

OWNER'S MANUAL

 **HONDA**

ADV750



This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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The vehicle pictured in this owner's manual may not match your actual vehicle.

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.

- The following codes in this manual indicate each country.
- The illustrations here in are based on the ADV750 ED type.

Country Codes

Code	Country
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ADV750

ED, II ED	European direct sales, Turkey
III ED, IV ED	European direct sales

*The specifications may vary with each locale.


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 judgement.

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

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

These signal words mean:

DANGER

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

WARNING

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

CAUTION

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

Other important information is provided under the following titles:

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

Contents

Motorcycle Safety P. 2

Operation Guide P. 20

Maintenance P. 74

Troubleshooting P. 126

Information P. 153

Specifications P. 168

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Motorcycle Safety

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

Safety Guidelines.....	P. 3
Image Labels.....	P. 6
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Riding Precautions.....	P. 12
Accessories & Modifications.....	P. 17
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Safety Guidelines

Follow these guidelines to enhance your safety:

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

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➤ P. 11

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.

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.

Safety Guidelines

Make Yourself Easy to See

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

Ride within Your Limits

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

Don't Drink and Ride

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

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➤ P. 18), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤ P. 17).

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 **O** (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.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, 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.

⚠ 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 colourless, 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.

Image Labels

Image Labels

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

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

There is a specific symbol on each label. The meanings of each symbol and label are as follows.



Read instructions contained in Owner's Manual carefully.



Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.

**DANGER (with RED background)**

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

WARNING (with ORANGE background)

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

CAUTION (with YELLOW background)

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



BATTERY LABEL DANGER

- Keep flame and spark away from the battery. Battery produce explosive gas that can cause explosion.
- Wear the eye protection and rubber gloves when handling the battery, or you can get burned or lose your eyesight by the battery electrolyte.
- Do not allow children and other people to touch a battery unless they understand proper handling and hazards of the battery very well.
- Handle the battery electrolyte with extreme care as it contains dilute sulfuric acid. Contact with your skin or eyes can burn you or cause loss of your eyesight.
- Read this manual carefully and understand it before handling the battery. Neglect of the instructions can cause personal injury and damage to the motorcycle.
- Do not use a battery with the electrolyte at or below the lower level mark. It can explode causing serious injury.

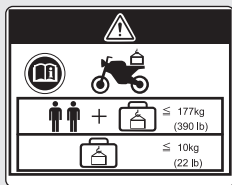
Image Labels

**RADIATOR CAP LABEL****DANGER**

NEVER OPEN WHEN HOT.

Hot coolant will scald you.

Relief pressure valve begins to open at **1.1 kgf/cm²**.

**ACCESSORIES AND LOADING WARNING LABEL**
WARNING

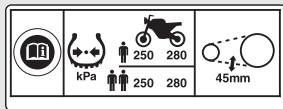
ACCESSORIES AND LOADING

- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **177 kg (390 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **10 kg (22 lb)** under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

**REAR CUSHION LABEL**

GAS FILLED

Do not open. Do not heat.

**TYRE INFORMATION & DRIVE CHAIN LABEL**

Cold tyre pressure:

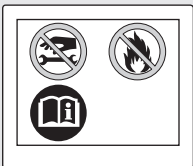
[Driver only]

Front **250 kPa (2.50 kgf/cm², 36 psi)**Rear **280 kPa (2.80 kgf/cm², 41 psi)**

[Driver and passenger]

Front **250 kPa (2.50 kgf/cm², 36 psi)**Rear **280 kPa (2.80 kgf/cm², 41 psi)**

Keep chain adjusted and lubricated.

Freeplay **40 - 50 mm (1.6 - 2.0 in)****SEAT DAMPER OPENER LABEL**

GAS FILLED

Do not open. Do not heat.

Image Labels

**SAFETY REMINDER LABEL**

For your protection, always wear helmet, protective apparel.

FUEL LABEL

Unleaded petrol only

ETHANOL up to 10 % by volume

**CARGO LIMIT LABEL**

Do not exceed **5.0 kg (11.0 lb)**.

Safety Precautions

- Ride cautiously and keep your hands on the handlebar and feet on the step board.
- 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

Safety-standard certified, high-visibility, 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

⚠ 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 Trousers

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

Riding Precautions

Running-in Period

During the first 500 km (300 miles) 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.
 - ▶ Sudden braking can reduce the motorcycle's stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk sliding out.
- Exercise caution on low traction surfaces.
 - ▶ The tyres slip more easily on such surfaces and braking distances are longer.
- Avoid continuous braking.
 - ▶ Repeated braking, such as when descending long, steep slopes can seriously overheat the brakes, reducing their effectiveness. Use engine braking with intermittent use of the brakes to reduce speed.
- For full braking effectiveness, operate both the front and rear brakes together.

■ Anti-lock Brake System (ABS)

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 10 km/h (6 mph).
- The brake levers may recoil slightly when applying the brakes. This is normal.
- Always use the recommended front/rear tyres 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.

Riding Precautions

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, lock the ignition switch (➡ P. 52) and leave your motorcycle while taking the Honda SMART Key with you. Deactivate the Honda SMART Key system if necessary. ➡ P. 47
Use of an anti-theft device is also recommended.

■ Parking with the Side Stand or Centre Stand

1. Stop the engine.
2. Apply the parking brake. ➡ P. 56
3. **Using the side stand**
Push the side stand down.
Slowly lean the motorcycle to the left until its weight rests on the side stand.
- Using the centre stand**
To lower the centre stand, stand on the left side of the motorcycle. Hold the left handle grip and the left grab rail. Press down on the tip of the centre stand with your right foot and, simultaneously, pull up and back.
4. Turn the handlebar fully to the left.
 - ▶ Turning the handlebar to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the  (Lock) position (➡ P. 44) and lock the ignition switch (➡ P. 52).

Refuelling and Fuel Guidelines

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

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. ➤ P. 166
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Riding Precautions

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 tyres 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 for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

WARNING

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

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

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

Loading

Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.

Maximum weight capacity / Maximum luggage weight ➤ P. 168

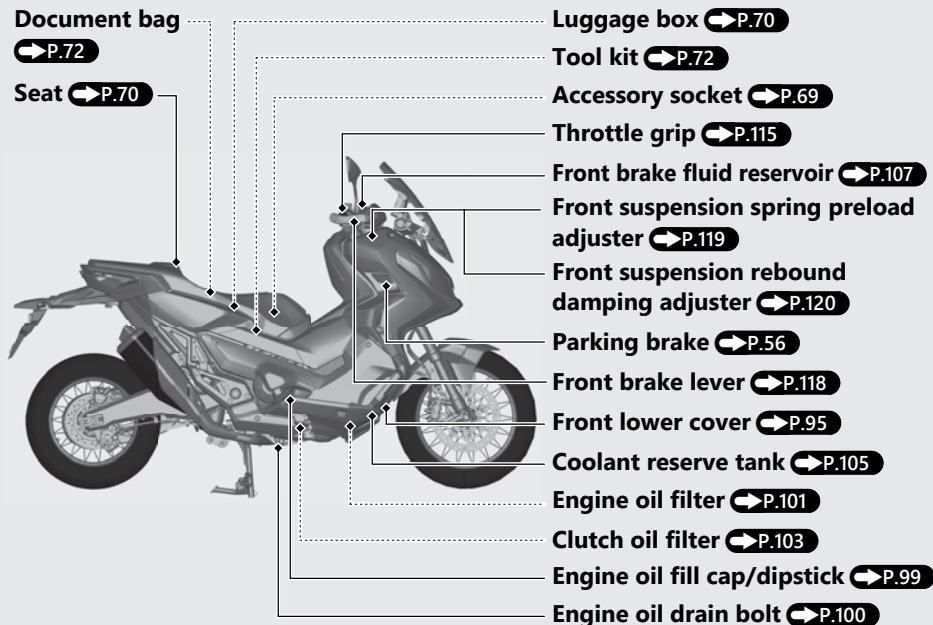
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

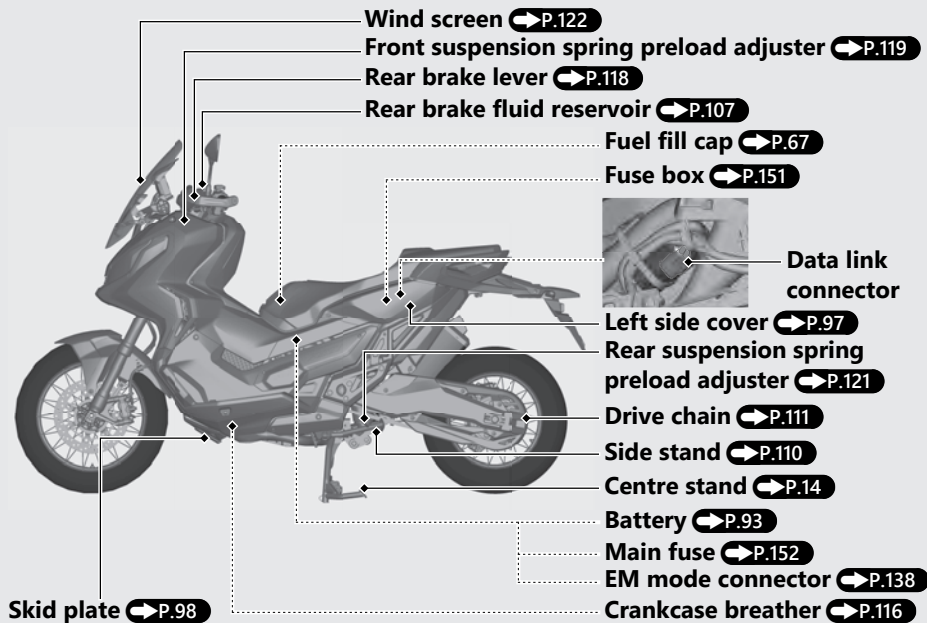
WARNING

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

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

Parts Location

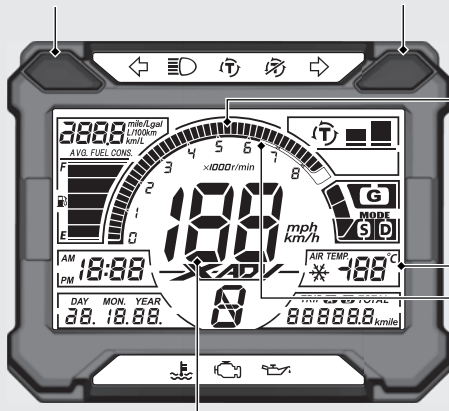




Instruments

SEL button

SET button

**Tachometer****NOTICE**

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

Tachometer red zone

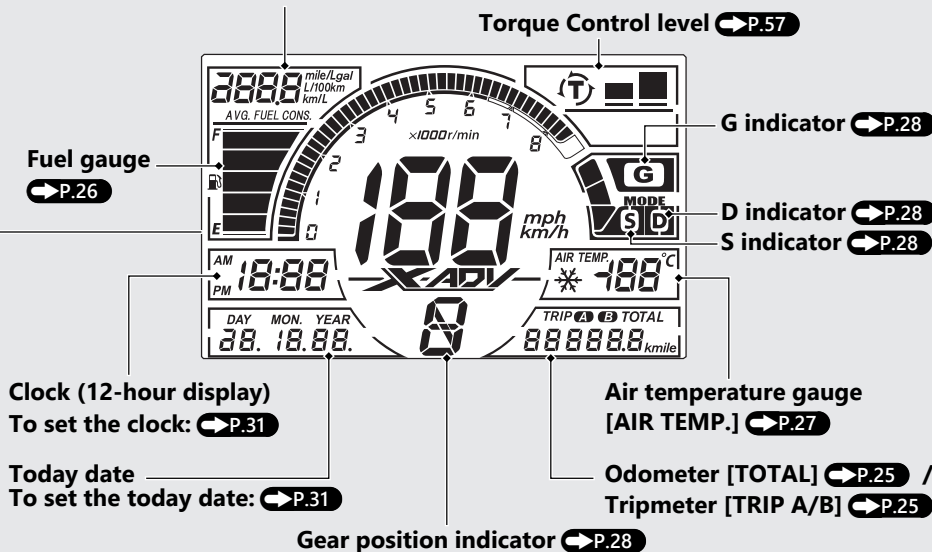
(excessive engine rpm range)

Speedometer

Display Check

When the ignition switch is turned to the **I** (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.

Current fuel mileage [FUEL CONS.] ➡ P.25 / Average fuel mileage
[AVG. FUEL CONS.] ➡ P.26 / Reserve fuel consumption ➡ P.27

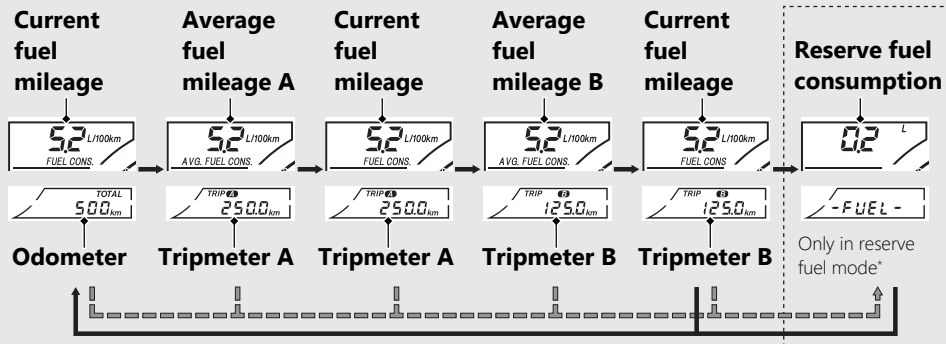


Instruments (Continued)

Switching the Display

The SEL button switches among the odometer, tripmeter A and tripmeter B.

Also SEL button switches among the current fuel mileage, average fuel mileage and reserve fuel consumption.



→ Press the SEL button

====→ When the 1st (E) segment of the fuel gauge starts flashing, it will automatically switch to the reserve fuel consumption display.

* Reserve fuel mode: When the 1st (E) segment of the fuel gauge flashes, reserve fuel consumption display can be 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

■ Current fuel mileage

Displays the current or instant fuel mileage.

Display range: 0.0 to 299.9 L/100km (km/L, mile/gal or mile/L)

Less than 0.1 L/100km (km/L, mile/gal or mile/L): "0.0" is displayed

More than 299.9 L/100km (km/L, mile/gal or mile/L): "299.9" is displayed

- When your speed is less than about 5 km/h (3 mph): "--.-" is displayed.

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

Instruments *(Continued)*

Average fuel mileage A/B

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. When each tripmeter is reset, each average fuel mileage will also reset. Display range: 0.0 to 299.9 L/100km (km/L, mile/gal or mile/L)

Less than 0.1 L/100km (km/L, mile/gal or mile/L): "0.0" is displayed

More than 299.9 L/100km (km/L, mile/gal or mile/L): "299.9" is displayed

- When the tripmeter A or B is reset: "--.-" is displayed.

