Contents

Welcome

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

To ensure your safety and riding pleasure:

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

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

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, you can purchase an official Honda Service Manual to help you perform many maintenance and repair tasks. 2 P. 191

Read the warranty information thoroughly so that you understand the warranty coverage and that you are aware of your rights and responsibilities. 2 P. 192

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

Canada www.honda.ca.

Happy riding!

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.
To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.
Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

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

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

3 DANGER

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

3 WARNING

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

3 CAUTION

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

Other important information is provided under the following titles:

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

Motorcycle Safety

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

Safety Guidelines

Follow these guidelines to enhance your safety:

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

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. 2 P. 10

Before Riding

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

Take Time to Learn & Practice

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

Continued

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

USA Other riding tips can be found in the You and Your Motorcycle Riding Tips booklet that came with your motorcycle.
Developing off-road riding skill is a gradual step-by step process. Start by practicing at low speeds in a safe area and slowly build your skills.
Ask your dealer if there are off-road riding groups in your area where you can learn from experienced riders. Also be sure to read Tips & Practice Guide for the Off-Highway Motorcyclist that came with your new motorcycle.

Ride Defensively

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

Make Yourself Easy to See

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

Be Alert for Off-road Hazards

The terrain can be present a variety of challenges when you ride off-road.
Continually "read" the terrain for unexpected turns, drop-offs, rocks, ruts and other hazards.
Always keep your speed low enough to allow time to see and react to hazards.

Ride within Your Limits

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

Don't Drink and Ride

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

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Having a breakdown can be difficult, especially if you are stranded off-road far from your base. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (2 P. 17), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (2 P. 15).

If You are Involved in a Crash

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

If you decide to continue riding, first turn the ignition switch to the OFF position, and evaluate the condition of your motorcycle. Inspect for fluid leaks, check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously.

Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Continued

Lithium-Ion (Li-Ion) Battery

If you smell an unusual odor coming from the lithium-ion (li-ion) battery, park your motorcycle in a safe place outside and away from flammable objects, then turn the ignition switch to the OFF position. Have your motorcycle inspected by your dealer immediately.

Emergency Shut-down Procedure for Motorcycles Equipped with Dual Clutch Transmission

CRF1000D/D II

Unlike standard motorcycles, or its manual transmission sibling, the CRF1000D and CRF1000D II with dual-clutch transmission does not have a clutch lever that would provide you with an additional means to control the engine power being transmitted to the rear wheel. Thus, in the unlikely event that you experience a stuck throttle or other unintended application of power to the rear wheel, you should shut down the engine by use of the engine stop switch (2 P. 53). By moving this switch to the ⊠ (Stop) position, you will immediately stop the engine but maintain all electrical system functions, including lights and indicators.

Carbon Monoxide Hazard

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

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

3 WARNING

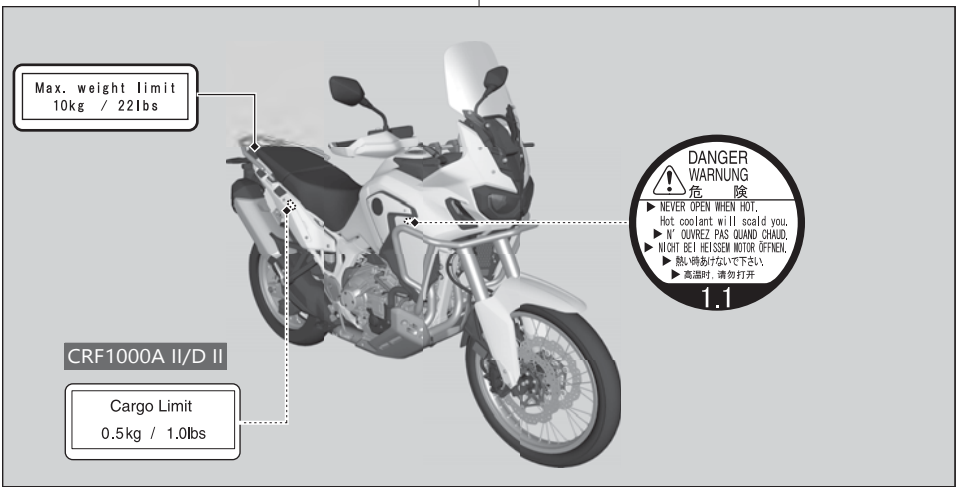
Running the engine of your motorcycle while in an enclosed or even partially enclosed area can cause a rapid build-up of toxic carbon monoxide gas.

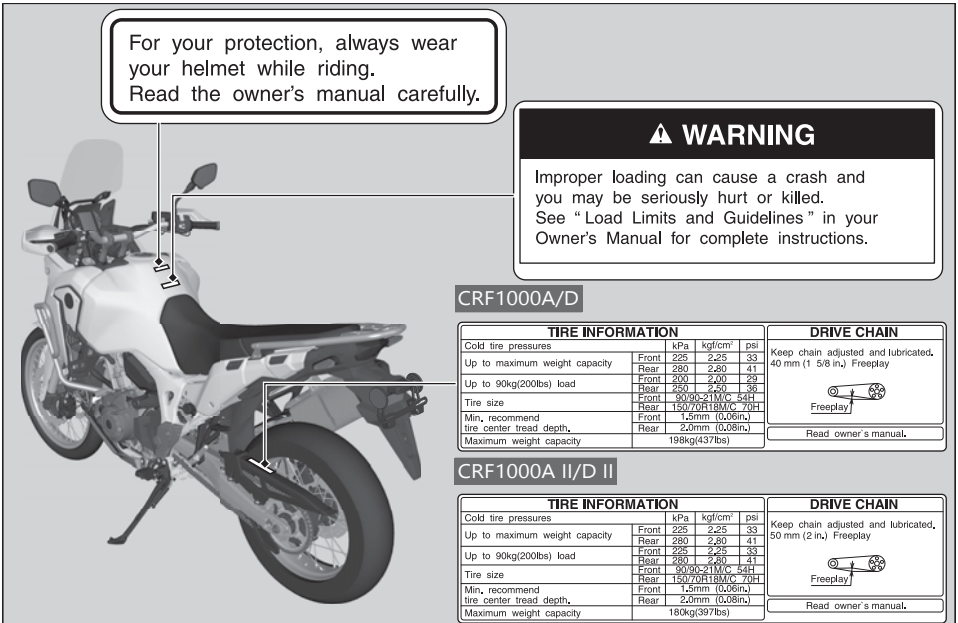
Breathing this colorless, odorless gas can quickly cause unconsciousness and lead to death.

Only run your motorcycle's engine when it is located in a well ventilated area outdoors.

Safety Labels

Safety and information labels on your motorcycle provide important safety information and may warn you of potential hazards that could cause serious injury. Read these labels carefully and don't remove them. If a label comes off or becomes hard to read, contact your dealer for a replacement.




For your protection, always wear your helmet while riding.
Read the owner's manual carefully.
⚠ WARNING
Improper loading can cause a crash and you may be seriously hurt or killed.
See " Load Limits and Guidelines " in your Owner's Manual for complete instructions.
CRF1000A/D
TIRE INFORMATION
Cold tire pressures
kPa
kgf/cm²
psi
Up to maximum weight capacity
Front 225 2.25 33
Rear 280 2.80 41
Up to 90kg(200lbs) load
Front 200 2.00 29
Rear 250 2.50 36
Tire size
Front 90/90-21M/C 54H
Rear 150/70R18M/C 70H
Min. recommend tire center tread depth.
Front 1.5mm (0.06in.)
Rear 2.0mm (0.08in.)
Maximum weight capacity
198kg(437lbs)
DRIVE CHAIN
Keep chain adjusted and lubricated.
40 mm (1 5/8 in.) Freeplay
Freeplay
Read owner's manual.
CRF1000A II/D II
TIRE INFORMATION
Cold tire pressures
kPa
kgf/cm²
psi
Up to maximum weight capacity
Front 225 2.25 33
Rear 280 2.80 41
Up to 90kg(200lbs) load
Front 225 2.25 33
Rear 280 2.80 41
Tire size
Front 90/90-21M/C 54H
Rear 150/70R18M/C 70H
Min. recommend tire center tread depth.
Front 1.5mm (0.06in.)
Rear 2.0mm (0.08in.)
Maximum weight capacity
180kg(397lbs)
DRIVE CHAIN
Keep chain adjusted and lubricated.
50 mm (2 in.) Freeplay
Freeplay
Read owner's manual.

Safety Precautions

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

Protective Apparel

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

Helmet

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

- Must fit comfortably but securely, with the chin strap fastened.
- Face shield with unobstructed field of vision or other approved eye protection

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

3 WARNING

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

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

Gloves

Full-finger leather gloves with high abrasion resistance

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Pants

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

Additional Off-road Gear

On-road apparel may also be suitable for casual off-road riding. But if you plan on any serious off-road riding you will need more serious off-road gear. In addition to your helmet and eye protection, we recommend off-road motorcycle boots and gloves, riding pants with knee and hip pads, a jersey with elbow pads, and a chest/shoulder protector.

Riding Precautions

Break-in Period

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

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

Brakes

Observe the following guidelines:

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

Continued

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

Anti-lock Brake System (ABS)

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

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 6 mph (10 km/h).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.
- Always use the recommended front/rear tires and sprockets to ensure correct ABS operation.

Engine Braking

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

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

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

Parking

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

Parking with the Side Stand

1. Stop the engine.
2. Push the side stand down.
3. Slowly lean the motorcycle to the left until its weight rests on the side stand.
4. Turn the handlebar fully to the left.
   u Turning the handlebar to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. 2 P. 54

Refueling and Fuel Guidelines

Follow these guidelines to protect the engine, fuel system and catalytic converter:

- Use only unleaded gasoline.
- Use recommended octane number. Using lower octane gasoline will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. 2 P. 190
- Do not use stale or contaminated gasoline or an oil/gasoline mixture.
- Avoid getting dirt or water in the fuel tank.

Honda selectable torque control

When the Honda selectable torque control (Torque Control) detects rear wheel spin during acceleration, the system will limit the amount of torque applied to the rear wheel based on the Torque Control level selected.

Torque Control will allow some wheel spin during acceleration at the lower Torque Control levels settings. Select a level that is appropriate for your skill and riding conditions.

Torque Control does not work during deceleration and will not prevent the rear wheel from skidding due to engine braking. Do not close the throttle suddenly, especially when riding on slippery surfaces.

Torque Control may not compensate for rough road conditions or rapid throttle operation. Always consider road and weather conditions, as well as your skills and condition, when applying throttle.

If your motorcycle gets stuck in mud, snow or sand, it may be easier to free it by turning off the Torque Control temporarily.

Temporarily turning off Torque Control also may help you maintain control and balance when riding on off-road terrain.

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

Accessories & Modifications

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

WARNING

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

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

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

Off-Road Safety

Learn to ride in an uncongested off-road area free of obstacles before venturing onto unfamiliar terrain.

- Always obey local off-road riding laws and regulations.
- Obtain permission to ride on private property. Avoid posted areas and obey “NO Trespassing” signs.
- Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
- Familiarity with your motorcycle is critically important should a problem occur far from help.
- Never ride beyond your ability and experience or faster than conditions warrant.
- If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.
- A muffler is required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
  Maximum weight capacity 2 P. 197
  Maximum weight on rear carrier 2 P. 198
  Maximum weight in right side pocket 2 P. 198
  CRF1000A II/D II
- Tie all luggage securely, evenly balanced and close to the center of the motorcycle.
- Do not place objects near the lights or the muffler.

Also follow these guidelines when you ride off-road on rough terrain:

- Do not carry a passenger.
- Keep cargo small and light weight. Make sure it cannot easily be caught on brush or other objects, and that it does not interfere with your ability to shift position to maintain balance and stability.

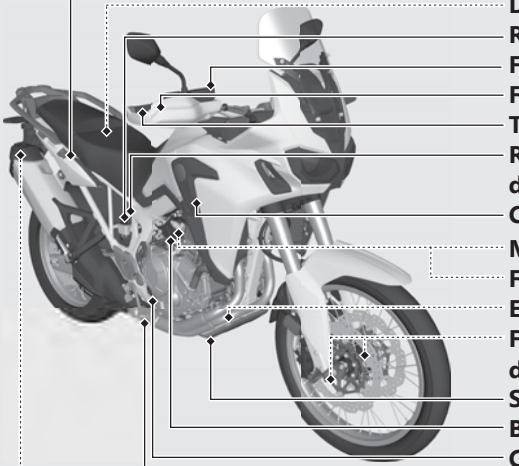
3 WARNING

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

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

Parts Location

CRF1000A/A II



Right side pocket CRF1000A II P.85

Document bag/Hex wrench P.83

Rear brake fluid reservoir P.126

Front brake fluid reservoir P.126

Front brake lever P.142

Throttle grip P.139

Rear suspension compression damping adjuster P.148

Crankcase breather P.140

Main fuse & ABS main fuse P.172

FI fuse & ABS FSR fuse P.173

Engine oil filter P.120

Front suspension compression damping adjusters P.145

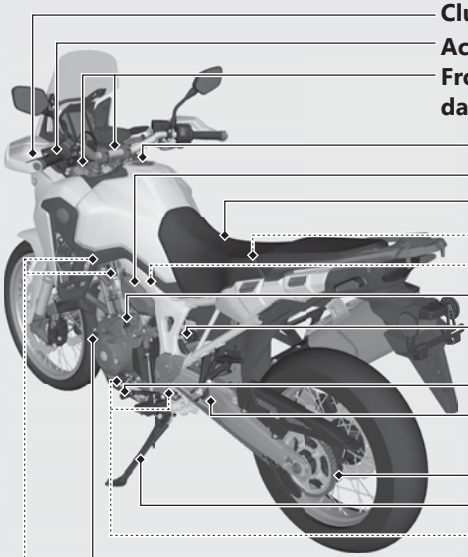
Skid plate P.114

Battery box cover P.109

Coolant reserve tank P.124

Rear brake pedal

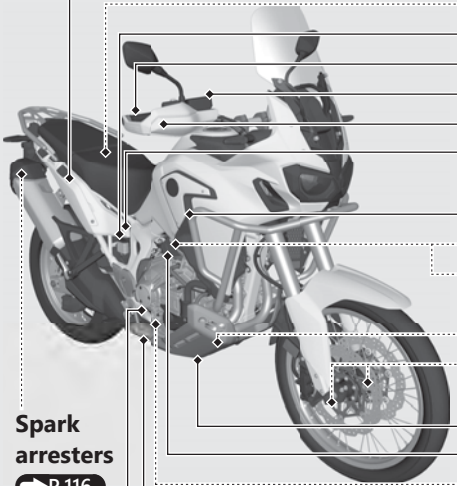
Spark arresters P.116



Clutch lever P.136
Accessory socket CRF1000A II P.81
Front suspension spring preload/rebound damping adjusters P.143 P.144
Fuel fill cap P.80
Tool kit/Tool box P.84 P.115
Front seat P.111
Fuse boxes P.170
Battery P.108
Engine oil fill cap P.118
Rear suspension spring preload adjuster P.146
Shift lever P.72
Rear suspension rebound damping adjuster P.147
Drive chain P.130
Side stand P.129
Engine oil drain bolts P.120
Engine oil dipstick P.118
Crankcase breathers P.140

Continued

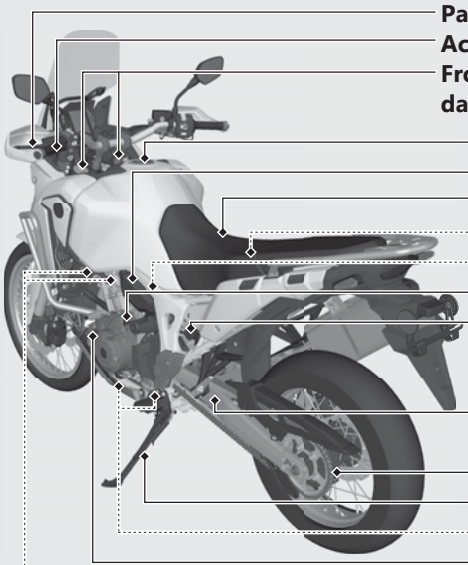
CRF1000D/D II



Right side pocket CRF1000D II P.85
Document bag/Hex wrench P.83
Rear brake fluid reservoir P.126
Throttle grip P.139
Front brake fluid reservoir P.126
Front brake lever P.142
Rear suspension compression damping adjuster P.148
Crankcase breather P.140
Main fuse & ABS main fuse P.172
FI fuse & ABS FSR fuse & DCT main fuse P.174
Engine oil filter P.120
Front suspension compression damping adjusters P.145
Skid plate P.114
Battery box cover P.109
Clutch oil filter P.122
Rear brake pedal

Spark arresters P.116

Coolant reserve tank P.124



Parking brake lever P.128
Accessory socket CRF1000D II P.81
Front suspension spring preload/rebound damping adjusters P.143 P.144
Fuel fill cap P.80
Tool kit/Tool box P.84 P.115
Front seat P.111
Fuse boxes P.170
Battery P.108
Engine oil fill cap P.118
Rear suspension spring preload adjuster P.146
Rear suspension rebound damping adjuster P.147
Drive chain P.130
Side stand P.129
Engine oil drain bolts P.120
Engine oil dipstick P.118
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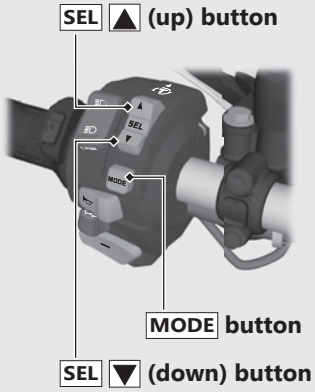
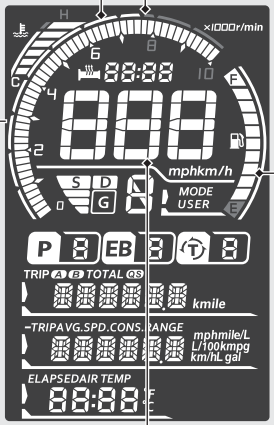


Display Check

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



Tachometer

NOTICE

Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

Tachometer red zone
(excessive engine rpm range)

Fuel gauge
Remaining fuel when only 1st (E) segment starts flashing: approximately 1.11 US gal (4.2 L)

If the fuel gauge indicator flashes in a repeat pattern or turns off: P.156

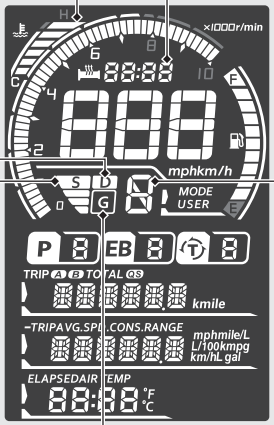
Speedometer

Coolant temperature gauge

When the coolant is over the specified temperature, the 6th (H) segment flashes and high coolant temperature indicator lamps. P.151

If the coolant temperature gauge indicator flashes:

P.151



D indicator

CRF1000D/D II

Comes on when the D mode is selected in the AT MODE. P.76

S indicator

CRF1000D/D II

Comes on when the S mode is selected in the AT MODE. P.76

G indicator

CRF1000D/D II

Comes on when the G switch is turned on. P.56

Clock (12-hour or 24-hour display)
To set the clock: P.39 P.40

Gear position indicator

CRF1000A/A II

The gear position is shown in the gear position indicator.

- u "-" appears when the transmission is not shifted properly.

CRF1000D/D II

The gear position is shown in the gear position indicator when the D, S mode or MT MODE are selected.

The indicator may flash if:

- u The front wheel leaves the ground.
- u You turn the wheel while the motorcycle is upright on the stand.

This is normal. To operate the system again, turn the ignition switch to the OFF position, and then to the ON position again.

If the "-" indicator is blinking in the gear position window while riding: P.155

Press the **MODE** button to move the cursor to a desired display.

