



HONDA MOTOR CO., LTD.

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HONDA

*Aspencaade*

OWNER'S MANUAL



GL1200A GOLDWING 1985

## 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 THIS 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 motorcycle and should remain with the motorcycle when resold.

## HONDA GL1200 ASPENCADE OWNER'S MANUAL

1985



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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 motorcycle, but also the motorcycle'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
- \*Honda Motorcycle Noise Control Systems, Distributor's 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!

## OPERATION

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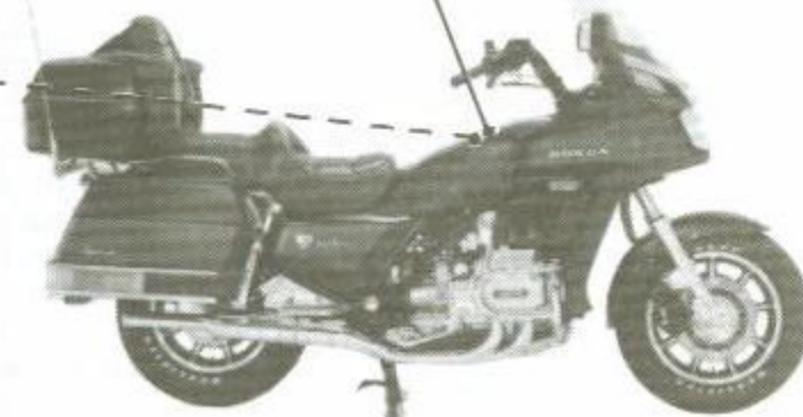
## MOTORCYCLE SAFETY

Read these **WARNING LABELS** before you ride!

REMEMBER ■ PRESERVE NATURE  
■ ALWAYS WEAR A HELMET ■ RIDE SAFELY  
■ READ OWNER'S MANUAL CAREFULLY BEFORE RIDING

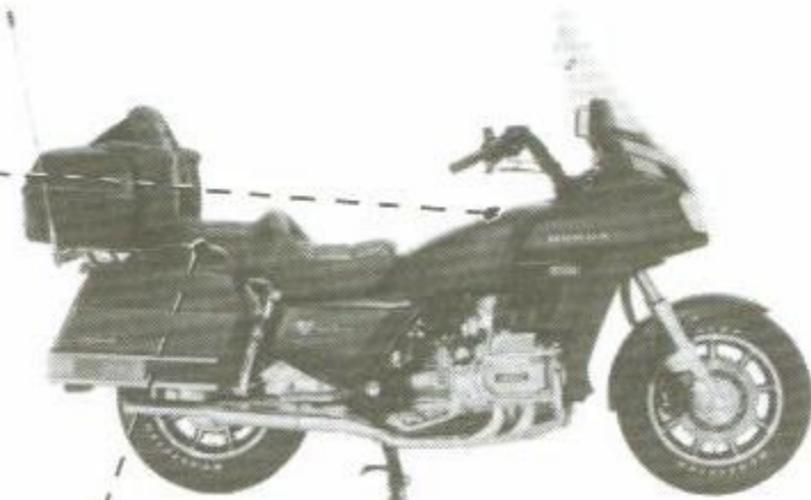
### WARNING : ACCESSORIES AND LOADING

- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNING CONTAINED IN THE OWNER'S AND THE INSTRUCTIONS IN THE ACCESSORY HANDBOOK BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE VEHICLE CAPACITY LOAD HAS BEEN EXCEEDED.
- THE CARGO LOAD MUST NOT EXCEED 27 KG (60 LBS) UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENDED.



**RADIATOR CAUTION**

- DO NOT REMOVE RADIATOR CAP WHEN ENGINE IS HOT. ONLY REMOVE CAP WHEN DRAINING COOLANT.
- CHECK THE COOLING SYSTEM FREQUENTLY BY OBSERVING LEVEL IN THE RESERVE TANK AND NECESSARY COOLANT AT RESERVE TANK FILLER OPENING.
- USE A 50/50 SOLUTION OF ANTI-FREEZE AND WATER. USE ONLY ANTI-FREEZE OR SUMMER COOLANT RECOMMENDED FOR USE IN ALUMINUM ENGINES.
- USE SOFT WATER (HARD WATER OR SALT WATER IS HARMFUL TO ALUMINUM).
- REFER TO OWNER'S MANUAL FOR COMPLETE INFORMATION.



**IMPORTANT INFORMATION**

**COLD TIRE PRESSURES :**

[UP TO VEHICLE CAPACITY LOAD]	FRONT 225 kPa, 2.25 kg/cm <sup>2</sup> , 32 psi
	REAR 280 kPa, 2.80 kg/cm <sup>2</sup> , 40 psi
[UP TO 90 kg (200 lbs.) LOAD]	FRONT 225 kPa, 2.25 kg/cm <sup>2</sup> , 32 psi
	REAR 225 kPa, 2.25 kg/cm <sup>2</sup> , 32 psi

VEHICLE CAPACITY LOAD 177 kg (390 lbs)

TIRE SIZE : FRONT 130/90-16 67H REAR 150/90-15 74H

TIRE BRAND	FRONT	REAR
DUNLOP	F11	K627
MICHELIN	A48	M48
MIN. RECOMMEND CENTER TREAD DEPTH		
FRONT 1.5 mm (0.06 in.)	REAR 2.0 mm (0.08 in.)	

Read Owner's manual

THIS MOTORCECLE EQUIPPED WITH TUBELESS TIRES

**WARNING**

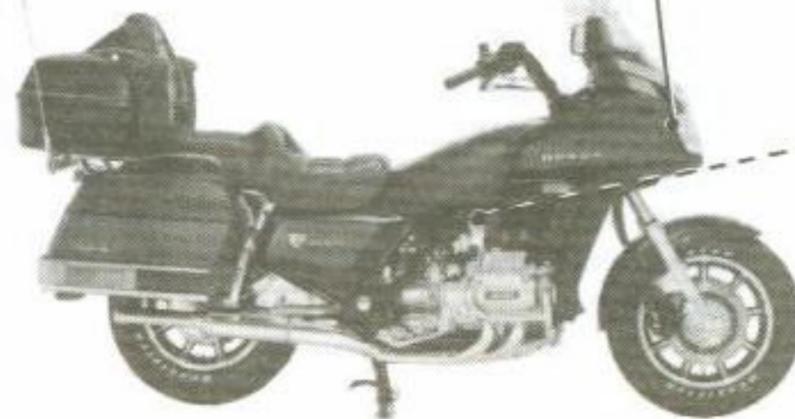
- DO NOT STORE ARTICLES BETWEEN FAIRING AND MOTORCYCLE. THEY MAY INTERFERE WITH STEERING CAUSING LOSS OF CONTROL.
- ACCESSORIES AND CARGO CAN REDUCE A MOTORCYCLE'S STABILITY, PERFORMANCE AND SAFE OPERATING SPEED.
- NEVER RIDE AN ACCESSORY EQUIPPED MOTORCYCLE AT SPEEDS ABOVE 80 MPH(130KM/H). THIS 80 MPH(130KM/H) LIMIT MAY BE REDUCED BY INPROPER LOADING, WORN TIRES AND OVERALL MOTORCYCLE CONDITION, POOR ROAD OR WEATHER CONDITIONS, ETC.
- READ **LOADING AND ACCESSORIES AND TIRES** SECTION IN OWNERS MANUAL.

**WINDSHIELD CLEANING**

CLEAN WINDSHIELD WITH SOFT CLOTH OR SPONGE AND PLENTY OF WATER, DRY WITH SOFT CLEAN CLOTH. REMOVE MINOR SCRATCHES WITH COMMERCIALY, AVAILABLE PLASTIC POLISHING COMPOUND. REPLACE WINDSHIELD IF SCRATCHES CANNOT BE REMOVED AND THEY OBSTRUCT CLEAR VISION.

**CAUTION**

DO NOT LET BATTERY FLUID OR OTHER ACID CHEMICALS GET ON WINDSHIELD. THEY WILL DAMAGE THE PLASTIC.



**CAUTION**

- AIR PRESSURE ON THE CENTER STAND.
- DO NOT ADJUST AIR PRESSURE WHILE RIDING.
- CHECK THE SUSPENSION AIR PRESSURE BY SIMULTANEOUSLY PUSHING THE MAIN VALVE AND EITHER THE INCREASE OR DECREASE BUTTON.
- DO NOT PUSH THE INCREASE BUTTON FOR MORE THAN 5 MINUTES.

## SAFE RIDING RULES

### WARNING

\* *Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride.*

1. Always make a pre-ride inspection (page 66) 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 ride 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 as well as 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.*

## 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 additional accessories must not exceed 390 lbs (177 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 (page 36), front and rear suspension (pages 23-25) to suit load weight and riding conditions.
3. Luggage racks are for lightweight 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. Recheck 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.

6. Do not exceed maximum capacity load of Honda accessories.

Travel trunk: 20 lbs (9 kg)

Saddlebags: 20 lbs (9 kg) each side

Fairing pockets:

5 lbs (2 kg) each side

7. The Honda fairing, travel trunk and saddlebags are designed for the GL1200 INTERSTATE and GL1200 ASPEN-CADE only. Do not install them on any other motorcycle.
8. Do not store articles between fairing and motorcycle. They may interfere with steering causing loss of control.

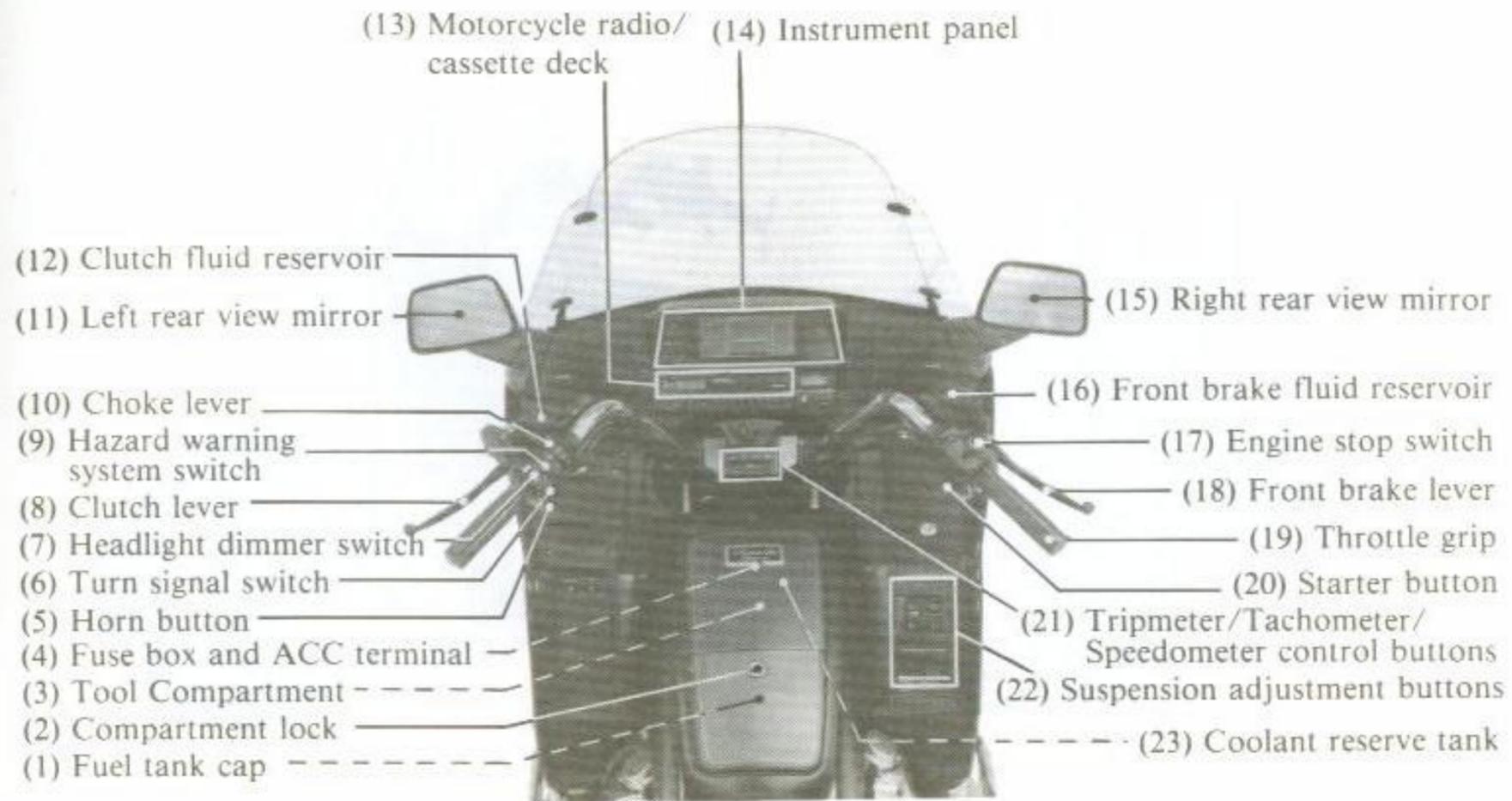
### Accessories

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, and these:

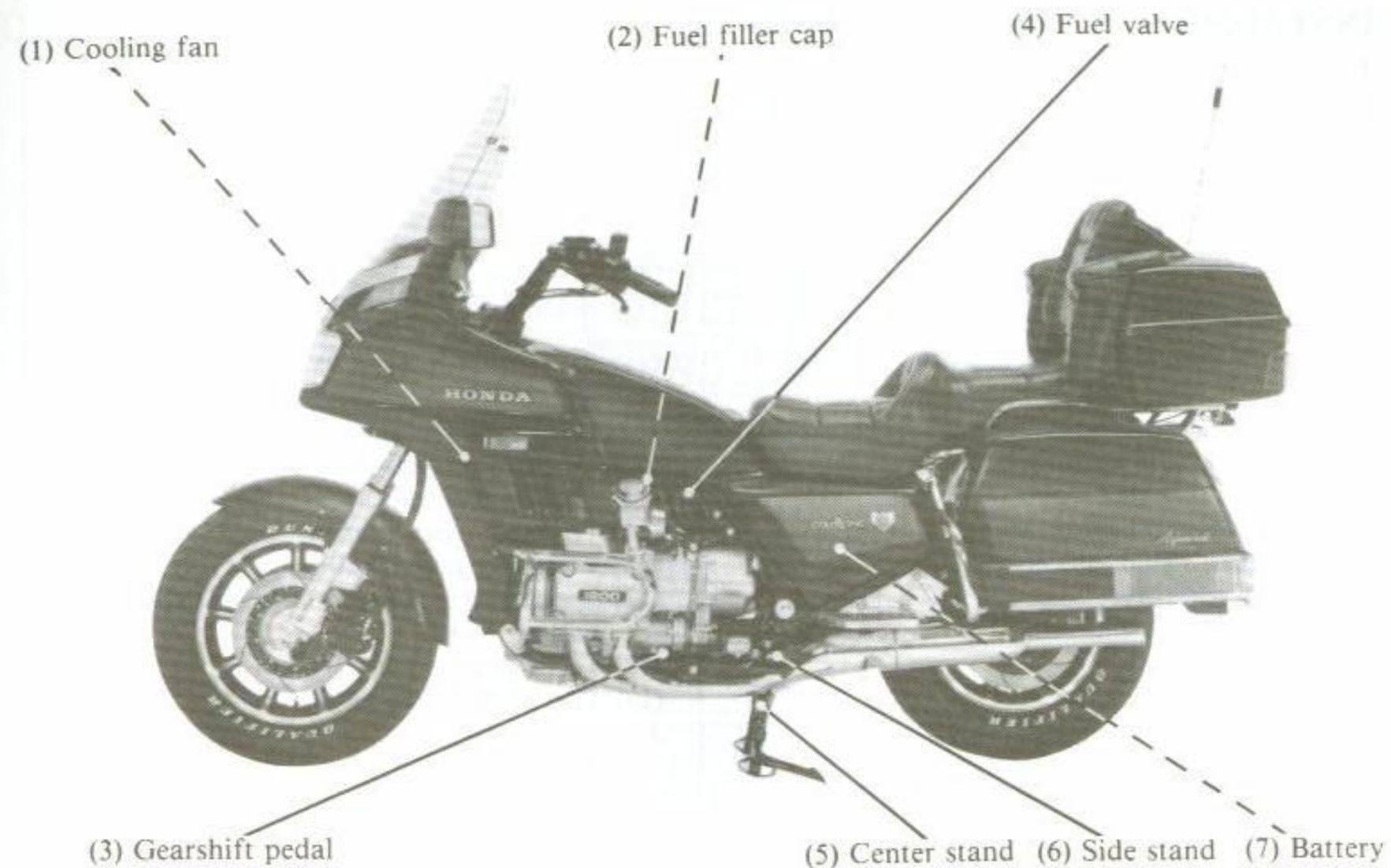
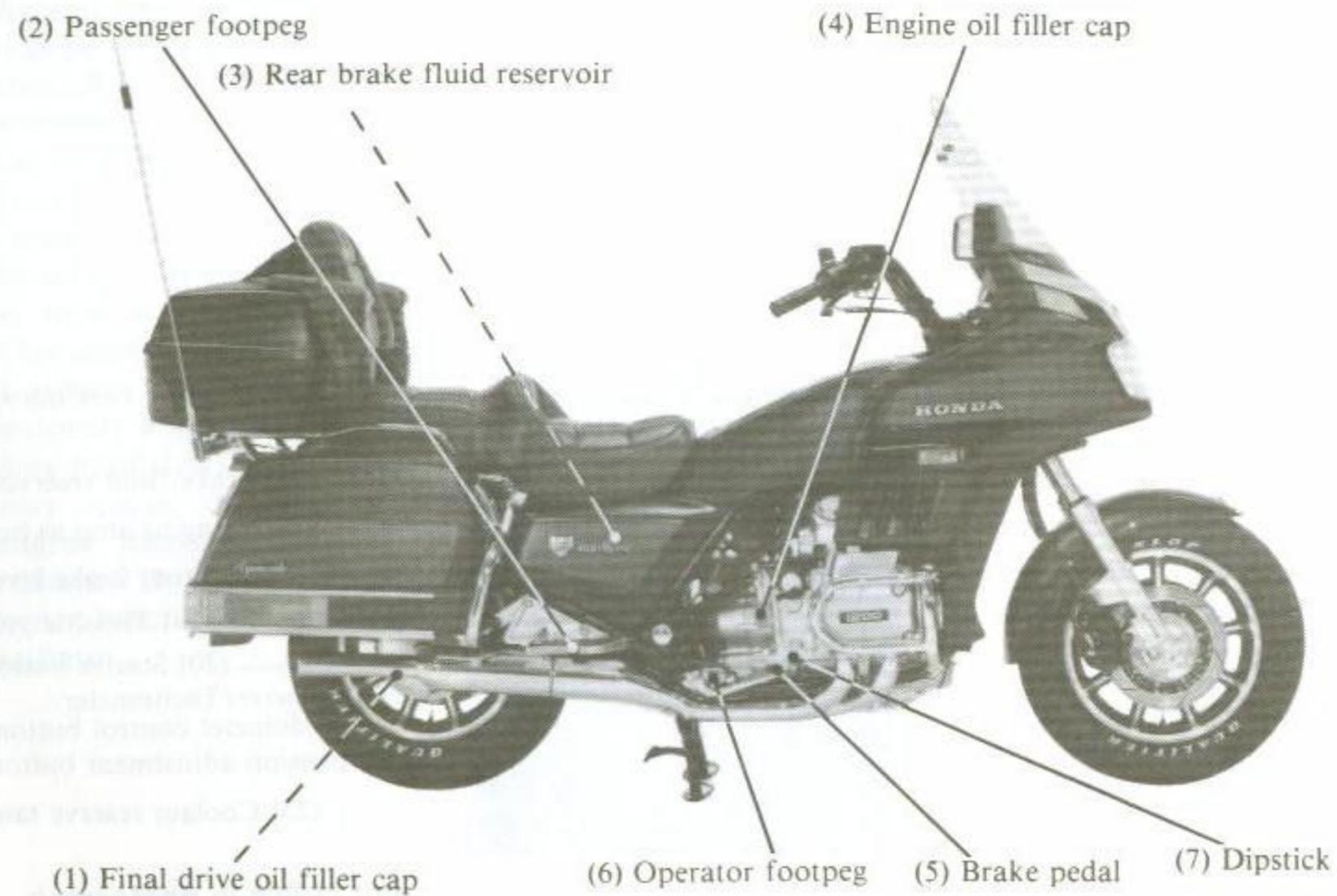
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic 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.

## PARTS LOCATION



----- not visible in photograph



## INSTRUMENTS AND INDICATORS

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

### USA model:

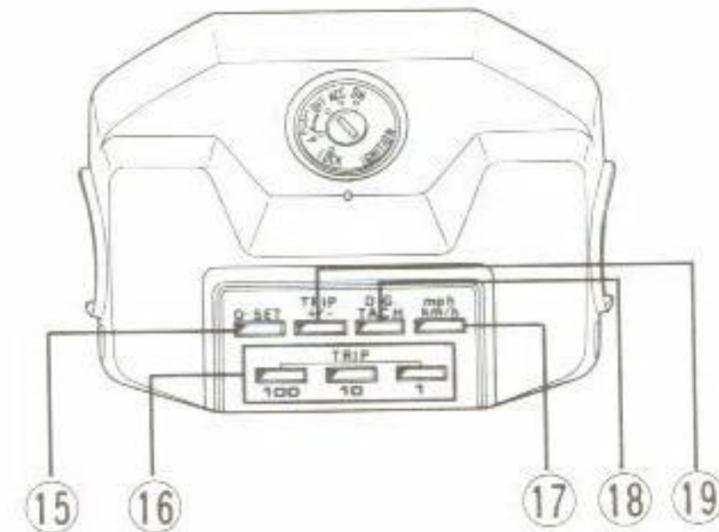
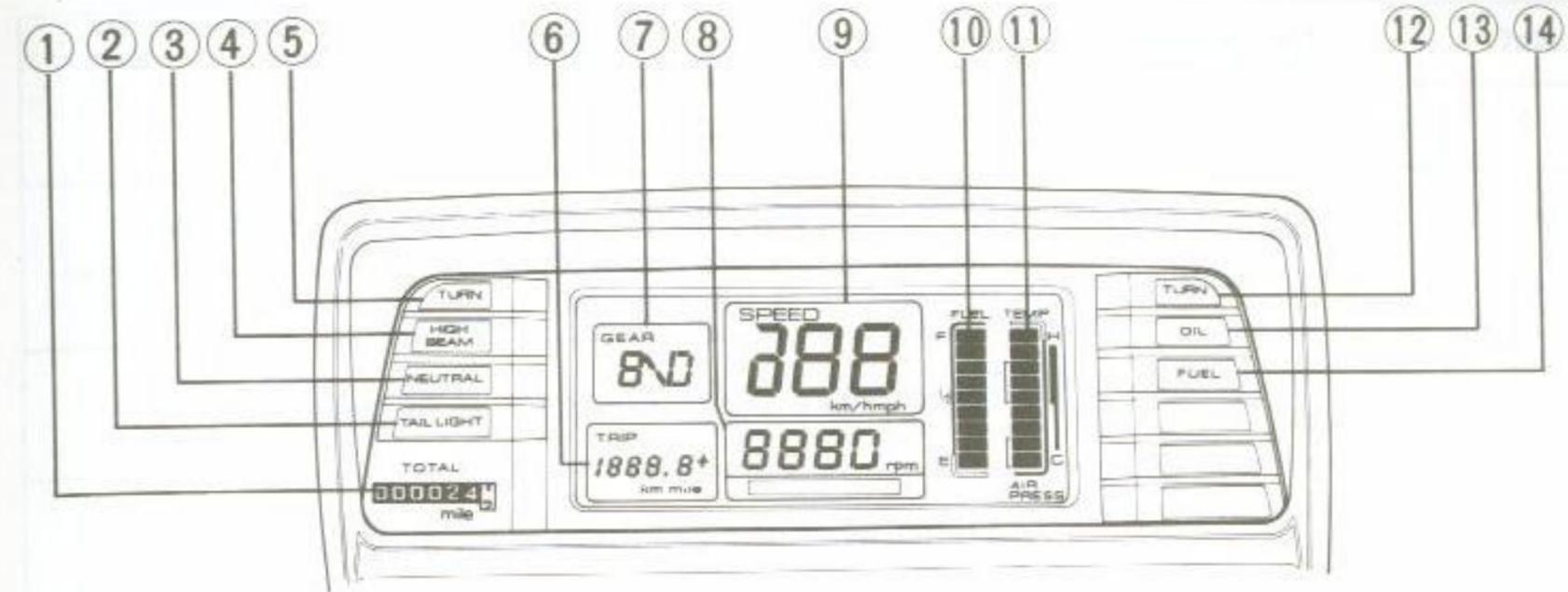
Odometer and tripmeter read in miles.

