

HONDA 50

MODEL Z50A

**OWNER'S
MANUAL**

■ READ OWNER'S MANUAL CAREFULLY :

THIS VEHICLE WAS MANUFACTURED FOR OFF-THE-ROAD USE ONLY.
DO NOT OPERATE ON PUBLIC STREETS, ROADS, OR HIGHWAYS.

NOTICE : BEFORE TRANSPORTING THIS VEHICLE ;

- 1 TURN FUEL VALVE TO **OFF** POSITION.
- 2 TURN GAS CAP VENT TO **OFF** POSITION.
- 3 OPEN CARBURETOR DRAIN VALVE, DRAIN CARBURETOR FLOAT BOWL, CLOSE DRAIN VALVE.

Message to Mom & Dad:

Most Honda Mini-Trails will be operated by junior riders. In many instances, this is their initial introduction to the sport of motorcycling. Before your sons or daughters start to ride, it is important that you review the contents of this manual with them. A preliminary understanding of proper operation and maintenance will facilitate training and will contribute to their safety and the service life of the machine.

The Honda Z50A is designed and equipped for off-the-road use only and should not be operated on public streets. A mini-bike is less visible to traffic than larger machines. If the rider must cross a street to reach his riding area, then for safety and to comply with laws in many states, he should shut off the engine and walk the mini-bike across. When training your son or daughter, select a safe practice area with an even surface, free of obstacles.

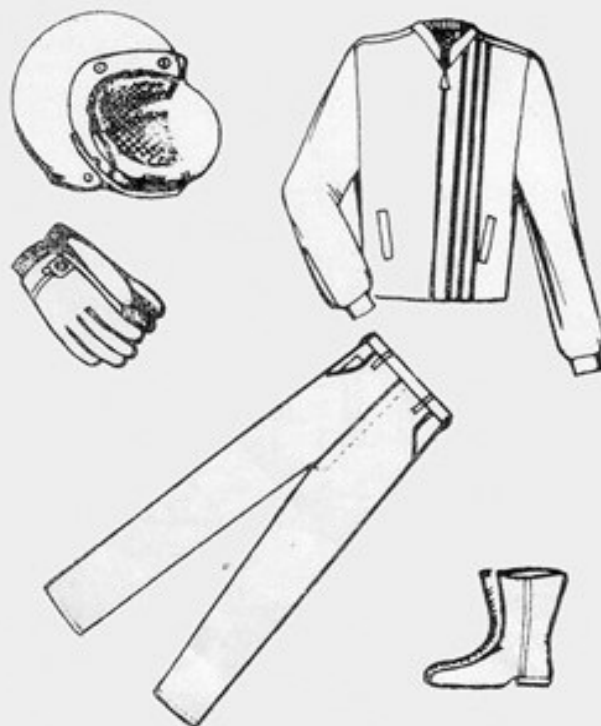


The Honda Z-50A is supplied with a special throttle valve which can be installed in the carburetor to limit power and speed while a new rider is learning to operate the machine. The standard throttle valve may be reinstalled when, at your discretion, the rider is ready for greater power and speed.

The rider should wear protective clothing. The most important item is a good safety helmet. Eye protection is also necessary—safety glasses, goggles, or a plastic face shield attached to the helmet. Clothing should protect the body as much as possible, and the rider should wear gloves and boots or sturdy shoes.

RESPECT PRIVATE PROPERTY. THE RIDER SHOULD NEVER CUT ACROSS RESIDENTIAL YARDS OR USE PRIVATE PROPERTY WITHOUT PERMISSION.

NOISE IS A NUISANCE TO YOUR NEIGHBORS. DO NOT ALTER OR REMOVE THE MUFFLER.



FOREWORD

THANK YOU for selecting a HONDA Mini-Trail.

This mini-bike is specially designed for the convenience of being carried by automobiles light airplanes, boats, etc. It is not designed, equipped or approved for riding on public highways or roads.

This OWNER'S MANUAL gives information on safe riding and proper servicing of your Mini-Trail. Read it carefully to maintain your Mini-Trail in top performance for many thousands of pleasant riding miles.

Your HONDA Dealer is always happy to give you assistance whenever you have any problem.

Provision for Unskilled Rider or Child Use

Maximum speed setting of your Mini-Trail can be lowered for safer riding of unskilled riders or children. For detailed information, see page 4.

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BEFORE RIDING

The maximum speed of this MINI-TRAIL can be lowered, if required, by replacing the standard throttle valve with the special throttle valve supplied. This feature assures safe riding for a beginner. With the special throttle valve installed,

the maximum speed is approximately 22 to 25 m. p. h.

Throttle valve replacement should be made correctly according to the following procedure.

1. Loosen the carburetor top.

NOTE:

Be sure to remove mud and dirt from the carburetor top before loosening.



① Carburetor top

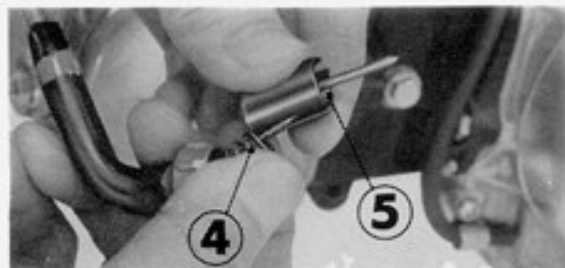
2. Remove the standard throttle valve from the carburetor. Take care not to damage the jet needle.



② Throttle valve

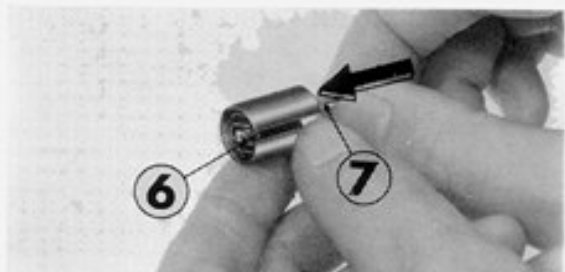
③ Jet needle

3. Hold the throttle valve spring ④ and detach the throttle valve from the inner wire ⑤.



④ Throttle valve spring ⑤ Inner wire

4. Remove the needle clip plate ⑥ and jet needle ⑦ from the throttle valve.

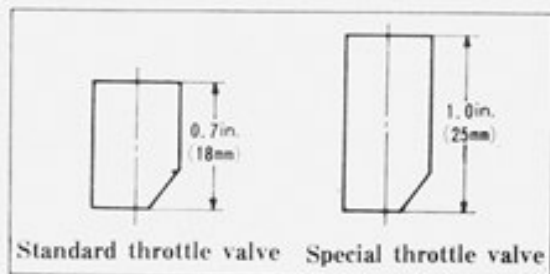


⑥ Needle clip plate ⑦ Jet needle

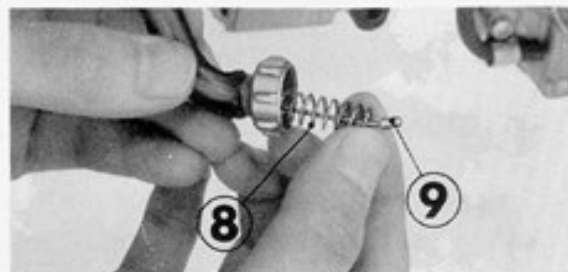
5. Insert the jet needle to the special throttle valve (total length: approx. 1 in. (25 mm)), and install the needle clip plate securely.

NOTE:

Take care not to tilt the needle clip plate in the throttle valve.



6. Attach the throttle valve spring ⑧ to the inner wire ⑨.



⑧ Throttle valve spring ⑨ Inner wire

7. Attach the inner wire to the throttle valve ⑩.

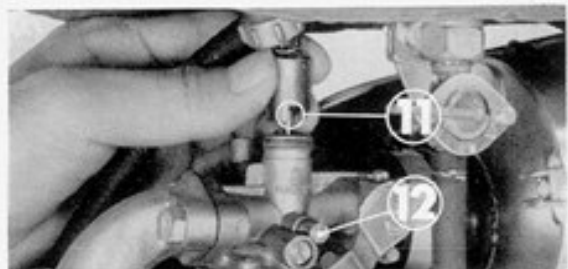


⑩ Throttle valve

8. Carefully put the throttle valve into the carburetor, with the groove ⑪ facing the stop screw ⑫.

NOTE :

1. Take care not to damage the jet needle.
2. Check that no foreign particles get inside the carburetor.



⑪ Groove ⑫ Stop screw

9. Tighten the carburetor top.
10. Check the throttle grip for smooth rotation from the full open to the full close position. Also check it at full left and full right steering position. Inspect the throttle cable from the throttle grip down to the carburetor.

The special throttle valve can be replaced with the standard throttle valve by the above procedure.

