Honda GOLDWING
GL1800A

OWNER'S MANUAL

USO E MANUTENZIONE

MANUAL DEL PROPIETARIO

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 accessories and loading label.

- **ON-ROAD USE**

  This motorcycle is designed to be used only on the road.

- **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 "A Few Words About Safety" section which appears before the Contents page.

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

Honda GOLDWING
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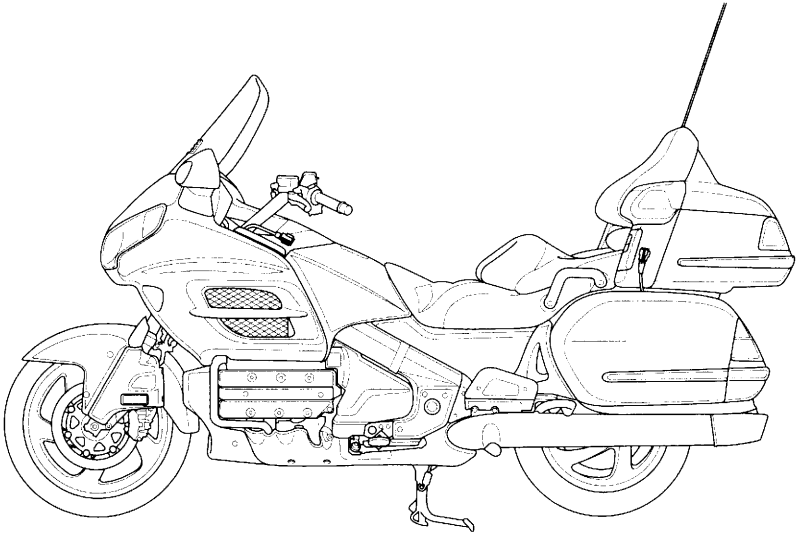


WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual BEFORE YOU RIDE THE MOTORCYCLE.

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

When service is required, remember that your Honda dealer knows your motorcycle best. 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 !

• The following codes in this manual indicate each country.

E	UK
EK	Ireland
F	France
ED	European direct sales
U	Australia New Zealand

• The specifications may vary with each locale.

A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the motorcycle.
- **Safety Messages** — preceded by a safety alert symbol ⚠ and one of three signal words: **DANGER, WARNING,** or **CAUTION**.

These signal words 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.**

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

CONTENTS

OPERATION

CONTENTS

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 an approved motorcycle 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).

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.

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

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.

MOTORCYCLE SAFETY

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-coloured 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. 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-coloured 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.

MOTORCYCLE SAFETY

LOAD LIMITS AND GUIDELINES

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

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:

Includes the weight of the rider, passenger, all cargo and all accessories	= 200 kg (441 lbs)

Putting too much weight in individual storage compartments can also affect stability and handling. So be sure to stay within the limits given below:

Maximum weight:

travel trunk	= 9.0 kg (20.0 lbs)
each saddlebag	= 9.0 kg (20.0 lbs)
each fairing pocket	= 2.0 kg (4.5 lbs)
each trunk side pocket	= 0.5 kg (1.0 lbs)
of all cargo	= 32 kg (71 lbs)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines
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 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:
- Check that both tyres are inflated properly.

- If you change your normal load, you may need to adjust your rear suspension settings (page 27) and your headlight (page 73).

- To prevent loose items from creating a hazard, make sure that storage lids are properly closed and that any other cargo is securely tied down before you ride away.

- Cargo weight should be carried as low and as close to the centre of a motorcycle as possible. When loading your motorcycle, try to pack heavier items in the saddlebags and put lighter, bulkier items in the travel trunk. If you must carry heavy items in the trunk, put them as far forward as you can.

- Balance cargo weight evenly on both sides. When loading the saddlebags, for example, be sure the weight in each bag is about the same.

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.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 181). 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.

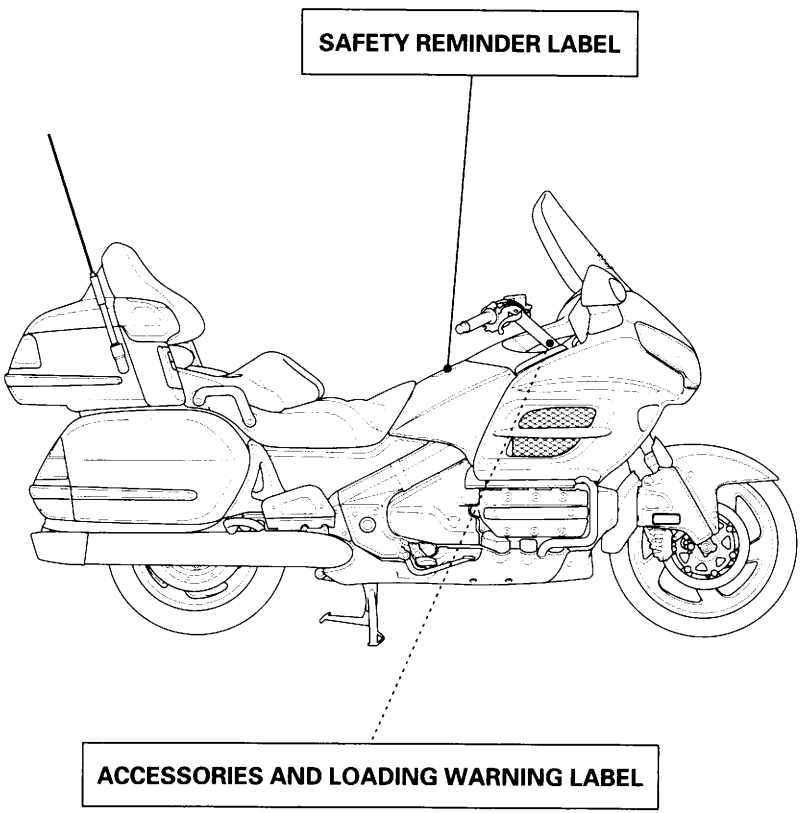
Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

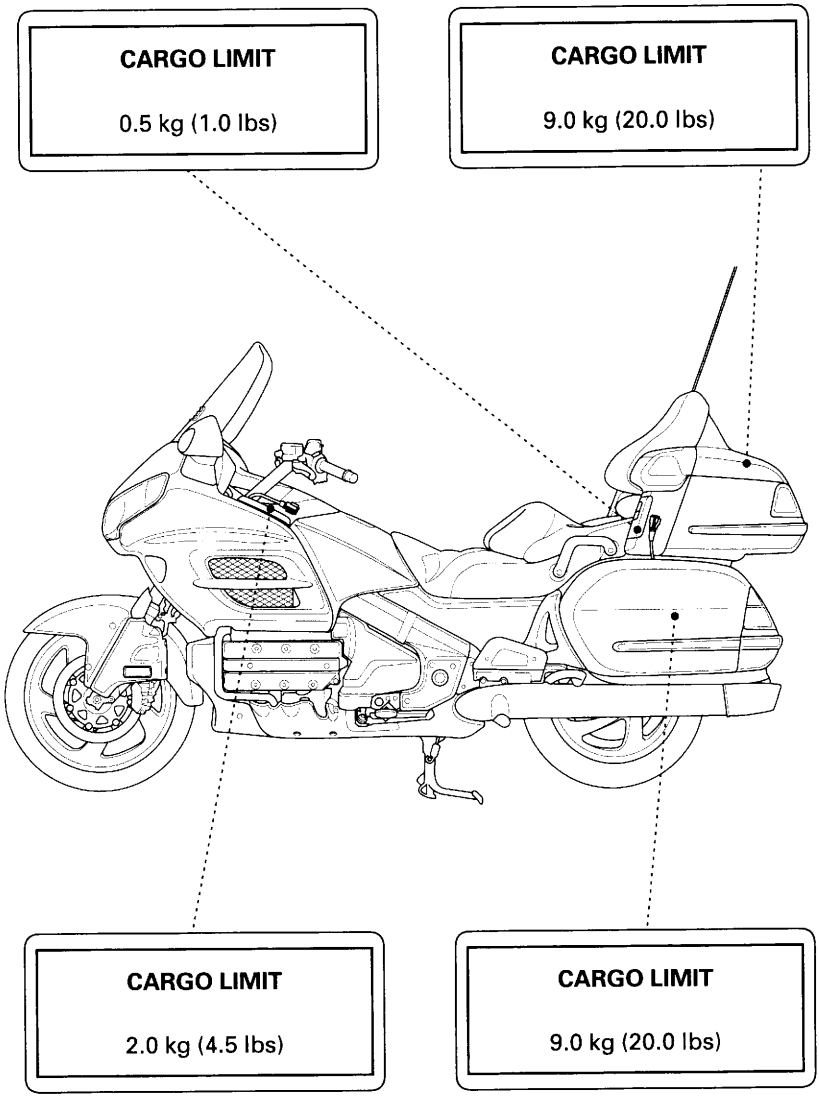
MOTORCYCLE SAFETY

SAFETY LABELS

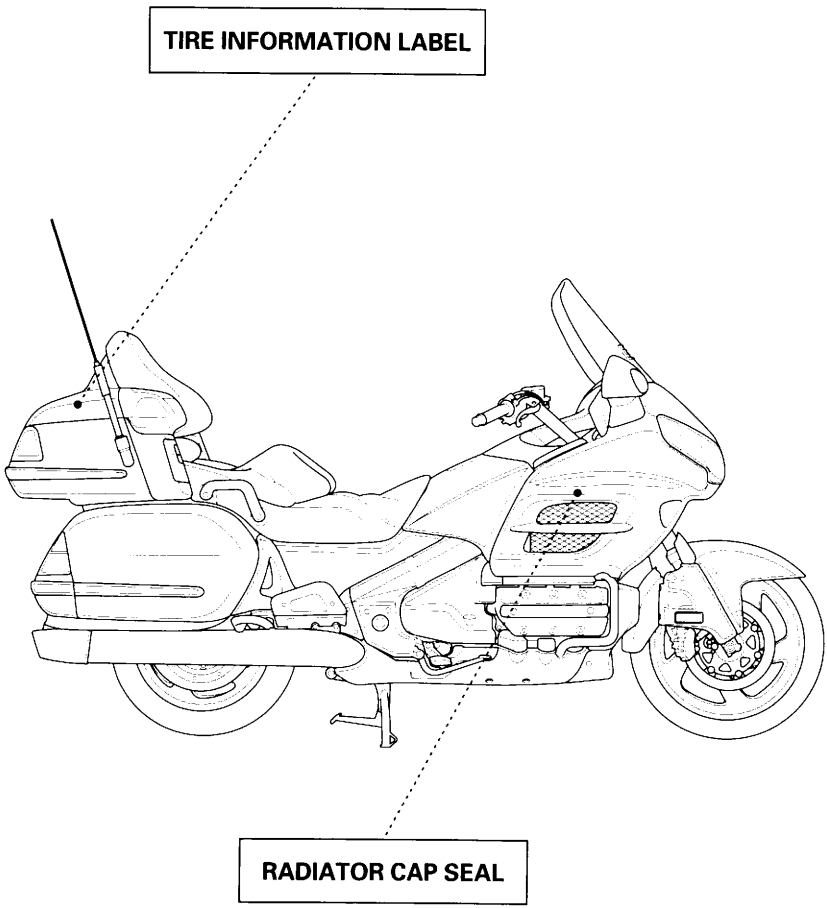
The following pages show the locations of safety labels on your motorcycle. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read these labels carefully and don't remove them.

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

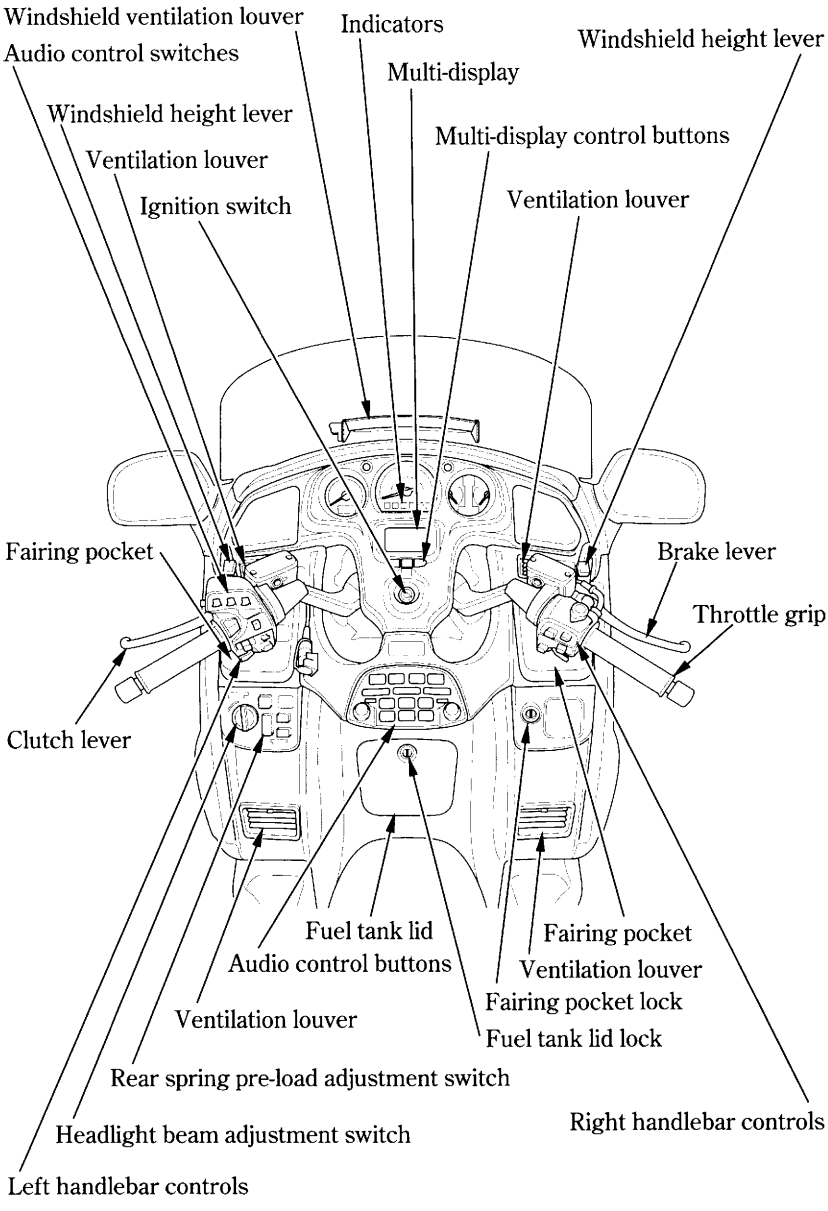



CARGO LIMIT
0.5 kg (1.0 lbs)
CARGO LIMIT
9.0 kg (20.0 lbs)
CARGO LIMIT
2.0 kg (4.5 lbs)
CARGO LIMIT
9.0 kg (20.0 lbs)

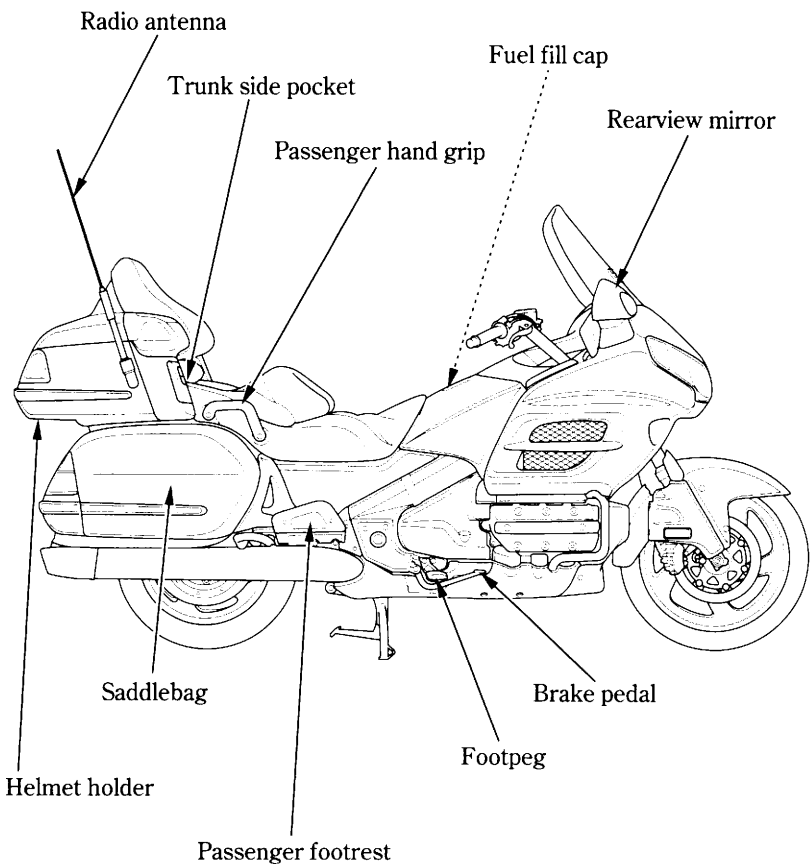
MOTORCYCLE SAFETY

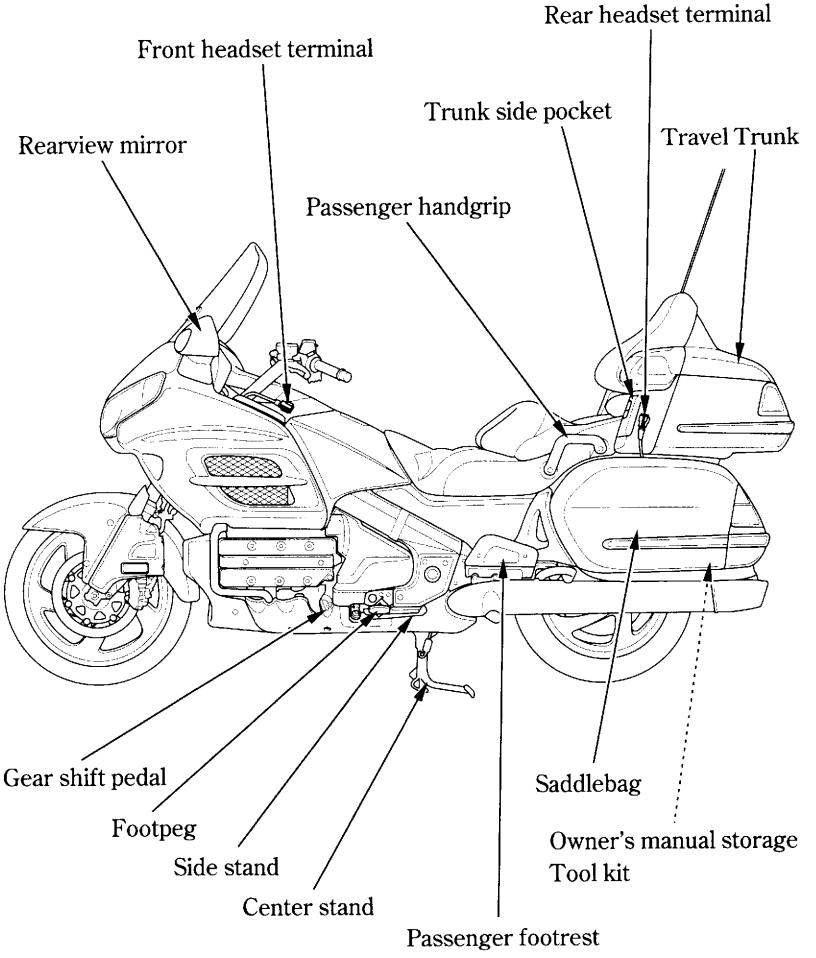


PARTS LOCATION



PARTS LOCATION

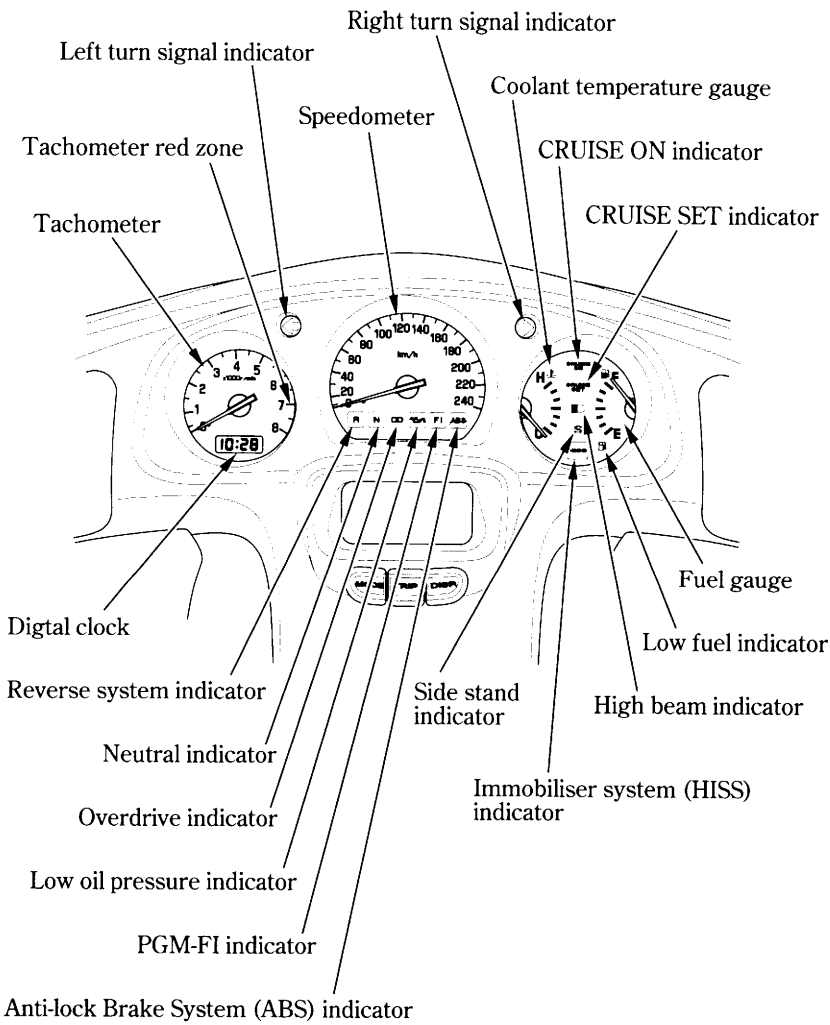



Rear headset terminal
Front headset terminal
Trunk side pocket
Travel Trunk
Rearview mirror
Passenger handgrip
Gear shift pedal
Footpeg
Side stand
Center stand
Passenger footrest
Saddlebag
Owner's manual storage
Tool kit

PARTS LOCATION

INSTRUMENTS AND INDICATORS

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



Speedometer

This shows your speed in kilometers per hour (km/h) and/or miles per hour (mph) depending on the type.

Tachometer

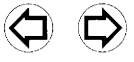
Shows engine speed in revolutions per minute.

Tachometer red zone

Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.

NOTICE

Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.



Turn Signal Indicators (green)

Flashes when a turn signal operates.

Reverse System Indicator (yellow orange)

Lights when the reverse system is engaged.

N	Neutral indicator (green)

Lights when the transmission is in neutral.

OD	Overdrive indicator

Lights when the transmission is in overdrive (5th gear).

	Low oil pressure indicator (red)

Lights when the engine oil pressure is below 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.

NOTICE

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

FI	PGM-FI indicator (red)

Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at ○ (RUN). If the indicator comes on at any other time, reduce speed and take the motorcycle to a Honda dealer as soon as possible.

ABS	Anti-lock brake system (ABS) indicator (red)

This light normally comes on when the ignition is turned ON and goes off after starting to ride. If there is an ABS problem, the indicator light comes on and remains on or blinks (page 124).

CRUISE ON	CRUISE ON Indicator

Lights when the cruise control master switch is on.

CRUISE SET	CRUISE SET Indicator

Lights when the cruise control set/decel switch is on.

	High beam indicator (blue)

Lights when the headlight is on high beam.

S	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 152) is activated.

PARTS LOCATION

Immobilizer system (HISS) indicator (red)

This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at ○ (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 50).

Low Fuel Indicator

Lights when there is only few fuel left in the fuel tank. Amount of fuel left in the tank with the vehicle set upright is approximately;

4.4 ℓ (1.16 US gal , 0.97 Imp gal)

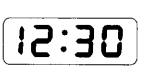
Should also light for a few seconds and go off when the ignition switch is turned ON.

Fuel gauge

Shows approximate fuel supply available (page 19).

Coolant temperature gauge

Shows engine coolant temperature (page 19).



Digital clock

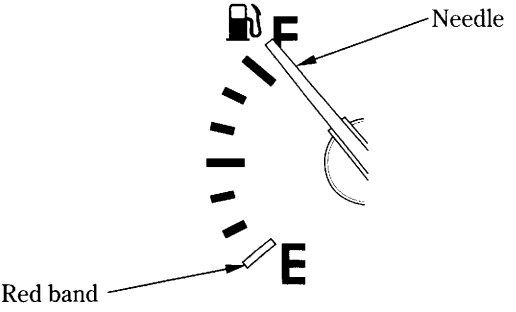
Shows hour and minute (page 24).

Fuel Gauge

When the gauge needle enters the red band, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank when the needle enters the red band and with the vehicle set upright is approximately:

3.0 ℓ (0.79 US gal , 0.66 Imp gal)

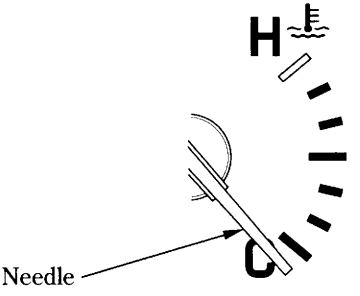


Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 36 – 37 and do not ride the motorcycle until the problem has been corrected.

NOTICE

Exceeding maximum running temperature may cause serious engine damage.



PARTS LOCATION

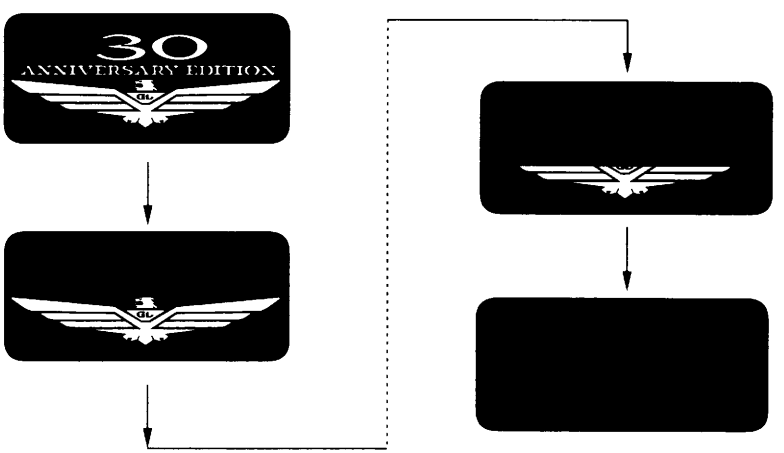
MULTI-DISPLAY

Your motorcycle is equipped with a *Multi-display* that presents various displays. This section explains display functions and operations.

Opening/Ending Ceremony

When the ignition switch is turned ON or ACC, the display presents an "opening ceremony".

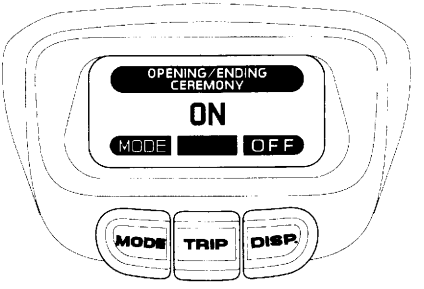
When the ignition switch is turned OFF, the display presents an "ending ceremony".



