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Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.

To protect your investment, we urge you to take responsibility for keeping your motorcycle well serviced and maintained. Also, observe the break-in guidelines, and always perform the pre-ride inspection and other periodic checks in this manual.

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, you can purchase an official Honda Service Manual to help you perform many maintenance and repair tasks. ➤ [P. 135](#)

Read the warranty information thoroughly so that you understand the warranty coverage and that you are aware of your rights and responsibilities. ➤ [P. 136](#)

You may also want to visit our website at www.powersports.honda.com.
Happy riding!

California Proposition 65 Warning

WARNING: This product contains or emits chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

A Few Words About Safety

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

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

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

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

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

These signal words mean:

DANGER

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

WARNING

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

CAUTION

You **CAN** be **HURT** if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

Motorcycle Safety

This section contains important information for safe riding of your motorcycle.
Please read this section carefully.

Safety Guidelines	P. 3
Safety Labels	P. 7
Safety Precautions	P. 9
Riding Precautions	P. 10
Accessories & Modifications	P. 14
Loading	P. 15

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➡ P. 9

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the grab rails or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Safety Guidelines

We recommend that all riders take a certified course approved by the Motorcycle Safety Foundation (MSF). New riders should start with the basic course, and even experienced riders will find the advanced course beneficial. For information about the MSF training course nearest you, call the national toll-free number: (800) 446-9227.

Other riding tips can be found in the You and Your Motorcycle Riding Tips booklet that came with your motorcycle.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgment and ride safely.

Don't Drink and Ride

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

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➤ P. 15), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 14).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid leaks,

check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colorless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in a confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

WARNING

Carbon monoxide gas is toxic.
Breathing it can cause
unconsciousness and even kill you.

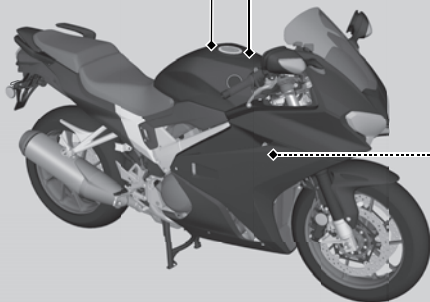
Avoid any areas or activities that
expose you to carbon monoxide.

Safety Labels

Safety and information labels on your motorcycle provide important safety information and may warn you of potential

hazards that could cause serious injury. Read these labels carefully and don't remove them. If a label comes off or becomes hard to read, contact your dealer for a replacement.

For your protection, always wear your helmet while riding.
Read the owner's manual carefully.

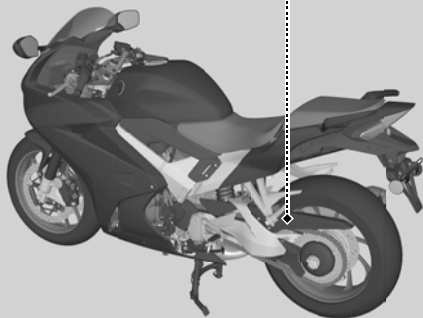


⚠ WARNING

Improper loading can cause a crash and you may be seriously hurt or killed. See "Load Limits and Guidelines" in your Owner's Manual for complete instructions.



TIRE INFORMATION		
Cold tire pressures :		
[Up to maximum weight capacity]		
Front	250kPa 2.50kgf/cm ²	36psi
Rear	290kPa 2.90kgf/cm ²	42psi
[Up to 90kg(200lbs) load]		
Front	250kPa 2.50kgf/cm ²	36psi
Rear	290kPa 2.90kgf/cm ²	42psi
Maximum weight capacity : 176kg (388lbs)		
Tire size : Front 120/70ZR17M/C(58W)		
Rear 180/55ZR17M/C(73W)		
Tire brand	Front	Rear
DUNLOP	D222F K	D222 K
BRIDGESTONE	T30F G	T30R G
Min. recommend tire center tread depth.		
Front 1.5mm (0.06in.) Rear 2.0mm (0.08in.)		
Read owner's manual.		
This motorcycle is equipped with tubeless tires.		



Safety Precautions

- Ride cautiously and keep your hands on the handlebars and feet on the footpegs.
- Keep passenger's hands on the grab rails and feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

■ Helmet

Should be safety-standard certified, high-visibility, and correct size for your head

- Must fit comfortably but securely, with the chin strap fastened

- Face shield with unobstructed field of vision or other approved eye protection

Look for a DOT (Department of Transportation) certification label on any helmet you buy.

WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

■ Gloves

Full-finger leather gloves with high abrasion resistance

Riding Precautions

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Pants

Protective, highly visible, long-sleeved jacket and durable long pants for riding (or a protective suit).

Riding Precautions

Break-in Period

During the first 300 miles (500 km) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle start and rapid acceleration.
- Avoid hard braking and rapid down-shifts.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and down-shifts.
 - ▶ Sudden braking can reduce the motorcycle's stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.

- Exercise caution on low traction surfaces.
 - ▶ The tires slip more easily on such surfaces and braking distances are longer.
- Avoid continuous braking.
 - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.
- For full braking effectiveness, operate both the front and rear brakes together.

Anti-lock Brake System (ABS)

INTERCEPTOR DELUXE only

This model is equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 6 mph (10km/h).

- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.
- Always use the recommended tyres to ensure correct ABS operation.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency.

Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.

Parking

- Park on a firm, level paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebars and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

■ Parking with the Side Stand or Center Stand

1. Stop the engine.
2. **Using the side stand**
Push the side stand down.

Slowly lean the motorcycle to the left until its weight rests on the side stand.

Using the center stand

INTERCEPTOR DELUXE only

Let down the center stand, stand on the left side of the motorcycle. Hold the left handle grip and the left grab rail. Press down on the tip of the stand with your right foot and, simultaneously, pull up and back.

3. Turn the handlebars fully to the left.
▶ Turning the handlebars to the right reduces stability and may cause the motorcycle to fall.
4. Turn the ignition switch to the LOCK position and remove the key. ➤ P. 36

Refueling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converter:

- Use only unleaded gasoline.
- Use recommended octane number. Using lower octane gasoline will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. ➤ P. 134
- Do not use stale or contaminated gasoline or an oil/gasoline mixture.
- Avoid getting dirt or water in the fuel tank.

TCS (Traction Control System)

INTERCEPTOR DELUXE only

TCS (Traction Control System) assists you in maintaining traction while accelerating on slippery surfaces by regulating the engine's power output when it senses the rear wheel starting to lose traction.

TCS does not work in case of rear wheel lock caused by a sudden closing of the throttle. Do not close the throttle suddenly especially on a slippery road surface.

TCS may not compensate for rough condition of roads or rapid and improper throttle operations.

Always ride with sufficient caution for road and weather conditions.

In certain unusual conditions when your motorcycle gets stuck in shallow mud or fresh snow, it may be easier to free it with the TCS temporarily switched off.

It may also help to make it easier to maintain the balance and control in such condition as riding in an off-road terrain.

Always use the recommended tires and sprockets to ensure correct TCS operation.

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed or approved for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Loading

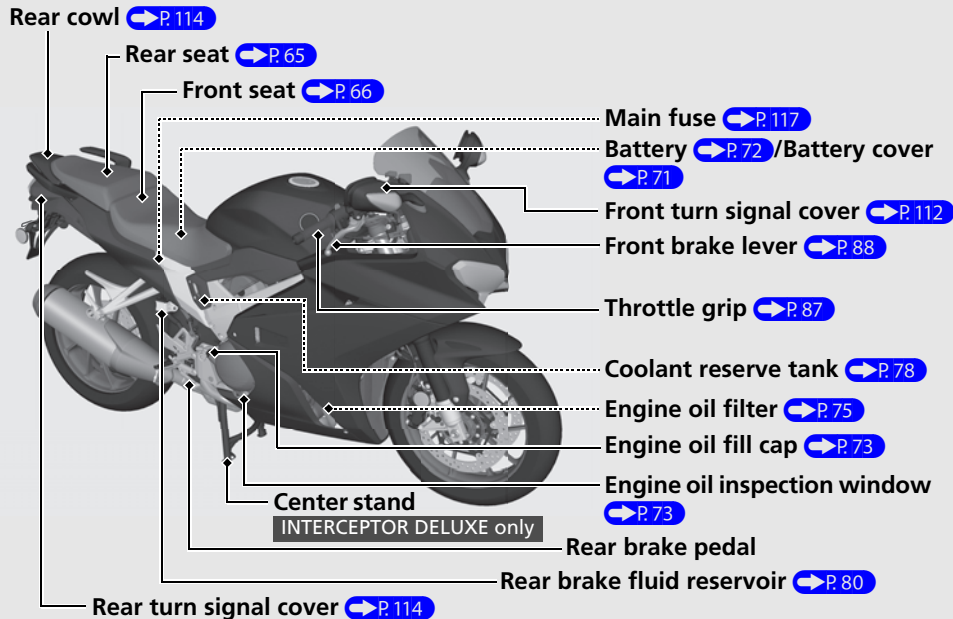
- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
 - ✘ **Maximum weight capacity / Maximum luggage weight** P. 141
- Tie all luggage securely, evenly balanced and close to the center of the motorcycle.
- Do not place objects near the lights or the muffler.

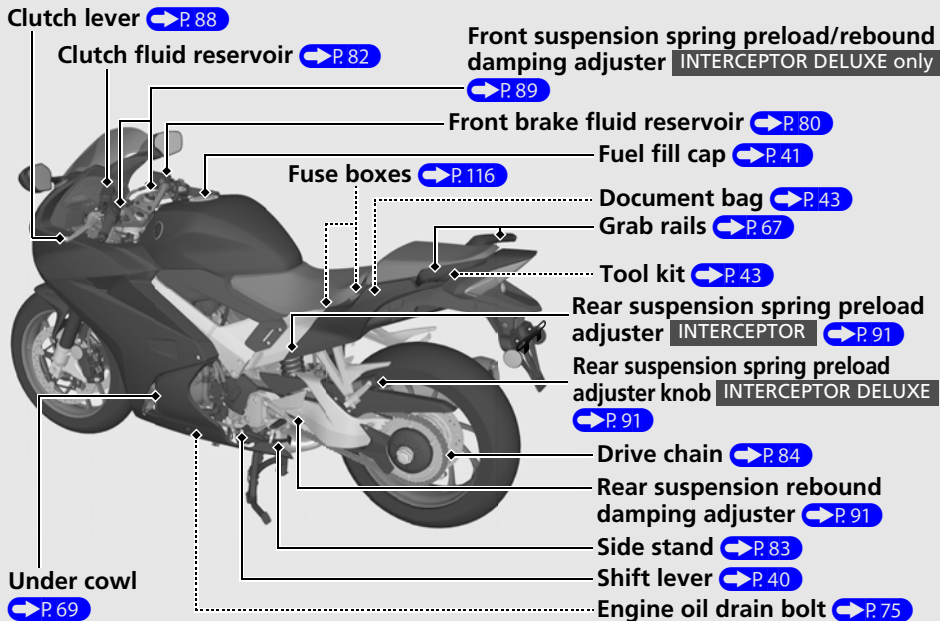
WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

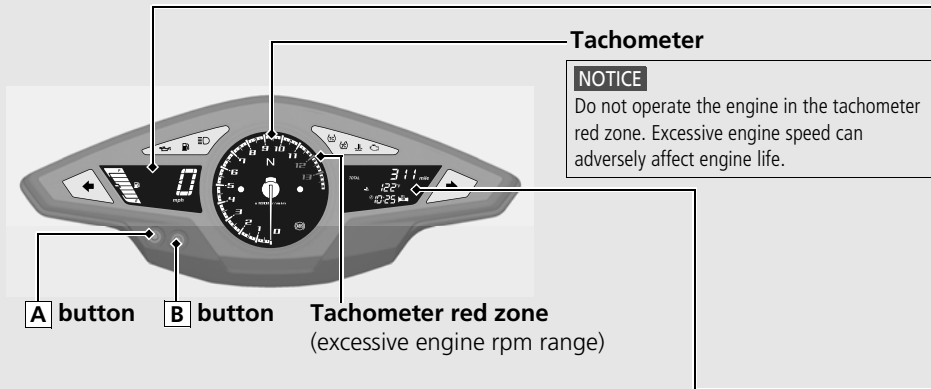
Follow all load limits and other loading guidelines in this manual.

Parts Location



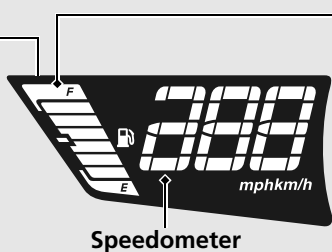


Instruments



Display Check

When the ignition switch is turned on, all the modes and digital segments will show. If any part of these displays does not come on when it should, have your dealer check for problems.

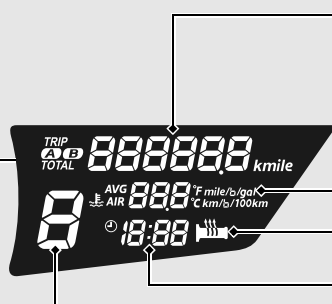


Fuel gauge

Remaining fuel when only 1st (E) segment starts flashing:
approximately 1.00 US gal
(3.8 liters)



If the fuel gauge indicators repeat flashing or turned off: [➔ P.102](#)



Odometer [TOTAL] & Tripmeter [TRIP A/B] & Mileage countdown [➔ P.20](#)

Fuel mileage meter/Average speed/Coolant temperature gauge/Air temperature gauge
[➔ P.22](#)

Handle grip heater status icon

INTERCEPTOR DELUXE only

The handle grip heater status icon will appear while the handle grip heater is on.

Gear position indicator

[➔ P.21](#)

Clock (12-hour display)/Trip time/Handle grip heater level [➔ P.26](#)

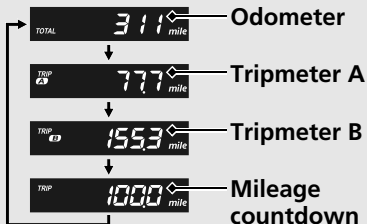
Instruments *(Continued)*

Odometer [TOTAL] & Tripmeter [TRIP A/ B] & Mileage countdown



Odometer [TOTAL] & Tripmeter [TRIP A/B] & Mileage countdown

A button switches between the odometer, the tripmeter A, the tripmeter B and the mileage countdown.



Odometer

Total distance ridden. When "-----" is displayed, go to your dealer for service.

Tripmeter

Distance ridden since tripmeter was reset. When "----.-" is displayed, go to your dealer for service.

To reset the tripmeter: P.25

Mileage countdown

Distance travelled is subtracted from a preset figure.

Display range: 999.9 to 0.0 mph or km
When the countdown value reaches "0.0" mile or km while riding, the number will flash.

If an indication other than the mileage countdown is displayed, the indication automatically switches to the mileage countdown and flashes "0.0" mile or km.

- ▶ To reset the mileage countdown distance, press and hold **A** button when mileage countdown is displayed.
- ▶ When changing the unit to “km” after setting the trip distance to “625 mile” or more with the unit set to “mile” unit, the thousands place digit is not displayed because the distance exceeds the maximum display range.

To set the mileage countdown:  **P.31**

Gear position indicator

Shows 1st to 6th gear position.

When the ignition switch is turned on with the transmission in 3rd gear or higher, the gear position indicator will be displayed as shown in the illustration.



After the transmission is shifted to 2nd gear, the gear position indication will display the correct gear position.

Always use the recommended tyres and sprockets to ensure correct gear position indication.

