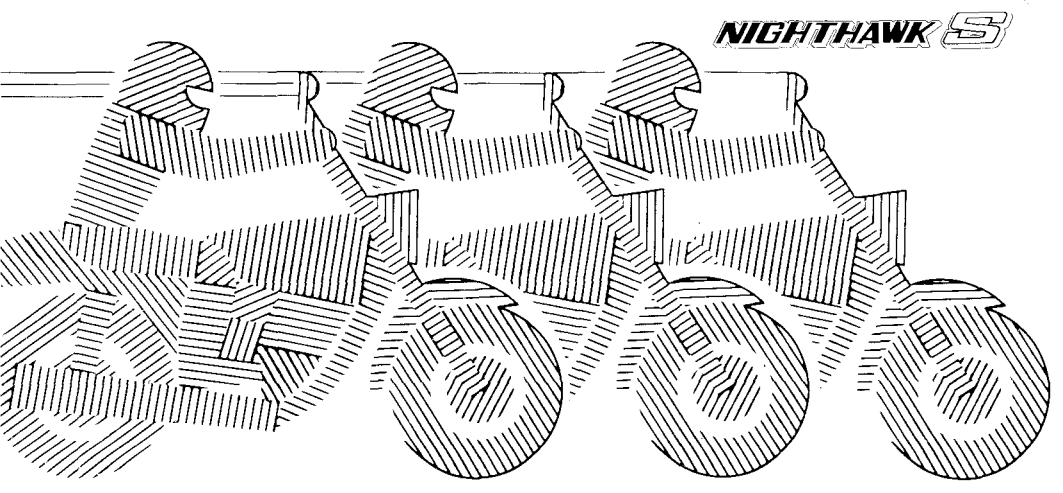

NIGHTHAWK S

# IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **ON-ROAD USE**

  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

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

  Pay special attention to statements preceded by the following words:

**WARNING**

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

CAUTION:

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

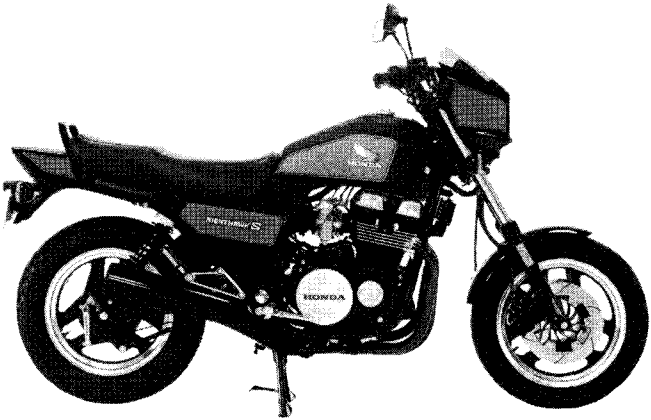
NOTE: Gives helpful information.

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

(英)

# HONDA CB750SC
# OWNER'S MANUAL

1984

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# WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual BEFORE YOU RIDE THE MOTORCYCLE.

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

Pleasant riding, and thank you for choosing a Honda!

## OPERATION


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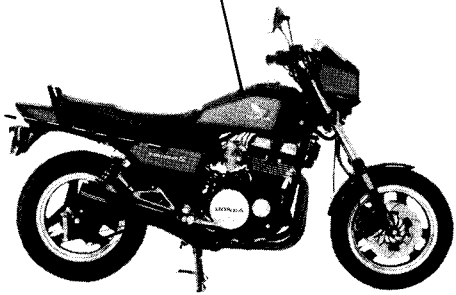
# MOTORCYCLE SAFETY

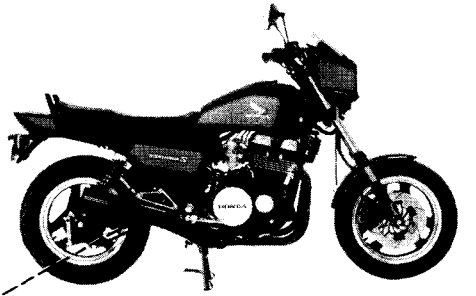
**Read these WARNING LABELS before you ride!**

REMEMBER ■PRESERVE NATURE
■ALWAYS WEAR A HELMET ■RIDE SAFELY
■READ OWNER'S MANUAL CAREFULLY BEFORE RIDING

WARNING : ACCESSORIES AND LOADING

- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNING CONTAINED IN THE OWNER'S MANUAL AND THE INSTRUCTIONS IN THE ACCESSORY HANDBOOK BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE VEHICLE CAPACITY LOAD HAS BEEN EXCEEDED.
- THE CARGO LOAD MUST NOT EXCEED 18 KG (40 LBS) UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENED.





IMPORTANT INFORMATION

COLD TIRE PRESSURES :

| | | |
|---|---|---|
| [UP TO VEHICLE CAPACITY LOAD] | FRONT | 225 kPa, 2.25 kg/cm$^2$, 32 psi |
| | REAR | 280 kPa, 2.80 kg/cm$^2$, 40 psi |
| [UP TO 90 kg (200 lbs.) LOAD] | FRONT | 225 kPa, 2.25 kg/cm$^2$, 32 psi |
| | REAR | 225 kPa, 2.25 kg/cm$^2$, 32 psi |

VEHICLE CAPACITY LOAD 170 kg (370 lbs)

TIRE SIZE : FRONT 110/90-16 59H REAR 130/90-16 67H

| TIRE BRAND | FRONT | REAR |
|---|---|---|
| BRIDGESTONE | G511 | G508 |
| DUNLOP | K527A | K627 |

MIN. RECOMMENDED CENTER TREAD DEPTH

FRONT 1.5 mm (0.06 in.) REAR 2.0 mm (0.08 in.)

Read Owner's manual

THIS MOTORCYCLE EQUIPPED WITH TUBELESS TIRES

# SAFE RIDING RULES

**WARNING**

* ***Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride.***

1. Always make a pre-ride inspection (page 34) before you start the engine.
   You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride.
   NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist.
   Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't ride in another motorist's "blind spot."
4. Obey all federal, state, and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

## PROTECTIVE APPAREL

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

## MODIFICATIONS

**WARNING**

*Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all federal, state, and local equipment regulations.*

## LOADING AND ACCESSORIES

**WARNING**

* *To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory equipped motorcycle at speeds above 80 mph. And remember that this 80 mph limit may be reduced by installation of non-Honda accessories, improper loading, worn tires and overall motorcycle condition, poor road or weather conditions, etc. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.*

### Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed 370 lbs (170 kg), the vehicle capacity load. Cargo weight alone should not exceed 40 lbs.

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust the pressure (page 2), front suspension (page 15) and rear suspension (pages 16, 17) to suit load weight and riding conditions.
3. Luggage racks are for lightweight items. Do not carry more than 40 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.
5. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

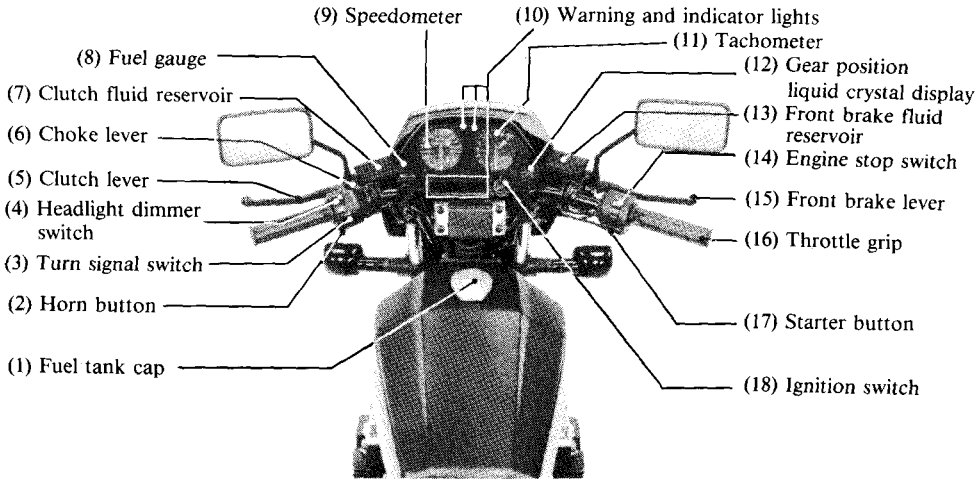
**Accessories**

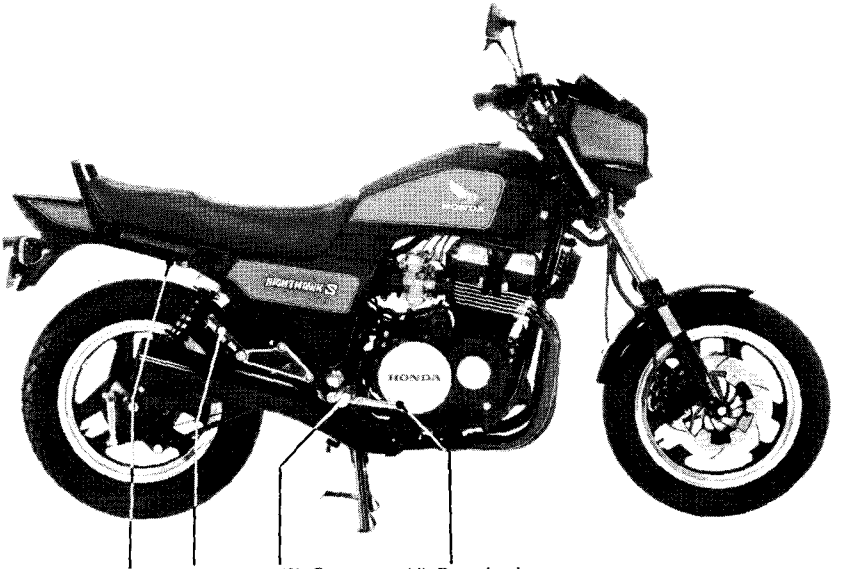
Genuine Honda accessories have been specifically designed for and tested on this motorcycle.

Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation and use of accessories. Always follow the guidelines under Loading, and these:

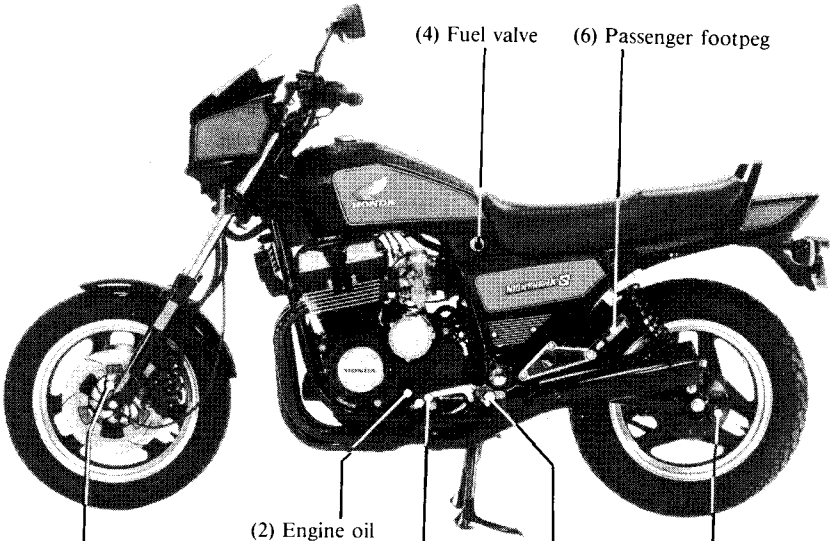
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment tha will exceed the motorcycle's electrica system capacity. A blown fuse coul cause a dangerous loss of lights o engine power at night or in traffic
5. This motorcycle was not designed t pull a sidecar or trailer. Handling ma be seriously impaired if so equippec

# PARTS LOCATION






(1) Helmet holder (2) Passenger footpeg (3) Operator footpeg (4) Rear brake pedal


(4) Fuel valve
(6) Passenger footpeg
(1) TRAC anti-dive adjuster
(2) Engine oil filler cap /dipstick
(3) Gearshift pedal
(5) Operator footpeg
(7) Final drive gear oil filler cap

# INSTRUMENTS AND INDICATORS

The indicators and warning lights are grouped around the instruments. Their functions are described in the tables on the following pages.

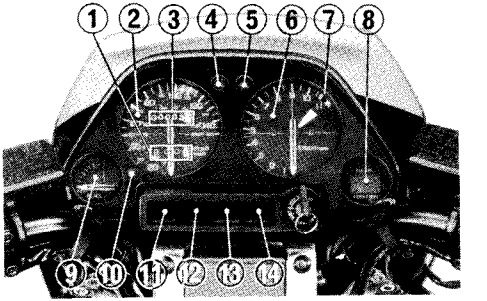
USA model:

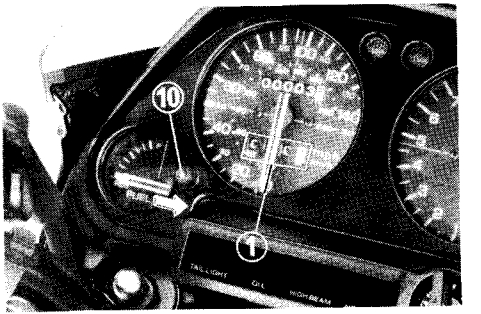
Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.

(1) Tripmeter
(2) Speedometer
(3) Odometer
(4) Left turn signal indicator
(5) Right turn signal indicator
(6) Tachometer
(7) Tachometer red zone
(8) Gear position liquid crystal display
(9) Fuel gauge
(10) Tripmeter reset knob
(11) Tail/stoplight warning light
(12) Oil pressure warning light
(13) Highbeam indicator
(14) Neutral indicator



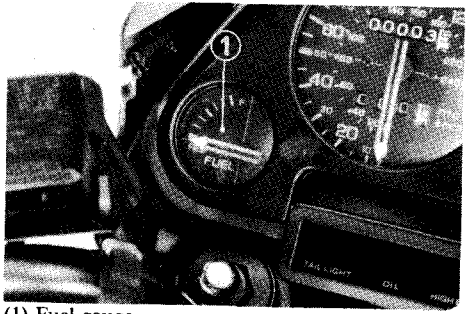



| Ref. No. | Description | Function |
|---|---|---|
| 1 | Tripmeter | Shows mileage per trip. |
| 2 | Speedometer | Shows riding speed. |
| 3 | Odometer | Shows accumulated mileage. |
| 4 | Left turn signal indicator (amber) | Flashes when the left turn signal operates. |
| 5 | Right turn signal indicator (amber) | Flashes when the right turn signal operates. |
| 6 | Tachometer | Shows engine rpm. |
| 7 | Tachometer red zone | Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.<br>**CAUTION:**<br>* The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life. |
| 8 | Gear position liquid crystal display | The motorcycle's gear position is indicated. |
| 9 | Fuel Gauge | Shows approximate fuel supply available (see page 13). |
| 10 | Tripmeter reset knob | Resets tripmeter to zero (0). Push knob in direction shown. |

| Ref. No. | Description | Function |
|---|---|---|
| 11 | Tail/stoplight warning light | Lights when the tail/stoplight bulb is burned out. Should light for a few seconds and go out when the ignition switch is turned ON. |
| 12 | Oil pressur warning light | Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when the engine is warm.<br>**CAUTION:**<br>* ***Running the engine with insufficient oil pressure will cause serious engine damage.*** |
| 13 | High beam indicator | Lights when headlight is on high beam. |
| 14 | Neutral indicator | Lights when transmission is in neutral. |

## Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F(full) there is 16 liters (4.2 US gal). When the gauge needle first points to the RES zone, there is about 2.5 liters (0.7 US gal) left in the tank. Refill the tank as soon as possible.



(1) Fuel gauge

# MAJOR CONPONENTS (Information you need to operate this motorcycle)

**CAUTION:**

* *Make sure you perform the Pre-ride Inspection (Page 34) before you ride this motorcycle.*

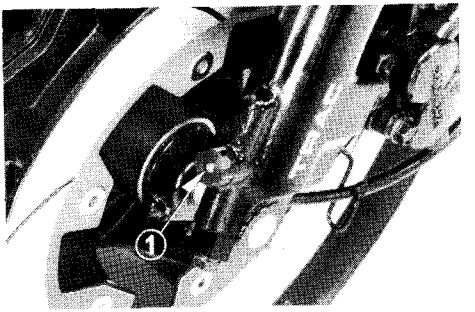
## T.R.A.C. ANTI-DIVE ADJUSTER

The T.R.A.C. system reduces nose-dive during braking and may be adjusted to the rider's choice, independent of load or the rider's weight. The adjuster (1) is located on the left front fork and can be set to any one of your positions.

**WARNING**

* ***Do not position the adjuster between the numbered adjustment points.***

| Adjuster position | T.R.A.C. damper force |
|---|---|
| 1 | Light anti-dive |
| 2 | Medium |
| 3 | Hard |
| 4 | Maximum anti-dive |

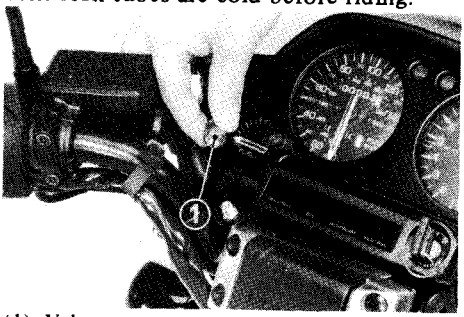



(1) Adjuster
Adjuster shown set in the "2" position.

# SUSPENSION

## Front Suspension

The front suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure within the fork tubes. The recommended pressure under normal riding conditions is 0–6 psi (0–40 kPa, 0–0.4 kg/cm$^2$). Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions. Check and adjust air pressure when the front fork tubes are cold before riding.




(1) Valve cap

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve caps (1).
3. Check the air pressure using a pressure gauge.

NOTE:

* Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.

4. Add air to the recommended pressure. Be certain to adjust both front forks to the same air pressure.

NOTE:

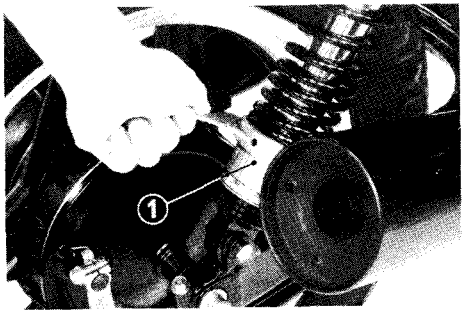
* Do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.

## Rear Shock Absorbers

This motorcycle has shock absorbers with two adjustable functions to provide the desired ride with various rider/cargo weights.

The spring adjuster (1) adjusts spring preload for changes in rider/cargo weight.

The rebound damping adjuster (2) adjusts damping to provide the desired ride (soft to firm) under various rider/cargo weights and riding conditions.



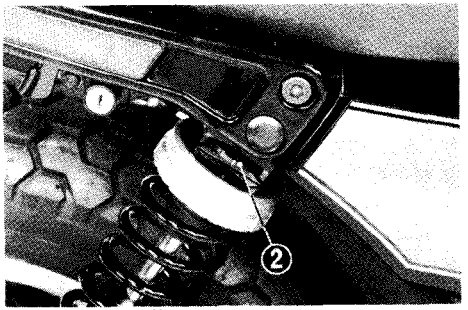

(1) Spring adjuster

**WARNING**

* ***Be careful not to touch hot mufflers while adjusting the shock absorbers.***

Adjust spring preload first, using the tool kit hook spanner to rotate the spring adjuster (1). Position 1 is for light loads and positions 2 to 5 progressively increase preload for heavier loads.

After adjusting preload, rotate the rebound damping adjuster (2) by hand to select one of the four positions.




(2) Damping adjuster

NOTE:

* Be sure to adjust both shock absorbers to the same positions.

**Recommended Rear Suspension Adjustment:**

| REBOUND DAMPING ADJUSTER | SPRING ADJUSTER | CONDITIONS | |
|---|---|---|---|
| | | RIDERS/LOAD | RIDING CONDITIONS |
| I | 1 or 2 | One | Highways |
| II | 1 or 2 | One | Around town |
| III | 2 or 3 | One | Winding road |
| II | 3 to 5 | One/Two | Highways |
| III | 3 to 5 | One/Two or carrying load | Around town |
| IIII | 4 to 5 | One/Two or carrying load | Winding road |

# BRAKES

## Front Brake

This motorcycle has hydraulic disc front brakes. As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks.

If the brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit there is probably air in the brake system and it must be bled out. See your authorized Honda dealer for this service.

Brake Fluid Level:

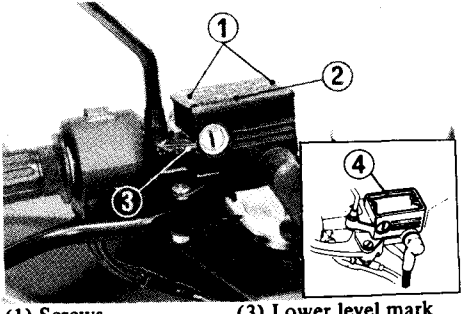
**WARNING**

* *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Whenever the level is near the lower level mark (3) on the reservoir, fluid must be added. Remove the screws (1), reservoir cover (2), and diaphragm. Fill the reservoir with DOT 3 or 4 BRAKE FLUID from a sealed container up to the upper level mark (4). Reinstall the diaphragm and cover (2). Tighten the screws (1) securely.

