

HONDA MODEL CB125S

OWNER'S MANUAL



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CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

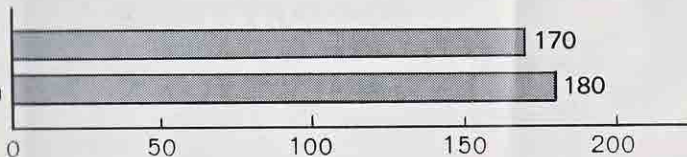
Description of vehicles to which this table applies: HONDA CB 125S

Fully Operational Service Brake

Load

Light

Maximum



Stopping Distance in Feet from 60 mph.

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

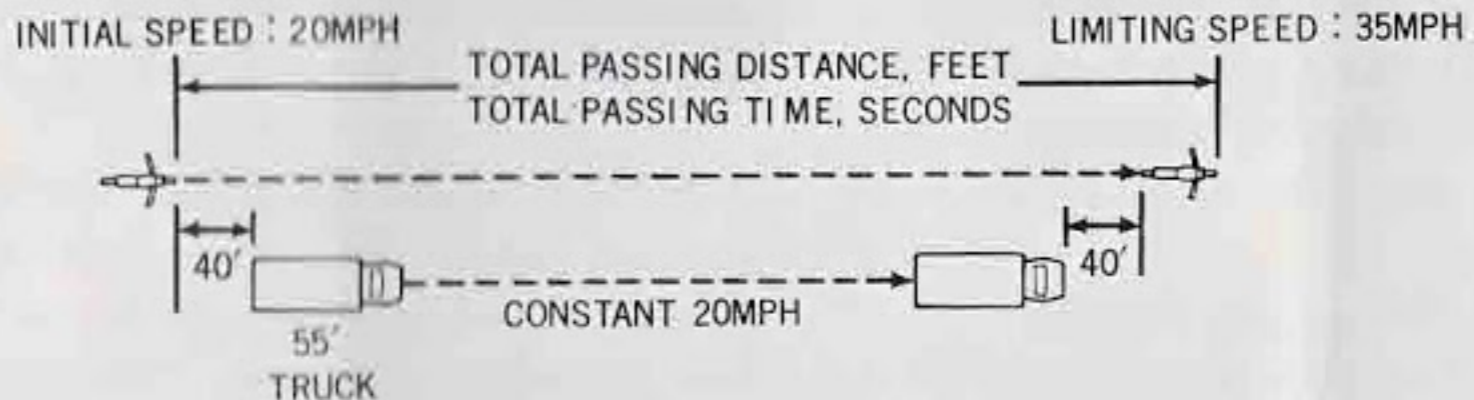
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CB 125S

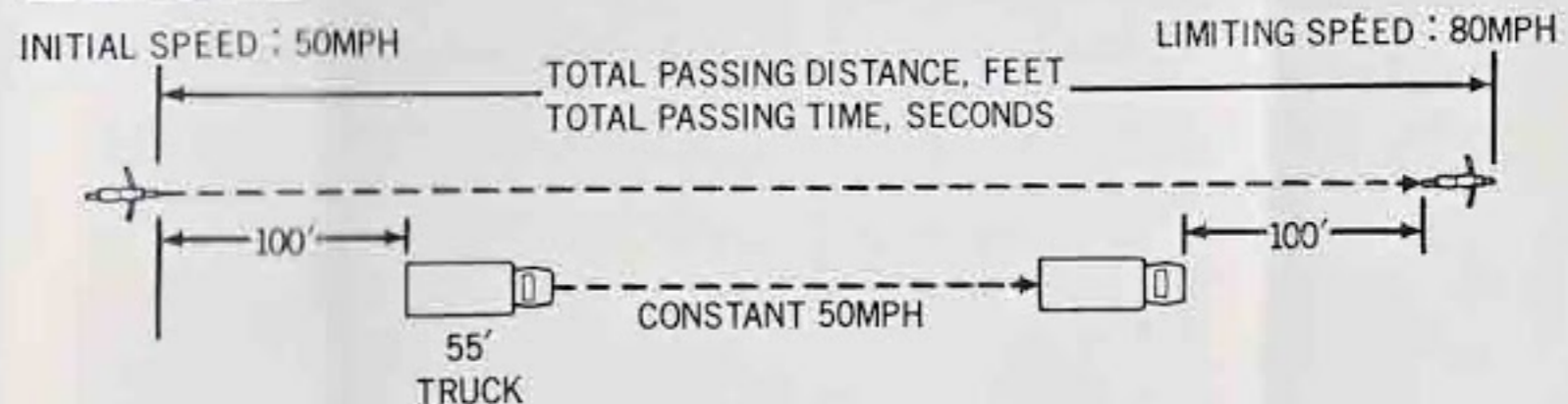
SUMMARY TABLE:

Low-speed pass	<u>384</u> Feet;	<u>8.3</u> Seconds
High-speed pass	Not Capable	

LOW-SPEED



HIGH-SPEED



PREFACE

It is with great pleasure that we welcome you as a new HONDA motorcycle owner. Thank you for selecting a HONDA product.

The HONDA CB125S motorcycle incorporates many new and special features and has been produced in a factory equipped with the latest production and test equipment. We are confident that your motorcycle will provide you with complete satisfaction.

This owner's manual is your guide for

the proper operation and servicing of your motorcycle.

Read it thoroughly so that you will be able to maintain your motorcycle in the best condition for the utmost in riding pleasure.

Your HONDA dealer will provide you with complete periodic maintenance and is always happy to give assistance in case you have any problem.

We wish you many miles of safe and happy motorcycling.

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SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left side of the steering head. The engine serial number ② is stamped on the left side of the crankcase near the gear change pedal.

These serial numbers are required when registering the motorcycle. Refer to frame and engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



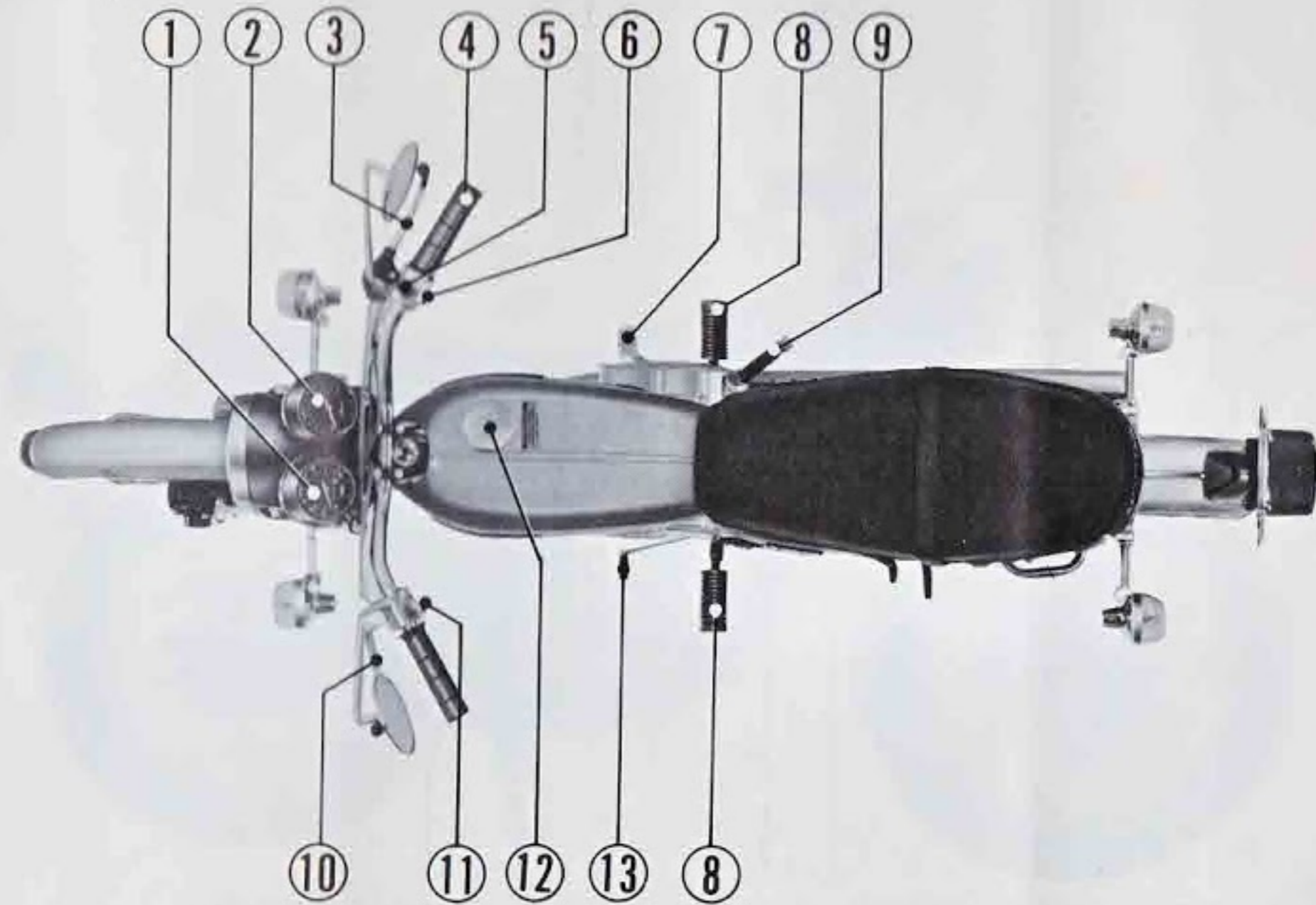
① Frame serial number

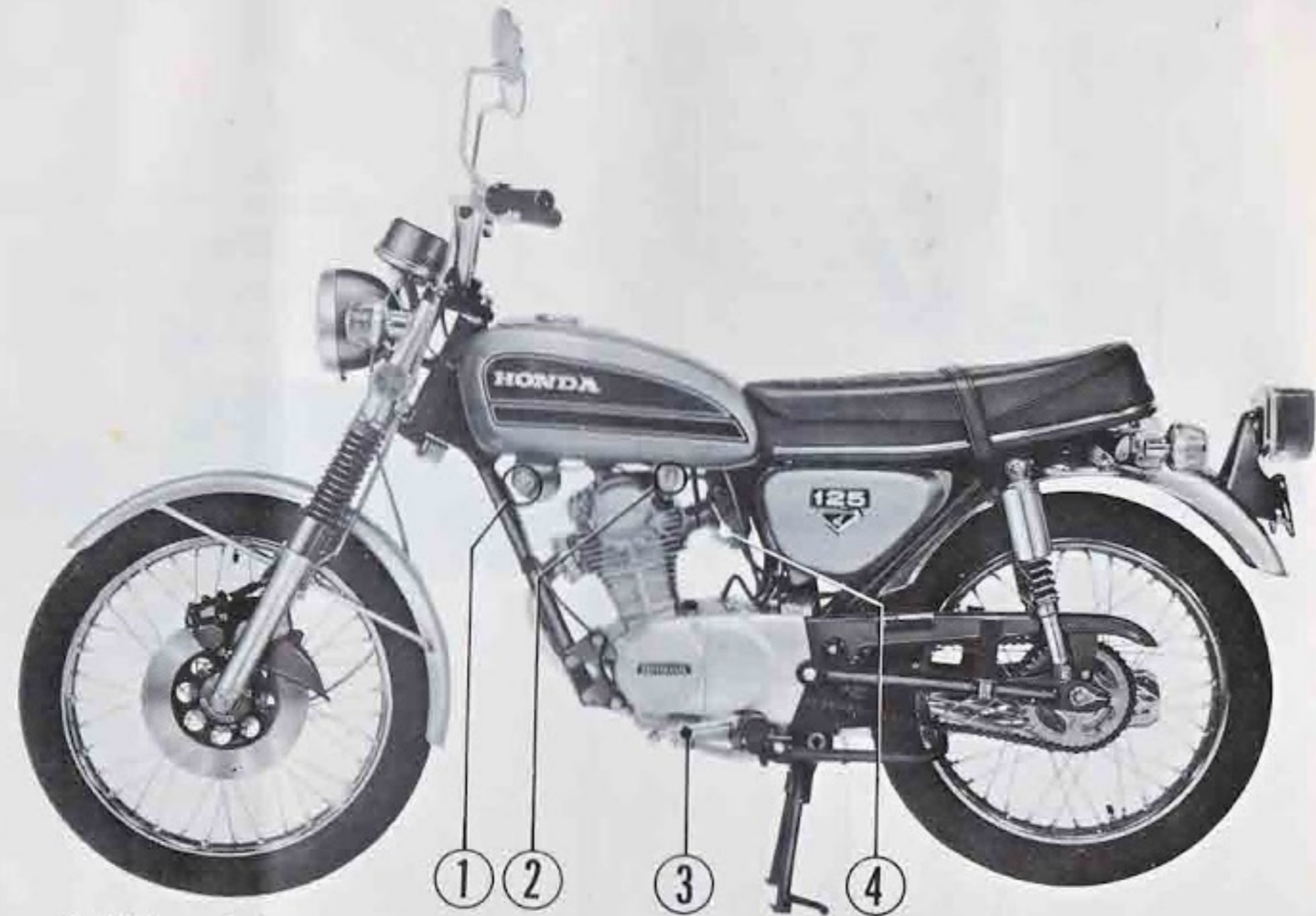


② Engine serial number

////////////////////
