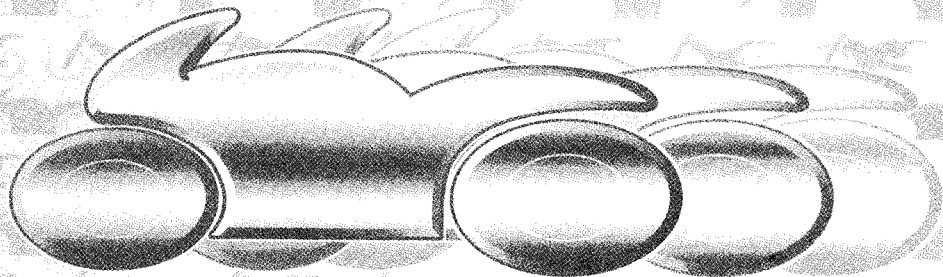


 **HONDA**

**OWNER'S MANUAL**



**PLEASE READ THIS MANUAL  
BEFORE OPERATING**

***MONKEY***



## **About this manual**

---

- This operator's manual outlines proper handling, safe riding, and simple inspections to be performed on the motorcycle. Please read through this manual in order to safely enjoy riding this motorcycle. Also read through the maintenance notes and safety points.
- Read this manual even if you are familiar with vehicle handling as this manual is specific to this motorcycle.
- This manual should be included if the motorcycle is being re-sold.
- **NOTE:** Some of the pictures included in this manual may differ from the actual motorcycles available on the market due to changes in design and specifications.

## **About safety symbols**

---

- Safety symbols and indications  
Matters that could cause major accidents to the rider or other people are indicated with symbols below. Read and recognize these properly.
- DANGER** - Ignoring instructions is likely to cause death or major damage and/or casualties.
- WARNING** - Ignoring instructions may cause death or major damage and/or injuries.
- CAUTION** - Ignoring instructions may cause damage and/or injuries.
- NOTICE** - Important knowledge for proper handling of the vehicle
- NOTICE** - Useful knowledge for proper handling of the vehicle

## Table of Contents

|  |           |
|--|-----------|
| <b>For safe riding</b> .....             | <b>5</b>  |
| Names of Parts.....                      | <b>12</b> |
| <b>How to read/use the meters</b> .....  | <b>14</b> |
| Gauges.....                              | 14        |
| Speedometer.....                         | 14        |
| Odometer.....                            | 14        |
| Warning lamps.....                       | 15        |
| Speed warning lamp.....                  | 15        |
| Neutral indicator lamp.....              | 15        |
| Using the switches.....                  | 16        |
| Main switch (ignition).....              | 16        |
| Hi/low beam switch.....                  | 17        |
| Indicator.....                           | 18        |
| Horn.....                                | 19        |
| Using the equipment.....                 | 20        |
| Helmet holder.....                       | 20        |
| Handle lock.....                         | 21        |
| Collapsing handle bars.....              | 22        |
| U-shaped lock holder.....                | 23        |
| Document storage / Tool box.....         | 24        |
| <b>Refueling</b> .....                   | <b>25</b> |
| Fuel cock.....                           | 27        |
| <b>Transporting the motorcycle</b> ..... | <b>28</b> |
| <b>Correct riding / operation</b> .....  | <b>30</b> |
| Starting the engine.....                 | 30        |
| Changing gears.....                      | 33        |
| Riding.....                              | 34        |
| Using the brakes.....                    | 36        |

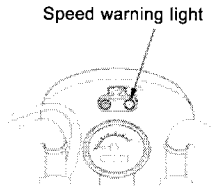
|  |           |   |           |
|--|-----------|---|-----------|
| <b>Safe maintenance</b> .....                        | <b>38</b> | <b>Engine oil</b> .....                   | <b>60</b> |
| <b>Daily / regular cheks, easy maintenance</b> ..... | <b>41</b> | Inspecting the engine oil level.....      | 60        |
| <b>Daily checks</b> .....                            | <b>43</b> | Engine oil type.....                      | 61        |
| <b>Regular inspections</b> .....                     | <b>46</b> | <b>Clutch</b> .....                       | <b>65</b> |
| <b>Easy maintenance</b> .....                        | <b>48</b> | Inspecting clutch lever play.....         | 65        |
| <b>Brakes</b> .....                                  | <b>49</b> | <b>Battery</b> .....                      | <b>67</b> |
| Front brake.....                                     | 49        | Removing/attaching battery.....           | 68        |
| Brake lever play (check).....                        | 49        | <b>Fuse</b> .....                         | <b>70</b> |
| Rear brake.....                                      | 50        | Inspecting the fuse & replacement.....    | 70        |
| Brake pedal play (check).....                        | 49        | <b>Air cleaner</b> .....                  | <b>72</b> |
| Front / rear brakes.....                             | 53        | Air cleaner installtion / removal.....    | 72        |
| Brake shoe wear checks.....                          | 53        | Checking the air cleaner element.....     | 73        |
| <b>Tires</b> .....                                   | <b>54</b> | Cleaning the air cleaner element.....     | 74        |
| Inspecting tire pressures.....                       | 67        | <b>Cable / wires</b> .....                | <b>75</b> |
| Checking for signs of damage.....                    | 55        | Checking rubber boots.....                | 75        |
| Abnormal wear checks.....                            | 56        | Checking cables and wiring condition..... | 75        |
| Tread depth checks.....                              | 56        |   |           |
| Replacement tires.....                               | 57        |   |           |
| <b>Drive chain</b> .....                             | <b>58</b> |   |           |
| Inspecting chain adjustment.....                     | 58        |   |           |
| Applying lubricant / cleaning.....                   | 59        |   |           |

|  |           |
|--|-----------|
| <b>Taking care of the motorcycle.....</b>  | <b>76</b> |
| Storing the motorcycle.....                | 79        |
| <b>Protecting the environment.....</b>     | <b>80</b> |
| Disposing of the motorcycle/parts..        | 80        |
| <b>Ordering colored parts.....</b>         | <b>83</b> |
| <b>Exhaust pipe authenticity logo.....</b> | <b>83</b> |
| <b>Frame number.....</b>                   | <b>84</b> |
| <b>Starting problems.....</b>              | <b>85</b> |
| <b>Main specifications.....</b>            | <b>86</b> |
| <b>Service data.....</b>                   | <b>88</b> |

## For safe riding

The items outlined below are basic rules to be followed on a daily basis. Always adhere to these points and aim to safely and take care when riding this motorcycle.