### Canadian model:

Odometer and tripmeter read in kilometers.

- (1) Odometer
- (2) Tail/stoplight warning light
- (3) Neutral indicator
- (4) High beam indicator
- (5) Left turn signal indicator
- (6) Digital tripmeter
- (7) Gear position indicator
- (8) Tachometer
- (9) Speedometer
- (10) Fuel gauge
- (11) Coolant temperature/suspension air pressure gauge

- (12) Right turn signal indicator
- (13) Oil pressure warning light
- (14) Fuel reserve indicator
- (15) Tripmeter reset button
- (16) Tripmeter preset button
- (17) Speedometer (km/h ↔ MPH) select button
- (18) Tachometer display button
- (19) Trip mode select button



Ref.	Description	Function
1	Odometer	Shows accumulated mileage.
2	Tail/stoplight warning light	Lights when the tail/stoplight bulb is burned out. Should light for a few seconds and go out when the ignition switch is turned ON.
3	Neutral indicator (green)	Lights when the transmission is in neutral.
4	High beam indicator (blue)	Lights when the headlight is on high beam.
5	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
6	Digital tripmeter	Shows mileage per trip (see page 20).
7	Gear position indicator	Indicates gear position (see page 19).
8	Tachometer	Shows engine rpm (see page 18).

Ref.	Description	Function
9	Speedometer	Shows riding speed
10	Fuel gauge	Shows approximate fuel supply available (see page 17).
11	Coolant temperature/suspension air pressure gauge	Shows coolant temperature (see page 17) or suspension air pressure (see page 24).
12	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
13	Oil pressure warning light (red)	Lights when engine oil pressure is below the normal operating range. Should light when the ignition switch is ON and the engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when the engine is warm. <b>CAUTION:</b> * <i>Running the engine with insufficient oil pressure will cause serious engine damage.</i>

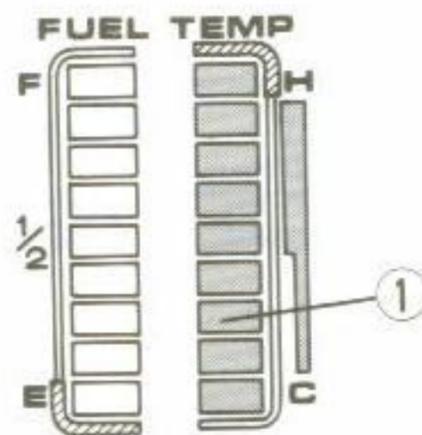
Ref.	Description	Function
14	Fuel reserve indicator	When this lamp comes on while riding, there is about 4.2 liters (1.1 US gal) left in the tank. Should light for a few second and go out when the ignition switch is turned ON.
15	Tripmeter reset button	Pressing the button resets the tripmeter to zero (0) (see page 21).
16	Tripmeter preset button	Pressing the button presets the digital tripmeter (6) (see page 21).
17	Speedometer (km/h MPH) select button	Select speedometer readout in km/h or MPH (see page 16).
18	Tachometer display button	Turns the tachometer digital readout display (8) ON and OFF (see page 18).
19	Trip mode select button	Selects accumulating or decreasing mileage tripmeter mode (see page 21).

### Coolant Temperature Gauge

When the coolant temperature gauge liquid crystal display (1) exceeds the first segment, the engine is warm enough to ride the motorcycle. Normal operating temperature is between the second and eighth segments. If the liquid crystal display exceeds the ninth segment, stop the engine and check the reserve tank coolant level. Read pages 29-30 and do not ride the motorcycle until the problem has been corrected.

#### CAUTION:

\* *Exceeding maximum running temperature may cause serious engine damage.*



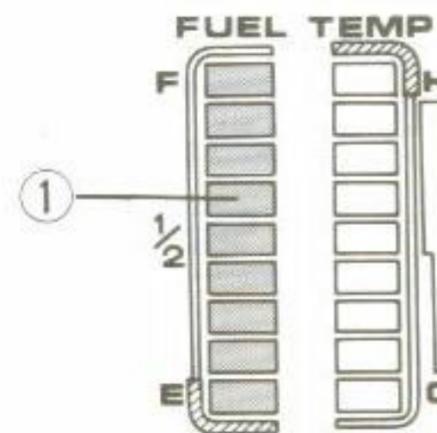
(1) Coolant temperature L.C. display

### Fuel Gauge

The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display.

At F (full), there is 22 l (5.8 US gal). When the first segment from the E flashes, there is about 5.2 l (1.4 US gal) left in the tank. Refill the tank as soon as possible. Refer to page 32 for the fuel recommendation.

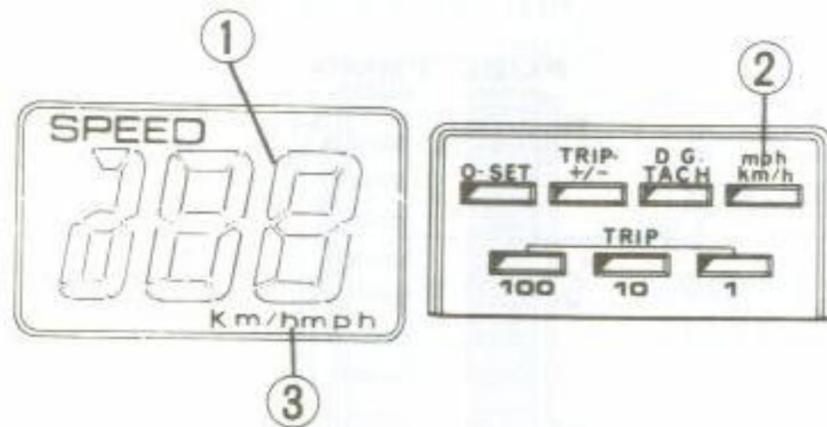
When the fuel reserve indicator lamp comes on, there is about 4.2 l (1.1 US gal) left in the tank.



(1) Fuel L.C. display

### Speedometer

The speedometer liquid crystal display (1) shows riding speed. The speedometer readout can be changed to show either MPH or km/h by pressing the display select button (2). The speed mode chosen will be displayed in the MPH/km/h display (3).



- (1) Speedometer liquid crystal display
- (2) Display select button
- (3) MPH/Km/h display

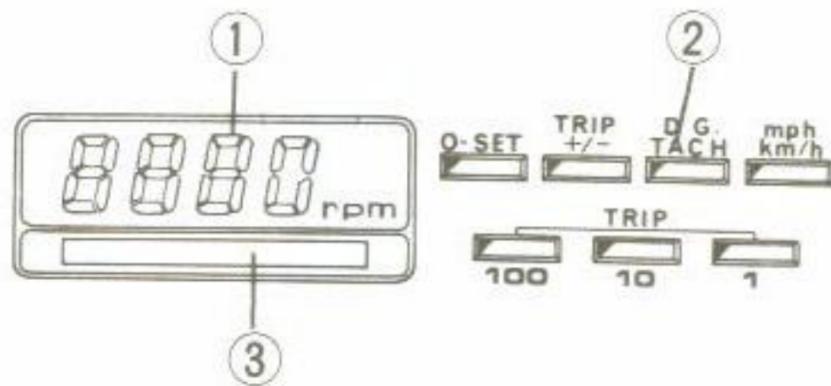
### Tachometer

The tachometer liquid crystal display (1) shows engine speed and can be turned on or off by pressing the tachometer display button (2).

When engine speed reaches 6,500 rpm, the red bar (3) will light indicating that engine speed is approaching the maximum limit. The red bar will flash when engine speed reaches or exceeds the maximum limit of 7,500 rpm: never allow the red bar to flash.

#### CAUTION:

\* A flashing red bar indicates the maximum limit of engine speed. Running the engine hard enough to cause the red bar to flash will adversely affect engine service life.



- (1) Tachometer liquid crystal display
- (2) Tachometer display button
- (3) Red bar

### Gear Position Indicator

The gear position liquid crystal display (1) lights N when the transmission is in neutral, and displays each gear (1-2-3-4-OD) while riding.

The overdrive gear (OD) provides better fuel economy at highway speeds and quieter operation because of lower engine rpm's.



(1) Gear position L.C. display

### Digital Tripmeter

The tripmeter liquid crystal display (1) lights when the ignition switch is turned ON.

If the speedometer is in the MPH mode, the digital tripmeter will display miles. If the speedometer is in the km/h mode, the digital tripmeter will display kilometers (page 18).

The tripmeter may be preset to any mileage and shows accumulated mileage or decreasing mileage to destination.

#### Tripmeter L.C. display (1):

This displays accumulated or decreasing mileage.

#### Trip mode L.C. display (2):

This displays which counting mode the tripmeter is in.



#### Trip Mode select button (3):

Pressing this button selects either Trip Mode (+) or (-). Trip mode (+) is used to count up mileage from 0 (zero) miles. Trip mode (-) counts down from mileage preset by the rider until 0.0 miles has been reached; whereupon it enters Trip Mode (+) and begins to count up the mileage from 0 (zero) miles.

#### NOTE:

- \* While either mode is displayed, the other mode continues to count.
- \* If the ignition switch is turned from ON to any other ignition position, the count display will be memorized. However, if the battery is disconnected, the display memory will vanish and the tripmeter will display 0.0 (zero) after reconnecting the battery.

#### Trip preset buttons (4):

These buttons are used to preset mileage to your destination. Set mileage by pressing and releasing each button until the desired preset mileage is obtained. If, for example, your destination was 324 miles away, you

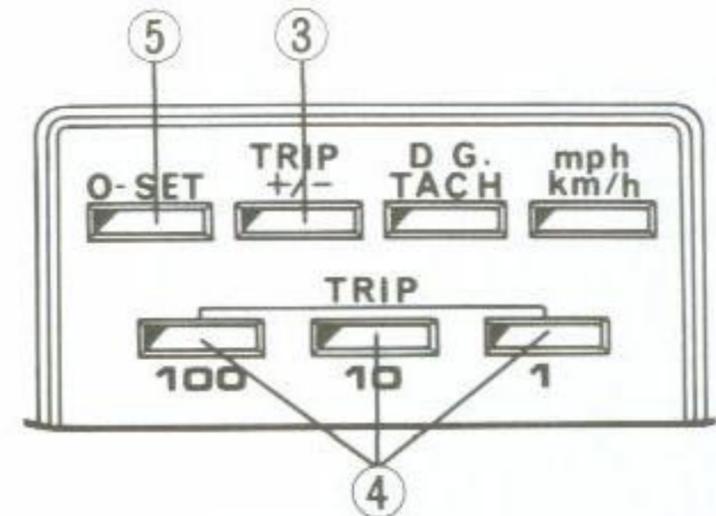
would press and release the 100 button three times, the 10 button twice, and the 1 button four times; this would preset your tripmeter at 324.0 miles, and depending on which Trip Mode was chosen, would either count up or down from this mileage.

#### NOTE:

- \* Tenths-of-a-mile cannot be preset.

#### Trip reset button (5):

Pressing and holding this button resets the tripmeter to 0.0 miles.



- (3) Trip mode select button
- (4) Trip preset button
- (5) Trip reset button

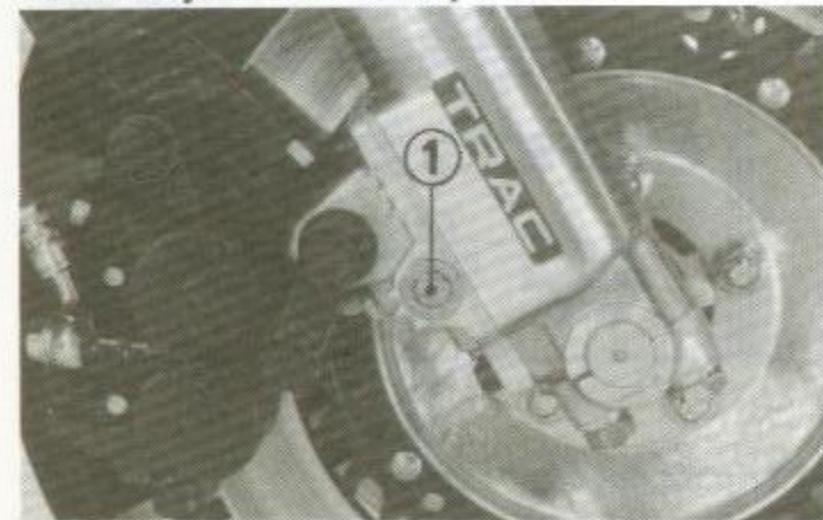
## MAJOR COMPONENTS (Information you need to operate this motorcycle)

### CAUTION:

- \* Make sure you perform the Pre-ride Inspection (Page 66) before you ride this motorcycle.

### T.R.A.C. Anti-dive adjuster

The T.R.A.C. system reduces nose-dive during braking and may be adjusted to the rider's choice, independent of load or the rider's weight. The adjusters (1) are located on the right and left front forks and can be set to any one of four positions.

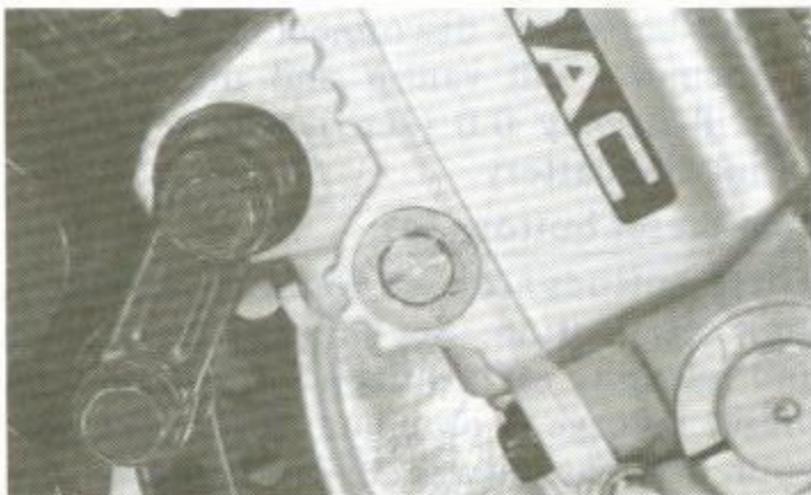


22 (1) Adjuster

### WARNING

- \* Make absolutely sure that the right and left adjusters are set to the same positions.
- \* Do not position the adjusters between the numbered adjustment points.

Adjuster position	T.R.A.C. damper force
1	Light anti-dive
2	Medium
3	Hard
4	Maximum anti-dive



Adjuster shown set in the "2" position

## SUSPENSION

### Air pressure adjustment:

The front and rear suspension of this motorcycle can provide the desired ride and level under various rider/cargo weights and riding conditions through adjustments of the air pressure. The recommended pressures under normal conditions are:

Front: 0–6 psi (0–40 kPa, 0–0.4 kg/cm<sup>2</sup>)

Rear: 28–57 psi (200–400 kPa, 2.0–4.0 kg/cm<sup>2</sup>)

### NOTE:

- \* The usable air pressure range for the rear suspension is 0–57 psi (0–400 kPa, 0–4.0 kg/cm<sup>2</sup>).

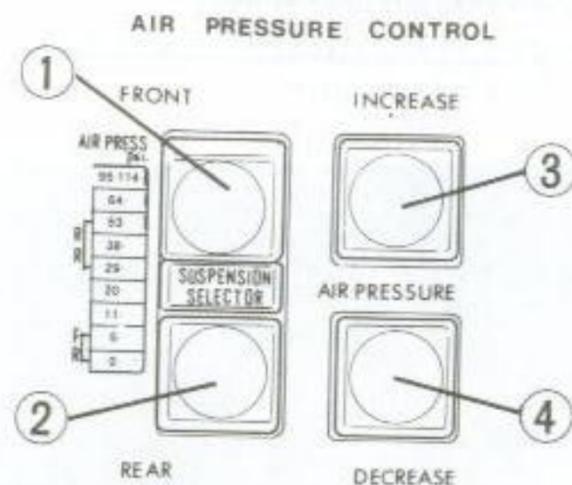
Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/Load	Riding Conditions
0 psi (0 kPa, 0 kg/cm <sup>2</sup> )	28 psi (200 kPa, 2.0kg/cm <sup>2</sup> )	One	Ordinary or city road riding
↕	↕	↕	↕
6 psi (40 kPa, 0.4 kg/cm <sup>2</sup> )	57 psi (400 kPa, 4.0kg/cm <sup>2</sup> )	Up to vehicle capacity load	Rough road riding

The air suspension system adjusts the front and rear suspension's air pressure by means of the Suspension Selector Buttons and the Air Pressure Buttons. The air suspension system will only operate if the ignition key is in the ON position with motorcycle stopped.

**WARNING**

- \* Never check or decrease air pressure while riding. Keep both hands on the handlebars while riding.



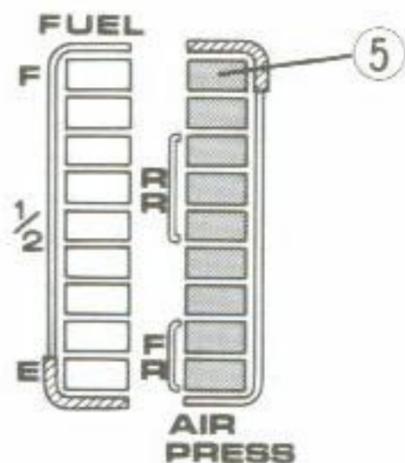
- (1) FRONT Suspension Selector Button
- (2) REAR Suspension Selector Button
- (3) INCREASE Air Pressure Button
- (4) DECREASE Air Pressure Button

**CAUTION:**

- \* Always use the center stand when adjusting air pressures. Do not use the side stand when adjusting the air pressure, as you will get false pressure readings and the motorcycle may fall over.

**Air Pressure/Coolant Temperature L.C. display (5)**

The air pressure/coolant temperature liquid crystal normally displays coolant temperature. To indicate air pressure, press either the FRONT (1) or REAR (2) Suspension Selector Button. The L.C. will then display the approximate air pressure for the Front (FR) or Rear (RR) suspension,



- (5) Air Pressure/Coolant Temperature L.C. Display

whichever was selected. When the Suspension Selector Button is released, the L.C. display returns to show coolant temperature. To adjust the front suspension air pressure:

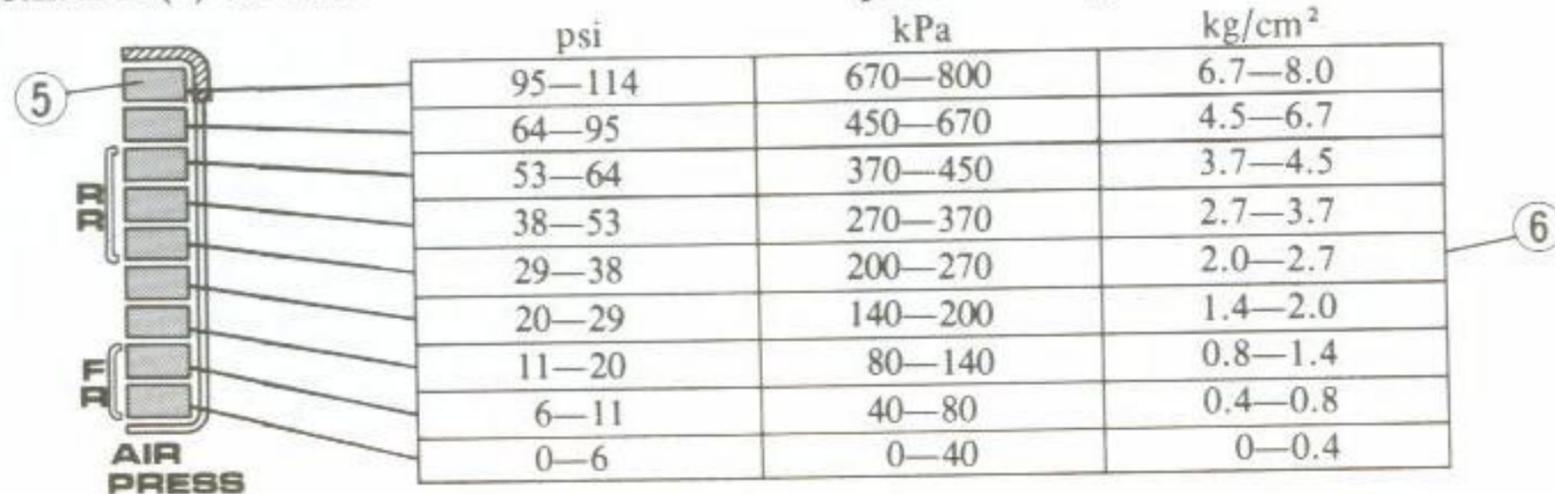
Press and hold the FRONT (1) Suspension Selector Button: To increase air pressure, press the Air Pressure INCREASE (3) button; to decrease air pressure, press the DECREASE (4) button.

To adjust the rear suspension air pressure:

Press and hold the REAR (2) Suspension Selector Button: To increase air pressure, press the Air Pressure INCREASE (3) button; to decrease air pressure, press the DECREASE (4) button.

**NOTE:**

- \* We recommend that you do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.
- \* Do not use the onboard air suspension leveling system for more than 5 minutes at a time or the air pump unit may be damaged.
- \* We also recommend that you do not use the radio and other electrical accessories when the INCREASE button (3) is being operated to prevent over discharging of the battery.
- \* The air pressure bar that lights on the l.c. display shows that the air pressure in the suspension selected is within the air pressure range shown in the chart (6).