**CONTROL
LOCATIONS**
////////////////////

- ① Speedometer
- ② Tachometer
- ③ Front brake lever
- ④ Throttle grip
- ⑤ Ignition switch
- ⑥ Headlight switch
- ⑦ Rear brake pedal
- ⑧ Foot rest
- ⑨ Kick starter pedal
- ⑩ Clutch lever
- ⑪ Turn signal control switch
(above)
Horn button (below)
- ⑫ Fuel tank cap
- ⑬ Gear change pedal





10 ① Main switch ② Fuel valve ③ Gear change pedal ④ Choke lever



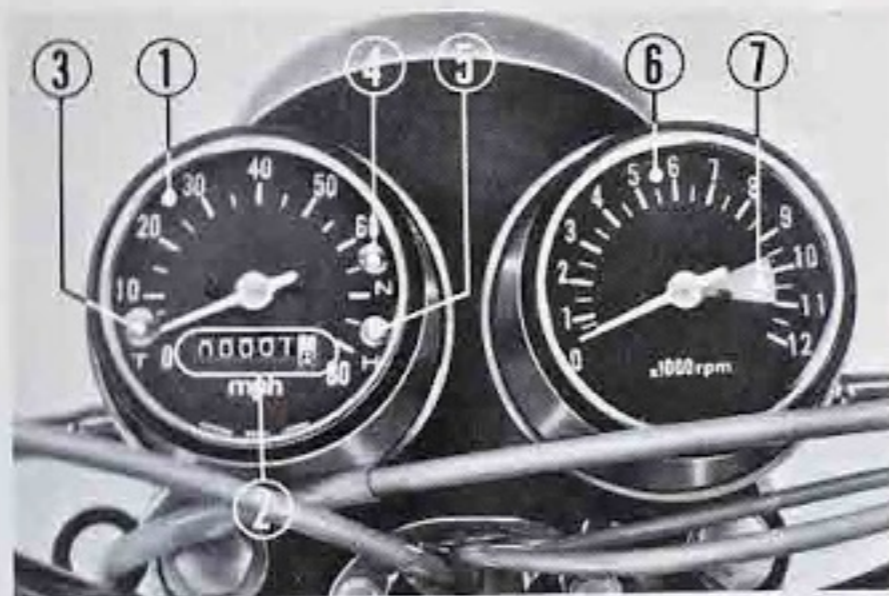
① Helmet holder ② Kick starter pedal ③ Rear brake pedal

OPERATING INSTRUCTIONS

Instrument and Indicator Light

The speedometer and tachometer are mounted on the headlight case.

The function of each part of the meter is described in the table on the next page.

