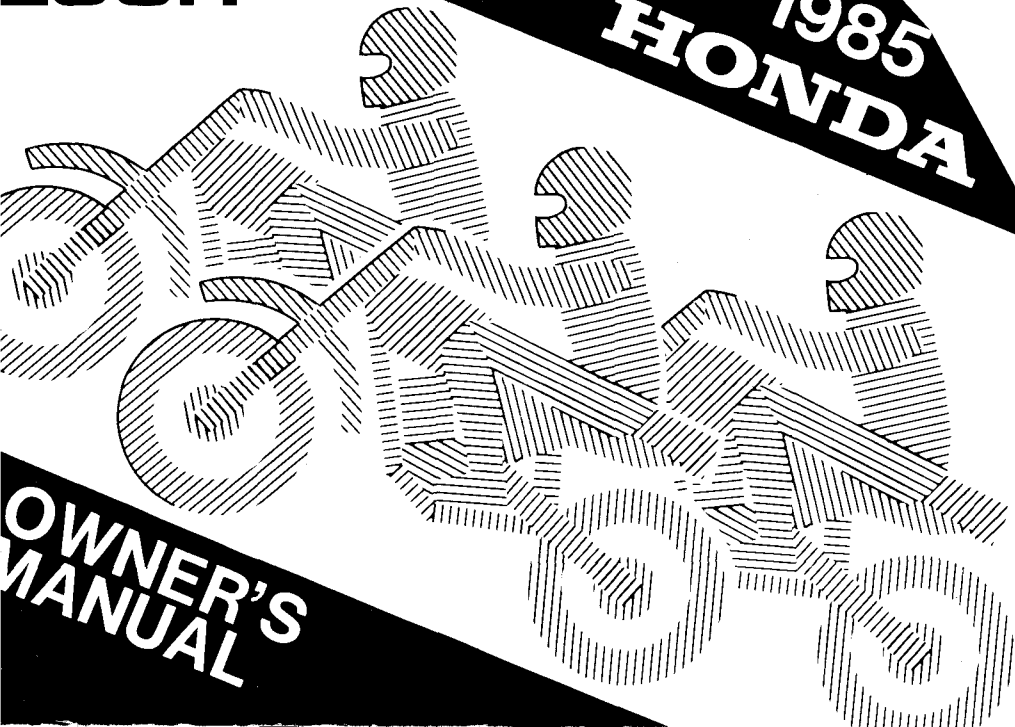


**Z50R**

**1985  
HONDA**

**OWNER'S  
MANUAL**



## IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER.**

This motorcycle is designed and constructed as an operator only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the vehicle capacity load as shown on the tire information label.

- **FOR OFF-ROAD USE ONLY.**

This motorcycle is designed and manufactured for off-road use only. Obey local laws and regulations.

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

- **NOT RECOMMENDED FOR CHILDREN UNDER 7 YEARS OLD.**

Pay special attention to statements preceded by the following words.

 **WARNING**

*Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.*

**CAUTION:**

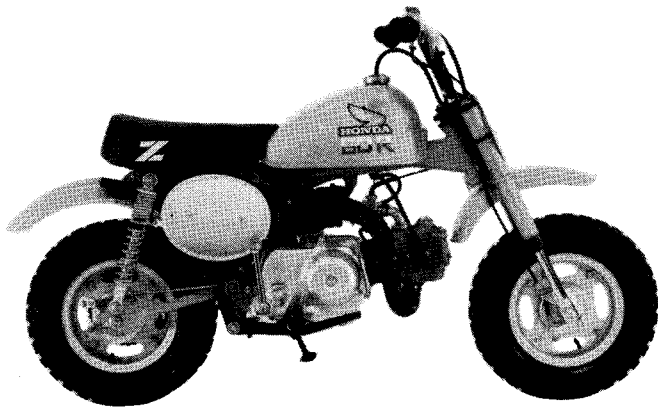
*Indicates a possibility of personal injury or equipment damage if instructions are not followed.*