(6) Air Pressure Chart

## BRAKES

Both front and rear brakes are hydraulic disc types.

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. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 96), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

### Front Brake Fluid Level:

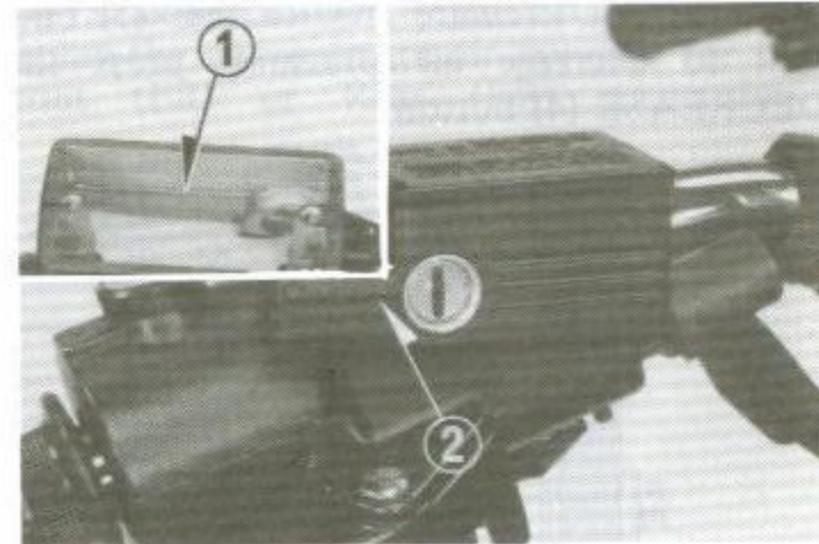
#### WARNING

- \* *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.*

Remove the screws, reservoir cover, and diaphragm. Whenever the level is near the lower level mark (2) on the front reservoir, fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (1). Reinstall the diaphragm and cover. 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 4 brake fluid from a sealed container*
- \* *Handle brake fluid with care because it can damage paint and instrument lenses.*
- \* *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

### Rear Brake Fluid Level:

#### 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.*

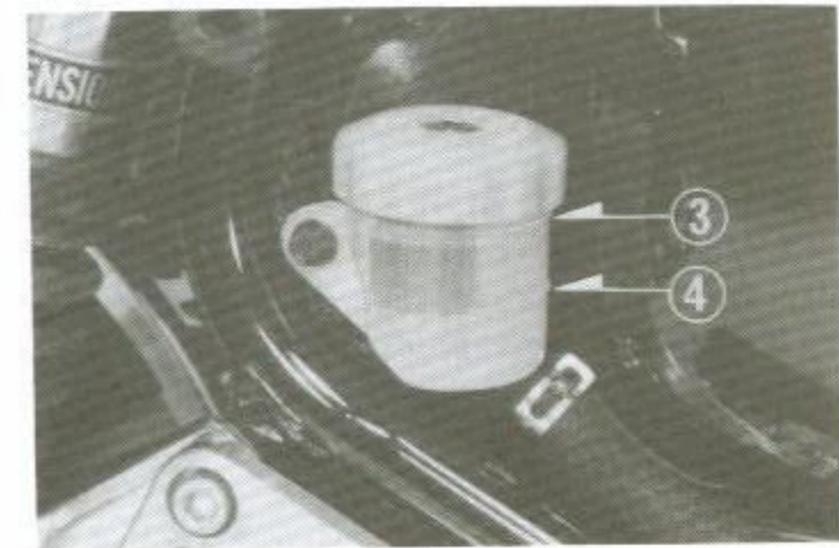
Remove the reservoir cap, washer and diaphragm. Whenever the level is near the lower level mark (4) on the rear reservoir, fill the reservoir with DOT 4 BRAKE FLUID from a sealed container, up to the upper level mark (3). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

#### CAUTION:

- \* *Use only DOT 4 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.*

### Other Checks:

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



(REAR)

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

## CLUTCH

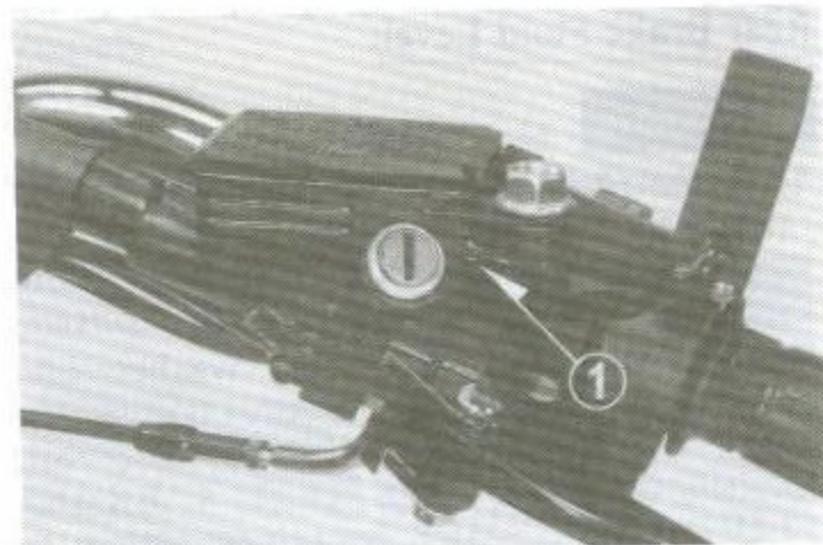
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your authorized Honda dealer for this service.

### Fluid level:

Check that the fluid level is above the LOWER LEVEL LINE (1). If the fluid level is near the LOWER LEVEL LINE, it indicates fluid leakage. See your authorized Honda dealer for repair.

### Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hose and fittings.



(1) Lower level line

## COOLANT

### Coolant Recommendation

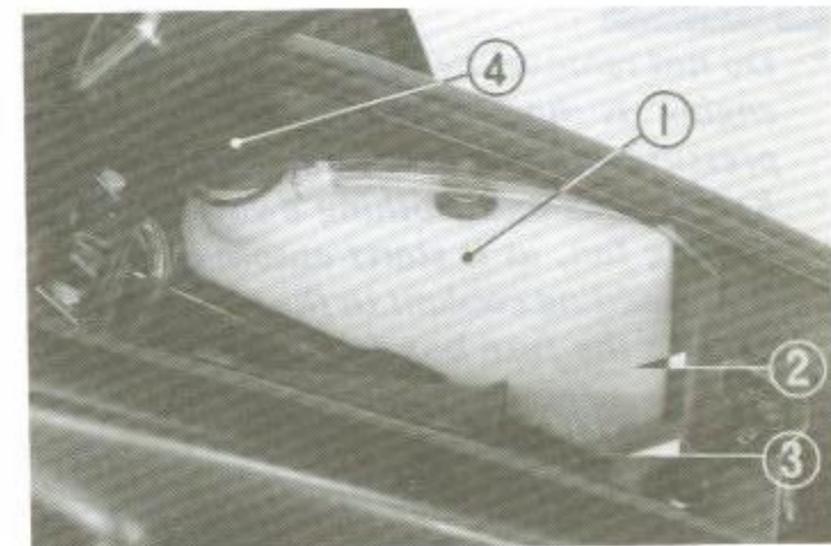
The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

### CAUTION:

\* Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. 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 recommend-

ed only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.



(1) Reserve tank (2) UPPER level mark (3) LOWER level mark (4) Reserve tank cap

### Inspection

Check the coolant level in the reserve tank (1) while the engine is at normal operating temperature. Add coolant to the reserve tank as required to bring coolant level to the UPPER level 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.*
- \* *When adding coolant to the reserve tank, remove the fuse box from the holder.*

## FUEL

### Manual Fuel Valve

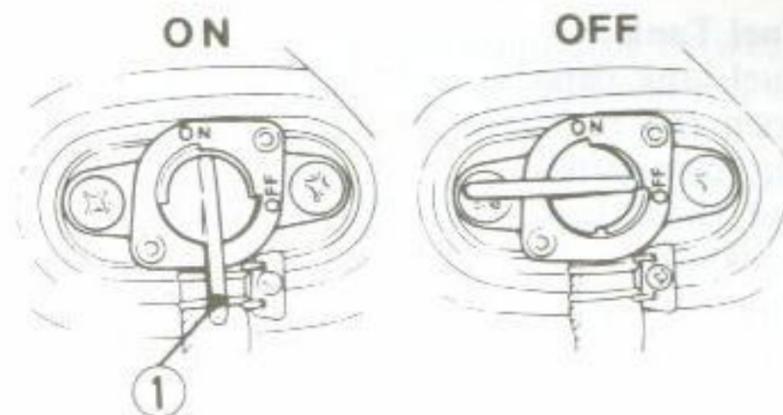
The manual fuel valve (1) is on the left side near the carburetor. Set it to ON for normal operation. The OFF setting is only for long term storage or servicing of fuel system components.

### Automatic Fuel ON-OFF

With the fuel valve set to ON, fuel flows to the carburetors only when the engine is being started or is running. A diaphragm of the fuel pump shuts off fuel flow when the engine is turned off.

### Reserve Fuel

There is no reserve fuel position on the fuel valve.

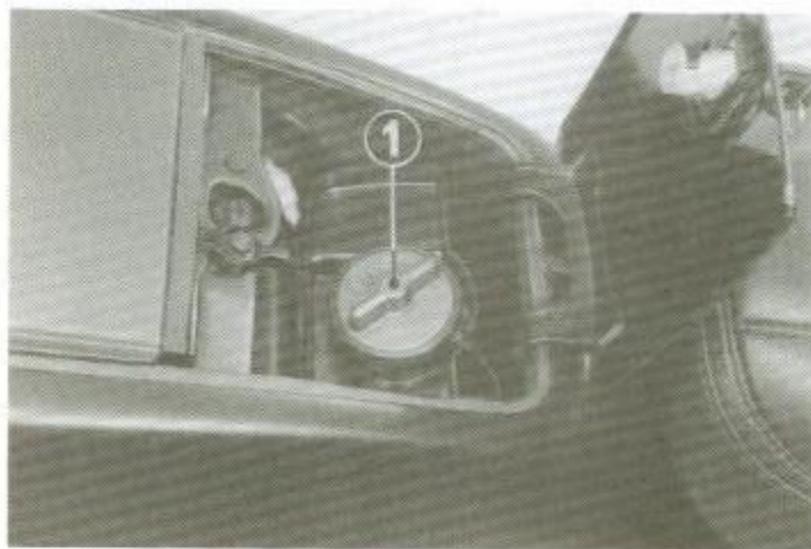


(1) Fuel valve in normal operating position

## Fuel Tank

Fuel tank capacity is 22 ℓ (5.8 US gal). To open the fuel tank cap (1), open the rear top compartment cover with ignition key and then turn the fuel tank cap 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 tank cap

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

Install the fuel tank cap by turning clockwise.

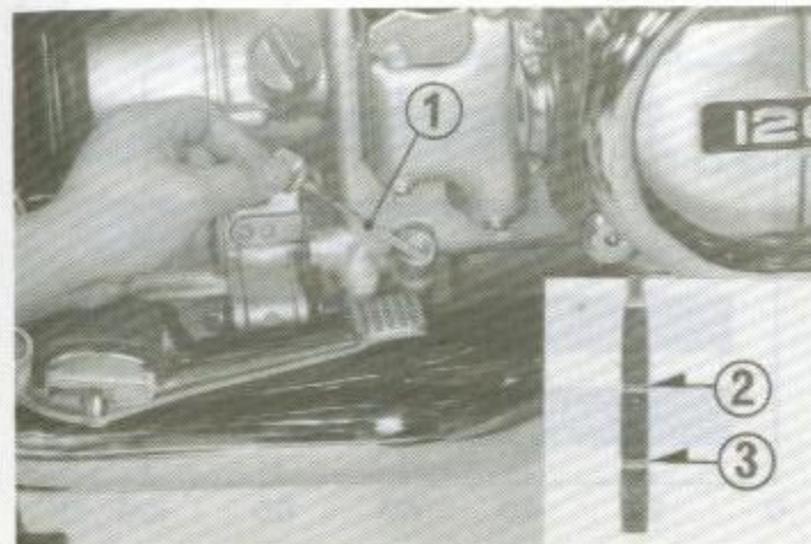
### WARNING

- \* *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 tank 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. Start the engine and let it idle for 2—3 minutes. Stop the engine.
3. Remove the dipstick (1), wipe it clean, and insert the dipstick without screwing it in. Remove the dipstick and check the



(1) Dipstick

(2) Upper level mark

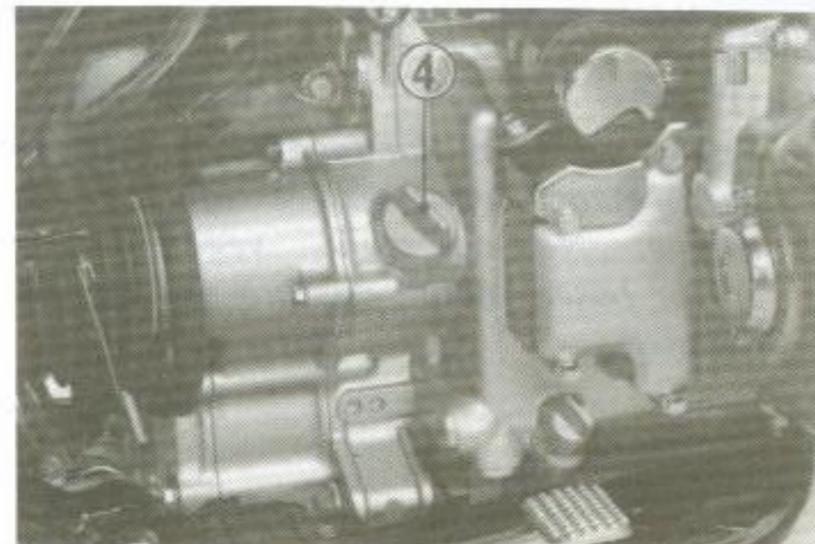
(3) Lower level mark

oil level. The oil level should be between the upper (2) and lower (3) level marks on the dipstick.

4. If required, remove the filler cap (4), add the specified oil up to the upper level mark, then reinstall the filler cap.

### CAUTION:

- \* *Running the engine with insufficient oil can cause serious engine damage.*



(4) Filler cap

## Engine Oil Recommendation

### USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet US automobile manufacturers' 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.

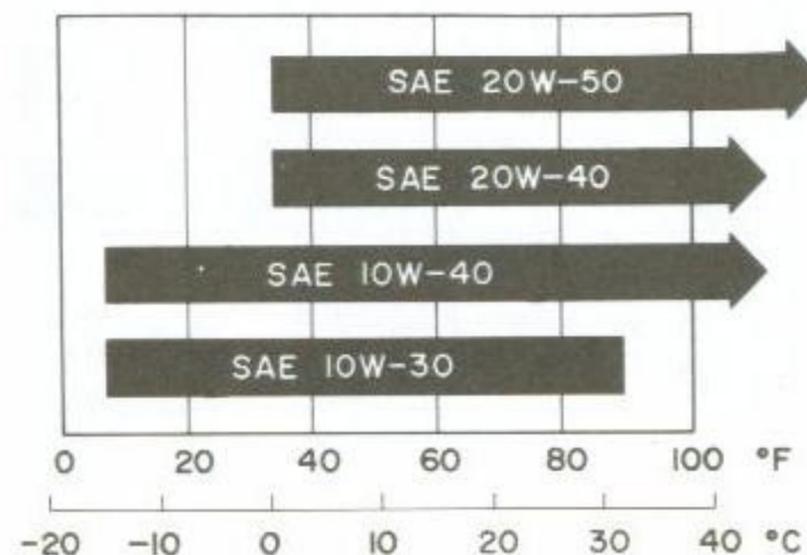
#### CAUTION:

\* *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

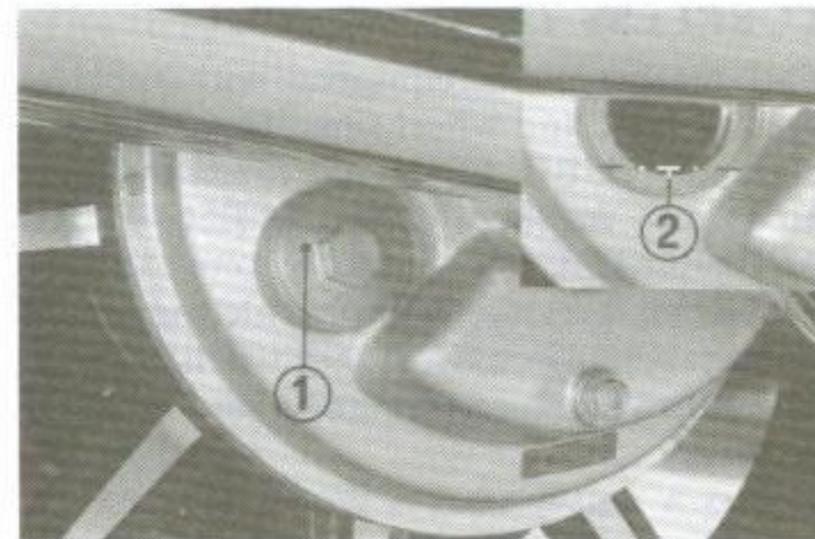
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on level ground.
2. Remove the oil filler cap (1).
3. Check that the oil level is slightly lower than the lower edge of the inspection hole (2).

#### NOTE:

\* If the level is low, check for leaks. Add the recommended oil through the oil filler hole, until it reaches the lower edge of the opening.

**Recommended Oil: HYPOID GEAR OIL  
SAE 80**



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

## TUBELESS TIRES

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.

		Front	Rear
Tire size		130/90-16 67H	150/90-15 74H
Cold tire pressures psi (kPa, kg/cm <sup>2</sup> )	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, 2.80)
Tire brand TUBELESS ONLY DUNLOP MICHELIN		F11 A48	K627 M48
Vehicle capacity load		kg (lbs)	177 (390)

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 here 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.

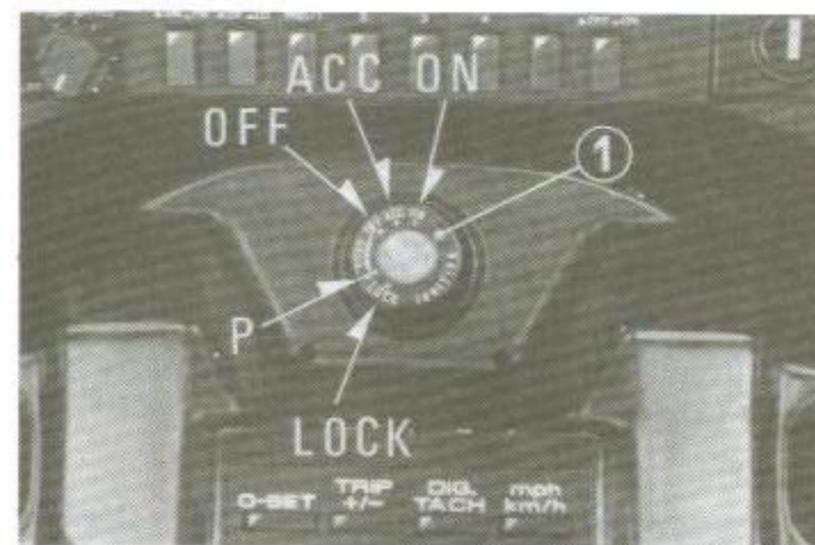
**CAUTION:**

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

**ESSENTIAL INDIVIDUAL COMPONENTS**

**Ignition Switch**

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



(1) Ignition switch

Key Position	Function	Key Removal
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 the ACC terminal.	Key cannot be removed.
OFF	Engine and lights cannot be operated.	The key can be removed.
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.	The key can be removed.
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	The key can be removed.

### Engine Stop Switch

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

#### NOTE:

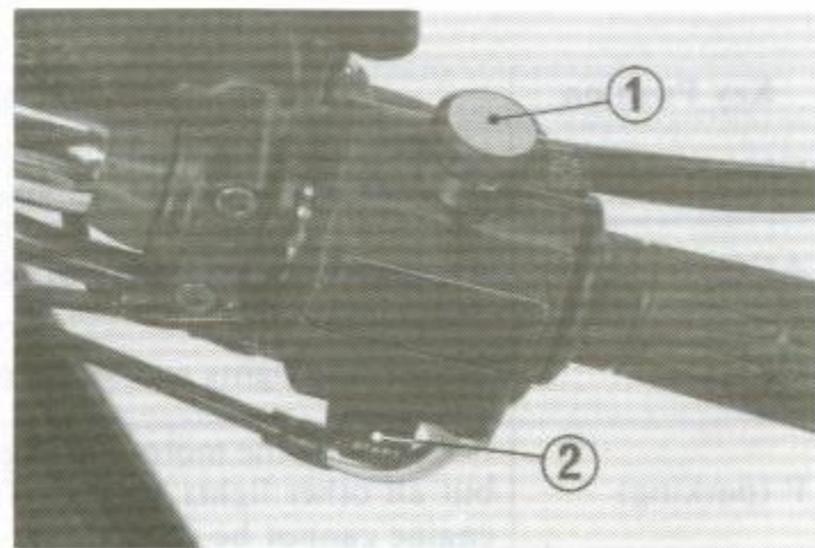
\* If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will still be on, resulting in battery discharge.

### 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, but the taillight will stay on.

See pages 67—68 for “Starting Procedure.”



(1) Engine stop switch  
(2) Starter button

### Left Handlebar Controls

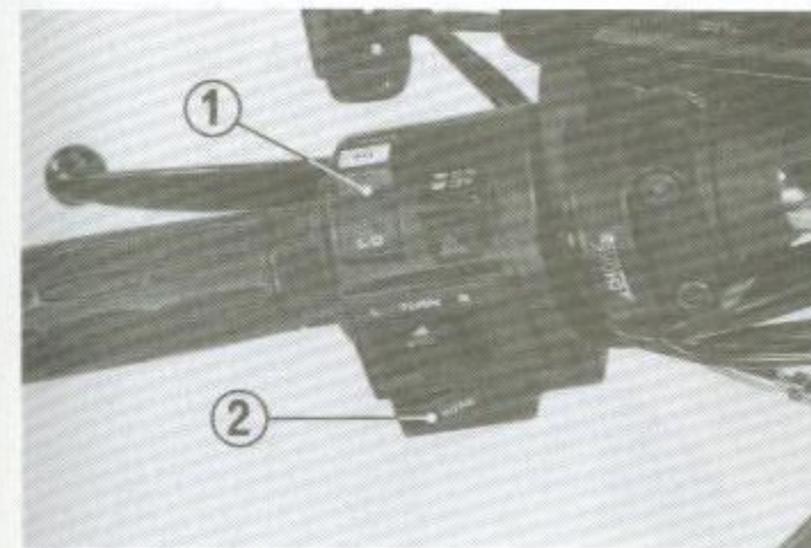
The controls next to left handlebar grip are:

#### Headlight Dimmer Switch (1)

Select HI for high beam, LO for low beam.

