

'82

OWNER'S MANUAL

HONDA
GL1100

READ BEFORE YOU RIDE!



IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **ON-ROAD USE**

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

- **READ OWNER'S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

**WARNING**

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:

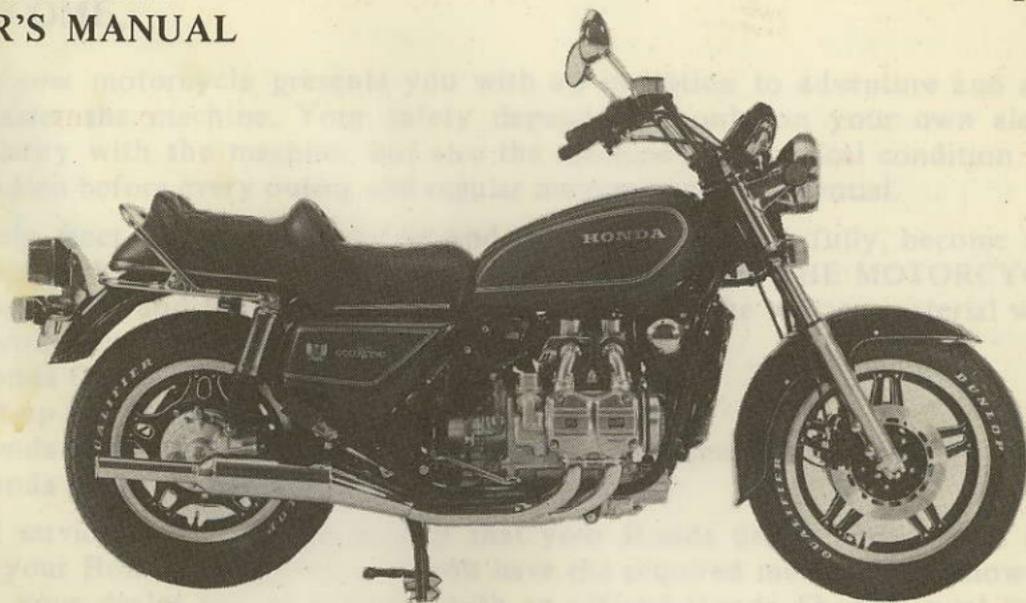
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

HONDA GL1100
OWNER'S MANUAL

1982



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WELCOME,

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the machine, but also the machine's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE. Also, for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

- * Honda Owner's Identification Card
- * Set-up and Predelivery Checklist
- * Honda Motorcycle Emission Control System, Distributor's Warranty
- * Honda Motorcycle Distributor's Limited Warranty

When service is required, remember that your Honda dealer knows what it takes to keep your Honda going strong. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding and thank you for choosing a Honda!

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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 33) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. 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 drive in another motorist's "blind spot."
4. Obey all federal, state, 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 maneuverability 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, boots, gloves, and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. 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 federal, state, and local equipment regulations.

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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 80 mph. And remember that this 80 mph limit may be reduced by installation of non-Honda accessories, improper loading, worn tires and overall motorcycle condition, poor road or weather conditions, etc.*

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 all accessories must not exceed 490 lbs (222 kg), the vehicle capacity load. Cargo weight alone should not exceed 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 farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (TIRES, page 5), front fork air pressure and rear shock absorber air pressure (SUSPENSION, page 8) to suit load weight and riding conditions.
3. Luggage racks are for light weight items. Do not carry more than 20 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
5. Do not attach large, 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 above, 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 at night or in traffic.

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.

TIRES: TUBELESS

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE."

Proper air pressure will provide maximum stability, riding comfort and tire life.

Check tire pressure frequently and adjust if necessary.

NOTE:

- * Tire pressure should be checked when the tires are "cold," before you ride.
- * Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

Dry weight	kg (lbs)	270 (595)
Curb weight (wet)	kg (lbs)	293 (646)
Gross vehicle weight rating	kg (lbs)	510 (1125)
Vehicle capacity load	kg (lbs)	222 (490)

		Front	Rear
Tire size		120/90-18 65H	140/90-16 71H
Cold tire pressures psi (kPa, kg/cm ²)	Up to 90 kg (200 lbs) load	32 (225, 2.25)	32 (225, 2.25)
	90 kg (200 lbs) load to vehicle capacity load	32 (225, 2.25)	40 (280, 2.8)
Tire brand TUBELESS ONLY BRIDGESTONE DUNLOP		L303 F11	G508 K127C

Check the tires 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 tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
- * *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*

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

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

Tire Repair/Replacement:

See your authorized Honda Dealer

 **WARNING**

- * *The use of tires other than those listed on the tire information label may adversely affect handling.*
- * *Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation.*
- * *Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation.*
- * *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 tire repair or replacement.*
- * *Do not exceed 50 mph for the first 24 hours after tire repair, or repair failure and tire deflation may result. Never use*

a repaired tire at speeds over 80 mph.

- * *Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.*

CAUTION:

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

SUSPENSION

The front and rear suspension of this motorcycle can provide the desired ride under various rider/cargo weights and driving conditions through adjustment of the air pressure.

The recommended pressures under normal conditions are:

Front: 14–21 psi (100–150 kPa, 1.0–1.5 kg/cm²)

Rear: 28–57 psi (200–400 kPa, 2.0–4.0 kg/cm²)

Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/Load	Driving Conditions
14 psi (100 kPa, 1.0kg/cm ²)	28 psi (200 kPa, 2.0kg/cm ²)	One	Ordinary or city road driving
↕	↕	↕	↕
21 psi (150 kPa, 1.5kg/cm ²)	57 psi (400 kPa, 4.0kg/cm ²)	Up to vehicle capacity load	Rough road driving

Check and adjust air pressure when the front fork tubes and rear shock absorbers are cold before riding.

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve cap and rear shock absorber air valve cap.
(2).
3. Check the air pressure using the pressure gauge supplied in the tool compartment.

NOTE:

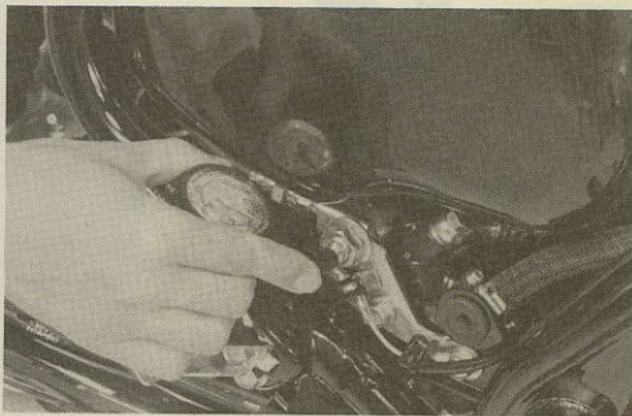
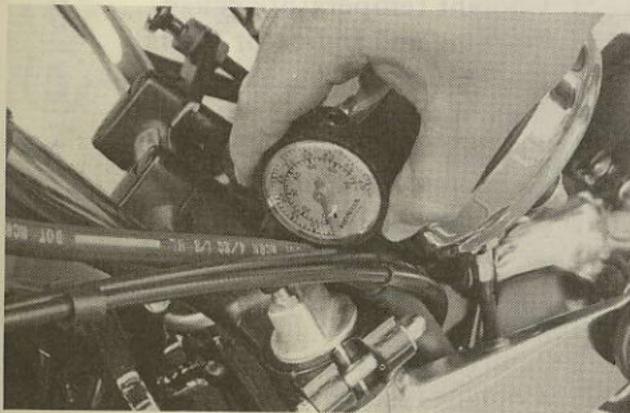
- * Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.
4. Add air to the recommended pressure.

NOTE:

- * We recommend that you do not exceed recommended air pressure or the ride will be harsh and uncomfortable.

WARNING

- * *If the rear suspension air pressure warning light stays on while riding, reduce speed to below 50 mph and proceed immediately to the nearest filling station to add air. Do not continue riding because stability and handling may be adversely affected.*

