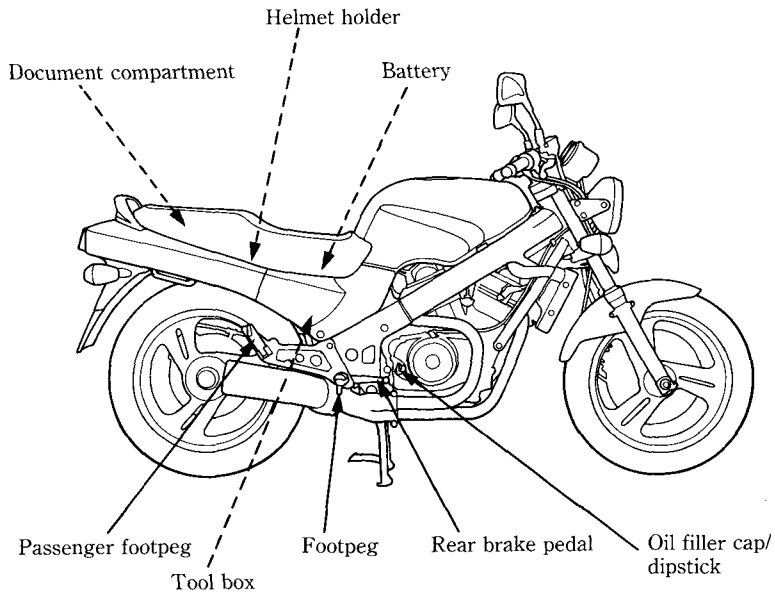
Accessories

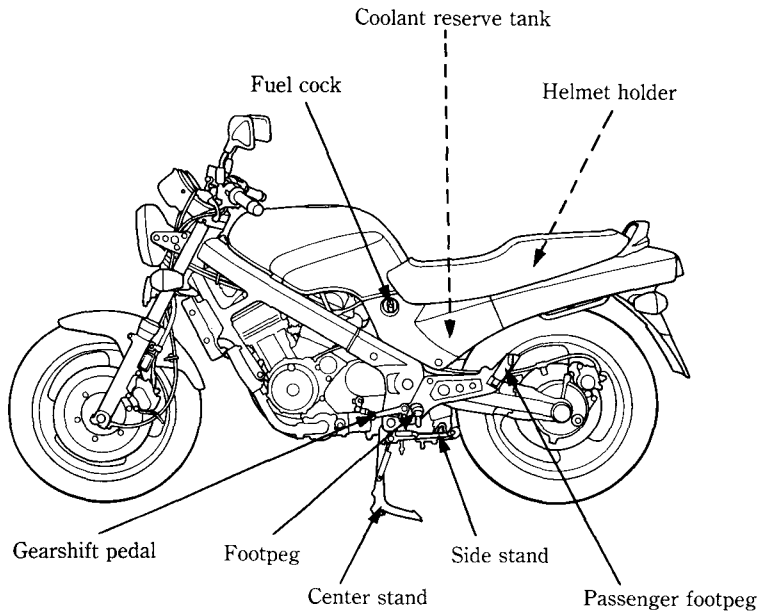
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not 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



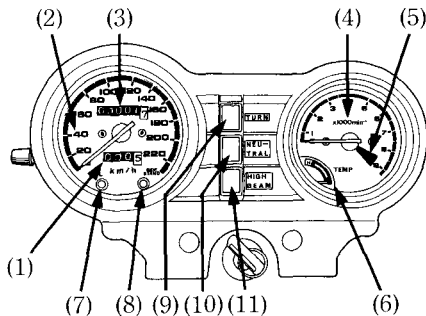




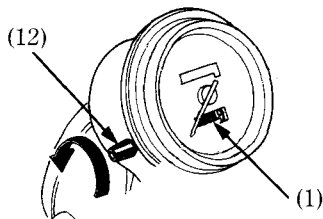
INSTRUMENTS AND INDICATORS

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

- (1) Tripmeter
- (2) Speedometer
- (3) Odometer
- (4) Tachometer
- (5) Tachometer red zone
- (6) Coolant temperature warning light
- (7) Oil pressure warning light
- (8) Side stand indicator
- (9) Turn signal indicator
- (10) Neutral indicator
- (11) High beam indicator
- (12) Tripmeter reset knob



Applicable for all types except E



Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows riding speed.
3	Odometer	Shows accumulated mileage.
4	Tachometer	Shows engine rpm.
5	Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p>CAUTION:</p> <p>* The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.</p>
6	Coolant temperature gauge	Shows coolant temperature (see page 12).

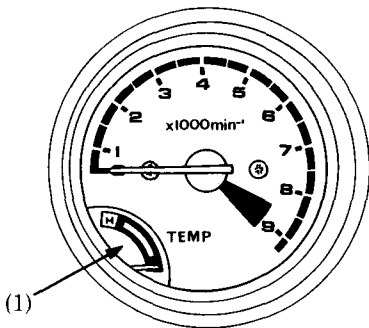
Ref. No.	Description	Function
7	Oil pressure warning light (red)	<p>Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>CAUTION: * Running the engine with insufficient oil pressure may cause serious engine damage.</p>
8	Side stand indicator	<p>Lights 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 73) is activated.</p>
9	Turn signal indicator	Flashes when either turn signal is operated.
10	Neutral indicator (green)	Lights when the transmission is in neutral.
11	High beam indicator (blue)	Lights when the headlight is on high beam.
12	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the wider section of the outlined band. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 22–23 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

* Exceeding maximum running temperature may cause serious engine damage.



(1) Coolant temperature gauge

MAJOR COMPONENTS (Information you need to operate this motorcycle)

▲ WARNING

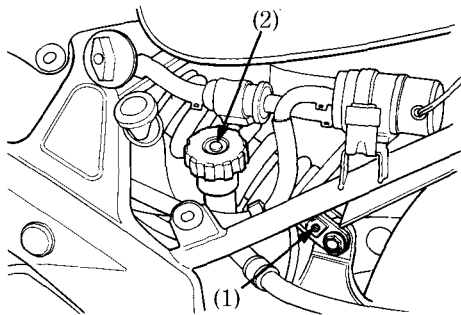
- * **If the Pre-ride Inspection (page 40) is not performed, severe personal injury or vehicle damage may result.**

SUSPENSION

Rear Suspension

The rear suspension can provide the desired ride under various rider/passenger weight and riding conditions through adjustments of the damping and spring preload adjusters.

Remove left side cover to adjust damping force and spring preload.

