

RIDING THE MOTORCYCLE

WARNING:

Exhaust pipes and muffler become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine. Wear clothing which will completely cover the legs while riding and avoid any contact with unshielded portions of the exhaust system.

NOTE:

* Be sure that all required equipment as specified by local laws and regulations is installed on the motorcycle and operable, before riding on public streets and highways.

* Do not wear loose clothing which may catch on control levers, kick starter, foot pegs, drive chain, wheels and tires.

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 press the gear change pedal to shift into low (1st) gear.

WARNING:

Ensure that the side stand is fully retracted before riding the motorcycle. Failure to retract the stand may interfere with an attempted left turn and cause serious control problems.

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.

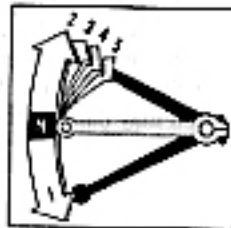
4. When the motorcycle attains the appropriate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal. Release the clutch lever smoothly.

CAUTION:

* When changing gears, the clutch must be disengaged and the throttle momentarily closed to avoid over-revving the engine and over-stressing the drive train components.

* To avoid battery discharge, do not coast for a long distance with the transmission in neutral.

* The battery will charge when the engine speed is over 3,200 rpm. Do not allow the engine to idle for long periods. When the battery is low, operate the motorcycle at engine speeds of above 3,200 rpm for a while.



Shifting pattern

5. This sequence is repeated to progressively shift to 3rd, 4th, and top (5th) gear.

6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.

7. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speed is reduced, it is common practice to downshift the transmission progressively into the appropriate gear. This assures maximum control through better braking effectiveness and acceleration when necessary.

8. For maximum deceleration and braking, close the throttle, apply both the front and rear brakes simultaneously,

and prior to the motorcycle coming to a stop, disengage the clutch.

This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently. Both front and rear brakes should be applied. Independent use of only the front or rear brake reduces stopping performance. Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.

WARNING:

When riding on a wet surface or when riding under rainy conditions, braking efficiency is greatly reduced and extra care should be taken when applying the brakes.

WARNING:

When descending a long, steep grade, downshift and use engine compression together with intermittent applications of both brakes to slow the motorcycle down. Avoid continuous use of the brakes which may result in overheating and reduction of braking efficiency.

CAUTION:

Do not coast for a long distance with the engine off, and do not tow the motorcycle a long distance. Even with the gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.

SAFE RIDING SUGGESTIONS

1. Always make a pre-riding inspection prior to riding your motorcycle (See page 22).
2. Never ride a motorcycle unless you are wearing a helmet. It is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further improve rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment (see next page). Do not exceed the vehicle load limit shown on the tire information label.
4. Place both hands on the handlebars and both feet on the foot pegs while riding. Insist that a passenger hold

- onto the motorcycle or the operator with both hands and that he places both feet on the foot pegs.
5. Obey all federal and local regulations. Use the headlight anytime while riding to make the motorcycle more visible to other motorists.
6. It is recommended that you become familiar with your new motorcycle by riding in an uncongested area before riding on the public roadways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.



ACCESSORIES AND LOADING

WARNING: Loading and Accessories

The addition of accessories and cargo to this motorcycle can create an unsafe condition by changing the motorcycle's stability and handling characteristics, and decreasing the safe operating speed. The factory cannot test each accessory and all possible combinations to make specific recommendations. The operator must be personally responsible for his safety and the safety of others involved. Be aware that extreme care must be taken when selecting and installing accessories, adding cargo, and riding a motorcycle equipped with accessories and cargo. These general guidelines are given to aid the operator in deciding whether or how to equip his motorcycle.

1. Keep cargo weight concentrated low and close to the motorcycle to mini-

mize the change in the motorcycle's center of gravity. Distribute the weight equally on both sides of the machine. Total cargo weight should not exceed 60 pounds.