**CAUTION**:

* *When adding brake fluid be sure the reservoir is horizontal before the cover is removed or brake fluid may spill out.*




(1) Screws
(2) Reservoir cover
(3) Lower level mark
(4) Upper level mark

* *Use DOT 3 or 4 brake fluid from a sealed container.*
* *Handle brake fluid with care because it can damage paint and instrument lenses.*
* *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

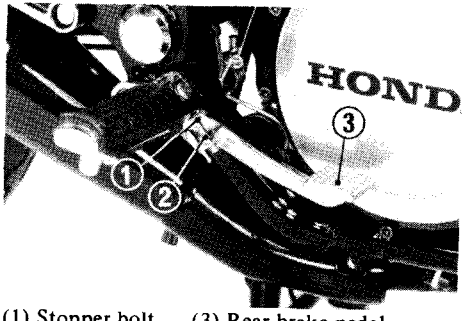
Other Checks:

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

**Rear Brake**

Adjustment:

1. Place the motorcycle on its center stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.
3. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.




(1) Stopper bolt
(2) Lock nut
(3) Rear brake pedal

Free play should be 20–30 mm (3/4–1-1/4 in). If adjustment is necessary, turn the rear brake adjusting nut (4).

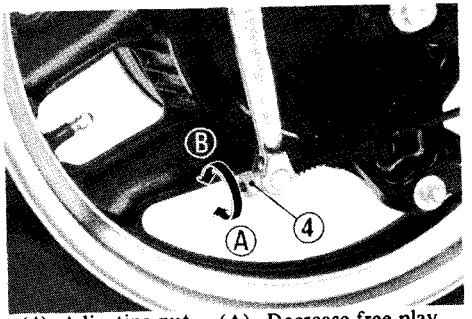
NOTE:

* Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

4. Apply the brake several times and check for free wheel rotation when released.

Other Checks:

Make sure the brake rod, brake arm, spring and fasteners are in good condition.




(4) Adjusting nut (A) Decrease free play
(B) Increase free play

## CLUTCH

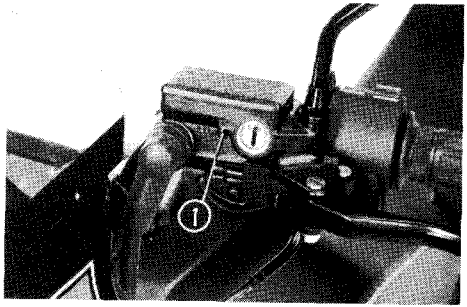
This motorcycle has a hydraulically activated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever free play becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your authorized Honda dealer for this service.

Fluid Level:

Check that the fluid level is above the lower level mark (1). If the fluid level is near the lower level mark,, it indicates fluid leakage. See your authorized Honda dealer.

Other Checks:

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




(1) Lower level mark

# FUEL

## Manual Fuel Valve

The manual fuel valve (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

## Automatic Fuel ON-OFF

With the fuel valve set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

## Reserve Fuel

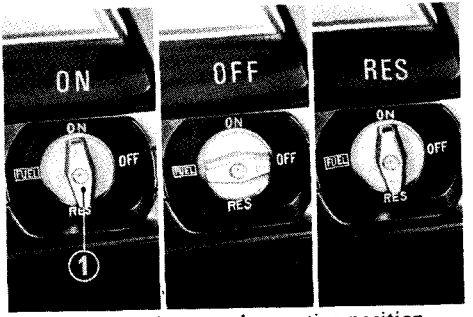
When the main fuel supply is gone, turn the fuel valve to RES. The reserve fuel supply is 2.5 ℓ (0.7 US gal) so refill the tank as soon as possible then switch the valve back to ON.

**WARNING**

* ***Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.***

NOTE:

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

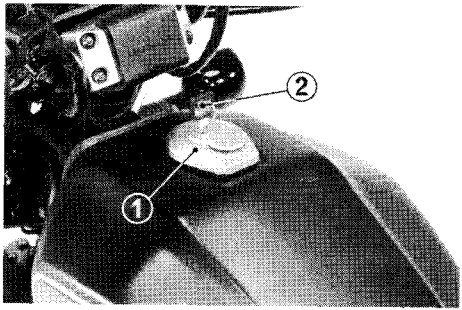



(1) Fuel valve in normal operating position

## Fuel Tank

Fuel tank capacity is 16.0 ℓ (4.2 US gal) including 2.5 ℓ (0.7 US gal) in the reserve supply.

To open the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap is hinged and will lift up. Any automotive gasoline with a pump octane number ($\frac{R + M}{2}$) of 86 or higher or a research octane number of 91 or higher may be used. If "knocking" or "pinging" occurs, try a different brand of gasoline or a higher octane grade.




(1) Fuel tank cap
(2) Ignition key

To close the fuel tank cap, press the cap into the filler neck until it snaps closed; the fuel tank cap locks automatically. Remove the key.

**WARNING**

* *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.*
* *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.*

# ENGINE OIL

## Engine Oil Level Check

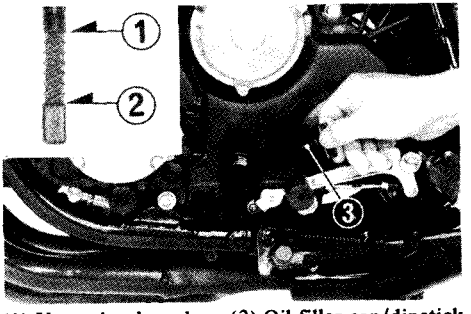
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (1) and lower (2) level marks on the dipstick (3).

1. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (3), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (1) and lower (2) level marks on the dipstick.
4. If required, add the specified oil up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

**CAUTION:**

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




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

**Engine Oil Recommendation**

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

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

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

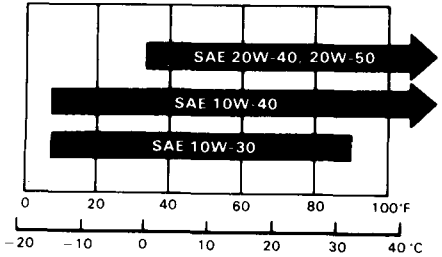
**CAUTION:**

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

**Recommended Oil Viscosity**

**SAE 10W-40**

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



# FINAL DRIVE OIL

## Oil Level Check

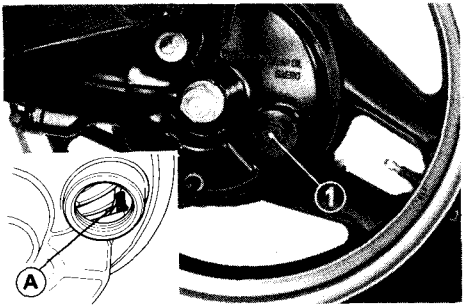
Check the final drive oil level when specified by the maintenance schedule (page 45).

1. Place the motorcycle on its center stand on level ground.
2. Remove the oil filler cap (1).
3. Check that the oil reaches a level between the two bosses (A) on the inner housing (visible below the lower edge of the inspection hole).

NOTE:

* If the level is low, check for leaks. Pour fresh oil through the inspection hole until it reaches a level between the two bosses (A) on the inner housing (visible below the lower edge of the inspection hole).

**Recommended oil:**
**HYPOID GEAR OIL**
**SAE 80**




(1) Oil filler cap (A) Two bosses

## TUBELESS TIRES

This motorcycle is equipped with tubeless type tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE."

Proper air pressure will provide maximum stability, riding comfort and tire life.

Check tire pressures frequently and adjust if necessary (page 2).

NOTE:

* Tire pressure should be checked when the tires are "cold," before you ride.
* Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

Check the tires for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your authorized Honda dealer for repair, replacement, and balancing.

**WARNING**

* ***Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.***
* ***Operation with excessively worn tires is hazardous and will adversely affect traction and handling.***

Replace tires before tread depth at the center of the tire reaches the limit as shown on the tire information label (page 2).

Repair:

Puncture of tubeless tires may be fixed externally for emergency. See your authorized Honda Dealer for the correct method before you encounter actual failure on the road.

**WARNING**

* *Do not run at speed above 60 km/h (40 MPH) after making on external repair. It must be followed by an internal repair at the nearest Honda Dealer as soon as possible.*

Replacement:

See your authorized Honda Dealer

**WARNING**

* *The use of tires other than those listed here may adversely affect handling.*
* *Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflection.*
* *Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflection.*
* *Proper wheel balance is necessary for safe, stable handling of the motorcycle, Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.*
* *Foreign object intrusion of tire face will reduce the performance of any tire. Subsequent repair may not restore original safety factor.*
* *Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.*

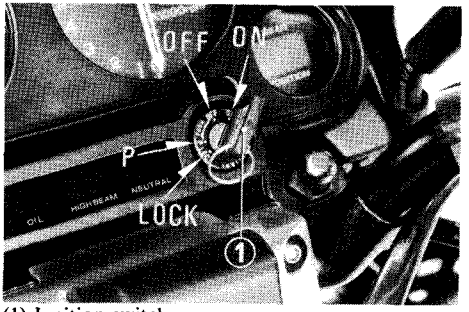
**CAUTION:**

* *Do not try to remove tubeless tires without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.*

# ESSENTIAL INDIVIDUAL COMPONENTS

## IGNITION SWITCH

The ignition switch (1) is below the instrument panel.




(1) Ignition switch

| Key Position | Function | Key Removal |
|---|---|---|
| LOCK (Steering lock) | Steering is locked. Engine and lights cannot be operated. | Key can be removed. |
| P (Parking) | For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started. | Key can be removed. |
| OFF | Engine and lights cannot be operated. | Remove the key. |
| ON | Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started when the engine stop switch is at RUN. | Key can be removed. |

## ENGINE STOP SWITCH

The engine stop switch (1) is next to the throttle grip. In the RUN position, the engine will operate. In the OFF position the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in RUN.

NOTE:

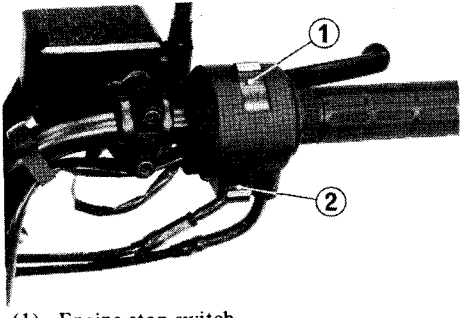
* If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will still be on, resulting in battery discharge.

## STARTER BUTTON

The starter button (2) is below the engine stop switch (1).

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

See pages 35—37 for starting procedure.




