EMISSION CONTROL SYSTEM (USA ONLY)

- **Source of Emissions**

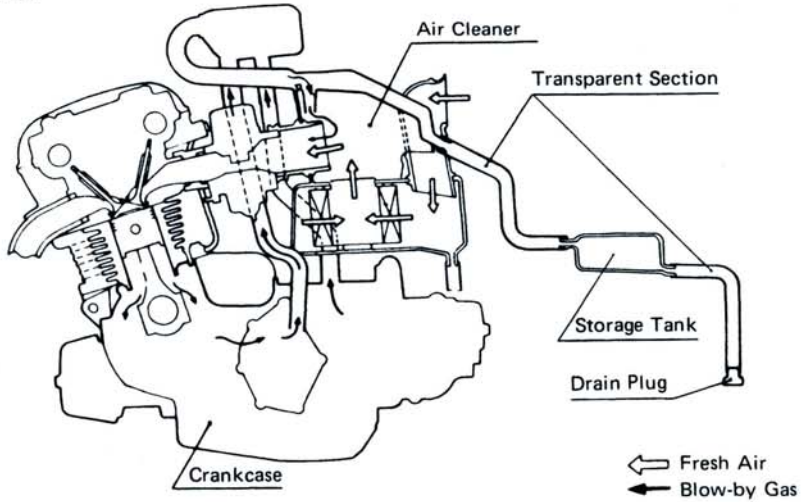
  The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.
  Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

- **Exhaust Emission Control System**

  The exhaust emission control system is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

- **Crankcase Emission Control System**

  The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.
  Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.



- **Problems Which May Affect Motorcycle Emissions**

  If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Honda Motorcycle Dealer.

  Symptoms:
  1. Hard starting or stalling after starting
  2. Rough idle
  3. Misfiring or backfiring during acceleration
  4. After-burning (backfiring)
  5. Poor performance (driveability) and poor fuel economy.

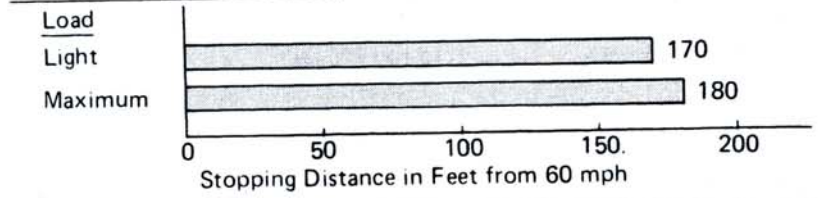
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This table indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading. The information presented represents results obtained by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CB1000C

Full Operational Service Brake



SPECIFICATIONS

Item	
DIMENSIONS	
Overall length	2,325 mm (91.5 in)
Overall width	890 mm (35.0 in)
Overall height	1,220 mm (48.0 in)
Wheelbase	1,612 mm (63.5 in)
WEIGHT	
Dry weight	265 kg (584 lbs)
CAPACITIES	
Engine oil	3.5 ℓ (3.7 US qt) After draining
Fuel tank	16.5 ℓ (4.4 US gal)
Fuel reserve tank	3.0 ℓ (0.8 US gal)
Passenger capacity	Operator and one passenger
Vehicle capacity load	215 kg (475 lbs)
ENGINE	
Bore and stroke	67 x 69 (2.638 x 2.717 in)
Compression ratio	9.0 : 1
Displacement	973 cc (59.4 cu.in)

Item		
Spark plug		
	Standard	X27ESR–U (ND) or DR8ES (NGK)
	For cold climate: (Below 5°C, 41°F)	X24ESR–U (ND) or DR8ES–L (NGK)
Spark plug gap		0.6–0.7 mm (0.024–0.028 in)
Valve clearance (cold)		INTAKE: 0.06–0.13 mm (0.002–0.005 in) EXHAUST: 0.06–0.13 mm (0.002–0.005 in)
Idle speed		1,000 ± 100 rpm

Item	
CHASSIS AND SUSPENSION	
Caster	29°
Trail	99 mm (3.9 in)
Tire size, front	110/90-18 62H or M110/90-18
Tire size, rear	140/90-16 67Hor M140/90-16
POWER TRANSMISSION	
Primary reduction	1.000/2.042
Final reduction	3.100
Secondary reduction I	0.596 (High range)
II	0.721 (Low range)
Third reduction	1.200 : 1
Gear ratio, 1st	2.375 : 1
2nd	1.789 : 1
3rd	1.391 : 1
4th	1.160 : 1
5th	0.964 : 1

Item		
ELECTRICAL		
Battery	12 V–14 AH	
Alternator	0.266 kW/5,000 rpm	
LIGHTS		
Headlight (HIGH/LOW)	12V–60/55W	H4 BULB (Phillips 12342/99 or equivalent)
Tail/stoplight	12V–3/32 cp	SAE NO. 1157
Turn signal	12V–32 cp	SAE NO.: FRONT 1034 REAR 1073
Instrument	12V–2 cp	SAE NO. 57
Neutral indicator	12V–3W	
Turn signal indicator	12V–3W	
High beam indicator	12V–3W	
Oil pressure warning light	12V–3W	
Position	12V–3 cp	SAE NO. 1034
FUSE	15A (Headlight, taillight and instrument light) 30A (Main fuse)	

MEMO