**NOTE:**

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

**HONDA Z50R  
OWNER'S MANUAL**

**1985**



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## WELCOME,

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You can ride over many types of terrain on 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.**

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

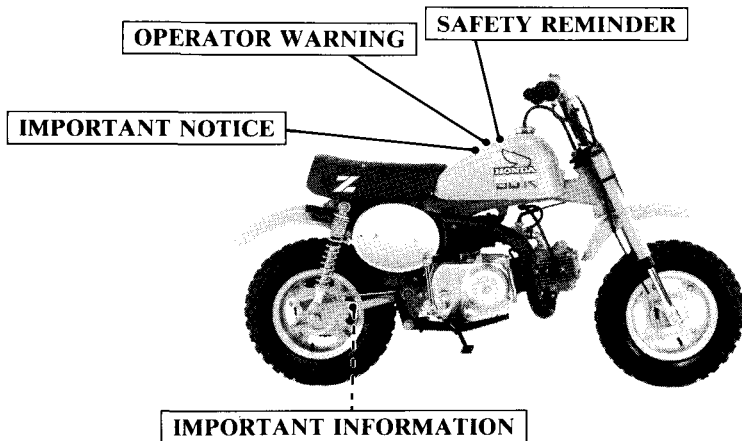
Pleasant riding, and thank you for choosing a Honda!

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# MOTORCYCLE SAFETY

Read these **WARNING LABELS** before you ride!



## MESSAGE TO PARENTS

This motorcycle is designed for junior riders (rider weight of **150 pounds** or less). It is a fine learning motorcycle as long as the following precautions are observed:

- \* The parent or instructor must be fully familiar with the motorcycle, the motorcycle controls, and the control functions before starting to teach a junior rider. Both instructor and student must fully understand everything in this manual before riding instruction begins.
- \* The Z50R is an **OPERATOR ONLY** model. The rider weight limit of **150 pounds** must be observed.
- \* The student rider must be of sufficient size to hold the motorcycle up while straddling it with both feet on the ground. The rider must also have

sufficient strength to pick up the motorcycle if it is on its side.

- \* The practice location must be a level, uncongested off-road area free of obstacles.
- \* It is illegal to ride the Z50R on public streets, roads or highways. It must be ridden only in off-road areas where such activities are permitted. If it becomes necessary to cross a public roadway, remember to get off the Z50R and push it across.
- \* For safety, the Z50R must be properly maintained. Be sure to make a "Pre-ride Inspection" before riding and be sure to impress the student rider with the importance of checking all the items thoroughly before riding the motorcycle.



- \* A prime objective in the instruction process is developing the student's self-confidence. This self-confidence comes with a total familiarization with the motorcycle controls and their functions, plus lots of PRACTICE.
  - \* Always obey local off-road riding laws and regulations.
  - \* Obtain permission to ride on private property. Avoid posted areas and obey "no trespassing" signs.
  - \* When basic riding techniques have been mastered by the young rider remember these next few words of caution: The young rider should always ride in the company of an adult on another motorcycle so they can assist each other in the event of trouble.
  - \* Familiarity with the motorcycle is critically important should a problem occur far from help.
  - \* Caution the young rider never to ride beyond his ability and experience or faster than conditions warrant.
- \* If you are not familiar with the terrain lead the way and ride cautiously. Hidden rocks, holes or ravines could spell trouble.

## PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles, boots, gloves, and protective clothing.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, kickstarter, footpegs, drive chain, or wheels.