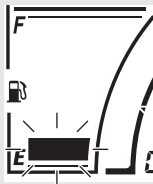
When "--.-" is displayed except for the above-mentioned cases, go to your dealer for service.

To reset the average fuel mileage:

➡ P.29

Fuel gauge

Remaining fuel when only 1st (E) segment starts flashing: approximately 1.7 L (0.45 US gal, 0.37 Imp gal)



At the same time, the reserve fuel consumption is displayed.

If the fuel gauge indicator flashes in a repeat pattern or turns off: ➡ P.134

Reserve fuel consumption (only when reserve fuel mode)

Displays the fuel consumption since the 1st (E) segment of the fuel gauge starts flashing. The -FUEL- starts flashing on the odometer or tripmeter display.

The -FUEL- will flash faster when the fuel decreases further.



When the fuel gauge is near the 1st (E) segment or flashes, fill fuel promptly.

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

Air temperature gauge

Shows ambient temperature.

Display range: -10 to 50°C

- Below -10°C: "---" is displayed

- Above 50°C: 50°C flashes




❄ comes on when air temperature is below 3°C, and goes off when air temperature reaches 5°C after ❄ comes on.

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

Instruments *(Continued)*


| Gear position indicator

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

- ▶ “-” appears for a few seconds and then goes off when the engine starts.
- ▶ “-” flashes when the engine stop switch position is changed from  (Run) to  (Stop) position with the ignition switch in the **|** (On) position..
- ▶ “-” flashes when the ignition switch is turned to the **|** (On) position with the engine stop switch  (Stop) position.

The indicator may flash if:

- ▶ The front wheel leaves the ground.
- ▶ 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.133**

| G indicator


Comes on when the G switch is turned on.

 **P.45**

| D indicator

Comes on when the D mode is selected in the AT MODE.  **P.63**

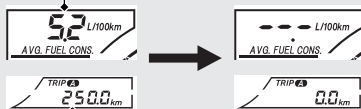
| S indicator

Comes on when the S mode is selected in the AT MODE.  **P.63**

To reset the tripmeter and average fuel mileage

To reset the tripmeter A and average fuel mileage A together, press and hold the SET button while tripmeter A is displayed.

Average fuel mileage A



Tripmeter A

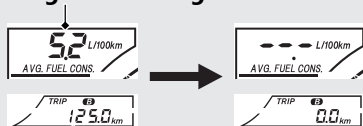
If the tripmeter A and average fuel mileage A are reset while the current fuel mileage is displayed, the average fuel mileage appears the display it was reset momentarily.

Also, after refuelling more than the reserve amount, the tripmeter A and average fuel mileage A will automatically reset when your motorcycle travels 0.1 km (0.06 mile). You can activate or deactivate the automatic reset mode by refuelling. ➡ **P.31**

Instruments *(Continued)*

To reset the tripmeter B and average fuel mileage B together, press and hold the SET button while tripmeter B is displayed.

Average fuel mileage B



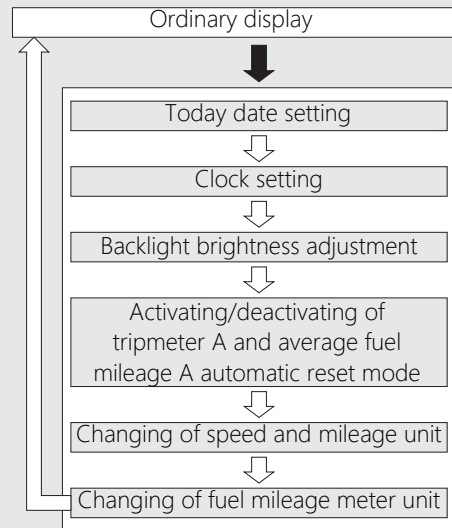
Tripmeter B

If the tripmeter B and average fuel mileage B are reset while the current fuel mileage is displayed, the average fuel mileage appears the display it was reset momentarily.

Display Setting

Following items to change sequentially.


- Today date setting
- Clock setting
- Backlight brightness adjustment
- Activating/deactivating of tripmeter A and average fuel mileage A automatic reset mode
- Changing of speed and mileage unit
- Changing of fuel mileage meter unit



➡ Press and hold SEL button and SET button


➡ Press SET button

Instruments *(Continued)*

If the ignition switch is turned to the  (Off) position or the button is not 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 finalized will be applied.

To complete the setting for date and clock, it is necessary to finalise the minute in the clock setting.

Only if the ignition switch is turned to the  (Off) position will items in the process of being set and those that are finalized be applied.

1 Today date setting:

- 1 Turn the ignition switch to the I (On) position.
- 2 Press and hold the SEL button and SET button, the year digits start flashing.
- 3 Press the SEL button until the desired year is displayed.
 - ▶ Press and hold the SEL button to advance the year fast.



- 4 Press the SET button. The month digits start flashing.



- 5 Press the SEL button until the desired month is displayed.
 - ▶ Press and hold the SEL button to advance the month fast.



- 6 Press the SET button. The day digits start flashing.



- 7 Press the SEL button until the desired day is displayed.
 - ▶ Press and hold the SEL button to advance the day fast.



- 8 Press the SET button. The date is set, and the display moves to the clock setting.

Instruments (Continued)

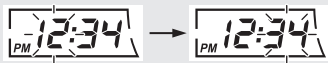
2 Clock setting:

- 1 Press the SEL button until the desired hour is displayed.

- ▶ When the display changes from 11 to 12, AM/PM will switch at the same time.
- ▶ Press and hold the SEL button to advance the hour fast.

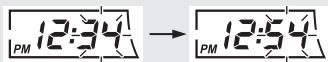


- 2 Press the SET button. The minute digits start flashing.



- 3 Press the SEL button until the desired minute is displayed.

- ▶ Press and hold the SEL button to advance the minute fast.

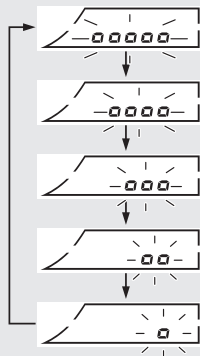


- 4 Press the SET button. The clock is set, and the display moves to the backlight brightness adjustment.

3 Backlight brightness adjustment:

You can adjust the brightness to one of five levels.

- 1 Press the SEL button. The brightness is switched.

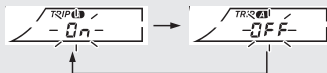


- 2 Press the SET button. The brightness level is set, and the display moves to the activating/deactivating of tripmeter A and average fuel mileage A automatic reset mode.

4 To activate/deactivate of tripmeter A and average fuel mileage A automatic reset mode:

You can activate or deactivate the automatic reset mode by refuelling after 1st (E) segment of the fuel gauge start flashing. Activation is initially set.

- 1 Press the SEL button to select "On" (activate) or "OFF" (deactivate) in the automatic reset mode.

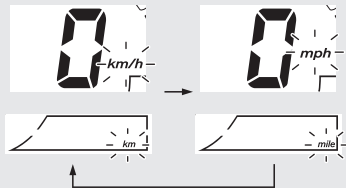


- 2 Press SET button. The activation/deactivation of automatic reset mode is set, and the display moves to the changing of the speed and mileage unit.

Instruments (Continued)

5 Changing the speed and mileage unit:

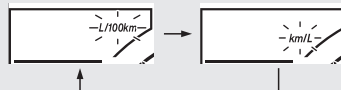
- 1 Press the SEL button to select either "km/h" & "km" or "mph" & "mile".



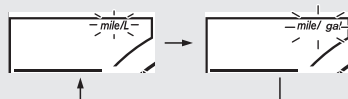
- 2 Press the SET button. The speed and mileage unit is set, and the display moves to the changing of the fuel mileage meter unit.

6 Changing the fuel mileage meter unit:

- 1 Press the SEL button to select "L/100km" or "km/L".



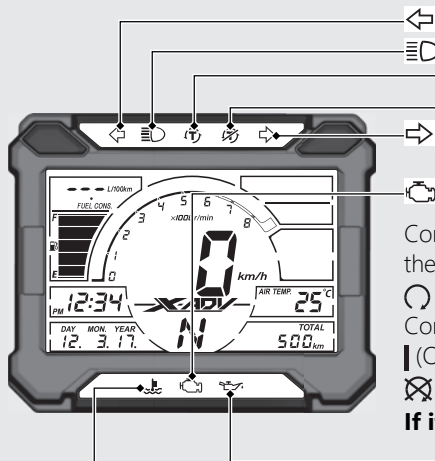
If the "mph" for speed and "mile" for mileage are selected, the fuel mileage shown by "mile/L" or "mile/gal".



- 2 Press the SET button. The fuel mileage meter unit is set, and the display will return to the ordinary display.

Indicators

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



← **Left turn signal indicator**

≡ **High beam indicator**

→ **Right turn signal indicator**

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

Comes on briefly when the ignition switch is turned to the **I** (On) position with the engine stop switch in the **Q** (Run) position.

Comes on when the ignition switch is turned to the **I** (On) position with the engine stop switch in the **X** (Stop) position.

If it comes on while engine is running: ➡ **P.129**

 **High coolant temperature indicator**

Comes on briefly when the ignition switch is turned to the **I** (On) position.

If it comes on while riding: ➡ **P.128**

**Torque Control indicator**

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

If it comes on while riding: ➡ P.131

**Torque Control OFF indicator**

Comes on when the Torque Control is turned to off.

**Low oil pressure indicator**

Comes on when the ignition switch is in the **I** (On) position.
Goes off when the engine starts.

If it comes on while engine is running: ➡ P.129

Indicators *(Continued)*



Honda SMART Key indicator

Comes on when vehicle and Honda SMART Key verification is complete, and the ignition switch can be operated. Goes off when the ignition switch is turned to the **I** (On) position.

When the Honda SMART Key Indicator Flashes: ➡ **P.132**



Neutral indicator

Comes on when the transmission is in Neutral.



ABS (Anti-lock Brake System) indicator

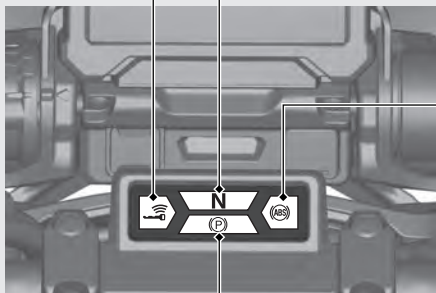
Comes on when the ignition switch is turned to the **I** (On) position. Goes off when your speed reaches approximately 10 km/h (6 mph).

If it comes on while riding: ➡ **P.130**



Parking brake indicator

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



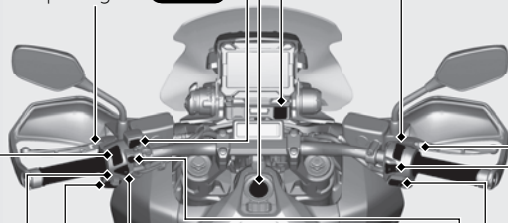
Switches

Torque Control switch

Torque Control level setting and Torque Control on/off. ➡ **P.57**

Shift up switch (+)

To shift up the gear. ➡ **P.66**



Horn button




Shift down switch (-)

To shift down the gear. ➡ **P.66**

Turn signal switch

▶ Pressing the switch turns the turn signal off.


Headlight dimmer switch/Passing light control switch


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

G switch

Switches the G switch on/off. ➡ **P.45**

Engine stop switch

Should normally remain in the  (Run) position.

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

A/M switch


To shift between the AT MODE and MT MODE. ➡ **P.64**

N-D switch

To shift between Neutral and AT MODE. ➡ **P.64**

Start button

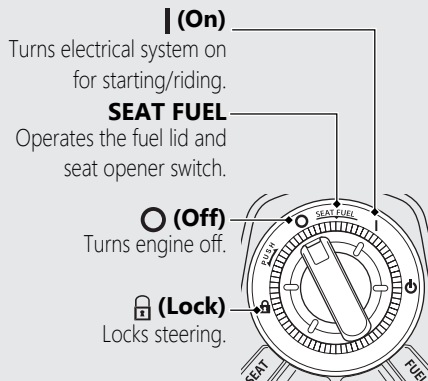
Hazard switch

Switchable when the ignition switch is in the  (On) position.

Ignition switch

Switches the electrical system on/off, locks the steering, and operates the fuel lid and seat opener switch.

To unlock the ignition switch: ➡ P.51



Answer back button

This button is used to operate the answer back system.

Answer Back System: ➡ P.54



ON/OFF button

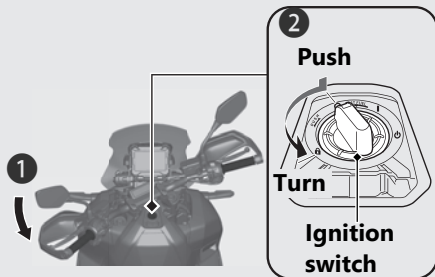
This button is used to activate or deactivate the Honda SMART Key system, and also to confirm the activation status. ➡ P.46

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 ignition switch down, and turn it to the  (Lock) position.
 - ▶ To unlock the ignition switch ➔ **P.51**
 - ▶ Jiggle the handlebar if the lock is difficult to engage.
- 3 Lock the ignition switch. ➔ **P.52**

Unlocking

Push the ignition switch in, and turn it to the  (Off) position.

- ▶ To unlock the ignition switch ➔ **P.51**

G switch

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.

- ▶ Each time the ignition switch is turned to the **I** (On) position, the G switch will automatically be set to off.
- ▶ 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.



G switch off



G switch on



G switch

Honda SMART Key System

The Honda SMART Key system allows you to operate the main switch without inserting a key into a keyhole.

The system runs a two-way authentication between the motorcycle and the Honda SMART Key to verify if it is a the registered Honda SMART Key.

The Honda SMART Key system uses low-intensity radio waves. It may affect medical equipment such as a cardiac pacemakers.

Switching the Honda SMART Key System

To switch the Honda SMART Key system to activation or deactivation

Press the ON/OFF button until the LED colour of the Honda SMART Key changes.

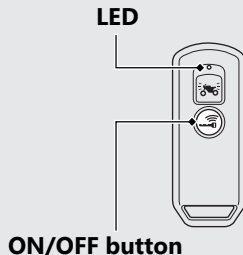
To check the Honda SMART Key system status

Lightly press the ON/OFF button. The LED of the Honda SMART Key will show the status.

When the LED of the Honda SMART Key is:

Green: Honda SMART Key system authentication can be performed.

Red: Honda SMART Key system authentication can not be performed.



Honda SMART Key System (Continued)

Operating Range

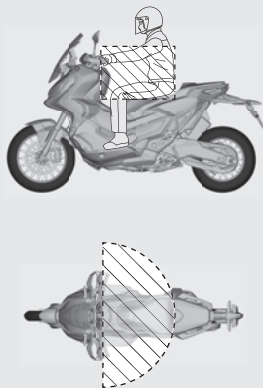
The operating range varies when the ignition switch is locked or unlocked.