#### Horn Button (2)

Press the button to sound the horn.

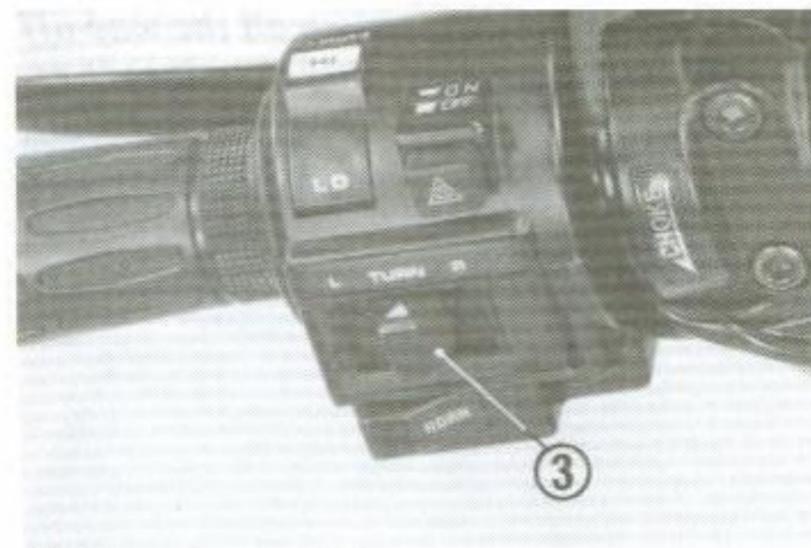


(1) Headlight dimmer switch  
(2) Horn button

#### 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.

The switch also returns to center when is pressed.



(3) Turn signal switch

### Hazard Warning System Switch (1)

This system should be used only when your motorcycle is stopped under emergency or hazardous conditions. To turn it on, turn the ignition key to ON, ACC, or P position, then push the switch marked . The front and rear turn signals will blink simultaneously.

#### WARNING

- \* *Be sure to turn the switch all the way off when the hazard warning is no longer required, or the turn signals will not work properly.*



(1) Hazard warning system switch

### FEATURES (Not required for operation)

#### Steering Lock

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

#### WARNING

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



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

#### Helmet Holder

Helmet holders (1) are below the rear trunk. 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.*



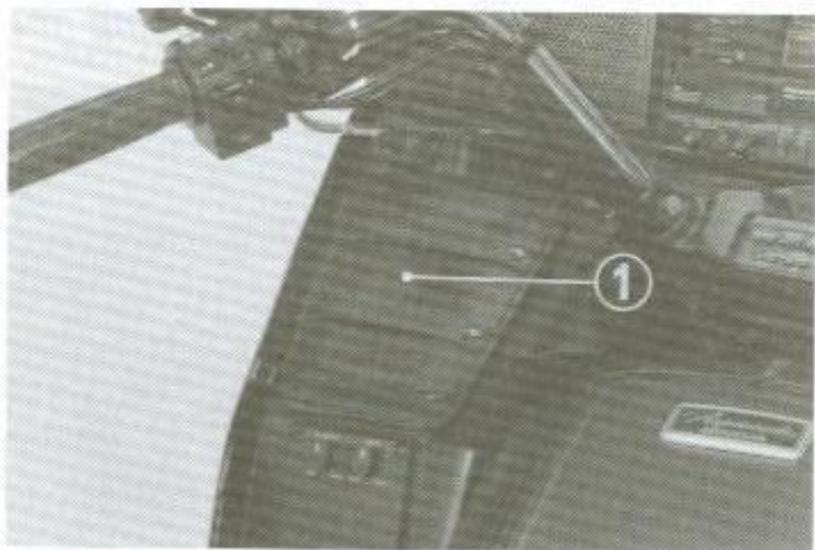
(1) Helmet holder (2) Ignition key  
(3) Holder pin

### Fairing Pockets

The left fairing pocket (1) can be used by unsnapping the cover.

To remove the right pocket lid (2), insert the ignition key (3), turn it clockwise and pull the lid.

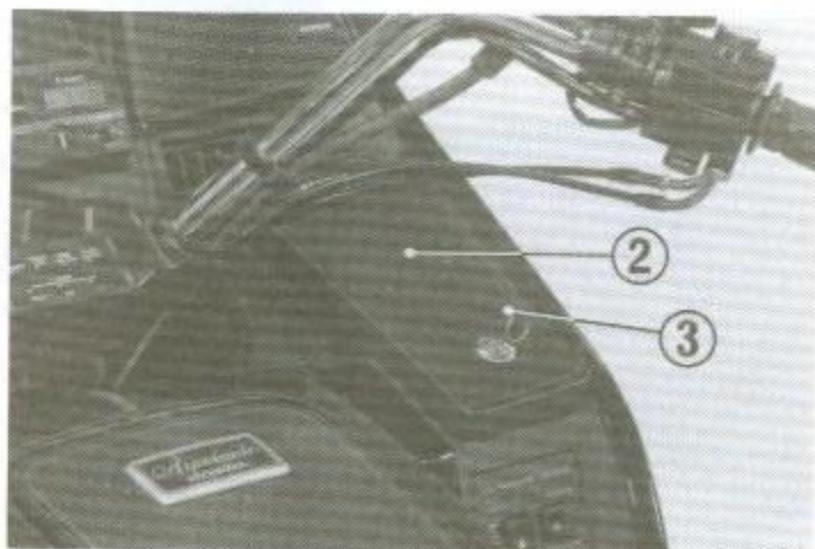
To attach the right pocket lid, slide the prongs at the front of the lid into the slot in the fairing pocket, then push the lock end of the lid down until it clicks.



(1) Left fairing pocket

### WARNING

- \* *Fairing pockets are for lightweight items. Do not carry more than 5 lbs in each side.*
- \* *Load weight equally in both sides to avoid imbalance.*
- \* *Review Loading and Accessories before loading.*



(2) Pocket lid

(3) Ignition key

### Top Compartment

Use the ignition key to open the top compartment cover. The top 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) Top compartment

## Saddlebags

To remove the saddlebag lid:

Insert the ignition key (1) into each latch (2) and unlock by turning counterclockwise. Open the latches, and remove the saddlebag lid.

To install the lid:

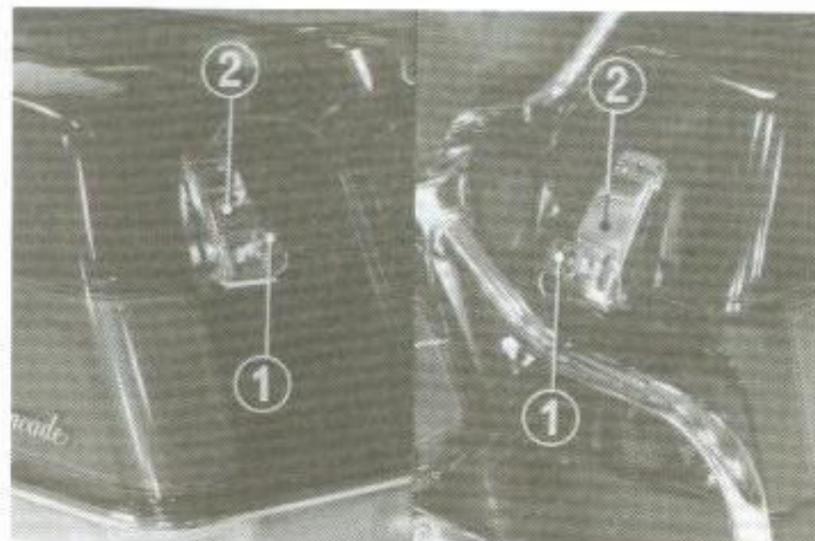
Install the lid and close both latches. Insert the ignition key into each latch and lock by turning clockwise. Remove the key.

Inner bags:

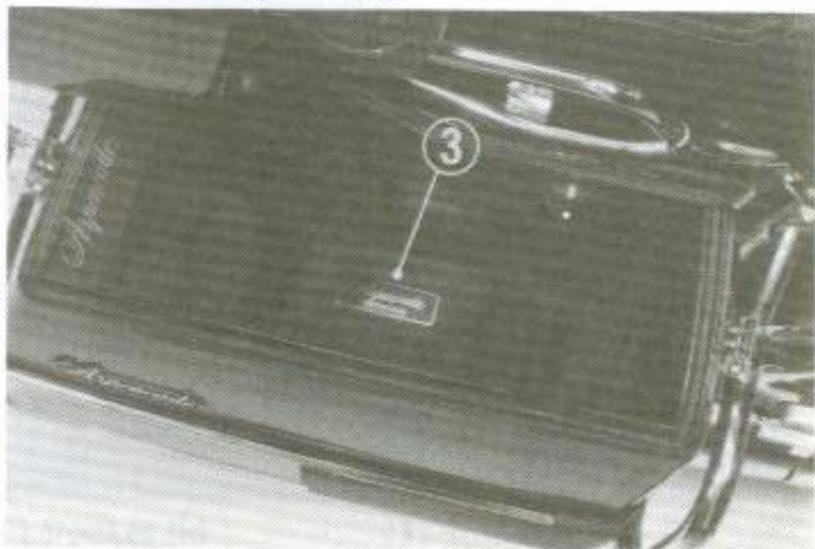
Inner bags (3) are provided so that articles stored in saddlebags can be carried with the rider when the motorcycle is parked.

### WARNING

- \* *Saddlebags are for lightweight items. Do not carry more than 20 lbs in each side.*
- \* *Load weight equally in both sides to minimize imbalance.*
- \* *Review Loading and Accessories before loading.*



(1) Ignition key (2) Latch



(3) Inner bag

## Travel Trunk

To open the travel trunk lid:

Insert the ignition key (1) into each latch (2) and unlock by turning the key counterclockwise. Open both latches.

To close the lid:

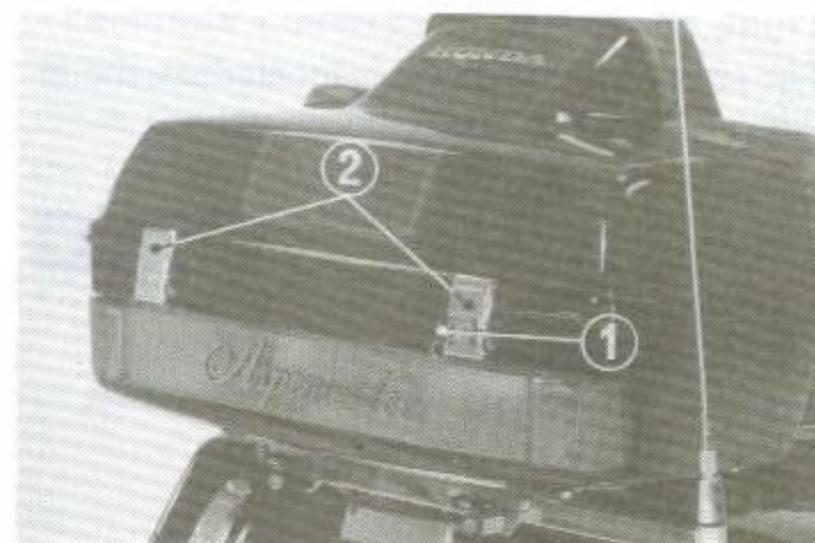
Close both latches. Insert the ignition key into each latch and lock by turning clockwise. Remove the key.

Inner bag:

An inner bag (3) is provided so that articles stored in travel trunk can be carried with rider when the motorcycle is parked.

### WARNING

- \* *Travel trunk is for lightweight items. Do not carry more than 20 lbs.*
- \* *Review Loading and Accessories before loading.*



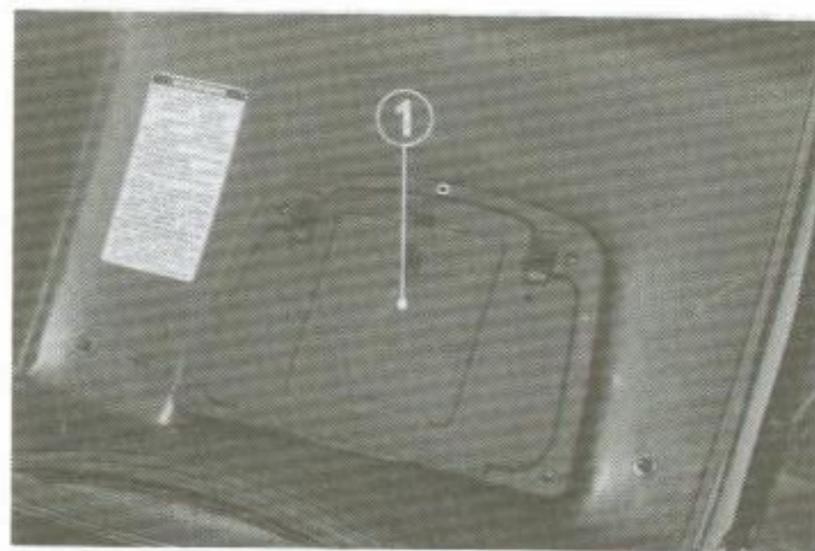
(1) Ignition switch key (2) Latches



(3) Inner bag

### Trunk inner case :

The trunk inner case (1) is located on the inside of the travel trunk lid.



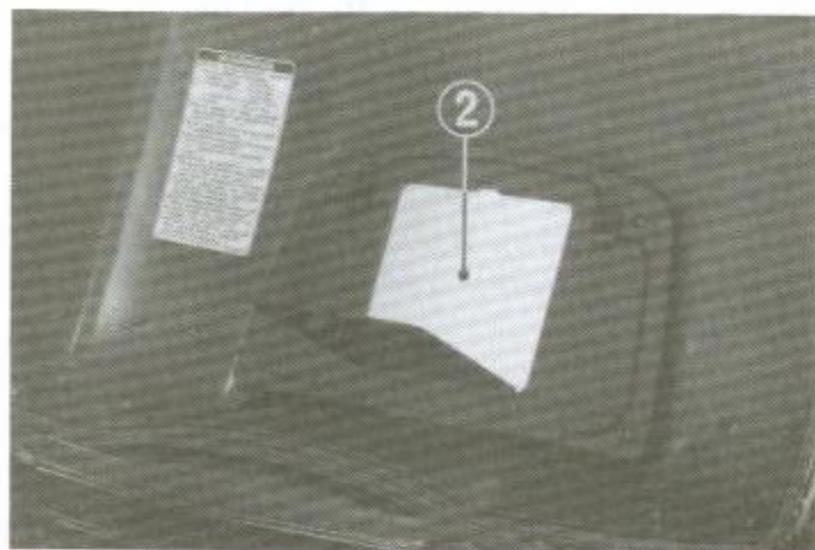
(1) Inner case

### Vanity Mirror :

The vanity mirror (2) is located on the trunk case cover.

### Trunk side pockets :

The side pockets (3) are located on both sides of the trunk. Unzip the fasteners to open.



(2) Vanity mirror

### NOTE:

- \* The side pockets are for lightweight items. Do not carry more than 1 lbs in each side pocket.
- \* Do not put sharp or hard objects in the side pockets, as these objects may interfere with the opening of the travel trunk lid or may damage the side pockets.



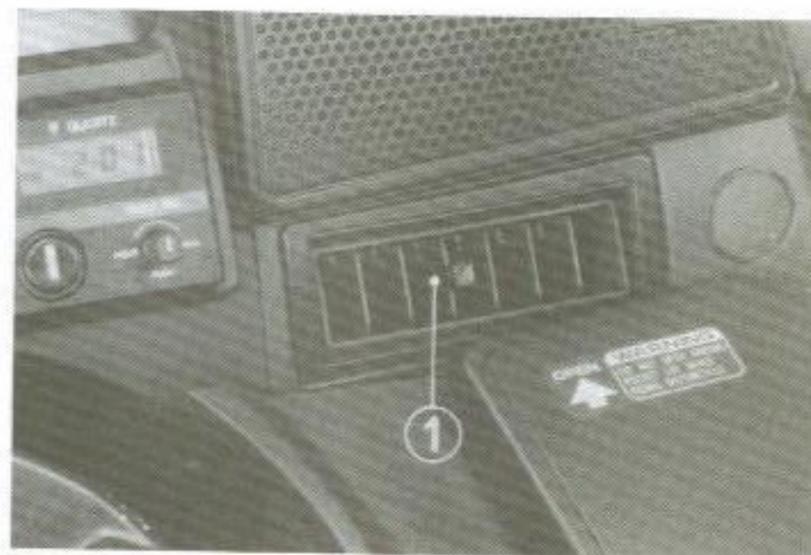
(3) Trunk side pockets

### Ventilation Louvers

This motorcycle has two ventilation louvers. Open the louvers to direct air flow through the fairing for warm weather riding.

### **WARNING**

- \* *Do not adjust the ventilation louvers while riding the motorcycle. Keep both hands on the handlebars while riding.*



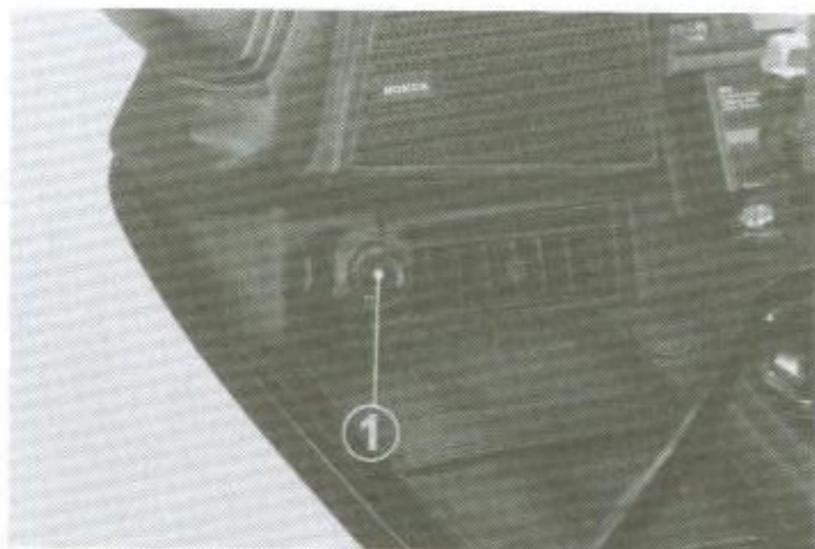
(1) Ventilation louver

### Headlight Beam Adjustment

The headlight beam can be raised or lowered by turning the vertical beam adjusting knob (1). Obey local laws and regulations concerning headlight adjustment.

#### **WARNING**

- *Do not adjust the headlight beam while riding the motorcycle. Keep both hands on the handlebars while riding.*

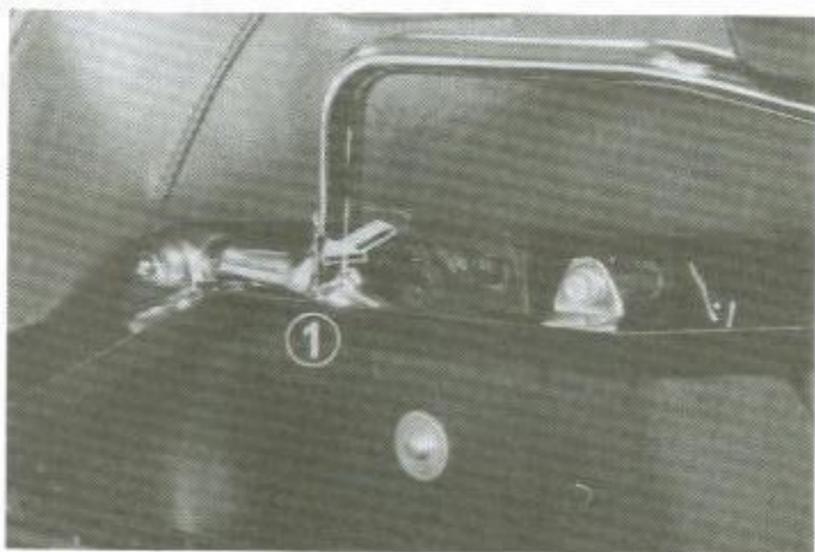


(1) Vertical beam adjusting knob

### Seat

The seat can be set to three positions. To adjust, remove the left saddlebag lid, pull the seat lock lever (1) out and move the seat.

After adjustment, make sure the seat is secure and your riding position is comfortable.



(1) Seat lock lever

### ACC Terminal

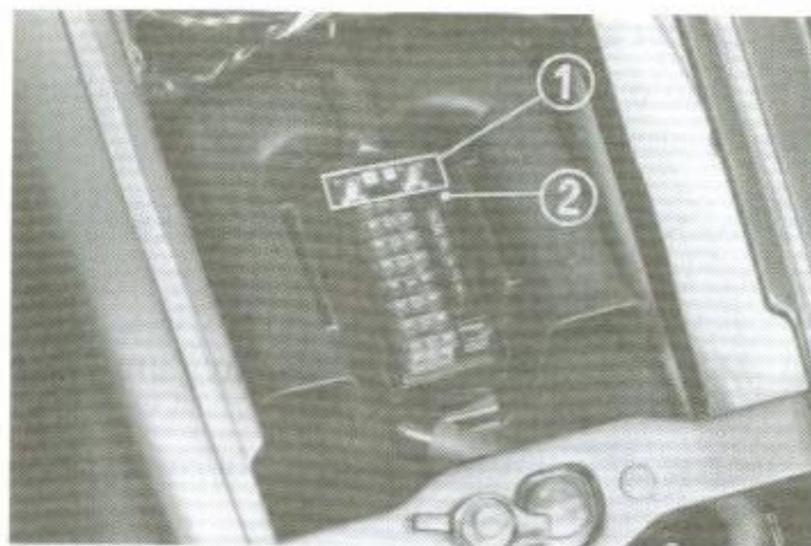
The ACC terminal (1) is in the fuse box (2), which is in the top compartment, and provides 12V DC power for electrical accessories. A maximum of 120 Watts (10 amps) may be connected to the terminal. If equipped with accessories, check the battery frequently to determine the state of charge and examine it for possible sulfation. Higher current demands may blow the fuse or discharge the battery.

Review the **LOADING AND ACCESSORIES WARNING** (pages 6—8) before installing accessories.