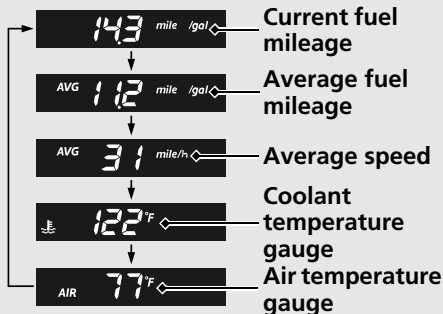
Instruments *(Continued)*

Fuel mileage meter & Average speed & Coolant temperature gauge & Air temperature gauge



Fuel mileage meter & Average speed & Coolant temperature gauge & Air temperature gauge

B button switches between the current fuel mileage, the average fuel mileage, the average speed, the coolant temperature gauge and the air temperature gauge.



Current fuel mileage

Displays the current or instant fuel mileage.

Display range: 0.1 to 99.9 mile/gal (mile/L, L/100km or km/L)

- When your speed is less than 5 mph (7 km/h): "--.-" is displayed
- Less than 0.1 mile/gal (mile/L, L/100km or km/L) or 99.9 mile/gal (mile/L, L/100km or km/L) or more : "--.-" is displayed

When "--.-" is displayed except for the above-mentioned case, go to your dealer for service.

Average fuel mileage

Displays the average fuel mileage since the selected tripmeter was reset.

The average fuel mileage will be calculated based on value displayed on the tripmeter (A or B) selected. Also, the average fuel mileage for tripmeter A will be displayed when the odometer or the mileage countdown is

selected.

Display range: 0.1 to 99.9 mile/gal (mile/L, L/100km or km/L)

- Initial display: "--.-" is displayed
- Less than 0.1 mile/gal (mile/L, L/100km or km/L) or 99.9 mile/gal (mile/L, L/100km or km/L) or more : "--.-" is displayed
- When the tripmeter A or B is reset: "--.-" is displayed

When "--.-" is displayed except for the above-mentioned case, go to your dealer for service.

To reset the average fuel mileage:



Instruments *(Continued)*


Average speed

Displays the average speed since the selected tripmeter was reset.

The average speed will be calculated based on value displayed on the tripmeter (A or B) selected. Also, the average speed for tripmeter A will be displayed when the odometer or the mileage countdown is selected.

- Initial display: "---" is displayed

When "---" is displayed while riding, go to your dealer for service.

To reset the average speed:  **P.25**

Coolant temperature gauge

Display range: 95 °F (35 °C) to 270 °F (132 °C)

- Below 94 °F (34 °C): "--" displays
- Between 251 °F (122 °C) and 269 °F (131 °C):
 - High coolant temperature indicator lights

- Coolant temperature gauge (flashing digits)

- Above 270 °F (132 °C):

- High coolant temperature indicator lights

- "270" (°F) / "132" (°C) flashes

- ▶ Even if the engine coolant temperature is low, the cooling fan may start running when you rev up the engine. This is normal.

Air temperature gauge (AIR)

Display range: 14 °F (-10 °C) to 122 °F (50 °C)

- Below 13 °F (-11 °C): "--" displays

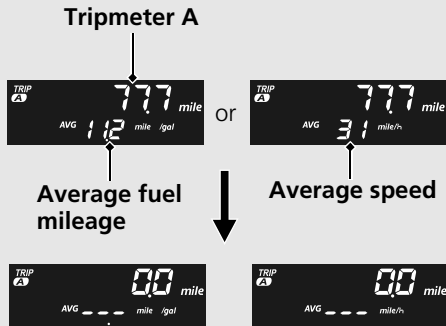
- Above 122 °F (50 °C):

- "122" (°F) / "50" (°C) flashes

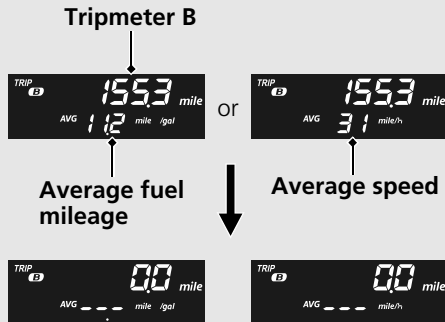
- ▶ The temperature readout may be incorrect at low speeds due to reflected heat.

To reset the tripmeter, average fuel mileage and average speed

To reset tripmeter A, average fuel mileage and average speed (these are based on tripmeter A) together, press and hold **A** button while tripmeter A is displayed.



To reset tripmeter B, average fuel mileage and average speed (these are based on tripmeter B) together, press and hold **A** button while tripmeter B is displayed.



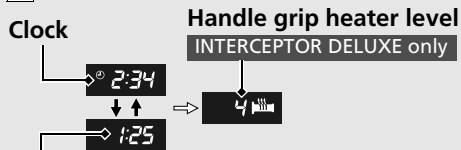
Instruments *(Continued)*

Clock (12-hour display) & Trip time & Handle grip heater level



Clock (12-hour display) & Trip time & Handle grip heater level

You can switch the modes between clock and trip time mode by pressing and holding **B** button.



- Clock**
- Trip time**
- Press and hold **B** button.
 - ⇒ The heater level is displayed for about 5 seconds when the handle grip heater is on or its level is changed.

Clock

To set the clock: → [P. 28](#)

Trip time

Displays the time elapsed since the engine was started.

Display range: 0:00 to 19:59 (hours:minutes)
The display returns to 0:00 when the time elapsed exceeds 19:59.

Handle grip heater level

INTERCEPTOR DELUXE only

When you operate the handle grip heater, the clock or trip time automatically switch to the indication for the heater level. The display will return to the ordinary mode after about 5 seconds.

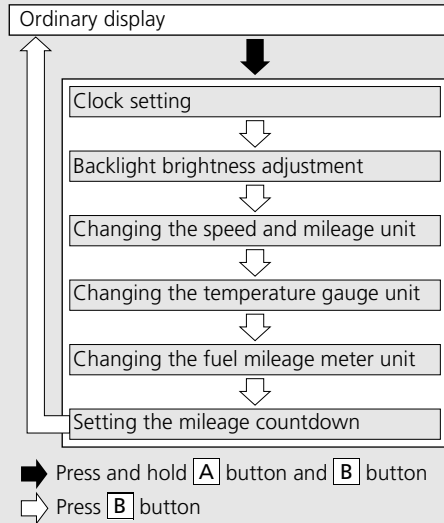
To operate the handle grip heater:

→ [P. 38](#)

Display Setting

Following items to change sequentially.

- Clock setting
- Backlight brightness adjustment
- Changing the speed and mileage unit
- Changing the temperature gauge unit
- Changing the fuel mileage meter unit
- Setting the mileage countdown



Instruments *(Continued)*

If the ignition switch is turned off, the button is not pressed for about 30 seconds, or the handle grip heater level is changed, the control is automatically switched from the setting mode to the ordinary display.

If the button is not pressed for about 30 seconds or the handle grip heater level is changed, items in the process of being set will be discarded and only items where settings have been finalized will be applied. Only if the ignition switch is turned off will items in the process of being set and those that are finalized be applied.

1 Clock setting:

- 1 Turn the ignition switch ON.
- 2 Press and hold **A** button and **B** button, the hour digits start flashing.
- 3 Press **A** button until the desired hour is displayed.

- Press and hold **A** button to advance the hour fast.



- 4 Press **B** button. The minute digits start flashing.



- 5 Press **A** button until the desired minute is displayed.

► Press and hold **A** button to advance the minute fast.

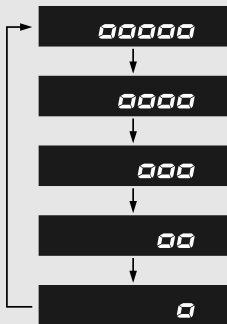


- 6 Press **B** button. The clock is set, and then the display moves to the backlight brightness adjustment.

2 Backlight brightness adjustment:

You can adjust the brightness to one of five levels.

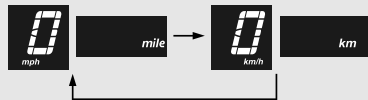
- 1 Press **A** button. The brightness is switched.



- 2 Press **B** button. The backlight is set, and then the display moves to the changing of the speed and mileage unit.

3 Changing the speed and mileage unit:

- 1 Press **A** button to select either "mph" & "mile" or "km/h" & "km".



- 2 Press **B** button. The speed and mileage unit is set, and then the display moves to the changing of the coolant temperature gauge unit.

Instruments *(Continued)*

4 Changing the temperature gauge unit:

- 1 Press **A** button to select “° F” (Fahrenheit) and “° C” (Centigrade).



- 2 Press **B** button. The temperature gauge unit is set, and then the display moves to the changing of the fuel mileage meter unit.

5 Changing the fuel mileage meter unit:

- 1 Press **A** button to select “mile/L” or “mile/gal”.



If the “km/h” for speed and “km” for mileage are selected, the fuel mileage shown by “km/L” or “L/100km”.



- 2 Press **B** button. The fuel mileage meter unit is set, and then the display moves to the setting of mileage countdown.

6 Setting the mileage countdown:

- 1 The preset figure is displayed and the third digit will be flashing.



- 2 To set the third digit, press **A** button until the desired figure appears.
 - ▶ Press and hold **A** button to advance the figure fast.
- 3 Press **B** button. The second digit starts flashing.



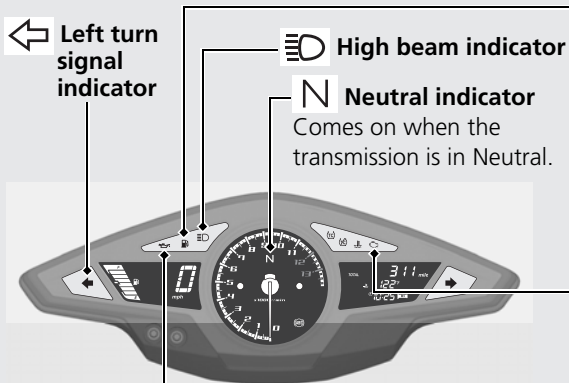
- 4 Repeat the steps 2 and 3 for the second and first digits.
- 5 Press **B** button. The trip distance is set, and then the display will return to the ordinary display.

The trip distance will not be reset when you complete setting of the mileage countdown by pressing **B** button only or when you set the trip distance to the same as the current distance.


When entering the setting mode using "km" unit after setting the trip distance to "625 mile" or more with the unit set to "mile", "---.-" will appear because the distance exceeds the maximum display range.


Press **A** button to display "000.0", and then set the trip distance again if necessary. Pressing **B** button while "---.-" is displayed will return the display to the ordinary display and keep the previous trip distance.


Indicators




 **Left turn signal indicator**

 **High beam indicator**


 **Neutral indicator**
Comes on when the transmission is in Neutral.



 **Low oil pressure indicator**
Comes on when the ignition switch is turned on.
Goes off when the engine starts.


If it comes on while engine is running:  **p. 99**

 **Low fuel indicator**

- Comes on briefly when the ignition switch is turned on.
- Comes on when there is only reserve fuel left in the fuel tank.
Remaining fuel when low fuel indicator comes on:
1.00 US gal (3.8 liters)

 **PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)**

Comes on briefly when the ignition switch is turned on with the engine stop switch in the  (Run) position.
Comes on when the ignition switch is turned on with the engine stop switch in the  (Off) position.

If it comes on while engine is running:  **p. 99**

TCS (Traction Control System) OFF indicator

INTERCEPTOR DELUXE only

Comes on when the TCS is turned off.

TCS (Traction Control System) indicator

INTERCEPTOR DELUXE only

- Comes on when the ignition switch is turned on. Goes off when your speed reaches approximately 6 mph (10 km/h) to indicate TCS is ready to work.
- Blinks when TCS is operating.

If it comes on while riding: [➡ P.101](#)



High coolant temperature indicator

Comes on briefly when the ignition switch is turned on.

If it comes on while riding: [➡ P.98](#)



Right turn signal indicator

ABS (Anti-lock Brake System) indicator

INTERCEPTOR DELUXE only

Comes on when the ignition switch is turned on. Goes off when your speed reaches approximately 6 mph (10 km/h).

If it comes on while riding: [➡ P.100](#)



Switches

TCS (Traction Control System) OFF switch

INTERCEPTOR DELUXE only



Press and hold to turn the TCS on and off.

- The TCS OFF indicator comes on when TCS is turned off.

Passing light control switch

Flashes the high beam headlight.

Headlight dimmer switch

- : High beam
- : Low beam

Handle grip heater switch


INTERCEPTOR DELUXE only 


Horn button

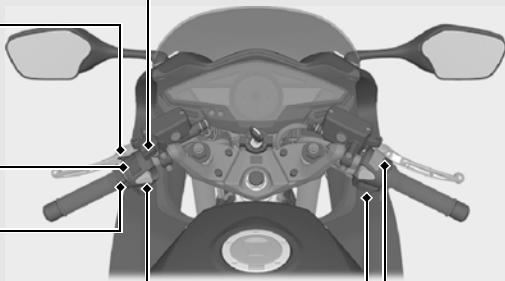
Start button

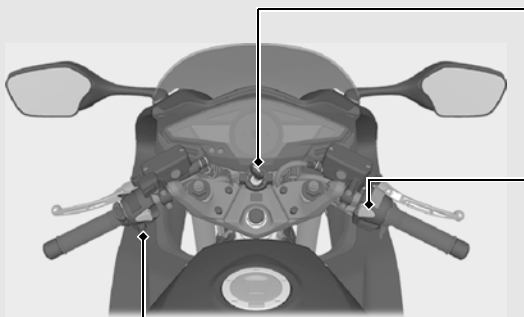
Headlight turns off when operating the starter motor.

Engine stop switch

Should normally remain in the  (Run) position.

- ▶ In an emergency, switch to the  (Off) position (the starter motor will not operate) to stop the engine.





Turn signal switch

INTERCEPTOR DELUXE

- The turn signal will automatically stop when you complete the turn.
- When used for a lane change, the turn signal is automatically stopped in 7 seconds or after riding 131 yards (120 m).
- ▶ You can manually cancel the turn signal by pressing the switch in.
- ▶ In some cases, the timing at which the turn signal stops is changed.
- ▶ Always use the recommended tyres to ensure correct automatic cancellation operation.

INTERCEPTOR

- ▶ Pressing the switch turns the turn signal off.

Ignition Switch

Switches the electrical system on/off, locks the steering.

- ▶ Key can be removed when in the OFF or LOCK position.



Hazard switch

Switchable when the ignition switch is on. Can be turned to off regardless of the ignition switch position.

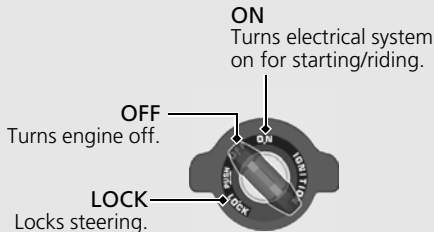
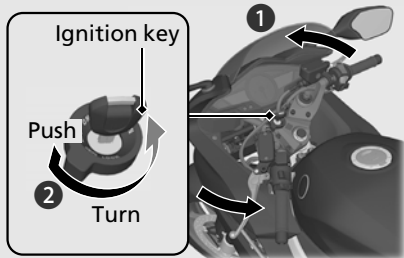
- ▶ The signals continue flashing with the ignition switch in OFF or LOCK after the hazard switch is on.

Switches *(Continued)*

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.



Locking

- 1 Turn the handlebars all the way to the left or right.
- 2 Push the key down, and turn the ignition switch to the LOCK position.
 - ▶ Jiggle the handlebars if the lock is difficult to engage.
- 3 Remove the key.