The Honda SMART Key system uses low-intensity radio waves. Therefore the operating range may become wider or narrower, or the Honda SMART Key system may not work properly in the following environments.

- When the Honda SMART Key battery is depleted.
- When there are facilities nearby that generate strong radio waves or noise such as TV towers, power stations, radio stations, or airports.
- When you carry the Honda SMART Key with a laptop or wireless communication device such as a radio or mobile phone.
- When the Honda SMART Key comes into contact with or is covered by metal objects.

When the ignition switch is unlocked:

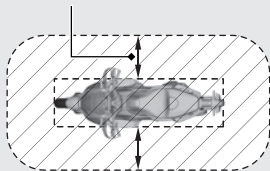
The system can be operated within the shaded area shown in the illustration.



When the ignition switch is locked:

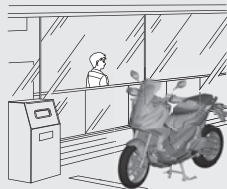
The system can be operated within the shaded area shown in the illustration.

About 2 m (6.6 ft)



Anyone can unlock the ignition switch and start the engine if your Honda SMART Key is within operating range of your motorcycle, even if you are on the other side of a wall or window. If you are away from your motorcycle but your Honda SMART Key is still within operating range, deactivate the Honda SMART Key system.

To switching the Honda SMART Key system ➡ P.47



Honda SMART Key System *(Continued)*

Anyone in possession of the Honda SMART Key can perform the following operations if the Honda SMART Key is within operating range:

- Starting the engine
- Unlocking the ignition switch
- Unlocking the seat lock
- Unlocking the steering lock

You should always keep the Honda SMART Key on your person after you get on and off the motorcycle or while riding.

Do not place the Honda SMART Key in the centre compartment.

If the ignition switch is in the **I** (On) position, the motorcycle can be operated even by a person who does not have a verified Honda SMART Key.

Whenever you leave your motorcycle, lock the steering and lock the ignition switch.

 **P.52**


The ignition switch ring goes off and all turn signals flash once at this time.

Switching the ignition switch

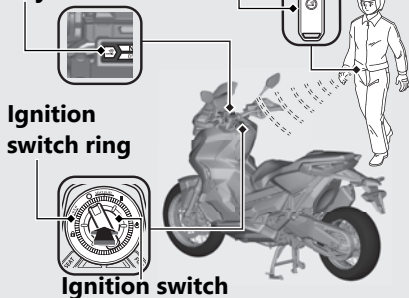
I To Unlock the Ignition Switch

- 1 Make sure that the Honda SMART Key system is activated. ➡ **P.47**
- 2 To authenticate the Honda SMART Key system, push the ignition switch.
 - ▶ When properly authenticated and the ignition switch is unlocked, the Honda SMART Key indicator and ignition switch ring come on.
- 3 Turn the ignition switch to the **I** (On) position while the Honda SMART Key indicator comes on.
 - ▶ If you do not turn the ignition switch to the **I** (On) position within 20 seconds after pushing in the ignition switch in, the Honda SMART Key indicator and ignition switch ring will go off, the turn signals flash 1 time, and then the ignition switch will be locked.

When the Honda SMART Key system does not work properly ➡ **P.135**






If someone without the Honda SMART Key tries to turn the ignition switch, the ignition switch rotates freely. If you notice the ignition switch is in a different position, turn the ignition switch to the original position (O (Off) or  (Lock)).

Honda SMART Key indicator **Honda SMART Key**

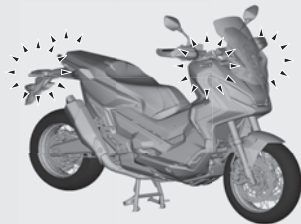
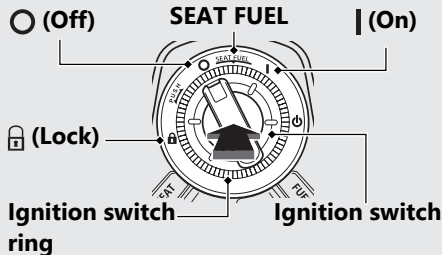




Honda SMART Key System (Continued)


To Lock the Ignition Switch


- 1 Turn the ignition switch to the SEAT FUEL,  (Off) or  (Lock) position.
- 2 Lock the ignition switch by doing one of the following:
 - Leave the operating range with the Honda SMART Key. ➡ **P.48**
 - Push the ignition switch.
 - Wait for approximately 20 seconds after turning the ignition switch from  (On) to SEAT FUEL,  (Off) or  (Lock).
 - Switch the Honda SMART Key system to deactivation. ➡ **P.47**
- 3 Make sure that the Honda SMART Key indicator and ignition switch ring go off, the turn signals flash once. This indicates that the ignition switch is locked.

When the Honda SMART Key system does not work properly ➡ **P.135**





Always make sure the ignition switch position is in the  (Off) or  (Lock) position when you leave your motorcycle.

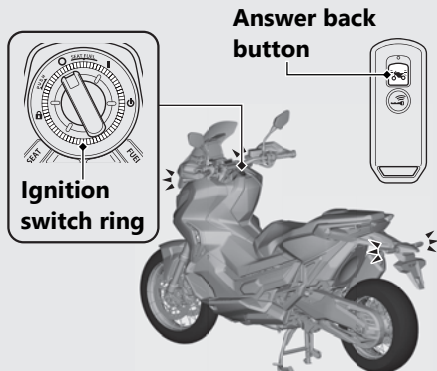
When the ignition switch is locked in the SEAT FUEL position, the ignition switch can be turned  (Off) only once.

When the ignition switch is locked in the  (Off) position, the steering cannot be locked. To lock the steering, unlock the ignition switch.

Answer Back System

The answer back system is a device to find the position of your motorcycle. When you press the answer back button on the Honda SMART Key with the ignition switch  (Off) or  (Lock) position, your motorcycle informs you the position by blinking the turn signal light, and lighting the ignition switch ring. The ignition switch ring will light for about 1 minute.

The answer back system uses low-intensity radio waves. It may affect medical equipment such as a cardiac pacemaker.



Operation

Press the answer back button on the Honda SMART Key.

- ▶ The answer back system will not function when the ignition switch is in the **I** (On) position

If the ignition switch is left the **O** (Off) or **Ⓐ** (Lock) position for more than 10 days, the answer back system will no longer operate. To reset the system, unlock the ignition switch and turn the ignition switch **I** (On) position once.

- ▶ To unlock the ignition switch. ➡ **P.51**

NOTICE

When the battery in the motorcycle is weak, the answer back system may not function.

Parking Brake

Parking Brake Lever

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

- ▶ Make sure the parking brake lever is released before riding.

To apply the parking brake

Squeeze the rear brake lever and pull the parking brake lever back to lock the rear wheel.

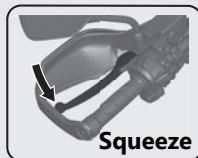
- ▶ The parking brake lock will not function if the parking brake is not adjusted properly.

➡ P.109

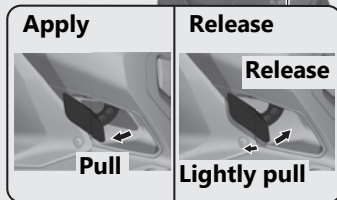
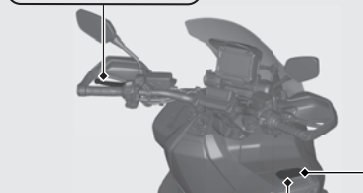
To release the parking brake

Release the parking brake lever by lightly pulling in the lever.

- ▶ 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.



Parking brake lever



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).
- ▶ Each time the ignition switch is turned to the **I** (On) position, the Torque Control level will automatically be set to level 2 (max).
- ▶ When the Torque Control is turned from the off position to the on position, it will automatically be set to level 2 (max).

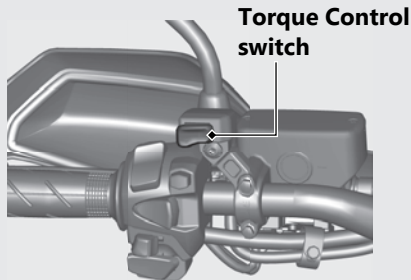
Torque Control level setting

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

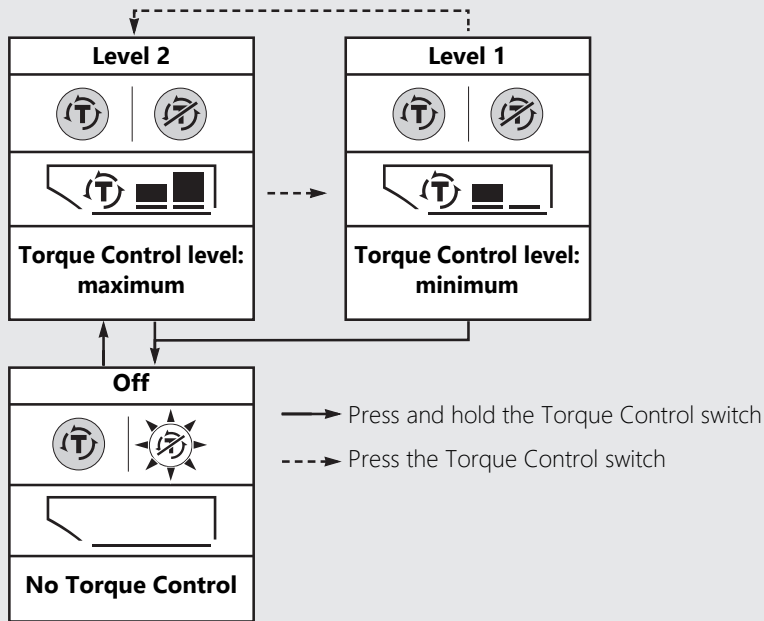
- ▶ Level 2 is the maximum Torque Control level
- ▶ Level 1 is the minimum Torque Control level

Torque Control on and off

Torque Control can be turned on and off by press and hold the Torque Control switch.



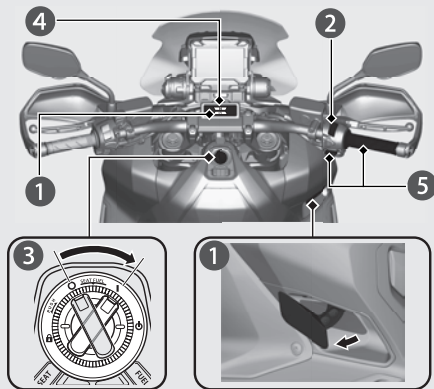
Honda selectable torque control *(Continued)*



Starting the Engine

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

This motorcycle is equipped with a Honda SMART Key system. Always keep Honda SMART Key on you when you ride the motorcycle. ➡ **P.48**



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 discolouration.

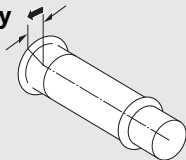
- 1 Check the parking brake (parking brake indicator to come on).
- 2 Make sure the engine stop switch is in the **○** (Run) position.
- 3 Turn the ignition switch to the **I** (On) position.
▶ To unlock the ignition switch. ➡ **P.51**
- 4 Shift the transmission to Neutral (**N** indicator to come on).
- 5 Press the start button with the throttle completely closed.
- 6 Make sure the parking brake lever is released before riding.

Starting the Engine *(Continued)*

If you cannot start the engine:

With the throttle slightly open (about 3 mm (0.1 in), without freeplay), press the start button.

About 3 mm (0.1 in), without freeplay



If the engine does not start:

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

If Engine Will Not Start ➡ P.127

When you stop the engine

- ① To stop the engine, shift the transmission to Neutral (**N** indicator to come on).
 - ▶ If you turn the ignition switch to the **○** (Off) position when the motorcycle is in gear, the engine will shut off with the clutch disengaged.
- ② Turn the ignition switch to the **○** (Off) position.
- ③ Set the parking brake when you park the motorcycle. ➡ P.56

Shifting Gears

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

Dual Clutch Transmission

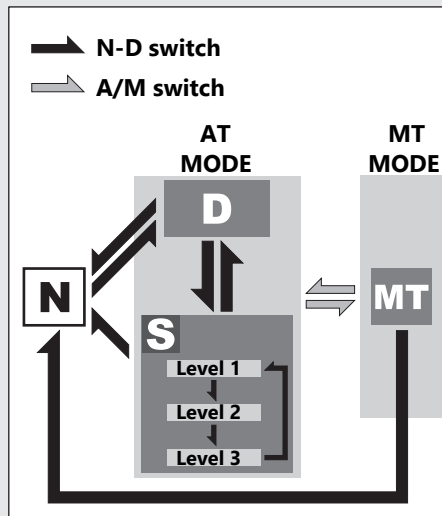
In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and three levels of S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift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

- ▶ Always use the recommended tyres 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.



Shifting Gears *(Continued)*

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.133**
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.

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.66**

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.

Shifting Gears *(Continued)*

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 (①).
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 (②).

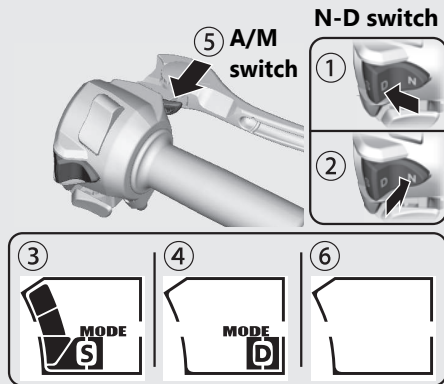
Changing between D mode and S mode while in AT MODE

Press the D-S side of the N-D switch. The S or D mode indicator comes on (③, ④).

Changing between AT MODE and MT MODE

Press the A/M switch (⑤).

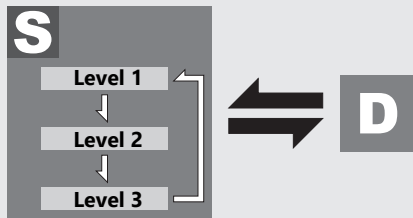
The S or D indicator goes out while MT MODE is selected (⑥).



S mode level selecting while in AT MODE

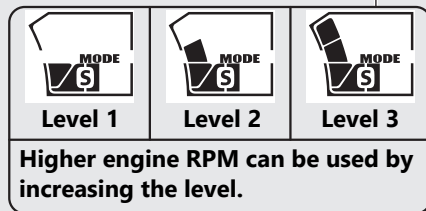
While in S mode, press and hold the D-S side of the N-D (①) switch.

- 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.

Shifting Gears *(Continued)*

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.

- ▶ 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.
- ▶ The transmission automatically shifts down when you slow down, even in MT MODE.
- ▶ You will start from 1st gear even if MT MODE is selected.

Gear shift operation

Shifting Up:

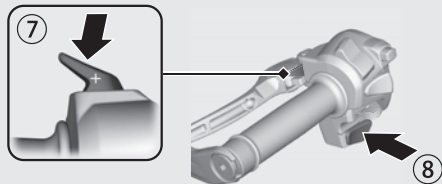
Press the shift up switch (+) (7).