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

#### **CAUTION:**

- *Do not exceed 3amps for prolonged current demands.*



(1) ACC terminal (2) Fuse box

## Motorcycle Radio

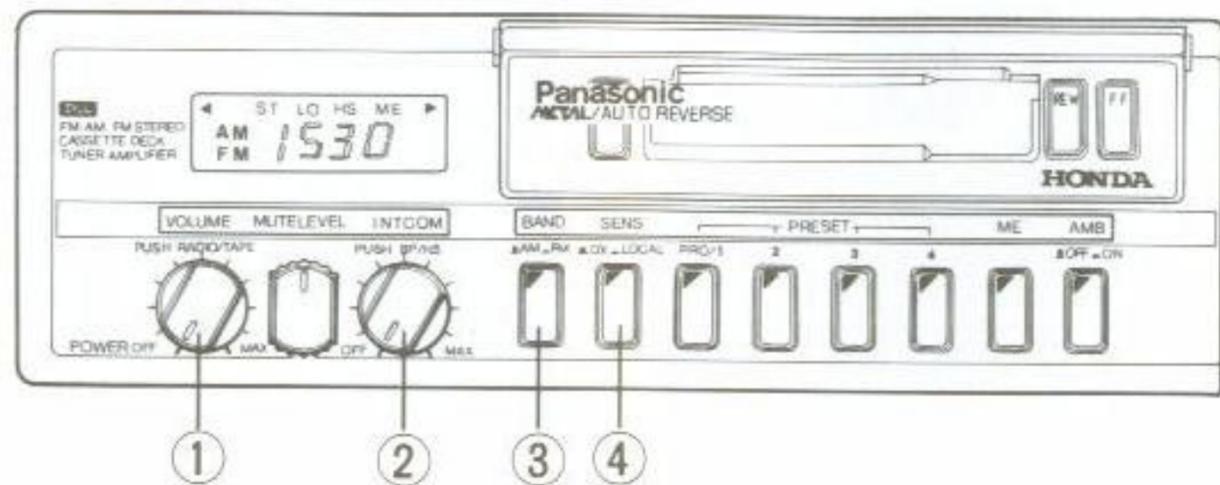
The radio can be used with the ignition switch at ACC, ON or P.

### Power Switch/Volume Control Knob (1):

When this knob is turned clockwise while in the RADIO (■) position, power is applied to the radio, and the display indicates "AM" or "FM".

Turning the knob further increases the volume.

If the display does not show "AM" or "FM", the radio/cassette switch is in TAPE. To hear the radio, push in the knob.



### Intercom Control Knob (2):

If you use the headset, press the knob in to HS (■). The display will indicate "H.S" (headset).

To hear sound through the speakers in the fairing, press the knob again to SP (■).

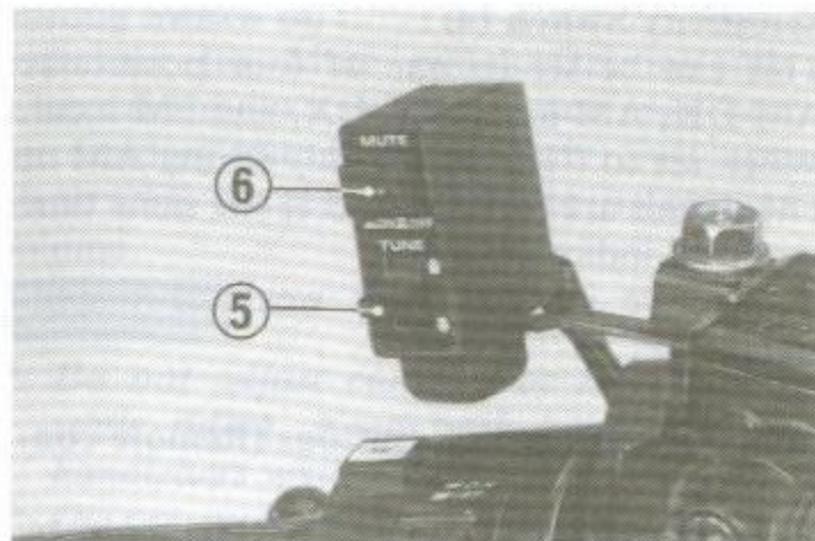
### AM/FM Band Switch (3):

To receive FM signals, press the Button (FM ■).

To set to AM, press the Button again (AM ■).

The "AM" or "FM" will be visible on the display.

The remote muting switch (6) should be in OFF position while you are selecting AM/FM stations (See page 55).



#### Sensitivity Switch (4):

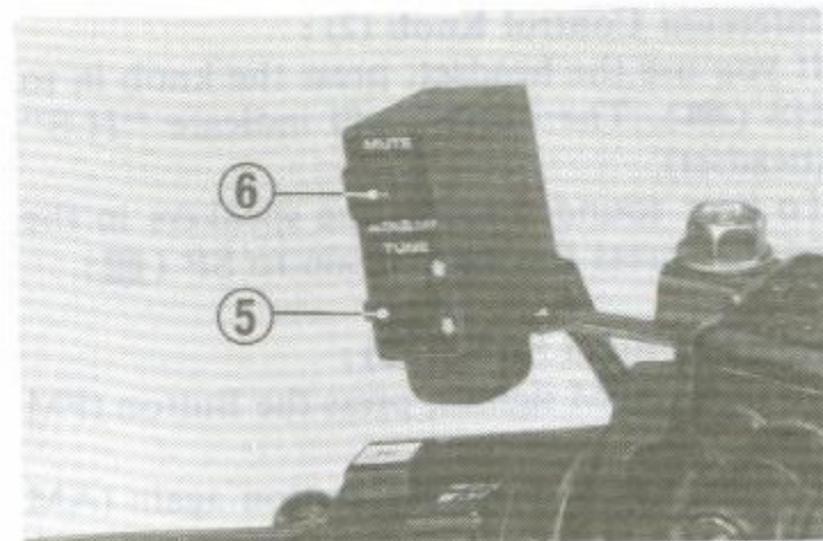
This can be set to one of four positions: AM-DX, AM-local, FM-DX, and FM-local. When set to "LO-", only strong AM or FM signals are received and at the same time the local indicator lights.

To receive stations with weak or distant signals, set to "DX-".

#### Manual/Auto Search Buttons (Remote control) (5):

You can find the station you wish by manual or auto search.

When the lever is pushed up, the frequency moves up, and when the lever is pushed down, it moves down.



If the lever are depressed once, the AM frequency display moves in 10 kHz steps and the FM frequency in 0.1 MHz.

If the lever is held down, the frequency keeps moving until they are released.

In auto search, release the lever after the frequency display moves, and the next highest station is automatically tuned in.

Repeat the above steps until the desired station is tuned in.

When the frequency display comes to either end, transition to the other end of the band and continues in the same direction.

#### Muting Switch (6):

Switching the Mute switch ON instantly lowers the radio's volume so you may hear surrounding sounds more clearly. Switching Mute OFF restore the radio to its original volume.

#### WARNING

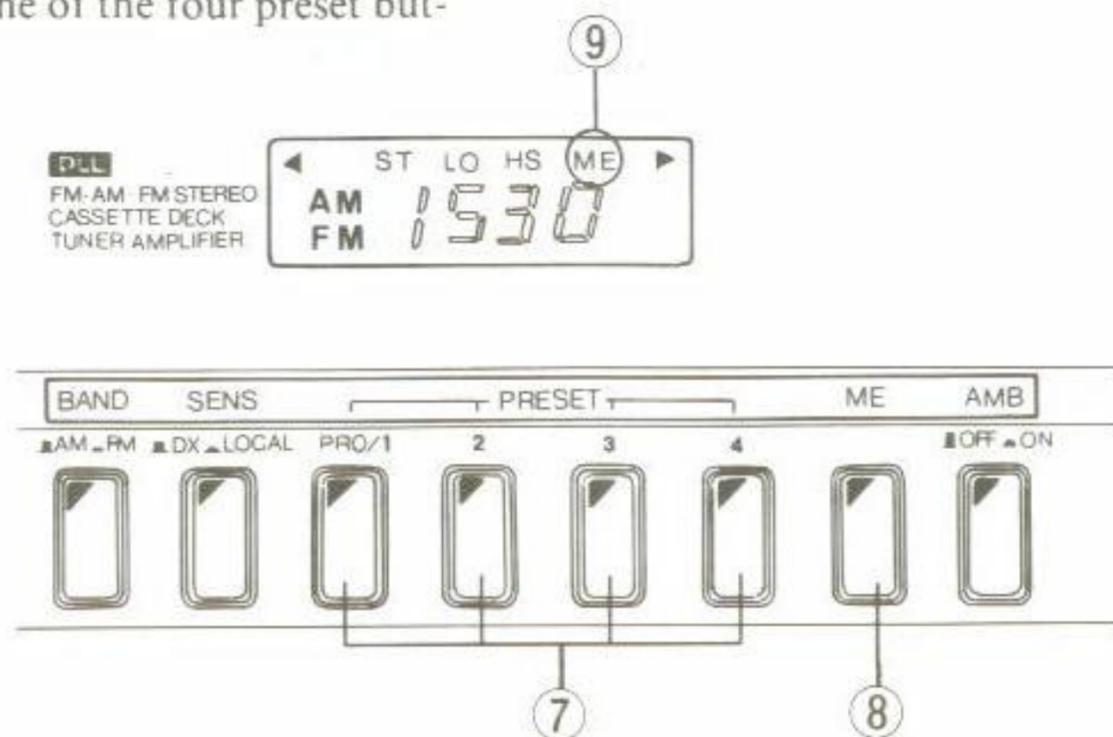
- \* *Do not adjust controls or reset tuning while riding. Keep both hands on the handlebars while riding.*
- \* *Do not turn up the volume so loud that emergency vehicles or traffic cannot be heard.*

### Preset Buttons (7):

You can preset four AM stations and four FM stations.

AM and FM stations are preset with the memory switch (8). Press the memory switch and the memory indicator will show "ME" (9) on.

The memory indicator "ME" will go out when you depress one of the four preset buttons 1 thru 4.



The memory is erased and the memory indicator "ME" goes out automatically if you do not depress the preset buttons (7) within 10 seconds after depressing the memory switch (8).

### MOTORCYCLE CASSETTE DECK

#### Loading

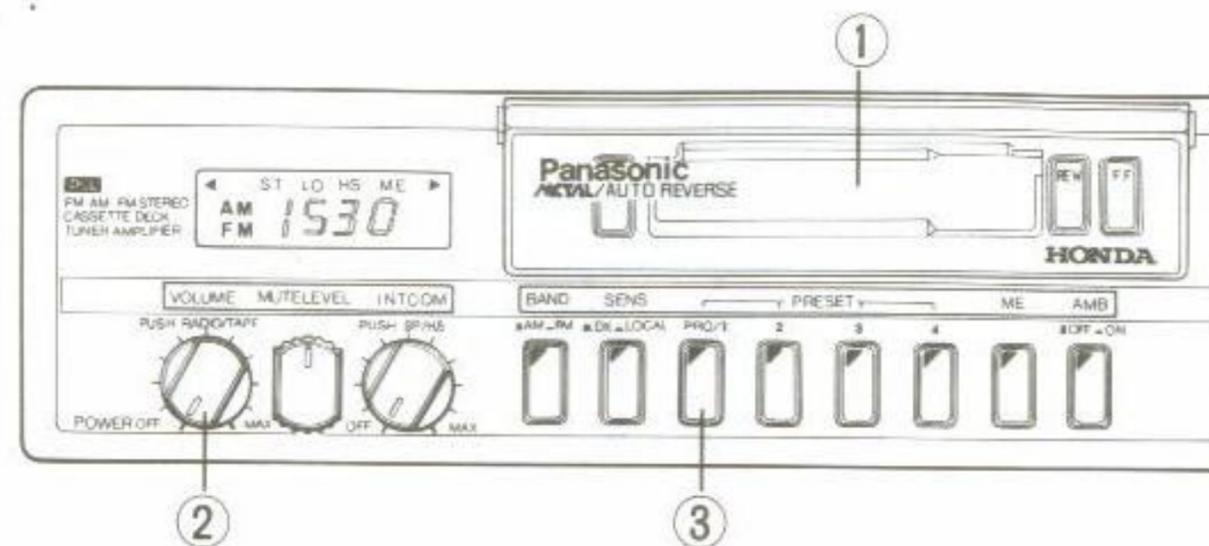
Open the tape cover (1) and slide the cassette into the deck through the front slot. Be sure to insert the cassette with the opening (where you can see the tape) on the right side.

#### Power Switch/Volume Control Switch (2) (PUSH RADIO/TAPE):

For cassette playback, press in the knob. The deck is in Tape if the display shows "▶" or "◀".

#### Program Selector (3):

This switch can be used to change the direction of the tape.



**Memory/Metal Switch (4) :**

This switch allows a choice of bias and equalization for instant interchangeability with metal tapes. When it is depressed, the tape indicator "ME" is lit for metal bias tapes.

**Fast winding Buttons (5) and (6) :**

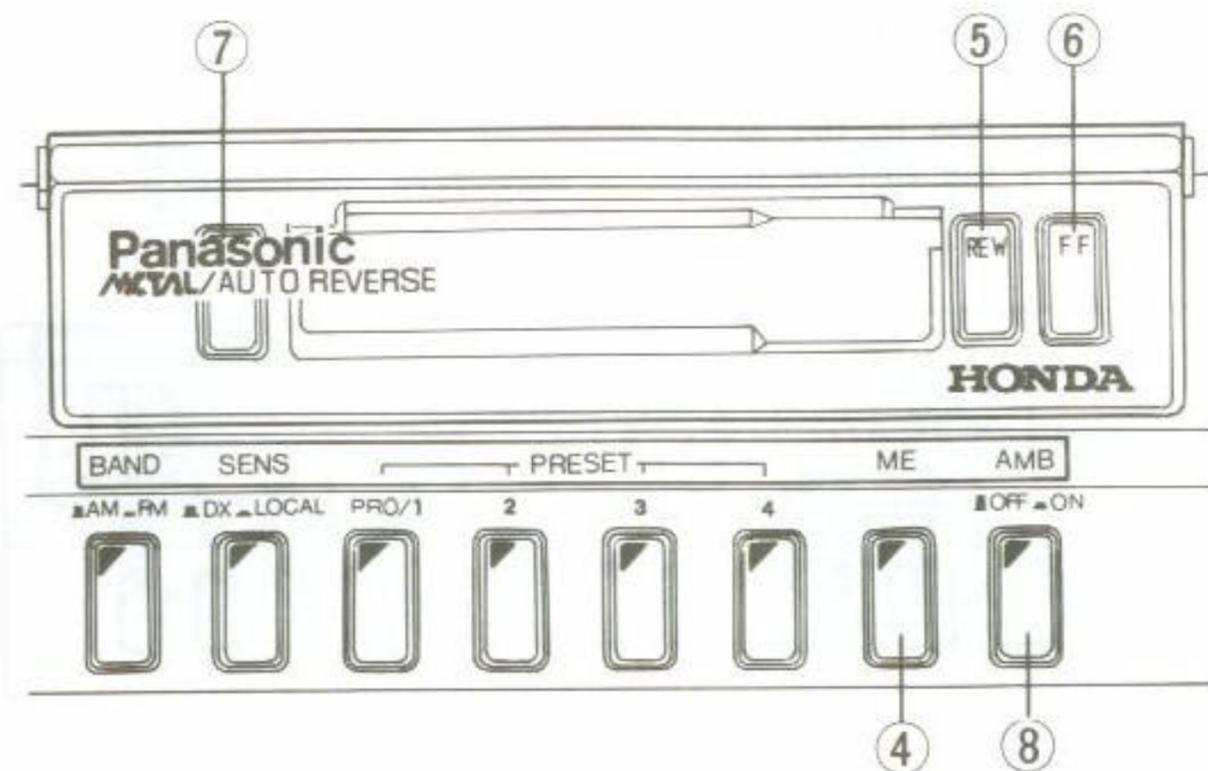
Rewinding and fast-forward functions are provided by these buttons. Depress either button to fast-forward or re-wind depending on the correct direction of the tape indicated by the arrows on the display.

**Eject Button (7) :**

The cassette is ejected from the deck when this button is depressed.

**Ambience Switch (8) :**

The 'ambience' effect is added to the sounds reproduced when this button is depressed. To deactivate the function, depress the switch again. The ambience only functions for the cassette.



### Auto Volume Control Knob (1):

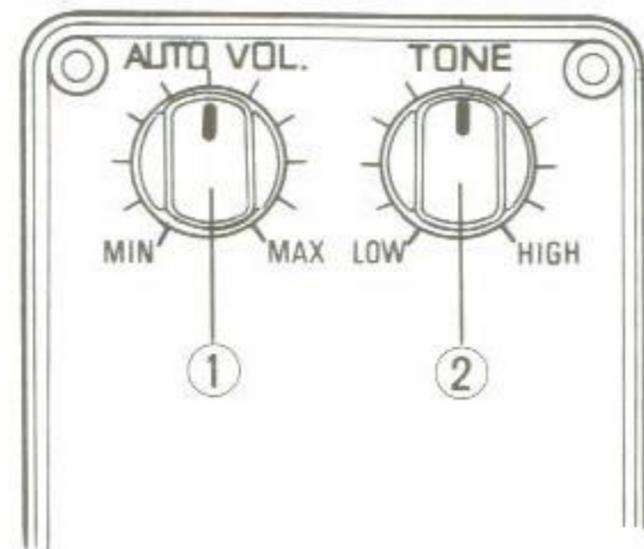
This function increases the volume as the speed of the motorcycle increases.

Turning the knob clockwise raises the operating level. Set the knob at the center position under the normal condition and then adjust the volume control for desired sound level.

### Tone Control Knob (2):

Turning this knob clockwise emphasizes treble, turning it counterclockwise decrease the treble and emphasizes bass.

It is usually set at the center position.



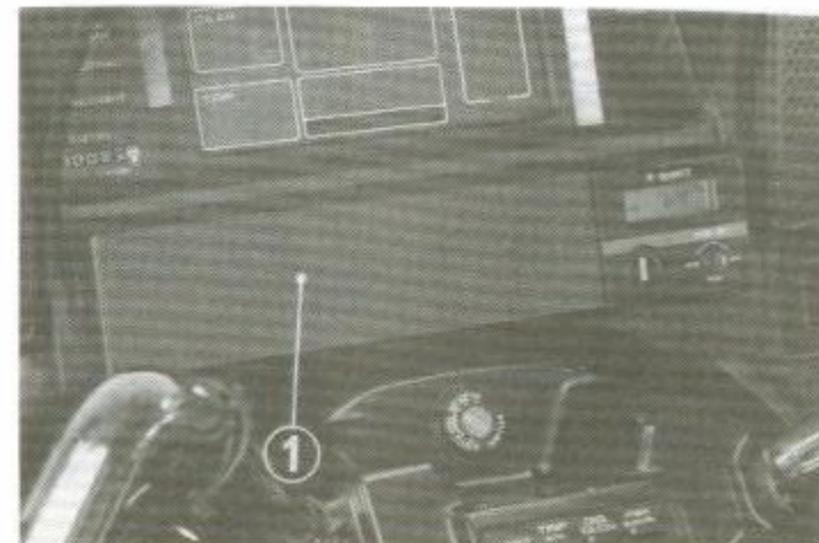
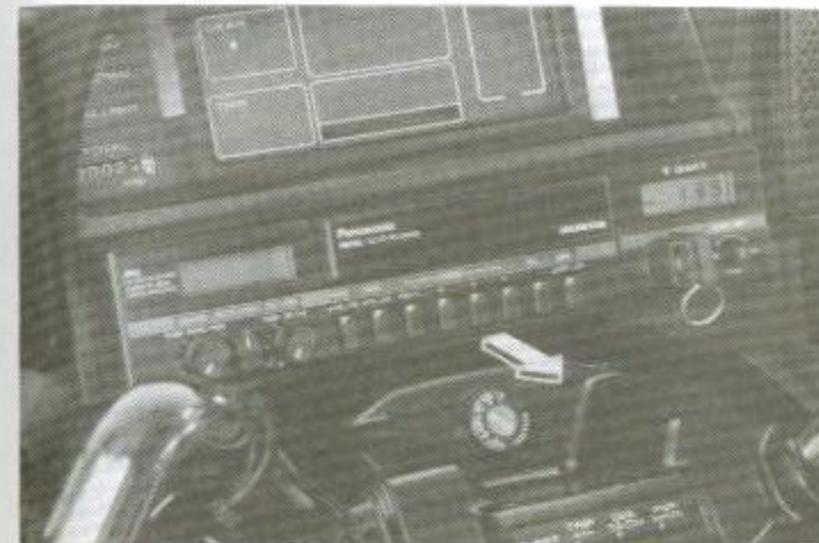
### Mounting/Dismounting

The unit is detachable. To dismount, insert the key in the key lock and turn it clockwise. Carefully pull out the unit from its mount with both hands.

### CAUTION:

*Make sure that the unit is locked securely after installing it in its mount.*

To prevent entry of water and dust, install the blind cover (1) after dismounting the unit. It is located in the right saddlebag.



(1) Blind cover

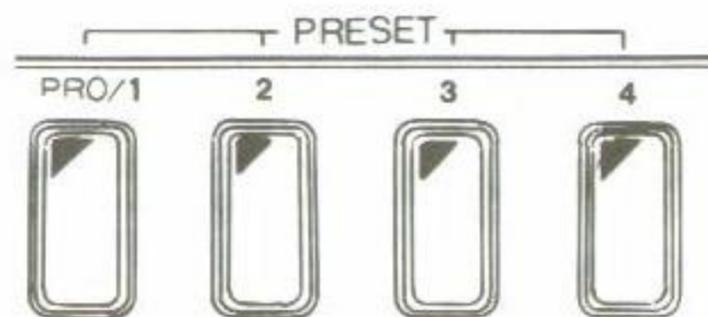
### Preset Memory

Current for the memory is supplied by the motorcycle battery and consequently the contents of the memory will be erased when the battery is removed for repairs, or if the battery becomes completely discharged.

In such cases, the preset buttons will need to be reset (page 56).

### CAUTION:

- \* Do not expose the connector between the control unit and the main radio unit to water or dirt. Also take care when removing the control unit that you do not bend the pins in the connector can cause faulty operation or failure.
- \* Always switch off the power when removing the control unit to avoid damaging it or the connector.



### Protection Against Water

The unit is designed to be weather proof. However, it is not designed to be used in water or to be sprayed directly with a hose.

### CAUTION:

- \* When washing the motorcycle, use care not to spray water to the unit and speakers.

### Power Source

This unit is designed only for a DC12V negative ground motorcycle. Never connect it to a 24V or positive ground motorcycle.

### Fuse replacement :

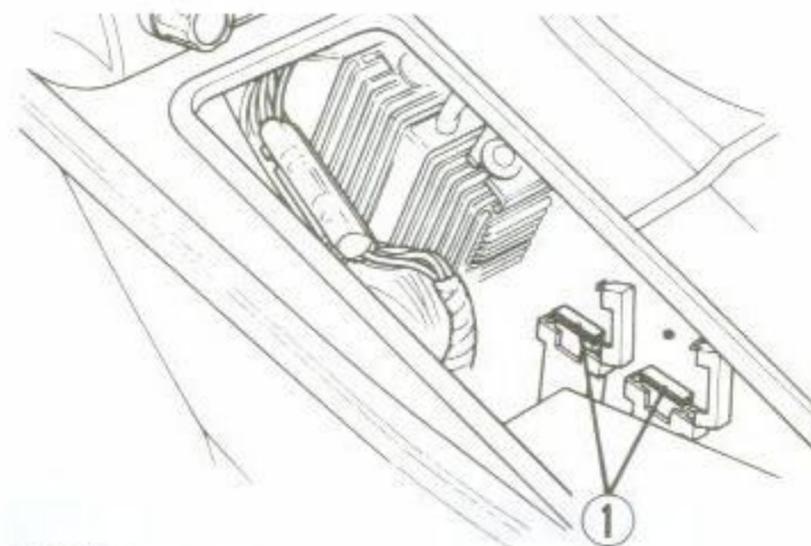
The fuse holders for the motorcycle's radio and cassette deck are located in the left fairing pocket. The specified fuses are :

Back up power supply :	7.5 A
Radio/Cassette deck :	20 A

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. In this case, the electrical system should be checked visually for damaged insulation or other possible faults. If the problem cannot be located visually, the motorcycle should be examined by an authorized Honda dealer.

