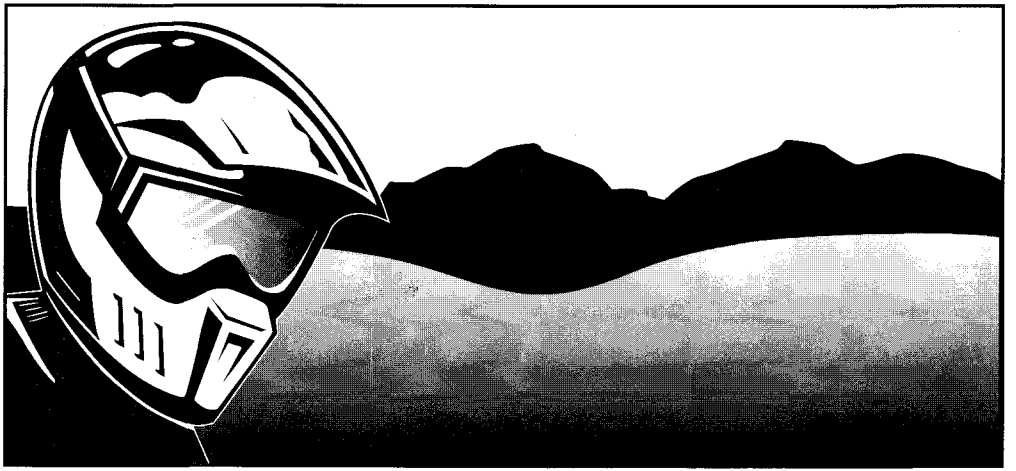
HONDA

Owner's Manual
Manual del Propietario



CTX200

Honda CTX200

OWNER'S MANUAL

Moto Honda da Amazônia Ltda. 2002

IMPORTANT INFORMATION

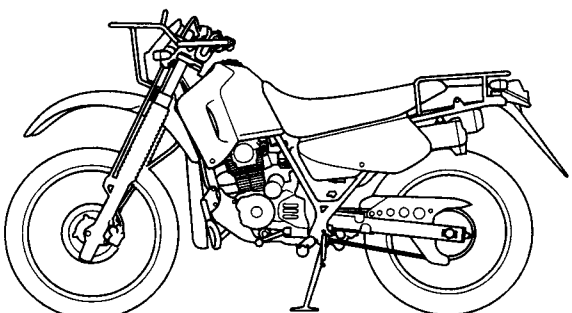
- **OPERATOR ONLY. NO PASSENGER**
  This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity.

- **ON/OFF-ROAD USE**
  This motorcycle is designed for "dual purpose" use.

- **READ THIS OWNER'S MANUAL CAREFULLY**
  Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "Safety Messages" section which appears opposite the Contents page.

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

Honda CTX200
OWNER'S MANUAL



Moto Honda da Amazônia Ltda.

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.

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

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.

U	Australia

• The specifications may vary with each locale.

A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** —on the motorcycle.
- **Safety Messages** —preceded by a safety alert symbol ⚠ and one of three signal words: **DANGER, WARNING,** or **CAUTION**.

These signal words mean:

⚠ DANGER **You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ WARNING **You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ CAUTION **You CAN be HURT if you don't follow instructions.**

- **Safety Headings** —such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** —such as Motorcycle Safety.
- **Instructions** —how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information —please read it carefully.

OPERATION

MAINTENANCE

MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure — if you take responsibility for your own safety and understand the challenges that you can meet on and off-road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries, so don't ride without one. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear (page 3).

Never Carry a Passenger

Your motorcycle is designed for one person only. There are no handholds, footrests, or seat for a second person—so never carry a passenger. A passenger could interfere with your ability to move around to maintain your balance and control of the motorcycle.

Make Yourself Easy to See On-Road
Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Be Alert for Off-Road Hazards
The terrain can present a variety of challenges when you ride off-road. Continually "read" the terrain for unexpected turns, drop-offs, rocks, ruts, and other hazards. Always keep your speed low enough to allow time to see and react to hazards.

