Contents

These pages give an overview of the contents of your owner's manual. The first page of each section lists the topics covered in that section.

Motorcycle Safety 1
Important safety information you should know, plus a look at the safety-related labels on your motorcycle.

Instruments & Controls 11
The location and function of gauges, indicators, controls, and the Multi Information Display on your motorcycle and operating instructions for various controls and features.

Before Riding 37
The importance of wearing a helmet and other protective gear, how to make sure you and your motorcycle are ready to ride, and important information about loading.

Basic Operation & Riding 53
How to start and stop the engine, shift gears, and brake. Also, riding precautions and important information about riding with a passenger or cargo.

Audio Systems 73
The location, function, and operation of the audio components on your motorcycle.

Servicing Your Honda 117
Why your motorcycle needs regular maintenance, what you need to know before servicing your Honda, an owner maintenance schedule, and instructions for specific maintenance and adjustment items.

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How to store and transport your motorcycle and how to be an environmentally responsible rider.

Taking Care of the Unexpected **191**
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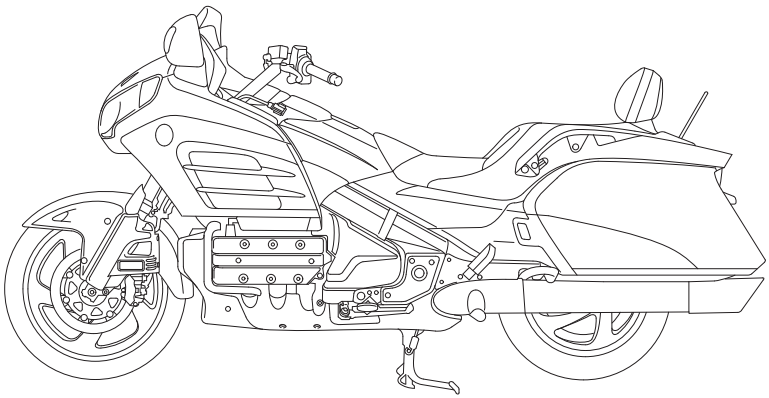
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2016
Honda GL1800B/A
Gold Wing F6B
OWNER'S MANUAL



Introduction

Congratulations on choosing a GL1800 Gold Wing F6B motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers – people who appreciate Honda's reputation for building quality into every product.

Your Gold Wing F6B has earned its reputation as the ultimate luxury touring motorcycle. It comes loaded with power, unequaled cargo space, a sophisticated audio system, and other unique features to provide maximum convenience and comfort

Before riding, take time to get acquainted with your motorcycle and how it works. To protect your investment, we urge you to take responsibility for keeping your motorcycle well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all pre-ride and other periodic checks detailed in this manual.

We also recommend that you read this owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a detailed list of topics at the beginning of each section and an index at the back of the book.

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your Honda, other property, or the environment.

Introduction

Read the Warranties Booklet (page 235) thoroughly so you understand the coverages that protect your new Honda and are aware of your rights and responsibilities.

If you have any questions, or if you ever need special service or repairs, remember that your Honda dealer knows your motorcycle best and is dedicated to your complete satisfaction.

Please report any change of address or ownership to your dealer so we will be able to contact you concerning important product information.

You may also want to visit our website at
USA: www.powersports.honda.com.
Canada: www.honda.ca.

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. And 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 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.**

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

Motorcycle Safety

This section presents some of the most important information and recommendations to help you ride your motorcycle safely. Please take a few moments to read these pages. This section also includes information about the location of safety labels on your motorcycle.

Important Safety Information 2
Accessories & Modifications 4
Safety Labels 6

Important Safety Information

Your motorcycle can provide many years of service and pleasure – if you take responsibility for your own safety and understand the challenges you can meet while riding.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. The following are a few that we consider to be most important.

Always Wear a Helmet
It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 38).

Take Time to Learn & Practice
Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice in a safe area until you build your skills and get accustomed to the motorcycle's size and weight.

Because many crashes involve inexperienced or untrained riders, we urge all riders to take a motorcycle operator course approved by the Motorcycle Safety Foundation (MSF). See page 40.

Ride Cautiously
Ride cautiously and keep your hands on the handlebar and feet on the footpegs.

Ride Defensively
The most frequent motorcycle collision happens when a car turns left in front of a motorcycle. Another common situation is a car moving suddenly into your lane.

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or make an evasive maneuver. For other riding tips, see the booklet, *You and Your Motorcycle Riding Tips,* which came with your new motorcycle (USA only).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride within Your Limits

Pushing limits is another major cause of motorcycle crashes. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue, and inattention can significantly reduce your ability to make good judgments and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So 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. To help avoid problems, inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (page 44), and do not modify your motorcycle (page 5) or install accessories that would make your motorcycle unsafe (page 4).

Accessories & Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ 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.

Accessories

We strongly recommend that you use only Honda Genuine Accessories that have been specifically designed or approved and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation, and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and lean angle, limit suspension travel or steering travel, alter your riding position, or interfere with operating any controls.
- Do not add any electrical equipment that will exceed the motorcycle's electrical system capacity (page 223). A blown fuse can cause a loss of lights or engine power (page 210).
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.
- Carefully consider the weight of any accessories and any cargo stored in those accessories to avoid exceeding the maximum weight limits. For more information, see *Load Limits*, page 44.

Modifications

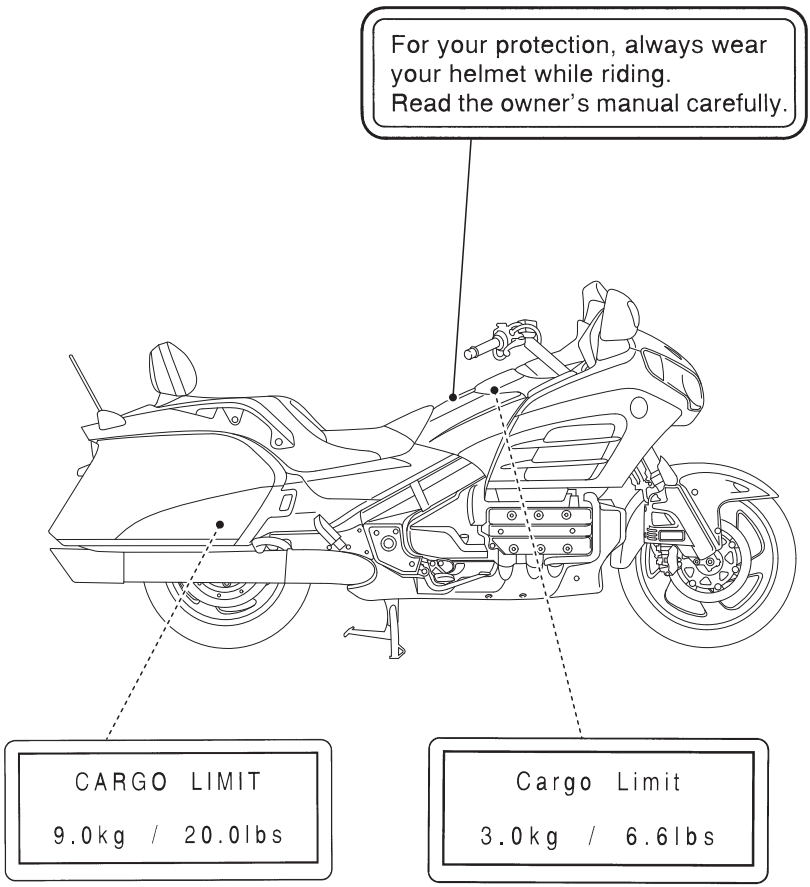
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability, and braking, making it unsafe to ride.

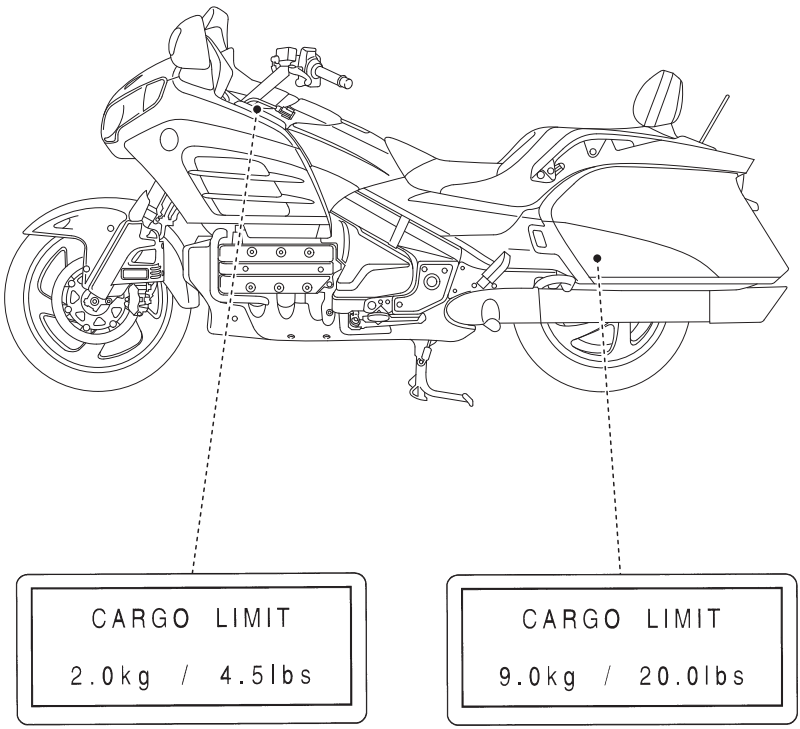
Removing or modifying your lights, exhaust system, emission control system, or other equipment can also make your motorcycle illegal.

Safety Labels

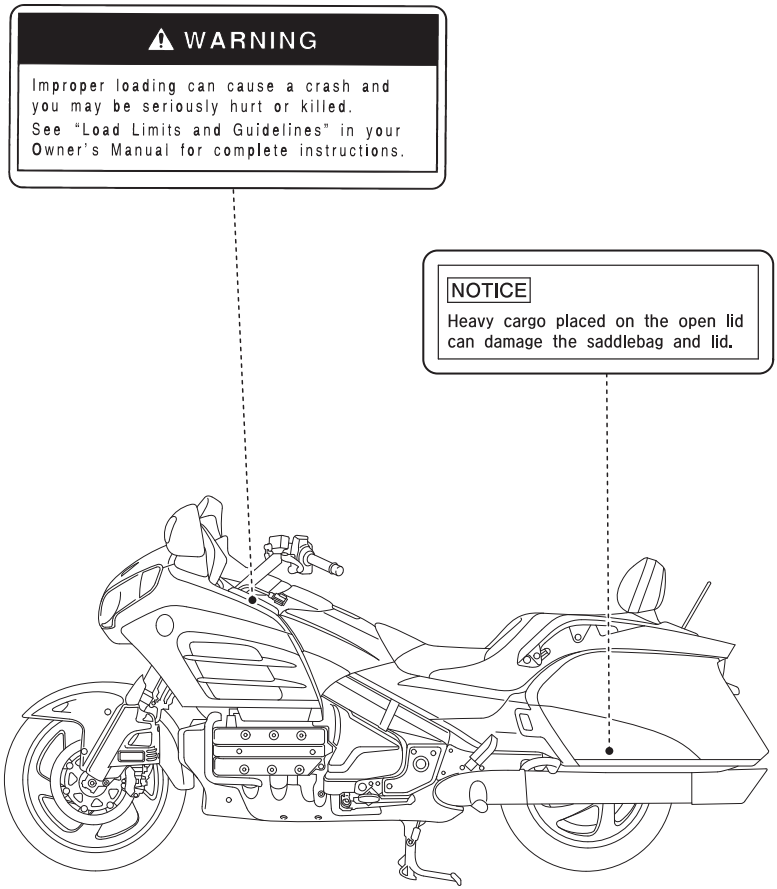
Safety labels on your motorcycle either warn you of potential hazards that could cause serious injury or they provide important safety information. Read these labels carefully and don't remove them.

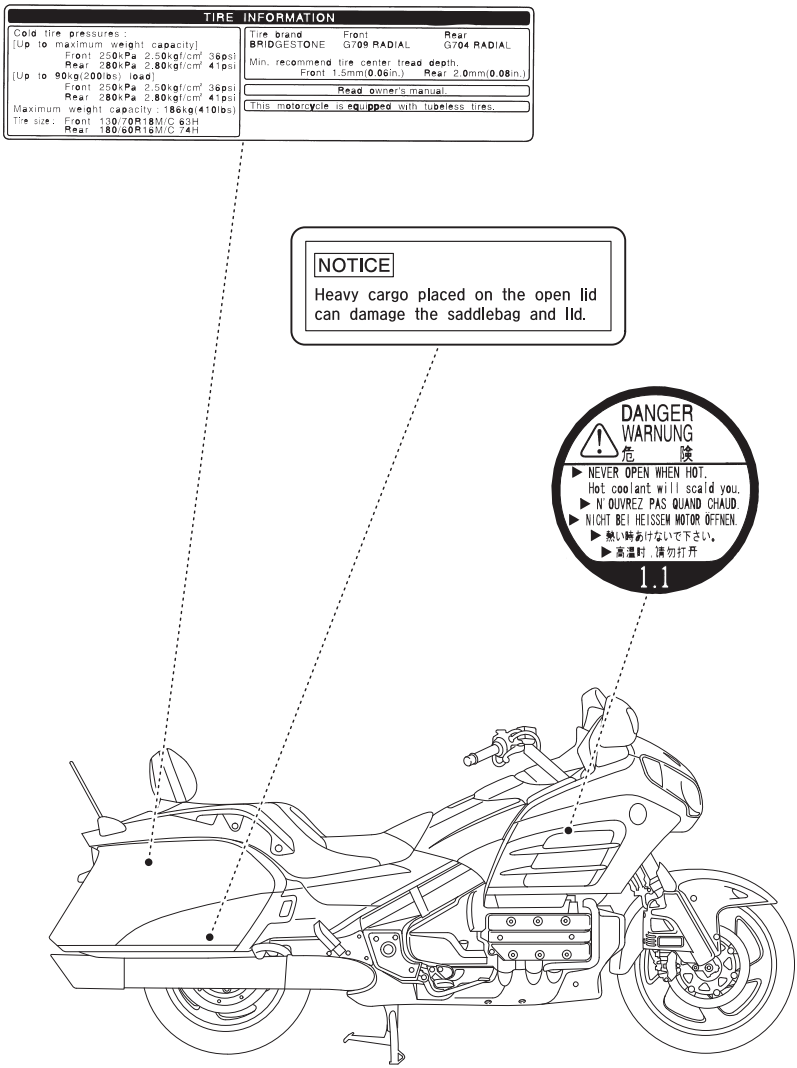
If a label comes off or becomes hard to read, contact your dealer for a replacement.




CARGO LIMIT
2.0kg / 4.5lbs
CARGO LIMIT
9.0kg / 20.0lbs

Safety Labels




TIRE INFORMATION
Cold tire pressures:
[Up to maximum weight capacity]
Front 250kPa 2.50kgf/cm² 36psi
Rear 280kPa 2.80kgf/cm² 41psi
[Up to 90kg(200lbs) load]
Front 250kPa 2.50kgf/cm² 36psi
Rear 280kPa 2.80kgf/cm² 41psi
Maximum weight capacity : 186kg(410lbs)
Tire size: Front 130/70R18M/C 63H
Rear 180/60R16M/C 74H
Tire brand Front Rear
BRIDGESTONE G709 RADIAL G704 RADIAL
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.
NOTICE
Heavy cargo placed on the open lid can damage the saddlebag and lid.
DANGER
WARNUNG
危 険
▶ NEVER OPEN WHEN HOT.
Hot coolant will scald you.
▶ N'OUVREZ PAS QUAND CHAUD.
▶ NICHT BEI HEISSEM MOTOR OFFNEN.
▶ 熱い時あけないで下さい。
▶ 高温时，请勿打开
1.1

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Instruments & Controls

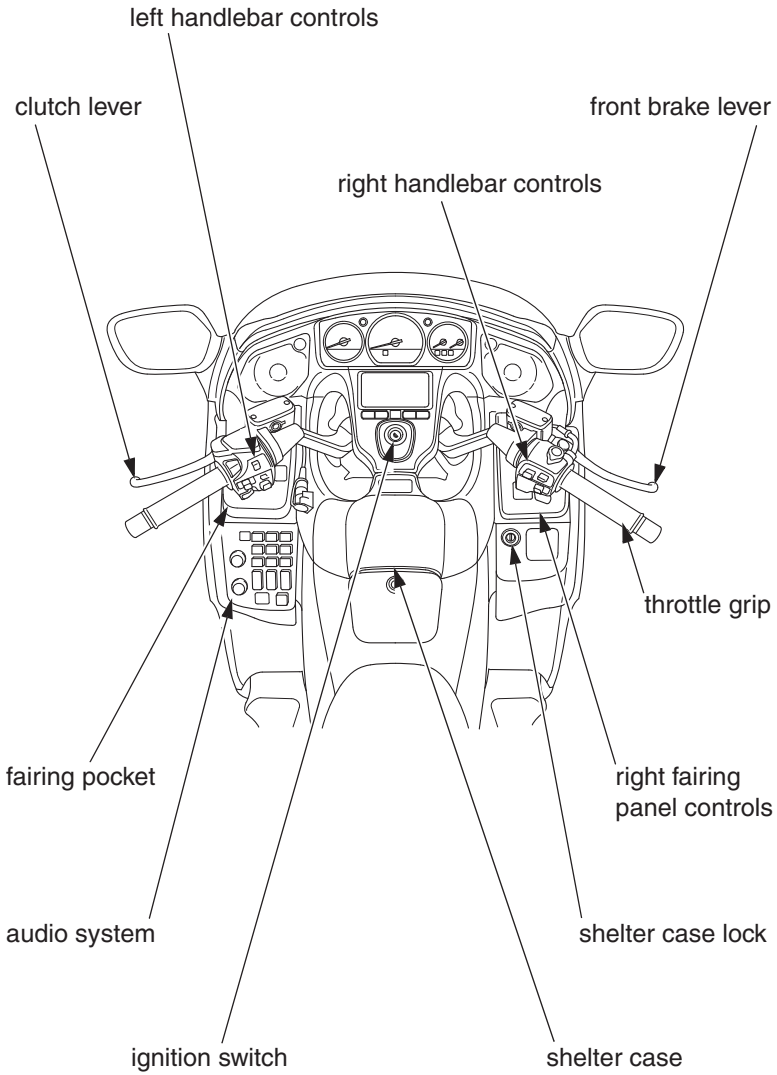
This section shows the location of all gauges, indicators, and controls you would normally use before or while riding your motorcycle.

The items listed on this page are described in this section. Instructions for other components are presented in other sections of this manual where they will be most useful.

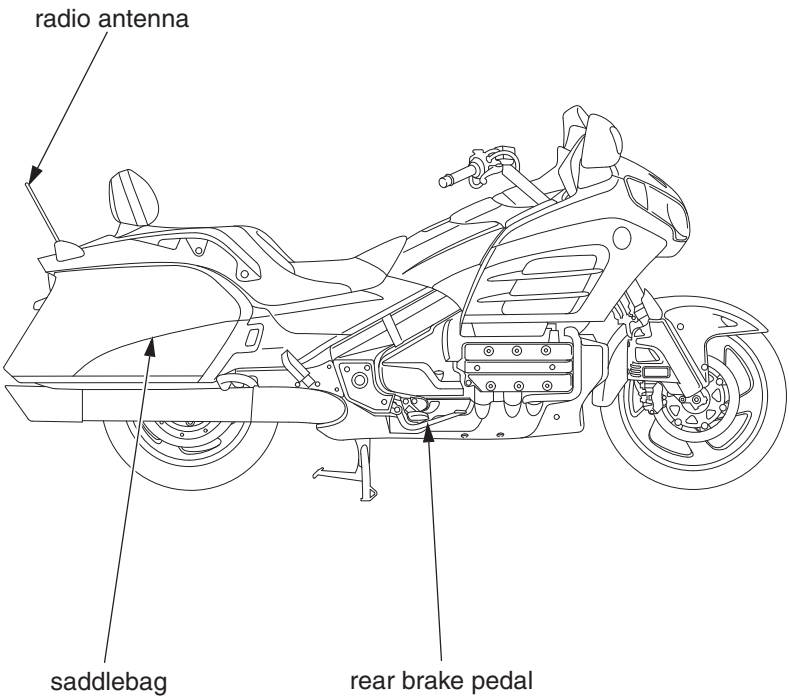
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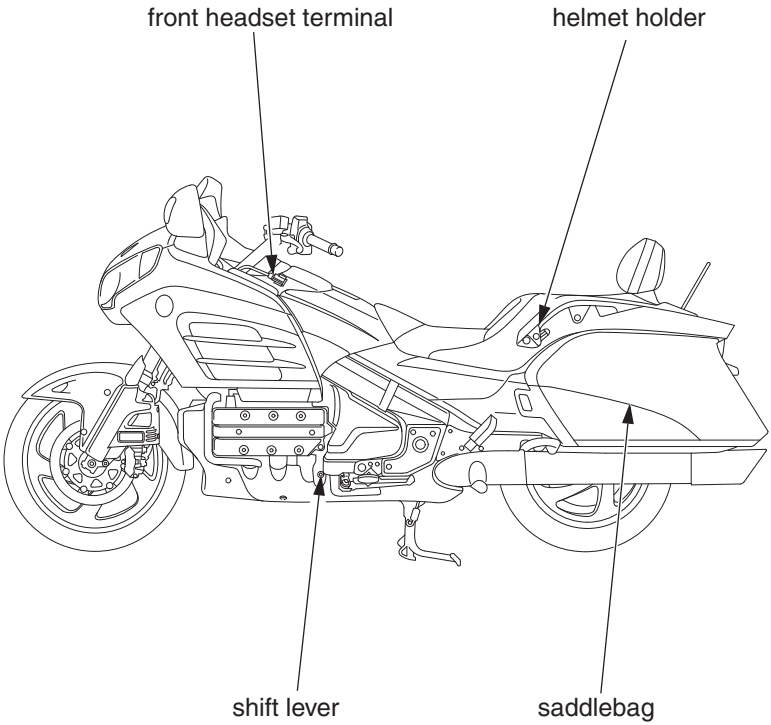
Operation Component Locations



Operation Component Locations



Operation Component Locations

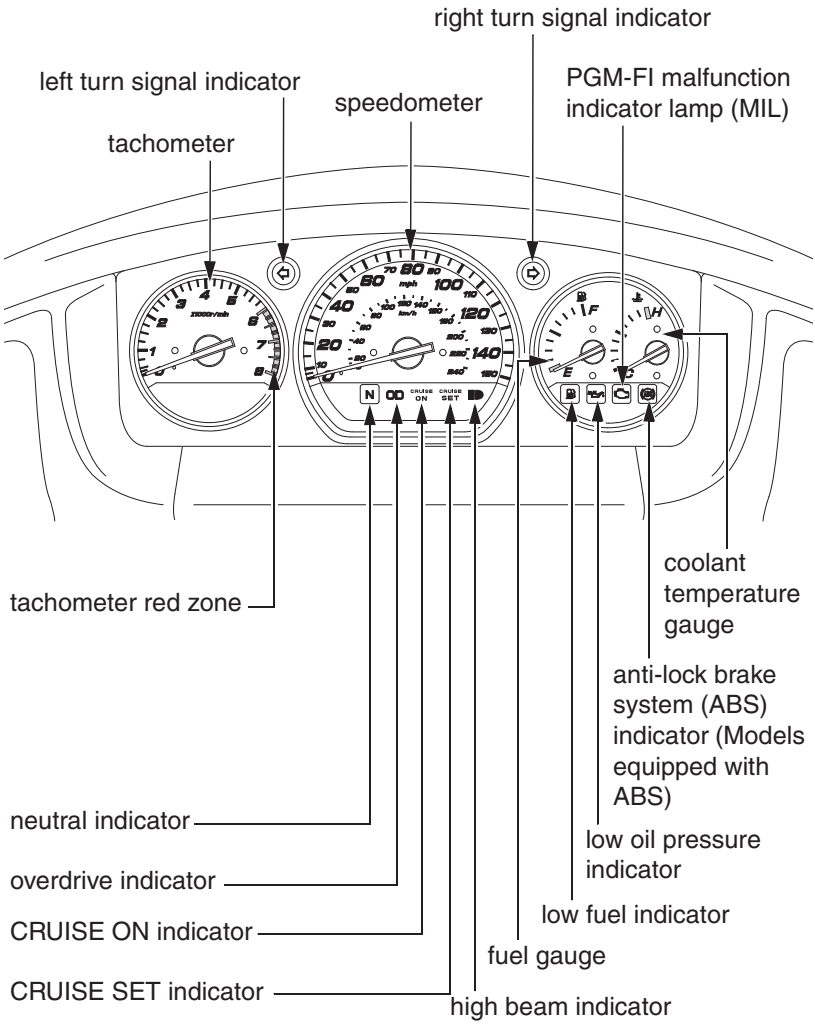


Gauges & Indicators

The gauges and indicators on your motorcycle keep you informed, alert you to possible problems, and make your riding safer and more enjoyable. Refer to the gauges and indicators frequently. Their functions are described on the following pages.

USA: Speedometer, odometer & tripmeter read in miles.

Canada: Speedometer, odometer & tripmeter read in kilometers.



Gauges & Indicators

Lamp Check

Most of the indicator lights come on when you turn the ignition switch ON so you can check that they are working. Some indicators turn off after a few seconds; others remain on until or after the engine is started.
(Models equipped with ABS)
The ABS indicator goes off after you ride the motorcycle at a speed above 6 mph (10 km/h).

All indicators are identified on the following pages with the words: *Lamp Check.*

When applicable, the high beam and neutral indicators come on when you turn the ignition switch ON and remain on until you select the low beam or shift out of neutral.

If one of these indicators does not come on when it should, have your dealer check for problems.



speedometer

Shows riding speed in miles (USA) or kilometers (Canada) per hour.



tachometer

Shows engine speed in revolutions per minute (rpm).



tachometer red zone

Shows excessive engine rpm range (indicated from the beginning of the tachometer red zone) in which operation may damage the engine. Do not let the tachometer needle enter the red zone.



turn signal indicator (green)

Flashes when either turn signal operates.



neutral indicator (green)

Lights when the transmission is in neutral.



overdrive indicator (amber)

Lights when the transmission is in overdrive (5th gear).



low oil pressure indicator (red)

Lights when engine oil pressure is low enough to cause engine damage. If the low oil pressure indicator lights during operation, pull safely to the side of the road. See page 209 for instructions and cautions. *Lamp Check.*



PGM-FI malfunction indicator lamp (MIL) (amber)

Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and the engine stop switch is at RUN. If the indicator comes on at any other time, reduce speed and take your motorcycle to your dealer as soon as possible. *Lamp Check.*

Gauges & Indicators

(Models equipped with ABS)

	Anti-Lock Brake System indicator (ABS) (amber)

Lights when there is any abnormality in the anti-lock brake system (ABS). Normally, this indicator comes on when the ignition switch is turned ON, and goes off after you ride the motorcycle at a speed above 6 mph (10 km/h). If the indicator comes on while riding, stop the motorcycle in a safe place and turn off the engine. Refer to *ABS Indicator*, page 63. For information about ABS, see page 62. *Lamp Check*.

	CRUISE ON indicator (amber)

Lights when the CRUISE CONTROL master switch is on.

	CRUISE SET indicator (green)

Lights when the cruise control SET/DECEL switch is on.

	high beam indicator (blue)

Lights when the headlight is on high beam.



low fuel indicator (amber)

Lights as a reminder to refuel soon. The indicator comes on when there is about 1.16 US gal (4.4 liters) left in the fuel tank. *Lamp Check*.



fuel gauge

Shows the approximate fuel supply available, if your motorcycle is on a level surface.
At F (Full) there are 6.6 US gal (25 liters), including reserve supply. When the gauge needle enters the red band, fuel will be low and you should refill the tank as soon as possible. The amount of fuel left in the tank when the needle enters the red band is approximately 0.79 US gal (3.0 liters).

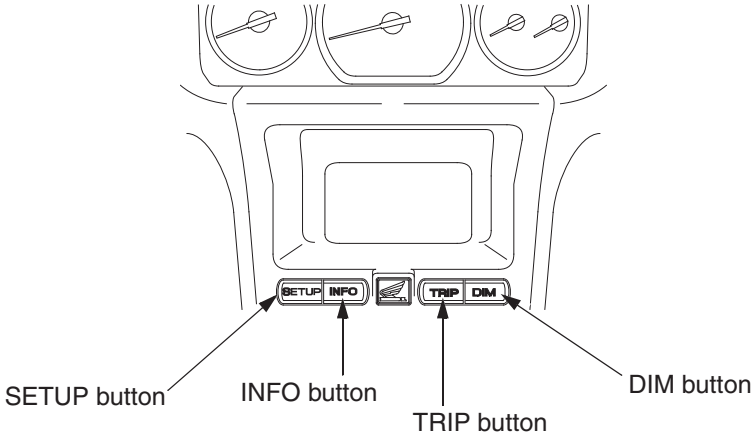


coolant temperature gauge

Shows engine coolant temperature. When the needle moves above the C (cold) mark, the engine is warm enough to start riding. If the needle approaches the H (hot) mark, pull safely to the side of the road. See page 207 for instructions and cautions.

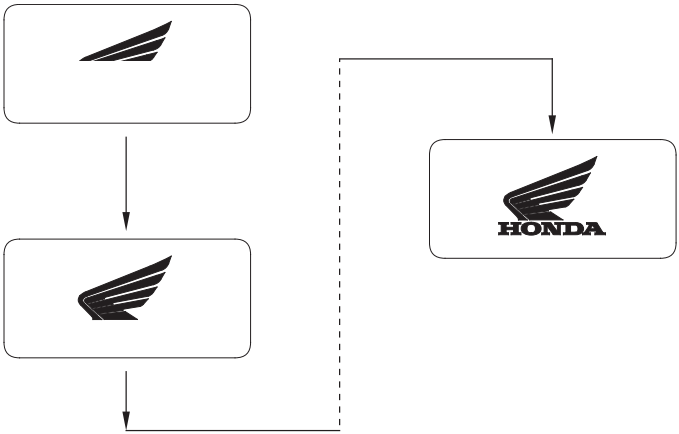
Multi Information Display

Your motorcycle is equipped with a Multi Information Display that presents various displays. This section explains display functions and operations.

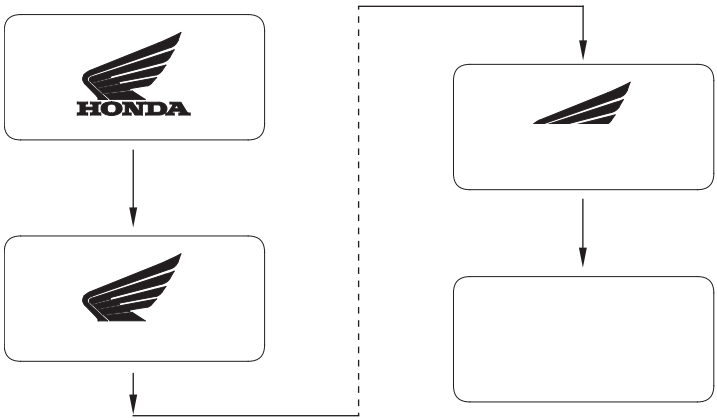


Opening/Ending Ceremony

When the ignition switch is turned ON or ACC, the display presents an ‘‘opening ceremony.’’



When the ignition switch is turned OFF, the display presents an ‘‘ending ceremony.’’



Multi Information Display

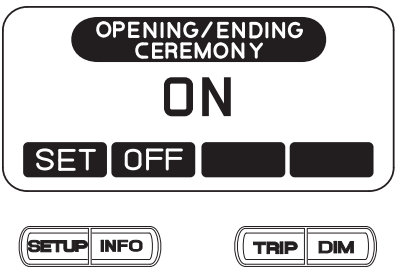
On/Off-Opening/Ending Ceremony

The opening/ending ceremony can be turned off.