### 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.



(1) Fuse

### CAUTION:

- \* Turn the ignition switch and motorcycle radio and cassette deck switch OFF before checking or replacing the fuse to prevent accidental short-circuiting.

To replace the fuse, open the fuse holder and pull out the fuse, and discard it. Install a new fuse.

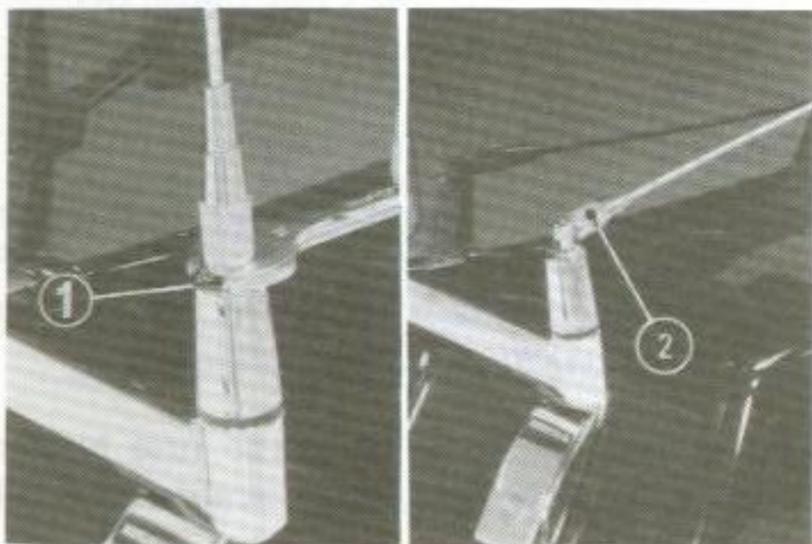
### Radio Antenna

To remove the radio antenna:

Loosen the lock nut (1).

To fold the radio antenna:

Loosen the knurled nut (2). Fold the radio antenna down.



(1) Lock nut

(2) Knurled nut

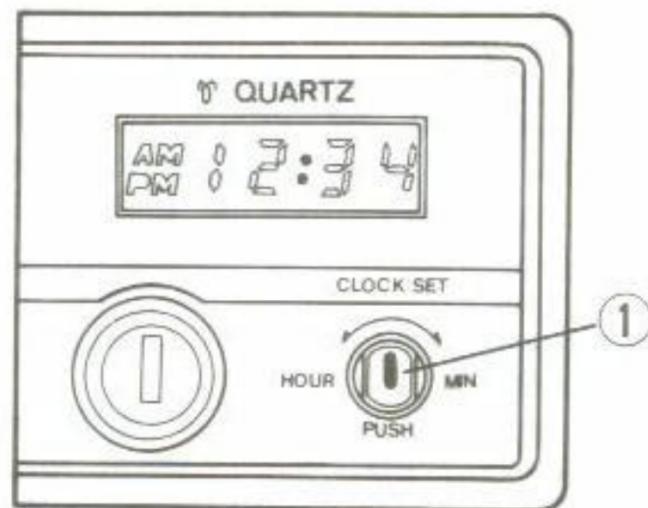
### Digital Clock

To reset the hour :

Turn the reset knob (1) counterclockwise.

To reset the minute :

Depress or turn the reset knob (1) clockwise.



(1) Reset knob

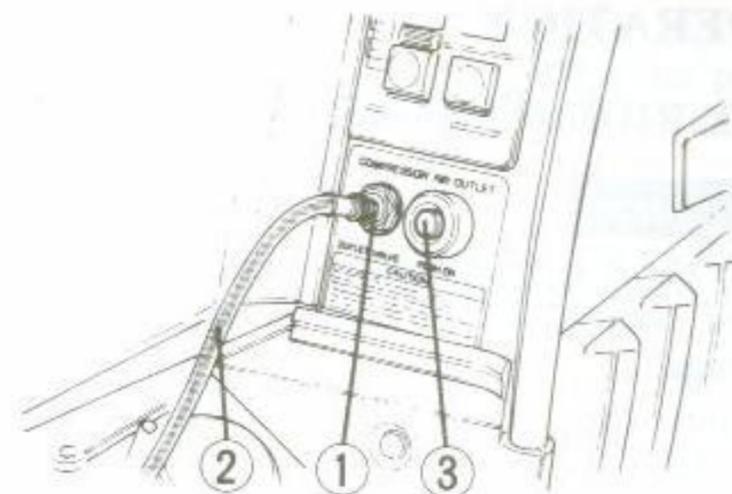
### Air compressor switch

To inflate a tire, connect the air supply hose to the outlet valve and press the switch with the ignition switch in PARK.

The air supply hose is located in the right saddlebag.

#### CAUTION:

\* Do not push the increase button for more than 5 minutes.



(1) Outlet valve

(2) Air supply hose

(3) Switch



**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 lever to keep fast idle at 1,500—2,500 rpm.
- 4. About a half minute after the engine starts, push the choke lever forward all the way to Fully Closed (A).
- 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—2 under “Normal Air Temperature.”
2. When engine rpm begins to pick up, operate the choke lever 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 lever forward all the way to Fully Closed (A).
5. Continue warming up the engine by opening and closing the throttle until it will idle smoothly.

**CAUTION:**

- \* *Snapping or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.*
- \* *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 lever forward to Fully Closed (A). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then 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 lug the engine or 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 (1,000 km) 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.

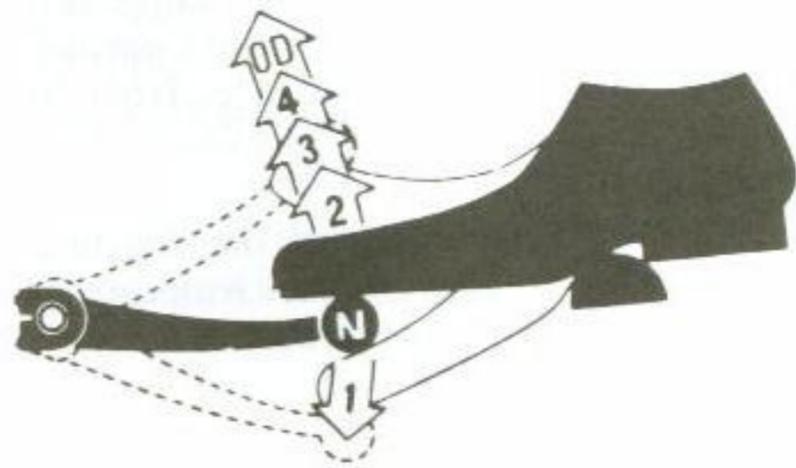
**CAUTION:**

- \* *The red zone indicates the maximum limits of engine speed. Running the engine in the red zone will adversely affect its service life.*

## RIDING

### WARNING

- \* Review Motorcycle Safety (pages 1—8) before you ride.
- \* Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.



Shifting pattern

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

#### Shifting Up:

From 1st to 2nd:	12 mph (20 km/h)
From 2nd to 3rd:	19 mph (30 km/h)
From 3rd to 4th:	25 mph (40 km/h)
From 4th to OD:	31 mph (50 km/h)

#### Shifting Down:

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

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

### WARNING

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

### CAUTION:

- \* Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.
- \* Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
- \* Do not exceed 6,500 rpm when running the engine without a load. Serious engine damage may result.

### NOTE:

- \* The battery will not charge while the engine speed is below 1,000 rpm. Avoid idling for prolonged periods, or continuous operation below 1,000 rpm.
- \* Be careful when revving the engine or accelerating in 1st or 2nd gear as the engine speed will easily enter the red zone.

### High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

## BRAKING

This motorcycle is equipped with a unified braking system. Depressing the brake pedal applies the rear brake and the right front disc. Operating the brake lever applies the left front disc. For full braking effectiveness, use both the pedal and lever simultaneously, as you would with a conventional motorcycle brake system.

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; disengage the clutch before the motorcycle stops.

### WARNING

- \* *Independent operation of only the brake lever or brake pedal reduces stopping performance.*
- \* *Extreme application of the brake controls may cause wheel lock, reducing control of the motorcycle.*

- \* *When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.*
- \* *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. 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, turn the ignition switch OFF and remove the key.
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 43).

### 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: \_\_\_\_\_

## MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties 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 and the anticipated 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.

## MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 64) 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 (4)]							Refer to
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	
* FUEL LINES					I		I			
* FUEL FILTER									R	
* THROTTLE OPERATION		I		I		I		I		
* CARBURETOR-CHOKE				I		I		I		
AIR CLEANER	NOTE (1)			R		R		R		Page 82
CRANKCASE BREATHER	NOTE (2)		C	C	C	C	C	C		Page 83
SPARK PLUGS			R	R	R	R	R	R		Page 86
ENGINE OIL	YEAR R	R		R		R		R		Page 84
ENGINE OIL FILTER	YEAR R	R		R		R		R		Page 85
* CARBURETOR-SYNCHRONIZATION		I		I		I		I		
* CARBURETOR-IDLE SPEED		I	I	I	I	I	I	I		Page 87
RADIATOR COOLANT				I		I		*R		Page 29
* RADIATOR CORE				I		I		I		
* COOLING SYSTEM HOSES & CONNECTIONS		I		I		I		I		
* SECONDARY AIR SUPPLY SYSTEM				I		I		I		
* EVAPORATIVE EMISSION CONTROL SYSTEM	NOTE (3)			I		I		I		

ITEM	FREQUENCY	WHICHEVER COMES FIRST → ↓	ODOMETER READING [NOTE (4)]							Refer to
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	
FINAL DRIVE OIL		EVERY			I	I	I	I	R	Page 88
BATTERY		MONTH 1	I	I	I	I	I	I	I	Pages 98-99
BRAKE FLUID		MONTH 1 2 YEARS *R	I	I	I	*R	I	I	*R	Pages 26-27
BRAKE PAD WEAR				I	I	I	I	I	I	Page 96
BRAKE SYSTEM			I		I		I		I	
* BRAKE LIGHT SWITCH			I		I		I		I	
* HEADLIGHT AIM			I		I		I		I	
CLUTCH SYSTEM			I		I		I		I	
CLUTCH FLUID		MONTH 1 2 YEARS *R	I	I	I	*R	I	I	*R	Page 28
SIDE STAND					I		I		I	Page 97
* SUSPENSION			I		I		I		I	
* AIR PUMP ELEMENT						C			C	
* AIR DRIER			I		I		I		I	
* NUTS, BOLTS, FASTENERS			I		I		I		I	
** WHEELS			I		I		I		I	
** STEERING HEAD BEARING			I		I		I		I	

\*\* IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

\* 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.

- NOTES: (1) Service more frequently when riding in dusty areas.  
 (2) Service more frequently when riding in rain, or at full throttle.  
 (3) California type only.  
 (4) For higher odometer reading, repeat at the frequently 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 whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) 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.

## TOOL KIT

The tool kit (1) is in the storage compartment in the right saddlebag. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.



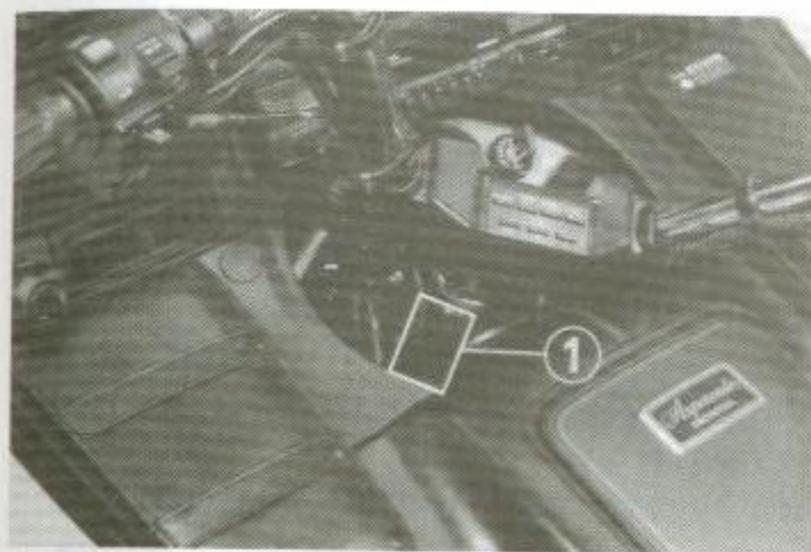
(1) Tool kit

- \* Ratchet handle
- \* Socket wrench 19 mm
- \* Socket wrench 17 mm
- \* Socket wrench 14 mm
- \* Socket wrench 12 mm
- \* Socket wrench 10 mm
- \* Socket wrench 8 mm
- \* Box wrench 10 x 12 mm
- \* Box wrench 27 mm
- \* Box wrench 18 mm
- \* 8 x 7 mm open end wrench
- \* 10 x 12 mm open end wrench
- \* Open end wrench 17 mm
- \* Open end wrench 14 mm
- \* 8 mm hex wrench
- \* 6 mm hex wrench
- \* 5 mm hex wrench
- \* Extension bar
- \* Adaptor
- \* No. 3 screwdriver
- \* No. 2 screwdriver
- \* No. 1 screwdriver
- \* Screwdriver grip
- \* Pliers
- \* Adjustable wrench
- \* Freeler gauge 0.7 mm
- \* Tool bag
- \* Air pressure gauge

## 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.

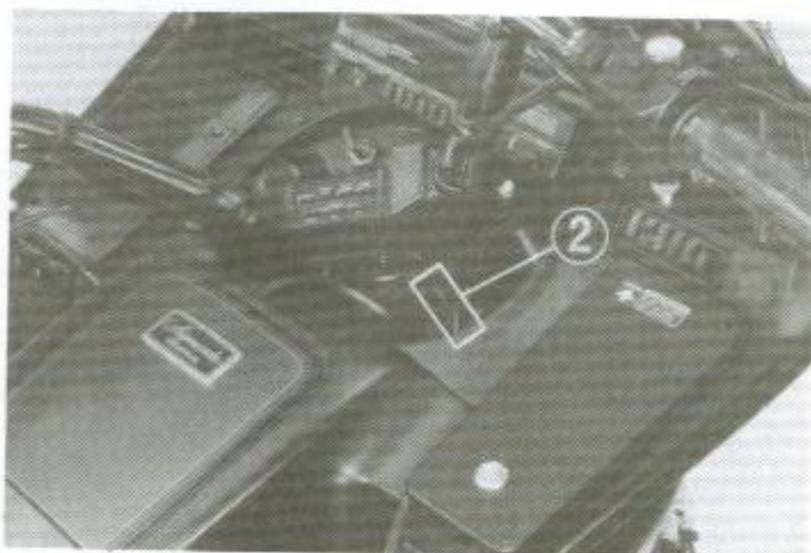
VIN \_\_\_\_\_



(1) VIN

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

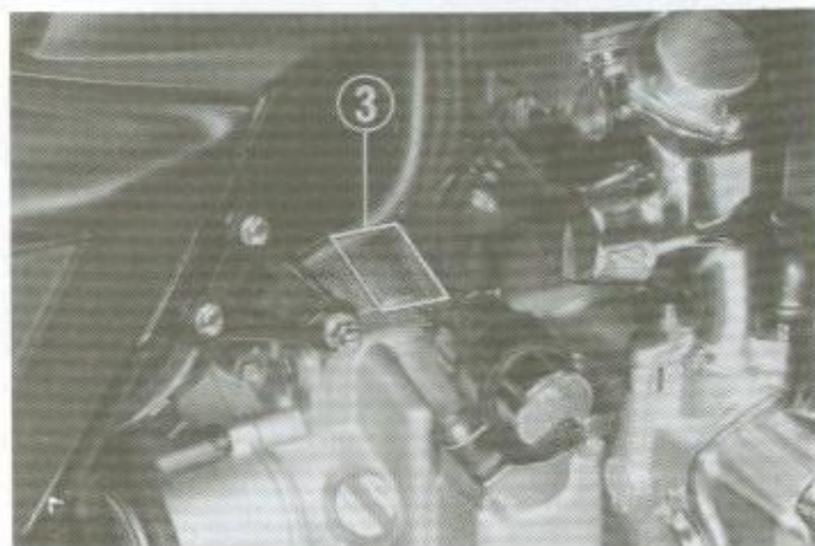
FRAME NO. \_\_\_\_\_



(2) Frame number

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

ENGINE NO. \_\_\_\_\_



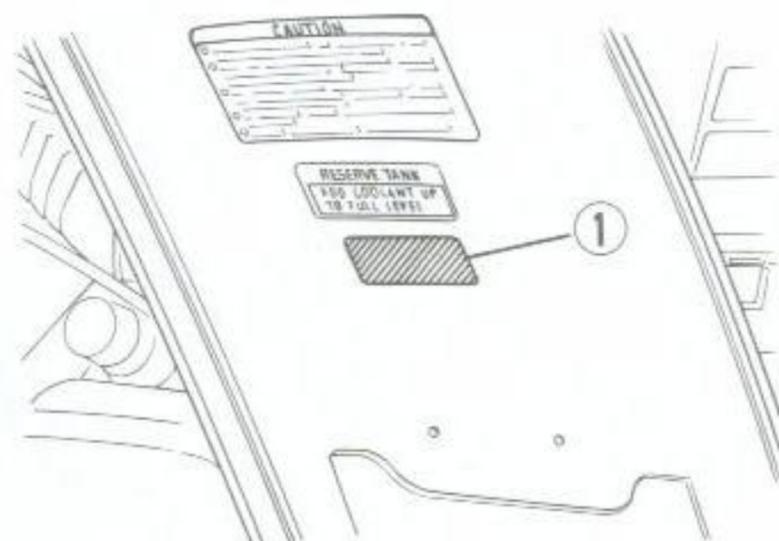
(3) Engine number

### COLOR LABEL

The color label (1) is attached to the inside of the top compartment cover. It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR \_\_\_\_\_

CODE \_\_\_\_\_



(1) Color label

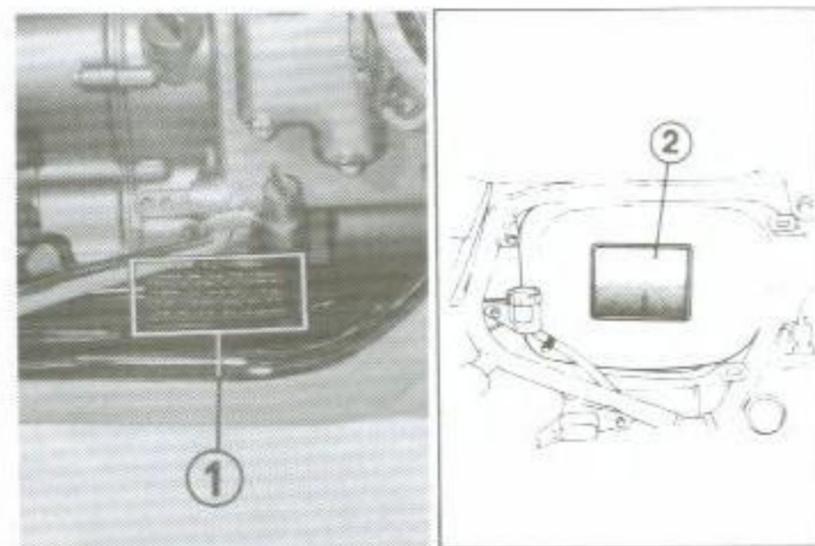
### MAINTENANCE PRECAUTIONS

#### WARNING

- \* *If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, 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. (USA ONLY)

The Vacuum Hose Routing label (2) is attached to the fuel tank, behind the R-side cover. (California ONLY)

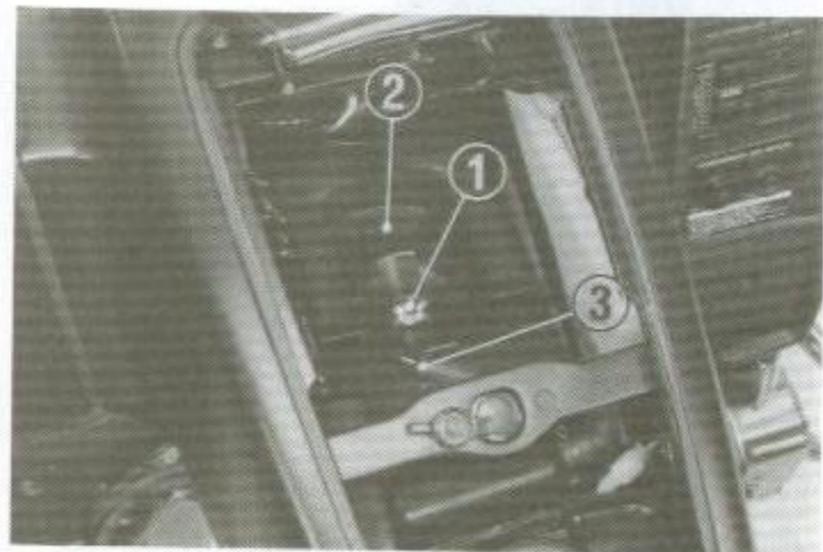


(1) Vehicle Emission Control Information Label  
(2) Vacuum Hose Routing Label  
(California only)

## AIR CLEANER

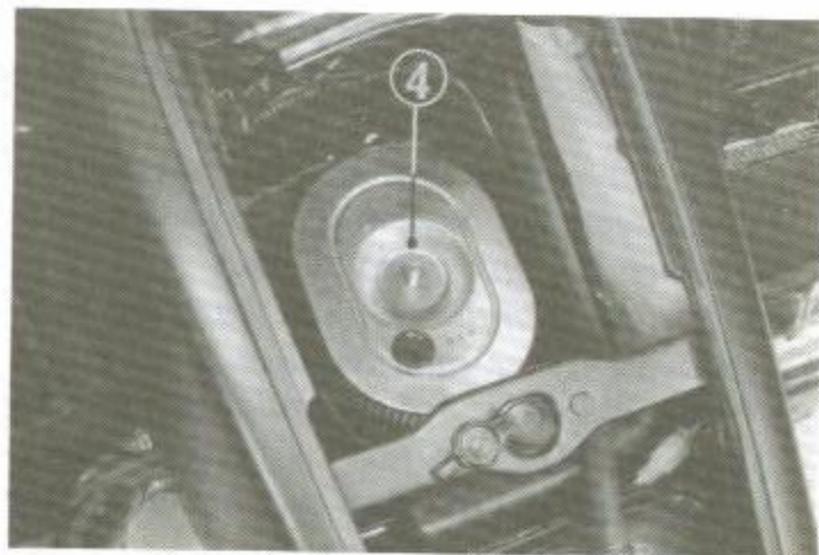
The air cleaner should be serviced at regular intervals (page 75). When riding in dusty areas, more frequent service may be necessary.