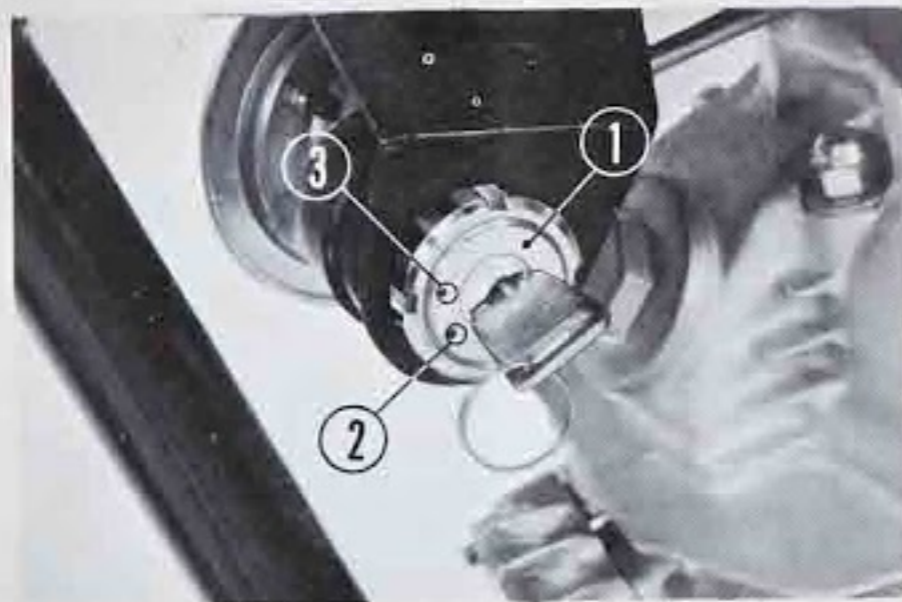


- ① Speedometer
- ② Odometer
- ③ Turn signal indicator light
- ④ Neutral indicator light
- ⑤ High beam indicator light
- ⑥ Tachometer
- ⑦ Tachometer red zone

Ref. No.	Description	Function
1.	Speedometer	Indicates driving speed.
2.	Odometer	Indicates total accumulated distance traveled.
3.	Turn signal indicator light (amber)	Light will flash when either turn signal light is operating (refer to page 17).
4.	Neutral indicator light (green)	Light will be on when the transmission is in neutral.
5.	High beam indicator light (blue)	Light will be on when headlight is on high beam (refer to page 16).
6.	Tachometer	Indicates engine rpm.
7.	Tachometer red zone	During acceleration, engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.

Main Switch

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.



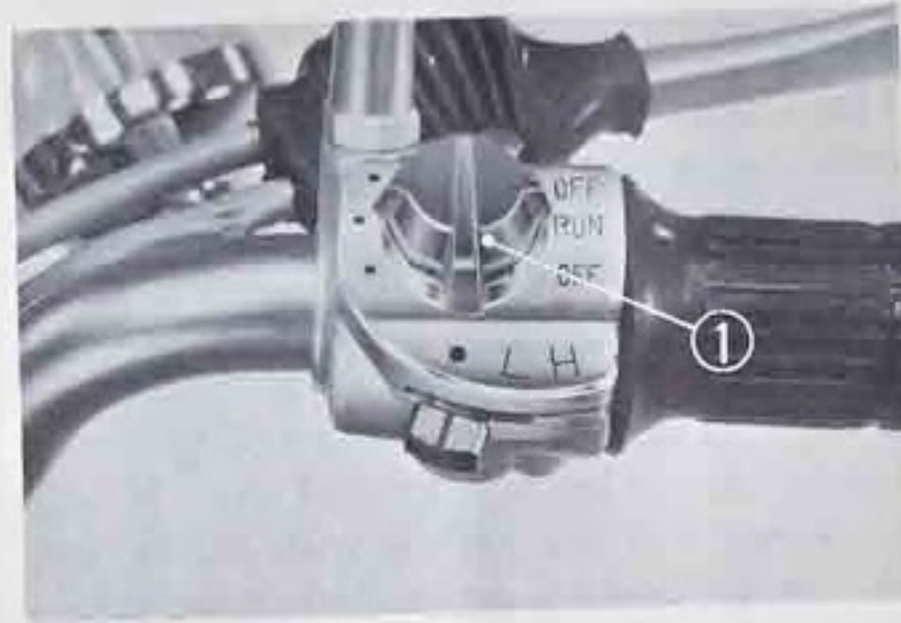
① Main switch ② "OFF" position
③ "ON" position

Key Position	Function	Key Removal
② "OFF"	All electrical circuits are open; engine does not start.	Key can be removed.
③ "ON"	Electrical circuits are closed; engine can be started; headlight and tail/stop light can be operated; neutral indicator light is on when the transmission is in neutral.	Key cannot be removed.

Ignition Switch

The three position ignition switch ① is located on top of the right handle grip switch housing. In the "RUN" position (center) the ignition circuit is complete and the engine operates. In the "OFF" position (either side of center) the ignition circuit is open and the engine will not operate.

This switch is intended primarily as a safety or emergency switch and normally remains in the "RUN" position. The ignition will not operate unless the main switch is also in the "ON" position.