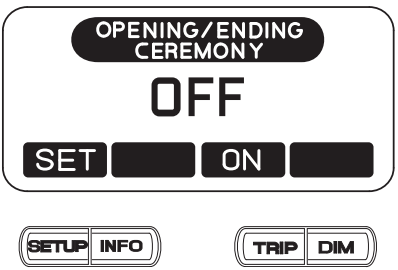
1. Push the SETUP button to show the CLOCK ADJUST display (page 27).
2. Push the DIM button to show the OPENING/ENDING CEREMONY display.
3. Push the TRIP or INFO button to switch ON/OFF.
4. Push the SETUP button to fix the setting.

When approximately 5 seconds pass without operating a button on the OPENING/ENDING CEREMONY display, the display automatically returns to the previous display.

ceremony display ON

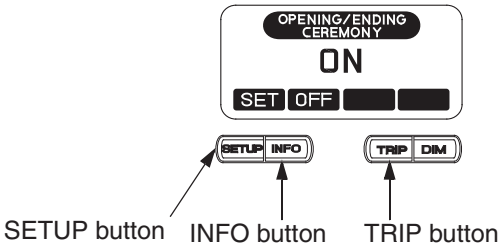


ceremony display OFF

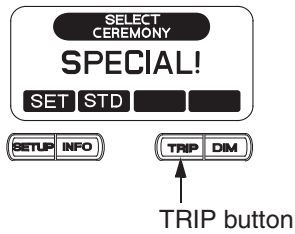


Special Message for Opening/Ending Ceremony

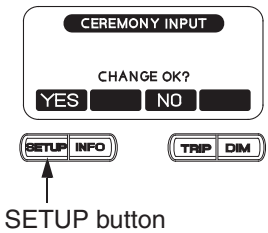
1. Select ‘‘ON’’ on the OPENING/ENDING CEREMONY display (page 22).
2. Push and hold the TRIP button. Push and hold the INFO button. Then push the SETUP button.



3. The display should now show ‘‘STANDARD’’ in the middle line.
4. Use the TRIP button to select the ‘‘SPL’’ function.
   The display should now show ‘‘SPECIAL!’’ in the middle line.



5. Push the SETUP button to select the ‘‘SET’’ function.
   The display should now show ‘‘CHANGE OK?’’ in the middle line.
6. Push the SETUP button to select the ‘‘YES’’ function.

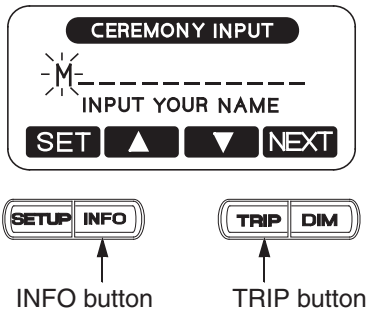


7. Use the INFO and TRIP buttons to cycle through the alphabet, number and symbol selection.

Capital Letters
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Numbers
0 1 2 3 4 5 6 7 8 9

Symbols
! ” # $ % & ’ ( ) ∗ + , – . / > = < ?

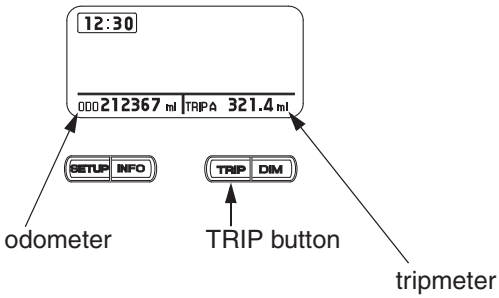


8. When you have completed your message, push the SETUP button to select the ‘‘SET’’ function which will lock in your special message to be used for the opening and ending ceremony.

   When approximately 5 seconds pass without operating a button, the display automatically returns to the previous display.

Odometer/Tripmeter

- ODO (Odometer) —— shows the total miles (USA) or kilometers (Canada) ridden.
- TRIP (Tripmeter) —— shows the number of miles (USA) or kilometers (Canada) ridden since you last reset the meter.



The tripmeter will show mileage in two sub modes, ‘‘TRIP A’’ and ‘‘TRIP B.’’ Push the TRIP button to select the ‘‘TRIP A’’ or ‘‘TRIP B’’ mode.



To reset the tripmeter, push and hold the TRIP button with the display in the ‘‘TRIP A’’ or ‘‘TRIP B’’ mode.



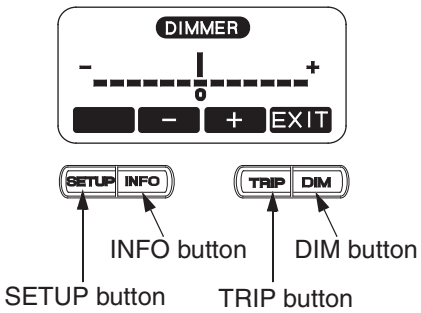
Multi Information Display

Display Illumination Adjustment

To adjust the brightness of the display:

Push the DIM button once. “DIMMER” will display.

- To brighten the display —— push the TRIP button (+).
- To darken the display —— push the INFO button (–).
  (The brighter and darker ranges each have six steps.)
- To set the selected step —— push the SETUP button.



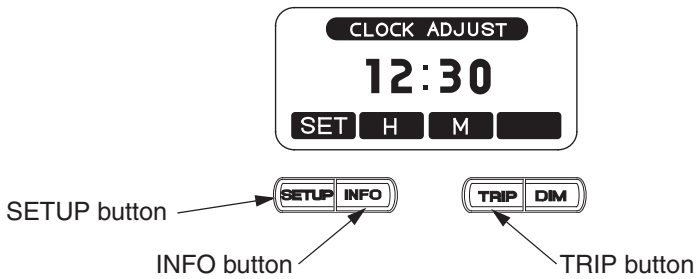
Digital Clock

The display shows the hour and minute.

To adjust the time:
1. Turn the ignition switch to ON or ACC.
2. Push the SETUP button once. ‘‘CLOCK ADJUST’’ will display.
3. To set the hour, press and release the INFO button until the desired hour appears.
   - Quick setting —— push and hold the INFO button until the desired hour appears.
4. To set the minute, press and release the TRIP button until the desired minute appears.
   - Quick setting —— push and hold the TRIP button until the desired minute appears.
5. Once the time is selected, push the SETUP button to enter the time.

When approximately 5 seconds pass without operating a button on the CLOCK ADJUST display, the display automatically returns to the previous display.

Be sure to push the SETUP button to enter your adjusted time in the system.



Multi Information Display

Air Temperature Meter

Push the INFO button once to display the air temperature.
After 5 seconds, the previous display returns.

USA: Fahrenheit (°F)
Canada: Centigrade (°C)

Temperature Display

Below 13°F (–11°C)	"- -" is displayed
Between: 14°F – 122°F (–10°C – 50°C)	actual air temperature is indicated.
Above 122°F (50°C)	The display will remain. "122°F (50°C)"

The temperature sensor is located in the upper fairing. Therefore, the temperature reading can be affected by heat reflection from the road surface, engine heat, and the exhaust from the surrounding traffic. This can cause an error in the temperature reading when your speed is under 19 mph (30 km/h).

For USA





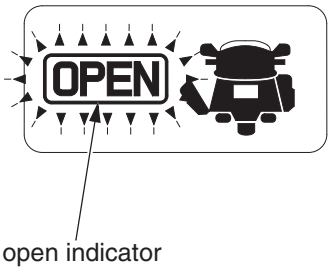
For Canada



Saddlebags Open Indicator

This indicator turns on when the ignition switch is ON and your motorcycle's saddlebags are open.

If all compartments are not fully closed, the display will blink OPEN and indicate the open compartment(s).



Saddlebag open

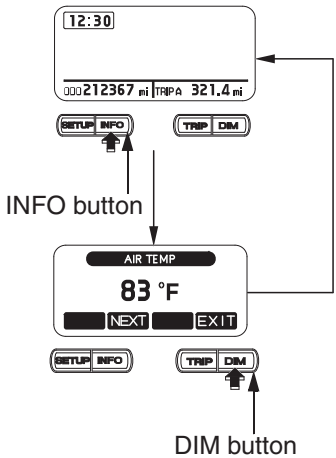


Multi Information Display

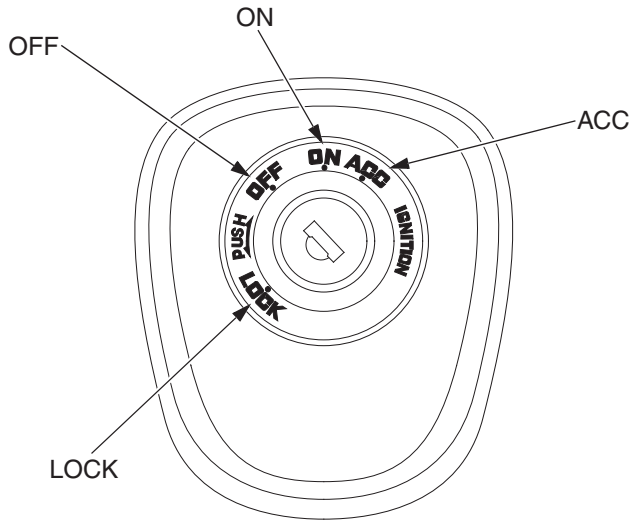
Changing the Information Display

The display changes as follows each time the INFO button is pushed.

When approximately 5 seconds pass without operating a button, the display automatically returns to the previous display.



Ignition Switch



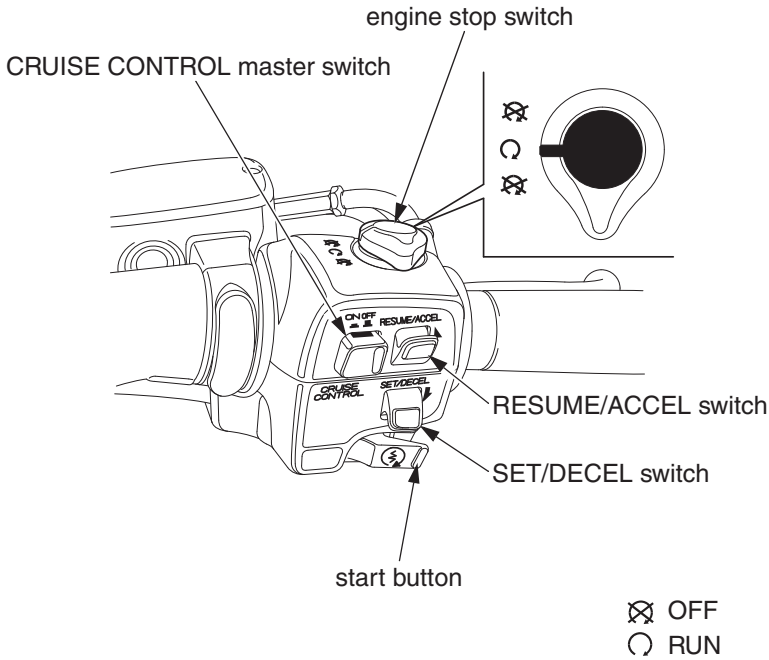
The ignition switch is used for starting and stopping the engine (page 55) and to lock the steering for theft prevention (page 65). Insert the key and turn it to the right for the ON and ACC (accessory) positions.
Push down on the key and turn it to the left to the LOCK (steering lock) position.

Key Position	Function	Key Removal
ACC	Only the accessory circuits function.	cannot be removed
ON	Electrical circuits on.	cannot be removed
OFF	No electrical circuits function.	can be removed
LOCK (steering lock)	No electrical circuits function. Locks the steering head.	can be removed

To unlock the steering lock, insert and push down on the key and turn it to the right to the OFF position.

Engine Stop Switch

RIGHT HANDLEBAR



The engine stop switch is used to stop the engine in an emergency. To operate, turn the switch to the OFF position. The switch must be in the RUN position to start the engine, and it should normally remain in the RUN position even when the engine is OFF.

If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will remain on, resulting in battery discharge.

Start Button

The start button is used for starting the engine. Pushing the button in starts the engine. See *Starting Procedure*, page 56.

When the start button is pushed, the starter motor will crank the engine; the headlight will automatically go out, but the taillight will stay on.

The starter motor will not operate if the engine stop switch is in the OFF position when the start button is pushed.

Cruise Control Switches

Three switches are used to activate, adjust, and de-activate the cruise control system: a CRUISE CONTROL master switch, a SET/DECEL switch, and a RESUME/ACCEL switch. For operating instructions, see *Riding with Cruise Control*, page 69.

Headlight Dimmer Switch

The headlight dimmer switch is used to change between the high and low headlight beams. To operate, push the button to HI for high beam, LO for low beam.

Turn Signal Switch

The turn signal switch is used to signal a turn or a lane change. To operate, move the switch all the way in the proper direction and release it. The appropriate turn signal lights will start blinking. To cancel the light, push the switch in.

(Models with auto turn signal cancel)
The lights will automatically stop when you complete the turn.
To signal a lane change, move the switch all the way to the left or right and release it. The turn signal lights will automatically stop in 7 seconds or after riding 131 yards (120 m).

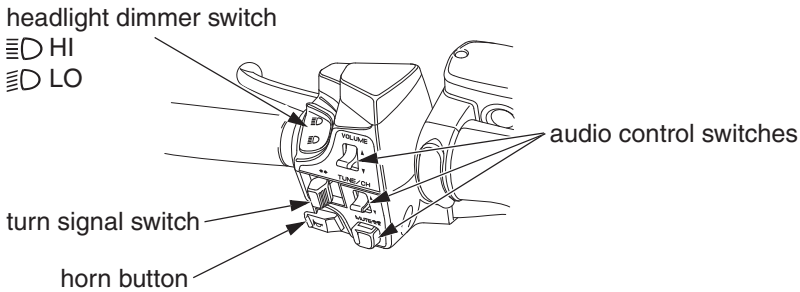
Horn Button

The horn is used to alert other motorists. To operate, push the button.

Audio Control Switches

The audio control switches mounted on the left handlebar and above the fuel fill compartment are used to operate the radio. For specific features and operation instructions, see *Audio Systems*, page 73.

LEFT HANDLEBAR



Hazard Switch

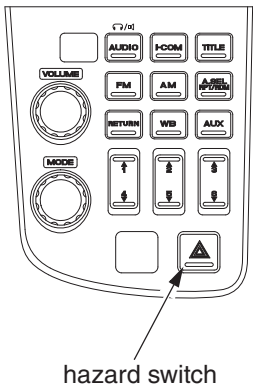
The hazard switch is used to activate the hazard lights on your motorcycle if you need to stop near heavy traffic or if your motorcycle is disabled.

To operate, turn the ignition key to the ON or ACC position, and push the hazard switch. The front and rear turn signals will blink simultaneously until you push the switch again.

If you anticipate using the hazard system for an extended time, use the ACC position and turn off all unnecessary accessories to conserve battery capacity.

Be sure to turn the switch off when the hazard warning is no longer required, or the turn signals will not work properly and may confuse other drivers.

LEFT SIDE



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Before Riding

Before each ride, you need to make sure you and your Honda are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, what items you should check on your motorcycle, and adjustments to make for your comfort, convenience, or safety. This section also includes important information about loading.

For information about adjusting the suspension on your Honda, see page 160.

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Are You Ready to Ride?

Before you ride your motorcycle for the first time, we urge you to:
- Read this owner's manual.
- Make sure you understand all the safety messages.
- Know how to operate all the controls.

Before each ride, be sure:
- You feel well and are in good physical and mental condition.
- You are wearing an approved motorcycle helmet (with chin strap tightened securely), eye protection, and other protective clothing.
- You don't have any alcohol or drugs in your system.

Make sure your passenger is ready to ride, too, and is wearing proper gear including a helmet.

If you are not riding with a passenger and want to carry an extra helmet, use a commercially-available elastic cord, strap, or net to secure the helmet to the seat.

Protective Apparel

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride.
Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.
Following are suggestions to help you choose the proper gear.

Helmet and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-colored helmet and reflective strips can make you more noticeable in traffic.

An open-face helmet offers some protection, but a full-face helmet offers more. Regardless of the style, look for a DOT (Department of Transportation) sticker on any helmet you buy (USA only). Always wear a face shield or goggles to protect your eyes and help your vision.

⚠ WARNING

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

Be sure you and your passenger always wear a helmet, eye protection, and other protective apparel when you ride.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to help protect your hands.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-colored and reflective clothing can help make you more noticeable in traffic. Avoid loose clothes that could get caught on any part of your motorcycle.

Are You Ready to Ride?

Rider Training

Developing your riding skills is an on-going process. Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice riding the motorcycle in a safe area to build your skills. Do not ride in traffic until you get accustomed to the motorcycle's controls, and feel comfortable with its size and weight.

We urge all riders to take a motorcycle operator 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 *Riding Tips* booklet that came with your motorcycle (USA only).

Is Your Motorcycle Ready to Ride?

Before each ride, it's important to inspect your motorcycle and make sure 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.

⚠ WARNING

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

Always perform a pre-ride inspection before every ride and correct any problems.

Pre-ride Inspection

Check the following items before you get on the motorcycle:

Tires & Wheels	Look at the tires. If a tire appears low, use an air pressure gauge to check its pressure. Also look for signs of excessive wear (page 169) or damage to the tires and wheels.
Leaks, Loose Parts	Walk around your motorcycle and look for anything that appears unusual, such as a leak or loose cable.
Lights	Make sure the headlight, brake light, taillight, and turn signals are working properly.

Is Your Motorcycle Ready to Ride?

If you are carrying a passenger or cargo, also check the following:

Load Limits Make sure you do not exceed the load limits (page 44).

Cargo Check that all cargo is secure.

Adjustments Adjust the rear suspension (page 160) according to your load.

Check these items after you get on the motorcycle:

Throttle Rotate the throttle to check it moves smoothly without binding.

Brakes Pull the brake lever and press on the brake pedal to check that they operate normally.

Indicators Turn the ignition on and check for normal operation of the indicators (page 15).

Gauges Check the fuel level and other gauges (page 15).

If you haven't ridden the motorcycle in over a week, you should also check other items, such as the oil level and other fluids. See *Periodic Maintenance* (page 123). Periodic maintenance should also be done at least once a month, no matter how often you ride.

Remember, be sure to take care of any problem you find, or have your dealer correct it before you ride.

Load Limits & Guidelines

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tires and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously impair your motorcycle's handling, braking, and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo, you should be aware of the following information.

⚠ 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.

Load Limits & Guidelines

Load Limits

Following are the load limits for your motorcycle:

maximum weight capacity: **includes the weight of the rider, passenger, all cargo, and all accessories.**	= 410 lb (186 kg)
maximum cargo weight: **includes following maximum compartment weights:**	= 51 lb (23 kg)
each saddlebag	= 20.0 lb (9.0 kg)
fairing pocket	= 4.5 lb (2.0 kg)
shelter case	= 6.6 lb (3.0 kg)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 80 mph (130 km/h) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tires are properly inflated (page 168).
- If you change your normal load, you may need to adjust the rear suspension (page 160).
- To prevent loose items from creating a hazard, make sure that all cargo is tied down securely before you ride.
- Place cargo weight as low and close to the center of your motorcycle as possible.
- Balance cargo weight evenly on both sides.
- Make sure all cargo compartments are securely closed.
- Check the headlight beam adjustment if you change your normal load.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebar, forks, or fender.

Cargo Compartment

Your motorcycle comes with a front fairing pocket and a lockable shelter case and dual saddlebags.
Instructions on how to open, close, and lock these compartments follow.

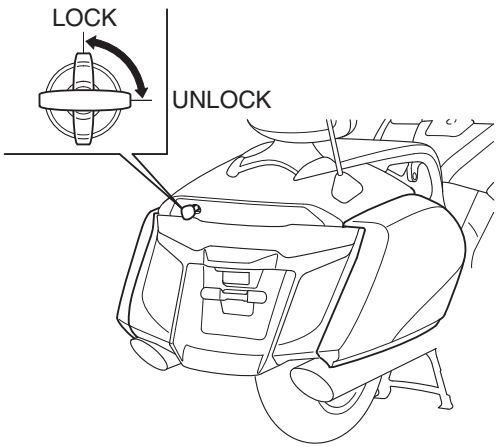
Saddlebags

The saddlebags are for lightweight items.
Cargo in both saddlebags should not exceed:

20.0 lb (9.0 kg) each

However, regardless of compartment capacity, be sure you do not exceed the maximum load and cargo weight limits (page 44).

To Lock & Unlock the Saddlebags



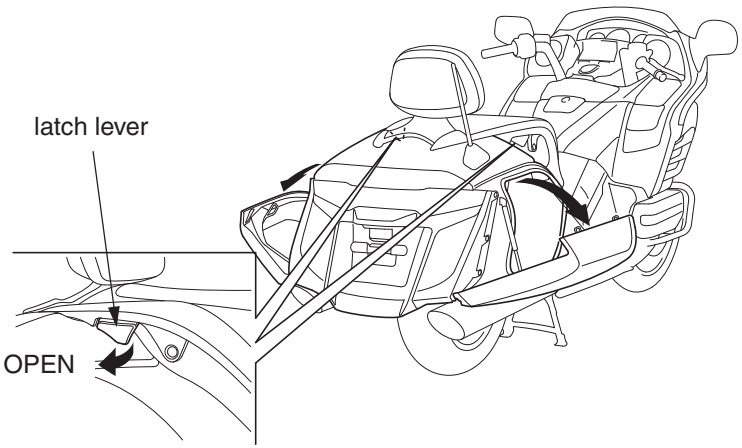
The saddlebags can be locked and unlocked with the ignition key.

To unlock:
Insert the ignition key and turn it clockwise.
The ignition key can not be removed in unlock position.

To lock:
Turn the ignition key counterclockwise and remove the ignition key.

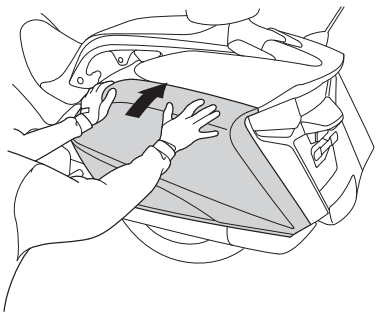
To Open & Close the Saddlebags

TO OPEN:



To open the right or left saddlebag, pull the right or left latch lever.

TO CLOSE:

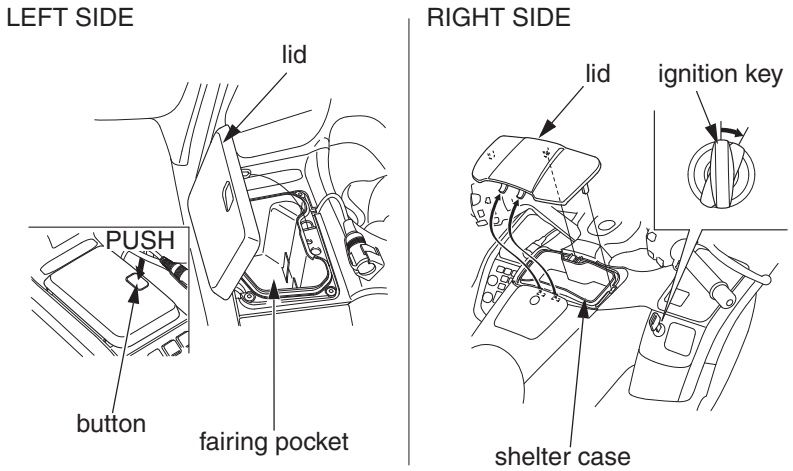


To close the saddlebags, place your hands flat on the edges of its lid and press down until it is firmly closed and check the saddlebags open indicator is not displayed.
To lock the saddlebags, use the ignition key.

If a saddlebag won't open, see your dealer.

Cargo Compartment

Fairing Pocket / Shelter Case



The fairing pocket and shelter case are for lightweight items.
Cargo should not exceed:

in fairing pocket	4.5 lb (2.0 kg)
in shelter case	6.6 lb (3.0 kg)

To open the fairing pocket, push the button.

To open the shelter case, insert the ignition key, turn it clockwise.

To close the fairing pocket and/or shelter case, place your hands flat on the edges of its lid and press down until it is firmly closed.

Make sure the fairing pocket and shelter case are closed before riding.

Be careful not to flood this area when washing your motorcycle.

Take care to keep gasoline, brake fluid, or other chemical solvents off the lids. They will damage the surface of the lids.
Do not store valuables in the fairing pocket and shelter case.

Comfort & Convenience Adjustment

Your motorcycle has features you can adjust to suit your personal preference and increase your comfort and convenience as well.

We recommend that you take time to check the following items and make any desired adjustments before each ride:

(Models equipped with Handgrip Heater)

Handgrip Heater The range of the handgrips heater can be adjusted higher or lower (page 50).
Select the heat level you want before your ride (with the engine running).

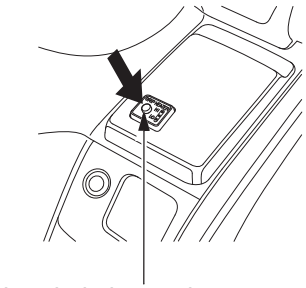
Comfort & Convenience Adjustment

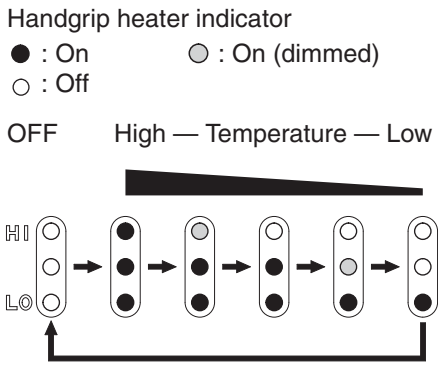
Handgrip Heater

(Models equipped with Handgrip Heater)
The handgrip heater warms up the right and left handgrips of the handlebar for comfortable riding on a cold day.

The handgrip heater button is located on the right fairing panel.
To operate, adjust the handgrip heater button with the engine started.

RIGHT FAIRING PANEL





Adjust the temperature by repeatedly pressing the button.
The temperature can be set five levels.

Do not leave the handgrip heater in the high position for a long time on a warm day.
Wear gloves to protect your hands from the heated grips.

Do not use the handgrip heater with the engine at idle for a long time. It may result in a low (or dead) battery.

If an indicator blinks, the battery is probably low. If the indicator continues to blink after riding for a while, charge or replace the battery.

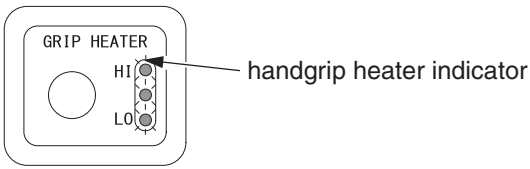
◯ : Indicator off : Indicator blinking



When you are making a temporary stop or riding at low speed, the battery voltage level may go down. This can turn off the handgrip heater automatically. The heater then resumes it operation when the battery voltage level recovers after riding for a while.
If you find any other cases of abnormalities, see your dealer.

If all three indicators blink, turn the ignition switch to the OFF position and then turn it back to the ON position.

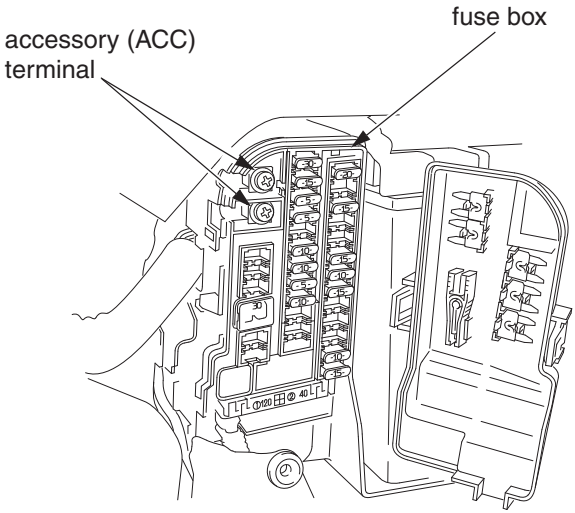
◯ : Indicator off : Indicator blinking



If indicators continue to blink, or if you find other abnormalities with the indicators, see your dealer.

Accessories

Accessory (ACC) Terminal



For your convenience, your motorcycle is equipped with an accessory (ACC) terminal and optional accessory socket. The terminal and socket provide 12V DC power for electrical accessories. When both terminal and socket are being used, the combined power rating of each accessory should be 60 watts (5 amps) or less. Before installing any accessories, read *Accessories and Modifications,* page 4.

If you install any accessories, check the battery frequently to determine the state of charge. Higher current demands may blow a fuse or discharge the battery. For more information, see *Battery*, page 175, and *If a Fuse Blows*, page 210.

Connect accessory electrical leads securely, and keep them insulated, away from hot parts and sharp edges.

Basic Operation & Riding

This section gives basic riding instructions, including how to start and stop your engine, and how to use the throttle, clutch, and brakes. It also provides important information on riding with a passenger or cargo, and operating your cruise control.

To protect your new engine and enjoy optimum performance and service life, refer to Break-in Guidelines (page 226).

To protect the catalytic converters in your motorcycle's exhaust system, avoid extended idling and the use of leaded gasoline.

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Safe Riding Precautions

Before riding your motorcycle for the first time, please review the *Motorcycle Safety* section beginning on page 1, and the *Before Riding* section beginning on page 37.

Even if you have ridden other motorcycles, take time to become familiar with how this motorcycle works and handles. Practice in a safe area until you build your skills and get accustomed to the motorcycle's size and weight.

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

Starting & Stopping the Engine

Always follow the proper starting procedure described below.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your motorcycle's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

Your motorcycle can be started with the transmission in gear by pulling in the clutch lever before operating the starter.

Your motorcycle is equipped with a side stand ignition cut-off system. If the side stand is down — the engine cannot be started unless the transmission is in neutral. If the side stand is up — the engine can be started in neutral, or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will stop if the transmission is put in gear before raising the side stand.

Preparation

Before starting, insert the key, turn the ignition switch ON, and confirm the following:

- The transmission is in neutral (neutral indicator is ON).
- The engine stop switch is set to RUN.
- The low oil pressure indicator is ON.
- The PGM-FI malfunction indicator lamp (MIL) is OFF.
- The ABS indicator light is ON (models equipped with ABS).

The low oil pressure indicator should go off a few seconds after the engine starts. If the low oil pressure indicator lights during operation, stop the engine immediately and check the engine oil level.

Starting & Stopping the Engine

Starting Procedure

This motorcycle has a fuel-injected engine with an automatic fast idle. Follow the procedure indicated below.

Any Air Temperature
- Press the start button with the throttle completely closed.

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Leave the engine stop switch set to RUN.
2. Open the throttle fully.
3. Press the start button for 5 seconds.
4. Follow the normal starting procedure.
5. If the engine starts, open the throttle slightly if idling is unstable.
   If the engine does not start, wait 10 seconds, then follow steps 1 – 4 again.

If the engine still won't start, refer to *If Your Engine Quits or Won't Start,* page 193.

Bank Angle Sensor Ignition Cut-off System

Your motorcycle's banking (lean angle) sensor system is designed to automatically stop the engine and fuel pump if the motorcycle is overturned.

Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON. The engine will not restart until you perform this procedure.

How to Stop the Engine

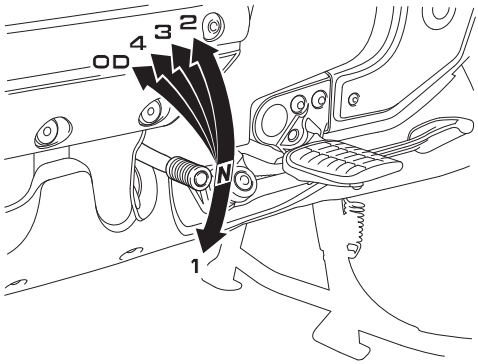
Normal Engine Stop
To stop the engine, shift into neutral and turn the ignition switch OFF.

The engine stop switch should normally remain in the RUN position even when the engine is OFF.

If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will remain on, resulting in battery discharge.

Emergency Engine Stop
To stop the engine in an emergency, use the engine stop switch. To operate, turn the switch to the OFF position.

Shifting Gears



Your motorcycle has five forward gears in a one-down, four-up shift pattern which is coordinated with a hydraulically actuated clutch system.