(1) Engine stop switch
(2) Starter button

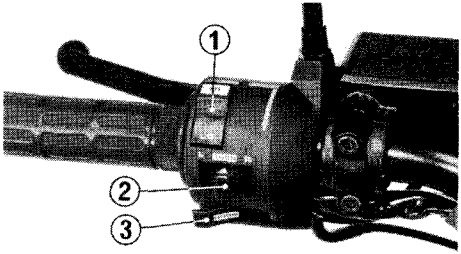
## LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

**Headlight Dimmer Switch (1)**
Select HI for high beam, LO for low beam.

**Turn Signal Switch (2)**
Move to "L" to signal a left turn, "R" to signal a right turn. Push to turn signal off.

**Horn Button (3)**
Push the button to sound the horn.




(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

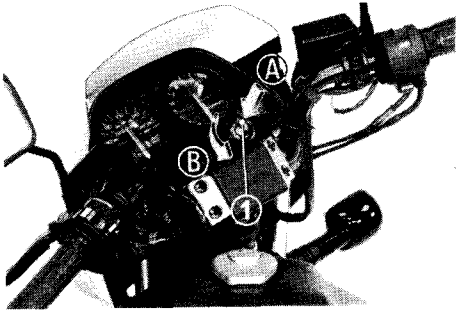
# FEATURES (Not required for operation)

## STEERING LOCK

To lock the steering, turn the handlebars all the way to the left, turn the key (1) to LOCK while pushing in. Remove the key.

**WARNING**

* *Do not turn the key to LOCK while riding the motorcycle.*



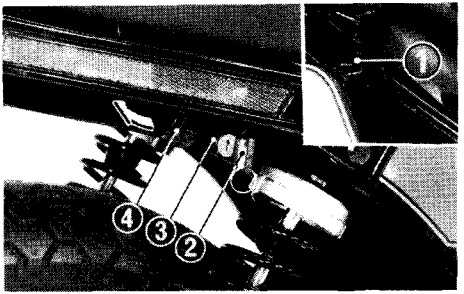

(1) Ignition key
(A) Push in
(B) Turn to LOCK

## HELMENT HOLDER

The helmet holder (1) is on the right side under the seat. Insert the ignition key (2) and turn it counterclockwise to unlock the seat lock (3). Pull the seat lock lever (4) up and remove the seat. Hang your helmet on the helmet holder (1) and install the seat.

**WARNING**

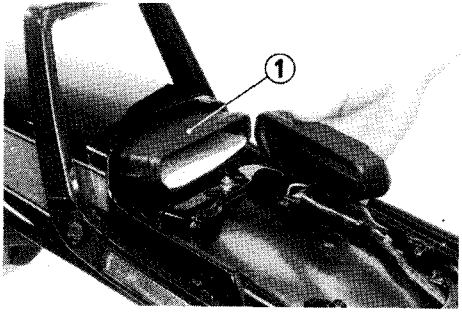
* ***The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.***




(1) Helmet holder
(2) Ignition key
(3) Seat lock
(4) Seat lock lever

## DOCUMENT COMPARTMENT

The document compartment (1) is at the rear of the seat.
Remove the seat and open the cover.
This owner's manual and other documents should be stored in the document compartment.
When washing your motorcycle, be careful not to flood this area with water.




(1) Document Compartment

# OPERATION

## PRE-RIDE INSPECTION

**WARNING**

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

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

1. Engine oil level–add engine oil if required (pages 24—25). Check for leaks.
2. Fuel level–fill fuel tank when necessary (page 23). Check for leaks.
3. Front and rear brakes–check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 18—20).
4. Tires–Check condition and pressure (pages 2 and 27).
5. Throttle–check for smooth opening and closing in all steering positions.
6. Lights and horn–check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
7. Engine stop switch–check for proper function (page 30).

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

## STARTING THE ENGINE

**WARNING**

* ***Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.***

NOTE:

* Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
* The electric starter will work when the transmission is in gear with the clutch disengaged.

### Preparation

Make sure the transmission is in neutral, the engine stop switch is at RUN and the fuel valve is ON. Insert the key and turn the ignition switch ON.

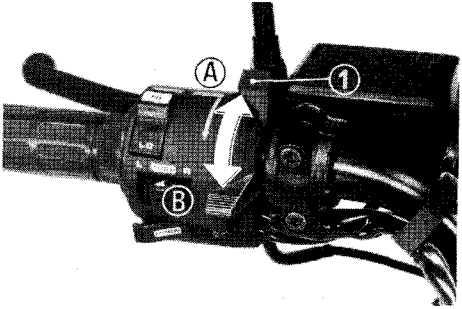
Check that the red oil pressure warning light comes ON.

### Starting Procedure

To restart a warm engine, follow the procedure for "High Air Temperature."

| Normal Air Temperature |
|---|
| 10°–35°C (50°–95°F) |

1. Pull the choke lever (1) back all the way to Fully open (B).
2. Start the engine, leaving the throttle closed.




(1) Choke lever (A) Fully closed (B) Fully open

NOTE:

* Do not open the throttle when starting the engine with the choke open. This will lean the mixture, resulting in hard starting.

**CAUTION:**

* *The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*

3. Immediately after the engine starts, operate the choke lever (1) to keep fast idle at 1,500–2,500 rpm.
4. About a half minute after the engine starts, push the choke lever forward all the way to Fully Closed (A).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1–2 under Normal Air Temperature.
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up until the engine runs smoothly and responds to the throttle when the choke lever is at Fully Closed (A).

**CAUTION:**

* *Snapping or first idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.*
* *Extended use of the choke may impair piston and cylinder wall lubrication.*

**Flooded Engine**

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke lever forward to Fully Closed (A). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the "High Air Temperature" Starting Procedure.

## BREAK-IN

During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in maintenance at 600 miles (1,000 km) is designed to compensate for this initial minor wear. Timely performance of break-in maintenance will ensure optimum service life and performance from the engine.

The general rules are as follows:

1. Do not lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Vary the engine speed frequently and avoid full throttle. Maximum continuous engine speed during the first 600 miles (1,000 km) must not exceed 5,000 rpm.
3. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 600 miles (1,000 km) and 1,000 miles (1,600 km). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 7,000 rpm.
4. Upon reaching an odometer reading of 1,000 miles (1,600 km), you can subject the motorcycle to full throttle operation.
   However, do not exceed 10,700 rpm at any time (tachometer RED ZONE limit).

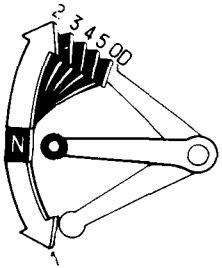
**CAUTION:**

* *The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.*

## RIDING

**WARNING**

* *Review Motorcycle Safety (pages 1—6) before you ride.*
* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*
* *Do not downshift when travelling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*




Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

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

Shifting Down:

| | |
|---|---|
| From OD to 5th: | 28 mph (45 km/h) |
| From 5th to 4th: | 22 mph (35 km/h) |
| From 4th to 3rd: | 16 mph (25 km/h) |

Disengage the clutch when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

**CAUTION:**

* *Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*
* *Do not exceed 8,000 rpm when running the engine without a load. Serious engine damage may result.*

NOTE:

* The battery will not charge while the engine speed is below 1,750 rpm. Avoid idling for prolonged periods, or continuous operation below 1,750 rpm.
* Be careful when revving the engine or accelerating in 1st or 2nd gear as the engine speed will easily enter the tachometer red zone.

**High Altitude Riding**

When operating this motorcycle at high altitude, the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

## BRAKING

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

**WARNING**

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
* *When possible reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.*
* *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.*
* *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*

## PARKING

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

**CAUTION:**

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

3. Lock the steering to help prevent theft (page 32).

NOTE:

* When stopping for a short time near traffic at night, the ignition switch may be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P for too long a time.

## ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Lock the steering (page 32).
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals which are still with them.

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO.: _____

# MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emissions standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 will comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA only)

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance and the anticipated maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.

- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

# MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 34) at each scheduled maintenance period.
I : INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C: CLEAN R: REPLACE A: ADJUST

| | | FREQUENCY / ITEMS | WHICHEVER COMES FIRST ➡ ODOMETER READING [NOTE (4)] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EVERY ⬇ | 600 mi (1,000 km) | 4,000 mi (6,400 km) | 8,000 mi (12,800 km) | 12,000 mi (19,200 km) | 16,000 mi (25,600 km) | 20,000 mi (32,000 km) | 24,000 mi (38,400 km) | Refer to |
| EMISSION RELATED ITEMS | * | FUEL LINES | | | I | I | I | I | I | I | |
| | * | FUEL STRAINER | | C | C | C | C | C | C | C | |
| | * | THROTTLE OPERATION | | I | I | I | I | I | I | I | |
| | * | CARBURETOR-CHOKE | | | I | I | I | I | I | I | |
| | | AIR CLEANER | NOTE (1) | | | R | | R | | R | Page 51 |
| | | CRANKCASE BREATHER | NOTE (2) | | C | C | C | C | C | C | Page 52 |
| | | SPARK PLUGS | | | R | R | R | R | R | R | Page 55 |
| | | ENGINE OIL | YEAR | R | R | R | R | R | R | R | Page 53—54 |
| | | ENGINE OIL FILTER | YEAR | R | R | R | R | R | R | R | Page 53—54 |
| | * | CARBURETOR-SYNCHRONIZATION | | I | I | I | I | I | I | I | |
| | * | CARBURETOR-IDLE SPEED | | I | I | I | I | I | I | I | Page 56 |
| | * | EVAPORATIVE EMISSION CONTROL SYSTEM | NOTE (3) | | | I | | I | | I | |

| | | ITEMS \ FREQUENCY | WHICHEVER COMES FIRST ➡ ODOMETER READING [NOTE(4)] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EVERY | 600 mi (1,000 km) | 4,000 mi (6,400 km) | 8,000 mi (12,800 km) | 12,000 mi (19,200 km) | 16,000 mi (25,600 km) | 20,000 mi (32,000 km) | 24,000 mi (38,400 km) | Refer to |
| NON-EMISSION RELATED ITEMS | * | FINAL DRIVE OIL | | | | I | | I | | R | Page 57 |
| | | BATTERY | MONTH | I | I | I | I | I | I | I | Pages 66—67 |
| | | BRAKE FLUID (FRONT) | MONTH I 2 YEARS *R | I | I | I | *R | I | I | *R | Pages 18—19 |
| | | BRAKE SHOE/PAD WEAR | | | I | I | I | I | I | I | Page 64 |
| | | BRAKE SYSTEM | | I | I | I | I | I | I | I | Pages 18—20 |
| | * | BRAKE LIGHT SWITCH | | I | I | I | I | I | I | I | |
| | * | HEADLIGHT AIM | | I | I | I | I | I | I | I | |
| | | CLUTCH FLUID | MONTH I 2 YEARS *R | I | I | I | *R | I | I | *R | Page 21 |
| | | CLUTCH SYSTEM | | I | I | I | I | I | I | I | Page 21 |
| | | SIDE STAND | | | I | I | I | I | I | I | Page 65 |
| | * | SUSPENSION | | I | I | I | I | I | I | I | |
| | * | NUTS, BOLTS, FASTENERS | | I | I | I | I | I | I | I | |
| | ** | WHEELS | | I | I | I | I | I | I | I | |
| | ** | STEERING HEAD BEARING | | I | | I | | I | | I | |

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.