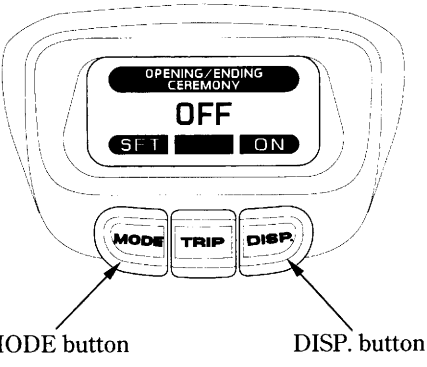
The opening/ending ceremony can be turned off.

1. Push the MODE button to cycle to the "OPENING/ENDING CEREMONY" screen.
2. Push the DISP. button to cycle between on/off of the display.
3. Push the MODE button to select the "SET" function.
   Selecting the "SET" function locks in the on/off option for future use.

ceremony display ON



ceremony display OFF

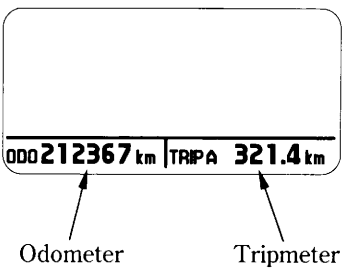


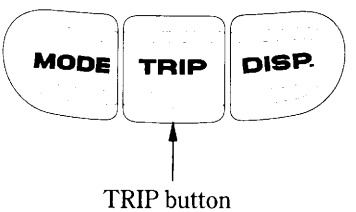
PARTS LOCATION

Odometer/Tripmeter

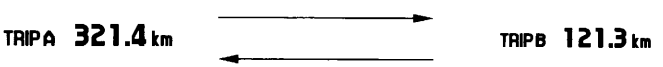
If the ceremony display is turned OFF, the initial display is odometer/tripmeter.

- ODO (Odometer) —— shows the total miles (For E type) or kilometer (Except E type) ridden.
- TRIP (Tripmeter) —— shows the number of miles (For E type) or kilometer (Except E type) ridden.

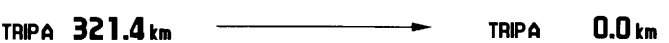




The tripmeter will show mileage in two sub modes, "TRIP A" and "TRIP B." Push the TRIP button to select the "TRIP A" or "TRIP B" mode.



To reset the tripmeter, push and hold the TRIP button with the display in the "TRIP A" or "TRIP B" mode.



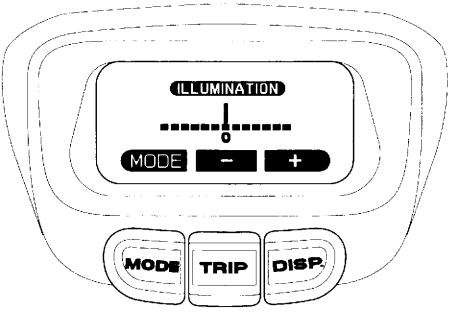
Display Illumination Adjustment

To adjust the brightness of the display:

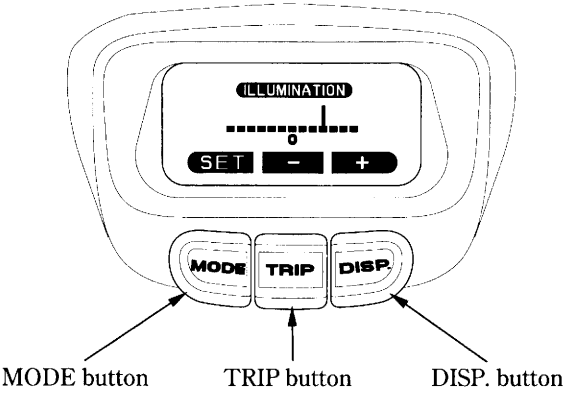
Push the MODE button once. "ILLUMINATION" will display.

- To brighten the display —— push the DISP. button (+).
- To darken the display —— push the TRIP button (−).
  (The brighter and darker ranges each have six steps.)
- To set the selected step —— push the MODE button.

Before Adjustment



After Adjustment



PARTS LOCATION

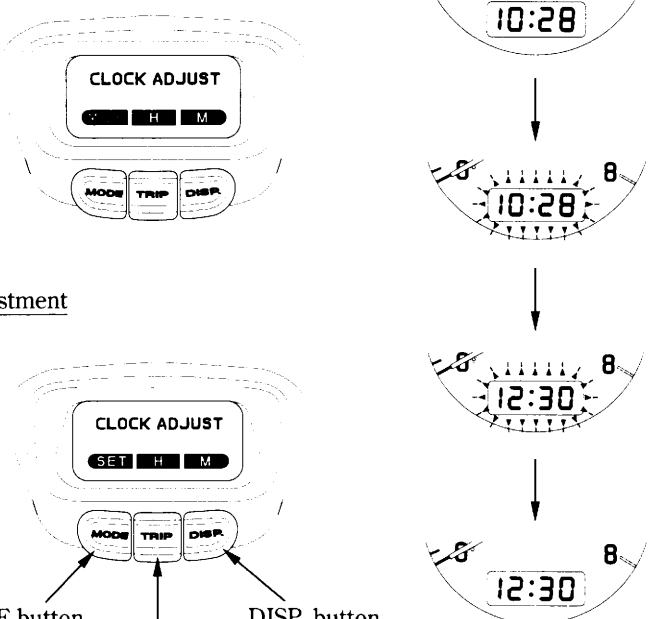
Digital Clock

The display shows the hour and minute.

To adjust the time:

1. Turn the ignition switch to ON or ACC.
2. Push the MODE button two times. "CLOCK ADJUSTMENT" will display and the time on the digital clock will blink.
3. To set the hour, press and release the TRIP button until the desired hour appears.
   - Quick setting —— push and hold the TRIP button until the desired hour appears.
4. To set the minute, press and release the DISP. button until the desired minute appears.
   - Quick setting —— push and hold the DISP. button until the desired minute appears.
5. Once the time is selected, push the MODE button to enter the time.

Before Adjustment



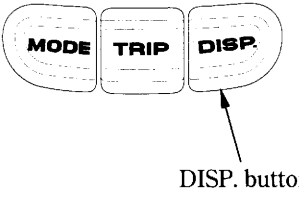
Air Temperature Meter

Push the DISP. button once to display the air temperature.

Temperature Display

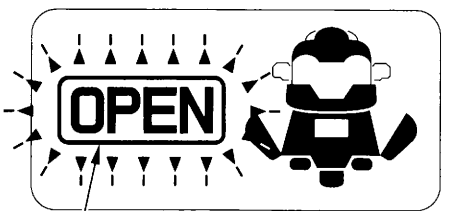
Below −10°C	"− −" is displayed.
Between: −9°C — 50°C	Actual air temperature is indicated.
Above 50°C	The display will remain and blink "50°C".

The temperature sensor is located in the upper fairing. The temperature reading can be affected by heat reflecting from the road surface, engine heat, and the exhaust from surrounding traffic. This can cause an error in the temperature reading when your speed is under 30 km/h (19 mph).



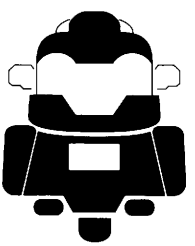
Travel Trunk & Saddlebags Open Indicator
This indicator turns on when the ignition switch is ON and your motorcycle's travel trunk or saddlebags are open.

If all compartments are not fully closed, the display will blink OPEN and indicate the open compartment(s).

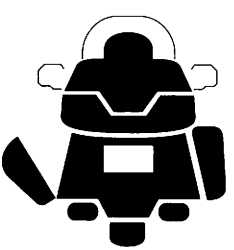


open indicator

Travel Trunk open



Saddlebag open



REAR SUSPENSION

The rear suspension can be adjusted for rider (and passenger) weight and riding conditions by changing the spring pre-load.

Do not attempt to disassemble, service, or dispose of the damper, see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

Rear Suspension Spring Pre-load

Rear spring pre-load can be easily increased or decreased using the rear spring pre-load switch on the left front fairing. Then you can confirm the pre-load position with the multi-display.

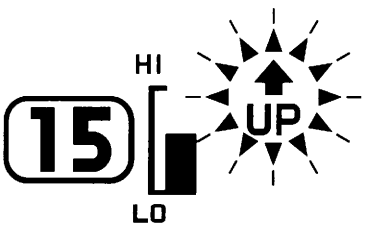
This electric rear spring pre-load adjustment system functions only when the ignition switch is ON or ACC, your motorcycle is stopped, and the transmission is in neutral. (When the reverse indicator is ON, the system will not function.)

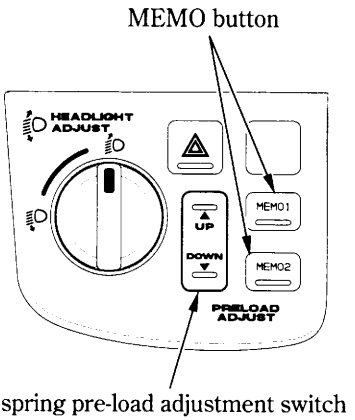
The spring pre-load system has 26 positions (from 0 to 25) for different road or riding conditions. (Standard position is 0.)

Adjustment:

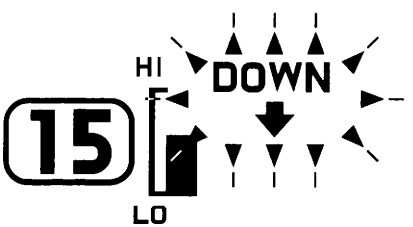
1. Place the motorcycle on its center stand on a firm, level surface. To prevent discharging the battery, make sure the audio system and other electrical accessories are off.
2. Turn the ignition switch to ON or ACC.
3. Push the DOWN or UP side of rear spring pre-load adjustment switch until the desired pre-load is reached.

To increase (HIGH)





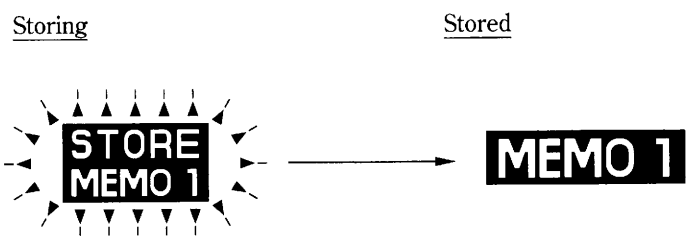
To decrease (LOW)



Storing Pre-load Into the Memory

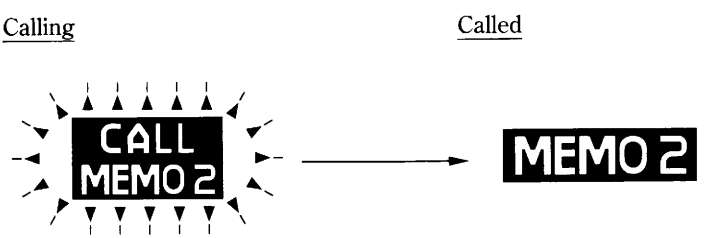
You may store two selected adjustments in "MEMO 1" or "MEMO 2".

1. Adjust the pre-load to the desired position.
2. Push and hold the MEMO 1 or MEMO 2 button until "STORE MEMO 1" or "STORE MEMO 2" blinks in the multi-display. When the blinking stops, the current position is stored in memory.



Selecting the Memorized Position

- Push the MEMO (1 or 2) button to select the memorized position. "CALL MEMO 1" or "CALL MEMO 2" will blink. When the position is selected, "MEMO 1" or "MEMO 2" will turn on.

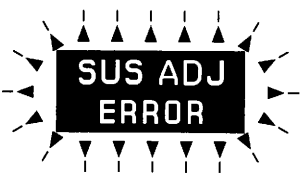


Pushing the rear spring pre-load switch or the MEMO (1 or 2) button while selecting a memorized position will cancel the calling procedure.

Each MEMO button stores only one pre-load position. Storing a new position erases the previous setting stored in that button's memory. If you want to add a new position while retaining the current one, use the other memory button.

All stored pre-load positions will be lost if your motorcycle's battery goes dead or is disconnected.

When "SUS ADJ ERROR" blinks on the display, contact your Honda dealer.



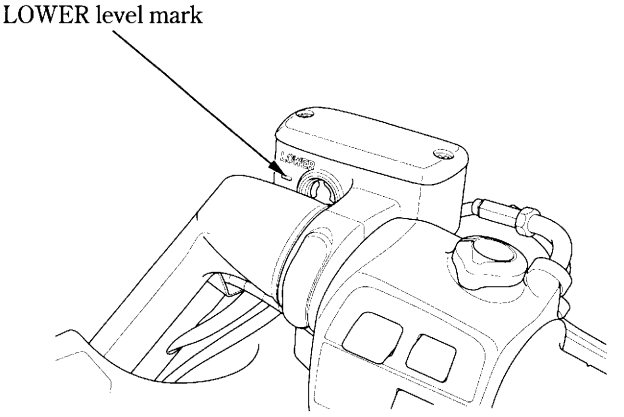
BRAKES

Both the front and rear brakes are the hydraulic disc types.
As the brake pads wear, the brake fluid level drops.
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 160), there is probably air in the brake system and it must be bled. See your 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. If the level is at or below the LOWER level mark, check the brake pads for wear (page 160).

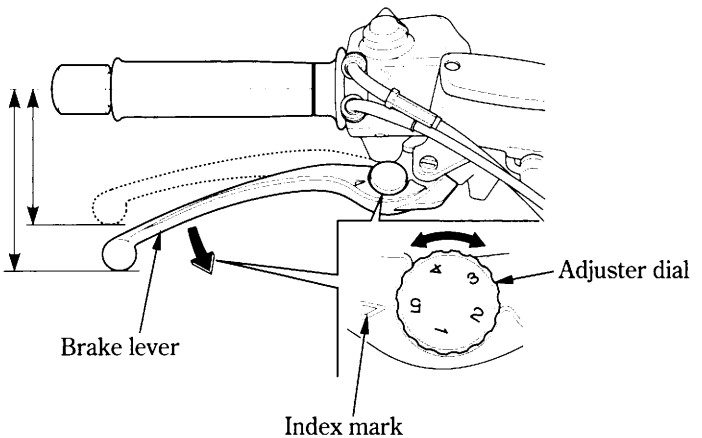
Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

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



The distance between the tip of the brake lever and the grip may be adjusted.

1. Turn the adjuster dial while pushing the brake lever forward.
2. Align the index mark on the brake lever with the numbers on the adjuster dial.
3. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.



Other Checks:

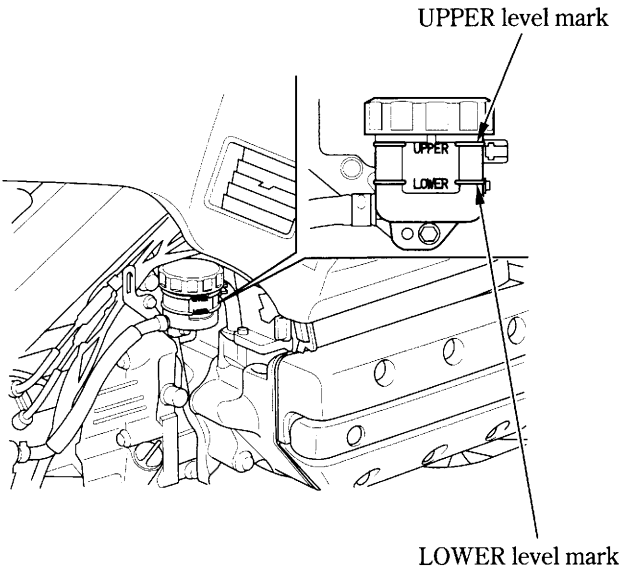
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER and LOWER level marks. If the level is at or below the LOWER level mark, check the brake pads for wear (page 160).

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.



MAJOR COMPONENTS
(Information you need to operate this motorcycle)

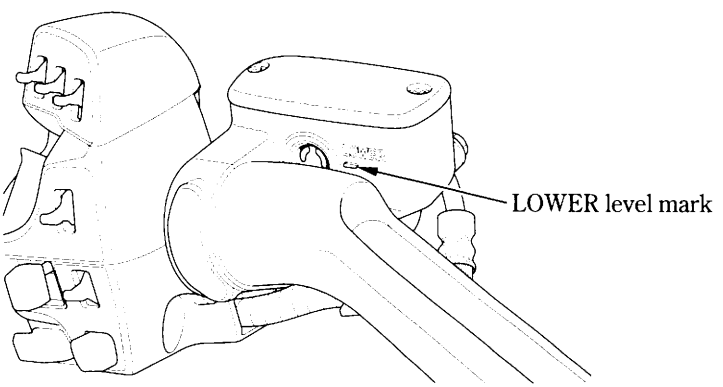
CLUTCH

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.

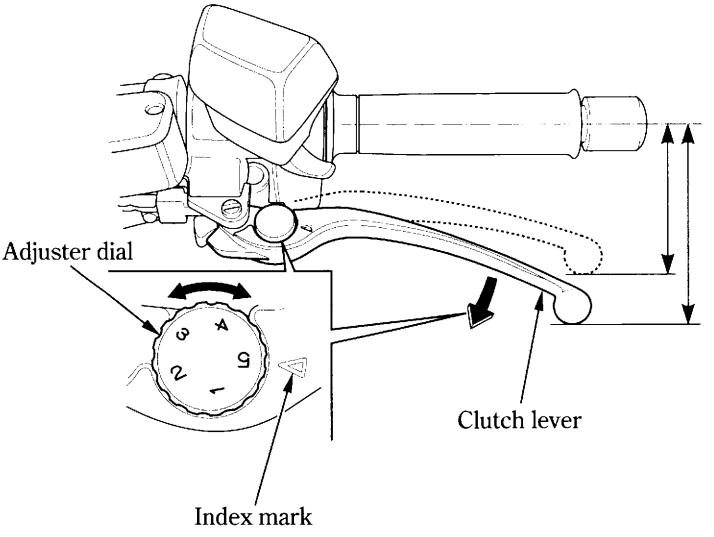
If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

Fluid Level:

Check that the fluid level is above the LOWER level mark. If the fluid level is near the LOWER level mark, it indicates fluid leakage. See your Honda dealer for repair.



The distance between the tip of the clutch lever and the grip may be adjusted.



1. Turn the adjuster dial while pushing the clutch lever forward.
2. Align the index mark on the clutch lever with the numbers on the adjuster dial.
3. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

Other Checks:

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

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

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.

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages.
Using tap water may cause engine damage.

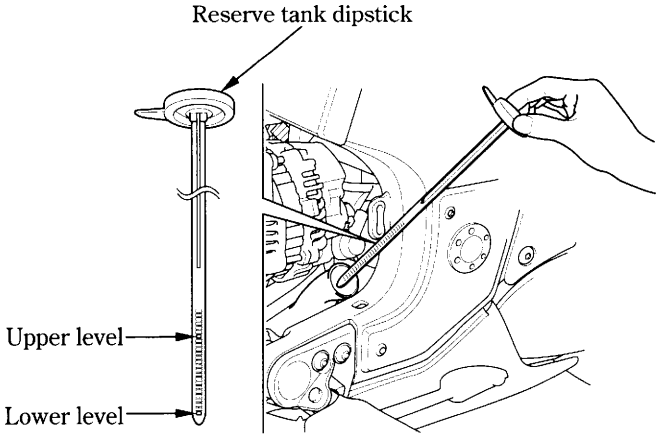
The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only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

The reserve tank is behind the left engine side cover.
Remove the left engine side cover (page 136).

Check the coolant level in the reserve tank 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. Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your Honda dealer for repair.



MAJOR COMPONENTS
(Information you need to operate this motorcycle)

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

25 ℓ (6.6 US gal , 5.5 Imp gal)

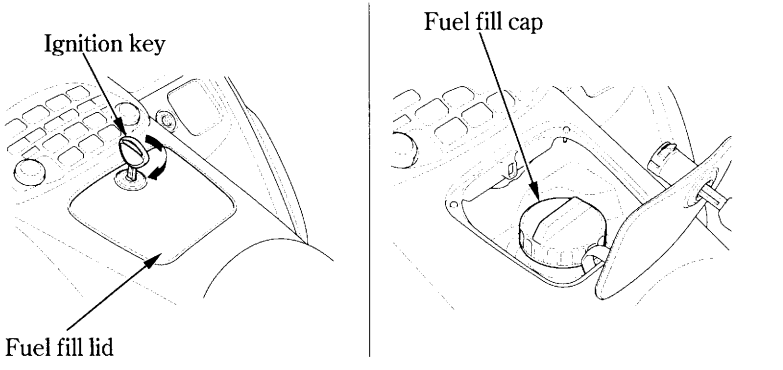
To open the fuel fill cap, insert the ignition key and turn it clockwise to open the fuel filler lid. Turn the fuel fill cap counterclockwise to remove it.

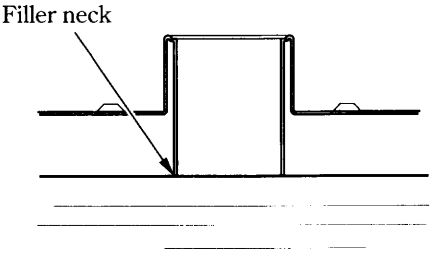
Do not overfill the tank. There should be no fuel in the filler neck.
After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise until it clicks.
Close the fuel fill lid and turn the ignition key counterclockwise.
Remove the key from the fuel fill lid.

⚠WARNING

Petrol 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.
- Refuel only outdoors.
- Wipe up spills immediately.





Use unleaded petrol with a research octane number of 91 or higher.
The use of leaded petrol will cause premature damage to the catalytic converter.

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.

NOTICE

If "spark knock" or "pinking" occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use petrol that contains more than 10 % ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5 % methanol, even if it has cosolvents and corrosion inhibitors.

Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

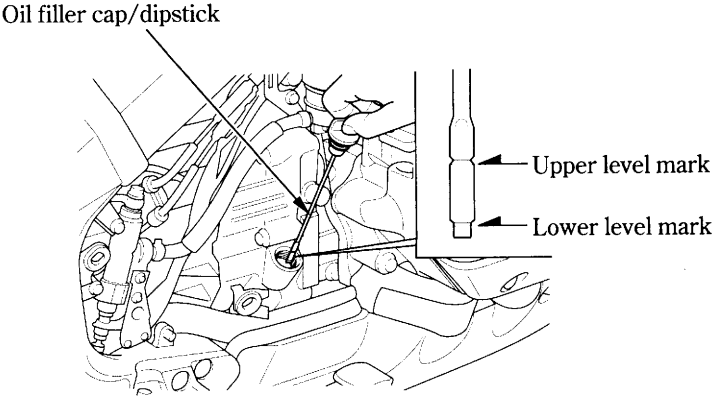
Check engine oil level each day before operating the motorcycle.

To check the oil level:

1. Place the motorcycle on its center stand on firm and level ground, and remove the right engine side cover (page 136).
2. Start the engine and let it idle for 3 – 5 minutes.
3. Stop the engine. After 2 – 3 minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the oil filler cap/dipstick without screwing it in. Remove the oil filler cap/dipstick. The oil level should be between the upper and lower level marks on the oil filler cap/dipstick.
4. If required, add the specified oil up to the upper level mark. Do not overfill.
5. Reinstall the filler cap/dipstick, and the right engine side cover.

NOTICE

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



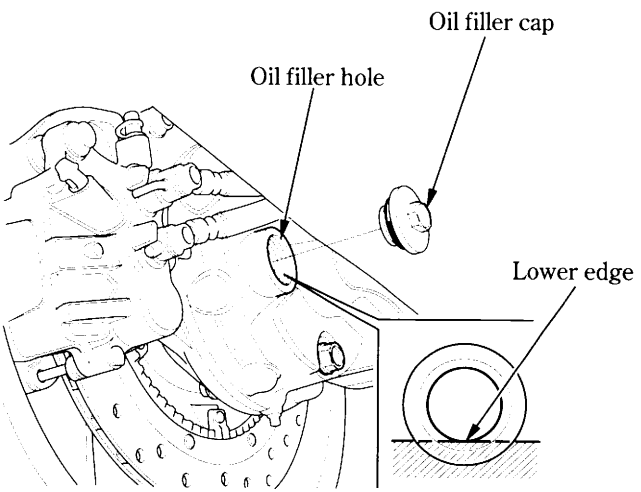
FINAL DRIVE OIL

Oil Level Check

Check the final drive oil level when specified by the maintenance schedule (page132).

1. Place the motorcycle on its center stand on a firm, level surface.
2. Remove the oil filler cap.
3. Check the oil level. It should be flush with the lower edge of the oil filler hole.
4. If the level is low, check for oil leaks. Add the recommended oil through the oil filler hole until it reaches the lower edge of the opening.
5. Install the oil filler cap.

Recommended Oil:
HYPOID GEAR OIL SAE 80



TUBELESS TYRES

To safely operate your motorcycle, your tyres 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 tyres for damage, and what to do when your tyres need to be repaired or replaced.

⚠ WARNING

Using tyres 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 tyre inflation and maintenance.

Air Pressure

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

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres might be low.

Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

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

The recommended "cold" tyre pressures are:

Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	280 kPa (2.80 kgf/cm², 41 psi)

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

Look for:
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre 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 tyres for damage.

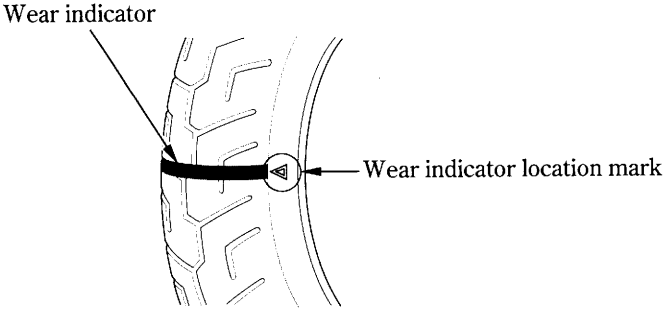
Tread Wear

Replace tyres before tread depth at the center of the tyre reaches the following limit:

	Minimum tread depth
Front	1.5 mm (0.06 in)
Rear	2.0 mm (0.08 in)

<For Germany>

German law prohibits use of tyres whose tread depth is less than 1.6 mm.



Tyre Repair

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

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

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

Tyre Replacement

The tyres 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 tyres 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 tyres recommended in this owner's manual.

The recommended tyres for your motorcycle are:

Front	130/70R18M/C 63H	
	BRIDGESTONE G709 RADIAL	DUNLOP D250F
Rear	180/60R16M/C 74H	
	BRIDGESTONE G704 RADIAL	DUNLOP D250

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

Important Safety Reminders

- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.
- Do not install a bias-ply tyre on this motorcycle. Mixing bias-ply and radial tyres can adversely affect handling and stability.
- Do not install car tyres on this motorcycle. During installation the tyre may separate from the rim with enough force to cause serious injury or death.
- When replacing tyres, use only the recommended tyres as shown above and on the tyre information label. Use of other tyres on the model equipped with ABS may impair proper ABS function.
  The ABS computer works by comparing wheel speed.
  Non-recommended tyres can affect wheel speed and may confuse the ABS computer.

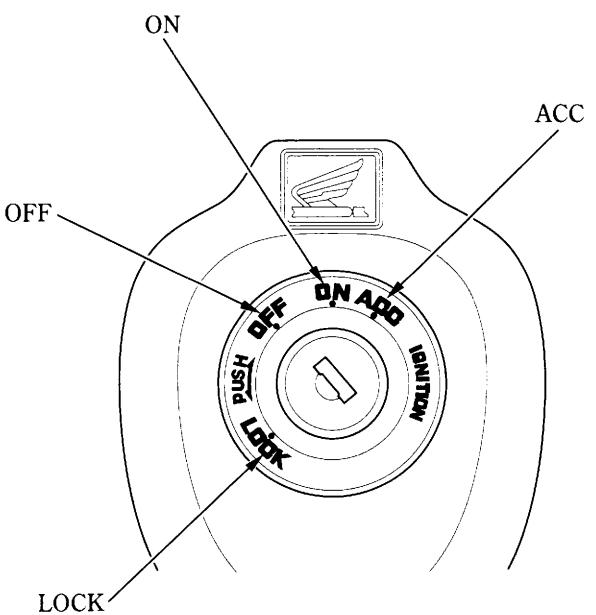
ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch is on the handlebar cover.