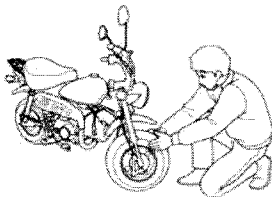
\*There is a speed warning light placed on top of the headlight casing. This will start to flash when the motorcycle's speed goes over 30km/hr to urge the rider to slow down.



## Before riding

### Perform pre-ride inspections

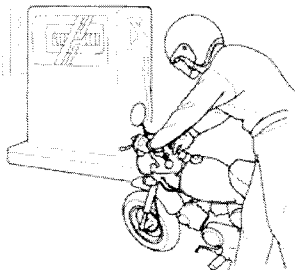
Always keep the motorcycle clean and perform the compulsory inspections and maintenance. The pre-ride inspections are outlined on page 43.



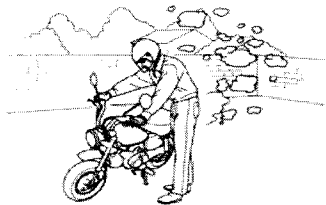
-Carry out regular inspections.  
( Refer to page 46 for regular inspections)

## For safe riding

Always stop the engine when refueling. Refuelling close to fire hazards is dangerous.



Exhaust fumes contain carbon monoxide and other poisonous gases. **Start the engine in a well-ventilated, open area.**





## Riding gear

Always wear a helmet. This is also a legal requirement when riding this motorcycle. Make sure that the helmet is fastened securely underneath the jaw.

All helmets should conform to any necessary safety tests carried out in your country.

Make sure that the helmet also fits securely and is comfortable.

Always wear the correct safety gear as listed below:

A face shield or safety goggles

Boots that cover the heel and ankle correctly.

(Any recommended motorcyclists boot.

Hard wearing leather gloves

Long sleeve jacket and long sleeve trousers.

The jacket should have reflectorised tape as well as being bright to be seen easily at night.

Any jacket or pants must be of a loose fit but not too loose that it will get caught between the mechanism and yourself.

## Warning!

Severe injury or even death may result in the event of an accident if the helmet is not worn correctly.

Make sure that all riders wear helmets at all times .



## For safe riding

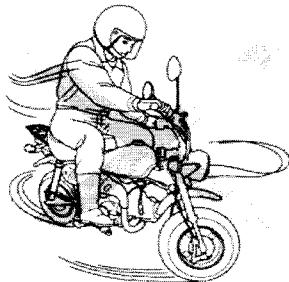
### Riding

- The rider must place both hands on the handle-bars and both feet on the foot pegs provided.



- **Avoid sudden steering maneuvers and single handed riding.**

These rules are the most basic safety points for motorcycle riding.



## **Load**

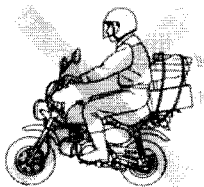
The handling characteristics of the motorcycle will change when carrying a load.

Always secure any load firmly and never carry any excess load.

Placing any load too close to the handle bars will adversely effect the steering of the motorcycle.

Placing loads too near the headlight may also cause problems of the headlight over heating and/or burning the load itself.

The maximum load that the rear carrier is designed for is 3kg.



## **Modifications**

Modifying the structure and performance of the motorcycle can affect handling, increase exhaust volume and shorten the life of the machine. Modifications as such are illegal and inconsiderate of the general public. The warranty does not cover modified machines.

This model was built to exhaust standards of 1998. Therefore adding louder more open mufflers cause the machine to fall outside of those standards.

## For safe riding

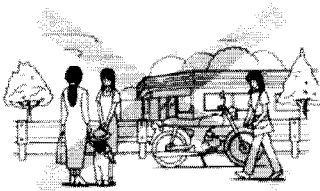
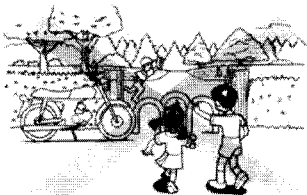
### Parking

- Turn the steering wheel left and park the vehicle on a level surface. The following positions will cause the vehicle to fall from imbalance.
- Parking with the steering wheel turned right.
- Parking on slopes, metal/gravel roads, uneven surfaces, and soft ground.
  
- When parking in any of the position/places listed above is unavoidable, take the necessary precautions to provide safety and to prevent the motorcycle from moving or toppling.

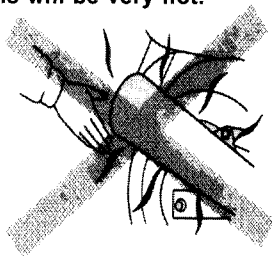
## Using the side-stand for parking

- Park on level, stable ground.
- Choose a safe parking spot that will not interfere with pedestrian or road traffic.
- The exhaust pipes will become heated during use. Park the motorcycle in a safe place to avoid contact with people.
- Do not touch the exhaust pipe or the engine while the engine is running.