Ride Within Your Limits
Pushing the limits is another major cause of motorcycle accident both on-road and off. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Keep Your Bike in Safe Condition
For safe riding, it's important to keep your motorcycle properly maintained. Having a breakdown can be difficult, especially if you are stranded off-road far from your base. To help avoid problems, inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and use only accessories that have been approved by Honda for this motorcycle. See page 5 for more details.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved jersey, shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional On-Road Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

Additional Off-Road Gear

On-road apparel may also be suitable for casual off-road riding. But if you plan on any serious off-road riding you will need more serious off-road gear. In addition to your helmet and eye protection, we recommend off-road motorcycle boots and gloves, riding pants with knee and hip pads, a jersey with elbow pads, and a chest/shoulder protector.

LOAD LIMITS AND GUIDELINES

This motorcycle has been designed as a rider-only motorcycle. It is not designed to carry a passenger. A passenger could interfere with your ability to move around to maintain your balance and control of the motorcycle.

In addition, exceeding the weight limits or carrying an unbalanced load can seriously affect your motorcycle's handling, braking, and stability. Adding accessories or making modifications that change this motorcycle's design and performance can also make it unsafe. Also, the weight of any accessories will reduce the maximum load the motorcycle can carry.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. If you decide to carry cargo, you should be aware of the following information.

⚠ WARNING

Overloading or carrying a passenger can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:
123 kg (271 lbs)

Includes the weight of the rider and any accessories

Front carrier:
never exceed the maximum weight limit:
3.0 kg (6.6 lbs)

Rear carrier:
never exceed the maximum weight limit:
20 kg (45 lbs)

Loading Guidelines

Follow these guidelines whenever you carry cargo:

- Keep cargo small and light. Make sure it cannot easily be caught on brush or other objects, and that it does not interfere with your ability to shift position to maintain balance and stability.
- Place weight as close to the center of the motorcycle as possible.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebar, fork, or front fender.
- Make sure that all cargo is tied down securely.
- Never exceed the maximum weight limit.
- Check that both tyres are inflated properly.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Accessories

We strongly recommend that you use only genuine Honda accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 105).

Modifications

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

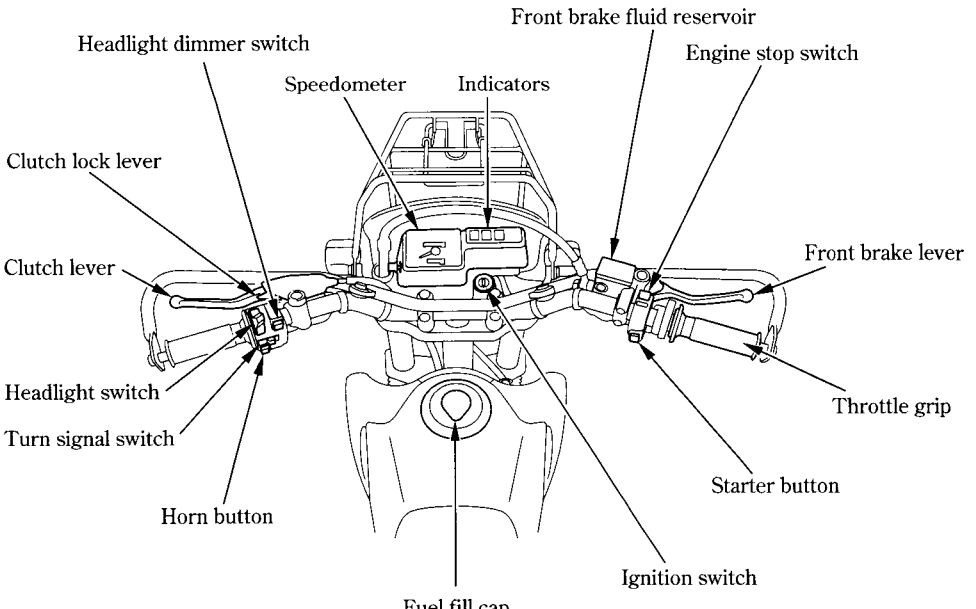
Removing or modifying your exhaust system or other equipment can also make your motorcycle illegal.