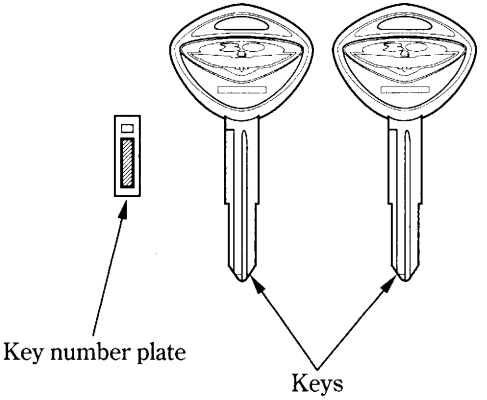
Key Position	Function	Key Removal
ACC	Only the accessory circuits function.	cannot be removed
ON	Electrical circuits on.	cannot be removed
OFF	No electrical circuits function.	can be removed
LOCK (steering lock)	No electrical circuits function. Locks the steering head.	can be removed

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.



KEYS

This motorcycle has two keys and a key number plate.



You will need the key number if you ever have to replace a key. Store the plate in a safe place.

To reproduce keys, bring all keys, key number plate and motorcycle to your Honda dealer.

Up to four keys can be registered with the immobilizer system (HISS), including the ones in hand.

If all keys are lost, the PGM-FI unit/ignition control module must be replaced. To avoid this possibility we recommend that if only one key is left, you immediately have it reproduced to ensure that a back-up is available.
These keys contain electronic circuits that are activated by the immobilizer system (HISS). They will not work to start the engine if the circuits are damaged.

- Do not drop the keys or set heavy objects on them.
- Do not grind, drill or in any way alter the original shape of the keys.
- Keep the keys away from magnetic objects.

IMMOBILIZER SYSTEM (HISS)

HISS is the abbreviation of Honda Ignition Security System.

The immobilizer system (HISS) protects your motorcycle from theft. A properly-coded key must be used in the ignition switch for the engine to start. If an improperly-coded key (or other device) is used the engine's starting circuit is disabled.

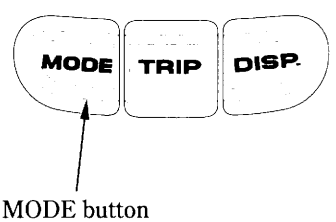
When the ignition switch is turned ON and the engine stop switch is at " ⟳ " (RUN), the immobilizer system (HISS) indicator lights for a few seconds, then goes off. If the indicator remains on, it means the system does not recognize the coding of the key. Turn the ignition switch to OFF, remove the key, reinsert and turn the switch ON again.

When the ignition switch is turned off, the immobilizer system (HISS) indicator continues to flash every 5 seconds during 24 hours. After this period, the indicator automatically switches off.

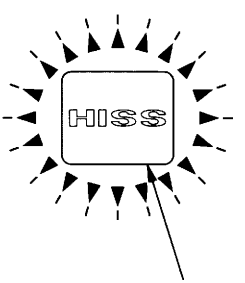
To operate this function, proceed as follows:

1. Turn the ignition switch ON or ACC.
2. Push and hold the MODE button.
3. Turn the ignition switch OFF, then the indicator start to flash. Pull out the key.

Whenever the ignition switch is turned ON, the light operation is canceled.



MODE button



Immobilizer system (HISS) indicator

If the system repeatedly does not recognize the coding of your key, contact your Honda dealer.

- The system may not recognize the key's coding if any other immobilizer key is near the ignition switch. To make sure the system recognizes the key code, keep each immobilizer key on a separate ring.
- Do not attempt to alter the immobilizer system (HISS) or add other devices to it. Electrical problems could result, making it impossible to start your motorcycle.
- If all keys are lost, the PGM-FI unit/ignition control module must be replaced.

EC Directives

This immobilizer system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.

CE 0891 ⓘ

The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your Honda dealer.

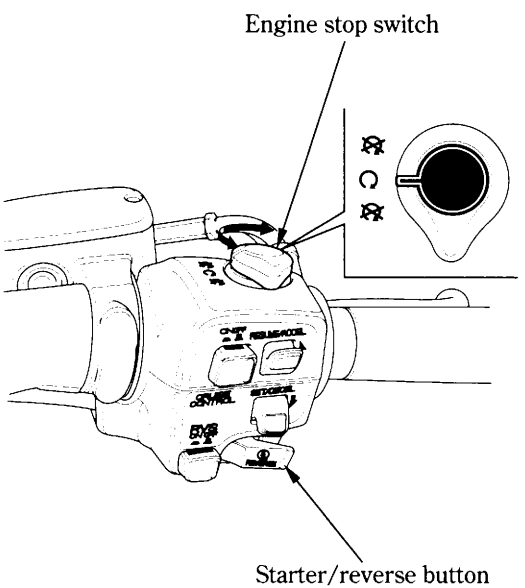
RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

The three position engine stop switch 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) position.

Starter/Reverse Button

The starter/reverse button is below the engine stop switch. When the starter/reverse button is pressed, the starter motor cranks the engine, the headlight will automatically go out, but the taillight will stay on. If the engine stop switch is in the (OFF) position, the starter motor will not operate. See page 116 for Starting Procedure.



Cruise Control Switch

The Cruise Control automates the function of the throttle to maintain your motorcycle at a constant speed. This can be a convenience on long trips, but it can also be a danger if there are any other vehicles on the the road or if the road is unfamiliar.

As its name implies, it is meant for cruising on straight, uncongested highways or freeways. It is not recommended to be used in traffic, on winding roads or in bad weather conditions where the rider should have total control of the throttle.

⚠WARNING

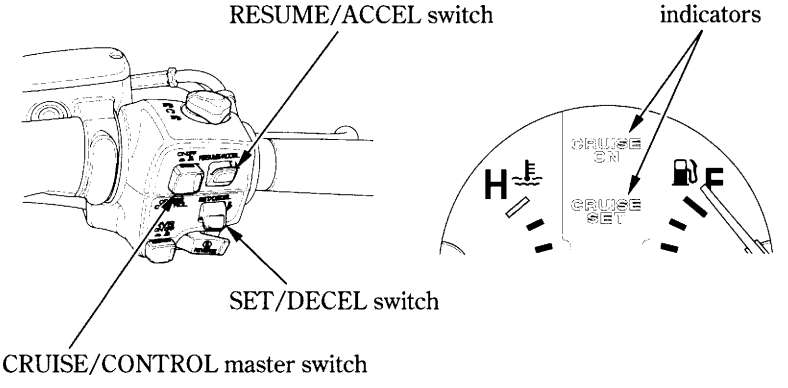
Improper use of the cruise control can lead to a crash.

Use the cruise control only when traveling on open highways in good weather.

To Set the Cruise Control:

The Cruise Control system allows you to set and automatically maintain any speed between 48 – 161 km/h (30 – 100 mph) in 4th and OD.

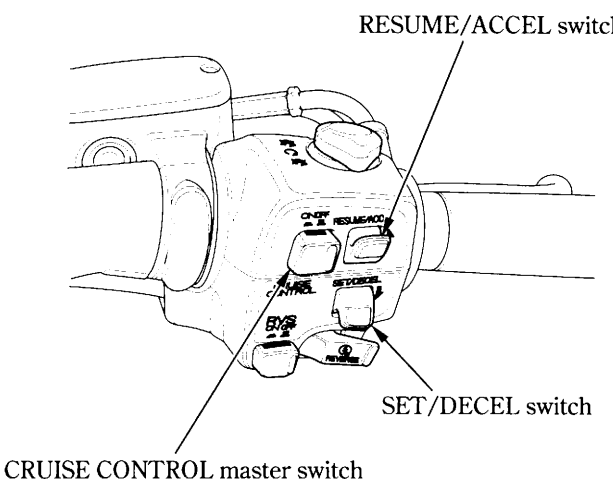
Push the CRUISE CONTROL master switch: the indicator light will come on. Accelerate to the desired speed, then push the SET/DECEL switch. The Cruise Control set light on the instrument panel will come on.



The speed you were going when you released the SET/DECEL switch is the speed the Cruise Control will hold. You can then "fine tune" the set speed by briefly pushing and releasing the SET/DECEL switch to decrease it or pushing and releasing the RESUME/ACCEL switch to slightly increase it.

A quick "tap" on either the SET/DECEL or RESUME/ACCEL switch may change your speed by only approximately 1.6 km/h (1 mph).

To Cancel the Cruise Control:
Simply push the CRUISE CONTROL master switch until the indicator light goes off (this also erases the memory of the set speed). If you must temporarily disengage the system (but want to retain the memory of the set speed); pull the front brake lever or clutch lever or step on the brake pedal slightly, or close the throttle. If you are still going above 48 km/h (30 mph), you can return to the set speed by simply pushing the RESUME/ACCEL switch. If the motorcycle has decelerated below about 48 km/h (30 mph), you can return to the set speed by using the throttle conventionally until you are above 48 km/h (30 mph) and then pushing the RESUME/ACCEL switch.



To Change the Set Speed:

For a faster speed with a gradual acceleration: Push and hold the RESUME/ACCEL switch until you reach the desired speed; release the switch and the system's memory will be reprogrammed to the new speed. For faster acceleration: Operate the throttle grip until you reach the desired speed, then push and release the SET/DECEL switch to re-program the system.

Any speed above 161 km/h (100 mph) will be memorized as 161 km/h (100 mph).

To change to a slower speed: Push and hold the SET/DECEL switch and the motorcycle will slow down; when you reach the desired slower speed, release the switch and the system will be reprogrammed. For temporary acceleration above the set speed, such as for passing, use the throttle conventionally. When you want to return to the set speed, close the throttle and coast without applying the brakes.

With the Cruise Control on, your speed will still vary slightly, particularly going up or down hills.

LEFT HANDLEBAR CONTROLS (Except U Type)
The controls next to left handlebar grip are:

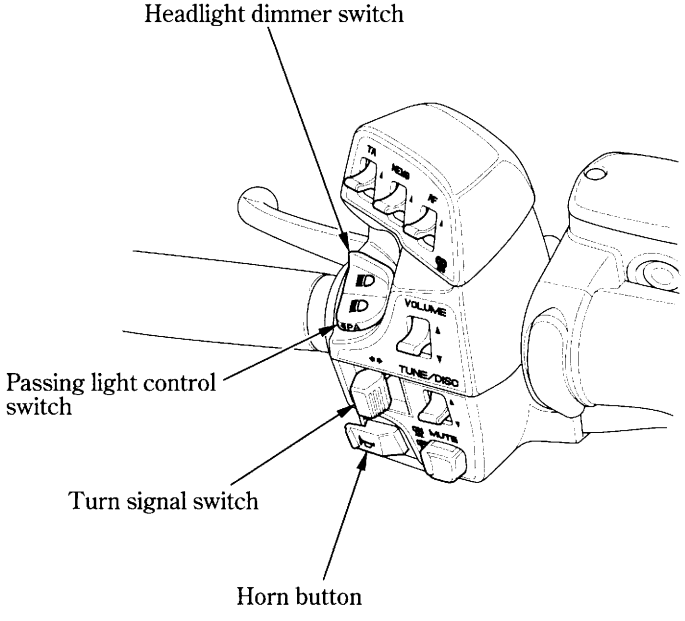
Headlight Dimmer Switch
Push the dimmer switch to ≣D (HI) to select high beam or to ≣D (LO) to select low beam.

Passing Light Control Switch
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Horn Button
Press the button to sound the horn.

Turn Signal Switch

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 to centre when it is released. The indicator and turn signal will automatically stop blinking after completing the turn. Blinking may be stopped manually by pushing in on the switch.



LEFT HANDLEBAR CONTROLS (For U Type)

The controls next to left handlebar grip are:

Headlight Dimmer Switch

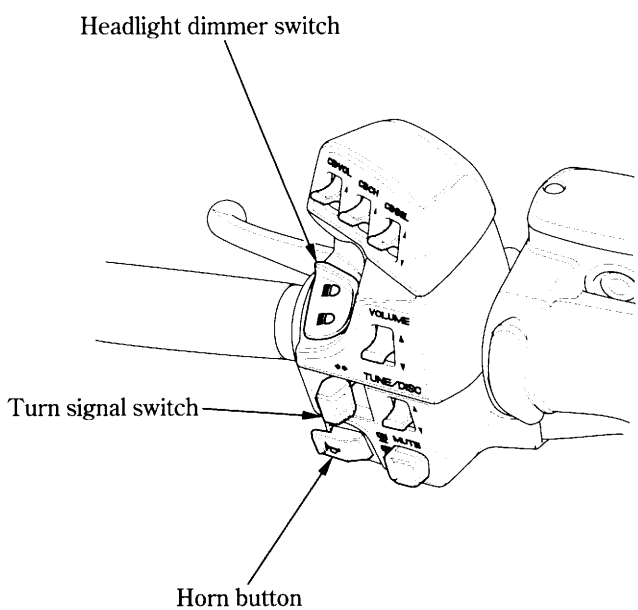
Push the headlight dimmer switch to ≡D to select high beam or to ≡D to select low beam.

Horn Button

Press the button to sound the horn.

Turn Signal Switch

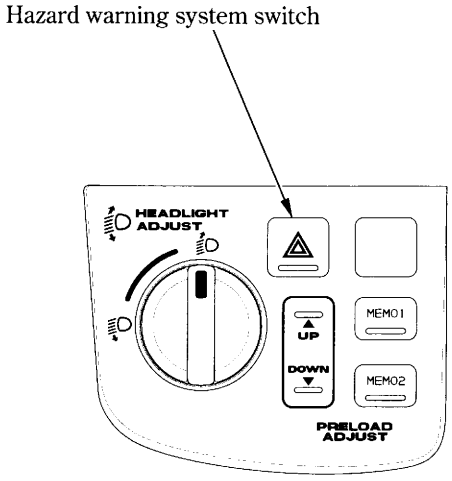
Move the switch to ⇦ (L) to signal a left turn, to ⇨ (R) to signal a right turn; the appropriate turn signal and indicator will blink. The switch returns to centre when it is released. The indicator and turn signal will automatically stop blinking after completing the turn. Blinking may be stopped manually by pushing in on the switch.



HAZARD WARNING SYSTEM SWITCH

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 the ON or ACC, position, and then push the switch marked ⚠ . The front and rear turn signals will blink simultaneously.

Be sure to turn the switch off when the hazard warning is no longer required, or the turn signals will not work properly, and may confuse other drivers.

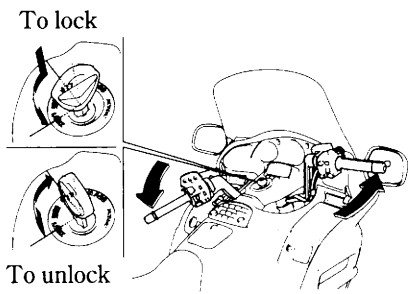


FEATURES
(Not required for operation)

STEERING LOCK

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

Do not turn the key to LOCK while riding the motorcycle; loss of vehicle control will result.



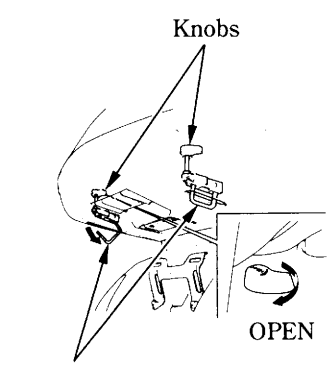
HELMET HOLDERS

Helmet holders are located below the travel trunk. Open the travel trunk (page 62) and turn the knob in the trunk, the helmet holders will be unlocked.
Hang your helmet on the holder pin and push the pin in to lock it.

The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder.

NOTICE

Riding with a helmet attached to the helmet holder can cause damage to the helmet, or damage to the paint or finish of your motorcycle.



TRAVEL TRUNK AND SADDLEBAGS

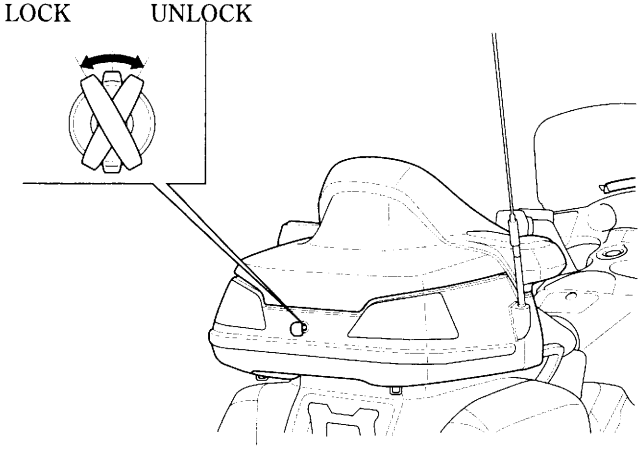
The travel trunk and saddlebags are for lightweight items. Do not carry more than 9.0 kg (20.0 lbs) in the trunk or in each saddlebag.

To Lock & Unlock the Travel Trunk & Saddlebags

The travel trunk and saddlebags can be locked and unlocked with the ignition key or remote transmitter.
To use the remote transmitter, see page 64.

To unlock:
Insert the ignition key and turn it clockwise.

To lock:
Insert the ignition key and turn it counterclockwise.

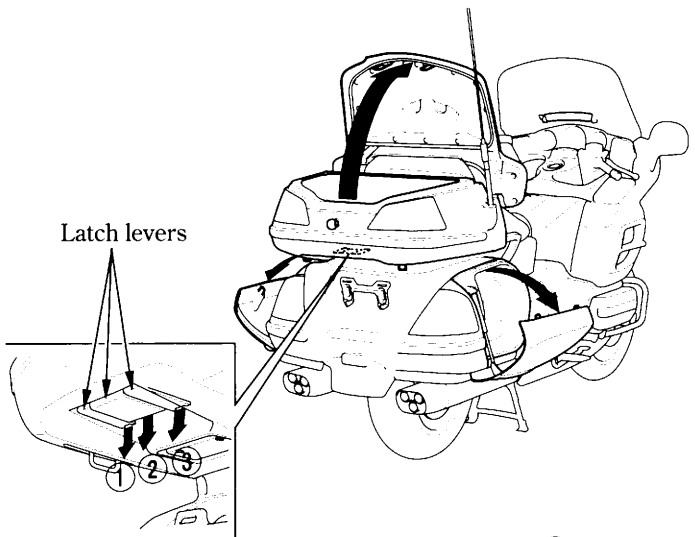


FEATURES
(Not required for operation)

To Open & Shut the Travel Trunk & Saddlebags

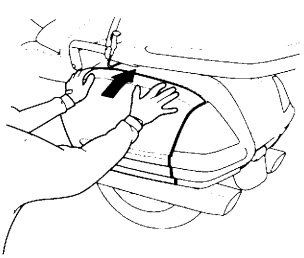
To open the travel trunk, pull the middle latch lever down.

To open the right or left saddlebag, pull the right or left latch lever down.



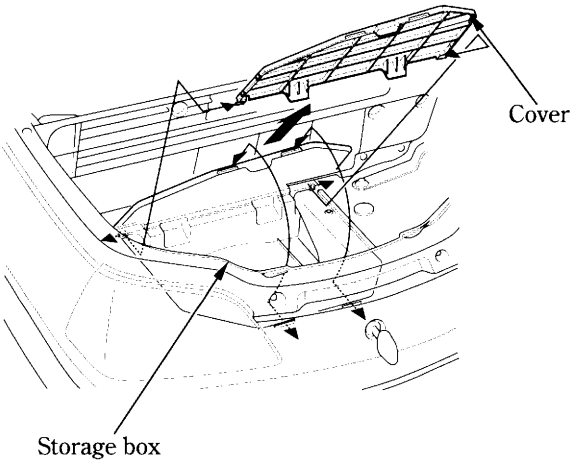
① Left saddlebag
② Travel trunk
③ Right saddlebag

To shut each compartment, place your hands flat on the edges of its lid and press down until it is firmly closed and check the travel trunk & saddlebags open indicator is not displayed.
To lock the all compartments, use the ignition key or transmitter.



Storage Box:

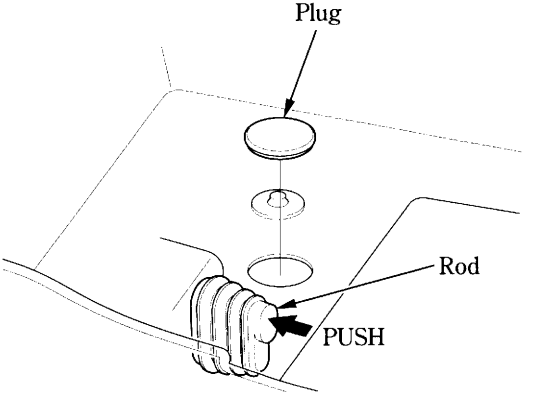
Your motorcycle has a storage box in the travel trunk. To open the storage box, push forward on the cover and raise it.



Alternate Method to Open the Saddlebag:

If a saddlebag becomes jammed and will not open by using its rear latch lever:

1. Open the travel trunk and remove the plug from the right or left access hole in the floor of the trunk.
2. Put your finger through the access hole and push the rod to open the saddlebag.



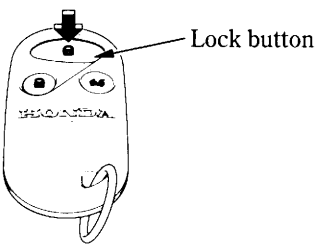
FEATURES
(Not required for operation)

KEYLESS ENTRY

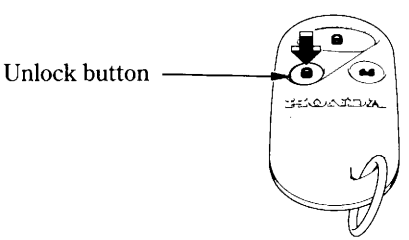
You can lock and unlock your motorcycle's travel trunk and saddlebags with the remote transmitter.

If the ignition switch is left off for more than one month, the remote transmitter will no longer operate the remote control system. To reset the system, turn the ignition switch ON.

To lock the compartments:
Push the lock button.
(The front and rear turn signal lights will blink once.)



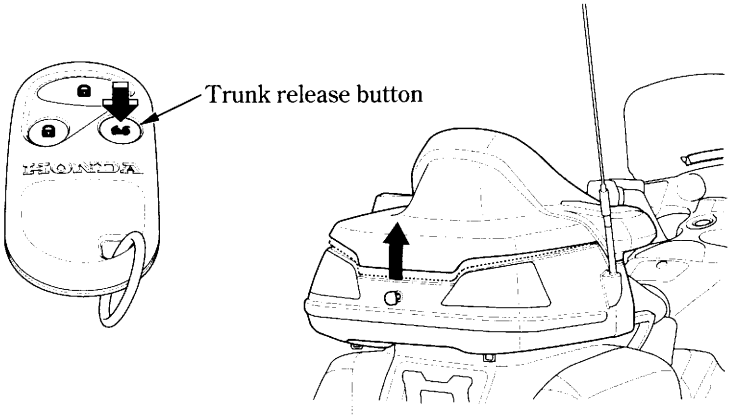
To unlock the compartments:
Push the unlock button.
(The front and rear turn signal lights will blink two times.)



If you unlock the compartments with the transmitter, but do not open any of the compartments within thirty seconds, the compartments automatically relock.

You cannot lock the compartments with the remote transmitter if any compartment is not fully closed. (The front and rear turn signal lights will blink ten times.)

To open the trunk:
Push and hold the trunk release button for approximately one second.

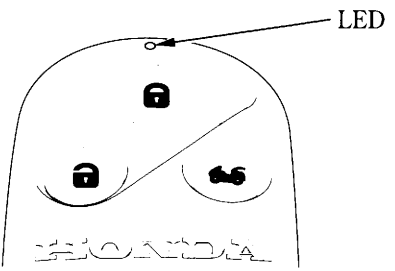


FEATURES
(Not required for operation)

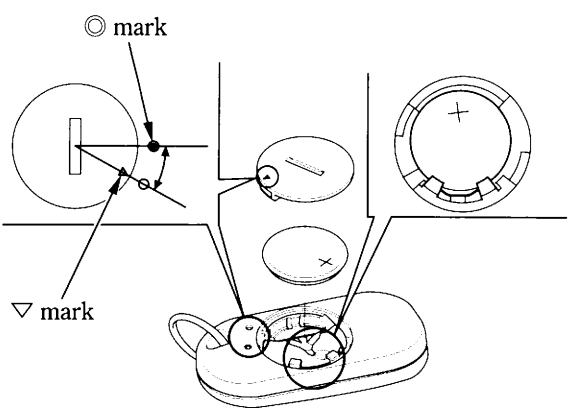
Replacing the Battery:

When the remote transmitter's battery begins to get weak, it may take several pushes on the button to lock or unlock the compartments, and the LED will get dim. Replace the battery as soon as possible.

Battery type: CR2025

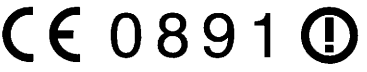


1. Use a coin to turn the round cover on the back of the transmitter counterclockwise.
2. Remove the old battery and note the polarity. Make sure the polarity of the new battery is the same (+ side facing up), then insert it in the transmitter.
3. Align the ▽ mark on the cover with the ◎ mark on the transmitter, then set the cover in place and turn it clockwise.



EC Directives

This keyless entry system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.



The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your Honda dealer.

FEATURES
(Not required for operation)

FAIRING POCKETS

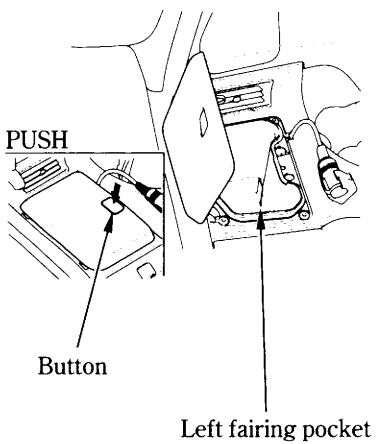
The fairing pockets are for lightweight items. Do not carry more than 2.0 kg (4.5 lbs) in each fairing pocket.

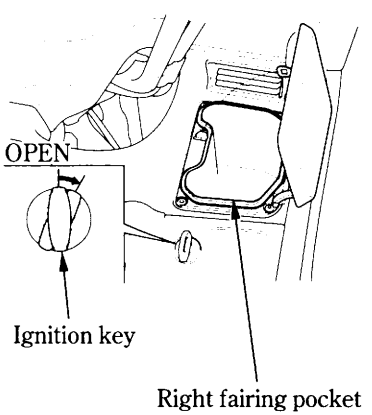
To open the left fairing pocket, push the button.
To open the right fairing pocket, insert the ignition key, turn it clockwise.
To shut each fairing pocket, place your hands flat on the edges of its lid and press down until it is firmly closed.

Make sure the fairing pockets are closed before riding.

When washing your motorcycle, be careful not to flood this area with water. Take care to keep petrol, brake fluid, or other chemical solvents off the pocket covers. They will damage the surface of the pocket covers.

Do not store valuables in the fairing pockets.

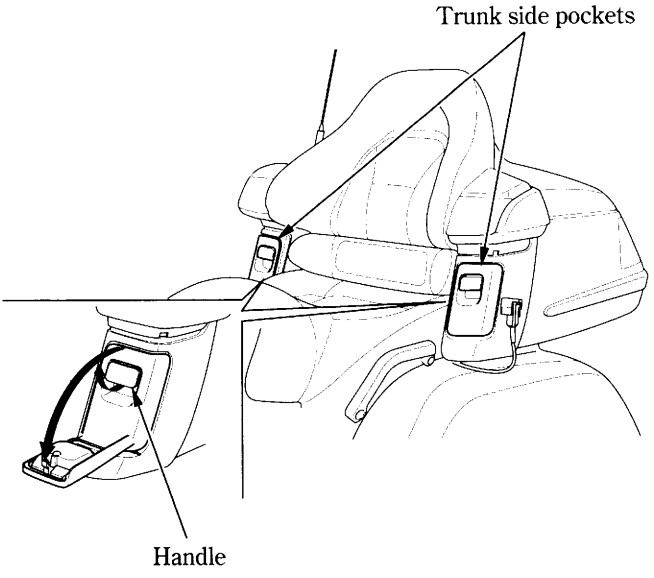




TRUNK SIDE POCKETS

The side pockets are for lightweight items. Do not carry more than 0.5 kg (1.0 lb) in each side pocket.