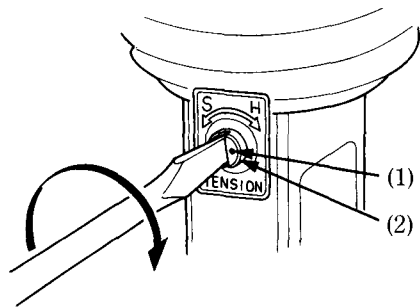


- (1) Damping force adjuster
- (2) Spring preload adjuster

Damping Force

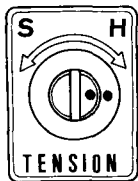
There are three damping force adjustment positions that can be selected. The position at which the dots (1) align is the standard position.

To increase the damping force, turn the adjuster (2) 180° or 270° clockwise from the standard position.



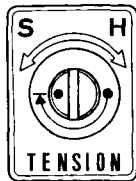
- (1) Dot
- (2) Adjuster

Damping Force 1



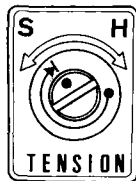
STANDARD

Damping Force 2



Rotate 180°

Damping Force 3

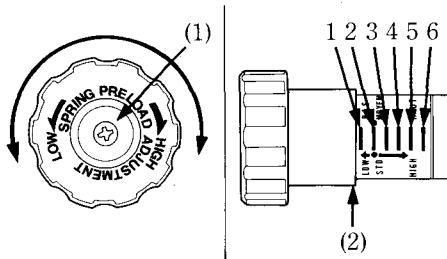


Rotate 270°

Spring Preload

The spring preload has six spring preload positions for various loads. To make adjustments, turn the adjuster knob (1) clockwise to increase and counterclockwise to decrease preload. Align the lip of the adjuster (2) to any of the six segments according to the following recommended adjustments for various loads.

Vehicle load	Damping Force	Preload
Rider alone (up to 75 kg)	1	1 to 3
Rider + Cargo (up to 100 kg)	2	4
Rider + Passenger (up to 150 kg)	2	4 to 5
Rider + Passenger + Cargo (up to Max. Weight Capacity)	3	6



(1) Adjuster knob

(2) Adjuster lip

▲ 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 Service Manual.**

BRAKES

Front Brake

Both front and rear brakes are hydraulic disc types.

As the brake pads wear, the brake fluid level drops, automatically compensating for wear.

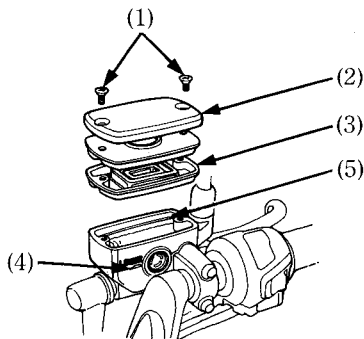
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 72), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Front 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.**

Check that the fluid level is above the lower level mark (4) with the motorcycle in an upright position.



(FRONT)

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

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

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.**

Other Checks:

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

Rear Brake

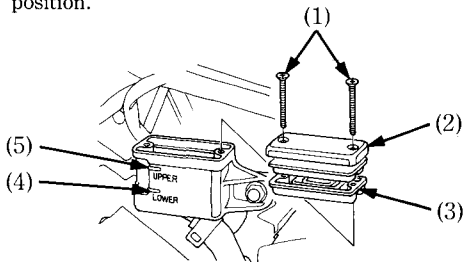
Rear Brake Fluid Level:

▲ 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.**

Remove the right side cover.

Check that the fluid level is above the LOWER level mark (4) with the motorcycle in an upright position.



- (1) Screws
- (2) Reservoir cover
- (3) Diaphragm
- (4) LOWER level mark
- (5) UPPER level mark

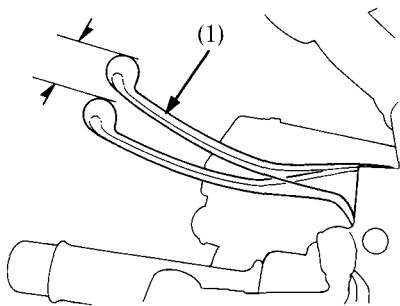
CLUTCH

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 (3) at the lever (1).

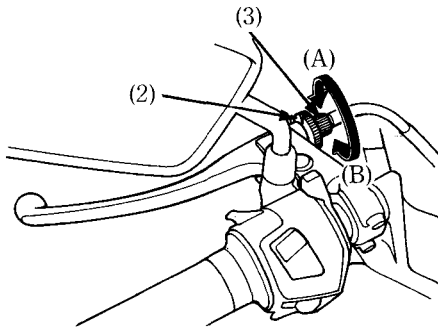
Normal clutch lever free play is:

10–20 mm (3/8–3/4 in)



(1) Clutch lever

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



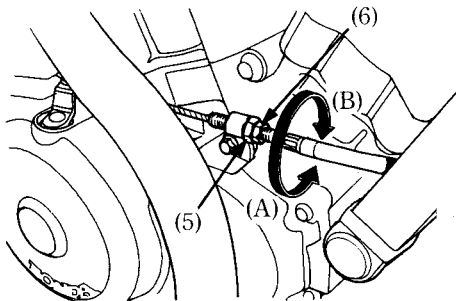
(2) Lock nut

(3) Clutch cable
adjuster

(A) Increase free play

(B) Decrease free play

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



(5) Adjusting nut
(6) Lock nut

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

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.

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).

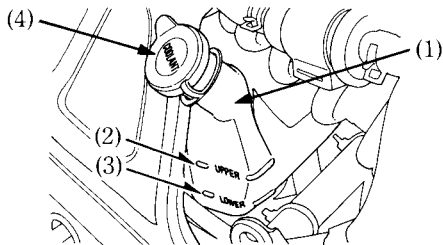
CAUTION:

- * **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 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 left side cover. 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 reserve



- (1) Reserve tank (3) LOWER level mark
(2) UPPER level mark (4) Reserve tank cap

tank cap (4) and 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.

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 in the fuel pump 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:

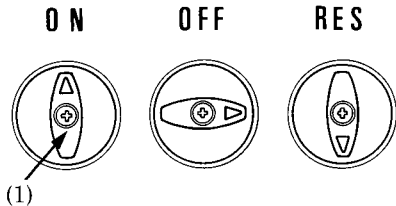
2.5 l (0.66 US gal, 0.55 Imp gal)

⚠ 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:

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



(1) Fuel cock

Fuel Tank

The fuel tank capacity, including reserve, is:

19.0 l (5.04 US gal, 4.18 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.

After filling, push cap into the filler neck until it snaps closed and locks. Remove the key.

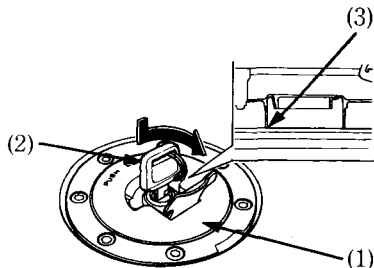
Use low-lead or unleaded petrol with an Octane number of 91 or higher.