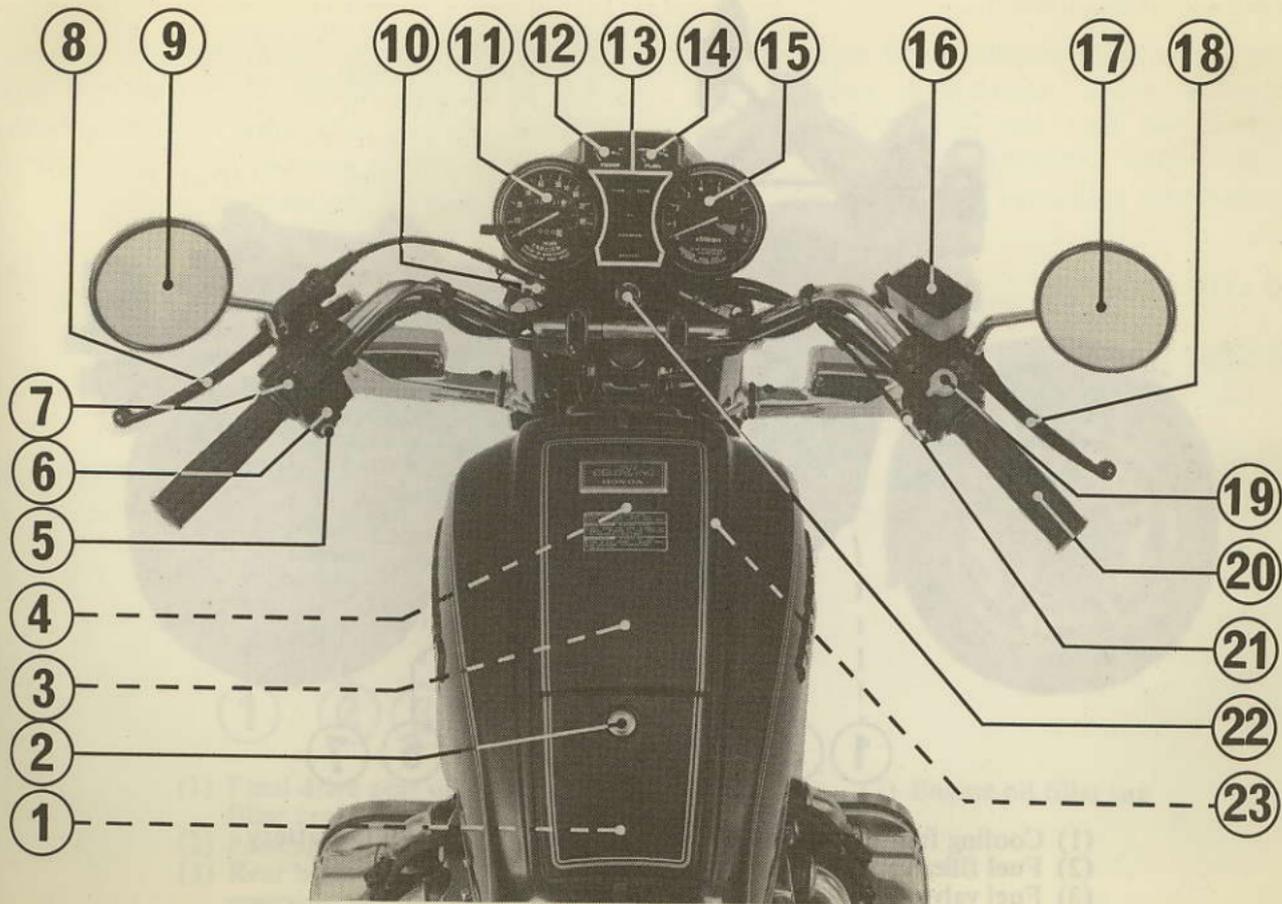


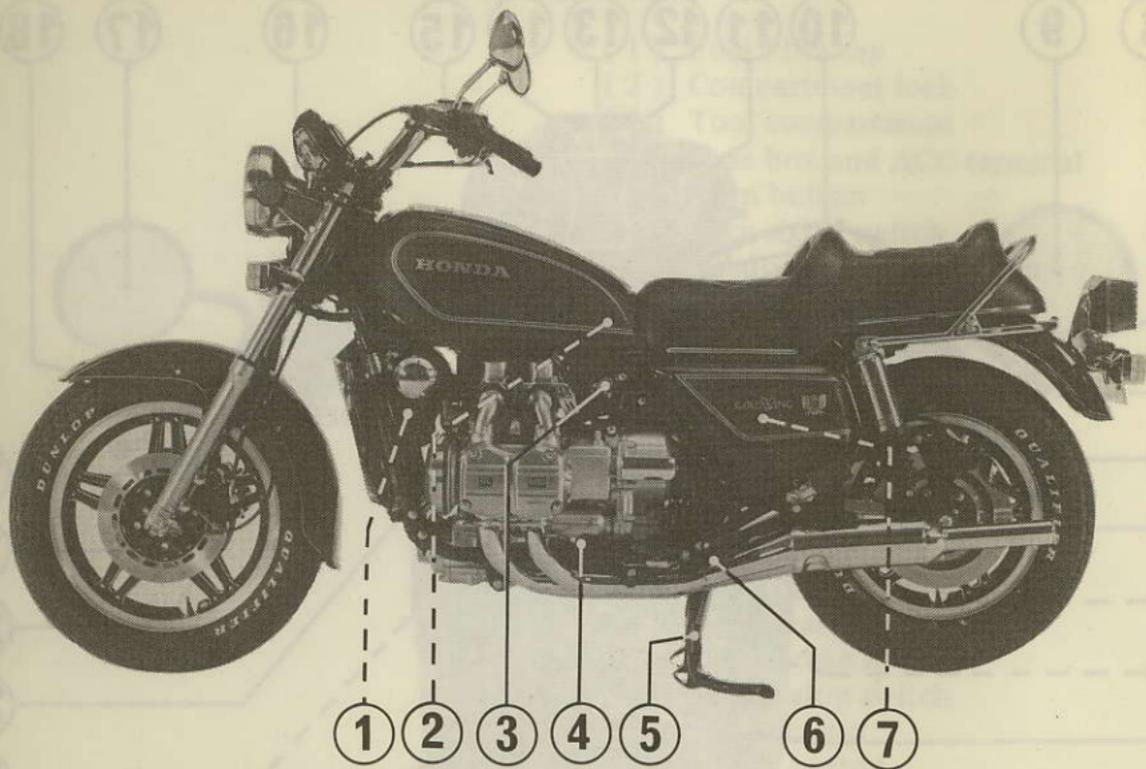
DESCRIPTION

- (1) Fuel filler cap
- (2) Compartment lock
- (3) Tool compartment
- (4) Fuse box and ACC terminal
- (5) Horn button
- (6) Turn signal switch
- (7) Headlight dimmer switch
- (8) Clutch lever
- (9) Left rear view mirror
- (10) Choke knob
- (11) Speedometer
- (12) Coolant temperature gauge
- (13) Warning and indicator lights
- (14) Fuel gauge.
- (15) Tachometer
- (16) Front brake fluid reservoir
- (17) Right rear view mirror
- (18) Front brake lever
- (19) Engine stop switch
- (20) Throttle grip
- (21) Starter button
- (22) Ignition switch
- (23) Coolant reserve tank cap

PARTS LOCATION



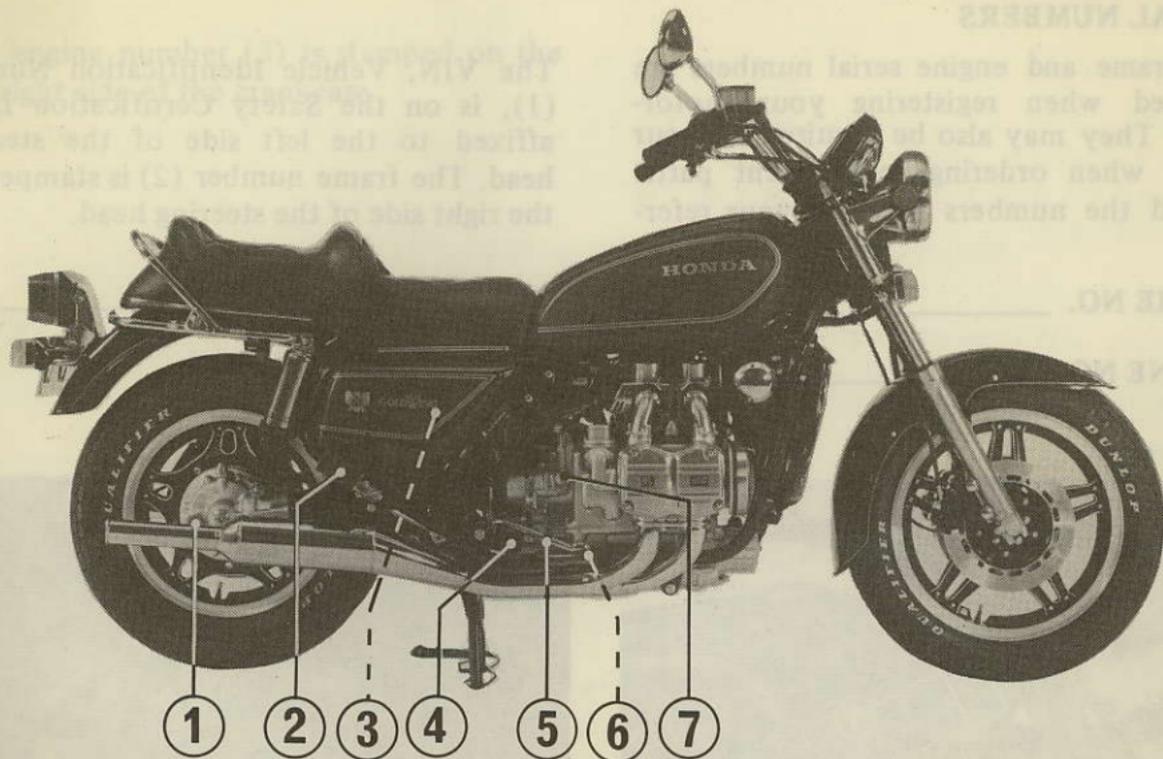




- (1) Cooling fan
- (2) Fuel filler cap
- (3) Fuel valve

- (4) Gearshift pedal
- (5) Center stand
- (6) Side stand

- (7) Battery



- (1) Final drive gear oil filler cap
- (2) Passenger footpeg
- (3) Rear brake fluid reservoir

- (4) Operator footpeg
- (5) Rear brake pedal
- (6) Engine Oil inspection window

- (7) Engine oil filler cap

SERIAL NUMBERS

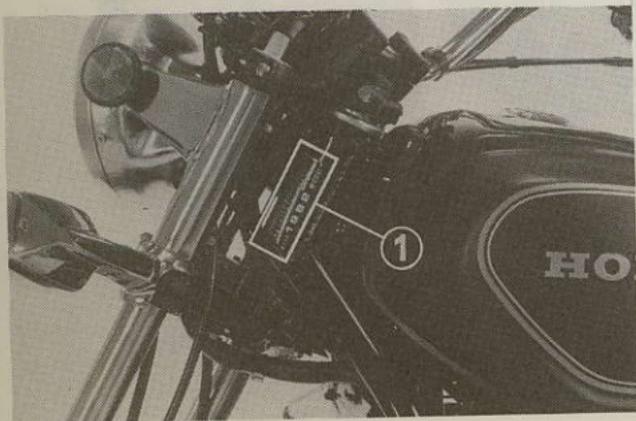
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

FRAME NO. _____

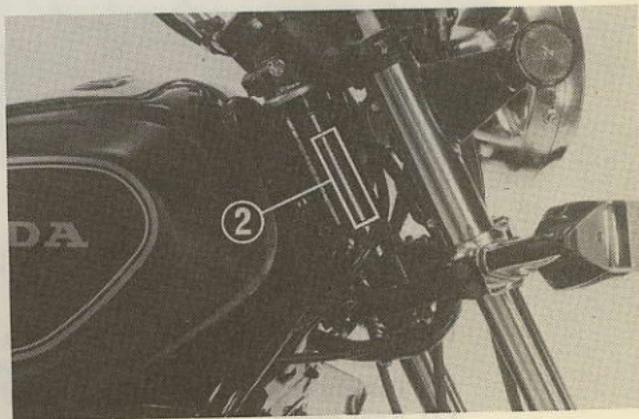
ENGINE NO. _____

The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head. The frame number (2) is stamped on the right side of the steering head.

VIN _____



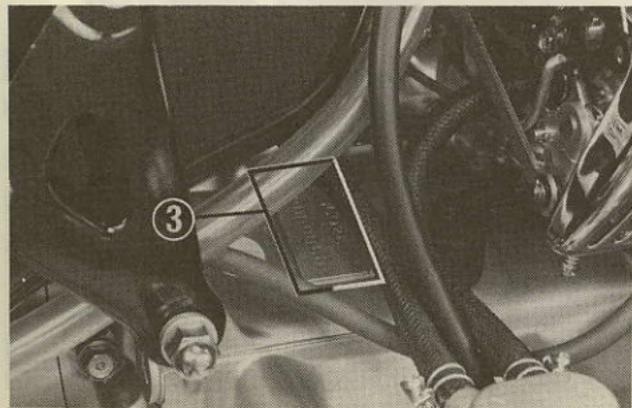
(1) VIN number



(2) Frame number

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The engine number (3) is stamped on the top right side of the crankcase.



(3) Engine number

PARTS FUNCTION

Instruments and Indicators

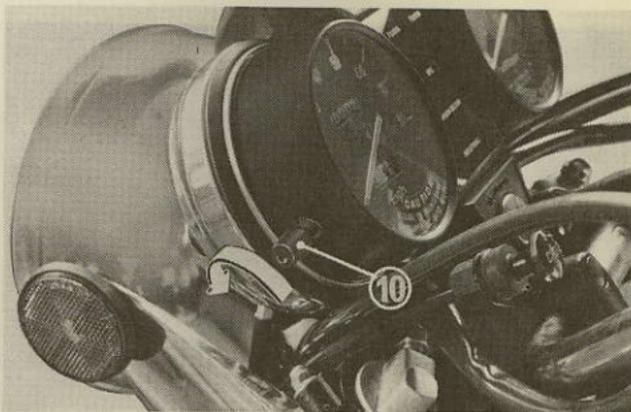
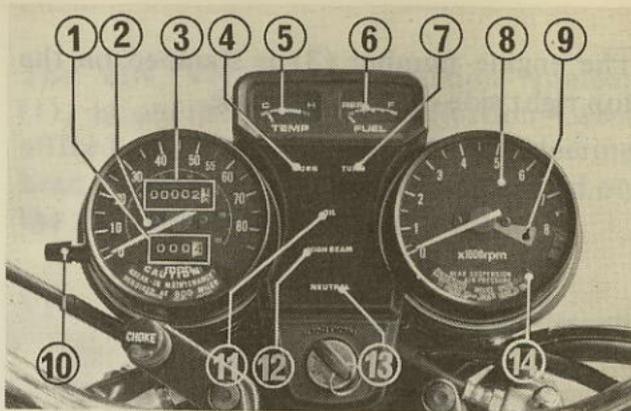
The indicators and warning lights are grouped between the instruments. Their functions are described in the tables on the following pages.

USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.