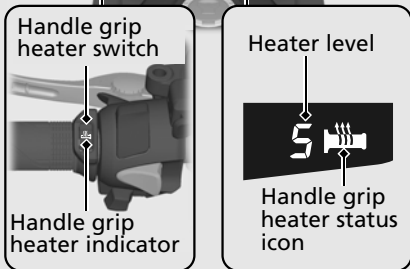
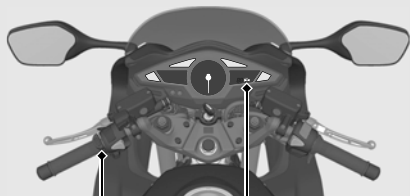
Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.

Handle Grip Heater

INTERCEPTOR DELUXE only

This model is equipped with a handle grip heater that warms up your hands during the ride. Wear gloves to protect your hands from the heated grips.



Handle grip heater indicator:

Displayed when the handle grip heater is on. The selected heater level is indicated by the number of times the indicator blinks when the heater is turned on and the heater level is changed. For example, If you select heater level 5, the indicator blinks 5 times and repeats it 7 times.

Heater level:

The selected heater level is indicated for a few seconds when the handle grip heater switch is operated.

Handle grip heater status icon:

Displayed when the handle grip heater is on.

If the "E1", "E2" or "E3" blinks: [➔ P.102](#)



Handle Grip Heater *(Continued)*

To operate the handle grip heater

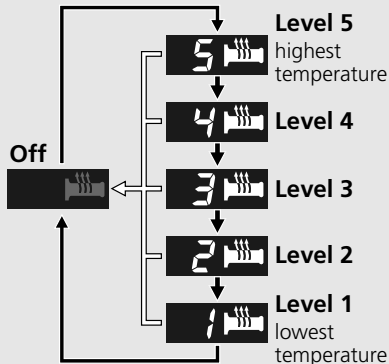
- 1 Start the engine. ➤ P. 39
- 2 Press the handle grip heater switch. The handle grip heater is on.
 - ▶ The status icon will be appeared on the display when the handle grip heater operates.
- 3 Select the heater level by pressing the switch.
 - ▶ The clock or trip time on the display automatically switch to the indication of the heater level. The indication will return to the ordinary mode after blinking for about 5 seconds.
 - ▶ Do not leave the handle grip heater in the high position for a long time on a warm day.
- 4 To turn off the heater, press the switch until the status icon on the display is disappeared. Also to turn off, press and hold the switch.

Do not use the handle grip heater with the engine at idle for a long time. It may result in

a low (or dead) battery.

Maintains the selected level when the ignition switch is turned off.

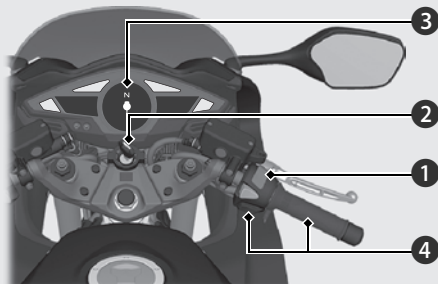
- ▶ The heater level is not changed if the ignition switch is turned to the OFF position within 5 seconds after heater level change.



- ➔ Press the handle grip heater switch.
- ⇨ Press and hold the handle grip heater switch.



Starting the Engine

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition off and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discolouration.
- The engine will not start if the throttle is fully open.

- 1 Make sure the engine stop switch is in the  (Run) position.
- 2 Turn the ignition switch to the ON position.
- 3 Shift the transmission to Neutral ( indicator comes on). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
- 4 Press the start button with the throttle completely closed.

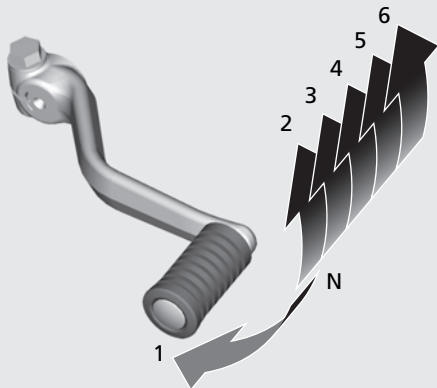
If the engine does not start:

- 1 Open the throttle fully and press the start button for 5 seconds.
- 2 Repeat the normal starting procedure.
- 3 If the engine starts, open the throttle slightly if idling is unstable.
- 4 If the engine does not start, wait 10 seconds before trying steps 1 & 2 again.

If Engine Will Not Start  [P.97](#)

Shifting Gears

Your motorcycle transmission has six forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.

Recommended Shift Points

Shifting Up

From 1st to 2nd	12 mph (20 km/h)
From 2nd to 3rd	19 mph (30 km/h)
From 3rd to 4th	25 mph (40 km/h)
From 4th to 5th	31 mph (50 km/h)
From 5th to 6th	37 mph (60 km/h)

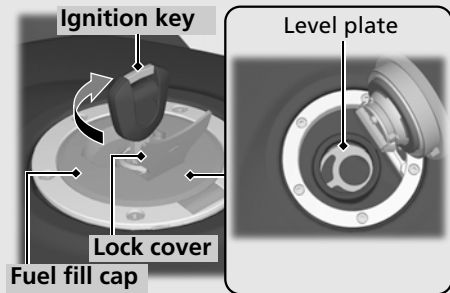
Shifting Down

From 6th to 5th	28 mph (45 km/h)
From 5th to 4th	22 mph (35 km/h)
From 4th to 3rd	16 mph (25 km/h)

NOTICE

Improper shifting can damage the engine, transmission, and drive train. Also, coasting or towing the motorcycle for long distances with the engine off can damage the transmission.

Refueling



Do not fill with fuel above the level plate.

Fuel type: Unleaded gasoline only

Recommended fuel octane number:

Pump Octane Number (PON) 86 or higher.

Tank capacity: 5.60 US gal (21.2 liters)

Refueling and Fuel Guidelines ➔ P.13

Opening the Fuel Fill Cap

Open the lock cover, insert the ignition key, and turn it clockwise to open the cap.

Closing the Fuel Fill Cap

- 1 After refueling, push the fuel fill cap closed until it locks.
- 2 Remove the key and close the lock cover.
 - ▶ The key cannot be removed if the cap is not locked.


⚠ WARNING

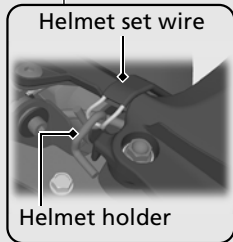
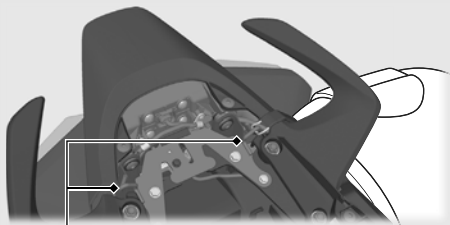
Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Equipment

Helmet Holder

The helmet holder is located under the rear seat. The helmet set wire is stored in the tool kit.  P. 43



► Use the helmet holder only when parked.

► **Removing the Rear Seat**  P. 65

WARNING

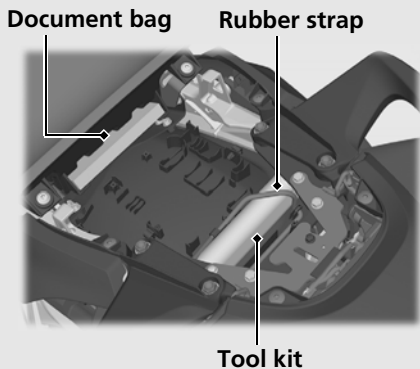
Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

Tool Kit/Document Bag

The tool kit is located under the rear seat. Secure the tool kit with the rubber strap as shown in the illustration.

The document bag is located under the front seat.

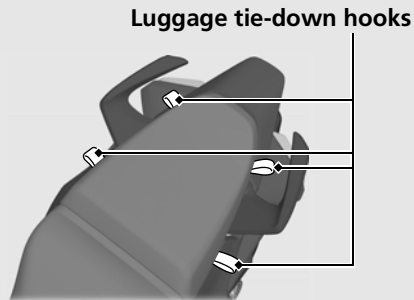
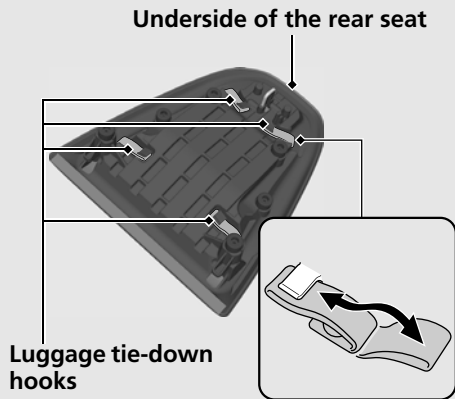


Removing the Rear Seat [➔ P.65](#)

Storage Equipment *(Continued)*

Luggage Tie-down Hook

The luggage tie-down hooks are located on the underside of the rear seat.



Never use the tie-down hooks to tow or lift the motorcycle.

Removing the Rear Seat [➔ P. 65](#)

Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.

An optional tool kit may be available. Check with your dealer’s parts department.

Importance of Maintenance	P. 46	Engine Oil	P. 73
Maintenance Schedule	P. 48	Coolant	P. 78
Maintenance Fundamentals	P. 51	Brakes/Clutch	P. 80
Removing & Installing Body Components ...	P. 65	Side Stand	P. 83
Rear Seat	P. 65	Drive Chain	P. 84
Front Seat	P. 66	Throttle	P. 87
Single Seat Cowl.....	P. 67	Other Adjustments	P. 88
Under Cowl	P. 69	Clutch and Brake Levers	P. 88
Clip A	P. 70	Front Suspension	P. 89
Clip B.....	P. 70	Rear Suspension	P. 91
Battery Cover	P. 71	Headlight Aim	P. 93
Battery.....	P. 72	Front Seat Height	P. 94

Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. ➤ P. 48

WARNING

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

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

For information about the exhaust emission and noise emission requirements of the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). ➤ P. 128

Maintenance, replacement or repair of the emission control devices and systems may be performed by any motorcycle repair establishment or individual using parts that are "certified" to EPA standards.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required.

We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand, center stand (INTERCEPTOR DELUXE only) or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.

All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

Items		Frequency*1							Refer to page	
		x 1,000 mi	0.6	4	8	12	16	20		24
		x 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0		38.4
Emission-related Items	Fuel Line	🔧			I		I		I	-
	Throttle Operation	🔧			I		I		I	87
	Air Cleaner*2					R			R	-
	Spark Plug		Every 16,000 mi (25,600 km): I Every 32,000 mi (51,200 km): R							-
	Valve Clearance	🔧					I			-
	Engine Oil		Initial = 600 mi (1,000 km) or 1 month: R Regular = Every 8,000 mi (12,800 km) or 12 months: R							73
	Engine Oil Filter		R		R		R		R	75
	Engine Idle Speed	🔧	I	I	I	I	I	I	I	-
	Radiator Coolant*4				I		I		R	78
	Cooling System	🔧			I		I		I	-
	Secondary Air Supply System	🔧					I			-
Evaporative Emission Control System*3	🔧					I		I	-	





Maintenance Level

- 🔧 : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Service Manual (P. 135).
- 🔧 : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

- I : Inspect (clean, adjust, lubricate, or replace, if necessary)
- L : Lubricate
- R : Replace

Maintenance Schedule

Items		Frequency*1								Refer to page	
		× 1,000 mi	0.6	4	8	12	16	20	24		
		× 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0	38.4		
Non-Emission-Related Items	Drive Chain	Every 500 mi (800 km): I , L								84	
	Brake Fluid*4			I	I	R	I	I	R	80	
	Brake Pads Wear			I	I	I	I	I	I	81	
	Brake System		I		I		I		I	88	
	Brakelight Switch				I		I		I	82	
	Headlight Aim				I		I		I	93	
	Clutch System				I		I		I	88	
	Clutch Fluid*4			I	I	R	I	I	R	82	
	Side Stand				I		I		I	83	
	Suspension					I		I		I	89
	Nuts, Bolts, Fasteners			I		I		I		I	-
	Wheels/Tires					I		I		I	61
	Steering Head Bearings			I		I		I		I	-

Notes:

- *1 : At higher odometer readings, repeat at the frequency interval established here.
- *2 : Service more frequently when riding in unusually wet or dusty areas.
- *3 : 50 STATE (meets California)

*4 : Replace every 2 years, or at indicated odometer intervals, whichever comes first. Replacement requires mechanical skill.

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tire, can be a major inconvenience.

Check the following items before you get on your motorcycle:

- Tire tread wear and air pressures are within limits. ➔ P. 61
- Lights, horn, and turn signals operate normally.
- Check the condition of the drive chain. Adjust slack and lubricate as needed. ➔ P. 84

Check the following items if you are carrying a passenger or cargo:

- Combined weight is within load limits. ➔ P. 141
- Cargo is secured properly.

- Suspension spring preload and dumper setting are adjusted to suit load. ➔ P. 89

Check the following items after you get on your motorcycle:

- Throttle action moves smoothly without binding. ➔ P. 87
- Brake lever and pedal operate normally.
- Refuel the remaining fuel and refuel when needed. ➔ P. 13, 41
- Engine stop switch functions properly. ➔ P. 34

Check the following items at regular intervals:

- Oil level is between the upper and lower marks. ➔ P. 73
- Brake fluid level is
Front: above the LOWER mark.
Rear: between the UPPER and LOWER level marks. ➔ P. 80
- Engine coolant level is between the UPPER and LOWER marks. ➔ P. 78
- Side stand functions properly. ➔ P. 40, 83

Periodic Checks

You should also perform other periodic maintenance checks at least once a month regardless of how often you ride, or more often if you ride frequently.

Also, check the odometer reading against the Maintenance Schedule and perform all maintenance that is due. ➤ P. 48

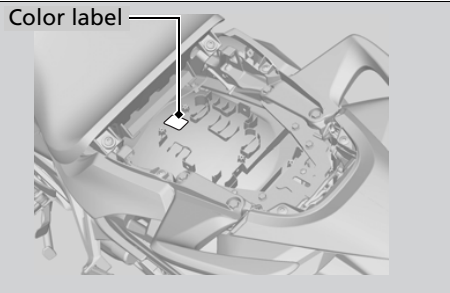
Tires and wheels	Check the air pressure (➤ P. 61), examine tread for wear and damage (➤ P. 62), and check the wheels for damage.
Fluid levels	Check the engine oil level (➤ P. 73), engine coolant level (➤ P. 78), clutch fluid level (➤ P. 82), and brake fluid level (➤ P. 80).
Lights	Check that the headlight, brakelight, taillight, turn signals and license plate light are working properly.
Controls	Check the freeplay of the throttle grip (➤ P. 87), check the clutch lever (➤ P. 88), front brake lever (➤ P. 88), rear brake pedal.
Drive chain	Check the slack (➤ P. 84), adjust the slack (➤ P. 85), and lubricate (➤ P. 59) as needed.
Fuses	Check that you have a full supply of spare fuses.
Nuts & bolts	Check the major nuts and bolts, and tighten as needed.

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

When ordering colored components, specify the model name, color, and code mentioned on the color label. The color label is attached to the rear fender under the rear seat.

➔ P. 65



⚠ WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

What to do in an emergency

If any of the following occur, immediately see your doctor.

- Electrolyte splashes into your eyes:
 - ▶ Wash your eyes repeatedly with cool water for at least 15 minutes. Using water under pressure can damage your eyes.
- Electrolyte splashes onto your skin:
 - ▶ Remove affected clothing and wash your skin thoroughly using water.

- Electrolyte splashes into your mouth:
 - ▶ Rinse mouth thoroughly with water, and do not swallow.

WARNING

The battery gives off explosive hydrogen gas during normal operation.