Learning when to shift gears comes with experience. Keep the following tips in mind:

- As a general rule, shift while moving in a straight line.
- Close the throttle and pull the clutch lever in completely before shifting. Improper shifting may damage the engine, transmission, and drive train.
- Learn to recognize the engagement point as you release the clutch lever. It is at this point the transmission of power to the rear wheel resumes.
- Upshift to a higher gear or reduce throttle before engine rpm (speed) gets too high. Learn the relationship between engine sound and the normal shifting points.
- Downshift to a lower gear before you feel the engine laboring (lugging) at low rpm.
- Avoid downshifting to help slow your motorcycle when engine rpm is near its allowable maximum (near the tachometer red zone). In this situation, the rev limiter in the engine ignition control module may not prevent excessive engine speed which could damage the engine.
- To prevent transmission damage, do not coast or tow the motorcycle for long distances with the engine off.

Recommended Shift Points

Ride in the highest gear that lets the engine run and accelerate smoothly. This will give you good fuel economy and effective emissions control. When changing gears under normal conditions, use these 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 OD:	31 mph (50 km/h)

Shifting Down:

From OD to 4th:	22 mph (35 km/h)
From 4th to 3rd:	16 mph (25 km/h)

Pull the clutch lever in when speed drops below 12 mph (20 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

While You Are Riding

While you are riding, occasionally check your gauges and indicators. Continuing to ride with the low oil pressure indicator (red) on or the coolant temperature gauge needle at the H (hot) mark can cause serious engine damage. Also keep an eye on the fuel gauge and the low fuel indicator.

Braking

Your motorcycle is equipped with Dual CBS (Linked Braking System). Operating the front brake lever applies the front brake and a portion of the rear brake. Operating the rear brake pedal applies the rear brake and a portion of the front brake. For full braking effectiveness, use both the lever and pedal simultaneously, as you would with a conventional motorcycle braking system.

To slow or stop, apply the brake lever and brake pedal smoothly, while downshifting to match your speed.

Gradually increase braking as you feel the brakes slowing your speed. The increase in engine compression from downshifting will help slow your motorcycle.

To prevent stalling the engine, pull the clutch lever in before coming to a complete stop. For support, put your left foot down first, then your right foot when you have finished braking.

When possible, reduce your speed or complete braking before entering a turn. Avoid braking or closing the throttle quickly while turning. Either action may cause one or both wheels to slip and reduce your control of your motorcycle.

Your ability to brake in a turn and to brake hard in an emergency situation are important riding skills. We suggest attending a Motorcycle Safety Foundation experienced rider training course (page 40) to retain these skills.

When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control.

For your safety, exercise extreme caution when braking, accelerating or turning.

When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.

Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

(Models not equipped with ABS)
As with a conventional motorcycle braking system, excessively hard application of the brake controls may cause wheel lock, reducing control of the motorcycle.

Applying the brakes too hard may cause the wheels to lock and slide, reducing control of your motorcycle. If this happens, release the brake controls, steer straight ahead until you regain control, then reapply the brakes more gently.

Braking

Combined ABS

(Models equipped with ABS)
This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking on uneven or other poor surfaces while running straight. Although the wheel may not lock up — if you are braking too hard in a turn the motorcycle can still lose traction, causing a loss of control.

In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

ABS cannot make up for road conditions, bad judgment, or improper operation of the brakes. It is still your responsibility to ride at reasonable speeds for weather, road surface, and traffic conditions, and to leave a margin of safety.

ABS is self-checking and is always on.

ABS may also be activated by braking while riding over a sharp drop or rise in the road level.

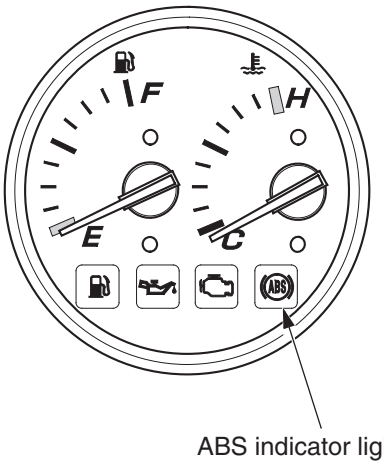
It is important to follow the tire recommendations (see page 173). The ABS computer works by comparing wheel speed.
Non-recommended tires can affect wheel speed and may confuse the ABS computer.

ABS does not function at very low speeds (approximately 5 mph (8 km/h) or below).

ABS does not function if the battery is discharged.

ABS Indicator Light

(Models equipped with ABS)
Normally, this light comes on when the ignition is turned ON and goes off after starting to ride. If there is an ABS problem, the indicator light comes on and remains on or blinks. The ABS system does not operate when the ABS indicator light is on or blinking.



Braking

If the ABS indicator light blinks while riding, stop the motorcycle in a safe place and turn off the engine. Turn the ignition ON again. The light should come on, and then go off after starting to ride. If it does not go off or if it blinks again, ABS is not functioning.
However, Dual CBS (Linked Braking System) will still provide normal stopping ability, but you should have the ABS system checked by your dealer as soon as possible.

The ABS indicator may blink if you place the motorcycle on a maintenance stand and turn the rear wheel. This is normal. Turn the ignition OFF to stop the blinking.

An amber LED is used for the ABS indicator light. Be sure that the LED lights when the ignition is ON. If the LED fails to light, see your dealer.

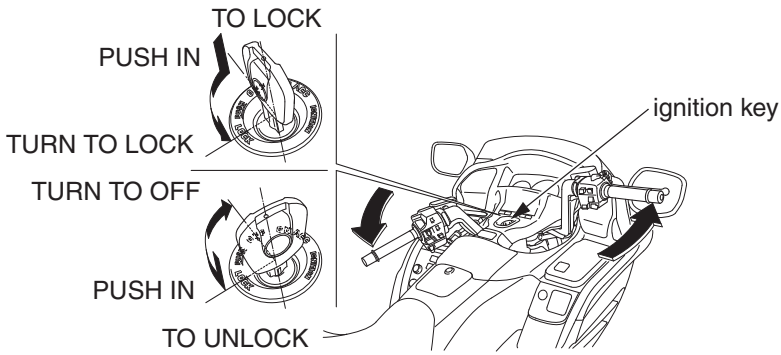
1. Look for a level parking area. If you can't park on a paved surface, make sure the ground surface is firm.
   If you must park on a hill, leave the transmission in gear and position the rear tire against the curb at a 45 degree angle.

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle. Refer to *Catalytic Converters*, page 231.

2. Use the side or center stand to support the motorcycle while parked.
   - To lower the side stand, use your foot to guide it down. Remember that lowering the side stand with the transmission in gear will stop the engine, even if the clutch lever is pulled in. That is a function of the side stand ignition cut-off system.

   (Models equipped with center stand)
   - To lower the center stand, stand on the left side of the motorcycle. Hold the passenger handgrip attached to the seat. Press down on the tip of the stand with your right foot and, simultaneously, pull up and back on the passenger handgrip.

3. Use the steering lock, which locks the handlebar in place. Turn the handlebar all the way to the left or right. Push in on the ignition key and turn it to LOCK. Remove the key.
   (To unlock the steering lock, insert and push the key in and turn it to the right to the OFF position.)

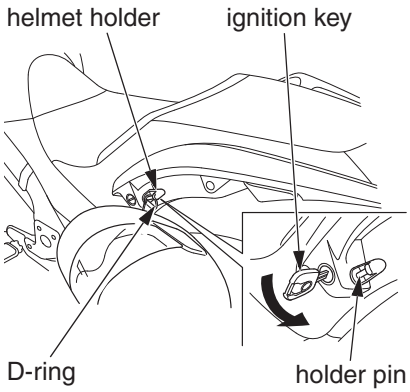


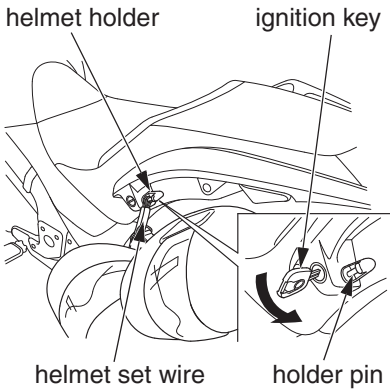
(cont'd)

Parking

4. Use the helmet holder to secure your and your passenger's helmets to your motorcycle:
   - Insert the ignition key and turn it counterclockwise to unlock the holder.
   - Hook the D-ring of the helmet onto the holder pin and push in the holder pin. Remove the key.
   - To install two helmets, route either end of the helmet set wire through the helmet's D-ring. Hook the loops of the helmet set wire onto the holder pin and push in the holder pin. Remove the key.

   Remove the helmet set wire and secure it to the bottom of the left saddlebag with the band when it is not used.





NOTICE

Riding with a helmet attached to the helmet holder can cause damage to the helmet, or damage to the paint or finish of your motorcycle.

Theft-prevention Tips

- Park your motorcycle in a locked garage whenever possible. If a garage isn't available, park in a concealed area or in a well-lit area with enough pedestrian traffic to discourage a thief.
- Always take the ignition key with you.
- Always use the steering lock (page 65), even if you're parking for just a minute or two. A thief can easily push an unlocked motorcycle to a waiting truck.
- In addition to the steering lock, use a good quality anti-theft device made specifically to lock a motorcycle to a secure object.
- If you decide to use an anti-theft device, select one of good quality and be sure to follow the manufacturer's instructions.
- Keep your owner's manual, current registration, and insurance information with your motorcycle. This will make it easier for the authorities to find you if your motorcycle is stolen and recovered.

Riding with a Passenger or Cargo

Your motorcycle is designed to carry you and one passenger. Whenever you add a passenger or cargo, you must be careful not to exceed the total load limits for this vehicle (*Load Limits,* page 44). Make sure your cargo is properly secured (*Loading Guidelines,* page 45).

Also consider adjusting the suspension (page 160) for the extra load.

Be aware that carrying a passenger or heavy cargo can affect acceleration, braking, and handling.

Before riding with a passenger, make sure your passenger is wearing the proper protective apparel (page 38).

Tell your passenger to hold the passenger handgrip, lean with you in the turns, and keep their feet on the passenger footrests at all times, even when the motorcycle is stopped at a traffic light.

Cruise Control

The cruise control system allows you to maintain a steady speed between 30 – 100 mph (48 – 161 km/h). When cruise control is on, your speed will still vary slightly, particularly going up and down hills.

Cruise control is intended for use only on straight, uncongested highways. Do not use cruise control on city streets, winding roads, during bad weather, or at any other time when you need total control of the throttle.

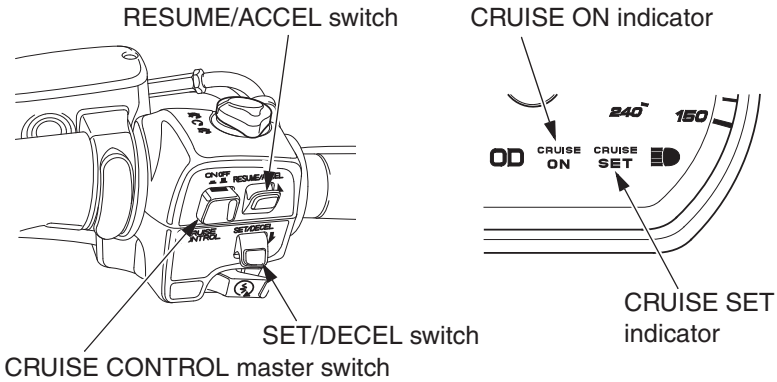
⚠ WARNING

Improper use of the cruise control can lead to a crash.

Use the cruise control only when traveling on open highways in good weather.

Riding with Cruise Control

RIGHT HANDLEBAR



To Set Cruise Control

1. Make sure you are in 4th gear or OD (5th gear), and that your speed is between 30 and 100 mph (48 and 161 km/h).
   Any speed above 100 mph (161 km/h) will be memorized as 100 mph (161 km/h).
2. Push the CRUISE CONTROL master switch. (The CRUISE ON indicator will come on.)
3. Accelerate to the desired speed.
4. Push the SET/DECEL switch. (The CRUISE SET indicator will come on.)

To Change the Set Speed

To Fine Tune the Set Speed

- To increase the set speed – tap the RESUME/ACCEL switch.
- To decrease the set speed – tap the SET/DECEL switch.
  Each quick tap (brief push and release) on either switch will change your speed by approximately 1 mph (1.6 km/h).

To Automatically Change the Set Speed

- To increase the set speed – hold the RESUME/ACCEL switch in. The system will accelerate your motorcycle automatically.When you reach the desired speed, release the switch.
- To decrease speed – hold the SEL/DECEL switch in. The system will automatically slow your motorcycle.When you reach the desired speed, release the switch.

To Manually Increase the Set Speed

1. Use the throttle to accelerate until you reach the desired speed.
2. Push and release the SET/DECEL switch.

To Manually Increase Vehicle Speed

1. Use the throttle in the normal manner to accelerate.
2. To return to the set speed, close the throttle and coast without applying the brakes. The cruise system will maintain the speed you previously set.

To Cancel Cruise Control

To Disengage the System

1. Push the CRUISE CONTROL master switch until the CRUISE ON indicator goes off. (The set speed will be erased from memory.)

To Temporarily Disengage the System

1. Pull the brake lever or clutch lever slightly, or step on the brake pedal slightly, or close the throttle. (The set speed will remain in memory.)
2. To resume cruise control:
   - If you are still over 30 mph (48 km/h) – push the RESUME/ACCEL switch.
   - If you are under 30 mph (48 km/h) – use the throttle to increase road speed above 30 mph (48 km/h) and then push the RESUME/ACCEL switch.

Riding in Bad Weather

If you decide to ride your motorcycle in the rain, fog, or other bad-weather conditions, ride carefully. Wet road surfaces reduce traction, especially in turns, and increase stopping distances when you brake.

If the weather turns bad while you are riding, take extra care and do not use cruise control.

Avoid using any kind of water-dispersing product on the windscreen. It will damage the plastic.

Audio Systems

This section gives information about the controls and displays that make up your audio system. All essential controls are within easy reach.
As required by the FCC (USA only):
This device complies with Part 15 of the FCC Rules for Radio Receiver. Operation is subject to the condition that this device may not cause harmful interference. Any unauthorized changes or modifications to this equipment would void the user's authority to operate this device.

Trade Name: Panasonic
Model No: For USA CR — LH01E0AJ
For Canada CR — LH01E1AJ
Responsible Party: Panasonic Corporation of North America
One Panasonic Way, Secaucus, NJ 07094

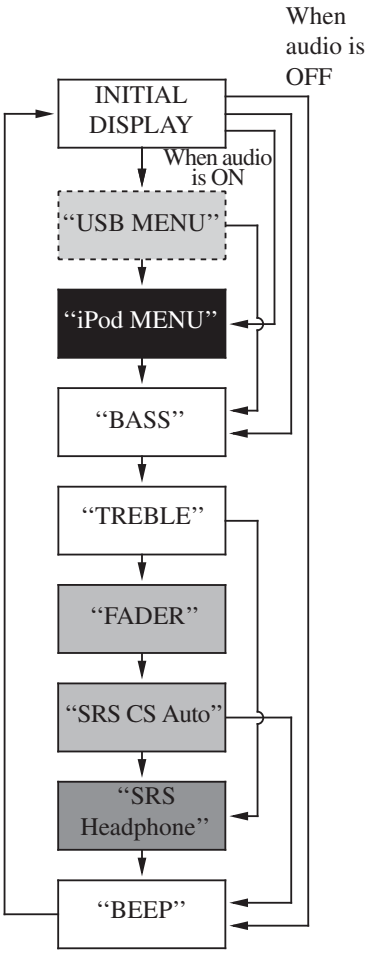
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Audio Systems

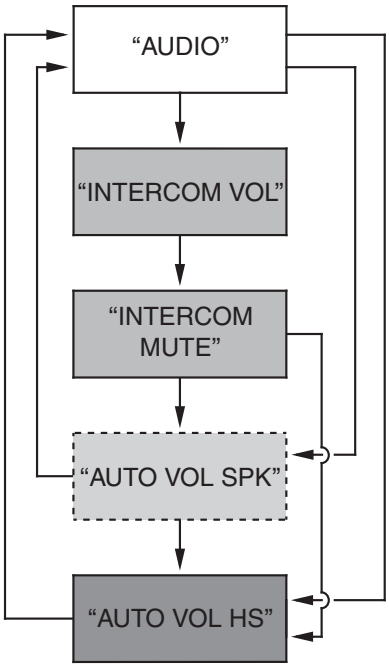
Weather Information 95
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Playable music files 101
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Playing an iPod® 104
Playing a USB Flash Drive 109
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Intercom (I-COM) System 113
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MODE Knob/Button Function



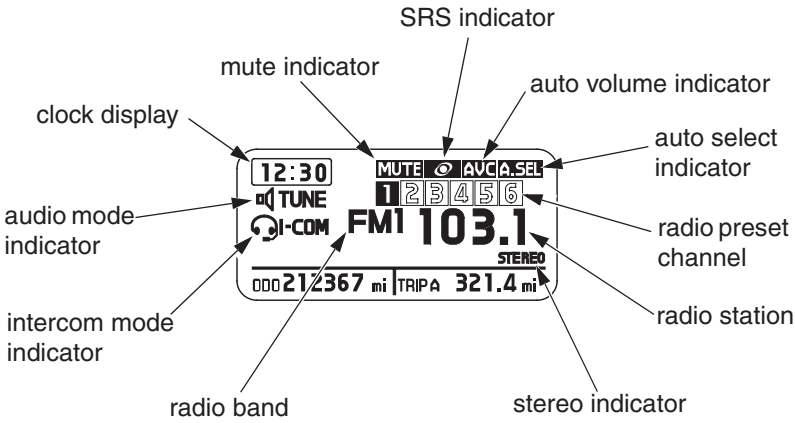
- → Push the MODE Knob/Button
- When the speaker is used
- When the headset is used
- When USB flash drive is used
- When iPod® is used

VOLUME Knob/Button Function



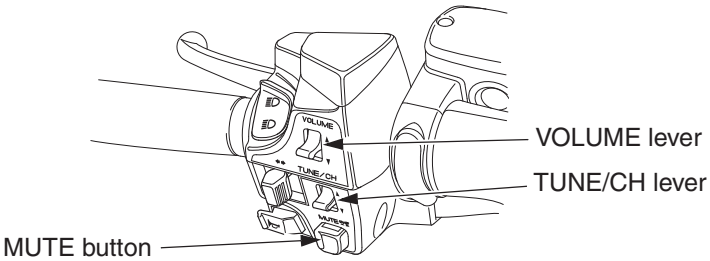
- Push the VOLUME Knob/Button
- When INT. COM is ON
- When the speaker is used
- When the headset is used

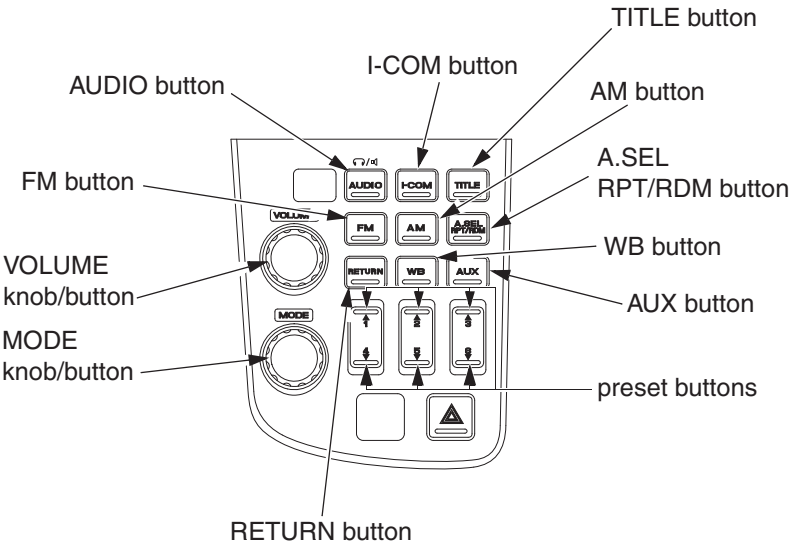
Display Locations



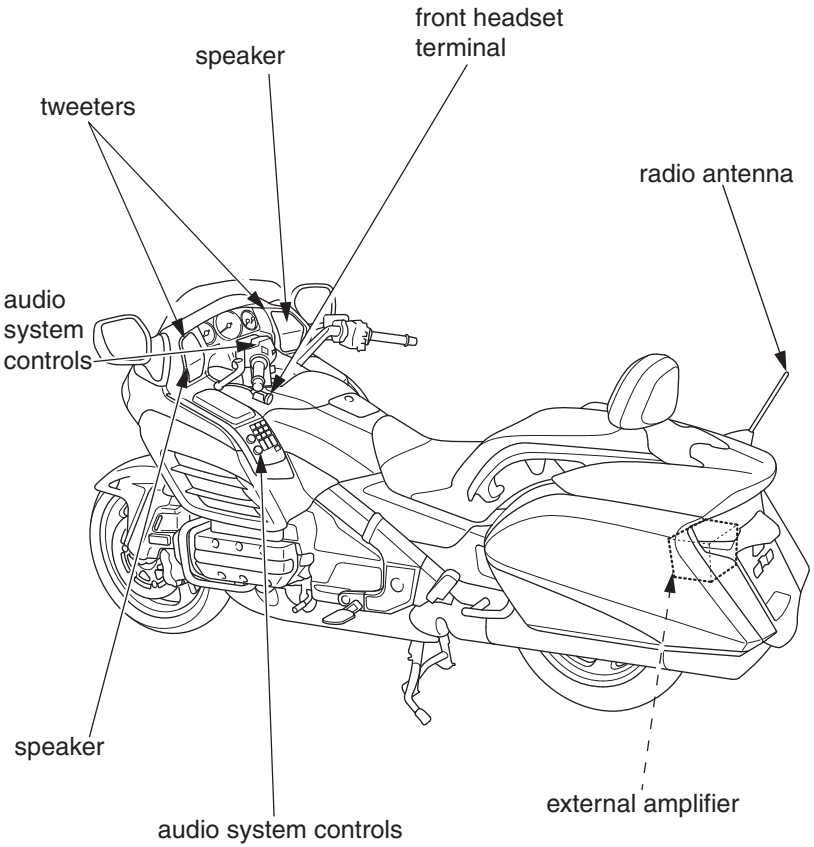
Controls Locations

LEFT HANDLEBAR





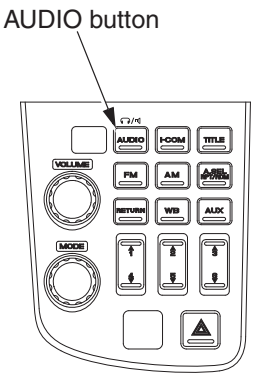
Audio Component Locations

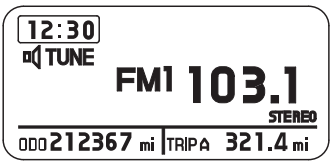


Audio Systems

System Control

To turn the audio system on — push the AUDIO button.



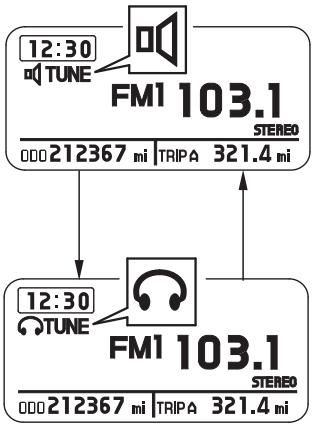


To turn the audio system off — push and hold the AUDIO button.

Switch Output

When the audio system is turned on, you can switch its output between Speaker and Headset. (Headset is optional equipment.)

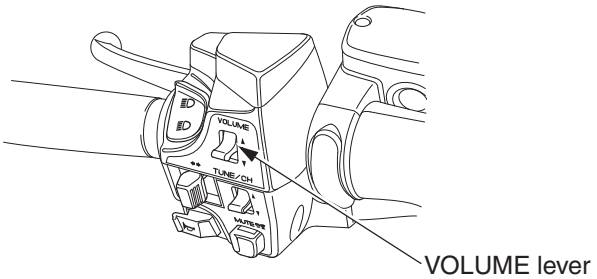
- Pushing the AUDIO button switches the output.

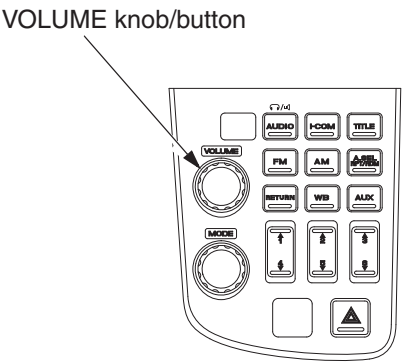


VOLUME Control

- To increase the volume —— push the VOLUME lever up or turn the VOLUME knob/button clockwise.
- To decrease the volume ——push the VOLUME lever down or turn the VOLUME knob/button counterclockwise.

To increase or decrease the volume rapidly — push the VOLUME lever up or down and hold it down.
(VOLUME level range: from 0 to 30)



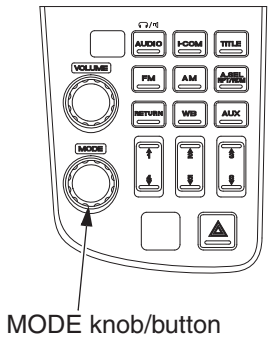


Tone Control

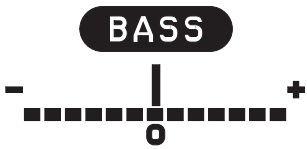
The tone (Bass — Treble) is automatically adjusted in accordance with the vehicle speed.

Bass:
To select the Bass control, push the MODE knob/button until ‘‘BASS’’ is displayed (page 75). Then, within 5 seconds, change the bass control.

- To emphasize bass —— turn the MODE knob/button clockwise.
- To reduce bass —— turn the MODE knob/button counterclockwise (Bass control ranges from 6 down to — 6.)

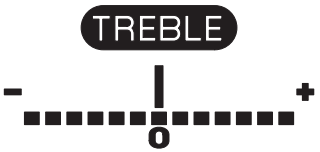


MODE knob/button



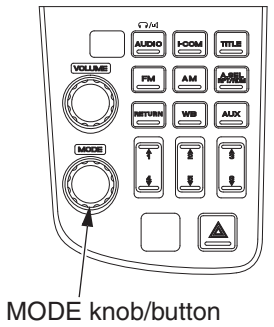
Treble:
To select the Treble control, push the MODE knob/button until “TREBLE” is displayed (page 75). Then, within 5 seconds, change the treble control.

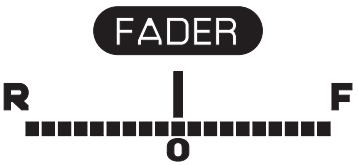
- To emphasize treble —— turn the MODE knob/button clockwise.
- To reduce treble —— turn the MODE knob/button counterclockwise. (Treble level ranges from 6 down to — 6.)



Fader Control

Adjusting the fader control changes the speaker volume — push the MODE knob/button until ‘‘FADER’’ is displayed (page 75). Then, within 5 seconds, change the fader control. (Setting the fader control to the F increases the speaker volume. Setting the fader control to the R decreases the speaker volume.)



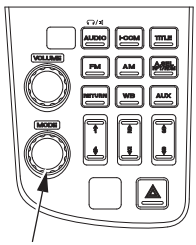


SRS

SRS CS Auto™ creates a surround sound experience in the car and provides rich bass and an elevated audio image.
SRS Headphone™ creates a realistic and immersive 3D stereo headphone listening experience.

and are trademarks of SRS Labs, Inc.
CS Auto and Headphone technologies are incorporated under license from SRS Labs, Inc.

- To use the circuit ———— push the MODE knob/button until "SRS CS Auto" is displayed (page 75). To select the SRS of headset, push the MODE knob/button until "SRS HP" is displayed. Then, within 5 seconds, change the SRS setting.
- To change the setting —— turn the MODE knob/button.
  SRS CS Auto has three settings — HI, LO, OFF.
  SRS HP has two settings — ON, OFF.



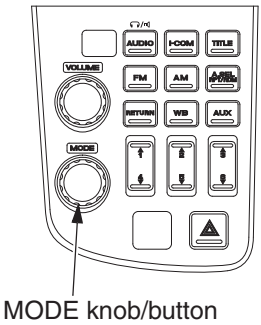
MODE knob/button





Beep Set

- To use the circuit ——— push the MODE knob/button until ‘‘BEEP’’ is displayed (page 75). Then, within 5 seconds, change the beep setting.
- To change the setting — turn the MODE knob/button. (ON or OFF)



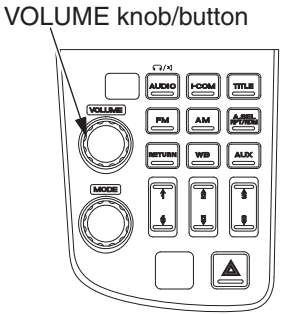
MODE knob/button



Auto Volume Control (AVC)

To automatically increase volume as the speed of the motorcycle increases. Push the VOLUME knob/button until ‘‘AUTO VOL SPK’’ is displayed (page 76). To select the volume control of headset, push the VOLUME knob/button until ‘‘AUTO VOL HS’’ is displayed (page 76). Then, within 5 seconds, change the AVC setting.

AUTO VOL SPK has four settings — HI, MID, LO, and OFF.
AUTO VOL HS has three settings — HI, LO, and OFF.



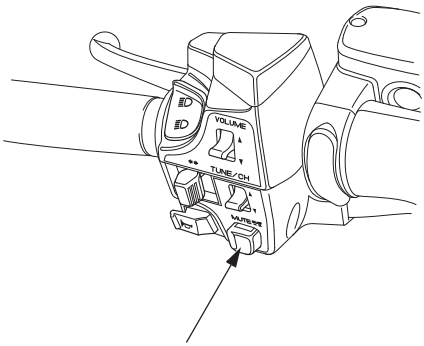


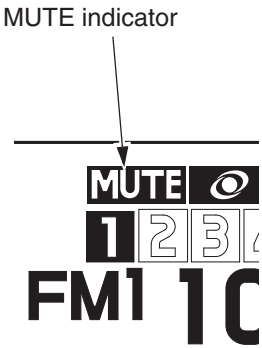


Muting

To mute the audio volume — push the MUTE button.
The display will indicate ‘‘MUTE’’.
To restore the original volume — push the MUTE button again to restore the original volume.

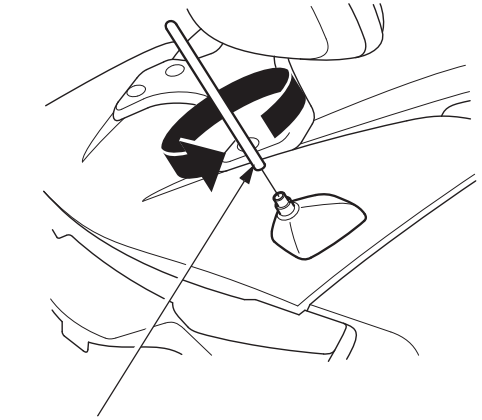
LEFT HANDLEBAR





Radio Antenna

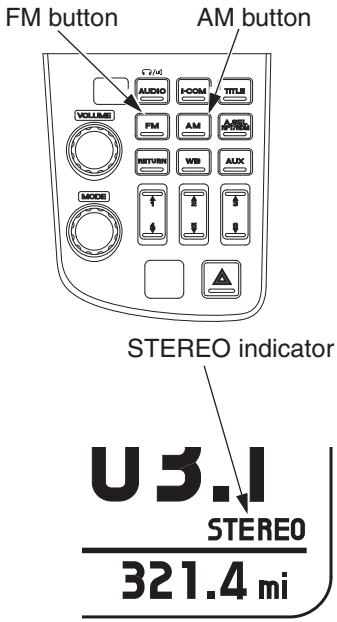
To remove the AM/FM radio antenna, turn it counterclockwise.



Select Band

Push the FM button to switch to FM1/FM2.
Push the AM button to listen to AM.

Reception of a stereo signal is indicated when the STEREO indicator appears in the display. (Stereo reception is available only for FM stereo broadcasts.) As FM stereo reception becomes weaker, special circuits in the radio gradually blend the sound toward mono to maintain some sound quality, even though the STEREO indicator remains ON.