2. Luggage racks are primarily for light-weight items. Overloading the rack will adversely affect the handling. Bulky items located too far behind the rider will cause aerodynamic disturbance affecting stability. Luggage racks must not be mounted to the rear fender.
3. Visually check to determine that the accessory does not reduce the ground clearance or decrease the banking angle.
4. Make sure cargo is secure and will not shift while riding. Recheck security periodically.
5. Additional weight should not be at-

tached to the handlebars or front forks because it increases the steering moment of inertia and can adversely affect the handling characteristics.

6. Accessories which modify the operator's riding position may increase reaction time and affect handling.
7. Additional electrical equipment may overload the motorcycle's electrical system causing an unsafe condition.
8. Large surfaces such as fairings, windshields, backrests, and luggage are subject to aerodynamic forces which can adversely affect the handling. An improperly designed or improperly mounted fairing or windshield can create aerodynamic lift on the front of the machine. For the same size and shape, frame mounted fairings have less effect on the handling than do handlebar or fork mounted fairings. Handlebar and fork mounted fairings are not recommended.

PARKING

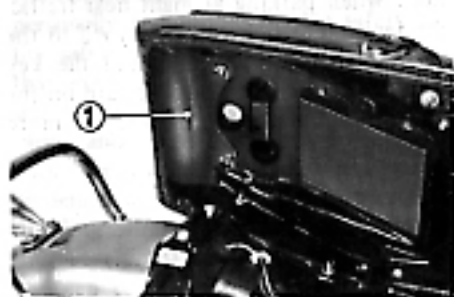
WARNING:

Park the motorcycle on firm, level ground. Failure to do so could result in injury or damage to the machine.

When parking the motorcycle, push in and turn the ignition switch to the "LOCK" position and remove the key. Turn the fuel valve to the "OFF" position. When parking at night near traffic, the ignition switch can be turned to the "P (PARKING)" position and the key removed (page 13). This will turn on the taillight and make the motorcycle more visible to traffic.

TOOL KIT

The tool kit (1) is located under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your HONDA dealer.



(1) Tool kit

Listed below are the items included in the tool kit.

- 10 x 12mm open end wrench
- 14 x 17mm open end wrench
- Pliers
- No. 2 screw driver
- No. 2 cross point screw driver
- No. 3 cross point screw driver
- Screw driver grip
- Screw driver handle
- 22mm wrench
- 24mm wrench
- Handle lever
- Spark plug wrench
- 10 x 12 box wrench
- Pin wrench
- Tool bag

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your motorcycle is overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION:

- To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use genuine HONDA parts or their equivalent when servicing or repairing.

The use of other replacement parts which are not of equivalent quality may impair the operation of your motorcycle.

WARNING:

To prevent personal injury, always make certain the engine is stopped and the motorcycle is supported securely on a level surface prior to performing any maintenance.

Courtesy of
www.honda4fun.com



Honda4Fun
www.honda4fun.com

MAINTENANCE SCHEDULE	Month Mile	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
			Perform at every indicated month or mileage interval whichever occurs first.			
			1	3	6	12
			500	1,500	3,000	6,000
ENGINE OIL		R		R		
ENGINE OIL FILTER ELEMENT		R			R	
ENGINE OIL FILTER SCREEN						C
SPARK PLUGS					I	
* CONTACT BREAKER POINTS		I			I	
* IGNITION TIMING		I			I	
* VALVE TAPPET CLEARANCE		I			I	
* CAM CHAIN TENSION		I			I	
AIR FILTER ELEMENTS		(Service more frequently if operated in dusty areas.)			C	R
AIR FILTER BREATHER ELEMENT					I	
* CARBURETORS		I			I	
THROTTLE OPERATION		I			I	
* FUEL FILTER SCREEN					C	
FUEL LINES					I	
* CLUTCH		I			I	
DRIVE CHAIN		**I & L	I & L			
BRAKE FLUID LEVEL		I			I	
* BRAKE FLUID			R (24 months or 12,000 miles)			