SPECIFICATIONS

DIMENSIONS

Overall length	51.2 in. (1,300 mm)
Overall width	24.0 in. (610 mm)
Overall height	33.5 in. (850 mm)
Wheel base	35.2 in. (895 mm)
Dry weight	117 lbs (53 kg)

CAPACITIES

Engine oil	0.8 U.S. qt. (0.8 liter)
Fuel tank	1.0 U.S. gal. (3.8 liter)

ENGINE

Bore and stroke	1.535×1.630 in. (39.0×41.4 mm)
Compression ratio	8.8 : 1
Displacement	3.0 cu in. (49 cc)
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve tappet clearance	0.002 in. (0.05 mm)

CHASSIS AND SUSPENSION

Caster	65°
Trail	1.7 in. (42 mm)
Tire size, front	3.50—8 (2 PR)
Tire size, rear	3.50—8 (2 PR)

POWER TRANSMISSION

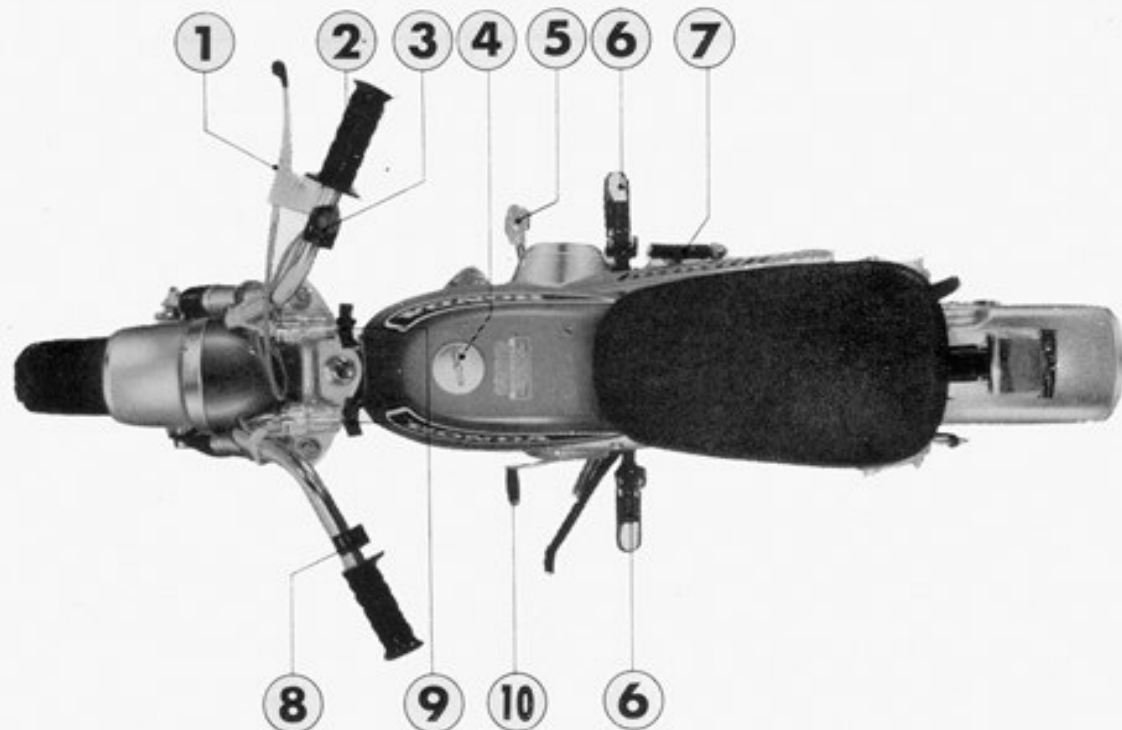
Primary reduction	3.722
Final reduction	3.083
Gear ratio, 1 st.	3.182
2 nd.	1.824
3 rd.	1.190

LIGHTS

Headlight	6 V-15 W
Taillight	6 V-5.3 W

SAE TRADE NO. 1154

CONTROL LOCATION



- ① Front brake lever
- ⑤ Rear brake pedal
- ⑨ Handlebar knobs

- ② Throttle grip
- ⑥ Foot rests
- ⑩ Gear change pedal

- ③ Ignition switch
- ⑦ Kick starter pedal

- ④ Fuel tank cap
- ⑧ Headlight switch



① Choke lever

② Gear change pedal

③ Fuel valve



- ① Kick starter pedal ② Oil filler cap ③ Rear brake pedal ④ Clutch adjuster

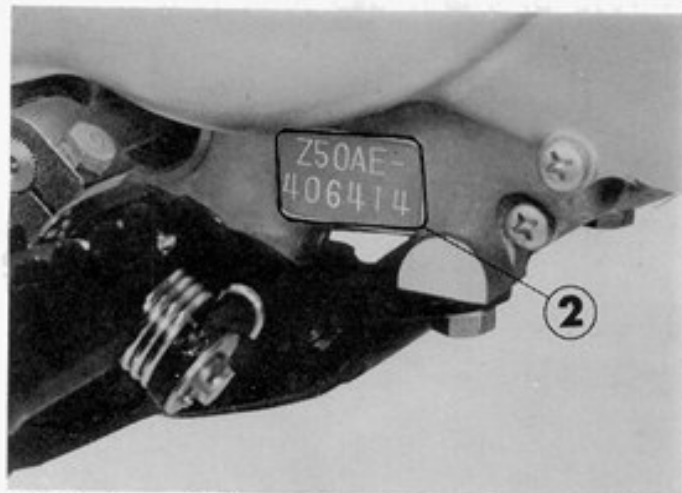
Frame and Engine Serial Numbers

The frame serial No. ① is stamped on the left side of the steering head. The engine serial No. ② is located on the left side of the engine at the bottom.

Refer to the frame or engine serial number when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



① Frame serial number

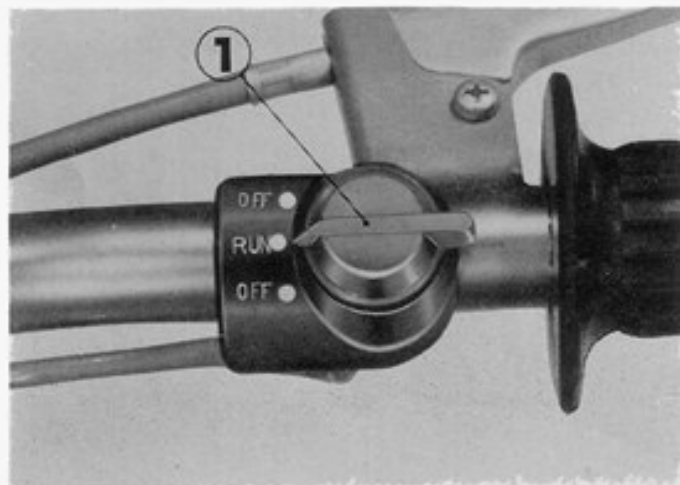


② Engine serial number

Ignition Switch

The ignition switch ① is located on the right of handlebars.

Move the switch to **"RUN"** (red dot) position to switch on ignition and to **"OFF"** (black dot) position to stop engine.

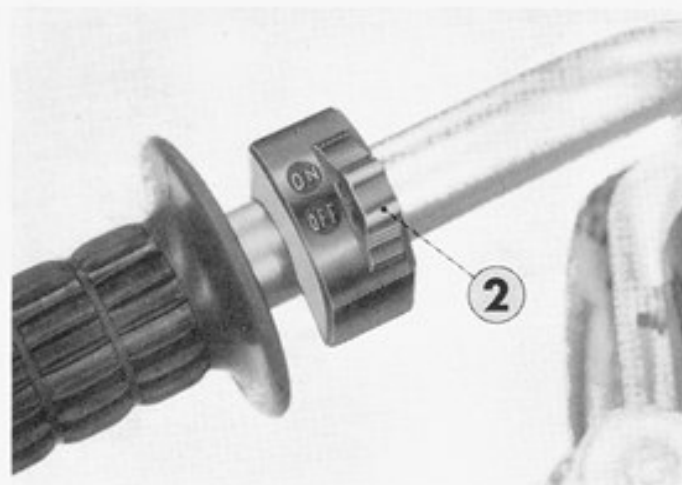


① Ignition switch

Headlight Switch

The headlight switch ② is located on the left of handlebars.

Move the switch to **"ON"** position to cause headlight and taillight to come on and to **"OFF"** position to cause them to go out. Headlight will come on when the engine is started.



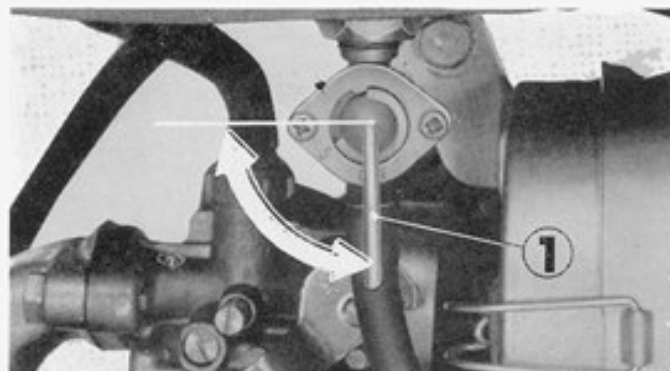
② Headlight switch

Fuel Valve

The fuel valve is located on the left side under the fuel tank.

Turning the lever ① to the vertical position will allow fuel to flow from the fuel tank.

This lever should be turned to the horizontal position to shut off the fuel from the tank whenever the engine is stopped.

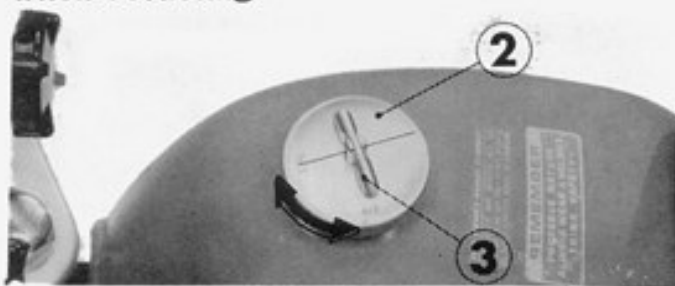


① Fuel valve lever

Fuel Tank

Fuel tank capacity is 1.0 U.S. gal. (3.8ℓ). The fuel tank cap ② has a knob ③ with "ON" and "OFF" position to open or close the tank vent. The fuel tank cap knob ③ should be turned to "ON" to allow fuel to flow when running the engine. Turning the knob to "OFF" will prevent fuel from flowing out the vent hole when transporting the Mini-Tail. Tighten fuel tank cap firmly to prevent loosening.

WARNING: Gasoline is flammable, and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the Mini-Tail when refueling.