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

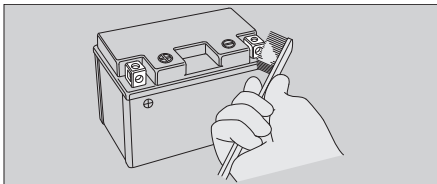
Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

WARNING: Battery posts, terminals, and related accessories contain lead and lead compounds.

Wash your hands after handling.

■ Cleaning the Battery Terminals

1. Remove the battery. ➔ P. 72
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.
3. If the terminals are heavily corroded, clean the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

■ Charging

If you use electrical accessories that drain the battery or you do not ride frequently, we recommend that you charge the battery every 30 days using a charger designed specifically for your Honda, which can be purchased from your dealer. Read the information that came with your battery charger and follow the instructions on the battery. Avoid using an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

Make sure the ignition switch is in the OFF position before charging the battery.

NOTICE

Improper charging can damage the battery. If you can't charge the battery or it appears unable to hold a charge, contact your dealer.

Maintenance Fundamentals

NOTICE

Jump starting using an automobile battery can damage your motorcycle's electrical system and is not recommended. Bump starting is also not recommended.

NOTICE

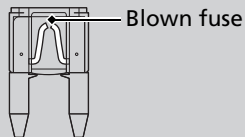
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➔ P. 116

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➔ P. 143



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.

Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

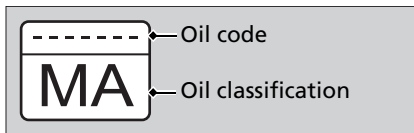
Selecting the Engine Oil

For recommended engine oil, see "Specifications." [P. 142](#)

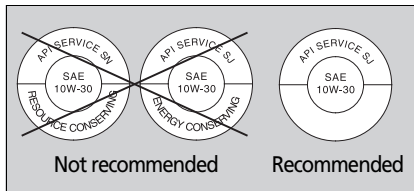
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

*1. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



- *2. The SAE standard grades oils by their viscosity.
- *3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" or "Resource Conserving" on the circular API service symbol.



Brake Fluid (Clutch Fluid)

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake and clutch system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:

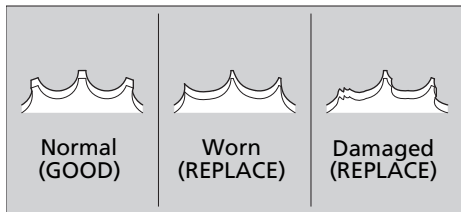
Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration.

If the chain does not move smoothly, makes strange noises, has damaged rollers or loose pins or missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the engine sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.

**NOTICE**

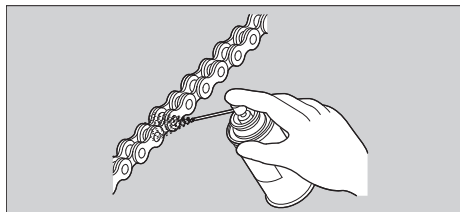
Use of a new chain with worn sprockets will cause rapid chain wear.

Cleaning and Lubricating

After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use a dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty. After cleaning, wipe dry and lubricate with the recommended lubricant. If not available, use SAE 80 or 90 gear oil.

Recommended lubricant:

Pro Honda HP Chain Lube or equivalent



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as gasoline and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.

Avoid getting lubricant on the brakes or tires. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

Pro Honda HP is a pre-mixed solution of antifreeze and distilled water.

Concentration:

50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection. A concentration of up to 60% will provide better protection in colder climates.

NOTICE

Using coolant not specified for aluminum engines or using ordinary tap water can cause corrosion.

Air Cleaner

This motorcycle is equipped with a viscous type air cleaner element which cannot be cleaned with compressed air or otherwise without degrading its performance. If the filter becomes dirty, replace it with a new one.

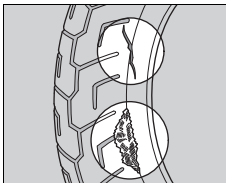
Tires (Inspecting/Replacing)

Checking the Air Pressure

Visually inspect your tires and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tires look low. Always check air pressure when your tires are cold. [P. 142](#)

Inspecting for Damage

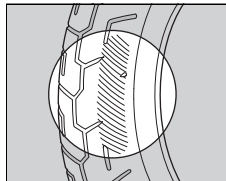
Inspect the tires for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tire or the tread.



Also inspect for any unusual bumps or bulges in the side walls of the tires.

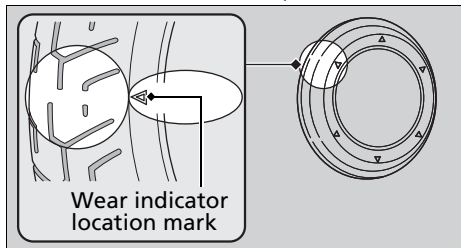
Inspecting for Abnormal Wear

Inspect the tires for signs of abnormal wear on the contact surface.



Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tires immediately. For your safety, you should replace the tires when the minimum tread depth is reached.



⚠️ WARNING

Riding on tires that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tire inflation and maintenance.

Have your tires replaced by your dealer. For recommended tires, air pressure and minimum tread depth, see “Specifications.”

➤ P. 142

Follow these guidelines whenever you replace tires.

- Use the recommended tires or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalents after the tire is installed.
- Do not install a tube inside a tubeless tire on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tires on this motorcycle. The rims are designed for tubeless tires, and during hard acceleration or braking, a tube-type tire could slip on the rim and cause the tire to rapidly deflate.

WARNING

Installing improper tires on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tires recommended in this owner's manual.

Tire Service Life

The service life of your tires is dependent on many factors, including, but not limited to, riding habits, road conditions, vehicle loading, tire air pressure, maintenance history, speed, and environmental conditions (even when the tires are not in use).

In addition to your regular inspections and maintenance, it is recommended that you have annual inspections performed once the tires reach 5 years old. It is also recommended that all tires be removed from service after 10 years from the date of manufacture, regardless of their condition or state of wear.

The last four digits of the TIN (tire identification number) indicate the date of manufacture.

Tire Identification Number (TIN)

The tire identification number (TIN) is a group of numbers and letters located on the sidewall of the tire.

① ② ③

DOT XXXX XXXX 22 09

DOT: This indicates that the tire meets all requirements of the U.S. Department of Transportation.

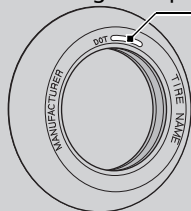
① XXXX: Factory code

② XXXX: Tire type code

③ 22 09: Date of manufacture (week & year).

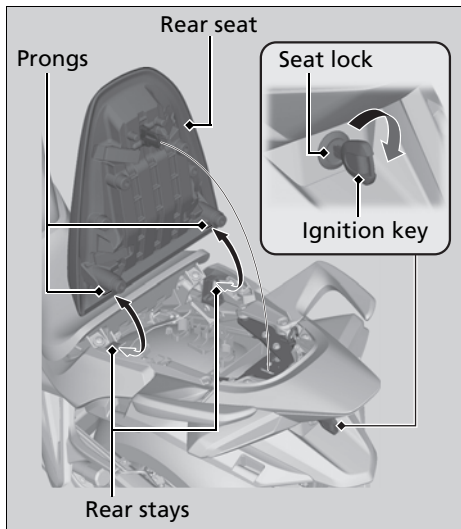
Example: week 22 in year 09.

Tire Labeling Example



Tire identification number (TIN)

Rear Seat



Removal

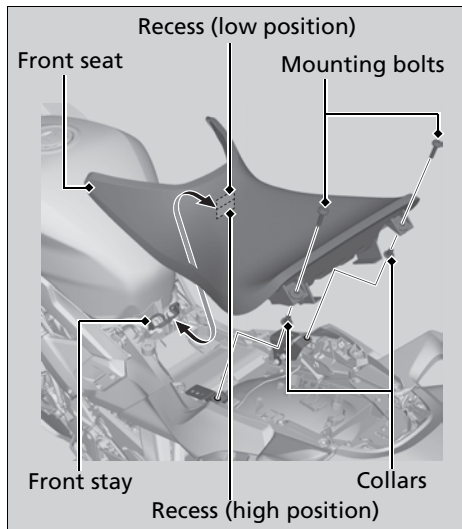
1. Insert the ignition key into the seat lock.
2. Turn it clockwise, then pull the rear seat up and back.

Installation

1. Insert the prongs into the rear stays on the frame.
2. Push down on the rear of the rear seat. Make sure that the seat is locked securely in position to pull it up lightly.

The seat locks automatically when closed. Take care not to lock your key in the compartment under the rear seat.

Front Seat



Removal

1. Remove the rear seat. ► P. 65
2. Remove the mounting bolts and collars, and then pull the front seat back and up.

Installation

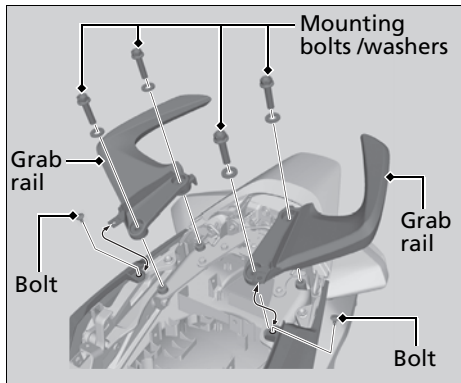
1. Install the front seat by aligning the recess for the current seat height position (low or high) with the front stay.
2. Install the collars and mounting bolts.
3. Tighten the mounting bolts securely.
4. Make sure that the mount positions of the recess and the adjust plates are the same seat position. ► P. 95
5. Install the rear seat.
Make sure that the seat is locked securely in position to pull it up lightly.

For the front seat height adjustment, see "Changing the Front Seat Height." ► P. 94

Single Seat Cowl

Installation of Single Seat Cowl

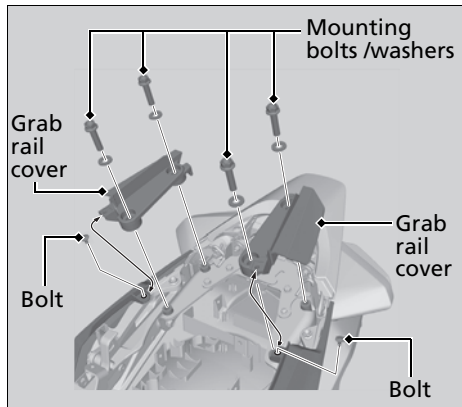
1. Remove the rear seat. [► P. 65](#)
2. Remove the bolts.
3. Remove the grab rail mounting bolts/washers.
4. Remove the grab rails.



5. Install the grab rail covers.
6. Install and tighten the grab rail mounting bolts/washers.

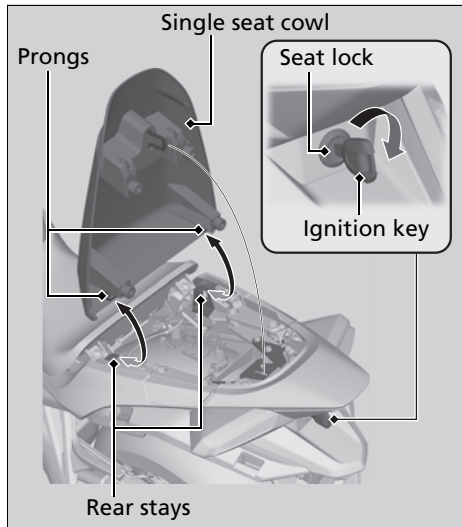
Torque: 20 lbf·ft (27 N·m, 2.8 kgf·m).

7. Install and tighten the bolts securely.



8. Install the single seat cowl in the same procedures of the rear seat installation.

► P. 65



Make sure that the single seat cowl is locked securely in position to pull it up lightly. The seat locks automatically when closed. Take care not to lock your key in the compartment under the single seat cowl.

Removal of Single Seat Cowl

Removal can be done in the reverse order of installation.

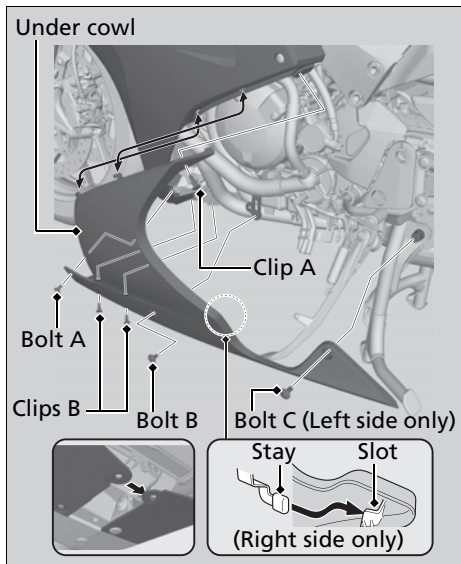
- Tighten the grab rail mounting bolts.

Torque: 20 lbf·ft (27 N·m, 2.8 kgf·m).

Always reinstall the grab rails when reinstalling the rear seat.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. The grab rail could come off easily and result in serious injury if not assembled properly.

Under Cowl



The right and left under cowls must be removed to replace the engine oil filter.

Removal

1. Park your motorcycle on a firm, level surface and lower the side stand.
2. Remove the clip A and clips B on both sides. ► P. 70
3. Remove the bolt A and bolt B on both sides.
4. Remove the bolt C (left side only).
5. Remove the right and left under cowls while carefully releasing the tabs from the slots of each upper cowl and the slot of right under cowl from the stay.
 - Be careful not to apply weight to the under cowls.

Installation

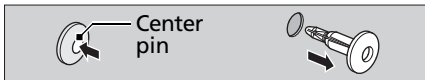
Install the parts in the reverse order of removal.

Clip A

The clip A must be removed to remove the under cowl and radiator grill.

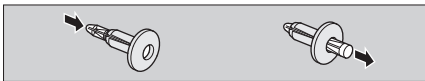
Removal

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



Installation

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

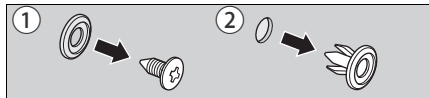


Clip B

The clip B must be removed to remove the under cowl.

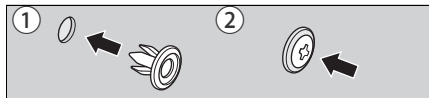
Removal

1. Remove the pin by a Phillips screwdriver.
2. Pull the clip out of the hole.

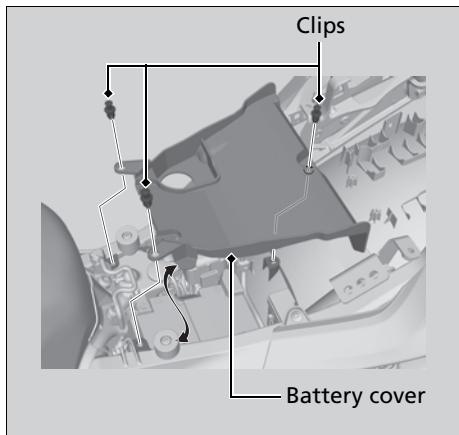


Installation

1. Insert the clip into the hole.
2. Push the pin in.



Battery Cover



The battery cover must be removed to remove the battery, to service the main and fuse box fuses.

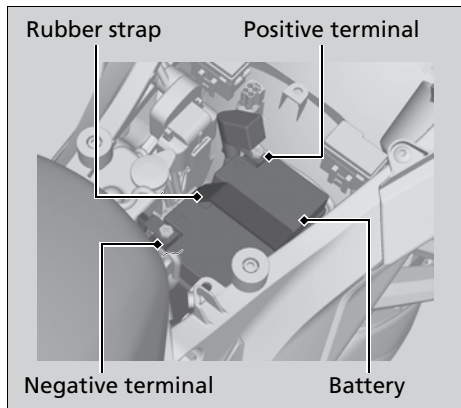
Removal

1. Remove the front seat. ► P. 66
2. Remove the clips.
3. Remove the battery cover.

Installation

Install the parts in the reverse order of removal.

