

PRE-RIDE INSPECTION

 **WARNING**

** If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

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

1. Engine oil level—add engine oil if required (page 27). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 26). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage. (page 59–61).
4. Tires—check condition and pressure (pages 5–7).

5. Throttle—check for smooth opening and closing in all steering positions.
6. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
7. Engine stop switch—check for proper function (page 18).

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

STARTING THE ENGINE

WARNING

- * *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*

NOTE:

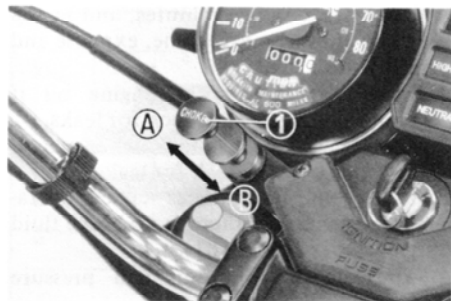
- * Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
- * The electric starter will work when the transmission is in gear with the clutch disengaged.
- * Do not flood the engine by twisting the throttle repeatedly. The carburetors have an accelerator pump.

Preparation

Make sure the transmission is in neutral, and the engine stop switch is at RUN. Turn the fuel valve ON. Insert the key and turn the ignition switch ON. Check that the red oil pressure warning light comes on.

Starting Procedure

To restart a warm engine, follow the procedure for “High Air Temperature.”



(1) Choke knob

(A) Fully Closed

(B) Fully Open

Normal Air Temperature

10°–35°C (50°–95°F)

1. Pull the choke knob (1) up all the way to Fully Closed (A).
2. Start the engine, leaving the throttle closed.

CAUTION:

** The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*

3. Immediately after the engine starts, operate the choke knob (1) to keep fast idle at 1,000–2,500 rpm.
4. About half a minute after the engine starts, return the choke knob (1) to Fully Open (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 and 2 under “Normal Air Temperature.”
2. When engine rpm begins to pick up, operate the choke knob (1) to keep fast idle at 1,000–2,500 rpm.
3. To speed warm up, open and close the throttle, keeping engine rpm below 2,500 rpm.
4. About 6 minutes after the engine starts, push the choke knob down all the way to Fully Open (B).
5. Continue warming up the engine by opening and closing the throttle until it will idle smoothly.

CAUTION:

* *Extended use of the choke may impair piston and cylinder wall lubrication.*

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 knob down all the way to Fully Open (B). Open the throttle fully and crank the engine with the electric starter for 5 seconds. Turn the engine stop switch ON and follow the “High Air Temperature” Starting Procedure.

BREAK-IN

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

The general rules are as follows:

1. Maximum continuous engine speed during the first 600 miles (1,000 km) must not exceed 5,000 rpm.
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 600 miles (1,000 km) and 1,000 miles (1,600 km). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 7,000 rpm.
3. Bear in mind never to lug the engine with full throttle at low engine speeds. This rule is applicable not only during

break-in but at all times.

4. Upon reaching an odometer reading of 1,000 miles (1,600 km), you can subject the motorcycle to full throttle operation. However, do not exceed 9,500 rpm at any time (tachometer RED ZONE limit).

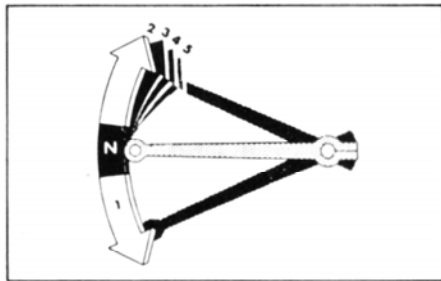
NOTE: (USA ONLY)

- * After break-in maintenance, remove the BREAK-IN caution label from the speedometer lens.

RIDING

WARNING

- * *Review Motorcycle Safety (pages 1–7) before you ride.*
- * *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shifting points.

NOTE:

- * These shifting points apply to both HI and LO transmission ranges.

Shifting Up:

From 1st to 2nd:	19 mph (30 km/h)
From 2nd to 3rd:	25 mph (40 km/h)
From 3rd to 4th:	31 mph (50 km/h)
From 4th to 5th:	37 mph (60 km/h)

Shifting Down:

From 5th to 4th:	25 mph (40 km/h)
From 4th to 3rd:	19 mph (30 km/h)

Disengage the clutch when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

 **WARNING**

- * *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

CAUTION:

- * *Do not shift gears without disengaging the clutch and 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.*
- * *Do not exceed 8,000 rpm when running the engine without a load. Serious engine damage may result.*

NOTE:

- * *The battery will not charge while the engine speed is below 1,700 rpm. Avoid idling for prolonged periods, or continuous operation below 1,700 rpm.*

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.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, and turn the ignition switch OFF.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

- * *Park the motorcycle on firm, level ground to prevent overturning.*
3. Lock the steering to help prevent theft (page 20).

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 which are still with them.

NAME: _____

ADDRESS: _____

PHONE NO: _____