- (1) Tripmeter
- (2) Speedometer
- (3) Odometer
- (4) Left turn signal indicator
- (5) Coolant temperature gauge
- (6) Fuel gauge
- (7) Right turn signal indicator
- (8) Tachometer
- (9) Tachometer red zone
- (10) Tripmeter reset knob
- (11) Oil pressure warning light
- (12) High beam indicator
- (13) Neutral indicator
- (14) Rear suspension air pressure warning light

Ref

Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows driving speed, 0 to 85 mph.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator (amber)	Flashes when left turn signal operates.
5	Coolant temperature gauge	Shows coolant temperature (see page 19).
6	Fuel Gauge	Shows approximate fuel supply available (see page 19).
7	Right turn signal indicator (amber)	Flashes when right turn signal operates.
8	Tachometer	Shows engine rpm.
9	Tachometer red zone	Avoid operating the engine in the red zone. NEVER operate beyond the red zone. CAUTION: <i>Exceeding recommended maximum engine rpm may cause serious engine damage.</i>
10	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Ref. No.	Description	Function
11	Oil pressure warning light (red)	<p>Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>CAUTION: <i>Running the engine with insufficient oil pressure will cause serious engine damage.</i></p>
12	High beam indicator (blue)	Lights when headlight is on high beam.
13	Neutral indicator (green)	Lights when transmission is in neutral.
14	Rear suspension air pressure warning light (red)	<p>Light should come on for 5 seconds after turning the ignition switch on, then go out. If light does not come on or comes on and does not go out, there is a fault in the pressure warning system. If light comes on while riding over 10 mph, rear suspension air pressure must be increased.</p> <p>WARNING <i>If the rear suspension air pressure warning light stays on while riding, reduce speed to below 50 mph and proceed immediately to the nearest filling station to add air. Do not continue riding because stability and handling may be adversely affected.</i></p>

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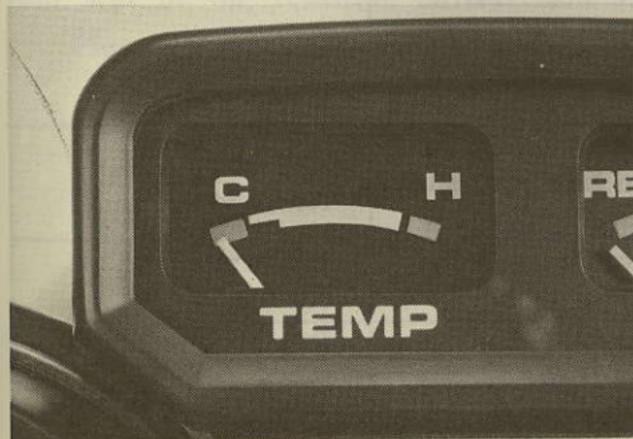


Coolant Temperature Gauge

When the needle exceeds the blue mark, the engine is warm enough to ride. Normal operating temperature is within the white band. If the needle enters the red zone, stop the engine and check the reserve tank coolant level. Read pages 31–32 and do not drive the motorcycle until the problem has been corrected.

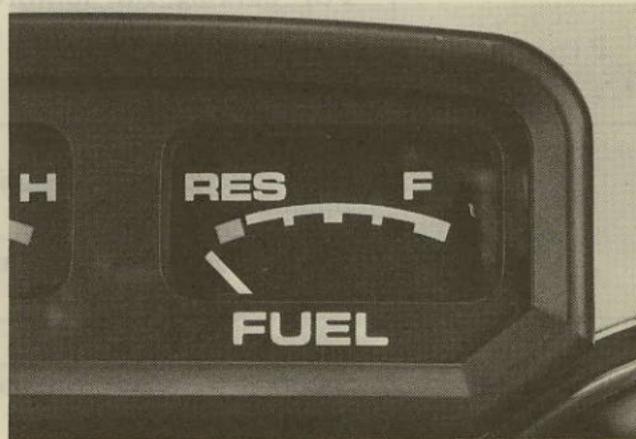
CAUTION:

Exceeding maximum running temperature may cause serious engine damage.



Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F(full) there is 20 liters (5.3 US gal), including the reserve supply. When the gauge needle first points to RES there is about 4.5 liters (1.2 US gal) left in the tank. Refill the tank as soon as possible. If the main fuel supply runs out, the last 4 liters (1.1 US gal) can be used by turning the fuel valve to RES.



Ignition Switch

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



(1) Ignition switch

Key Position	Function	Key Removal
P (parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The ACC terminal is on. The engine cannot be started.	Remove the key
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed
ACC	All electrical circuits are off except for ACC terminal.	Key cannot be removed
OFF	Engine and lights cannot be operated.	Remove the key
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Remove the key

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Engine Stop Switch

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

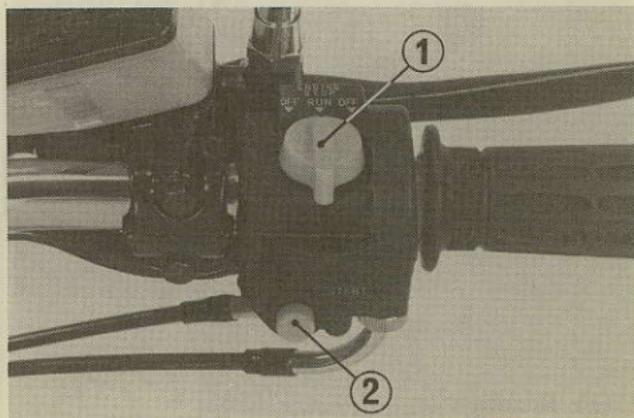
NOTE:

If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF , the headlight and taillight will still be on, resulting in battery discharge.

Starter Button

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

When the starter button is pressed the starter motor will crank the engine and the headlight will automatically go out during starting, but the taillight will stay on. See pages 34–35 for the starting procedure.



(1) Engine stop switch (2) Starter button

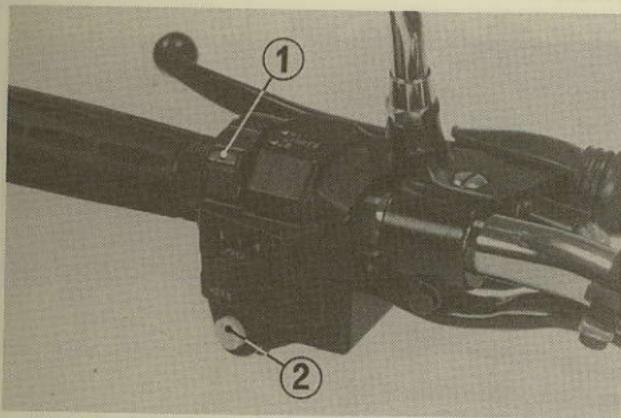
The three controls next to left handlebar grip are:

Headlight Dimmer Switch (1)

Select HI for high beam, LO for low beam.

Horn Button (2)

Press the button to sound the horn.

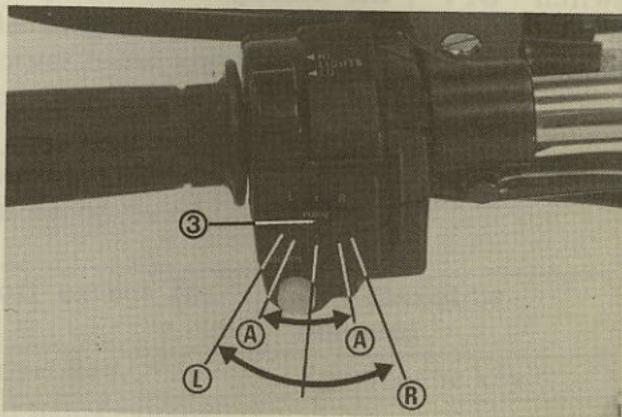


- (1) Headlight dimmer switch
- (2) Horn button

Turn Signal Switch (3)

Move the switch to L to signal a left turn, to R to signal a right turn; the appropriate turn signal and indicator will blink. The switch returns automatically to OFF when the handlebars are returned to the straight ahead position.

To signal a lane change, partially move the switch right or left of the "A position" and hold it there; the switch will return to center OFF when released.



- (3) Turn signal switch

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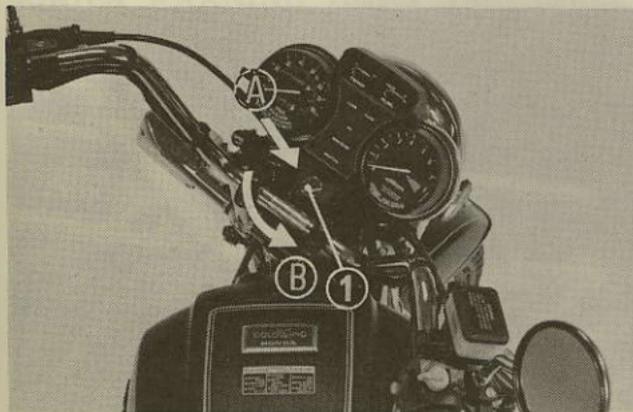
(1)

Steering Lock

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

WARNING

* *Do not turn the key to "LOCK" while riding the motorcycle.*



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

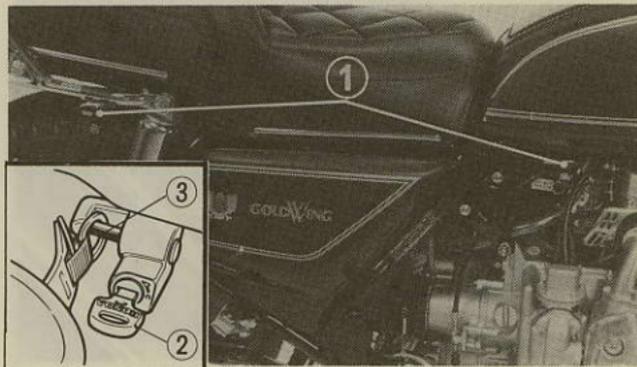
Helmet Holder

The helmet holder (1) is on the right side of the frame, above the crankcase and below the rear seat handrail.

Hang your helmet on the holder pin (3) and push the pin in to lock it. To unlock, insert the ignition key (2) and turn it counterclockwise.

WARNING

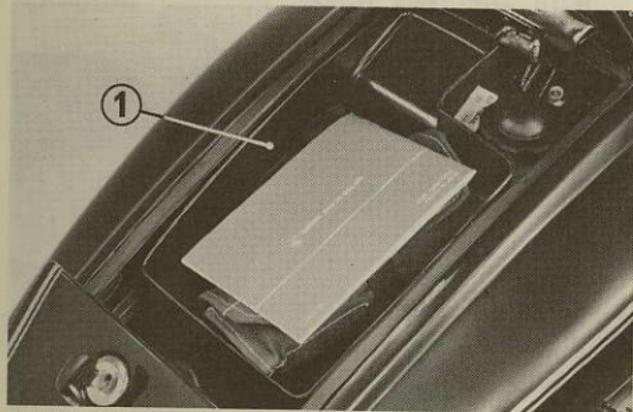
* *The helmet holder is designed for use while parked. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*



(1) Helmet holder
(2) Ignition key
(3) Holder pin

Top Compartment

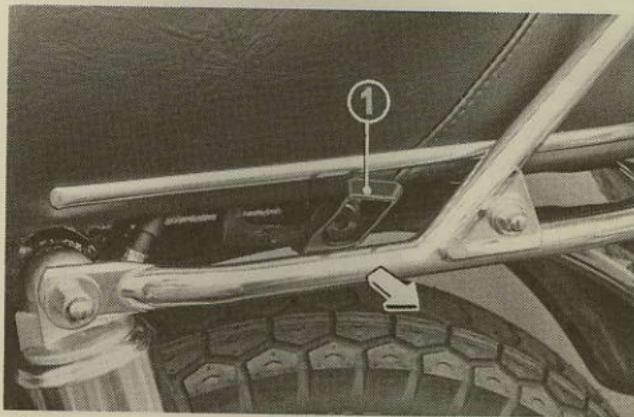
Use the ignition key to open the top compartment cover. The tool compartment (1) is under the forward cover. The owner's manual and other documents should be stored in the plastic bag in this compartment. When washing your motorcycle, be careful not to flood the compartment.



(1) Tool compartment

Seat

The seat can be set in three positions. To adjust, pull the seat lock and move the seat. After adjustment make sure the seat is secure and your riding position is comfortable.