FOR AUSTRALIA ONLY:

Use unleaded fuel with a research octane number of 91 or higher.

CAUTION:

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



(1) Fuel tank cap

(2) 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 the engine is refueled or where petrol is stored.**
- * **Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel cap is closed securely.**
- * **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- * **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

ENGINE OIL

Engine Oil Level Check

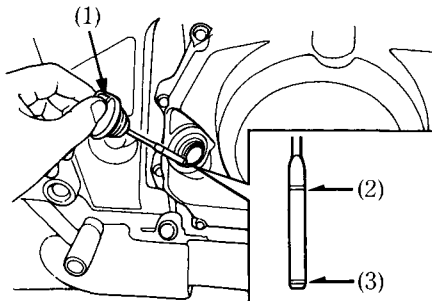
Check the engine oil level each day before riding the motorcycle.

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 red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil up to the upper level mark (See page 58). Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

* Running the engine with insufficient oil pressure may cause serious engine damage.



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

FINAL DRIVE OIL

Oil Level Check

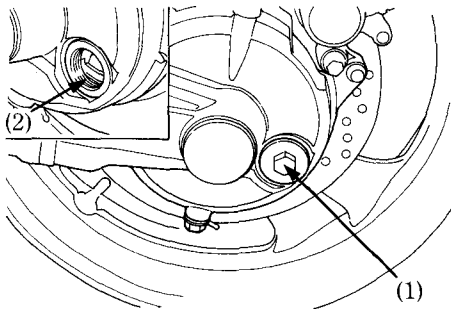
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on level ground.
2. Remove the oil filler cap (1).
3. Check that the oil level reaches the lower edge of the oil cap hole (2).

NOTE:

- * If the level is low, check for leaks. Pour fresh oil through the oil filler hole until it reaches the lower edge of the opening.

**Recommended Oil: HYPOID GEAR OIL
SAE 80**



(1) Oil filler cap (2) Lower edge of oil cap hole

TUBELESS TYRES

This motorcycle is equipped with tubeless tyre, valves, and wheel rims. Use only tyres marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TYRE APPLICABLE." 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".
- * Tubeless tyres have some degree of selfsealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

		Front	Rear
Tyre size		110/80-17 57H	150/70-17 69H
Cold tyre pressures kPa (kg/cm ² , psi)	Driver only	225 (2.25, 33)	225 (2.25, 33)
	Driver and one passenger	225 (2.25, 33)	280 (2.80, 41)
Tyre brand TUBELESS ONLY			
BRIDGESTONE		G547G	G548
DUNLOP		K505G	K505
METZELER		ME33	ME55A

Check the tyres for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your authorized Honda dealer for repair, replacement, and balancing.

⚠ WARNING

- * **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 may result in a loss of vehicle control.**
- * **Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.**

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

Minimum tread depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

Repair

Puncture of tubeless tyres may be fixed externally for emergency. See your authorized Honda Dealer for the correct method before you encounter actual failure on the road.

⚠ WARNING

- * **Do not run at speed above 60 km/h (40 mph) after making an external repair. It must be followed by an internal repair at the nearest Honda Dealer as soon as possible.**

Tyre Repair/Replacement:

See your authorized Honda Dealer.

⚠ WARNING

- * **The use of tyres other than those listed on the tyre information label may adversely affect handling.**
 - * **Do not install tube-type tyres on tubeless rims. The heads may not seat and the tyres could slip on the rims, causing tyre deflation that may result in a loss of vehicle control.**
 - * **Do not install a tube inside a tubeless tyre. Excessive heat build-up may cause the tube to burst resulting in rapid tyre deflation that may result in a loss of vehicle control.**
 - * **Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tyre repair or replacement.**
- * **To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time, after tyre repair.**
 - * **Replace the tyre if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tyre deflation that may result in a loss of vehicle control.**

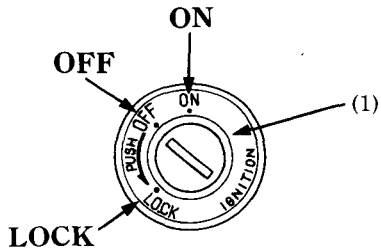
CAUTION:

- * **Do not try to remove tubeless tyres without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.**

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Engine and lights can be operated.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

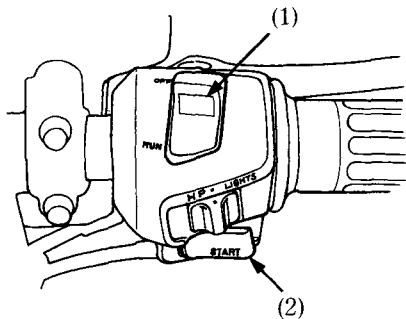
The engine stop switch (1) is next to the throttle grip. When the switch is in the RUN position, the engine will operate. When the switch is in the OFF position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the RUN position.

Starter Button

The starter button (2) is below the engine stop switch (1).

When you press in the button, the starter cranks the engine.

See page 42 for "Starting Procedure."



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

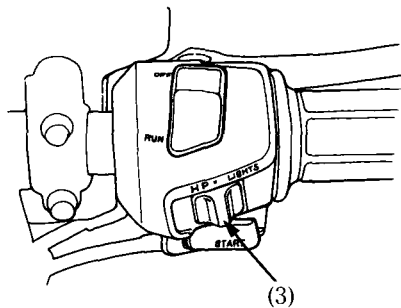
Headlight Switch

The headlight switch (3) 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 lights on.

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



(3) Headlight switch

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

Push the dimmer switch to “HI” to select high beam or to “LO” to select low beam.

Passing Light Control Switch (2)

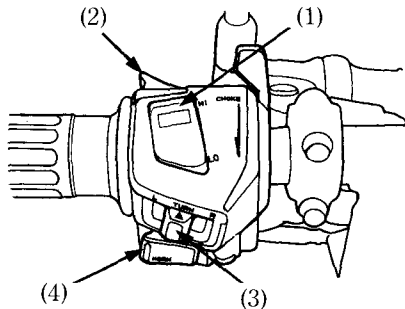
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)

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

Horn Button (4)

Press the button to sound the horn.



- (1) Headlight dimmer switch
- (2) Passing light control switch
- (3) Turn signal switch
- (4) Horn button

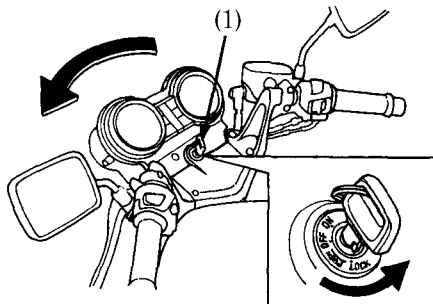
FEATURES (Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key.

⚠ WARNING

- * Do not turn the key to P or LOCK while riding the motorcycle, loss of vehicle control will result.



