



HONDA 50

MODEL Z 50M

OWNER'S MANUAL

95

INTRODUCTION



The Honda Z50M is a new concept in motorbike design. The unique engine feature exceptional performance brought about by its overhead valve and overhead camshaft configuration. Further, the trouble-free automatic centrifugal clutch used on this motorbike makes it easy to ride and control, so simple that anyone can ride it.

This unique motorbike is specially designed for easy carrying in an automobile, station wagon, light airplane, boat, etc. It is an amazing compact 650 mm (26 in) in height, 1190 mm (47 in) in length and 355 mm (14 in) in width and weighs only 50 kg (111 lb).

This booklet is your introduction to the Honda Z50M. Read it carefully so that you will become fully acquainted with the proper starting, riding and handling techniques.

If you have any question about your Honda, visit your dealer who will give you efficient and courteous service. He has been selected as your dealer because of his integrity and good character, so, visit him often and he will always be happy to assist you.

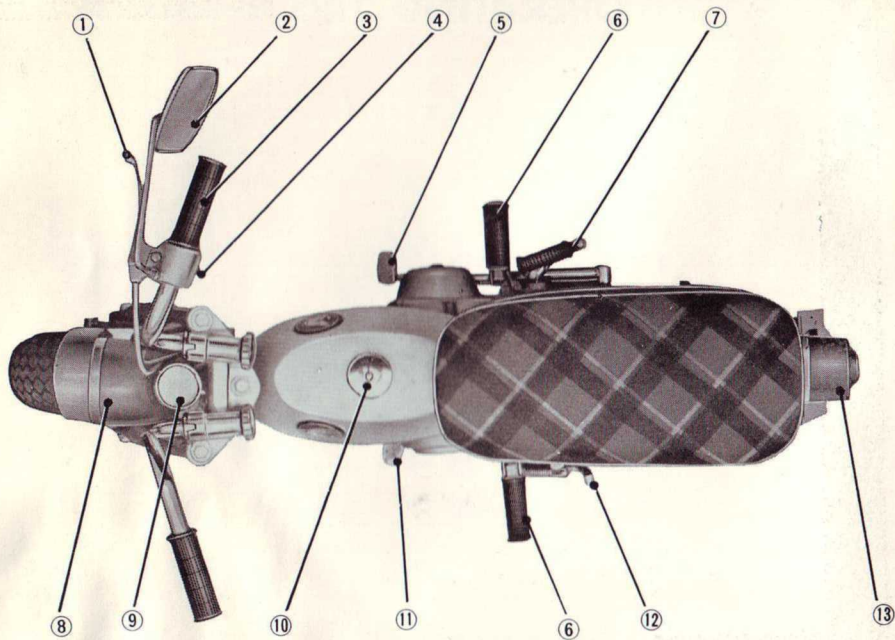
HONDA MOTOR CO., LTD.

CONTENTS

I	Operating Tips	■	3
II	Riding Tips	■	20
III	Carrying Tips	■	28
IV	Maintenance Tips	■	31

OPERATING TIPS

L



ACCESSORIES AND CONTROLS

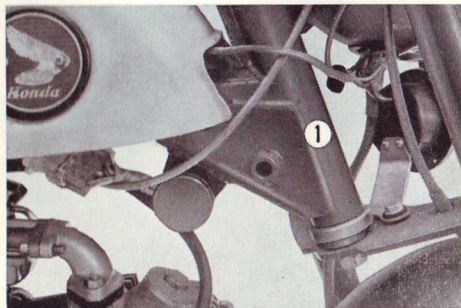
- ① Front brake lever
- ② Rear view mirror
- ③ Throttle grip
- ④ Horn button
- ⑤ Rear brake pedal
- ⑥ Foot rest
- ⑦ Kick starter pedal
- ⑧ Head lamp
- ⑨ Speedometer
- ⑩ Fuel filler cap
- ⑪ Gear change pedal
- ⑫ Side stand
- ⑬ Tail/stop lamp

LOCATION OF FRAME AND ENGINE NUMBERS

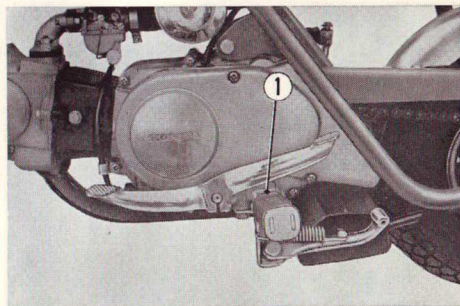
Frame number is stamped on the right side of the steering head pipe. The engine number is stamped on the left side of the engine at the bottom.

When ordering spare or replacement parts, always state both the frame and engine serial numbers.

① Frame number



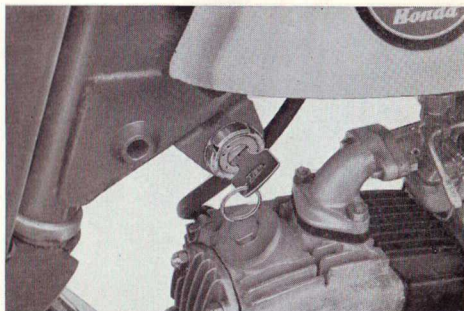
① Engine number



KEY

The same key operates the ignition switch and the light switch.

You are provided with a spare key. However, as an added protection in case you should loose both keys, your Honda dealer also has a spare key.