MAINTENANCE SCHEDULE	Month Mile	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
			Perform at every indicated month or mileage interval whichever occurs first.			
			1	3	6	12
			500	1,500	3,000	6,000
* BRAKE SHOES/PADS					I	
BRAKE CONTROL LINKAGE		I			I	
* WHEEL RIMS AND SPOKES		I			I	
TIRES		I			I	
FRONT FORK OIL		*** R				R
FRONT AND REAR SUSPENSION		I			I	
REAR FORK BUSHING					I & L	
* STEERING HEAD BEARINGS						I
* SIDE STAND					I	
BATTERY		I		I		
LIGHTING EQUIPMENT		I			I	
NUTS, BOLTS (TIGHTEN)		I			I	

I – Inspect, clean, adjust or replace if necessary R – Replace C – Clean L – Lubricate

Items marked * should be serviced by an authorized HONDA dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items may be serviced by the owner.

** Initial service period 200 miles.

*** Initial service period 1,500 miles.

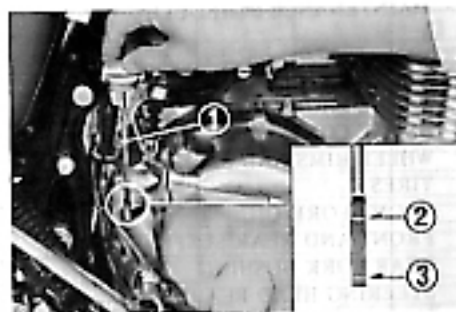
MAINTENANCE OPERATIONS

Engine Oil

Oil and oil filter element change:

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 21 should be used and the oil should always be maintained at the proper level. Further, the oil should be changed and the oil filter element replaced at the maintenance intervals shown on page 36. Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm to assure complete and rapid draining.



(1) Filler cap dipstick
(2) Upper level mark
(3) Lower level mark

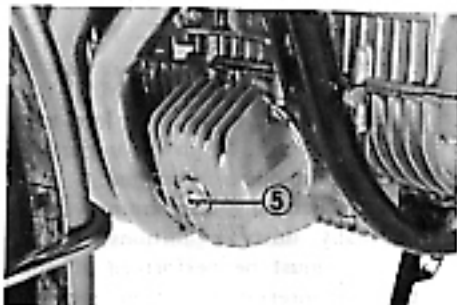
1. Remove the oil filler cap (1).
2. Place an oil drain pan under the crankcase to catch the oil, and then remove the oil drain plug (4) with a 17 mm wrench.

3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the recesses of the engine.
4. When the oil has been completely drained, reinstall the drain plug (4), making sure that the O-ring used on the drain plug is in good condition.



(4) Oil drain plug

5. Install the oil filter element and tighten the filter cover, making sure the cover seal is in good condition. At the initial 500 mile(800 km) service remove and discard the original oil filter element and install a new filter element. Thereafter, it is recommended that a new filter element be installed at every 3,000 miles (5,000 km).



(5) Oil filter bolt

6. Fill the crankcase through the oil filler opening with approximately 3.4 U.S. quarts (3.2 liter) of recommended grade oil. Check the oil level with the filler cap dipstick; however, when making this check, do not screw in the cap. Oil level should be between the upper (2) and lower (3) level marks (page 38) on the dipstick. When checking the oil make certain that the motorcycle is in an upright and level position.

CAUTION:

- * Check the oil level frequently.
- * If the oil is below the lower level mark on the dipstick, fill to the upper level mark before operating engine.
- * When operating the motorcycle in unusually dusty conditions, the oil changes must be performed at more frequent intervals than those specified in the maintenance schedule.

Oil Pressure Check:

To determine the condition of the oil pump, it is recommended that an oil pressure check be performed during the 12 months or 6,000 miles service. As this check requires a special oil pressure gauge it should be done at your HONDA dealer.

Cleaning Oil Pump Strainer:

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing ten retaining bolts to dismantle the oil pump strainer. Clean the pump strainer and sump pan thoroughly and re-install. This operation must be performed by a qualified mechanic and should be done during the 12 months or 6,000 miles service.