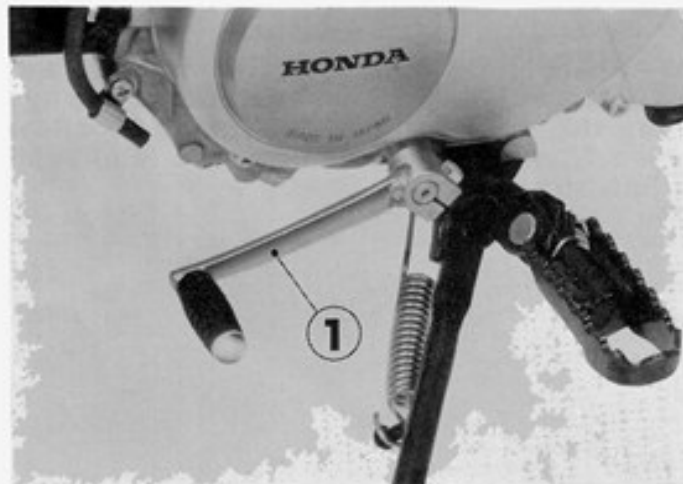
② Fuel tank cap

③ Fuel tank cap knob

Gear Change Pedal

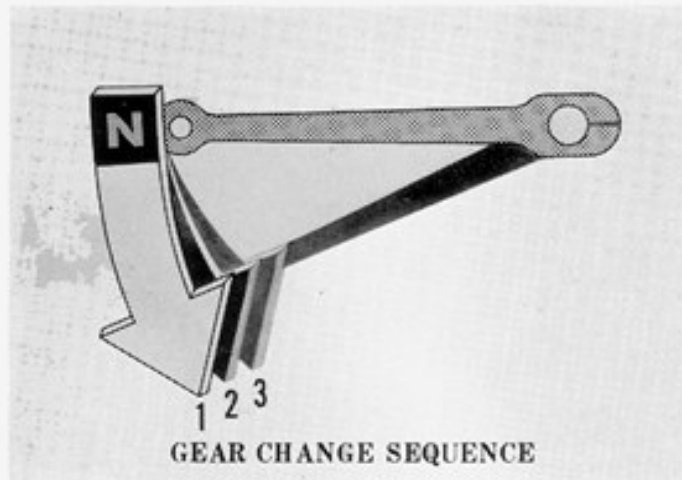
The gear change pedal ① is located on the left center of the engine.

Shifting to low from neutral is performed by depressing the gear change pedal; successive shifting into second and top are made by depressing the pedal in sequence.



① Gear change pedal

Shifting down in gear is accomplished by lifting up the gear change pedal in successive sequence. The shifting sequence pattern is shown below. Close the throttle when changing gears.

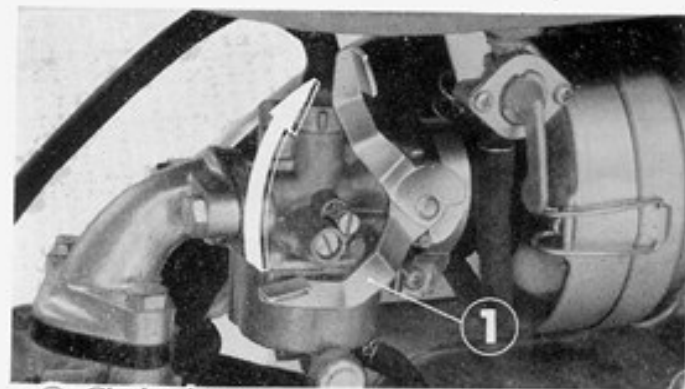


STARTING ENGINE

Starting a Cold Engine

It is recommended that the following procedures be followed when starting the engine.

1. Turn the fuel valve lever to the "ON" position.
2. Turn the fuel tank cap knob to "ON" position.
3. Turn the ignition switch to "RUN".



① Choke lever

4. Raise the choke lever ① to close the choke valve.
5. Open the throttle slightly, and step on the kick starter pedal with a rapid kick stroke.

Perform the kick starting until the engine starts.

If the engine does not start by the above procedure, turn the ignition switch to the "OFF" position, set the choke lever to the full "OPEN" position. (choke lever in the down position) and then crank the engine several times with the kick starter, holding the throttle grip turned fully inward.

Next, position the ignition switch to "RUN" and follow the normal



starting procedure.

6. After the engine starts, operate for 2~3 minutes at medium speed to warm up the engine.
7. When the engine is warm, place the choke lever in the open position (lever down).

Starting in Extremely Cold Weather

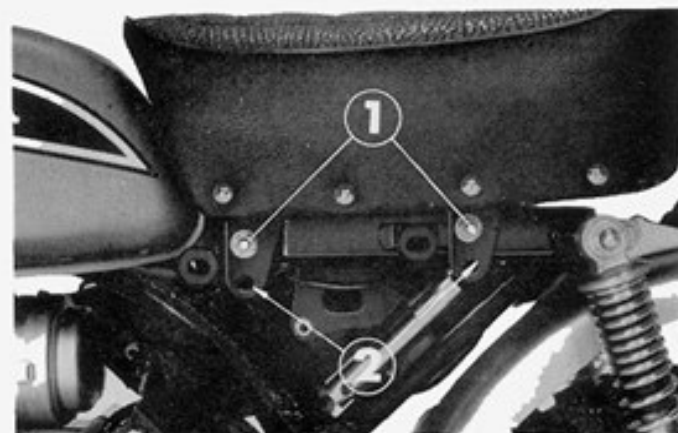
Prime the engine before starting by cranking the engine several times with the ignition switch "**OFF**". Choke should be fully closed and the throttle opened. Follow with the procedure for starting a cold engine.

Starting a Warm Engine

When the engine is to be restarted while it is still warm proceed as for a cold engine, however, the use of the choke is not necessary.

Seat Height Adjustment

Seat height can be adjusted by use of alternate mounting bracket holes. When the seat is bolted by using lower holes ② in bracket, its height will be increased approx. 1 inch (25mm).



① Seat attaching bolts

② Lower holes

Changing Gears

After the engine has been warmed up, the Mini-Trail is ready for riding.

First, close the throttle to the idle position, depress the gear change pedal to shift into low gear.

Increase the engine speed by twisting the throttle grip inward.

When the Mini-Trail attains moderate speed **close the throttle** and shift to 2nd gear by depressing the gear change pedal.

This sequence is repeated to progressively shift into 3rd gear. (refer to page 16).

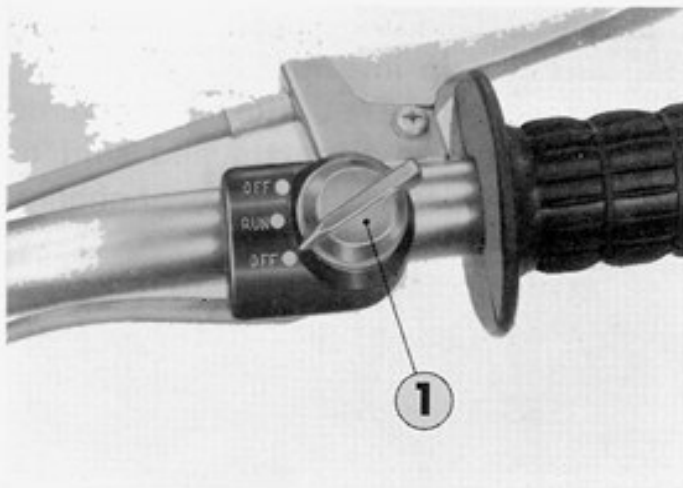
NOTE:

When shifting gears either up or down, the throttle must be closed.

Brakes

The most important point to keep in mind is to apply both the front and rear brakes together.

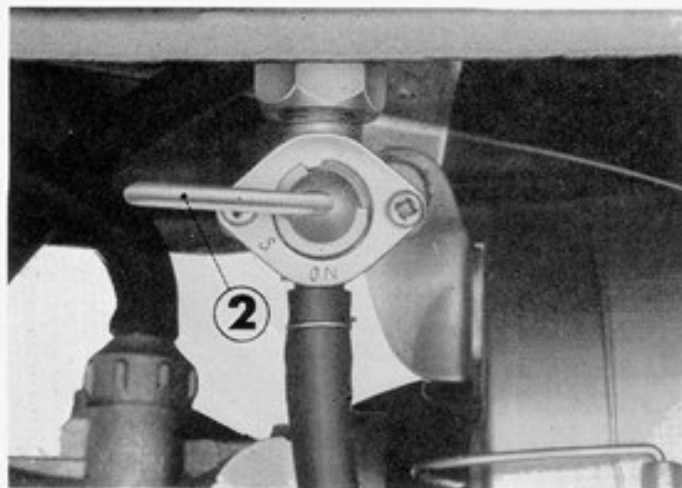
The front brake is operated by the front brake lever located on the right side of handlebar, the rear brake is operated by the rear brake pedal.



① Ignition switch

Parking

Whenever parking the Mini-Trail for a long period, turn the ignition switch ① to the "OFF" position, and turn the fuel valve lever ② to the "S" position to shut off the flow of fuel.

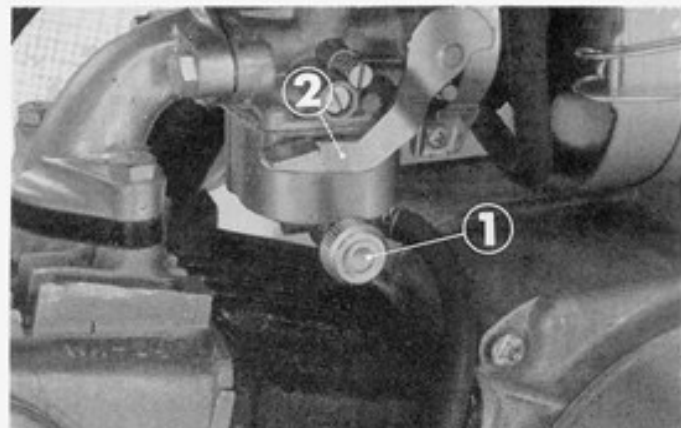


② Fuel valve lever

CARRYING TIPS

This trail bike can be folded into a compact unit for carrying by automobile, light air plane, boat, etc. Follow the items listed below to prepare for carrying.