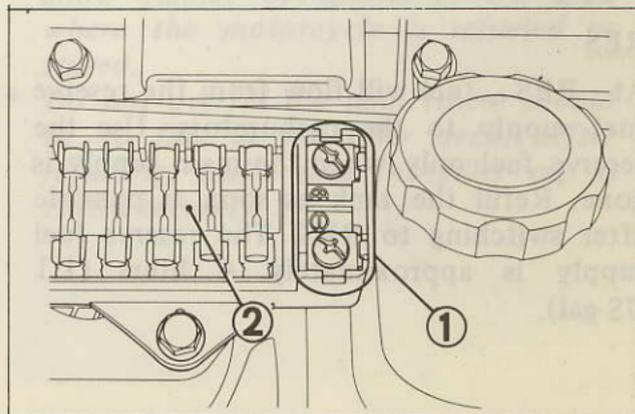


(1) Seat lock

ACC Terminal

The ACC terminal (1) is in the fuse box (2) in the top compartment and provides 12V DC power for electrical accessories. A maximum of 60 Watts (5 amps) may be connected to the terminal. If so equipped, check the battery frequently to determine the state of charge and also the condition while being subjected to prolonged maximum loads. Higher current demands may blow the fuse or discharge the battery. Review the **LOADING AND ACCESSORIES WARNING** (pages 3–4) before installing accessories.

Connect accessory electrical leads securely, and keep them insulated, away from hot parts and sharp edges.



(1) ACC terminal (2) Fuse box

FUEL

Fuel Valve

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

OFF

At OFF, fuel cannot flow from the tank to the carburetors. Turn the valve OFF whenever the motorcycle is not in use.

ON

At ON, fuel will flow from the main fuel supply to the carburetors.

RES

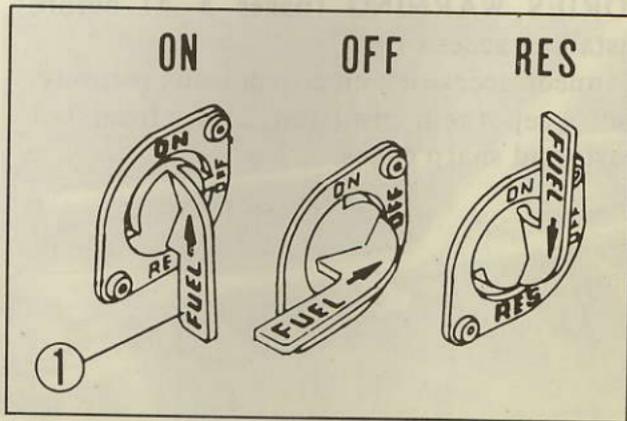
At RES, fuel will flow from the reserve fuel supply to the carburetors. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES. The reserve fuel supply is approximately 4 liters (1.1 US gal).

NOTE:

Do not operate the motorcycle with the fuel valve at RES after refueling. You could run out of fuel, with no reserve.

WARNING

- * Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.
- * Be careful not to touch any hot engine parts while operating the fuel valve.



(1) Fuel valve

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or a
higher



(1) F

Fuel Tank

Fuel tank capacity is 20 liters (5.3 US gal) including 4 liters (1.1 US gal) in the reserve supply. To open the filler cap (1), open the rear top compartment cover with ignition key and then turn the fuel filler cap (1) counterclockwise.

Any automotive gasoline with a pump octane number ($\frac{R + M}{2}$) of 86 or higher, or a research octane number of 91 or higher, may be used.



(1) Fuel filler cap

If “knocking” or “pinging” occurs, try a different brand of gasoline or higher octane grade.

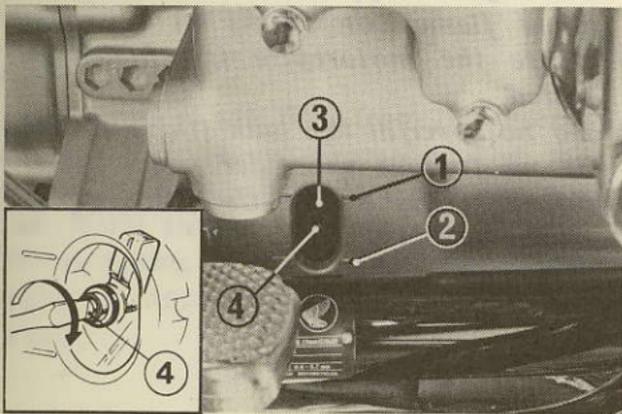
WARNING

- * *This fuel system is pressurized. Open the filler cap slowly.*
- * *Gasoline 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 motorcycle is refueled or stored.*
- * *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the filler cap is closed securely.*

ENGINE OIL

Check engine oil level each day before operating the motorcycle.

1. Put the motorcycle on its center stand on level ground.
2. Check the oil level in the oil inspection window (3) on the lower right side of the crankcase. The oil level should be between the upper (1) and lower (2)



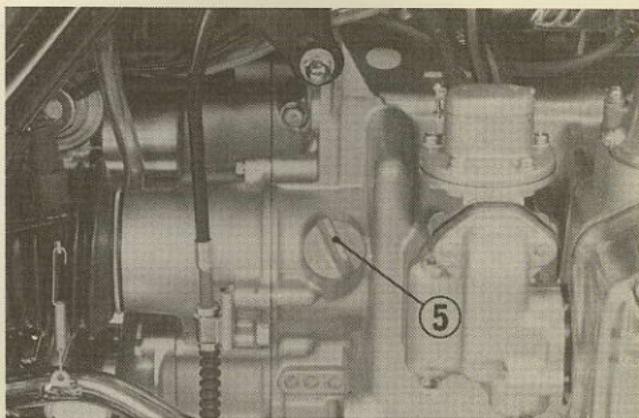
- (1) Upper level mark (3) Inspection window
(2) Lower level mark (4) Wiper

level marks. If the inside of the window is dirty, turn the wiper (4) to clean the window.

3. If required, remove the filler cap (5), add the specified oil up to the upper level mark, and replace the filler cap.

CAUTION:

Running the engine with insufficient oil can cause serious engine damage.



- (5) Filler cap

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Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for Service Classification SE or SF. Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

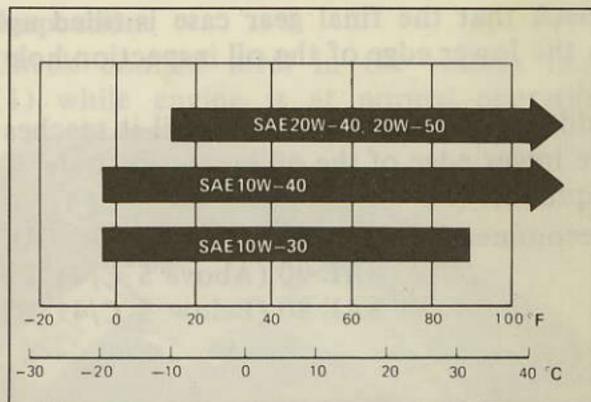
CAUTION:

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils are not recommended.*

Recommended Oil Viscosity

SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



FINAL DRIVE OIL

Oil Level Check

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

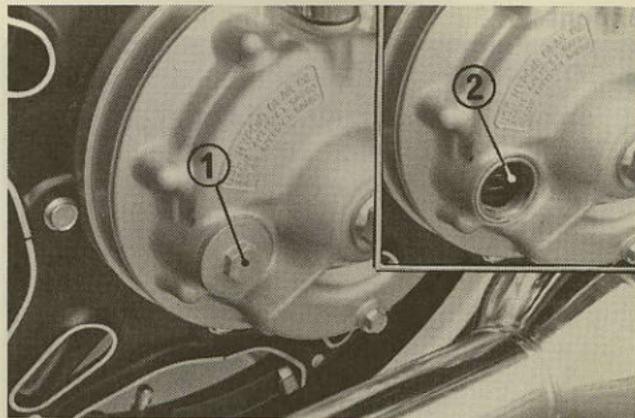
Place the motorcycle on its center stand on level ground.

Remove the oil filler cap (1).

Check that the final gear case is filled up to the lower edge of the oil inspection hole (2).

Add the recommended oil until it reaches the lower edge of the oil inspection hole, if required.

Recommended oil: HYPOID GEAR OIL
SAE 90 (Above 5°C/41°F)
SAE 80 (Below 5°C/41°F)



- (1) Oil filler cap
(2) Oil inspection hole

COOLANT

Coolant

The coolant is a mixture of ethylene glycol and water. It is designed to prevent corrosion and is recommended for use in engines.

LABELS

CAUTION

* *Handle with care.*

The coolant is a mixture of ethylene glycol and water. It is designed to prevent corrosion and is recommended for use in engines. This coolant is good for long life. It is a good concern for cooling. It is recommended against use of less than provided.

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:

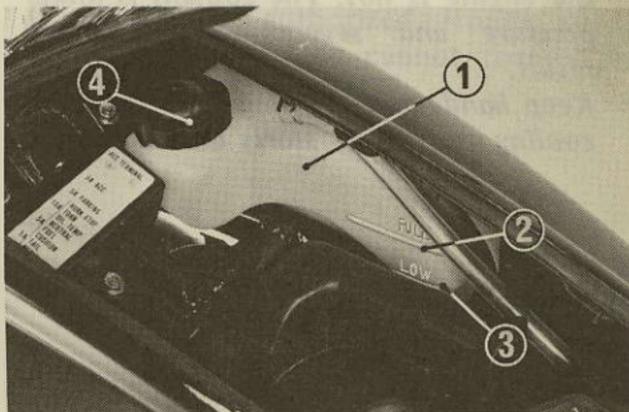
* *Hard water or salt water is harmful to aluminum.*

The factory provides a 50/50 solution of antifreeze and water in the GL1100. 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. Dur-

ing freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required. See your authorized Honda dealer.

Inspection

Check coolant level in the reserve tank (1) while engine is at normal operating



(1) Reserve tank
(2) FULL mark

(3) LOW mark
(4) Reserve tank cap

temperature. Add coolant to the reserve tank as required, to bring coolant level to the FULL mark (2).

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair. Do not remove the radiator cap.

WARNING

- * *Do not remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.*
- * *Keep hands and clothing away from the cooling fan, as it starts automatically.*

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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 you time, expense, and possibly your life.

1. Engine oil level -- add engine oil if required (page 28). Check for leaks.
2. Fuel level -- fill fuel tank when necessary (pages 19, 26–27). Check for leaks.
3. Coolant level -- add coolant if required (pages 31–32). Check for leaks.
4. Front and rear brakes -- check operation; make sure there is no brake fluid leakage (pages 65–67).
5. Tires -- check condition and pressure (pages 5–7).

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 21).

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, the engine stop switch is at RUN, and the fuel valve is ON. Insert the key and turn the ignition switch ON.

Check that the red oil pressure warning light comes on.

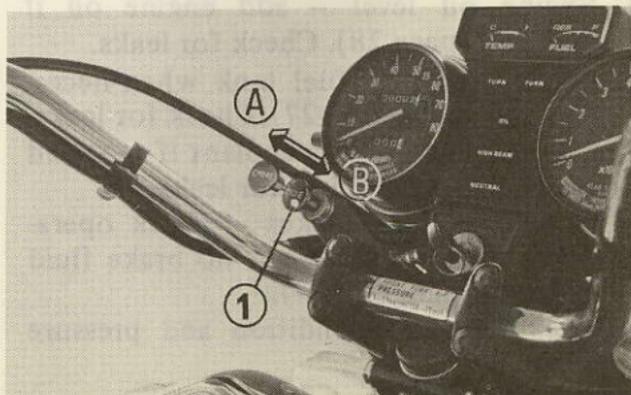
STARTING PROCEDURE

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

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.



(1) Choke knob

(A) Fully Closed

(B) Fully Open

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 to keep fast idle at 1,500–2,500 rpm.
 4. About a half minute after the engine starts, push the choke knob down all the way 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 to keep fast idle at 2,500–3,500 rpm.
3. To speed warm up, open and close the throttle, keeping engine rpm below 3,500.
4. About 5 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 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 the first 600 miles (1,000 km), do not operate the motorcycle at more than 80% of the lower RED ZONE RPM limit in any gear. Avoid full throttle operation, and do not operate for a long time at one speed.