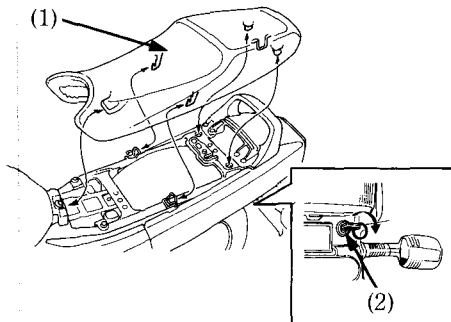
(1) Ignition key

SEAT

To remove the seat (1), insert the ignition key into the seat lock (2), turn it clockwise. Pull the seat back and up. To install the seat, insert the prong into the recess under the frame cross member and then push down on the rear of the seat.

CAUTION:

- * Be sure to securely lock the seat after reinstalling it.



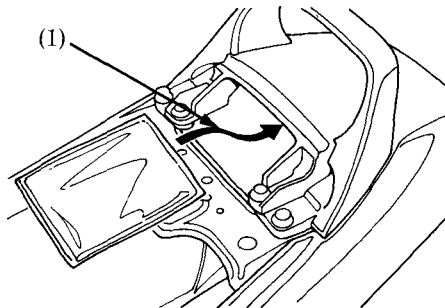
(1) Seat

(2) Seat lock

DOCUMENT COMPARTMENT

The document compartment (1) is under the seat.

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.



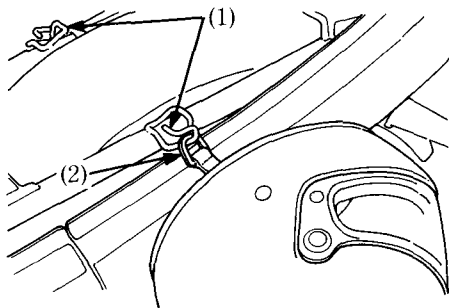
(1) Document compartment

HELMET HOLDER

The helmet holders (1) are under the seat. To secure the helmet, remove the seat (see page 36) and hang your helmet's D-rings (2) on the helmet holder. Install and lock the seat (see page 37).

▲ 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.**

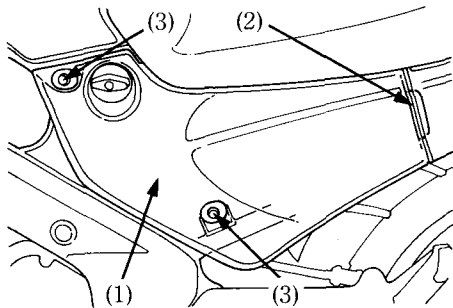


(1) Helmet holder

(2) D-ring

SIDE COVER

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



(1) Side cover
(2) Tab

(3) Prongs

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 26). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 24). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 21–22).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage.

5. Tyres—check condition and pressure (pages 28–31).
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 33).
9. Side stand ignition cut-off system—check for proper function (page 73).

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.

WARNING

- * **Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**

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.

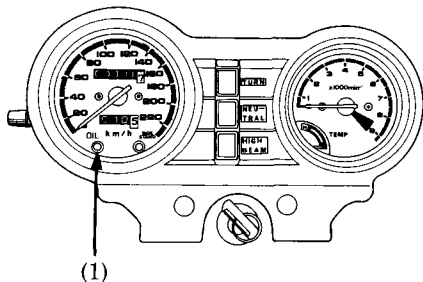
Preparation

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 engine oil pressure warning light is ON.

CAUTION:

- * The red oil pressure warning light (1) 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.

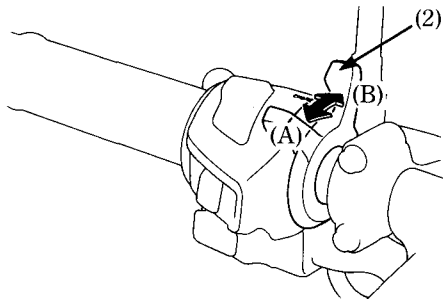


Applicable for all types except E

- (1) Oil pressure warning light

Starting procedure

1. Pull the choke lever (2) back all the way to the fully open position (A), if the engine is cold.
2. Press the starter button.
3. Warm up the engine by opening and closing the throttle until it runs smoothly, with the choke closed.



- (2) Choke lever
- (A) Fully open position
- (B) Fully closed position

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 OFF and push the choke lever forward to Fully Closed (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the Starting Procedure (page 42).

RUNNING-IN

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

The general rules are as follows:

1. Never labour the engine with full throttle at low engine speeds. This rule is applicable not only during running-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed $4,000 \text{ min}^{-1}$ (rpm).
3. Increase the maximum continuous engine speed by $2,000 \text{ min}^{-1}$ (rpm) between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed $6,000 \text{ min}^{-1}$ (rpm).
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed $8,500 \text{ min}^{-1}$ (rpm) at any time (tachometer RED ZONE limit).

CAUTION:

- * **The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.**

RIDING

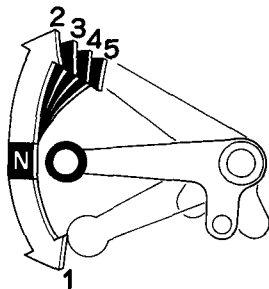
⚠ WARNING

- * **Review Motorcycle Safety (pages 8—12) before you ride.**

NOTE:

- * Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 52 and explanation for SIDE STAND on page 73.)
1. Warm up the engine.
 2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gear shift pedal.
 3. Slowly release the clutch lever while gradually increasing speed. Coordination of these two operations will assure a smooth start.
 4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch lever again and shift into 2nd by raising the shift-pedal. Do the same for the other 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.



⚠ WARNING

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

CAUTION:

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

High Altitude Riding

When operating this motorcycle at high altitude, the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m), driveability and performance may be reduced and fuel consumption increased.

The carburetor can be modified to compensate for this high altitude richness.

However, the carburetor must be returned to standard factory specifications when lower altitude riding is desired. See your authorized Honda dealer for high altitude adjustments.

CAUTION:

- * **Sustained operation at altitudes below 5,000 feet (1,500 m) with high altitude carburetor modifications may cause engine overheating and damage.**

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Disengage the clutch before the motorcycle stops.

▲ WARNING

- * Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- * When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.
- * When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- * When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brake-light, 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 ignition switch OFF and remove the key.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - * **If you 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 36).