**Make sure that the motorcycle is parked out of the way, so that people will not touch the hot parts of the machine after it has been running.**



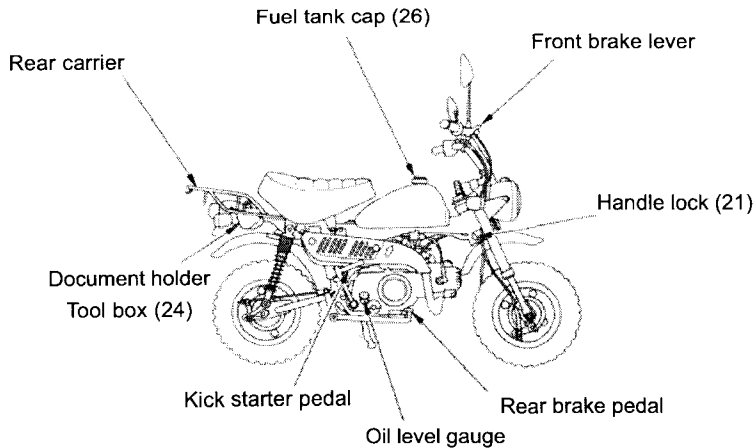
**Do not touch the muffler directly after the motorcycle has been running as this will be very hot.**



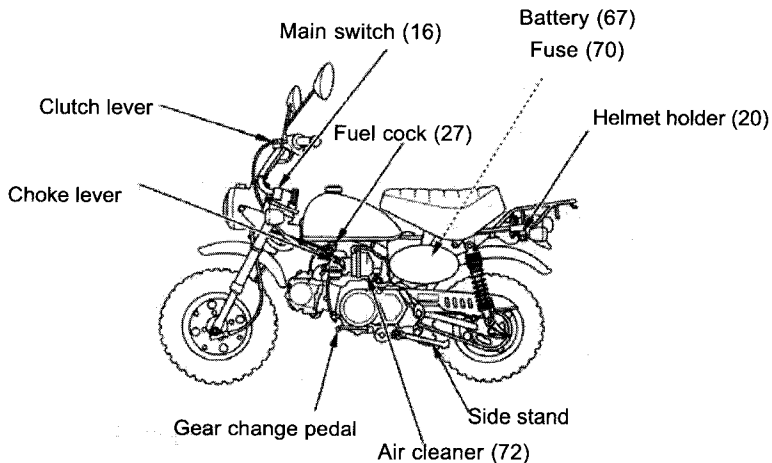
#### **ATTENTION**

**The exhaust pipes and engine will remain extremely hot during and after use. Avoid direct contact with any engine/exhaust components. Also park in a safe spot that will prevent others from touching the vehicle.**

## Names of parts



## Names of parts



# How to read and use the instrument panel

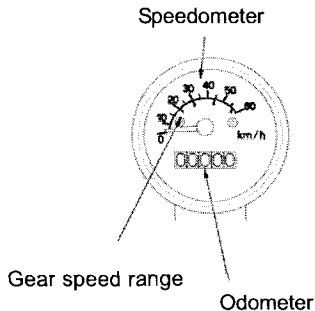
## Gauges

### Speedometer

This measures speed while traveling. Travel safely and keep to the regulation speed limit. The top speed range designed for each gear is also shown on the display. Pushing the engine beyond the limits stated will have an adverse affect on the engine.

### Odometer

This measures the total distance travelled and displays it in km units. Black figures on a white background are displayed in 100 m units.





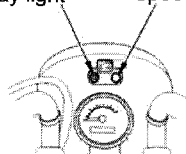
### **Speed warning light**

This light will start to flash when the motorcycle is traveling over 30km/hr.

### **Neutral light**

This light will show when the main switch is in the "ON" position and the transmission is in neutral.

Neutral display light      Speed warning light



## Using the switches

### Ignition/Main switch

The main switch controls the on/off for the electrical system.

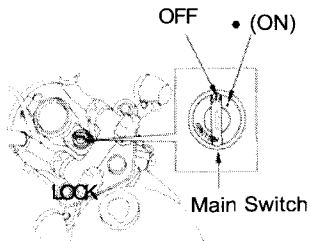
NEVER operate the switch when traveling.

When the main switch key is "OFF", the electrical system will not work. Operating the main switch while traveling may result in unexpected accidents, only operate this switch when the vehicle is stationary.

| Key position | Usage  | Key                   |
|--------------|--|-----------------------|
| ON           | Start Day/Night riding<br>Horn, indicators, brake light will operate | Key cannot be removed |
| OFF          | Stop<br>Electrical system is completely shut OFF                     | Key can be removed    |

### NOTICE

When leaving the motorcycle, always apply the handle lock and remove the key.




## How to read and use the meters

### Headlight selection switch

#### Headlight lamp selection

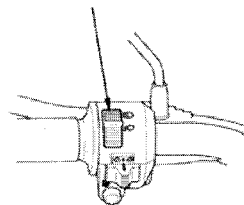
Select either HIGH beam or LOW beam with this switch.

 .....HIGH beam position

 .....LOW beam position

Select LOW beam during daylight hours.

HIGH/LOW beam selection  
switch



## Using the switches

### Indicator switch

Use this switch to activate the right/left indicator as required when turning or changing lanes.

### Operation

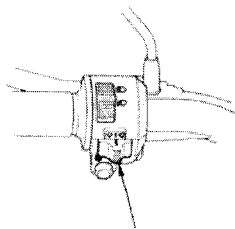
This device operates only when the key is in the ON position.

The selection can be cancelled by simply pressing in the center of the switch.

### NOTICE

The indicator will not cancel by itself. Make sure that you cancel the indicator after completing the desired turn or lane change. Leaving the indicator in a selected position will confuse other road users.

Make sure that if you replace an indicator bulb that it is the correct wattage as incorrect bulbs may not work.

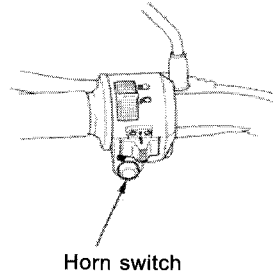


Indicator selection switch

## Using the switches

### Horn

The horn will sound when the main switch is in the "ON" position and the Horn switch is pressed.