Shifting Down:

Press the shift down switch (-) (8).

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.

Refuelling

Fuel type: Unleaded petrol only

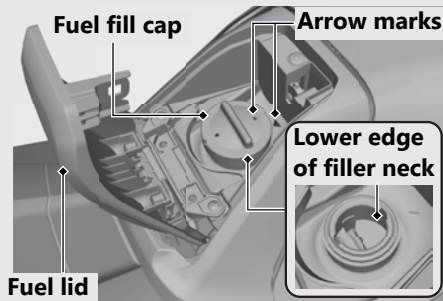
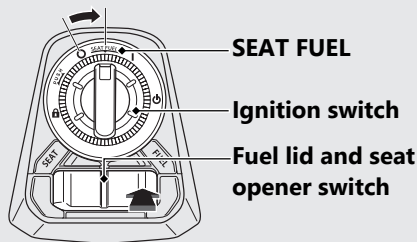
Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.

Tank capacity: 13.1 L (3.46 US gal, 2.88 Imp gal)

Refuelling and Fuel Guidelines ➡ P.15

Opening the Fuel Fill Cap

- 1 Turn the ignition switch to the SEAT FUEL position.
▶ To unlock the ignition switch. ➡ P.51
- 2 Push the FUEL side of the fuel lid and seat opener switch.
- 3 Turn the fuel fill cap counterclockwise until it stops and remove the cap.



Do not fill with fuel above the lower edge of the filler neck.

Continued 67

Refuelling *(Continued)*

Closing the Fuel Fill Cap

- ① Install and tighten the fuel fill cap firmly by turning it clockwise.
 - ▶ Make sure that the arrow marks on the cap and fuel tank are aligned.
- ② Close the fuel lid.

WARNING

Petrol 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

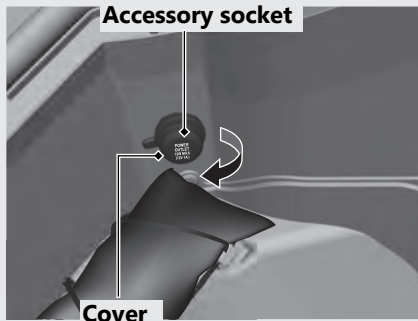
The accessory socket is located in the luggage box.

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

12 W (12 V, 1 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.

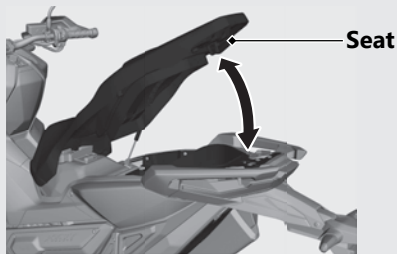
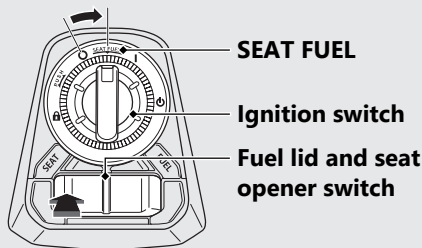
NOTICE

- 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.

Opening the seat ➡ P.70

Storage Equipment

Luggage Box



Open

- 1 Turn the ignition switch to the SEAT FUEL position.
▶ To unlock the ignition switch. ➡ **P.51**
- 2 Push the SEAT side of the fuel lid and seat opener switch.
- 3 Pull up the rear of the seat.

Close

Push down the rear of the seat until it locks in place.

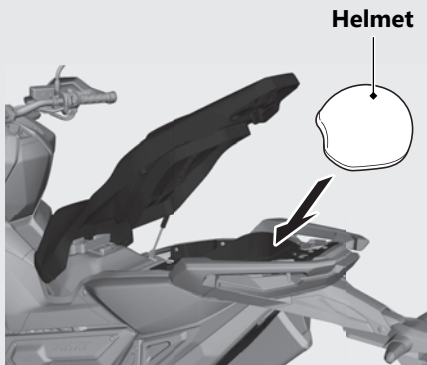
- ▶ Make sure that the tab is locked securely in position to pull up the rear of the seat lightly.
- ▶ Take care not to lock your key in the luggage box.

Never exceed the maximum weight limit.

Maximum Weight: 5.0 kg (11.0 lb)

- ▶ Do not store any items that are flammable or susceptible to heat damage.
- ▶ Do not store valuables or fragile articles.

A helmet can be stored in the luggage box.
Set in the front of the helmet upward.



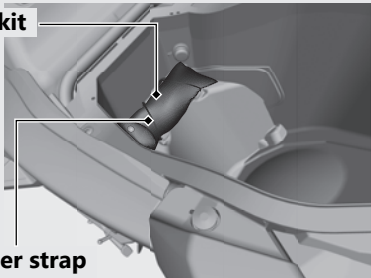
- Some helmets may not fit in the compartment due to their size or design.

Storage Equipment *(Continued)*

Tool Kit

The tool kit is stored in the luggage box by the rubber strap.

Tool kit



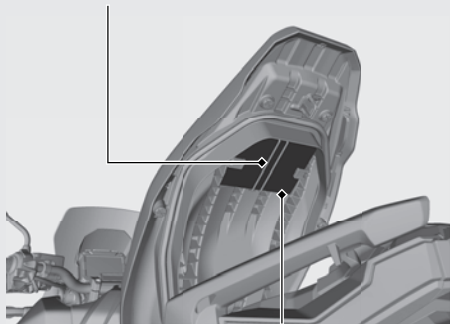
Rubber strap

| Opening the seat ➡ P.70

Document Bag

The document bag is stored reverse side of the seat.

Rubber strap

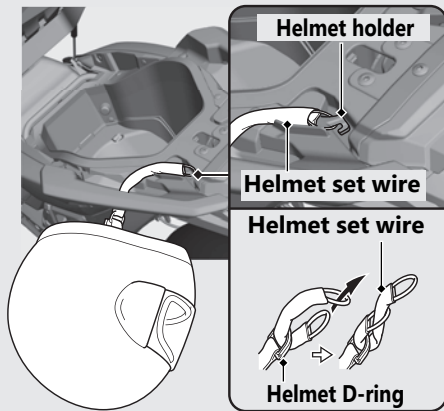


Document bag

| Opening the seat ➡ P.70

Helmet Holder

The helmet holder is located under the seat. A helmet set wire is in the tool kit.



► Use the helmet holder only when parked.

Opening the seat ➡ P.70

⚠ 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.

Maintenance

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

Importance of Maintenance	P. 75
Maintenance Schedule	P. 76
Maintenance Fundamentals	P. 79
Tool	P. 92
Removing & Installing Body Components..	P. 93
Battery	P. 93
Clip	P. 94
Front Lower Cover	P. 95
Maintenance Lid	P. 96
Left Side Cover	P. 97
Skid Plate	P. 98
Engine Oil	P. 99
Coolant	P. 105
Brakes	P. 107

Side Stand	P. 110
Drive Chain	P. 111
Throttle	P. 115
Crankcase Breather	P. 116
Other Adjustments	P. 117
Adjusting the Headlight Aim	P. 117
Adjusting the Brake Lever	P. 118
Adjusting the Front Suspension	P. 119
Adjusting the Rear Suspension	P. 121
Adjusting the Windscreen Height	P. 122
Other Replacement	P. 124
Replacing the Honda SMART Key Battery ..	P. 124

Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. 📖 P. 76

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.

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 turn the ignition switch to the  (Off) position.
- Place your motorcycle on a firm, level surface using the side stand, centre 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. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.

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

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

Maintenance Schedule

Items		Pre-ride Check P. 79	Frequency*1					Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36			
			× 1,000 mi	0.6	8	16	24			
Fuel Line	✂				I	I	I	I		–
Fuel Level		I								–
Throttle Operation	✂	I			I	I	I	I		115
Air Cleaner *2	✂					R		R		91
Crankcase Breather*3					C	C	C	C		116
Spark Plug	✂					I		R		–
Valve Clearance	✂					I		I		–
Engine Oil		I		R	R	R	R	R	R	101
Engine Oil Filter				R		R		R		101
Clutch Oil Filter				R		R		R		103
Engine Idle Speed	✂				I	I	I	I		–
Radiator Coolant *4		I			I	I	I	I	3 Years	105
Cooling System	✂				I	I	I	I		–
Evaporative Emission Control System	✂					I		I		–

Maintenance Level

- ✂ : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.
- ✂ : 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

Maintenance Schedule

Items		Pre-ride Check P. 79	Frequency*1						Annual Check	Regular Replace	Refer to page
			× 1,000 km	1	12	24	36	48			
			× 1,000 mi	0.6	8	16	24	32			
Drive Chain		I	Every 1,000 km (600 mi): I L								111
Drive Chain Slider				I	I	I	I			114	
Brake Fluid *4		I		I	I	I	I	I	2 Years	107	
Brake Pads Wear		I		I	I	I	I	I		108	
Brake System				I	I	I	I	I		79	
Brake Lock Operation	🔧			I	I	I	I			109	
Headlight Aim				I	I	I	I	I		117	
Lights/Horn		I								–	
Engine Stop Switch		I								–	
Side Stand		I		I	I	I	I	I		110	
Suspension	🔧			I	I	I	I	I		–	
Nuts, Bolts, Fasteners	🔧			I	I	I	I	I		–	
Wheels/Tyres	🔧	I		I	I	I	I	I		87	
Steering Head Bearings	🔧			I	I	I	I	I		–	

Notes:

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

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

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

*4: Replacement requires mechanical skill.

Pre-ride Inspection

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

Check the following items before you get on your motorcycle:

- Fuel level - Fill fuel tank when necessary. ➡ P. 67
- Throttle - Check for smooth opening and full closing in all steering positions. ➡ P. 115
- Engine oil level - Add engine oil if necessary. Check for leaks. ➡ P. 99
- Coolant level - Add coolant if required. Check for leaks. ➡ P. 105
- Drive chain - Check condition and slack, adjust and lubricate if necessary. ➡ P. 111
- Brakes - Check operation; Front and Rear: check brake fluid level and pads wear. ➡ P. 107, ➡ P. 108
- Lights and horn - Check that lights, indicators and horn function properly.
- Engine stop switch - Check for proper function. ➡ P. 42
- Side stand ignition cut-off system - Check for proper function. ➡ P. 110
- Wheels and tyres - Check condition, air pressure and adjust if necessary. ➡ P. 87

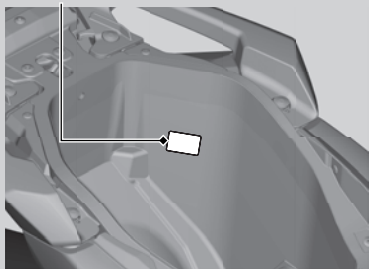
Maintenance Fundamentals

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety. When ordering coloured components, specify the model name, colour, and code mentioned on the colour label.

The colour label is attached to the luggage box under the seat. ➡ P. 70

Colour label



⚠ WARNING

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

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

Battery

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

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

NOTICE

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



This symbol on the battery means that this product must not be treated as household waste.

NOTICE

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

Maintenance Fundamentals

What to do in an emergency

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

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


WARNING

The battery gives off explosive hydrogen gas during normal operation.

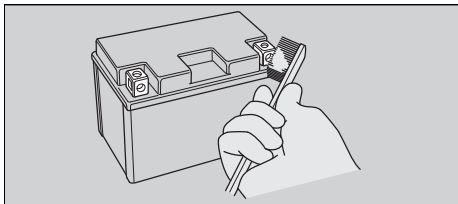
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

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

Cleaning the Battery Terminals

1. Remove the battery.  P. 93
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 maintenance-free battery of the same type.

NOTICE

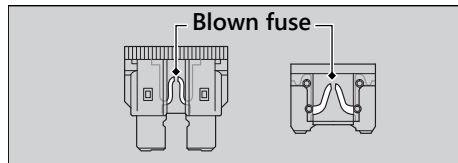
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➤ P. 151

Inspecting and Replacing Fuses

Turn the ignition switch to the **O** (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." ➤ P. 170

**NOTICE**

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

Maintenance Fundamentals

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

Engine Oil

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

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

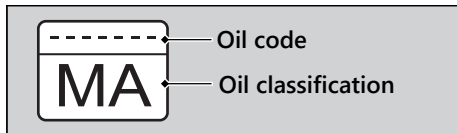
Selecting the Engine Oil

For recommended engine oil, see "Specifications." ➤ P. 169

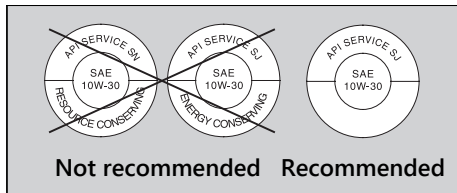
If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

- 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:

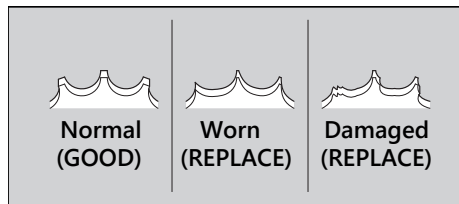
Honda DOT 4 Brake Fluid or equivalent

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. 📖 P. 111

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.

Maintenance Fundamentals

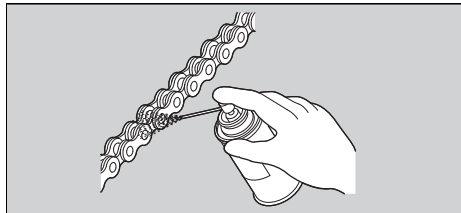
Cleaning and Lubricating

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:

Drive chain lubricant designed specifically for O-ring chains
If not available, use SAE 80 or 90 gear oil.



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as petrol 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 tyres. 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 aluminium engines or tap/mineral water can cause corrosion.

Crankcase Breather

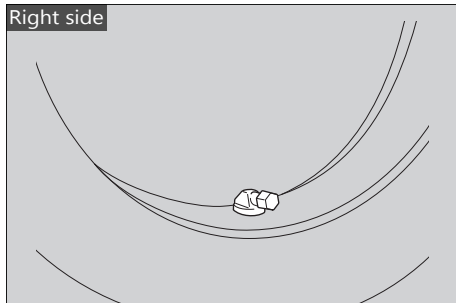
Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.

If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance. ➤ P. 116

Tyres (Inspecting/Replacing)**Checking the Air Pressure**

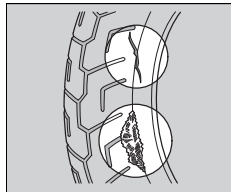
Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

Even if the direction of the valve stem is changed, do not return it to the original position. Have your motorcycle inspected by your dealer.