Battery



Removal

Make sure the ignition switch is off.

1. Remove the battery cover. ➤ P. 71
2. Unhook the rubber strap.

3. Disconnect the negative \ominus terminal from the battery.
4. Disconnect the positive \oplus terminal from the battery.
5. Remove the battery taking care not to drop the terminal nuts.

Installation

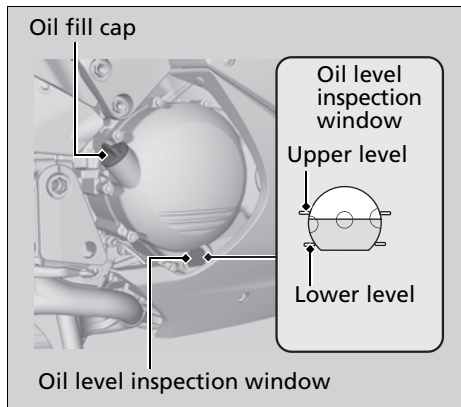
Install the parts in the reverse order of removal. Always connect the positive \oplus terminal first. Make sure that bolts and nuts are tight.

Readjust the clock after the battery is reconnected since the clock goes wrong once the battery disconnected.

For proper handling of the battery, see "Maintenance Fundamentals." ➤ P. 54
 "Battery Goes Dead." ➤ P. 110

Checking the Engine Oil

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch off, stop the engine and wait 2 to 3 minutes.
3. Place your motorcycle in an upright position on a firm, level surface.
4. Check that the oil level is between the upper and lower level marks in the oil level inspection window.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil.

► P. 57

1. Remove the oil fill cap. Add the recommended oil until it reaches the upper level mark.
 - Place your motorcycle in an upright position on a firm, level surface when checking the oil level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the oil filler opening.
 - Wipe up any spills immediately.

2. Securely reinstall the oil fill cap.

NOTICE

Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see “Maintenance Fundamentals”. ► P. 57

Changing Engine Oil & Filter

Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

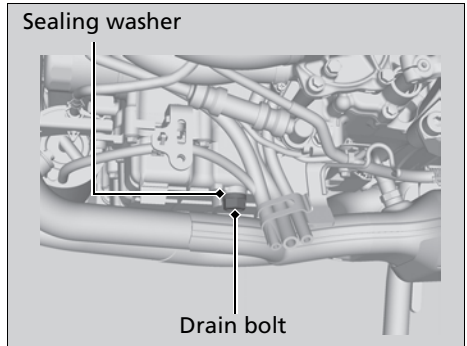
Use a new Honda Genuine oil filter or equivalent specified for your model.

NOTICE

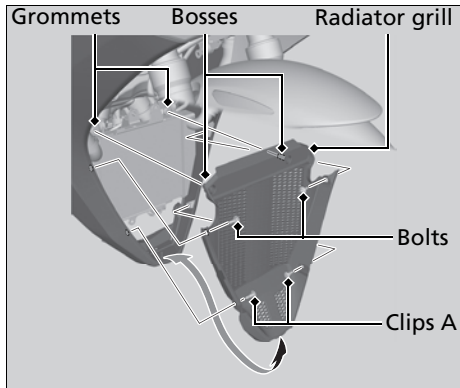
Using the wrong oil filter can result in serious damage to the engine.

1. Place your motorcycle in an upright position on a firm, level surface.
2. Remove the right and left under cowls.
▶ P. 69
3. If the engine is cold, idle the engine for 3 to 5 minutes.
4. Turn the ignition switch off, stop the engine and wait for 2 to 3 minutes.
5. Place a drain pan under the drain bolt.

6. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.



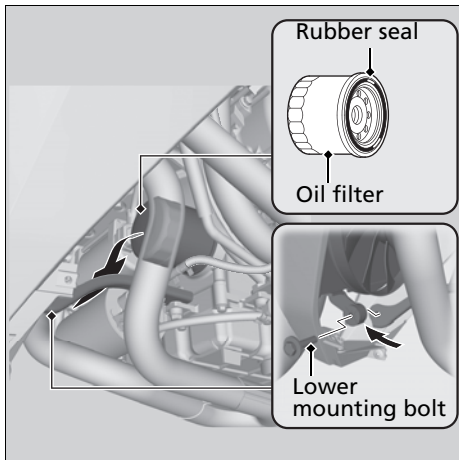
7. Remove the clips A (► P. 70) and bolts, then remove the radiator grill by releasing its bosses from the grommets.



8. Remove the radiator lower mounting bolt, then swing the radiator to the front side slightly.
9. Loosen the oil filter with a filter wrench from left side.

10. Remove the oil filter from between the exhaust pipes and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.

► Discard the oil and oil filter at an approved recycling center.



11. Apply a thin coat of engine oil to the rubber seal of a new oil filter.
12. Install a new oil filter and tighten.

Torque: 19 lbf·ft (26 N·m, 2.7 kgf·m).

13. Install a new sealing washer onto the drain bolt. Tighten the drain bolt.

Torque: 22 lbf·ft (30 N·m, 3.1 kgf·m).

14. Fill the crankcase with the recommended oil (►P. 57) and install the oil fill cap.

Required oil

When changing oil & engine oil filter:

3.3 US qt (3.1 liters)

When changing oil only:

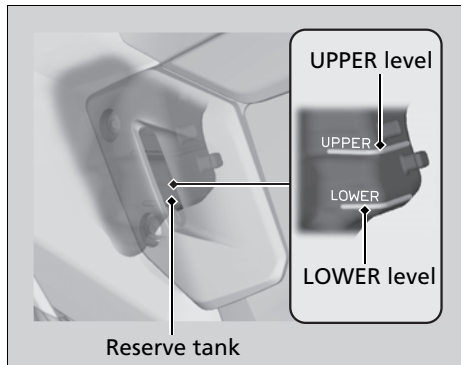
3.1 US qt (2.9 liters)

15. Check the oil level. ►P. 73
16. Check that there are no oil leaks.

17. Return the radiator to the original position and tighten the bolt securely.
18. Install the parts in the reverse order of removal.

Checking the Coolant

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the UPPER and LOWER level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.

Adding Coolant

If the coolant level is below the LOWER level, add the recommended coolant (➤ P. 60) until the level reaches the UPPER level mark. Add fluid only from the reserve tank cap and do not remove the radiator cap.

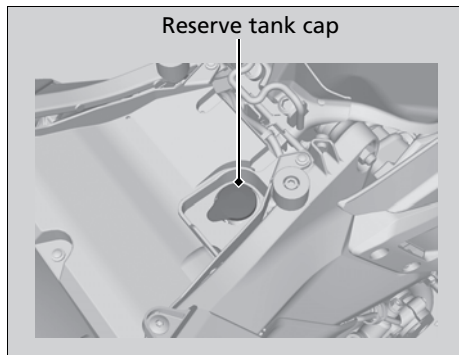
1. Remove the front seat. ➤ P. 66

2. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the UPPER level mark.
 - Make sure no foreign objects enter the reserve tank opening.
3. Securely reinstall the cap.
4. Install the front seat.

⚠ WARNING

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

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



Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

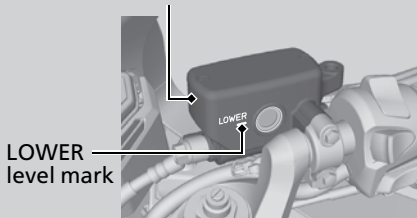
Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. **Front** Check that the brake fluid reservoir cap is horizontal and that the fluid level is above the LOWER level mark.
3. **Rear** Check that the brake fluid reservoir is horizontal and that the level is between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the LOWER level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.

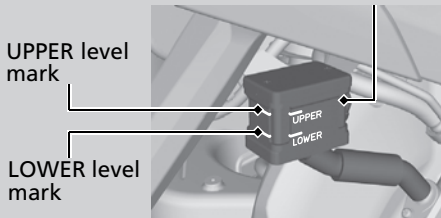
Front

Front brake fluid reservoir



Rear

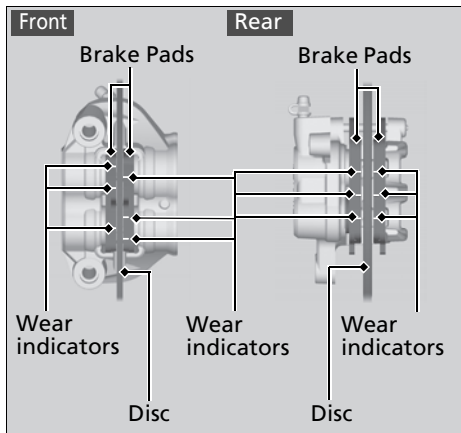
Rear brake fluid reservoir



Inspecting the Brake Pads

Check the condition of the brake pad groove wear indicators.

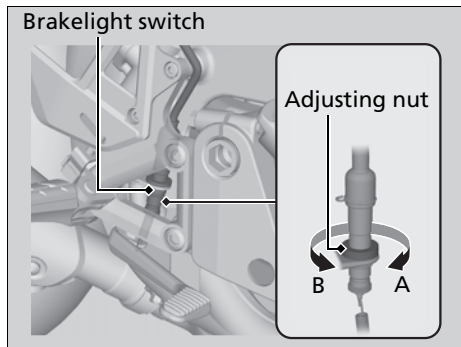
The pads need to be replaced if a brake pad is worn to the bottom of the indicator.



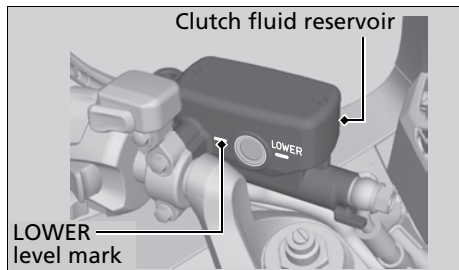
1. **Front** Inspect the brake pads from in front of the brake caliper.
 - Always inspect both left and right calipers.
2. **Rear** Inspect the brake pads from the rear right and left of the motorcycle.
 - If necessary have the pads replaced by your dealer.
 - Always replace both left and right brake pads at the same time.

Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



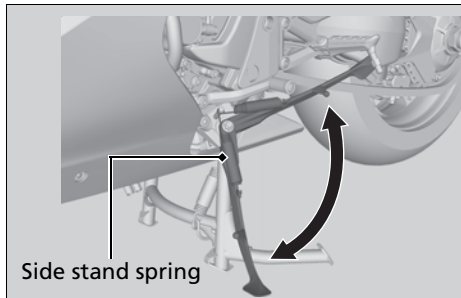
Checking the Clutch Fluid



1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the clutch fluid reservoir cap is horizontal and that the fluid level is above the LOWER level mark.

If the fluid level is low or if you find fluid leaks, or deterioration or cracks in the hoses and fittings, have the clutch system serviced by your dealer.

Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.
4. Start the engine, pull the clutch lever in, and shift the transmission into gear.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Inspecting the Drive Chain Slack

Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.

Have the chain inspected by your dealer.

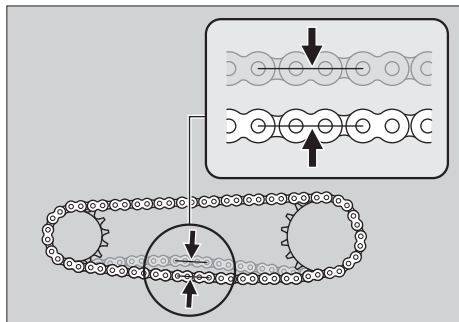
1. Stop the engine. Place the transmission in Neutral.
2. Place your motorcycle on the side stand on a level surface.

3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:

1 to 1 3/8 in (25 to 35 mm)

- ▶ Do not ride your motorcycle if the slack exceeds 1 15/16 in (50 mm).



4. Roll the motorcycle forward and check that the chain moves smoothly.

5. Inspect the sprockets. ➤ P. 58
6. Clean and lubricate the drive chain.
➤ P. 58

Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

1. Stop the engine. Place the transmission in Neutral.
2. Place your motorcycle on the side stand on a level surface.
3. Loosen the bearing holder pinch bolt.
4. Turn the bearing holder clockwise or counterclockwise to obtain the proper chain slack with the pin spanner and extension bar.

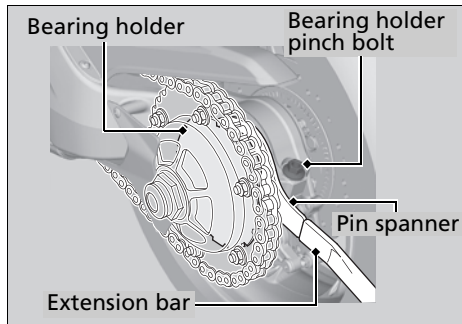
Drive Chain ► Adjusting the Drive Chain Slack

5. Tighten the bearing holder pinch bolt to the specified torque.

Torque: 55 lbf-ft (74 N·m, 7.5 kgf-m).

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

6. Check drive chain slack. ➤ P. 84



Drive Chain ► Checking the Drive Chain Slider

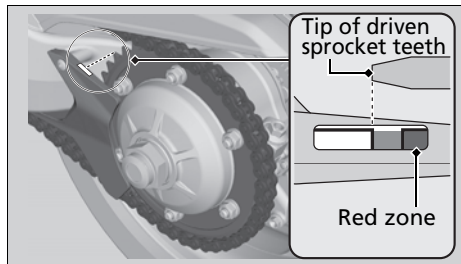
Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the red zone on the label aligns with the tip of driven sprocket teeth after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

Chain:

DID 525HV3 or RK 525ROZ6

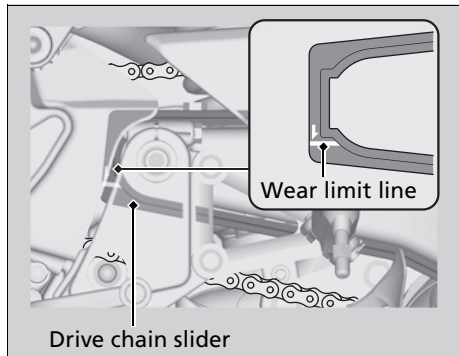
If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider need to be replaced if it is worn to the wear limit line.

If necessary have the drive chain slider replaced by your dealer.

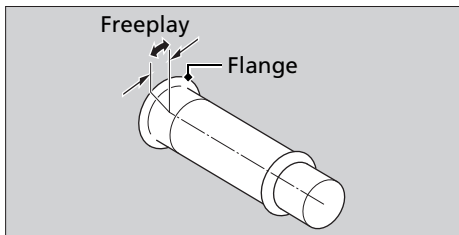


Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

Freeplay at the throttle grip flange:

1/16 to 1/4 in (2 to 6 mm).



Adjusting the Clutch and Brake Levers

You can adjust the distances between the tip of the clutch lever and handle grip, and between the tip of the brake lever and handle grip.

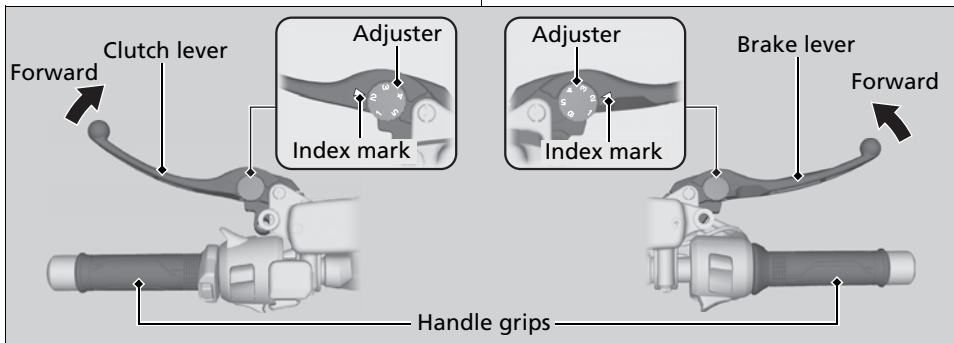
Adjustment method

Turn the adjuster until the numbers aligns with the index mark while pushing the lever forward in the desired position.