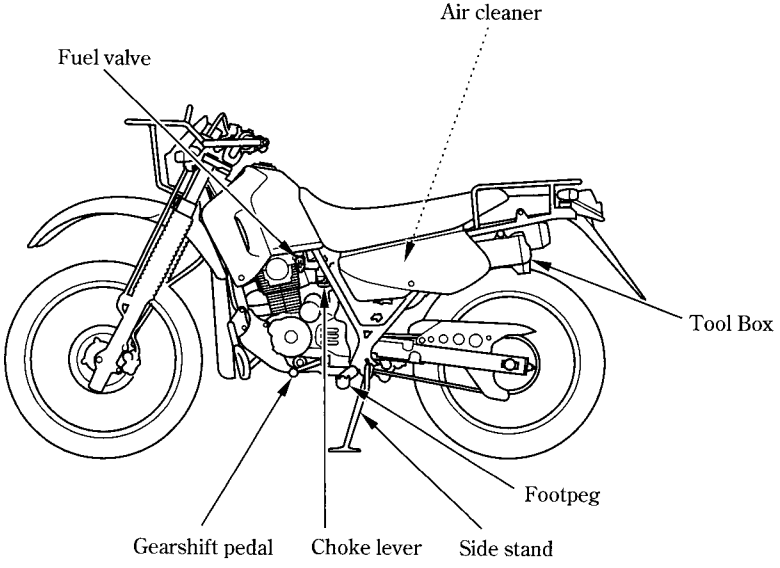
OFF-ROAD SAFETY

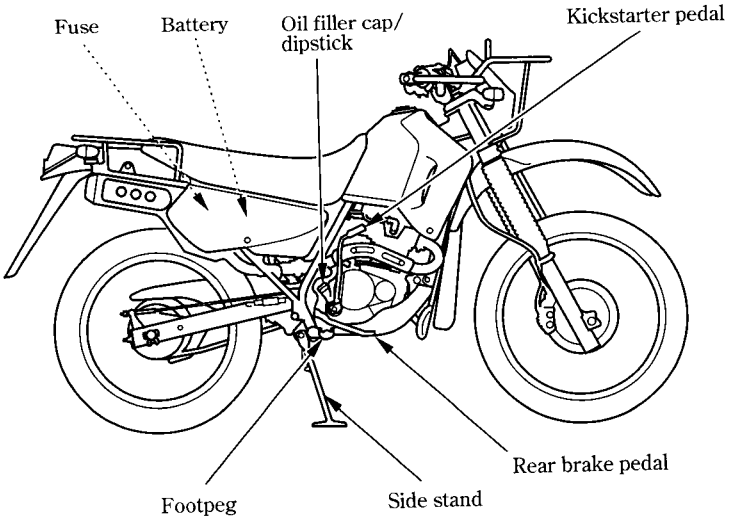
Learn to ride in an uncongested off-road area free of obstacles before venturing onto unfamiliar terrain.

- Always obey local off-road riding laws and regulations.
- Obtain permission to ride on private property. Avoid posted areas and obey "NO Trespassing" signs.
- Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
- Familiarity with your motorcycle is critically important should a problem occur far from help.
- Never ride beyond your ability and experience or faster than conditions warrant.
- If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
- Muffler is required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

PARTS LOCATION



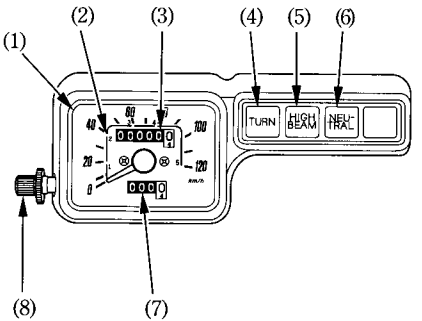

Air cleaner
Fuel valve
Tool Box
Footpeg
Gearshift pedal
Choke lever
Side stand

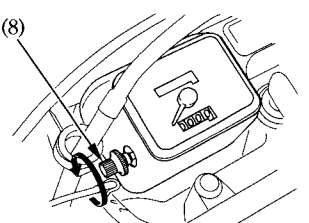

Fuse
Battery
Oil filler cap/
dipstick
Kickstarter pedal
Rear brake pedal
Footpeg
Side stand