NOTES:
(1) Service more frequently when riding in dusty areas.
(2) Service more frequently when riding in rain, or at full throttle.
(3) California type only.
(4) For higher odometer reading, repeat at the frequency interval established here.

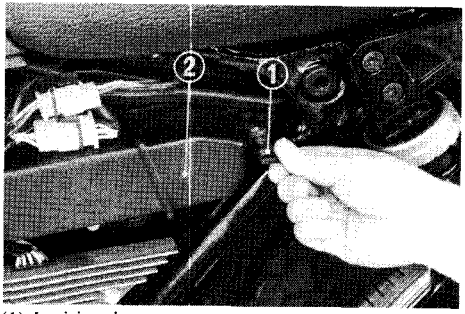
# MAINTENANCE RECORD

| Miles | Performed By | Odometer | Date |
|---|---|---|---|
| 600 | | | |
| 4,000 | | | |
| 8,000 | | | |
| 12,000 | | | |
| 16,000 | | | |
| 20,000 | | | |
| 24,000 | | | |

- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 miles (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

## TOOL KIT

The took kit is in the storage compartment behind the left side cover. To open the strage compartment cover (2), insert and turn the ignition key (1) counterclockwise. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.




(1) Ignition key
(2) Storage compartment cover

- 8 mm open end wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 4 Screw driver
- No. 2 Plus minus driver
- Screwdriver grip
- 12 mm box end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- 10 x 12 mm box end wrench
- Spark plug wrench
- Feeler gauge 0.7 mm
- Tool bag
- Pin spanner
- 5 mm hex. wrench
- 6 mm hex. wrench

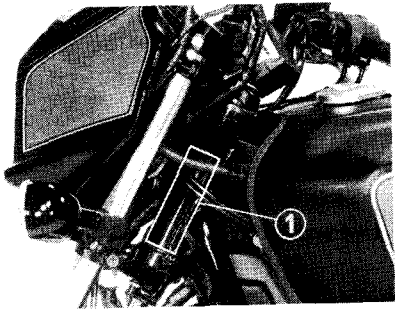
## SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

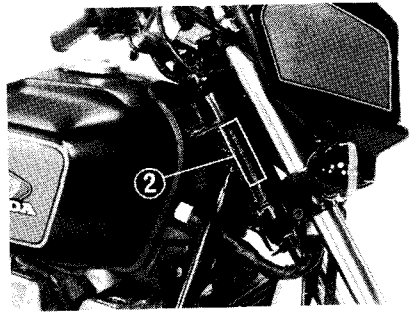
The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head. The frame number (2) is stamped on the right side of the steering head.

VIN _____

FRAME NO. _____



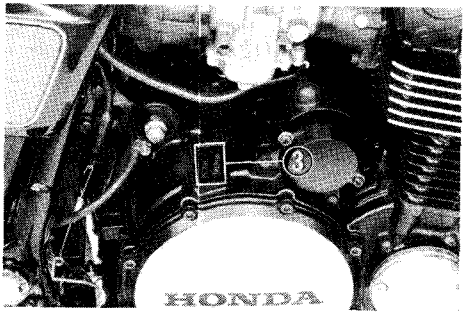

(1) VIN




(2) Frame number

The engine number (3) is stamped on top of the crankcase.

ENGINE NO. _____

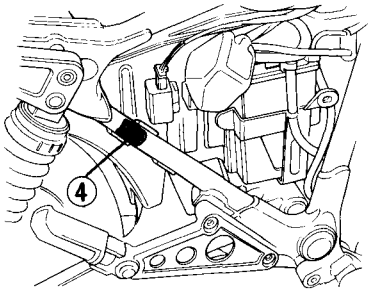



(3) Engine number

## COLOR LABEL

The color label (4) is attached to the down tube under the right side cover. It is helpful when ordering replacement parts. Record the color here for your reference.

COLOR _____




(4) Color label

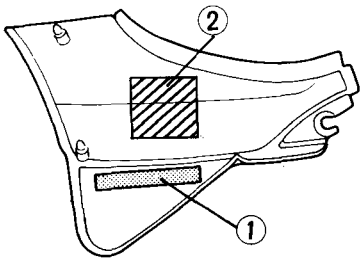
## MAINTENANCE PRECAUTIONS

**WARNING**

* *If your motorcycle is overturned or involved in a collision, inspect control levers, clutch and brake hoses and reservoirs, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your Honda dealer inspect the major components including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.*
* *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
* *Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.*

The Vehicle Emission Control Information label is attached to the inside of the right side cover. (USA ONLY).

The Vacuum Hose Routing label is attached to the inside of the right side cover. (California ONLY)

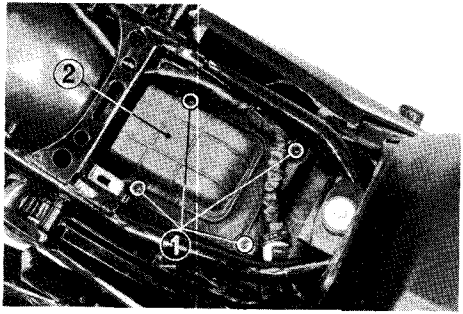



(1) Vehicle Emission Control Information label
(2) Vacuum Hose Routing label

## AIR CLEANERS

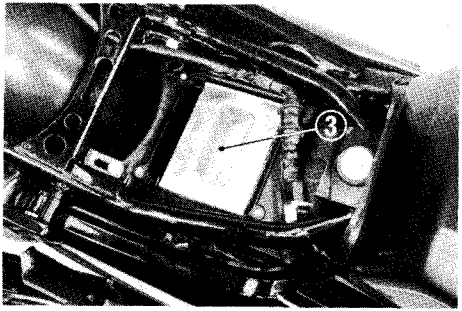
The air cleaners should be serviced at regular intervals (page 44). When riding in dusty areas, more frequent service may be necessary.

1. Remove the seat.
2. Remove the four screws (1) and air cleaner cover (2).
3. Pull out and discard the air cleaner element (3).




(1) Screws
(2) Air cleaner cover

4. Install the new element.
5. Install the air cleaner cover (2) and tighten the four screws (1) securely.
6. Install the seat.



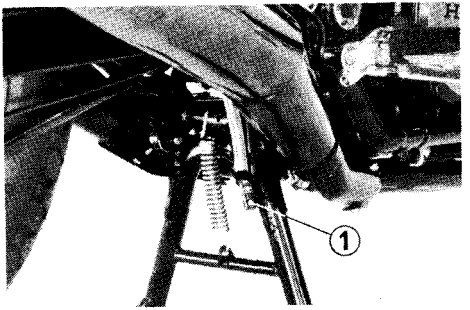

(3) Air cleaner element

## CRANKCASE BREATHER

1. Remove the drain plug (1) from the tube and drain deposits.
2. Reinstall the drain plug.

NOTE:

* Service more frequently when ridden in rain or at full throttle. Service if the deposit level can be seen in the transparent section of the drain tube.



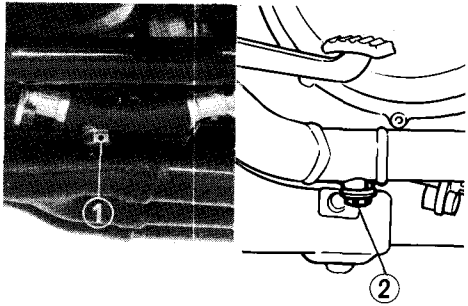

(1) Drain plug

## ENGINE OIL AND FILTER

Engine oil quality is the chief factor affecting engine service life. Change the engine oil and filter when specified by the maintenance schedule.

NOTE:

* Change the engine oil and filter with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.

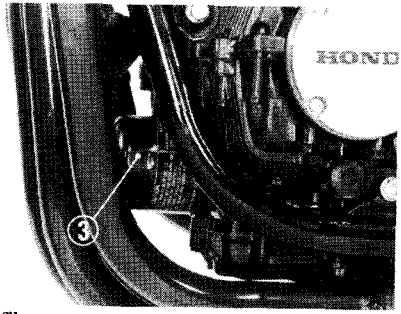



(1) Engine bottom oil drain plug
(2) Frame oil drain plug

**CAUTION:**

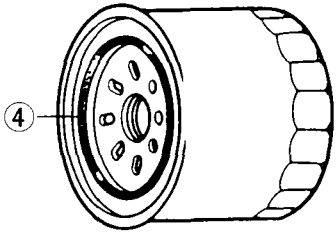
* *To prevent oil leaks and filter damage, never support the engine on the oil filter.*

1. To drain the oil, remove the oil filler cap engine bottom oil drain plug (1) and right and left frame oil drain plugs (2).
2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter (3).
3. Check that the new oil filter O-ring is in good condition. Apply a thin coat of engine oil to the new oil filter rubber seal (4).




(3) Oil filter

4. Install the new oil filter and tighten it to. 15—20 N·m (1.5—2.0 kg-m, 11—14 ft-lb) torque.
5. Check that the sealing washers on the drain plugs are in good condition and install the plugs.
   Engine bottom: 30—40 N·m (3.0—4.0 kg-m, 22—29 ft-lbs)
   Frame: 24—30 N·m (2.4—3.0 kg-m, 17—22 ft-lb)




(4) Oil filter rubber seal

6. Fill the crankcase with approximately 2.8 liters (3.0 US qt) of the recommended oil.
7. Install the oil filler cap.
8. Start the engine and let it idle for a few minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.

NOTE:

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

## SPARK PLUGS

Recommended plugs:

Standard:
DPR8EA-9 (NGK) or
X24EPR-U9 (ND)

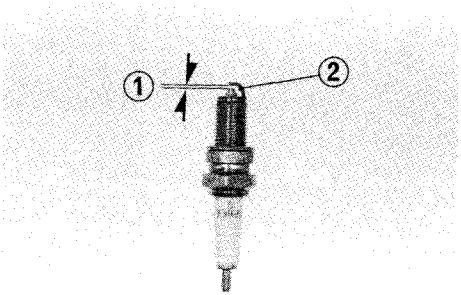
For cold climate: (Below 5°C/41°F)
DPR7EA-9 (NGK) or
X22EPR-U9 (ND)

For extended high speed riding:
DPR9EA-9 (NGK) or
X27EPR-U9 (ND)

1. Disconnect the spark plug caps.
2. Clean any dirt from around the spark plug bases.
3. Remove and discard the spark plugs.
4. Make sure the new spark plug gap (1) is 0.8–0.9 mm (0.031–0.035 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
6. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
7. Reinstall the spark plug caps.