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 (1000km) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

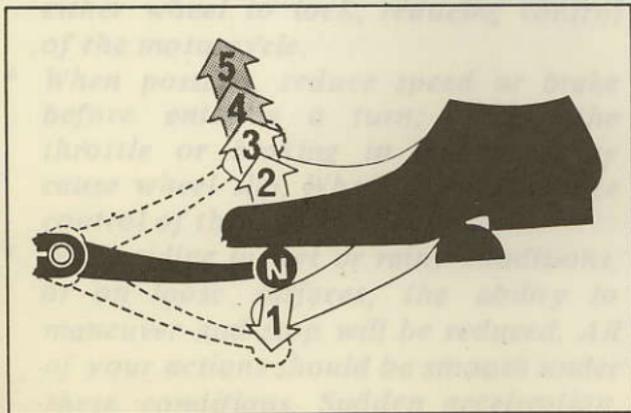
NOTE: (USA ONLY)

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

RIDING

WARNING

- * *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.*
- * *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.*



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use the shifting points recommended by Honda as follows:

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 the 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.

CAUTION:

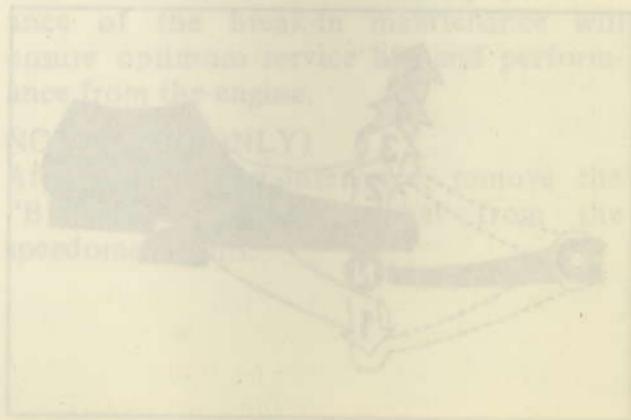
* Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.

* 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 6,500 rpm when running the engine without a load. Serious engine damage may result.

NOTE:

The battery will not charge while engine speed is below 950 rpm. Avoid idling for prolonged periods, or continuous operation below 950 rpm.



BRAKING

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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 23).

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.: _____

SPECIAL PROCEDURES

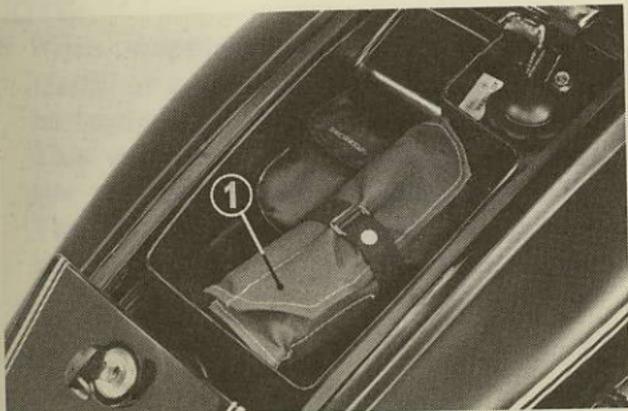
These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to Tires on page 5. Because of the critical nature of wheel attachment, you should 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) and air pressure gauge are stored in the top compartment. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit. The air pressure gauge can be used for checking tire pressure as well as front and rear suspension air pressure.



(1) Tool kit

- * Lever for screwdriver
- * 8 x 12mm open end wrench
- * 10 x 12mm open end wrench
- * 10 x 14mm open end wrench
- * Pliers
- * No. 2 screwdriver
- * No. 2 phillips screwdriver
- * No. 3 phillips screwdriver
- * Screwdriver grip
- * Spark plug wrench and bar
- * 17mm wrench
- * 19mm wrench
- * 24 mm wrench and handle lever
- * 6mm hex. wrench
- * 8mm hex. wrench
- * 10 x 12mm wrench
- * Feeler gauge—0.1 mm (0.003 in),
0.13 mm (0.005 in) and 0.9 mm
(0.035 in)
- * Tool bag
- * Air pressure gauge

FRON

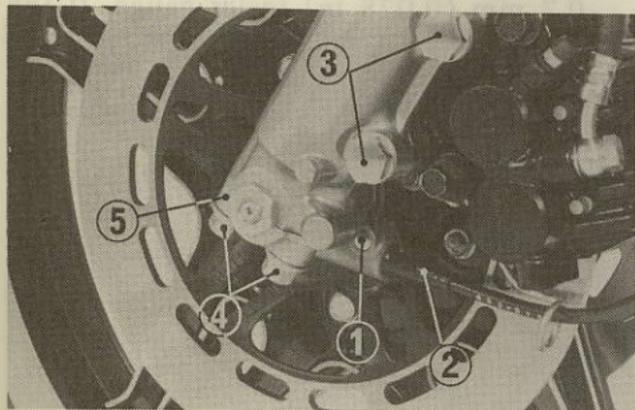
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FRONT WHEEL REMOVAL

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 either caliper assembly by loosening the caliper bolts (3).

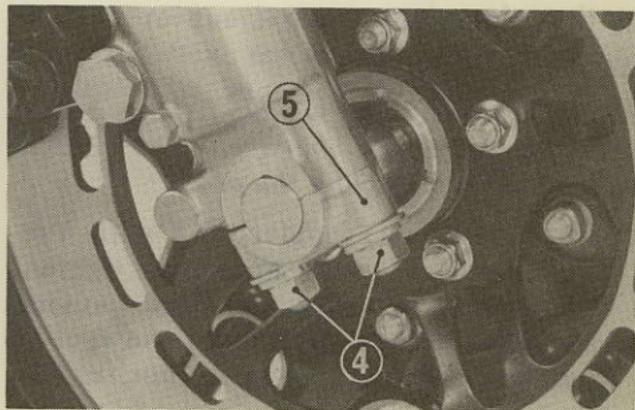


(1) Speedometer cable set screw (3) Caliper bolts
(2) Speedometer cable

CAUTION:

Support the caliper assembly so that it does not hang from the brake hose. Do not twist the brake hose.

4. Remove the front axle holder nuts (4) and axle holders (5).
5. Remove the wheel.



(4) Axle holder nuts
(5) Axle holders

NOTE:

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

Installation

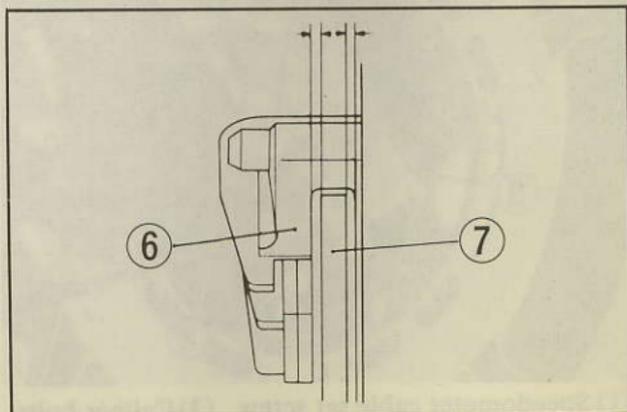
1. Lower the forks lightly so that the hollows in the fork legs rest on top of the axle.

CAUTION:

When installing the wheel, fit the brake disc (7) carefully between the brake pads to avoid damaging the pads.

2. Install the axle holders (5) with the "F" arrow forward and hand tighten the holder nuts (4) with flat washers and lockwashers. Make sure the speedometer cable gear box is horizontal.

3. Fit the brake caliper over the disc, install the caliper bolts (3), and tighten them to 30–40 N·m (3.0–4.0 kg-m, 22–29 ft-lb) torque.
4. Tighten the axle holder nuts (4) on the left axle holder (speedometer gearbox side) to 30–40 N·m (3.0–4.0 kg-m, 22–29 ft-lb) torque, starting with the forward nut.
5. Measure the clearance between the outside surface of the right brake disc (7) and the caliper holder (6) with a 0.7 mm (0.028 in) feeler gauge. If the

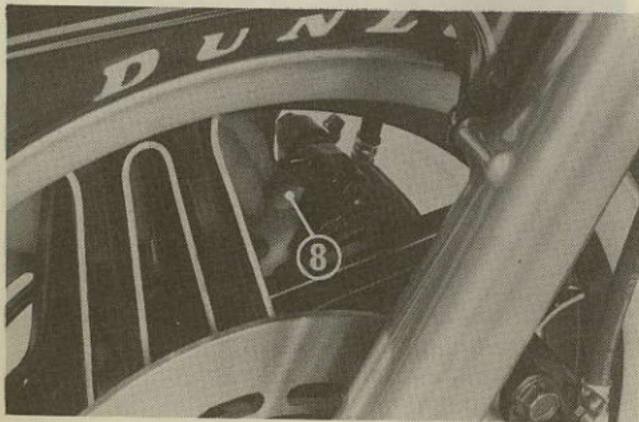


(6) Caliper holder

(7) Disc

gauge inserts easily, tighten the nuts on the right axle holder to 30–40 N·m (3.0–4.0 kg-m, 22–29 ft-lb) starting with the forward nut.

6. If the feeler gauge cannot be inserted easily, move the fork leg outward until the gauge can be inserted and tighten the holder nuts (4) with the gauge inserted. After tightening, remove the gauge.



(8) Feeler gauge

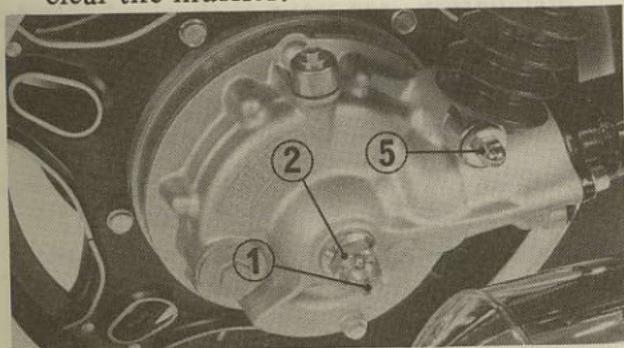
7. Check that the other three corners of the caliper holder (6) have a clearance of at least 0.7mm (0.028 in) between caliper holder and disc.
8. After installing the wheel, apply the brakes several times and check for free wheel rotation when released.

WARNING

- * *Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.*
- * *If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.*

REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Support the rear wheel so it will not drop when the shock absorbers are disconnected.
3. Remove the cotter pin (1) from the axle and remove the axle nut (2).
4. Remove the axle holding bolt (3) and brake disc dust cover (4).
5. Remove the lower shock absorber nut (5: right side) and bolt (6: left side).
6. Raise the rear wheel so the axle will clear the muffler.

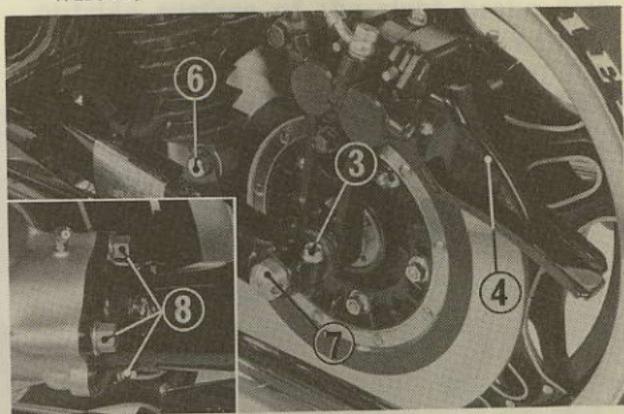


(1) Cotter pin (2) Axle nut
(5) Lower shock absorber nut

7. Pull out the rear axle (7).

CAUTION:

- * *Support the caliper assembly and swing-arm before removing the rear axle so that it does not hang from the brake hose. Do not twist the brake hose.*
8. Remove three final drive case nuts (8).
 9. Move the wheel backward.
 10. Separate the final drive case from the wheel.