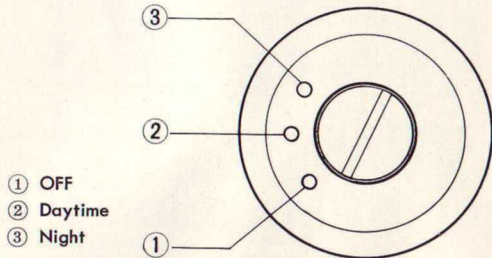


SWITCH

The ignition switch controls both the electrical circuits to the engine and the lights.

With the 3 position switch, all electrical circuits are in-operative in the "OFF" position, engine electrical circuits, horn and brake lamp are turned on in the "1" position and both engine electrical circuits and head lamp and tail/brake lamp are turned on in the "2" position.

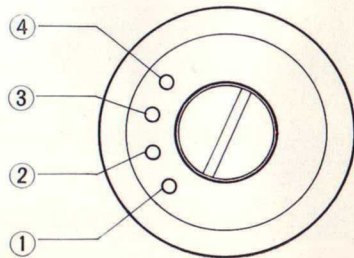
General export type



With the 4 position switch installed on export models destined for France, "OFF" and "1" are the same as above, "3" is the same as "2" above, and engine electrical circuits, horn tail/brake lamp and parking lamp inside the headlamp are turned on in the "4" position.

France export type

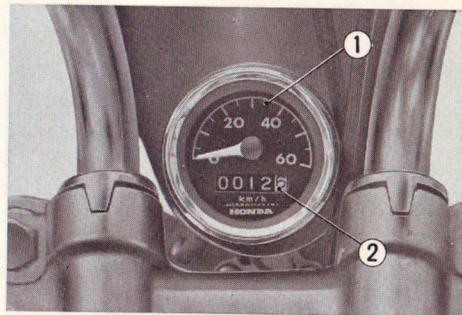
- ① OFF
- ② Daytime
- ③ Twilight light
- ④ Night



SPEEDOMETER

The easy to read speedometer is available in either the mile or kilometer indication, depending upon the country where the motorcycle is used. The odometer in the center of the dial indicates the total distance traveled.*

- ① Speedometer dial
- ② Odometer



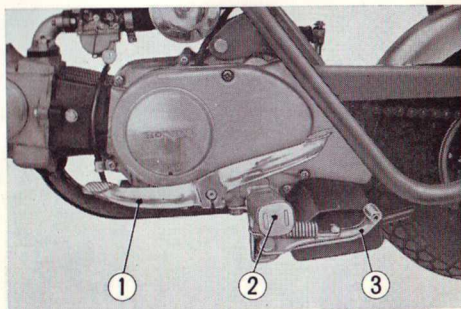
GEAR CHANGE PEDAL

The Z50M are equipped with a three speed, constant mesh gear system coupled to an automatic clutch.

Always close the throttle before changing gears. This is to prevent the engine from overspeeding during the shifting operation and also to keep the motorcycle from jolting when the clutch is engaged.


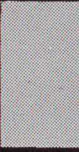

Further, possible damage to the engine or an accident may be prevented.

- ① Gear change pedal
- ② Foot rest
- ③ Side stand



ENGINE OIL

Use only premium quality oil with an A.P.I. service classification of MS, DG or DM designation in the appropriate SAE viscosity rating suitable to the climatic condition where the motorcycle is to be ridden.

Outside temp		SAE Groups	
°C	°F		● SAE #30
+15	+59		● SAE #20 or SAE #20W
0	+32		● SAE #10W

DRIVE CHAIN LUBRICATION

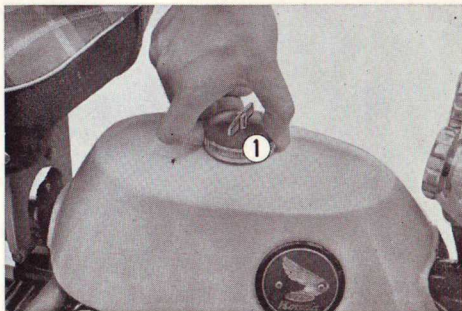
Lubricate the chain with good grade lubrication oil, the same quality used for the engine, every 1,000 km (620 miles). Do not lubricate to the extent that the oil drips from the chain.

FUEL

Use only straight premium quality high octane gasoline of 85 octane rating or higher.

Caution: Do not use gasoline mixed with oil.

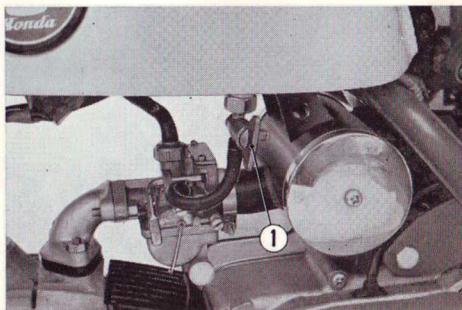
① Fuel filler cap



FUEL COCK

The fuel cock is "ON" when the lever is in a vertical position and "OFF" when it is in a horizontal position.

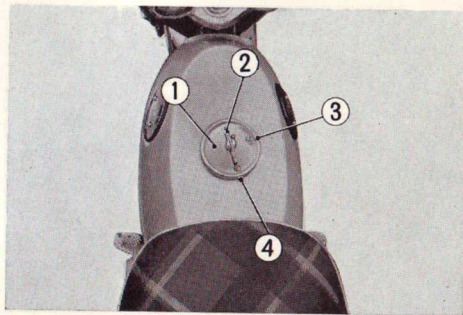
① Fuel cock



FUEL FILLER CAP

The fuel filler cap has a lever and "ON" and "OFF" position.

