

HONDA MONKEY

DRIVER'S MANUAL

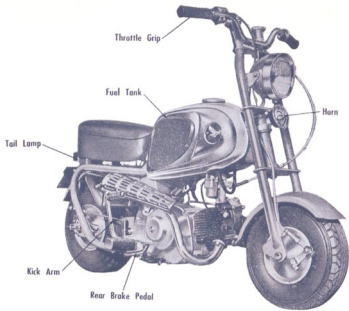


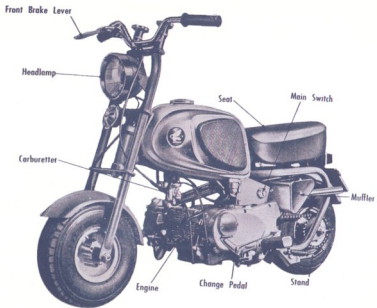


Contents

IDENTIFICATION OF EACH PART ...	2
INSTRUCTION FOR GOOD DRIVING ...	4
Starting engine ...	4
Start to travel and stopping ...	6
Main switch ...	8
CORRECT MAINTENANCE ...	10
Ignition timing ...	10
Valve clearance... ..	12
Front brake... ..	14
Rear brake	15
Engine oil	16
Spark plug	18
Clutch... ..	20
Drive chain... ..	21
Carburetter... ..	22
TOOL KIT	23
WIRING DIAGRAM	24

Identification of Each Part







Instruction for Good Driving

► STARTING ENGINE

1. Turn the lever of the fuel cock to the position of "ON" and push the tickler until a few drips of petrol fall out through the overflow pipe.

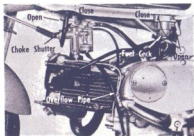


Fig. 1



Fig. 2

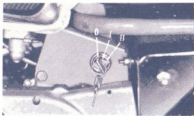


Fig. 3

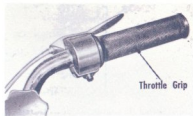


Fig. 4

2. Close the choke shutter fully and put the key into the slot in the main switch and turn it to the position I.
3. Turn the throttle grip about $\frac{1}{4}$ to $\frac{1}{2}$ of the full throttle, then depress with a strong jerk the kick arm.
4. When the engine has started and got warm, open gradually the choke shutter to the full, in accordance with the operational condition of the engine.

Remarks: Warm starting does not require the shutter closing of the choke.

► START TO TRAVEL AND STOPPING

1. When you start to travel on flat road, depress the toe-end **a** of the change pedal to use the second gear for travelling.
2. As the speed is increased by gradual opening of the throttle grip, depress again the toe-end **a** to get the top gear engaged. The speed is to be adjusted by the throttle grip.

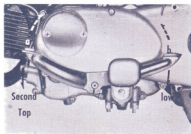


Fig. 5

3. When you start to run on an up-hill path, depress the heel-end **b** of the change pedal. When the machine speeds up, shift the gear from Low to Second by depressing the toe-end **a** twice and further to top with once more operation.
4. When you slow down, depress the ends **a** or **b** of the change pedal in the reverse order for the down-shifting.
5. When you are going to stop, be sure to apply the front and rear brakes at the same time. (You should form such a habit.)
6. When you have stopped, return the gear to the neutral position.

► MAIN SWITCH

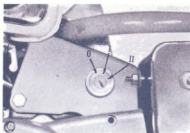


Fig. 6

Position of Key	Function	Removability of Key
○	Stop (All circuit cut off)	Removable
I	Starting & travelling at day time (Horn works)	No
II	Starting & travelling at night time (All lamps on & Horn works)	No

1. The correct main driving light beam is obtained by adjusting the lamp body (housing) after slackening the two fixing bolts.
2. The driving light beam must be adjusted to focus on the ground 10 meters to 15 meters (33~49 ft.) in front.
3. The Horn will blow with a push of the button.

Attention : Head lamp, tail lamp and horn can not be used without the engine in operation.



Fig. 7



Correct Maintenance

► IGNITION TIMING

1. A monthly check-up and adjustment is required.
2. Remove the point cover, and adjust the points to begin to open when the stamped letter "F" on the fly wheel is lined up with the mark. (Stamped mark of crank case)

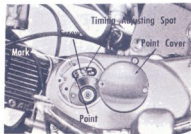


Fig. 8

3. The ignition is correctly timed by slackening and adjusting the screws.
To set the timing more advanced—drive clockwise
To set the timing more retarded—drive anti-clockwise

Caution : Care must be taken to keep the contacts of the points clean at all times to avoid engine mis-firing.

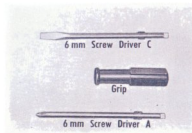


Fig. 9

► VALVE CLEARANCE

1. A monthly check-up and adjustment is required.
2. Take off the point cover and the tappet cap. Adjust the clearance when the stamped letter "T" on the flywheel is set exactly opposite the mark. (Stamped mark of crank case)
(Top Dead Point on compression stroke—Both inlet and exhaust rocker arms do not push the valves of both sides.)

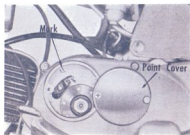


Fig. 10

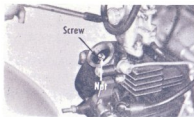


Fig. 11



Fig. 12

3. Valve clearance for inlet and exhaust should be set at 0.05 mm by adjusting the screw after taking off the nut.

Tighten the screw for narrower clearance.

Slacken the screw for wider clearance.