Spark Plug Replacement and Adjustment
Standard spark plugs:

American model

D7ES (NGK) or X22ES (ND)

Canadian model

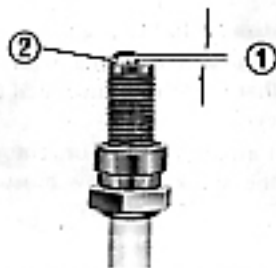
DR7ES (NGK) or X22ESR-U (ND)

For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

Spark plug cleaning and adjustment is done in the following manner.

1. Detach the spark plug lead and remove the spark plugs with the spark plug wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon

fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a stiff wire brush.



(1) Spark plug gap (2) Negative electrode

Courtesy of

www.honda4fun.com



Honda4Fun

www.honda4fun.com

3. Adjust the spark plug gap (1) to 0.024–0.028 in. (0.6–0.7mm).

The gap can be measured with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode (2).

4. When installing the spark plug, tighten firmly, but do not overtighten.

CAUTION:

- * Spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- * Never use a spark plug with a heat range that is not recommended for this motorcycle.
- * Do not attempt to dry or remove soot from the spark plug by burning the tip.

Ignition Timing Adjustment

Contact breaker point gap must be adjusted before the ignition timing adjustment is performed. Any change in gap will affect ignition timing.

Contact Breaker Point Gap Adjustment:

1. Remove the point cover.
2. Open contact points (1) with finger or small screwdriver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file. Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card, or chemical point cleaner.
3. Rotate the crankshaft in the clockwise

direction to find the position where each breaker point gap is at maximum and check using a feeler gauge.

4. The standard gap is 0.012–0.016 in. (0.3–0.4 mm).
5. When adjustment is necessary, loosen the contact breaker plate locking screws (2) and move the contact breaker plate to achieve correct gap. When properly adjusted, retighten locking screws (2).



(1) Contact breaker points
(2) Contact breaker plate locking screws



Ignition Timing Adjustment:

Do not perform this operation until point gaps have been adjusted.

1. Rotate the crankshaft in the clockwise direction and align the "F" timing mark (2) [1.4 cylinder (3)] to the timing index mark (1). At this time the contact breaker points (4) should just start to open. To determine accurately the exact moment of point opening, a



(1) Index mark (2) "F" mark
(3) Cylinder number
(4) 1.4 cylinder breaker points
(5) Contact breaker base plate

timing light should be connected across the 1.4 cylinder breaker points (4).

2. If the timing of the breaker point opening is incorrect (too early or too late), adjustment is made by loosening the three base plate locking screws (6) and carefully rotating the base plate (5) until the timing light flickers. Tighten base plate locking screws.



(6) Base plate locking screws
(7) Contact breaker right base plate
(8) Right base plate locking screws
(9) 2-3 cylinder breaker points

NOTE:

Rotating the base plate clockwise will retard ignition timing, counterclockwise rotation will advance ignition timing. Time the ignition to the "F" mark as advanced or retarded timing may cause engine damage.

3. Next, connect the timing light to 2.3 cylinder breaker points (9). Rotate the crankshaft 180° (1/2 turn) in the clockwise direction and align the "F" (2.3 cylinder) timing mark to the index mark (1). If the timing light flickers or goes off when these marks come into perfect alignment, no adjustment is necessary. If the moment of point opening is incorrect, loosen the two (2.3 cylinder) right base plate locking screws (8) and adjust in the same manner as described in section "2."

4. Recheck the contact breaker point gaps and the ignition timing. This static timing procedure is relatively accurate if done with care. For best results a stroboscopic timing light should be used to check both retarded and advanced engine ignition timing. Your Honda dealer has this equipment and can perform this operation for you.

CAUTION:

This ignition timing adjustment procedure must be made with care as advanced or retarded timing may cause engine damage. For best results, consult your Honda Dealer.



Valve Tappet Clearance Adjustment

Excessive valve clearance will cause tappet noise, and negative clearance will prevent valve from closing and cause valve damage and power loss. Therefore, valve tappet clearance should be maintained properly. Perform the valve tappet clearance check at the specified intervals.