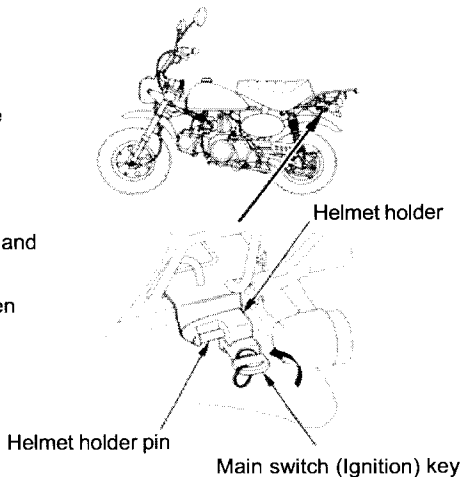
## Using the options

### Helmet holder

Only use the helmet holder when the motorcycle is parked. Riding with a helmet in the holder may obstruct normal riding and/or cause damage to the bike or the helmet itself.

#### Operation

1. Insert the main ignition key into the lock position and turn it to the left. This will unlock the holder pin.
2. Place the holder pin into the helmets clip and then press the pin to lock in place.



## Using the options

### Handle lock

Always use the this device when leaving the motorcycle in a parked state to help prevent theft. Chain and U shaped type locks are also recommended.

#### Operation

1. Turn the handle bars to the left fully.
2. Place the Main switch (ignition) key into the handle lock device.
3. Turn the key 180 degrees to the right to lock the device. (Move the handle bars to the right/left slightly if it is difficult to manuver the lock into place).
4. Remove the key.

#### Unlocking

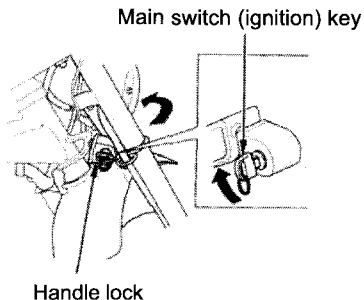
Follow the above operation in reverse.

*Make sure that the handle bars will turn to the left and right completely before attempting to ride once more.*

#### NOTICE

Always park the motorcyce out of harms way.

Make sure that the handle lock is in place by gently moving the handle bars to the right/left.



## Using equipment

### Collapsing the handle bars

Make sure that the cables are not damaged when folding the handle bars down.

### Collapsing

1. Loosen off the knob while supporting the handle bars by hand.
2. Move the handle bars forward to remove from the stopper alignment point.
3. Lower the handle bars and then tighten the knob after alignment into the shallow groove stopper point.

### Reassembly

Follow the above operation in reverse considering the following points:

- \*Make sure that the handle bar fitting for the deeper stopper groove point is fixed in place correctly.
- \*Make sure that there is no abnormal or loose handle bar movement when assembled again.
- \*Make sure that all items are working correctly.

Collapsing

Knob



Reassembly



Stopper



## Using equipment

### Side cover

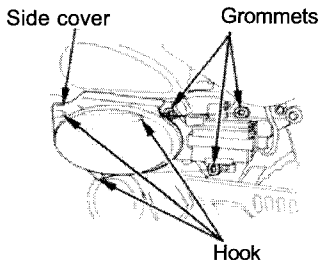
Take care when handling the side cover as it will be hot directly after the engine has been running.

### Removal

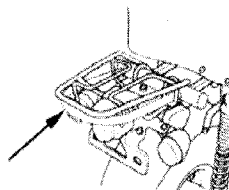
Pull the side cover outward and remove it from its grommets.

### Attachment

Insert the side cover hook onto the frame grommets.



### U shaped lock storage space



The carrier can support and is designed for holding a U shaped locking device.

Place the U shaped lock onto the carrier as shown in the above diagram and make sure that it is locked in place.

\*The U shaped lock is an optional device.

### NOTICE

**Some U shaped locks may not be suitable for this motorcycle.**

## Using equipment

### Document / portable tool box storage

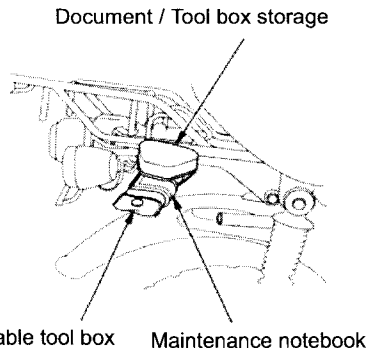
Document and tool box storage is under the seat. The instruction manual and maintenance notebook should be stored here within a plastic bag.

#### NOTICE

Do not apply water directly at the storage area when washing the motorcycle as water may get inside.

### Portable tool box

A convenient portable tool box is placed under the seat. Use the rubber holder band to hold it in position.



## Refueling

### Specified Fuel

Unleaded petrol 91octane (RON) or higher

#### NOTICE

Always make sure that you refill with unleaded petrol. High octane or alcohol based fuels may cause damage to the engine and the fuel system. Old petrol or low grade fuel will have an adverse affect on the engine and should always be avoided.

Always stop the engine when refueling.  
Never refuel in close proximity of fire hazards.

#### WARNING!

-Petrol is highly flammable, and may lead to injuries including severe burns.

#### When handling petrol:

-Turn off the engine. Never refuel in close proximity to fire hazards such as naked flames, fireworks etc.

-Always refuel outside.

- Any fuel spills must be wiped off immediately.

Extreme care must be taken around fuels as static electricity etc can cause sparks which could lead to igniting fuel fumes.

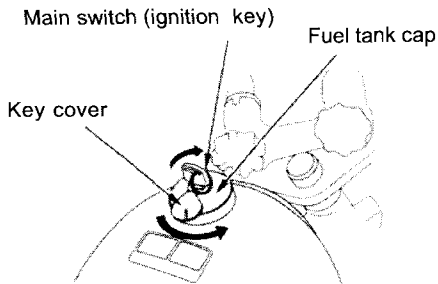
#### When refuelling:

-Remove any static electricity on the motorcycle, pump or any other metal area by touch before opening the fuel tank.