**CAUTION:**

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




(1) Spark plug gap (2) Side electrode

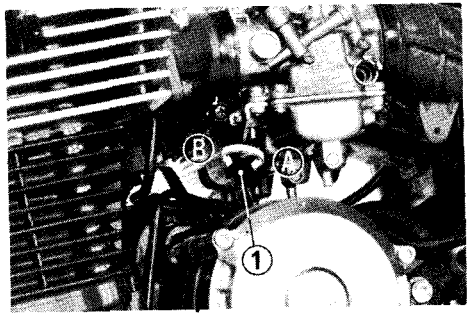
## IDLE SPEED

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

* Inspect and adjust carburetor idle speed after all other engine adjustments are within specifications.
* The engine must be warm for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).
   Idle Speed: 1,000 ± 100 rpm
   (In neutral)




(1) Throttle stop screw (A) Increase (B) Decrease

## FINAL DRIVE OIL

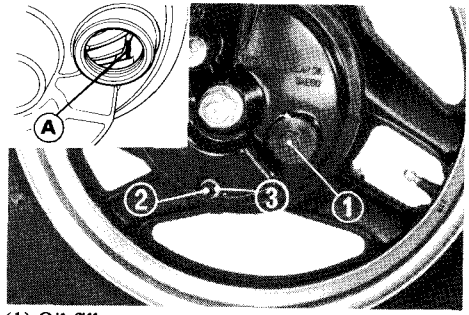
Change the oil when specified by the maintenance schedule.

NOTE:

* Change the oil with the final drive warm and the motorcycle on its center stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap (1) and drain plug (2).
2. After the oil has completely drained, check that the sealing washer (3) on the drain plug is in good condition and install the drain plug.
   Drain Plug Torque:
   10–14 N·m
   (1.0–1.4 kg-m, 7–10 ft-lb)
3. Fill the final drive with approximately 150 cc (4.9 oz) of the recommended oil. Make sure the recommended oil reaches a level between the two bosses on the inner housing (visible below the lower edge of the inspection hole).
4. Install the oil filler cap.

**Recommended oil: HYPOID GEAR OIL SAE80**




(1) Oil filler cap
(2) Oil drain plug
(3) Sealing washer
(A) Two bosses

## HANDLEBARS

The handlebars on this motorcycle may be adjusted by the rider for width. Because of the critical nature of steering, consult your authorized Honda dealer for this adjustment.

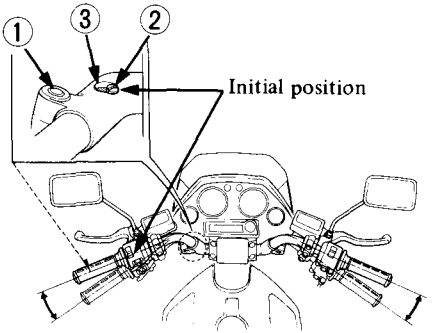
Width adjustment:

1. Loosen the handlebar attaching bolts (1) with the wrench provided in the tool kit.
2. Rotate the handlebars to match the rider's desired riding position. Be sure to adjust both handlebars to the same position, using the set screw (2) on each handlebars and hole in the handlebar holder (3) as a reference.
3. Securely tighten the handlebar attaching bolts (1) with the wrench.

**WARNING**

* ***For your safety, see your dealer as soon as possible to verify proper assembly.***
  ***Handlebar attaching bolt torque:***
  ***25–30 N·m (2.5–3.0 kg-m, 18–22 ft-lb)***

* ***Check the security of the handlebars and bolts by turning both handlebars all the way to the left and right, and pushing and pulling on the handlebars with force.***
* ***Check to be sure that the wires, hoses, and cables are not kinked or pulled taut, and are free to move in all steering positions.***




(1) Attaching bolts (3) Hole
(2) Set screw

## FRONT WHEEL REMOVAL

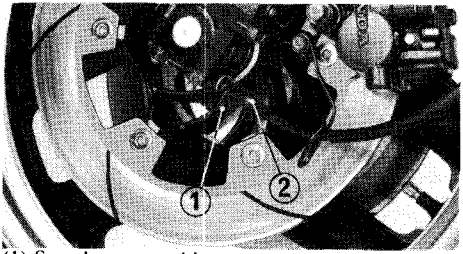
1. Raise the front wheel off the ground by placing a support block under the engine.
   Placing a support block directly under the center of the engine (well away from the oil hoses).
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the right caliper assembly by loosening the caliper bolts (3).

**CAUTION:**

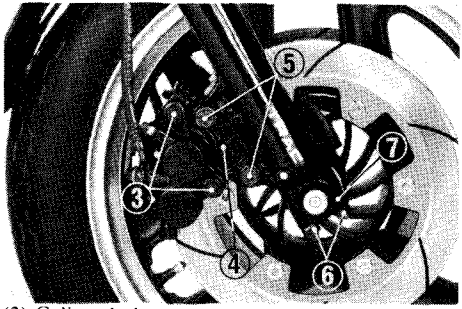
* *Support the caliper assembly so that it does not hang from the brake hose. Do not twist the brake hose.*

* *Avoid getting grease, oil or dirt on the disc or pad surfaces, because such contamination can cause poor brake performance or rapid pad wear after reassembly.*

4. Remove the right caliper braket (4) by removing the mounting bolts (5).
5. Remove the front axle holder nuts (6) and axle holders (7).
6. Remove the wheel.




(1) Speedometer cable set screw (2) Speedometer cable



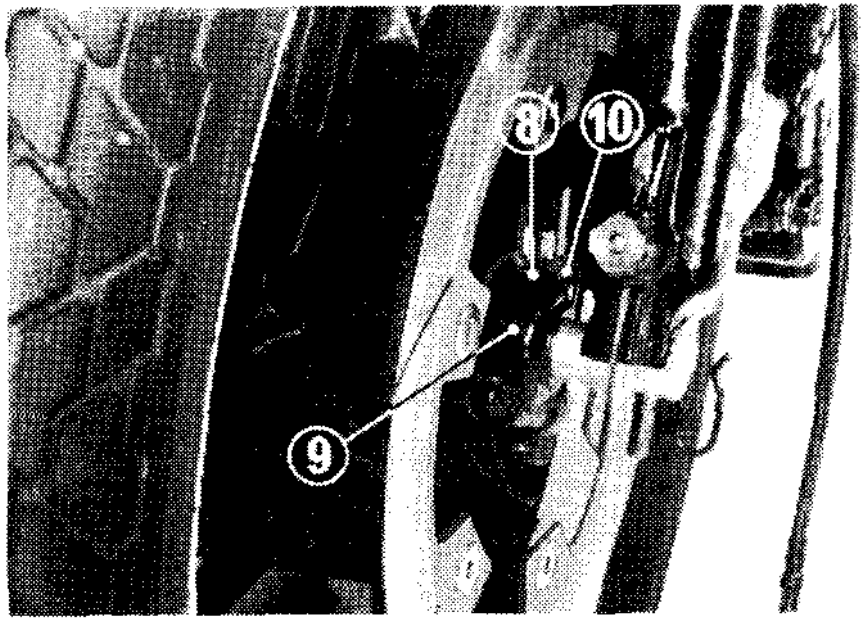

(3) Caliper bolts (6) Axle holder nuts
(4) Caliper bracket (7) Axle holder
(5) Mounting bolts

NOTE:

* Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.

**Installation**

1. Lower the forks lightly so that the hollows in the fork legs rest on top of the axle.



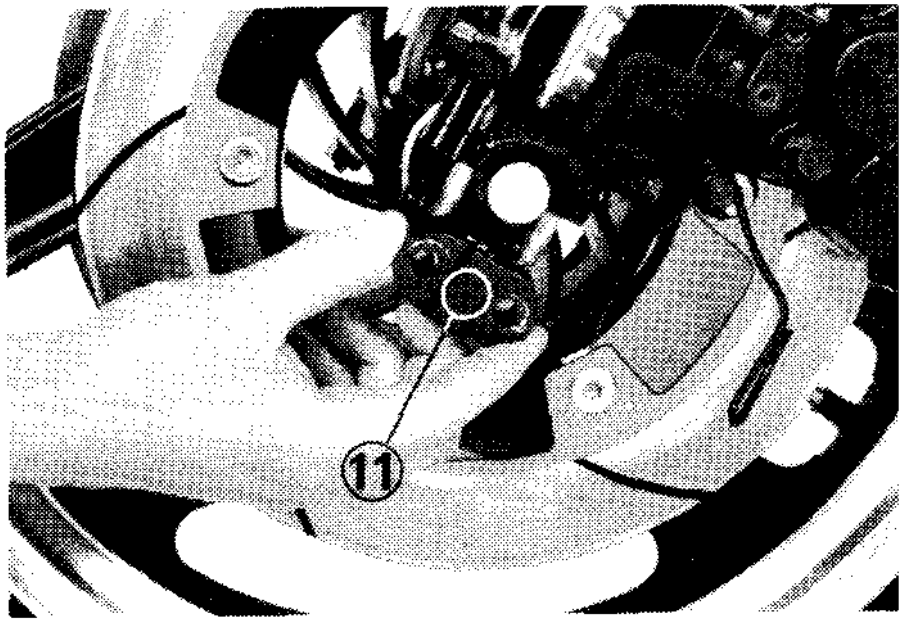

(8) Lug (10) Tang
(9) Speedometer gear box

Make sure the lug (8) on the speedomete gear box (9) is against the back of the tan (10) on the left fork leg.

**CAUTION:**

* *When installing the wheel, fit the brak disc (13) carefully between the brake pad to avoid damaging the pads.*

2. Install the axle holders (7) with the "F" arrow (11) forward and hand tighten th holder nuts (6) with flat washers an lockwashers.

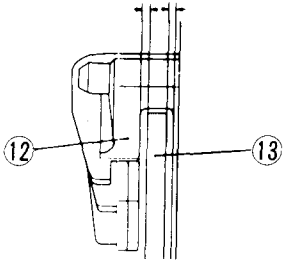



(11) "F" arrow

3. Install the right caliper bracket (4) and tighten the mounting bolts (5) to 30— 40 N·m (3.0—4.0 kg-m, 22—29 ft-lb) torque.
4. Carefully fit the brake caliper over the disc, install the caliper bolts (3), and tighten them to the specified torque.
   Torque specifications:
   Upper bolt: 25—30 N·m (2.5—3.0 kg-m, 18—22 ft-lb)
   Lower bolt: 20—25 N·m (2.0—2.5 kg-m, 14—18 ft-lb)

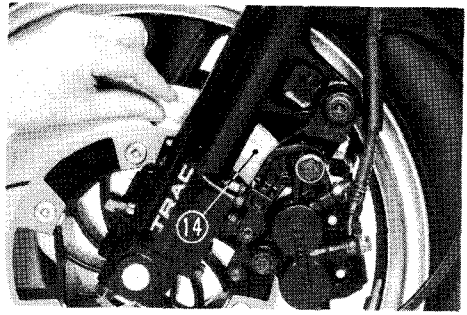
**CAUTION:**

* *When installing the wheel, fit the right brake disc carefully between the brake pads.*




(12) Caliper holder (13) Disc

5. Tighten the axle holder nuts (4) on the left axle holder (speedometer gearbox side) to 18—25 N·m (1.8—2.5 kg-m, 13—18 ft-lb) torque, starting with the forward nut.
6. Measure the clearance between the outside surface of the right brake disc (13) and the caliper holder (12) with a 0.7 mm (0.028 in) feeler gauge (14) If the gauge inserts easily, tighten the nuts on the right axle holder to 18—25 N·m (1.8—2.5 kg-m, 13—18 ft-lb) starting with the forward nut.