Handle grip heater status icon

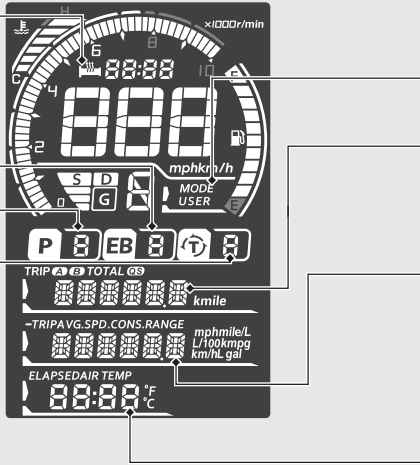
CRF1000A II/D II

The handle grip heater status icon will appear while the handle grip heater is on. P.58

EB level P.64

P level P.64

Torque Control level P.61 P.64

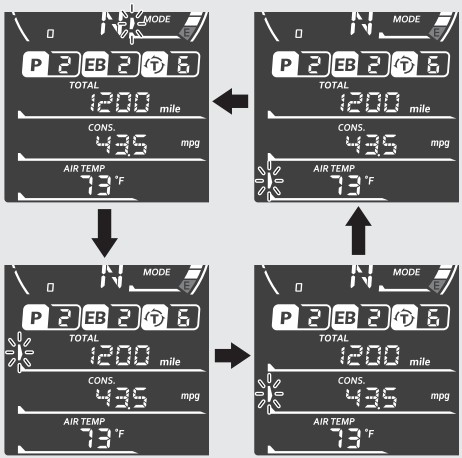


Riding mode display P.64

Odometer [TOTAL]/Tripmeter [TRIP A/B]/Riding mode display P.28 P.64

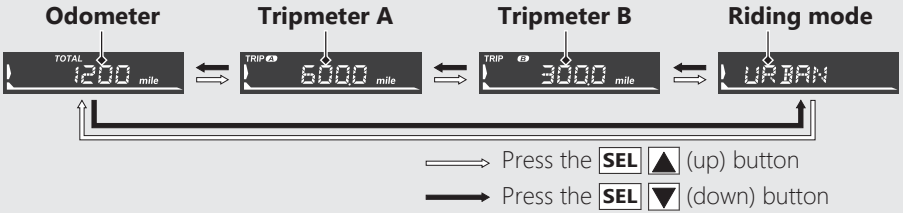
Current fuel mileage [CONS.]/Average fuel mileage [AVG. CONS.]/Average speed [AVG. SPD.]/Subtraction trip [−TRIP]/Available driving distance [RANGE] display P.31

Air temperature gauge [AIR] display/ Elapsed time [ELAPSED] P.37



Odometer [TOTAL] & Tripmeter [TRIP A/B] & Riding mode display

The SEL ▲ (up) or the SEL ▼ (down) button selects the odometer, the tripmeter A, tripmeter B and riding mode when this display is selected.



Odometer

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

Tripmeter A/B

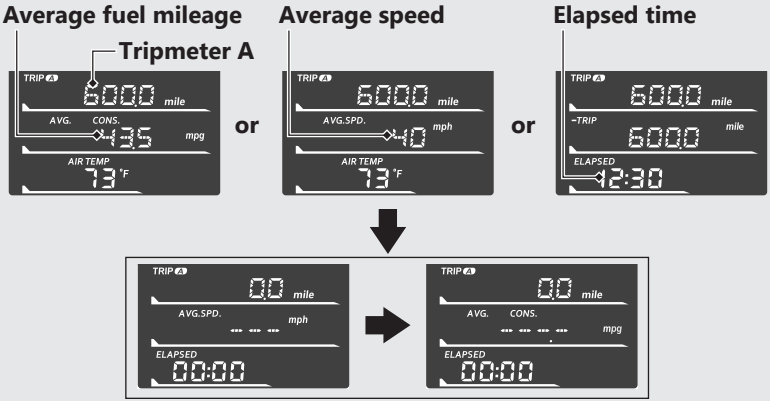
Distance ridden since tripmeter was reset.
When "-----.-" is displayed, go to your dealer for service.

To reset the tripmeter: P.29

Riding mode P.64

To reset the tripmeter, average fuel mileage, average speed and elapsed time

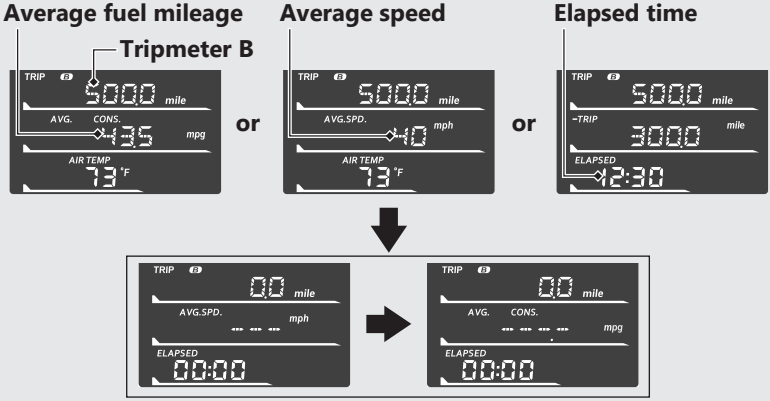
To reset tripmeter A, average fuel mileage, average speed and elapsed time (these are based on tripmeter A) together, press and hold the **MODE** button while tripmeter A or odometer and average fuel mileage, average speed, elapsed time is displayed.



Then, the display returns to the last selected indication.

Instruments *(Continued)*

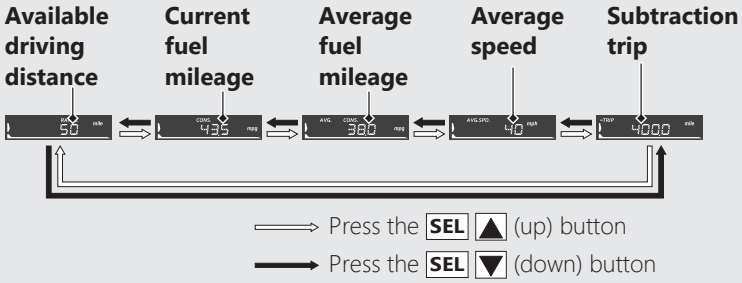
To reset tripmeter B, average fuel mileage, average speed and elapsed time (these are based on tripmeter B) together, press and hold the **MODE** button while tripmeter B is displayed.



Then, the display returns to the last selected indication.

Current fuel mileage [CONS.]/Average fuel mileage [AVG. CONS.]/Average speed [AVG. SPD.]/Subtraction trip [–TRIP]/Available driving distance [RANGE] display

The SEL ▲ (up) or the SEL ▼ (down) button selects the current fuel mileage, average fuel mileage, average speed, subtraction trip and available driving distance when this display is selected.



Current fuel mileage

Displays the current or instant fuel mileage.

AC, II AC, IV AC type

Display range: 0.0 to 300.0 mpg (mile/L, km/L or L/100km)

- When your speed is less than 6 km/h (4 mph): "---.-" is displayed.
- More than 300.0 mpg (mile/L or L/100km): "---.-" is displayed.
  More than 300.0 km/L: "300.0" is displayed.

CM, IV CM type

Display range: 0.0 to 300.0 L/100km (km/L, mpg or mile/L)

- When your speed is less than 6 km/h (4 mph): "---.-" is displayed.
- More than 300.0 L/100km (mpg or mile/L): "---.-" is displayed.
  More than 300.0 km/L: "300.0" is displayed.

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

Average fuel mileage

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

AC, II AC, IV AC type

Display range: 0.0 to 300.0 mpg (mile/L, km/L or L/100km)

- Initial display: "---.-" is displayed.
- More than 300.0 mpg (mile/L or L/100km): "---.-" is displayed.
  More than 300.0 km/L: "300.0" is displayed.
- When the tripmeter A or B is reset: "---.-" is displayed.

CM, IV CM type

Display range: 0.0 to 300.0 L/100km (km/L, mpg or mile/L)

- Initial display: "---.-" is displayed.
- More than 300.0 L/100km (mpg or mile/L): "---.-" is displayed.
  More than 300.0 km/L: "300.0" is displayed.
- When the tripmeter A or B is reset: "---.-" is displayed.

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

To reset the average fuel mileage:
P.29

Average speed

Displays the average speed since the selected tripmeter was reset.

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

● Initial display: "---" is displayed.

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

To reset the average speed: P.29

Subtraction trip

Distance travelled is subtracted from a preset figure.

AC, II AC, IV AC type

Setting range: 000.0 to 999.0 mile or km

u When the unit changed to "km" after setting the subtraction trip to "621 mile"or more with the unit set to "mile", "999.1 km" or more are displayed.

When the subtraction value reaches "–1609.0" mile ("–1000.0" km) while riding, the number will flash.

u If the display is switched to another indication when the subtraction value has reached "–1609.0" mile ("–1000.0" km) and the number is flashing, the number will no longer flash but just stay on when the display is returned to the subtraction trip.

u To reset the subtraction trip to the set value, press and hold the **MODE** button while subtraction trip is displayed.

CM, IV CM type

Setting range: 000.0 to 999.0 km or mile

u When the unit changed to "km" after setting the subtraction trip to "621 mile"or more with the unit set to "mile", "999.1 km" or more are displayed.

When the subtraction value reaches "–1609.0" km ("–1000.0" mile) while riding, the number will flash.

u If the display is switched to another indication when the subtraction value has reached "–1609.0" km ("–1000.0" mile) and the number is flashing, the number will no longer flash but just stay on when the display is returned to the subtraction trip.

u To reset the subtraction trip to the set value, press and hold the **MODE** button while subtraction trip is displayed.

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

To set the subtraction trip: P.44

Available driving distance

Displays the estimated distance you can travel on the remaining fuel.

AC, II AC, IV AC type

Display range: 999 to 3 mile (999 to 5 km)

- Above 999 km (mile): "999" is displayed
- Initial display: "---" is displayed.
- When the available driving distance is below 3 mile (5 km) or the amount of remaining fuel is below 0.2 gal (1.0 L), "---" is displayed.

CM, IV CM type

Display range: 999 to 5 km (999 to 3 mile)

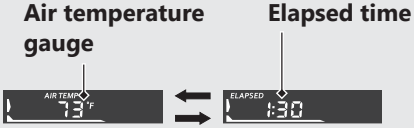
- Above 999 km (mile): "999" is displayed
- Initial display: "---" is displayed.
- When the available driving distance is below 5 km (3 mile) or the amount of remaining fuel is below 1.0 L (0.2 gal), "---" is displayed.

The indicated available driving distance is calculated based on the driving conditions, and the indicated figure may not always be the actual allowable distance.

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

Elapsed time [ELAPSED]/Air temperature gauge [AIR] display

The SEL ▲ (up) or the SEL ▼ (down) button selects between the air temperature gauge and the elapsed time when this display is selected.



Air temperature gauge

Shows ambient temperature.

AC, II AC, IV AC type

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

- Below 13 °F (–11°C): "---" is displayed
- Above 122 °F (50°C): 122 °F / 50°C flashes

CM, IV CM type

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

- Below –11°C (13 °F): "---" is displayed
- Above 50°C (122 °F): 50°C / 122 °F flashes

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

Elapsed time

Shows operating time since the engine was started.

Display range: 00:00 to 99:59 (hours:minutes)

- The elapsed time return to 00:00 when the readout exceeds 99:59.

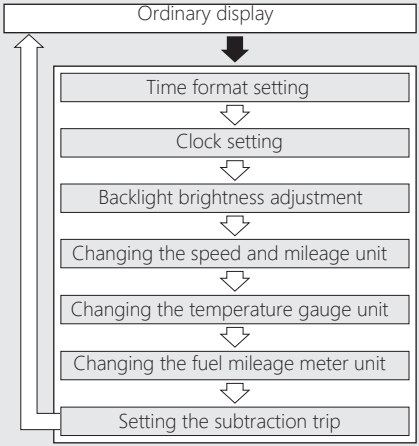
Display Setting

You can adjust the display settings.

- Time format setting
- Clock setting
- Backlight brightness adjustment
- Changing the speed and mileage unit
- Changing the temperature gauge unit
- Changing the fuel mileage meter unit
- Setting the subtraction trip

➡ Press and hold the **SEL** ▲ (up) or the **SEL** ▼ (down) button and the **MODE** button

⇨ Press the **MODE** button



If the ignition switch is turned to the OFF position or none of the **MODE**, **SEL** ▲ (up), **SEL** ▼ (down), buttons is pressed for about 30 seconds, the control is automatically switched from the setting mode to the ordinary display.
If the button is not pressed for about 30 seconds, items in the process of being set will be discarded and only items where settings have been finalised will be applied.
Only if the ignition switch is turned to the OFF position will items in the process of being set and those that are finalised be applied.

1 Time format setting:
You can switch the time format between 12 hour format or 24 hour format.

1. Turn the ignition switch to the ON position.
2. Press and hold the **MODE** button and the **SEL** ▲ (up) button or the **SEL** ▼ (down) button, the current time format start flashing.
3. Press the **SEL** ▲ (up) button or the **SEL** ▼ (down) button to select "12HOUR" or "24HOUR".

4. Press the **MODE** button. The time format is set, and then the display moves to the clock setting.

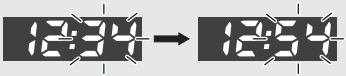
Instruments *(Continued)*

2 Clock setting:

1. Press the **SEL** ▲ (up) button or the **SEL** ▼ (down) button until the desired hour is displayed.
   - u Press and hold the **SEL** ▲ (up) button or the **SEL** ▼ (down) button to advance the hour fast.

2. Press the **MODE** button. The minute digits start flashing.

3. Press the **SEL** ▲ (up) button or the **SEL** ▼ (down) button until the desired minute is displayed.
   - u Press and hold the **SEL** ▲ (up) button or the **SEL** ▼ (down) button to advance the minute fast.

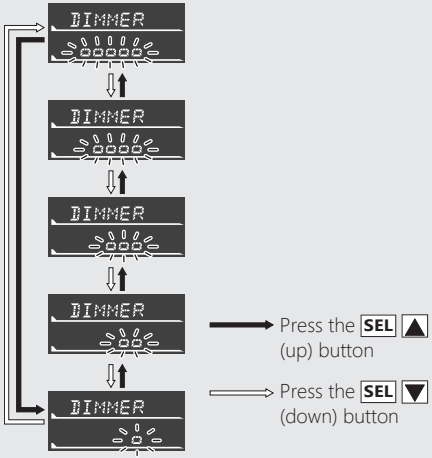


4. Press the **MODE** button. The clock is set, and then the display moves to the backlight brightness adjustment.

3 Backlight brightness adjustment:

You can adjust the brightness to one of five levels.

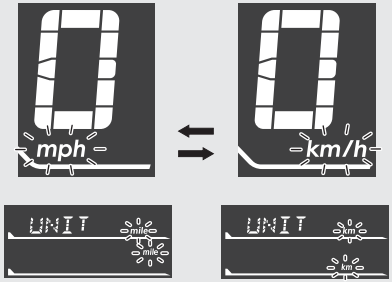
1. Press the **SEL** ▲ (up) button or the **SEL** ▼ (down) button. The brightness is switched.



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

4 Changing the speed and mileage unit:

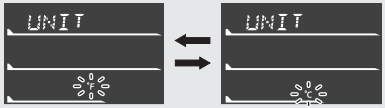
1. Press the SEL ▲ (up) button or the SEL ▼ (down) button to select either "mph" & "mile" or "km/h" & "km".



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

5 Changing the temperature gauge unit:

1. Press the SEL ▲ (up) button or the SEL ▼ (down) button to select "°F" (Fahrenheit) or "°C" (Centigrade).



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

6 Changing the fuel mileage meter unit:

1. Press the SEL ▲ (up) button or the SEL ▼ (down) button to select “mpg” or “mile/L”.

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

2. Press the MODE button. The fuel mileage meter unit is set, and then the display moves to the setting of subtraction trip.

7 Setting the subtraction trip:

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

2. To set the third digit, press the SEL ▲ (up) button or the SEL ▼ (down) button until the desired figure appears.
   - u Press and hold the SEL ▲ (up) button or the SEL ▼ (down) button to advance the figure fast.

⟹ Press the SEL ▲ (up) button

⟹ Press the SEL ▼ (down) button

3 Press the **MODE** button. The second digit starts flashing.

4 Repeat the steps 2 and 3 for setting of the second and first digits.

5 Press the **MODE** button. The trip distance is set, and then the display will return to the ordinary display.

The trip distance will not be reset when you complete setting of the subtraction trip by pressing the **MODE** button only or when you set the trip distance to the same as the current distance. When entering the setting mode using "km" unit after setting the trip distance to 621 mile" or more with the unit set to "mile", "999.1" or more will appear. Press the **SEL** ▲ (up) button or the **SEL** ▼ (down) button to display "000.0", and then set the trip distance again if necessary.

Indicators

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

High coolant temperature indicator
Comes on briefly when the ignition switch is turned to the ON position.
If it comes on while riding: P.151

PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)
Comes on briefly when the ignition switch is turned to the ON position.
If it comes on while engine is running: P.152

Left turn signal indicator
Comes on briefly when the ignition switch is turned to the ON position.

Neutral indicator
Comes on when the transmission is in Neutral.

Low oil pressure indicator

- Comes on when the ignition switch is turned to the ON position.
- Goes off when the engine starts.

If it comes on while engine is running: P.152

Low fuel indicator

- Comes on briefly when the ignition switch is turned to the ON position.
- Comes on when there is only reserve fuel left in the fuel tank. Remaining fuel when low fuel indicator comes on: 1.11 US gal (4.2 L)

If the indicator comes on and the fuel gauge indicator flashes in a repeat pattern: P.156

Right turn signal indicator

Comes on briefly when the ignition switch is turned to the ON position.

High beam indicator

Comes on briefly when the ignition switch is turned to the ON position.

Indicators *(Continued)*

Torque Control indicator

- Comes on when the ignition switch is turned to the ON position. Goes off when your speed reaches approximately 3 mph (5 km/h) to indicate Torque Control is ready to work.
- Blinks when Torque Control is operating.

If it comes on while riding: P.154

Torque Control OFF Indicator

- Comes on when the Torque Control is turned off.

Parking brake indicator

CRF1000D/D II

Lights as a reminder that you have not released the parking brake lever.

Rear ABS (Anti-lock Brake System) OFF Indicator

- Comes on briefly when the ignition switch is turned to the ON position.
- Comes on when the ABS function on the rear wheel is turned off.

ABS (Anti-lock Brake System) indicator

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

If it comes on while riding: P.153

Switches

CRF1000A/A II

Headlight dimmer/Passing light control switch

- : High beam
- : Low beam
- **PASS** : Flashes the high beam headlight.

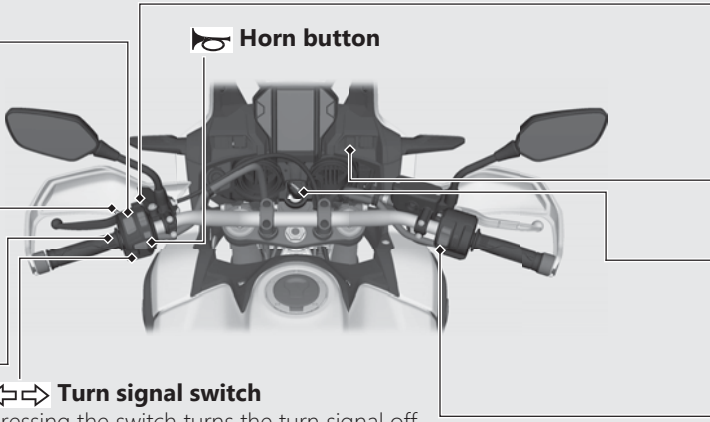
Torque Control switch

Torque Control level setting and Torque Control on/off. P.61

Handle grip heater switch

CRF1000A II

Change the handle grip heater level or turn the handle grip heater on and off. P.58



Horn button

Turn signal switch

Pressing the switch turns the turn signal off.

Hazard switch
Switchable when the ignition switch is turned to the ON position.

Rear ABS switch
Switches the ABS function on the rear wheel on/off. P.55

Ignition Switch
Switches the electrical system on/off, locks the steering.
- u Key can be removed when in the OFF or LOCK position.

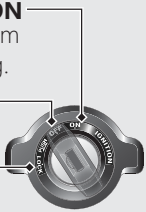
Steering Lock: P.54

Engine stop switch/START button
Should normally remain in the (Run) position.
- u In an emergency, switch to the (Stop) position to stop the engine.