- ① Fuel filler cap
- ② Fuel filler cap lever
- ③ "On" position
- ④ "Off" position



RIDING

Turn the fuel filler cap lever to the "ON" position and turn the fuel cock lever to the vertical position before starting the engine.

CARRYING

Turn the fuel filler cap lever to the "OFF" position and the fuel cock lever to the horizontal position to prevent gasoline(petrol) from leaking from the tank.



GENUINE HONDA PARTS

In order to maintain your Honda motorbike in the most efficient operating condition for many years, it is necessary that each component part be manufactured from the materials of the highest quality and under closely controlled production process.

Genuine Honda Parts are all manufactured by the most modern high precision machinery and from superior grade materials. The parts are strictly controlled as to quality and tolerances. Use of Genuine Honda Parts when making replacements will assure you the most satisfactory service.

Further, non genuine parts used will invalidate the liberal Honda warranty.

If you have any question regarding the Honda parts, please contact any Honda branch office or dealer in your area.

RIDING TIPS

Be sure to check the following items before going on a trip:

Engine oil level

Fuel level

Tire pressure

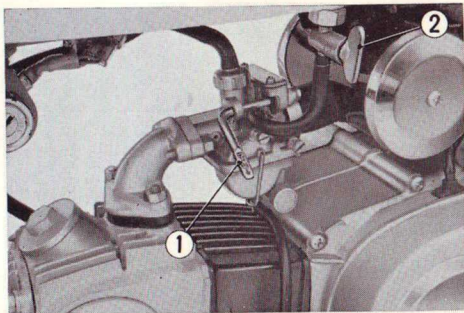
Lights

Brake operation

STARTING THE ENGINE IN COLD WEATHER

- Turn on the main-ignition switch and make sure that the gear change is in neutral position.
- Choke the engine by raising the choke lever on the carburetor to the vertical position.

- ① Choke lever
- ② Fuel cock lever



-
- Twist the throttle grip inward about 1/4 turn to open the throttle slightly and then depress the starter pedal briskly.

If the engine fails to start after several attempts, open the choke valve by returning the lever to the horizontal position, turn the throttle grip inward to full throttle open and then depress the starter pedal to turn over the engine several times, followed by the normal starting procedure but without using the choke.

- After the engine starts, warm-up the engine at medium speed. About one to three minutes is required for warming-up the engine, depending upon the atmospheric temperature.
- In extreme cold weather, prime the engine before starting by cranking the engine several times with the ignition switch off, the choke fully closed, and the throttle grip turned to full open and then proceed with the normal starting procedure.

STARTING A WARM ENGINE

Perform the starting in the same manner as for normal starting above, however, the use of the choke is not necessary.

ALTERNATE STARTING METHOD

When the starting cannot be accomplished by the normal method, set the gear change in second gear, the main-ignition switch turned on and the throttle grip opened $1/4$ turn, and push the motorbike at a running pace until the engine starts. A slight resistance will be experienced due to the compression of the engine. Immediately close the throttle after the engine starts, to prevent the motorbike from running away.



CHANGING GEARS

The shifting of gear is performed simply by depressing the gear change pedal due to the employment of the automatic centrifugal clutch. From a full stop, normally it's only necessary to start in second gear except when starting on a steep grade or when carrying heavy load.

Close the throttle by turning the throttle grip outward and then depress the forward end of the gear change pedal for changing from neutral to second gear or depress the rear end of the gear change pedal for changing into a lower gear. Release the pedal and gradually increase the speed by turning the throttle grip inward to open the throttle. As the speed of the motorcycle increases, change to the next higher gear by first closing the throttle and then depressing the forward end of the gear change pedal. Remember to always close the throttle before changing gear and then open the throttle gradually to increase the speed.

DOWN GEARING

When changing from top gear to second or from second to low gear, first close the throttle and then depress the rear of the gear change pedal. To down gear between second and low gear, the change pedal must be depressed successively twice, this is to shift through the neutral position.

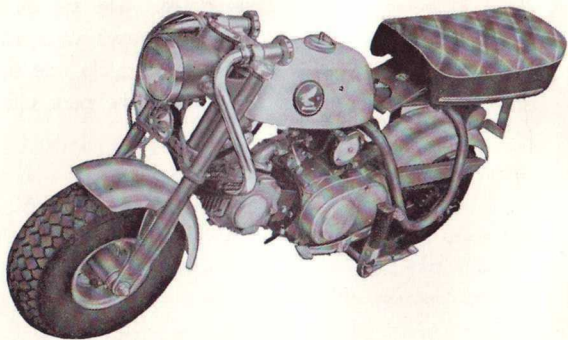
Note :

1. When applying the brakes, always remember to use both the front and the rear brakes together. The front brake is operated by the lever located on the right handle, and the rear brake is operated by the right foot pedal. Use of both brakes will provide greater braking effectiveness as well as less wear to the brake shoes.
2. Make it a habit to place the gear in the neutral position when dismounting, it will be much easier when starting up again.

3. The gear should not be shifted into neutral for descending a grade as this will require the use of the brakes to slow down. The use of the engine compression for deceleration will save wear of the brakes.

