

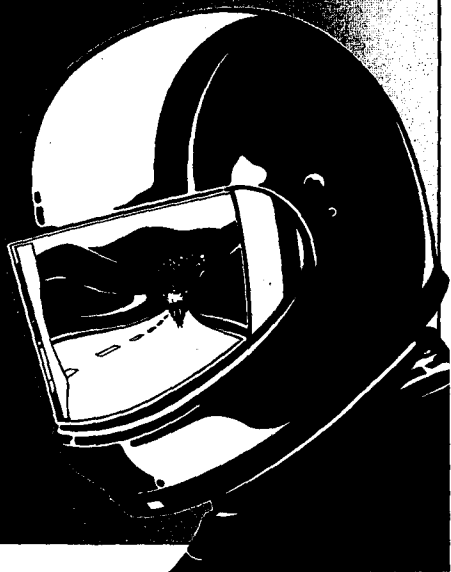
HONDA

OWNER'S MANUAL

97

GL1500C

VALKYRIE/Tourer



IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity 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.

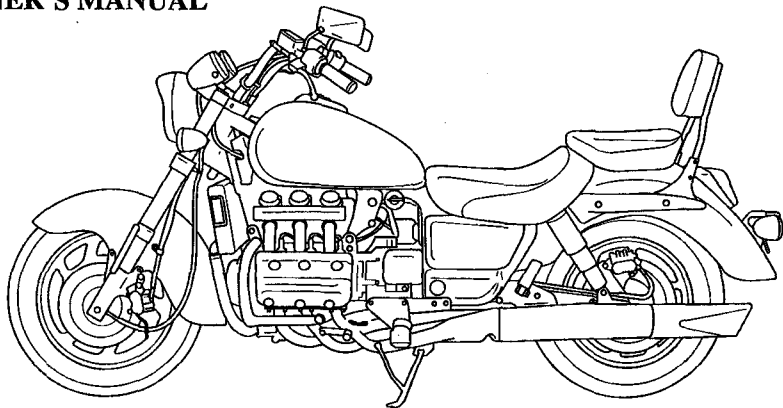
- **READ THIS OWNER'S MANUAL CAREFULLY**

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "Safety Messages" section which appears opposite the Contents page.

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

**HONDA GL1500C / CT
VALKYRIE / Tourer
OWNER'S MANUAL**

1997



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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
- * Honda Motorcycle Warranties Booklet
- * Set-up and Pre-delivery Checklist (USA only)
- * You And Your Motorcycle **RIDING TIPS & PRACTICE GUIDE (USA only)**

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 Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda!

SAFETY MESSAGES

Your safety, and the safety of others, is very important. We have provided important safety messages in this manual and on your motorcycle. Please read these messages carefully.

A safety message alerts you to potential hazards that can hurt you and others. Each safety message is preceded by a safety alert symbol  and one of three words **DANGER**, **WARNING**, or **CAUTION**.


These mean:

 DANGER

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

 WARNING

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

 CAUTION

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

Each message tells you what the hazard is, what can happen, and what you can do to avoid or reduce injury.

Damage Prevention Messages

You will also see other important messages that are preceded by the word **NOTICE**.

This word means:

NOTICE

Your motorcycle or other property can be damaged if you don't follow instructions.

The purpose of these messages is to help prevent damage to your Honda, other property, or the environment.

OPERATION

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

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

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

Always Wear a Helmet

It's a proven fact: Helmets significantly reduce the number and severity of head injuries. So always wear a helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear (page 3).

Take a Rider Training Course

Because many accidents involve inexperienced or untrained riders, we urge all riders to take a certified course approved by the Motorcycle Safety Foundation (MSF).

New riders should start with the basic course, and even experienced riders will find the advanced course beneficial. For information about the MSF training course nearest you, call the national toll-free number (800) 446-9227 (USA only).

Ride Defensively

The most frequent motorcycle collision happens when a car turns left in front of a motorcycle. Another common situation is a car moving suddenly into your lane. Always pay attention to other vehicles around you, and do not assume that other drivers see you.

Be prepared to stop quickly or make an evasive maneuver. For other riding tips, see the booklet, *You and Your Motorcycle: Riding Tips and Practice Guide*, which came with your new motorcycle (USA only).

Make Yourself Easy to See

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

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 5 for more details.

PROTECTIVE APPAREL

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

⚠ WARNING

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

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

Helmets and Eye Protection

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

An open-face helmet offers some protection, but a full-face helmet offers more. Regardless of the style, look for a DOT (Department of Transportation) sticker in any helmet you buy (USA only), and always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

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

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

LOADING, ACCESSORIES AND MODIFICATIONS

Your motorcycle has been designed to carry you and one passenger (GL1500CT : and cargo and accessories). When you carry a passenger (GL1500CT : or add cargo), you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tires and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

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

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠ WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

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

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:

180 kg (397 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

Maximum cargo weight:

each saddlebag

(GL1500CT only): 9.0 kg (20.0 lbs)

of all cargo: 27 kg (60 lbs)

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger. (GL1500C only)

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 7 . (GL1500C only)

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 80 mph (130 km/h) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tires are properly inflated and that pressure in the rear tire is increased to suit the load (page 30).
- If you change your normal load, you may need to adjust the rear suspension (page 17).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, forks or fender.