The side pockets are located on both sides of the trunk. Open the lid, by pulling up the handle.
Do not put sharp or hard objects in the side pockets, as these objects may interfere with the opening of the lid or may damage the side pockets.



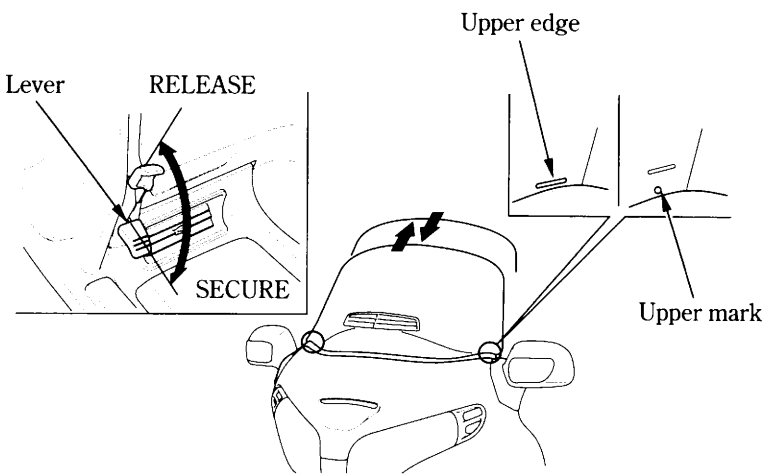
FEATURES
(Not required for operation)

WINDSHIELD HEIGHT ADJUSTMENT

The windshield height can be adjusted slightly to suit your riding preference.

To adjust:

1. Pull both levers up to release the windshield.
2. To raise:
   Move the windshield up to the desired position.
3. To lower:
   Move the windshield up to the upper mark (○), lower it all the way (to reset the ratchet mechanism), then raise it to the desired position.
4. On both sides, align the mark on the windshield with the upper edge of the instrument panel.
5. Push the levers down to secure the windshield.

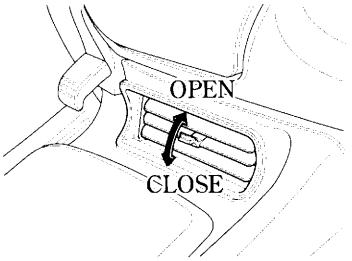


VENTILATION

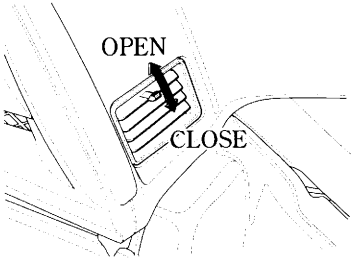
Side Ventilation Louvers

This motorcycle has upper and lower side ventilation louvers. Open the upper and lower louvers to direct fresh air.

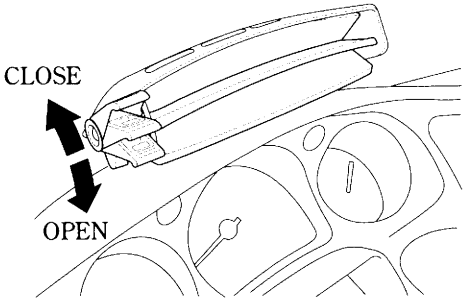
LEFT UPPER



LEFT LOWER



Windshield Ventilation Louvers

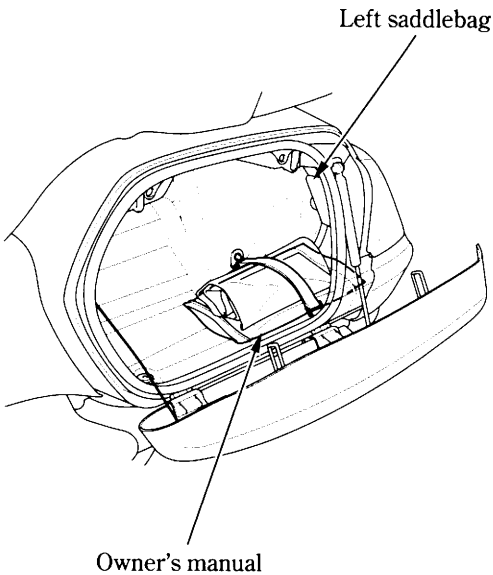


You can adjust the windshield ventilation with the lever to control and direct the flow of fresh air.

FEATURES
(Not required for operation)

DOCUMENTS

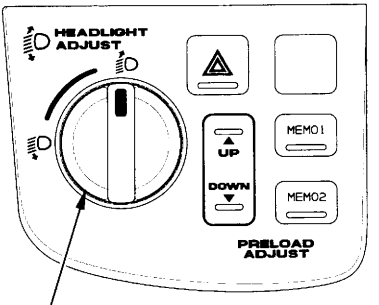
The owner's manual and other documents should be stored in the left saddlebag. When washing your motorcycle, be careful not to flood this area.



HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the headlight beam adjustment knob as necessary.
Obey local laws and regulations.

To operate, start the engine.
To lower the beam, turn headlight beam adjustment knob counterclockwise.
To raise the beam, turn the knob clockwise.



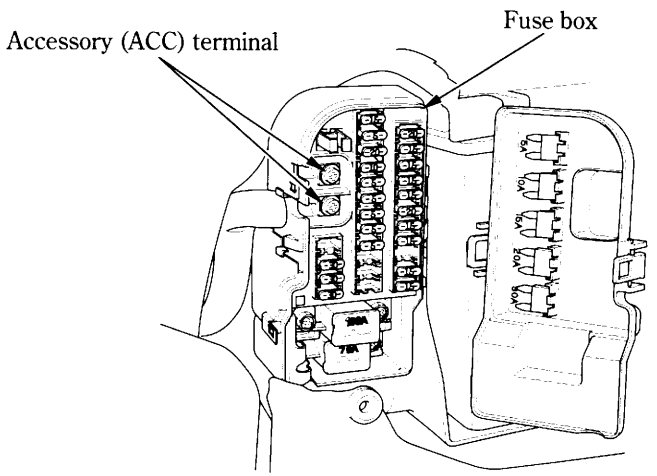
Headlight beam adjustment knob

FEATURES
(Not required for operation)

ACC TERMINAL

The ACC terminal is in the fuse box (page 164) and provides 12 V DC power for electrical accessories. A maximum of 60 watts (5 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 Accessories and Modifications (page 6) before installing accessories. Connect accessory electrical leads securely, and keep them insulated, away from hot parts and sharp edges.

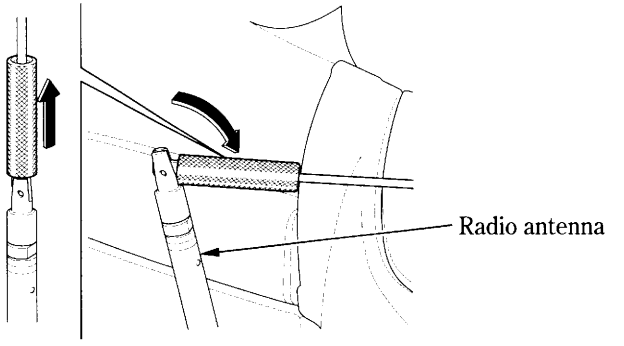
Do not exceed 5 amps for prolonged current demands.



RADIO ANTENNA

To fold the radio antenna:

Twist and pull up on the knurled coupling and then fold the radio antenna down.



AUDIO SYSTEM

The audio system can be used with the ignition switch at ACC or ON.

Keep both hands on the handlebars.
Do not turn up the volume so loud that emergency vehicles or traffic cannot be heard.

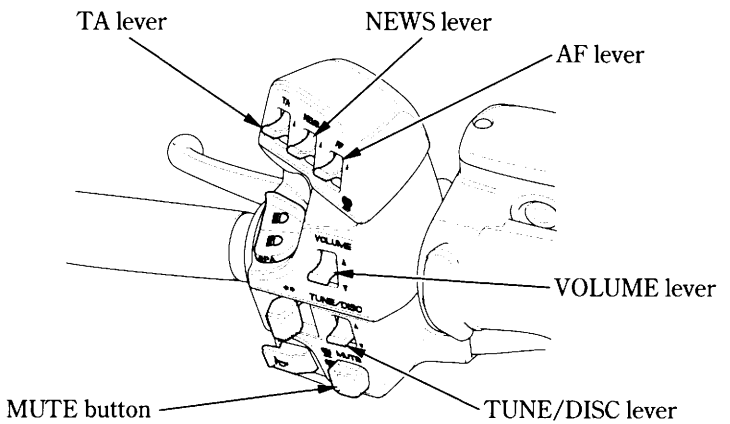
Read the appropriate pages in this section for operation of the audio system in your motorcycle.

- Page 76 to 97 for E, EK, F, ED Type.
- Page 98 to 114 for U Type.

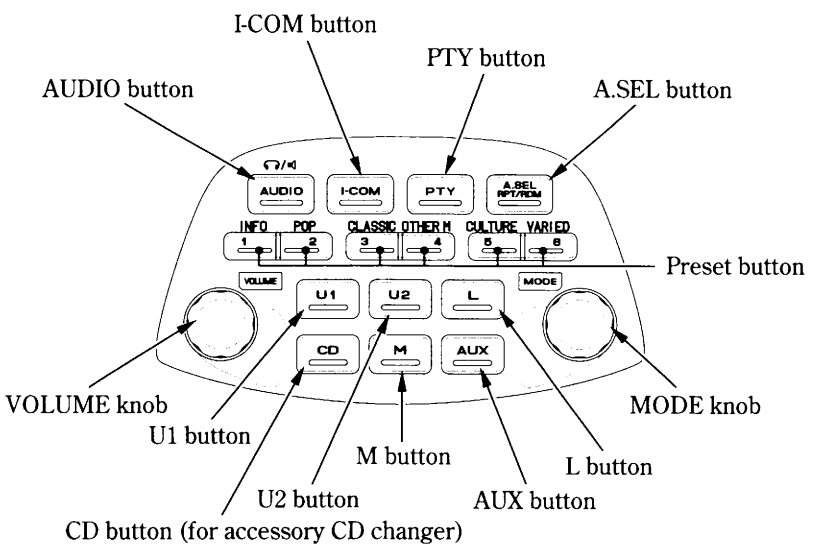
FEATURES
(Not required for operation)

Audio System for E, EK, F, ED type
Controls Location:

LEFT HANDLEBAR CONTROLS



AUDIO CONTROLS BUTTONS

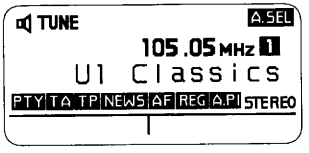


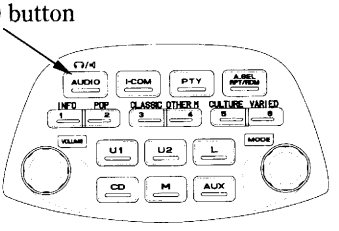
The CD lever and button function when the Honda accessory CD changer is installed. For CD operating instructions, refer to the accessory manuals.

AM/FM Radio

Your Honda's audio system provides clear reception on each band while the preset buttons allow you to easily select your favorite stations.
In some countries, you can also utilize many convenient features provided by the Radio Data System (RDS).

Power Switch:
To turn the audio system on – push the AUDIO button.



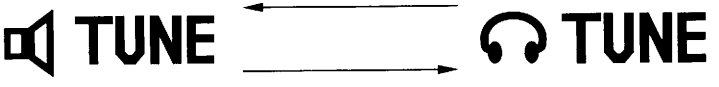


To turn the audio system off – push and hold the AUDIO button until you hear a beep. The display will show the Odometer/Tripmeter only.

CD is optional equipment. This is only indicated if installed.

Switch Output:
When the audio system is turned on, you can switch its output between Speaker and Headset. (Headset is optional equipment.)

- Pushing the AUDIO button switches the output.

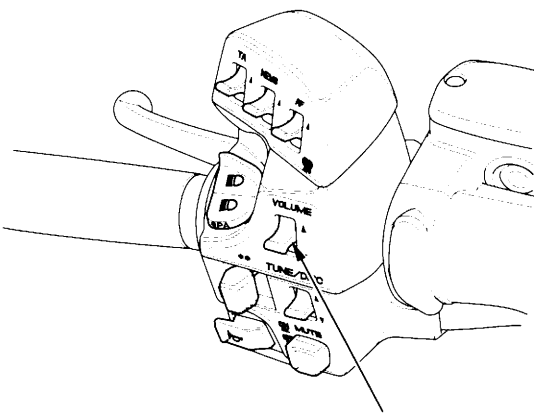


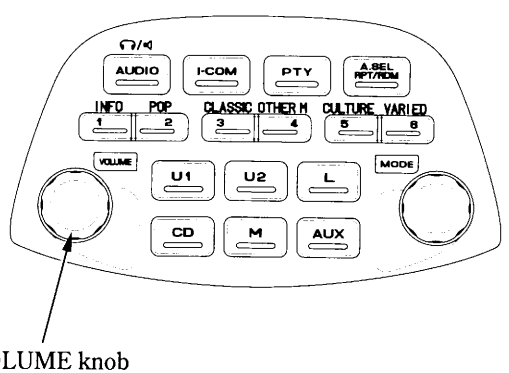
FEATURES
(Not required for operation)

VOLUME Control:

- To increase the volume —— push the VOLUME lever up or turn the VOLUME knob clockwise.
- To decrease the volume —— push the VOLUME lever down or turn the VOLUME knob counterclockwise.

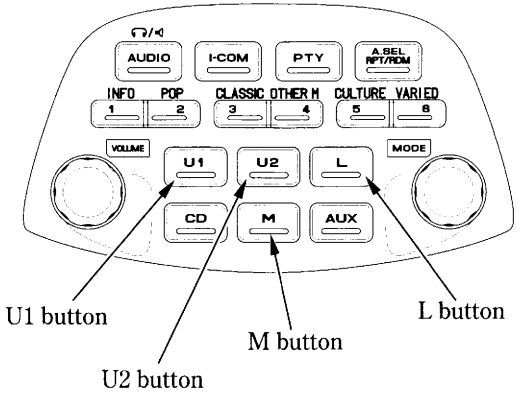
To increase or decrease the volume rapidly – push the VOLUME lever up or down and hold it down after you hear a beep.
(VOLUME level range : from 0 to 32)

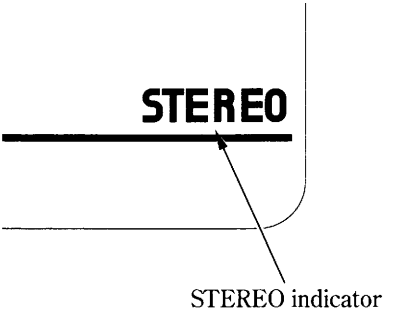




Select Band:
To change bands when you are in the radio mode – push the U1, U2, M and L buttons.

Reception of a stereo signal is indicated when the STEREO indicator appears in the display. (Stereo reception is available only for FM stereo broadcasts.) As FM stereo reception becomes weaker, special circuits in the radio gradually blend the sound toward mono to maintain some sound quality, even though the STEREO indicator remains ON.





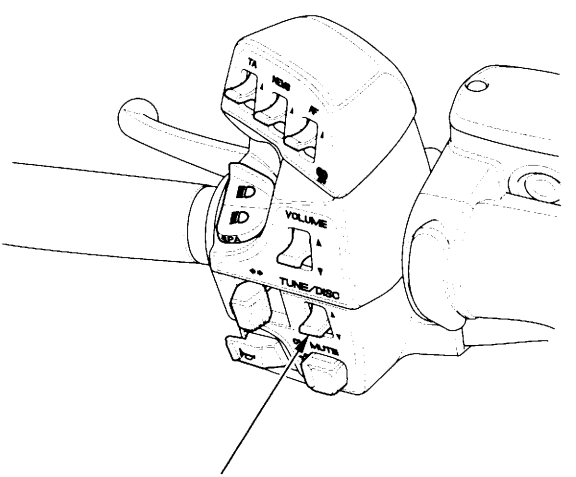
FEATURES
(Not required for operation)

Select Station:
To raise the radio frequency – push the TUNE/DISC lever up.
To lower the radio frequency – push the TUNE/DISC lever down.

To move up or down the radio frequencies in sequence, move the lever one click at a time. The U (FM) frequency display moves in 0.05 MHz steps. The M (MW) frequency moves in 9 KHz steps. The L (LW) frequency moves in 1 KHz steps.

The SEEK function searches the band for a station with a strong signal. To activate it, push the TUNE/DISC lever up or down and release it as soon as you hear a beep. The frequency display will begin moving. Depending on which way you push the switch, the system scans upward or downward from the current frequency.
It stops when it finds a station with a strong signal.
When the frequency display reaches either end, it transitions to the other end of the band and continues in the same direction.

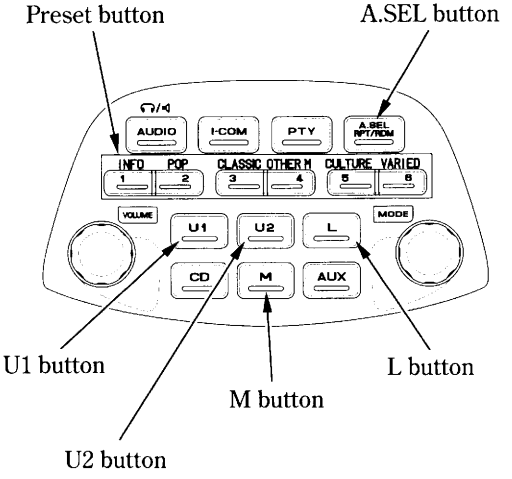
To reach a known frequency rapidly – push the TUNE/DISC lever up or down and continue to hold it down after you hear a beep until you see the desired frequency.



TUNE/DISC lever

Preset Stations:

You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the LW, MW bands, and two frequencies on the UKW band.



1. Check that A. SEL is not turned on. If it is on, push the A. SEL button to turn it off.
2. Select the desired band, LW, MW or UKW. U1 and U2 let you store two frequencies with each Preset button.
3. Use the TUNE or SEEK function to tune the radio to a desired station.
4. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.
5. Repeat steps 1 to 3 to store a total of six stations on LW, MW and twelve on UKW.

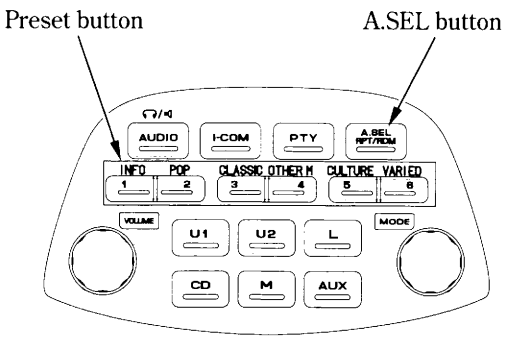
Once a station's frequency is stored, simply press and release the proper Preset button to tune to it. The preset frequencies will be lost if your motorcycle's battery goes dead or is disconnected, or if the radio fuse is removed.

FEATURES
(Not required for operation)

Auto Select:

If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, push the A. SEL button. A.SEL will appear in the display, and the system will go into scan mode for several seconds.
It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six LW, MW stations and twelve UKW stations in the preset buttons. You can then use the preset buttons to select those stations.



If you are in a remote area, Auto Select may not find six strong LW, MW stations or twelve strong UKW stations. If this happens, you will see a "0" displayed when you push any preset button that does not have a station stored.

With Auto Select on, you cannot manually store any frequencies in the preset buttons. If you do not like the stations found by Auto Select, you can use the TUNE and SEEK functions to find other stations.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A. SEL button. The preset buttons will then select the frequencies you originally set.

Radio Data System (RDS) Features

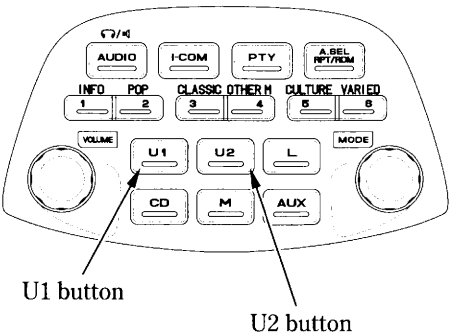
With your audio system, you can utilize many convenient features provided by the Radio Data System (RDS).

The Alternative Frequencies (AF) function turns on automatically when you turn the system on. If the station you are listening to is an RDS station, the frequency display will disappear and the station name will be displayed. Then, the system will automatically keep selecting the frequency with the strongest signal from the frequencies that carry the same programs. This can save you the trouble of re-tuning to obtain the same station as long as you are in the same RDS network area.

When the signals of the RDS station become so weak that the system can no longer follow the station, the system will hold the last tuned frequency and the display will change from the station name to the frequency.

U1, U2 Button

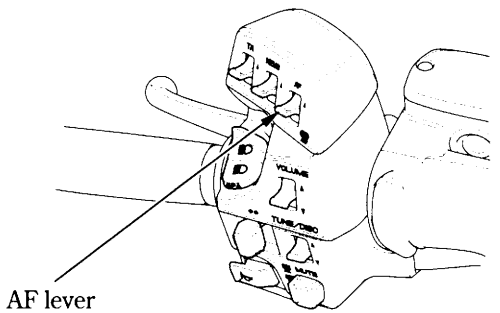
With the UKW (FM) band selected, you can keep listening to the same station even if its frequency changes as you enter different regions while you are travelling.



FEATURES
(Not required for operation)

AF Lever

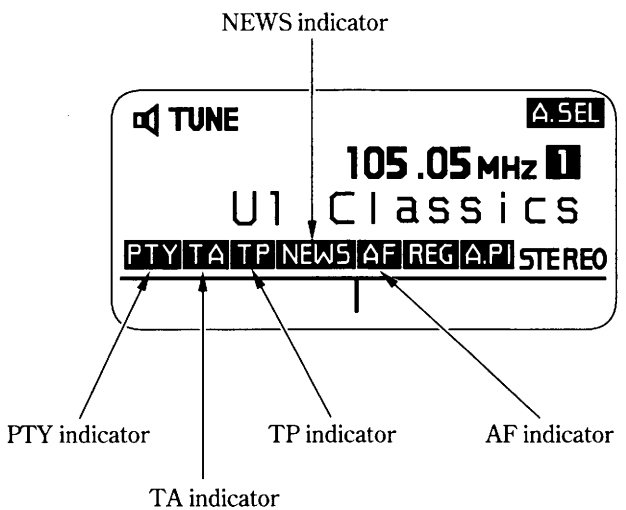
To turn the AF on – push the AF lever up, "AF" will light an the display.
To turn the AF off – push the AF lever up again.



In some countries, you cannot utilize features provided by RDS as the RDS function is not provided in all stations.

Program Service Name Display

If the station you are listening to is an RDS station, the frequency display will disappear and the station name information will be displayed.



TA (Traffic Announcement Standby) Function

When the TA lever is up, "TA" will light on the display and the system will stand by for traffic announcements.

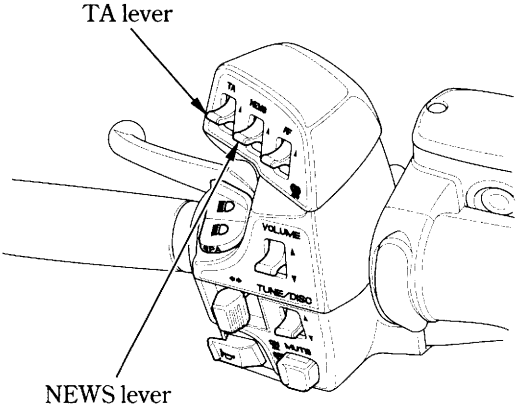
When a traffic information (TP) station is selected, "TP" will light on the display indicating that traffic reports can be received from this station. When the EON (Enhanced Other Network) TP station is selected, "TP" will also light on the display.

EON information cross-references other program services that broadcast traffic information, and when EON information is received, traffic reports can be received through another program service.

To turn off the TA function, push the TA lever up again. "TA" will go out on the display.

Adjusting the Volume

The volume will be automatically adjusted while traffic information is broadcasted regardless of the VOLUME knob position. If you adjust the volume level, the new volume level for traffic information is temporarily stored in memory. The next time you listen to traffic information, the volume will be at the previous level. The minimum volume of traffic information is automatically adjusted to a predetermined level (VOL 10). If you adjust the volume level lower than VOL 10, it will automatically reset to VOL 10 when you receive.



TP Alarm (Traffic Information)

If the signal from a TP station becomes weak while you are listening to the radio, the "TP" indicator will disappear, and about 70 seconds later an alarm will sound for 0.5 second to tell you to tune to another TP station.

If the TP indicator goes out again after the reception is recovered, the system gives off the alarm again for 0.5 second. An alarm will also sound if you try to access tuning or preset operation after the TA function has been turned on or when the TP indicator is not turned on.

PTY/News Interrupt Function

To activate this function, push the NEWS lever up, "NEWS" will light on the display.

Volume level information is the same as for TA function (see page 85).

Your audio system has another interrupt function (including TA function). The priority of interrupt is in the order of "NEWS", "TA", and "ALARM". To activate the other interrupt function, turn off the currently activated interrupt function.

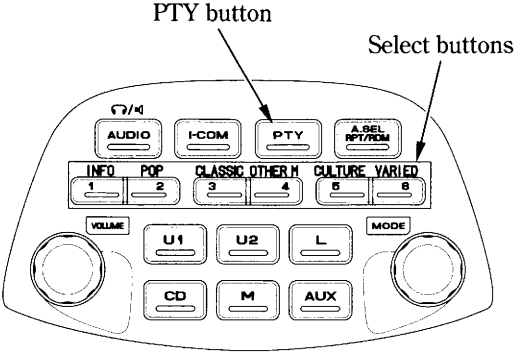
PTY Alarm

The PTY code "ALARM" is used for emergency announcements, such as natural disasters. When this code is received, "ALARM" goes on the display and the volume is changed. When the alarm is cancelled, the system will return to the normal operation mode.

PTY Display Function (Station Name and Information Display)

When the PTY button is pressed, the PTY display function turns on. The PTY indicator will light on the display as a reminder. This function lets you know the type of programs the selected RDS station is broadcasting. For example, if the station is broadcasting CLASSIC, "CLASSIC" is shown in the display. If it is a station of culture programs, "CULTURE" will be shown. The principal PTYs are shown in the following.

INFO: General information and advice.
POP: Commercial music of popular appeal.
CLASSIC: Serious classics; performances of major orchestral works.
OTHER M: Other types of music, such as, Jazz, R & B, Folk, Country, Reggae.
CULTURE: Programs concerned with any aspect of national or regional culture.
VARIED: Light entertainment programs.



FEATURES
(Not required for operation)

PTY Genre Preset:

1. Check that A. SEL is not turned on. If it is on, push the A. SEL button to turn it off.
2. Select the UKW band and push the PTY button.
3. Push the select button and select the PTY group.

CH1	CH2	CH3	CH4	CH5	CH6
INFO	POP	CLASSIC	OTHER M	CULTURE	VARIED

4. When the select button which is the same as the chosen PTY group is pushed for two seconds, it becomes the establishment mode of the following PTY genre.