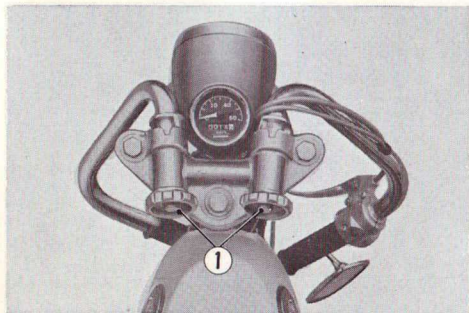
Your motorcycle employs a three speed gear shift system operated by the gear change pedal on the right hand side.

CARRYING TIPS



Turn the fuel cap lever to the "OFF" position and the fuel cock lever to the horizontal.

Unscrew the drain knob on the left side of the carburetor or allow all the gasoline (petrol) to drain out of the carburetor and tighten the drain knob.



① Handle bar knob



② Seat release lever

Unscrew both handlebar knobs, fold the handlebars down, and tighten both handlebar knobs. The rear view mirror can be turned to position in so it will not be broken.

Press the seat release lever down. pull the seat toward the rear, and press down to lower the seat. The seat covers the tail lamp lens to prevent in from being broken.

The two footrests and side stand can be folded up to make the bike more narrow, if desired.

MAINTENANCE TIPS

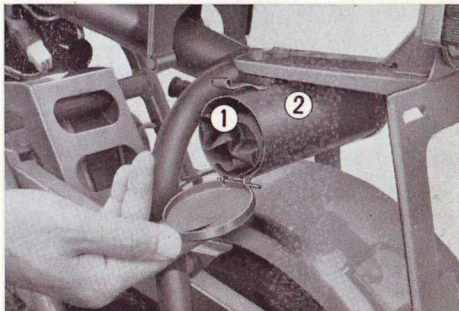
I

TOOL KIT

A tool and spare parts kit containing all the necessary tools to perform minor adjustment and parts replacement, and several spare parts is located in the tool box below the seat.

Listed below are the items which comprise the tool kit.

- ① Tool bag
- ② Tool box



-
- ① 19 mm Wrench : Sleeve nut
 - ② 17 mm wrench w/handle : Tappet adjusting cap, axle nut.
 - ③ 9 mm wrench : Tappet adjusting lock nut, screwdriver T handle.
 - ④ 14 × 10 mm double end open wrench : General use.
 - ⑤ 135 mm pliers : General use.
 - ⑥ Tool bag.
 - ⑦ 0.05 mm thickness gauge : Tappet clearance.
 - ⑧ Spark plug wrench.
 - ⑨ No. 2 cross point screwdriver bit : General use.
 - ⑩ No. 3 cross point screwdriver bit : General use.
 - ⑪ No. 2 common screwdriver bit : General use.
 - ⑫ Grip : Screwdriver handle.
 - ⑬ Tyre valve joint : Rear type inflation.
 - ⑭ 3 mm socket wrench : Tappet adjustment.
 - ⑮ *Touch-up paint.
 - ⑯ *Spare spark plug, cold type.

Note : (*) Items are included in a separate package for each new motorcycle.

PERIODICAL INSPECTION

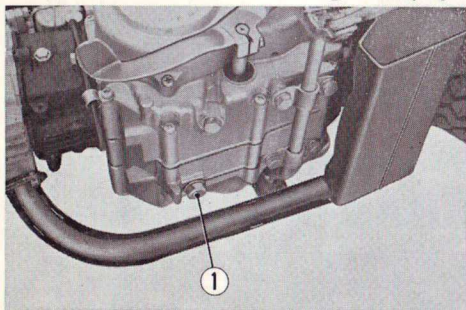
Item	Distance	300	1, 000	2, 000
	km (miles)	(180)	(620)	(1, 240)
1 Change engine oil		◆	◆	◆
2 Adjust brakes		◆	◆	◆
3 Adjust clutch		◆		
4 Adjust drive chain		◆	◆	◆
5 Inspect spark plug				
6 Inspect tightness of nuts and bolts		◆		
7 Adjust valve clearance		◆		
8 Adjust ignition timing		◆		
9 Adjust carburetor				
10 Clean air cleaner				
11 Clean oil filter		◆		
12 Inspect lights, horn and speedometer				

CHANGING ENGINE OIL

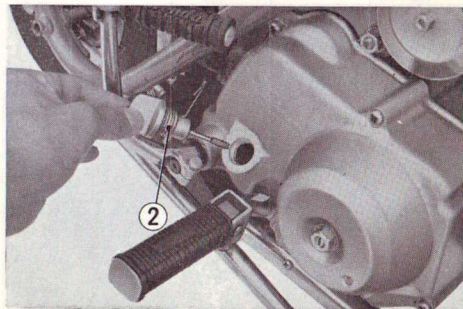
The oil change should be performed while the engine is still warm to obtain good draining of the old oil and also to save time.

Unscrew the drain plug from the bottom of the crankcase and drain the oil into a container having a capacity of at least 2 pints. Remove the filler cap to expedite draining. After the oil has been drained, operate the kick starter

① Drain plug



② Oil dipstick



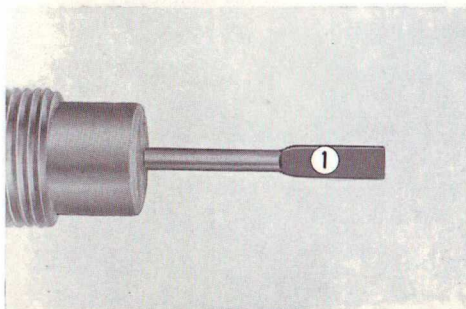
several times to completely drain any oil that has been accumulated in any pockets.