Accessories and Modifications

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

⚠ WARNING

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

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

Accessories

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

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Do not install any fairing or windshield unless it was designed and tested by Honda for your motorcycle. Some fairings or windshields, even smaller ones, can cause unstable handling of your motorcycle. This is especially true if the fairing or windshield is poorly designed or improperly mounted.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (pages 43, 108). A blown fuse can cause a loss of lights or engine power.
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Modifications

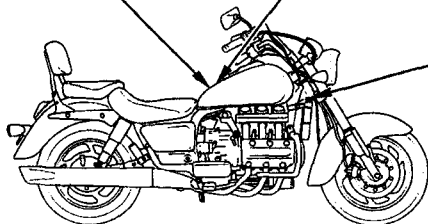
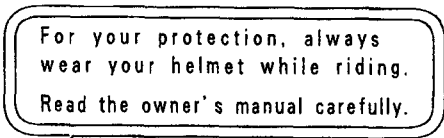
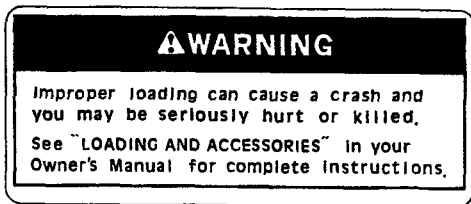
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

SAFETY LABELS

The following shows the locations of safety labels on your motorcycle. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read these labels carefully and don't remove them.

If a label comes off or becomes hard to read, contact your Honda dealer for a replacement.



TIRE INFORMATION

COLD TIRE PRESSURES :
 [UP TO MAXIMUM WEIGHT CAPACITY] FRONT 225kPa 2.25kgf/cm² 33psi.
 REAR 250kPa 2.50kgf/cm² 36psi.
 [UP TO 90kg (200lbs.) LOAD] FRONT 225kPa 2.25kgf/cm² 33psi.
 REAR 225kPa 2.25kgf/cm² 33psi.
 MAXIMUM WEIGHT CAPACITY : 180 kg (397 lbs.)
 TIRE SIZE : FRONT 150/80R17 72H REAR 160/70R16 77H

TIRE BRAND	FRONT	REAR
DUNLOP	D206F	D206

Read Owner's Manual

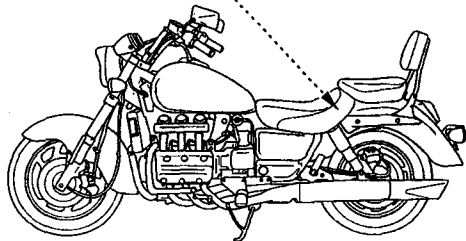
MIN.RECOMMEND TIRE CENTER TREAD DEPTH
 FRONT 1.5mm(0.06in.) REAR 2.0mm(0.08in.)

THIS MOTORCYCLE IS EQUIPPED
 WITH TUBELESS TIRES.

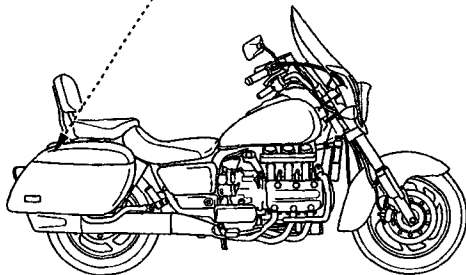
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CARGO LIMIT