NOTE:

- * The check or adjustment of the tappet clearance should be performed while the engine is cold. The clearance may tend to increase as the temperature rises.
- * The cylinders are numbered 1-4 from the left side of the rider's position.

1. Turn fuel valve to the "OFF" position, remove both fuel lines from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank

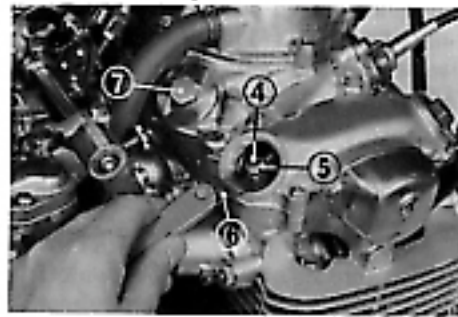
mount. Raise the back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set tank aside.

2. Remove the contact breaker point cover and the eight tappet adjusting hole caps (7).
3. While slowly rotating the crankshaft clockwise with the kick pedal, watch the #1 cylinder inlet valve tappet.



(1) Index mark (2) "T" mark
(3) 1.4 cylinder mark

When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark (1) and the "T" mark (2). Check the 1.4 cylinder mark (3). In this position, the piston in #1 cylinder will be at T.D.C. (top-dead-center) of the compression stroke and the intake and exhaust valves in the cylinder should be fully closed.



(4) Tappet adjusting screw
(5) Lock nut (6) Feeler gauge
(7) Hole cap

4. Check the clearance of both valves by inserting the feeler gauge (6) between the tappet adjusting screw (4) and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. Adjustment is necessary if the clearance is too small or excessive.

The standard tappet clearance is

IN- 0.002 in. (0.05 mm)

EX- 0.003 in. (0.08 mm)

5. Adjustment is made by loosening the tappet screw lock nut (5) and turning screw (4) until there is a slight drag on the feeler gauge (6). Hold the tappet adjusting screw in this position and tighten the lock nut (5). Recheck the clearance with the gauge.
6. To check or adjust clearance of #4 cylinder valves, rotate the crankshaft clockwise one full turn (360°) and align the marks as in step "3" above,

then follow steps "4" and "5".

7. Valve tappet adjustment for 2.3 cylinder can be performed as in steps "3" through "5" however, the 2.3 cylinder mark (3) must show (not 1.4 mark) when the index mark (1) and "T" mark (2) are aligned. The #2 cylinder inlet tappet should be watched (not #1).



(1) Index mark (2) "T" mark
(3) 2.3 cylinder mark

8. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks (2) as in step "7" above, then follow steps "4" and "5".
9. Install all tappet adjusting hole caps. Do not overtighten.

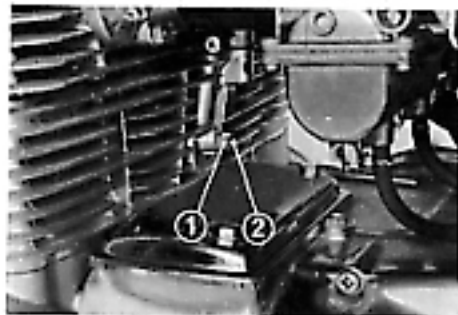
Cam Chain Adjustment

A loose cam chain will cause the valve timing to change, resulting in poor engine performance. It will cause a drop in power output and also produce excessive noise.

1. Set the crankshaft to T.D.C. (top-dead-center) of the compression stroke with the kick starter pedal.
2. Adjustment is made by loosening the tensioner lock nut (1). This will automatically release the tensioner screw (2), applying the proper tension to the cam chain.
3. After completing the adjustment, tighten the lock nut (1).

NOTE:

Do not apply excessive pressure on the tensioner screw.