Before reinstalling the drain plug, make sure that the gasket is in place and then tighten securely. Refill the crankcase with new oil of the proper grade and quality, up to the top of the flat part on the dipstick. Approximately 0.8 lit (1.7 Us pt., 1.4 Imp pt.) of oil is required.

When checking the oil level, lower the filler cap dipstick into the crankcase without screwing into the filler cap. Refer to page 13 for the recommended lubricants and to page 34 for the oil change schedule.

CAUTION

Under no circumstances should the oil level be permitted to drop below the end of the dipstick.



① Flat part

ADJUSTING THE CLUTCH

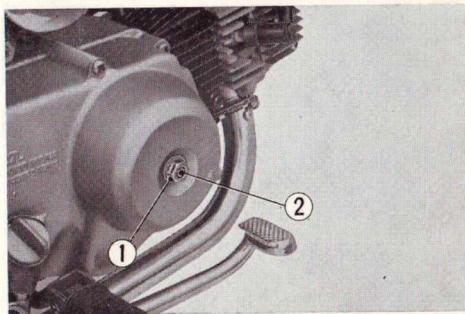
This motorcycle incorporates a centrifugal clutch which engages or disengages at a preset engine speed. Further, it is designed so that the clutch will also disengage during gear change. The clutch should be adjusted under the following conditions.

- The clutch slips during kick starting and does not cause the crankshaft to rotate.
- After starting, the engine stalls or the motorcycle suddenly jolts when gear is shifted.

To adjust the clutch, loosen the lock nut and turn the adjusting screw.

The clutch disengages later when the adjusting screw is turned in, and disengages earlier when it is screwed out.

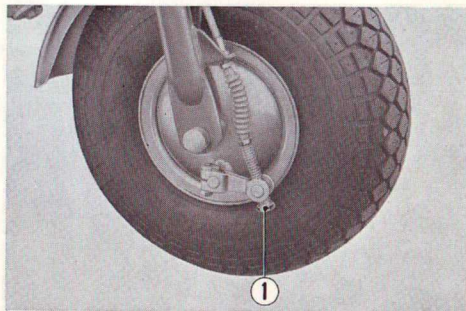
- ① Lock nut
- ② Adjusting screw



ADJUSTING THE FRONT BRAKE

Raise the front wheel off the ground by placing a block under the engine, rotate the wheel by hand. The proper amount of free travel is 2 to 3 cm ($\frac{3}{4}$ ~ $1\frac{1}{4}$ in) at the end of the brake lever before the brake starts to take hold. If adjustment is necessary, make the adjustment with the knurled adjusting nut which connects the front brake cable end to the front brake arm.

① Adjusting nut

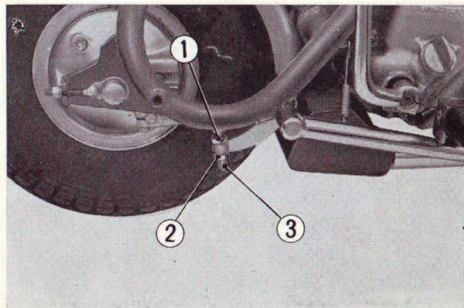


After the adjustment has been completed, make sure that the groove in the adjusting nut is seated on the brake arm hinge pin.

ADJUSTING THE REAR BRAKE

Raise the rear wheel off the ground by placing a block under the engine. With the gear change in neutral, rotate the wheel by hand. The proper amount of free travel is 2 to 3 cm ($\frac{3}{4}$ ~ $1\frac{1}{4}$ in) at the end of the brake pedal before the brake starts to take hold. If it requires adjustment with the adjusting bolt on the rear of the brake lever. Be sure to tighten both nuts after adjusting.

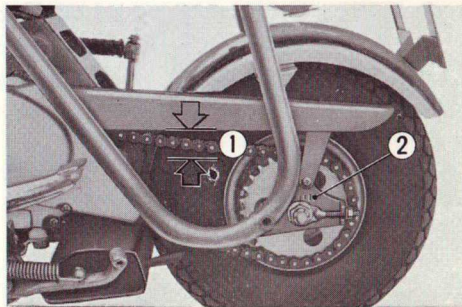
- ① Upper fixing nut
- ② Lower fixing nut
- ③ Adjusting bolt



DRIVE CHAIN ADJUSTMENT

The proper drive chain adjustment is 1 to 2 cm ($7/16 \sim 13/16$ in) of slack in the chain when checked with the finger in the center. To make the chain adjustment, first loosen the rear axle nut on the left side and then turn the adjusting nuts on both sides by equal amount to obtain the proper adjustment.

- ① Chain slack
- ② Mark



CAUTION

- After completing the adjustment, make sure that the rear wheel is in alignment by checking to see if the alignment marks on the drive chain adjusters on both the right and left sides are in the same position. A rear wheel which is out of alignment will cause the tire to rub against the fender or may result in the drive chain disengaging from the sprocket.
- When loosening the chain tension, push the rear wheel to permit the axle to slide forward after the adjuster nuts have been loosened.

DRIVE CHAIN CLEANING

The drive chain should be removed and cleaned to remove old grease and dirt which cause excessive wear to the chain and sprockets.

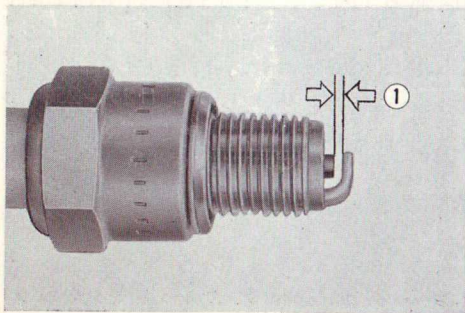
- First remove the left crankcase cover. Rotate the rear wheel until the drive chain joint clip is accessible and disconnect the chain at this point for removal.
- Wash the chain in solvent or gasoline and remove any stubborn dirt with a stiff brush.