INSTRUMENTS AND INDICATORS

The instruments are grouped together above the headlight case.
Their functions are described in the table on the following page.

(1) Speedometer
(2) Gear range
(3) Odometer
(4) Turn signal indicator
(5) High beam indicator
(6) Neutral indicator
(7) Tripmeter
(8) Tripmeter reset knob





(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Gear range	Shows proper speed range for each gear.
(3) Odometer	Shows accumulated mileage.
(4) Turn signal indicator (orange)	Flashes when either turn signal operates.
(5) High beam indicator (blue)	Lights when the headlight is on high beam.
(6) Neutral indicator (green)	Lights when the transmission is in neutral.
(7) Tripmeter	Shows mileage per trip.
(8) Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

MAJOR COMPONENTS
(Information you need to operate this motorcycle)
BRAKES
Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

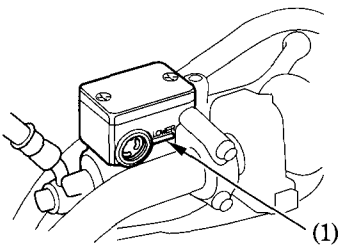
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 83), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:
With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark (1), check the brake pads for wear (page 83).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 3 or 4 brake fluid from a sealed container, or an equivalent.

Front



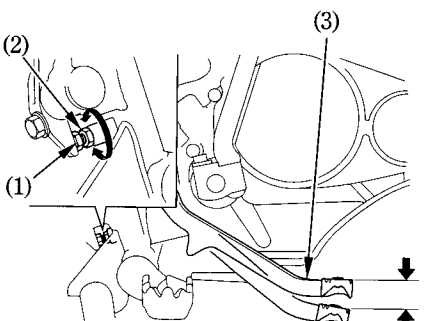
(1) LOWER level mark

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

Rear Brake

Pedal Height Adjustment:

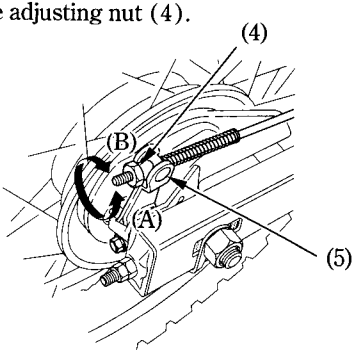
The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.



(1) Stopper bolt
(2) Lock nut
(3) Rear brake pedal

Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.
   Free play should be:
   20 – 30 mm (0.8 – 1.2 in)
   If adjustment is necessary, turn the rear brake adjusting nut (4).



(4) Adjusting nut
(5) Arm pin
(A) Increase free play
(B) Decrease free play

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

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

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

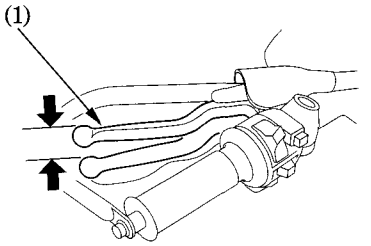
CLUTCH

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

Normal clutch lever free play is:

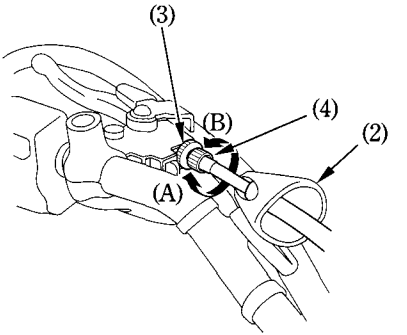
10 – 20 mm (0.4 – 0.8 in)

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.