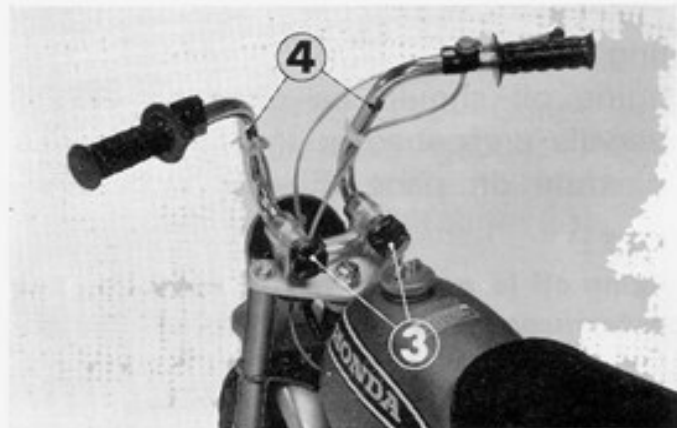
1. Turn the fuel tank cap knob to "CLOSE" and the fuel valve lever to "S" position.
2. Screw out the fuel drain valve ① located on left side of the carburetor



① Fuel drain valve ② Carburetor

- ② to empty the fuel contained in the carburetor and then close the valve.
3. Unscrew both handlebar knobs ③, fold the handlebars ④ down and re-tighten both handlebar knobs.
4. Fold steps and fix them with strings or the like.

NOTE: If the Mini-Trail is to be carried on its side, transport with left side down.



③ Handlebar knobs ④ Handlebars

ENGINE OIL RECOMMENDATION AND VISCOSITY

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE. Motor oils intended for Service SE will show this designation on the container.

The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 25~26.

NOTE:

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially.

Recommended oil viscosity:

General, all temperatures

SAE 10W-40

Temperatures above 59°F

SAE 20W-50

Alternate:

Above 59°F	SAE 30
32° to 59°F	SAE 20 or 20 W
Below 32°F	SAE 10 W

PRE-RIDING INSPECTION

Prior to starting your Mini-Trail, perform a general inspection as a matter of habit to make sure that the bike is in good, safe riding condition.

This inspection will require only a few minute and can save you much time

and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in this manual.

1. **ENGINE OIL LEVEL**—Measure oil level and add oil if necessary (page 28).
2. **FUEL**—Check fuel level and fill tank if low (page 15).
3. **BRAKES**—Check operation of front

and rear brakes. Adjust free play if necessary (page 43–44).

4. **TIRE AIR PRESSURE**—Check with a tire air pressure gauge; normal inflation pressure for both front and rear tires is 14 psi (page 23).

TIRE INFORMATION

Cold tire pressures	Front 14psi (1.0kg/cm ²), Rear 14psi (1.0kg/cm ²)
Vehicle capacity load	150 lbs (68kg) operator only
Tire size	Front 3.50-8, Rear 3.50-8

5. DRIVE CHAIN—Check condition of chain and measure chain slack. Adjust if drive chain slack is incorrect. Lubricate if drive chain appears dry. Replace if drive chain is badly worn or damaged (page 40).
6. THROTTLE—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 37).
7. LIGHTING EQUIPMENT—Check headlight and tail/stoplight. Replace any bulb which fails to light (page 48–49).

MAINTENANCE SCHEDULE

The maintenance intervals shown in the following schedule are based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.

Items marked *should be serviced by an

authorized Honda dealer, unless the owner has proper tools and is mechanically proficient.

Other maintenance items are simple to perform and may be serviced by the owner.

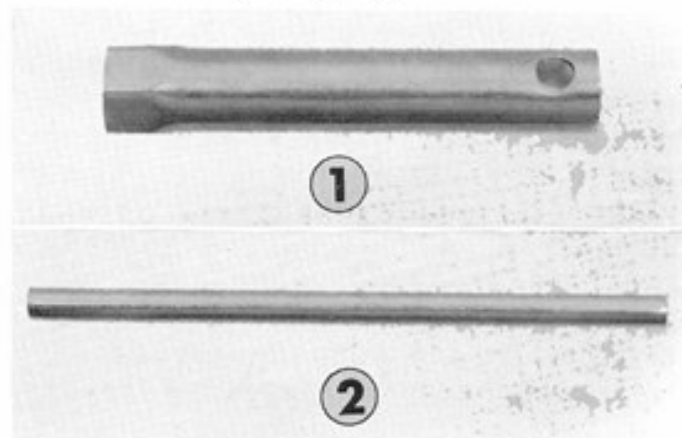
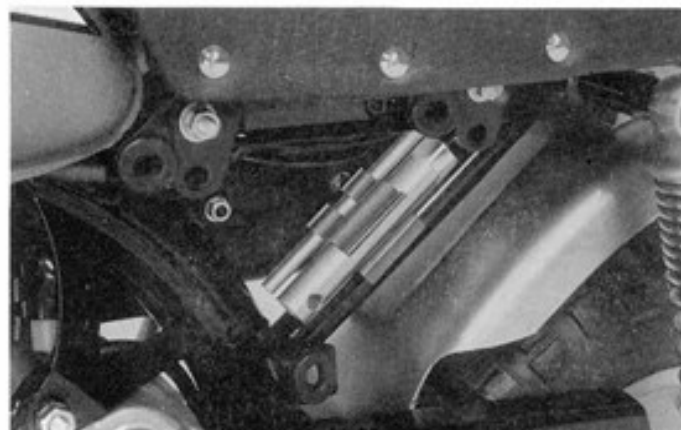
INITIAL SERVICE PERIOD	<ul style="list-style-type: none">● ENGINE OIL—Change.● *CONTACT POINTS AND IGNITION TIMING—Clean, check, and adjust or replace if necessary.● *VALVE TAPPET CLEARANCE—Check and adjust if necessary.	<ul style="list-style-type: none">● DRIVE CHAIN—Check, lubricate, and adjust if necessary.
FIRST WEEK OF OPERATION	<ul style="list-style-type: none">● *CARBURETOR—Check and adjust if necessary.● THROTTLE OPERATION—Inspect cable. Check and adjust free play.● *CLUTCH—Check operation and adjust if necessary	<ul style="list-style-type: none">● BRAKE CONTROL LINKAGE—Check linkage and adjust if necessary.● TIRES—Inspect and check air pressure.● LIGHTING EQUIPMENT—Check.● ALL NUTS, BOLTS, AND OTHER FASTENERS—Check security and tighten if necessary.

<p>REGULAR SERVICE PERIOD</p> <p>EVERY 30 OPERATING DAYS</p> <p>NOTE Change oil every 30 operating days or every 3 months, whichever occurs first.</p>	<ul style="list-style-type: none"> ● ENGINE OIL—Change. ● SPARK PLUG—Clean and adjust gap, or replace if necessary. ● *CONTACT POINTS AND IGNITION TIMING—Clean, check, and adjust or replace if necessary. ● *VALVE TAPPET CLEARANCE—Check and adjust if necessary. ● POLYURETHANE FOAM AIR FILTER ELEMENT—Clean and oil. Service more frequently if operated in dusty areas. ● *CARBURETOR—Check and adjust if necessary. 	<ul style="list-style-type: none"> ● THROTTLE OPERATION—Inspect cable. Check and adjust free play. ● *CLUTCH—Check operation and adjust if necessary. ● DRIVE CHAIN—Check, lubricate, and adjust if necessary. ● BRAKE CONTROL LINKAGE—Check linkage and adjust if necessary. ● TIRES—Inspect and check air pressure. ● LIGHTING EQUIPMENT—Check. ● ALL NUTS, BOLTS, AND OTHER FASTENERS—Check security and tighten if necessary.
<p>EVERY YEAR</p>	<ul style="list-style-type: none"> ● FUEL FILTER SCREEN—clean. ● FUEL LINE—Check. ● *STEERING HEAD BEARINGS—Adjust. ● *BRAKE SHOES—Inspect and replace if worn. 	

TOOL KIT

The spark plug wrench is attached center of the frame.

Remove the left side cover and then remove the spark plug wrench.

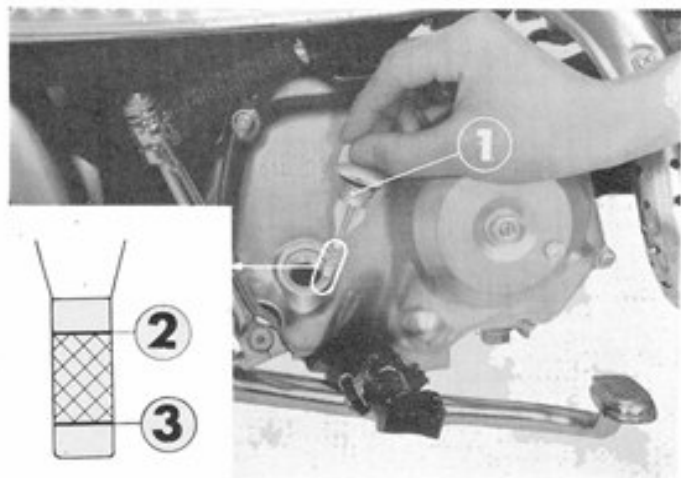


- ① Spark plug wrench: For spark plug and axle nut
- ② Handle bar: For spark plug wrench

Engine Oil Level

Check engine oil level at the start of each day the motorcycle is to be operated.

The oil filler cap ① is located on the right crankcase cover and contains a dipstick for measuring oil level. Oil level must be maintained between the upper ② and lower ③ oil level marks on the dipstick. Oil level must be checked with the Mini-Trail standing upright on level ground and the oil filler cap touching the surface of the filler orifice but not screwed in.