Place the chain in a vessel containing a mixture of clean engine oil and petrolatum (ratio of 1 litre of engine oil to 300 gr of petrolatum) and heat for 10 minutes while agitating at a temperature of $50\sim 120^{\circ}\text{C}$ ($125\sim 250^{\circ}\text{F}$). Remove the chain and hang; after the grease hardens, wipe off the excess with a clean rag and then install on the motorbike.

SPARK PLUG

A good strong ignition spark cannot be produced from a spark plug that is dirty, wet or covered with carbon deposits. Clean the plug and make the gap adjustment periodically. The use of the spark plug cleaner will produce the best result, however, if the cleaner is not available, cleaning with a pin or wire followed by washing in gasoline and drying with a rag will be satisfactory. The spark plug gap should be 0.6 to 0.7 mm (0.024~0.028 in). Make the adjustment by bending the ground electrode only.

The standard plug used is C-7HS or U-22 FW.



① Spark gap

NOTE

When installing the spark plug, make sure that gasket is in place and then screw the plug in by hand, followed by tightening securely with the spark plug wrench.

Condition of the spark plug

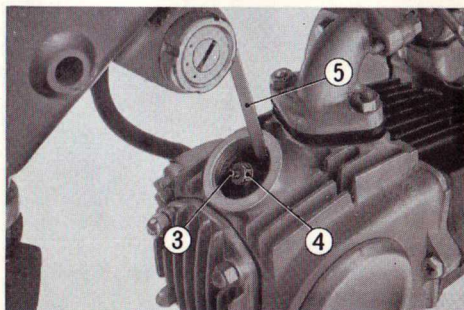
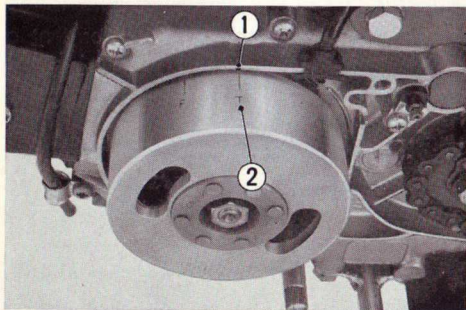
The condition of the spark plug will give a good indication of the engine operation.

- A wet plug indicates that either the fuel mixture is too rich due to an improperly adjusted carburetor or that a cold spark plug is used where a hot plug such as C6H is required.
- A burnt plug indicates that a carburetor is adjusted too lean or a wrong type plug is being used. A colder type spark plug such as C9H should be used.

ADJUSTING THE VALVE CLEARANCE

Remove the left crankcase cover and the tappet adjusting hole cap. Rotate the generator flywheel counterclockwise until the "T" mark on the flywheel lines up with the small timing index slot on the left hand crankcase flange. In this position, the piston may either be in the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke when both the inlet and exhaust valves are closed. This condition can be

- ① Index slot
- ② "T" mark
- ③ Adjusting screw
- ④ Lock nut
- ⑤ Thickness gauge



determined by checking the tappets through the tappet adjusting holes and if the tappets are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the flywheel 360° and realign the "T" mark to the timing mark. Check the clearance of both valves by inserting the 0.05 mm (0.002 in) thickness gauge provided in the tool kit, between the adjusting screw and the valve stem.

If it is necessary to make adjustment, loosen the adjusting screw lock nut and turn the adjusting screw so that the valve clearance will offer a slight resistance when the thickness gauge is inserted. After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally recheck the clearance again to make sure that the adjustment had not been disturbed.

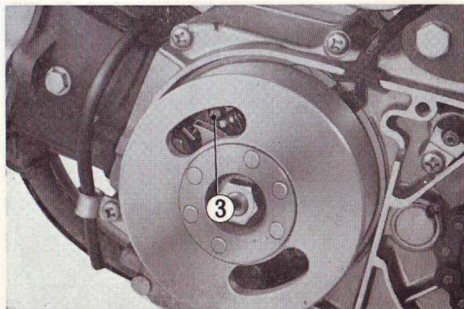
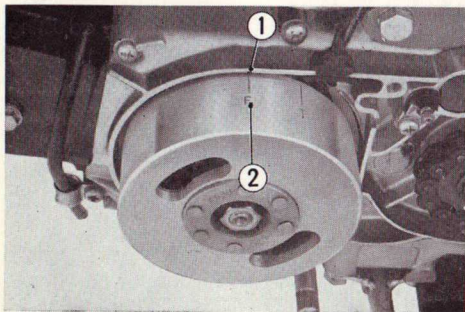
NOTE

The valve clearance must be checked when the engine is cold.

ADJUSTING THE BREAKER POINT GAP AND IGNITION TIMING

1. Remove the left crankcase cover and rotate the flywheel to the point where the breaker points are at the maximum opening. The normal point gap is 0.3 to 0.4 mm (0.012~0.016 in). If adjustment is necessary, turn the breaker gap adjusting screw to obtain the proper gap.
2. Rotate the generator flywheel clockwise until the "F" mark on the flywheel lines up with the small timing

- ① Index slot
- ② "F" mark
- ③ Adjusting screw



index slot on the left hand crankcase flange. In this position, the contact breaker points should just commence to open.