AM/FM Radio

Select Station

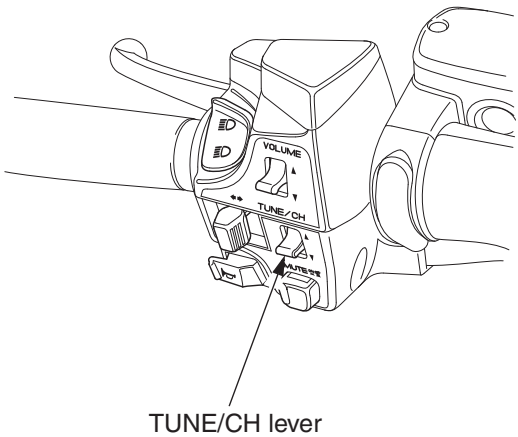
To raise the radio frequency — push the TUNE/CH lever up.
To lower the radio frequency — push the TUNE/CH lever down.

To move up or down the radio frequencies in sequence, move the lever one click at a time. The AM frequency display moves in 10 kHz steps. The FM frequency moves in 0.2 MHz steps.

The SEEK function searches the band for a station with a strong signal. To activate it, push the TUNE/CH lever up or down and release it. The frequency display will begin moving. Depending on which way you push the switch, the system scans upward or downward from the current frequency.
It stops when it finds a station with a strong signal.
When the frequency display reaches either end, it transitions to the other end of the band and continues in the same direction.

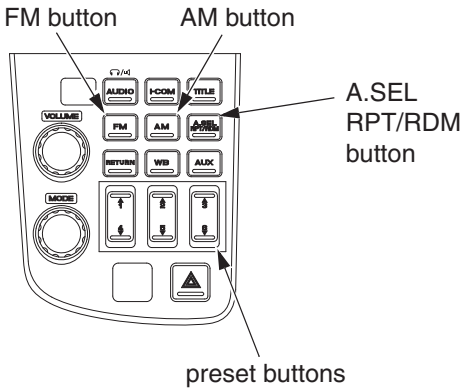
To reach a known frequency rapidly — push the TUNE/CH lever up or down and continue to hold it down until you see the desired frequency.

LEFT HANDLEBAR



Preset Stations

You can store the frequencies of your favorite radio stations in the six preset buttons. Each button will store one frequency on the AM band, and two frequencies on the FM band.



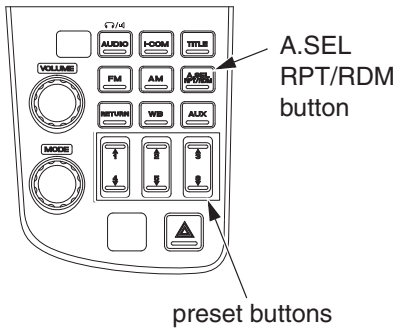
1. Check that A.SEL RPT/RDM is not turned on. If it is on, push the A.SEL RPT/RDM button to turn it off.
2. Select the desired band, AM or FM. FM1 and FM2 let you store two frequencies with each Preset button.
3. Use the TUNE or SEEK function to tune the radio to a desired station.
4. Pick the Preset button you want for that station. Press the button and hold it.
5. Repeat steps 1 to 3 to store a total of six stations on AM and twelve on FM.

Once a station's frequency is stored, simply press and release the proper Preset button to tune to it. The preset frequencies will be lost if your motorcycle's battery goes low (or dead) or is disconnected, or if the radio fuse is removed.

Auto Select

If you are traveling far from home and can no longer receive the stations you preset, you can use the Auto Select feature to find stations in the local area.

To activate Auto Select, push the A.SEL RPT/RDM button. A.SEL will appear in the display, and the system will go into scan mode for several seconds. It automatically scans both bands, looking for stations with strong signals. It stores the frequencies of six AM stations and twelve FM stations in the preset buttons (page 93). You can then use the preset buttons to select those stations.



If you are in a remote area, Auto Select may not find six strong AM stations or twelve strong FM stations. If this happens, you will see a "0" displayed when you push any preset button that does not have a station stored.

With Auto Select on, you cannot manually store any frequencies in the preset buttons. If you do not like the stations found by Auto Select, you can use the TUNE and SEEK functions to find other stations.

Auto Select does not erase the frequencies that you preset previously. When you return home, turn off Auto Select by pressing the A.SEL RPT/RDM button. The preset buttons will then select the frequencies you originally set.

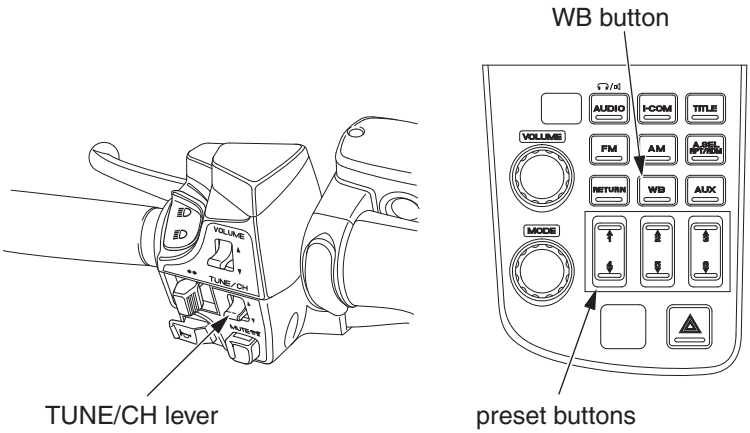
Weather Band (WB)

To listen to the Weather Band — push the WB button.
To cancel the Weather Band — push another button (AM, FM or AUX).

To select channels 1 – 6 — push the desired preset button.
To select channel 7 — push the TUNE/CH lever up or down until channel 7 is selected.
(The TUNE/CH lever may be used to select any of the 7 channels. The lever must be used to select channel 7.)



LEFT HANDLEBAR



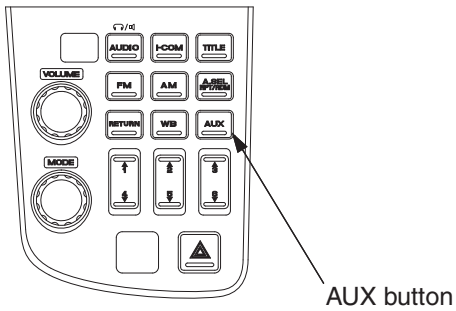
Auxiliary Function

Auxiliary (AUX) Input

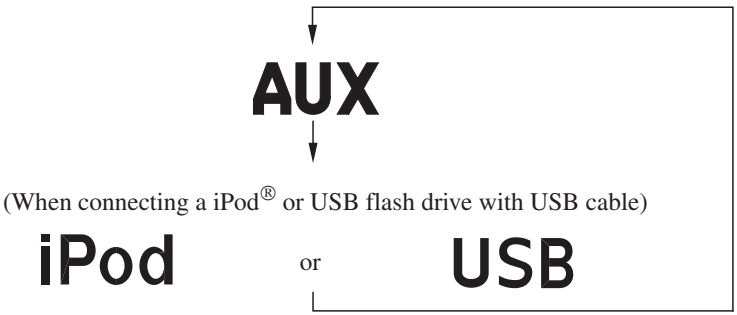
Use this function to listen to other audio:
Connect the input jack connector to listen to other audios.
Connect the iPod®/USB flash drive to the USB cable to operate and listen to it (see page 99).

- To turn the function on —— push the AUX button once. (AUX appears on the display.)
  push the AUX button twice when connecting a USB device with USB cable (see page 103).
  (iPod® or USB appears on the display.)
- To turn the function off —— push the AM, FM or WB button.

The following functions operate the same as they do with the AM/FM radio: Switch output, Tone control, Fader control, SRS, AVC, BEEP, Muting.



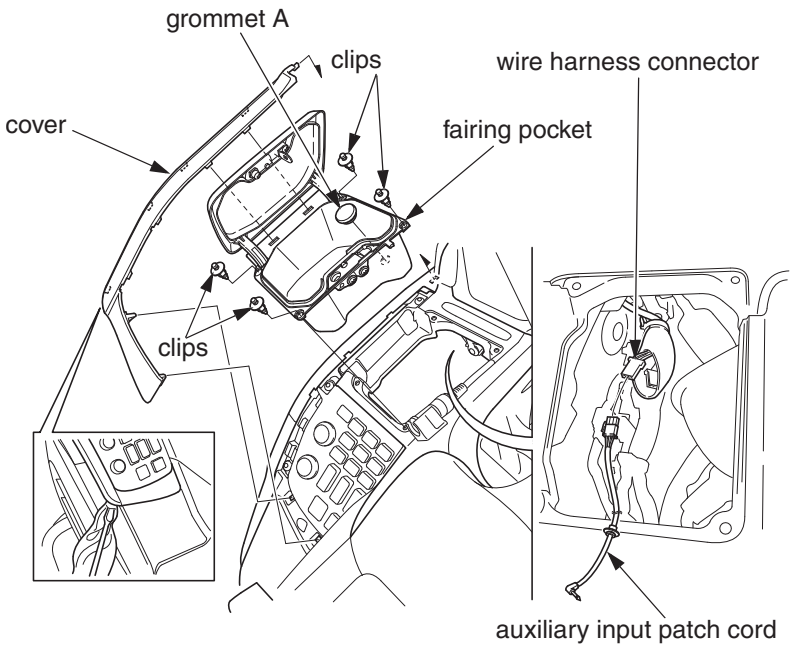
The display changes as follows each time the AUX button is pushed.



Input Jack Setup

The auxiliary input jack connector is located under the left fairing pocket. To use it:

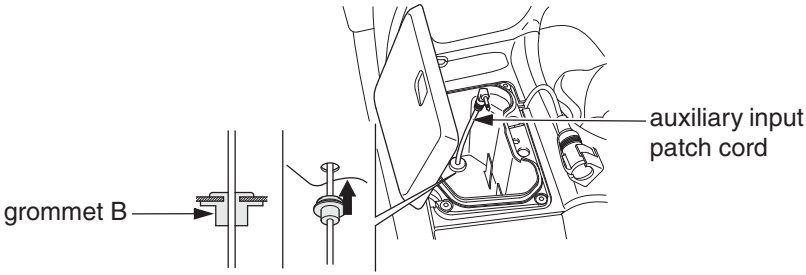
1. Attach a cloth to the cover and remove the cover with care using a flat-tip screwdriver.
2. Open the left fairing pocket cover and remove the clips and grommet A.
3. Lift out the fairing pocket.



4. Remove the auxiliary input patch cord from the owner's manual pouch.
5. Plug the auxiliary input patch cord into the wire harness connector.

Auxiliary Function

6. Route the auxiliary input patch cord through the hole in the bottom of the fairing pocket.
7. Install the grommet B to left fairing pocket.
   Do not pull on the auxiliary cord as the wires could be damaged.



- Some portable audio systems may pick up noise from the ignition.
- Adjust the volume of the portable audio system so that it is about the same level as the GL's radio volume. If the volume of the portable audio system is set too high, the sound coming out from the speakers or headset may be distorted.

iPod® /USB Flash Drive

This audio system can play the audio files on the iPod® and a USB flash drive. To play an iPod® or a USB flash drive, connect it to the USB cable in the left saddlebag (page 103).

iPod touch®, iPod®, iPod nano® are registered trademarks of Apple Inc. in the U.S. and other countries.

Use any USB flash drive and iPod® at your own risk.
In no event shall Honda be liable for any damages or troubles in use.

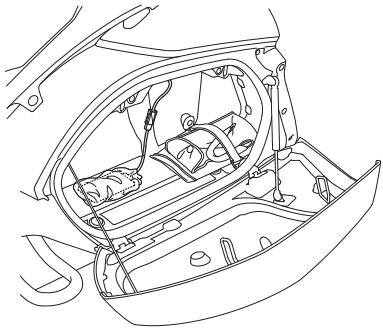
Playable iPod® /USB Flash Drive

Compatible Devices
iPods® and USB flash drives compatible with your audio system are:

Device	Support Requirements
USB flash drive	265 M bytes or more
Hard disk drive	Not support
Card reader/Memory reader	Not support
CD/DVD/FD drive	Not support
USB hub	Not support
iPod nano® 1st generation	F/W Ver. 1.2.0 or later
iPod nano® 2nd generation	F/W Ver. 1.1.2 or later
iPod nano® 3rd generation	F/W Ver. 1.0.0 or later
iPod nano® 4th generation	F/W Ver. 1.0.0 or later
iPod nano® 5th generation	F/W Ver. 1.0.0 or later
iPod nano® 6th generation	F/W Ver. 1.0.0 or later
iPod touch® 1st generation	F/W Ver. 1.2.0 or later
iPod touch® 2nd generation	F/W Ver. 1.0.0 or later
iPod touch® 3rd generation	F/W Ver. 4.2.0 or later

iPod® /USB Flash Drive

- Do not leave iPods®/USB flash drives in the vehicle (left saddlebag). High heat will damage it.
- Read precaution statements on the provided instructions of your iPods®/ USB flash drives.
- Use iPod® with the latest version of firmware.
- Some USB flash drives (such as devices with security lockout features, etc.) may not be used or restricted to its function.
- Do not use hard disks, card readers, and memory readers which may damage the device and data. If you faultily connect the one of them, turn the ignition switch OFF and remove it.
- We recommend backing up your data before playing it.
- iPods® or some of USB flash drives can be charged with the USB cable when the ignition switch is in the ON or ACC position.
  The charging time may be longer than usual.
- We recommend covering your iPods®/USB flash drives with Honda accessory audio pouch, or soft fabric or cover to protect from damage.



- Be careful to not get the USB connector wet.
- Do not connect with a hub.
- Do not connect incompatible iPods®/USB flash drives.
- Music information may not be displayed. If the character code in use is not supported, ".." will be displayed.
- If the audio system does not recognize the iPod®, try reconnecting it a few times or reboot the device.

Playable music files

In the audio function, MP3/WMA music files in USB flash drives can be played.

Read the followings before recording files in your USB flash drives which may have restrictions.

- Do not edit other type of extension. Playing USB flash drives containing these kind of files can cause troubles such as the device or speakers failure.

MP3/WMA files in your USB flash drives can be played on the following specifications.

MP3

Items	Contents
Standards	MPEG1 Audio Layer 2,3
	MPEG2 Audio Layer 2,3
	MPEG2.5 Audio Layer 3
Sampling periodicity (kHz)	MPEG1 32/44.1/48 kHz
	MPEG2 16/22.05/24 kHz
	MPEG2.5 8/11.025/12 kHz
Bit rates (kbit/s)	MPEG1 Audio Layer 2: 32-384/VBR/CBR MPEG1 Audio Layer 3: 32-320/VBR/CBR MPEG2 Audio Layer 2: 8-160/VBR/CBR MPEG2 Audio Layer 3: 8-160/VBR/CBR MPEG2.5 Audio Layer 3: 8-160/VBR/CBR If the files are low bit rate and/or small data size, you may not be played the files.
File systems	FAT12/16/32
Channel modes	Stereo/Joint stereo/Dual channel/Monaural
Maximum hierarchies	8 hierarchies (including the root directory)
Maximum folders	999 folders
Maximum files	65,025 files (255 files in one folder)
Available tags	ID3v1(v1.0/v1.1), ID3v2(v2.2/v2.3/v2.4)
Available number of characters	max: 16 characters (According to the character code or the number of songs, the maximum number of characters may not be displayed.)

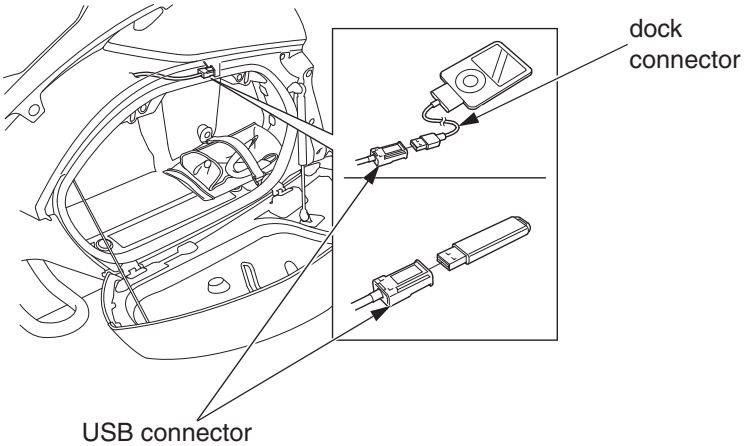
iPod® /USB Flash Drive

WMA

Items	Contents
Standards	Windows Media Audio Version 7/8/9
Sampling periodicity (kHz)	32/44.1/48
Bit rates (kbit/s)	48-320/VBR
File systems	FAT 12/16/32
Channel modes	Stereo/Monaural
Maximum hierarchies	8 hierarchies (including the root directory)
Maximum folders	999 folders
Maximum files	65,025 files (255 files in one folder)
Available tags	WMA: ASF TOP-LEVEL HEADER OBJECT Only songs, artists and albums available. (The albums registered by Windows Media Player is only available.)
Available number of characters	max: 16 characters (According to the character code or the number of songs, the maximum number of characters may not be displayed.)

Windows Media is registered trademarks of Microsoft Corporation. in the U.S. and other countries.

USB Cable



To connect
1. Open the left saddlebag (see page 47).
2. Unclip the USB connector.
3. Connect your iPod® with dock connector or the USB flash drive to the USB connector.

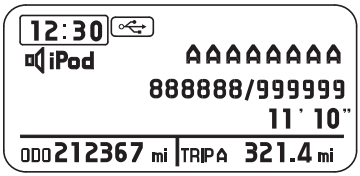
To disconnect
You can disconnect the iPod®/USB flash drive at any time. Make sure to follow the iPod®'s instructions on how to disconnect the dock connector from the USB cable.

When you disconnect the iPod®/USB flash drive, the USB indicator will disappear.

iPod® /USB Flash Drive

Playing an iPod®

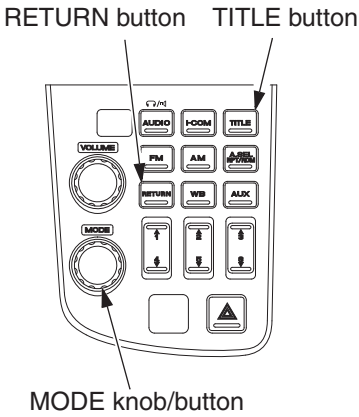
Connect the iPod® using your dock connector to the USB cable (see page 103), then push the AUX button twice and iPod® indicator will be displayed.
If you see an error message in the display, see page 112.



Select a playlist, artist, album and song by using the MODE knob/button. Push the MODE knob/button until iPod® menu is displayed, then turn the MODE knob/button until the desired list. Push the MODE knob/button to set your selection.
The display shows items on the selected list. Turn the MODE knob/button to select an item, then push the MODE knob/button to set your selection.

If you select "ALL", all available files on the selected list are played.
Selecting "RETURN" goes back to the previous display.

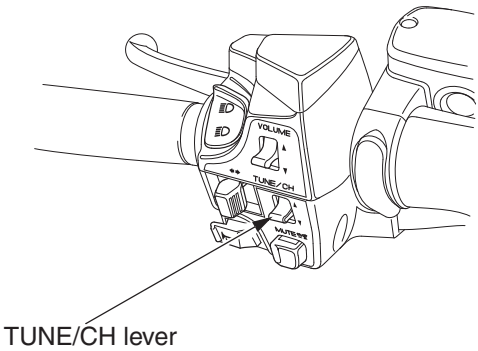
Push the TITLE button to change the title display of albums, songs and artists.
Push and hold the TITLE button to display the text data of albums, songs and artists from first 8 characters to next 8 characters.
Push the RETURN button to go back to the previous menu while selecting a playlist, artist, album and song.

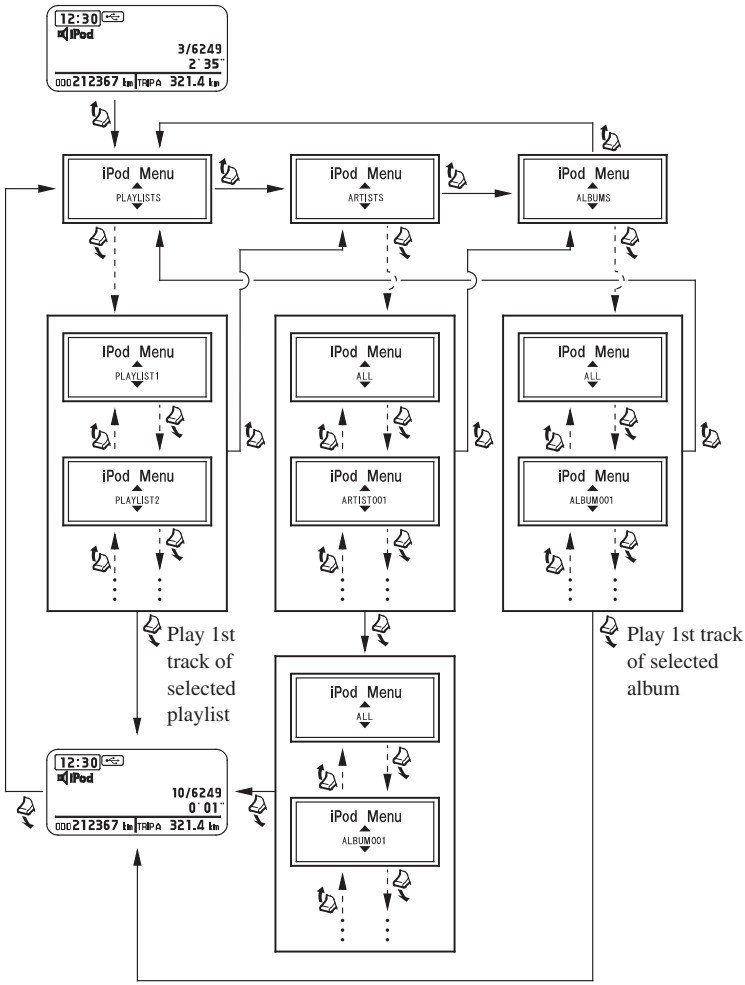


iPod® /USB Flash Drive

You can also change or select playlists, artists and albums on the iPod® menu, use the TUNE/CH lever (see page 107).

Use the TUNE/CH lever while an iPod® is playing to change files.
Push the TUNE/CH lever up to change to the next file.
Push the TUNE/CH lever down to change to the previous file.





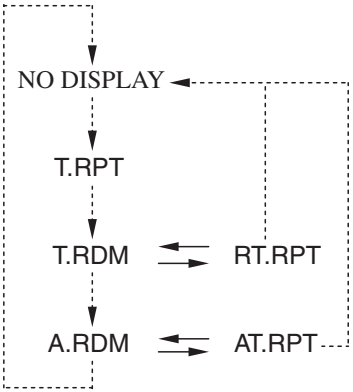
Push the TUNE/CH lever:
Push and hold the TUNE/CH lever:
Push the TUNE/CH lever up:
Push the TUNE/CH lever down:

iPod® /USB Flash Drive

You can select repeat and random play modes when playing a file.

To select a play mode

Push the A.SEL RPT/RDM button until the desired play mode is displayed. The display changes as follows each time the A.SEL RPT/RDM button is pushed.



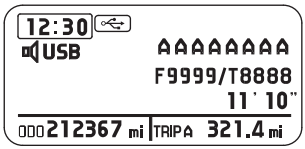
Push the A.SEL RPT/RDM button: ----------►
Push and hold the A.SEL RPT/RDM button: ——————►

Play Mode Menu Items

MODE	Function
T.RPT	Repeats the current track.
T.RDM	Plays all available files in a selected list (playlists, artists, albums or songs) in random order.
A.RDM	Plays all available albums in random order.
RT.RPT	Repeats current file in T.RDM play mode.
AT.RPT	Repeats current file in A.RDM play mode.

Playing a USB Flash Drive

Connect your USB flash drive to the USB cable (see page 103), then push the AUX button twice and USB indicator will be displayed.
If you see an error message in the display, see page 112.



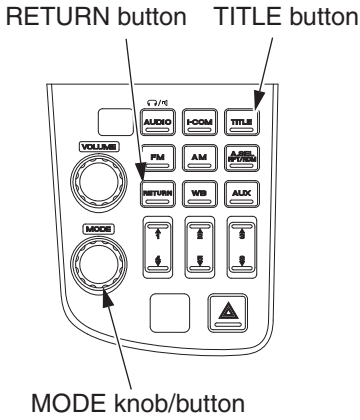
Select a folder or file by using the MODE knob/button. Push the MODE knob/button until USB menu is displayed, then turn the MODE knob/button until the desired folder or file list. Push the MODE knob/button to set your selection. The display shows items on the selected list. Turn the MODE knob/button to select an item, then push the MODE knob/button to set your selection.

Selecting "RETURN" goes back to the previous display.

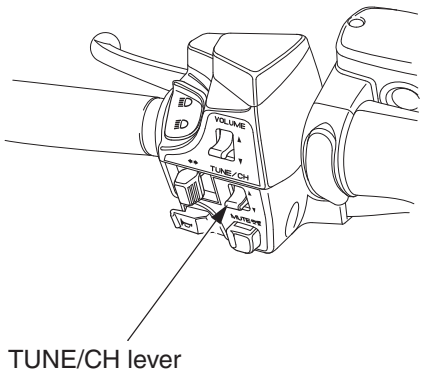
Files on the USB flash drive are played in their stored order. This order may be different from the order displayed on your PC or device.

Push the TITLE button to change the title display of folders, files, artists, albums and songs.
Push and hold the TITLE button to display the text data of from first 8 characters to next 8 characters.
Push the RETURN button to go back to the previous menu while selecting a folder, file, artist, album and song.

iPod® /USB Flash Drive



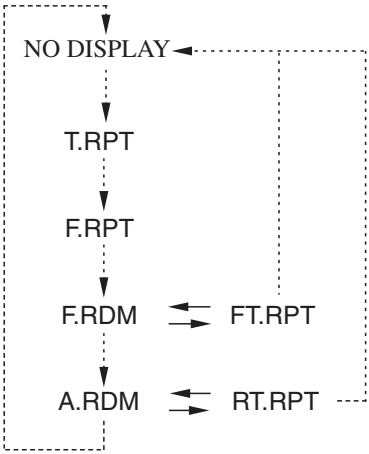
You can also change or select files and folders by using TUNE/CH lever while a USB flash drive is playing files.
Push the TUNE/CH lever up to change to the next file.
Push the TUNE/CH lever down to change to the previous file.
To change the folders, push and hold the TUNE/CH lever up or down.



You can select repeat and random play modes when playing a file.

To select a play mode

Push the A.SEL RPT/RDM button until the desired play mode is displayed. The display changes as follows each time the A.SEL RPT/RDM button is pushed.



Push the A.SEL RPT/RDM button: ·····►

Push and hold the A.SEL RPT/RDM button: ——►

Play Mode Menu Items

MODE	Function
T.RPT	Repeats the current file.
F.RPT	Repeats all files in the current folder.
F.RDM	Plays all files in the current folder in random order.
A.RDM	Plays all files in random order.
FT.RPT	Repeats current file in F.RDM play mode.
RT.RPT	Repeats current file in A.RDM play mode.

USB Error Messages

If an error occurs while playing an iPod® or USB flash drive, you may see the following error messages. If you cannot clear the error message, contact a dealer.

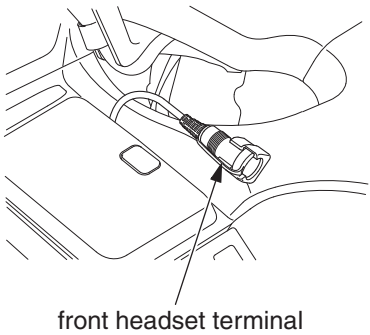
Error Message	Cause	Solution
BAD USB DEVICE	Problem with the device or USB cable.	Turn the ignition switch off once and turn it on again. Reconnect the device. Do not reconnect the device that caused the error.
CHECK USB	Problem with the device or USB cable.	Turn the ignition switch off once and turn it on again. Reconnect the device. Do not reconnect the device that caused the error.
USB ERROR	Problem with the device or USB cable.	Turn the ignition switch off once and turn it on again. Reconnect the device. Do not reconnect the device that caused the error.
NO SONG	No files in device.	Check the files in device.
UNSUPPORTED	Use of unsupported device.	Update the firmware. Use supported device.
UNPLAYABLE	Problem with the audio unit or device.	Turn the ignition switch off once and turn it on again. Reconnect the device.

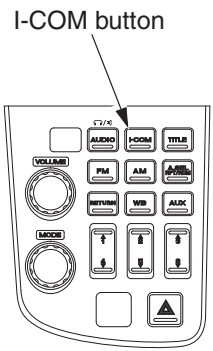
System Control

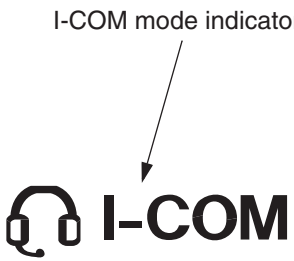
Some local governments prohibit the use of a headset by the operator of a motor vehicle. Always obey applicable laws and regulations.

The intercom system may be used to communicate with your passenger. (If you want to use this system, you must have headsets.)
Passenger headset terminal must be purchased as accessory.

- To turn the system on —— push the I-COM button. (I-COM appears on the display.)
- To turn the system off —— push and hold the I-COM button. (I-COM disappears.)







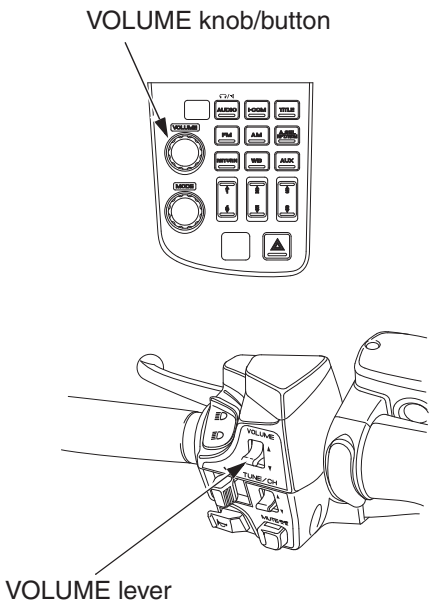
Intercom (I-COM) System

VOLUME Control

To select the Volume control, push the VOLUME knob/button until "INTERCOM VOL" is displayed (page 76). Then, within 5 seconds, change the volume control.

- To increase the volume —— push the VOLUME lever up or turn the VOLUME knob/button clockwise.
- To decrease the volume—— push the VOLUME lever down or turn the VOLUME knob/button counterclockwise.

To increase or decrease the volume rapidly — push the VOLUME lever up or down and hold it down.
(VOLUME level range : from 0 to 20)





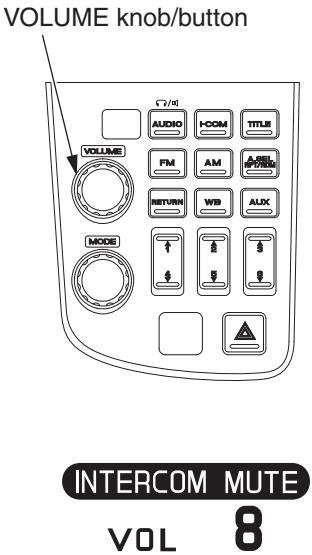
Intercom Muting

The intercom mute system automatically lowers (does not silence) the music/program volume when you speak through the intercom.

The sensitivity of the intercom microphone to your voice or ambient sound sets the level at which the intercom system mutes the music/program volume.

To adjust this system — push the VOLUME knob/button until "INTERCOM MUTE" is displayed (page 76).

- To increase microphone sensitivity ——turn the VOLUME knob/button clockwise.
- To decrease microphone sensitivity ——turn the VOLUME knob/button counterclockwise. (Intercom Mute control range: from 0 to 20)



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Servicing Your Honda

To help keep your motorcycle in good shape, this section includes a Maintenance Schedule for required service, a list of periodic checks you should perform at least once a month, and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on fuels and oils, and tips for keeping your Honda looking great.

For information about the exhaust emission and noise emission requirements of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC), see page 227.

For information about replacing fuses, see page 210.

USA only
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.

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(cont'd)

Servicing Your Honda

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The following table summarizes the three types of inspections and servicing recommendations for your motorcycle. Both the pre-ride inspection and the scheduled maintenance at the recommended intervals are necessary to assure safe and dependable performance. The periodic checks provide additional confidence in your motorcycle's performance.