9.0kg / 20.0 lbs

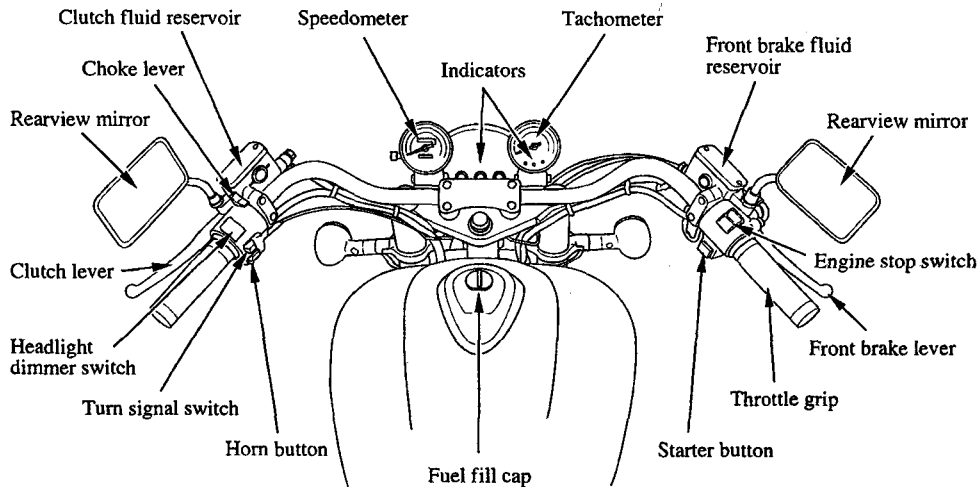


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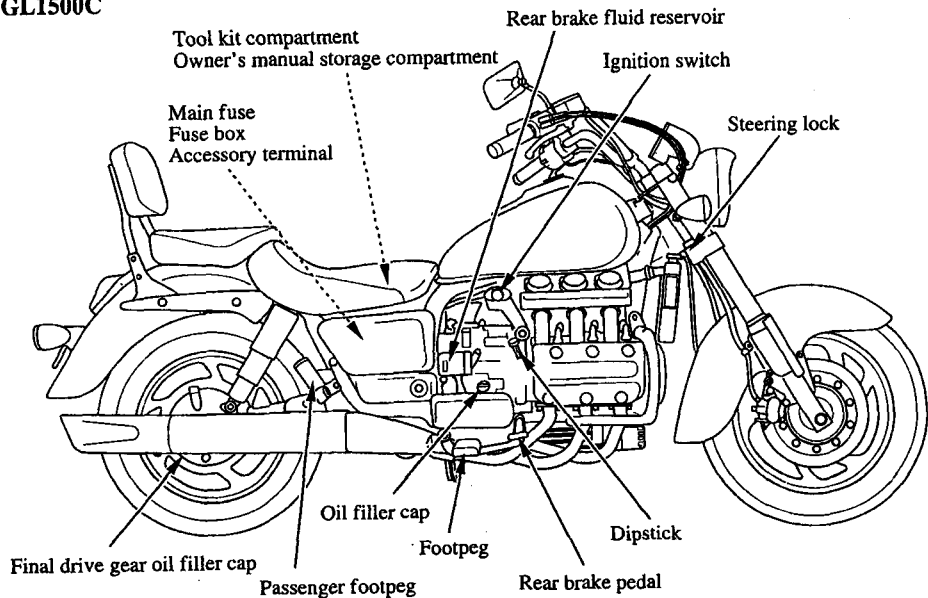


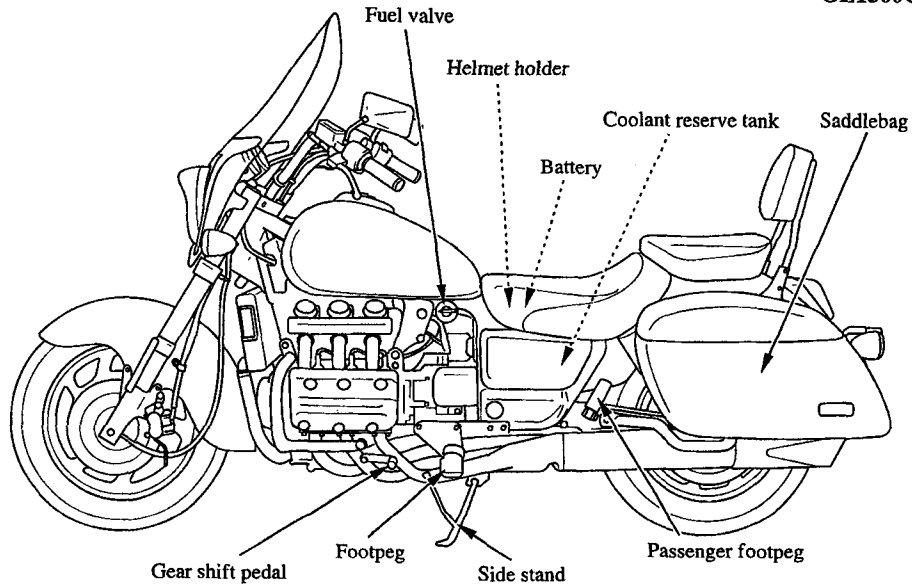
GL1500CT

PARTS LOCATION



GL1500C





INSTRUMENTS AND INDICATORS

The indicators are located within and below the instruments. Their functions are described in the tables on the following pages.

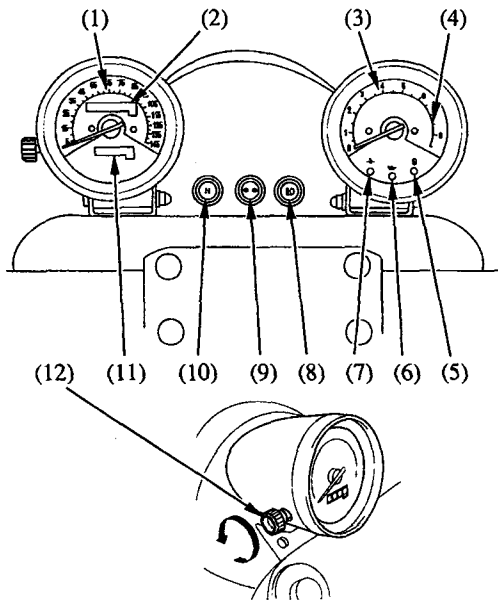
USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.