-Make sure that anyone else entering the immediate vicinity has released any static electricity build up.

## Refueling

1. Open the key cover on the fuel tank. Insert the ignition switch key and turn clockwise to open the fuel tank cap.



## Refuelling

2. Fill the fuel to the bottom of the lower level plate.

If fuel is filled to a position over the bottom of the lower level plate, fuel will seep from the overflow breather opening on the fuel tank cap.

3. Hold the fuel tank cap down and remove the ignition key. If the gas tank cap does not close properly then the ignition key cannot be removed.

4. Close the key cover.



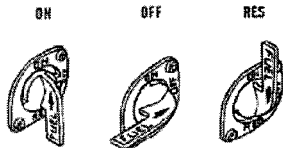
## Tank fuel cock

Position of the level shows the fuel cock status.

**ON** – The gasoline will flow into the carburetor. When starting the engine, place in this position.

**OFF** – The fuel will not flow to the carburetor. Place in this position when storing vehicle for long periods of time, or when inspecting or servicing the vehicle, .

**RES** – This position draws fuel from the reserve tank. Place in this position when the gasoline has fully run out in the “ON” position. Refuel as soon as possible. After refueling, return to the 'ON' position. Leaving in the RES position will consume the fuel in the reserve tank, leaving no reserve if fuel runs out. ( Reserve tank capacity: Approximately 1.0 L)



## **Lifting / transporting the motorcycle**

**Make sure that petrol inside the tank is removed before transporting.**

**Always make sure that the engine is turned OFF when refuelling or draining petrol.**

### **WARNING!**

-Petrol is highly flammable, and may lead to heavy injuries including severe burns.

#### **When handling gasoline:**

-Turn off the engine. Never refuel in close proximity to fire hazards such as naked flames, fireworks etc.

-Always refuel outside.

- Any fuel spills must be wiped off immediately.

Extreme care must be taken around fuels as static electricity etc can cause sparks which could lead to igniting fuel fumes.

#### **When refuelling:**

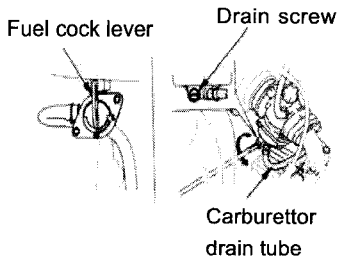
-Remove any static electricity on the motorcycle, pump or any other metal area by touch before opening the fuel tank.

-Make sure that anyone else entering the immediate vicinity has released any static electricity build up.

As the engine and the muffler etc will be hot directly after riding, wait for these areas to cool down before attempting to remove fuel from the tank.

Make sure that you remove fuel in a well ventilated area.

1. Make sure that the motorcycle is in an upright position.
2. Use a normal handpump to transfer fuel from the fuel tank to a storage holder.
3. Place the fuel cock onto the RES position.
4. Place a fuel capturing container underneath the carburettor drain tube.
5. Open the carburettor drain screw, and close off the fuel drain screw.
6. Place the fuel cock in the "OFF" position.



When lifting/transporting the motorcycle  
Collapse the handle bars wherever necessary  
as explained on page 22.

When loading onto / into a vehicle  
Always make sure that the motorcycle is  
upright and that it is securely fastened before  
transporting.

## Correct riding

### Starting the engine

Exhaust fumes contain hazardous gases such as carbon monoxide. Always start the engine in an open and well ventilated area. Follow the instructions on page 31~32 for starting the engine.

#### **NOTICE**

Do not overrev the engine under no load or leave the motorcycle idling for extended periods as this will not only waste fuel but may also adversely affect the engine.

#### **NOTICE**

Placing the motorcycle into gear with the side stand down will automatically shut off the engine. Always have the side stand up when starting.



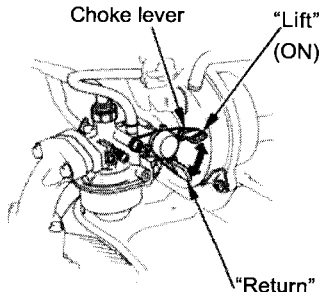
## Starting the engine

-WHEN THE ENGINE IS COLD

1. Check that the handle lock is released.
2. Check to see that the fuel cock lever is set to "ON".
3. Turn the ignition switch "ON".
4. Place the transmission in neutral (confirm this with the neutral display lamp).
5. Fully Lift the choke lever to the ON position.
6. Turn the throttle grip between 1/8~1/4 and then firmly kick start the motorcycle.
7. Gradually push back the choke lever as the engine starts. Wait until the engine is warm and completely push back the choke lever as the engine rpm returns to a smooth operating range.
8. Make sure that the side stand is properly housed away before riding.

### NOTICE

DO NOT ride with the choke on for long periods as this will only use more fuel and may cause an adverse effect on the engine.

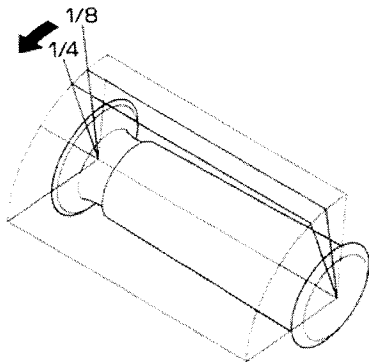


**Refer to page 85 if the engine will not start.**

Starting cont:

**-WHEN THE ENGINE IS WARM**

1. Check the handle lock is released.
2. Confirm that the fuel cock lever is switched to "ON".
3. Turn the ignition switch "ON".
4. Place the transmission in neutral (confirm this with the neutral display lamp).
5. Turn the throttle grip between 1/8~1/4 and then firmly kick start the motorcycle.
6. Adjust engine RPM to a smooth level by the throttle.
7. Make sure that the side stand is properly housed away before riding.