## MODIFICATIONS

### **WARNING**

- \* *Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all federal, state, and local equipment regulations.*
- \* *Spark arresters and mufflers are required in most areas. Don't modify your exhaust system.*
- \* *Remember that excessive noise bothers everyone and creates a bad image for motorcycling.*

## LOADING AND ACCESSORIES

### WARNING

\* *A motorcycle is sensitive to changes in weight distribution. Improper loading of cargo and mounting of accessories can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when mounting accessories and riding with cargo.*

These general guidelines may help you decide whether or how to equip your motorcycle:

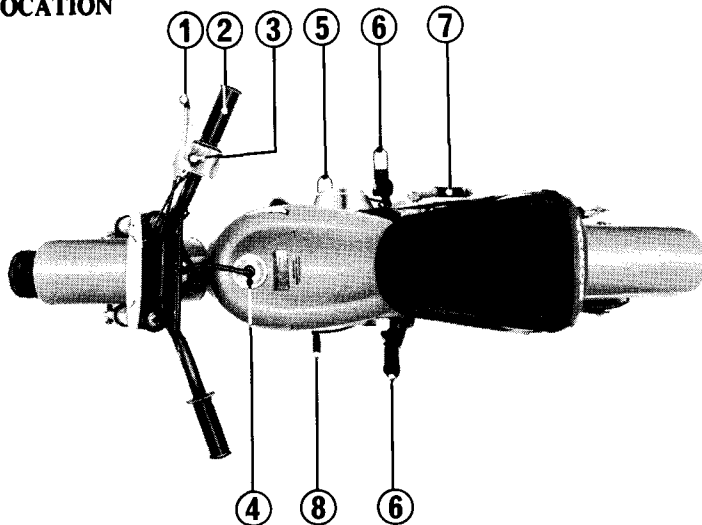
The vehicle capacity load is **150 lbs.** The combined weight of the rider and cargo must not exceed this limit.

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.

2. All cargo and accessories must be secure for stable handling. Recheck security frequently.
3. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