(1) Tensioner lock nut
(2) Tensioner screw



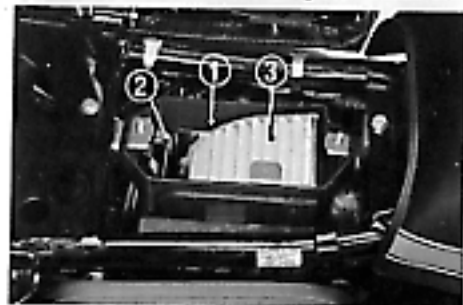
Air Cleaner Maintenance

Air cleaner element cleaning and/or replacement intervals depend on motor-cycle operating conditions. Your Honda dealer can help you to determine the frequency of cleaning or replacing the element.

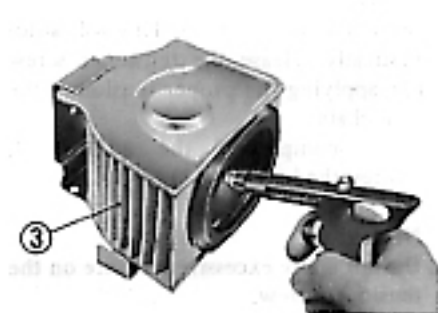
A device is built inside the air cleaner case to separate oil or water from the crankcase breather tube vapors. Clean the

breather element when cleaning the air cleaner element.

1. Raise the seat and remove the air cleaner cover by unscrewing the wing nuts.
2. Lift out the air cleaner element retaining clip (2). Remove the air cleaner element (3).



(1) Air cleaner case (2) Retaining clip



(3) Air cleaner element

3. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.
4. Remove the element cover (4) and breather element (5).

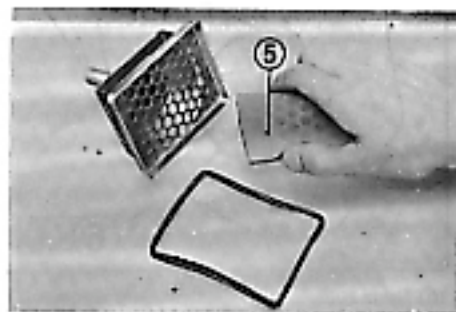


(4) Breather element cover

5. Wash the breather element (5) in clean solvent. Squeeze out excess solvent and then dry the element thoroughly.

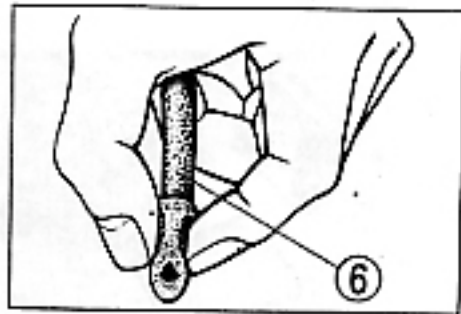
WARNING:

Gasoline or low flash point solvents are explosive and highly flammable and must not be used to clean the breather element. Fire or explosion could result.



(5) Breather element

6. Squeeze to open lower end of the drain tube (6), and remove any oil or water which may have accumulated.
7. To reinstall the air cleaner, reverse the removal procedure.



(6) Drain tube

CAUTION

- Check the drain tube for clogging and routing.

Throttle Cable Inspection

WARNING:

For safe operation and positive engine response, the throttle cable must be properly adjusted.

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed positions. Check at full left and full right steering positions.
2. Inspect the condition of throttle cables from the throttle grip down to each of the carburetors. If the cables are kinked, chafed or improperly routed, they should be replaced and/or rerouted. Recheck cables for tension or stress at both full left and full right steering positions.

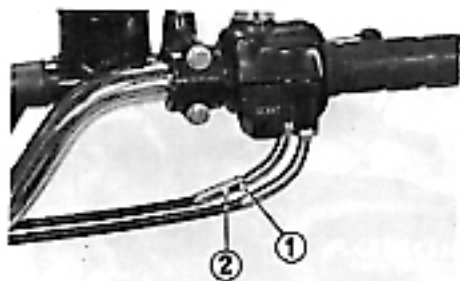


(1) Throttle cable

Throttle Grip Play Adjustment

Standard throttle grip play is approximately 10–15° of the grip rotation. This play can be attained by adjustment of the grip play adjuster (2).