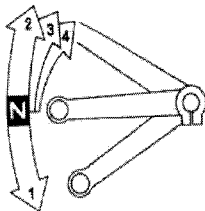


-Refer to the instructions outlined on page 85 if the engine fails to start.

## Changing gears

The gear box on this motorcycle is a 4 speed type as shown in the diagram on the right.

- Close the throttle, engage the clutch lever then change gears.
- Lightly use the tip of your foot to change gears. Applying excessive force to the gear change lever can damage the gear box.



## Correct operation

### Riding

- Check to see that the kick starter pedal and the sidestand are housed away properly.
- The gears on this motorcycle should be changed according to the traveling speed. The table on the right indicates the speed range each gear is smoothly capable of traveling in.
- Avoiding unnecessary acceleration is the key to saving fuel and prolonging the useful life of this motorcycle.

#### NOTICE

-Immediately request an inspection by a Honda dealer if any abnormal sounds can be heard from the engine.

#### NOTICE

-Immediately request an inspection by a Honda dealer if any abnormal sounds can be heard from the engine.

|                      | Speed range  |
|----------------------|--------------|
| 1 <sup>st</sup> gear | 0~20 km/h    |
| 2 <sup>nd</sup> gear | 5~30 km/h    |
| 3 <sup>rd</sup> gear | 10~45 km/h   |
| 4 <sup>th</sup> gear | Over 20km/hr |

#### < Running in >

Avoid aggressive starting and acceleration during the first 500kms of riding, and ride well below the speed range indicated above. Properly running in the engine will prolong the useful life of this motorcycle.

#### NOTICE

- Start the vehicle in a courteous manner.
- Ride within the speed limit.

### < Shifting down >

Shifting down will provide the necessary acceleration when overtaking other vehicles etc. Shifting down at excessively high speeds will cause the engine rpm to rise abruptly, possibly affecting the engine and the gear box. Perform the down changes in the speed ranges displayed in the diagram below.

| Permissible shift-down speed range     |                  |
|--|------------------|
| 4 <sup>th</sup> – 3 <sup>rd</sup> gear | 30km/h and below |
| 3 <sup>rd</sup> – 2 <sup>nd</sup> gear | 20km/h and below |
| 2 <sup>nd</sup> – 1 <sup>st</sup> gear | 10km/h and below |

## **Correct operation**

### **Using the brakes**

-Both front and rear brakes should be applied **at the same time**.

-Avoid unnecessary abrupt braking. Sudden braking can cause the wheels to lock up making the motorcycle unstable and possibly causing an accident.

-Applying only the front or rear brake can cause the tires to lose traction, resulting in a fall.

-Excessively applying the brakes in the rain or when the road surface is wet can cause the tires to lose traction, resulting in a fall. Ride slowly in these conditions and leave enough time to apply the brakes gradually.

-Avoid continuous and consecutive application of the brakes as this can cause the brakes to heat up, decreasing their performance.

- The brake performance may decrease after riding through a water puddle or in wet conditions. Always apply brakes gently at low speed after riding through any kind of water hazard including puddles and check the performance of the brakes (Make sure that the traffic is clear before doing so). If the brakes are not functioning properly, apply further gentle braking to dry out the brake system.

## **Correct operation**

### **Engine braking**

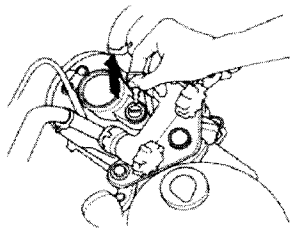
Closing the throttle will start the engine braking function. If more powerful engine braking is necessary, shift down (3<sup>rd</sup>~2<sup>nd</sup>...gear) and close the throttle.

Abrupt downshifting can cause the rear tire to lock up and lose traction. Refer to the table on page 35 for instructions on downshifting.

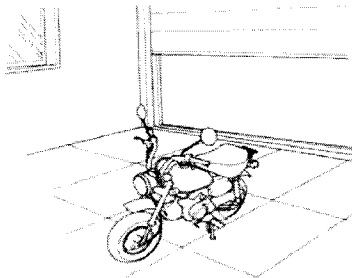
Combine braking and the engine braking on long or steep down hill runs.

## Safely performing inspections and maintenance

-Make sure that the ignition key switch is off before starting maintenance.

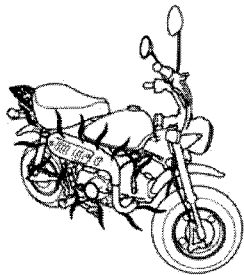


-Secure a safe, flat parking spot and place the motorcycle on its stand before starting maintenance.

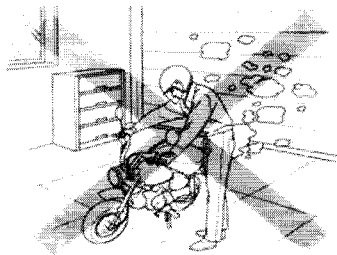




-The exhaust pipes and engine unit are hot after running. Take care to avoid burns when inspecting or maintaining the motorcycle directly after the engine has been running.



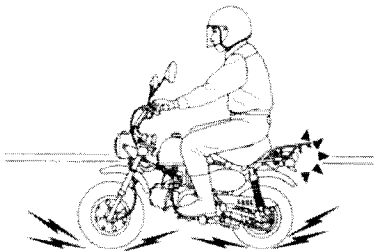
-Exhaust fumes contain carbon monoxide and other poisonous gases. **Start the engine in an open, well-ventilated area.** Do not start the engine for inspection/ maintenance within an enclosed garage or places that lack adequate ventilation.



## Safe maintenance

-Choose a safe appropriate spot and pay attention to the traffic conditions when test rides are to be conducted.

- Always use appropriate tools as required



## **Daily/regular inspections, and easy maintenance**

Inspections must be carried out daily for safety. More thorough inspections should be carried out every 6 months, and every 12 months.

### **WARNING!**

If regular inspections are not carried out correctly, inappropriate servicing, or neglecting to repair the motorcycle may lead to serious accidents.