## DESCRIPTION

### PARTS LOCATION

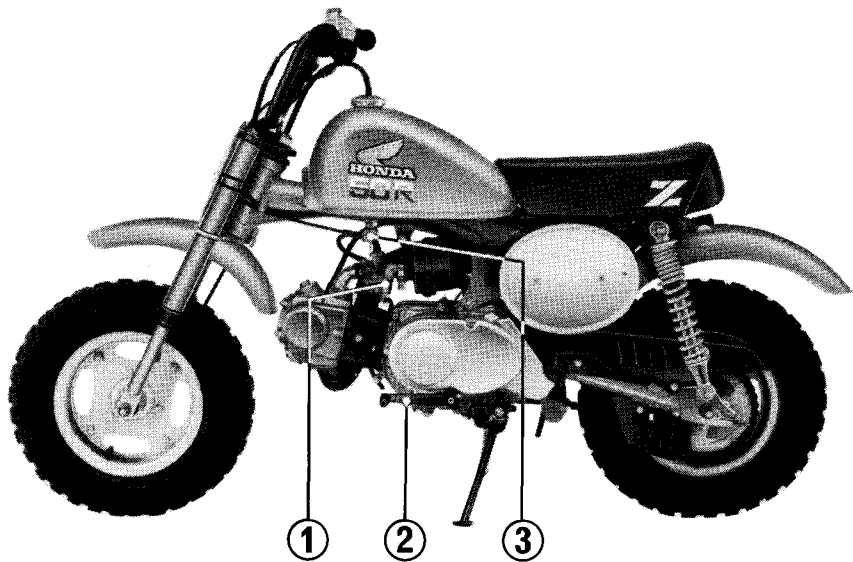


(1) Front brake lever  
(5) Rear brake pedal

(2) Throttle grip  
(6) Footpeg  
(8) Gearshift pedal

(3) Engine stop switch  
(7) Kickstarter

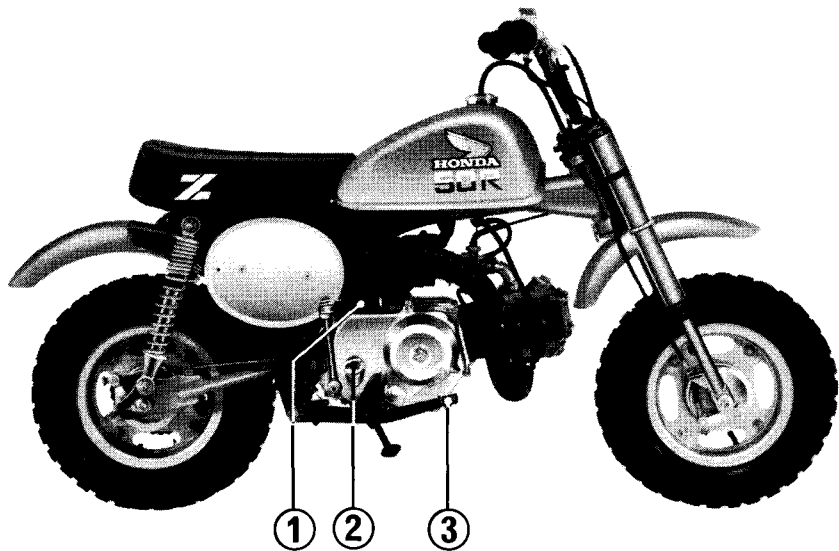
(4) Fuel tank cap



(1) Choke lever

(2) Gearshift pedal

(3) Fuel valve



(1) Kickstarter

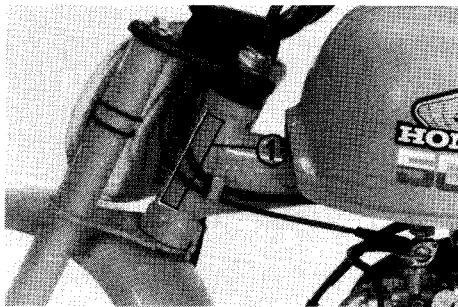
(2) Oil filler cap

(3) Rear brake pedal

## 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. The frame serial number (1) is stamped on the left of the steering head.

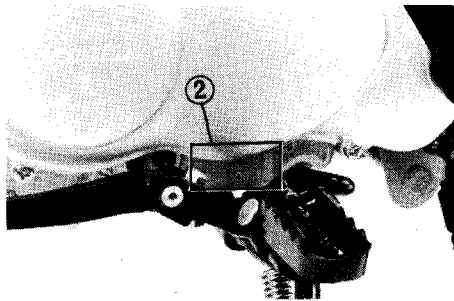
FRAME NO. \_\_\_\_\_



(1) Frame serial number

The engine serial number (2) is located on the left side of the engine. Record the numbers here for your reference.

ENGINE NO. \_\_\_\_\_



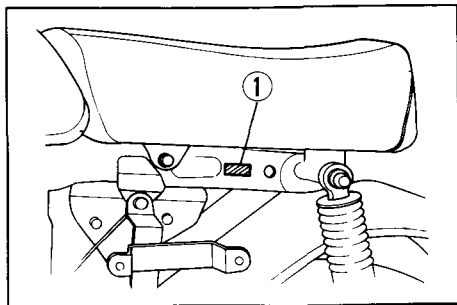
(2) Engine serial number

## COLOR LABEL

The color label (1) is attached to the frame below the seat. It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR \_\_\_\_\_

CODE \_\_\_\_\_

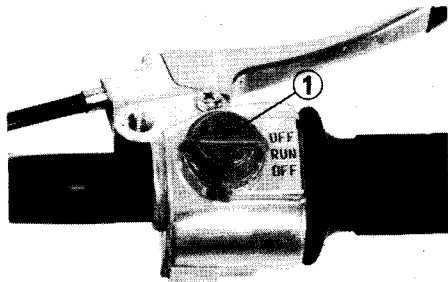


(1) Color label

## PARTS FUNCTION

### Engine Stop Switch

The three-position engine stop switch (1) is next to the throttle grip. When the switch is in the RUN position, the engine will operate. When the switch is in either OFF position the engine will not operate.