Continued 87

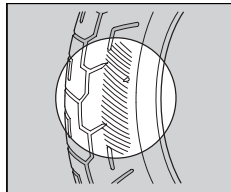
■ Inspecting for Damage



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

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

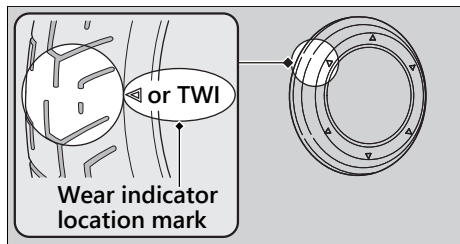
■ Inspecting for Abnormal Wear



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

Inspecting Tread Depth

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



⚠ WARNING

Riding on tyres 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 tyre inflation and maintenance.

Germany

German law prohibits use of tyres whose tread depth is less than 1.6 mm.

Maintenance Fundamentals

Have your tyres replaced by your dealer. For recommended tyres, air pressure and minimum tread depth, see "Specifications."

➤ P. 169

Follow these guidelines whenever you replace tyres.

- Use the recommended tyres 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 tyre is installed.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.

- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

WARNING

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

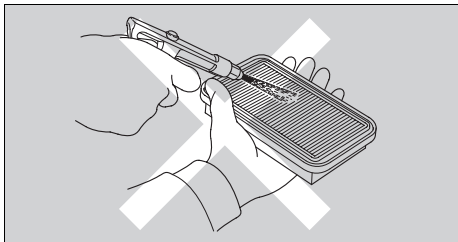
Always use the size and type of tyres recommended in this owner's manual.

Air Cleaner

This motorcycle is equipped with a viscous type air cleaner element.

Air blow cleaning or any other cleaning can degrade the viscous element performance and cause the intake of dust.

Do not perform the maintenance. Should be serviced by your dealer.



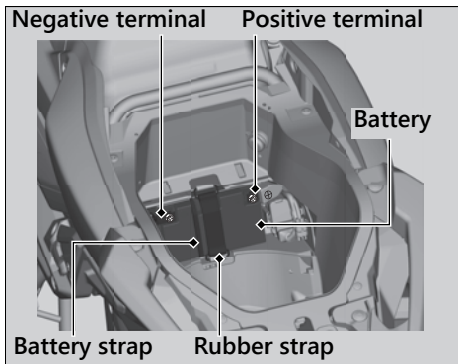
The tool kit is stored under the seat. ➡ P. 70

You can perform some roadside repairs, minor adjustments and parts replacement with the provided tools.

- 10 x 14 mm Open end wrench
- 12 x 14 mm Open end wrench
- 19 mm Box end wrench
- 5 mm Hex wrench
- Screwdriver handle
- Standard/Phillips screwdriver
- BFR adjuster
- Pin spanner
- Extension bar
- Fuse puller
- EM mode coupler
- Helmet set wire

Removing & Installing Body Components

Battery



Removal

Make sure the ignition switch is in the **O** (Off) position.

1. Remove the maintenance lid. ➤ P. 96
2. Unhook the rubber strap.

3. Disconnect the negative \ominus terminal from the battery.
4. Disconnect the positive \oplus terminal from the battery.
5. Remove the battery taking care not to drop the terminal nuts.
 - ▶ Remove the battery by pulling the battery strap with one hand while supporting the battery with the other.

Installation

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

Make sure the clock information is correct after the battery is reconnected. ➤ P. 34
For proper handling of the battery, see "Maintenance Fundamentals." ➤ P. 81
"Battery Goes Dead." ➤ P. 150

Clip

Removal

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



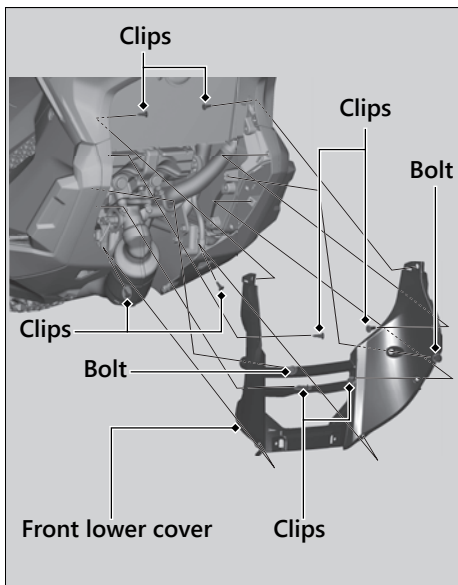
Installation

1. Push the bottom of the centre pin.



2. Insert the clip into the hole.
3. Press down on the centre pin to lock the clip.

Front Lower Cover



Removal

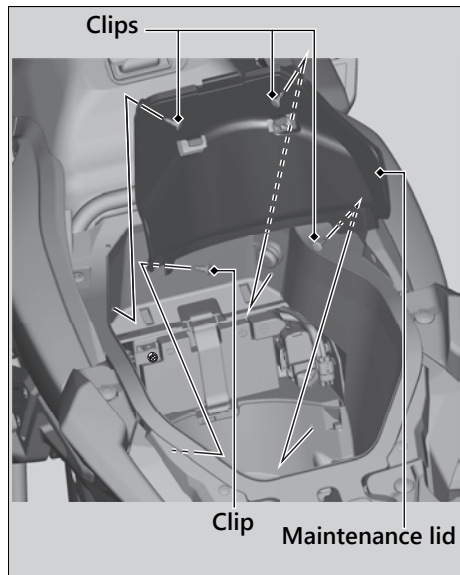
1. Remove the skid plate. ► P. 98
2. Remove the bolts and clips. ► P. 94
3. Remove the front lower cover.

Installation

Install the parts in the reverse order of removal.

Maintenance Lid

Maintenance



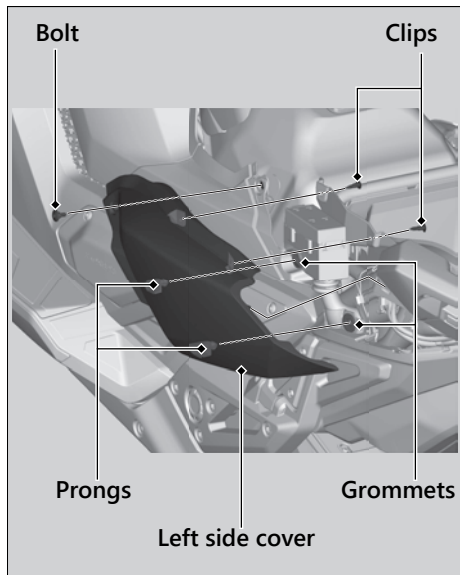
Removal

1. Open the seat. ► P. 70
2. Remove the tool kit and luggage box mat.
3. Remove the clips (► P. 94) and maintenance lid.

Installation

Install the parts in the reverse order of removal.

Left Side Cover



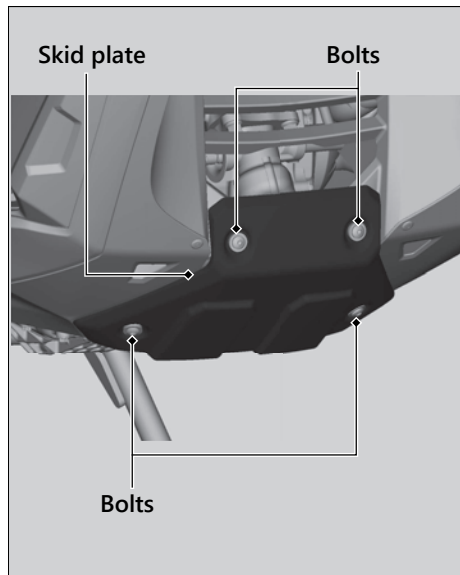
Removal

1. Open the seat. ► P. 70
2. Remove the bolt and clips. ► P. 94
3. Remove the prongs from the grommets, then remove the left side cover.

Installation

Install the parts in the reverse order of removal.

Skid Plate




Removal

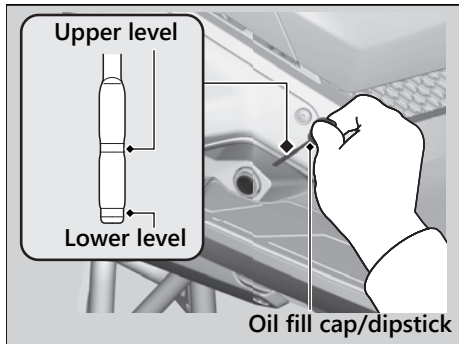
1. Remove the bolts.
2. Remove the skid plate.

Installation

Install the parts in the reverse order of removal.

Checking the Engine Oil

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



Adding Engine Oil

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

► P. 84, ► P. 169

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

2. Securely reinstall the oil fill cap/dipstick.

NOTICE

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

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

► P. 84

Changing Engine Oil & Filter

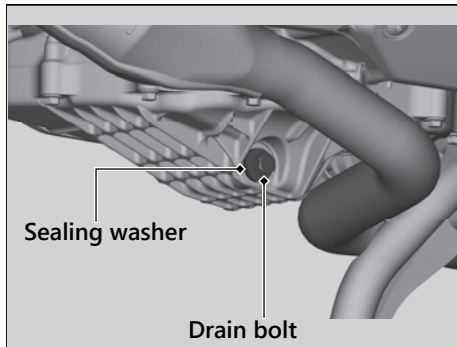
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

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

NOTICE

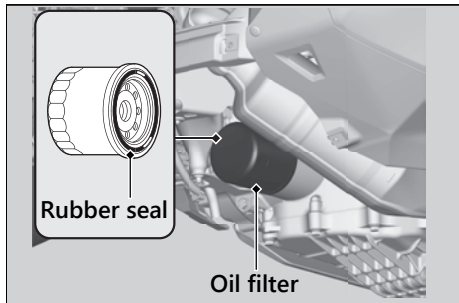
Using the wrong oil filter can result in serious damage to the engine.

1. Remove the skid plate. ➤ P. 98
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 its centre stand on a firm, level surface.
5. Place a drain pan under the drain bolt.



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

Engine Oil ► Changing Engine Oil & Filter



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.
 - Discard the oil and oil filter at an approved recycling centre.
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: 26 N·m (2.7 kgf·m, 19 lbf·ft)

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

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft)

11. Fill the crankcase with the recommended oil (► P. 84, ► P. 169) and install the oil fill cap/dipstick.

Required oil

When changing oil & engine oil filter:

3.4 L (3.6 US qt, 3.0 Imp qt)

When changing oil only:

3.2 L (3.4 US qt, 2.8 Imp qt)

12. Check the oil level. ► P. 99
13. Check that there are no oil leaks.
14. Install the parts in the reverse order of removal.

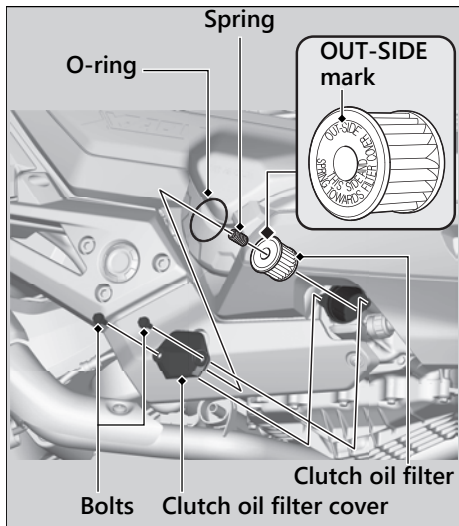
Changing Clutch Oil Filter

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. ► P. 101
2. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter cover bolts.
 - Discard the oil and clutch oil filter at an approved recycling centre.
3. Install the new clutch oil filter with the "OUT-SIDE" mark facing out.
4. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.



Engine Oil ► Changing Clutch Oil Filter

5. Install the spring and the clutch oil filter cover.
6. Install the clutch oil filter cover bolts and tighten.
7. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter.
► P. 102
8. Install a new engine oil filter and tighten.

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

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

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

10. Fill the crankcase with the recommended oil (► P. 84, ► P. 169) and install the oil fill cap/dipstick.

Required oil**When changing oil, engine oil filter & clutch oil filter:**

3.4 L (3.6 US qt, 3.0 Imp qt)

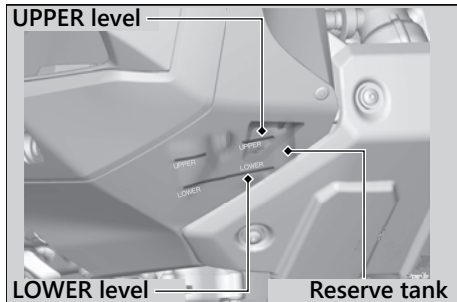
11. Check the oil level. ► P. 99
12. Check that there are no oil leaks.
13. Install the parts in the reverse order of removal.

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 (P. 86) until the level reaches the UPPER level mark.

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

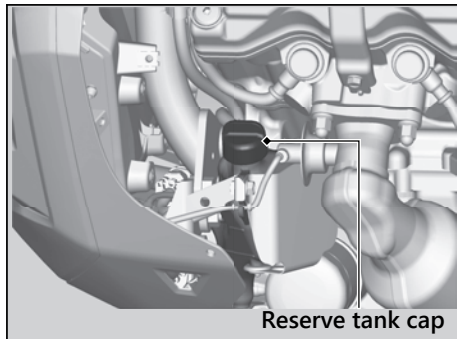
Coolant ► Changing Coolant

1. Remove the front lower cover. ➤ P. 95
2. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the UPPER level mark.
 - Make sure no foreign objects enter the reserve tank opening.
3. Securely reinstall the reserve tank cap.
4. Install the parts in the reverse order of removal.

⚠ 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

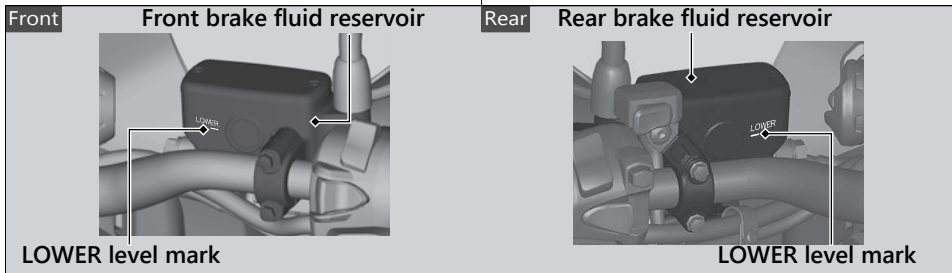
Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

Checking Brake Fluid

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

If the brake fluid level in either reservoir is below the LOWER level mark or both the brake levers 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.



Brakes ► Inspecting the Brake Pads

Inspecting the Brake Pads

Check the condition of the brake pad wear indicators.