After adjustment, check that the levers operate correctly before riding.

NOTICE

Do not turn the adjuster beyond its natural limit.

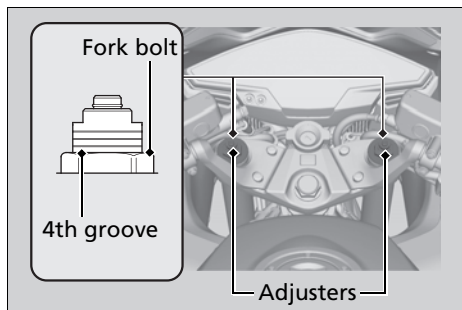


Adjusting the Front Suspension (INTERCEPTOR DELUXE only)

Spring Preload

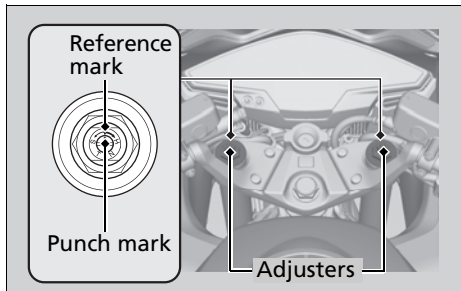
You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn the adjuster using the preload spanner provided in the tool kit. [▶ P. 43](#)

Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is 4th groove from the top aligning with the top surface of the fork bolt.



Rebound Damping

You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 1 turn from the maximum setting so that the punch mark on the adjuster aligns with the reference mark.



NOTICE

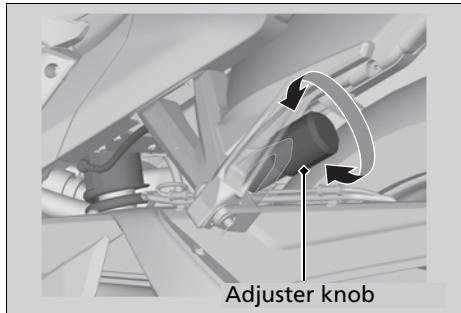
Do not turn the adjuster beyond its natural limits. Adjust both left and right forks to the same spring preload and rebound damping.

Adjusting the Rear Suspension

Spring Preload

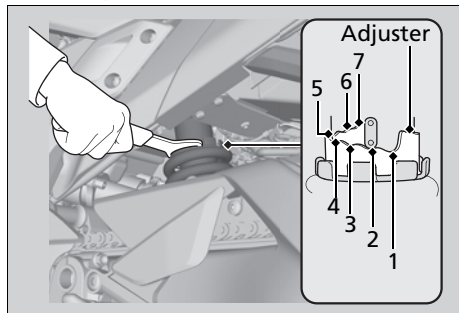
INTERCEPTOR DELUXE

You can adjust the spring preload by the adjuster knob to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is 7 clicks from the minimum setting.



INTERCEPTOR

You can adjust the spring preload by the adjuster to suit the load or the road surface. Use the pin spanner and extension bar to turn the adjuster. Position 1 is for a decrease spring preload (soft), or turn the position 3 to 7 increase spring preload (hard). The standard position is 2.

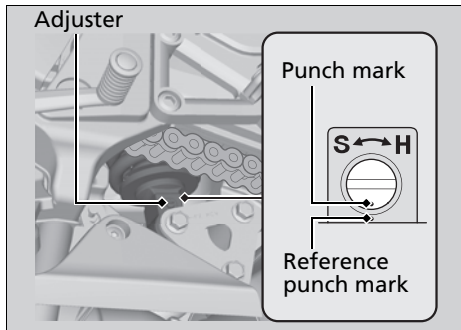


Attempting to adjust directly from 1 to 7 or 7 to 1 may damage the shock absorber.

Other Adjustments ► Adjusting the Rear Suspension

Rebound Damping

You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is $3/4$ turns from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.

**NOTICE**

Do not turn the adjuster beyond its limits.

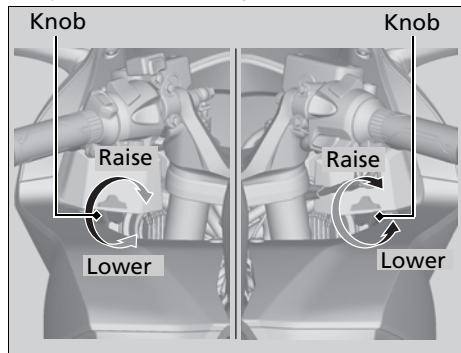
NOTICE

The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the knob in or out as necessary.

Obey local laws and regulations.



Changing the Front Seat Height

The front seat can be changed to one of two positions according to your preference.

To change the seat height, use the proper hex wrench.

In the interest of safety, we recommend that you have your dealer perform the adjustment.

1. Remove the front seat. ► P. 66
2. Remove the socket bolts A and seat adjust plates.
3. Move the adjust plates and install the socket bolts A in the mounting holes for your preferred seat position (high or low), and then tighten them.

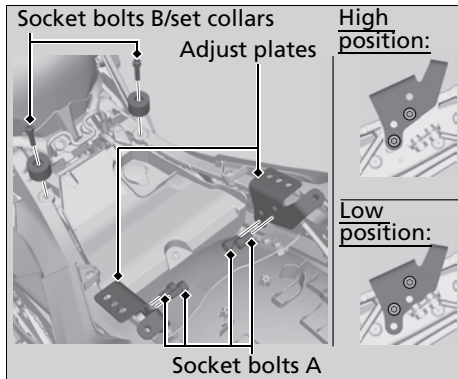
Torque: 16 lbf·ft (22 N·m, 2.2 kgf·m).

4. If you change the front seat height from high position to low position, remove the socket bolts B/set collars from the seat rail.

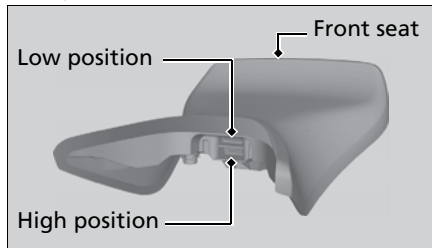
(The socket bolts B/set collars are not required for the low position.)

- Make sure to install the socket bolts B/ set collars when the seat height is returned to the high position. Tighten the socket bolts B if reinstalling.

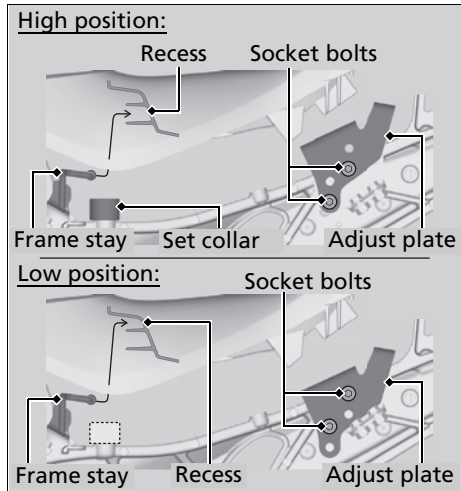
Torque: 9 lbf·ft (12 N·m, 1.2 kgf·m).



5. Install the front seat. [P. 66](#)
 ► Align the recess for your preferred seat position (low or high) with the front stay.



6. Make sure that the mount positions of the recess and the adjust plates are the same seat position.



Troubleshooting

Engine Will Not Start	P. 97	Other Warning Indications	P. 102
Overheating (High coolant temperature indicator is on)	P. 98	Fuel Gauge Failure Indication	P. 102
Warning Indicators On or Flashing	P. 99	Handle Grip Heater Failure Indication (INTERCEPTOR DELUXE only)	P. 102
Low Oil Pressure Indicator.....	P. 99	Tire Puncture	P. 103
PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)	P. 99	Electrical Trouble	P. 110
ABS (Anti-lock Brake System) Indicator (INTERCEPTOR DELUXE only).....	P. 100	Battery Goes Dead	P. 110
TCS (Traction Control System) Indicator (INTERCEPTOR DELUXE only).....	P. 101	Burned-out Light Bulb.....	P. 110
		Blown Fuse	P. 116


I Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. ➤ [P. 39](#)
- Check that there is gasoline in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is on.
 - ▶ If the indicator light is on, contact your dealer as soon as possible.

I Starter Motor Does Not Operate

Check the following items:

- Make sure engine stop switch is  (Run) position. ➤ [P. 34](#)
- Make sure the side stand is raised.
- Check for a blown fuse. ➤ [P. 116](#)
- Check for a loose battery connection or battery terminal corrosion. ➤ [P. 55](#)
- Check the condition of the battery. ➤ [P. 110](#)

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on.
- Acceleration becomes sluggish.

If this occurs, pull safely to the side of the road and perform the following procedure. Extended fast idling may cause the high coolant temperature indicator to come on.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the OFF position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.

➔ P. 78

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank, and add coolant as necessary.

➔ P. 78

5. If 1-4 check normal, you may continue riding, but closely monitor the temperature gauge.

Low Oil Pressure Indicator

If the low oil pressure indicator comes on, pull safely to the side of the road and stop the engine.

NOTICE

Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. [▶ P. 73](#)
2. Start the engine.
 - ▶ Only continue riding if the low oil pressure indicator goes off.

Rapid acceleration may momentarily cause the low oil pressure indicator to come on, especially if the oil is at or near the low level. If the low oil pressure indicator stays on when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes on while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

ABS (Anti-lock Brake System) Indicator (INTERCEPTOR DELUXE only)

If the indicator operates in one of the following ways, you may have a serious problem with the brake system. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes on or starts flashing while riding.
- Indicator does not come on when the ignition switch is in the ON position.
- Indicator does not go off at speeds above 6 mph (10 km/h).

If the ABS indicator stays on, your brakes will continue to work as a conventional system, but without the anti-locking function.

The ABS indicator may flash if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch off and then on again. The ABS indicator will go off after your speed reaches 19 mph (30 km/h).

TCS (Traction Control System) Indicator (INTERCEPTOR DELUXE only)

If the indicator operates in one of the following ways, you may have a serious problem with the TCS (Traction Control System).

Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes on while riding.
- Indicator does not come on when the ignition switch is turned on.
- Indicator does not go off at speeds above 6 mph (10 km/h).

Even when the TCS indicator is on, your motorcycle will have normal riding ability without TCS function.

- When the indicator comes on while the TCS is in operation, you will have to close the throttle grip completely to regain normal riding ability.

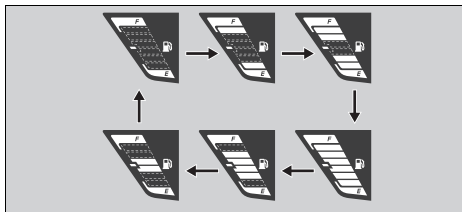
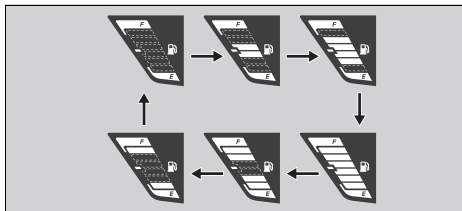
The TCS indicator may come on if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch off and then on again. The TCS indicator will go off after your speed reaches 6 mph (10 km/h).

Other Warning Indications

Fuel Gauge Failure Indication

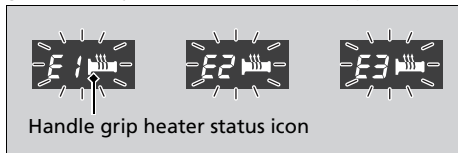
If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your dealer as soon as possible.



Handle Grip Heater Failure Indication (INTERCEPTOR DELUXE only)

If the handle grip heater system has an error, the handle grip heater status icon will blink. If the "E1", "E2" or "E3" blinking does not go off, see your dealer as soon as possible.



Tire Puncture

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer.

After an emergency repair, always have the tire inspected/replaced by your dealer.

Emergency Repair Using a Tire Repair Kit

If your tire has a minor puncture, you can make an emergency repair using a tubeless tire repair kit.

Follow the instructions provided with the emergency tire repair kit.

Riding your motorcycle with a temporary tire repair is very risky. Do not exceed 30 mph (50 km/h). Have the tire replaced by your dealer as soon as possible.

WARNING

Riding your motorcycle with a temporary tire repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tire repair, ride slowly and carefully and do not exceed 30 mph (50 km/h) until the tire is replaced.

Removing Wheels

Follow these procedures if you need to remove a wheel in order to repair a puncture.

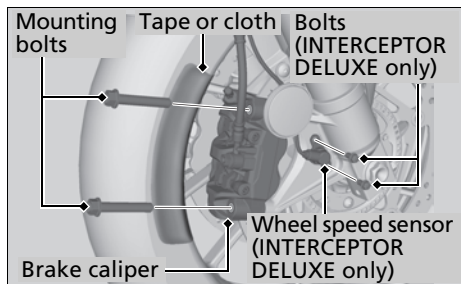
INTERCEPTOR DELUXE only

When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

Removal

1. Park on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.

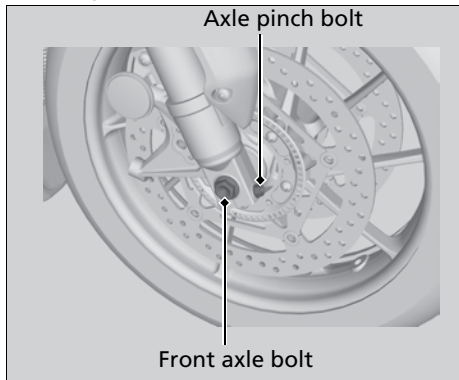


3. INTERCEPTOR DELUXE only

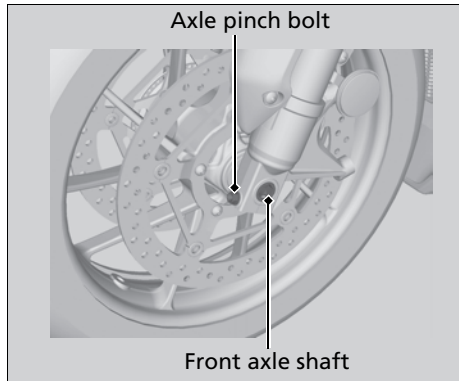
Remove the wheel speed sensor by removing the bolts.

4. On the right side, remove the mounting bolts and remove the brake caliper.
5. On the left side, remove the mounting bolts and remove the brake caliper.
 - Support the brake caliper so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - Do not pull the brake lever while the brake caliper is removed.
 - Take care to prevent the brake caliper from scratching the wheel during removal.

6. Remove the front axle bolt.
7. Loosen the right axle pinch bolt.
8. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.

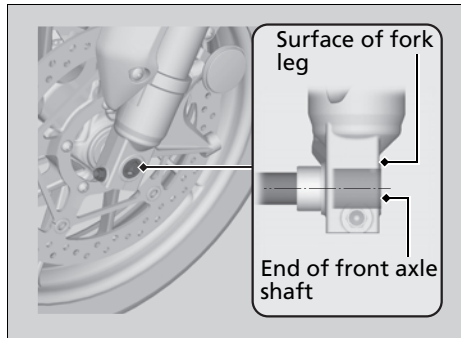


9. Loosen the left axle pinch bolt.
10. On the left side, withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the lightly greased front axle shaft to the end, through the left fork leg and wheel hub.
3. Align the end of the front axle shaft with the surface of the fork leg.