- ① Oil filler cap ② Upper level mark
- ③ Lower level mark

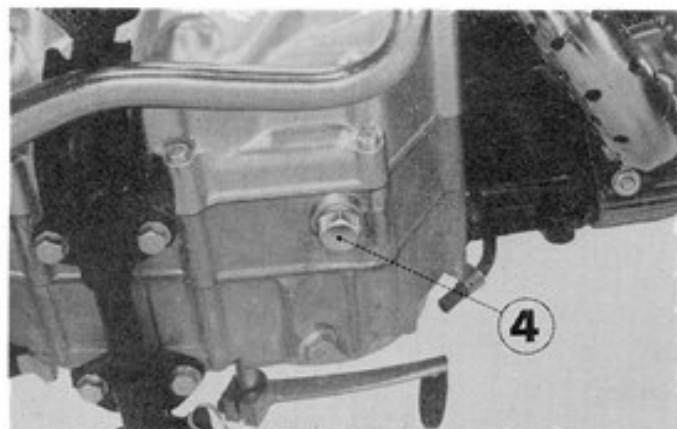
Engine Oil Change

Engine oil should be changed in accordance with the maintenance schedule on page 25–26. Use only motor oil of the grade and viscosity recommended on page 22.

When changing oil, drain the used oil

from the crankcase while the engine is warm. This will ensure complete and rapid draining.

1. Remove the oil filler cap ① from the right crankcase cover.



④ Drain plug

2. Place a drip pan under the crankcase to catch the oil and then remove the drain plug ④.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the engine.
4. When the oil has been completely drained, reinstall the drain plug, making

sure that the packing used on the plug is in good condition.

5. Fill the crankcase through the oil filler opening with approximately 0.8 U.S. qt. (0.8 liter) of recommended grade oil. Check the oil level with filler cap dipstick. Oil level should be between the upper ② and lower ③ oil level marks on the dipstick (refer to page 28).

NOTE :

- **Do not operate the engine if the oil level is below the lower level mark on the dipstick.**
- **When operating the Mini-Trail under unusually dusty condition, it is recommended that the oil change be performed at more frequent intervals than specified in the maintenance schedule.**

Spark Plug Replacement and Adjustment

NGK C6H or ND U 20FS spark plug is used on this model. Servicing of the spark plug is as follows.

1. Detach the high tension cord cap, and remove the spark plug with the spark plug wrench which is attached under the seat.

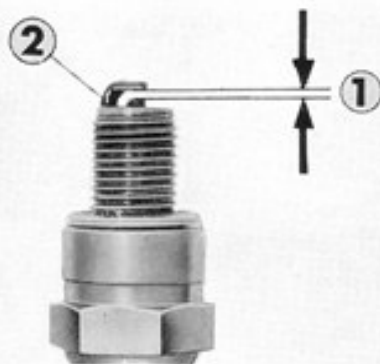
2. Check tip of the spark plug for fouling or deposit.

Clean the spark plug with a spark plug cleaner, however, if it is not available, use a stiff pin or wire to remove the deposited substance, and wash in solvent followed by drying with a rag.

3. Adjust the spark plug gap ① to 0.024~0.028 in. (0.6~0.7mm) with a feeler gauge.

The adjustment is made by bending the negative (side) electrode ②.

4. When installing the spark plug, it should be first screwed in finger tight. Then use the spark plug wrench to tighten an additional 1/2 to 3/4 turn.



① Spark plug gap ② Negative (side) electrode

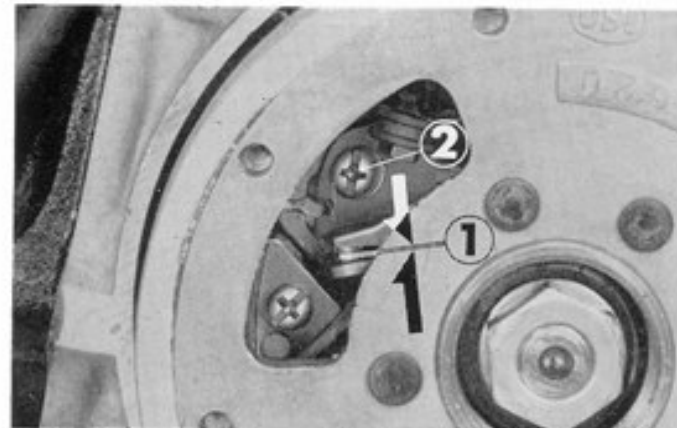
NOTE :

- **Never use an improper heat range spark plug.**
- **Do not attempt to dry or remove soot from the spark plug by burning.**

Contact Breaker Point Gap and Ignition Timing Adjustment

Adjustment of contact breaker point gap and ignition timing are required to maintain satisfactory engine performance.

1. Remove the left crankcase cover.
2. Rotate the flywheel counterclockwise to find the point where the breaker point gap ① is at maximum and check

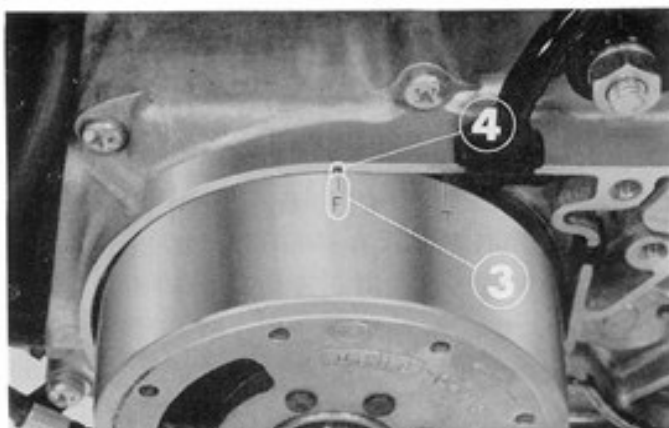


① Breaker point gap ② Breaker locking screw

if the gap is correct using a feeler gauge.

3. The standard gap ① is 0.012–0.016 in. (0.3–0.4mm.).
4. When adjustment is necessary, loosen the breaker locking screw ② and move the breaker base in either clockwise or counterclockwise to obtain the standard point gap setting.

NOTE: Wipe the contact breaker point surfaces with clean rag if dirty.



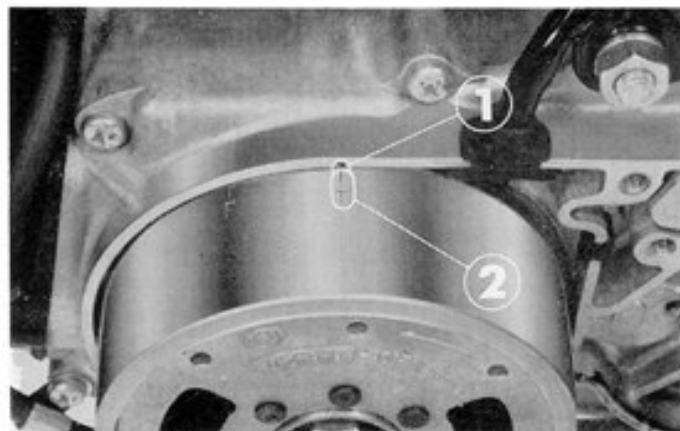
③ "F" mark ④ Index mark

5. After completing the breaker point gap adjustment, recheck the ignition timing. To perform the check, rotate the flywheel so that when "F" mark ③ on the flywheel is aligned to the index mark ④ (page 31) on the left crankcase, the breaker points just begin to open.
-

Valve Tappet Adjustment

Excessive valve tappet clearance will cause tappet noise, and negative clearance will cause valve damage and loss of power. Therefore, the valve tappet clearance should be maintained properly. Adjustment should be made with the engine cold.

1. Remove the tappet adjusting hole caps.
2. Remove the left crankcase cover.



① Index mark ② "T" mark

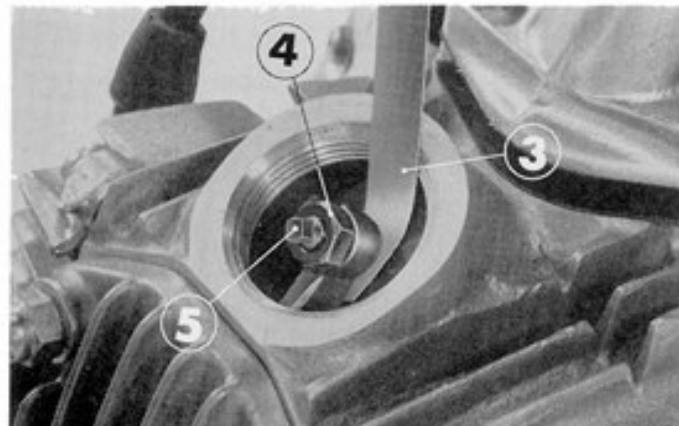
3. Rotate the flywheel counterclockwise until the "T" mark ② on the flywheel lines up with the index mark ① on the crankcase flange.
In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is at the top dead center of the compression stroke,

and the intake and exhaust valves are closed.

This condition can be determined by shifting the rocker arm with fingers through the tappet adjusting holes. If the tappets are free, it is an indication that the valves are closed and the piston is on the compression stroke. If the tappets are tight, the valves

are opened, so rotate the flywheel 360° counterclockwise and realign the "T" mark to the index mark.

4. The valve tappet clearance is measured between the valve stem and tappet adjusting screw. Both the intake and the exhaust valves should be adjusted to 0.002 in. (0.05 mm). To perform the adjustment, loosen the adjusting screw lock nut ④ and turn the adjusting screw ⑤. Turning the adjusting screw clockwise will reduce the clearance.



③ Feeler gauge ④ Adjusting screw lock nut
⑤ Adjusting screw

NOTE:

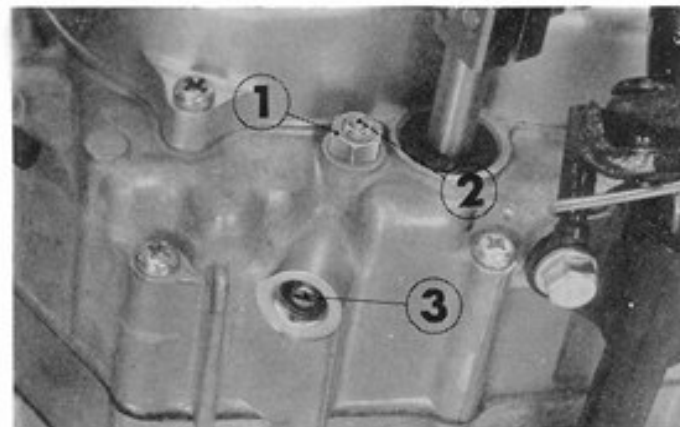
Make sure that the adjustment has not been disturbed while tightening the lock nut, by rechecking the clearance after the lock nut has been tightened.