- (1) Speedometer
- (2) Odometer
- (3) Tachometer
- (4) Tachometer red zone
- (5) Side stand indicator
- (6) Low oil pressure indicator
- (7) Coolant temperature indicator
- (8) High beam indicator
- (9) Turn signal indicator
- (10) Neutral indicator
- (11) Tripmeter
- (12) Tripmeter reset knob



(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Odometer	Shows accumulated mileage.
(3) Tachometer	Shows engine rpm.
(4) Tachometer red zone	Shows excessive engine rpm range in which operation may damage the engine.
(5) Side stand indicator (amber)	Lights when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 47) is activated.
(6) Low oil pressure indicator (red)	Lights when the engine oil pressure is below the normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.

(Ref.No.) Description	Function
(7) Coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature.</p> <p>If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 21 - 22 and do not ride the motorcycle until the problem has been corrected.</p> <p>Exceeding maximum running temperature can cause serious engine damage.</p>
(8) High beam indicator (blue)	Lights when the headlight is on high beam.
(9) Turn signal indicator (amber)	Flashes when either turn signal is operated.
(10) Neutral indicator (green)	Lights when the transmission is in neutral.
(11) Tripmeter	Shows mileage per trip.
(12) Tripmeter reset knob	Resets tripmeter to zero (0) by turning the knob in direction shown.

MAJOR COMPONENTS (Information you need to operate this motorcycle)

SUSPENSION

Each shock absorber (1) has 5 adjustment positions for different load or riding conditions. Use the pin spanner (2) and extension bar (3) to adjust the rear shock.

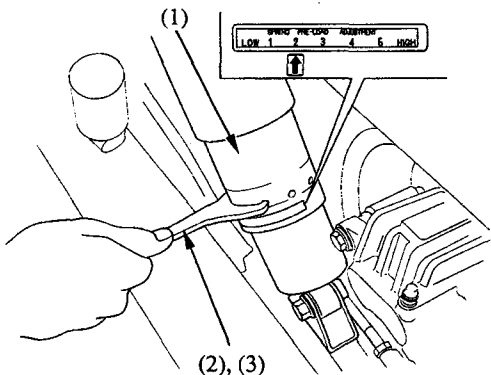
Always adjust the shock absorber position in sequence (1-2-3-4-5 or 5-4-3-2-1).

Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

Position 1 is for a light load and smooth road conditions.

Position 2 is the standard position.

Positions 3 to 5 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.



(1) Shock absorber
(2) Pin spanner

(3) Extension bar

BRAKES

Both front and rear brakes are hydraulic disc types.

As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop. Therefore, the brake 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 79) there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

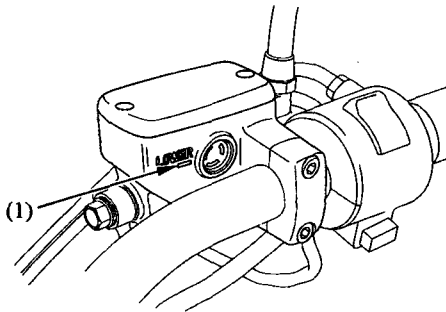
Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark (1), check the brake pads for wear (page 80).

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

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

Front



(1) LOWER level mark

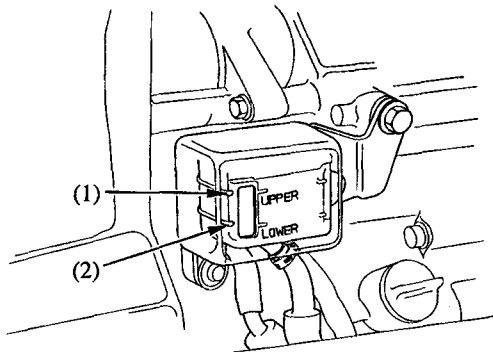
Rear Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark (2), check the brake pads for wear (page 81).

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

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

Rear



- (1) UPPER level mark
- (2) LOWER level mark

CLUTCH

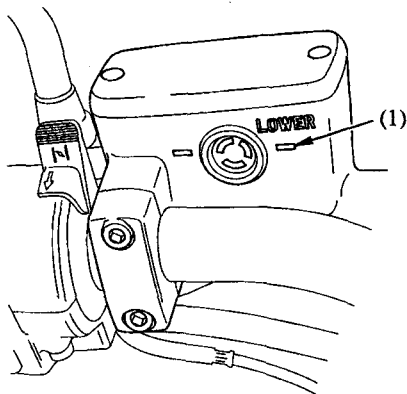
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, 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 mark (1). If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your authorized Honda dealer.

Other checks:

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



(1) LOWER level mark

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).

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.