4. Tighten the left axle pinch bolt to hold the axle.
5. Tighten the axle bolt.

Torque: 44 lbf·ft (59 N·m, 6.0 kgf·m).

6. Loosen the left axle pinch bolt.
7. Tighten the right axle pinch bolt.

Torque: 16 lbf·ft (22 N·m, 2.2 kgf·m).

8. Install the right brake caliper and tighten new mounting bolts.

Torque: 33 lbf·ft (45 N·m, 4.6 kgf·m).

9. Install the left brake caliper and tighten new mounting bolts.

Torque: 33 lbf·ft (45 N·m, 4.6 kgf·m).

- Take care to prevent the brake caliper from scratching the wheel during installation.
- Use new mounting bolts when installing the brake caliper.

NOTICE

When installing the brake calipers into position on the fork legs, carefully fit the brake disc between the pads to avoid scratching them.

10. Lower the front wheel on the ground.
11. Apply the brake lever several times. Then, pump the fork several times.
12. Retighten the left axle pinch bolt.

Torque: 16 lbf·ft (22 N·m, 2.2 kgf·m).

13. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
14. **INTERCEPTOR DELUXE only**
Install the wheel speed sensor and tighten the bolts, then check the clearance between the wheel speed sensor and the pulser ring.
15. Remove the protective tape or cloth.

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

Rear Wheel

Removal

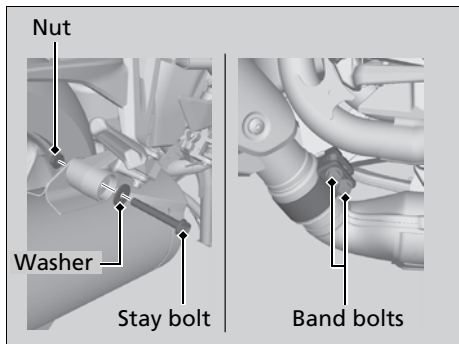
1. **INTERCEPTOR DELUXE**

Park your motorcycle on its center stand on a firm, level surface.

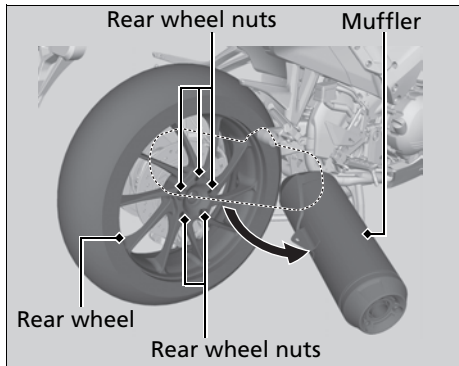
INTERCEPTOR

Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.

2. Loosen the muffler band bolts.
3. Remove the muffler stay bolt, nut and washer.



4. Move the muffler outward.
5. Remove the rear wheel nuts, and remove the rear wheel.



Installation

1. To install the rear wheel, reverse the removal procedure.
2. Tighten the rear wheel nuts equally.

Torque: 80 lbf·ft (108 N·m, 11.0 kgf·m).

3. Hold the muffler mounting bolt and tighten the mounting nut.

Torque: 20 lbf·ft (27 N·m, 2.8 kgf·m).

4. Tighten the muffler band bolts.

Torque: 15 lbf·ft (21 N·m, 2.1 kgf·m).

5. Check that the wheel rotates freely.

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

Battery Goes Dead

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle before charging.

Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

If the battery does not recover after recharging, contact your dealer.

NOTICE

Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.

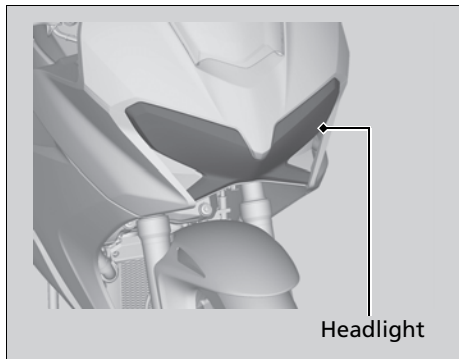
Turn the ignition switch to the OFF or LOCK position.

Allow the bulb to cool before replacing it. Do not use bulbs other than those specified.

Check the replacement bulb for correct operation before riding.

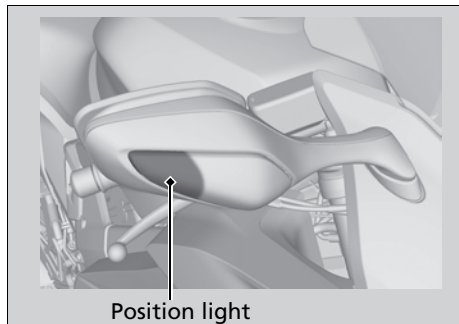
For the light bulb wattage, see "Specifications." ➔ [P. 143](#)

Headlight



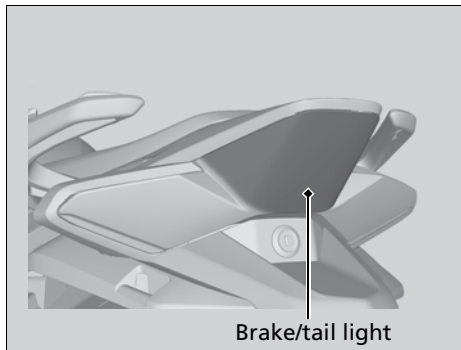
The headlight uses several LEDs.
If there is a LED which is not turned on, see your dealer for this service.

Position Light



The position lights use several LEDs.
If there is a LED which is not turned on, see your dealer for this service.

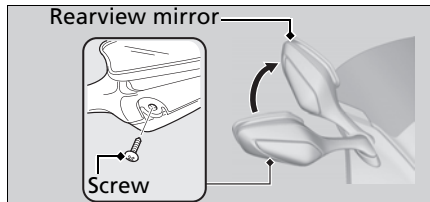
Brake/Tail Light



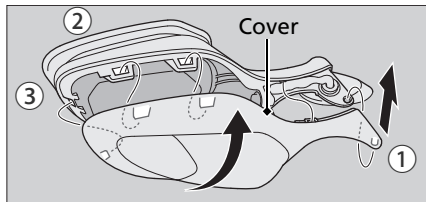
The brake and tail light uses several LEDs. If there is a LED which is not turned on, see your dealer for this service.

Front Turn Signal Bulb

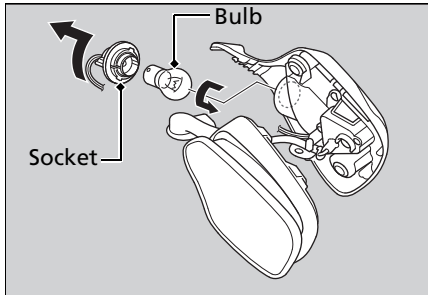
1. Remove the screw.
2. Fold the rearview mirror.



3. Remove the cover from the rearview mirror carefully in the procedure shown in the illustration.



4. Turn the socket counterclockwise and pull it out.
5. Slightly press the bulb in and turn it counterclockwise.

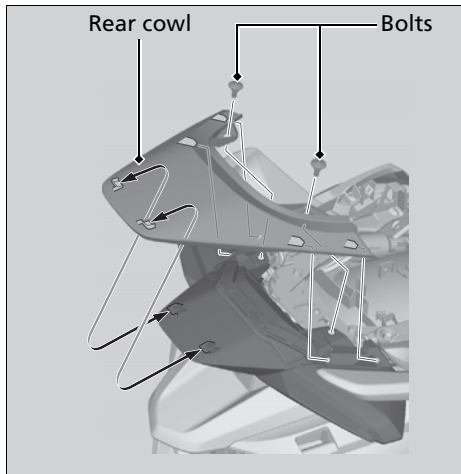


6. Install a new bulb in the reverse order of removal.
► Use only the amber bulb.
7. Reinstall the cover and install the screw and tighten.

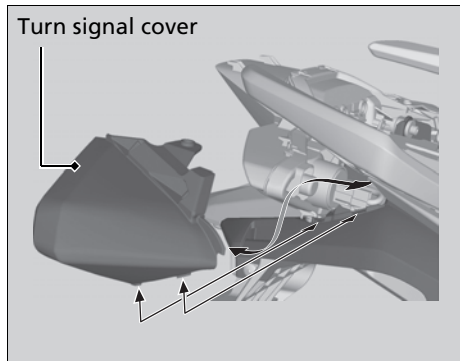
Torque: 0.7 lbf·ft (1.0 N·m, 0.1 kgf·m).

Rear Turn Signal Bulb

1. Remove the rear seat. [▶ P. 65](#)
2. Remove the bolts.
3. Remove the rear cowl by pulling backward carefully.



4. Remove the turn signal cover by releasing the tabs carefully.

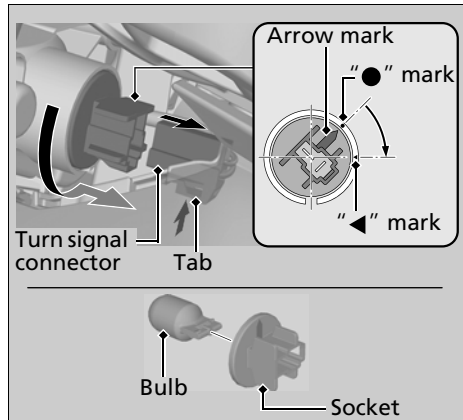


5. Disconnect the turn signal connector while pressing the tab.
6. Turn the socket counterclockwise and pull it out.
7. Pull the bulb out of the socket without turning it.

8. Install a new bulb and parts in the reverse order of removal.

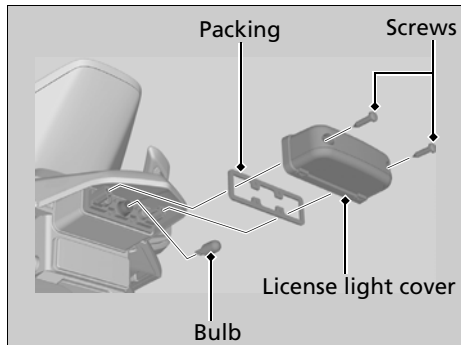
- Install the socket by aligning its arrow mark with "●", then turn it clockwise until aligning its arrow mark with "◀" to lock it.

- Use only the amber bulb.



License Plate Light Bulb

1. Remove the screws.
2. Remove the license light cover and license light cover packing.
3. Pull out the bulb without turning.



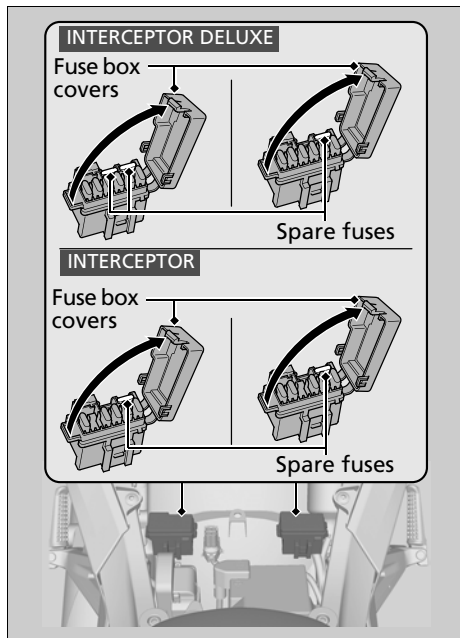
4. Install a new bulb and parts in the reverse order of removal.

Blown Fuse

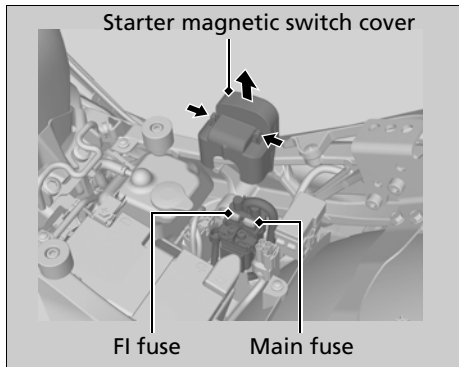
Before handling fuses, see “Inspecting and Replacing Fuses”. ► P. 56

Fuse Box Fuses

1. Remove the battery cover. ► P. 71
2. Open the fuse box covers.
3. Pull the fuses out with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Close the fuse box covers.
5. Reinstall the battery cover.



I Main Fuse & FI Fuse



1. Remove the battery cover. ► P. 71
2. Remove the starter magnetic switch cover.

3. Pull the main fuse and FI fuse out with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
 - Spare fuses are provided in the fuse box.
4. Reinstall parts in the reverse order of removal.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

Information

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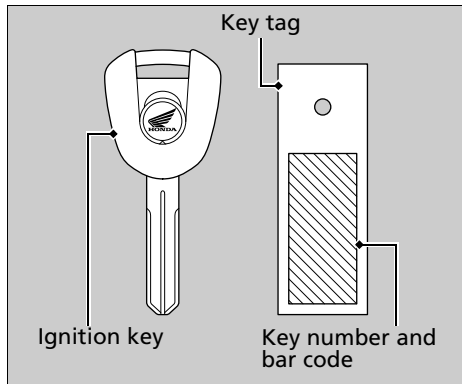
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Keys

Ignition key

This motorcycle has two ignition keys and a key tag with a key number and a bar code. Store the spare key and the key tag in a safe location. To make a duplicate key, take the spare key and the key tag to your dealer or a locksmith. If you lose all keys and the key tag, the ignition switch assembly will probably have to be removed by your dealer to determine the key number.

A metal key holder may cause damage to the area surrounding the ignition switch.



Instruments, Controls, & Other Features

Ignition Switch

The headlight is always on when the ignition switch is ON. Leaving the ignition switch ON with the engine stopped will drain the battery. Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch off. Failing to do so will drain the battery.

Odometer

The display locks at 999,999 when the readout exceeds 999,999.

Tripmeter

The tripmeter A, B returns to 0.0 when the readout exceeds 9,999.9.

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag on the under the front seat.

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
 - ▶ Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them.

Avoid directing water into the air cleaner, muffler, and electrical parts.

3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
 - ▶ Make sure that no lubricant spills onto the brakes or tires. Brake discs, pads, drum or shoes contaminated with oil will suffer greatly reduced braking effectiveness and can lead to a crash.
5. Apply a coat of wax to prevent corrosion.
 - ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
 - ▶ Keep the wax clear of the tires and brakes.
 - ▶ If your motorcycle has any matte painted parts, do not apply a coat of wax to the matte painted surface.

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
 - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
 - Do not direct water at the muffler:
 - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
 - Dry the brakes:
 - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
 - Do not direct water under the seat:
 - ▶ Water in the under seat compartment can damage your documents and other belongings.
 - Do not direct water at the air cleaner:
 - ▶ Water in the air cleaner can prevent the engine from starting.
-
- Do not direct water near the headlight.
 - Do not use waxes containing compounds at the matte painted surface:
 - ▶ Using plenty of water, clean the matte painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.
 - ▶ Use neutral detergent to clean matte painted surface.

Aluminum Components

Aluminum will corrode from contact with dirt, mud, or road salt. Clean aluminum parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels

Follow these guidelines to prevent scratches and blemishes:

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.
- Avoid getting gasoline, brake fluid, or detergents on the instruments, panels, or headlights.

Windscreen

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

NOTICE

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

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

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

Take care to keep battery electrolyte, brake fluid, or other chemical solvents off the windscreen and screen garnish. They will damage the plastic.

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust. To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel. If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.