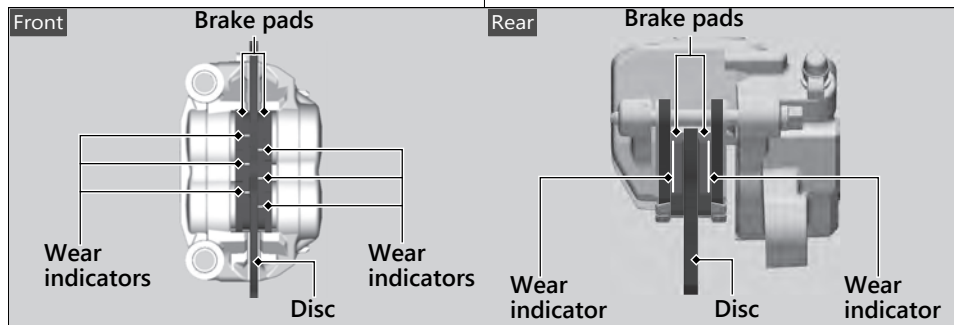
Front The pads need to be replaced if a brake pad is worn to the bottom of the indicator.

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

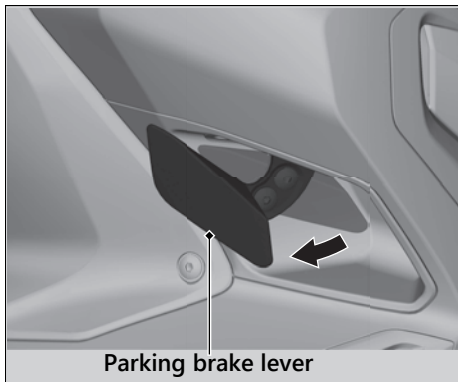
1. **Front** Inspect the brake pads from in front of the brake caliper.
► Always inspect both left and right brake calipers.
2. **Rear** Inspect the brake pads from the rear right of the motorcycle.

If necessary have the pads replaced by your dealer.

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



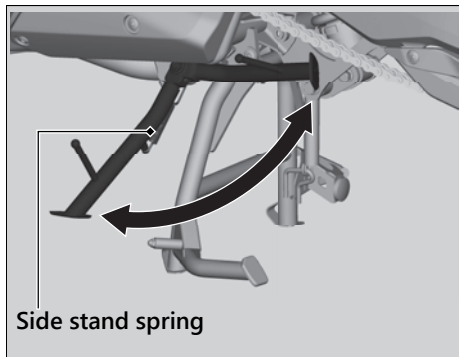
Checking the Parking Brake



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.

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. Sit on the motorcycle and raise the side stand.
4. 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.

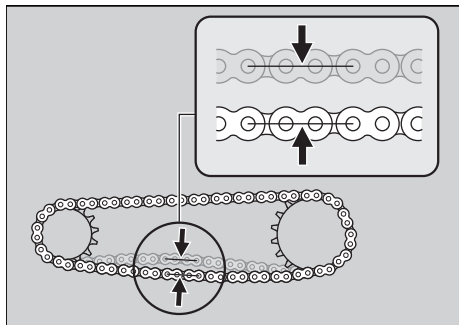
1. Shift the transmission to Neutral. Stop the engine.
2. Place your motorcycle on its centre stand on a firm, level surface.

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

Drive chain slack:

40 - 50 mm (1.6 - 2.0 in)

- Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



Drive Chain ► Adjusting the Drive Chain Slack

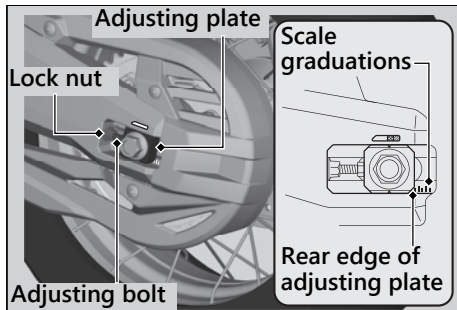
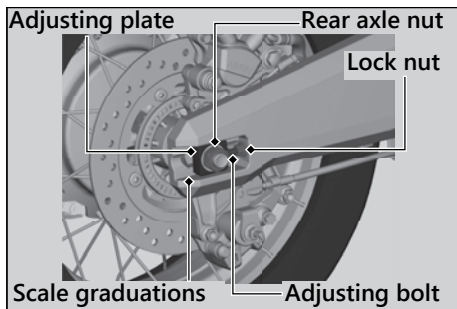
4. Rotate the rear wheel and check that the chain moves smoothly.
5. Inspect the sprockets. P. 85
6. Clean and lubricate the drive chain. P. 86

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 centre stand on a firm, level surface.
3. Loosen the rear axle nut.
4. Loosen the lock nuts on both sides of the adjusting bolts.



Drive Chain ► Adjusting the Drive Chain Slack

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. 📄 P. 111

6. Check rear axle alignment by making sure the rear edge 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 bolts until the marks are aligned and recheck chain slack.

7. Tighten the rear axle nut.

Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft)

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

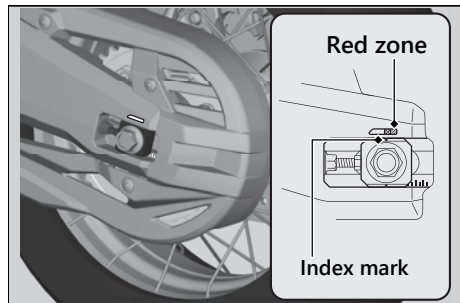
Drive Chain ► Checking the Drive Chain Slider

Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the index mark of 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: DID520V0

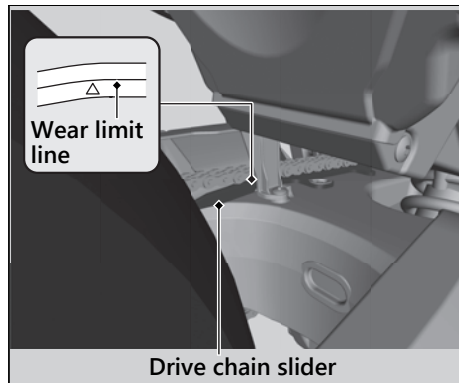
If necessary have the drive chain replaced by your dealer.



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.

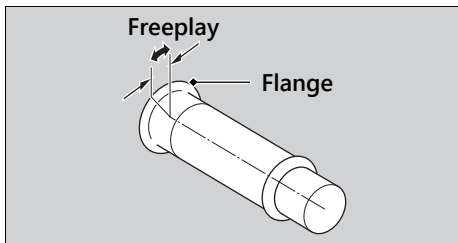


Checking the Throttle

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

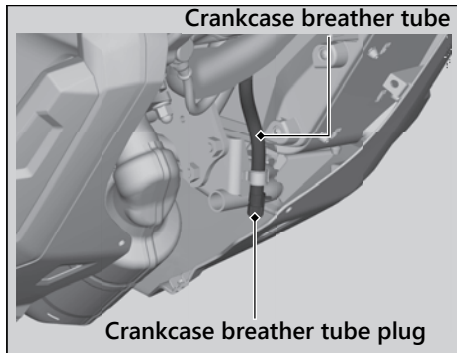
Freeplay at the throttle grip flange:

2 - 6 mm (0.1 - 0.2 in)



Cleaning the Crankcase Breather

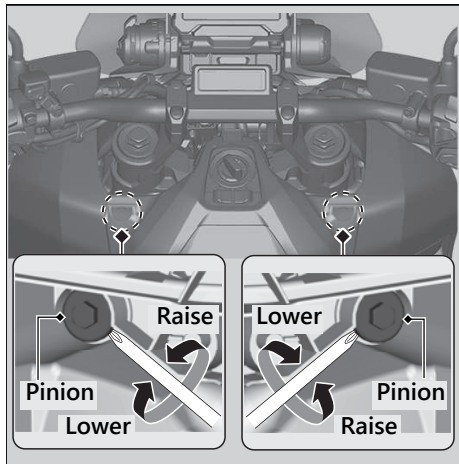
1. Remove the front lower cover. ➤ P. 95
2. Place a suitable container under the crankcase breather tube.
3. Remove the crankcase breather tube plug from the tube.
4. Drain deposits into a suitable container.
5. Install the crankcase breather tube plug.



Other Adjustments

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the pinion in or out as necessary using a Phillips screwdriver provided in the tool kit (➤ P. 92). Obey local laws and regulations.



Other Adjustments ► Adjusting the Brake Lever

Adjusting the Brake Lever

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

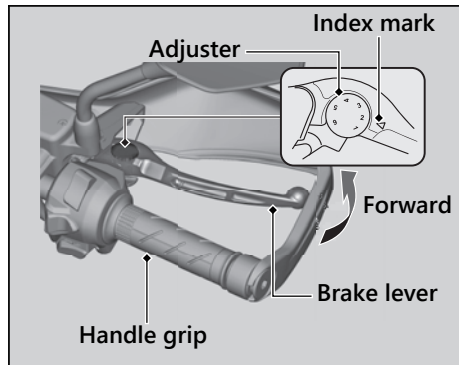
Adjustment method

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.



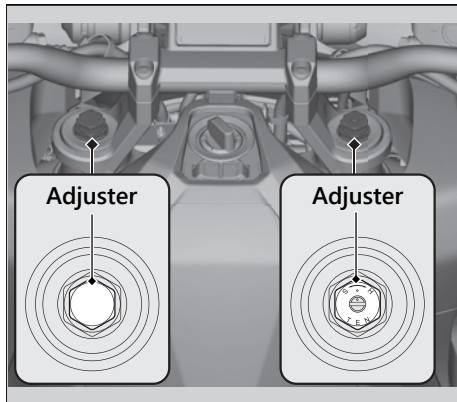
Adjusting the Front Suspension

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.  P. 92

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

The standard position is 7 turns 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.

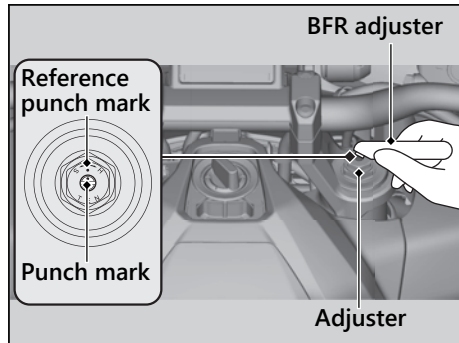
Other Adjustments ► Adjusting the Front Suspension

I 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 the adjuster using the BFR adjuster provided in the tool kit. ► P. 92

Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 2 turns from the full hard position so that the punch mark on the adjuster aligns with the reference punch mark.

**NOTICE**

Do not turn the adjuster beyond its limits.

Adjusting the Rear Suspension

Spring Preload

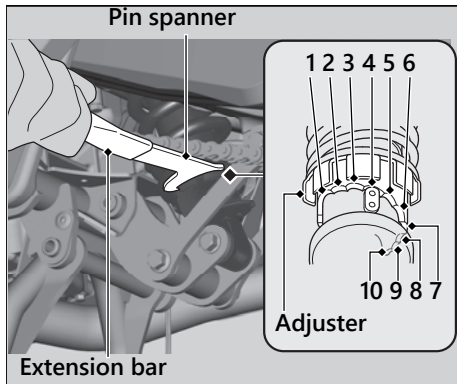
You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn the adjuster using the pin spanner and extension bar provided in the tool kit. ➤ P. 92 Position 1 to 3 decrease spring preload (soft), or turn the position 5 to 10 increase spring preload (hard). The standard position is 4.

NOTICE

Do not turn the adjuster beyond its limits. Attempting to adjust directly from 1 to 10 or 10 to 1 may damage the shock absorber.

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.



Other Adjustments ► Adjusting the Windscreen Height

Adjusting the Windscreen Height

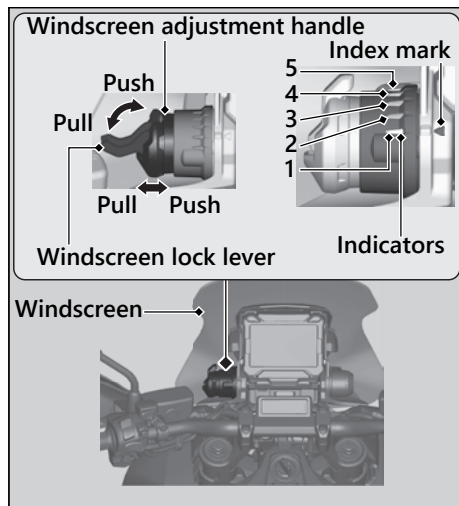
You can adjust the windscreen height 1 of 5 positions.

Windscreen height indicator shows the windscreen height. The standard position is 1.

► Do not adjust the windscreen while riding.

1. Pull the windscreen lock lever and pull the windscreen adjustment handle to the left with holding the upper side of the windscreen.
2. Align the windscreen height indicator with the index mark at the desired position, push the windscreen adjustment handle to the right to lock the windscreen.
► Make sure that the windscreen is locked securely by slightly moving the windscreen up or down.

3. Push the windscreen lock lever.
► Make sure that the windscreen lock lever is pushed securely.



If the windscreen does not move smoothly, flush the sliding parts with water to remove dust.

If the windscreen does not move smoothly after flushing the sliding parts, have your motorcycle inspected by your dealer.

Replacing the Honda SMART Key Battery

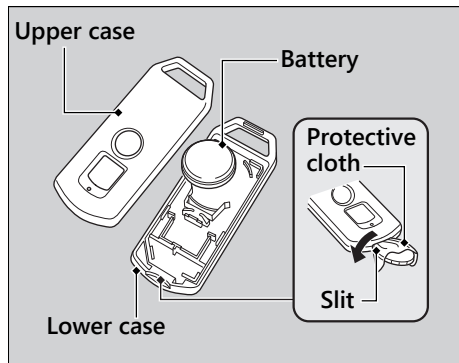
If the Honda SMART Key indicator flashes 5 times when the ignition switch is turned to the **I** (On) position, or the operating range becomes unstable, replace the battery as soon as possible.

We recommend to see your dealer for this service.

Battery type: CR2032

1. Remove the upper case by inserting a coin or a flat head screwdriver covered with a protective cloth into the slit.
 - ▶ Wrap a coin or a screwdriver with a protective cloth to prevent scratching the Honda SMART Key.
 - ▶ Do not touch the circuit or terminal. This may cause problems.
 - ▶ Be careful to avoid scratching the waterproof covering or allowing dust to enter.
 - ▶ Do not forcibly dismantle the Honda SMART Key body.

2. Replace the old battery with a new battery with the negative \ominus side facing up.
3. Snap the two halves of the remote transmitter back together.
 - Make sure that upper and lower cases are set in the right position.



⚠ WARNING

Chemical Burn Hazard: do not swallow battery.

If swallowed, the battery can cause severe internal burns and even death.

- Keep battery away from children and battery compartment securely closed.
- If the battery compartment does not close securely, stop using the product and keep it away from children.
- Immediately seek medical attention if a child may have swallowed battery.