If adjustment is necessary, loosen the ignition timing adjusting screws and rotate the base plate to obtain the proper timing. Retighten the screws after adjustment is completed.

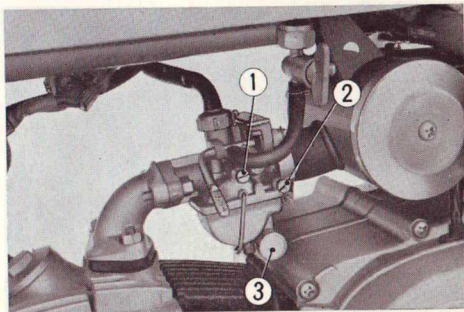
NOTE

- Whenever the breaker point gap has been adjusted, the ignition timing will be affected and therefore it must also be readjusted.
- The static ignition timing is relatively accurate and will give satisfactory engine operation, however, the use of the strobo timing light will assure the most precise timing.
- When using the strobo timing light to check the timing, idle the engine at 1,000 rpm and perform the adjustment in the same manner as described above, however, the full advance timing mark should align with the timing index mark.
- Clean the contact points with oil free solvent such as trichloroethylene and wipe with a clean rag.
- Pitted points can be dressed smooth with a point dressing file or oil stone.

ADJUSTING THE CARBURETOR

First, adjust the engine idle speed to approximately 1,000 rpm with the throttle stop screw and then turn the air screw slowly back and forth to obtain the point of highest engine rpm. If the idling speed has increased excessively, reduce the speed with the throttle stop screw, and in which case, check the air screw again. Repeat the above procedure again if necessary to obtain a stable adjustment.

- ① Throttle stop screw
- ② Air screw
- ③ Fuel drain plug



NOTE

- Make the carburetor adjustment after the engine has attained operating temperature.
- Foreign particles in the fuel often enter the carburetor and cause the malfunction of the engine by restricting fuel flow. Visit your Honda dealer and have the carburetor serviced every 3,000 km (1,860 miles).

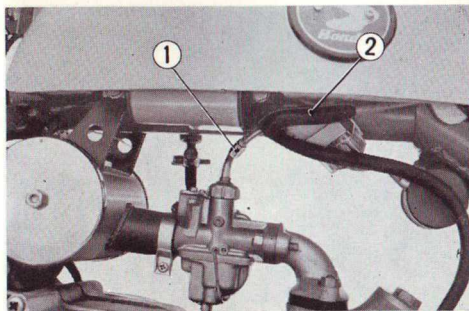
ADJUSTING THE THROTTLE CABLE

When the throttle does not respond properly to the movement of the grip, adjustment of the throttle cable becomes necessary. To adjust the play in the throttle cable system, slide back the rubber cap at the carburetor end of the throttle cable and make the adjustment with the adjuster.

Turning the adjuster counterclockwise will decrease the play in the cable. Turning the adjuster nut clockwise will increase the play.

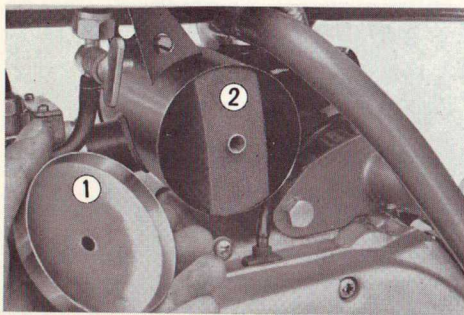
After completing the adjustment, slide the cap completely over the end of the cable to prevent the entry of water into the carburetor.

- ① Adjuster
- ② Rubber cap



SERVICING THE AIR CLEANER

On your motorcycle the carburetor air intake and the air cleaner are located where there is the least amount of dust, however, even with this arrangement, the air cleaner should be serviced periodically. The air cleaner is a removable element type for easy cleaning. Remove the air cleaner cover bolt and nut and the cleaner element can be removed. First tap the element to shake off the dust and then blow dry compressed air on the cleaner element to remove the remaining loose dust. Wash the element in cleaning solvent and dry thoroughly before reassembly.



- ① Air cleaner cover
- ② Cleaner element

NOTE

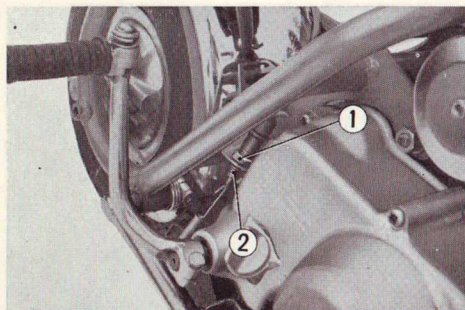
Air cleaner servicing is required every 3,000 km (1,860 miles) or, if under extremely dusty condition, servicing should be at more frequent intervals, e. g., every 1,000 km (600 miles).

ADJUSTING THE STOPLIGHT SWITCH

The stoplight switch should be adjusted after the rear brake has been properly adjusted. Loosen one of the mounting nuts on the stoplight switch and then lower or raise the switch so that the stoplight will come on when the brake pedal has been depressed to where the brake starts to take hold. Tighten adjusting nut after the adjustment has been completed.

NOTE

Lights will not come on unless the main-ignition switch is ON.