ON
Turns electrical system on for starting/riding.

OFF
Turns engine off.

LOCK
Locks steering.



CRF1000D/D II

Headlight dimmer/Passing light control switch

- ≣D : High beam
- ≣D : Low beam
- ≣D **PASS** : Flashes the high beam headlight.

Shift up switch (+)

To shift up the gear. P.79

Handle grip heater switch

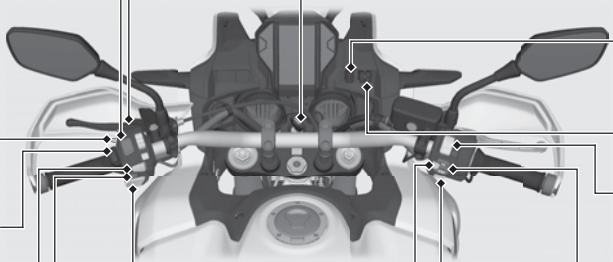
CRF1000D II

Change the handle grip heater level or turn the handle grip heater on and off. P.58

Horn button

Turn signal switch

Pressing the switch turns the turn signal off.



Torque Control switch

Torque Control level setting and Torque Control on/off. P.61

Shift down switch (-)

To shift down the gear. P.79

AT/MT Switch

To shift between the AT MODE and MT MODE. P.77

Ignition Switch
Switches the electrical system on/off, locks the steering.
u Key can be removed when in the OFF or LOCK position.
Steering Lock: P.54

ON
Turns electrical system on for starting/riding.

OFF
Turns engine off.

LOCK
Locks steering.

Rear ABS switch
Switches the ABS function on the rear wheel on/off. P.55

G switch
Switches the G switch on/off. P.56

Engine stop switch/START button
Should normally remain in the (Run) position.
u In an emergency, switch to the (Stop) position to stop the engine.

N-D Switch
To shift between Neutral and AT MODE. P.77

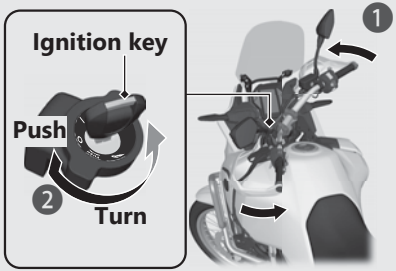
Hazard switch
Switchable when the ignition switch is turned to the ON position.

Switches *(Continued)*

Steering Lock

Lock the steering when parking to help prevent theft.

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



Locking

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

Unlocking

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

ABS function on the rear wheel

The ABS function on the rear wheel can be optionally turned off for off-road riding.

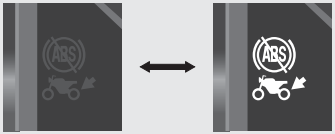
- u Each time the ignition switch is turned to the ON position, the ABS function on both wheels will automatically be turned on.

To turn off the ABS function on the rear wheel

1. Stop the motorcycle.
2. Press and hold the rear ABS switch until the rear ABS OFF indicator starts flashing, then release the switch while the indicator is flashing.
   - u The rear ABS OFF indicator is on, when the ABS function on the rear wheel is turned off.
   - u The ABS function on the rear wheel remains on, if the switch is released after indicator stops flashing.

To turn on the ABS function on both wheels

1. Stop the motorcycle.
2. Press and hold the rear ABS switch until the rear ABS OFF indicator is turned off, or turn the ignition switch to the OFF position and the ON position.



ABS function on both wheels is on. **ABS function on rear wheel is off.**

G switch

CRF1000D/D II

The G switch can change the engine characteristics of your motorcycle to help improve traction and machine control for off-road riding by reducing the amount of clutch slip during throttle operation.

- u Each time the ignition switch is turned to the ON position, the G switch will automatically be set to off.
- u The G switch may not compensate for rough road conditions.
  Always consider road and weather conditions, as well as your skills and condition, when applying throttle.

G switch on or off

1. Stop the motorcycle and close the throttle completely.
2. Press the G switch.

Parking Brake

Parking Brake Lever

CRF1000D/D II

Be sure the parking brake is applied while parking and warming up the engine.

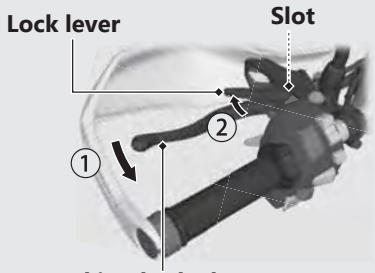
u Make sure the parking brake lever is released before riding.

To apply the parking brake

Squeeze the parking brake lever (a) fully then rotate the lock lever (b) clockwise until it engages the slot on the parking brake lever bracket back to lock the rear wheel.

u The parking brake lock will not function if the parking brake is not adjusted properly.

P.128



To release the parking brake

Squeeze the parking brake lever until the lock lever is released from the slot on the parking brake lever bracket.

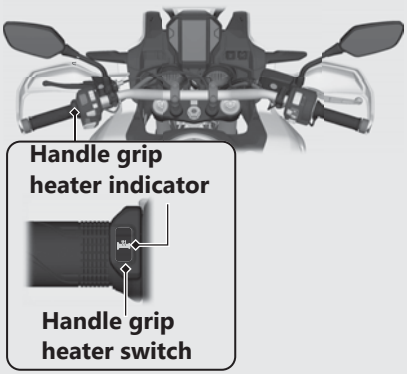
u Before riding, check that the parking brake indicator is turned off and make sure that the parking brake is fully released so there is no drag on the rear wheel.

Handle Grip Heater

CRF1000A II/D II

This motorcycle is equipped with a handle grip heater that warms up your hands during ride.

Wear gloves to protect your hands from the heated grips.



Handle grip heater indicator:

Lights when handle grip heater is on.

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

If the handle grip heater indicator always blinks: P.157

Heater level:

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

Handle grip heater status icon: P.60

Displayed when the handle grip heater is on.

To operate handle grip heater

1. Start the engine. P.70
2. Press the handle grip heater switch. The handle grip heater is on.
   - u The status icon will be appeared on the display when the handle grip heater operates.
3. Select the heater level by pressing the switch.
   - u The clock on the display automatically switch to the indication of the heater level. The indication will return to the ordinary mode after blinking for about 5 seconds.
   - u Do not leave the handle grip heater in the high position for a long time on a warm day.

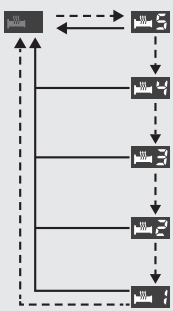
To turn off handle grip heater

Press or press and hold the handle grip heater switch until handle grip heater indicator turns off.

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

Handle Grip Heater *(Continued)*

No indication (Off)



- - → Press the handle grip heater switch
——→ Press and hold the handle grip heater switch

Maintains the selected level when the ignition switch is turned to the OFF position.

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

Honda selectable torque control

Torque Control level (engine power control) can be selected or turned on/off.

- Do not operate the Torque Control switch while riding.
  Stop the motorcycle first and the turn off or on and select the desired level.
- The Torque Control setting cannot be changed or turned off when the system is activated (Torque Control indicator flashing).
- Other than USER mode
  Each time the ignition switch is turned to the ON position, the Torque Control level will automatically be set to level 6.
  USER mode
  Each time the ignition switch is turned to the ON position, the Torque Control level will automatically be set to level it was set to. However, if the level was set to 0 (off), it will become level 1.
- Other than USER mode
  When the Torque Control is turned from the off position to the on position, it will automatically be set to level 6.
  USER mode
  When the Torque Control is turned from the off position to the on position, be set to level it was set to.

Torque Control level setting

The level can be selected by pressing the Torque Control switch.

- Level 7 is the maximum Torque Control level
- Level 1 is the minimum Torque Control level

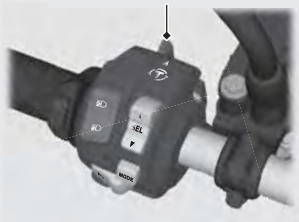
Honda selectable torque control *(Continued)*

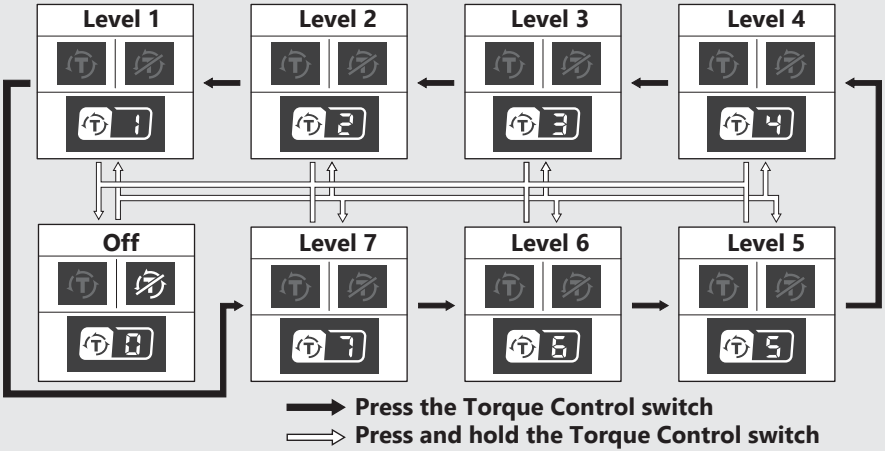
Torque Control on and off

Torque Control can be turned on and off by pressing and holding the Torque Control switch.

Each time the ignition switch is turned to the ON position, the Torque Control is automatically turned to on.

Torque Control switch

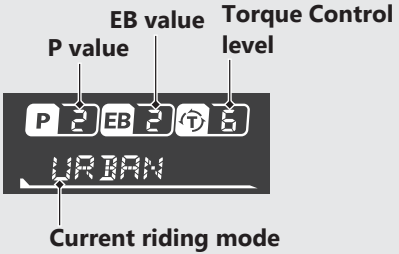



Level 1
Level 2
Level 3
Level 4
Off
Level 7
Level 6
Level 5
Press the Torque Control switch
Press and hold the Torque Control switch

Riding mode

You can change the riding mode.
The riding mode consists of the following parameters.

P: Engine output level
EB: Engine brake level
: Torque Control level



Riding mode has four modes.
Available riding mode: TOUR, URBAN, GRAVEL and USER.

TOUR, URBAN and GRAVEL

- TOUR: Enables smooth acceleration even when riding with a passenger or a full load of luggage.
- URBAN: Standard, all-round mode for a variety of situations.
- GRAVEL: Good for stable riding on loose surfaces such as dirt roads.

Each value of initial setting can not be changed.

USER

Each value of initial setting can be changed.

Initial setting

Riding modes	P value	EB value	Torque Control level
TOUR	1	2	6
URBAN	2	2	6
GRAVEL	3	3	6
USER	1*1	2*1	6*1, 2

Notes:
*1 : Value can be changed.
*2 : If level 0 (off) is selected, the value will change to level 1 the next time the ignition is turned on.

P value (Engine output level)

P value has three setting levels.
Available setting range: 1 to 3

- Level 1 has the most power.
- Level 3 has the least power.

EB value (Engine brake level)

EB value has three setting levels.
Available setting range: 1 to 3

- Level 1 has the strongest engine braking effect.
- Level 3 has the weakest engine braking effect.

Riding mode *(Continued)*

Torque Control level:

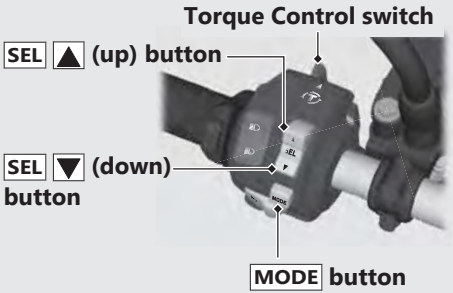
Torque Control level has eight setting levels.

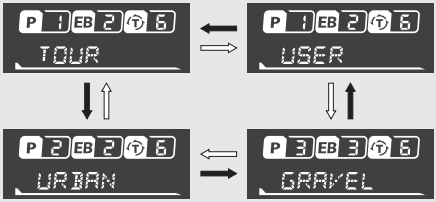
Available setting range: 0 to 7

- Level 1 is the minimum Torque Control level.
- Level 7 is the maximum Torque Control level.
- Level 0 deactivates the Torque Control.

Selecting the riding mode

1. Stop the motorcycle.
2. Select the riding mode display. P.26
3. Press the SEL ▲ (up) or SEL ▼ (down) button.





→ Press the SEL ▲ (up) button

⟹ Press the SEL ▼ (down) button

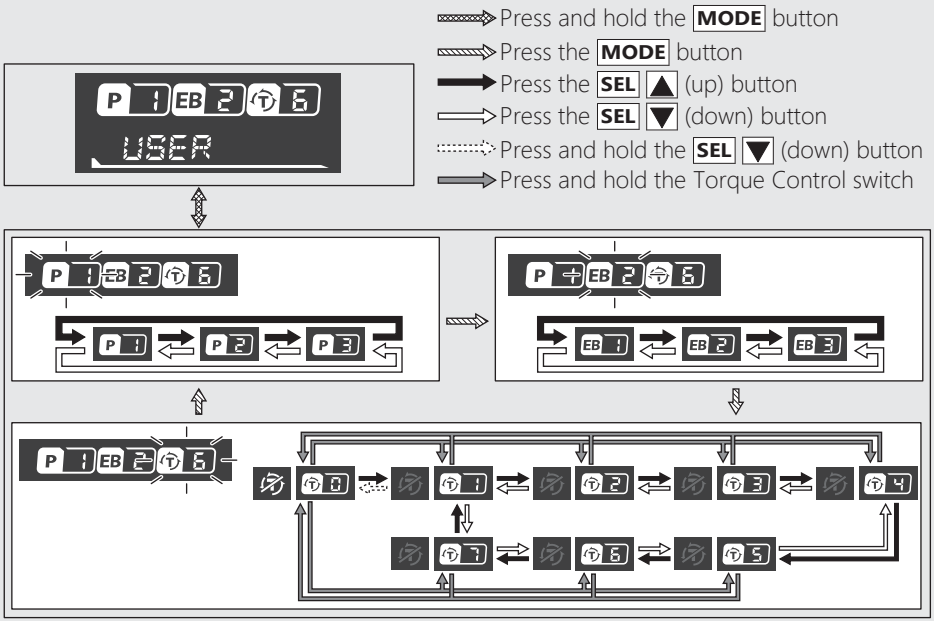
Riding mode *(Continued)*

Setting the riding mode

You can change the P and EB values and Torque Control level on the USER of the riding mode.

1. Stop the motorcycle.
2. Select the USER in the riding mode you want to set. P.67
3. Press and hold the **MODE** button until P value is selected.
4. Press the **SEL** ▲ (up) or **SEL** ▼ (down) button until the desired value is displayed.
5. Press the **MODE** button until EB value is selected.
6. Press the **SEL** ▲ (up) or **SEL** ▼ (down) button until the desired value is displayed.
7. Press the **MODE** button until Torque Control level is selected.
8. Press the **SEL** ▲ (up) or **SEL** ▼ (down) button until the desired value is displayed.
   - u T value can be changed to level 0 by pressing and holding the **SEL** ▼ (down) button at the time of level 1 or pressing and holding the Torque Control switch.
9. Press and hold the **MODE** button until ordinary display is displayed

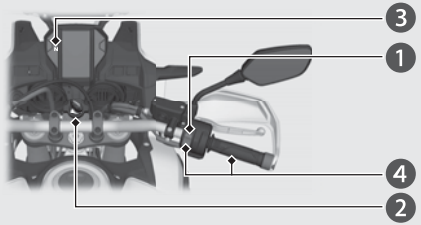
You can stop setting the riding modes at any time by pressing and holding the **MODE** button.


Press and hold the MODE button
Press the MODE button
Press the SEL ▲ (up) button
Press the SEL ▼ (down) button
Press and hold the SEL ▼ (down) button
Press and hold the Torque Control switch
USER

Starting the Engine

CRF1000A/A II

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



NOTICE

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

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

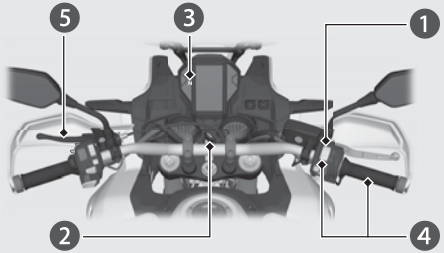
If the engine does not start:

a Open the throttle fully and press the **START** button for 5 seconds.
b Repeat the normal starting procedure.
c If the engine starts, open the throttle slightly if idling is unstable.
d If the engine does not start, wait 10 seconds before trying steps a & b again.

If Engine Will Not Start P.150

CRF1000D/D II

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



NOTICE

- If the engine does not start within 5 seconds, turn the ignition switch to the OFF position and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discoloration.

1. Make sure the engine stop switch is in the ◯ (Run) position.
2. Turn the ignition switch to the ON position.
3. Check the transmission in Neutral (N indicator to come on).
4. Press the START button with the throttle completely closed.
5. Make sure the parking brake lever is released before riding. P.57

If Engine Does Not Start P.70

When you stop the engine

a. To stop the engine, shift the transmission to Neutral (N indicator to come on).
   - u If you turn the ignition switch to the OFF position when the motorcycle in gear, the engine will shut off with the clutch disengaged.

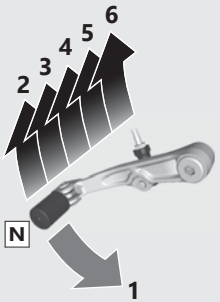
b. Turn the ignition switch to the OFF position.

c. Set the parking brake when you park the motorcycle. P.57

Shifting Gears

CRF1000A/A II

Your motorcycle transmission has 6 forward gears in a one-down, five-up shift pattern.



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

Recommended Shift Points

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

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

NOTICE

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

CRF1000D/D II

Your motorcycle is equipped with an automatically controlled 6-speed transmission. It can be shifted automatically (by AT MODE) or manually (by MT MODE).

Recommended Shift Points

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

Shifting Down	
From 6th to 5th	28 mph (45 km/h)
From 5th to 4th	23 mph (37 km/h)
From 4th to 3rd	20 mph (32 km/h)

NOTICE

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

Shifting Gears *(Continued)*

CRF1000D/D II

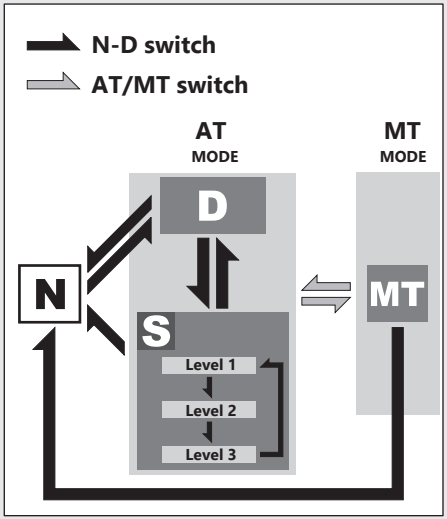
Dual Clutch Transmission

In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and three levels of S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift feel as a manual transmission.

- u Always use the recommended tires and sprockets to ensure correct Dual Clutch Transmission operation.

The Dual Clutch Transmission system runs a self check immediately after starting the engine.

"–" appears in the gear position indicator window for a few seconds, then goes out. While "–" appears, you cannot shift into gear.



Neutral (N): Neutral is selected automatically when you turn the ignition switch to the ON position.

If neutral is not selected when you turn the ignition switch to the ON position.

- Turn the ignition switch to the OFF position and then to the ON position again.
- If neutral is still not selected after turning the ignition switch to the OFF position, and then to the ON position again. P.155
  You may hear (click) noises when the transmission shifts to Neutral (N). This is normal.

When you can change between N and D

- Motorcycle is stopped and the engine is idling.
- Throttle is completely closed. It is not possible to change from Neutral to D mode while the throttle is applied.
- You cannot change between N and D mode while the wheels are rotating.
- Side stand is raised.

NOTICE

To prevent clutch damage, do not use the throttle to keep the motorcycle stopped uphill.