NOTE:

- * 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 ignition switch. 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 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 COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								REFER TO PAGE
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
		MONTH		6	12	18	24	30	36		
* FUEL LINE					I		I		I	—	
* THROTTLE OPERATION					I		I		I	64	
* CARBURETOR CHOKE					I		I		I	—	
* AIR CLEANER	(NOTE 2)						R		R	—	
CRANKCASE BREATHER	(NOTE 3)			C	C	C	C	C	C	61	
SPARK PLUG				I	R	I	R	I	R	61-62	
ENGINE OIL			R		R		R		R	57-60	
ENGINE OIL FILTER			R		R		R		R	58-60	
* CARBURETOR SYNCHRONIZATION			I		I		I		I	—	
* CARBURTOR IDLE SPEED			I	I	I	I	I	I	I	64	
RADIATOR COOLANT	(NOTE 4)				I		I		R	21-22	
* COOLING SYSTEM					I		I		I	—	
* SECONDARY AIR SUPPLY SYSTEM	(NOTE 5)				I		I		I	—	

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								REFER TO PAGE
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
		MONTH		6	12	18	24	30	36		
FINAL DRIVE OIL					I		I		R	65	
BRAKE FLUID		(NOTE 4)			I	I	R	I	I	R	16-18
BRAKE PADS WEAR					I	I	I	I	I	I	73
BRAKE SYSTEM				I		I		I		I	16-18
* BRAKE LIGHT SWITCH						I		I		I	79
* HEADLIGHT AIM						I		I		I	—
CLUTCH SYSTEM					I	I	I	I	I	I	19-20
SIDE STAND						I		I		I	72
* SUSPENSION						I		I		I	71
* NUTS, BOLTS, FASTENERS					I		I		I		—
** WHEELS/TYRES						I		I		I	—
** STEERING HEAD BEARINGS					I		I		I		—

* Should be serviced by an authorized HONDA dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the official HONDA service manual.

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

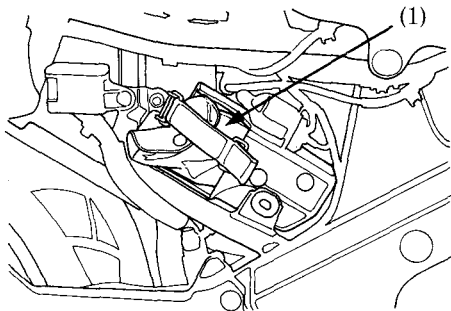
NOTES:

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

TOOL KIT

The tool kit (1) is in the tool box behind the right side cover. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 6 mm hex wrench
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- Screwdriver grip
- 12 mm box end wrench
- 17 mm box end wrench
- 10 x 12 mm box end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- Pin spanner
- Spark plug wrench
- Tool bag

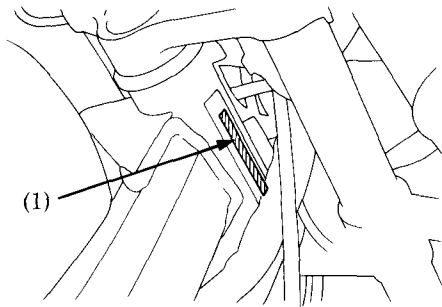


(1) Tool kit

SERIAL NUMBERS

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

Record the numbers here for your reference.



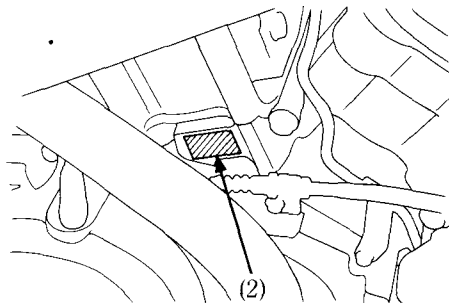
(1) Frame number

The frame number (1) is stamped on the right side of the steering head.

The engine number (2) is stamped on the right side of the crankcase.

FRAME NO. _____

ENGINE NO. _____



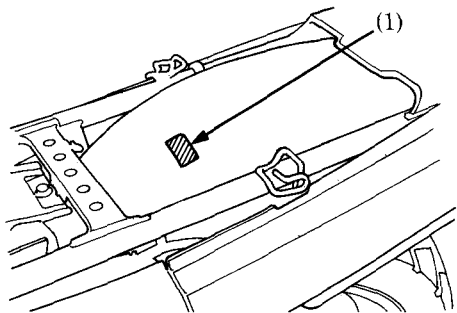
(2) Engine number

COLOUR LABEL

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

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

▲ WARNING

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

ENGINE OIL

(Refer to the maintenance precautions on page 56).

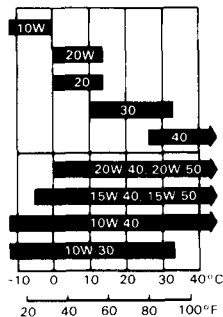
Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for service SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.

(1)



(2)

(1) Single grade

(2) Multigrade

Engine Oil and Filter

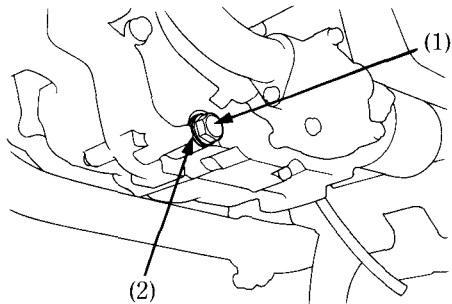
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 51).

NOTE:

- * Change the engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.

CAUTION:

- * To prevent oil leaks and filter



(1) Oil drain plug

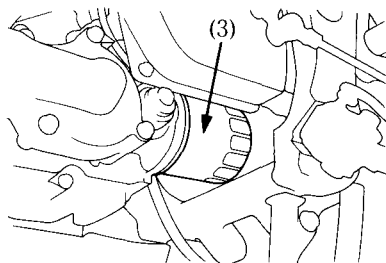
(2) Sealing washer

damage, never support the engine on the oil filter.

1. To drain the oil, remove the oil filler cap and crankcase drain plug (1) and sealing washer (2).

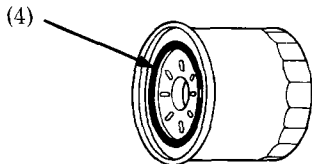
▲ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**
2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.



(3) Oil filter

3. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
4. Install the new oil filter and tighten it to:
10 N·m (1.0 kg-m, 7 lb-ft)



(4) Oil filter rubber seal

5. Check that the sealing washer on the drain plug is in good condition and install the plug.
Oil Drain Plug Torque:
35 N·m (3.5 kg-m, 25 lb-ft)
6. Fill the crankcase with the recommended grade oil; approximately:
2.6 l (2.7 US qt, 2.3 Imp qt)
7. Install the oil filler cap.
8. Start the engine and let it idle for 2–3 minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

- * When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

NOTE:

- * Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the rubbish or pour it on the ground.