- Always follow this manual or the service manual when inspecting your motorcycle.
- Repair any faults before riding.

Refer to the following pages for respective inspection / maintenance areas:

|                                    |    |
|------------------------------------|----|
| Monthly inspections.....           | 42 |
| Replacement parts.....             | 42 |
| Daily inspections.....             | 43 |
| Maintenance parts diagram.....     | 44 |
| Regular inspections.....           | 46 |
| Inspections to be undertaken every |    |
| 6 months.....                      | 47 |
| Easy maintenance.....              | 48 |
| Brake.....                         | 49 |
| Tires.....                         | 54 |
| Drive chain.....                   | 58 |
| Engine oil.....                    | 60 |
| Clutch.....                        | 65 |
| Battery.....                       | 67 |
| Fuse.....                          | 70 |
| Air cleaner.....                   | 72 |
| Cables / wires.....                | 75 |

## **Daily/regular inspections, and easy maintenance**

### **First month inspection**

The first month (or the first 1000km) of riding when the motorcycle is new can greatly effect the future life of the machine.

Please contact your local AUTHORISED HONDA dealer for service.

Any labour, oil, consumables, or parts required ill be charged to the customer in this inspection.

### **Replacement parts**

Any parts that need replacing during the various inspections that the motorcycle will go through, should always be replaced with "HONDA Genuine Parts".

These parts have all been passed by a strict examination process to be given the HONDA mark.

See your AUTHORISED HONDA dealer for details. All of these parts will bear the following logo.

**HONDA**

GENUINE PARTS

## Daily inspections

Inspections must always be carried out once daily for safety before riding.

Detailed instructions are available in the "Easy maintenance" section for the underlined items. The following pages show important maintenance parts / location with diagrams. Also refer to the "Maintenance notebook" for inspection methods.

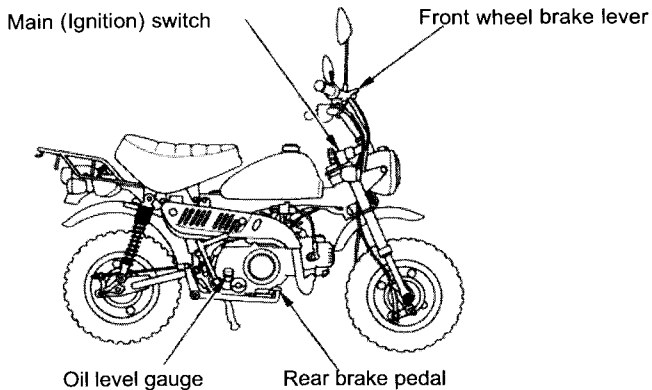
The following items must be inspected daily:

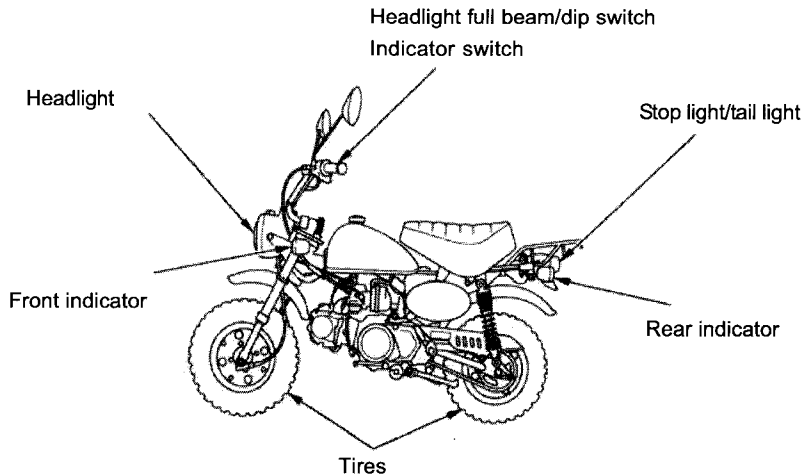
- Brake
    - Lever play
    - Pedal play
    - Brake performance
    - Brake fluid level
  - Tires
    - Air pressure
    - Cracks, damages
    - Excessive wear
    - Tread depth (\*)
  - Engine
    - Engine oil level (\*)
    - Starting up, irregular noise(\*)
    - Slowing, accelerating operation (\*)
  - Lighting devices and indicating lamps
  - Any faults detected from previous day
- Items with (\*) mark should be carried out depending on the mileage of the motorcycle or the state of the ride quality.

## Daily inspections

### Maintenance parts diagram

Refer to the “Easy maintenance” section of this manual, and the separate maintenance notebook for detailed inspection methods.





## **Regular inspections**

Motorcycles must undergo 3 regular inspections - 6 and 12 monthly inspections, and a one month (or after 1000km) inspection.

There are also other items that should be checked as recommended by HONDA.

Carry out all these inspections for the safety of the motorcycle and the rider.

It is the owner's responsibility to carry out these inspections. It is also the owner's responsibility to take the motorcycle to a workshop if inspections cannot be carried out by the owner.

- Consult your nearest AUTHORISED HONDA dealer if these inspections cannot be carried out by yourself.

- Carry out inspections within your range of knowledge and ability. Consult the nearest AUTHORISED HONDA dealer if the inspection process is too difficult for you.

Inspection results should be recorded into the "Maintenance notebook" for reference, and should be stored separately away from the motorcycle.

Refer to page 88 for service data on inspection/maintenance figures.

The inspection items for 6 monthly inspections are shown on the following page.



## **6 monthly inspections** (Check in your maintenance notes for more details)

- Ignition device      Spark plugs condition
- Engine      Exhaust gas status  
Air cleaner element dirt/blockage
- Lubrication      Engine oil leaks
- Clutch      Clutch lever play  
Clutch function
- Chain & sprockets      Chain adjustment
- Brake pedal & lever      Play  
Brake performance
- Brake drum & shoes      Gap between drum and lining
- Wheel      Tire pressure  
Wheel bolt / nut tightness

## Easy maintenance

---

This section will list and explain the most common maintenance procedures conducted for inspections, cleaning, adjustments, and replacement.