Type of Inspection/ Service	Refer to page:	When Performed	Who Performs
Pre-ride Inspection	41	before every ride	you
Periodic Maintenance	123	monthly*	you
Maintenance Schedule	124	interval on schedule	your dealer**

* more often if you ride frequently or long distances; or anytime you clean your motorcycle

**unless you have the proper tools and service data and are mechanically qualified

USA only
An optional tool kit may be available. Check with your dealer's parts department.

The Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun. A properly maintained motorcycle will also help to reduce air pollution.

Remember, proper maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, perform the periodic checks, and follow the Maintenance Schedule in this section.

⚠ WARNING

Improperly maintaining this 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.

If your motorcycle overturns or is involved in a crash, be sure your dealer inspects all major parts, even if you are able to make some of the repairs yourself.

Maintenance Safety

This section includes instructions on how to perform some important maintenance tasks. If you have basic mechanical skills, you can perform many of these tasks with the tools provided with your motorcycle.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic. Instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, 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.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

Maintenance Safety

Important Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:
  Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you operate the engine.
  Burns from hot motorcycle parts. Let the engine and exhaust system cool before touching.
  Injury from moving parts. Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the center stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around gasoline. Use only non-flammable solvent, not gasoline, to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement. If you have the tools and skills required for additional maintenance jobs, you can purchase an official Honda Service Manual (page 234).

Periodic Maintenance

In addition to the regularly scheduled maintenance (page 124) and daily pre-ride inspection (page 41), consider performing the periodic checks on the following page at least once a month, even if you haven't ridden your motorcycle, or as often as once a week if you ride frequently or for long distances. It's a good idea to perform this maintenance any time you clean your motorcycle.

Check the odometer reading and perform any scheduled maintenance checks that are needed (page 124). Remember, more frequent checks may be needed for riding in severe conditions.

Tires & Wheels	Check the air pressure with a gauge and add air if needed (page 168). Examine the tread for wear (page 169). Look closely for nails, embedded objects, cuts, and other types of damage (page 169). Rotate the rear wheel so you can inspect the entire surface. Check the condition of the wheels.
Fluids	Check the levels of the engine oil (page 146), coolant (page 151), brake fluid (page 163), clutch fluid (page 157), and final drive oil (page 154). Add the correct fluid as necessary, and investigate the cause of any low fluid level.
Lights	Make sure the headlight, brakelight, taillight, and turn signals are working properly.
Fuses	Make sure you have a full supply of spare fuses.
Nuts & Bolts	Check the major fasteners and tighten as needed.

Maintenance Schedule

The required Maintenance Schedule that follows specifies how often you should have your motorcycle serviced, and what things need attention. It is essential to have your motorcycle serviced as scheduled to maintain safe, dependable performance and proper emission control.

The service intervals in this Maintenance Schedule are based on average riding conditions. Some items will need more frequent service if you ride in unusually wet or dusty areas or at full throttle. Consult your dealer for recommendations applicable to your individual needs and use.

Some items in the Maintenance Schedule can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual. Other items involve more extensive procedures and may require special training, tools, and equipment. We recommend that you have your dealer perform these tasks unless you have advanced mechanical skills and the required tools and equipment. Procedures for such items in this schedule are provided in an official Honda Service Manual available for purchase (page 234).

Maintenance Schedule

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only Honda Genuine Parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Perform the pre-ride inspection (page 41) and owner maintenance (page 126) at each scheduled maintenance period.

The following items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your dealer.

* Should be serviced by your dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 234).

**In the interest of safety, we recommend these items be serviced only by your dealer.

Summary of Maintenance Schedule Notes & Procedures:

NOTES:

1. At higher odometer readings, repeat at the frequency interval established here.
2. Service more frequently if the motorcycle is ridden in unusually wet or dusty areas.
3. Service more frequently if the motorcycle is ridden often at full throttle or in the rain.
4. Service more frequently if noisy.
5. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
6. Replace at 4,000 mi (6,400 km) or 6 months, then every 8,000 mi (12,800 km) or 12 months.

Maintenance Procedures:

I: inspect and clean, adjust, lubricate, or replace, if necessary
C: clean
A: adjust
L: lubricate
R: replace

Maintenance Schedule

		ITEM	NOTE	FREQUENCY / ODOMETER READING (Note 1)							Refer to page
				× 1,000 mi	4	8	12	16	20	24	
				× 1,000 km	6.4	12.8	19.2	25.6	32.0	38.4	
EMISSIONS-RELATED ITEMS	*	FUEL LINE				I		I		I	–
	*	THROTTLE OPERATION				I		I		I	–
	*	AIR CLEANER	2				R			R	–
		CRANKCASE BREATHER	3		C	C	C	C	C	C	153
		SPARK PLUGS			EVERY 16,000 mi (25,600 km) R						158
	*	VALVE CLEARANCE	4		EVERY 32,000 mi (51,200 km) I						–
		ENGINE OIL	6		R		R		R		143
		ENGINE OIL FILTER			R		R		R		147
	*	ENGINE IDLE SPEED			I		I		I		–
		RADIATOR COOLANT	5			I		I		R	150
	*	COOLING SYSTEM				I		I		I	–
	*	SECONDARY AIR SUPPLY SYSTEM				I		I		I	–
	*	EVAPORATIVE EMISSION CONTROL SYSTEM					I			I	–

* Should be serviced by your dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 234).

		ITEM	NOTE	FREQUENCY / ODOMETER READING (Note 1)							Refer to page
				×1,000 mi	4	8	12	16	20	24	
				×1,000 km	6.4	12.8	19.2	25.6	32.0	38.4	
NON-EMISSIONS-RELATED ITEMS		FINAL DRIVE OIL				I		I		R	154
		BRAKE FLUID	5		I	I	R	I	I	R	163
		BRAKE PADS WEAR			I	I	I	I	I	I	165
		BRAKE SYSTEM				I		I		I	166
	*	BRAKELIGHT SWITCH				I		I		I	–
	*	HEADLIGHT AIM				I		I		I	–
		CLUTCH SYSTEM				I		I		I	156
		CLUTCH FLUID	5		I	I	R	I	I	R	157
		SIDE STAND				I		I		I	174
	*	SUSPENSION				I		I		I	–
	*	NUTS, BOLTS, FASTENERS				I		I		I	–
	**	WHEELS/TIRES				I		I		I	–
	**	STEERING HEAD BEARINGS				I		I		I	–

* Should be serviced by your dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 234).

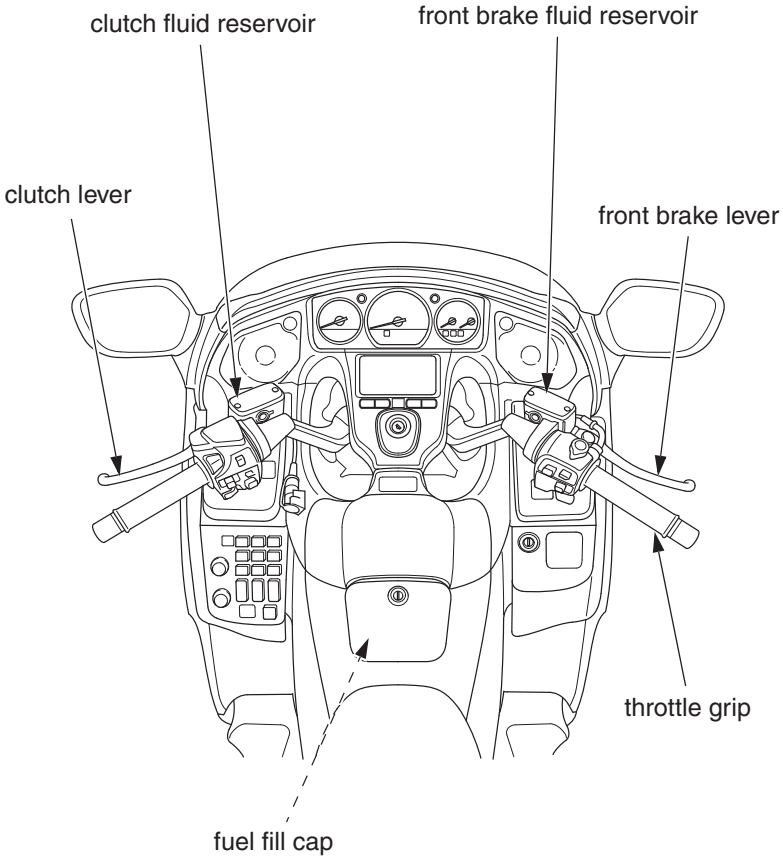
** In the interest of safety, we recommend these items be serviced only by your dealer.

Maintenance Record

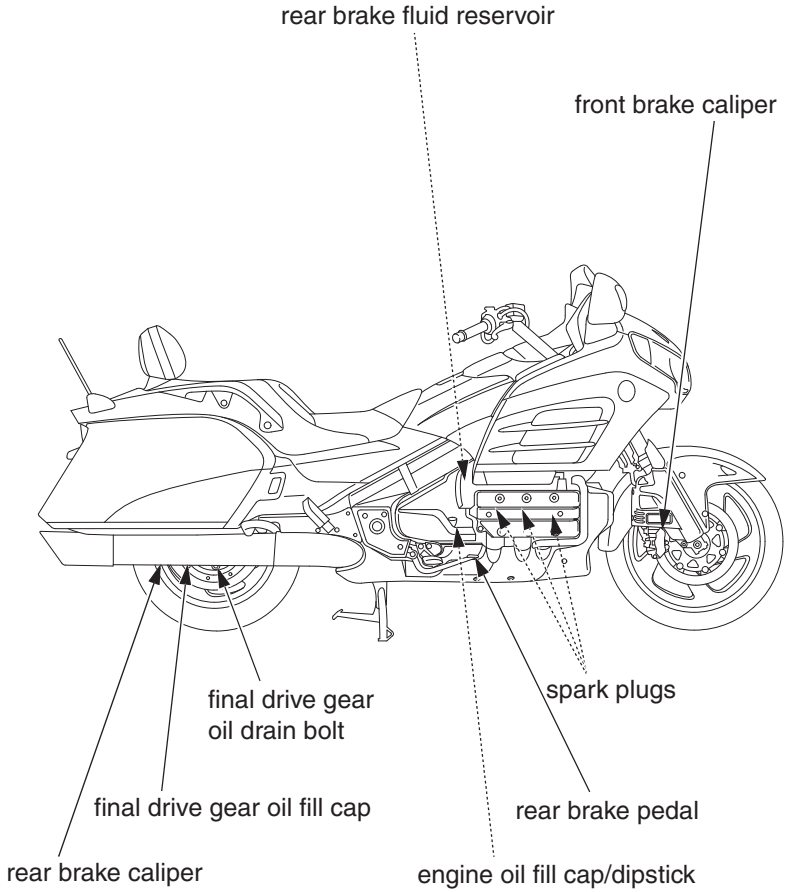
Keeping an accurate maintenance record will help ensure that your motorcycle is properly maintained. Retain detailed receipts to verify the maintenance was performed. If the motorcycle is sold, these receipts should be transferred with the motorcycle to the new owner. Make sure whoever performs the maintenance completes this record. All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Use the space under Notes to record anything you want to remind yourself about or mention to your dealer.

Miles (km)	Odometer	Date	Performed By:	Notes
4,000 (6,400)				
8,000 (12,000)				
12,000 (19,200)				
16,000 (25,600)				
20,000 (32,000)				
24,000 (38,400)				
28,000 (44,800)				
32,000 (51,200)				
36,000 (57,600)				
40,000 (64,000)				
44,000 (70,400)				
48,000 (76,800)				
52,000 (83,200)				

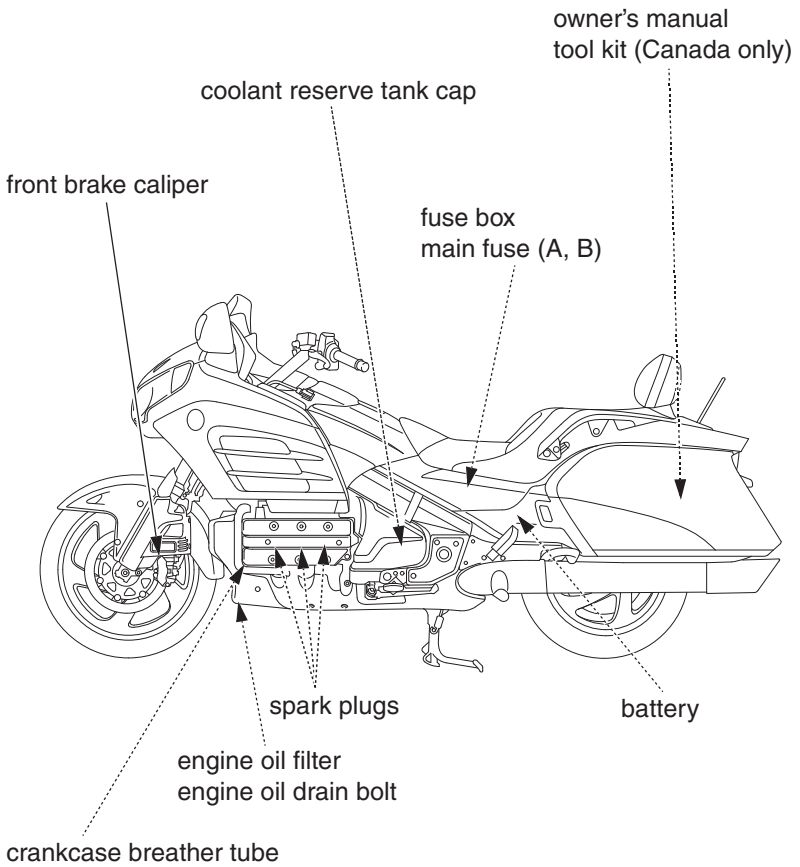
Maintenance Component Locations



Maintenance Component Locations



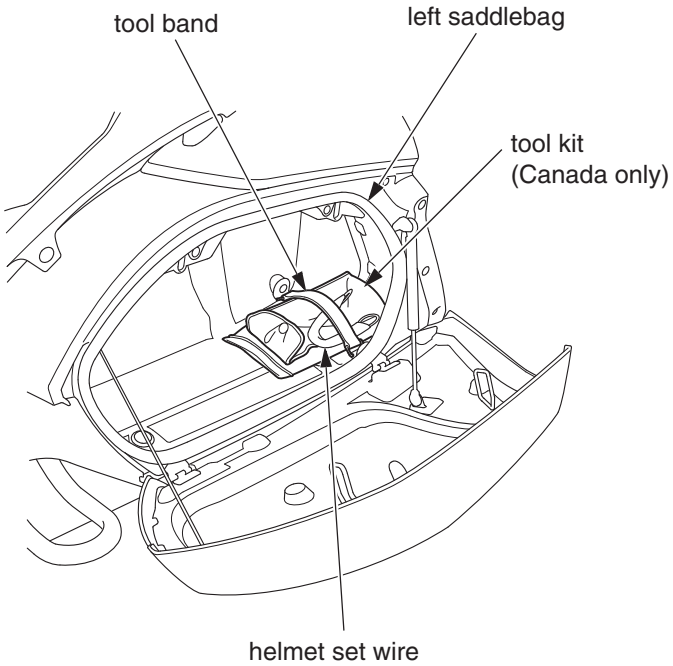
Maintenance Component Locations



Tool Kit (Canada only)

The tool kit is located in the left saddlebag (page 46).
An optional, larger tool kit may be available. Check with your dealer's parts department.

LEFT SIDE

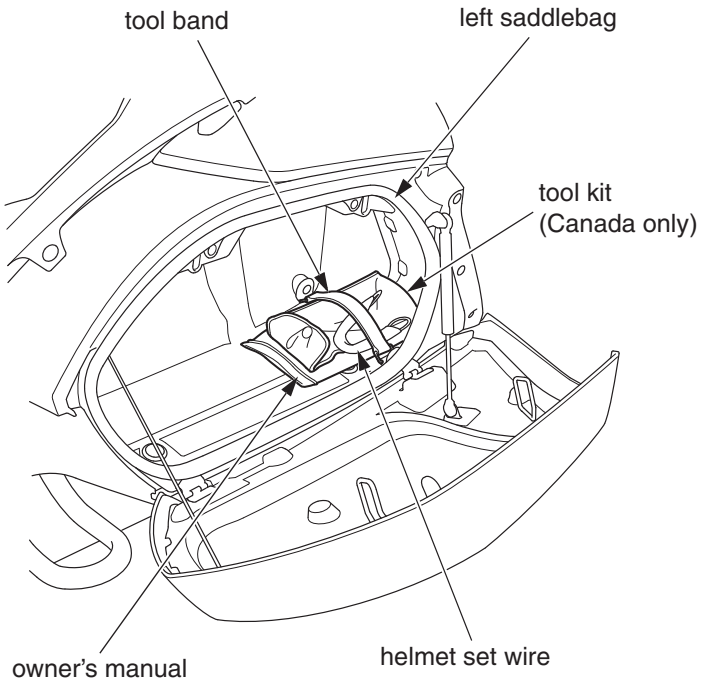


Owner's Manual Storage

Your motorcycle provides storage for the owner's manual so you'll have it with you for easy reference. Store your owner's manual (and other documents) in the plastic storage bag in the left saddlebag (page 46).

Be careful not to flood this area when washing your motorcycle.

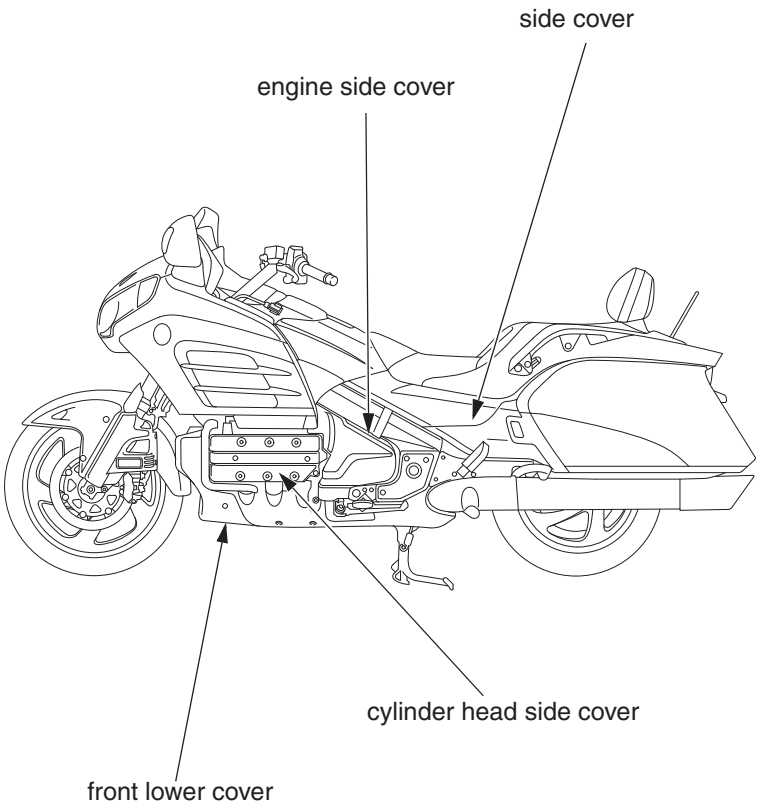
LEFT SIDE



Cover Removal

Refer to *Safety* Precautions on page 122.

Left side shown; right side similar



Side Cover Removal

Refer to *Safety Precautions* on page 122.

The right side cover must be removed for suspension adjustment.
The left side cover must be removed for battery and fuse maintenance.

NOTICE

Failure to use extreme care removing or installing the side covers may damage the side cover prongs.

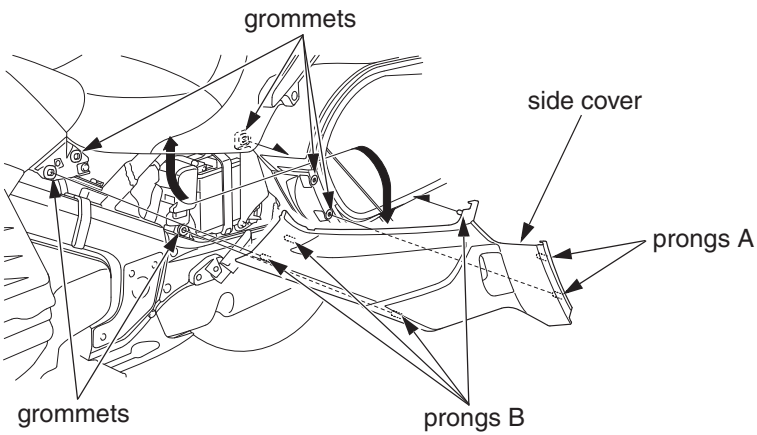
Removal

1. Open the saddlebag (page 47).
2. Pull the side cover out until the prongs A are clear of the frame grommets.
3. Carefully pull the side cover out until the prongs B are clear of the frame grommets.
4. Carefully remove the side cover.

Installation

1. Insert the top edge of the side cover under the seat.
2. Position the side cover so the prongs on the inside of the cover are lined up above their securing grommets.
3. Push the cover in place.
4. Close the saddlebag.

LEFT SIDE



Cover Removal

Engine Side Cover Removal

Refer to *Safety Precautions* on page 122.

The left engine side cover must be removed for coolant maintenance.
The right engine side cover must be removed for engine oil and rear brake fluid maintenance.

NOTICE

Failure to use extreme care removing or installing the engine side covers may damage the engine side cover prongs.

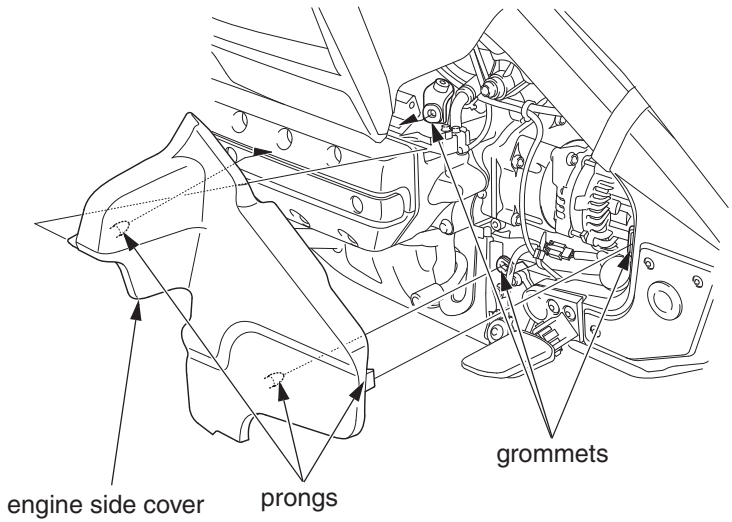
Removal

1. Carefully pull the rear of the engine side cover out until the prongs are clear of their securing grommets.
2. Remove the engine side cover backward.

Installation

- Installation can be done in the reverse order of removal.

LEFT SIDE



Cylinder Head Side Cover Removal

Refer to *Safety Precautions* on page 122.

Both cylinder head side covers must be removed for spark plug maintenance. The left cylinder head side cover must be removed for crankcase breather maintenance.

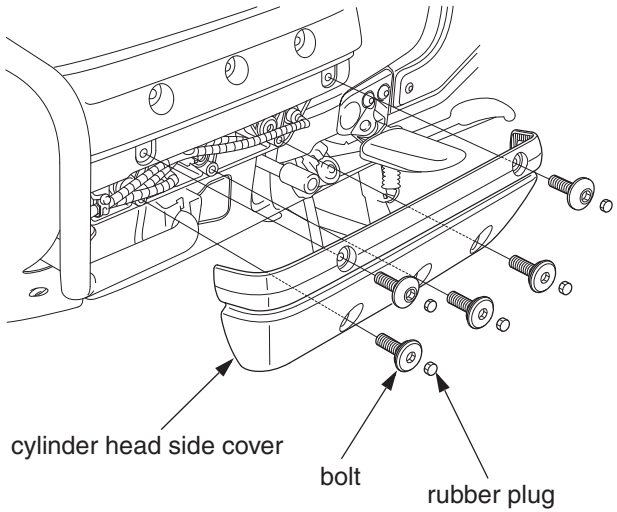
Removal

1. Remove the rubber plugs.
2. Remove the cylinder head side cover by removing the bolts.

Installation

- Installation can be done in the reverse order of removal.

LEFT SIDE



Cover Removal

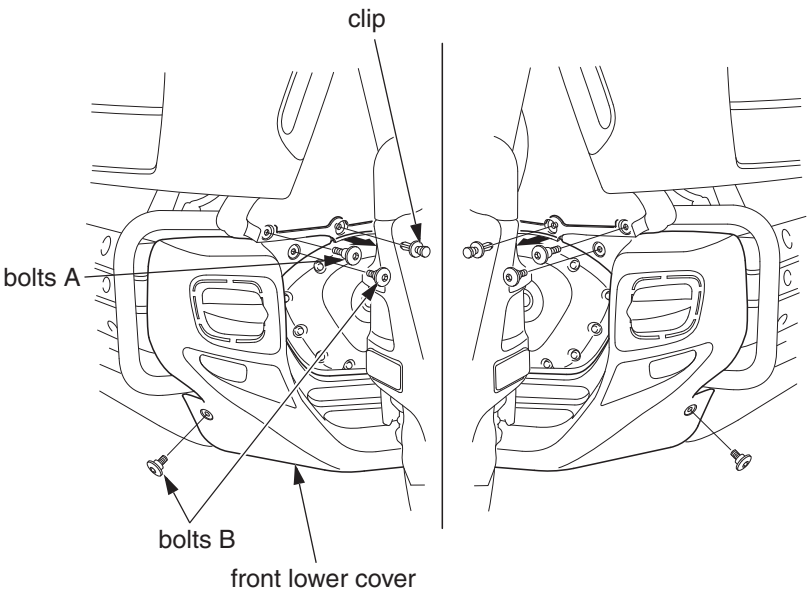
Front Lower Cover Removal

Refer to *Safety Precautions* on page 122.

The front lower cover must be removed for engine oil maintenance.

Removal
1. Remove the clips.
2. Remove the front lower cover by removing the bolts A and bolts B.

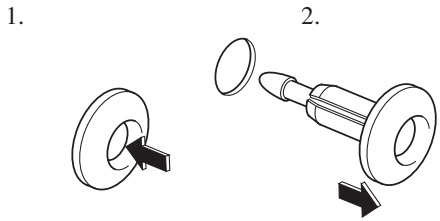
Installation
- Installation can be done in the reverse order of removal.



Clip Removal

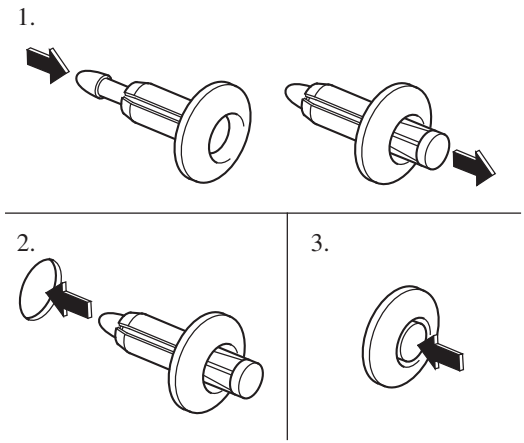
Removal

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 pin.
2. Insert the clip into the hole.
3. Lightly press down on the center pin to lock the clip.



Fuel

Refer to *Safety Precautions* on page 122.

Fuel Recommendation

type	unleaded
pump octane number	86 (or higher)

Use only unleaded fuel in your Honda. Use of leaded fuel will damage the catalytic converter(s). If you ride your Honda in a country where leaded fuel might be available, use precautions to use only unleaded fuel.

Your engine is designed to use any unleaded gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 232.

Use of lower octane gasoline can cause persistent ‘‘pinging’’ or ‘‘spark knock’’ (a loud rapping noise) which, if severe, can lead to engine damage. Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of gasoline. If pinging or spark knock persists, consult your dealer.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust, or water in the fuel tank.

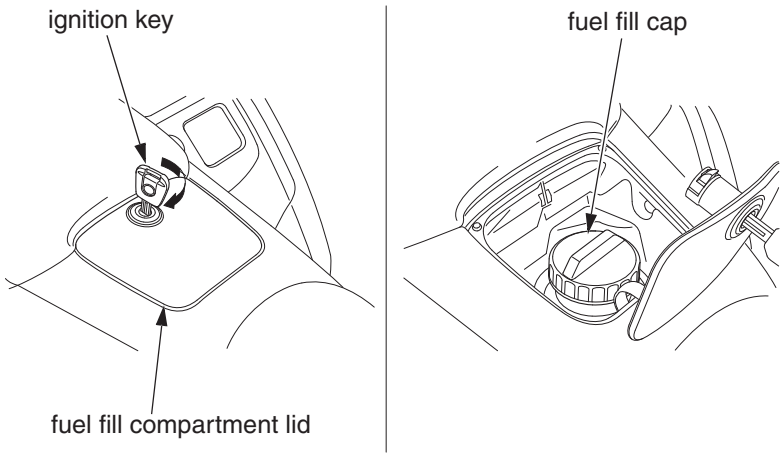
Fuel Capacity

Fuel tank capacity, including reserve:
6.6 US gal (25 ℓ)

The tank should be refilled as soon as possible when the fuel gauge needle enters the red band.

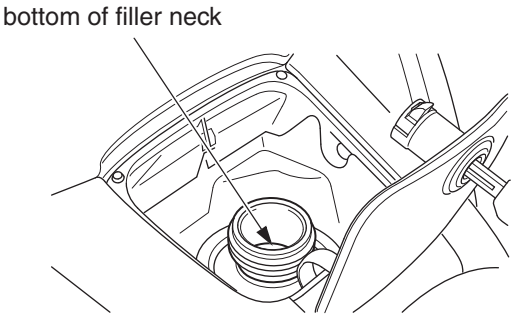
Refueling Procedure

Refer to *Safety Precautions* on page 122.



1. Insert the ignition key in the fuel fill compartment lid and turn it clockwise.
2. Open the fuel fill compartment lid.
3. Turn the fuel fill cap counterclockwise and remove it.

(cont'd)



4. Add fuel until the level reaches the bottom of the filler neck.
   Avoid overfilling the tank. There should be no fuel in the filler neck.

⚠ 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.

5. After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise until it clicks.
6. Close the fuel fill compartment lid.
7. Remove the key from the fuel fill compartment lid.

Engine Oil & Filter

Engine oil quality is a major factor that affects both the performance and the service life of the engine.

Using the proper oil (page 144) and filter, and regularly checking, adding, and changing oil will help extend your engine's life. Even the best oil wears out. Changing oil helps get rid of dirt and deposits in the engine. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

Change the engine oil as specified in the maintenance schedule on page 126.

When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

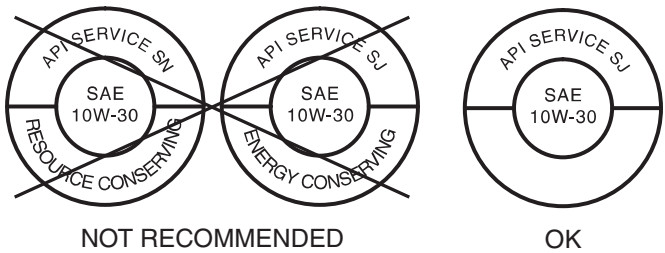
Engine Oil & Filter

Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving or resource conserving on the circular API service label
viscosity (weight)	SAE 10W-30
JASO T 903 standard	MA
suggested oil*	Pro Honda GN4 4-stroke oil (USA & Canada), or Honda 4-stroke oil, or an equivalent motorcycle oil.

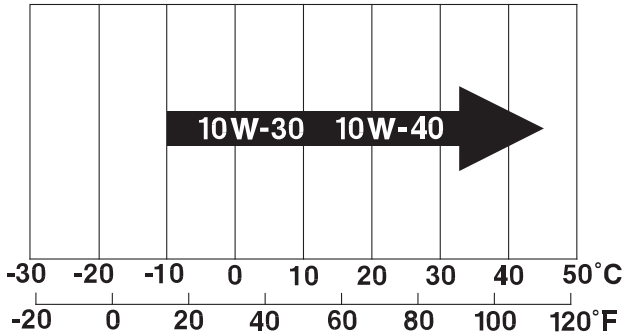
* Suggested oils are equal in performance to SJ oils that are not labeled as energy conserving or resource conserving on the circular API service label.