Shifting Gears *(Continued)*

AT MODE: In this mode the gears are shifted automatically according to your riding conditions.

And also using the shift up switch (+) or shift down switch (–), you can temporarily shift up or down in AT MODE by using the shift switch. These switches are convenient when you want to temporarily down-shift in front of a curve, etc. P.79

You can choose between two modes within AT MODE: D mode and S mode.

D mode (AT): This is the standard mode when AT MODE is selected. Select D mode for regular operation and efficient fuel economy.

S mode (AT): Select this mode while riding in AT MODE when you need more power, such as when overtaking, climbing hills, pulling away.

S mode has three levels of adjustment.

MT MODE: MT MODE (6-speed manual operation) You can choose between 6 gears in this mode.

Changing between Neutral and AT MODE/MT MODE

Changing from Neutral (N) to AT MODE

Press the **D-S** side of the N-D switch (a). The D mode indicator comes on, "1" is shown in the gear position indicator and first gear is selected.

Changing from AT or MT MODE to Neutral

Press N on the N-D switch (b).

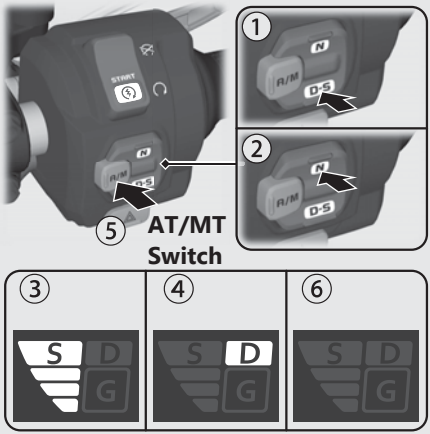
Changing between D mode and S mode while in AT MODE

Press the **D-S** side of the N-D switch. The S or D mode indicator comes on (c , d).

Changing between AT MODE and MT MODE

Press the AT/MT switch (e).

The S or D indicator goes out while MT MODE is selected (f).

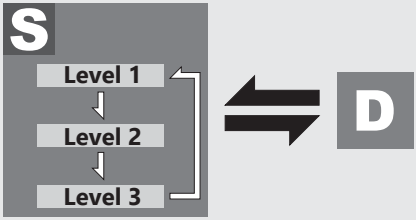


Shifting Gears *(Continued)*

S mode level selecting while in AT MODE

While in S mode, press and hold the **D-S** side of the N-D (a) switch.

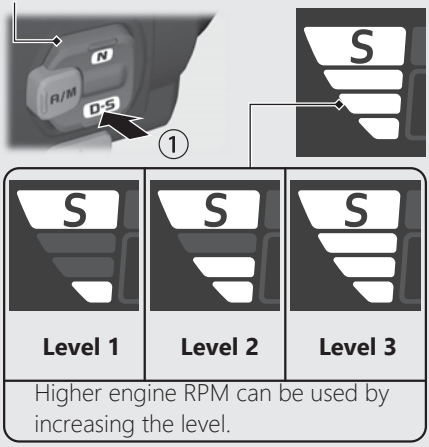
u Close the throttle completely. Then select the desired level of the S mode.



Press and hold the **D-S** side of the N-D switch

Press the **D-S** side of the N-D switch

N-D switch



The selected level is maintained even when the ignition switch is turned to the OFF position, or transmission is switched to out of S mode.

Riding in MT MODE

Shift up and down with the shift up switch (+) and shift down switch (–).

The selected gear is shown on the gear position indicator.

- u If the MT MODE is selected, the transmission does not shift up automatically. Do not allow the engine revs to go into the red zone.
- u The transmission automatically shifts down when you slow down, even in MT MODE.
- u You will start from 1st gear even if MT MODE is selected.

Gear shift operation

Shifting Up:

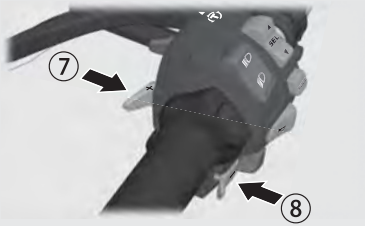
Press the shift up switch (+) (g).

Shifting Down:

Press the shift down switch (–) (h).

You cannot continue shifting gear by keeping the shift switch pressed.

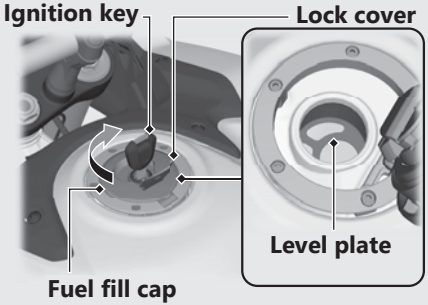
To continue shifting gear release the switch and press it again.



Shift Limit

You cannot downshift if the engine will exceed the rev limit.

Refueling



Do not fill with fuel above the level plate.
Fuel type: Unleaded gasoline only
Recommended fuel octane number:
Pump Octane Number (PON) 86 or higher.

CRF1000A/D

Tank capacity: 4.97 US gal (18.8 L)

CRF1000A II/D II

Tank capacity: 6.39 US gal (24.2 L)

Refueling and Fuel Guidelines P.13

Opening the Fuel Fill Cap

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

Closing the Fuel Fill Cap

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

3 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.

Accessory Socket

CRF1000A II/D II

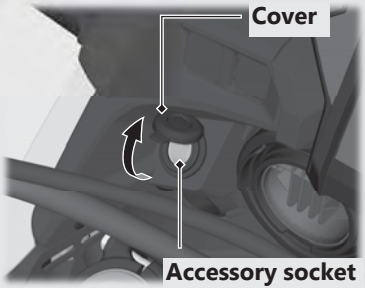
The accessory socket is located in the left side inner panel cover.

Use accessory devices at your own risk. In no event shall Honda be liable for any damages to your accessory device when in use.

Open the cover to access the socket.

Rated capacity is

24 W (12 V, 2 A).



- To prevent the battery from becoming weak (or dead), keep the engine running while drawing current from the socket.
- Set the headlight on low beam while the socket is in use. The battery may run down or cause damage to the socket.
- To prevent entry of foreign matter into the socket, be sure to close the cover when the socket is not used.
- Carefully secure all connected devices, as vibration may cause damage to them or they could shift unexpectedly.

NOTICE

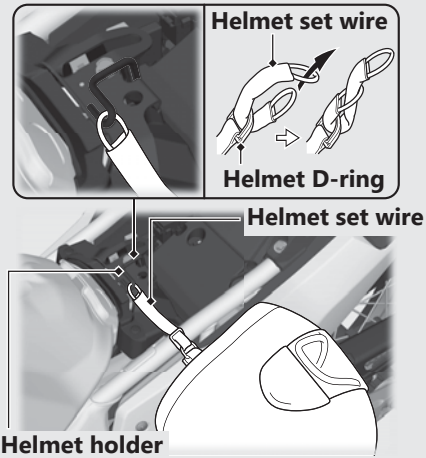
- Using any heat-generating accessory or improperly rated accessory can damage the socket.
- Do not use the socket in wet conditions, when or while washing or any other wet conditions as these will damage the socket.
- Do not allow the accessory's harness to become pinched or trapped.
- Do not allow the accessory's harness to interfere with the steering or controls.

Storage Equipment

Helmet holder

A helmet holder is located under the front seat.

The helmet set wire is secured with the rear fender under the front seat. P.83



u Use the helmet holder only when parked.

Removing the front seat P.111

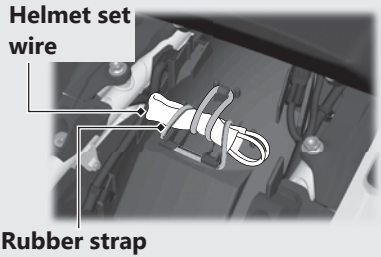
3 WARNING

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

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

Helmet Set Wire

The helmet set wire is secured on the rear fender under the front seat with the rubber strap.



Removing the front seat P.111

Document Bag/Hex Wrench

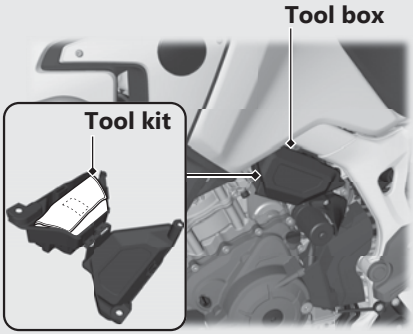
The document bag and hex wrench are located on the underside of the front seat.

Removing the front seat P.111

Storage Equipment *(Continued)*

Tool Kit

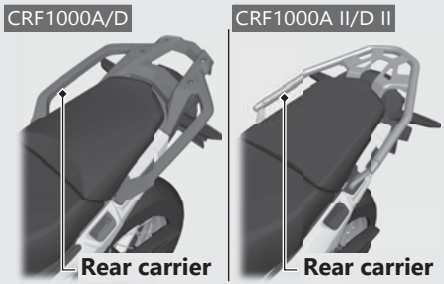
The tool kit is located in the tool box.



Rear Carrier

Never exceed the maximum weight limit.

Maximum Weight: 22 lb (10 kg)



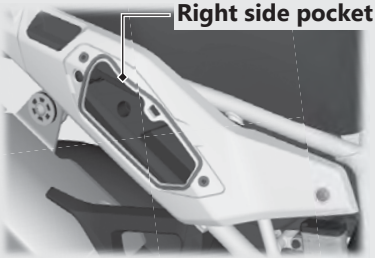
Remove the tool box P.115

Right side pocket

CRF1000A II/D II

Never exceed the maximum weight capacity.

Maximum Weight: 1.0 lb (0.5 kg)



Removing the right side lid. P.113

Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.
An optional larger tool kit may be available.
Check with your Honda dealer's parts department.

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. 2 P. 89

3 WARNING

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

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

For information about the exhaust emission and noise emission requirements of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Environment and Climate Change Canada (ECCC). 2 P. 185

USA

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

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

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

Maintenance Schedule

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

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. All scheduled maintenance is considered a normal owner operating cost and will be charged to you by your dealer. Keeping an accurate maintenance record will help ensure your motorcycle is properly maintained.
2 P. 92

Make sure whoever performs the scheduled maintenance completes the maintenance record. Retain all service documents. If you sell your motorcycle, these service documents should be transferred with the motorcycle to the new owner.

	Items		Frequency*1									
			× 1,000 mi	0.6	4	8	12	16	20	24	Regular Replace	Refer to page
			× 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0	38.4		
Emission-Related Items	Fuel Line	🔧				I		I		I		–
	Throttle Operation	🔧				I		I		I		139
	Air Cleaner*2						R			R		107
	Crankcase Breather*3				C	C	C	C	C	C		140
	Spark Plug		Every 16,000 mi (25,600 km): I Every 32,000 mi (51,200 km): R									–
	Valve Clearance	🔧						I				–
	Engine Oil			R		R		R		R	1 Year	120
	Engine Oil Filter			R				R				120
	Clutch Oil Filter*8			R				R				122
	Engine Idle Speed	🔧				I		I		I		–
	Radiator Coolant*7					I		I		I	3 Years	124
	Cooling System	🔧				I		I		I		–
	Secondary Air Supply System	🔧						I				–
	Evaporative Emission Control System*4	🔧						I				–

Maintenance Level

🔧 : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Service Manual (2 P. 191).

🔧 : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

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

	Items		Frequency*1 × 1,000 mi	0.6	4	8	12	16	20	24	Regular Replace	Refer to page
			× 1,000 km	1.0	6.4	12.8	19.2	25.6	32.0	38.4		
Non-Emission-Related Items	Drive Chain*5		Every 600 mi (1,000 km): I L									130
	Drive Chain Slider				I	I	I	I	I	I		134
	Brake Fluid*7				I	I	I	I	I	I	2 Years	126
	Brake Pads Wear				I	I	I	I	I	I		127
	Brake System					I		I		I		93
	Brake Light Switch					I		I		I		128
	Brake Lock Operation*8				I	I	I	I	I	I		128
	Headlight Aim					I		I		I		141
	Clutch System*9				I	I	I	I	I	I		136
	Side Stand					I		I		I		129
	Suspension					I		I		I		–
	Spark Arrester*6				C	C	C	C	C	C		–
	Nuts, Bolts, Fasteners*5					I		I		I		–
	Wheels/Tires*5				I	I	I	I	I	I		104, 135
	Steering Head Bearings					I		I		I		–

Notes:

*1 : At higher odometer readings, repeat at the frequency interval established here.

*2 : Service more frequently when riding in unusually wet or dusty areas.

*3 : Service more frequently when riding in rain or at full throttle.

*4 : 50 STATE (meets California).

*5 : Service more frequently when riding OFF-ROAD.

*6 : USA only.

*7 : Replacement requires mechanical skill.

*8 : CRF1000D/D II only

*9 : CRF1000A/A II only

Maintenance Record

Distance	Odometer	Date	Performed By:	Notes
600 miles (1,000 km)				
4,000 miles (6,400 km)				
8,000 miles (12,800 km)				
12,000 miles (19,200 km)				
16,000 miles (25,600 km)				
20,000 miles (32,000 km)				
24,000 miles (38,400 km)				
28,000 miles (44,800 km)				
32,000 miles (51,200 km)				
36,000 miles (57,600 km)				
40,000 miles (64,000 km)				
44,000 miles (70,400 km)				
48,000 miles (76,800 km)				
52,000 miles (83,200 km)				
56,000 miles (89,600 km)				
60,000 miles (96,000 km)				
64,000 miles (102,400 km)				
68,000 miles (108,800 km)				

Pre-ride Inspection

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

Before riding on-road, or returning to pavement after riding off-road, take a few moments to walk around your motorcycle and look for any loose parts or anything that appears unusual.
Also check the following.

- Tire tread wear and air pressures are within limits. 2 P. 104
- Lights, horn, and turn signals operate normally.
- Check the condition of the drive chain. Adjust slack and lubricate as needed. 2 P. 101

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

- Combined weight is within load limits. 2 P. 197
- Cargo is secured properly.
- Suspension is adjusted to suit load. 2 P. 143, 2 P. 146

Check the following items after you get on your motorcycle:

- Throttle action moves smoothly without binding. 2 P. 139
- Brake lever and pedal operate normally.
- Check the fuel level and refuel when needed. 2 P. 13, 2 P. 80
- Engine stop switch functions properly. 2 P. 50

Check the following items at regular intervals:

- Oil level is between the upper and lower level marks. 2 P. 118
- Brake fluid level is
  Front: above the LOWER level mark. 2 P. 126
  Rear: between the UPPER and LOWER level marks. 2 P. 126
- Engine coolant level is between the UPPER and LOWER level marks. 2 P. 124
- Side stand functions properly. 2 P. 129
- CRF1000D/D II
  Parking brake works properly. 2 P. 128

Before riding off-road check all of the preceding plus the following:

- Make sure spokes are tight. Check the rims for any damage. 2 P. 135
- Oil level is between the upper and lower marks. 2 P. 118
- Check the fuel level and refuel when needed. 2 P. 13, 2 P. 80
- Be sure the fuel fill cap is securely fastened. 2 P. 80
- CRF1000A/A II
  Clutch lever operates smoothly. Adjust freeplay if necessary. 2 P. 136
- Check for loose cables and other parts, and anything that appears abnormal.
- Use a wrench to check the tightness of all accessible nuts, bolts and fasteners.

Periodic Checks

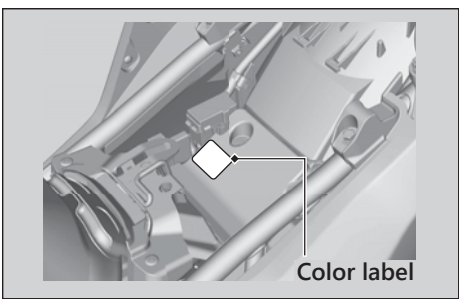
You should also perform other periodic maintenance checks at least once a month regardless of how often you ride, or more often if you ride frequently.
Also, check the odometer reading against the Maintenance Schedule and perform all maintenance that is due. 2 P. 89

Tires and wheels	Check the air pressure (2 P. 104), examine tread for wear and damage (2 P. 104), and check the wheels for damage.
Fluid levels	Check the engine oil level (2 P. 118), engine coolant level (2 P. 124), and brake fluid level (2 P. 126).
Lights	Check that the headlight, position lights, brake light, taillight, license plate light and turn signals are working properly.
Controls	Check the freeplay of the clutch lever (CRF1000A/A II only) (2 P. 136), throttle grip (2 P. 139), front brake lever (2 P. 142), rear brake pedal and parking brake (CRF1000D/D II only) (2 P. 128) operate properly.
Drive chain	Check the slack (2 P. 130), adjust the slack (2 P. 131), and lubricate (2 P. 102) as needed.
Fuses	Check that you have a full supply of spare fuses.
Nuts & bolts	Check the major nuts and bolts, and tighten as needed.
Crankcase breather	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 2 P. 140.

Replacing Parts

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

When ordering colored components, specify the model name, color, and code mentioned on the color label.
The color label is attached to the rear fender under the front seat. 2 P. 111



3 WARNING

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

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

Lithium-Ion (Li-Ion) Battery

Your motorcycle has a lithium-ion (li-ion) battery. Clean the battery terminals if they become dirty or corroded.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health. Always confirm local regulations for proper battery disposal instruction.

What to do in an emergency

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

- Electrolyte splashes into your eyes:
  - u Wash your eyes repeatedly with cool water for at 15 minutes. Using water under pressure can damage your eyes.
- Electrolyte splashes onto your skin:
  - u Remove affected clothing and wash your skin thoroughly using water.
- Electrolyte splashes into your mouth
  - u Rinse mouth thoroughly with water, and do not swallow.

3 WARNING

The battery contains flammable organic solvent as electrolyte.

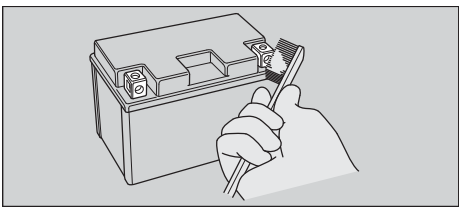
You can be burned or seriously injured if the battery is handled improperly.

- Keep the battery away from heat, sparks, and flame.
- Keep the battery out of the reach of children.
- Do not disassemble or modify the battery or battery terminals.
- Do not short-circuit the battery with metal tools or other metal objects.
- Do not subject the battery to impacts.

Continued

Cleaning the Battery Terminals

1. Remove the battery. 2 P. 108
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.
3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another lithium-ion (li-ion) battery of the same type.

Charging

If you use electrical accessories that drain the battery or you do not ride frequently, we recommend that you charge the battery every 30 days using a charger recommended by your lithium-ion (li-ion) battery manufacturer. Contact your dealer before charging the battery.

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

NOTICE

Only use a charger recommended by your lithium-ion (li-ion) battery manufacturer. Using a battery charger that is not recommended can cause permanent damage to your battery.

NOTICE

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

NOTICE
Do not jump-start, as this can damage your motorcycle's electrical system and battery. Bump starting is not recommended.

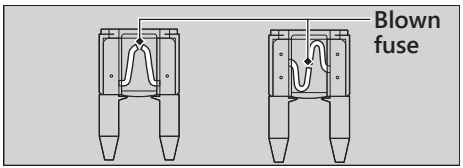
NOTICE
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. 2 P. 170

Inspecting and Replacing Fuses

Turn the ignition switch to the OFF position to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." 2 P. 200



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

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

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.
Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

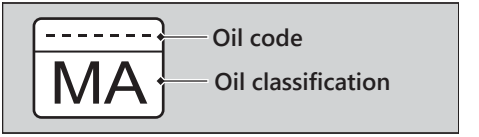
Selecting the Engine Oil

For recommended engine oil, see "Specifications." 2 P. 199

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

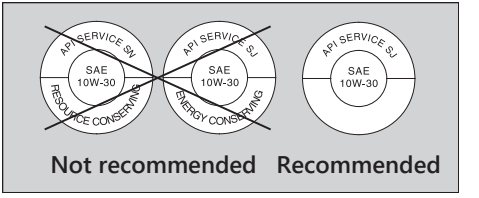
- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

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



*2. The SAE standard grades oils by their viscosity.

*3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" or "Resource Conserving" on the circular API service symbol.



