SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to TUBELESS TIRES on pages 5–7. Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

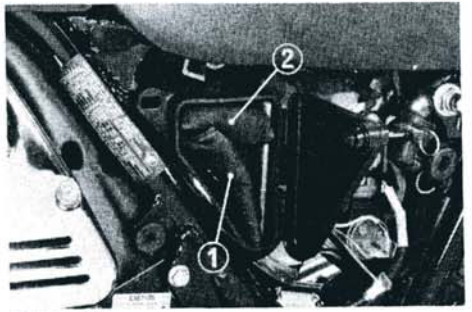
WARNING

* *Stop the engine and support the motorcycle securely on a level surface before performing these procedures.*

Tool Kit

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

- Air pressure gauge
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 and No. 3 phillips screwdriver
- 6 mm hex wrench
- Screwdriver grip
- Handle for 22 mm and 24 mm wrenches
- 24 mm wrench
- Spark plug wrench
- Feeler gauge 0.7 mm
- Tool bag



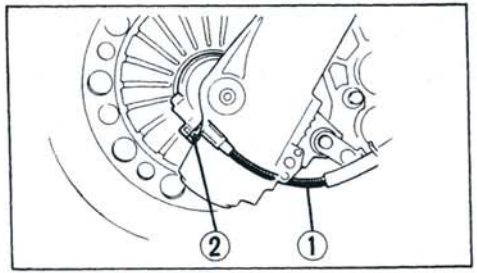
(1) Tool kit
(2) Air pressure gauge

FRONT WHEEL REMOVAL

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) by removing the speedometer cable set screw (2).
3. Remove the right caliper assembly (3) from the fork leg by removing the fixing bolts (4).

CAUTION:

* *Support the caliper assembly so that it doesn't hang on the hose. Do not twist the brake hose.*

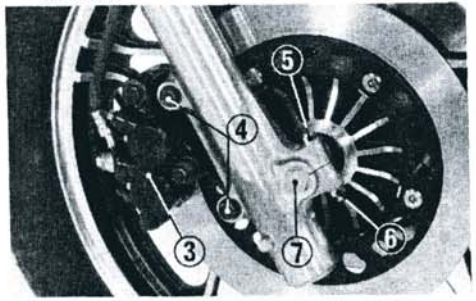


(1) Speedometer cable
(2) Speedometer cable set screw

4. Remove the front axle holding bolt (5) by loosening the nut (6). Unscrew and pull out the front axle (7). Remove the front 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.

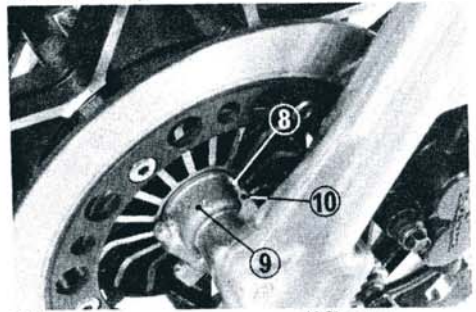


(3) Caliper assembly (6) Front axle holding nut
(4) Caliper fixing bolts (right side)
(5) Front axle holding bolt (7) Front axle

Installation Notes:

To install the front wheel assembly, insert the axle through the right fork leg and wheel hub, and screw it into the left fork leg. Make sure that the lug (8) on the speedometer gearbox (9) is against the rear of the tang (10) on the left fork leg and that the speedometer cable is connected to the gearbox. Tighten the axle to the specified torque.

Axle torque: 55–65 N·m (5.5–6.5 kg·m, 40–47 ft·lb).



(8) Lug (10) Tang
(9) Speedometer gearbox

Fit the caliper over the disc, taking care not to damage the brake pads. Install the caliper mounting bolts and tighten to the recommended torque 30–40 N·m (3.0–4.0 kg-m, 22–29 ft-lb).

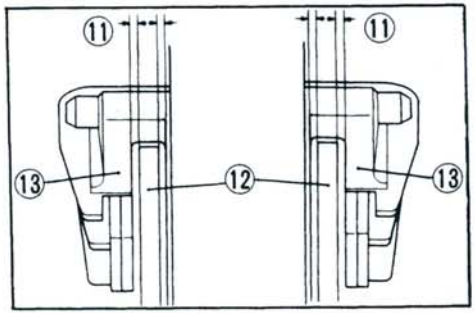
Measure the clearance (11) between each surface of the brake disc (12) and the caliper holder (13) with a 0.7 mm (0.028 in) feeler gauge (see sketch). If gauge (14) inserts easily, tighten the axle holding nut (6) to the specified torque.

Axle holding nut: 15–25 N·m (1.5–2.5 kg-m, 11–18 ft-lb).

WARNING

* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***

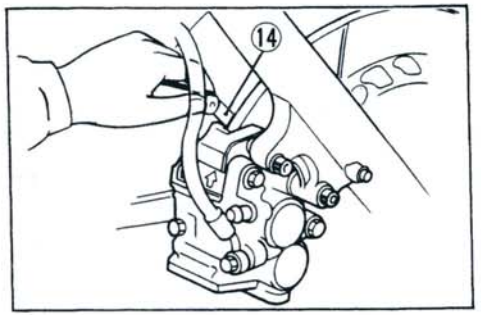
If the feeler gauge cannot be inserted easily, pull the forks outward or push inward until the gauge can be inserted and tighten the holding nut with the gauge inserted. After tightening, remove the gauge.
After installing the wheel, apply the brakes several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.