Attention : When screwing the nut, it is necessary to hold the screw so firmly as not to allow the change of the clearance correctly set.

The clearance should be adjusted and set when engine is cold, and it should be measured with thickness gauge.

► FRONT BRAKE

1. A check-up and adjustment is required before driving.
2. Free movement (play) of the brake lever on the handlebar should be adjusted to be 20~30 mm (0 079~0 118 in)
3. Adjust the free movement with the adjusting nut.
Tighten the adjusting nut for smaller play.
Loosen the adjusting nut for large play.

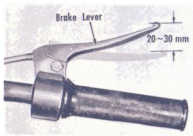


Fig. 13

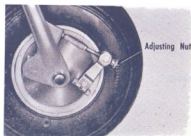


Fig. 14

► REAR BRAKE

1. A check-up and adjustment is required before driving.
2. Free movement (play) of the rear brake should be adjusted to be 20~30 mm (0.079~0.118 in)
3. Adjust the free movement with the adjusting nut.

Tighten the adjusting nut for smaller play

Loosen the adjusting nut for larger play.

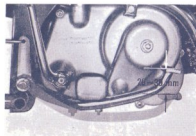


Fig. 15

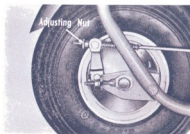


Fig. 16

► ENGINE OIL

1. Oil must be changed once in a month.
2. Remove the drain plug located at the bottom of the engine to drain the pan.
3. Retighten the plug and pour 0.6 liters of oil into the crankcase through the oil filler.
4. The required amount (0.6 lt.) of oil can be measured with the oil level stick integral with the filler cap just put in, not screwed in.

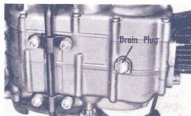


Fig. 17

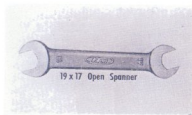


Fig. 18

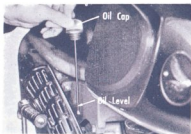


Fig. 19

Caution : Oil must be changed while engine is warm.

Oil to engine can be compared to a blood to human body.

Dirty oil and inadequate oil will make the engine life shorter.

► SPARK PLUG

1. A monthly check-up and adjustment is required.
2. Carbon-deposit on the electrodes and/or incorrect gaps prevent the spark plug firing with an efficient spark.
3. It is the best way for cleaning the spark plug to use the cleaner. Without the cleaner in hand, it is advisable to use the wire-brush or needle for removing dirt and carbon and wash with petrol. Gaps should be adjusted to 0.6—0.7 mm.

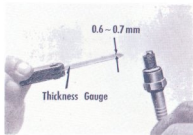


Fig. 20

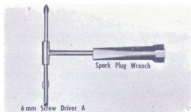


Fig. 21

Attention : When setting the spark plug into the cylinder head, screw it in by finger-twists until it hit the gasket. Then tighten with the plug wrench.

► CLUTCH

1. A monthly check-up and adjustment is required.
2. The clutch should be adjusted to be free at $\frac{1}{2}$ of the full free movement of the change pedal.
3. Adjustment is to be done by slackening the adjusting screw.

Screw in the adjusting screw for more than $\frac{1}{2}$ of the full free movement.

Loosen the screw for less than $\frac{1}{2}$ of the full free movement.

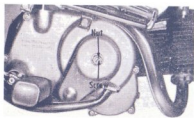


Fig. 22

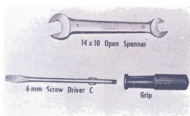


Fig 23

► DRIVE CHAIN

1. A monthly check-up and adjustment is required
2. There should be 10~20 mm (0.039~0.079 in) up-and-down "slack" in the middle of the run of the chain
3. To adjust, slacken off the axle nut and turn the nut-for adjustment
Tighten the nut to make tension tight
Slacken the nut to make tension loose

Attention: Give the adjusters an equal number of turn on each side in order to keep the wheel in a true line



Fig. 24

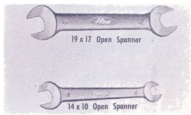


Fig. 25

► CARBURETTER

1. A monthly check-up and adjustment is required.
2. After tightening the air-screw to the maximum extent, unscrew it by a turn and slow down the engine (at idling speed) by adjusting the throttle stop screw.
3. To obtain the position where the rev. goes up by tightening or slackening the air screw.
4. The procedure must be repeated until the idling is stable and satisfactory.

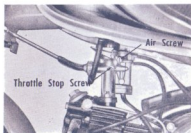


Fig. 26



Tool Kit



19 x 17 Open Spanner



14 x 10 Open Spanner



Pliers



9mm Box Wrench



3mm Socket Wrench



Tool Bag



Spark Plug Wrench



6mm Screw Driver A



8mm Screw Driver B



6mm Screw Driver C

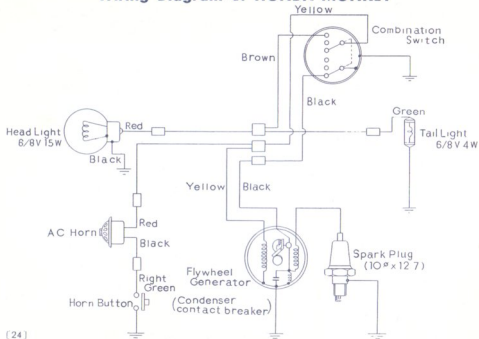


Grip



Thickness Gauge

Wiring Diagram of HONDA MONKEY



MEMO



HONDA MOTOR CO., LTD.

320321

Printed in Japan