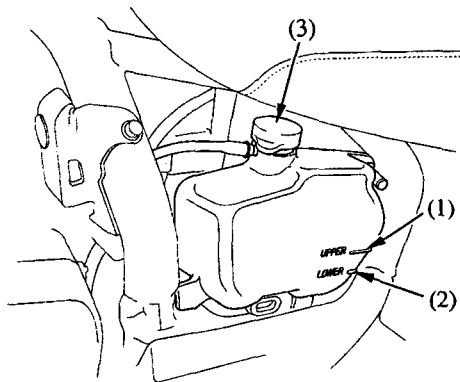
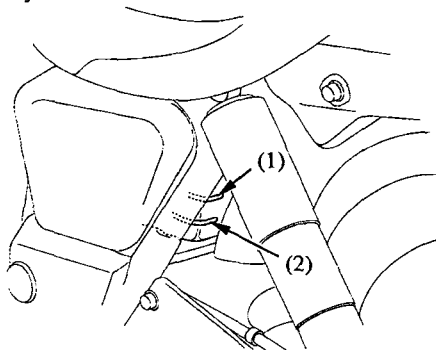
The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only 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.

Inspection

Remove the left side cover (page 42).

Check the coolant level in the reserve tank while the engine is at normal operating temperature. It should be between the UPPER (1) and LOWER (2) level marks. If the coolant level begins to reach the LOWER level mark (2), add coolant to the UPPER level mark (1). If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.



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

FUEL

Manual Fuel Valve

The manual fuel valve (1) is under the left side of the fuel tank in the left side cover. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. 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 (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

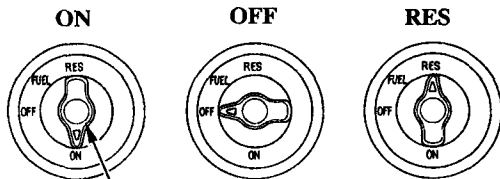
Reserve Fuel

When the main fuel supply is gone, turn the fuel valve to RES. Refill the tank as soon as possible after switching to RES, then switch the valve back to ON.

The reserve fuel supply is:

4.3 l (1.14 US gal , 0.95 Imp gal)

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



(1)

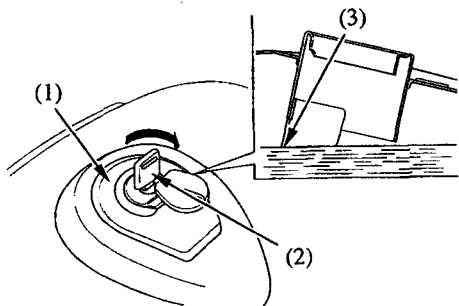
(1) Fuel valve

Fuel Tank

The fuel tank capacity, including reserve, is:

20.0 l (5.28 US gal , 4.40 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The cap is hinged and will lift up.



(1) Fuel fill cap

(2) Ignition key

(3) Filler neck

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

After refueling, to close the fuel fill cap, push the cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

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

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

Your engine is designed to use any gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number.

We recommend that you use unleaded fuel because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust or water in the fuel tank. Use of a lower octane gasoline can cause persistent “pinging” or heavy “spark knock” (a metallic rapping noise) which, if severe, can lead to engine damage.

NOTICE

If “spark knock” or “pinging” occurs at a steady engine speed under normal load, change brands of gasoline. If spark knock or pinging persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

Oxygenated Fuels

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.

If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump. The following are the EPA (The U.S. Environmental Protection Agency) approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol) 10% by Volume

You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

MTBE (Methyl Tertiary Butyl Ether) 15% by Volume

You may use gasoline containing up to 15% MTBE by volume.

METHANOL (methyl or wood alcohol) 5% by Volume

You may use gasoline containing up to 5% methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system.

Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

ENGINE OIL

Engine Oil Level Check

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

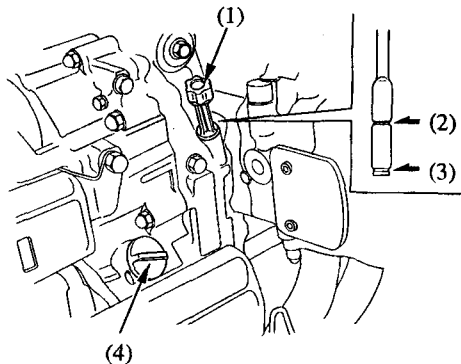
NOTICE

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

To check the oil level:

1. Start the engine and let it idle for a few minutes. Make sure the low oil pressure indicator goes off. If the indicator remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, remove the oil filler cap (4) and add the specified oil (page 69) up to the upper level mark. Do not overfill.

5. Reinstall the dipstick and oil filler cap. Check for oil leaks.



- (1) Dipstick
(2) Upper level mark

- (3) Lower level mark
(4) Oil filler cap

FINAL DRIVE OIL

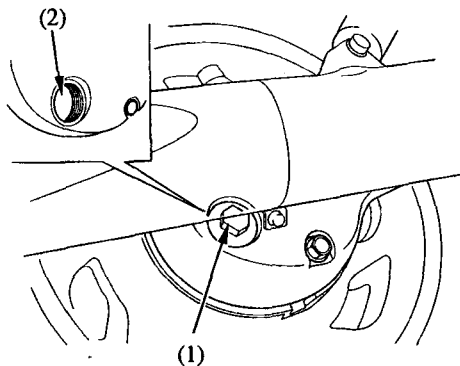
Oil Level Check

Check the final drive oil level when specified by the maintenance schedule (page 64).