Troubleshooting

Engine Will Not Start	P. 127
Overheating (High coolant temperature indicator is on)	P. 128
Warning Indicators On or Flashing	P. 129
Low Oil Pressure Indicator	P. 129
PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL).....	P. 129
ABS (Anti-lock Brake System) Indicator	P. 130
Torque Control Indicator.....	P. 131
Honda SMART Key Indicator.....	P. 132
If the “-” Indicator is Blinking in the Gear Position Window While Riding	P. 133
Other Warning Indications	P. 134
Fuel Gauge Failure Indication.....	P. 134

When the Honda SMART Key System Does Not Operate Properly	P. 135
Unlock the Seat in an Emergency	P. 137
Unlock the Ignition Switch in an Emergency	P. 138
Tyre Puncture	P. 142
Electrical Trouble	P. 150
Battery Goes Dead.....	P. 150
Burned-out Light Bulb	P. 150
Blown Fuse	P. 151








Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence.  P. 59
- Check that there is petrol in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is on.
 - ▶ 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.  P. 59
- Make sure engine stop switch is in the  (Run) position.  P. 42
- Check for a blown fuse.  P. 151
- Check for a loose battery connection ( P. 93) or battery terminal corrosion ( P. 81).
- Check the condition of the battery.
 P. 150

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

Overheating (High coolant temperature indicator is on)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes on.
- Acceleration becomes sluggish.
If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the high coolant temperature indicator to come on.

NOTICE

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

1. Stop the engine using the ignition switch, and then turn the ignition switch to the **I** (On) position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the **O** (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 **O** (Off) position.

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

➡ P. 105

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. ➡ P. 105

▶ Add coolant as necessary.

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

Warning Indicators On or Flashing

Low Oil Pressure Indicator

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

NOTICE

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

1. Check the engine oil level, and add oil as necessary. 📄 P. 99, 📄 P. 100
2. Start the engine.
 - ▶ Only continue riding if the low oil pressure indicator goes off.

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

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

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

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

Warning Indicators On or Flashing ► ABS (Anti-lock Brake System) Indicator

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 **I** (On) position.
- Indicator does not go off at speeds above 10 km/h (6 mph).

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

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

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 **I** (On) position.
- Indicator does not go off at speeds above 10 km/h (6 mph).

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

- 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 **O** (Off) position, and then to the **I** (On) position again. The Torque Control indicator will go off after your speed reaches 10 km/h (6 mph).

Honda SMART Key Indicator

When the Honda SMART Key indicator flashes 5 times

Replacing the Honda SMART Key Battery ■ P. 124

When the Honda SMART Key indicator is flashing while the ignition switch is in the (On) position

The Honda SMART Key indicator flashes when communication between your motorcycle and Honda SMART Key stops after turning the ignition switch to the (On) position.

It is probably caused by the following:

- Strong radio waves or noise are affecting the system

- You lose the Honda SMART Key while riding

However, this does not affect the operation of your motorcycle until the ignition switch is in the (Lock) position.

If you turn the ignition switch to the SEAT FUEL, (Off) or (Lock) position while the Honda SMART Key indicator is flashing, the ignition switch ring, turn signal lights, and Honda SMART Key indicator will come on for about 20 seconds, automatically go off, and then the ignition switch is locked. Also, to stop this flashing, press and hold the ignition switch for more than 2 seconds. After the flashing stops, the ignition switch is locked.



If you do not have the Honda SMART Key, the ignition switch can be unlocked in another way. ■ P. 138

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


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 front or rear brake lever.

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.

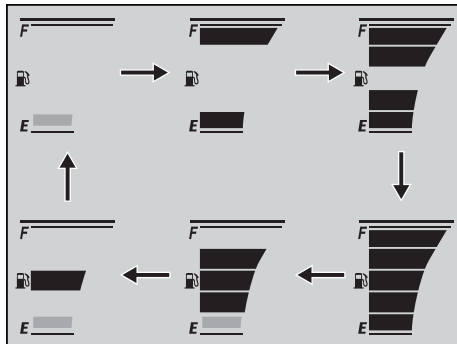
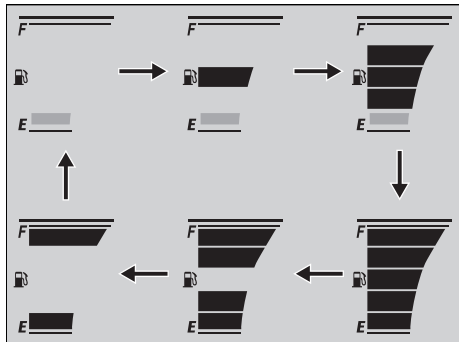
Other Warning Indications

Fuel Gauge Failure Indication

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

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

Troubleshooting



When the Honda SMART Key System Does Not Operate Properly

When the Honda SMART Key system does not work properly, perform the following.

- Check that the Honda SMART Key system is activated.

Lightly push the ON/OFF button on the Honda SMART Key.

If the LED of the Honda SMART Key is red, switch the Honda SMART Key system to activation. ➡ P. 47

If the LED of the Honda SMART Key does not respond, replace the battery of the Honda SMART Key.

- Check that there is no communication failure in the Honda SMART Key system. The Honda SMART Key system uses low-intensity radio waves. The Honda SMART Key system may not work properly in the following environments:
 - ▶ When there are facilities nearby that generate strong radio waves or noise such as TV towers, power stations, radio stations, or airports.
 - ▶ When you carry the Honda SMART Key with a laptop or wireless communication device such as a radio or mobile phone.
 - ▶ When the Honda SMART Key comes into contact with or is covered by metal objects.

When the Honda SMART Key System Does Not Operate Properly

- Check that a registered Honda SMART Key is used.
Use a registered Honda SMART Key.
The Honda SMART Key system cannot be activated without a registered Honda SMART Key.

- Make sure that you do not use a broken Honda SMART Key.
If you use a broken Honda SMART Key, the Honda SMART Key system cannot be activated. Bring the emergency key and ID tag to your dealer.

- Check the battery condition and battery lead in your motorcycle.
Check the battery and battery terminals. If the battery is weak, contact your dealer.

If the Honda SMART Key system cannot be activated due to other causes, contact your dealer.


Unlock the Seat in an Emergency

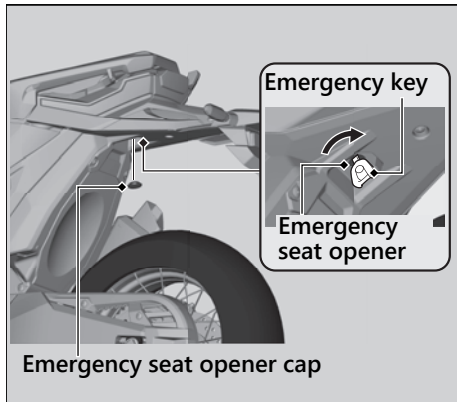
The seat lock can be unlocked by using the emergency key.

Open

1. Remove the emergency seat opener cap.
2. Insert the emergency key into the emergency seat opener, and turn the key clockwise.
3. Pull up the rear of the seat.

Close

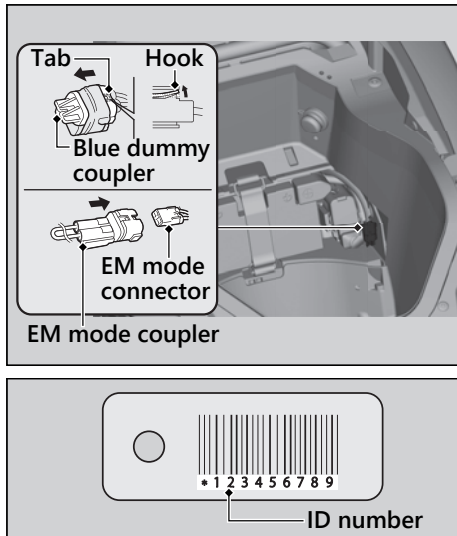
1. Close the seat.  P. 70
2. Install the parts in the reverse order of removal.



Unlock the Ignition Switch in an Emergency

Set up to ID number input mode

1. Use the emergency key to open the seat.
▶ P. 137
2. Remove the maintenance lid. ▶ P. 96
3. Remove the blue dummy coupler by releasing the tab of the EM mode connector while lifting the hook of the blue dummy coupler.
4. Check the ID number on the ID tag.
5. Connect the EM mode coupler provided in the tool kit to the EM mode connector.



Unlock the Ignition Switch in an Emergency

ID number input

You can input your ID number by pressing the ignition switch when the ignition switch is in the **○** (Off), **🔒** (Lock) or SEAT FUEL position. Input the ID number on the ID tag in order from the left in turn by pressing the ignition switch.

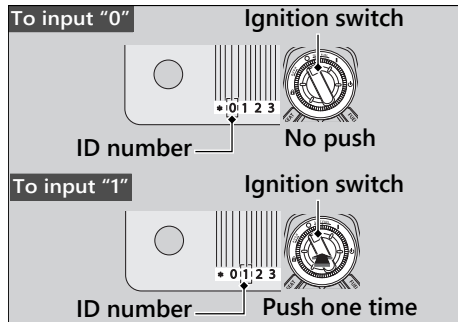
The ID number is authenticated according to the number of times the ignition switch is pushed.

Push the ignition switch the desired number of times within 5 seconds when the ignition switch ring comes on. After 5 seconds, the ignition switch ring goes off and comes on again. This means that the inputted number is fixed, and you can input the next number.

- ▶ If the ignition switch ring does not come on in blue, the battery may be low. Contact your dealer.

Example:

- To input "0", wait for 5 seconds without pushing the ignition switch when the ignition switch ring comes on.
- To input "1", push the ignition switch once within 5 seconds when the ignition switch ring comes on.



Unlock the Ignition Switch in an Emergency

ID number input success

After the last ID number is inputted, through, the ignition switch ring and Honda SMART Key indicator will flash every 2 seconds until the EM mode coupler is removed.

Be sure to remove the EM mode coupler and return the blue dummy coupler.

The ignition switch is then unlocked. Reinstall the parts in reverse order of removal and turn the ignition switch to the **I** (On) position within 6 minutes. You can start the engine.

To lock the ignition switch, turn the ignition switch to the SEAT FUEL, **O** (Off), or **L** (Lock) position, and press and hold the ignition switch for 2 seconds.

The ignition switch also locks automatically when the ignition switch has been in the SEAT FUEL, **O** (Off), or **L** (Lock) position for

about 6 minutes after the ID number is successfully inputted.

When the ignition switch is locked, the ignition switch ring goes off.

To unlock the ignition switch again, repeat the procedure for unlocking the ignition switch.

Unlock the Ignition Switch in an Emergency

ID number input failure

After the last ID number is inputted, the ignition switch ring and Honda SMART Key indicator will flash every second until the EM mode coupler is removed, and the ignition switch cannot be unlocked.

Pull out the EM mode coupler and reconnect it to the EM mode connector. Follow the procedure again. ➡ P. 138

ID number input cancel

Pull out the EM mode coupler from the EM mode connector.

Also, if you make a mistake while inputting the ID number, remove the EM mode coupler from the EM mode connector, connect it to the EM mode connector again, and then re-input the ID number from the beginning.

- Store the removed EM mode coupler in the tool kit at all times.

Tyre Puncture

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

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

Emergency Repair Using a Tyre Repair Kit

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

Follow the instructions provided with the emergency tyre repair kit.

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

WARNING

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

Removing Wheels

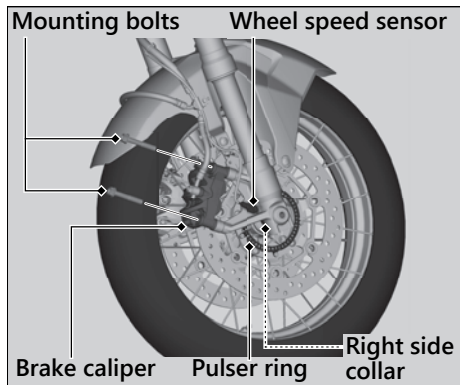
Follow these procedures if you need to remove a wheel in order to repair a puncture.

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

Front Wheel

Removal

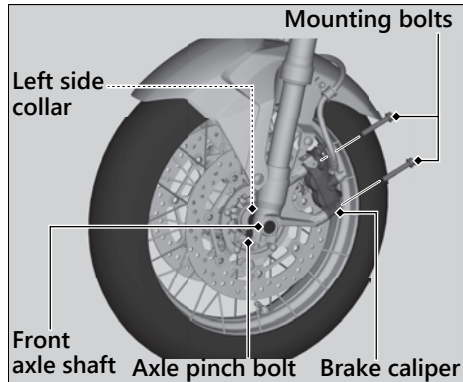
1. Place your motorcycle on its centre stand on a firm, level surface.



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

Tyre Puncture ► Removing Wheels

4. Loosen the axle pinch bolt.
5. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
6. On the left 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 left side, place the wheel between the fork legs and insert the front axle shaft to the end, through the left fork leg and wheel hub.
3. Tighten the axle shaft.

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

4. Install the right brake caliper and tighten the mounting bolts.

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

5. Install the left brake caliper and tighten the mounting bolts.

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

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

NOTICE

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

6. Lower the front wheel on the ground.
7. Apply the brake lever several times. Then, pump the fork several times.

8. Tighten the axle pinch bolt.

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

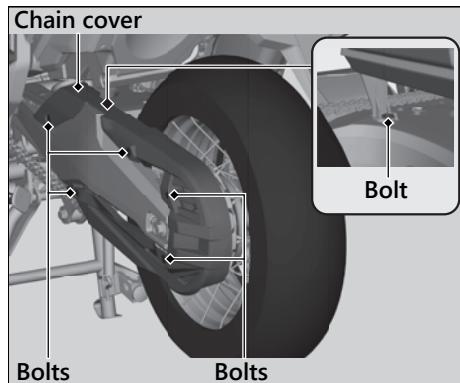
9. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.

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.

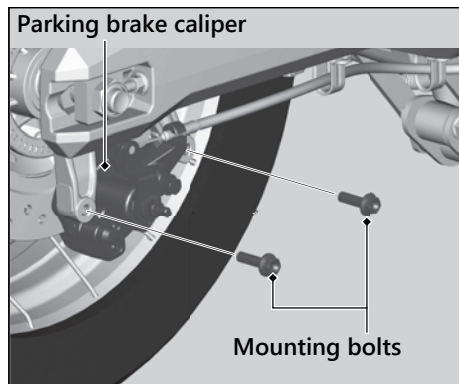
Rear Wheel

Removal

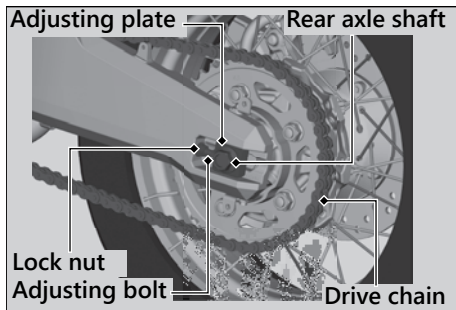
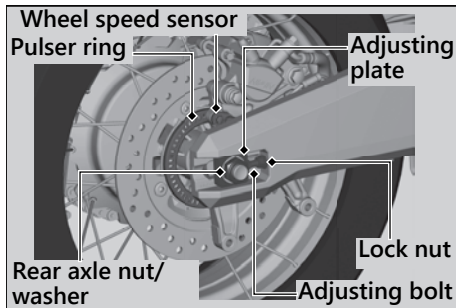
1. Support your motorcycle securely and raise the rear wheel off the ground using the centre stand or a hoist.
2. Remove the chain cover by removing the bolts.