1. Open the top compartment. Remove the tool tray.
2. Remove the wing nut (1) and air cleaner cover (2), and disconnect the breather tube (3).



(1) Wing nut    (2) Air Cleaner cover  
(3) Breather tube

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



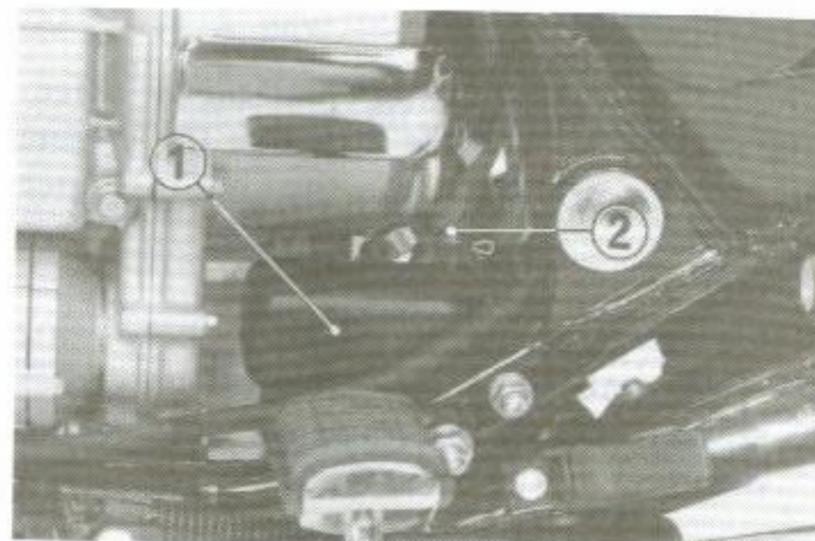
(4) Air cleaner element

## CRANKCASE BREATHER

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

### NOTE:

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



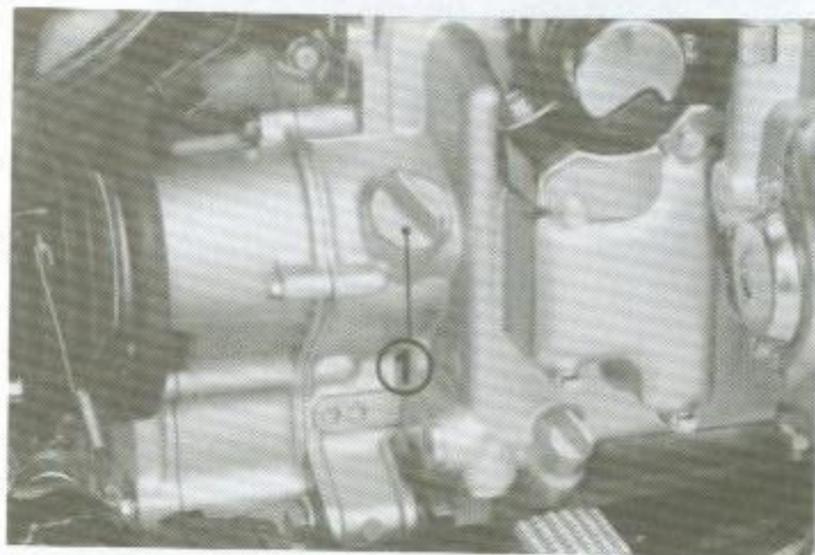
(1) Storage tank  
(2) Drain tube

## ENGINE OIL

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

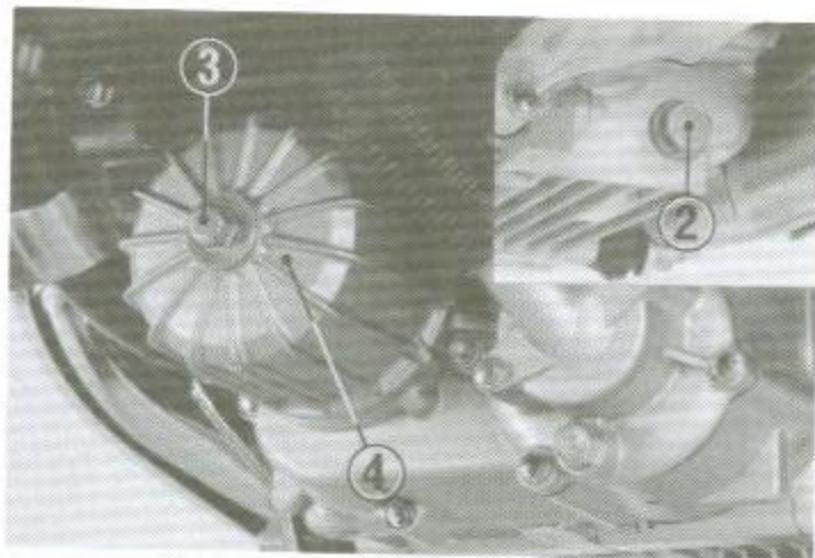
### NOTE:

\* Change the 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. After the oil has drained, 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:

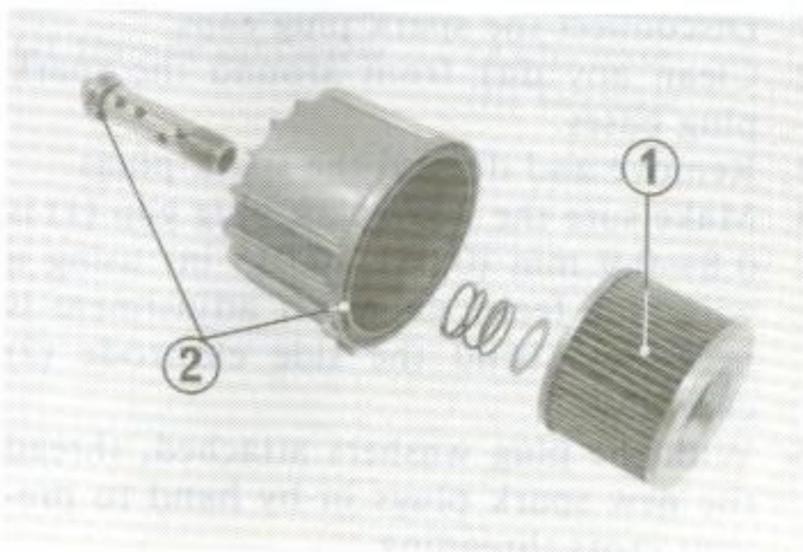
When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

## 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 (2) 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 riding:

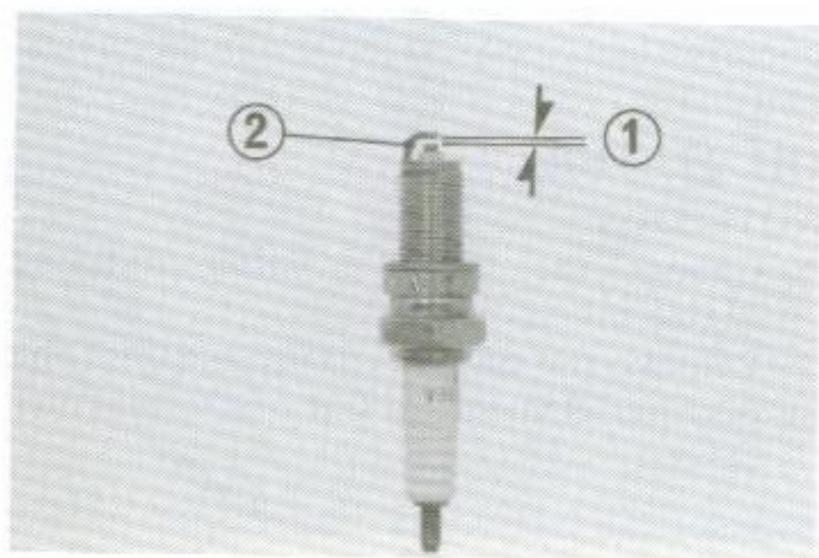
DPR9EA-9 (NGK) or  
X27EPR-U9 (ND)

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 wrench 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

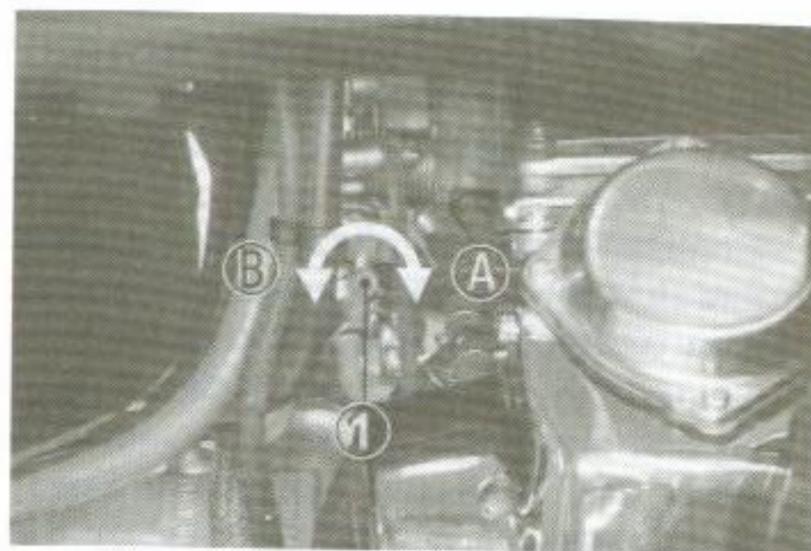
## IDLE SPEED

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as 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 (1).

Idle Speed: 1,000 ± 100 rpm  
(In neutral)



(1) Throttle stop screw

(A) Increase  
(B) Decrease

**FINAL DRIVE OIL**

Change the oil when specified by the maintenance schedule.

**NOTE:**

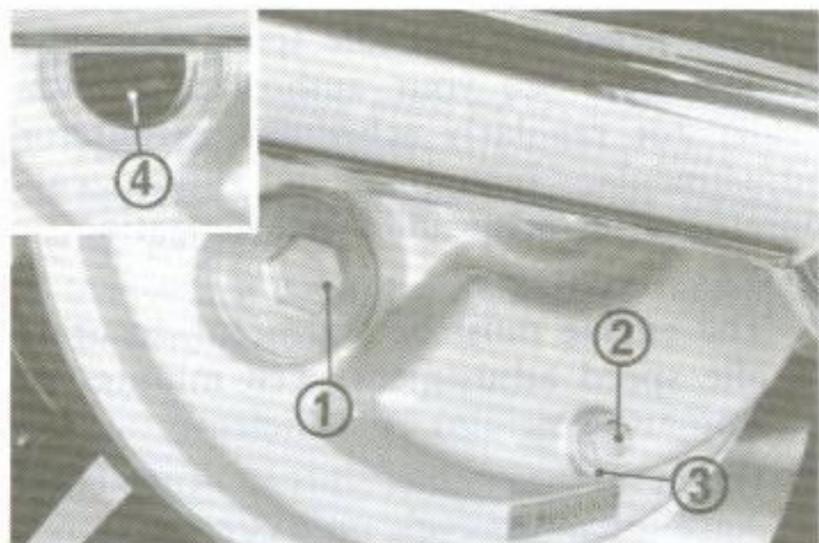
\* Change the oil with the final drive warm and the motorcycle on its center stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap (1) and drain plug (2).
2. After the oil has 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)

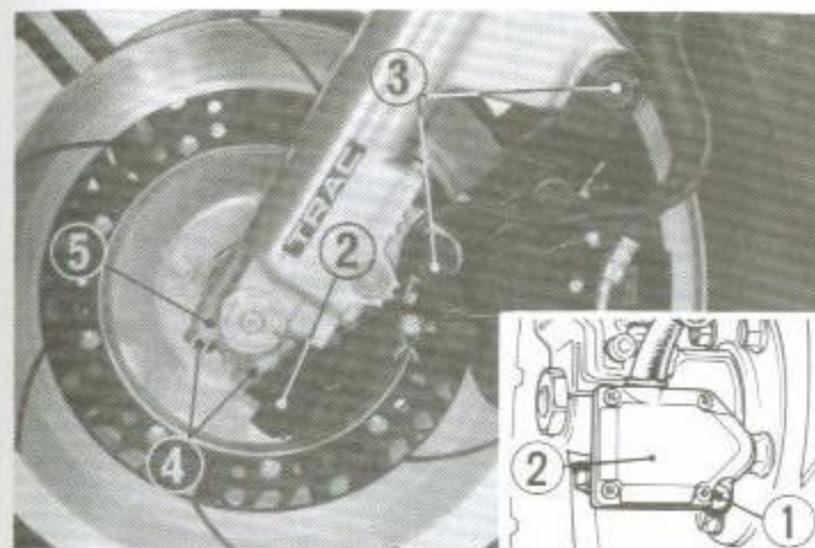
3. Fill the final drive with approximately 130 cc (4.4 oz) of the recommended oil. Make sure the final drive is slightly lower than the lower edge of the inspection hole (4) with the recommended oil.
4. Install the oil filler cap.

**Recommended oil: HYPOID GEAR OIL  
SAE 80**

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

**FRONT WHEEL REMOVAL**

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speed sensor set screw (1) and remove the speed sensor (2).
3. Remove the right and left caliper assembly by removing the caliper mounting bolts (3).



(1) Speed sensor set screw  
(2) Speed sensor  
(3) Caliper mounting bolts  
(4) Axle holder nuts  
(5) Axle holder

**CAUTION:**

- \* Support the caliper assembly so that it does not hang from the brake hose. Do not twist the brake hose.
  - \* Avoid getting grease, oil or dirt on the disc or pad surfaces, because such contamination can cause poor brake performance or rapid pad wear after reassembly.
4. Remove the front axle holder nuts (4) and axle holders (5).
  5. Remove the wheel.

## NOTE:

- \* Do not depress the brake lever and pedal 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 for this service.

## Installation

1. Lower the forks lightly so that 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 speed sensor box is horizontal.
  3. Carefully fit the brake caliper over the disc, install the caliper mounting bolts.

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Tighten the upper and lower mounting bolts (3) to the specified torque.

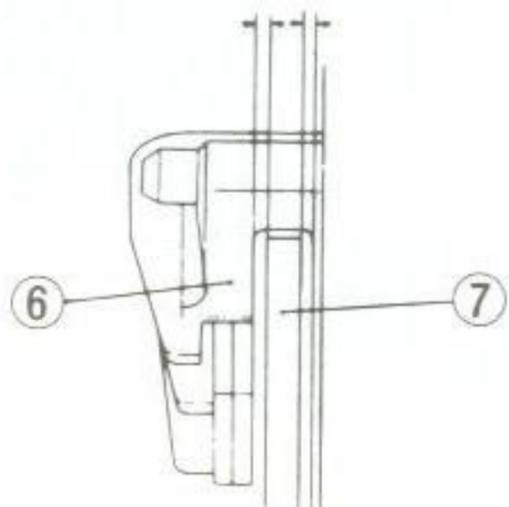
Torque specifications:

Upper bolt: 30—40 N·m (3.0—4.0 kg-m, 22—29 ft-lb)

Lower bolt: 20—25 N·m (2.0—2.5 kg-m, 14—18 ft-lb)

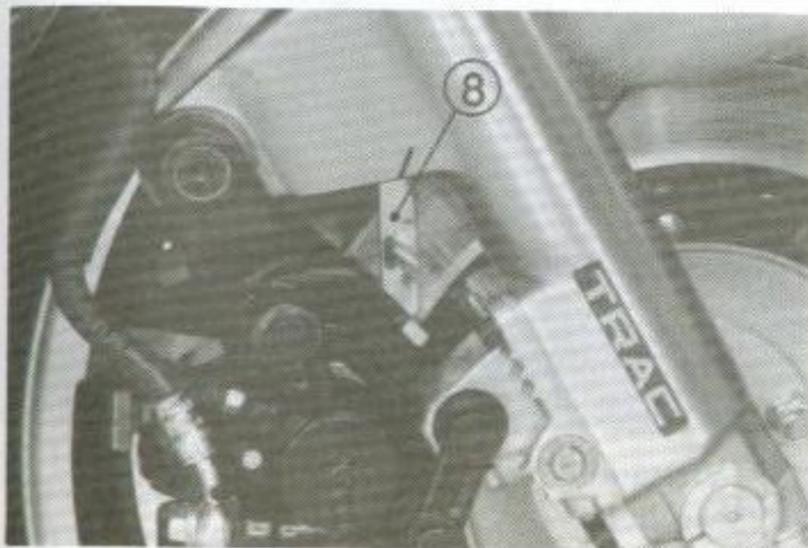
## CAUTION:

- \* *When installing the wheel, fit the brake disc carefully between the brake pads.*



(6) Caliper holder (7) Disc

4. Tighten the axle holder nuts (4) on the axle holder to 20—30 N·m (2.0—3.0 kg-m, 14—22 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. (8) If the gauge inserts easily, tighten the nuts on the right axle holder to 20—30 N·m (2.0—3.0 kg-m, 14—22 ft-lb) starting with the forward nut.



(8) Feeler gauge

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.
7. Check that the other three corners of the caliper holder (6) have a clearance of at least 0.7 mm (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.

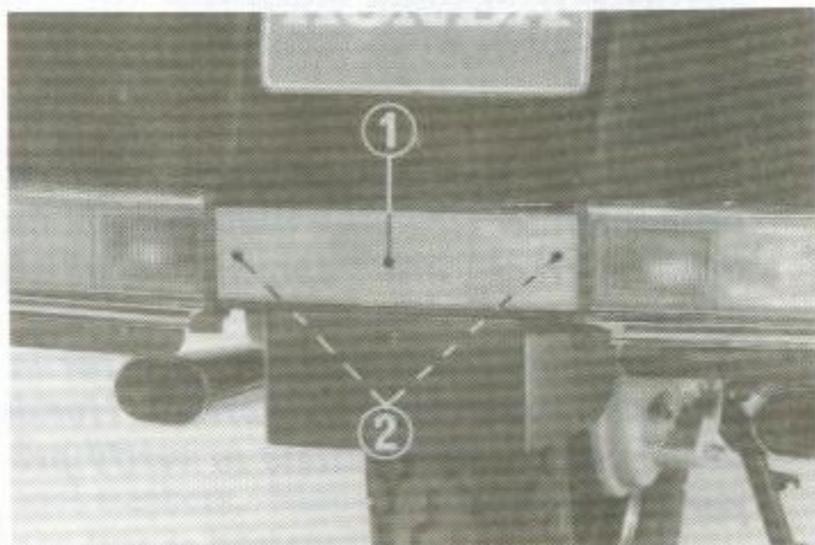
 **WARNING**

- \* *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.*

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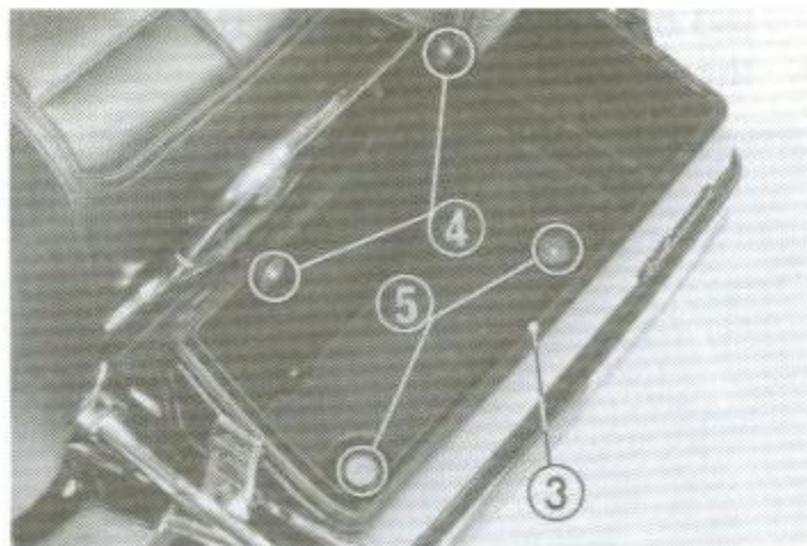
## REAR WHEEL REMOVAL

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 rear reflex-reflector (1) by removing two wing nuts (2).
4. Remove the left side rear fender mount screw.



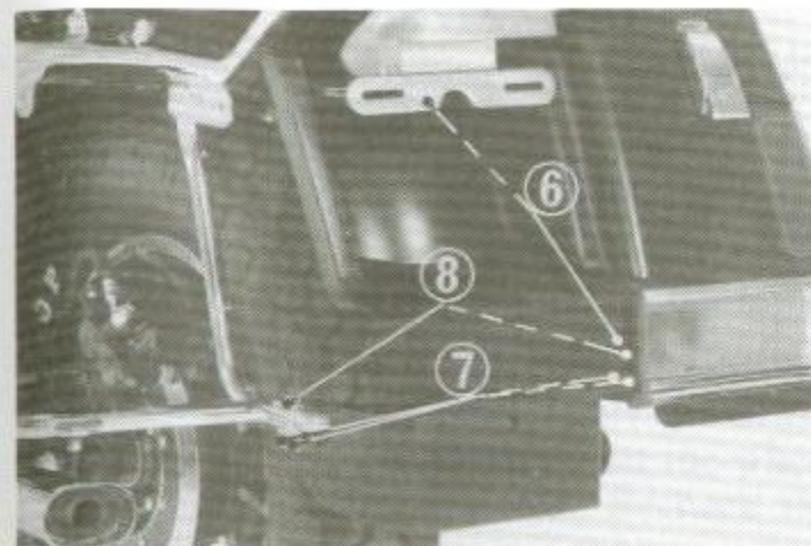
(1) Rear reflex-reflector  
(2) Two wing nuts

5. Remove the left-saddle bag (3) by removing two bolts (4) and two bolts and nuts (5).  
Remove the turn signal wire from the wire clamp.
6. Remove the rear fender by removing two screws (6).  
Remove the rear-bumper by removing four bolts (7) and two joints (8).



(3) Left saddle bag  
(4) Two bolts  
(5) Two bolts and nuts

7. Remove the axle nut (9).
8. Remove the axle holding bolt (10).
9. Remove the lower shock absorber bolt (11: left side) and bolt (12: right side).
10. Raise the rear wheel so the axle will clear the muffler.



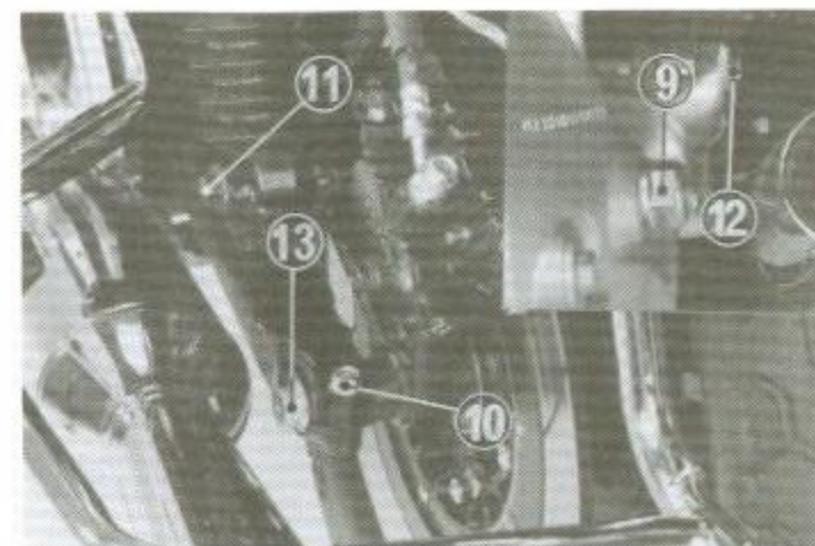
(6) Two screws  
(7) Four bolts  
(8) Two joints

11. Pull out the rear axle (13).

### CAUTION:

\* Support the caliper assembly and swing-arm before removing the rear axle so that the caliper does not hang from the brake hose. Do not twist the brake hose.