1. Hold the motorcycle upright on firm level ground.
2. Remove the oil filler cap (1).
3. Check that the oil level reaches the lower edge of the oil filler hole (2).

If the level is low, check for leaks. Pour fresh 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

TIRES

To safely operate your motorcycle, your tires must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tires for damage, and what to do when your tires need to be repaired or replaced.

WARNING

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

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

Air Pressure

Keeping your tires properly inflated provides the best combination of handling, tread life and riding comfort. Underinflated tires wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Overinflated tires make your motorcycle ride more harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tires before every ride and use a gauge to measure air pressure at least once a month or any time you think the tires might be low. Tubeless tires have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tire is not fully inflated.

Always check air pressure when your tires are “cold” — when the motorcycle has been parked for at least three hours. If you check air pressure when your tires are “warm” — when the motorcycle has been ridden for even a few miles — the readings will be higher than if the tires were “cold”. This is normal, so do not let air out of the tires to match the recommended cold air pressures given below. If you do, the tires will be underinflated.

The recommended “cold” tire pressures are:

Front	225 kPa (2.25 kgf/cm ² , 33 psi)
Rear	225 kPa (2.25 kgf/cm ² , 33 psi) with less than 90 kg (200 lbs) of added weight
	250 kPa (2.50 kgf/cm ² , 36 psi) with more than 90 kg (200 lbs) of added weight

(Added weight includes the weight of the rider, passenger, all cargo and all accessories.)

Inspection

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

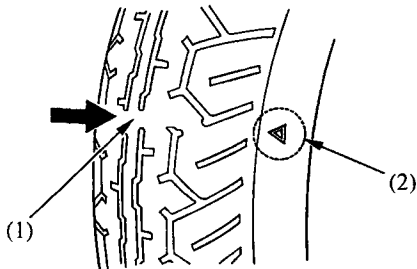
Look for:

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

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

Tread Wear

For the best performance, you should replace a tire before the tread depth at the center reaches 1.5 mm (0.06 in.) for the front tire, and 2.0 mm (0.08 in.) for the rear tire. If the wear indicators (1) are visible, replace the tire immediately as it is no longer safe.



- (1) Wear indicator
- (2) Wear indicator location mark

Tire Repair

If a tire is punctured or damaged, you should replace it, not repair it. As discussed below, a tire that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new tire.

A temporary repair, such as an external tubeless tire plug, may not be safe for normal speeds and riding conditions. If a temporary or emergency repair is made to a tire, you should ride slowly and cautiously to a dealer and have the tire replaced. If possible, you should not carry a passenger or cargo until a new tire is installed.

Even if a tire is professionally repaired with a permanent internal patch plug, it will not be as good as a new tire. You should not exceed 50 mph (80 km/h) for the first 24 hours, or 80 mph (130 km/h) at any time thereafter. In addition, you may not be able to safely carry as much weight as with a new tire. Therefore, we strongly recommend that you replace a damaged tire. If you choose to have a tire repaired, be sure the wheel is balanced before you ride.

Tire Replacement

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

WARNING

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

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

The recommended tires for your motorcycle are:

Front: 150/80 R17 72H
DUNLOP D206F

Rear: 180/70 R16 77H
DUNLOP D206

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

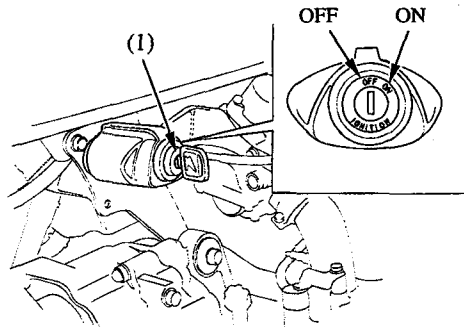
Important Safety Reminders

- Do not install a tube inside a tubeless tire on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tires on this motorcycle. The rims are designed for tubeless tires, and during hard acceleration or braking, a tube-type tire could slip on the rim and cause the tire to rapidly deflate.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is located under the right side of fuel tank.







(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch


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

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.

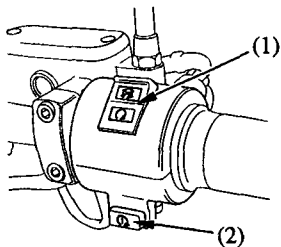
Starter Button

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

When the starter button is pressed, the starter motor will crank the engine; the headlight will automatically go out, but the taillight will stay on.

The starter motor will not operate when the starter button is pressed if the engine stop switch is in the  (OFF) position.

See pages 48 – 49 for “Starting Procedure.”