(1) Engine stop switch



## FUEL

### Fuel Valve

The three way fuel valve (1) is under the left side of the fuel tank.

#### OFF

With the fuel valve in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the valve off whenever the motorcycle is not in use.

#### ON

With the fuel valve in the ON position, fuel will flow from the main fuel supply to the carburetor.

#### RES

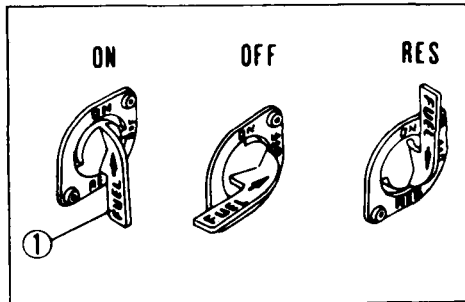
With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES. The reserve fuel supply is **0.7l (0.18 U S gal)**

#### **WARNING**

- \* *Be careful not to touch any hot engine parts while operating the fuel valve.*

#### **NOTE:**

- \* Do not operate the motorcycle with the fuel valve in the RES position after refueling. You may run out of fuel with no reserve.

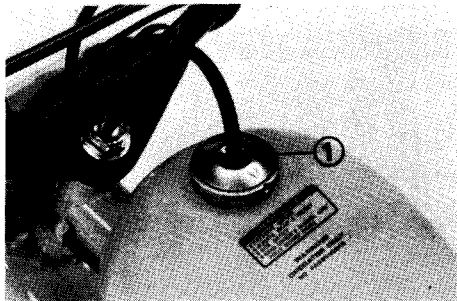


(1) Fuel valve

## Fuel Tank

Fuel tank capacity is 5.0 ℓ (1.3 US gal) including 0.7 ℓ (0.18 US gal) in the reserve supply. The fuel tank cap (1) is removed by twisting it counterclockwise. Any automotive gasoline with a pump octane number ( $\frac{R + M}{2}$ ) of 86 or higher, or a research octane number of 91 or higher may be used.

If “knocking” or “pinging” occurs, try a different brand of gasoline or a higher octane grade. Also, check the ignition



(1) Fuel tank cap

timing if knocking or pinging continues. After refueling, be sure to tighten the fuel tank cap firmly.

### WARNING

- \* *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with engine stopped. Do not smoke or allow open flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.*
- \* *Do not overfill the tank. After refueling, make sure the tank cap is closed securely.*

## ENGINE OIL

### Engine Oil Level Check

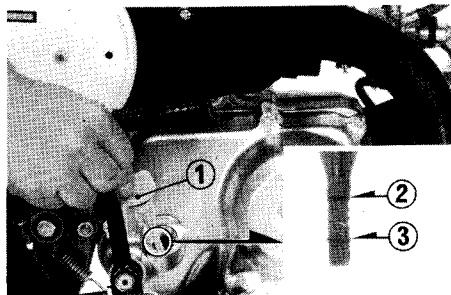
Check the engine oil level each day before operating the motorcycle.

The oil filler cap (1) is on the right crankcase cover and contains a dipstick for measuring oil level. The oil level must be maintained between the upper (2) and lower (3) level marks on the dipstick.

1. With the motorcycle standing upright on level ground, remove the oil filler cap/dipstick and wipe it clean.
2. Reinsert the dipstick without screwing it in and check the oil level. The oil should be between the upper (2) and lower (3) level marks on the dipstick.
3. If required, add the specified oil up to the upper level mark. Do not overfill.
4. Replace the filler cap/dipstick.  
Check for oil leaks.