Loosen the grip play adjuster lock nut (1) and turn the adjuster in either direction to obtain the grip free play rotation of 10–15°. Retighten the lock nut.



(1) Grip play adjuster lock nut
(2) Grip play adjuster

Carburetor Adjustment

NOTE:

Before making adjustments to the carburetor, be sure the ignition system is functioning properly and the engine has good compression. Do not attempt to compensate for other faults by carburetor adjustment.

A carburetor which is out of adjustment will adversely affect the performance of the engine; therefore, it is important that the carburetor always be maintained in perfect adjustment.

1. Start and warm up the engine for several minutes.
2. Set the engine idle speed to 1,000 rpm by adjusting the stop screw (1). Turning the stop screw in the (A) direction will increase the rpm, and turning in the (B) direction will result in a decrease.

3. After performing the adjustment in section 1 and 2 above, if the proper idle speed cannot be obtained, have the carburetors readjusted by your authorized HONDA dealer.

NOTE:

Carburetor synchronization requires the use of special instruments and should be performed by an authorized Honda dealer.



(1) Stop screw

Fuel Filter Maintenance

The fuel filter is incorporated in the fuel valve which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of fuel and cause the carburetors to malfunction; therefore, the fuel filter should be serviced periodically by your authorized Honda dealer.



Clutch Adjustment

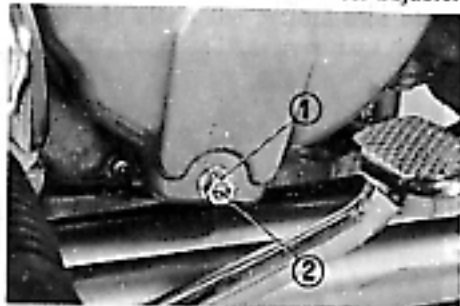
The clutch should be adjusted so that pulling in the clutch lever will completely disengage the transmission from the engine. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have a tendency to creep.

However, if the clutch does not fully engage, the clutch will slip causing rapid wear and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

The normal clutch lever free play is measured 0.4–0.8 in. (10–20 mm) at lever end before the clutch starts to disengage.

To adjust, perform the following steps.

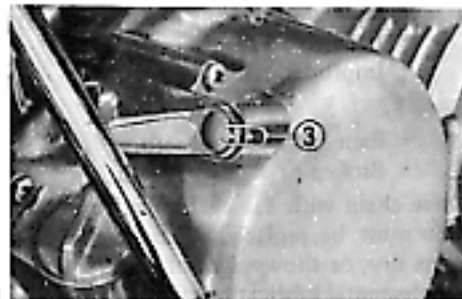
1. Clutch adjustment is made by loosening the clutch adjuster lock nut (1) and turning the adjuster (2) to align the alignment marks (3) (page 57) on actuating arm and engine side cover.
2. Minor adjustment can be made at both adjusters at the upper and lower ends of the clutch cable. Loosen the lock nut (5) ((6) at the lower end) at the clutch lever and turn the cable adjuster



(1) Clutch adjuster lock nut
(2) Clutch adjuster

bolt (4) ((7) nut at the lower end). Turning the cable adjuster bolt (nut at the lower end) in the direction (A) will increase the play in the clutch lever, turning in the (B) direction will decrease the play. Do not forget to tighten the lock nut after completing the adjustment.

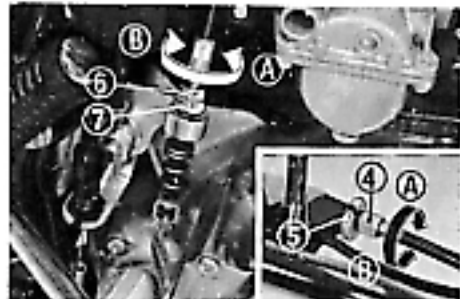
3. After the adjustment has been made, check to see that the clutch is not



(3) Alignment marks

slipping and is properly disengaging.