(3) Axle holding bolt (4) Dust cover
(6) Lower shock absorber bolt
(7) Rear axle
(8) Final drive case nuts

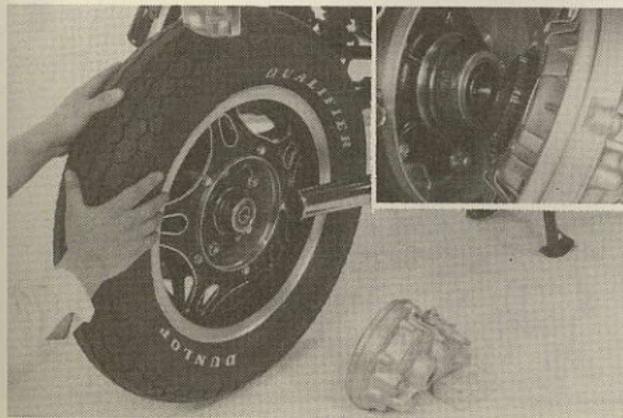
CAUTION:

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

11. 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 cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer.



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:

- * Tighten the nuts and bolts securely.

Axle nut:

80–100 N·m (8.0–10.0 kg-m,
58–72 ft-lb)

Shock absorber bolt and 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. Re-check the wheel if the brake drags or if the wheel does not rotate freely.

CAUTION:

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

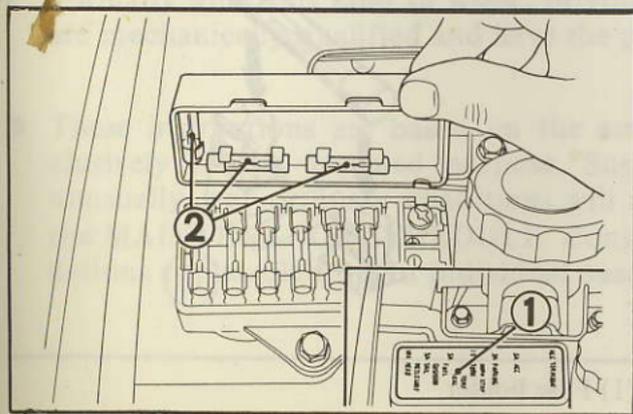
WARNING

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

FUSE REPLACEMENT

The fuse box (1) is located in the top compartment. Open the top compartment cover and remove the tool tray for access to fuses. Spare fuses are located in the fuse box.

The specified fuses are 5A, 10A, and 15A. Always make sure the new fuse is the same as the old one. 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. The main fuse (3), located near the battery on the positive lead, is 30A.



(1) Fuse box

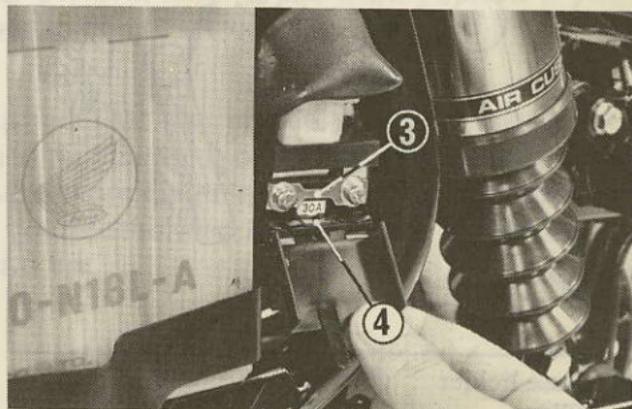
(2) Spare fuse

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.*

CAUTION:

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



(3) Main fuse

(4) Spare main fuse

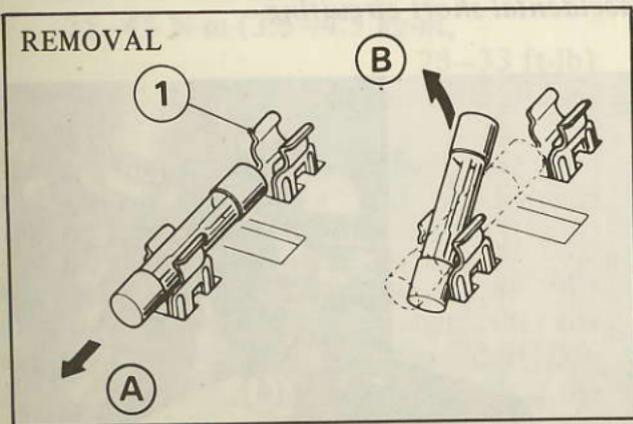
WARNING

* 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.

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

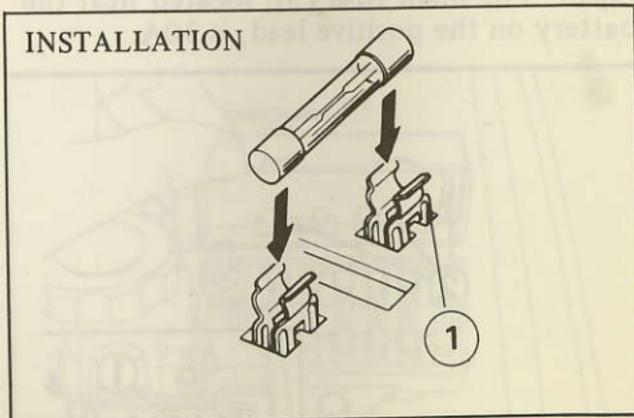
To replace fuses in the fuse box, remove the fuse box cover. Pull the old fuse out of the clips; or slide it lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

REMOVAL



(1) Fuse holder (B) Remove
(A) Slide

INSTALLATION



(1) Fuse holder

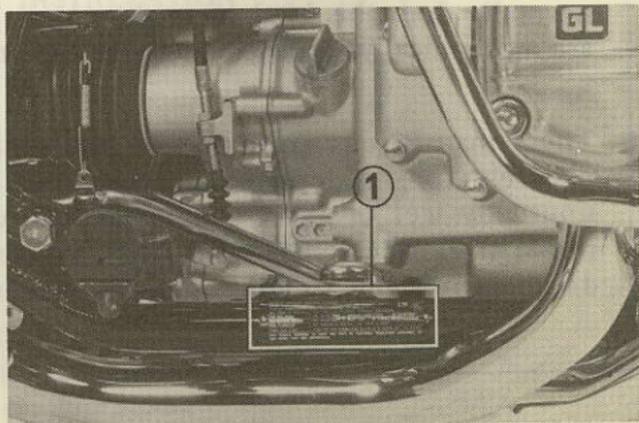
MAINTENANCE

- The U.S. Environmental Protection Agency requires manufacturers to certify that motorcycles built after December 31, 1977 will comply with applicable emissions standards during their useful life, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect (USA ONLY).
- 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.

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 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 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 and the effective operation of the emission control systems.*

The Vehicle Emission Control Information label (1) is attached to the right lower frame member. (U.S.A. ONLY)



(1) Vehicle Emission Control Information Label

MAINTENANCE SCHEDULE

Perform Pre-ride Inspection (Page 33) 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 ↓	ODOMETER READING [NOTE (3)]							Refer to	
				EVERY	600mi. (1,000km)	4,000mi. (6,400km)	8,000mi. (12,800km)	12,000mi. (19,200km)	16,000mi. (25,600km)	20,000mi. (32,000km)		24,000mi. (38,400km)
EMISSION RELATED ITEMS	*	FUEL LINES								I		
	*	FUEL FILTER									R	
	*	THROTTLE OPERATION		I		I		I			I	
	*	CARBURETOR-CHOKE				I		I			I	
		AIR CLEANER	NOTE (1)			R		R			R	Page 60
		CRANKCASE BREATHER	NOTE (2)			C	C	C	C	C	C	Page 61
		SPARK PLUGS				R	R	R	R	R	R	Page 58
	*	VALVE CLEARANCE		I		I		I			I	
		ENGINE OIL	YEAR	R		R		R			R	Pages 56-57
		ENGINE OIL FILTER	YEAR	R		R		R			R	Page 57
	*	CARBURETOR-SYNCHRONIZE		I		I		I			I	
	*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	I	I	Page 59
		RADIATOR COOLANT				I		I			*R	Pages 31-32
	*	RADIATOR CORE				I		I			I	
	*	HOSES & CONNECTIONS OF COOLING SYSTEM		I		I		I			I	

M
4
8
12
16
20
24

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (3)]							Refer to
			600mi. (1,000km)	4,000mi. (6,400km)	8,000mi. (12,800km)	12,000mi. (19,200km)	16,000mi. (25,600km)	20,000mi. (32,000km)	24,000mi. (38,400km)	
			EVERY							
* DRIVE SHAFT JOINT					L		L		L	
* FINAL DRIVE LUBRICANT					I		I		R	
BATTERY	MONTH		I	I	I	I	I	I	I	Pages 69-70
BRAKE FLUID	MONTH I 2 YEARS *R		I	I	I	I	I	I	*R	Pages 65-66
BRAKE PAD WEAR				I	I	I	I	I	I	Page 67
BRAKE SYSTEM			I		I		I		I	
* BRAKE LIGHT SWITCH			I		I		I		I	
* HEADLIGHT AIM			I		I		I		I	
CLUTCH			I	I	I	I	I	I	I	Pages 63-64
SIDE STAND					I		I		I	Page 68
* SUSPENSION			I		I		I		I	
* NUTS, BOLTS, FASTENERS			I		I		I		I	
** WHEELS			I		I		I		I	
** STEERING HEAD BEARING			I		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 shop manual.
 - ** In the interest of safety, we recommend these items be serviced ONLY by an authorized HONDA dealer.
- NOTES: (1) Service more frequently when riding in dusty areas.
 (2) Service more frequently when riding in rain or at full throttle.
 (3) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed by	Odometer	Date
600			
4,000			
8,000			
12,000			
16,000			
20,000			
24,000			

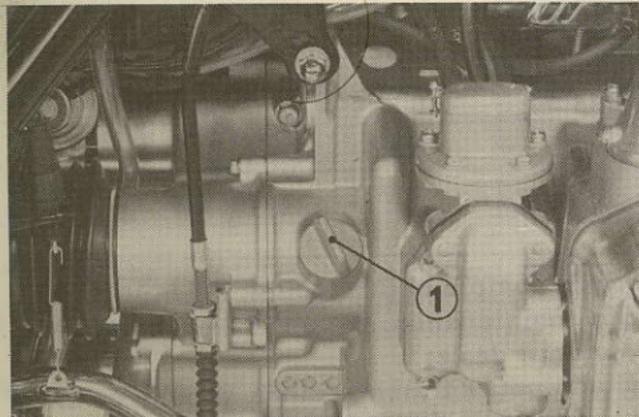
- Make sure that whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

ENGINE OIL

Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the maintenance schedule.

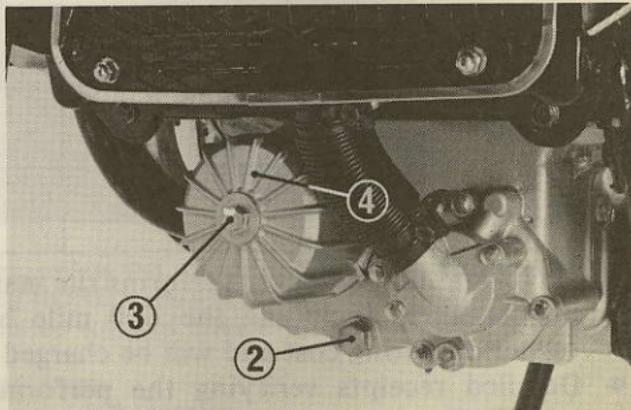
NOTE:

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



(1) Oil filler cap

1. To drain the oil, remove the oil filler cap (1), drain plug (2), oil filter bolt (3) and cover (4).
2. Check that the sealing washer on the drain plug is in good condition, and install the plug.
3. Check that the oil filter bolt and cover O-rings are in good condition, and install the cover, aligning the recess in the filter cover with the boss on the water pump cover.