Cam Chain Adjustment

Too tight or too loose a cam chain will adversely affect the engine. Make tension adjustment while the engine is idling.

1. To adjust, loosen the lock nut ①, and loosen tensioner adjust bolt ② approximately one half turn.
2. If the chain is still noisy even after the above adjustment, loosen 14 mm sealing bolt located at the left bottom side of the crankcase, and screw in the

tensioner bolt ③ gradually until the cam chain becomes quiet. After completing the adjustment, tighten the tensioner adjust bolt, lock nut, and 14 mm sealing bolt securely.



- ① Tensioner adjust bolt lock nut
- ② Tensioner adjust bolt
- ③ Tensioner bolt

Air Filter Maintenance

Air filter element cleaning and/or replacement depends on the Mini-Trail operating conditions. Your Honda dealer can help you to determine the frequency of cleaning or replacing the element.

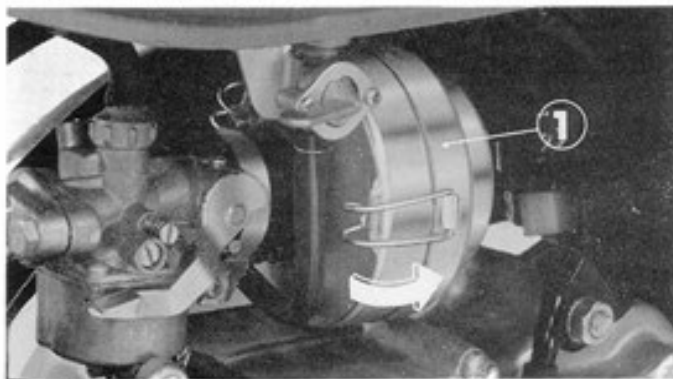
1. Remove air filter cover ①.
2. Remove air filter element.
3. Wash air filter element ② in clean stoddard solvent and allow to dry

thoroughly.

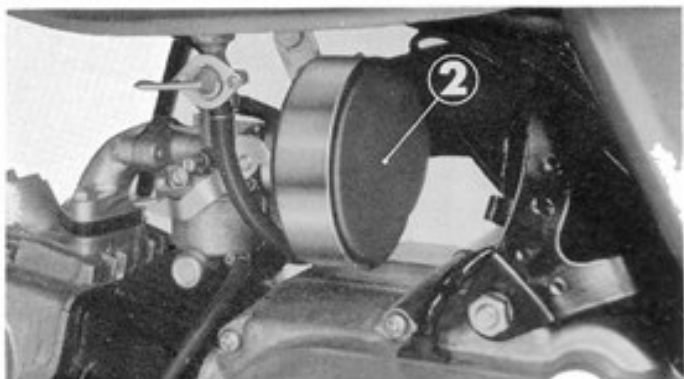
4. Soak air filter element in clean gear oil (No. 80~No. 90) until saturated, then squeeze out excess oil.
5. Reinstall air filter element.
6. Reinstall air filter cover.

WARNING:

Gasoline or low flash point solvents are highly flammable and must not be used to clean air filter elements.



① Air filter cover



② Air filter element

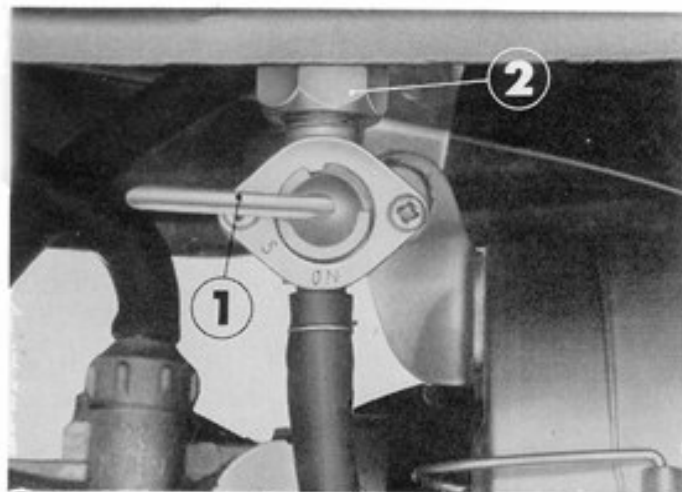
Fuel Strainer Maintenance

The fuel strainer is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the filter should be serviced periodically.

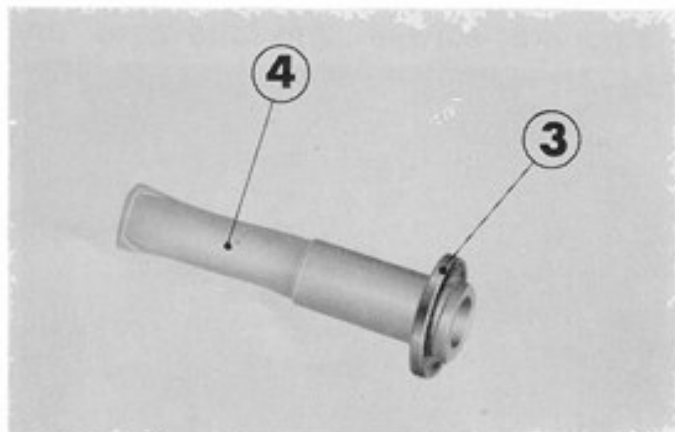
1. Drain gasoline from fuel tank. When servicing the strainer without draining, remove the tank from frame, turn

tank cap knob to "OFF" position to lock the cap and turn the tank upside down.

2. Loosen fuel valve attaching nut ② and remove fuel valve.
3. Remove fuel valve strainer screen ④ and rubber packing ③. Then wash them with cleaning solvent.
4. Reinstall the strainer and the valve on the tank. Turn the valve to the "ON" position and check for leakage.



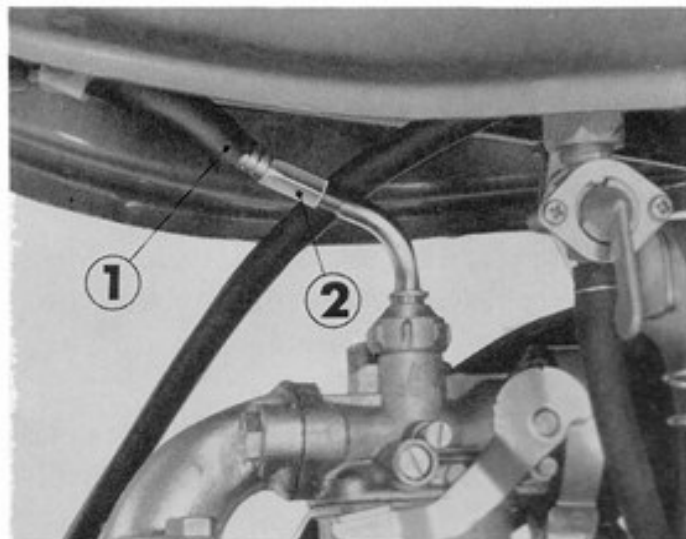
① Fuel valve ② Fuel valve attaching nut



③ Rubber packing ④ Strainer screen

Throttle Grip Play Adjustment

1. Check for smooth rotation of the throttle grip from the full open to the full closed positions. Check throttle operation when at full left and full right steering positions. Inspect the condition of throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted.
2. Standard throttle grip free play is approximately $10\sim15^{\circ}$ of the grip rotation. Adjust free play with the throttle cable adjuster ②. Turn the adjuster to obtain $10\sim15^{\circ}$ of throttle grip free play.



① Rubber cap ② Throttle cable adjuster

Carburetor Adjustment

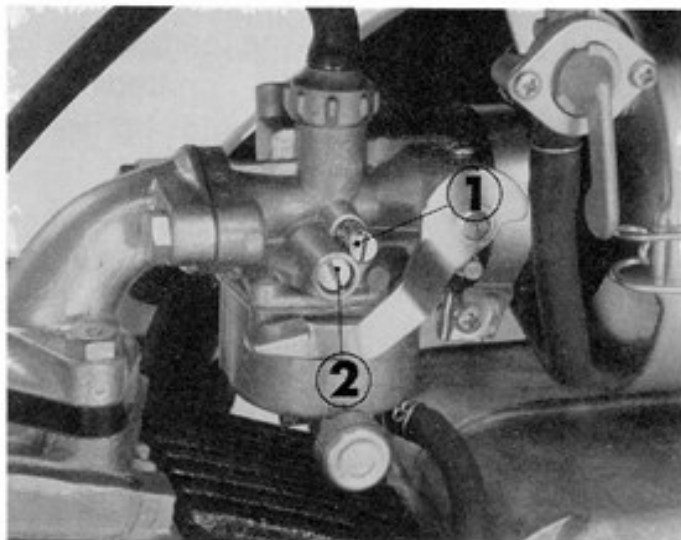
Perform the carburetor adjustment periodically as necessary. Make the carburetor adjustment after the engine attains operating temperature.

1. Adjust the engine idle speed to approximately 1,400 rpm with the throttle stop screw ①.
2. Turn the air screw ② slowly back and forth to obtain the point of the highest engine rpm.
3. If the idle speed increases excessively, reduce the speed with the throttle stop screw, then recheck the air screw.

Repeat the above procedure again if necessary to obtain a stable adjustment.

NOTE:

We recommend that carburetor adjustment be performed by an authorized Honda dealer.