- Your motorcycle does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SH or higher oils displaying a circular API ‘‘energy conserving’’ or “resource conserving” service label on the container. They may affect lubrication and clutch performance.



- Do not use non-detergent, vegetable, or castor based racing oils.

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

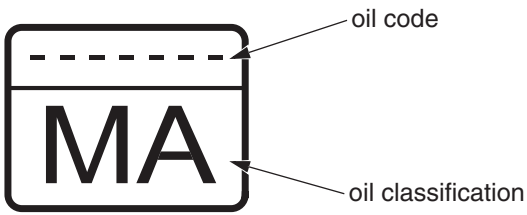


JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines.

There are two classes: MA and MB.

Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.

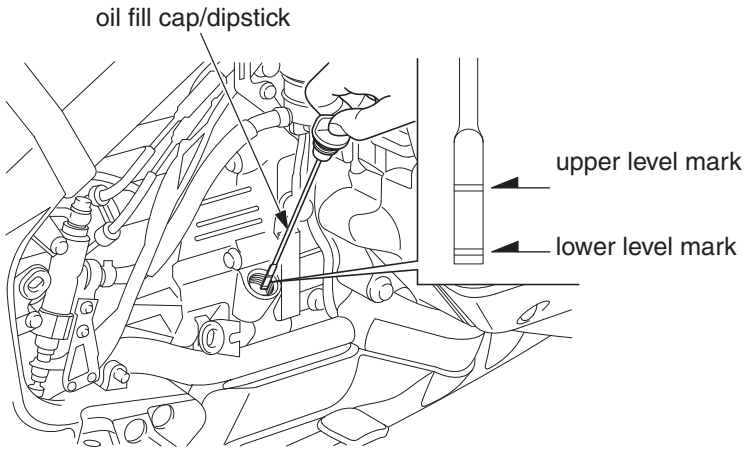


Engine Oil & Filter

Checking & Adding Oil

Refer to *Safety Precautions* on page 122.

RIGHT SIDE



(Models equipped with center stand)

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

(Models not equipped with center stand)

1. Park your motorcycle on its side stand on a firm, level surface.
2. Remove the right engine side cover (page 136).
3. Start the engine and let it idle for 3 – 5 minutes. Make sure the low oil pressure indicator goes off. If the indicator remains on, stop the engine immediately.
4. Stop the engine and wait 2– 3 minutes.

(Models not equipped with center stand)

5. Hold the motorcycle in an upright position.
6. Remove the oil fill cap/dipstick and wipe it clean.
7. Insert the oil fill cap/dipstick until it seats, but don't screw it in.
8. Remove the oil fill cap/dipstick and check the oil level.
   - If the oil is at or near the upper level mark — you do not have to add oil.
   - If the oil is below or near the lower level mark — add the recommended oil until it reaches the upper level mark. (Do not overfill.)
9. Reinstall the oil fill cap/dipstick.
10. Reinstall the right engine side cover.
11. Check for oil leaks.

Changing Engine Oil & Filter

Refer to *Safety Precautions* on page 122.

Your motorcycle's oil filter has very specific performance requirements. Use a new Honda Genuine oil filter or a filter of equal quality specified for your model.

NOTICE

Using the wrong oil filter may result in leaks or engine damage.

This procedure requires mechanical skill and professional tools such as a torque wrench and oil filter wrench, as well as a means for disposing of the drained fluid (page 189). If you do not have the skills or the tools, see your dealer.

Drain the Engine Oil:

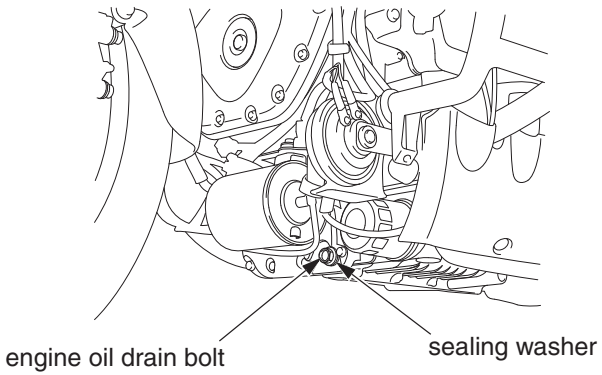
(Models equipped with center stand)

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

(Models not equipped with center stand)

1. Park your motorcycle on its side stand on a firm, level surface.
2. If the engine is cold, start it and let it idle for 3 – 5 minutes. Turn the engine off. Wait 2 – 3 minutes for the oil to settle.
3. Remove the front lower cover (page 138).
4. Place a drain pan under the engine oil drain bolt.
5. To drain the oil, remove the oil fill cap/dipstick, engine oil drain bolt, and sealing washer.

FRONT, UNDER ENGINE



(cont'd)

Install a New Oil Filter:

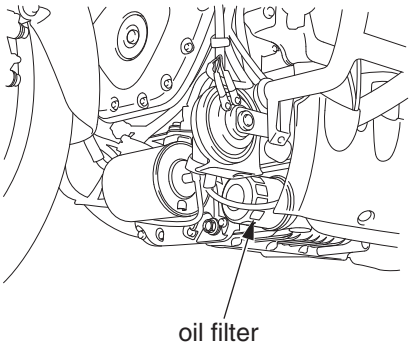
6. Remove the oil filter with a filter wrench and let the remaining oil drain out. Discard the oil filter in an approved manner (page 189).
7. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 189).

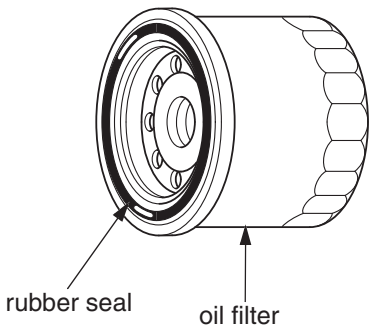
NOTICE

Improper disposal of drained fluids is harmful to the environment.

8. Apply a thin coat of engine oil to the rubber seal of a new oil filter.

LEFT FRONT, UNDER ENGINE





9. Install the new oil filter and tighten it by hand.
10. Using an oil filter wrench attachment and a torque wrench, tighten the new oil filter to the specified torque:
    19 lbf·ft (26 N·m, 2.7 kgf·m)
    Install a new sealing washer onto the drain bolt.
    Install the engine oil drain bolt and tighten it to the specified torque:
    25 lbf·ft (34 N·m, 3.5 kgf·m)

Add Engine Oil:

11. Fill the crankcase with the recommended oil (page 144), approximately:
    3.9 US qt (3.7 ℓ)
12. Install the oil fill cap/dipstick securely.
13. Start the engine and let it idle for 3 – 5 minutes.
14. Stop the engine and wait 2 – 3 minutes.
15. Check that the oil level is at upper level mark on the dipstick (page 146).
16. Check that there are no oil leaks.

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly.

Coolant

Your motorcycle's liquid cooling system dissipates engine heat through the coolant jacket that surrounds the cylinder and cylinder head.

Maintaining the coolant will allow the cooling system to work properly and prevent freezing, overheating, and corrosion.

Coolant Recommendation

Use Pro Honda HP coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. Check the antifreeze container label.

Use only distilled water as a part of the coolant solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

NOTICE

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages. Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection.

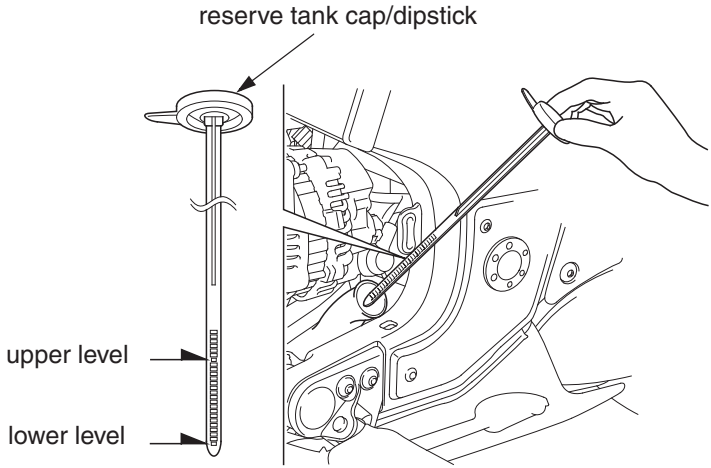
Decreasing the concentration of antifreeze to less than 40% will not provide proper corrosion protection.

Increasing the concentration of antifreeze is not recommended because it decreases cooling system performance. Higher concentrations of antifreeze (up to 60%) should only be used to provide additional protection against freezing. Check the cooling system frequently during freezing weather.

Checking & Adding Coolant

Refer to *Safety Precautions* on page 122.

LEFT SIDE



1. Remove the left engine side cover (page 136).

(Models equipped with center stand)

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

(Models not equipped with center stand)

2. Hold the motorcycle upright on firm level ground.
3. With the engine at normal operating temperature, remove the reserve tank cap/dipstick and check the coolant level.
   If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your dealer for repair.
4. Add coolant to the reserve tank as required to bring the coolant level to the upper level mark.
   Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.
5. Reinstall the left engine side cover.

Coolant

Coolant Replacement

Refer to *Safety Precautions* on page 122.

Coolant should be replaced by your dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the official Honda Service Manual (page 234).

⚠ WARNING

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

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

To properly dispose of drained coolant, refer to *You & the Environment,* page 189.

NOTICE

Improper disposal of drained fluids is harmful to the environment.

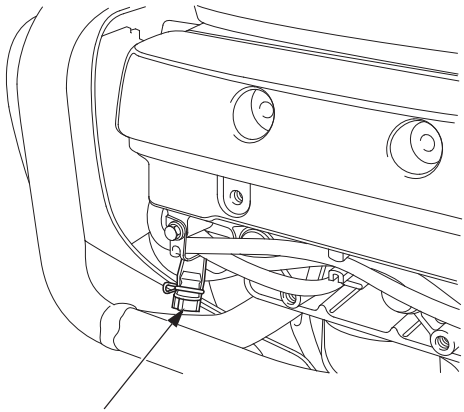
Crankcase Breather

Refer to *Safety Precautions* on page 122.

Service the crankcase breather more frequently if your motorcycle is ridden in the rain or often at full throttle. Service the breather if you can see deposits in the transparent section of the drain tube.
If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance.

Draining

LEFT SIDE



1. Remove the left cylinder head side cover (page 137).
2. Place a drain pan under the crankcase breather tube plug.
3. Remove the plug to drain the deposits in the tube.
4. Reinstall the crankcase breather tube plug.
5. Reinstall the left cylinder head side cover.

Final Drive Oil

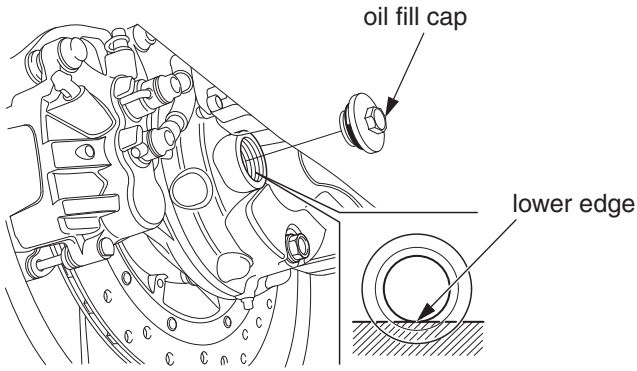
Oil Recommendation

type	hypoid gear oil
viscosity (weight)	SAE 80

Checking & Adding Oil

Refer to *Safety Precautions* on page 122.

RIGHT REAR



(Models equipped with center stand)

1. Place the motorcycle on its center stand on a firm, level surface.

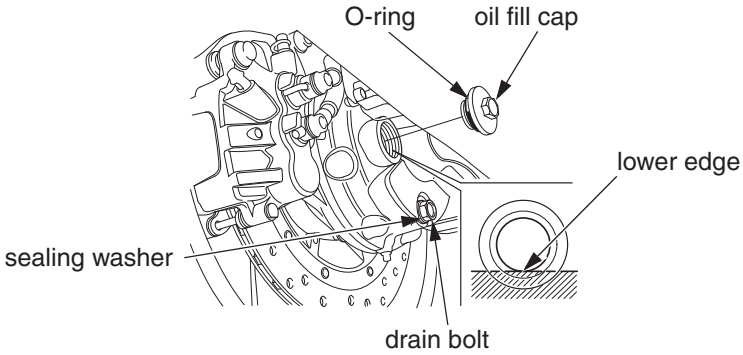
(Models not equipped with center stand)

1. Hold the motorcycle upright on firm level ground.
2. Remove the oil fill cap.
3. Check the oil level. It should be flush with the lower edge of the oil fill hole.
4. If the level is low, check for oil leaks. Add the recommended oil through the oil fill hole until it reaches the lower edge of the opening.
5. Install the oil fill cap.

Changing Oil

Refer to *Safety Precautions* on page 122.

RIGHT REAR



Change the oil with the final drive at normal operating temperature to assure complete and rapid draining.

(Models equipped with center stand)

1. Place the motorcycle on its center stand on a firm, level surface.

(Models not equipped with center stand)

1. Hold the motorcycle upright on firm level ground.
2. Place a drain pan under the drain bolt.
3. Remove the oil fill cap, O-ring, drain bolt and sealing washer.
4. After the oil has completely drained, check that the sealing washer is in good condition. Reinstall the drain bolt with its sealing washer (or a new washer, if necessary) and tighten it to the specified torque:
   15 lbf·ft (20 N·m, 2.0 kgf·m)
5. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 189).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

6. Fill the final drive with the recommended oil:
   4.1 US oz (120 cm^3)
   Make sure the final drive oil level is at the lower edge of the oil fill inspection hole.
7. Install the oil fill cap, a new O-ring and tighten it to the specified torque:
   9 lbf·ft (12 N·m, 1.2 kgf·m)

Clutch System

Your motorcycle has a hydraulically-actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

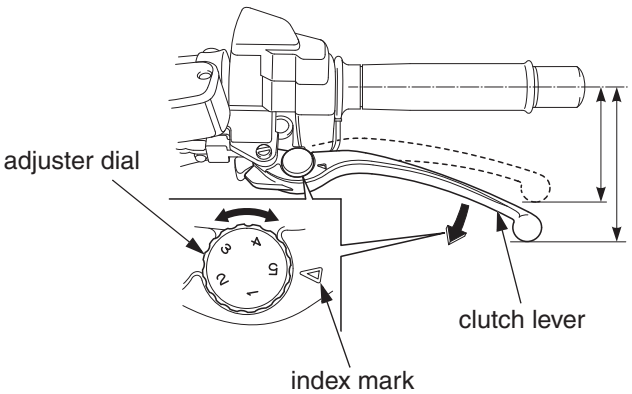
If the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system. See your dealer to have the air bled out of the system.

Clutch Lever Adjustment

Refer to *Safety Precautions* on page 122.

The distance between the tip of the clutch lever and the grip may be adjusted.

LEFT HANDLEBAR

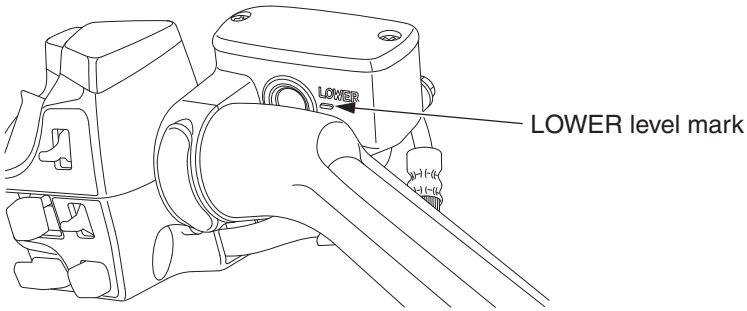


1. Turn the adjuster dial while pushing the clutch lever forward.
2. Align the index mark on the clutch lever with the numbers on the adjuster dial.
3. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your motorcycle should move smoothly and accelerate gradually.

Fluid Level Inspection

Refer to *Safety Precautions* on page 122.

LEFT HANDLEBAR



Check that the fluid level is above the LOWER level mark. If the fluid level is below the LOWER level mark, it indicates fluid leakage. See your dealer for repair.

Other Inspections

- Make sure there are no fluid leaks.
- Check for deterioration or cracks in the hose and fittings.
- Check that the clutch lever assembly is positioned properly and the securing bolts are tight.

Spark Plugs

Spark Plug Recommendation

standard spark plug	BKR6E-11 (NGK) or K20PR-U11 (DENSO)
for cold climate (below 5°C, 41°F)	BKR5E-11 (NGK) or K16PR-U11 (DENSO)
for extended high speed riding	BKR7E-11 (NGK) or K22PR-U11 (DENSO)

Use only the recommended type of spark plugs in the recommended heat range.

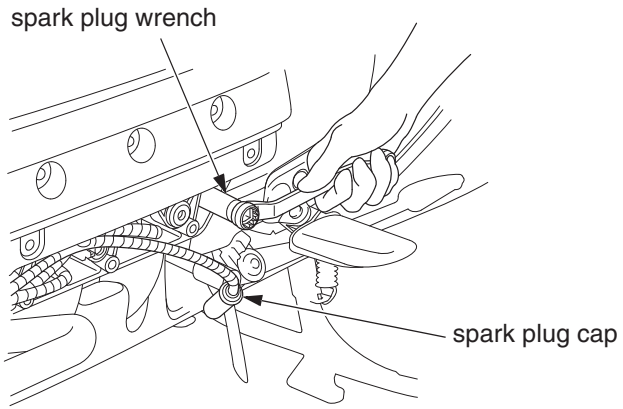
NOTICE

Using spark plugs with an improper heat range can cause engine damage.

Spark Plug Replacement

Refer to *Safety Precautions* on page 122.

1. Remove the left and right cylinder head side cover (page 137).
2. Clean any dirt from around the spark plug bases.
3. Disconnect the spark plug caps. Take care to avoid damaging the spark plug wire when disconnecting the caps.
4. Using a spark plug wrench provided in the tool kit (Canada only), remove the spark plugs.

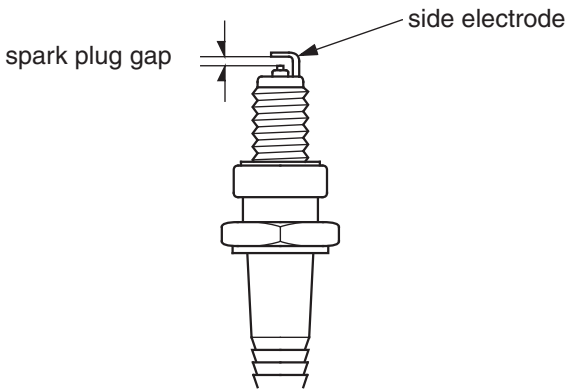


5. Discard the spark plugs.
6. With the plug washers attached, install the spark plugs in by hand to prevent cross-threading.
7. Tighten each spark plug:
   - If the old plug is good:
     1/8 turn after it seats.
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
        NGK: 3/4 turn after it seats.
        DENSO: 1/2 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
        1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

8. Reinstall the spark plug caps. Take care to avoid pinching any cables or wires.
9. Reinstall the left and right cylinder head side covers.



Suspension

Your front and rear suspension systems use springs and hydraulic damping devices that suspend your weight and most of the weight of your motorcycle.

The spring pre-load for your rear suspension system adjusts the amount of force required to begin compression of the spring.

The oil damper systems hydraulically control the natural compression and rebound of the suspension springs so that traction and comfort are maintained as the wheels ride over road surfaces.

Consider adjusting your rear suspension pre-load whenever you change your normal load, when adding or subtracting a passenger, cargo, or accessories, or when the road or riding conditions change.

The way you ride your motorcycle and the type of ride you want to experience can also influence your suspension needs.

Lower spring pre-load provides a softer ride and is usually preferred for light loads and smooth roads. Higher spring pre-load provides a firmer ride and is recommended for heavy loads, rough road conditions, and faster, more challenging riding.

Rear Suspension Adjustment

The rear suspension can be adjusted for rider (and passenger) weight and riding conditions by changing the spring pre-load.

Do not attempt to disassemble, service, or dispose of the damper; see your dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

Rear Suspension Spring Pre-load Adjustment

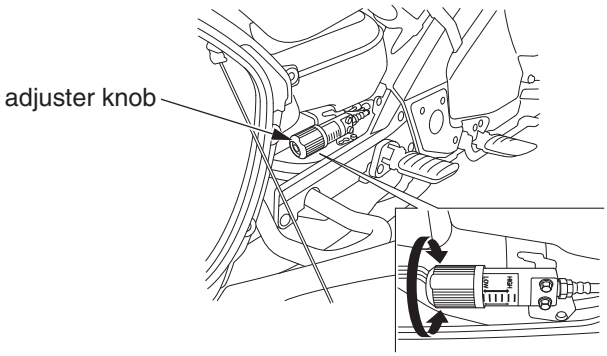
Refer to *Safety Precautions* on page 122.

The spring pre-load adjuster knob has 35 spring pre-load positions (clicks) or more for different load or riding conditions.

To adjust the spring pre-load, remove the right side cover (page 135) and turn the adjuster knob.

To adjust to the standard position:
1. Turn the spring pre-load adjuster knob counterclockwise until it will no longer turn (lightly seats).
   This is the full LOW setting.
2. Turn the adjuster clockwise for 1 click. This is the standard position.

RIGHT SIDE



To Reduce Spring Pre-load (LOW):
For a light load and smooth road conditions, turn the adjuster counterclockwise toward LOW.

To Increase Spring Pre-load (HIGH):
For a firmer ride and rough road conditions, turn the adjuster clockwise toward HIGH.

Brakes

The hydraulic braking systems on your motorcycle dissipate the heat generated by the friction of the brake pads on the brake discs as the wheels are slowed.

As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop.

Frequently inspect the system to ensure there are no fluid leaks. Periodically inspect the brake fluid level and the brake pads for wear.

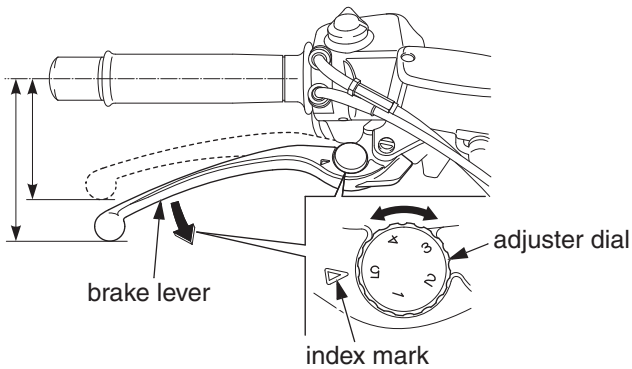
If the brake lever or brake pedal freeplay does not feel within the normal range while riding, check the brake pads for wear (page 165). Worn pads should be replaced. If the pads are not worn beyond the recommended limit, there is probably air in the brake system. See your dealer to have the air bled from the system.

Front Brake Lever Adjustment

Refer to *Safety Precautions* on page 122.

The distance between the tip of the brake lever and the grip may be adjusted.

RIGHT HANDLEBAR



1. Turn the adjuster dial while pushing the brake lever forward.
2. Align the index mark on the brake lever with the numbers on the adjuster dial.
3. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.

Brake Fluid Recommendation

brake fluid	Honda DOT 4 Brake Fluid

The recommended brake fluid is Honda DOT 4 Brake Fluid, or any brake fluid of equal quality and performance. Use fresh brake fluid from a sealed container. Be sure to read the label before opening the sealed container. An opened container may be contaminated or may have absorbed moisture from the air.

⚠ WARNING

Clean filler cap before removing.
Use only DOT4 fluid from a sealed container.

Fluid Level Inspection

Refer to *Safety Precautions* on page 122.

If your inspection indicates a low fluid level, have your dealer add the recommended brake fluid.

Do not add or replace brake fluid, except in an emergency. If you do add fluid, have your dealer check the system as soon as possible.

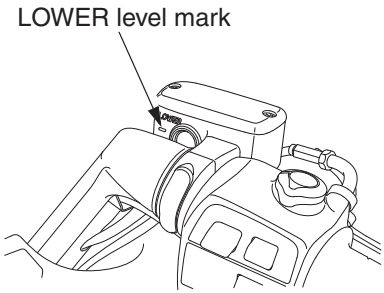
NOTICE

Brake fluid can damage plastic and painted surfaces. Handle with care.

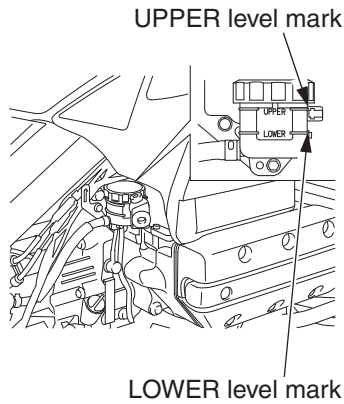
Wipe up spills immediately. Avoid brake fluid contact with skin or eyes. If it comes in contact with your eyes, wash them out with clean water and immediately call a doctor. If it comes in contact with your skin, wash with clean water and, if necessary, call a doctor.

Brakes

RIGHT HANDLEBAR
(Front Brake)



RIGHT SIDE
(Rear Brake)



1. Place your motorcycle in an upright position on a firm, level surface.
2. Check the fluid level.
   Front: It should be above the LOWER level mark.
   Rear: Remove the right engine side cover (page 136).
   It should be between the UPPER and LOWER level marks.

   If the level is at or below the LOWER level mark, check the brake pads for wear.

Worn pads should be replaced. If the pads are not worn beyond the recommended limit, have your brake system inspected for leaks.

Other Inspections

- Make sure there are no fluid leaks.
- Check for deterioration or cracks in the hoses and fittings.

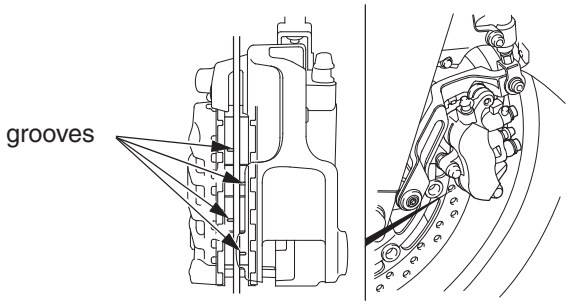
Brake Pad Wear

Refer to *Safety Precautions* on page 122.

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. Generally, the pads will wear faster on wet and dirty roads. Inspect the pads at each regular maintenance interval (page 127).

Front Brake

LEFT FRONT (right side similar)

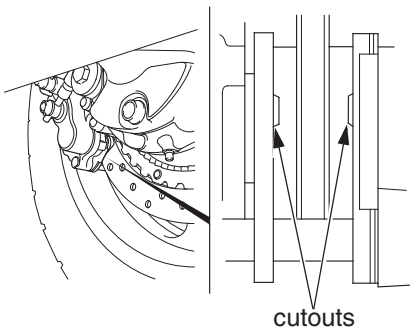


Always inspect both pads in both the right and left front brake calipers.

Check the grooves in each pad. If either pad is worn to the bottom of the grooves, replace both pads as a set. See your dealer for this service.

Rear Brake

RIGHT REAR



Check the cutouts in each pad. If either pad is worn to the cutout, replace both pads as a set. See your dealer for this service.

Brakes

Brake System Inspection

Refer to *Safety Precautions* on page 122.

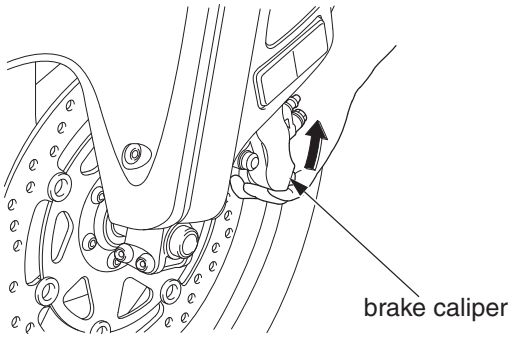
(Models equipped with center stand)

1. Place the motorcycle on its center stand, stop the engine, and place the transmission in neutral.

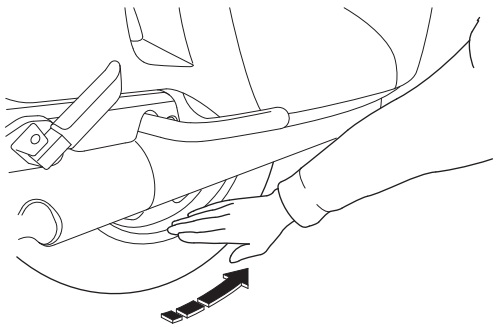
(Models not equipped with center stand)

1. Place the motorcycle on its side stand, stop the engine, and place the transmission in neutral.
   Support the motorcycle securely, raise the rear wheel off the ground.
2. Move the left caliper assembly upward while slowly rotating the rear wheel. The brake system is normal if the rear wheel stops. If the rear wheel does not stop, see your dealer.

LEFT FRONT



LEFT REAR



Tires

To safely operate your motorcycle, your tires must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying.

⚠ WARNING

Using 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.

The following pages give detailed information on how and when to check your air pressure, how to inspect your tires for wear and damage, and our recommendations for tire repair and replacement.

Tires

Air Pressure

Refer to *Safety Precautions* on page 122.

Properly inflated tires provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tires wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Overinflated tires make your motorcycle ride harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tires before every ride and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tires might be low. Even tires that are in good condition may lose one to two psi per month if not checked and adjusted regularly.

Tubeless tires have some degree of self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tire is not fully inflated.

Always check air pressure when your tires are ‘‘cold’’, after the motorcycle has been parked for at least three hours. If you check air pressure when your tires are ‘‘warm’’ — even if your motorcycle has only been ridden for a few miles — the readings will be higher. If you let air out of warm tires to match the recommended cold pressures, the tires will be underinflated.

The recommended ‘‘cold’’ tire pressures are:

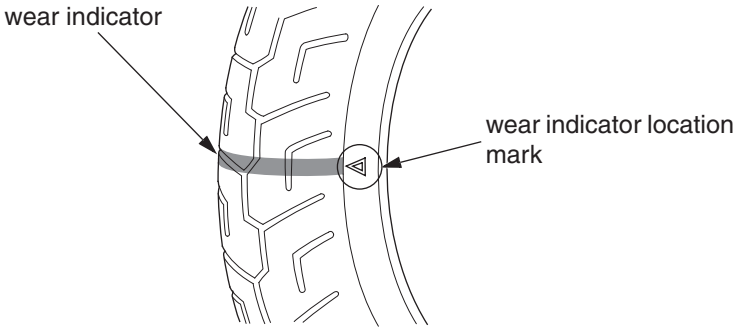
front	36 psi (250 kPa, 2.50 kgf/cm^2)
rear	41 psi (280 kPa, 2.80 kgf/cm^2)

Inspection

Refer to *Safety Precautions* on page 122.

Whenever you check the tire pressures, you should also look for:

- Bumps or bulges in the side of the tire or the tread. Replace any tire that has a bump or bulge.
- Cuts, slits, or cracks in the tires.
  Replace the tire if you can see fabric or cord.
- Nails or other foreign objects embedded in the side of the tire or tread.
- Excessive tread wear.



Also, if you hit a pothole or hard object while riding, pull to the side of the road as soon as you safely can and carefully inspect the tires for damage.

For the best performance, you should replace a tire before the tread depth at the center reaches the following limits:

front	0.06 in (1.5 mm)
rear	0.08 in (2.0 mm)

If the wear indicators are visible, replace the tire immediately as it is no longer safe.

Tires

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 pressure, maintenance history, speed, and environmental conditions (even when the tires are not in use).

In addition to your regular inspections and tire pressure 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) (1) are found on the sidewall of the tire, and indicate the date of manufacture.

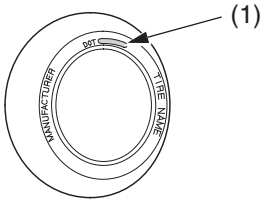
Tire Identification Number (TIN)
The tire identification number
(TIN) is a group of numbers and letters that look like the following example.
The TIN is located on the sidewall of the tire.