(14) Feeler gauge

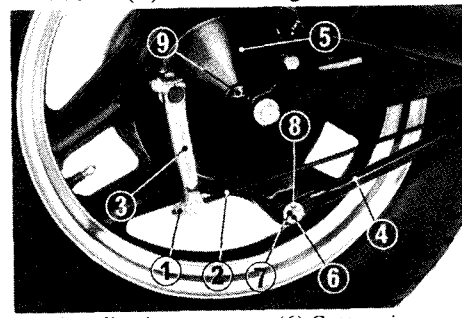
7. If the feeler gauge cannot be inserted easily, move the fork leg outward until the gauge can be inserted and tighten the holder nuts (6) with the gauge inserted. After tightening, remove the gauge.
8. Check that the other three corners of the caliper holder (7) have a clearance of at least 0.7mm (0.028 in) between caliper holder and disc.
9. After installing the wheel, apply the brakes several times and check for free wheel rotation when released.

**WARNING**

* ***Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.***
* ***If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.***

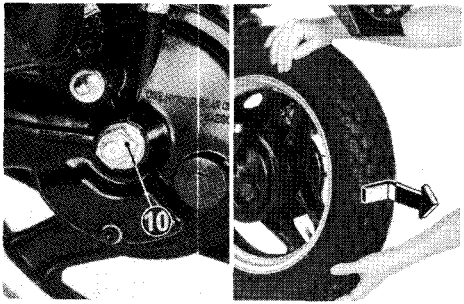
## REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3).
3. Disconnect the stopper arm (4) from the brake panel (5) by removing the cotter pin (6), stopper arm nut (7), washer (8) and rubber grommet.




(1) Adjusting nut
(2) Brake rod
(3) Brake arm
(4) Stopper arm
(5) Brake panel
(6) Cotter pin
(7) Stopper arm nut
(8) Washer
(9) Axle holding bolt

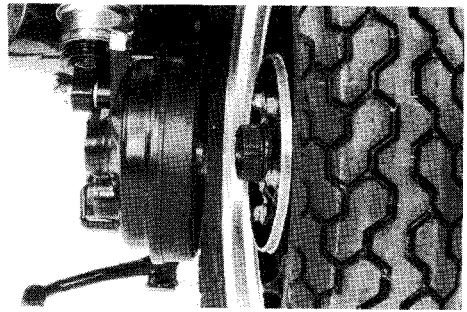
4. Remove the axle holding bolt (9).
5. Remove the axle nut (10) while holding the axle at the other end with a wrench.
6. Pull out the axle.
7. Move the wheel to the right to separate it from the final drive gear case.
8. Remove the rear wheel.



(10) Axle nut

**Installation:**

- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with grease.
- Reverse the removal procedure.
- Be sure the splines on the wheel hub fit into the final gear case.
- Before tightening the axle holding bolt, tighten the axle nut to prevent misalignment.



- Torque for following bolts:
  Axle nut torque:
  70–100 N·m
  (7.0–10.0 kg-m, 51–72 ft-lb)
  Axle holding bolt torque:
  20–30 N·m
  (2.0–3.0 kg-m, 14–22 ft-lb)
  Brake panel stopper bolt torque:
  18–25 N·m
  (1.8–2.5 kg-m, 13–18 ft-lb)
- Apply the brake several times and check for free wheel rotation when released.

**WARNING**

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

**CAUTION:**

* *Always replace used cotter pins with new ones.*

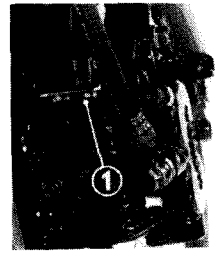
## BRAKE SHOE/PAD WEAR

Brake Pads:

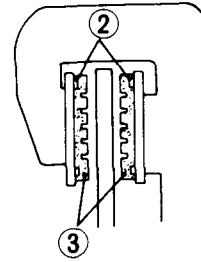
Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction indicated by the arrow (1) during all regular service intervals to determine the pad wear. If either pad wears to the wear indicator (2), both pads (3) must be replaced as a set.

Other Checks:

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




(1) Arrow



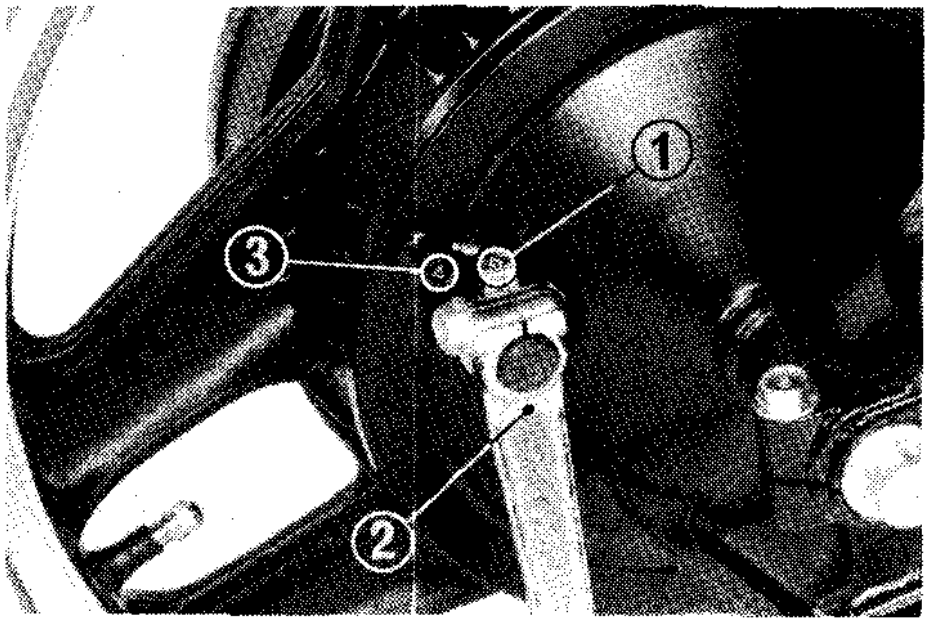

(2) Wear indicator
(3) Brake pads

Brake shoe:

When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel.

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

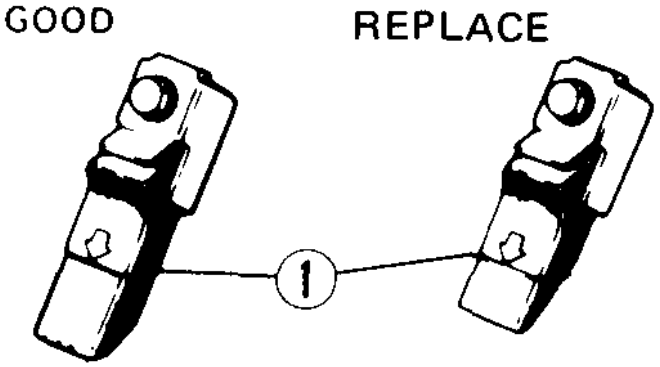
See your authorized Honda dealer for this service.




(1) Arrow
(2) Brake arm
(3) Reference mark

## SIDE STAND

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.




(1) Wear line

## BATTERY

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.
If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

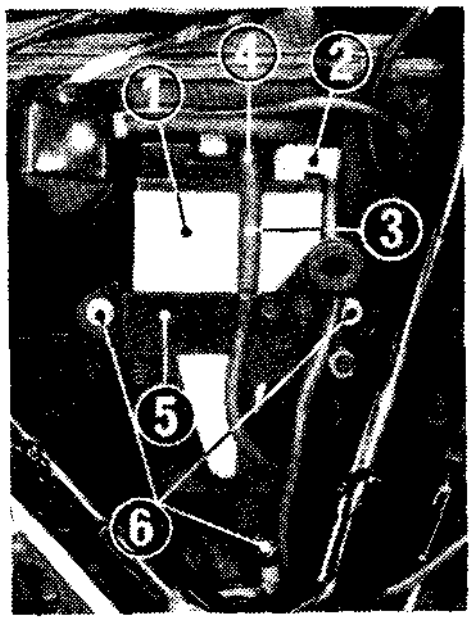
Battery electrolyte:

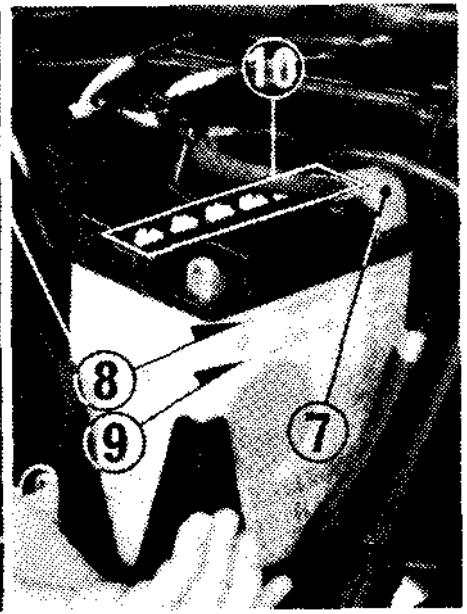
The battery (1) is behind the right side cover. Remove the side cover and seat. Disconnect the negative (−) terminal lead (2) from the battery. Disconnect the battery breather tube (3) from the battery breather outlet (4). Remove the battery holder (5) by removing three bolts (6). Pull out the battery and check the electrolyte level.

NOTE:

* To remove the battery completely, disconnect the positive (+) terminal lead (7).

The electrolyte level must be maintained bet ween the upper (8) and lower (9) level mark on the side of the battery. If the electrolyt level is low, remove the battery filler cap (10).
Carefully add distilled water to the uppe level mark, using a small syringe or plasti funnel.




(1) Battery
(2) Negative (−) terminal lead
(3) Battery breather tube
(4) Battery breather outlet
(5) Battery holder
(6) Bolts
(7) Positive (+) termina
(8) Upper level mark
(9) Lower level mark
(10) Battery filler caps

NOTE:

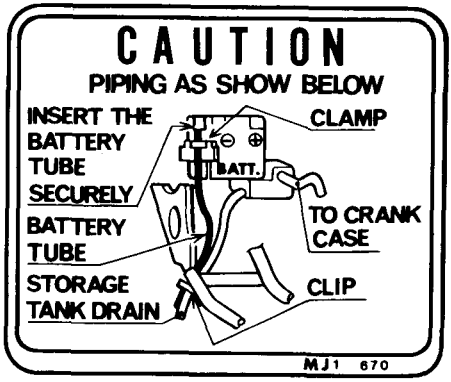
* Use only distilled water in the battery. Tap water may shorten the service life of the battery.