- (1) Engine stop switch
- (2) Starter button



LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

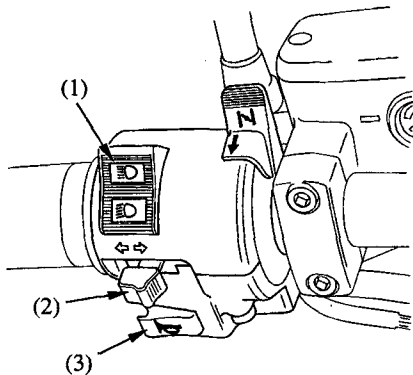
Select  (HI) for high beam,  (LO) for low beam.

Turn Signal Switch (2)

Move to  (L) to signal a left turn,  (R) to signal a right turn. Press to turn signal off.

Horn Button (3)

Press the button to sound the horn.

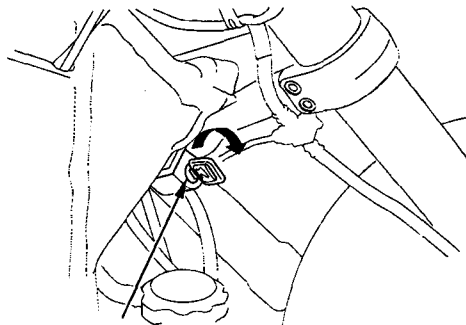
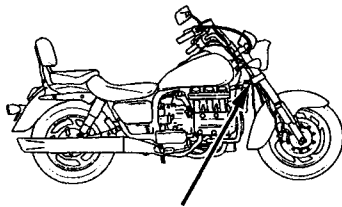


- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button

FEATURES (Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering stem. Turn the handlebar all the way to the left and insert the key into lock, turn the key 180° clockwise and remove it.



(1)

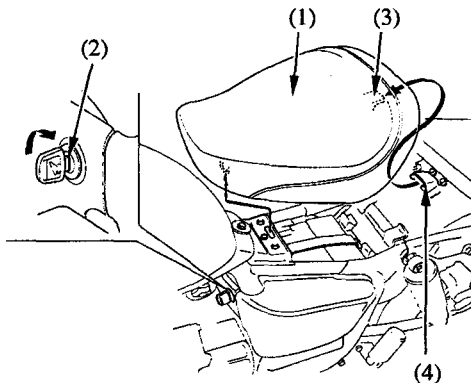
(1) Steering lock

SEAT

To remove the seat (1), insert the ignition key into the seat lock (2) and turn it clockwise. Remove the seat by pulling up and forward.

To install the seat, insert the prong (3) into the seat stay under the rear seat. Push the front of the seat down to lock the seat.

Be sure to securely lock the seat after reinstalling it.



(1) Seat
(2) Seat lock

(3) Prong
(4) Seat stay

HELMET HOLDER

The helmet holder is located under the seat. The helmet holder is designed to secure your helmet and your passenger's helmet while parked. Do not operate the motorcycle with a helmet attached to the holder.

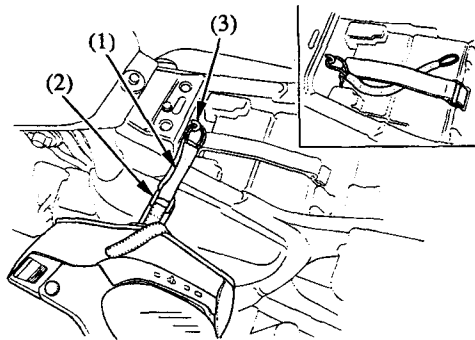
To use the helmet holder, remove the seat (page 39).

Route the helmet holder cable (1) through the helmet D-ring (2) and hook the loops of the holder cable onto the helmet holder (3).

Install the seat.

When the helmet holder is not used, attach one end of the holder cable to the holder with the other end routed under the rubber band as shown.

If you must carry an extra helmet while riding, use a commercially available elastic cord, strap or net to secure the helmet to the seat.

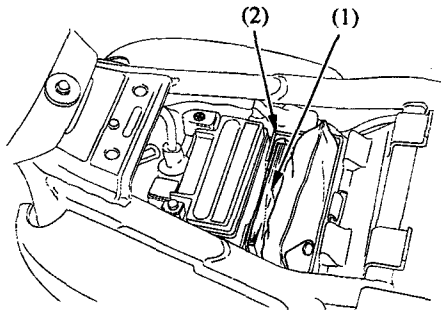


- (1) Helmet holder cable (3) Holder hook
(2) D-ring

OWNER'S MANUAL STORAGE

The owner's manual (and other documents) should be stored in the plastic bag (1) in the owner's manual storage compartment (2) under the seat.

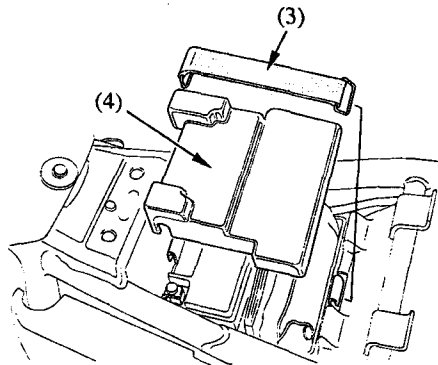
When washing your motorcycle, be careful not to flood this area with water.