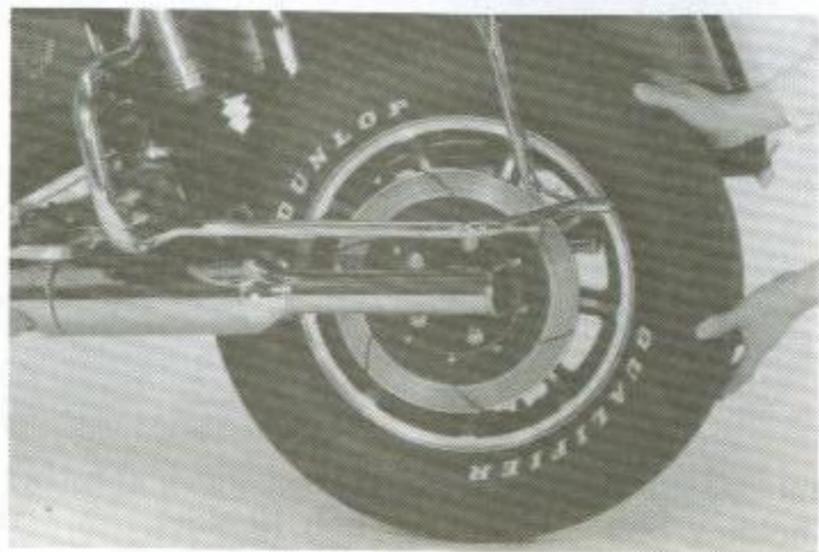
12. Separate the final drive case from the wheel.
13. Remove the wheel.



(9) Axle nut  
(10) Axle holding bolt  
(11) Lower shock absorber bolt (L-side)  
(12) Lower shock absorber bolt (R-side)  
(13) Rear axle

**Installation:**

Reverse the removal procedure. Apply a lithium-based multipurpose grease with molybdenum disulfide additive to the rear hub splines, final drive gear splines and flange pins when the 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:**

- \* Torque the following nut and bolts in this order to:

Axle nut:

85—105 N·m (8.5—10.5 kg-m,  
61—76 ft-lb)

Shock absorber bolt: (Right side)

20—25 N·m (2.0—2.5 kg-m,  
14—18 ft-lb)

Shock absorber bolt: (Left side)

65—75 N·m (6.5—7.5 kg-m,  
47—54 ft-lb)

Axle holding bolt:

24—29 N·m (2.4—2.9 kg-m,  
17—21 ft-lb)

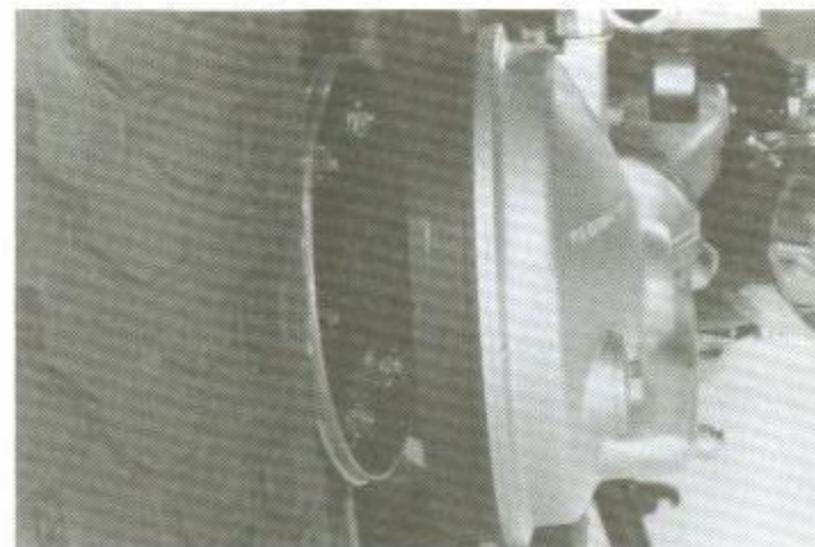
**CAUTION:**

- \* *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. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

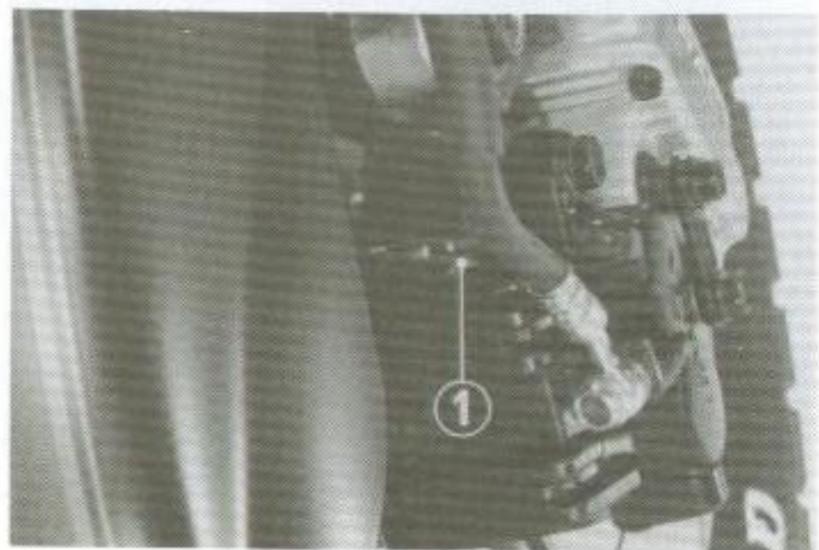
**WARNING**

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



**BRAKE PAD WEAR**

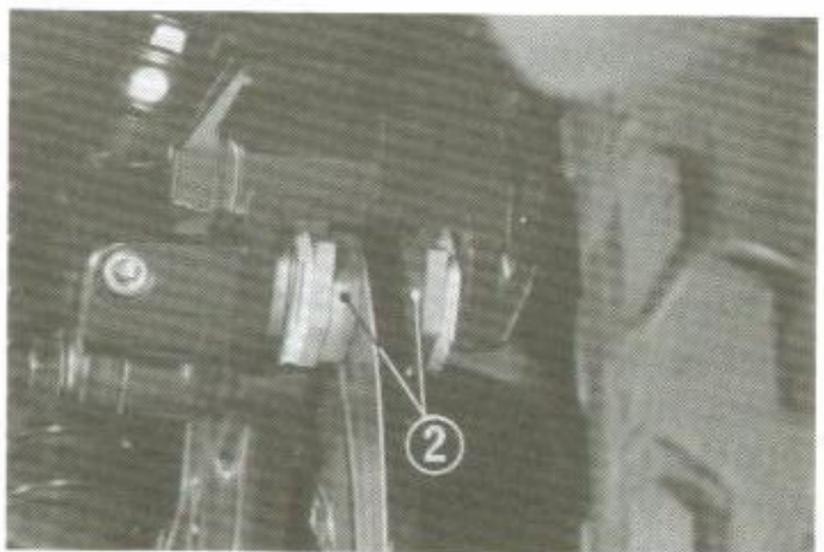
Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction indicated by the arrow (1) during all regular service intervals to determine the pad wear. If either pad wears to the wear line (2), both pads must be replaced as a set.



(FRONT) (1) Arrow

**Other Checks:**

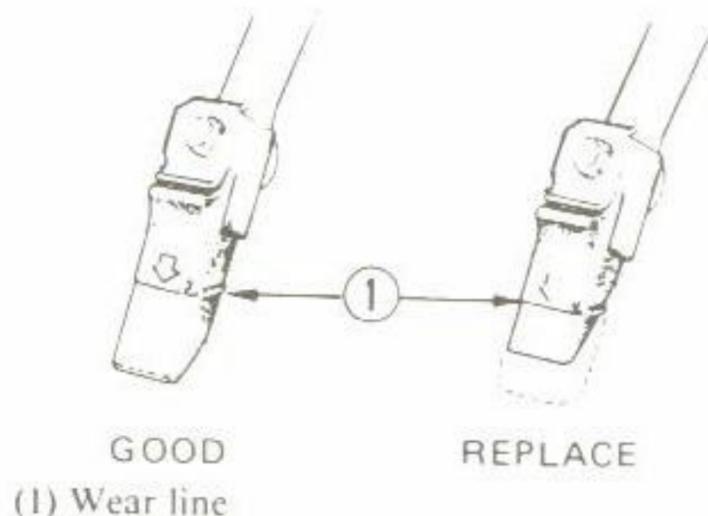
Make sure that there are no fluid leaks. Check for deterioration and cracks in the hoses and fittings.



(REAR) (2) Wear lines

**SIDE STAND**

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



## 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.

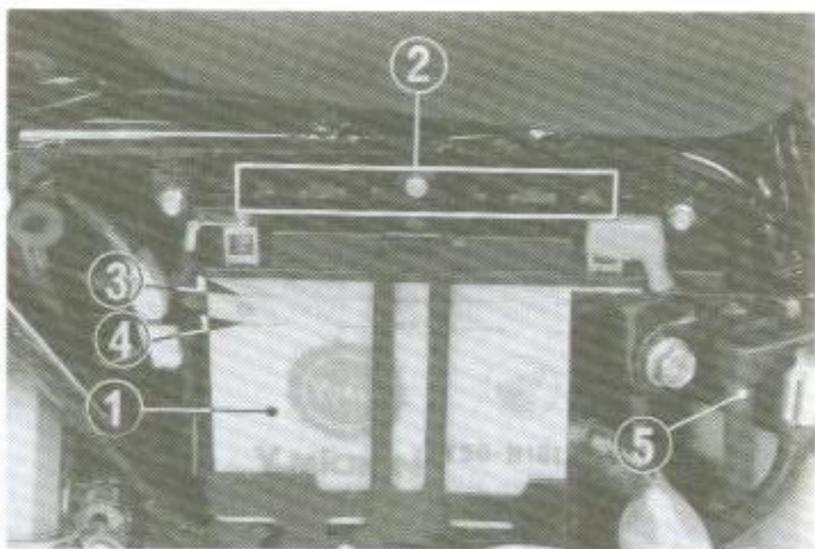
If the electrolyte level is low, remove the filler caps (2). Carefully add distilled water to upper level mark, using a small syringe or plastic funnel.

### 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.



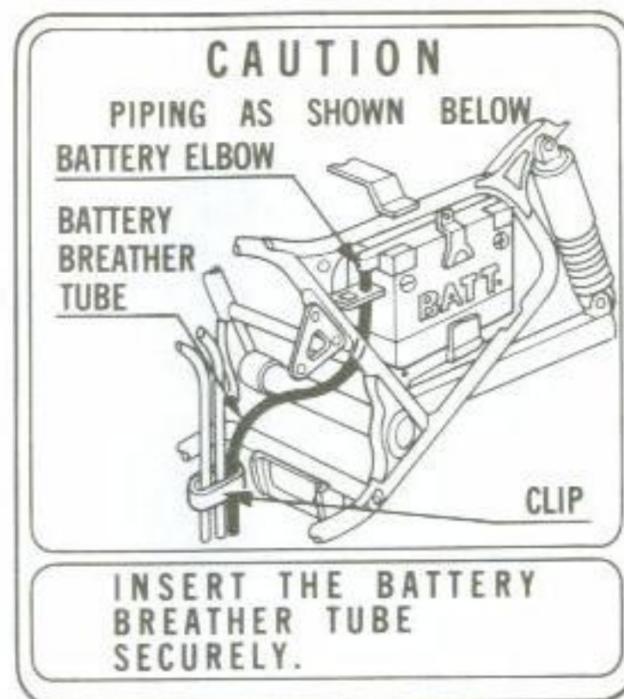
(1) Battery  
(2) Filler caps  
(3) Upper level  
(4) Lower level  
(5) Breather tube

### 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.*

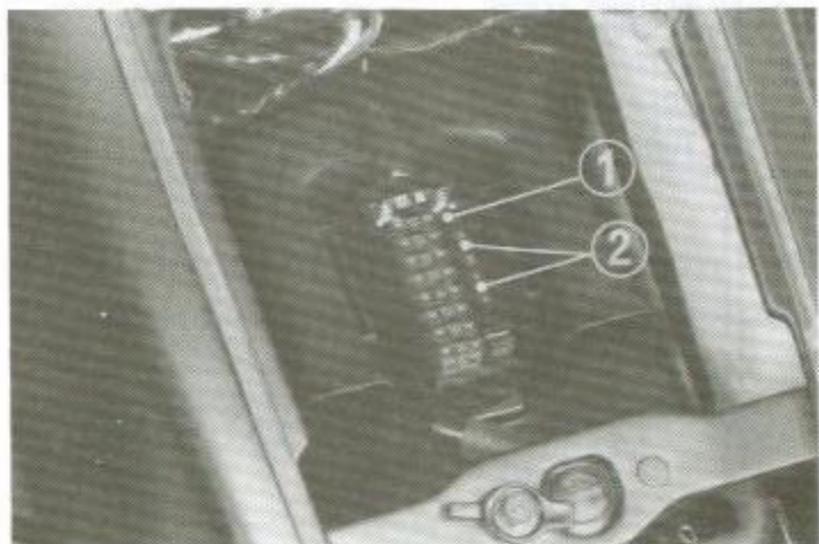


## FUSE REPLACEMENT

The main fuse (3), located near the battery on the positive lead, is 30A.

The fuse box (1) is located in the top compartment. Open the top compartment cover and remove the tool tray for access to fuses. The specified fuses are 10A, 15A.

Spare fuses (2) are located in the fuse box. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized



(1) Fuse box

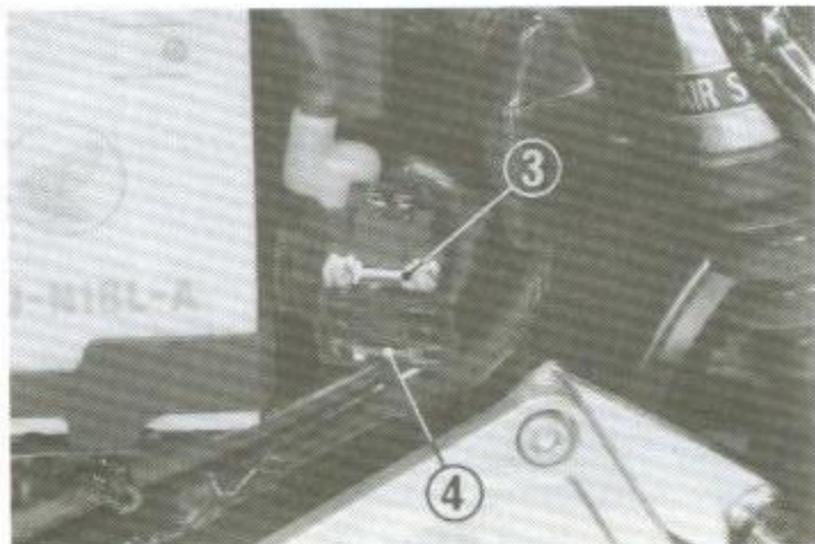
(2) Spare fuse

Honda dealer for repair.

### CAUTION:

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

To replace the main fuse (3), loosen the screws and remove the old fuse. Install the new fuse and tighten the screws securely.



(3) Main fuse

(4) Spare fuse

To replace fuses in the fuse box (1), remove the fuse box cover. Remove the fuse with the fuse remover located inside the fuse box cover. Install a new fuse and close the fuse box cover.

### 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.*

## CLEANING

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

1. Clean the windshield with a soft cloth or sponge and plenty of water. Dry with a soft clean cloth. Remove minor scratches with commercially available plastic polishing compound. Replace the windshield if scratches cannot be removed and they obstruct clear vision.

### CAUTION:

- \* *Do not let battery electrolyte or other acid chemicals get on the windshield. They will damage the plastic.*
- \* *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*
  - Brake Master Cylinders*
  - Clutch Master Cylinder*
  - Radiator Fins*
  - Wheel Hubs*
  - Muffler Outlets*

*Top Compartment*  
*Under Seat*  
*Fairing Pockets or Accessories*  
*Ignition Switch*  
*Steering Lock*  
*Handlebar Switches*

2. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
3. Dry the motorcycle, start the engine, and let it run for several minutes.
4. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

### WARNING

- \* *Braking performance may be impaired immediately after washing the motorcycle.*

## Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

### CAUTION:

- \* *Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.*
- \* *Do not ride over curbs or rub the wheel against an obstacle, as wheel damage may result.*

## 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. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

#### NOTE:

- \* When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap 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 slow 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 66). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

**SPECIFICATIONS****DIMENSIONS**

Overall length	2,505 mm (98.6 in)
Overall width	970 mm (38.2 in)
Overall height	1,510 mm (59.4 in)
Wheel base	1,610 mm (63.4 in)
Ground clearance	140 mm ( 5.5 in)

**WEIGHT**

Dry weight	330 kg (728 lbs)
	331 kg (730 lbs): California type

**CAPACITIES**

Engine oil	3.2 ℓ (3.4 US qt) After draining
Final drive gear oil	130 cc (4.4 oz) After draining
Fuel tank	22 ℓ (5.8 US gal)
Cooling system capacity	2.7 ℓ (2.9 US qt)
Passenger capacity load	Operator and one passenger
Vehicle capacity load	177 kg (390 lb)

**ENGINE**

Bore and stroke	75.5 x 66 mm (2.97 x 2.59 in)
Compression ratio	9.0 : 1
Displacement	1182 cc (72.1 cu.in)
Spark plug	
Standard	X24EPR-U9 (ND) DPR8EA-9 (NGK)
For cold climate (Below 5°C, 41°F)	X22EPR-U9 (ND) DPR7EA-9 (NGK)
For extended high speed riding	X27EPR-UP (ND) DPR9EA-9 (NGK)
Spark plug gap	0.8—0.9 mm (0.031—0.036 in)
Idle speed	1000 ±100 rpm

**CHASSIS AND SUSPENSION**

Caster	60°
Trail	118 mm (4.6 in)
Tire size, front	130/90-16 67H
Tire size, rear	150/90-15 74H

**POWER TRANSMISSION**

Primary reduction	1.708
Secondary reduction	0.973
Gear ratio, 1st	2.571
2nd	1.667
3rd	1.250
4th	1.000
5th	0.800
Final reduction	2.833

**ELECTRICAL**

Battery	12V-20AH
Generator	0.36 kw/5000 rpm

**LIGHTS**

Headlight	H4 BULB
Tail/stoplight	12V—2/32 cp
Turn signal light	12V—32 cp NO.:
	FRONT 1034
	REAR 1073
Instrument lights	12V—2 cp NO. 57
Neutral indicator light	12V—2 cp NO. 57
Turn signal indicator light	12V—2 cp NO. 57
High beam indicator light	12V—2 cp NO. 57
Oil pressure warning light	12V—2 cp NO. 57

**FUSE**

10A and 15A
30A (Main fuse)

## CONSUMER INFORMATION (USA ONLY)

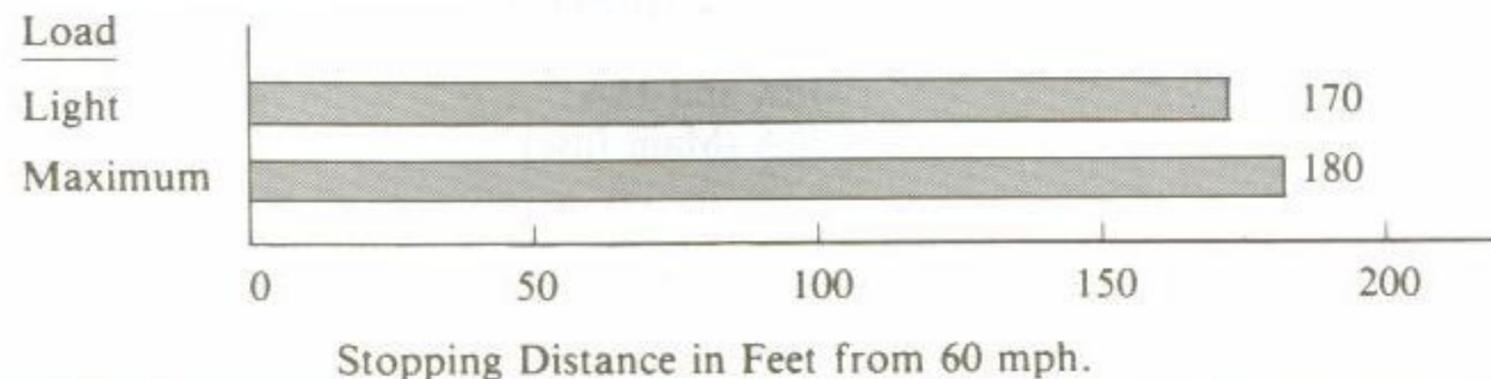
### VEHICLE STOPPING DISTANCE

This table indicates braking performance that can be met or exceeded by the vehicles to which it applies under different conditions of loading.

The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA GL1200 ASPENCADE**

#### Fully Operational Service Brake



## EMISION CONTROL SYSTEM (USA ONLY)

### Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes a secondary air supply system to reduce carbon monoxide and hydrocarbons.

### Exhaust Emission Control System

The exhaust emission control system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port. No adjustments to this system should be made although periodic inspection of the components is recommended.

### Noise Emission Control System

**TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:** Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

**AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:**

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

- **Evaporative Emission Control System (California only)**

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.

- **Air Supply System**

A secondary air supply system helps improve emission performance.

- **Crankcase Emission Control System**

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

- **Problems which may affect motorcycle emissions**

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

Symptoms:

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

MEMO

MEMO

## WARRANTY SERVICE

### Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty details are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department. Sometimes, however, in spite of 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 Customer Relations Department at the regional office of American Honda Motor Co., Inc. in your area. Regional office locations are shown on the following page. We will need the following information in order to assist you:
  - Your name, address, and telephone number
  - Product model and serial number
  - Date of purchase
  - Dealer name and address
  - Nature of the 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 at 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 the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

## Regional Office Location

**NORTHWEST REGIONAL OFFICE**  
(includes Alaska)  
American Honda Motor Co., Inc.  
Customer Relations Department  
P.O. Box 30285  
Portland, Oregon 97220  
Telephone: (503) 255-1186

**MIDWEST REGIONAL OFFICE**  
American Honda Motor Co., Inc.  
Customer Relations Department  
P.O. Box 22  
Greendale, Wisconsin 53129  
Telephone: (414) 421-9300

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