Brake Fluid

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

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

Recommended brake fluid:
Honda DOT 4 Brake Fluid or equivalent

3 WARNING

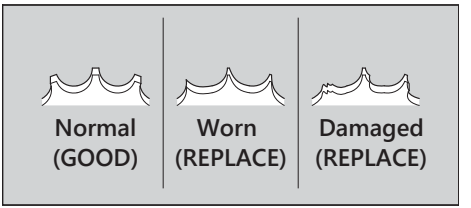
Clean filler cap before removing. Use only DOT 4 fluid from a sealed container.

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration. 2 P. 130

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

Also inspect the drive sprocket and driven sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



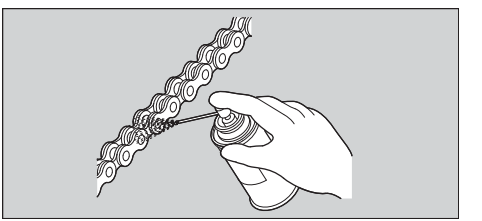
NOTICE

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

Cleaning and Lubricating

After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use a dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty. After cleaning, wipe dry and lubricate with the recommended lubricant.

Recommended lubricant:
Pro Honda HP Chain Lube or equivalent



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as gasoline and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.
Avoid getting lubricant on the brakes or tires. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

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

Concentration:
50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection.

A concentration of up to 60% will provide better protection in colder climates.

NOTICE
Using coolant not specified for aluminum engines or tap/mineral water can cause corrosion.

Crankcase Breathers

Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen 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. 2 P. 140

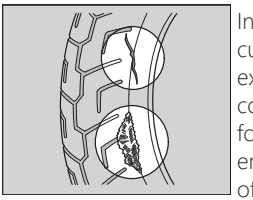
Tires (Inspecting/Replacing)

Checking the Air Pressure

Visually inspect your tires and use an air pressure gauge to measure the air pressure before each off-road ride and whenever you return to pavement after riding off-road. If you only ride on pavement, check the pressure at least once a month or any time you think the tires look low. Always check air pressure when your tires are cold.

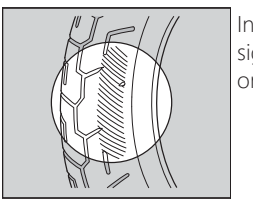
If you decide to adjust the tire pressure for a particular off-road riding condition, make changes a little at a time.

Inspecting for Damage



Inspect the tires for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tire or the tread. Also inspect for any unusual bumps or bulges in the side walls of the tires.

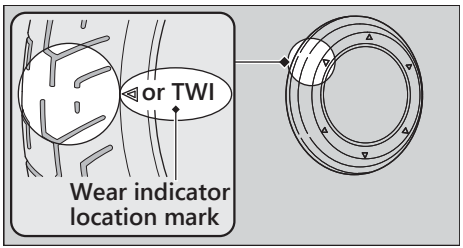
Inspecting for Abnormal Wear



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

Inspecting Tread Depth

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



Inspecting Rims and Valve Stems

Inspect the rims for damage and loose spokes. Also inspect the valve stems for their positions. A tilted valve stem indicates the tube is slipping inside the tire or the tire is slipping on the rim. See your dealer.

3 WARNING

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

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

Have your tires replaced by your dealer. For recommended tires, air pressure and minimum tread depth, see "Specifications."
2 P. 199

Follow these guidelines whenever you replace tires.

- Use the recommended tires or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalent after the tire is installed.
- Remember to replace the inner tube whenever you replace a tire. The old tube will probably be stretched, and it could fail if installed in a new tire.

3 WARNING

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

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

Tire Service Life

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

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

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

Tire Identification Number (TIN)

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

a b c

DOT XXXX XXXX 22 09

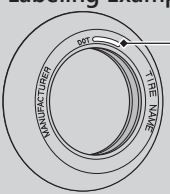
DOT: This indicates that the tire meets all requirements of the U.S. Department of Transportation.

a XXXX: Factory code

b XXXX: Tire type code

c 22 09: Date of manufacture (week & year). Example: week 22 in year 09.

Tire Labeling Example

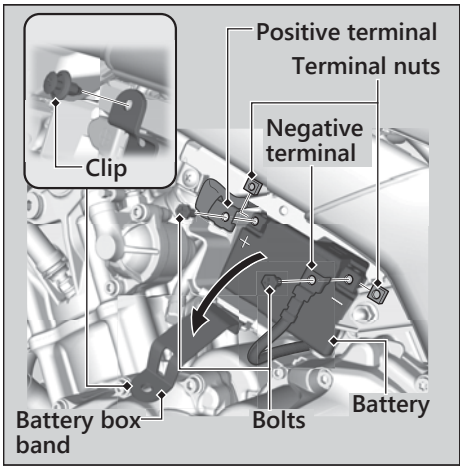


Tire identification number (TIN)

Air Cleaner

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

Battery



Removal

Make sure the ignition switch is in the OFF position.

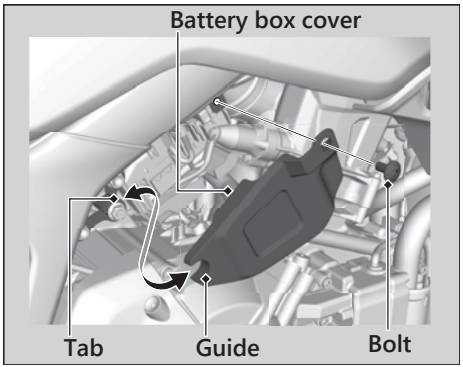
1. Remove the tool box. 2 P. 115
2. Disconnect the negative - terminal from the battery.
3. Disconnect the positive + terminal from the battery.
4. Remove the clip. 2 P. 110
5. Open the battery box band.
6. Remove the battery from the battery case taking care not to drop the terminal nuts.

Installation

Install the parts in the reverse order of removal. Always connect the positive + terminal first.
Make sure that bolts and nuts are tight.
Make sure the clock information is correct after the battery is reconnected. 2 P. 40

For proper handling of the battery, see
"Maintenance Fundamentals." 2 P. 96
"Battery Goes Dead." 2 P. 167

Battery Box Cover



Removal

1. Remove the bolt using the hex wrench provided on the underside of the front seat. 2 P. 83
2. Remove the battery box cover by releasing its tab from the guide.

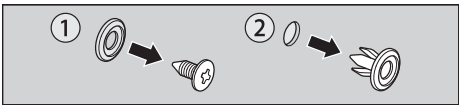
Installation

Install the parts in the reverse order of removal.

Clip

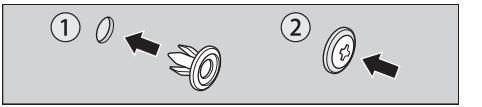
Removal

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



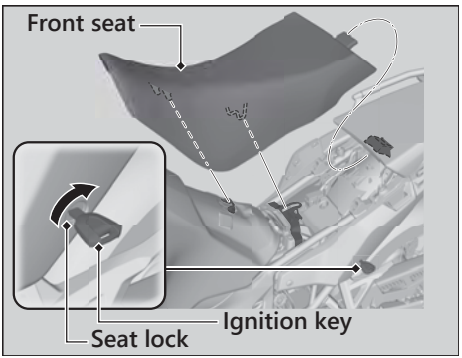
Installation

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



Front Seat

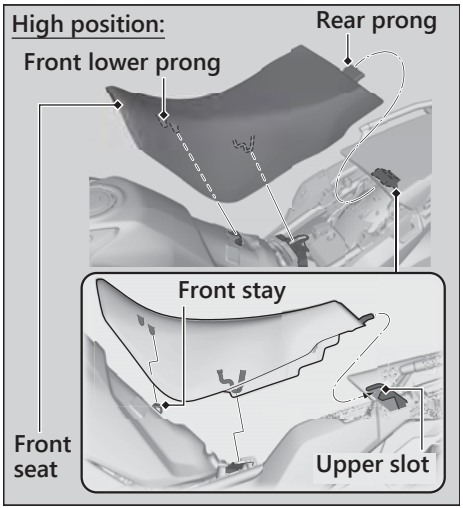
Removal



1. Insert the ignition key into the seat lock, and turn and hold the key clockwise to unlock the front seat.
2. Remove the front seat while pulling it forward and upward.

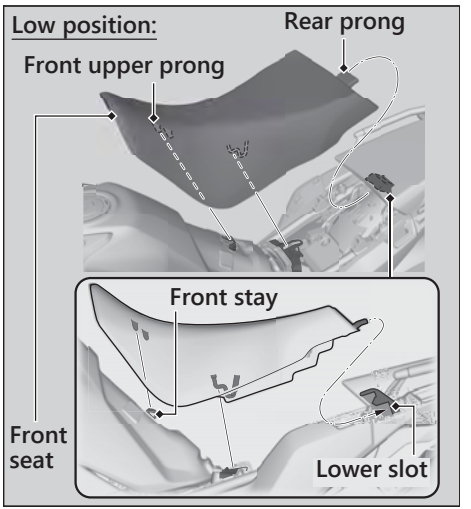
Installation

1. When setting the high seat position:
   Insert the rear prong into the rear upper slot on the rear carrier.



When setting the low seat position:

Insert the rear prong into the rear lower slot on the rear carrier.



2. When setting the high seat position:
   Insert the front lower prong into the front stay.
   When setting the low seat position:
   Insert the front upper prong into the front stay.
3. Push down on the center of the front seat until it locks in place.
   Make sure that the seat is locked securely in position by pulling it up lightly.

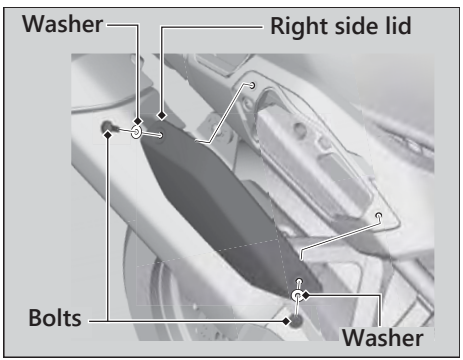
The seat locks automatically when installed.Take care not to lock your key in the compartment under the front seat.

Right Side Lid

CRF1000A II/D II

Removal

1. Remove the bolts and washers using the hex wrench provided on the underside of the front seat. 2 P. 83
2. Remove the right side lid.

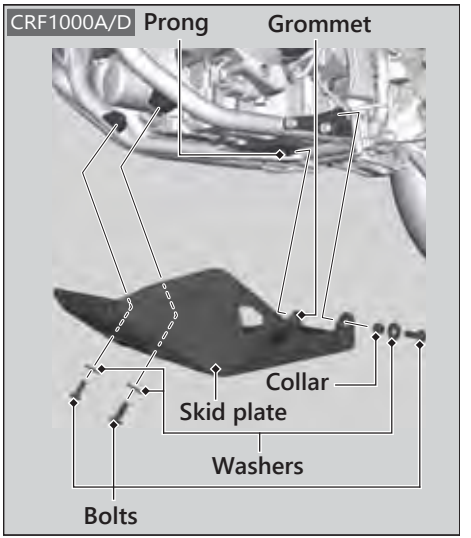


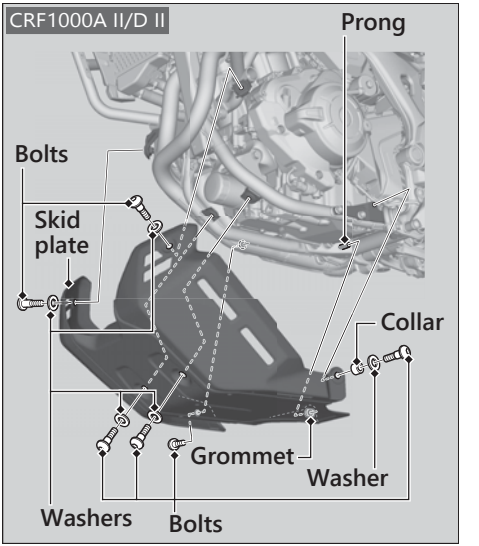
Installation

1. Install the right side lid.
2. Install the washers onto the bolts. Tighten the bolts.

Torque: 0.3 lbf·ft (0.42 N·m, 0.04 kgf·m).

Skid Plate


CRF1000A/D
Prong
Grommet
Collar
Skid plate
Washers
Bolts


CRF1000A II/D II
Prong
Bolts
Skid plate
Collar
Grommet
Washer
Washers
Bolts

Removal

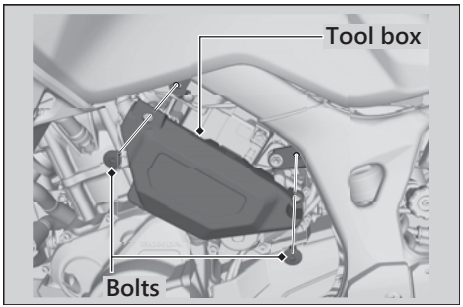
1. Remove the bolts and washers.
2. Remove the collar.
3. Remove the skid plate by releasing its grommet from the prong.

Installation

1. Install the skid plate in the reverse order of removal.
2. Install the collar.
3. Install the washers onto the bolts. Tighten the bolts.

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

Tool Box



Removal

1. Remove the bolts using the hex wrench provided on the underside of the front seat. 2 P. 83
2. Remove the tool box.

Installation

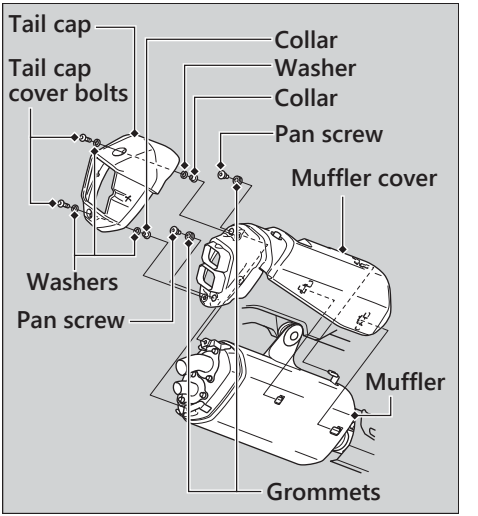
Install the parts in the reverse order of removal.

Cleaning the Spark Arrester

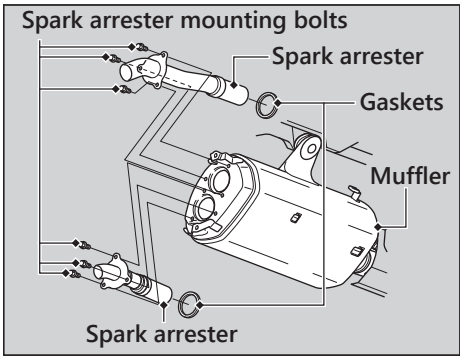
Regular servicing prevents carbon buildup (which can diminish engine performance) and also complies with USDA regulations for regular maintenance to assure proper function. The spark arrester prevents random sparks from the combustion process in your engine from reaching the environment.

u Because of possible fire hazard, do not ride with the spark arrester removed. Riding with the spark arrester removed will also damage the surrounding parts.

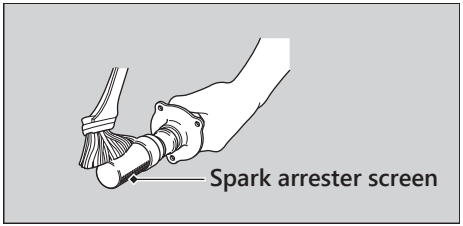
1. Allow the engine and muffler to cool.
2. Remove the tail cap cover bolts, washers, collars and tail cap from the muffler cover.
3. Remove the pan screws, grommets and muffler cover from the muffler.



4. Remove the spark arrester mounting bolts, spark arresters and gaskets from the muffler.



5. Use a brush to remove carbon deposits from the spark arrester screen. Be careful to avoid damaging the spark arrester screen. The spark arrester must be free of breaks and holes. Replace, if necessary. Check the gasket. Replace, if necessary.



6. Install the gaskets and the spark arresters, and tighten the spark arrester mounting bolts.

Torque: 6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)

7. Install the muffler cover, grommets and tighten the pan screws.

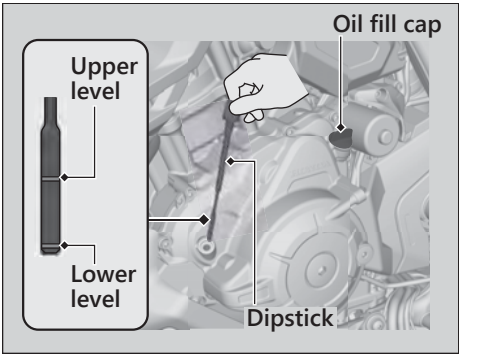
Torque: 6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)

8. Install the collars, washers, tail cap and tighten the tail cap cover bolts.

Torque: 6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)

Checking the Engine Oil

1. Place your motorcycle on its side stand on a firm, level surface.
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch to the OFF position and wait for 2 to 3 minutes.
4. Place your motorcycle in an upright position on a firm, level surface.
5. Remove the dipstick and wipe it clean.
6. Insert the dipstick until it seats, but don't screw it in.
7. Check that the oil level is between the upper level and lower level marks on the dipstick.
8. Securely install the dipstick.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil.
2 P. 100, 2 P. 199

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

2. Securely reinstall the oil fill cap.

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

For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals."
2 P. 100

Changing Engine Oil & Filter

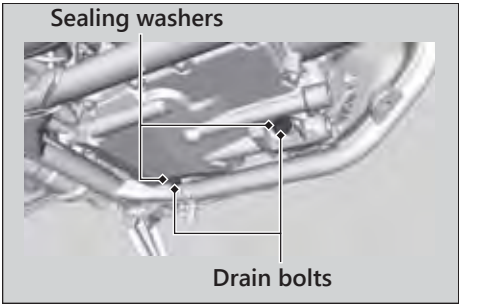
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

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

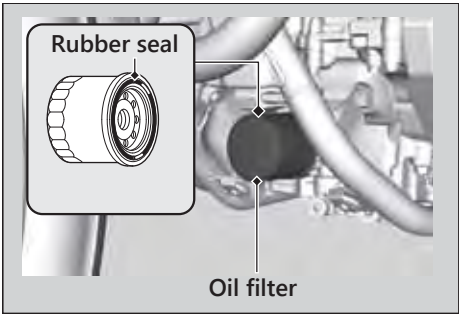
NOTICE

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

1. Remove the skid plate. 2 P. 114
2. If the engine is cold, idle the engine for 3 to 5 minutes.
3. Turn the ignition switch to the OFF position and wait for 2 to 3 minutes.
4. Place your motorcycle on a firm, level surface.
5. Place a drain pan under the drain bolts.



6. Remove the oil fill cap, drain bolts, and sealing washers to drain the oil.
7. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
   u Discard the oil and oil filter at an approved recycling center.



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

Torque: 19 lbf·ft (26 N·m, 2.7 kgf·m)

10. Install new sealing washers onto the drain bolts. Tighten the drain bolts.

Torque: 22 lbf·ft (30 N·m, 3.1 kgf·m)

11. Fill the crankcase with the recommended oil (2 P. 100, 2 P. 199) and install the oil fill cap.

Required oil

When changing oil & engine oil filter:

CRF1000A/A II

4.2 US qt (4.0 L)

CRF1000D/D II

4.4 US qt (4.2 L)

When changing oil only:

CRF1000A/A II

4.1 US qt (3.9 L)

CRF1000D/D II

4.2 US qt (4.0 L)

12. Check the oil level. 2 P. 118
13. Check that there are no oil leaks.
14. Install the skid plate. 2 P. 114

Changing Clutch Oil Filter

CRF1000D/D II

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

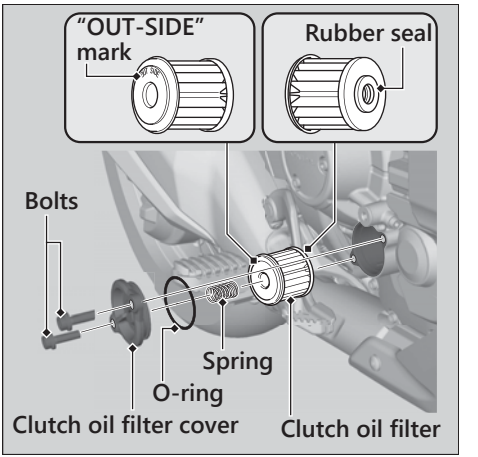
NOTICE

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

1. Follow the steps 1-7 of Changing Engine Oil & Filter. 2 P. 120

2. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter cover bolts.

u Discard the oil and clutch oil filter at an approved recycling center.