(2) Drain plug

(3) Oil filter bolt

(4) Filter cover

4. Fill the crankcase with approximately 3.2 liters (3.4 U.S. quarts) of the recommended grade oil and install the oil filler cap.
5. Start the engine and let it idle for a few minutes.
6. Stop the engine. Make sure the oil level is at the upper level mark and 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.

OIL FILTER

NOTE:

* Change the oil filter after draining engine oil.

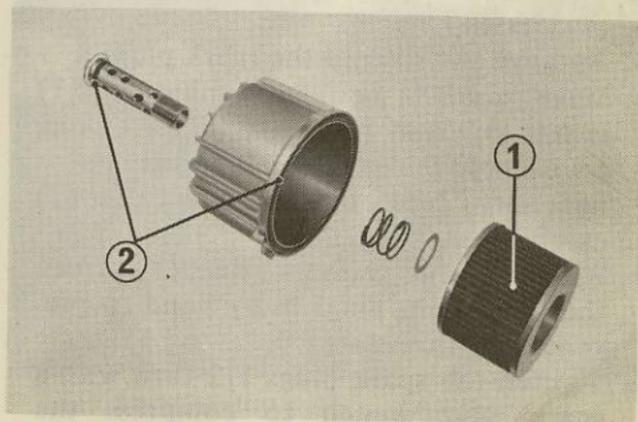
1. Remove the oil filter bolt, and pull the oil filter element (1) out of the oil filter cover.

2. Insert a new oil filter element. Check that the O-rings are in good condition and that all parts are installed as shown.
3. Install the oil filter cover and tighten the oil filter bolt.

Oil Filter Bolt Torque:

27–33 N·m (2.7–3.3 kg-m,
20–24 ft-lb)

4. Perform steps 4 to 6 of Engine Oil Change.



(1) Filter element (2) O-rings

SPARK PLUGS

Recommended plugs:

Standard:

DPR8EA-9 (NGK) or
X24EPR-U9 (ND)

For cold climate: (Below 5°C/41°F)

DPR7EA-9 (NGK) or
X22EPR-U9 (ND)

For extended high speed driving:

DPR9EA-9 (NGK) or
X27EPR-U9 (ND)

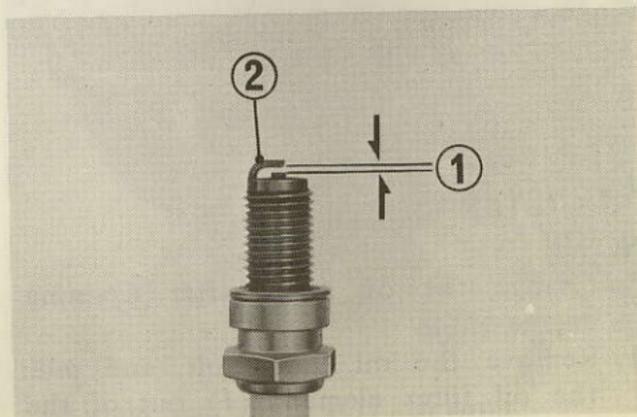
1. Disconnect the spark plug caps.
2. Clean any dirt from around the spark plug bases.
3. Remove and discard the spark plugs.
4. Make sure the new spark plug gap (1) is 0.8–0.9 mm (0.031–0.035 in) using a wire type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
6. Tighten the spark plugs 1/2 turn with a spark plug wench to compress the

washer.

7. 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.*



(1) Spark plug gap (2) Side electrode

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IDLE SPEED

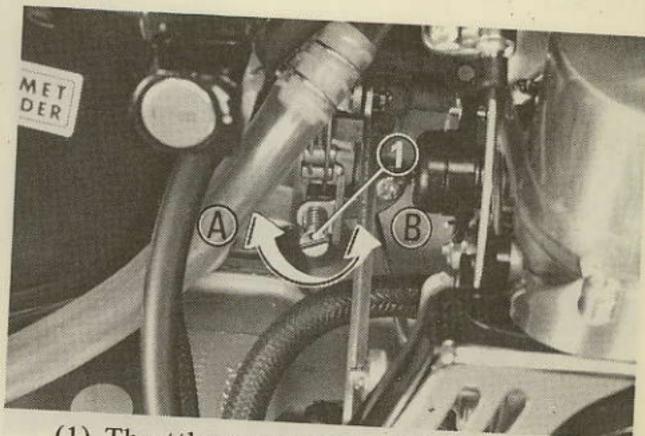
The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed at set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

* The engine must be warm 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.

Idle Speed: 950 ± 100 rpm
(In neutral)



(1) Throttle stop screw

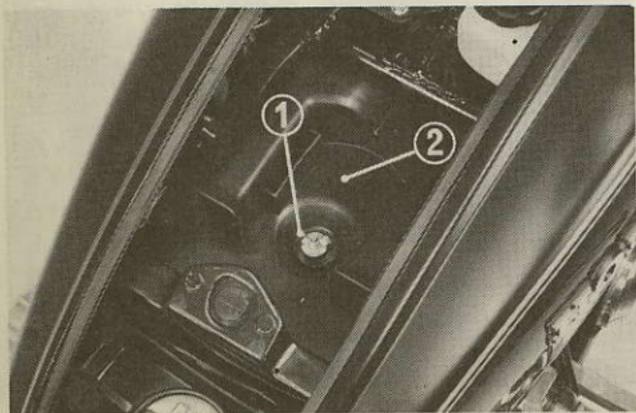
(A) Increase
(B) Decrease

AIR CLEANER

The air cleaner should be serviced at regular intervals (Page 53). When riding in dusty areas, more frequent service may be necessary.

1. Open the top compartment. Remove the tool tray.
2. Remove the wing nut (1) and air cleaner cover (2).

3. Remove and discard the air cleaner element (3).
4. Insert a new air cleaner element.
5. Install removed parts in the reverse order of removal.



(1) Wing nut (2) Air Cleaner cover



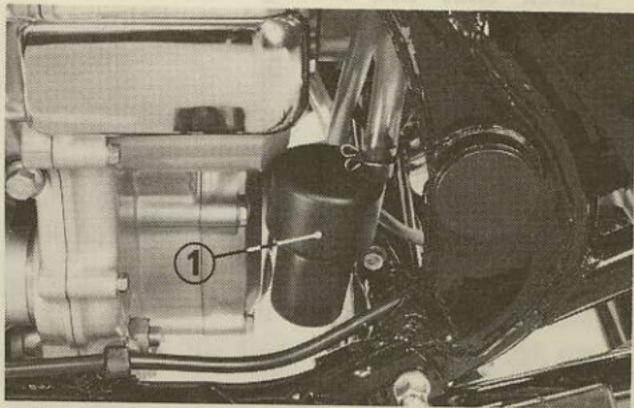
(3) Air cleaner element

CRANKCASE BREATHER

1. Loosen the lower clamp of the transparent tube. Remove the storage tank mounting bolt and the storage tank.
2. Empty the deposits.
3. Install the tank.

NOTE:

- * Service more frequently when ridden in rain or at full throttle, or service if the deposit level can be seen in the transparent section of the drain tube.



(1) Storage tank

FINAL DRIVE OIL

Change the oil when specified by the maintenance schedule.

NOTE:

* Change the oil with the final drive warm and the motorcycle on its center stand 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 is completely drained check that the sealing washer (3) on the drain plug is in good condition and install the drain plug.

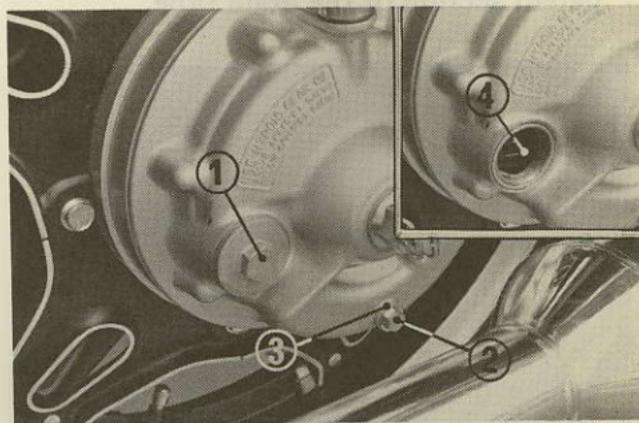
Drain Plug Torque:

10–14 N·m (1.0–1.4 kg-m,
7–10 ft-lb)

3. Fill the final drive with approximately 150 cc (5.1 oz) of the recommended oil.

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

4. Install the oil filler cap.



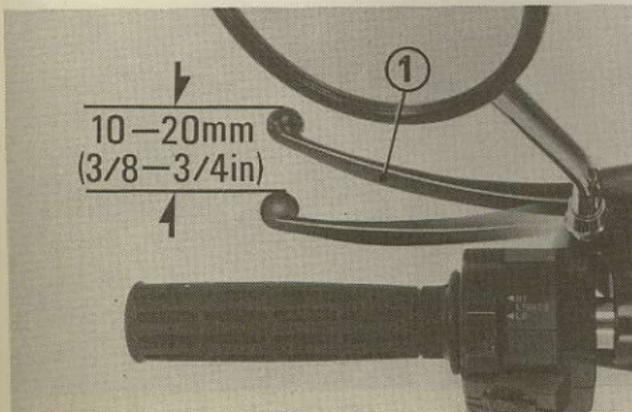
(1) Oil filler cap (3) Sealing washer
(2) Oil drain plug (4) Inspection hole

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.

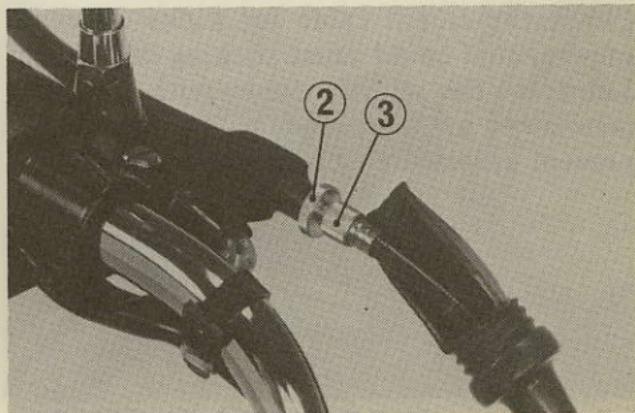
Normal clutch lever free play is 10–20 mm (3/8–3/4 in) at the lever.

1. Loosen the lock nut (2) and turn the clutch cable adjuster (3). Tighten the lock nut (2), and check adjustment.



(1) Clutch lever

2. If the correct free play cannot be obtained using the cable adjuster (3), loosen the lock nut (2) and turn the cable adjuster in all the way. Tighten the lock nut.
3. At the lower end of the cable, loosen the lock nut (4), and turn the cable adjuster (5) to give about 16 mm (5/8 in) free play at the clutch lever, and tighten the lock nut.
4. Make the final free play adjustment at the clutch hand lever.



(2) Lock nut

(3) Clutch cable adjuster

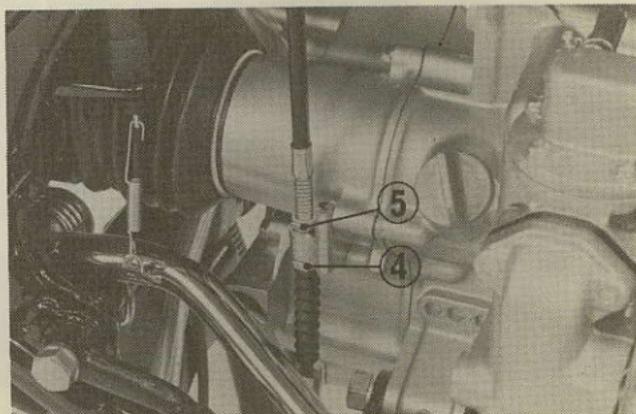
5. Start the engine pull in the clutch lever and shift into gear. Make sure that the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

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.