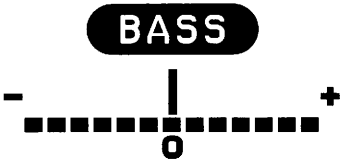
CH1	CH2	CH3	CH4	CH5	CH6
FINANCE	EASY MUS	CLASSICS	COUNTRY	AFFAIRS	CHILDREN
INFO	POP MUS	L. CLASS	FORK MUS	CULTURE	DRAMA
NEWS	ROCK MUS		JAZZ	DOCUMENT	LEISURE
TRAVEL			NATION M	EDUCATE	PHONE IN
WEATHER			OLDIES	RELIGION	SPORT
			OTH M	SCIENCE	VARIED
				SOCIAL A	

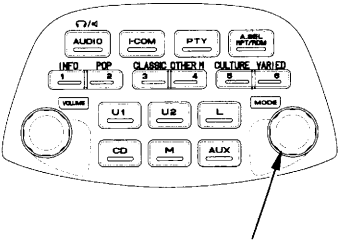
5. Push the select button and select the PTY genre.
6. Push the select button for two seconds, the PTY genre is set.
7. Repeat steps 3 to 6 to set the other PTY genres.

Tone Control:

To select the Bass control, push the MODE knob once, and "BASS" will appear on the display. Then, within five seconds, change the bass control.

- To emphasize bass —— turn the MODE knob clockwise.
- To reduce bass ——— turn the MODE knob counterclockwise. (Bass level ranges from 6 down to −6.)

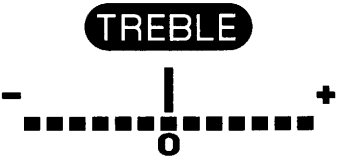




MODE knob

To select the Treble control, push the MODE knob two times, and "TREBLE" will appear on the display. Then, within five seconds, change the treble control.

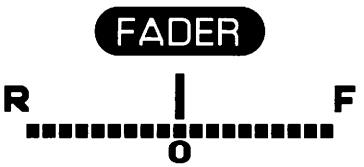
- To emphasize treble —— turn the MODE knob clockwise.
- To reduce treble ——— turn the MODE knob counterclockwise. (Treble level ranges from 6 down to −6.)

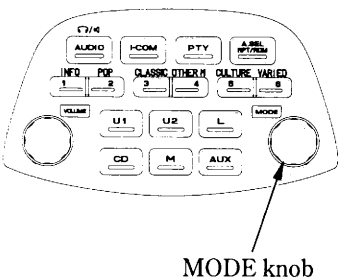


FEATURES
(Not required for operation)

Fader Control:

To balance the sound between the front and optional rear speakers – push the MODE knob three times, and "FADER" will appear on the display. Then, within five seconds, change the fader control. (The control range: F (front) and R (rear) each have 9 segments.)



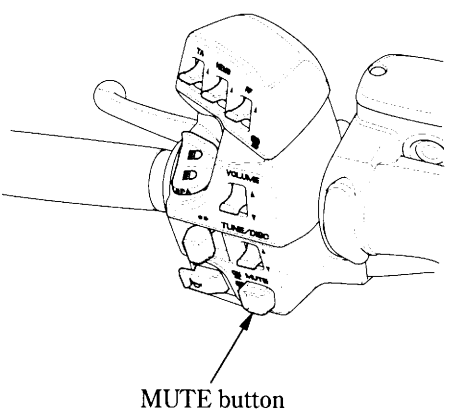


Muting:

To instantly lower the radio's volume so you may hear surrounding sounds more clearly – push the MUTE button.

The display will indicate "MUTE".

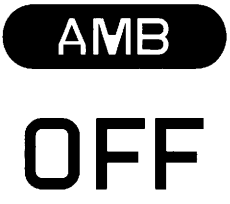
To restore the original volume – push the MUTE button again to restore the original volume.

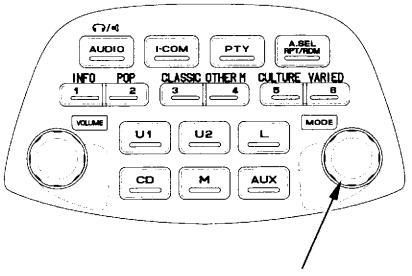


Ambience (AMB):

The "ambience" circuit blends and boosts certain frequencies from both channels, for a "live performance" effect. AMB may be used for stereo programs from the FM radio. However, the ambience circuit may make weak FM stereo signals sound worse.

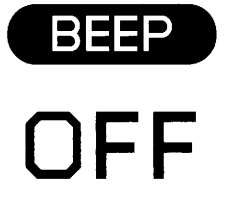
- To use the circuit ——— push the MODE knob four times, and "AMB" will appear on the display. Then, within five seconds, change the ambience setting.
- To change the setting —— turn the MODE knob (There are three settings: HI (high), LO (low), OFF.)

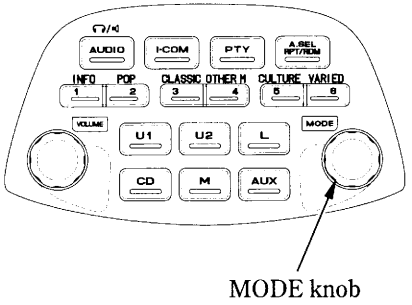




Beep Set:

- To use the circuit ——— push the MODE knob five times, and "BEEP" will appear on the display. Then, within five seconds, change the beep setting.
- To change the setting —— turn the MODE knob. (ON or OFF)



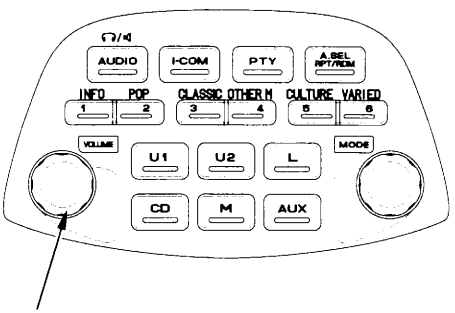


FEATURES
(Not required for operation)

Auto Volume Control (AVC):

To automatically increase volume as the speed of the motorcycle increases. Push the VOLUME knob once, and "AUTO VOL SPK" will appear on the display. Then, within five seconds, change the AVC setting. When audio system output is Headset, the display will indicate "AUTO VOL HS".

AUTO VOL SPK has four settings – HI (high), MID (middle), LO (low), and OFF.
AUTO VOL HS has three settings – HI (high), LO (low), and OFF.



VOLUME knob

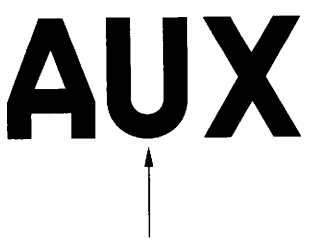
MID

OFF

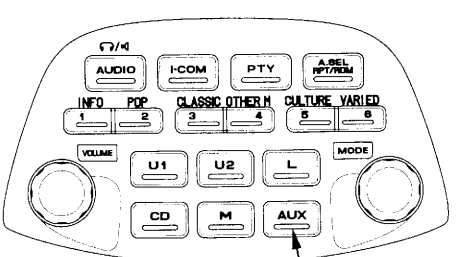
Auxiliary (AUX) Input:
Use this function to listen to other audio such as a portable CD player:

- To turn the function on —— push the AUX button. (AUX apears on the display.)
- To turn the function off —— push the L, U1, or U2 button.

The following functions operate the same as they do with the AM/FM radio: Switch output, Tone control, Fader control, Muting, AMB, AVC.



AUX indicator

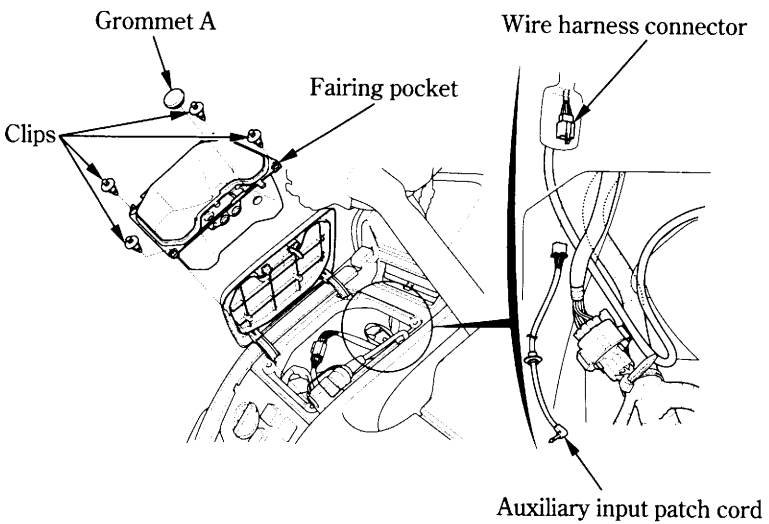


AUX button

FEATURES
(Not required for operation)

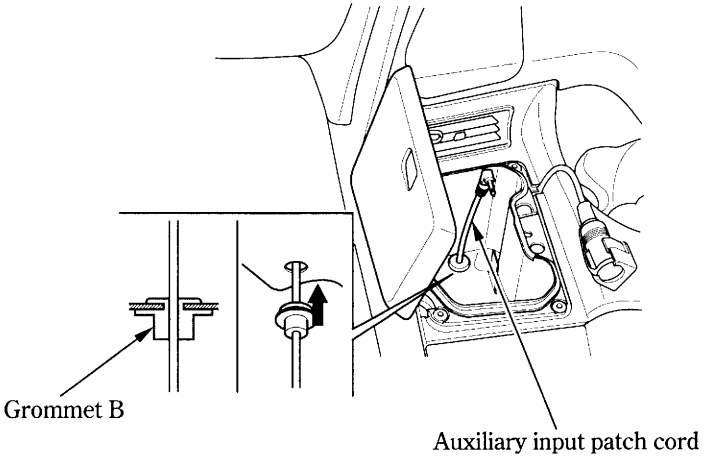
Input Jack Setup:
The auxiliary input jack is located under the left fairing pocket. To use it:

1. Open the left fairing pocket cover and remove the clips (page173) and grommet A.
2. Lift out the fairing pocket.



3. Remove the auxiliary input patch cord from the owner's manual pouch.
4. Plug the auxiliary input patch cord into the wire harness connector.

5. Routs the auxiliary input patch cord through the hole in the bottom of the fairing pocket.
6. Install the grommet B to left fairing pocket.
   Do not pull on the auxiliary cord as the wires could be damaged.



- Some portable audio systems may pick up noise from the ignition.
- Adjust the volume of the portable audio system so that it is about the same level as the GL's radio volume. If the volume of the portable audio system is set too high, the sound coming out from the speakers or headset may be distorted.

FEATURES
(Not required for operation)

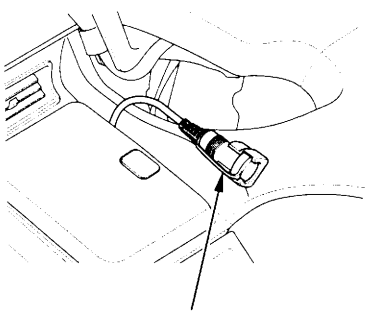
Intercom

Some local governments prohibit the use of a headset by the operator of a motor vehicle. Always obey applicable laws and regulations.

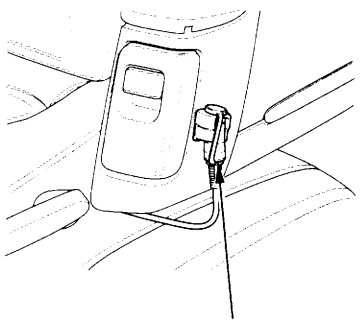
The intercom system may be used to communicate with your passenger. (If you want to use this system, you must have headsets.)

Power Switch:

- To turn the system on —— push the I-COM button. (I-COM appears on the display.)
- To turn the system off —— push and hold the I-COM button until you hear a beep. (I-COM disappears.)



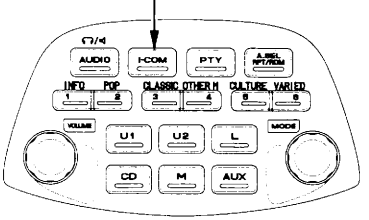
Front headset terminal



Rear headset terminal

I-COM display

I-COM button

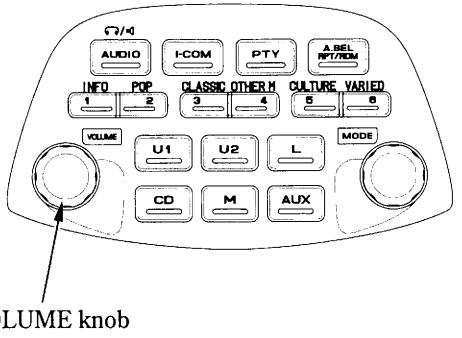


VOLUME Control:
Refer to Radio VOLUME Control on page 78.

Intercom Muting:
The intercom mute system automatically lowers (does not silence) the music/program volume when you speak through the intercom.

To adjust this circuit – push the VOLUME knob two times. "INTERCOM MUTE" will display.

- To increase the background music/program volume —— turn the VOLUME knob counterclockwise.
- To decrease the background music/program volume —— turn the VOLUME knob clockwise. (control range: 0 from 20.)



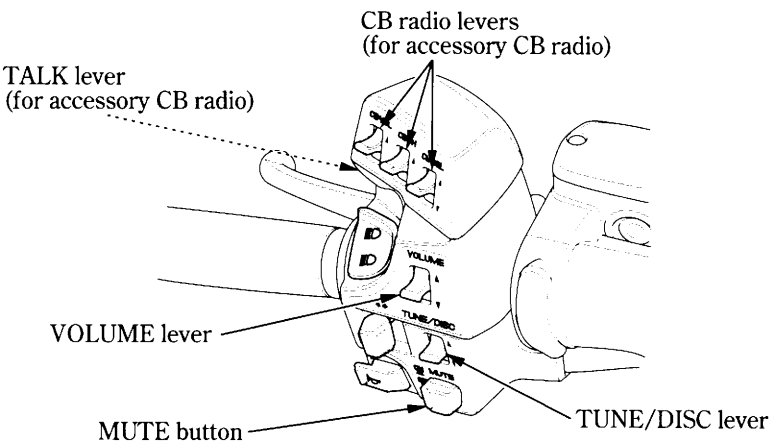
VOLUME knob

FEATURES
(Not required for operation)

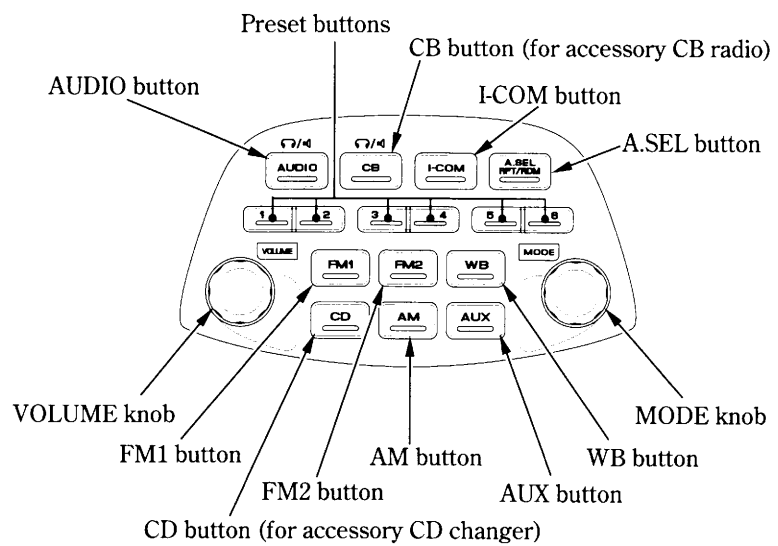
Audio System for U type

Controls Location:

LEFT HANDLEBAR CONTROLS



AUDIO CONTROLS BUTTONS

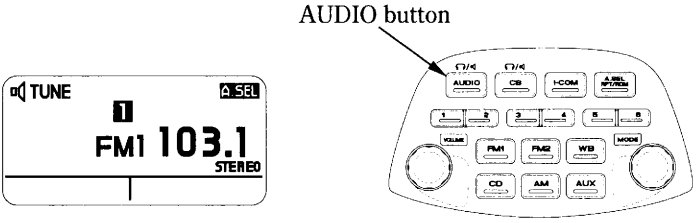


The CB and CD levers and buttons function when the Honda accessory CB radio and/or CD changer installed. For CB and CD operating instructions, refer to the accessory manuals.

AM/FM Radio

Power Switch:

To turn the audio system on – push the AUDIO button.



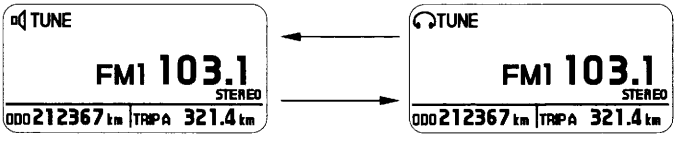
To turn the audio system off – push and hold the AUDIO button until you hear a beep. The display will show the Odometer/Tripmeter only.

CB and CD are optional equipment. They are only indicated if installed.

Switch Output:

When the audio system is turned on, you can switch its output between Speaker and Headset. (Headset is optional equipment.)

- Pushing the AUDIO button switches the output.

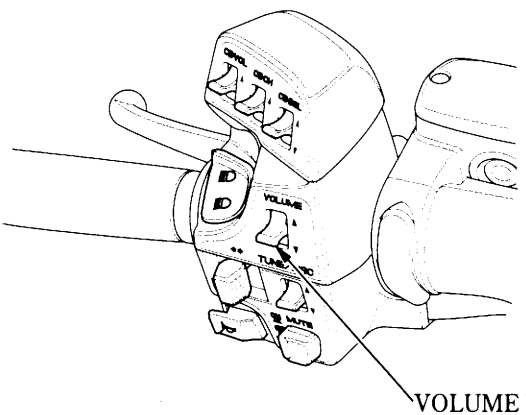


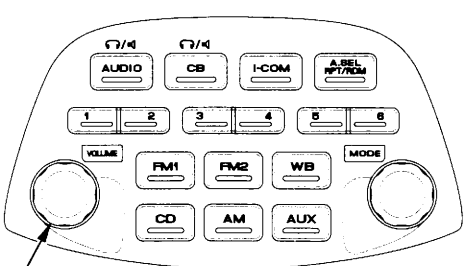
FEATURES
(Not required for operation)

VOLUME Control:

- To increase the volume —— push the VOLUME lever up or turn the VOLUME knob clockwise.
- To decrease the volume —— push the VOLUME lever down or turn the VOLUME knob counterclockwise.

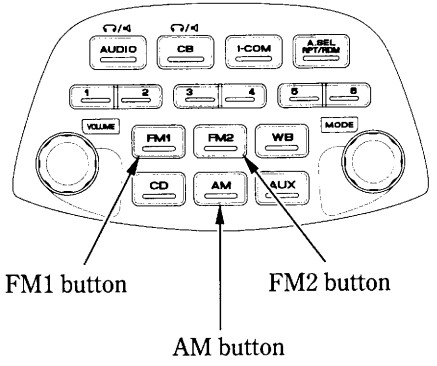
To increase or decrease the volume rapidly – push the VOLUME lever up or down and hold it down after you hear a beep.
(VOLUME level range : from 0 to 32)

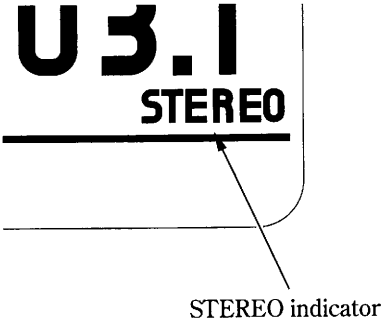




Select Band:
To change to AM or FM when you are in the radio mode – push the AM button, FM1 button or FM2 button.

Reception of a stereo signal is indicated when the STEREO indicator appears in the display. (Stereo reception is available only for FM stereo broadcasts.) As FM stereo reception becomes weaker, special circuits in the radio gradually blend the sound toward mono to maintain some sound quality, even though the STEREO indicator remains ON.





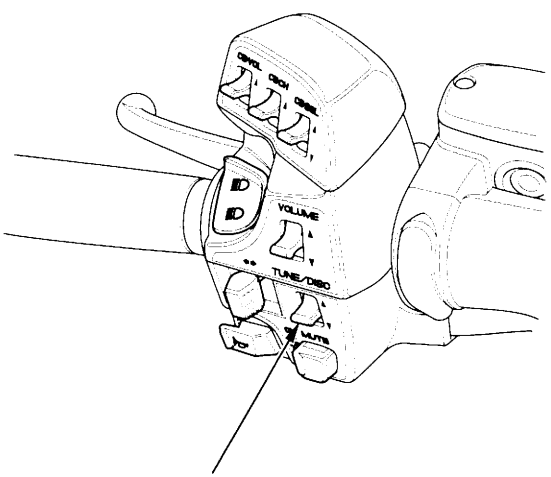
FEATURES
(Not required for operation)

Select Station:
To raise the radio frequency – push the TUNE/DISC lever up.
To lower the radio frequency – push the TUNE/DISC lever down.

To move up or down the radio frequencies in sequence, move the lever one click at a time. The U (FM) frequency display moves in 0.05 MHz steps. The M (MW) frequency moves in 9 KHz steps. The L (LW) frequency moves in 1 KHz steps.

The SEEK function searches the band for a station with a strong signal. To activate it, push the TUNE/DISC lever up or down and release it as soon as you hear a beep. The frequency display will begin moving. Depending on which way you push the switch, the system scans upward or downward from the current frequency.
It stops when it finds a station with a strong signal.
When the frequency display reaches either end, it transitions to the other end of the band and continues in the same direction.

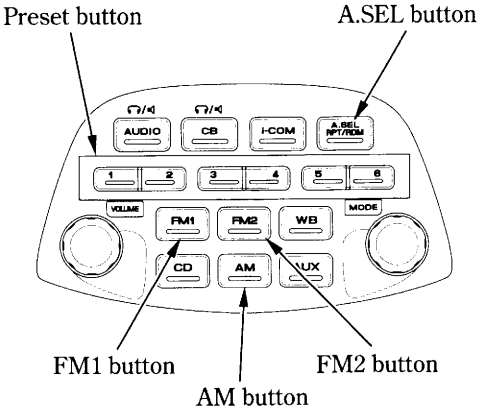
To reach a known frequency rapidly – push the TUNE/DISC lever up or down and continue to hold it down after you hear a beep until you see the desired frequency.



TUNE/DISC lever

Preset Stations:

You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.



1. Check that A. SEL is not turned on. If it is on, push the A. SEL button to turn it off.
2. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.
3. Use the TUNE or SEEK function to tune the radio to a desired station.
4. Pick the Preset button you want for that station. Press the button and hold it until you hear a beep.
5. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.

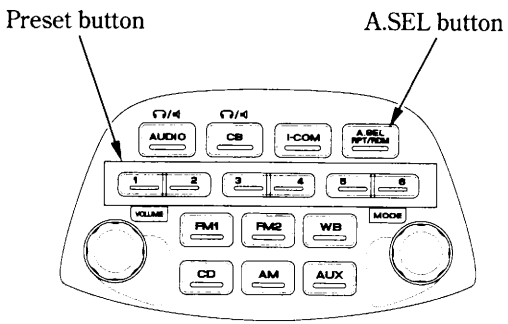
Once a station's frequency is stored, simply press and release the proper Preset button to tune to it. The preset frequencies will be lost if your motorcycle's battery goes dead or is disconnected, or if the radio fuse is removed.

FEATURES
(Not required for operation)

Auto Select:

If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, push the A. SEL button. A.SEL will appear in the display, and the system will go into scan mode for several seconds.
It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six AM stations and twelve FM stations in the preset buttons. You can then use the preset buttons to select those stations.



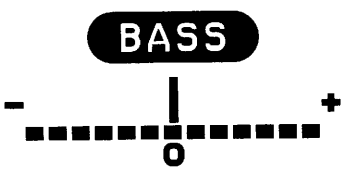
If you are in a remote area, Auto Select may not find six strong AM stations or twelve strong FM stations. If this happens, you will see a "0" displayed when you push any preset button that does not have a station stored.

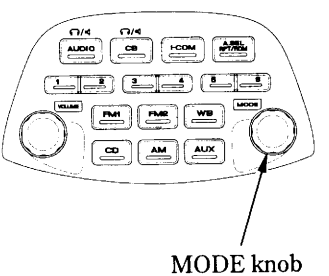
With Auto Select on, you cannot manually store any frequencies in the preset buttons. If you do not like the stations found by Auto Select, you can use the TUNE and SEEK functions to find other stations.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A. SEL button. The preset buttons will then select the frequencies you originally set.

Tone Control:
To select the Bass control, push the MODE knob once, and "BASS" will appear on the display. Then, within five seconds, change the bass control.

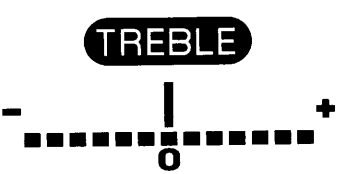
- To emphasize bass —— turn the MODE knob clockwise.
- To reduce bass ——— turn the MODE knob counterclockwise.
  (Bass level ranges from 6 down to −6.)





To select the Treble control, push the MODE knob two times, and "TREBLE" will appear on the display. Then, within five seconds, change the treble control.

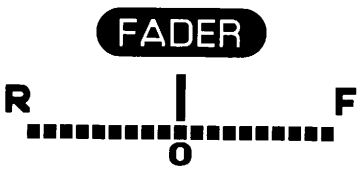
- To emphasize treble —— turn the MODE knob clockwise.
- To reduce treble ——— turn the MODE knob counterclockwise.
  (Treble level ranges from 6 down to −6.)

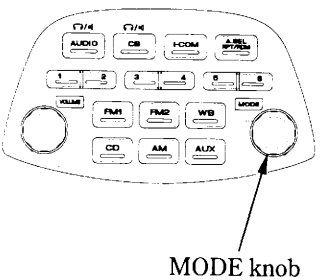


FEATURES
(Not required for operation)

Fader Control:

To balance the sound between the front and optional rear speakers – push the MODE knob three times, and "FADER" will appear on the display. Then, within five seconds, change the fader control. (The control range: F (front) and R (rear) each have 9 segments.)



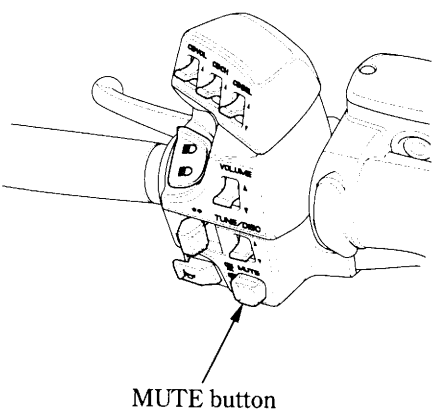


Muting:

To instantly lower the radio's volume so you may hear surrounding sounds more clearly – push the MUTE button.

The display will indicate "MUTE".

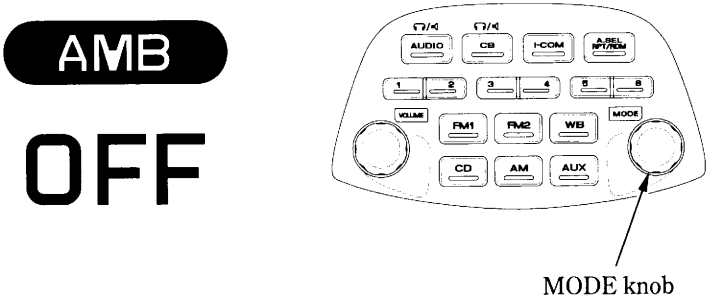
To restore the original volume – push the MUTE button again to restore the original volume.



Ambience (AMB):

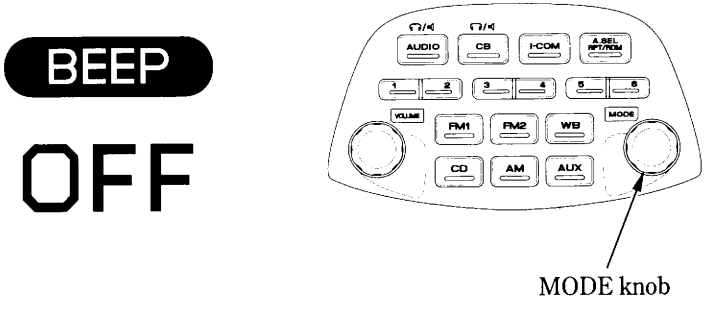
The "ambience" circuit blends and boosts certain frequencies from both channels, for a "live performance" effect. AMB may be used for stereo programs from the FM radio. However, the ambience circuit may make weak FM stereo signals sound worse.