### CAUTION:

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



- (1) Oil filler cap/dipstick (3) Lower level mark  
(2) Upper level mark

## Engine Oil Recommendation

### USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturers' requirements for Service Classification SE or SF.

Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

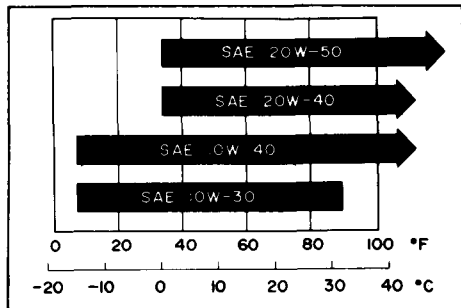
#### CAUTION:

\* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils are not recommended.*

## Recommended Oil Viscosity

### SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



## **TIRES**

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressures frequently and adjust if necessary.

### **NOTE:**

Tire pressure should be checked when the tires are "cold," before you ride.

Check the tires for cuts, imbedded nails, or other sharp objects.

### **NOTE:**

Off-road tires are standard on this model. Select the right replacement tires in accordance with the following specifications:

|   |                      |
|---|----------------------|
| Cold tire pressures<br>psi (kPa, kg/cm <sup>2</sup> ) | Front: 14 (100, 1.0) |
|   | Rear: 14 (100, 1.0)  |
| Vehicle capacity<br>load                              | 68 Kg (150 lbs)      |
| Tire size   | Front: 3.50-8-2PR    |
|   | Rear: 3.50-8-2PR     |

 **WARNING**

- \* Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
- \* Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
- \* Replace tires before tread depth at the center of the tires reaches the following limit:*

|                     |
|---------------------|
| Minimum tread depth |
| 3 mm (1/8 in)       |

## OPERATION

### PRE-RIDE INSPECTION

#### WARNING

*\* If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to check and, in the long run, can save time, expense and possibly your life.

1. Engine oil level—If required, add engine oil (page 13). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (page 12). Check for leaks.
3. Front and rear brakes—check operation. If necessary adjust free play (pages 42—45).
4. Tires—check condition and pressure (page 15).

5. Drive chain—check condition and slack (pages 38—42). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions. Adjust free play if necessary (page 35).
7. Engine stop switch—check for proper function (page 10).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

## STARTING THE ENGINE

### WARNING

- \* *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*
- \* *Do not try to start the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.*

## PREPARATION

Make sure the transmission is in neutral, and the engine stop switch is at RUN. Turn the fuel valve to ON.

## STARTING PROCEDURE

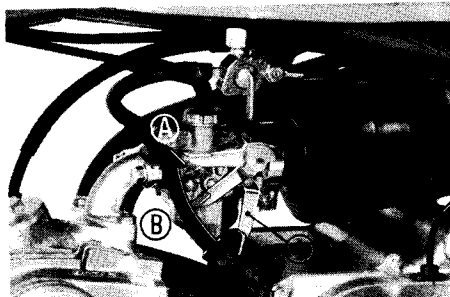
### Cold Engine

1. Raise the choke lever to Fully Closed (A).

2. Open the throttle slightly and operate the kickstarter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick.

### CAUTION:

- \* *Do not allow the kickstarter to snap back against the pedal stop. Engine case damage may result.*



- (1) Choke lever
- Ⓐ Fully Closed
  - Ⓑ Detent position
  - Ⓒ Fully Open



3. Immediately after the engine starts, push the choke lever down to the Detent position (B).
4. About a half minute after the engine starts, push the choke lever down all the way to Fully Open (C).
5. If idling is unstable, open the throttle slightly.

### Warm Engine

When the engine is to be re-started while still warm, follow the "Cold Engine" Starting Procedure; however, do not use the choke.