3. Release the parking brake.
4. Remove the mounting bolts and remove the parking brake caliper.



5. 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.
6. Remove the rear axle nut/washer.
7. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.
8. Remove the rear axle shaft and adjusting plates.
9. Remove the brake caliper bracket, rear wheel and side collars.
 - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc to pad surfaces.
 - Do not pull the rear brake lever while the wheel is removed.
 - Do not pull the parking brake lever while the wheel is removed.



Tyre Puncture ► Removing Wheels

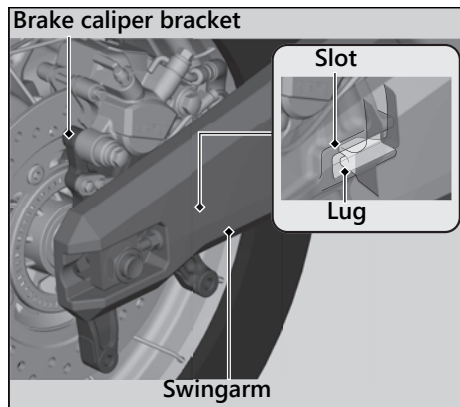
Installation

1. To install the rear wheel, reverse the removal procedure.
 - Take care to prevent the brake caliper from scratching the wheel during installation.
 - Make sure the right and left side collars in their original locations on the wheel.

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. ► P. 112
4. Install and tighten the rear axle nut.

Torque: 98 N·m (10.0 kgf·m, 72 lbf·ft).

5. After installing the wheel, apply the brake lever several times, then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

6. Install the parking brake caliper and tighten the mounting bolts.

Torque: 31 N·m (3.2 kgf·m, 23 lbf·ft).

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

NOTICE

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

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

Battery Goes Dead

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle before charging.

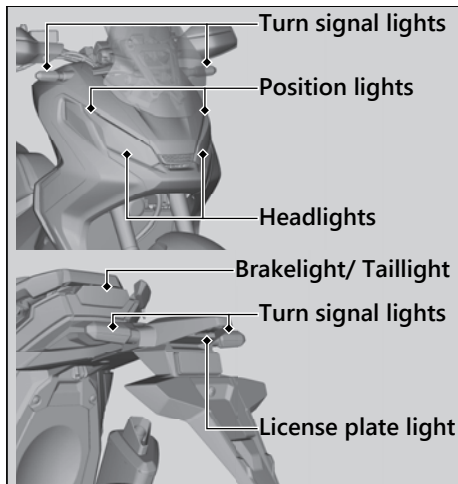
Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage. If the battery does not recover after recharging, contact your dealer.

NOTICE

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

Burned-out Light Bulb

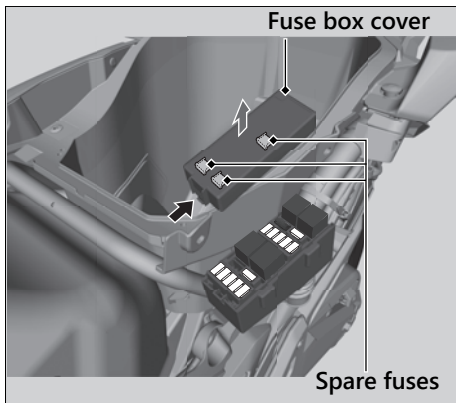
All light bulbs on the motorcycle are LEDs. If there is a LED which is not turned on, see your dealer for servicing.



Blown Fuse

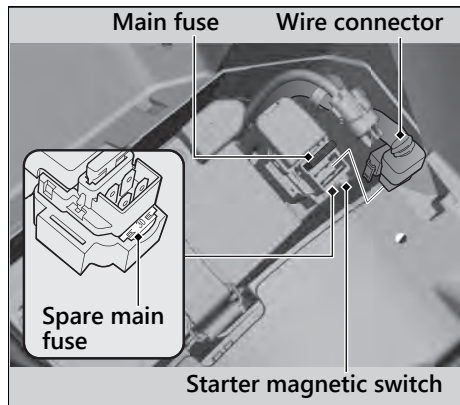
Before handling fuses, see "Inspecting and Replacing Fuses." ► P. 83

■ Fuse Box Fuses



1. Remove the left side cover. ► P. 97
2. Remove the fuse box cover.
3. Pull the fuses out one by one 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.
► Spare fuses are provided on back side of the fuse box cover.
4. Reinstall the parts in the reverse order of removal.

I Main Fuse



1. Remove the maintenance lid. ► P. 96
2. Disconnect the wire connector of the starter magnetic switch.
3. Pull the main fuse out and check for a blown fuse. Always replace a blown fuse with a spare fuse of the same rating.
► Spare main fuse is provided in the starter magnetic switch.
4. Reinstall parts in the reverse order of removal.

NOTICE

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

Information

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Keys

Keys

Emergency Key

This motorcycle has emergency keys and a key tag with a key number and a bar code. Store the key tag in a safe location.

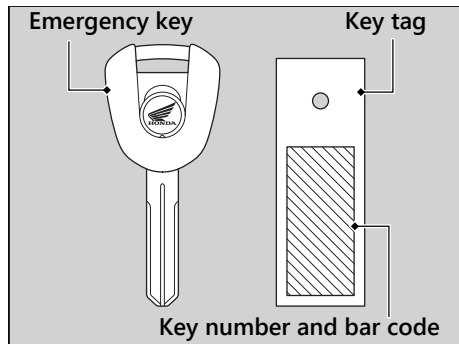
To make a duplicate key, take the key and key tag to your dealer or a locksmith.

If you lose the emergency key and key tag, the emergency seat opener assembly will probably have to be removed by your dealer to determine the key number.

The emergency key is used for an emergency.

- To unlock the seat. ➡ P. 137
- To unlock the ignition switch. ➡ P. 138

Do not store the emergency key in the centre compartment.



Honda SMART Key

Carrying the Honda SMART Key allows you to perform the following operations:

- Locking or unlocking the ignition switch
- Releasing the seat lock
- Releasing the fuel lid lock
- Locking or unlocking the steering

The ID number of the Honda SMART Key is on the ID tag. You can also unlock the ignition switch by inputting the ID number.

Always carry both the emergency key and ID tag, but separate from the Honda SMART Key, to avoid losing all of them at the same time.

Also store a copy of your ID number in a safe place other than your motorcycle.

The Honda SMART Key contains electronic circuits. If the circuits are damaged, the Honda SMART Key will not allow you to perform any operations.

- Do not drop the Honda SMART Key or set heavy objects on them.
- Protect the Honda SMART Key from direct sunlight, high temperature, and high humidity.
- Do not scratch or puncture.
- Do not store near any magnetized products such as a magnetized key chain.
- Always keep the Honda SMART Key away from electric appliances such as a TV, radio, PC or low-frequency massage device.
- Keep the Honda SMART Key away from liquids. If it gets wet, dry it immediately with a soft cloth.
- Keep the Honda SMART Key away from the motorcycle while washing the motorcycle.
- Do not burn.
- Do not wash in the ultrasonic cleaner.

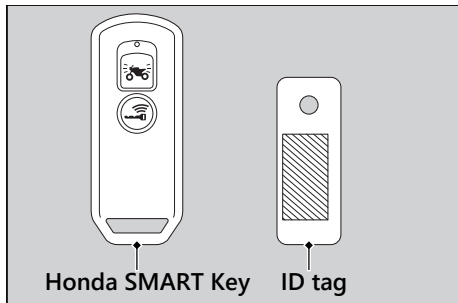
Keys

- If fuel, wax, or grease adhere to the Honda SMART Key, wipe it off immediately to avoid cracking or warping.
- Do not disassemble the Honda SMART Key other than when changing a battery. Only the cover of the Honda SMART Key can be disassembled. Do not disassemble other parts.
- Do not lose your Honda SMART Key. If you lose it, you will need to register a new Honda SMART Key. See your dealer with your emergency key and ID tag for registration.

The battery in the Honda SMART Key system normally lasts about 2 years.

Do not keep mobile phones or other radio transmitting devices in luggage box. The radio frequency from the devices will interrupt the Honda SMART Key system.

To get add additional Honda SMART Key, take the Honda SMART Key and the motorcycle to your dealer.



EU Directive

This Honda SMART Key system complies with the RE (Radio Equipment) Directive (2014/53/EU).



The declaration of conformity to RE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only



Singapore only



Morocco only

AGREE PAR L'ANRT MAROC

Numéro d'agrément : MR 6164 ANRT 2011

Date d'agrément : 04/04/2011

Instruments, Controls, & Other Features

Ignition Switch

Leaving the ignition switch in the **I** (On) position with the engine stopped will drain the battery. Do not turn the ignition switch 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 **O** (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 9,999.9.

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located reverse side of the seat.

➤ P. 70

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 **O** (Off) position and back to the **I** (On) position before the engine can be restarted.

Caring for Your Motorcycle

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

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

Washing

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

1. Rinse your motorcycle thoroughly using a 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.
 - ▶ Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them.

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

3. Thoroughly rinse your motorcycle with plenty of clean water and dry with a soft, clean cloth.
4. After the motorcycle dries, lubricate any moving parts.
 - ▶ Make sure that no lubricant spills onto the brakes or tyres. 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.
 - ▶ 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 tyres and brakes.
 - ▶ If your motorcycle has any mat painted parts, do not apply a coat of wax to the mat painted surface.

Caring for Your Motorcycle

Washing Precautions

Follow these guidelines when washing:

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

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium 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 petrol, 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.

Caring for Your Motorcycle

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 mat painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain.  P. 85
- Place your motorcycle on its centre stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery ( P. 93) to prevent discharge. Fully charge the battery and then place it in a shaded, well-ventilated area.
 - If you leave the battery in place, disconnect the negative \ominus terminal to prevent discharge.

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

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 centre. Call your local or state office of public works or environmental services to find a recycling centre 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, petrol, coolant, and cleaning solvents contain poisons that can

hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

Serial Numbers

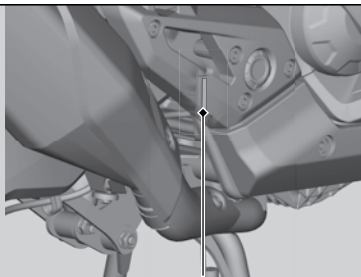
The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.

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

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



Frame number



Engine number

Fuels Containing Alcohol

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) up to 10% by volume.
 - ▶ Petrol containing ethanol may be marketed under the name Gasohol.

The use of petrol containing more than 10% ethanol may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

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

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 petrol. Leaded petrol will damage the catalytic converter.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

Specifications

■ Main Components

Overall length	2,245 mm (88.4 in)
Overall width	910 mm (35.8 in)
Overall height	Windscreen position
	Low 1,375 mm (54.1 in)
	High 1,510 mm (59.4 in)
Wheelbase	1,590 mm (62.6 in)
Minimum ground clearance	165 mm (6.5 in)
Caster angle	27° 00'
Trail	104 mm (4.1 in)
Curb weight	238 kg (525 lb)
Maximum weight capacity *1	177 kg (390 lb)
Maximum luggage weight	10 kg (22 lb)
	Luggage box 5.0 kg (11.0 lb)
Passenger capacity	Rider and 1 passenger
Minimum turning radius	2.8 m (9.2 ft)
Displacement	745 cm ³ (45.4 cu-in)
Bore x stroke	77.0 x 80.0 mm (3.03 x 3.15 in)
Compression ratio	10.7 : 1
Fuel	Unleaded petrol Recommended: 91 RON or higher

Fuel containing alcohol	ETHANOL up to 10 % by volume	
Tank capacity	13.1 L (3.46 US gal, 2.88 Imp gal)	
Battery	YTZ14S	
	12 V-11.2 Ah (10 HR) / 12 V-11.8 Ah (20 HR)	
Gear ratio	1st	2.666
	2nd	1.904
	3rd	1.454
	4th	1.200
	5th	1.033
	6th	0.838
Reduction ratio (primary / final)	1.921 / 2.235	

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

■ Service Data

Tyre size	Front	120/70R17M/C 58H
	Rear	160/60R15M/C 67H
Tyre type		Radial, tubeless
Recommended Tyre	Front	BRIDGESTONE TRAIL WING 101M
	Rear	BRIDGESTONE TRAIL WING 152M
Tyre category of use	Normal	Permitted
	Special	Not Permitted
	Snow	Not Permitted
	Moped	Not Permitted
Tyre air pressure	Front	250 kPa (2.50 kgf/cm ² , 36 psi)
	Rear	280 kPa (2.80 kgf/cm ² , 41 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plug	(standard)	IFR6G-11K (NGK)
Spark plug gap	(non-adjustable)	1.00 - 1.10 mm (0.039 - 0.043 in)
Idle speed	(non-adjustable)	1,200 ± 100 rpm

Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving" or "Resource Conserving," SAE 10W-30, JASO T 903 standard MA	
Engine oil capacity	After draining	3.2 L (3.4 US qt, 2.8 Imp qt)
	After draining & engine oil filter change	3.4 L (3.6 US qt, 3.0 Imp qt)
	After draining, engine & clutch oil filter change	3.4 L (3.6 US qt, 3.0 Imp qt)
	After disassembly	4.1 L (4.3 US qt, 3.6 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	1.44 L (1.52 US qt, 1.27 Imp qt)	
Recommended coolant	Pro Honda HP Coolant	

Specifications

Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains If not available, use SAE 80 or 90 gear oil.	
Drive chain slack	40 - 50 mm (1.6 - 2.0 in)	
Standard drive chain	DID520V0	
	No. of links	118
	Drive sprocket	17T
Standard sprocket size	Driven sprocket	38T

■ Bulbs

Headlight	LED
Brakelight/Taillight	LED
Front turn signal light	LED
Rear turn signal light	LED
Position light	LED
License plate light	LED

■ Fuses

Main fuse	30 A
Other fuse	30 A, 15 A, 7.5 A

■ Torque Specifications

Oil filter	26 N·m (2.7 kgf-m, 19 lbf-ft)
Engine oil drain bolt	30 N·m (3.1 kgf-m, 22 lbf-ft)
Rear wheel axle nut	98 N·m (10.0 kgf-m, 72 lbf-ft)
Front wheel axle shaft	74 N·m (7.5 kgf-m, 55 lbf-ft)
Front wheel brake caliper mounting bolt	45 N·m (4.6 kgf-m, 33 lbf-ft)
Front wheel axle pinch bolt	22 N·m (2.2 kgf-m, 16 lbf-ft)
Parking brake caliper mounting bolt	31 N·m (3.2 kgf-m, 23 lbf-ft)

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