3. Install the new clutch oil filter with the rubber seal facing in, toward the engine. You will see "OUT-SIDE" mark on the clutch oil filter body, toward the filter cover.
4. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.
5. Install the spring and the clutch oil filter cover.
6. Install the clutch oil filter cover bolts and tighten.

Torque: 9 lbf·ft (12 N·m, 1.2 kgf·m)

7. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter. 2 P. 120
8. Install a new engine oil filter and tighten.

Torque: 19 lbf·ft (26 N·m, 2.7 kgf·m)

9. Install a new sealing washers onto the drain bolts. Tighten the drain bolts.

Torque: 22 lbf·ft (30 N·m, 3.1 kgf·m)

10. Fill the crankcase with the recommended oil (2 P. 100, 2 P. 199) and install the oil fill cap.

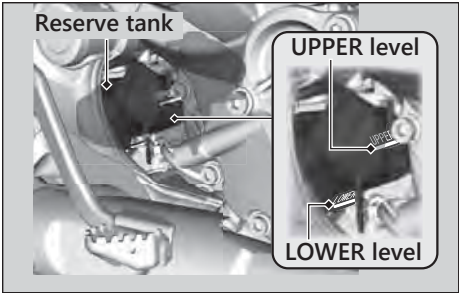
Required oil
When changing oil, engine oil filter & clutch oil filter:
4.4 US qt (4.2 L)

11. Check the oil level. 2 P. 118
12. Check that there are no oil leaks.
13. Install the skid plate. 2 P. 114

Checking the Coolant

Check the coolant level in the reserve tank while the engine is cold.

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



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

Adding Coolant

If the coolant level is below the LOWER level mark, add the recommended coolant (2 P. 103) until the level reaches the UPPER level mark.

Add fluid only from the reserve tank cap and do not remove the radiator cap.

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

3 WARNING

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

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

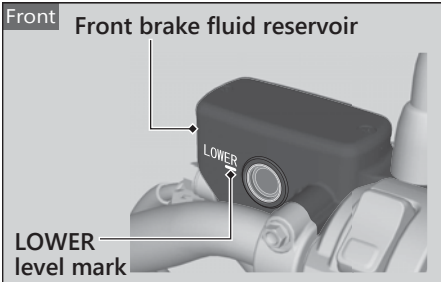
Changing Coolant

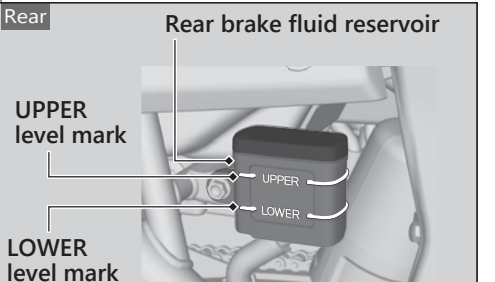
Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

Checking Brake Fluid

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

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



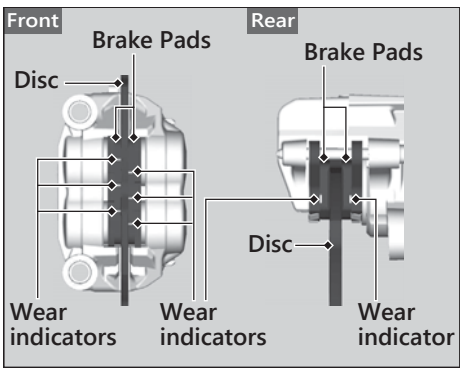


Inspecting the Brake Pads

Check the condition of the brake pad wear indicators.

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

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



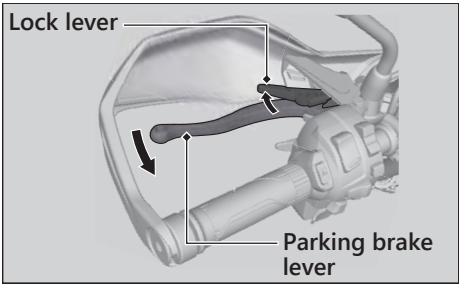
1. Front Inspect the brake pads from in front of the brake caliper.
   u Always inspect both left and right brake calipers.
2. Rear Inspect the brake pads from the rear right of the motorcycle.

If necessary have the pads replaced by your dealer.

Always replace both left and right brake pads at the same time.

Checking the Parking Brake

CRF1000D/D II

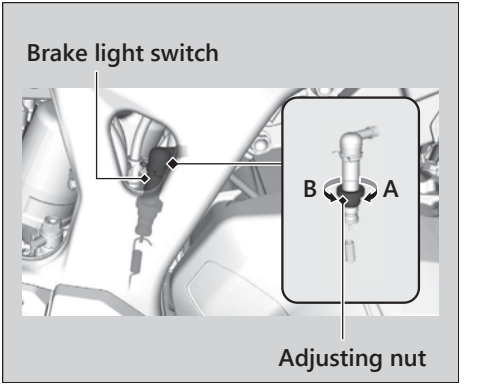


Place your motorcycle on a firm, level surface. Stop the engine and push your motorcycle while set the parking brake to check the efficacy of the parking brake.

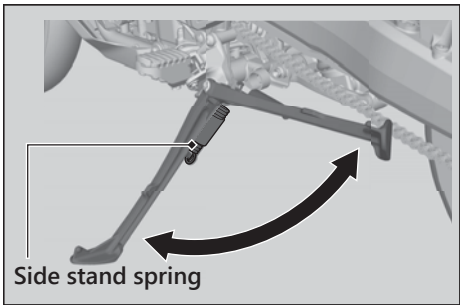
If the efficacy of the parking brake becomes weak, have the brake adjusted by your dealer.

Adjusting the Brake Light Switch

Check the operation of the brake light switch. Hold the brake light switch and turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



Checking the Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. CRF1000A/A II
   Sit on the motorcycle, shift the transmission to Neutral, and raise the side stand.
   CRF1000D/D II
   Sit on the motorcycle and raise the side stand.
4. CRF1000A/A II
   Start the engine, pull the clutch lever in, and shift the transmission into gear.
   CRF1000D/D II
   Start the engine and press the **D-S** side of N-D switch to switch the transmission into D mode.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

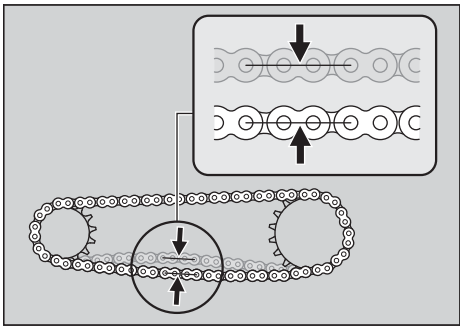
Inspecting the Drive Chain Slack

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

1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its side stand on a firm, level surface.
3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:
CRF1000A/D
1 3/8 - 1 3/4 in (35 - 45 mm)
CRF1000A II/D II
1 3/4 - 2 3/16 in (45 - 55 mm)

u Do not ride your motorcycle if the slack exceeds 2 3/8 in (60 mm).



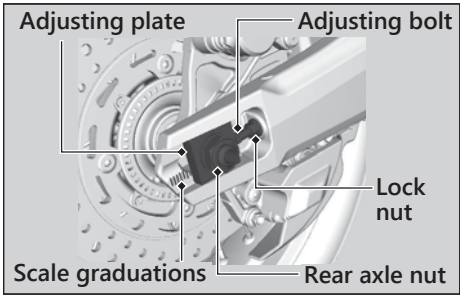
4. Roll the motorcycle forward and check that the chain moves smoothly.
5. Inspect the sprockets. 2 P. 101
6. Clean and lubricate the drive chain. 2 P. 102

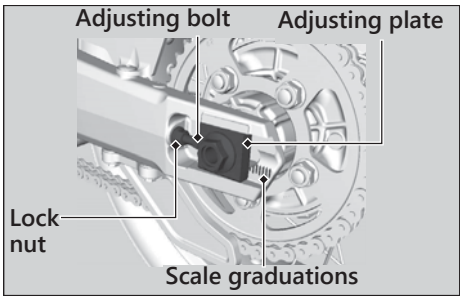
Adjusting the Drive Chain Slack

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

When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its side stand on a firm, level surface.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both adjusting bolts.





5. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain. Turn the adjusting bolts clockwise and push the rear wheel toward the front to provide more slack.
Adjust the slack at a point midway between the drive sprocket and the driven sprocket.
Check the drive chain slack. 2 P. 130

6. Check rear axle alignment by making sure the end of the chain adjusting plate aligns with the scale graduations on both sides of the swingarm.
Both marks should correspond. If the axle is misaligned, turn the right or left adjusting bolt until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

Torque: 74 lbf·ft (100 N·m, 10.2 kgf·m)

8. Hold the adjusting bolts and tighten the lock nuts.

Torque: 20 lbf·ft (27 N·m, 2.8 kgf·m)

9. Recheck drive chain slack.

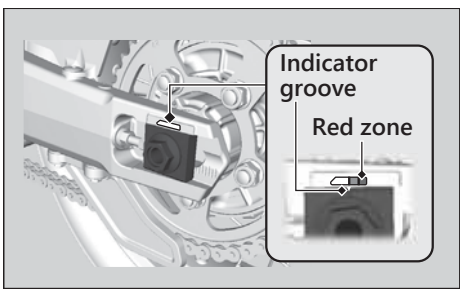
If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the indicator groove on the adjusting plate enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

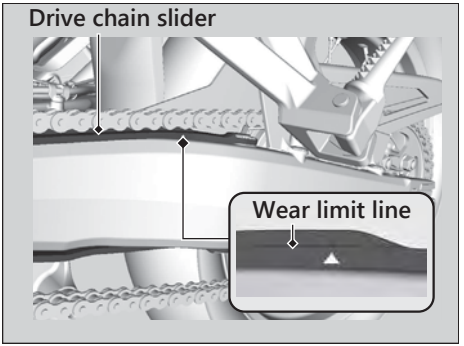
Chain: DID 525HV3

If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

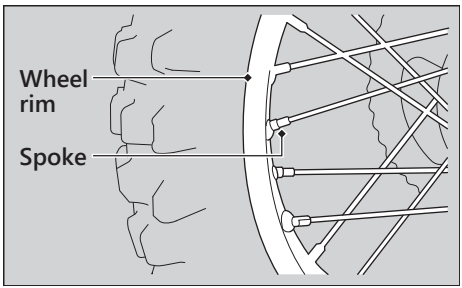
Check the condition of the drive chain slider. The drive chain slider will need to be replaced if the chain slider is worn to the wear limit line.
If necessary have the drive chain slider replaced by your dealer.



Wheels Rims & Spokes

Keeping the wheels true (round) and maintaining correct spoke tension is critical to safe motorcycle operation.
Excessively loose spokes may result in instability at high speeds and possible loss of control.
It is not necessary to remove the wheels to perform the recommended service in the Maintenance Schedule. However, information for wheel removal is provided for emergency situations. 2 P. 158

1. Inspect the wheel rims and spokes for damage.
2. Tighten any loose spokes.
3. Rotate the wheel slowly to see if it appears to "wobble." If it does, the rim is out of round or not "true." If the wobble is noticeable, see your dealer for inspection.



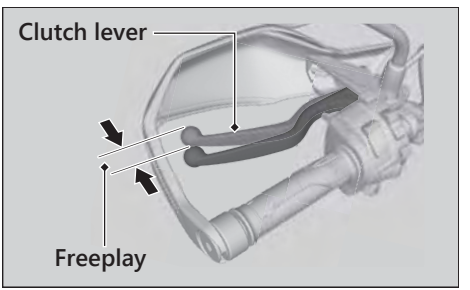
Checking the Clutch

CRF1000A/A II

Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

Freeplay at the clutch lever:
3/8 - 13/16 in (10 - 20 mm)



Check the clutch cable for kinks or signs of wear. If necessary have it replaced by your dealer.

Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

NOTICE

Improper freeplay adjustment can cause premature clutch wear.

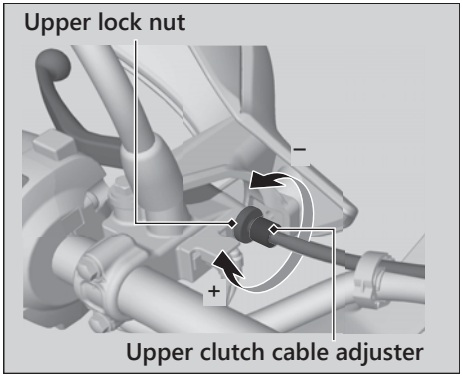
Adjusting the Clutch Lever Freeplay

CRF1000A/A II

Upper Adjustment

Attempt adjustment with the upper clutch cable adjuster first.

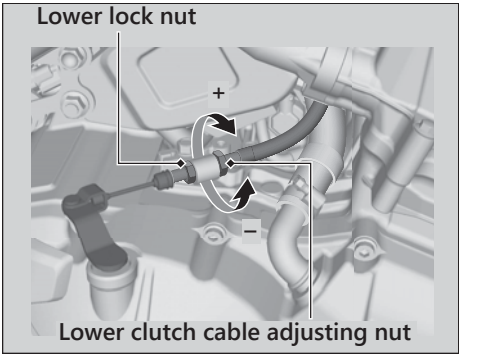
1. Loosen the upper lock nut.
2. Turn the upper clutch cable adjuster until the freeplay is 3/8 - 13/16 in (10 - 20 mm).
3. Tighten the upper lock nut and check the freeplay again.



Lower Adjustment

If the upper clutch cable adjuster is threaded out near its limit, or the correct freeplay cannot be obtained, attempt adjustment with the lower clutch cable adjusting nut.

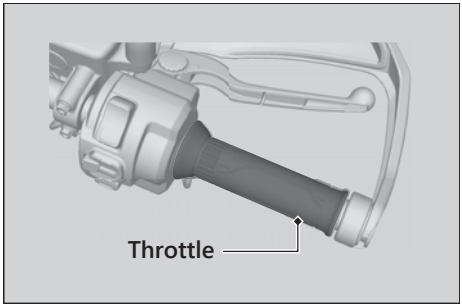
1. Loosen the upper lock nut and turn the upper clutch cable adjuster all the way in (to provide maximum freeplay). Tighten the upper lock nut.
2. Loosen the lower lock nut.
3. Turn the lower clutch cable adjusting nut until the clutch lever freeplay is 3/8 - 13/16 in (10 - 20 mm).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. 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.



If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

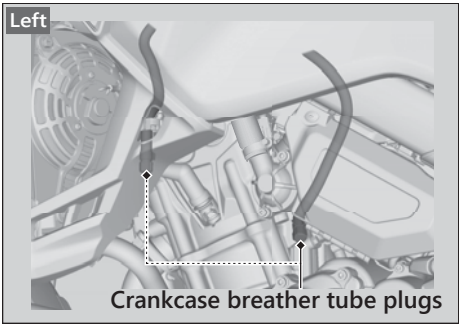
Checking the Throttle

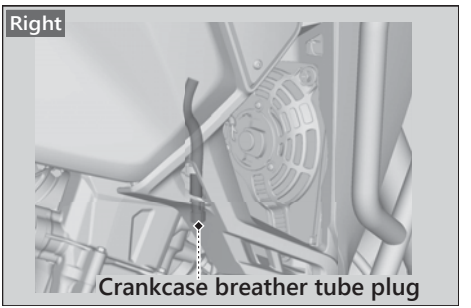
With the engine off, check that the throttle rotates smoothly from fully closed to fully open. If the throttle does not move smoothly, close automatically, have the motorcycle inspected by your dealer.



Cleaning the Crankcase Breather

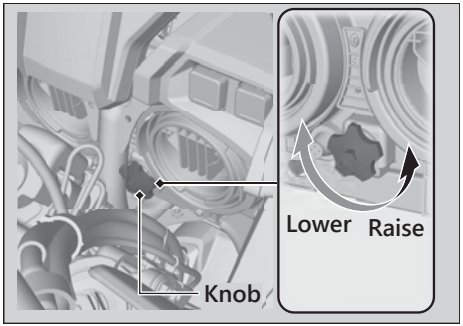
1. Place a suitable container under the crankcase breather tubes.
2. Remove the crankcase breather tube plugs from the tubes.
3. Drain deposits into a suitable container.
4. Install the crankcase breather tube plugs.





Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the knob in or out as necessary.
Obey local laws and regulations.



Adjusting the Brake Lever

You can adjust the distance between the tip of the brake lever and handle grip.

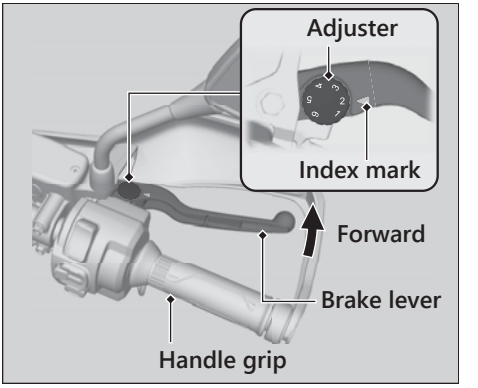
Adjustment method

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

After adjustment, check that the lever operates correctly before riding.

NOTICE

Do not turn the adjuster beyond its natural limit.



Adjusting the Front Suspension

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn the adjuster using the box end wrench provided in the tool kit. 2 P. 84

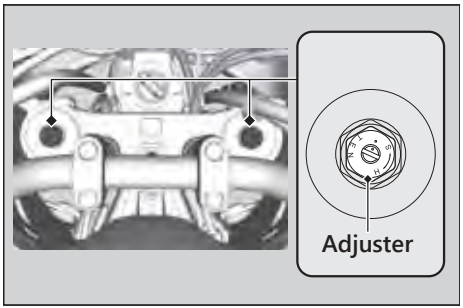
The spring preload adjuster has 15 turns.Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft).

CRF1000A/A II

The standard position is the 5 from the full soft position.

CRF1000D/D II

The standard position is the 8 1/2 from the full soft position.



NOTICE

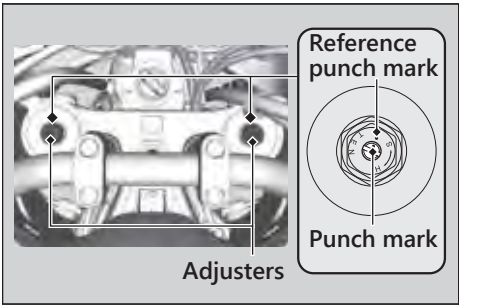
Do not turn the adjuster beyond its limits. Adjust both left and right forks to the same spring preload.

Rebound Damping

You can adjust the rebound damping by the adjuster to suit the load or the road surface. The rebound damping adjuster has 3 turns or more.

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft).

The standard position is 2 1/4 from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.



NOTICE

Do not turn the adjuster beyond its limits.

Adjust both left and right forks to the same rebound damping.

Compression Damping

You can adjust the compression damping by the adjuster to suit the load or the road surface.

The compression damping adjuster has 12 positions or more.

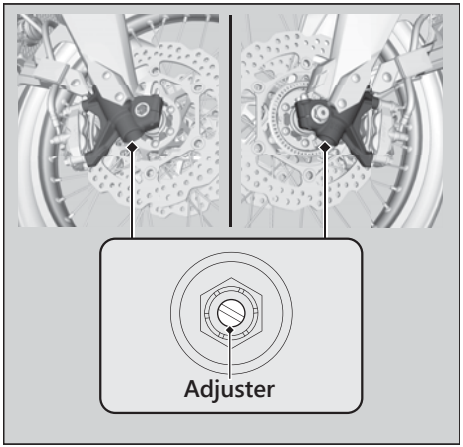
Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft). Turn the adjuster clockwise (hard) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (soft) until it clicks.

CRF1000A/D

The standard position is 8 from the maximum setting.

CRF1000A II/D II

The standard position is 4 from the maximum setting.