- (1) Owner's manual storage bag
- (2) Owner's manual storage compartment

To access the compartment:

1. Remove the seat (page 39).
2. Remove the rubber band (3) and battery cover(4).



- (3) Rubber band
- (4) Battery cover

SIDE COVER

The right side cover must be removed for fuse maintenance. The left side cover must be removed to add the coolant.

NOTICE

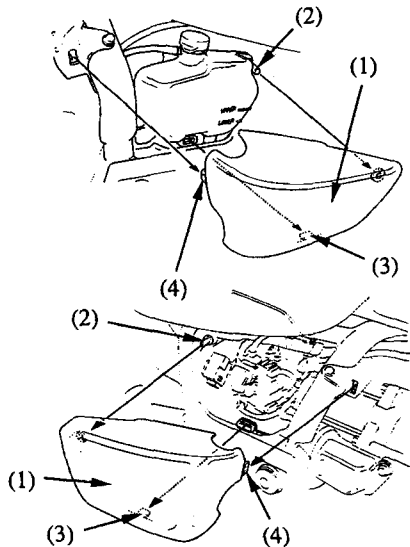
Failure to use extreme care removing or installing the side covers may damage the side cover hooks.

Removal:

1. Carefully release the grommet from the prong (2) on the frame by pulling the rear of the side cover out toward you.
2. Then release the tab (3) from the grommet on the frame by pulling the bottom of the side cover in the same direction.
3. Remove the side cover by carefully sliding it to the rear until the front hook (4) is clear of the hole in the frame.

Installation:

1. Insert the hook (4) into the frame hole.
2. Insert the tab (3) and prong (2) into the grommets.



- (1) Side cover
(2) Prong

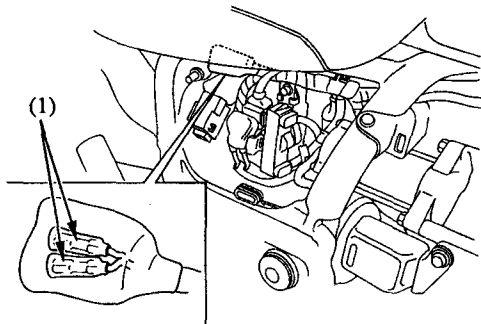
- (3) Tab
(4) Hook

ACCESSORY (ACC) TERMINAL

For your convenience, your motorcycle is equipped with an accessory terminal, located behind the right side cover. The terminal provides 12V DC power for electrical accessories. A maximum of 60 watts (5 amps) may be connected to the terminal. Before installing any accessory, read Accessories and Modifications, page 7 .

If you install any electrical accessories, check the battery frequently to determine the state of charge. Higher current demands may blow a fuse or discharge the battery. For more information, see Battery, page 91 , and Fuses, page 96 .

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



(1) Accessory (ACC) terminal

Positive (+) terminal lead: light green and red

Negative (-) terminal lead: green

SADDLEBAGS (GL1500CT only)

The saddlebags (1) are for light weight items.

Cargo in each saddlebags should not exceed:

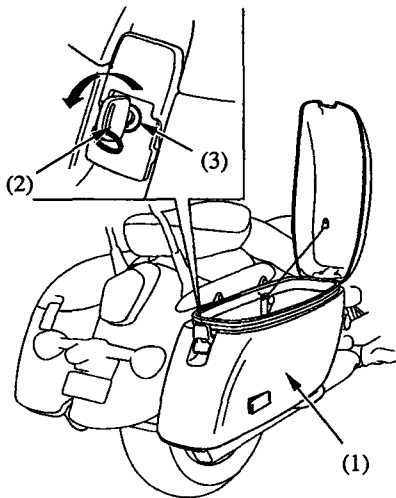
9.0 kg (20.0 lbs)

To open the saddlebags:

Insert the ignition key (2) into the lid lock (3) and turn it counterclockwise.

To lock the saddlebags, close the lid and turn the ignition key clockwise.

Make sure the lids are locked.



(1) Saddlebag

(3) Lid lock

(2) Ignition key

OPERATION

PRE-RIDE INSPECTION

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

WARNING

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

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

Check the following items before you get on the motorcycle:

- **Tires** If a tire looks low, check the air pressure with a gauge. Also look for signs of damage or excessive wear (page 29).
- **Leaks** Look for signs of leaking fluids under the motorcycle.
- **Cables, etc.** Check for loose cables and other parts, and anything that appears abnormal.

Check these items after you get on the motorcycle:

- **Throttle** Rotate the throttle to check that it moves smoothly without binding.
- **Brakes** Pull the brake lever and press on the brake pedal to check that they operate normally.

- **Indicators** Turn the ignition on and check for normal operation of the indicators.
- **Lights** Make sure the brake light, taillight and other lights are working properly.

Remember, be sure to take care of any problem you find, or have your dealer correct it, before you ride.