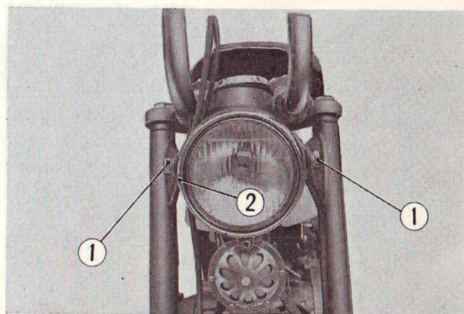
- ① Upper adjusting nut
- ② Lower adjusting nut

ADJUSTING THE HEADLIGHT BEAM

The headlight beam adjustment should be made to conform with the regulation of the country where the motorbike is to be used. The horizontal adjustment is made by the adjusting screw at the right side of the headlight rim.

Vertical adjustment is made by the two mounting bolts on the side of the head lamp case.

- ① Mounting bolt
- ② Horizontal adjusting screw

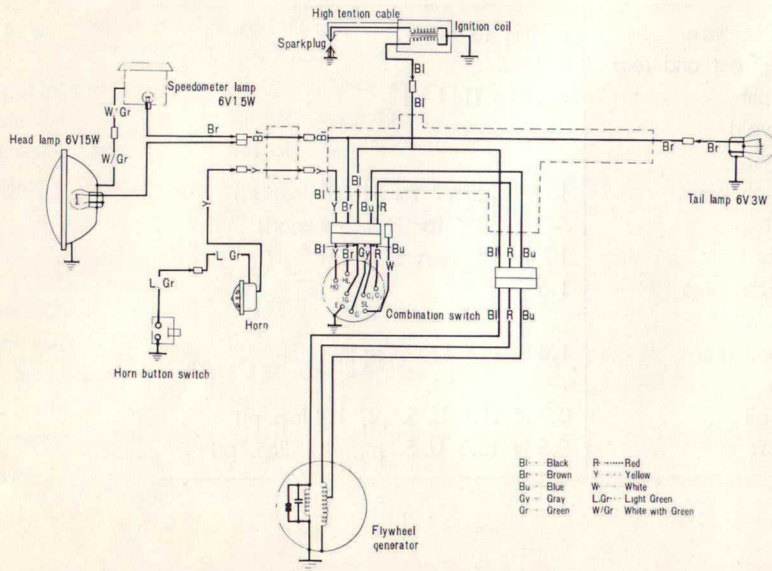


TECHNICAL DATA

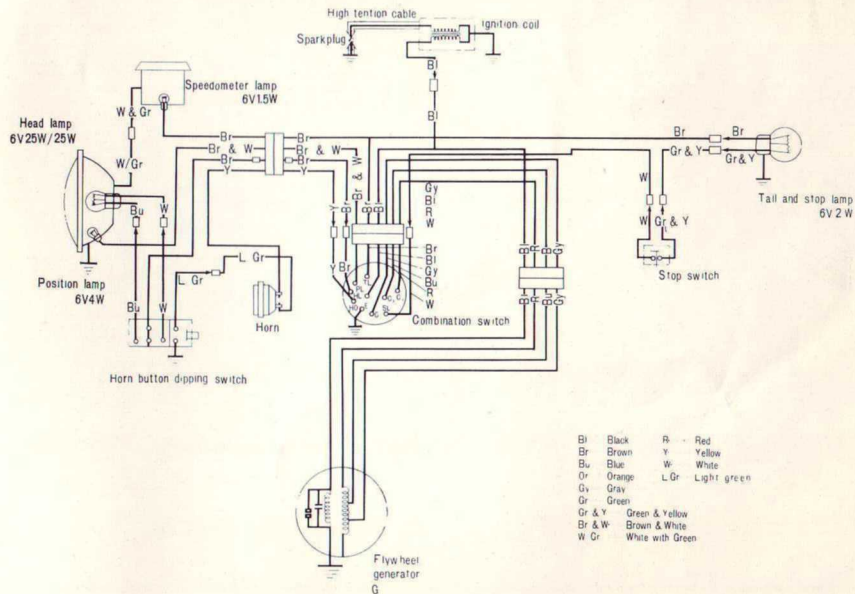
Engine type	OHC, Single-cylinder, air cooled 4 stroke
Cylinder capacity	49 cc (3.00 cu in)
Bore × stroke	39 × 41.4 mm (1.54 × 1.63 in)
Compression ratio	8.8 : 1
Transmission	3-speed, constant mesh, return system
Clutch	Wet, multiplate, automatic
Ignition	Flywheel magneto
Starting	Kick
Maximum output	2.5 PS/6,000 rpm
Maximum torque	0.31 kgm (2.3 ft.lb)/5,500 rpm
Overall length	1,150 mm (45.3 in)
Overall width	545 mm (21.5 in)
Overall height	790 mm (31.1 in)
Wheelbase	815 mm (32.1 in)

Ground clearance	75 mm (3.0 in)
Tire size, front and rear	4.00-5
Curb weight	50.5 kg (111 lb)
Bulbs (6 volt)	
Headlight	
High beam	15 W (25 W for France export)
Taillight	5 W (3 W for France export)
Stoplight	10 W for France export
Speedometer lamp	1.5 W
Tire pressures	
Front and rear	1.4 kg/cm ² (20 lb/sq. in)
Capacities	
Engine oil	0.8 lit (1.7 U. S. pt, 1.4 Imp. pt)
Fuel tank	2.5 lit (5.3 U. S. pt., 4.4 Imp. pt)

GENERAL EXPORT TYPE



FRANCE EXPORT TYPE





HONDA MOTOR CO., LTD.

英 '68. 6 M A 1.
PRINTED IN JAPAN