NOTICE

Do not turn the adjuster beyond its limits.

Adjust both left and right forks to the same compression damping.

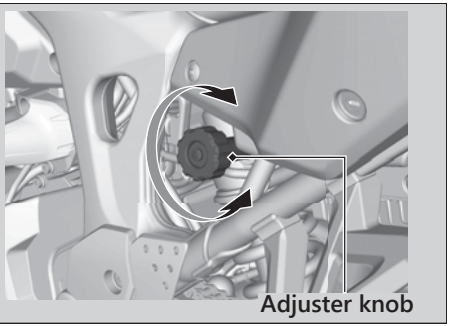
Adjusting the Rear Suspension

Spring Preload

You can adjust the spring preload by the adjuster knob to suit the load or the road surface. The spring preload adjuster has 35 positions or more. Turn the clockwise to increase spring preload (high), or turn counterclockwise to decrease spring preload (low).

Turn the adjuster counterclockwise (low) until it will no longer turn (lightly seat). Turn the adjuster clockwise (high) until it clicks. This click is position 0.

The standard position is 7 from the minimum setting.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

Rebound Damping

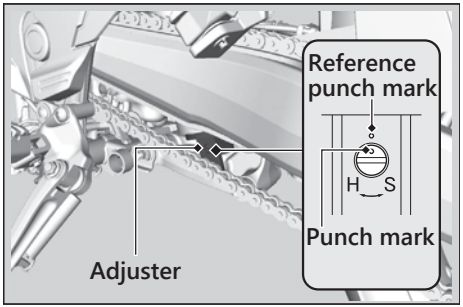
You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft).

CRF1000A/D

The standard position is 9 from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.

CRF1000A II/D II

The standard position is 13 from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

Compression Damping

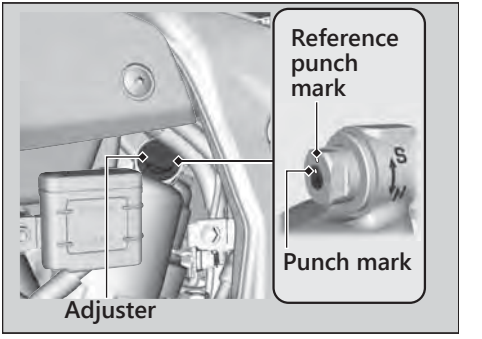
You can adjust the compression damping by the adjuster to suit the load or the road surface. Turn clockwise to increase compression damping (hard), or turn counterclockwise to decrease compression damping (soft).

CRF1000A/D

The standard position is 14 from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.

CRF1000A II/D II

The standard position is 19 from the maximum setting so that the punch mark on the adjuster aligns with the reference punch mark.



NOTICE

Do not turn the adjuster beyond its limits.

NOTICE

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

Troubleshooting

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. 2 P. 70
- Check that there is gasoline in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is on.
  - u If the indicator lamp is on, contact your dealer as soon as possible.

Starter Motor Does Not Operate

Check the following items:

- Check the correct engine starting sequence. 2 P. 70
- Make sure engine stop switch is in the ◯ (Run) position. 2 P. 50
- Check for a blown fuse. 2 P. 170
- Check for a loose battery connection (2 P. 108) or battery terminal corrosion (2 P. 98).
- Check the condition of the battery. 2 P. 167

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

Overheating (Segment H flashes in coolant temperature gauge)

The engine is overheating when the following occurs:

- The segment H flashes in the coolant temperature gauge.
- Acceleration becomes sluggish.
  If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the segment H to flash.

NOTICE

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

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.
2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

   If the fan is not operating:

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

   If the fan is operating:

   Allow the engine to cool with the ignition switch in the OFF position.
3. After the engine has cooled, inspect the radiator hose and check if there is a leak. 2 P. 124

   If there is a leak:

   Do not start the engine. Transport your motorcycle to your dealer.
4. Check the coolant level in the reserve tank. 2 P. 124

   u Add coolant as necessary.
5. If 1-4 check normal, you may continue riding, but closely monitor the temperature gauge.

Low Oil Pressure Indicator

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

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

1. Check the engine oil level, and add oil as necessary. 2 P. 118, 2 P. 119
2. Start the engine.
   u Only continue riding if the low oil pressure indicator goes off.

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

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

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

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

ABS (Anti-lock Brake System) Indicator

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

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

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

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

Torque Control Indicator

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

- Indicator comes and stays on (solid) while riding.
- Indicator does not come on when the ignition switch is turned to the ON position.
- Indicator does not go off at speeds above 3 mph (5 km/h).

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

u When the indicator comes on while the Torque Control is in operation, you will have to completely close the throttle to regain normal riding ability.

The Torque Control indicator may come on if you rotate the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch to the OFF position, and then to the ON position again. The Torque Control indicator will go off after your speed reaches 3 mph (5 km/h).

If the "–" Indicator is Blinking in the Gear Position Window While Riding

CRF1000D/D II

If the "–" indicator is blinking while riding, you may have a serious problem with the Dual Clutch Transmission system.

Park your motorcycle in a safe place and have your motorcycle inspected by dealer immediately.

It may be possible to ride your motorcycle by following the steps below.

1. Turn the ignition switch to the OFF position.
2. Turn the ignition switch to the ON position and start the engine.

If you cannot start the engine:

Turn the ignition switch to the OFF position and move the motorcycle back and forth slightly (to disengage the gears).

Turn the ignition switch to the ON position again and start the engine.

If you still cannot start the engine:

Start the engine while applying the brake lever or pressing the brake pedal.

If you can shift from N to D mode:

When a gear position is shown in the gear position indicator, you can ride in that gear.

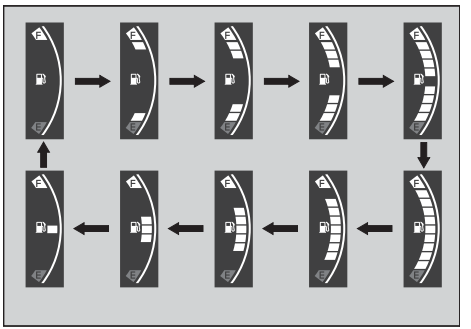
Take your motorcycle to your dealer riding at a safe speed.

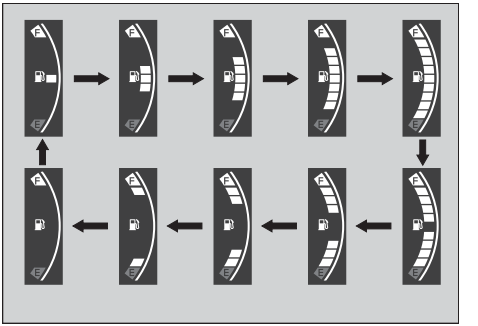
If you can't shift from N to D mode and the "–" indicator is blinking:

Damage is preventing you from riding. Have your motorcycle inspected by your dealer immediately.

Fuel Gauge Failure Indication

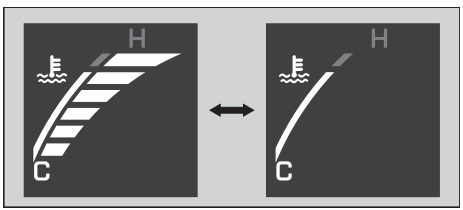
If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustrations.
If these occur, see your dealer as soon as possible.





Coolant Temperature Gauge Failure Indication

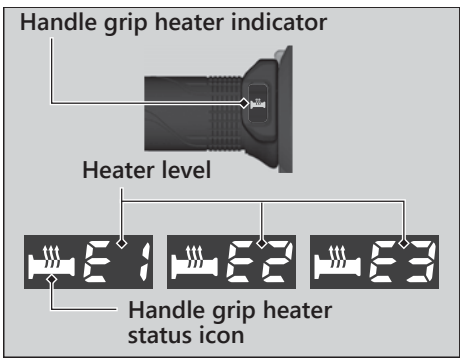
If the cooling system has an error, all segments will blink as shown in the illustration.
If this occurs, see your dealer as soon as possible.



Handle Grip Heater Failure Indication

CRF1000A II/D II

If the handle grip heater system has an error, the handle grip heater indicator will blink. If the "E1", "E2" or "E3" comes on, see your dealer as soon as possible.



Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer.
After an emergency repair, always have the tire inspected/replaced by your dealer.

Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.
If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again.
Anytime a tube is replaced, the tire should be carefully inspected as described.

3 WARNING

Riding your motorcycle with a temporary tire or tube 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 or tube repair, ride slowly and carefully and do not exceed 30 mph (50 km/h) until the tire or tube is replaced.

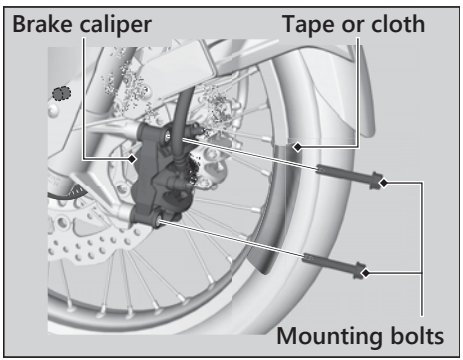
Removing Wheels

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

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

Front Wheel

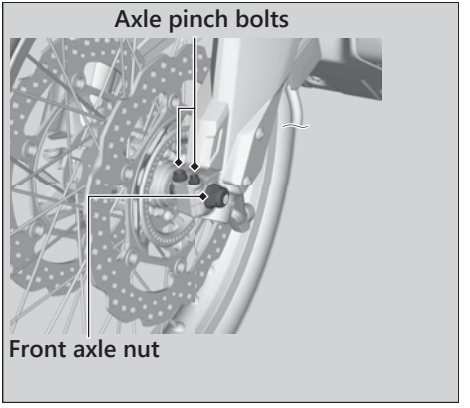
Removal



1. Place your motorcycle on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.
3. On the right side, remove the mounting bolts and remove the brake caliper.
4. On the left side, remove the mounting bolts and remove the brake caliper.
   - u Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
   - u Avoid getting grease, oil, or dirt on the disc or pad surfaces.
   - u Do not pull the brake lever while the brake caliper is removed.
   - u Take care to prevent the brake caliper from scratching the wheel during removal.

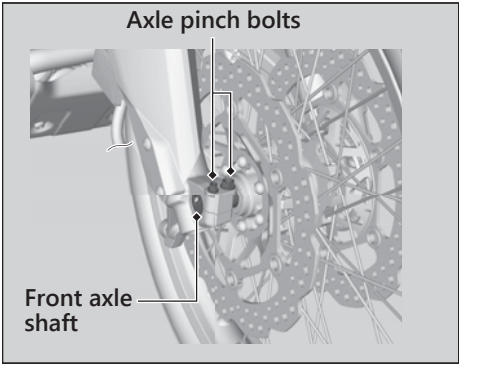
Continued

5. Remove the front axle nut.
6. Loosen the left axle pinch bolts.
7. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.



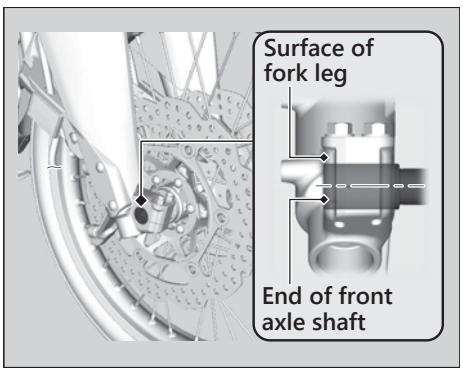
8. Loosen the right axle pinch bolts.

9. On the right side, loosen and withdraw the front axle shaft, and remove the side collars and wheel.



Installation

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



4. Tighten the right axle pinch bolts to hold the axle.
5. Tighten the axle nut.

Torque: 44 lbf·ft (60 N·m, 6.1 kgf·m).

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

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

Continued

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

Torque: 33 lbf·ft (45 N·m, 4.6 kgf·m)

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

Torque: 33 lbf·ft (45 N·m, 4.6 kgf·m)

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

NOTICE

When installing a wheel or caliper into original position, carefully fit the brake disc between the pads to avoid scratching them.

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

Torque: 16 lbf·ft (22 N·m, 2.2 kgf·m)

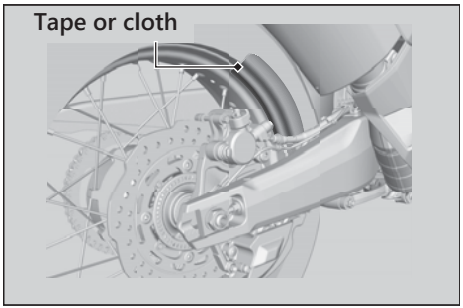
13. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
14. Remove the protective tape or cloth.

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

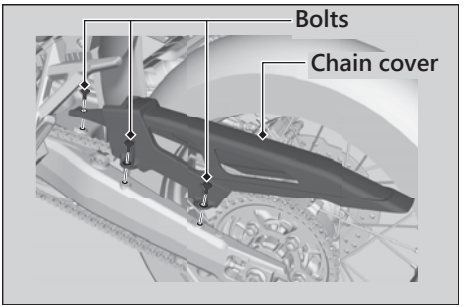
Rear Wheel

Removal

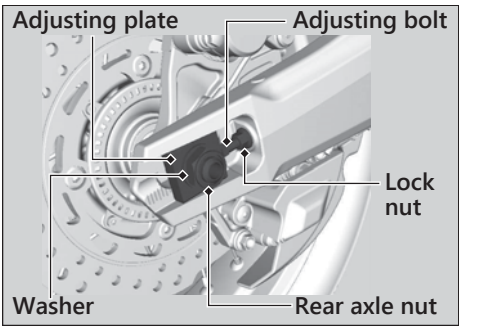
1. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
2. CRF1000D/D II
   Release the parking brake.
3. CRF1000A/A II
   Cover both sides of the rear wheel and brake caliper with protective tape or cloth.
   CRF1000D/D II
   Cover both sides of the rear wheel and brake calipers with protective tape or cloth.

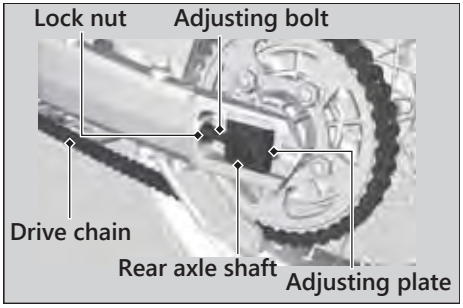


4. Remove the bolts using the hex wrench provided on the underside of the front seat. 2 P. 83
5. Remove the chain cover.



6. Loosen the rear axle nut, lock nuts and turn the adjusting bolts so the rear wheel can be moved all the way forward for maximum drive chain slack.
7. Remove the rear axle nut and washer.
8. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.
9. Remove the rear axle shaft and adjusting plates.





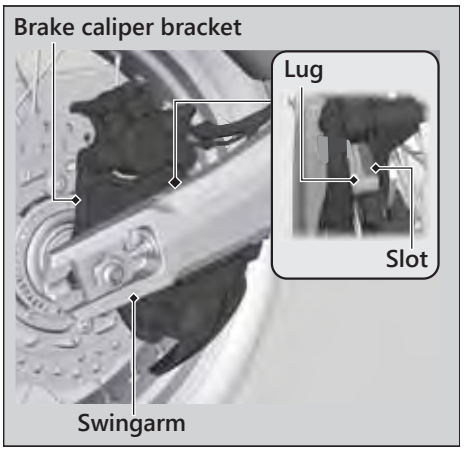
10. Remove the rear wheel and side collars.
- u Avoid getting grease, oil, or dirt on the disc or pad surfaces.
- u Do not push the brake pedal while the wheel is removed.
- u CRF1000D/D II
  Do not set the parking brake while the wheel is removed.

Installation

1. To install the rear wheel, reverse the removal procedure.
- u Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE
When installing a wheel or caliper into original position, carefully fit the brake disc between the pads to avoid scratching them.

2. Make sure that the slot on the brake caliper bracket is positioned in the lug on the swingarm.



3. Adjust the drive chain slack. 2 P. 131
4. Install and tighten the rear axle nut.

Torque: 74 lbf·ft (100 N·m, 10.2 kgf·m)

5. Install the chain cover and tighten bolts.
6. Remove the protective tape or cloth.
7. After installing the wheel, apply the brake pedal several times, 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 was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Battery Goes Dead

Battery charging is needed.
A battery charger recommended by your lithium-ion (li-ion) battery manufacturer is needed for battery charging.
Contact your dealer before charging the battery.
Remove the battery from the motorcycle before charging.

NOTICE
Only use a charger recommended by your lithium-ion (li-ion) battery manufacturer. Using a battery charger that is not recommended can cause permanent damage to your battery.

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

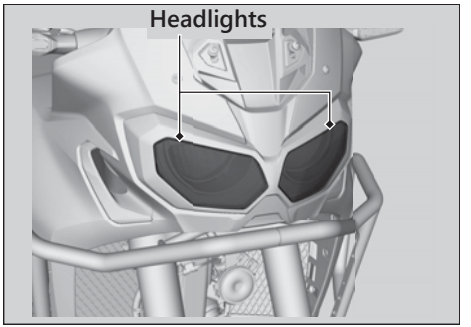
NOTICE
Do not jump-start, as this can damage your motorcycle's electrical system and battery. Bump starting is not recommended.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.
Turn the ignition switch to the OFF or LOCK position.
Allow the bulb to cool before replacing it.
Do not use bulbs other than those specified.
Check the replacement bulb for correct operation before riding.

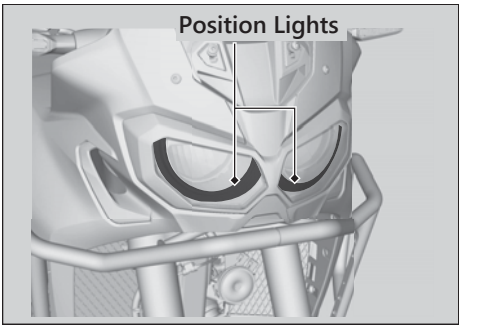
For the light bulb wattage, see "Specifications." 2 P. 200

Headlight Bulb



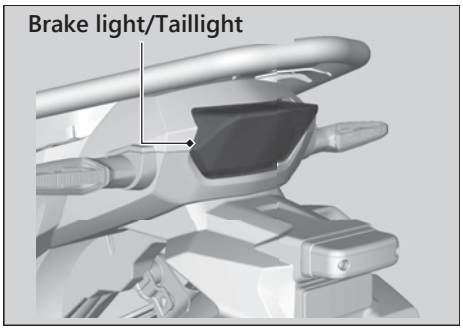
The headlights uses several LEDs.
If there is an LED which is not turned on, see your dealer for this service.

Position Light



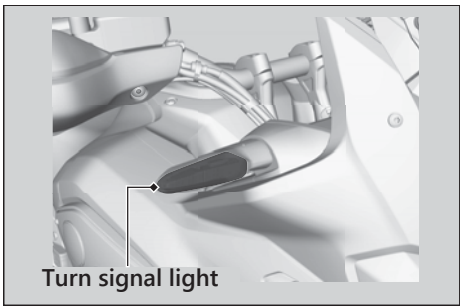
The position lights uses several LEDs.
If there is an LED which is not turned on, see your dealer for this service.

Brake Light/Taillight



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

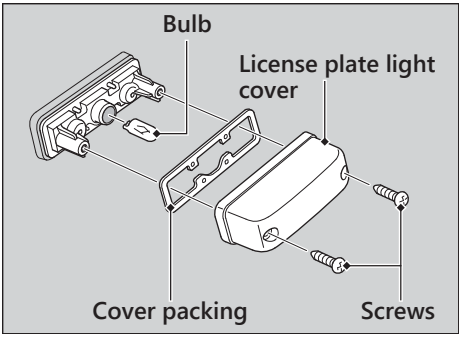
Front/Rear Turn Signal Bulb



The front and rear turn signal lights use several LEDs.
If there is an LED which is not turned on, see your dealer for this service.