After the engine starts, pull in the clutch lever and shift into gear, and 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 gradually accelerate.



(4) Clutch cable adjuster bolt (5) Lock nut
(6) Lock nut (7) Clutch cable adjuster nut

Drive Chain Maintenance

The service life of the drive chain is dependent upon proper lubrication and adjustment. Proper maintenance will help to extend service life and ensure smooth power transmission to the rear wheel. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain must be checked, and serviced as necessary, after the first 200 miles of operation, and at least every 500 miles thereafter. If your CB550F is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

Inspection:

Place the motorcycle on the center stand, with the transmission in neutral. Turn the rear wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

Drive chain

- Damaged rollers
- Loose pins
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper adjustment

Sprockets

- Excessively worn teeth
- Broken or damaged teeth

Drive chain with damaged rollers or loose pins must be replaced. Chain which appears dry, or shows signs of rust, requires supplemental lubrication. Kinked or binding links should be thoroughly lubricated and worked free.

If links cannot be freed, the chain must be replaced.

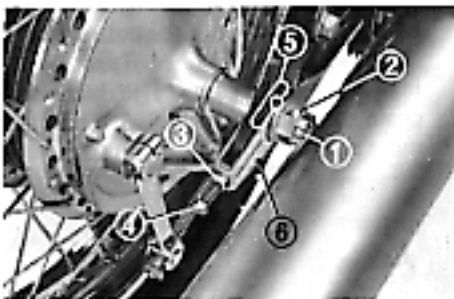
CAUTION:

Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.



Tension adjustment:

Drive chain slack should be checked and adjusted as necessary. After the first 200 miles of operation and at least every 500 miles thereafter. CB550F motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent adjustment.



(1) Cotter pin (2) Axle nut (3) Lock nut
(4) Drive chain adjusting bolt
(5) Index mark (6) Chain adjuster plate



The procedure for tension adjustment is as follows.

- Place the motorcycle on its center stand, with transmission in neutral. Engine should be stopped.
- Remove cotter pin (1) from the rear axle nut (2).
- Loosen lock nuts (3) on both adjusting bolts (4).
- Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained. Turn adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.



Adjust to provide approximately 20 mm (3/4 inch) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain. Slack must not be less than 20 mm (3/4 inch) at a point midway between the sprockets, regardless of the chain section at which measurement is taken.

- Check rear axle alignment with the index marks on the rear swinging arm. Both left and right marks should correspond. If the axle appears misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the rear swinging arm.
- Tighten both adjusting bolt lock nuts.
- Tighten the axle nut and install the cotter pin.

Tighten torque for rear axle nut 800–1000 kg-cm (58–73 lbs.-ft.)



CAUTION:

- Always replace used cotter pins with new ones.
- Check rear brake pedal free travel. When the rear wheel is repositioned to adjust drive chain slack, brake pedal free travel is also affected. Refer to page 67 for brake adjustment instructions.
- Remove the motorcycle from its center stand. While sitting on the machine, roll it forward or backward to be certain there are no tight spots in the chain. With the motorcycle on its wheels and laden with the rider's weight, the rear swinging arm moves toward a horizontal position, and drive chain slack decreases. Drive chain slack should not be less than 13 mm (1/2 inch) with the motorcycle on its wheels and laden.

Lubrication:

Normally rear drive chain lubrication is performed without removing the chain, at the time of chain adjustment. More frequent inspection and servicing is required under severe operating conditions.

- The CB550F is equipped with an endless type drive chain and requires periodic inspection. If dirty or rusted, clean with brush and solvent, wipe and dry with a clean rag. Inspect the chain for wear (sloppy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of good engine oil or chain lubricant. If damaged or worn, the chain should be replaced. Replacement of the endless chain requires a special tool, therefore your HONDA dealer should be consulted.
- Adjust drive chain as described in steps "a–f", pages 60–61.