For safety, only undergo maintenance that can be carried out by using your skill and knowledge, and use the appropriate tools. Consult the nearest AUTHORISED HONDA dealer if you are not qualified.

## Brakes

### Front Brake

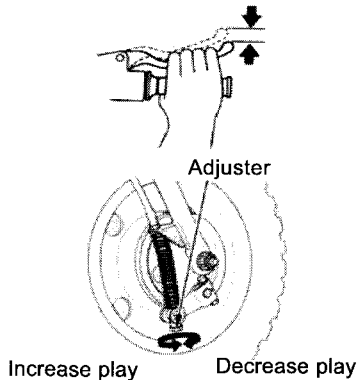
#### <Inspecting lever play>

Pull in the front brake lever until resistance can be felt. Measure the play and confirm that the play is within the specified range by using a scale

#### Front brake lever play: 10-20 mm

Adjust the play if it is outside the specified range. Place the handle bars so that the motorcycle would travel forward in a straight line. Adjust by tightening (or loosening) the brake arm adjuster.

\*Adjustments should be carried out by half turns on the adjuster.



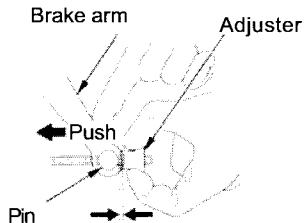
## **Easy maintenance**

After adjusting, check the gap between the adjuster and the pin by pushing the brake arm inwards.

Check the level of play after carrying out the adjustment process.

For further details check with your HONDA dealer.

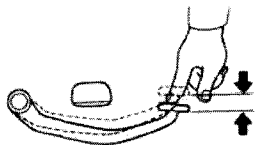
Check with your HONDA dealer if the level of play exceeds the adjustable range.



## Rear brake

### <Inspecting pedal play>

Push down on the rear brake pedal until resistance can be felt. Measure the play and confirm that the play is within the specified range by using a scale



### Rear brake lever play: 10-20 mm

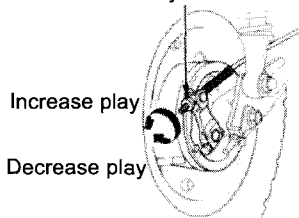
Adjust the play if it is outside the specified range.

### Adjustment

Adjust by tightening (or loosening) the brake arm adjuster.

\*Adjustments should be carried out by half turns on the adjuster.

Adjuster



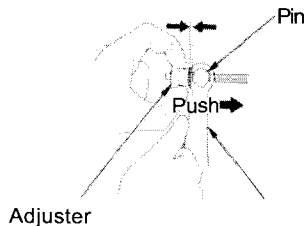
## **Easy maintenance**

After adjusting, check the gap between the adjuster and the pin by pushing the brake arm inwards.

Check the level of play after carrying out the adjustment process.

For further details check with your HONDA dealer.

Check with your HONDA dealer if the level of play exceeds the adjustable range.



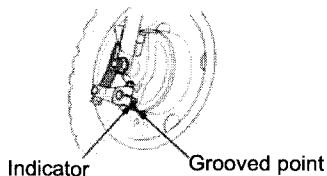
## Checking front/rear brake

### wear

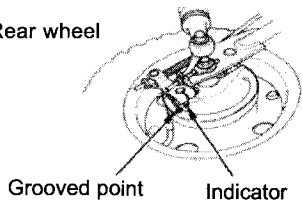
Check that the indicator on the brake arm and the grooved point on the brake panel are not overlapping each other. If the two points are overlapping each other, it shows that the brake shoes have worn to their limit and will need replacement.

Contact your HONDA dealer for replacement of the brake shoes.

Front wheel



Rear wheel



## **Tires**

Tires must be in good condition in order to ride your motorcycle safely.

Always keep the tire pressure within the specified range. Replace tires that are worn out.

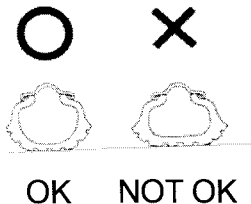
### **WARNING**

Worn out tires and wrong tire pressures may cause accidents and injuries.

Always adhere to specified tire pressure and replace worn out tires.

## **<Checking air pressure>**

Check the tire shape when the wheels are in contact with the ground. If the shape of the tire looks abnormal, check the tire pressure when cold with a tire air pressure tester.





Tire pressure will gradually decrease. It is also very difficult to judge whether a tire is losing air pressure depending on the type of tire used by sight alone. Therefore tire pressure should be checked at least once monthly.

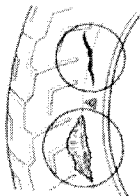
Always check tire pressure when tires are cold as the air pressure will increase inside the tires when they are hot after the motorcycle has been used.

#### Tire air pressure

|             |                                    |
|-------------|------------------------------------|
| Front wheel | 100kPa (1.00 kgf/cm <sup>2</sup> ) |
| Rear wheel  | 125kPa (1.25 kgf/cm <sup>2</sup> ) |

#### < Tire damage >

Check the tires daily before riding for any signs of damage from nails, stones, ruptures, cracking etc. Also check the tires for any signs of damage after riding on rough surfaces such as road curbing or over potholes etc.



## Easy maintenance

### Checking for abnormal wear

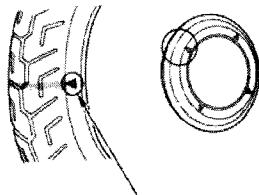
Check for any signs of wear where the tires strike the ground.

Have your HONDA dealer check for any imbalances if you find any abnormal wear.



### < Tread depth >

Use the wear indicator mark to inspect the remaining tread on a tire. Replace the tires immediately when the wear indicator mark appears.



Wear indicator