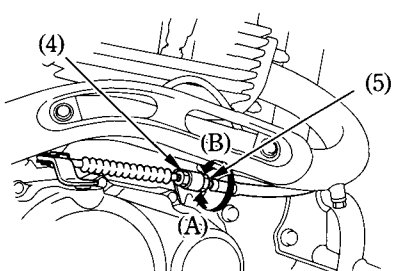
(1) Clutch lever

2. If the cable adjuster is threaded out near its limit or the correct free play cannot be obtained using the cable adjuster (4), a major adjustment must be made. Loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the rubber dust cover (2).



(2) Dust cover
(3) Lock nut
(4) Clutch cable adjuster
(A) Increase free play
(B) Decrease free play

3. Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (4) 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 begin to move smoothly and accelerate gradually.



(4) Lock nut
(5) Adjusting nut
(A) Increase free play
(B) Decrease free play

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

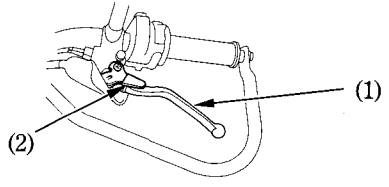
Other Checks:
Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

CLUTCH LOCK LEVER

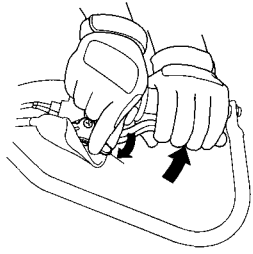
This motorcycle is equipped with a clutch lock lever.

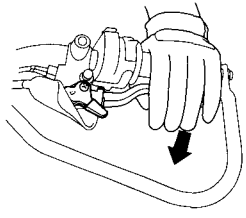
Do not use the clutch lock lever except for normal clutch lever free play.
The clutch adjustments are incorrectly, the clutch lever can not be locked, the clutch lever lock system will not function properly.

To lock the clutch lock lever:
1. Squeeze the clutch lever (1) completely.
2. Push the clutch lock lever (2) forward.
3. Lock the clutch lever by releasing the clutch lever while holding the clutch lock lever.

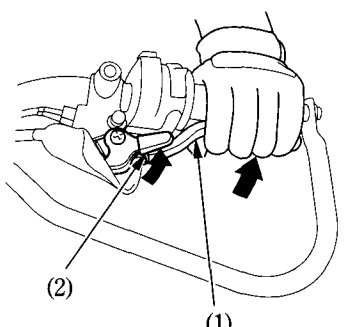


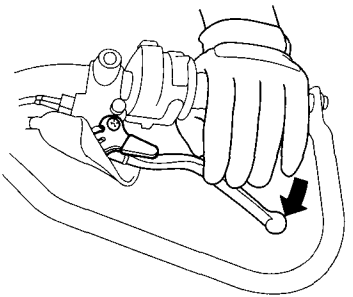
(1) Clutch lever (2) Clutch lock lever





To release the clutch lock lever:
The clutch lock lever (2) automatically released when you squeeze the clutch lever (1).





(1) Clutch lever
(2) Clutch lock lever

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side near the carburetor.

OFF

With the fuel valve in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the valve OFF whenever the motorcycle is not in use.

ON

With the fuel valve in the ON position, fuel will flow from the main fuel supply to the carburetor.

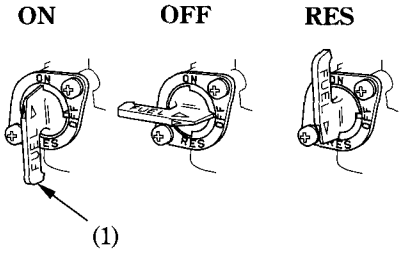
RES

With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

1.8 ℓ (0.48 US gal , 0.40 Imp gal)

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



(1) Fuel valve

Fuel Tank

The fuel tank capacity including the reserve supply is:

8.5 ℓ (2.25 US gal , 1.87 Imp gal)

The reserve supply alone is:

1.8 ℓ (0.48 US gal , 0.40 Imp gal)

To open the fuel fill cap (1), pull out the breather tube (2) from the steering stem nut. Then turn the fuel fill cap counterclockwise.