DOT xxxx xxxx 22 07
(2) (3) (4)

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

(2) × × × × – Factory code
(3) × × × × – Tire type code
(4) 22 07 – Date of manufacture
Year
Week

TIRE LABELING EXAMPLE



(1) tire identification number (TIN)

Tire Repair

Refer to *Safety Precautions* on page 122.

We strongly recommend that you replace, not repair, any tire that is punctured or damaged. As discussed below, a tire that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new or undamaged tire.

A temporary repair can sometimes be made in an emergency situation. However, since a temporary repair may not hold, you must ride very slowly, preferably without any cargo or passenger, and have the tire replaced or permanently repaired as soon as possible.
(For more information on temporary repairs, see *If You Have a Flat Tire*, page 196.)

Tires

A permanent repair, such as an internal plug patch, can be made if a tire has only a small puncture in the tread area. With such a repair, you should not exceed 50 mph (80 km/h) for the first 24 hours, or 80 mph (130 km/h) at any time thereafter. In addition, you may not be able to safely carry as much weight. If you choose to have a tire repaired, be sure the repair work is performed by a professional and that the wheel is balanced before you ride.

If you have a tire professionally repaired at a non-Honda facility, we recommend that you have the work checked by your Honda dealer.

Tire Replacement

Refer to *Safety Precautions* on page 122.

The tires that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability, and comfort.

When replacing, use the original equipment tires or equivalent tires of the same size, construction, speed rating, and load range as the originals.

⚠ WARNING

Installing improper tires on your motorcycle can affect handling and stability. This 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.

Tires

The recommended tires for your motorcycle are:

front	BRIDGESTONE G709 RADIAL	130/70R18M/C 63H
rear	BRIDGESTONE G704 RADIAL	180/60R16M/C 74H
type	radial, tubeless	

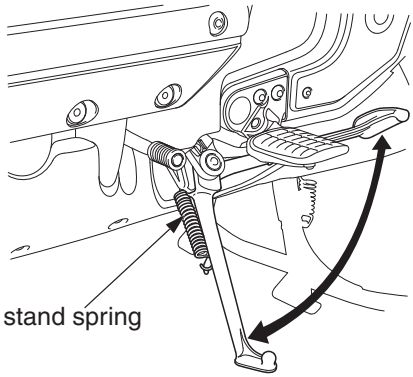
Whenever you replace a tire, remember:
- Have the wheel balanced after the tire is installed.
- Have the tire replaced by your dealer.

Important Safety Reminders
- 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.
- Do not install car tires on this motorcycle. During installation the tire may separate from the rim with enough force to cause serious injury or death.
- When replacing tires, use only the recommended tires as shown above and on the tire information label. Use of other tires on the model equipped with ABS may impair proper ABS function. The ABS computer works by comparing wheel speed.
  Non-recommended tires can affect wheel speed and may confuse the ABS computer.

Side Stand

Refer to *Safety Precautions* on page 122.

LEFT SIDE



- Check that the side stand assembly is working properly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
- Check the side stand spring for damage or loss of tension.
- Check the side stand ignition cut-off system:
  1. Sit on the motorcycle and put the transmission in neutral.
  2. Raise the side stand.
  3. Start the engine.
  4. Pull the clutch lever in.
  5. Shift the transmission into gear.
  6. Lower the side stand all the way.

The engine should stop as you lower the side stand. If the engine doesn't stop, see your dealer for service.

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water as you would with a conventional-type battery.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

Electrical accessories use current from the battery, even when the ignition is OFF. Limited operation also allows the battery to discharge. If you have electrical accessories on your motorcycle or do not ride frequently, we recommend that you charge the battery frequently (see *Battery Charging*, page 178).

If you do not expect to ride your motorcycle for at least two weeks, we recommend you remove the battery, or at least disconnect the battery cables (negative cable first).

If you plan to store your motorcycle, see *Battery Storage*, page 176.

If your battery seems weak and/or is leaking electrolyte (causing slow starting or other electrical problems), see your dealer.

WARNING: Battery posts, terminals and related accessories contain lead and lead compounds. **Wash your hands after handling.**

Battery

Battery Storage

Refer to *Safety Precautions* on page 122.

If you plan to store your motorcycle, we recommend you remove the battery and store it where it can be charged at least every 30 days to maintain its service life.

If you do not remove the battery, we recommend disconnecting the battery cables (negative cable first).

You will get the best storage results from removing the battery and slow charging it every 30 days (see *Battery Charging*, page 178).

Before you remove the battery, be sure to read all the information that follows, as well as the information on the battery label.

⚠ 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 maintenance.

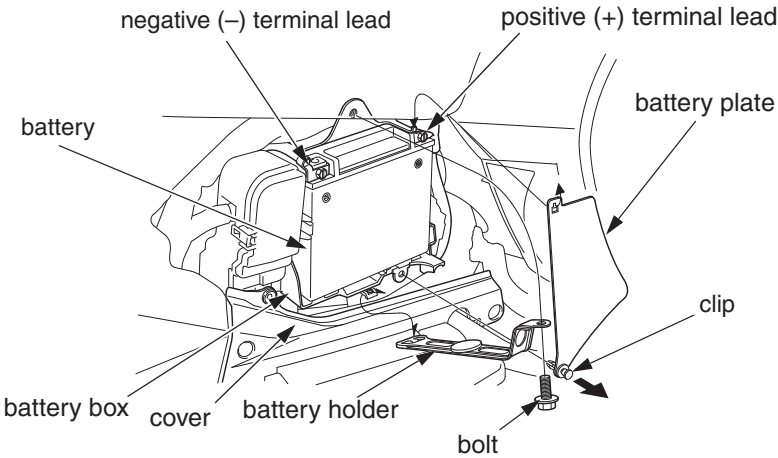
Battery

The battery is located in the battery box behind the left side cover.
After turning the ignition switch OFF, wait more than 10 seconds and then remove the negative cable of the battery.

Removal

1. Make sure the ignition switch is OFF.
2. Remove the left side cover (page 135).
3. Pull the clip and remove the battery plate.
4. Disconnect the negative (–) terminal lead from the battery first.
5. Remove the bolt and open the battery holder.
6. Disconnect the positive (+) terminal lead.
7. Pull the battery out of the battery box.
   Be careful to avoid damaging the cover under the battery box when you remove the battery.
8. Charge the battery (see following section), unless you have been riding regularly.
9. Store your battery in an easy-to-reach location off the floor, in an area protected from freezing temperatures and direct sunlight.
10. Clean the battery box after removing the battery for storage. Dry the battery box and, if paint is missing, re-paint the area.
11. Slow charge the battery (see following section) once every 30 days.

LEFT SIDE



Installation

1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (–) terminal.
2. Check all bolts and other fasteners are secure.

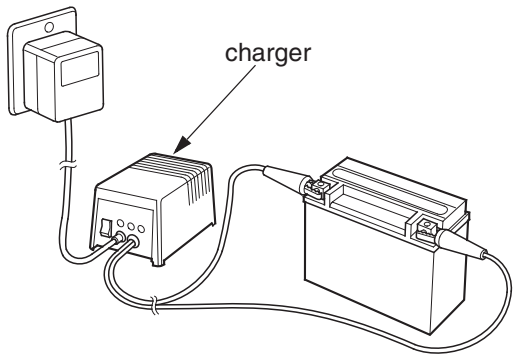
Battery

Battery Charging

Refer to *Safety Precautions* on page 122.

Be sure to read the information that came with your battery charger and follow the instructions on the battery. Improper charging may damage the battery.

We recommend using a charger designed specifically for your Honda, which can be purchased from your dealer. These units can be left connected for long periods without risking damage to the battery. However, do not intentionally leave the charger connected longer than the time period recommended in the charger's instructions.
Avoid using an automotive-type battery charger. An automotive charger can overheat a motorcycle battery and cause permanent damage.



Appearance Care

Frequent cleaning and polishing will keep your Honda looking newer longer. Frequent cleaning also identifies you as an owner who values your motorcycle. A clean motorcycle is also easier to inspect and service.

General Recommendations

Refer to *Safety Precautions* on page 122.

- To clean your motorcycle, you may use:
  – water
  – a mild, neutral detergent and water
  – a mild spray and wipe cleaner/polisher
  – a mild spray and rinse cleaner/degreaser and water
- Avoid products that contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.
- If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.
- Park in a shady area. Washing your motorcycle in bright sunlight may cause the finish to fade because water droplets intensify the sun's brightness. Spotting is also more likely because surface water can dry before you have time to wipe it off.
- Clean your motorcycle regularly to protect surface finishes.
- We recommend the use of a garden hose to wash your motorcycle. High pressure washers (like those at coin-operated car washes) can damage certain parts of your motorcycle.

The audio system is designed to be weatherproof unless it is sprayed directly with hose.

NOTICE

High pressure water (or air) can damage certain parts of your motorcycle.

- After cleaning, inspect for damage, wear, and leaks (fuel, oil, coolant, brake, and clutch fluid).

Appearance Care

Washing Your Motorcycle with a Mild Detergent

Refer to *Safety Precautions* on page 122.

1. Rinse your motorcycle thoroughly with cool water to remove loose dirt.
2. Fill a bucket with cool water. Mix in a mild, neutral detergent, such as dish washing liquid or a product made especially for washing motorcycles or automobiles.
3. Wash your motorcycle with a sponge or a soft towel. As you wash, check for heavy grime. If necessary, use a mild cleaner/degreaser to remove the grime.

   If the inside of the headlight lens appears clouded immediately after washing, it should clear after a few minutes of riding.

4. After washing, rinse your motorcycle thoroughly with plenty of clean water to remove any residue. Detergent residue can corrode alloy parts.
5. Dry your motorcycle with a chamois or a soft towel. Leaving water on the surface to air dry can cause dulling and water spots. As you dry, inspect for chips and scratches.
6. Start the engine and let it idle for several minutes. The engine heat will help dry moist areas.
7. As a precaution, ride your motorcycle at a slow speed and apply the brakes several times. This will help dry the brakes and restore normal braking performance.

Cleaning the Windscreen

Refer to *Safety Precautions* on page 122.

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.

Cleaning the Display and Light Lens

Clean the display and light lens with a soft, damp cloth. You may use a mild cleaner intended for eyeglasses or computer displays.
Harsher chemicals may damage the display and light lens.

NOTICE

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

Take care to keep battery electrolyte, brake fluid, or other chemical solvents off the display and light lens. They will damage the display and light lens.

Appearance Care

Spray Cleaning Your Motorcycle

Refer to *Safety Precautions* on page 122.

Avoid using spray cleaner products on the tires or suspension components.

Suggestions for using spray cleaner(s) follow:

Motorcycle Condition	Recommended Cleaning
General cleaning. Polishing paint, chrome, glass, and clear plastic. Dust. Fingerprint smudges.	Apply a spray cleaner/polish and wipe with a non-abrasive cloth.
Light road grime.	Spray any difficult-to-reach or very dirty areas with a spray cleaner/degreaser. Rinse and dry. Apply a spray cleaner/polish and wipe with a non-abrasive cloth.
Heavy grime. Oil leaks. Brake dust.	Use a spray cleaner/degreaser. If necessary, rub with a sponge. Rinse and dry. Apply a spray cleaner/polish and wipe with a non-abrasive cloth.
Dull, corroded chrome or aluminum.	Apply a high quality chrome/aluminum polish and wipe with a non-abrasive cloth.

Aluminum Wheel Maintenance

Refer to *Safety Precautions* on page 122.

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent, or a commercially-available spray cleaner/degreaser designed for use on aluminum. Avoid stiff brushes, steel wool, or cleaners containing abrasives or harsh chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth. Then apply a mild, commercially-available spray cleaner/polish or wax.

After you finish cleaning the wheels, it's important to check for and remove any cleaner or polish residue found on the brake discs or pads. Use Honda Contact/ Brake Cleaner or an equivalent brake degreasing agent.

Clean the Matte Painted Surface

Refer to *Safety Precautions* on page 122.

Use a soft cloth or sponge, plenty of water, and a mild detergent to clean the matte paint. Dry with a soft, clean cloth.

Do not use polishing compounds or wax containing polishing compounds. These can damage or discolor the matte painted surface.

To keep your Honda looking new, clean and polish it frequently.

Appearance Care

Exhaust Pipe And Muffler Maintenance

Refer to *Safety Precautions* on page 122.

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.

When the exhaust pipe and muffler are painted, do not use a commercially available abrasive kitchen cleaning compound. Use a neutral detergent to clean the painted surface on the exhaust pipe and muffler. If you are not sure if your exhaust pipe and muffler are painted, contact your dealer.

Finishing Touches

Refer to *Safety Precautions* on page 122.

After washing your motorcycle, consider using a commercially available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

If a surface on your motorcycle is chipped or scratched, your dealer has touch-up paint to match your motorcycle's color. Be sure to use your motorcycle's color code (page 219) when you buy touch-up paint.

If the frame has a chip that exposes the metal, first apply primer (to prevent corrosion) and then apply the touch-up paint. Several thin layers of touch-up paint are better than one thick coat.

Tips

Here's a few helpful tips on how to store and transport your Honda, and how to be an environmentally responsible motorcycle owner.

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Transporting Your Motorcycle 188
You & the Environment..... 189

Storing Your Honda

If you won't be riding for an extended period, such as during the winter, thoroughly inspect your motorcycle and correct any problem before storing it. That way, needed repairs won't be forgotten and it will be easier to get your motorcycle running again.

For more information about storage, refer to the *Honda Winter Storage Guide*, available from your dealer (USA only).

We suggest you perform the following procedures to keep your motorcycle in top condition. These storage procedures will reduce the deterioration that can occur during storage.

Preparation for Storage

Refer to *Safety Precautions* on page 122.

This procedure requires a means for draining and disposing of drained fuel (page 189).

1. Change the engine oil and filter (page 147).
2. Make sure the cooling system is filled with a 50/50% antifreeze solution (page 150).
3. Fill the fuel tank. Make sure the fuel fill cap is properly installed.
4. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place. Do not connect the spark plugs to the spark plug caps.

- Pour a tablespoon (15–20 cc) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
- With the engine stop switch in the RUN position, press the start button several times to crank the engine and distribute the oil.
- Reinstall the spark plugs and spark plug caps.

5. Remove the battery and charge it fully. Store it in an area protected from freezing temperatures and direct sunlight. Slow charge the battery (page 178) once a month.
6. Wash and dry your motorcycle. Wax all painted surfaces. Apply rust-inhibiting oil to the chrome pieces.
7. Inflate the tires to their recommended pressures (page 168).
8. Store your motorcycle in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
9. Cover your motorcycle with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Removal from Storage

Refer to *Safety Precautions* on page 122.

1. Uncover and clean your motorcycle.
2. If your motorcycle has been stored for more than four months — change the engine oil (page 147).
3. If your motorcycle has been stored for more than two months — ask your dealer to drain and replace the fuel.
4. Charge the battery (page 178) as required. Install the battery.
5. Perform a pre-ride inspection (page 41), then test-ride your motorcycle at low speeds.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer, or a truck or trailer with a flatbed area. Do not tow your motorcycle, as towing can seriously damage the transmission.

When contacting a towing or transporting service, be sure to ask if they have a flatbed area, a loading ramp or power ramp to safely lift the motorcycle, and motorcycle tie-down straps.

You & the Environment

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

Following are tips on how you can be an environmentally responsible motorcycle owner.

- **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. Don't throw cleaning solvents away; see the following guidelines for proper disposal.
- **Recycle Wastes.** It's illegal and thoughtless to put used engine oil in the trash, down a drain, or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate our drinking water, lakes, rivers, and oceans. Before changing your oil, make sure you have the proper containers. Put oil and other toxic wastes in separate sealed 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.

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Taking Care of the Unexpected

This section discusses the more common problems that can occur with your motorcycle while you're riding. It tells you how to evaluate each problem and what actions you can take to try to resume riding. If the problem cannot be safely solved, this section also gives instructions on the proper way to have your motorcycle transported.

For information about transporting your motorcycle, see page 188.

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If You Have a Flat Tire 196
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If the Low Oil Pressure Indicator Lights 209
If a Fuse Blows 210
If You Crash 213
If You Lose Your Key 214
If Your Battery Is Low (or Dead) 215

Taking Care of the Unexpected

General Guidelines

Keeping your motorcycle well-maintained is the best way to reduce the possibility of having a problem on the road.

Remember to take along your owner's manual, the tool kit that came with your motorcycle (Canada only), and any other items (such as tire repair supplies and additional tools) that might help you solve a problem on your own.

Should you ever have a problem while riding, please follow these guidelines:

- Always put personal safety first.
- Take time to assess the situation and your options before deciding what to do.
- If the problem is relatively minor and you have the tools, supplies, and skills to make a temporary repair, be sure to have permanent repairs made as soon as possible.
- Do not continue riding if you are hurt or your motorcycle is not in safe riding condition.

Additional recommendations for specific problems follow.

If Your Engine Quits or Won't Start

Proper operation and maintenance can prevent starting and engine performance problems. In many cases, the cause of the problem may be a simple operational oversight.

If you have a problem starting the engine — or experience poor engine performance — the following information may help you. If you can't correct the problem, see your dealer.

If your motorcycle won't start, listen as you press the start button. If you don't hear the starter motor turning, refer to the *Starter motor doesn't operate* symptom. If you can hear the starter motor working normally, refer to the *Starter motor works, but the engine won't start* symptom.

SYMPTOM: **Starter motor doesn't operate.**	
POSSIBLE CAUSE	WHAT TO DO
ignition switch OFF	Turn the ignition switch ON.
engine stop switch OFF	Turn the engine stop switch to RUN.
transmission not in neutral	Shift into neutral.
side stand down (when transmission not in neutral)	Put the transmission in neutral or raise the side stand and pull the clutch lever in.
blown fuse	Replace with a new fuse of the same rating (page 212).
battery lead loose	Tighten the battery lead.
low (or dead) battery	Charge the battery (page 178). If charging doesn't help, see your dealer.
faulty starter motor	If all possible causes are negative, the starter motor may be faulty. See your dealer.

If Your Engine Quits or Won't Start

SYMPTOM: **Starter motor works, but the engine won't start.**	
POSSIBLE CAUSE	WHAT TO DO
out of fuel	Fill the fuel tank.
flooded engine	See *Flooded Engine* (page 56).
loose or unconnected spark plug caps	Install the spark plug caps securely. If the engine still won't start, see your dealer.
loose battery cables	Tighten the battery terminal bolts.
weak battery	Charge the battery (page 178). If charging doesn't help, see your dealer.

SYMPTOM: **Engine starts, but stalls as you shift into gear.**	
POSSIBLE CAUSE	WHAT TO DO
side stand down	Raise the side stand. Start again.

SYMPTOM: **Engine starts, but runs poorly.**	
POSSIBLE CAUSE	WHAT TO DO
idles roughly, too fast, stalls	See your dealer.
overheating	Check the coolant temperature gauge. Refer to *If Your Engine Overheats*, page 207.
low oil pressure	Check the low oil pressure indicator. Refer to *If the Low Oil Pressure Indicator Lights*, page 209.
runs erratically, misfires	May damage catalytic converters. See your dealer.
blubbers (rich fuel mixture)	See your dealer.
sooty exhaust (rich fuel mixture)	See your dealer.
detonates or pings under load	If applicable, switch to the recommended octane gasoline (page 140) or change your brand of gasoline. If the problem persists, see your dealer.
afterfires (backfires)	May damage catalytic converters. See your dealer.
pre-ignition (runs on after ignition switched OFF)	May damage catalytic converters. See your dealer.

If You Have a Flat Tire

A flat tire is always unwelcome, especially if you are far from help. If you think you are losing air, or you hit a pothole or hard object, pull safely to the side of the road so you can inspect the tires and assess the situation. (Be sure to park on a firm, level surface and use the side or center stand for support.) You should examine the tire treads and sidewalls for foreign objects or damage. If you find a tire that has been punctured or damaged, you have two options.

Option 1:
Have Your Motorcycle Transported
If a tire has a major puncture or a cut in the tread or sidewall, or the bead has come loose from the rim, there is probably not much you can do except have your motorcycle transported to your dealer or other qualified service facility. Even with a simple puncture, this may be the safest and least troublesome solution. For transporting instructions, see page 188.

Option 2:
Make a Temporary Roadside Repair
If a tire has only a minor nail puncture and is not completely flat, you may be able to make an emergency repair that could allow you to continue riding to where you can get the tire replaced or permanently repaired.

⚠ 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 permanently repaired or replaced.

Due to the uncertainty of any temporary repair, you should ride slowly (not over 30 mph, 50 km/h) and carefully (preferably without a passenger or cargo) until the tire is replaced or permanently repaired. Stop frequently and check the air pressure. If the tire is losing pressure, it may be unsafe to continue riding. As the tire gets low, it will affect the handling of your motorcycle (especially with a passenger and cargo), and it may overheat and blow out.

Types of Temporary Repairs

The following types of temporary repairs generally require a source of air to inflate the tire. Possible sources include CO_2 cartridges or cans of compressed air designed to inflate a tire.
For more information on tire repair, see page 171.

- **Inflate the tire**: Tubeless tires have some self-sealing ability if they are punctured and the result is usually just a slow leak. If this is the case, you can try inflating the tire to see if it will hold air pressure. If you can see a nail or other object embedded in the tire tread, do not remove it at this time.
- **Plug the hole:** The idea here is to do something to temporarily stop the leak. If you have a tubeless tire repair kit, you can pull out the nail and try inserting an external plug in the puncture. Follow the instructions that came with the repair kit and be sure to inflate the tire to the correct pressure.

If You Have a Flat Tire

Should You Repair or Replace a Tire?

We strongly recommend that you replace, not permanently repair, any tire that is punctured or damaged, even if the tire has only a minor puncture. For a full discussion of repairs and replacement, see page 171.

Emergency Front Wheel Removal/Installation

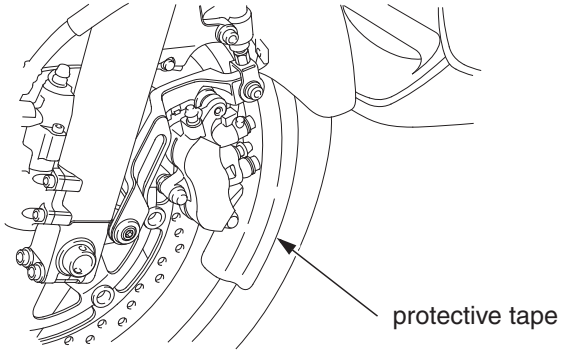
Refer to *Safety Precautions* on page 122.

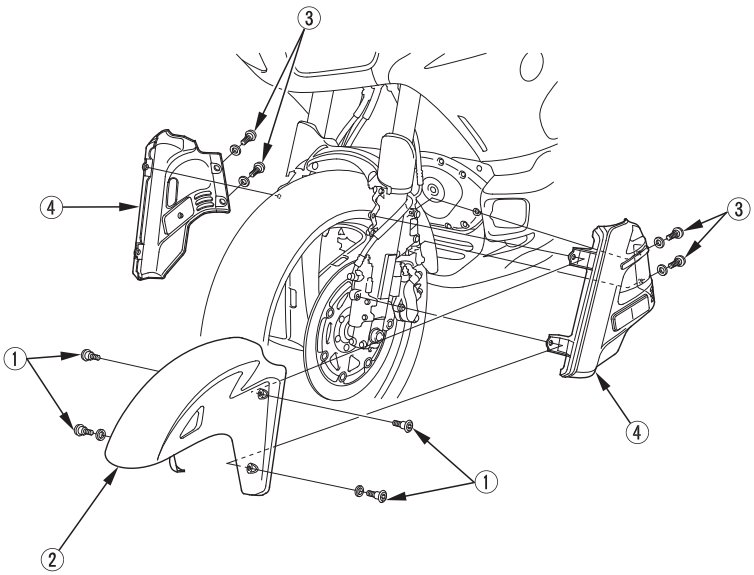
We recommend wheel removal be done only by your dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

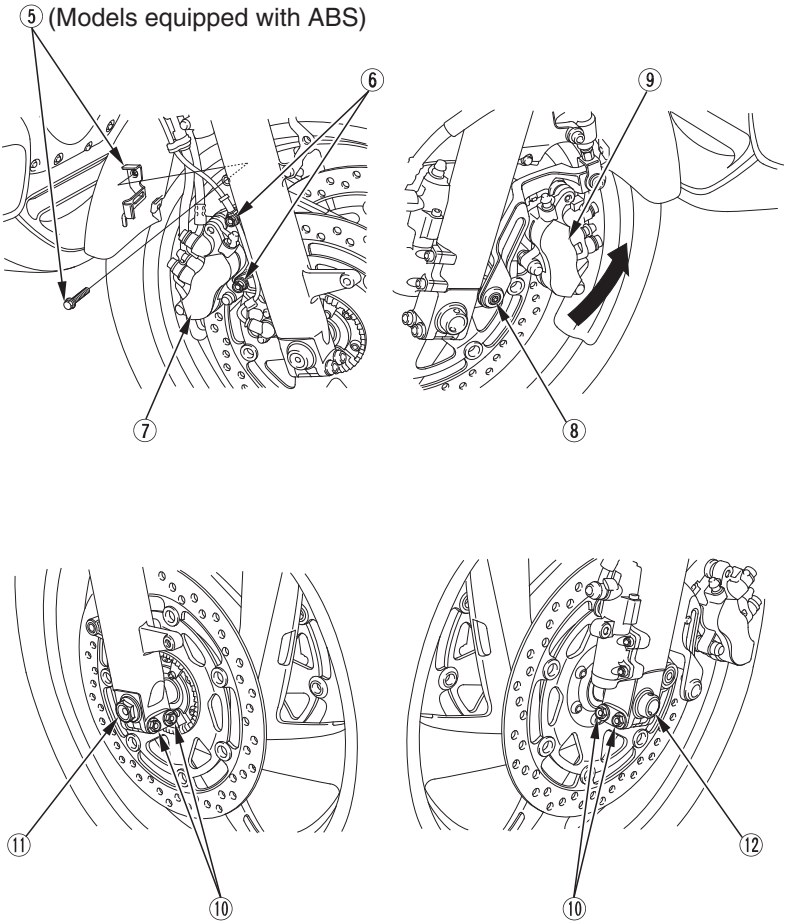
Removal

1. Park your motorcycle on a firm, level surface.
2. Raise the front wheel off the ground by placing a support block under the engine, being careful to avoid contact with the exhaust pipe and front lower cover.
3. Remove the parts in sequence, according to the order in the illustration.
   - When removing and installing the wheel, be careful not to damage the sensor and pulser ring. (Models equipped with ABS)
   - To avoid damage to the brake hose during removal, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose. Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
   - Avoid depressing the brake lever and brake pedal when the wheel is off the motorcycle. This will force the caliper pistons out of the cylinders. The result will be a loss of brake fluid. If this occurs, the brake system will require service.
     See your dealer for this service.

For related torque specifications, see page 201. Cover both sides of the front wheel with protective tape or an equivalent.
The numbers indicate the disassembly sequence.

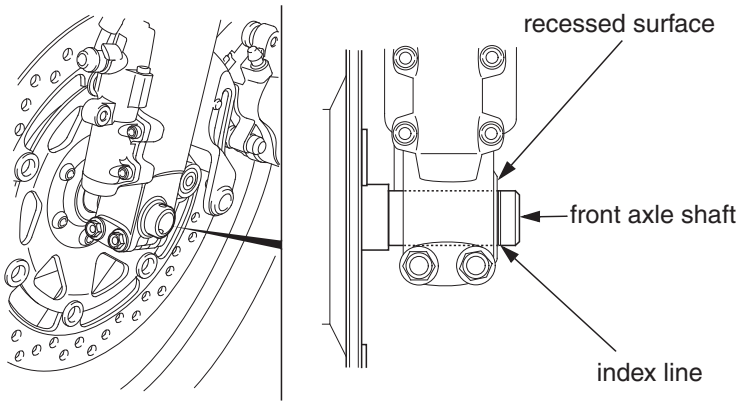





⑤ (Models equipped with ABS)
⑥
⑦
⑧
⑨
⑩
⑪
⑩
⑫

Installation

1. Install the side collars in the wheel and position it between the fork legs. Insert the front axle shaft from the left side, through the left fork leg and wheel hub.
2. Align the index line of the front axle shaft with the recessed surface of the fork leg.

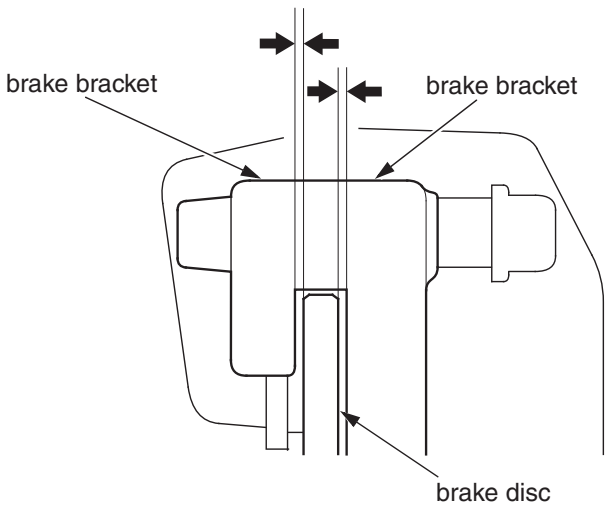


3. Tighten the front axle pinch bolts on the left fork leg to the specified torque:
   16 lbf·ft (22 N·m, 2.2 kgf·m)
4. Tighten the front axle bolt to the specified torque:
   44 lbf·ft (59 N·m, 6.0 kgf·m)
5. Install the brake caliper assembly onto the fork leg.
   To avoid damaging the brake pads while installing the brake caliper assembly, carefully fit the brake disc between the pads.
6. Install the right caliper fixing bolts and left caliper socket bolt and tighten to the specified torque:
   23 lbf·ft (31 N·m, 3.2 kgf·m)

(cont'd)

7. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released. Recheck the wheel if the brake drags or the wheel does not rotate freely.
8. If the clearances between each surface of the brake disc and the brake bracket (not the brake pads) are symmetrical, follow the next step.
   If the clearances are not symmetrical, loosen the left axle pinch bolts and pull the left fork outward or push inward to adjust the clearance. Then follow the next step.
9. Tighten the front axle pinch bolts on the right fork leg to the specified torque:
   16 lbf·ft (22 N·m, 2.2 kgf·m)

   • Visually check that the clearances between each surface of the brake disc and the brake bracket (not the brake pads) are symmetrical.



10. After installing the wheel, apply the brake lever AND brake pedal several times, then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.
    - Check for free wheel rotation after the brake lever and brake pedal are released. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
    - After installing the wheel, operate the brake lever AND brake pedal several times until you feel pressure. You must restore pressure from BOTH the lever AND the pedal because this motorcycle is equipped with Dual CBS (Linked Braking System).
    - Verify proper brake operation before riding.

11. Remove the protective tapes from the front wheel.
12. Reassemble the removed parts in the reverse order of removal.

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

If You Have a Flat Tire

Emergency Rear Wheel Removal/Installation

Refer to *Safety Precautions* on page 122.

We recommend wheel removal be done only by your dealer or another qualified mechanic. Do not attempt to remove the wheel on your own. Wheel removal requires mechanical skill and professional tools.