**WARNING**

* *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.*
* *Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*
* *KEEP OUT OF REACH OF CHILDREN.*

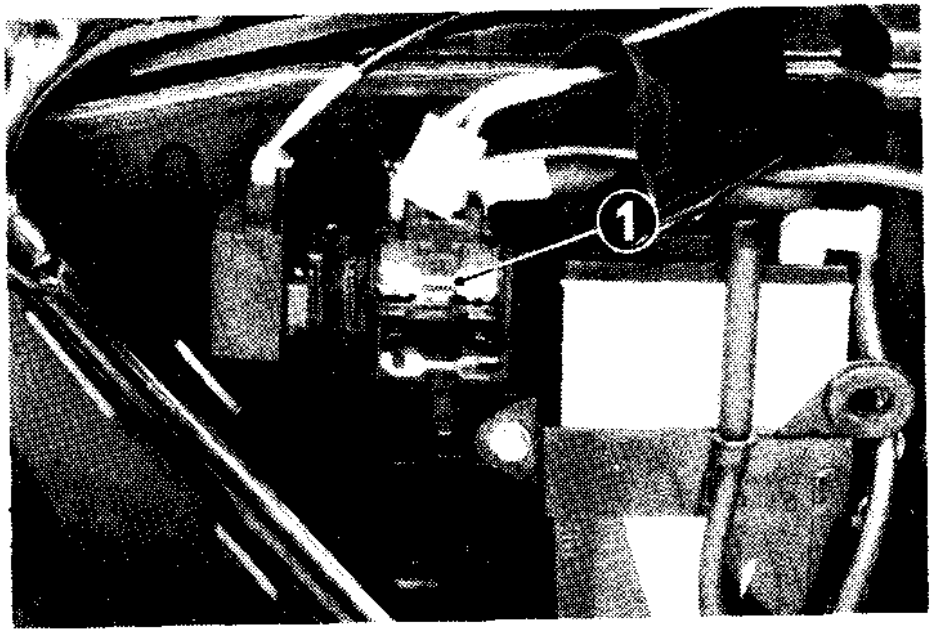
**CAUTION:**

* *The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*
* *To prevent wire harness damage, don't charge the battery on the frame. Remove the battery when charging.*



## FUSE REPLACEMENT

The main fuse (1), located near the battery on the positive lead, is 30A.
The fuse box (4) is located between the handlebars. The specified fuses are 10A and 15A. Spare fuses (5) are located in fuse box. To remove the fuse cover (2), remove the screws (3) attaching the fuse cover (2) to the fuse box. Pull the fuse cover forward.



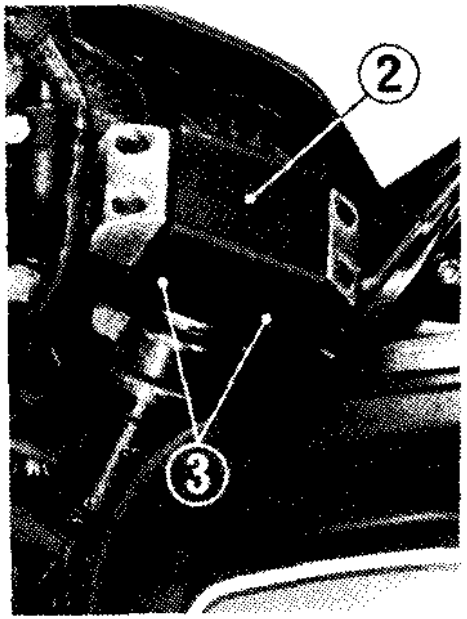

(1) Main fuse

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

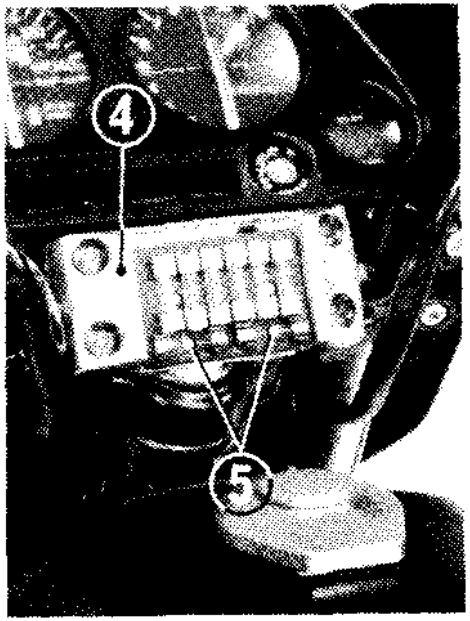
**CAUTION:**

* *Turn the ignition switch OFF before checking or replacing fuses to prevent accidental short-circuiting.*

To replace the main fuse (1), loosen the screws and remove the old fuse. Install the new fuse and tighten the screws securely.




(2) Fuse cover
(3) Screws



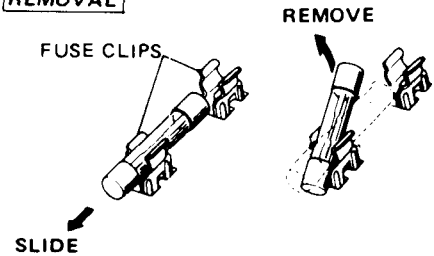

(4) Fuse box
(5) Spare fuse

To replace fuses in the fuse box (4), remove the screws and the fuse box cover. Pull the old fuse out of the clips; slide it lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

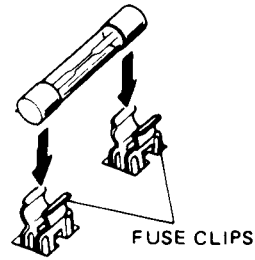
**WARNING**

* *Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.*
* *Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.*

**REMOVAL**




**INSTALLATION**



# CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, hydraulic fluid seepage.

**CAUTION:**

* *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*

| | |
|---|---|
| *Wheel Hubs* | *Ignition Switch* |
| *Carburetors* | *Brake Master Cylinder* |
| *Instruments* | *Clutch Master Cylinder* |
| *Handlebar-switches* | *Muffler Outlets* |
| | *Under Fuel Tank* |
| | *Under Seat* |

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

**WARNING**

* ***Braking performance may be impaired immediately after washing the motorcycle.***

### Aluminum Wheel Care

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

**CAUTION:**

* *Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.*
* *Do not ride over a curb or rub the wheel against on obstacle, as wheel damage may result.*

# STORAGE GUIDE

## STORAGE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

1. Change the engine oil and filter.
2. Drain the fuel tank and carburetors. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel cap on the tank.

**WARNING**

* *Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.*

3. Remove the spark plugs and pour a tablespoon (15–20 cc) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

NOTE:

* When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
7. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

## REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
4. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 34). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

# SPECIFICATIONS

## DIMENSIONS

| | |
|---|---|
| Overall length | 2,155 mm (84.8 in) |
| Overall width | 780 mm (30.7 in) |
| Overall height | 1,195 mm (47.5 in) |
| Wheel base | 1,485 mm (58.5 in) |
| Ground clearance | 145 mm ( 5.7 in) |

## WEIGHT

| | |
|---|---|
| Dry weight | 214 kg (471.8 lbs) |

## CAPACITIES

| | |
|---|---|
| Engine oil | 2.8 ℓ (2.9 US qt) After draining |
| Final drive gear oil | 130 cc (4.4 oz) After draining |
| Fuel tank | 16 ℓ (3.52 US gal) |
| Fuel reserve tank | 2.5 ℓ (2.6 US qt) |
| Passenger capacity load | Operator and one passenger |
| Vehicle capacity load | 170 kg (370 lb) |

## ENGINE

| | |
|---|---|
| Bore and stroke | 67.0 x 53.0 mm (2.64 x 2.1 in) |
| Compression ratio | 9.3 : 1 |
| Displacement | 747 cc (45.6 cu.in) |
| Spark plug | |
| Standard | X24EPR-U9 (ND)<br>DPR8EA-9 (NGK) |
| For cold climate (Below 5°C, 41°F) | X22EPR-U9 (ND)<br>DPR7EA-9 (NGK) |
| For extended high speed riding | X27EPR-U9 (ND)<br>DPR9EA-9 (NGK) |
| Spark plug gap | 0.8–0.9 mm (0.031–0.036 in) |
| Idle speed | 1,000 ± 100 rpm |

## CHASSIS AND SUSPENSION

| | |
|---|---|
| Caster | 60° |
| Trail | 122 mm (4.8 in) |
| Tire size, front | 110/90-16 59H |
| Tire size, rear | 130/90-16 67H |

## POWER TRANSMISSION

| | |
|---|---|
| Primary reduction | 1.780 |
| Gear ratio, 1st | 2.235 |
| 2nd | 1.545 |
| 3rd | 1.240 |
| 4th | 1.037 |
| 5th | 0.866 |
| OD | 0.750 |
| Final reduction | 3.670 |

## ELECTRICAL

| | |
|---|---|
| Battery | 12V-14AH |
| Generator | 0.32 kw/5000 rpm |

## LIGHTS

| | |
|---|---|
| Headlight | 12V 60/55W |
| Tail/stop light | 12V—3/23 cp NO. 1034 |
| Turn signal light (Front) | 12V—3/32 cp NO. 1034 |
| (Rear) | 12V—32 cp NO. 1073 |
| Instrument lights | 12V—3.4W |
| Neutral indicator light | 12V—3.4W |
| Turn signal indicator light | 12V—3.4W |
| High beam indicator light | 12V—3.4W |
| Oil pressure warning light | 12V—3.4W |

## FUSE

10A and 15A
30A (Main fuse)

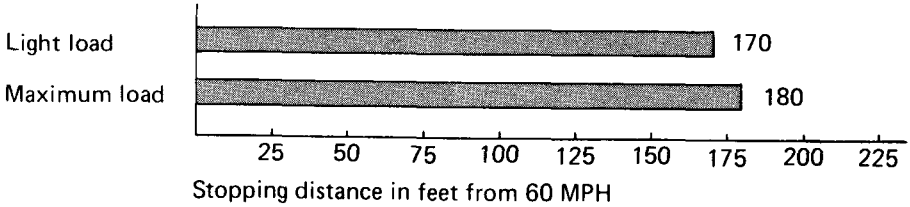
## CONSUMER INFORMATION (USA ONLY)

## VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, under different conditions of loading. The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions. And the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA MOTORCYCLE: CB750SC NIGHTHAWK S

Fully operational service brake



# EMISSION CONTROL SYSTEM (U S A ONLY)

- **Source of Emissions**

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

- **Exhaust Emission Control System**

The exhaust emission control system is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

- **Noise Emission Control System**

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

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system with parts other than those specified by the manufacturer.

## Evaporative Emission Control System (California only)

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.

## Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

## Problems Which May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the motorcycle inspected and repaired by your authorized Honda Motorcycle Dealer.

Symptoms:

- Hard starting or stalling after starting
- Rough idle
- Misfiring or backfiring during acceleration
- After-burning (backfiring)
- Poor performance (driveability) and poor fuel economy

# MEMO