(11) Clearance (13) Caliper holder
(12) Disc

WARNING

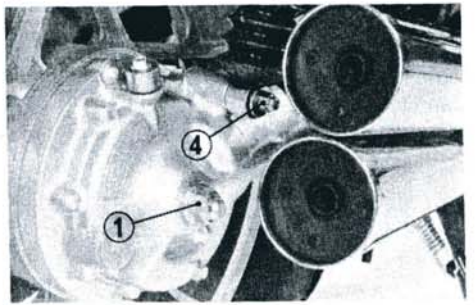
* ***Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.***



(14) Feeler gauge

REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Support the rear wheel so it will not drop when the shock absorber is disconnected.
3. Remove the axle nut (1).
4. Remove the axle holding bolt (2) and brake disc dust cover (3).
5. Remove the lower shock absorber nut (4: right side).
6. Pull out the rear axle (5).

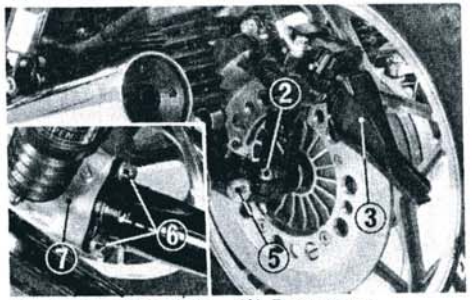


(1) Axle nut
(4) Lower shock absorber nut

CAUTION:

* *Support the caliper assembly and swingarm before removing the rear axle so that it does not hang from the brake hose. Do not twist the brake hose.*

7. Separate the wheel from the final drive case.
8. Remove the three final drive case nuts (6) and the final drive case (7).
9. Move the wheel backward.



(2) Axle holding bolt (3) Dust cover
(5) Rear axle
(6) Final drive case nuts
(7) Final drive case

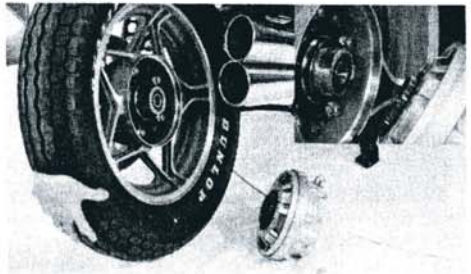
CAUTION:

* *Do not lay the final drive case over. The gear oil may flow out of the breather.*

10. Remove the wheel.

NOTE:

* Do not depress the brake pedal while 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.



Installation:

Reverse the removal procedure. Apply a lithium-based multipurpose grease with molybdenum disulfide additive to the rear hub splines and final drive gear splines when rear wheel is removed. Be sure the splines on the wheel hub fit into the final drive case and the splines on the final drive case fit into the driveshaft end.

NOTE:

* Torque the following nuts and bolt to:
  Axle nut: 80–100 N·m (8.0–10.0 kg-m, 58–72 ft-lb)
  Shock absorber nut: 30–40 N·m (3.0–4.0 kg-m, 22–29 ft-lb)
  Axle holding bolt: 24–29 N·m (2.4–2.9 kg-m, 17–21 ft-lb)
  Final drive case nuts: 35–45 N·m (3.5–4.5 kg-m, 25–33 ft-lb)

CAUTION:

* *When installing the wheel, fit the brake disc between the brake pads carefully.*

After installing the wheel, apply the brake several times, and then check that the wheel rotates freely when released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

WARNING

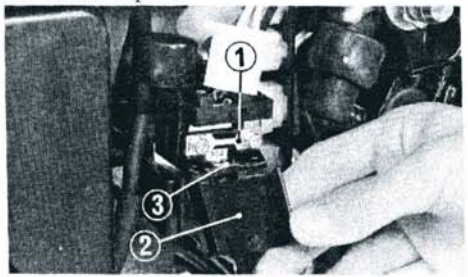
* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***

CAUTION:

* *Always replace used cotter pins with new ones.*

Fuse Replacement

The main fuse (1) is behind the left side cover. Remove the side cover and open the main fuse cover (2). The main fuse is 30A. The fuse box (4) is behind the right side cover, below the seat. Pull out the fuse box for access to fuses. The specified fuses are 15A (5). A spare fuse is in each fuse box. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

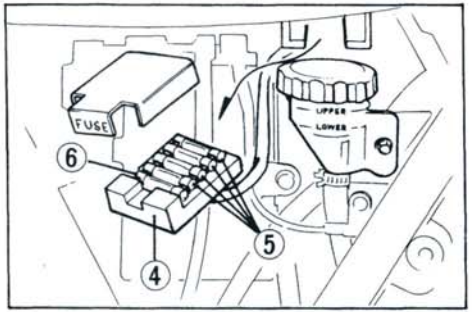


(1) Main fuse
(2) Fuse box cover
(3) Main spare fuse

CAUTION:

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

To replace the main fuse, loosen the screws and remove the old fuse. Install the new fuse and tighten the screws securely.



(4) Fuse box
(5) Fuses
(6) Spare fuse

To replace fuses in the fuse box, open the fuse box cover, pull either hook away, then slide the fuse box off the hook and lift it up. Pull the old fuse out of the clips; or slide it lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and press in the fuse box.

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 at night or in traffic.*
* *Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.*