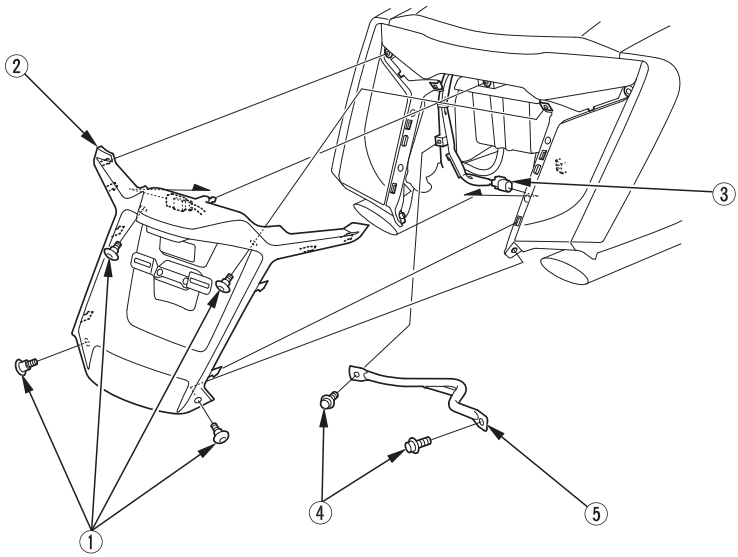
Removal

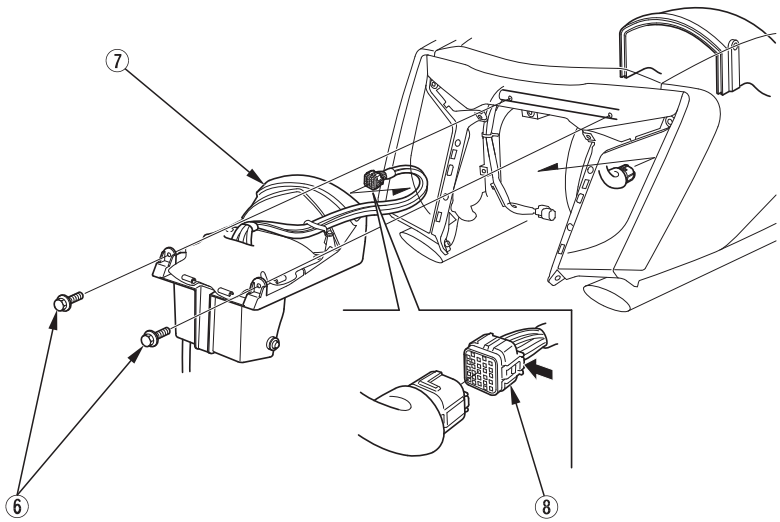
(Models equipped with center stand)

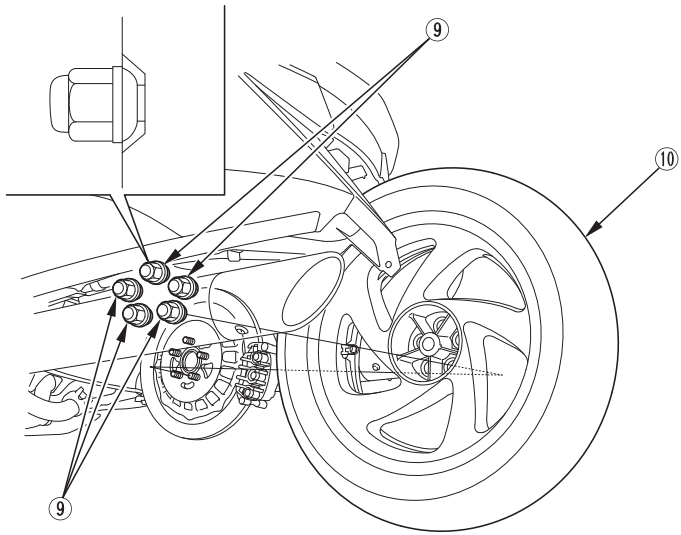
1. Park your motorcycle on its center stand on a firm, level surface.

(Models not equipped with center stand)

1. Park your motorcycle on its side stand on a firm, level surface.
   Support the motorcycle securely, raise the rear wheel off the ground.
2. Remove the parts in sequence, according to the order in the illustration.
   - Avoid getting grease, oil, or dirt on the disc or pad surfaces. Any contamination can cause poor brake performance or rapid pad wear after reassembly.
   - When removing and installing the wheel, be careful not to damage the sensor and pulser ring. (Models equipped with ABS)


2
3
1
4
5


7
6
8



Installation

1. Reassemble the removed parts in the reverse order of removal.
2. Tighten the rear wheel nuts to the specified torque:
   80 lbf·ft (108 N·m, 11.0 kgf·m)
3. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

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

If Your Engine Overheats

Normally, the needle on your temperature gauge will rise to a point about midway between C (cold) and H (hot) and then level off. Hot weather may cause the needle to rise higher than normal. So will temporary stress such as climbing a hill. If you're stuck in stop-and-go traffic, the needle may climb some, but the radiator fan is designed to prevent overheating. Be aware of these variations as you monitor the gauge.

- If your vehicle is operated at sustained speeds between 10 and 15 miles per hour in high ambient temperature conditions, you may experience high temperature gauge readings.

- If the temperature gauge rises, shifting to second gear or altering your speed (either faster or slower) may reduce the temperature reading. If the indicator reaches the red zone, as soon as it is safe to do so, pull over and let the engine idle until the indicator drops.

NOTICE

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

- A steaming engine indicates a coolant leak. Shut the engine off and wait until the steaming stops. Look for a leak, but don't touch the engine or radiator system. Let everything cool off first.
- If there's no obvious problem, leave the engine on so the fan and coolant circulating system can continue working. Monitor the temperature gauge. The needle may drop to the normal range after a brief stop with no load on the engine.
- Check the radiator fan.
  If the fan is not working, turn the engine off. Open the fuse box (page 210) and check the radiator fan fuse. If the fuse is blown, replace it with the proper (same rating) spare fuse. Start the engine. If the needle climbs to the red zone and stays there, turn the engine off.
  If the radiator fan is working, visually check the coolant level in the reserve tank, located behind the left engine side cover. It isn't necessary to touch the radiator system.

(cont'd)

If Your Engine Overheats

- If the reserve tank is low or empty, don't ride without adding coolant (page 151). After adding coolant, turn the engine on and check the temperature gauge.
  If the needle doesn't drop, do not ride. The engine needs repair. Transport your motorcycle to a dealer (page 188).
  If the temperature drops to normal, check the coolant level. If it has gone down, add more coolant.

If you are able to resume riding, continue to monitor the gauge frequently.

If there's a mild leak, you can ride for a while, carefully watching the gauge. Be prepared to stop and add more coolant or water. If the leak is bad, transport your motorcycle to your dealer (page 188).

If the Low Oil Pressure Indicator Lights

If you check your engine oil level regularly, you should never see the low oil pressure indicator comes on while riding. Normally, it will only light momentarily when you turn the ignition switch ON. Occasionally, it may flicker at or near idling speed.

Low oil pressure may be caused by an oil leak, a low oil level, or some problem in the engine's lubrication system.

If the indicator comes on while you're riding, don't ignore it. Pull safely to the side of the road. If possible, pull the clutch lever in and coast to a stop. Stop the engine as soon as it's safe to do so.

NOTICE

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

- Check for an oil leak.
- Then check the oil level. If necessary, add the recommended oil (page 146) to the upper level mark. If you must leave your motorcycle to get oil, secure it as much as possible.
- After adding oil, start the engine, and check that the low oil pressure indicator goes off. Check for a possible leak.

  If the indicator goes off and there is no leak — resume riding. If there is a leak — do not ride the motorcycle until the leak is repaired by your dealer.

If a Fuse Blows

All of the electrical circuits on your motorcycle have fuses to protect them from damage caused by excess current flow (short circuit or overload).

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse.
Determine from the chart on the circuit fuse box cover which fuse or fuses control that component. Check those fuses first, but check all the fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuses and check component operation.

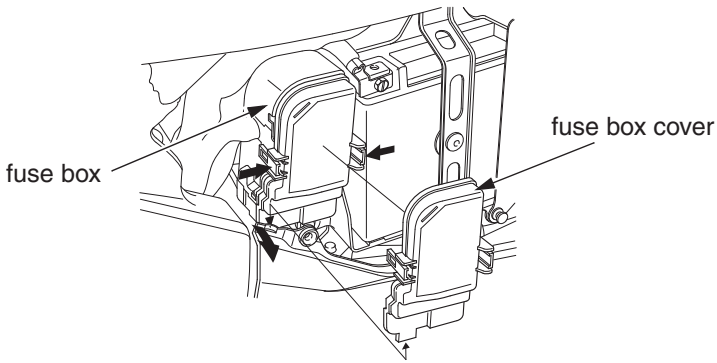
- The circuit fuse box (including spare fuses) is located behind the left side cover.
- The main fuse is located in the fuse box.

Recommended Fuses

main fuse A	30 A
main fuse B	120 A
external amplifier fuse	40 A
other fuses	30 A, 20 A, 15 A, 10 A, 5 A

1. To prevent an accidental short circuit, turn the ignition switch OFF before checking or replacing the fuses.
2. Remove the left side cover (page 135).
3. Remove the fuse box cover.

LEFT SIDE



Main Fuse Access:

4. Check the two main fuses (A & B) to see if they are blown.
   To replace main fuses (A & B), see your dealer for this service.

Circuit Fuses Access:

5. To check or replace a circuit fuse, pull the old fuse out of its retaining clips with the fuse remover. Look for a burned wire inside the fuse. If the fuse is blown, replace it with a spare fuse of the same rating.

If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

NOTICE

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

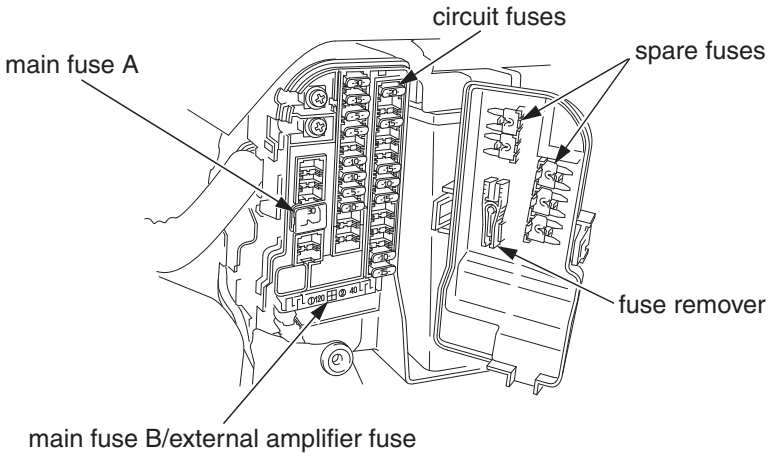
External Amplifier Fuse Access:

6. To replace the external amplifier fuse, see your dealer for this service.

(cont'd)

If a Fuse Blows

LEFT SIDE

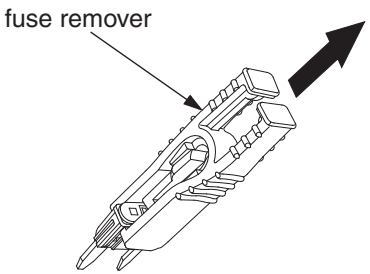


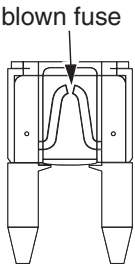
7. Close the fuse box cover.
8. Install the left side cover.

If you do not have a spare fuse and you cannot ride the motorcycle without fixing the problem, take a fuse of the same rating or a lower rating from one of the other circuits that you can do without temporarily.

If you replace a blown fuse with a spare fuse that has a lower rating, replace the fuse with the correct rating as soon as you can. Also remember to replace any spare fuses that were installed.

If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your motorcycle. Leave the blown fuse in that circuit and have your motorcycle checked by your dealer.





If You Crash

Personal safety is your first priority after a crash. 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 that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels. If there is minor damage, or you are unsure about possible damage, ride slowly and cautiously. Sometimes, crash damage is hidden or not immediately apparent, so you should have your motorcycle thoroughly checked at a qualified service facility as soon as possible. Also, be sure to have your dealer check the frame and suspension after any serious crash.

If your motorcycle cannot be ridden, see *If your motorcycle needs to be transported, it should be carried on a motorcycle trailer, or a truck or trailer with a flatbed area. Do not tow your motorcycle, as towing can seriously damage the transmission.*, page 188.

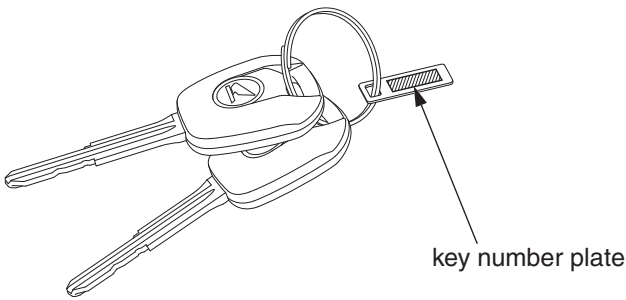
If You Lose Your Key

You should receive a key number plate with your keys.

Store the spare key and number plate in a safe location. You'll need this number to have a duplicate key made.

A lost key won't be a problem if you take preventative action. Store one duplicate key in a safe place at home and carry a second duplicate in your wallet.

If you lose your key and aren't carrying a duplicate, either get your spare or have one made. If you don't know your key number, call the dealer where you purchased your Honda. They may have it listed in their records. If they don't, transport your motorcycle to them or the nearest dealer. The dealer will probably have to remove the ignition switch assembly to find the key number so they can make a key for you.



If Your Battery Is Low (or Dead)

Jump starting is not recommended, especially if you use an automobile battery. The greater amperage of an automobile battery when the car engine is running can damage your motorcycle's electrical system.

Bump starting is also not recommended.

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

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Technical Information

This section contains dimensions, capacities, and other technical data, plus information on government requirements and how to break-in your motorcycle.

Vehicle Identification 218
Specifications 220
Break-in Guidelines 226
Emission Control Systems 227
Catalytic Converters 231
Oxygenated Fuels 232

Vehicle Identification

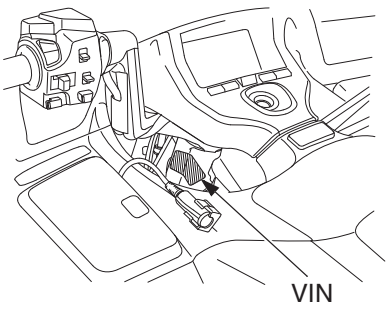
Serial Numbers

The VIN and engine serial number are required when you register your motorcycle. They may also be required when ordering replacement parts. You may record these numbers in the Quick Reference section at the rear of this manual.

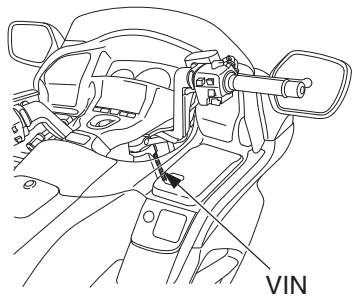
The VIN (vehicle identification number) is stamped on the right side of the steering head and also appears on the Safety Certification Label attached to the left side of the steering head.

The engine number is stamped on the right side of the crankcase.

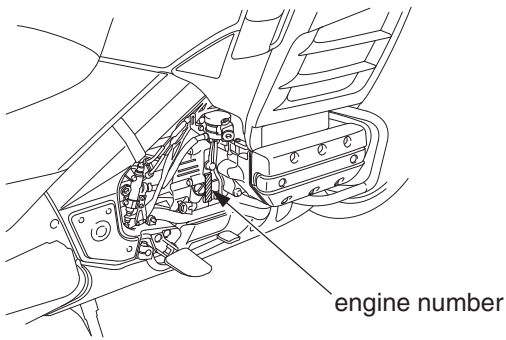
LEFT SIDE



RIGHT SIDE



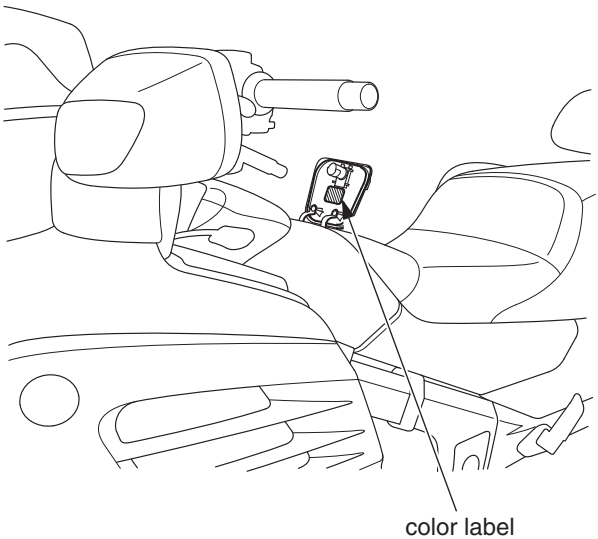
RIGHT SIDE



Color Label & Code

The color label is attached inside the fuel fill compartment lid.

The color code is helpful when ordering replacement parts. You may record the color and code in the Quick Reference section at the rear of this manual.



Specifications

Dimensions	
overall length	102.6 in (2,605 mm)
overall width	37.2 in (945 mm)
overall height	49.4 in (1,255 mm)
wheelbase	66.5 in (1,690 mm)
ground clearance	4.9 in (125 mm)

Fuel & Lubricants	
fuel recommendation	unleaded gasoline, pump octane number of 86 or higher
fuel tank capacity	6.6 US gal (25 ℓ)
engine oil capacity	after disassembly: 4.9 US qt (4.6 ℓ) after draining: 3.8 US qt (3.6 ℓ) after draining & oil filter change: 3.9 US qt (3.7 ℓ)
engine oil recommendation	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 (USA & Canada) or Honda 4-stroke oil, or an equivalent motorcycle oil

Fuel & Lubricants (Cont'd)	
final drive oil capacity	after draining: 4.1 US oz (120 cm^3)
cooling system, recommendation	Pro Honda HP Coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines
cooling system, capacity	4.06 US qt (3.84 ℓ)

Capacities	
passenger capacity	Operator and one passenger
maximum weight capacity	410 lb (186 kg) rider, passenger, all cargo and accessories
cargo capacity	each saddlebag: 20.0 lb (9.0 kg) fairing pocket: 4.5 lb (2.0 kg) shelter case: 6.6 lb (3.0 kg) total of all cargo 51 lb (23 kg)

Specifications

Engine Specifications	
displacement	111.8 cu-in (1,832 cm^3)
bore & stroke	2.9 × 2.8 in (74 mm × 71 mm)
compression ratio	9.8 : 1
spark plug (standard)	BKR6E-11 (NGK) or K20PR-U11 (DENSO)
spark plug (cold climate)	BKR5E-11 (NGK) or K16PR-U11 (DENSO)
spark plug (high speed riding)	BKR7E-11 (NGK) or K22PR-U11 (DENSO)
spark plug gap	0.039 – 0.043 in (1.00 – 1.10 mm)
valve clearance (cold)	intake 0.006 in (0.15 mm) exhaust 0.009 in (0.22 mm)
idle speed	700 ± 70 rpm (No adjustment)

Power Transmission	
primary reduction	1.591
secondary reduction	1.028
final reduction	2.750
gear ratio, 1st	2.375
2nd	1.454
3rd	1.068
4th	0.843
OD	0.685
final drive	shaft

Chassis & Suspension	
caster	29°15’
trail	4.3 in (109 mm)
tire size, front	130/70R18M/C 63H BRIDGESTONE G709 RADIAL
tire size, rear	180/60R16M/C 74H BRIDGESTONE G704 RADIAL
tire type	radial, tubeless
tire pressure, front (cold)	36 psi (250 kPa, 2.50 kgf/cm^2)
tire pressure, rear (cold)	41 psi (280 kPa, 2.80 kgf/cm^2)

Electrical	
battery	GYZ20L 12 V – 20 Ah (10HR)
generator	1.2 kW/5,000 rpm

Specifications

Lights	
headlight	12 V – 55 W × 2 (high) 12 V – 55 W × 2 (low)
brake/tail light	12 V – 21/5 W × 2
turn signal lights	12 V – 21/5 W × 2 (front) 12 V – 21 W × 2 (rear)
license light	12 V – 5 W
instrument light	LED
neutral indicator	LED
turn signal indicator	LED
high beam indicator	LED
low oil pressure indicator	LED
low fuel indicator	LED
PGM-FI indicator	LED
overdrive indicator	LED
CRUISE ON indicator	LED
CRUISE SET indicator	LED
ABS indicator (models equipped with ABS)	LED

Fuses	
main A	30 A
main B	120 A
external amplifier fuse	40 A
other fuses	30 A, 20 A, 15 A, 10 A, 5 A

Torque Specifications	
engine oil drain bolt	25 lbf·ft (34 N·m, 3.5 kgf·m)
engine oil filter	19 lbf·ft (26 N·m, 2.7 kgf·m)
front wheel axle bolt	44 lbf·ft (59 N·m, 6.0 kgf·m)
right front wheel caliper fixing bolts	23 lbf·ft (31 N·m, 3.2 kgf·m)
left front wheel caliper socket bolt	23 lbf·ft (31 N·m, 3.2 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)
final drive oil drain bolt	15 lbf·ft (20 N·m, 2.0 kgf·m)
final drive oil fill cap	9 lbf·ft (12 N·m, 1.2 kgf·m)

Break-in Guidelines

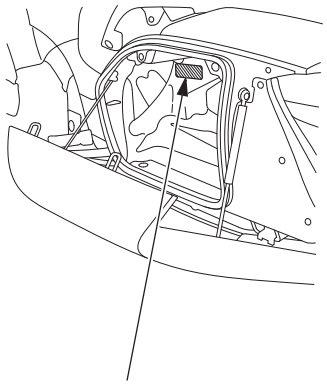
Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 300 miles (500 km).

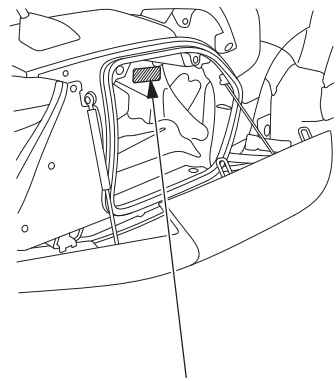
During this period, avoid full-throttle starts and rapid acceleration.

Exhaust Emission Requirements
The U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC) require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided.

Noise Emission Requirements
The EPA also 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 sale to the ultimate purchaser, when operated and maintained according to the instructions provided.

Warranty Compliance
Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA only)





The Vehicle Emission Control Information label is attached inside the saddlebag(s).

Emission Control Systems

Source of Exhaust Emissions
The combustion process produces carbon monoxide (CO), oxides of nitrogen (NOx) and hydrocarbons (HC). Control of hydrocarbons and oxides of nitrogen is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes various systems to reduce carbon monoxide, oxides of nitrogen and hydrocarbons.

Exhaust Emission Control System
The exhaust emission control system includes a PGM-FI system, two three-way catalytic converters, a secondary air injection system, an ignition timing control system, and two heated oxygen sensors or two air fuel ratio sensors.

No adjustment to these systems should be made although periodic inspection of the components is recommended.

PGM-FI System
The PGM-FI system has four subsystems: Air Intake, Engine Control, Fuel Control, and Exhaust Control.
The Engine Control Module (ECM) uses various sensors to determine how much air is going into the engine. It then controls how much fuel is injected under all operating conditions.

Ignition Timing Control System
The system constantly adjusts the ignition timing, reducing the amount of HC, CO and NOx produced.

Secondary Air Injection System
The secondary air injection system introduces filtered air into the exhaust gases in the exhaust port. The secondary air injection system helps improve emission control performance.

Three-Way Catalytic Converters
The three-way catalytic converters are in the exhaust system. Through chemical reactions, they convert HC, CO, and NOx in the engine's exhaust to carbon dioxide (CO_2), nitrogen (N), and water vapor.

Evaporative Emission Control System
This motorcycle complies with the requirements of the California Air Resources Board (CARB) evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister and air cleaner where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control solenoid valve is open, fuel vapor in the charcoal canister and air cleaner is drawn into the engine through the throttle body.

Crankcase Emission 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.

Emission Control Systems

Problems That May Affect Motorcycle Exhaust Emissions
If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your dealer.

Symptoms:
1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

Noise Emission Control System
TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: U. S. federal law prohibits, or Canadian provincial laws 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.

Fuel Permeation Emission Control System
This vehicle complies with the Fuel Permeation Emission Control regulations of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC). The fuel tank, fuel hoses, and fuel vapor charge hoses used on this vehicle incorporate fuel permeation control technologies. Tampering with the fuel tank, fuel hoses, or fuel vapor charge hoses to reduce or defeat the effectiveness of the fuel permeation technologies is prohibited by federal regulations.

Catalytic Converters

This motorcycle is equipped with two three-way catalytic converters. Each catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.

The catalytic converters act on HC, CO, and NOx. Replacement parts must be original Honda parts or equivalents.

The catalytic converters must operate at high temperature for the chemical reactions to take place. They can set fire to any combustible materials that come near them. Park your motorcycle away from high grasses, dry leaves, or other flammables.

Defective catalytic converters contribute to air pollution, and can impair your engine's performance. Follow these guidelines to protect your motorcycle's catalytic converters.

- Always use unleaded gasoline. Even a small amount of leaded gasoline can contaminate the catalyst metals, making the catalytic converters ineffective.

- 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 gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.
If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.
Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/provinces require this information to be posted on the pump.

The following are the EPA-approved percentages of oxygenates:

ETHANOL (ethyl or grain alcohol) up to 10% by Volume
You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

METHANOL (methyl or wood alcohol) up to 5% by Volume
You may use gasoline containing methanol containing up to 5% methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems. It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

Oxygenated fuels can damage paint and plastic. Be careful not to spill fuel when filling the fuel tank. Wipe up any spills immediately.

NOTICE

Oxygenated fuels can damage paint and plastic. Damage caused by spilled fuel is not covered by warranty.

Consumer Information

This section contains information on your warranty and how to get an official Honda Service Manual.

Authorized Manuals 234
Warranty Coverage 235
Warranty Service 236
Contacting Honda 237
Your Honda Dealer 238
The Honda Rider's Club (USA only) 239
Reporting Safety Defects (USA only) 240

Authorized Manuals

The Service Manual used by your authorized dealer is available from your Honda dealer or Helm, Inc. (USA only, Canada: See your dealer to order authorized manuals.)

Also available but not necessary to service your model is the Honda Common Service Manual which explains theory of operation and basic service information for various systems on Honda motorcycles, scooters, ATVs, MUVs, and PWCs.

The Winter Storage Guide in conjunction with the Owner's Manual and Service Manual can help you prepare your Honda motorcycle, scooter, ATV, and SxS for winter.

These Honda manuals are written for the professional technician, but most mechanically capable owners should find them easy to use if they have the proper tools and observe proper safety standards. Special Honda tools are necessary for some procedures.

Publication Item No.	Description
61MCA65	2016 GL1800B Service Manual/ETM
61CSM00	Common Service Manual
S9507	Winter Storage Guide
31MJG630	2016 GL1800B/A Owner's Manual

Order On-Line: www.helminc.com

Order Toll Free: 1-888-CYCLE93 (1-888-292-5393)
(NOTE: For Credit Card Orders Only)
Monday — Friday 8:00 AM — 6:00 PM EST

Warranty Coverage

Your new Honda is covered by these warranties:
- Motorcycle Limited Warranty
- Emission Control System Warranty
- Noise Control Warranty (USA only)

There are responsibilities, restrictions, and exclusions which apply to these warranties. Please read the Warranties Booklet given to you by your Honda dealer at the time of purchase. Be sure to keep your Honda owner's card with your Warranties Booklet.

Canada: Please refer to the Warranty Booklet posted on our website at www.honda.ca.

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

Your warranty coverage will not be voided if you choose to perform your own maintenance. However, you should have the proper tools and service information and be mechanically qualified. Failures that occur due directly to improper maintenance are not covered.

Almost all of your warranty coverage can be extended through the Honda Protection Plan (USA only). For more information, see your Honda dealer.

Warranty Service

Please remember that recommended maintenance interval servicing is not included in your warranty coverage. Additionally, your warranty does not apply to the normal wear of items (such as brakes, tires, etc.).

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. Remember, as the owner of the motorcycle, you will be asked to authorize that inspection. Your dealer will give you the results of the inspection. If the problem is covered under warranty, your dealer will perform the warranty repairs for you.

If you have questions about warranty coverage or the nature of the repair, it is best to talk to the Service Manager of your Honda dealer.

Sometimes, in spite of the best intentions of all concerned, a misunderstanding may occur. If 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 the problem has already been reviewed with the Service Manager, Parts Manager, Sales Manager, etc., contact the Owner of the dealership or their designated representative.

Contacting Honda

Your owner's manual was written to cover most of the questions you might ask about your Honda. Any questions not answered in the owner's manual can be answered by your dealer. If your dealer doesn't have the answer right away, they will get it for you.

If you have a difference of opinion with your dealer, please remember that each dealership is independently owned and operated. That's why it's important to work to resolve any differences at the dealership level.

If you wish to comment on your experiences with your Honda 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.

Canada: Honda Canada Inc., Customer Relations Dept, 180 Honda Boulevard, Markham, Ontario L6C 0H9, telephone: (888) 946-6329,
facsimile: (877) 939-0909.
E-mail: honda_cr@ch.honda.com

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 dealer to respond, or possibly acknowledge your comments directly.

Your Honda Dealer

Once you purchase your new Honda, get familiar with the organization of your Honda dealer so you can utilize the full range of services available.

The service department is there to perform regular maintenance and unexpected repairs. It has the latest available service information from Honda. The service department will also handle warranty inspections and repairs.

The parts department offers Honda Genuine Parts, Pro Honda products, Honda Genuine Accessories (USA only), and Honda accessories and products (Canada only). The same quality that went into your Honda can be found in Honda Genuine replacement parts. You'll also find comparable quality in the accessories and products available from the parts department.

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

Your Honda dealer can inform you about competition and other riding events in your area. You'll also find that your dealer is a source of information about safety training available in your local area and the Honda Rider's Club of America (USA only).

We're sure you'll be as pleased with the service your Honda dealer continues to provide after the sale as you are with the quality and dependability of your Honda.

The Honda Rider's Club (USA only)

The Honda Rider's Club of America (HRCA) sponsors local riding chapters at Authorized Honda Dealerships across the country.

Reporting Safety Defects (USA only)

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.*

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Quick Reference

The following is a brief, but important collection of information you need to know about your Honda. You'll also find space to record important notes.

The engine of your Honda can be the most expensive component to repair. Proper maintenance, especially the use of the recommended fluids and filters, prevents premature wear and damage.
Frequent causes of costly repairs are:
Engine oil — insufficient quantity, improper oil.
Air cleaner — dirty, leaking because of improper installation (poor seal).

Record important information on the following page:

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

Quick Reference

Scheduled Maintenance	Regular: every 4,000 miles (6,400 km)
Pre-ride Inspection	Check the following items each time before you ride (page 41): tires & wheels, leaks, loose parts, lights, throttle, brakes, indicators, gauges.
Periodic Checks	Check the following items monthly (page 123): tires & wheels, fluids, lights, fuses, nuts & bolts.
Fuel/Capacity	unleaded gasoline, pump octane number 86 or higher 6.6 US gal (25 ℓ)
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 (USA & Canada) or Honda 4-stroke oil, or an equivalent motorcycle oil
Maximum Weight Capacity	410 lb (186 kg) rider, passenger, all cargo and accessories maximum of all cargo: 51 lb (23 kg)
Tires	front: 130/70R18M/C 63H BRIDGESTONE G709 RADIAL rear: 180/60R16M/C 74H BRIDGESTONE G704 RADIAL type: radial, tubeless
Tire Pressure (cold)	front: 36 psi (250 kPa, 2.50 kgf/cm^2) rear: 41 psi (280 kPa, 2.80 kgf/cm^2)

Spark Plugs	standard: BKR6E-11 (NGK) or K20PR-U11 (DENSO) cold climate (below 5°C, 41°F): BKR5E-11 (NGK) or K16PR-U11 (DENSO) high speed riding: BKR7E-11 (NGK) or K22PR-U11 (DENSO)
Coolant	ethylene glycol antifreeze (silicate-free) for aluminum engines in 50/50 solution with Pro Honda HP Coolant or an equivalent distilled water
Fuses	main A: 30 A main B: 120 A external amplifier: 40 A other: 30 A, 20 A, 15 A, 10 A, 5 A
Final Drive Oil	Hypoid Gear Oil SAE 80

Quick Reference

These symbols are used in Controls & Features section:

SYMBOL	COMPONENT	SEE PAGE
	RUN – engine stop switch	32
	OFF – engine stop switch	32
	START button	33
	HI – headlight dimmer switch	34
	LO – headlight dimmer switch	34
	turn signal switch	34
	horn button	34
	hazard switch	35