License Plate Light Bulb

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



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

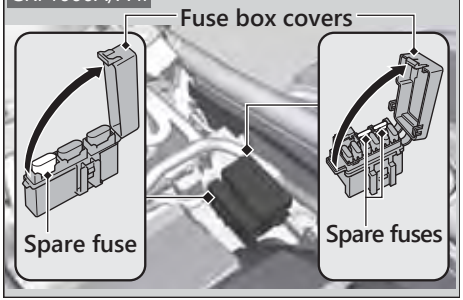
Blown Fuse

Before handling fuses, see "Inspecting and Replacing Fuses." 2 P. 99

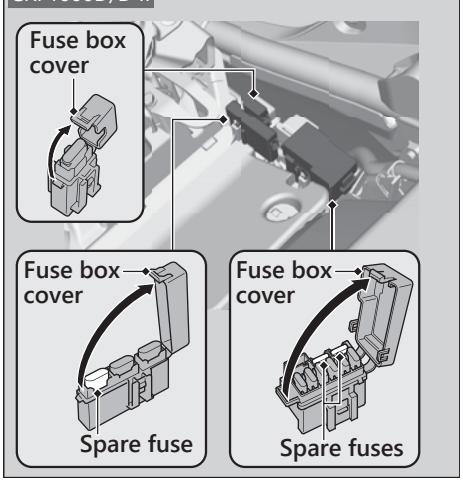
Fuse Box Fuses

1. Remove the front seat. 2 P. 111
2. Open the fuse box covers.
3. Pull the fuses out with the fuse puller in the tool kit one by one check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
4. Close the fuse box covers.
5. Reinstall the front seat.

CRF1000A/A II



CRF1000D/D II



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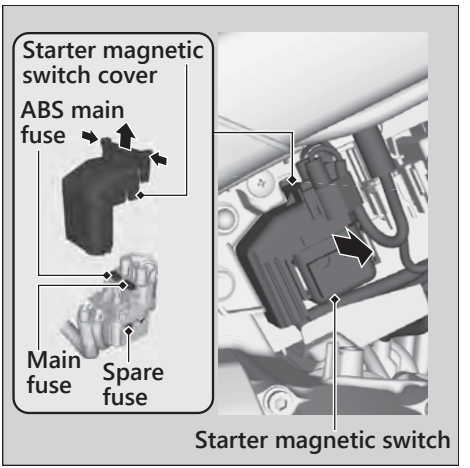
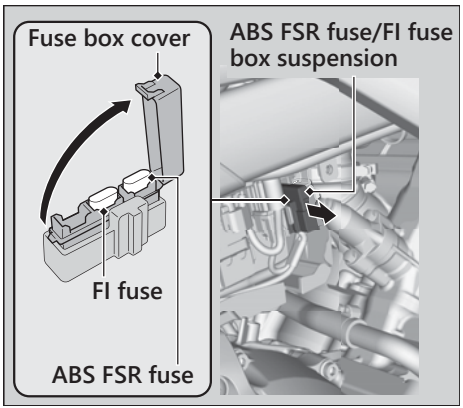
Main Fuse & ABS Main Fuse



1. Remove the battery box cover. 2 P. 109
2. Pull the starter magnetic switch out.
3. Remove the starter magnetic switch cover.
4. Pull the main fuse and ABS main fuse out with the fuse puller in the tool kit one by one check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
   - u Spare main fuse and spare ABS main fuse are provided in the starter magnetic switch.
5. Reinstall parts in the reverse order of removal.

FI Fuse & ABS FSR Fuse

CRF1000A/A II

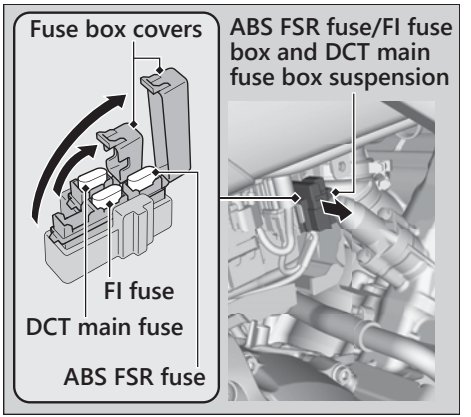


1. Remove the battery box cover. 2 P. 109
2. Pull the ABS FSR fuse/FI fuse box suspension out.
3. Open the fuse box cover.
4. Pull the ABS FSR fuse and FI fuse out with the fuse puller in the tool kit and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
   - u Spare FI fuse is provided in the fuse box under the front seat.
   - u Spare ABS FSR fuse is provided in the starter magnetic switch.
5. Reinstall parts in the reverse order of removal.

Continued

FI Fuse & ABS FSR Fuse & DCT Main Fuse

CRF1000D/D II



1. Remove the battery box cover. 2 P. 109
2. Pull the ABS FSR fuse/FI fuse box and DCT main fuse box suspension out.
3. Open the fuse box covers.
4. Pull the ABS FSR fuse, FI fuse and DCT main fuse out with the fuse puller in the tool kit one by one check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
   - u Spare FI fuse is provided in the fuse box under the front seat.
   - u Spare ABS FSR fuse and spare DCT main fuse are provided in the starter magnetic switch.
5. Reinstall parts in the reverse order of removal.

NOTICE

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

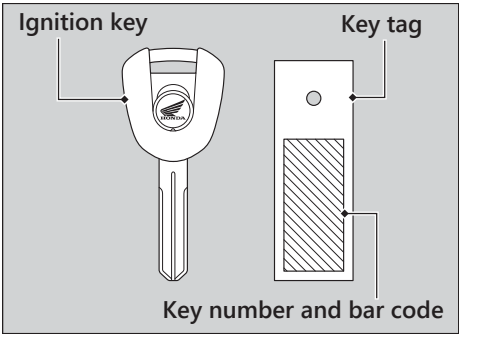
Information

Keys

Ignition Key

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

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



Instruments, Controls, & Other Features

Ignition Switch

Leaving the ignition switch in the ON position with the engine stopped will drain the battery.

Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.
If you stop the engine using the engine stop switch, turn the ignition switch to the OFF position. Failing to do so will drain the battery.

Odometer

The display locks at 999,999 when the read-out exceeds 999,999.

Tripmeter

The tripmeters return to 0.0 when each read-out exceeds 99,999.9.

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located on the underside of the front seat. 2 P. 83

Ignition Cut-off System

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

Assist-slipper Clutch System

CRF1000A/A II

The assist-slipper clutch system helps to prevent the rear tire from locking up when the deceleration of your motorcycle produces a strong engine braking effect. It also makes the clutch lever operation feel lighter.

Use only MA classification engine oil for your motorcycle. Using engine oil other than MA classification oil could result in damage to the assist-slipper clutch system.

Throttle by Wire System

This model is equipped with a Throttle by Wire System.

Do not put magnetized items or items susceptible to magnetic interference near the right handlebar switches.

Caring for Your Motorcycle

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

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

Washing

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

1. Rinse your motorcycle thoroughly using a low pressure garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
   - u Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them. Avoid directing water into the air cleaner, muffler, and electrical parts.

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

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
  - u High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
  - u Water in the air intake can be drawn into the throttle body and/or enter the air cleaner.
- Do not direct water at the muffler:
  - u Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
  - u Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
  - u Water in the under seat compartment can damage your documents and other belongings.

Continued

- Do not direct water at the air cleaner:
  - u Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
  - u The headlight's inside lens may fog temporarily after washing or while riding in the rain. This does not impact the headlight function.
    However, if you see a large amount of water or ice accumulated inside the lens(es), have your vehicle inspected by your dealer.
- Do not use wax or polishing compounds on matte painted surface:
  - u Use a soft cloth or sponge, plenty of water, and a mild detergent to clean matte painted surfaces. Dry with a soft clean cloth.

Aluminum Components

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

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

Panels

Follow these guidelines to prevent scratches and blemishes:

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

Windscreen

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

NOTICE

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

For a dirtier windscreen, use a diluted neutral detergent with a sponge and plenty of water. Make sure to wash off all the detergent. (Detergent residue may cause windscreen cracks.)
Replace the windscreen if scratches cannot be removed and they obstruct clear vision.

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

Exhaust Pipe and Muffler

The exhaust pipe and muffler are stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

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.

NOTICE

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

Storing Your Motorcycle

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

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

- Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. 2 P. 102
- Place your motorcycle on a maintenance stand and position a block so that both tires are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery (2 P. 108) to prevent discharge. Fully charge the battery and then place it in a shaded, well-ventilated area.
  - u If you leave the battery in place, disconnect the negative - terminal to prevent discharge.

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

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

Canada For more information about storage, visit our website at www.honda.ca and look up “Storage Tips” under the “Honda Warranty” in the Warranty tab for your Model.

Transporting Your Motorcycle

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

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

You & the Environment

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

Choose Sensible Cleaners

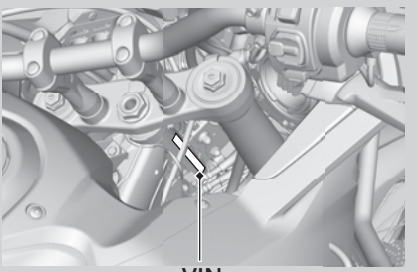
Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

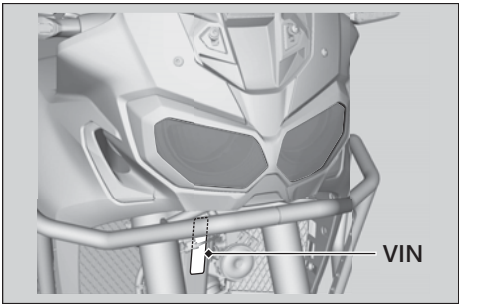
Recycle Wastes

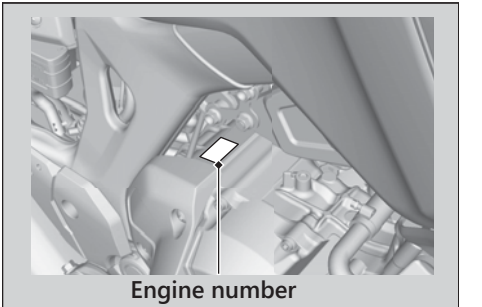
Put oil and other toxic wastes in approved containers and take them to a recycling center. Call your local or state office of public works or environmental services to find a recycling center in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a drain or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

Vehicle Identification Number

The VIN and engine serial number uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.
You should record these numbers and keep them in a safe place.







Emission Control Systems

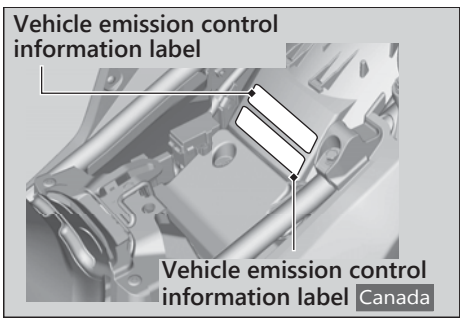
Your motorcycle engine emits combustion byproducts, including carbon monoxide (CO), oxides of nitrogen (NOx), and hydrocarbons (HC). Gasoline evaporation also emits hydrocarbons. Controlling the production of NOx, CO, and HC is important for the environment.

Exhaust Emission Requirements

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

USA Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to maintain a valid emissions system warranty.

The Vehicle Emission Control Information label is located the rear fender under the front seat.
2 P. 111



Noise Emission Requirements

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

Exhaust Emission Control System

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

PGM-FI System

The PGM-FI (programmed fuel injection) system uses sequential multiport fuel injection, and is comprised of air intake, engine control, fuel control, and exhaust control subsystems. The engine control module (ECM) uses sensors to determine how much air enters the engine, and then controls how much fuel to inject.

Ignition Timing Control System

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

Secondary Air Injection System

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

Catalytic Converters

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

Evaporative Emission Control System

50 STATE (meets California)

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

Crankcase Emissions Control System

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

Fuel Permeation Emission Control

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

Noise Emission Control System

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED:

U. S. federal law prohibits, and 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.

Continued

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 noncompliant component.

Problems Affecting Motorcycle Exhaust Emissions

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

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

Catalytic Converter

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

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

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

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

Oxygenated Fuels

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

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

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

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

NOTICE

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

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

Authorized Manuals

USA The Service Manual used by your authorized dealer is available from your Honda dealer or Helm, Inc.
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 basic service information for various systems on Honda motorcycles, scooters, and ATV.

USA 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 storage.

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

USA
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

Publication Item No.	Description
61MJP03	2019 CRF1000A/D/A II/D II Service Manual
61CSM00	Common Service Manual
S9507	USA Winter Storage Guide
31MKK610	2019 CRF1000A/D/A II/D II Owner's Manual

Warranty Coverage and Service

Coverage

Your new Honda is covered by the following warranties:

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

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

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

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

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

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

Service

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

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

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

Honda Contacts

American Honda Motor Co., Inc.

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

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

Canada

Honda Canada Inc.
Customer Relations Department,
180 Honda Boulevard
Markham, Ontario
L6C 0H9
Telephone: (888) 946-6329
Fax: (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 Honda dealer to respond, or possibly acknowledge your comments directly.

Your Honda Dealer

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

The parts department offers Honda Genuine Parts, Pro Honda products, Honda Genuine Accessories (USA only), and Honda accessories and products (Canada only) that provide the same quality that went into your motorcycle.

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

Your Honda dealer can also supply information about, riding events, and information about safety training available in your local area.

USA Reporting Safety Defects

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

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

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at: 1-888-327-4236 (TTY: 1-800-424-9153); go to *http://www.safercar.gov;* or write to: Administrator, NHTSA, 1200 New Jersey Avenue, SE., Washington, DC 20590. You can also obtain other information about motor vehicle safety from: *http://www.safercar.gov*.

Main Components

Overall length	**CRF1000A/D**	91.7 in (2,330 mm)
	CRF1000A II/D II	92.1 in (2,340 mm)
Overall width		36.6 in (930 mm)
Overall height	**CRF1000A/D**	58.1 in (1,475 mm)
	CRF1000A II/D II	61.8 in (1,570 mm)
Wheelbase	**CRF1000A/D**	62.0 in (1,575 mm)
	CRF1000A II/D II	62.2 in (1,580 mm)
Minimum ground clearance	**CRF1000A/D**	9.8 in (250 mm)
	CRF1000A II/D II	10.6 in (270 mm)
Caster angle		27° 30′
Trail		4.4 in (113 mm)

Curb weight	**CRF1000A**	**AC, II AC** 507 lb (230 kg)
		CM 505 lb (229 kg)
	CRF1000D	**AC, II AC** 529 lb (240 kg)
		CM 527 lb (239 kg)
	CRF1000A II	**IV AC** 536 lb (243 kg)
		IV CM 534 lb (242 kg)
	CRF1000D II	**IV AC** 558 lb (253 kg)
		IV CM 556 lb (252 kg)
Maximum weight capacity *1	**CRF1000A/D**	437 lb (198 kg)
	CRF1000A II/D II	397 lb (180 kg)

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

Maximum weight on rear carrier	22 lb (10 kg)
Maximum weight in right side pocket **CRF1000A II/D II**	1.0 lb (0.5 kg)
Passenger capacity	Rider and 1 passenger
Minimum turning radius	8.5 ft (2.6 m)
Displacement	60.9 cu-in (999 cm^3)
Bore x stroke	3.62 x 2.96 in (92.0 x 75.1 mm)
Compression ratio	10.0 : 1
Fuel	Unleaded gasoline Recommended: 86 PON or higher
Tank capacity	**CRF1000A/D** 4.97 US gal (18.8 L)
	CRF1000A II/D II 6.39 US gal (24.2 L)
Battery	HY110 12 V-6 Ah (20 HR)

Gear ratio	**CRF1000A/A II**	
	1st	2.866
	2nd	1.888
	3rd	1.480
	4th	1.230
	5th	1.100
	6th	0.968
	CRF1000D/D II	
	1st	2.562
	2nd	1.761
	3rd	1.375
	4th	1.133
	5th	0.972
	6th	0.882
Reduction ratio (primary / final)	**CRF1000A/A II**	1.733 / 2.625
	CRF1000D/D II	1.883 / 2.625

Service Data

Tire size	Front	90/90-21M/C 54H	
	Rear	150/70R18M/C 70H	
Tire type	Front	Bias-ply, tube	
	Rear	Radial, tube	
Recommended Tire	Front	DUNLOP	D610F W
		BRIDGESTONE	A41F G
	Rear	DUNLOP	D610 W
		BRIDGESTONE	A41R G
Tire air pressure (Up to 90 kg (200 lbs) load)	Front	**CRF1000A/D**	29 psi (200 kPa, 2.00 kgf/cm²)
		CRF1000A II/D II	33 psi (225 kPa, 2.25 kgf/cm²)
	Rear	**CRF1000A/D**	36 psi (250 kPa, 2.50 kgf/cm²)
		CRF1000A II/D II	41 psi (280 kPa, 2.80 kgf/cm²)
Tire air pressure (Up to maximum weight capacity)	Front	33 psi (225 kPa, 2.25 kgf/cm²)	
	Rear	41 psi (280 kPa, 2.80 kgf/cm²)	
Minimum tread depth	Front	0.06 in (1.5 mm)	
	Rear	0.08 in (2.0 mm)	
Spark plug	(standard)	SILMAR8A9S (NGK)	
Spark plug gap	(non-adjustable)	0.03 - 0.04 in (0.8 - 0.9 mm)	
Idle speed	(non-adjustable)	1,250 ± 100 rpm	
Recommended engine oil	API Service Classification SG or higher except oils labeled as energy conserving or resource conserving on the circular API service label, SAE 10W-30, JASO T 903 standard MA, Pro Honda GN4 4-stroke oil (USA & Canada) or Honda 4-stroke oil, or an equivalent motorcycle oil		
Engine oil capacity	**CRF1000A/A II**		
	After draining	4.1 US qt (3.9 L)	
	After draining & engine oil filter change	4.2 US qt (4.0 L)	
	After disassembly	5.1 US qt (4.8 L)	
	CRF1000D/D II		
	After draining	4.2 US qt (4.0 L)	
	After draining & engine oil filter change	4.4 US qt (4.2 L)	
	After draining, engine & clutch oil filter change	4.4 US qt (4.2 L)	
	After disassembly	5.5 US qt (5.2 L)	
Recommended brake fluid	Honda DOT 4 Brake Fluid		

Cooling system capacity	1.74 US qt (1.65 L)	
Recommended coolant	Pro Honda HP Coolant	
Recommended drive chain lubricant	Pro Honda HP Chain Lube or equivalent	
Drive chain slack	**CRF1000A/D**	1 3/8 - 1 3/4 in (35 - 45 mm)
	CRF1000A II/D II	1 3/4 - 2 3/16 in (45 - 55 mm)
Standard drive chain	DID 525HV3	
	No. of links	124
Standard sprocket size	Drive sprocket	16T
	Driven sprocket	42T

Bulbs

Headlight	LED
Brake light/Taillight	LED
Front turn signal	LED
Rear turn signal	LED
Position light	LED
License plate light	12 V-5 W

Fuses

Main fuse	30 A
Other fuse	30 A, 20 A, 15 A, 10 A

Torque Specifications

Right side lid bolt **CRF1000A II/D II**	0.3 lbf·ft (0.42 N·m, 0.04 kgf·m)
Skid plate bolt	19 lbf·ft (26 N·m, 2.7 kgf·m)
Spark arrester mounting bolt	6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)
Pan screw	6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)
Tail cap cover bolt	6.6 lbf·ft (9.0 N·m, 0.9 kgf·m)
Oil filter	19 lbf·ft (26 N·m, 2.7 kgf·m)
Engine oil drain bolt	22 lbf·ft (30 N·m, 3.1 kgf·m)
Clutch oil filter cover bolt **CRF1000D/D II**	9 lbf·ft (12 N·m, 1.2 kgf·m)
Rear wheel axle nut	74 lbf·ft (100 N·m, 10.2 kgf·m)
Drive chain adjusting lock nut	20 lbf·ft (27 N·m, 2.8 kgf·m)
Front wheel axle nut	44 lbf·ft (60 N·m, 6.1 kgf·m)
Front wheel axle pinch bolt	16 lbf·ft (22 N·m, 2.2 kgf·m)
Front wheel brake caliper mounting bolt	33 lbf·ft (45 N·m, 4.6 kgf·m)

Information Record

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

Index

California Proposition 65 Warning

3 WARNING

Operating, servicing and maintaining a passenger vehicle or off-highway motor vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.