- To use the circuit ——— push the MODE knob four times, and "AMB" will appear on the display. Then, within five seconds, change the ambience setting.
- To change the setting —— turn the MODE knob (There are three settings: HI (high), LO (low), OFF.)



Beep Set:

- To use the circuit ——— push the MODE knob five times, and "BEEP" will appear on the display. Then, within five seconds, change the beep setting.
- To change the setting —— turn the MODE knob. (ON or OFF)

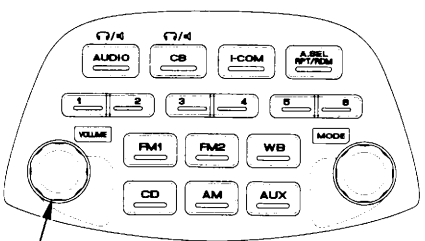


FEATURES
(Not required for operation)

Auto Volume Control (AVC):

To automatically increase volume as the speed of the motorcycle increases. Push the VOLUME knob once, and "AUTO VOL SPK" will appear on the display. Then, within five seconds, change the AVC setting. When audio system output is Headset, the display will indicate "AUTO VOL HS".

AUTO VOL SPK has four settings – HI (high), MID (middle), LO (low), and OFF.
AUTO VOL HS has three settings – HI (high), LO (low), and OFF.



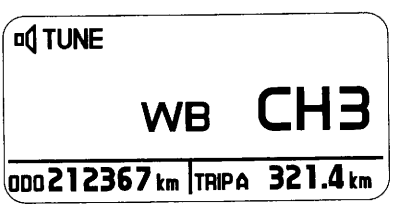
VOLUME knob

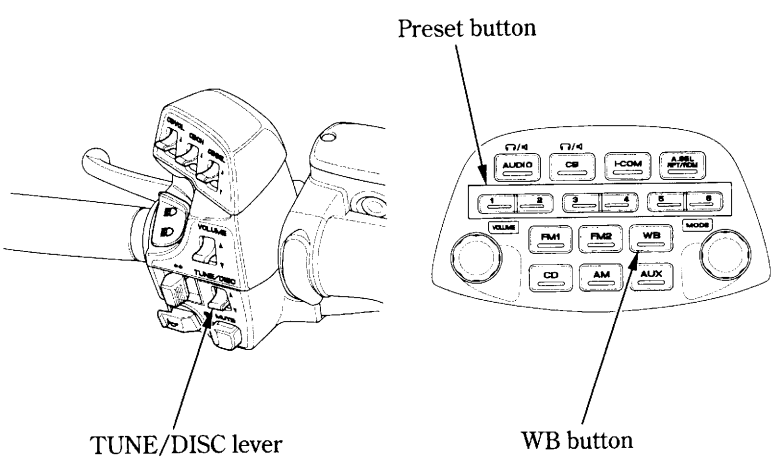
MID

OFF

Weather Band (WB):
To listen to the Weather Band – push the WB button.
To cancel the Weather Band – push another band button. (AM, FM 1 or FM 2 button.)

To select channels 1–6 – push the desired preset button.
To select channel 7 – push the TUNE/DISC lever up or down until channel 7 is selected. (The TUNE/DISC lever may be used to select any of the 7 channels. The lever must be used to select channel 7.)



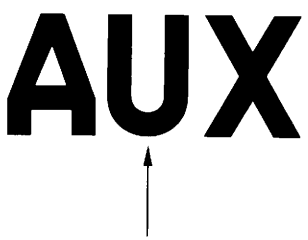


FEATURES
(Not required for operation)

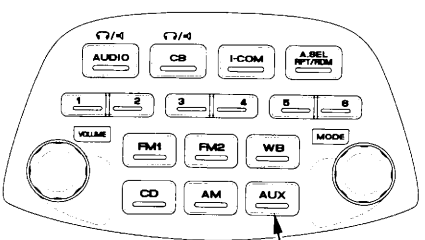
Auxiliary (AUX) Input:
Use this function to listen to other audio such as a portable CD player:

- To turn the function on —— push the AUX button. (AUX apears on the display.)
- To turn the function off —— push the AM, FM 1, or FM 2 button.

The following functions operate the same as they do with the AM/FM radio: Switch output, Tone control, Fader control, Muting, AMB, AVC.



AUX indicator

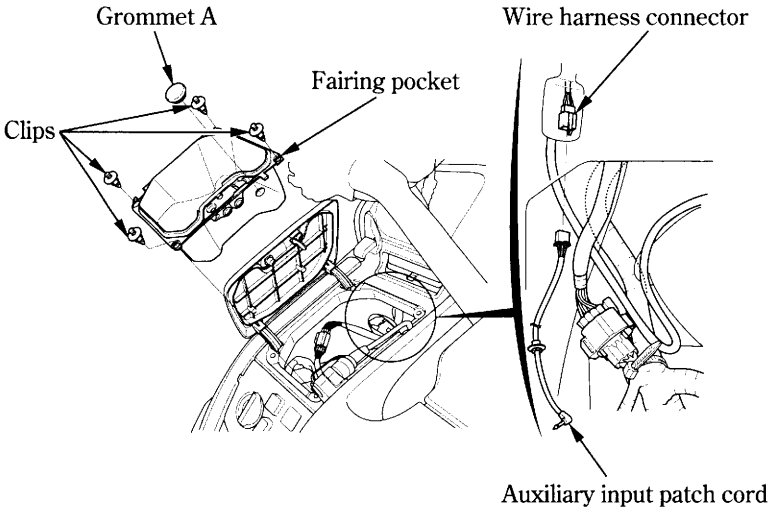


AUX button

Input Jack Setup:

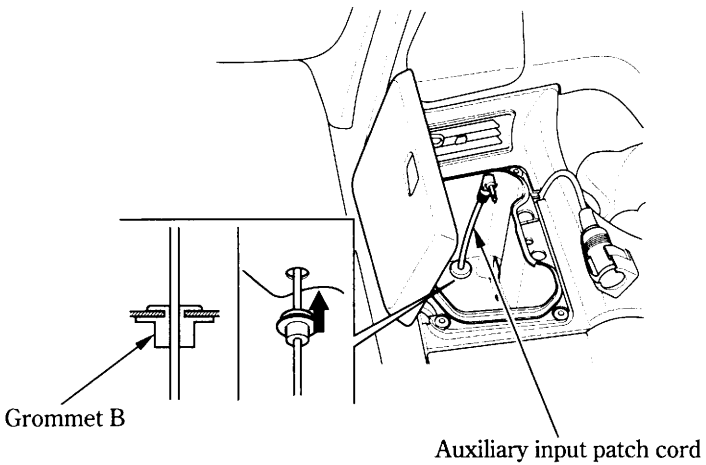
The auxiliary input jack is located under the left fairing pocket. To use it:

1. Open the left fairing pocket cover and remove the clips (page173) and grommet A.
2. Lift out the fairing pocket.



3. Remove the auxiliary input patch cord from the owner's manual pouch.
4. Plug the auxiliary input patch cord into the wire harness connector.

5. Routs the auxiliary input patch cord through the hole in the bottom of the fairing pocket.
6. Install the grommet B to left fairing pocket.
   Do not pull on the auxiliary cord as the wires could be damaged.



- Some portable audio systems may pick up noise from the ignition.
- Adjust the volume of the portable audio system so that it is about the same level as the GL's radio volume. If the volume of the portable audio system is set too high, the sound coming out from the speakers or headset may be distorted.

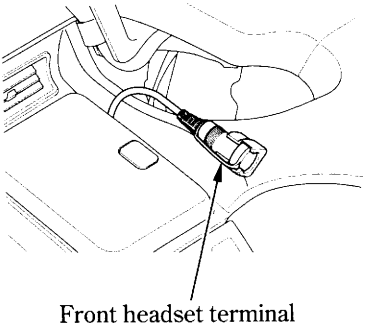
Intercom

Some local governments prohibit the use of a headset by the operator of a motor vehicle. Always obey applicable laws and regulations.

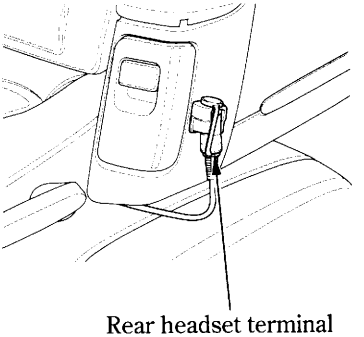
The intercom system may be used to communicate with your passenger. (If you want to use this system, you must have headsets.)

Power Switch:

- To turn the system on —— push the I-COM button. (I-COM appears on the display.)
- To turn the system off —— push and hold the I-COM button until you hear a beep. (I-COM disappears.)



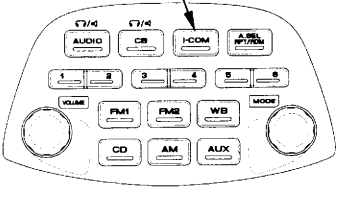
Front headset terminal



Rear headset terminal

I-COM display

I-COM button



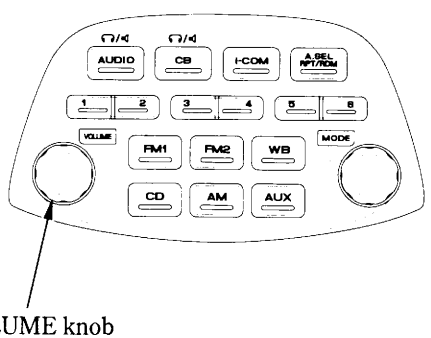
FEATURES
(Not required for operation)

VOLUME Control:
Refer to Radio VOLUME Control on page 78.

Intercom Muting:
The intercom mute system automatically lowers (does not silence) the music/program volume when you speak through the intercom.

To adjust this circuit – push the VOLUME knob two times. "INTERCOM MUTE" will display.

- To increase the background music/program volume —— turn the VOLUME knob counterclockwise.
- To decrease the background music/program volume —— turn the VOLUME knob clockwise. (control range: 0 from 20.)



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.

1. Engine oil level—add engine oil if required (page 41). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 38). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 36 – 37).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 31 – 33).
5. Tyres – check condition (pages 43 – 45) and pressure (page 43).
6. Throttle—check for smooth opening and full closing in all steering positions.
7. Lights and horn—check that headlight, stop/tail light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 52).
9. Side stand ignition cut-off system—check for proper function (page 152).

OPERATION

STARTING THE ENGINE

Always follow the proper starting procedure described below.

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

To protect the catalytic converter in your motorcycle's exhaust system, avoid extending idling and the use of leaded petrol.

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at ○ (RUN).
- The low oil pressure light is ON.
- The PGM-FI indicator is OFF.
- The immobilizer system (HISS) indicator is OFF.

The low oil pressure indicator should go off 2−3 seconds after the engine starts. If the low oil pressure indicator lights during operation, stop the engine immediately and check the engine oil level.

NOTICE

Operating the engine with insufficient oil pressure can cause serious engine damage.

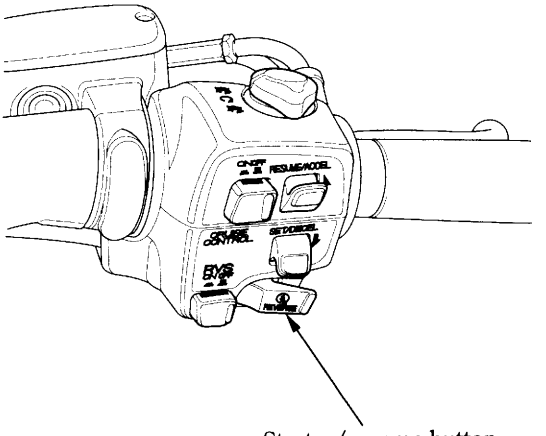
Starting Procedure

This motorcycle has a fuel-injected engine with an automatic fast idle. Follow the procedure indicated below.

Any Air Temperature

- Press the start/reverse button with the throttle completely closed.

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).



Starter/reverse button

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine.

1. Leave the engine stop switch set to ○ (RUN).
2. Open throttle fully.
3. Press the starter button for 5 seconds.
4. Follow the normal starting procedure.
5. If the engine starts with unstable idle, open the throttle slightly.
   If the engine does not start, wait for 10 seconds, then follow steps 1 – 4 again.

Ignition Cut Off

Your motorcycle is designed to automatically stop the engine and fuel pump if the motorcycle is over-turned (a banking sensor cuts off the ignition system). Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON.

RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 km (300 miles).
During this period, avoid full-throttle starts and rapid acceleration.

OPERATION

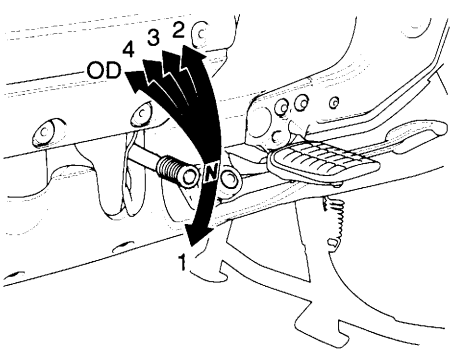
RIDING

Review Motorcycle Safety (pages 1 – 7) before you ride.

Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 131 and explanation for SIDE STAND on page 152).

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.
   This sequence is repeated to progressively shift to 3rd, 4th, and OD (top) gear.
5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



REVERSE RIDING

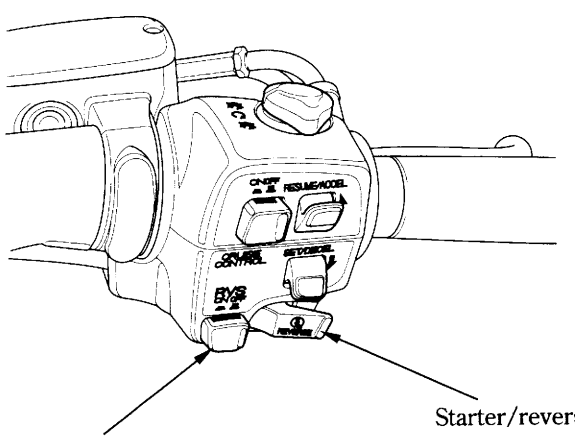
For reverse maneuvering, make sure there are no obstacles or people in the area; avoid steep or uneven surfaces.

While reversing, guide the motorcycle backwards using your legs to maintain balance.

Carrying a passenger while reversing is not recommended because it makes balance and control more difficult to maintain.

Use extreme care to maintain balance while reversing on loose surfaces such as loose sand, dirt, gravel or grease-covered pavement.

1. Sit astride the motorcycle, in your normal riding position, with both feet on the ground.
2. Make sure the transmission is in neutral (neutral indicator ON) and the side stand is up.
3. Start the engine. (Make sure RVS switch is OFF.)
4. Push the RVS switch to ON, then make sure the reverse system indicator comes on.



5. When you are ready to back up, push the start/reverse button and hold it in.
   The motorcycle will move in reverse as long as you hold the button in.
   To prevent battery discharge, do not push the start/reverse button more than a minute.
6. Guide the motorcycle backward cautiously, using your legs to maintain balance.
   Use extreme care to maintain balance while reversing on loose surface (sand, dirt, gravel) or grease-covered pavement.
7. Release the start/reverse button, and the motorcycle will stop.
8. After your motorcycle is stopped, push the RVS switch to OFF.
   Make sure the reverse system indicator goes off and the neutral indicator comes on.

NOTICE

Do not engage or disengage reverse when the motorcycle is moving or the reverse gears could be damaged.

If the reverse switch is in the ON position with the engine off, the engine cannot be started.

Reverse System Overload:

The reverse system is designed to move the motorcycle at a constant slow speed. If the motorcycle begins moving slower or faster than this speed, because of obstacles or a steep pavement angle, the system will shut off and the reverse system indicator will turn OFF.

To resume reverse operation or normal forward operation, push the RVS switch to the OFF position and carefully roll the motorcycle to a more level, unobstructed surface, then start again.

BRAKING

This motorcycle is equipped with a Dual Combined Brake System. Operating the front brake lever applies the front brake and a portion of the rear brake. Operating the rear brake pedal applies the rear brake and a portion of the front brake. For full braking effectiveness, use both the lever and pedal simultaneously, as you would with a conventional motorcycle braking system.

As with a conventional motorcycle braking system, excessively hard application of the brake controls may cause wheel lock, reducing control of the motorcycle.

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; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

- 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. Rapid 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.
- Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

Anti-lock Brake System (ABS)

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking on uneven or other poor surfaces while running straight. Although the wheel may not lock up—if you are braking too hard in a turn the motorcycle can still lose traction, causing a loss of control.

In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

ABS cannot make up for road conditions, bad judgment, or improper operation of the brakes. It is still your responsibility to ride at reasonable speeds for weather, road surface, and traffic conditions, and to leave a margin of safety.

ABS is self-checking and always on.

ABS may be activated by riding over a sharp drop or rise in the road level.
It is important to follow the tyre recommendations (page 46). The ABS computer works by comparing wheel speed. Non-recommended tyres can affect wheel speed and may confuse the ABS computer.

ABS does not function at low speeds (approximately 10 km/h (6 mph) or below).

ABS does not function if the battery is discharged.

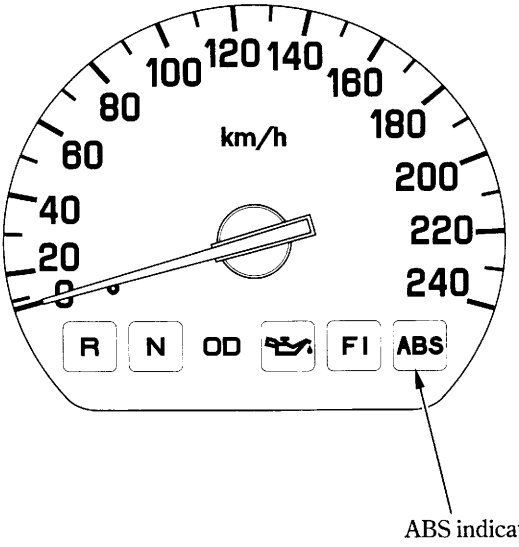
ABS Indicator Light

Normally, this light comes on when the ignition is turned ON and goes off after starting to ride. If there is an ABS problem, the indicator light comes on and remains on — or blinks. The ABS system does not operate when the ABS indicator light is on or blinking.

If the ABS indicator light blinks while riding, stop the motorcycle in a safe place and turn off the engine.

Turn the ignition ON again. The light should come on, and then go off after starting to ride. If it does not go off or if it blinks again, ABS is not functioning, but the brakes still work a Dual Combined Brake System and provide normal stopping ability. However, you should have the system checked by your Honda dealer as soon as possible.

The ABS indicator light may blink if you turn the rear wheel placing the motorcycle upright on the stand. This is normal. Turn the ignition OFF to stop the blinking.



OPERATION

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the ignition switch OFF and remove the key.
2. Use the side or center stand to support the motorcycle while parked.

Park the motorcycle on firm, level ground to prevent it from falling over.
If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of overturning or rolling off the side or center stand.

3. Lock the steering to help prevent theft (page 60).

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle.

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 motorcycles at all times.
   Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO: _____

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A well-maintained motorcycle is essential for safe, economical and trouble-free riding. It will also help reduce air pollution.

To help you properly care for your motorcycle, the following pages include a Maintenance Schedule and a Maintenance Record for regularly scheduled maintenance.

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 Honda dealer for recommendations applicable to your individual needs and use.

If your motorcycle overturns or becomes involved in a crash, be sure your Honda dealer inspects all major parts, even if you are able to make some repairs.

⚠ WARNING

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

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided – if you have basic mechanical skills.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic; instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

MAINTENANCE

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:

  * **Carbon monoxide poisoning from engine exhaust.**
    Be sure there is adequate ventilation whenever you operate the engine.
  * **Burns from hot parts.**
    Let the engine and exhaust system cool before touching.
  * **Injury from moving parts.**
    Do not run the engine unless instructed to do so.

- Read the instructions before you begin, and make sure you have the tools and skills required.

- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the center stand or a maintenance stand to provide support.

- To reduce the possibility of a fire or explosion, be careful when working around petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new genuine Honda parts or their equivalents for repair and replacement.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 115) at each scheduled maintenance period.
I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE
The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your Honda dealer meets all of these requirements.

* Should be serviced by your Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the Official Honda Shop Manual.
** In the interest of safety, we recommend these items be serviced only by your Honda dealer.

Honda recommends that your Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

NOTES:
1. At higher odometer readings, repeat at the frequency interval established here.
2. Service more frequently if the motorcycle is ridden in unusually wet or dusty areas.
3. Service more frequently if the motorcycle is ridden often at full throttle or in the rain.
4. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
   Refer to the official Honda Shop Manual.

MAINTENANCE

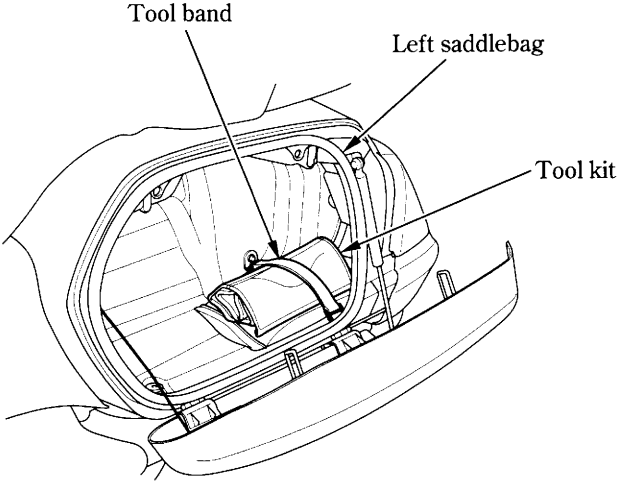
	FREQUENCY / ITEMS	WHICHEVER → COMES FIRST ↓ NOTE	× 1,000 km / × 1,000 mi / MONTH	ODOMETER READING [NOTE (1)] 1 / 0.6	6 / 4 / 6	12 / 8 / 12	18 / 12 / 18	24 / 16 / 24	30 / 20 / 30	36 / 24 / 36	Refer to page
*	FUEL LINE					I		I		I	–
*	THROTTLE OPERATION					I		I		I	–
*	AIR CLEANER	2					R			R	–
	CRANKCASE BREATHER	3			C	C	C	C	C	C	141
	SPARK PLUGS				EVERY 24,000 km (16,000 mi) R						146
*	VALVE CLEARANCE				EVERY 24,000 km (16,000 mi) I						–
	ENGINE OIL			R		R		R		R	142
	ENGINE OIL FILTER			R		R		R		R	143
	RADIATOR COOLANT	4				I		I		R	148
*	COOLING SYSTEM					I		I		I	–
*	SECONDARY AIR SUPPLY SYSTEM					I		I		I	–
	FINAL DRIVE OIL					I		I		R	149
	BRAKE FLUID	4			I	I	R	I	I	R	31, 33
	BRAKE PAD WEAR				I	I	I	I	I	I	159
	BRAKE SYSTEM					I		I		I	160
*	BRAKE LIGHT SWITCH					I		I		I	–
*	HEADLIGHT AIM					I		I		I	–
	CLUTCH SYSTEM					I		I		I	–
	CLUTCH FLUID	4			I	I	R	I	I	R	–
*	REVERSE OPERATION					I		I		I	–
	SIDE STAND					I		I		I	–
*	SUSPENSION					I		I		I	–
*	NUTS, BOLTS, FASTENERS					I		I		I	–
**	WHEELS/TYRES					I		I		I	–
**	STEERING HEAD BEARINGS					I		I		I	–

TOOL KIT

The tool kit is located in the left saddlebag.

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Spark plug wrench
- 8 mm Open end wrench
- 10 × 12 mm Open end wrench
- 14 × 17 mm Open end wrench
- 10 × 12 mm Box end wrench
- 14 × 17 mm Box end wrench
- Pliers
- Screwdriver handle
- No.1 screwdriver
- No.3 screwdriver
- 5 mm Hex wrench
- 6 mm Hex wrench
- 8 mm Box wrench
- 0.7 mm Feeler gauge
- Tool bag



MAINTENANCE

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.

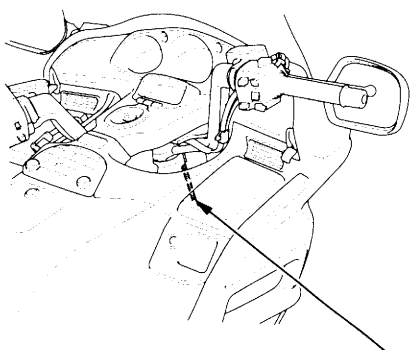
Record the numbers here for your reference.

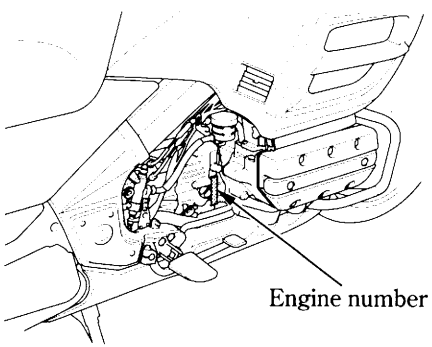
The frame number is stamped on the right side of the steering head.

The engine number is stamped on the right side of the crankcase, near the oil level gauge.

FRAME NO. _____

ENGINE NO. _____



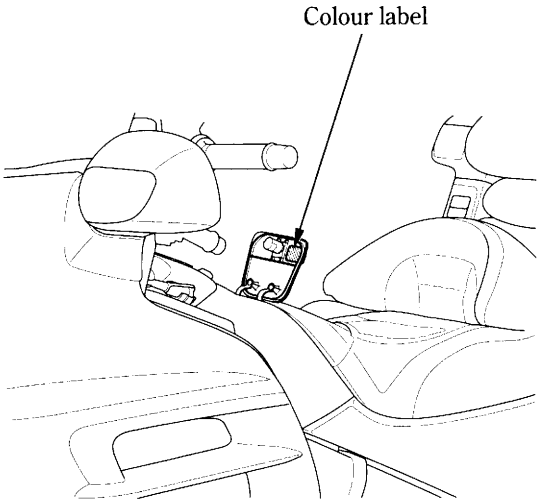


COLOUR LABEL

The colour label is attached inside the fuel filler compartment lid (page 38). It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

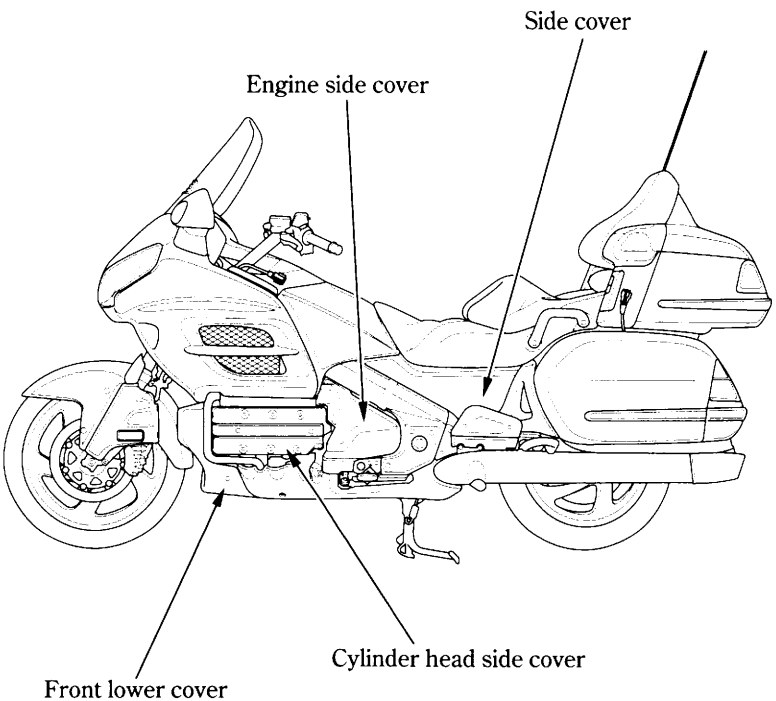
CODE _____



COVER REMOVAL

Refer to the Safety Precautions on page 130.