If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. ➤ [P. 58](#)
- Place your motorcycle on its center stand (INTERCEPTOR DELUXE only) or a maintenance stand and position a block so that both tires are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery (➤ [P. 72](#)) to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

For more information about storage, refer to the Honda Winter Storage Guide, available from your dealer.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling center. Call your local or state office of public works or environmental services to find a recycling center in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a

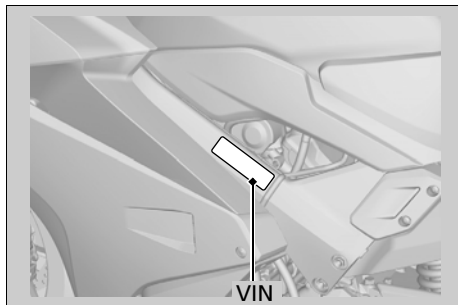
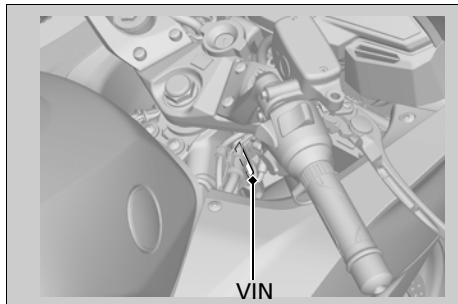
drain or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

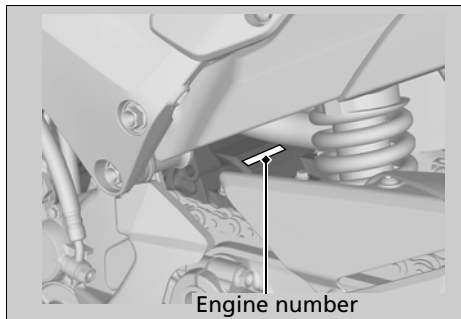
Vehicle Identification Number

The VIN and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts. The VIN is stamped on the right side of the steering head and also appears on the Safety Certification Label attached to the left side of the frame.

The engine number is stamped on top of the crankcase.

You should record these numbers and keep them in a safe place.





Emission Control Systems

Your motorcycle engine emits combustion by products, including carbon monoxide (CO), oxides of nitrogen (NO_x), and hydrocarbons (HC). Gasoline evaporation also emits hydrocarbons. Controlling the production of NO_x, CO, and HC is important for the environment.

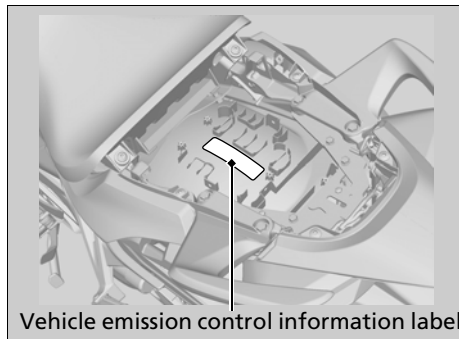
Exhaust Emission Requirements

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust, crankcase, and fuel permeation emission standards during its useful life, when operated and maintained according to the instructions provided.

CARB also requires that your motorcycle comply with applicable evaporative emission requirements during its useful life, when operated and maintained according to the instructions provided.

Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to maintain a valid emissions system warranty. The Vehicle Emission Control Information label is attached to the rear fender under the rear seat.

[P. 65](#)



Noise Emission Requirements

The EPA requires that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 3,730 miles (6,000 km) after the time of purchase when operated and maintained according to the instructions provided.

Exhaust Emission Control System

The exhaust emission control system includes the following components that should not need adjustment, although periodic inspection by your dealer is recommended.

PGM-FI System

The PGM-FI (programmed fuel injection) system uses sequential multiport fuel injection, and is comprised of air intake, engine control, fuel control, and exhaust control subsystems.

The engine control module (ECM) uses sensors to determine how much air enters the engine, and then controls how much fuel to inject.

Ignition Timing Control System

The ignition timing control system adjusts the ignition timing to reduce the amount of HC, CO, and NO_x produced.

Secondary Air Injection System

The secondary air injection system adds filtered air into the exhaust gas to help improve emission control performance.

Catalytic Converters

The exhaust system contains one or more catalytic converters. Catalytic converters use a catalyst to convert most of the harmful exhaust gas compounds into harmless compounds.

Evaporative Emission Control System

An evaporative emissions control system uses a canister filled with charcoal to adsorb fuel vapor from the fuel tank while the engine is off. The vapor is drawn into the engine and burned while riding.

Crankcase Emissions Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the intake manifold.

Fuel Permeation Emission Control

The fuel tank, fuel hoses, and fuel vapor charge hoses use fuel permeation control technologies to prevent fuel vapor emissions. Tampering with these components to reduce or defeat the effectiveness of the fuel permeation technologies is prohibited.

Noise Emission Control System

■ TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:

U. S. federal law prohibits may prohibit, the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE FOLLOWING ACTS:

- Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
- Removal of, or puncturing of any part of the intake system.
- Lack of proper maintenance.
- Removing or disabling any emissions compliance component, or replacing any compliance component with a non-compliant component.

Problems Affecting Motorcycle Exhaust Emissions

Have your motorcycle inspected and repaired by your dealer if you experience any of the following symptoms:

- Hard starting or stalling after starting
- Rough idling
- Misfiring or backfiring during acceleration
- Poor engine performance and poor fuel economy

Catalytic Converter

This motorcycle is equipped with an three-way catalytic converter. The catalytic converter contain precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded gasoline. Leaded gasoline will damage the catalytic converter.
- Keep the engine in good running condition. A poorly running engine can cause the catalytic converter to overheat causing damage to the converter or the motorcycle.
- If your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine. Have your motorcycle serviced as soon as possible.

Oxygenated Fuels

Some conventional fuels blended with alcohol or an ether compound are available in some areas to help reduce emissions to meet clean air standards. These gasolines are collectively referred to as oxygenated fuels. If you plan to use oxygenated fuel, check that it is unleaded and meets the minimum octane rating and blend requirement.

The following fuel blends are EPA-approved and have been approved for use in your motorcycle:

- Ethanol (ethyl alcohol) up to 10% by volume.
 - ▶ Gasoline containing ethanol may be marketed under the name Gasohol.
- Methanol (methyl alcohol) up to 5% by volume that contain cosolvents and corrosion inhibitors to protect the fuel system. Never use a blend containing more than 5%.

If you accidentally fill your fuel tank with an oxygenated fuel containing higher percentages, you may experience performance problems. To resolve the problem, have your dealer drain the fuel tank and replace with the correct fuel. Fuel system or performance problems resulting from the use of an oxygenated fuel containing higher percentages are not covered by your warranty.

NOTICE

Improper use of oxygenated fuels can damage metal, rubber, and plastic parts of your fuel system. Oxygenated fuel can also damage paint. Damage caused by spilled fuel is not covered by warranty.

If you notice any undesirable operating symptoms or performance problems, try a different brand of gasoline.

Authorized Manuals

The Service Manual used by your authorized dealer is available from your Honda dealer or Helm, Inc.

Also available, but not necessary to service your model, is the Honda Common Service Manual, which explains basic service information for various systems on Honda motorcycles, scooters, and all-terrain vehicles.

These Honda manuals are written for the professional technician. However, if you possess the proper tools, observe the safety standards, and are mechanically capable, you should find them easy to use.

Special Honda tools are necessary for some procedures.

Publication Item No.	Description
61MJM00	2014 VFR800F/FD Service Manual
61CSM00	Common Service Manual
31MJM600	2014 VFR800F/FD Owner's Manual

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(1-888-292-5393)

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Monday – Friday 8:00 AM – 6:00 PM EST

Warranty Coverage and Service

Coverage

Your new Honda is covered by the following warranties:

- Motorcycle Limited Warranty
- Emission Control System Warranty
- Noise Control Warranty

The responsibilities, restrictions, and exclusions that apply to these warranties are explained in the Warranties Booklet given to you by your Honda dealer at the time of purchase. Always keep your Honda owner's card with your Warranties Booklet.

It is important to realize that your warranty applies only to defects in material or workmanship of your Honda. Your warranty coverage does not apply to the normal wear and deterioration associated with use of the motorcycle.

Your warranty coverage is not voided if you perform your own maintenance. However, failures that occur due directly to improper maintenance are not covered by these warranties.

You can extend almost all of your warranty coverage through the Honda Protection Plan. For more information, see your Honda dealer.

Service

Please remember that maintenance recommended in the Maintenance Schedule is not included in your warranty coverage.

If you believe you have a problem with your motorcycle, call the service department of your Honda dealer. Make an appointment for an inspection and diagnosis. You will be asked to authorize that inspection, and your dealer will return the results of the inspection. If a problem exists and is covered under warranty, your dealer will perform the warranty repairs. If you have any questions about your warranty coverage or the nature of the repair, talk to the Service Manager of your Honda dealer.

If a misunderstanding occurs and you aren't satisfied with your dealer's handling of the situation, we suggest you discuss your problem with the appropriate member of the dealership's management team. If you are still not satisfied, contact the owner of the dealership or their designated representative.

Honda Contacts

American Honda Motor Co., Inc.

If you wish to contact Honda directly to comment on your experiences with your motorcycle or with your dealer, please send your comments to the following address:

Motorcycle Division,
American Honda Motor Co., Inc.,
P.O. Box 2200, Torrance,
CA 90509-2200
Mailstop: 100-4C-7B,
Telephone: (866) 784-1870.

Please include the following information in your letter:

- Name, address, and telephone number
- Product model, year, and VIN
- Date of purchase
- Dealer name and address

We will likely ask your Honda dealer to respond, or possibly acknowledge your comments directly.

Your Honda Dealer

The service department of your Honda dealer offers trained personnel to perform regular maintenance and most repairs. It has the latest available service information from Honda and also handles warranty inspections and repairs.

The parts department offers Honda Genuine Parts, Pro Honda products, Honda Genuine Accessories that provide the same quality that went into your motorcycle.

The sales department offers the Honda Protection Plan to extend almost all of your warranty coverage.

Your Honda dealer can also supply information about, riding events, and information about safety training available in your local area, and the Honda Rider's Club of America.

Honda Rider's Club of America (HRCA)

The Honda Rider's Club of America (HRCA) sponsors local riding chapters at Authorized Honda Dealerships across the country. You can log on to the HRCA Clubhouse website for more information at www.hrca.honda.com.

Reporting Safety Defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Honda Motor Co., Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Honda Motor Co., Inc.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at:

1-888-327-4236

(TTY: 1-800-424-9153); go to

<http://www.safercar.gov>;

or write to:

Administrator, NHTSA,
1200 New Jersey Avenue, SE.,
Washington, DC 20590.

You can also obtain other information about motor vehicle safety from:

<http://www.safercar.gov>.

Specifications

■ Main Components

Type	RC79	
Overall length	84.3 in (2,140 mm)	
Overall width	29.5 in (750 mm)	
Overall height	47.6 in (1,210 mm)	
Wheelbase	57.5 in (1,460 mm)	
Minimum ground clearance	5.3 in (135 mm)	
Caster angle	25° 30'	
Trail	3.7 in (95 mm)	
Curb weight	INTERCEPTOR DELUXE (VFR800FD)	
	536 lb (243 kg)	
	INTERCEPTOR (VFR800F)	
	527 lb (239 kg)	
Maximum weight capacity*1	388 lb (176 kg)	
Maximum luggage weight*2	88 lb (40 kg)	
	Luggage	40 lb (18 kg)
	Accessories	48 lb (22 kg)
Passenger capacity	Rider and 1 passenger	
Minimum turning radius	11.2 ft (3.4 m)	

*1 Including rider, passenger, all luggage, and accessories

*2 Includes the weight of the luggage and added accessories.

Displacement	47.7 cu-in (782 cm ³)	
Bore x stroke	2.83 x 1.89 in (72.0 x 48.0 mm)	
Compression ratio	11.8:1	
Fuel	Unleaded gasoline Recommended fuel octane number: Pump Octane Number (PON) 86 or higher.	
Tank capacity	5.60 US gal (21.2 liters)	
Battery	YTZ12S 12V-11Ah (10 HR)	
	1st	2.846
	2nd	2.062
	3rd	1.578
	4th	1.291
	5th	1.111
	6th	0.965
Gear ratios		
Reduction ratios (primary / final)	1.939 / 2.687	

Specifications

■ Service Data

Tire size	Front	120/70ZR17M/C(58W)
	Rear	180/55ZR17M/C(73W)
Tire type	Radial, tubeless	
Recommended Tires	Front	DUNLOP D222F K BRIDGESTONE T30F G
	Rear	DUNLOP D222 K BRIDGESTONE T30R G
Tire air pressure	Front	36 psi (250 kPa, 2.50 kgf/cm ²)
	Rear	42 psi (290 kPa, 2.90 kgf/cm ²)
Minimum tread depth	Front	0.06 in (1.5 mm)
	Rear	0.08 in (2.0 mm)
Spark plugs	(standard)	IMR9D-9H (NGK) or VNH272B (DENSO)
Spark plug gap	(non-adjustable)	0.031 to 0.035 in (0.80 to 0.90 mm)
Idle speed	1,200 ± 100 rpm	
Recommended engine oil	API Service Classification SG or higher except oils labeled as energy conserving or resource conserving on the circular API service label, SAE 10W-30, JASO T 903 standard MA, Pro Honda GN4 4-stroke oil or Honda 4-stroke oil or an equivalent motorcycle oil	

Engine oil capacity	After draining	3.1 US qt (2.9 liters)
	After draining & filter change	3.3 US qt (3.1 liters)
	After disassembly	4.1 US qt (3.9 liters)
Recommended brake (clutch) fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	3.09 US qt (2.92 liters)	
Recommended coolant	Pro Honda HP Coolant	
Recommended drive chain lubricant	Pro Honda HP Chain Lube or equivalent	
Drive chain slack	1 to 1 3/8 in (25 to 35 mm)	
Standard drive chain	DID 525HV3 or RK 525ROZ6	
	No. of links	110
Standard sprocket sizes	Engine sprocket	16T
	Rear wheel sprocket	43T

■ Bulbs

Headlight	LED
Brake light	LED
Taillight	LED
Front turn signal lights	12V-21W x 2
Rear turn signal lights	12V-21W x 2
Position light	LED
License plate light	12V-5W

■ Fuses

Main fuse	30A
Other fuses	INTERCEPTOR DELUXE (VFR800FD) 30A, 20A, 10A
	INTERCEPTOR (VFR800F) 20A, 10A

■ Torque Specifications

Grab rail mounting bolt	20 lbf-ft (27 N-m, 2.8 kgf-m)
Engine oil drain bolt	22 lbf-ft (30 N-m, 3.1 kgf-m)
Oil filter	19 lbf-ft (26 N-m, 2.7 kgf-m)
Bearing holder pinch bolt	55 lbf-ft (74 N-m, 7.5 kgf-m)
Seat adjust plate socket bolts A	16 lbf-ft (22 N-m, 2.2 kgf-m)
Seat adjust set collar socket bolts B	9 lbf-ft (12 N-m, 1.2 kgf-m)
Front wheel axle bolt	44 lbf-ft (59 N-m, 6.0 kgf-m)
Front wheel brake caliper mounting bolts	33 lbf-ft (45 N-m, 4.6 kgf-m)
Front wheel axle pinch bolts	16 lbf-ft (22 N-m, 2.2 kgf-m)
Rear wheel nuts	80 lbf-ft (108 N-m, 11.0 kgf-m)
Muffler band bolts	15 lbf-ft (21 N-m, 2.1 kgf-m)
Muffler mounting nut	20 lbf-ft (27 N-m, 2.8 kgf-m)
Front turn signal cover screws	0.7 lbf-ft (1.0 N-m, 0.1 kgf-m)

Information Record

VIN	
Engine No.	
Color Label & Code	
Owner's Name	
Address	
City/State	
Phone	
Dealer's Name	
Address	
City/State	
Phone	
Service Manager	

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