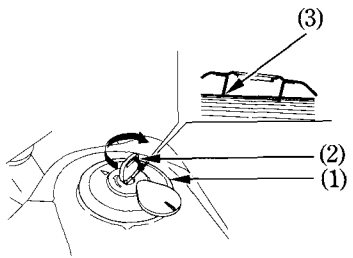
Do not overfill the tank. There should be no fuel in the filler neck (3).

After refueling, to close the fuel fill cap, align the latch in the cap with the slot in the filler neck. Push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.



(1) Fuel fill cap (2) Ignition key
(3) Filler neck

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

NOTICE

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 Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.

Petrol Containing Alcohol

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

Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

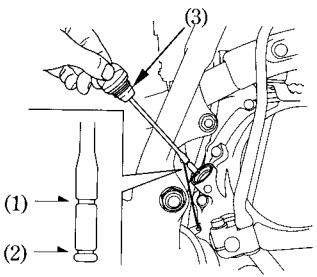
Check the engine oil level each day before riding the motorcycle.

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

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick (3), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the UPPER (1) and LOWER (2) level marks on the dipstick.
4. If required, add the specified oil (see page 62) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

NOTICE

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



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

TYRES

To safely operate your motorcycle, the tyres must be the proper type (off-road) and size, in good condition with adequate tread, and correctly inflated.

⚠ WARNING

Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Air Pressure

Properly inflated tyres provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tyres can also cause wheel damage in rocky terrain. Overinflated tyres make your motorcycle ride more harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install a new cap.

Always check air pressure when your tyres are "cold." If you check air pressure when your tyres are "warm"—even if your motorcycle has only been ridden for a few miles—the readings will be higher. If you let air out of warm tyres to match the recommended cold pressures, the tyres will be underinflated.

The recommended "cold" tyre pressures are:

Front	150 kPa (1.50 kgf/cm², 22 psi)
Rear	150 kPa (1.50 kgf/cm², 22 psi)

Inspection

Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:

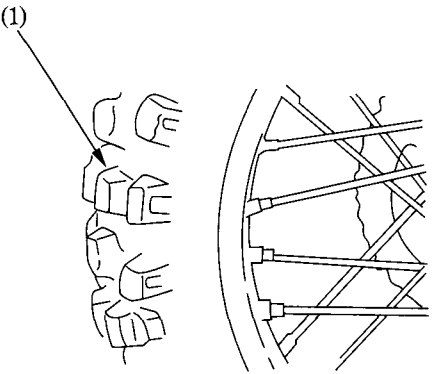
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you safely can and carefully inspect the tyres for damage.

Tread Wear

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

Minimum tread depth	
Front:	3 mm (0.12 in)
Rear:	3 mm (0.12 in)



(1) Tyre tread depth

Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tyre should be carefully inspected as described on page 29 .

Tyre Replacement

The tyres that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

Installing improper tyres on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

The recommended tyres for your motorcycle are:

Front: 80/100−21
80/100−21M/C
Rear: 100/100−18
100/100−18M/C

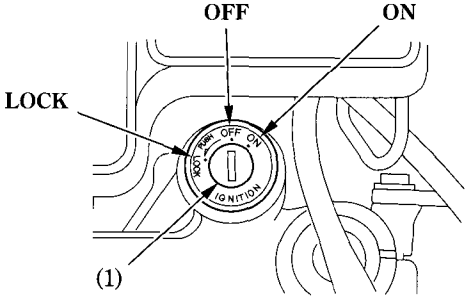
Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

Also remember to replace the inner tube whenever you replace a tyre. The old tube will probably be stretched, and if installed in a new tyre, it could fail.