CAUTION:

- * **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

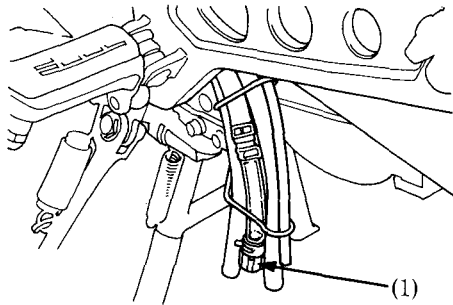
CRANKCASE BREATHER

(Refer to the maintenance precautions on page 56).

1. Remove the drain plug (1) from the tube and drain deposits.
2. Reinstall the drain plug.

NOTE:

- * Service more frequently when ridden in rain, at full throttle.



(1) Drain plug

SPARK PLUGS

(Refer to maintenance precautions on page 56).

Recommended plugs:

Standard:

DPR8EA9 (NGK) or X24EPRU9 (ND)

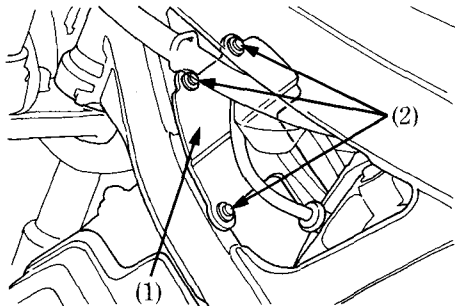
For cold climate (Below 5°C/41°F):

DPR7EA9 (NGK) or X22EPRU9 (ND)

For extended high speed riding:

DPR9EA9 (NGK) or X27EPRU9 (ND)

1. Remove the heat guard by removing the screws.
2. Disconnect the spark plug caps from the spark plugs.
3. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench furnished in the tool kit.



(1) Heat guard

(2) Screws

4. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.
5. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

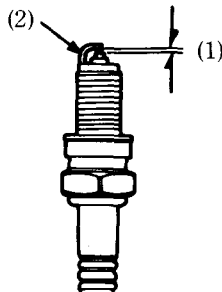
0.8–0.9 mm (0.031–0.035 in)

Make sure the plug washer is in good condition.

6. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
7. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.
8. Reinstall the spark plug caps.

CAUTION:

- * The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.
- * Never use a spark plug with an improper heat range. Severe engine damage could result.



(1) Spark plug gap

(2) Side electrode

IDLE SPEED

(Refer to the maintenance precautions on page 56).

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

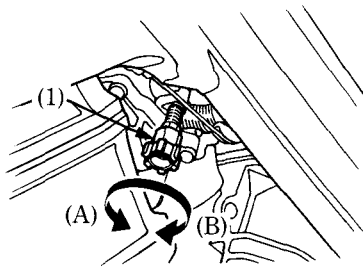
* The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).

Idle Speed:

1,100 ± 100 rpm

1,200 ± 50 rpm [SW type]



(1) Throttle stop screw

(A) Increase
(B) Decrease

THROTTLE OPERATION

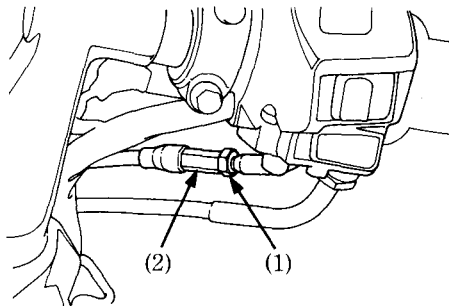
(Refer to the maintenance precautions on page 56).

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

▲ WARNING

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

Adjust free play with the throttle cable adjuster (2). Measured in grip rotation, the standard throttle grip free play is:
2–6 mm (0.08–0.24 in)



(1) Lock nut (2) Throttle cable adjuster

FINAL DRIVE OIL

(Refer to the maintenance precautions on page 56).

Change the oil as specified in the maintenance schedule.

NOTE:

* Change the oil with the final drive at normal operating temperature and the motorcycle upright on level ground to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap (1) and drain plug (2).
2. After the oil has completely drained, check that the sealing washer (3) on the drain plug is in good condition and install the drain plug.

Drain Plug Torque:

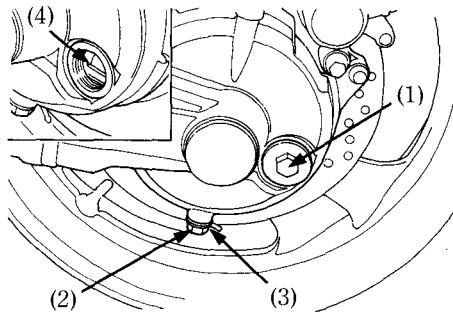
12 N·m (1.2 kg·m, 9 ft·lb)

3. With the motorcycle upright on level ground, fill the final drive with the recommended grade oil; approximately:

120 cm³ (5.1 US oz, 4.2 Imp oz)

Make sure the final drive is filled up to the lower edge of the inspection hole (4) with the recommended oil.

4. Install the oil filler cap.



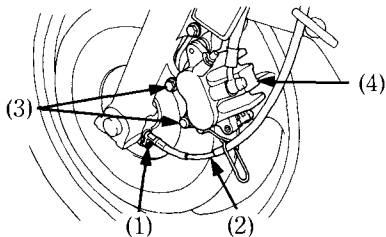
- | | |
|--------------------|---------------------|
| (1) Oil filler cap | (3) Sealing washer |
| (2) Oil drain plug | (4) Inspection hole |

WHEEL REMOVAL

(Refer to the maintenance precautions on page 56).

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the brake caliper mount bolts (3) and the brake caliper (4).

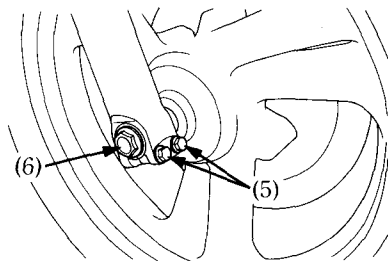


- (1) Speedometer cable set screw
(2) Speedometer cable
(3) Brake caliper bolt
(4) Brake caliper

4. Loosen the right and left axle pinch bolts (5) and remove the axle bolt (6).
Remove the axle and the wheel.

NOTE:

- * Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.



- (5) Axle pinch bolt
(6) Axle bolt

Installation Note:

To install the front wheel assembly, position the wheel between the fork legs.

Insert the front axle from the left side, through the left front fork leg and wheel hub.

Position the lug on the speedometer gearbox against the lug (7) on the left fork leg.

Install and tighten the axle bolt to the specified torque.

Tighten the axle pinch bolts to the specified torque.

Axle bolt torque:

60 N·m (6.0 kg-m, 44 lb-ft)

Axle pinch bolts torque:

22 N·m (2.2 kg-m, 16 lb-ft)

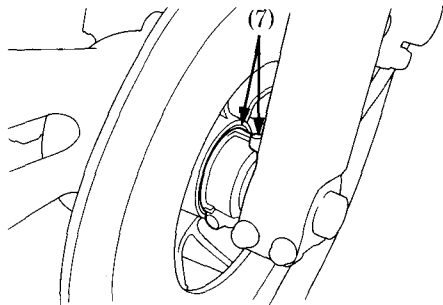
Install the brake caliper.