(4) Lock nut

(5) Clutch cable adjuster

BRAKES

Both front and rear brakes are of the hydraulic disc type.

As the brake pads wear, 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.

NOTE:

* If the brake lever or pedal travel become excessive and the friction pads are not worn beyond the recommended limit (page 67), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

WARNING

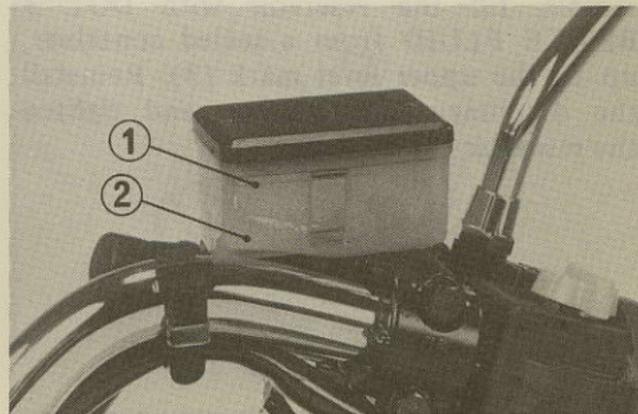
* *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Front Brake Fluid Level:

Remove the reservoir cap and diaphragm. Whenever the level is near the lower level mark (2) on the front reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (1). Reinstall the diaphragm, and the reservoir cap. Tighten the screws securely.

CAUTION:

* *When adding brake fluid be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.*



(FRONT) (1) Upper level mark
(2) Lower level mark

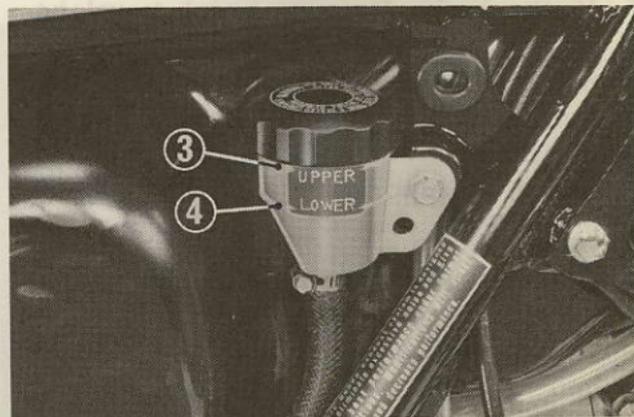
- * Use only DOT 3 brake fluid from a sealed container.
- * Handle brake fluid with care because it can damage paint and plastics as used for instrument lenses and fairings.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

Rear Brake Fluid Level:

Remove the reservoir cap, washer and diaphragm. Whenever the level is near the lower level mark (4) on the rear reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (3). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

CAUTION:

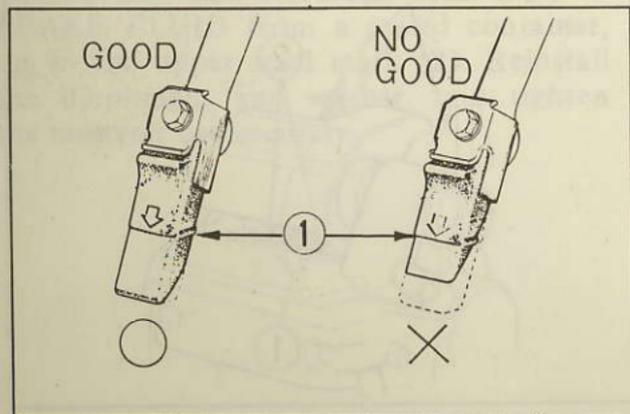
- * Use only DOT 3 brake fluid from a sealed container.
- * Handle brake fluid with care because it can damage paint and electric wires.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.



(REAR) (3) Upper level mark
(4) Lower level mark

SIDE STAND

Check the rubber pad for deterioration and wear. It must be replaced if any wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and check the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

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BATTERY

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur. If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery Electrolyte

The battery (1) is under the seat. Remove the left side cover to check the battery electrolyte.

The electrolyte level must be maintained between the upper (3) and lower (4) level marks on the side of the battery.

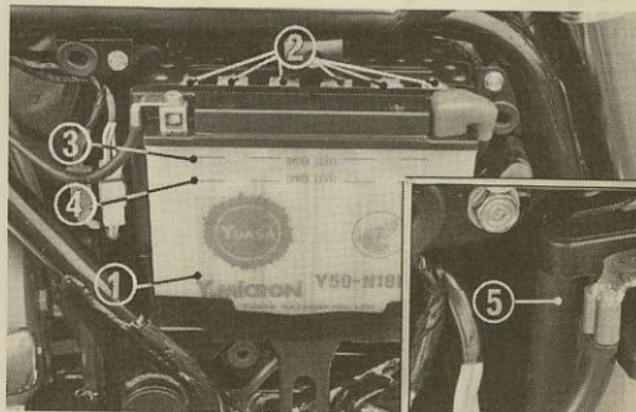
If the electrolyte level is low, remove the filler caps (2). Carefully add distilled water to upper level mark, using a small syringe or plastic funnel.

NOTE:

- * Use only distilled water in the battery. Tap water may shorten the service life of the battery.

CAUTION:

- * When checking battery electrolyte level or adding distilled water, make sure the breather tube (5) is connected to the battery breather outlet.



(1) Battery

(2) Filler caps

(3) Upper level mark

(4) Lower level mark

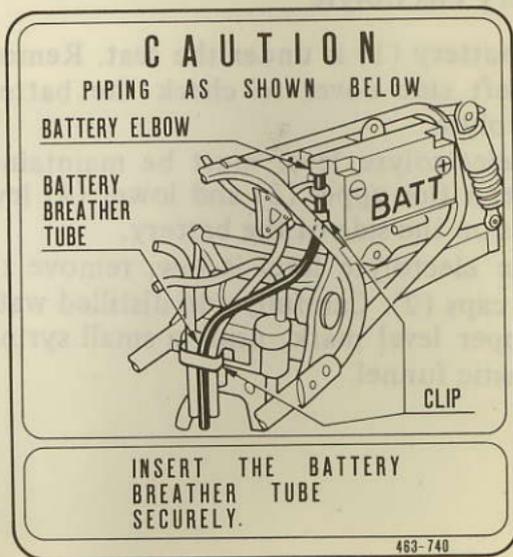
(5) Breather tube

WARNING

The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: **EXTERNAL**-Flush with water **INTERNAL**-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. **Eyes:** Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries. **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.



CLEANING

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

CAUTION:

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

Brake master cylinders

Radiator fins

Wheel hubs

Muffler outlets

Top compartment

Under seat

Ignition switch

Steering lock

Handlebar switches

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.

WARNING

Braking performance may be impaired immediately after washing the motorcycle.

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

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.

WARNING

- * *Gasoline 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 cc) of clean engine oil into each cylinder. Operate the starter for a few seconds to distribute the oil, then reinstall the spark plugs.

NOTE:

- * When turning the engine over, the Engine Stop Switch should be OFF and the spark plugs placed in their cable caps and grounded to prevent damage to the ignition system.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and solw charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
7. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires 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. Check the battery electrolyte level and 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 gasoline.
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 33). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

EMISSION CONTROL SYSTEM (U.S.A. ONLY)

- **Sources 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.

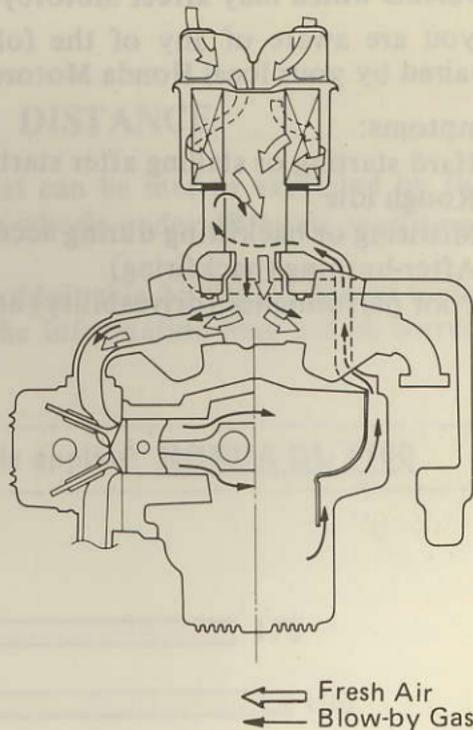
Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

- **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 vapors into the atmosphere. Blow-by gas is returned to the combustion chambers through the air cleaner and carburetors.



Crankcase Emission Control System

● 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



→ Fresh Air
← Blow-by Gas

Carburetor Emission Control System

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure 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 obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

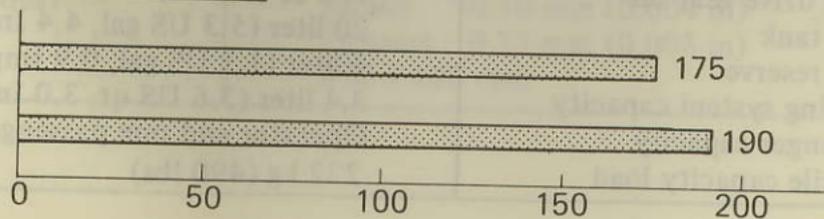
Description of vehicles to which this table applies: **HONDA GL 1100**

Fully Operational Service Brake

Load

Light

Maximum



Stopping Distance in Feet from 60mph.

ITEM	
ENGINE Bore and stroke Compression ratio Displacement Spark plug	75.0 x 61.4 mm (2.95 x 2.42 in) 9.2 : 1 1,085 cm ³ (66.2 cu-in)
Standard	DPR8EA-9 (NGK) or X24EPR-U9 (ND)
For cold climate (Below 5°C, 41°F)	DPR7EA-9 (NGK) or X22EPR-U9 (ND)
For extended high speed riding	DPR9EA-9 (NGK) or X27EPR-U9 (ND)
Spark plug gap Valve clearance (cold) Idle speed	0.8–0.9 mm (0.031–0.035 in) Intake 0.10 mm (0.004 in) Exhaust 0.13 mm (0.005 in) 950 ± 100 rpm

ITEM	
CHASSIS AND SUSPENSION Caster Trail Tire size, front Tire size, rear	60° 50' 132 mm (5.2 in) 120/90-18 65H 140/90-16 71H
POWER TRANSMISSION Primary reduction Secondary reduction Gear ratio, 1st 2nd 3rd 4th 5th Final reduction	1.708 0.973 2.500 1.667 1.250 1.000 0.829 3.100
ELECTRICAL Battery Generator	12V-20AH A.C. generator 0.3 kW/5,000 rpm
FUSE	5A, 10A and 15A 30A (Main fuse)

ITEM	
LIGHTS Headlight Tail/stoplight Turn signal light Instrument lights Neutral indicator light Turn signal indicator light High beam indicator light Oil pressure warning light	H4 BULB (Philips 12342/99, or equivalent) 12V-3/32 cp NO. 1157 12V-32 cp NO.: FRONT 1034 REAR 1073 12V-2 cp NO. 57 12V-2 cp NO. 57 12V-2 cp NO. 57 12V-2 cp NO. 57 12V-2 cp NO. 57

OWNER SATISFACTION

Your satisfaction and goodwill are important to your dealer and to us. Normally, any problems with the operation of your vehicle will be handled by your dealer's Service Department. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- * Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- * If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department, AMERICAN HONDA MOTOR CO., INC. 100 West Alondra Boulevard, Gardena, California 90247 (213) 327-8280, and provide them with:
 - Your name, address and telephone number
 - Vehicle frame number
 - Dealer's name and location
 - Vehicle delivery date and present mileage
 - Nature of problem

After reviewing all the facts involved, you will be advised of what action can be taken.

Please bear in mind that your problem will likely be resolved in the dealership, using the dealer's facilities, equipment and personnel. So it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both your dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.



HONDA MOTOR CO., LTD.

31MB900

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