① Throttle stop screw ② Air screw

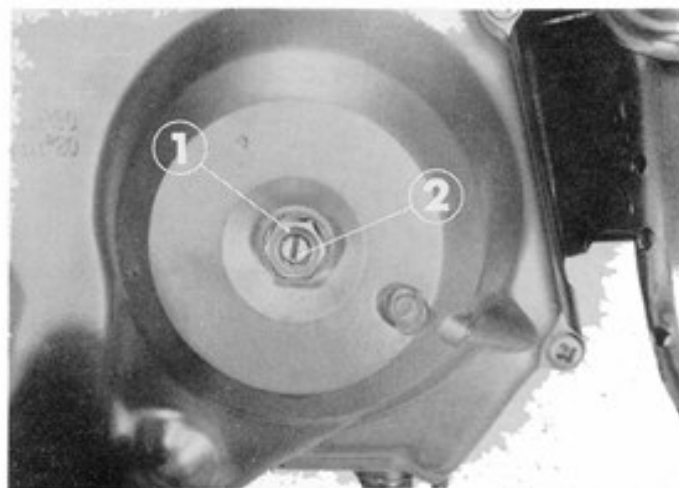
Clutch Adjustment

This Mini-Trail incorporates an automatic centrifugal clutch. Perform the clutch adjustment by the following procedure.

1. Clutch must be adjusted with the engine shut off. Loosen the adjuster lock nut ①.
2. Turn the clutch adjuster screw ② clockwise about one turn; do not turn excessively.
3. Next, slowly turn the adjuster screw counterclockwise and stop when resistance is felt.
4. From this point, turn off the adjuster screw clockwise $1/8$ to $1/4$ turn, and then tighten the lock nut.
5. Check clutch operation after adjust-

ment.

- 1) The engine should start easily with the kick starter without the clutch slipping.
- 2) When changing gear, the clutch operation should be smooth and light, especially when shifting down in gear to the neutral position.



① Adjuster lock nut ② Clutch adjuster screw

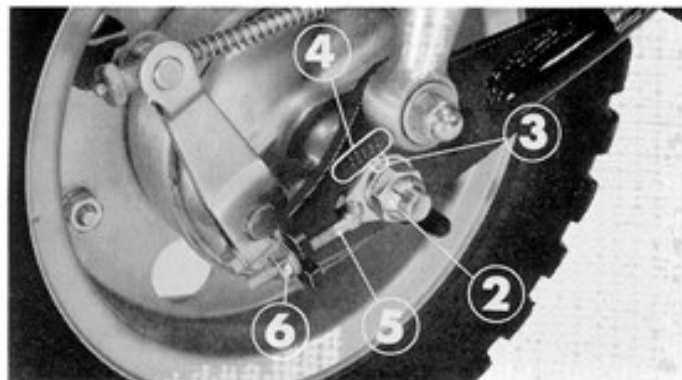
Drive Chain Maintenance

The tension of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel and on the life of the chain itself. Therefore, the chain should always be maintained at the proper slack, in other words, not too tight and not too loose. Whenever adjustment is made, make it habit to lubricate the chain.

1. The maximum amount of the drive chain slack is measured by pressing the chain up and down at the midpoint between the sprockets. The maximum slack of the chain should be $\frac{3}{4}$ in.
2. If adjustment is necessary, loosen the rear axle nut ②.

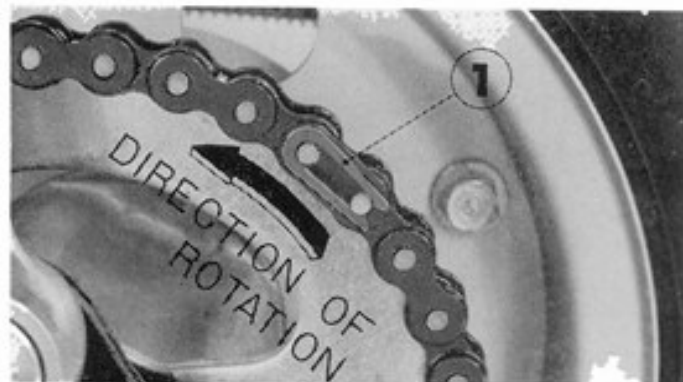


① Drive chain



② Rear axle nut ③ Index mark
④ Corresponding scale ⑤ Chain adjuster
⑥ Chain adjuster lock nut

3. Adjust chain slack by turning the adjuster lock nut ⑥ clockwise to decrease chain slack or turning counter-clockwise to loosen the chain. Upon completion of adjustment, the index mark ③ on the both the right and left chain adjusters ⑤ should be at the same corresponding scale ④ on the rear forks. (refer to page 39)
4. Finally, tighten the axle nut securely to prevent the nut from loosening.
5. When the drive chain is excessively dirty, it is recommended that the drive chain be cleaned as following steps.
 - 1) Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the Mini-Trail.
 - 2) Clean the drive chain in solvent and allow to dry.
Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
 - 3) Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive



① Retaining clip

chain with badly worn sprocket. Both chain and sprockets must be in good condition.

4) Lubricate the drive chain.

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants.

Saturate each chain link joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

5) Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

Install the master link retaining clip

① (refer to page 41) so that the

closed end of the clip will face the direction of forward wheel rotation.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link be installed whenever the drive chain is reassembled.

6) Adjust the drive chain to the proper tension, following the instructions on page 40~41.

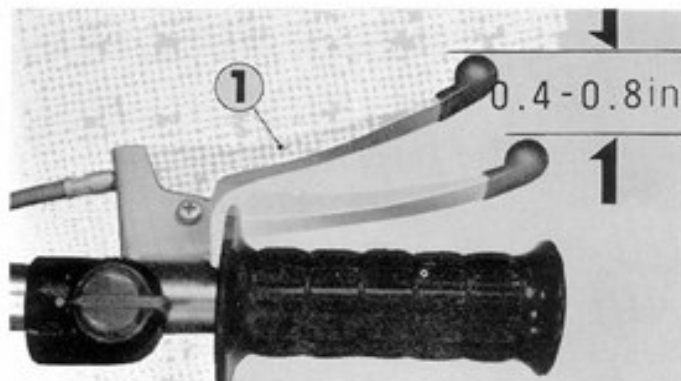
NOTE:

If drive chain slack is excessive when the rear axle is moved to the rearward limit of adjustment, the drive chain is worn out and must be replaced.

Front Brake Adjustment

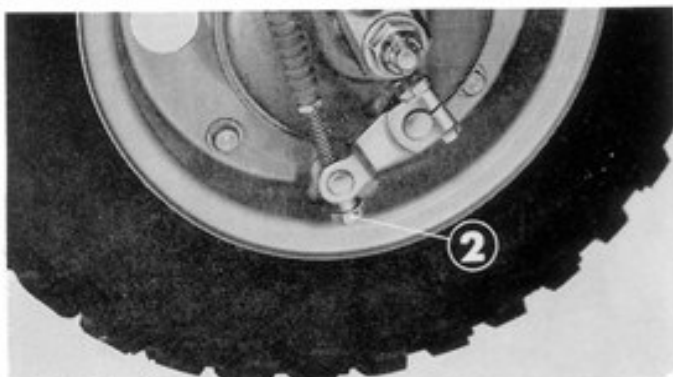
Brakes are items of personal safety and should always be maintained in proper adjustment.

Free play, measured at the tip of the front brake lever ①, should be maintained at 0.4–0.8 in. (10–20 mm). Free play is the distance the brake lever moves before the brake starts to engage.



① Front brake lever

1. Adjust brake lever free play with the front brake adjusting nut ②. Turning the nut clockwise will decrease free play and turning the nut counter-clockwise will increase free play.

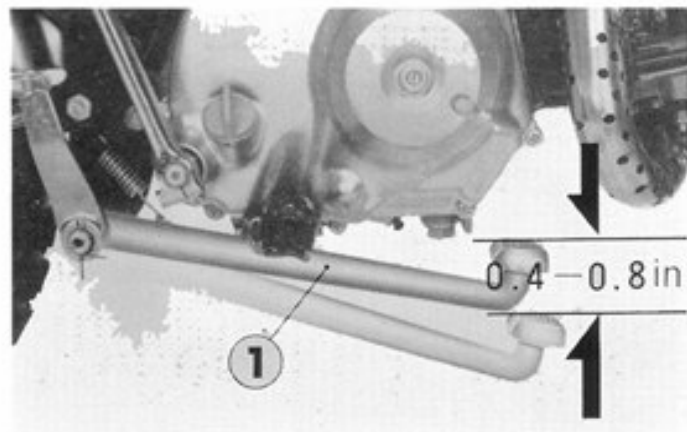


② Front brake adjusting nut

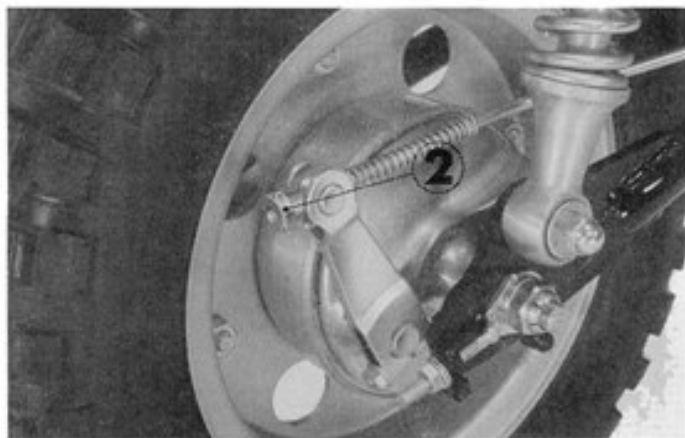
Rear Brake Adjustment

Rear brake pedal free play, measured at the tip of the rear brake pedal ①, should be maintained at 0.4–0.8 in. (10–20mm). Free play is the distance the brake pedal moves before the brake starts to engage.

1. Adjust brake pedal free play by turning the rear brake adjusting nut ②. Turning the adjusting nut clockwise will decrease brake pedal free play and turning the nut counterclockwise will increase free play.