### Starting in Extremely Cold Weather

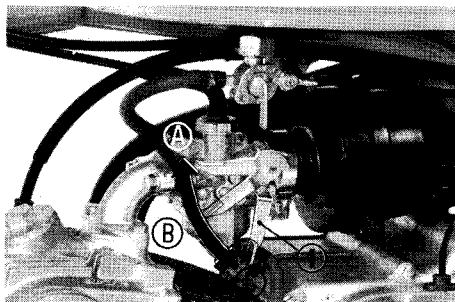
Prime the engine before starting by cranking the engine several times with the kickstarter. The engine stop switch should be OFF, the choke Fully Closed (A) and the throttle opened slightly. Follow the "Cold Engine" Starting Procedure.

### CAUTION:

\* *Extended use of the choke may impair piston and cylinder wall lubrication.*

### Flooded Engine

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the engine stop switch and lower the choke lever to Fully Open (C). Open the throttle fully and crank the engine several times with the kickstarter. Turn the engine stop switch to RUN and open the throttle slightly; start the engine using the kickstarter.



(1) Choke lever

- (A) Fully Closed
- (B) Detent position
- (C) Fully Open

## BREAK-IN

During the first week of operation, operate your new Z50R so the engine neither pulls laboriously nor approaches maximum speed in any gear. Avoid full throttle operation, and select your gear changes to spare the engine undue stress. Careful break-in operation during the initial mileage will measurably extend the service life of the engine.

## RIDING

### WARNING

- \* *Review Motorcycle Safety (pages 1—5) before you ride.*
  - \* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*
1. After the engine has warmed up, the motorcycle is ready for riding.
  2. Close the throttle and depress the gearshift pedal to shift into 1st (low) gear.
  3. Increase engine speed by gradually opening the throttle.

4. When your speed increases, close the throttle and shift to 2nd gear by depressing the gearshift pedal.

**CAUTION :**

- \* *Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.*

5. This sequence is repeated to shift to 3rd gear.

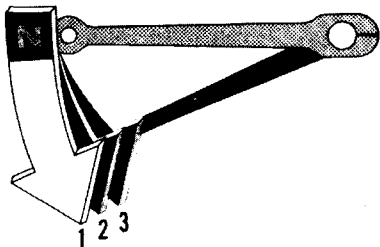
Depress the pedal to shift to a higher gear and raise the pedal to shift to a lower gear. Each stroke of the pedal engages the next gear in sequence. The pedal automatically returns to the horizontal position when released.

**WARNING**

- \* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

**CAUTION:**

- \* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*



Shifting pattern

## BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly.

### WARNING

- \* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
- \* *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. Sudden 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.*

## PARKING

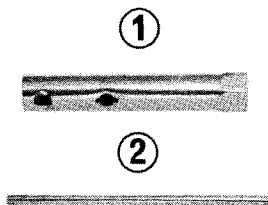
1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, and turn the ignition switch OFF
2. Use the side stand to support the motorcycle while parked.

### CAUTION:

- \* *Park the motorcycle on firm, level ground to prevent overturning.*

## Tool Kit

The spark plug wrench (1) and its handle (2) are attached to the bottom of the seat.



- (1) Spark plug wrench
- (2) Handle

## MAINTENANCE

- The U.S. Environmental Protection Agency requires manufacturers to certify that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 3,000 km (1,865 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for the Honda Motorcycle Noise Emission Control System is necessary in order to keep the noise emission control system in effect. (USA only)
- The maintenance intervals shown in the following schedule are based upon average riding conditions. Machines subjected to severe use, or ridden in muddy or dusty areas require more frequent servicing.
- Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.
- If your motorcycle is involved in a collision, have your Honda dealer inspect the major components including frame, suspension and steering parts for misalignment or damage.

### WARNING

- \* *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
- \* *Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.*

## MAINTENANCE SCHEDULE

Items marked \* should be serviced by an authorized Honda dealer or by a qualified service facility that normally does this kind of work; or you may perform most

of the work yourself if you are mechanically qualified and have the proper tools. Refer to the official Honda Shop Manual.