Tighten the brake caliper mount bolts to the specified torque.

Brake caliper mount bolts torque:

27 N·m (2.7 kg-m, 20 ft-lb)

Connect the speedometer cable with the set screw.



(7) Lugs

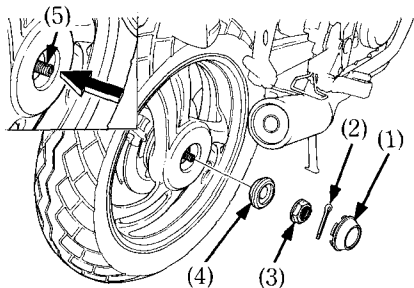
After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

⚠ WARNING

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

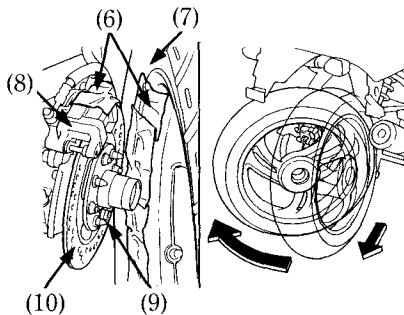
Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the cap (1), cotter pin (2), axle nut (3), and then remove the axle center collar (4).
3. Push the axle (5) into the wheel hub.



- (1) Cap
(2) Cotter pin
(3) Axle nut
(4) Axle center collar
(5) Axle

4. Attach the tapes (6) to the wheel rim (7) and brake caliper (8) to avoid damaging the wheel.
5. Remove the wheel from the drive pins (9) and pull it backward to get between the brake disc (10) and muffler.
6. Swing the wheel to the left and pull it out backward as shown.



- (1) Tapes
(7) Wheel rim
(3) Brake caliper
(9) Drive pins
(10) Brake caliper

Installation Notes:

- Install the axle aligning the spline with the wheel hub.
- Coat the grease to the axle threads.
- Clean the wheel hub and wheel mating surface.
- Install the rear wheel and align the index marks (1) of wheel hub with the wheel.
- Install the new cotter pin and cap securely.
- Tighten and torque the axle nuts to the specification.

Axle nut torque:

120 N·m (12 kg·m, 87 lb·ft)

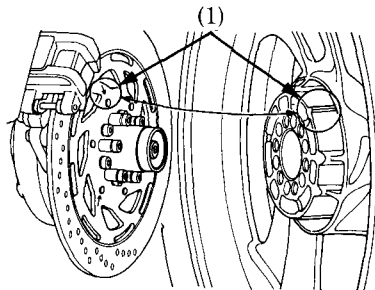
- Apply each brake several times and check for free wheel rotation when released.

⚠ WARNING

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

CAUTION:

- * **Used cotter pins may not effectively secure fasteners. Always replace used cotter pins with new ones.**



(1) Index marks

FRONT AND REAR SUSPENSION INSPECTION

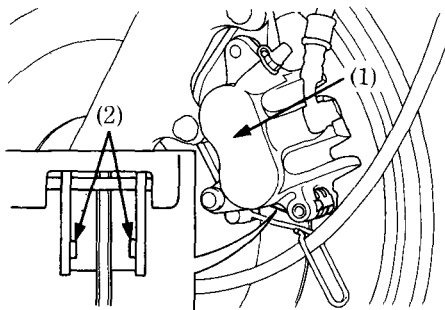
(Refer to the maintenance precautions on page 56).

1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil seepage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

BRAKE PAD WEAR

(Refer to the maintenance precautions on page 56).

Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from under the caliper (1) during all regular service intervals to determine the pad wear.

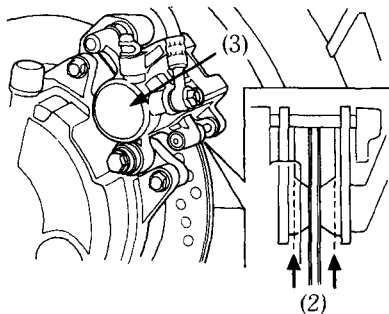


(1) Front brake caliper (2) Wear line

If either pad wears to the wear line (2), both pads must be replaced as a set.

NOTE:

- * Use only genuine Honda replacement friction pads offered by authorized Honda dealers. When brake service is necessary consult your Honda dealer.



(3) Rear brake caliper (2) Wear line

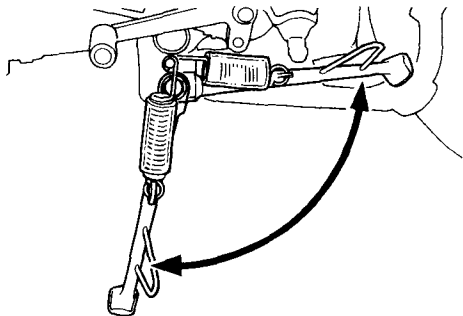
SIDE STAND

(Refer to the maintenance precautions on page 56).

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
 - Check the ignition cut-off system:
1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.



2. Start the engine and with the clutch pulled in, shift the transmission into gear.
3. Move the side stand fully down.
4. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your authorized Honda dealer for service.

BATTERY

(Refer to the maintenance precautions on page 56).

It is not necessary to check battery electrolyte level or add distilled water because the maintenance-free battery is sealed. If any loss of electrolyte is experienced or if your battery seems to be weak, causing slow starting or other electrical troubles, see your authorized Honda dealer.

CAUTION:

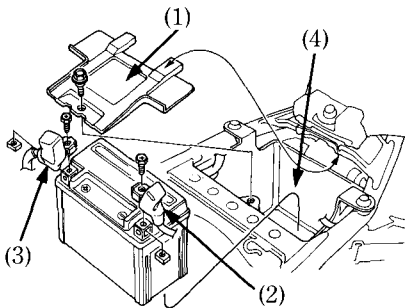
- * Do not attempt to remove the sealing caps from the cells—you may damage the battery.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

▲ WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- * The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- * Electrolyte is poisonous.
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- * KEEP OUT OF REACH OF CHILDREN.

Battery Removal

1. Remove the seat (page 37).
2. Remove the battery cover (1) by removing the mount bolts.
3. Disconnect the negative (-) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
4. Remove the battery from the battery box (4).



- (1) Battery cover
- (2) Negative (-) terminal lead
- (3) Positive (+) terminal lead
- (4) Battery box

FUSE REPLACEMENT

(Refer to maintenance precautions on page 56). The main fuse (1), located on the starter magnetic switch (2) behind the rear cowl, is 30 A.

The spare main fuse (4) is located under the starter magnetic switch.

The fuse box (6) is located on the steering top bridge.