Left side shown; right side similar.



Side Cover

Removal:

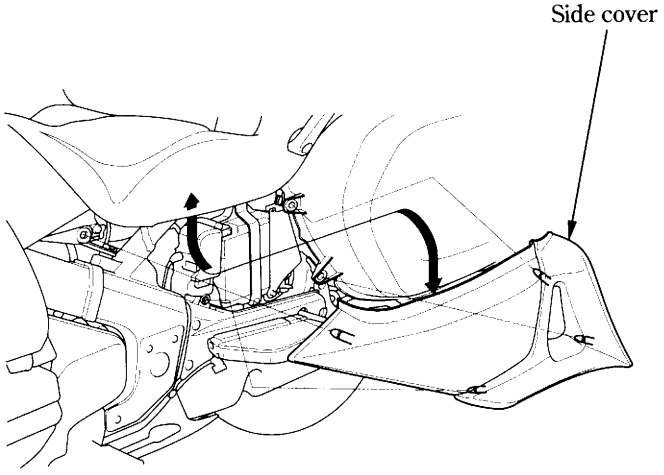
1. Grasp the cover on both sides.
2. Pull out.

Installation:

1. Insert the top edge of the side cover under the seat.
2. Position the side cover so the four prongs on the inside of the cover are lined up above their securing slots.
3. Push the cover in place.

NOTICE

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



Engine Side Cover

Removal:

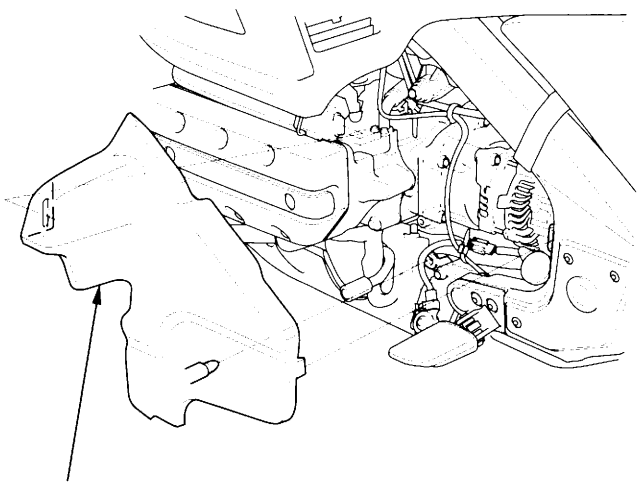
1. Carefully pull the rear of the engine side cover out until the prongs are clear of their securing slots.
2. Carefully slide the engine side cover to the rear until the hook is clear of the tab in the hole of the engine side cover.

Installation:

- Installation can be done in the reverse order of removal.

NOTICE

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



Engine side cover

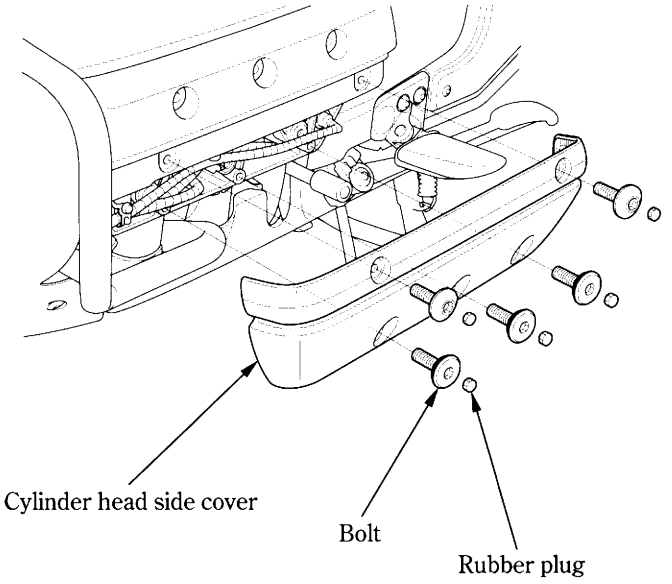
Cylinder Head Side Cover

Removal:

1. Remove the rubber plugs.
2. Remove the bolts.

Installation:

- Installation can be done in the reverse order of removal.



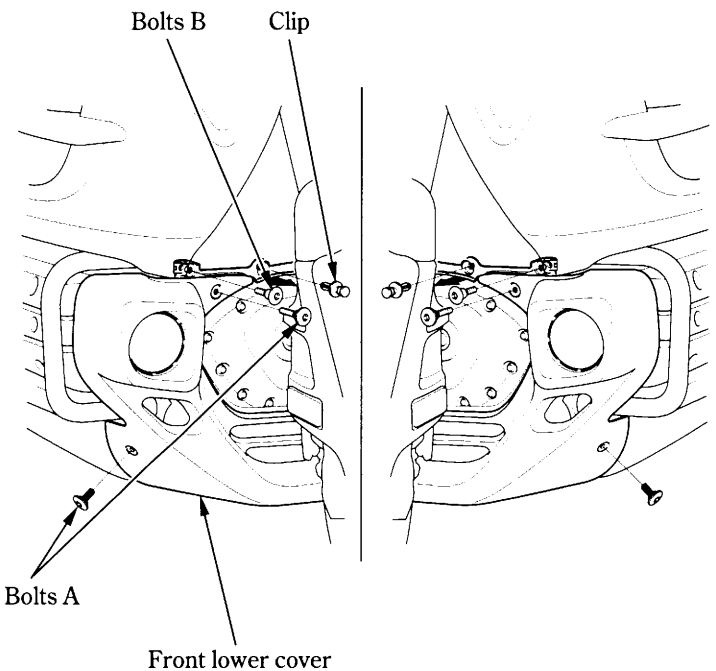
Front Lower Cover

Removal:

1. Remove the clips.
2. Remove the bolts A and bolts B.

Installation:

- Installation can be done in the reverse order of removal.



ENGINE OIL

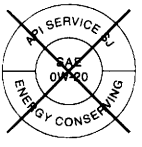
Refer to the Safety Precautions on page 130.

Oil Recommendation

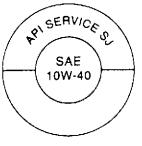
API classification	SG or higher except oils labeled as energy conserving on the circular API service label
Viscosity	SAE 10W-40
JASO T 903 standard	MA

Suggested Oil
Honda "4-STROKE MOTORCYCLE OIL" or equivalent.

Your motorcycle does not need oil additives. Use the recommended oil.
Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
Do not use API SH or higher oils displaying a circular API "energy conserving" service label on the container. They may affect lubrication and clutch performance.



NOT RECOMMENDED

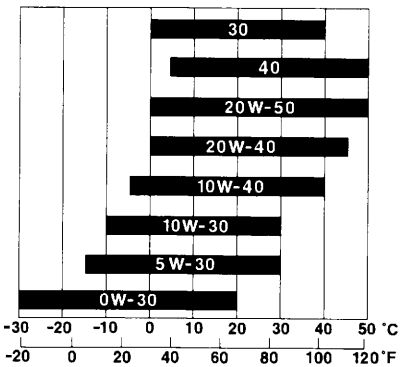


OK

Do not use non-detergent, vegetable, or castor based racing oils.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.

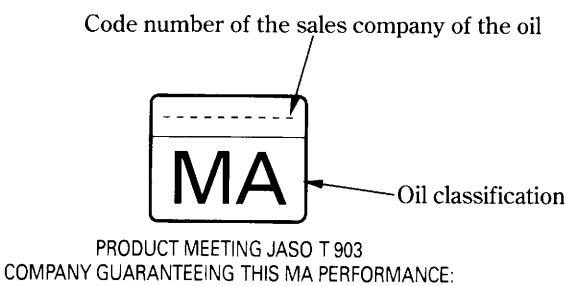


JASO T 903 standard

The JASO T 903 standard is an index for choosing engine oils for 4-stroke motorcycle engines.

There are two classes: MA and MB.

Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 131).

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

Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.

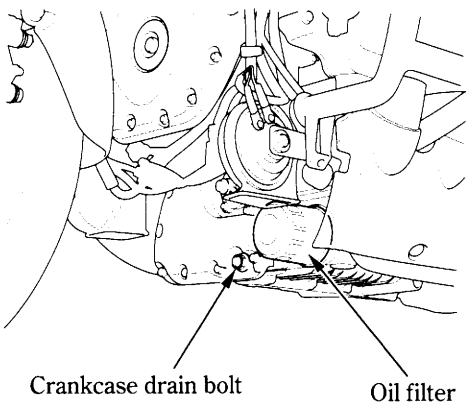
Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Changing the oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your Honda dealer perform this service.

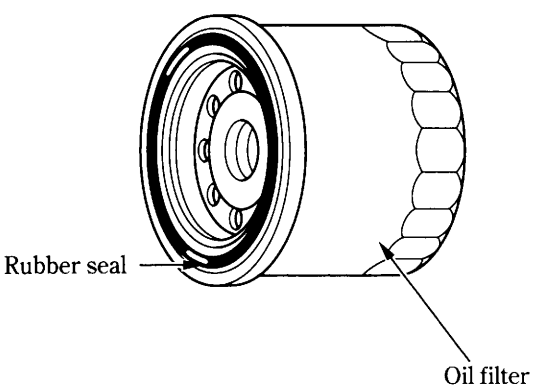
If a torque wrench is not used for this installation, see your Honda dealer as soon as possible to verify proper assembly.

Change the engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure complete and rapid draining.

1. Park your motorcycle on its center stand on a firm, level surface.
2. Remove the right engine side cover (page 138).
3. Remove the front lower cover (page 140).
4. To drain the oil, remove the oil filler cap/dipstick, crankcase drain bolt, and sealing washer.
5. Remove the oil filter with a filter wrench and let the remaining oil drain out. Discard the oil filter.



6. Apply a thin coat of engine oil to the new oil filter rubber seal.



7. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:
   26 N·m (2.7 kgf·m , 20 lbf·ft)

   Use only the Honda genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.

8. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.
   Oil drain plug Torque:
   34 N·m (3.5 kgf·m , 25 lbf·ft)

9. Fill the crankcase with the recommended grade oil; approximately:
   3.7 ℓ (3.9 US qt , 3.3 Imp qt)

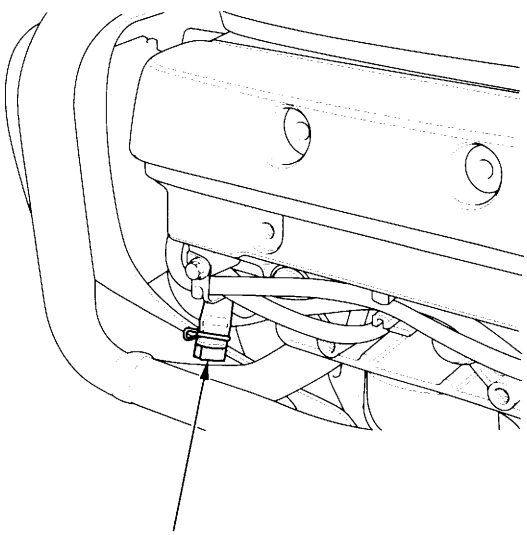
10. Install the oil filler cap/dipstick.
11. Start the engine and let it idle for 2 – 3 minutes.
12. Several minutes after stopping the engine, check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on trim, level ground. Make sure there are no oil leaks.

CRANKCASE BREATHER

Refer to the Safety Precautions on page 130.

1. Remove the left cylinder head side cover (page 139).
2. Remove the crankcase breather tube plug from the tube and drain deposits.
3. Reinstall the crankcase breather tube plug.

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



Crankcase breather tube plug

SPARK PLUGS

Refer to the Safety Precautions on page 130.

Recommended plugs:

Standard:

BKR6E-11 (NGK) or K20PR-U11 (DENSO)

For cold climate: (Below 5°C, 41°F)

BKR5E-11 (NGK) or K16PR-U11 (DENSO)

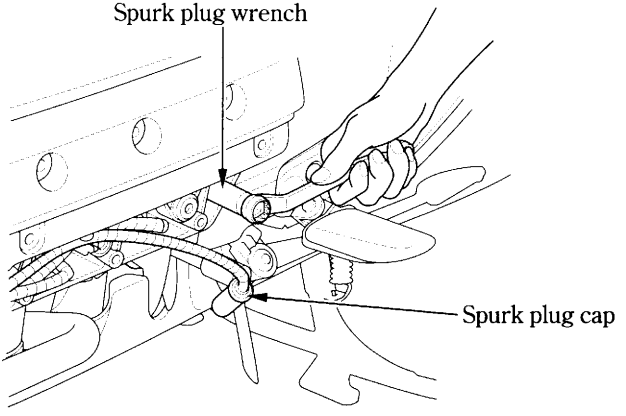
For extended high speed riding:

BKR7E-11 (NGK) or K22PR-U11 (DENSO)

NOTICE

Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Remove the left and right cylinder head side cover (page 139).
2. Clean any dirt from around the spark plug bases.
3. Disconnect the spark plug caps. Take care to avoid damaging the spark plug wire when disconnecting the caps.
4. Using the spark plug wrench provided in the tool kit, remove the spark plugs.



5. With the plug washers attached, thread the spark plugs in by hand to prevent cross-threading.
6. Tighten the spark plug:
   - If the old plug is good:
     1/8 turn after it seats.
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
        NGK: 3/4 turn after it seats.
        DENSO: 1/2 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
        1/8 turn after it seats.

NOTICE

Improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

7. Reinstall the spark plug caps. Take care to avoid pinching any cables or wires.
8. Reinstall the cylinder head side cover.

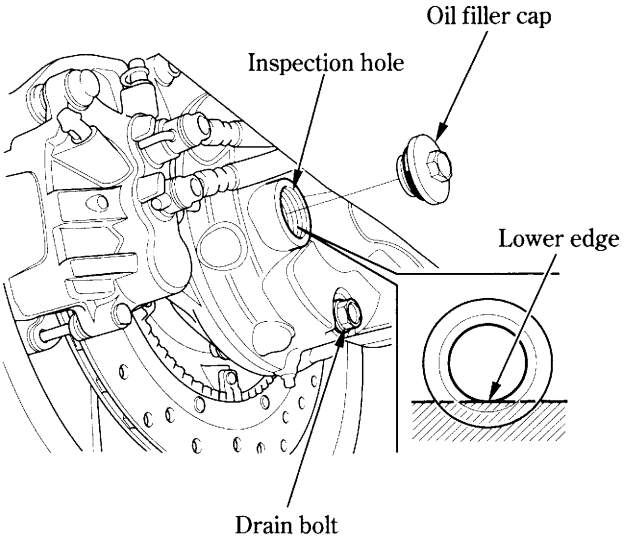
FINAL DRIVE OIL

Refer to the Safety Precautions on page 130.
Change the oil as specified in the maintenance schedule.

Change the oil with the final drive at normal operating temperature and the motorcycle upright on firm, level ground to assure complete and rapid draining.

1. Place the motorcycle on its center stand on a firm, level surface.
2. To drain the oil, remove the oil filler cap and drain plug.
3. After the oil has completely drained, check that the sealing washer on the drain plug is in good condition and install the drain plug.
   Drain Plug Torque:
   20 N·m (2.0 kgf·m , 14 lbf·ft)
4. Fill the final drive with the recommended oil; approximately:
   120 cm³ (4.1 US oz , 4.2 Imp oz)
   Make sure the final drive oil level is slightly lower than the lower edge of the inspection hole.
5. Install the oil filler cap.

Recommended Oil:
HYPOID GEAR OIL SAE 80



COOLANT

Refer to the Safety Precautions on page 130.

Coolant Replacement

Coolant should be replaced by a Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to an official Honda Shop Manual.

Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

FRONT AND REAR SUSPENSION INSPECTION

Refer to the Safety Precautions on page 130.

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

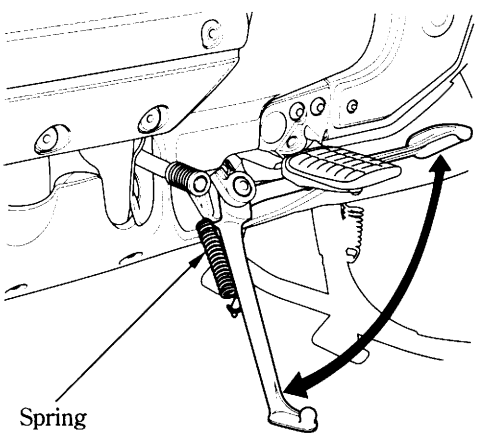
Refer to the Safety Precautions on page 130.

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
  1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
  2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
  3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your Honda dealer for service.



WHEEL REMOVAL

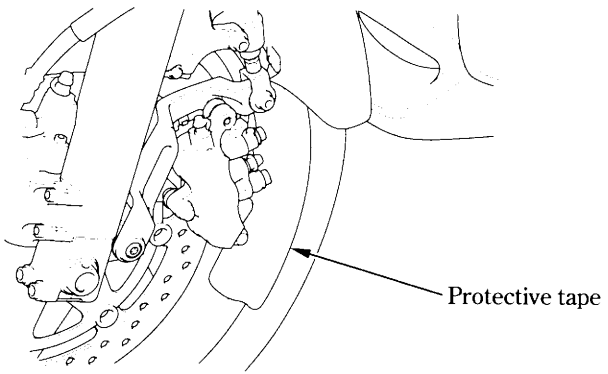
Refer to the Safety Precautions on page 130.

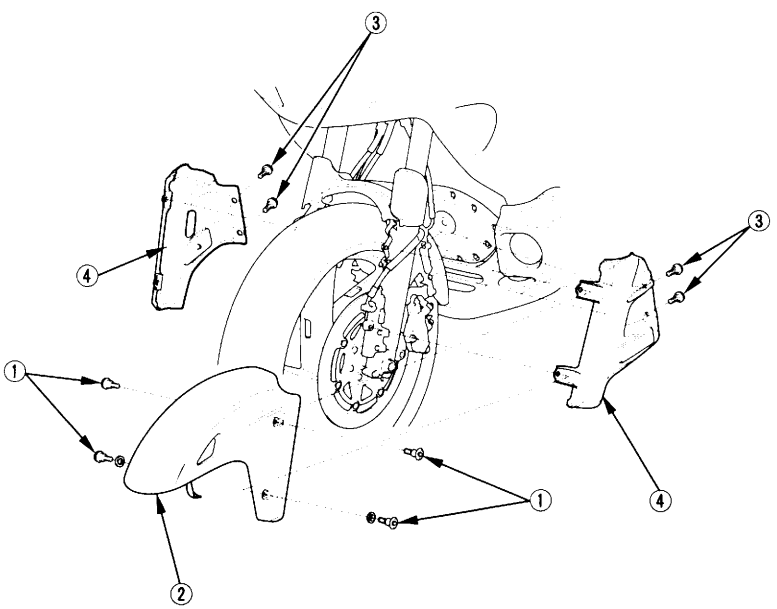
Front Wheel Removal

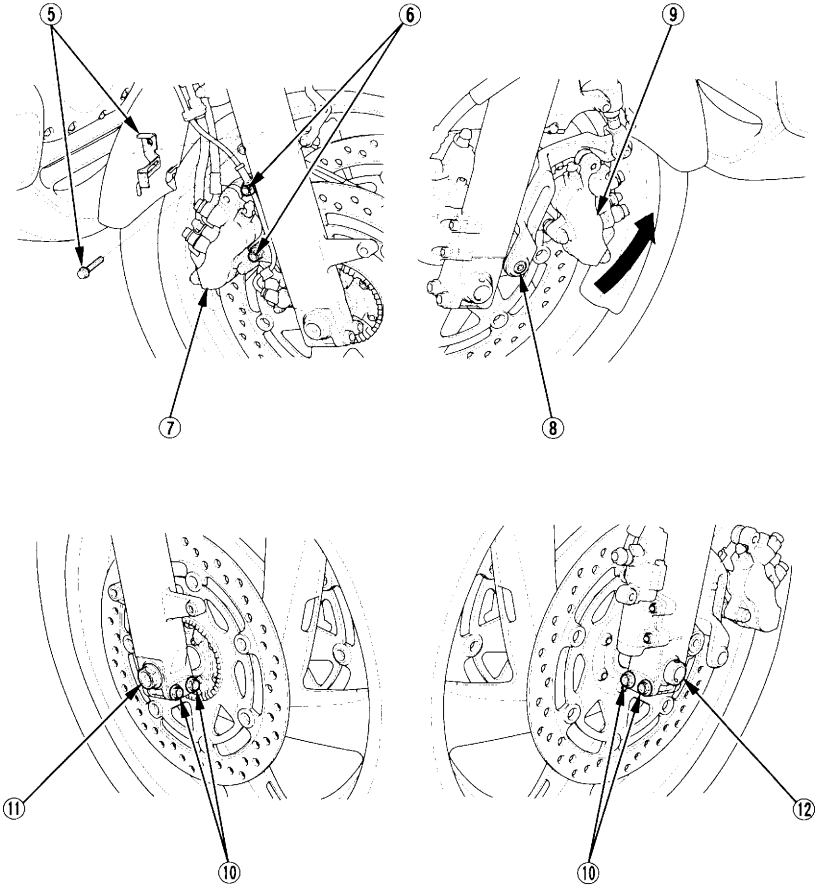
We recommend wheel removal be done only by your Honda dealer or another qualifiifed mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

1. Park your motorcycle on a firm, level surface.
2. Raise the front wheel off the ground by placing a support block under the engine, being careful to avoid contact with the exhaust pipe and front lower cover.
3. Remove the parts in sequence, according to the order in the illustration.
   - When removing and installing the wheel, be careful not to damage the sensor and pulser ring.
   - To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.
     Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
   - Avoid depressing the brake lever and brake pedal when the wheel is off the motorcycle.
     This will force the caliper piston out of the cylinders. The result will be a loss of brake fluid. If this occurs, the brake system will require service. See your Honda dealer for this service.

For related torque specifications, see page 156. Cover both sides of the front wheel with protective tape or an equivalent.
The numbers indicate the disassembly sequence.



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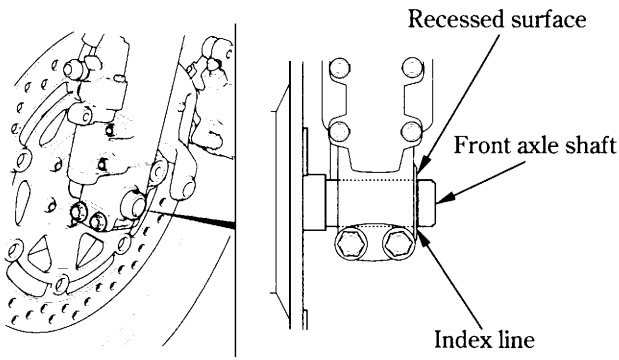
12

Installation:

1. Reassemble the removed parts in the reverse order of removal.

- Position the wheel between the fork legs and insert the front axle shaft from the left side, through the left fork leg and wheel hub.
- Align the index line of the front axle shaft with the recessed surface of the fork leg.

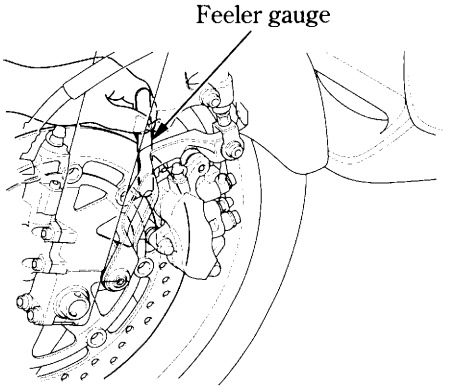


- Fit the brake disc carefully between the brake pads to avoid damaging the pads.

2. Install the bolts and tighten to the specified torque:
   front axle bolt:
   59 N·m (6.0 kgf·m , 43 lbf·ft)
   right caliper fixing bolts:
   31 N·m (3.2 kgf·m , 23 lbf·ft)
   left caliper socket bolts:
   31 N·m (3.2 kgf·m , 23 lbf·ft)

3. Measure the clearance between the brake disc and the caliper holder on each side with a 0.7 mm (0.028 in) feeler gauge.
   - If the feeler gauge inserts easily, remove it and tighten the axle pinch bolts to the specified torque:
     22 N·m (2.2 kgf·m , 16 lbf·ft)
   - If the feeler gauge cannot be inserted easily, loosen the left axle pinch bolt and pull the left fork outward or push inward to adjust the clearance. Then tighten the axle pinch bolts to the specified torque.

Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.



4. After installing the front wheel, apply the brake lever AND brake pedal several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.

   - Check for free wheel rotation after the brake lever and brake pedal are released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
   - After installing the wheel, operate the brake lever AND brake pedal several times until you feel pressure. You must restore pressure from BOTH the lever AND the pedal because this motorcycle is equipped with a Dual Combined Brake System.
   - Verify proper brake operation before riding.

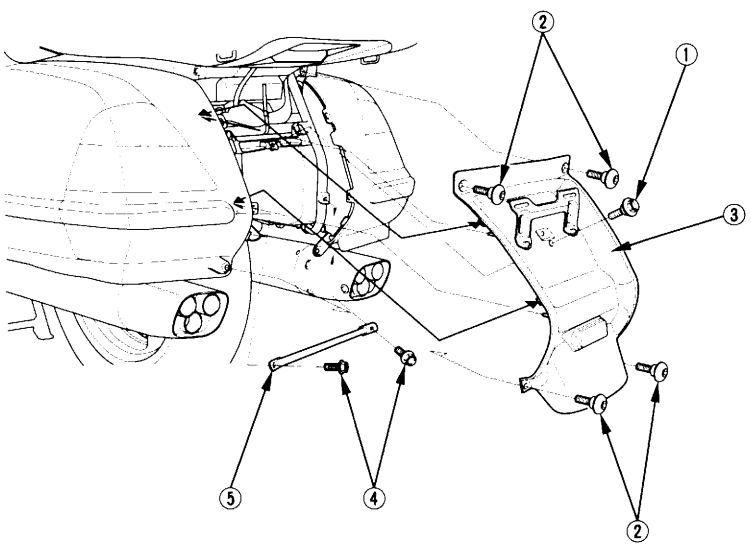
5. Remove the protective tapes from the front wheel.

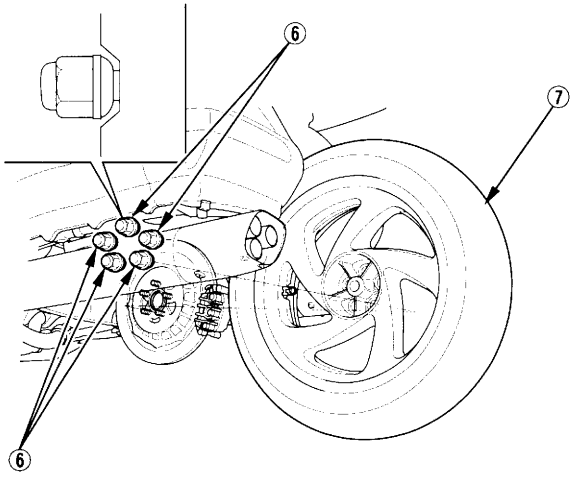
If a torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Rear Wheel Removal

We recommend wheel removal be done only by your Honda dealer or another qualifiifed mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

1. Place the motorcycle on its center stand on firm, level ground.
2. Remove the parts in sequence, according to the order in the illustration.
   - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
   - When removing and installing the wheel, be careful not to damage the sensor and pulser ring.





Installation:

1. Reassemble the removed parts in the reverse order of removal.
2. Tighten the rear wheel nuts to the specified torque:
   108 N·m (11.0 kgf·m , 80 lbf·ft)
3. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
4. Operate the brake pedal and check the brake operation.
5. Inspect the brake system (page 161).

If a torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

BRAKE PAD WEAR

Refer to the Safety Precautions on page 130.