I: Inspect and Clean, Adjust, Lubricate, or Replace, if necessary.  
 C: Clean. R: Replace. A: Adjust. L: Lubricate.

| NOTE:<br>(1) Replace every 30 operating days or every 3 months, whichever comes first.<br>(2) Service more frequently when riding in dusty areas. |                        | INITIAL SERVICE PERIOD<br>(First week of operation) | REGULAR SERVICE PERIOD<br>(Every 30 operating days) | Refer to page |    |
|---|------------------------|---|---|---------------|----|
|   | ENGINE OIL             | NOTE(1)(2)  | R   | R             | 27 |
| *   | CONTACT BREAKER POINTS |   | I   | I             | 29 |
| *   | IGNITION TIMING        |   | I   | I             | 29 |
| *   | VALVE CLEARANCE        |   | I   | I             | 30 |
|   | SPARK PLUG             |   |   | I             | 28 |
| *   | CARBURETOR             |   | I   | I             | 36 |
|   | AIR CLEANER ELEMENT    | NOTE (2)  |   | C             | 33 |

|   | INITIAL SERVICE PERIOD<br>(First week of operation) | REGULAR SERVICE PERIOD<br>(Every 30 operating days) | Refer to page   |       |
|---|---|---|-----------------|-------|
|   | THROTTLE CABLE                                      | I   | I               | 35    |
|   | FUEL LINE   |   | I: (EVERY YEAR) | —     |
| * | FUEL FILTER   |   | C: (EVERY YEAR) | 37    |
|   | DRIVE CHAIN   | I   | I               | 38    |
| * | CLUTCH  | I   | I               | 37    |
|   | SPARK ARRESTER                                      |   | C               | 34    |
|   | BRAKE CONTROL LINKAGE                               | I   | I               | 42    |
| * | BRAKE SHOES   |   | I: (EVERY YEAR) | 43,45 |
| * | STEERING HEAD BEARING                               |   | I: (EVERY YEAR) | —     |
|   | TIRES   | I   | I               | 15    |
|   | ALL NUTS, BOLTS, FASTENERS                          | I   | I               | —     |

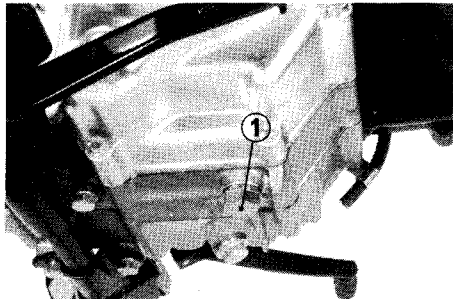


## Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the Maintenance Schedule.

### NOTE:

\* Change engine oil with the engine warm and the motorcycle held upright to assure complete and rapid draining.



(1) Drain plug

1. Remove the oil filler cap/dipstick and drain plug (1) to drain the oil.
2. After the oil has completely drained, make, sure the sealing washer is in good condition and install the drain plug.

**Drain plug torque:**

**20–25 N.m (2.0–2.5 kg-m,  
14–18 ft-lb)**

3. Fill the crankcase through the oil filler opening with approximately **0.7ℓ(0.74 U S qt)**, of the recommended grade oil, (see page 14).
4. Install the oil filler cap/dipstick.
5. Start the engine and let it idle for a few minutes.
6. Stop the engine.
7. Make sure that the oil level is at the upper level mark with the motorcycle in an upright position, and that there are no oil leaks.

## Spark Plug

### Recommended plug:

Standard:

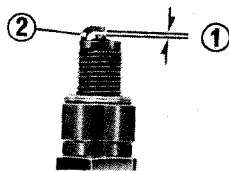
**CR6HS (NGK) or U20FSR-U (ND)**

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap, and remove spark plug.
3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
4. Make sure the spark plug gap (1) is **0.6–0.7 mm (0.024–0.028 in)** using a feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.

### CAUTION:

- \* *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*
- \* *Never use a spark plug with an improper heat range.*



(1) Spark plug gap      (2) Side electrode