① Rear brake pedal

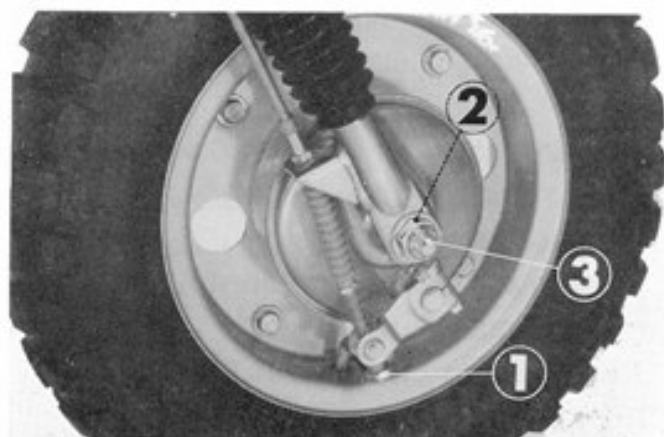


② Rear brake adjusting nut

Front Wheel Removal

Removal of front wheel is performed in the following manner.

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Remove the front brake adjusting nut ① and remove the front brake cable from the brake arm.
3. Remove the front axle nut ② and pull out the front axle ③.
4. Remove the front wheel.
5. Installation of front wheel is performed in the reverse order of that described above.

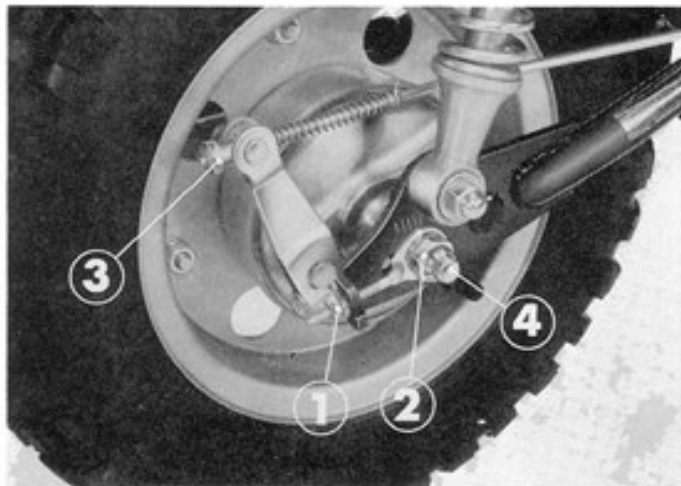


- ① Front brake adjusting nut
② Front axle nut ③ Front axle

Rear Wheel Removal

Removal of rear wheel is performed in the following manner.

1. Place a support block under the engine to raise the rear wheel off the ground.
2. Unscrew the drive chain adjusting nut ① and rear axle nut ②.
3. Remove the chain joint clip and drive chain.
4. Unscrew the rear brake adjusting nut ③ and separate the rear brake rod from the rear brake arm.
5. Pull out the rear axle ④ and then the rear wheel can be removed from the frame.
6. Installation of the rear wheel is performed in the reverse order of that described above.



- ① Drive chain adjusting nut
- ② Rear axle nut
- ③ Rear brake adjusting nut
- ④ Rear axle

Headlight Beam Adjustment

Headlight beam can be adjusted vertically.

1. The adjustment is made by loosening the bolts ① which mount the headlight and tilting the headlight case.

2. Tighten the bolts ① after adjustment.

CAUTION:

Operation of your Mini-Trail with the taillight bulb burned out or removed may cause the headlight bulb to barn out

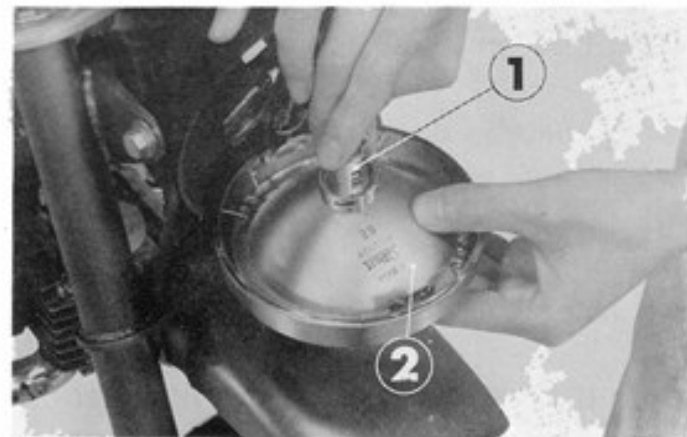


① Headlight mounting bolts

Headlight Bulb Replacement

When changing the headlight bulb, proceed as follows:

1. Loosen the mounting screw at the bottom of the headlight and remove the headlight rim.
2. Remove the headlight socket ① by pushing down on the socket and twisting counterclockwise to unhook from the reflector ②.
3. Pull the bulb ③ out and replace.



① Headlight socket ② Reflector

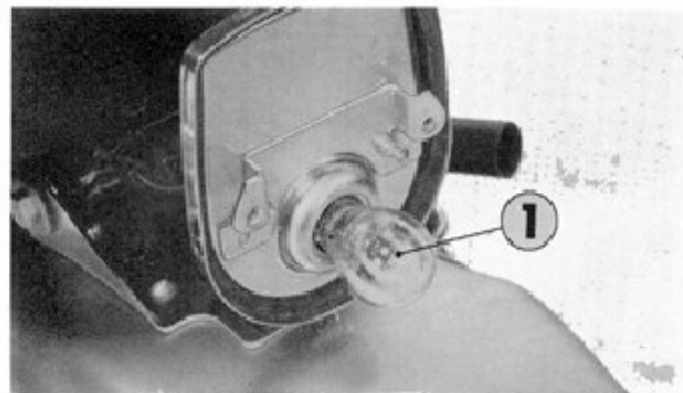


③ Headlight bulb

Taillight Bulb Replacement

When changing the taillight bulb, proceed as follows:

1. Remove the two screws retaining the taillight lens.
2. Press the bulb ① inward and twist to the left, and the bulb can be removed.
3. When installing the taillight lens, do not over tighten the screws, as this may damage the lens.

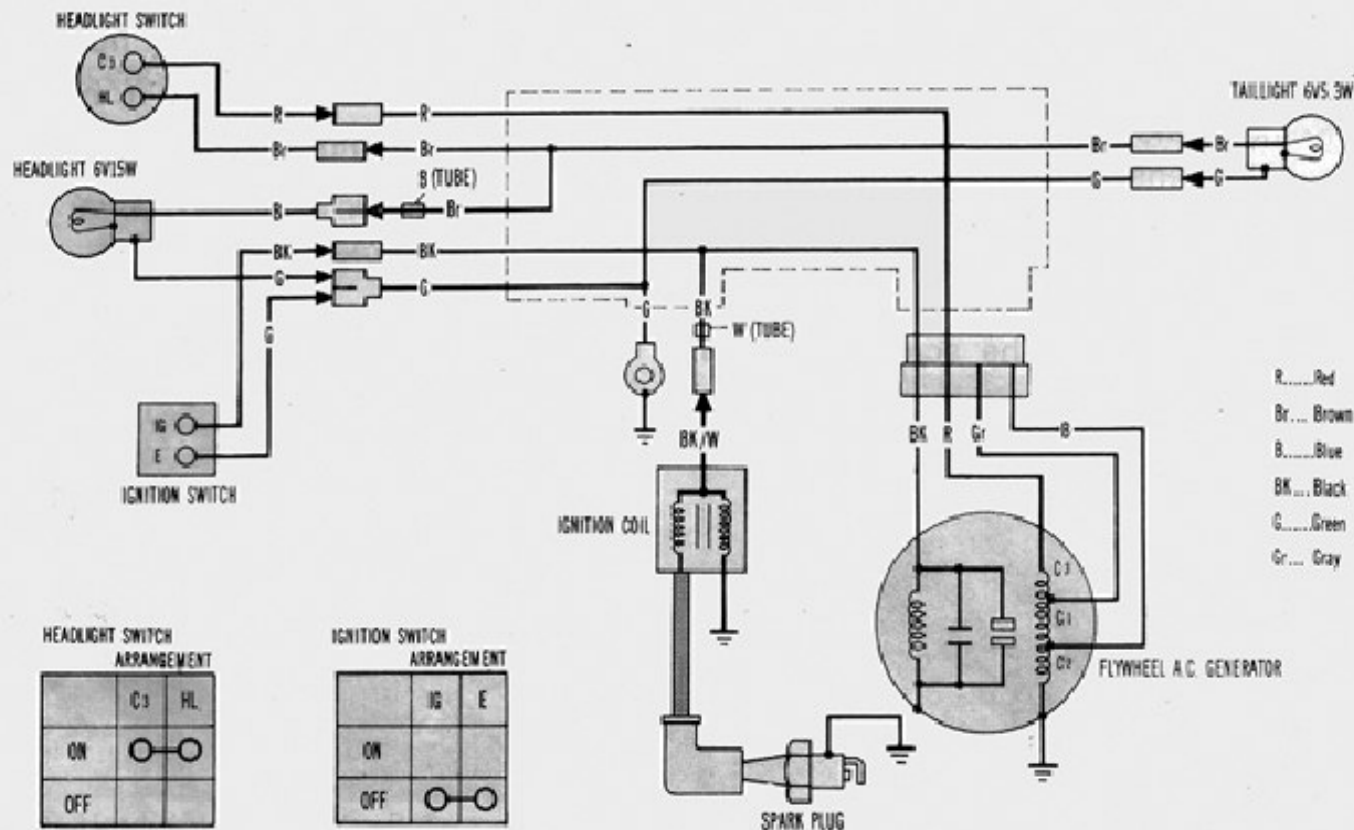


① Taillight bulb

Security of Tightening Points

Be sure to check bolts and nuts for looseness, retightening them if necessary. Bolts and nuts used on axles, suspension system, steering system and cylinder head cover should be checked with special care.

WIRING DIAGRAM





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