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

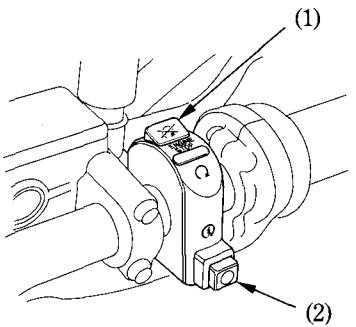
Engine Stop Switch

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 the starter button is pressed, the starter motor cranks the engine. If the engine stop switch is in the ⊠ (OFF) position, the starter motor will not operate. See page 42 for the starting procedure.



(1) Engine stop switch
(2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Switch (1)

The headlight switch (1) has two positions; ☼ and OFF marked by a dot under the ☼.

☼: Headlight, taillight and meter lights on.

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

Headlight Dimmer Switch (2)

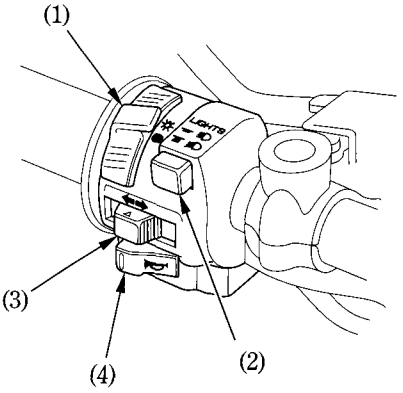
Push the dimmer switch to ≣D (HI) to select high beam or to ≣D (LO) to select low beam.

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.



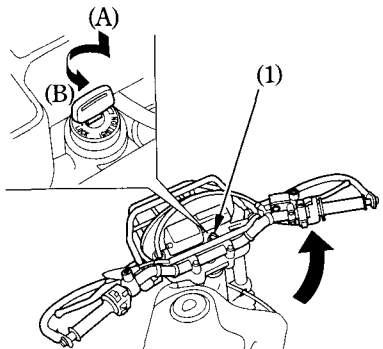
(1) Headlight switch
(2) Headlight dimmer switch
(3) Turn signal switch
(4) Horn button

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.

Do not turn the key to LOCK while riding the motorcycle; loss of vehicle control will result.



(1) Ignition key (A) Push in
(B) Turn to LOCK

SIDE COVER

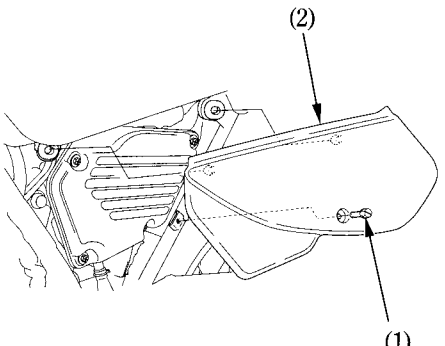
The right side cover must be removed for battery and fuse maintenance.
The left side cover must be removed for air cleaner maintenance

Removal:

1. Remove the bolt (1).
2. Pull out the side cover (2).

Installation:

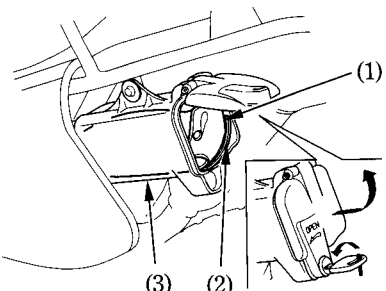
- Installation can be done in the reverse order of removal.



(1) Bolt
(2) Side cover

TOOL BAG STORAGE

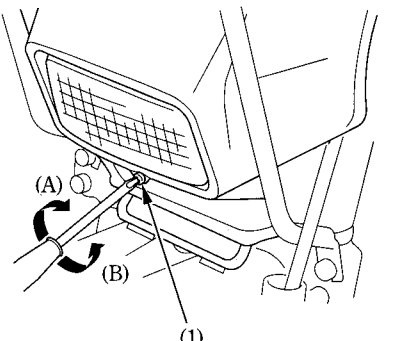
The tool bag (1) and owners manual (2) is in the tool box storage (3) under the rear fender.