When frequent fuse failure occurs, it usually in-

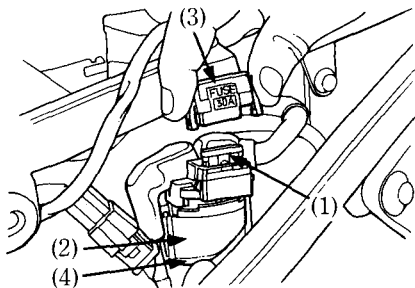
dicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

CAUTION:

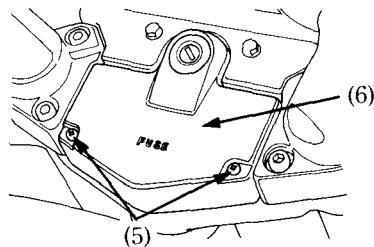
* **Turn the ignition switch OFF before checking or replacing the fuses to prevent accidental short-circuiting.**

To replace the main fuse (1), remove the side cover (page 39), disconnect the wire connector (3) and remove the old fuse.

Install a new fuse and reconnect the wire connector.

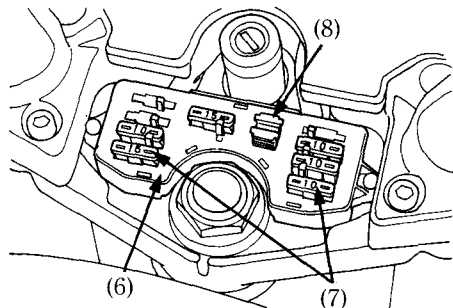


- (1) Main fuse (4) Spare main fuse
(2) Starter magnetic switch
(3) Wire connector



- (5) Screws (6) Fuse box

To replace fuses in the fuse box (6), remove the screws (5) and the fuse box cover. The spare fuses (7) are located in the fuse box. Pull the old fuse out of the clips with the fuse remover (8). Push a new fuse into the clips and install the fuse box cover.

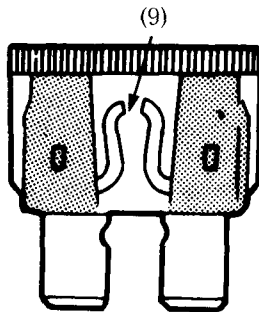


(6) Fuse box
(7) Spare fuses

(8) Fuse remover

⚠ WARNING

- * Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.



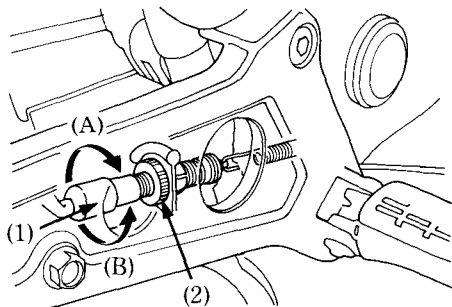
(9) Blown fuse

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 56).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



- (1) Stoplight switch
- (2) Adjusting nut

CLEANING

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

CAUTION:

- * **Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:**

Wheel Hubs	Ignition Switch
Carburetors	Brake Master Cylinder
Instruments	Muffler Outlets
Handlebar	Under Fuel Tank
Switches	Under Seat

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.

3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

⚠ WARNING

- * **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

CAUTION:

- * **Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.**
- * **Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.**

STORAGE GUIDE

STORAGE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made **BEFORE** storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Drain the fuel tank and carburetors. Spray the inside of the tank with an aerosol rust-inhibiting oil.

Reinstall the fuel cap on the tank.

NOTE:

- * If storage will last more than one month, carburettor draining is very important, to assure proper performance after storage.

WARNING

- * **Petrol is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.**

4. Remove the spark plugs and pour a tablespoon (15–20 cm³) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

NOTE:

- * When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 40). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

SPECIFICATIONS

DIMENSIONS

Overall length	2,150 mm (84.6 in) [E,ED,U]
	2,190 mm (86.2 in)
Overall width	710 mm (28.0 in)
Overall height	1,080 mm (42.5 in)
Wheelbase	1,465 mm (57.7 in)
Ground clearance	150 mm (5.9 in)

WEIGHT

Dry weight	191 kg (421 lbs)
	192 kg (423 lbs) [SW]

CAPACITIES

Engine oil	2.8 ℓ (3.0 US qt, 2.5 Imp qt) After disassembly
	2.6 ℓ (2.7 US qt, 2.3 Imp qt) After draining
Fuel tank	19.0 ℓ (5.04 US gal, 4.18 Imp gal)
Fuel reserve	2.5 ℓ (0.66 US gal, 0.55 Imp gal)
Cooling system capacity	1.8 ℓ (0.48 US gal, 0.40 Imp gal)
Passenger capacity load	Operator and one passenger
Maximum weight capacity	189 kg (417 lbs)

ENGINE

Bore and stroke	NTV600	75.0 x 66.0 mm (2.95 x 2.60 in)
	NTV650	79.0 x 66.0 mm (3.11 x 2.60 in)
Compression ratio		9.2 : 1
Displacement	NTV600	583 cm ³ (35.6 cu.in)
	NTV650	647 cm ³ (39.5 cu.in)
Spark plug		
Standard		DPR8EA9 (NGK) X24EPRU9 (ND)
For cold climate (Below 5°C, 41°F)		DPR7EA9 (NGK) X22EPRU9 (ND)
For extended high speed riding		DPR9EA9 (NGK) X27EPRU9 (ND)
Spark plug gap		0.8—0.9 mm (0.03—0.04 in)
Idle speed		1,100 ± 100 min ⁻¹ (rpm) 1,200 ± 50 min ⁻¹ (rpm) [SW]
Valve clearance (cold)	Intake	0.15 mm (0.006 in)
	Exhaust	0.20 mm (0.008 in)

CHASSIS AND SUSPENSION

Caster		28°
Trail		119 mm (4.7 in)
Tyre size, front		110/80-17 57H
Tyre size, rear		150/70-17 69H

POWER TRANSMISSION

Primary reduction	NTV600	1.8888
	NTV650	1.7631
Gear ratio, 1st	2nd	3.0833
	3rd	2.0625
	4th	1.5500
	5th	1.2400
	Final reduction	2.9090

ELECTRICAL

Battery	12V-8Ah
Generator	345W/5,000 min ⁻¹ (rpm)

LIGHTS

Headlight (HIGH/LOW)	12V-60/55W
Tail/stoplight	12V-5/21W x 2
Turn signal light	12V-21W
Front	12V-21W
Rear	12V-21W
Position light	12V-4W
Speedometer light	12V-3.4W
Tachometer light	12V-1.4W
Neutral indicator light	12V-3W
Turn signal indicator light	12V-3W
High beam indicator light	12V-3W

FUSE

10A, 15A
30A (Main fuse)