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)

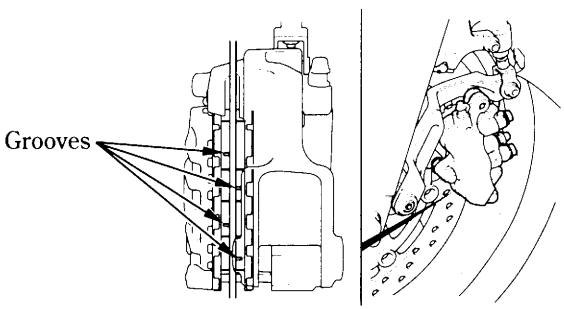
Inspect the pads at each regular maintenance interval (page 132).

Front Brake

Always inspect each pad in both right and left brake calipers.

Check the grooves in each pad.

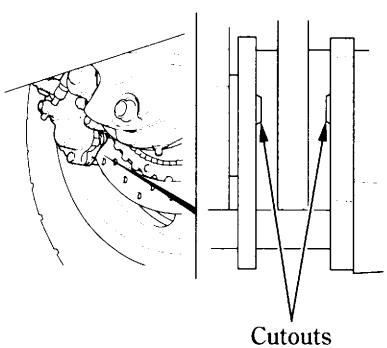
If either pad is worn to the grooves, replace both pads as a set. See your Honda dealer for this service.



Rear Brake

Check the cutout in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.



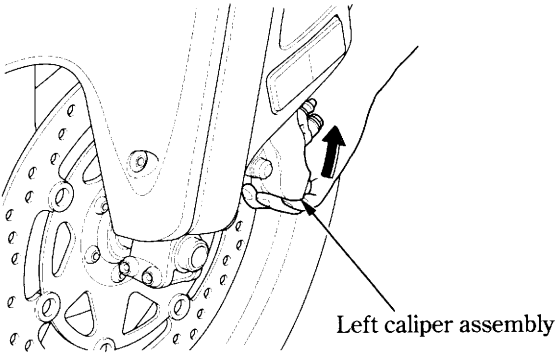
BRAKE SYSTEM INSPECTION

Refer to the Safety Precautions on page 130.

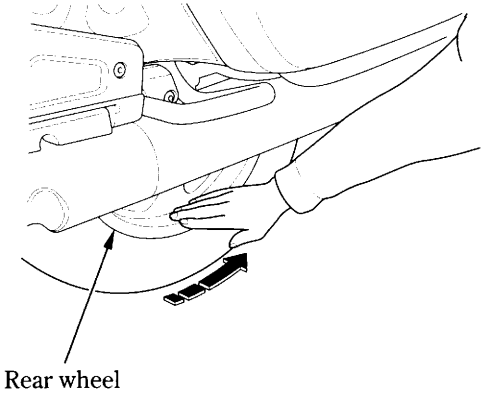
Check the brake system as follows:

1. Place the motorcycle on its center stand, stop the engine, and place the transmission in neutral.
2. Move the left caliper assembly upward while slowly rotating the rear wheel. The brake system is normal if the rear wheel stops. If the rear wheel does not stop, see your Honda dealer.

FRONT



REAR



MAINTENANCE

BATTERY

Refer to the Safety Precautions on page 130.

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your Honda dealer.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

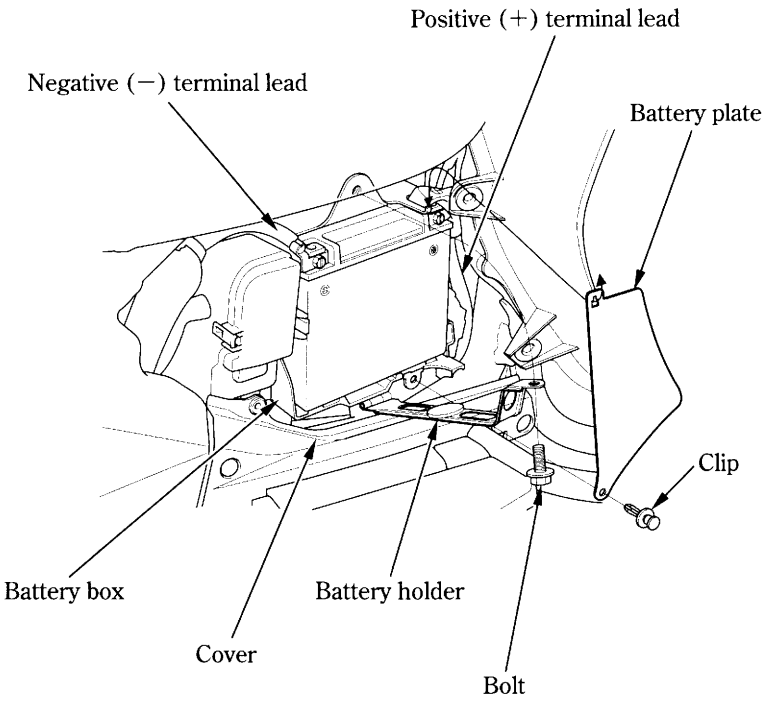
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

Battery Removal

The battery is located in the battery box behind the left side cover.

1. Remove the left side cover (page 137).
2. Remove the clip and battery plate.
3. Disconnect the negative (−) terminal lead from the battery first.
4. Remove the bolt and open the battery holder.
5. Disconnect the positive (+) terminal lead.
6. Pull the battery out of the battery box.
   Be careful to avoid damaging the cover under the battery box when you remove the battery.



FUSE REPLACEMENT

Refer to the Safety Precautions on page 130.

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your Honda dealer for repair.

NOTICE

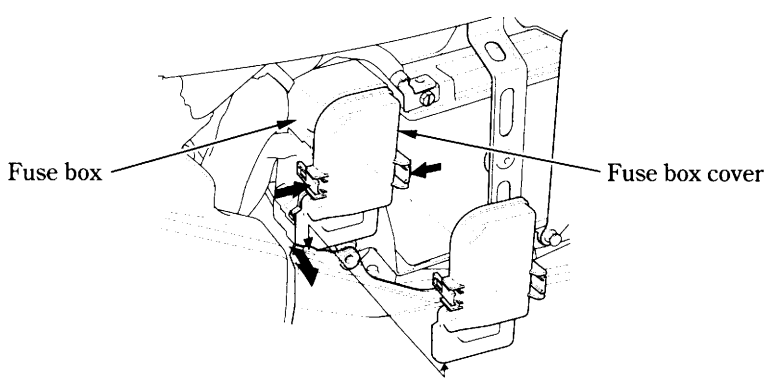
Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.

Recommended Fuses:

Main fuse A:	30 A
Main fuse B:	100 A
Speed limiter fuse:	70 A
Circuit fuses:	30 A, 20 A, 15 A, 10 A, 5 A

The fuse box (including spare fuses) is located behind the left side cover. The main fuse is located in the fuse box.

1. To prevent an accidental short circuit, turn the ignition switch OFF before checking or replacing the fuses.
2. Remove the left side cover (page 137).
3. Remove the fuse box cover.



Main Fuse:

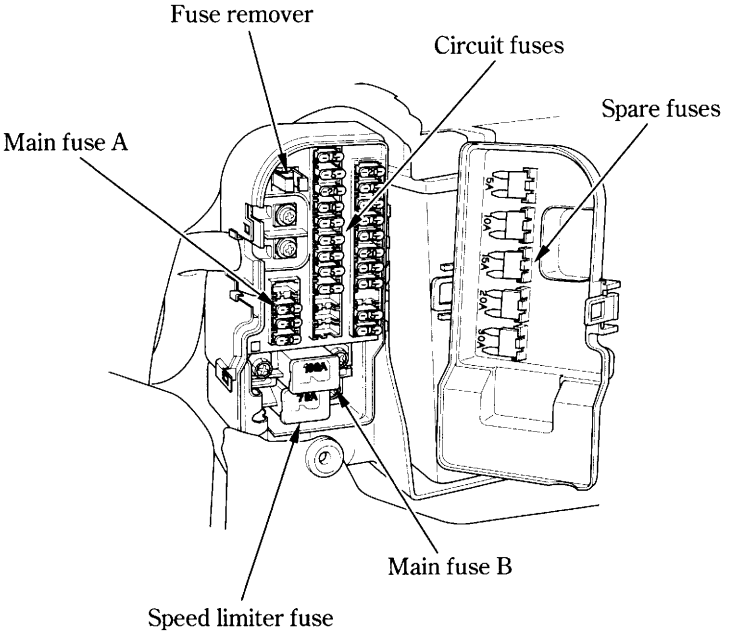
4. Check the main fuses (A & B) to see if they are blown.
   To replace main fuse A, pull it out of its retaining clips with the fuse remover.
   To replace main fuse B, see your Honda dealer for this service.

Speed Limiter Fuse:

5. Check the speed limiter fuse to see if it's blown, see your Honda dealer for this service.

Circuit Fuses:

6. To check or replace a circuit fuse, pull the old fuse out of its retaining clips. Look for a burned wire inside the fuse. If the fuse is blown, replace it with a spare fuse the same rating or lower.



7. Close the fuse box cover.
8. Install the left side cover.

BULB REPLACEMENT

Refer to the Safety Precautions on page 130.

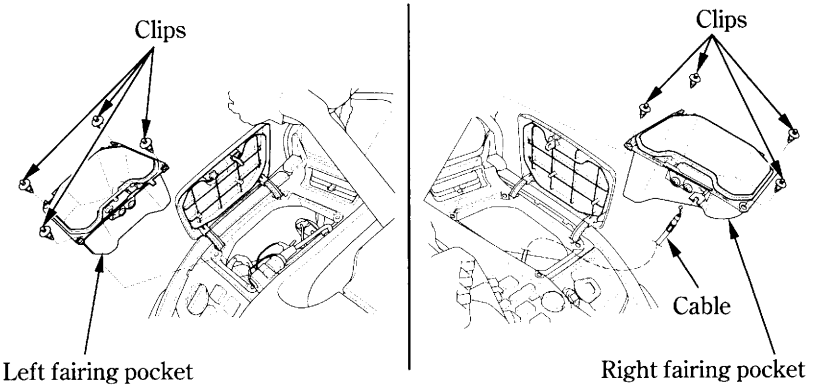
The light bulb becomes very hot while the light is ON, and remains hot for a while after it is turned OFF. Be sure to let it cool down before servicing.

Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.
Wear clean gloves while replacing the bulb.
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

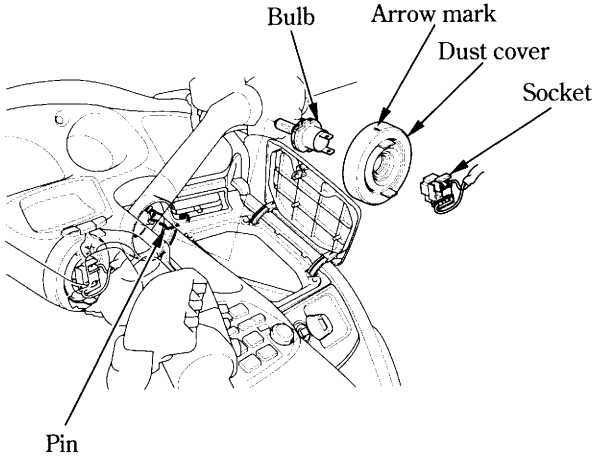
- Be sure to turn the ignition switch OFF when replacing the bulb.
- Do not use bulbs other than those specified.
- After installing a new bulb, check that the light operates properly.

High Beam Headlight Bulb

1. Open the fairing pocket cover and remove the clips (page173).
2. Remove the cable from right fairing pocket.

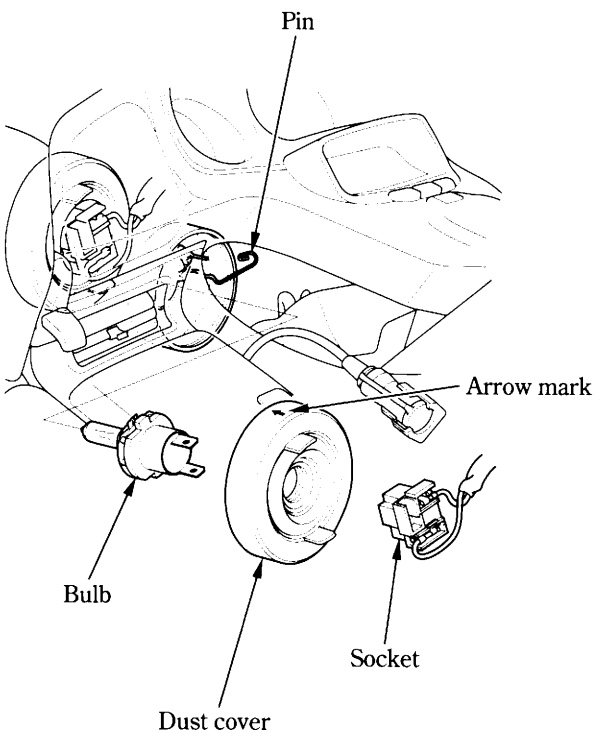


3. Pull off the socket without turning.
4. Remove the dust cover.
5. Remove the bulb while pressing down on the pin.
6. Pull out the bulb without turning.
7. Install a new bulb in the reverse order of removal.
   - Install the dust cover with its arrow mark facing up.



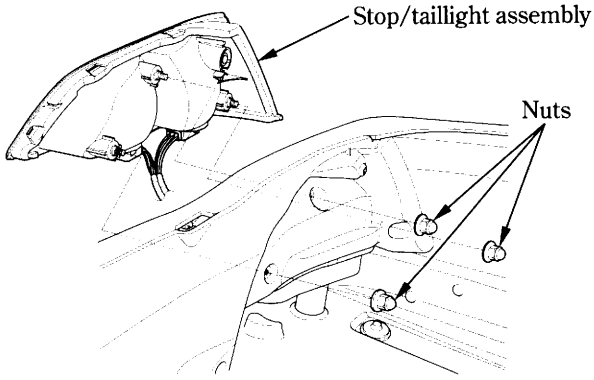
Low Beam Headlight Bulb

1. Pull off the socket without turning.
2. Remove the dust cover.
3. Remove the bulb while pressing down on the pin.
4. Pull out the bulb without turning.
5. Install a new bulb in the reverse order of removal.
   - Install the dust cover with its arrow mark facing up.

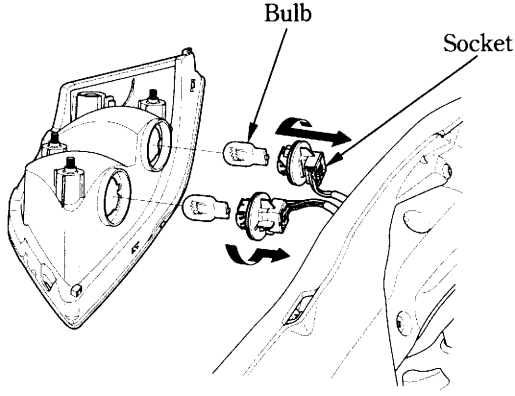


Stop/Tail Light Bulb

1. Open the travel trunk (page 62).
2. Remove the nuts and remove the stop/taillight assembly.

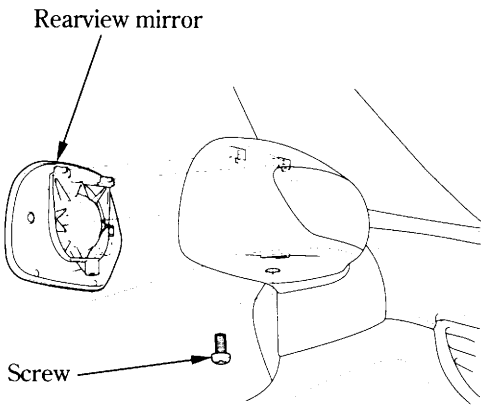


3. Turn the socket approximately 45° counterclockwise, then pull it out toward you.
4. Pull out the bulb without turning.
5. Install a new bulb in the reverse order of removal.

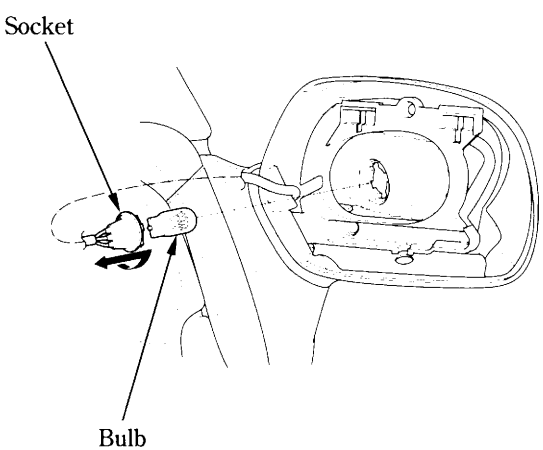


Front Turn Signal Bulb

1. Remove the rearview mirror by removing the screw.

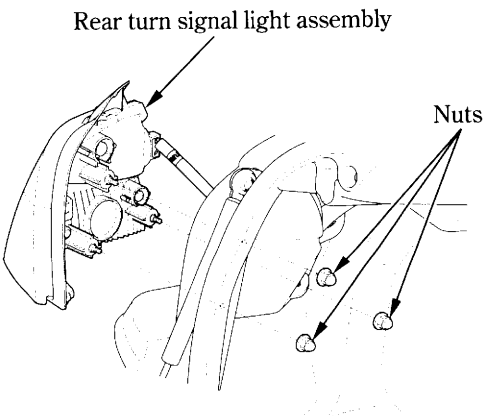


2. Turn the socket approximately 45° counterclockwise, then pull it out toward you.
3. Pull out the bulb without turning.
4. Install a new bulb in the reverse order of removal.

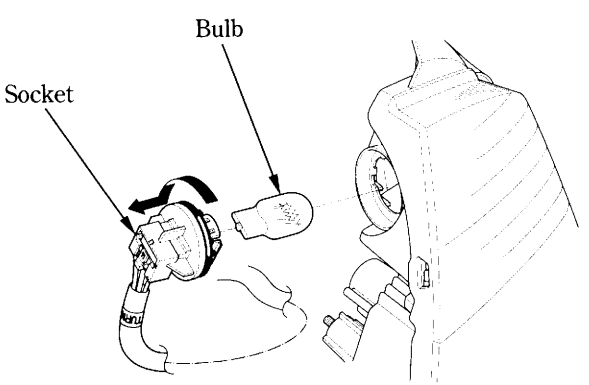


Rear Turn Signal Bulb

1. Open the saddlebag (page 62).
2. Remove the nuts and rear turn signal light assembly.

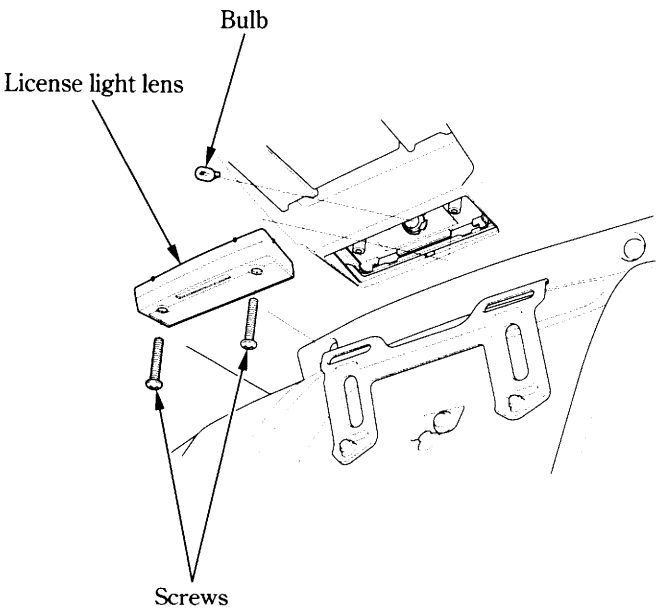


3. Turn the socket approximately 45° counterclockwise, then pull it out toward you.
4. Pull out the bulb without turning.
5. Install a new bulb in the reverse order of removal.



License Light Bulb

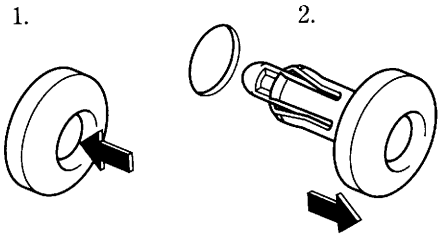
1. Remove the license light lens by removing the two screws.
2. Pull out the bulb without turning.
3. Install a new bulb in the reverse order of removal.



CLIP REMOVAL AND INSTALLATION

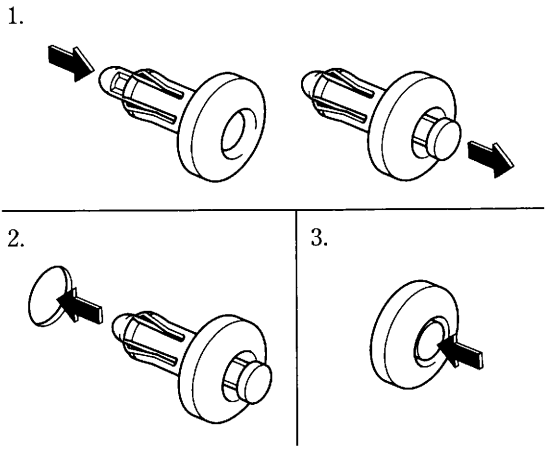
Removal:

1. Press down on the center pin to release the lock.
2. Pull out the clip from the hole.



Installation:

1. Push the bottom of the pin.
2. Insert the clip into the hole.
3. Lightly press down on the center pin to lock the clip.



CLEANING

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, coolant, or fluid (brake and clutch) leakage.

Avoid cleaning products that are not specifically designed for motorcycle or automobile surfaces.
They may contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.

If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.

Park in a shady area. Washing your motorcycle in bright sunlight may cause the finish to fade because water droplets intensify the sun's brightness. Spotting is also more likely because surface water can dry before you have time to wipe it off.

We recommend avoiding the use of high pressure water spray (typical in coin-operated car washes).

NOTICE

High pressure water (or air) can damage certain parts of the motorcycle.

The audio system is designed to be weatherproof unless it is sprayed directly with a hose.

Washing the motorcycle

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
   Avoid directing water to muffler outlets and electrical parts.
3. Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
   Take care to keep brake fluid or chemical solvents off the motorcycle.
   They will damage the plastic and painted surfaces.

The inside of the headlight lens may be clouded immediately after washing the motorcycle. Moisture condensation inside the headlight lens will disappear gradually by lighting the headlight in high beam. Run the engine while keeping the headlight on.

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

Braking efficiency may be temporarily impaired immediately after washing the motorcycle.
Anticipate longer stopping distance to avoid a possible accident.

CLEANING

Finishing Touches

After washing your motorcycle, consider using a commercially-available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

If a surface on your motorcycle is chipped or scratched, your Honda dealer has touch-up paint to match your motorcycle's colour. Be sure to use your motorcycle's colour code (page 135) when you buy touch-up paint.

Removing Road Salt

The salt contained in the road surface freezing prevention medicine which a road was sprayed with in winter, and the seawater becomes the cause which rust occurs in.
Wash your motorcycle by the following point after it runs through such a place.

1. Clean the motorcycle using cool water (page 174).

Do not use warm water.
This worsens the effect of the salt.

2. Dry the motorcycle and the surface of the metal is protected with the wax.

Painted Aluminum Wheel Maintenance

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth.

Apply touch-up paint to the wheels where damage has resulted.

Clean The Windshield

Using plenty of water, clean the windshield with a soft cloth or sponge. (Avoid using detergents or any kind of chemical cleaner on the windshield.) Dry with a soft, clean cloth.

NOTICE

To avoid possible scratching or other damage, use only water and a soft cloth or sponge to clean the windshield.

For a dirtier windshield, use a diluted neutral detergent with a sponge and plenty of water. Make sure to wash off all the detergent. (Detergent residue may cause windshield cracks.)

Replace the windshield if scratches cannot be removed and they obstruct clear vision.

Do not let battery electrolyte, brake fluid or other acid chemicals get on the windshield and screen garnish. They will damage the plastic.

STORAGE GUIDE

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.

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50 % antifreeze solution.
3. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method.
   Reinstall the fuel fill cap on the tank.

⚠ WARNING

Petrol 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.
- Refuel only outdoors.
- Wipe up spills immediately.

4. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.
   - Pour a tablespoon (15 − 20 cm^3) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
   - Crank the engine several times to distribute the oil.
   - Reinstall the spark plugs and spark plug caps.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
   Slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres 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. 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 petrol.
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 (page115).
   Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS	
Overall length	2,635 mm (103.7 in)
Overall width	945 mm (37.2 in)
Overall height	1,455 mm (57.3 in)
Wheelbase	1,690 mm (66.5 in)
Ground clearance	125 mm (4.9 in)
WEIGHT	
Dry weight	363 kg (800 lbs)
CAPACITIES	
Engine oil	
—After disassembly	4.6 ℓ (4.9 US qt , 4.0 Imp qt)
—After oil filter change	3.7 ℓ (3.9 US qt , 3.3 Imp qt)
—After draining	3.6 ℓ (3.8 US qt , 3.2 Imp qt)
Final drive gear oil	
—After draining	120 cm^3 (4.1 US oz , 4.2 Imp oz)
Fuel tank	25 ℓ (6.6 US gal , 5.5 Imp gal)
Cooling system capacity	3.5 ℓ (3.7 US qt , 3.1 Imp qt)
Passenger capacity	Operator and one passenger
Maximum weight capacity	200 kg (441 lbs)
ENGINE	
Bore and stroke	74.0 × 71.0 mm (2.90 × 2.80 in)
Compression ratio	9.8 : 1
Displacement	1,832 cm^3 (111.8 cu-in)
Spark plug	
standard	BKR6E-11 (NGK) or K20PR-U11 (DENSO)
For cold climate (Below 5° C, 41° F)	BKR5E-11 (NGK) or K16PR-U11 (DENSO)
For extended high speed riding	BKR7E-11 (NGK) or K22PR-U11 (DENSO)
Spark plug gap	1.00 — 1.10 mm (0.039 — 0.043 in)
Idle speed	700 ± 70 min^{-1} (rpm)
Valve clearance (cold)	Intake: 0.15 mm (0.006 in) Exhaust: 0.22 mm (0.009 in)

CHASSIS AND SUSPENSION	
Caster	29°15′
Trail	109 mm (4.3 in)
Tire size, front	130/70R18M/C 63H
Tire size, rear	180/60R16M/C 74H
POWER TRANSMISSION	
Primary reduction	1.591
Gear ratio, 1st	2.375
2nd	1.454
3rd	1.068
4th	0.843
OD	0.686
Final reduction	2.750
ELECTRICAL	
Battery	12 V – 18 Ah
Generator	0.959 kW/5,000 min^{-1} (rpm)
LIGHTS	
Headligtht	12 V – 55 W
Stop/tail light	12 V – 21/5 W
Turn signal light (front)	12 V – 21 W
(rear)	12 V – 21 W
Position light	12 V – 5 W (Except U Type)
License light	12 V – 5 W
FUSES	
Main fuse A	30 A
Main fuse B	100 A
Speed limit fuse	70 A
Other fuses	30 A, 20 A, 15 A, 10 A, 5 A

CATALYTIC CONVERTER

This motorcycle is equipped with a catalytic converter.
The catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.
The catalytic converter acts on HC, CO, and NOx. A replacement unit must be an original Honda part or its equivalent.

The catalytic converter must operate at a high temperature for the chemical reactions to take place. It can set on fire any combustible materials that come near it. Park your motorcycle away from high grasses, dry leaves, or other flammables.

A defective catalytic converter contributes to air pollution, and can impair your engine's performance. Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Even a small amount of leaded petrol can contaminate the catalyst metals, making the catalytic converter ineffective.

- Keep the engine tuned-up.

- Have your motorcycle diagnosed and replaced if it is misfiring, backfiring, stalling or otherwise not running properly.

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:
Owners are warned that the law may prohibit:

(a) 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; and

(b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.