(1) Tool bag
(2) Owners manual
(3) Tool box storage

HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the screw (1) in or out as necessary.
Obey local laws and regulations.



(1) Screw

(A) Up
(B) Down

OPERATION

PRE-RIDE INSPECTION

For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your Honda dealer.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

1. Engine oil level—add engine oil if required (page 27). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 24). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 15 – 18).
4. Tyres—check condition and pressure (pages 28 – 32).
5. Drive chain—check condition and slack (page 70). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and full closing in all steering positions.
7. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 34).

STARTING THE ENGINE

Always follow the proper starting procedure described below.

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

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:

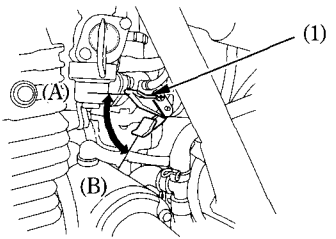
- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The fuel valve is ON.

Starting Procedure

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

Normal Air Temperature
10° – 35°C (50° – 95°F)

1. Pull the choke lever (1) up all the way to Fully ON (A).



(1) Choke lever
(A) Fully ON
(B) Fully OFF

(Use the starter button)

2. With the throttle slightly open, press the starter button.

(Use the kickstarter pedal)

Lightly depress the kickstarter until resistance is felt. Then let kickstarter return to the top of its stroke.

With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.

NOTICE

Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.

3. Warm up the engine by opening and closing the throttle slightly.
4. About a half minute after the engine starts, push the choke lever (1) down all the way to Fully OFF (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature
35℃ (95℉) or above

1. Do not use the choke.

(Use the starter button)

2. With the throttle slightly open, press the starter button.

(Use the kickstarter pedal)

Lightly depress the kickstarter until resistance is felt. Then let kickstarter return to the top of its stroke.

With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.

NOTICE

Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.

Low Air Temperature
10℃ (50℉) or below

1. Follow steps 1−2 under "Normal Air Temperature".
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) is at Fully OFF (B).

Flooded Engine

(Use the starter button)

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the ignition switch to ON, and move the choke lever to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. If the engine starts, quickly close the throttle, then open it slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow the Starting Procedure.

(Use the kickstarter pedal)

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and move the choke lever to Fully OFF (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 km (300 miles).

During this period, avoid full-throttle starts and rapid acceleration.

RIDING

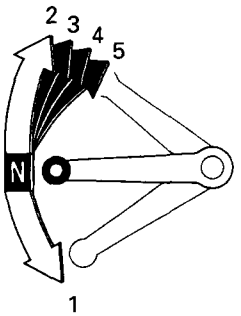
Review Motorcycle Safety (pages 1 – 9) before you ride.

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.

Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 54 and explanation for SIDE STAND on page 78).

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.
   This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.

5. Raise the pedal to shift to a higher gear and depress the pedal to shift to a lower gear. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.



- 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.
- 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 run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.

SHIFTING

Proper shifting can prevent damaging the engine and transmission.

Upshifting

The upper limit speed of each gear is shown in gear range (page 13).

Upshift to a higher gear before exceeding the upper limit speed.

Upshifting at speeds higher than the upper limit speed can cause damage to the engine.

Downshifting

Downshifting at speeds higher than those in the table below may overrev the engine and can cause damage to the engine and transmission.

Follow the table below when downshifting the gears.

Downshifting Acceptable Speed		
5th	4th	85km/h(53mph) or less
4th	3rd	65km/h(40mph) or less
3rd	2nd	50km/h(31mph) or less
2nd	1st	30km/h(19mph) or less

BRAKING

For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.

For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

- Independent operation of only the brake lever or brake pedal reduces stopping performance.
- Extreme application of the brake controls may cause wheel 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. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes.
  Continuous brake application can overheat the brakes and reduce their effectiveness.
- Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

PARKING

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

Park the motorcycle on firm, level ground to prevent it from falling over.
If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.

3. Lock the steering to help prevent theft (page 36).

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 motorcycles 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:_____