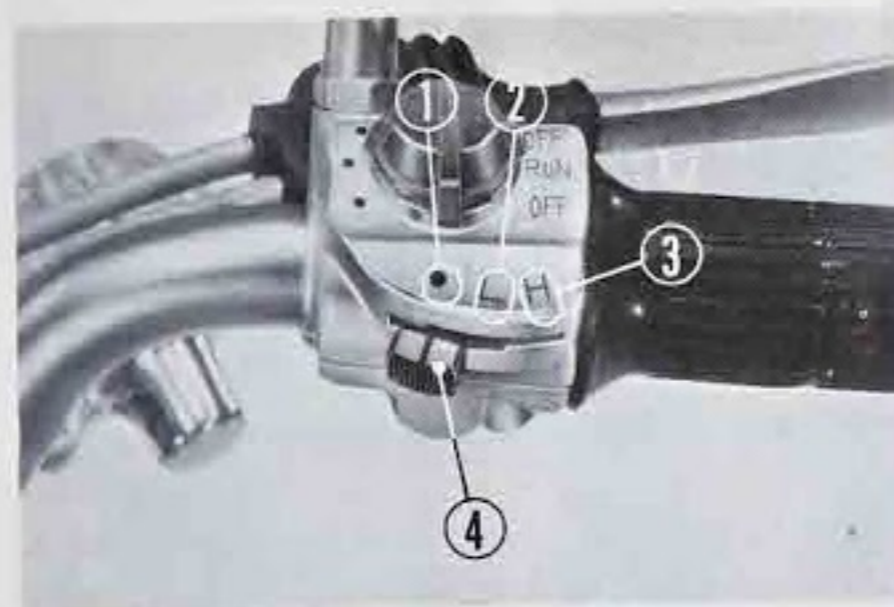
① Ignition switch

Headlight Control Switch

The headlight control switch ④ is mounted on the right handle grip switch housing. The switch can be operated by the thumb without taking the hand off the handlebar.

The red dot position ① is for day time riding. The headlight and taillight will not be on. The "L" ② and the "H" ③ positions are for riding with lights on; "L" is for low beam or dim, used when approaching or following other vehicles. The "H" position is for high beam, and in this position the high beam indicator light will be on.

The headlight will only come on when the main switch is in the on position.



- ① "OFF" position
- ② "Low beam" position
- ③ "High beam" position
- ④ Headlight control switch

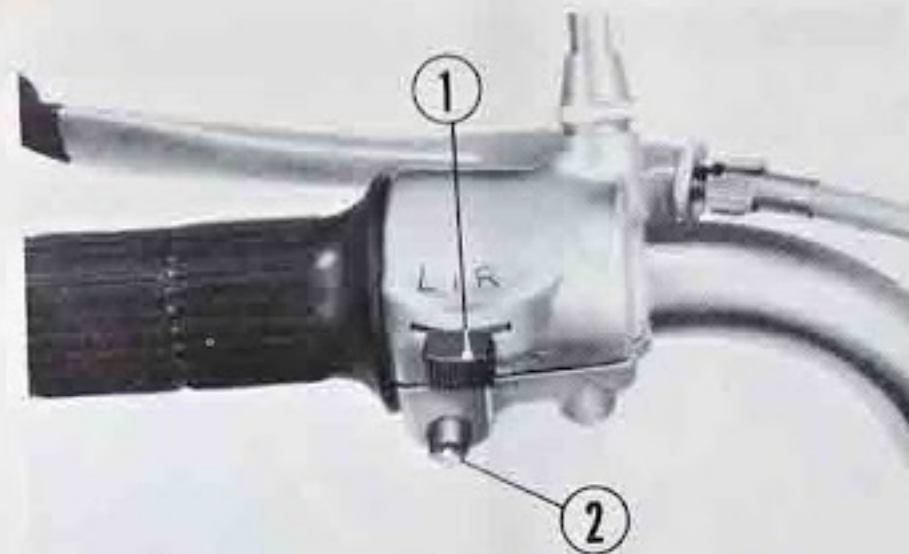
Turn Signal Control Switch

The turn signal lights are operated by the turn signal control switch ① located on the left handlebar grip switch housing.

For making a right turn move the switch to the "R" position, and to the "L" when making a left turn.

Horn Button

The horn button ② is located on the left handlebar grip switch housing. The horn is operated by pressing the horn button.



- ① Turn signal control switch
- ② Horn button

Helmet Holder

The helmet holder ① is provided on the right side of the seat. Open the lock, hang the helmet by the strap and lock it.

This will secure the helmet and prevent loss.



① Helmet holder

Steering Lock

The steering lock ② is located on the steering stem directly below the headlight case. The handlebar can only be locked in the extreme left position, insert the key into the lock and turn counterclockwise 180°. This locks steering to prevent theft.

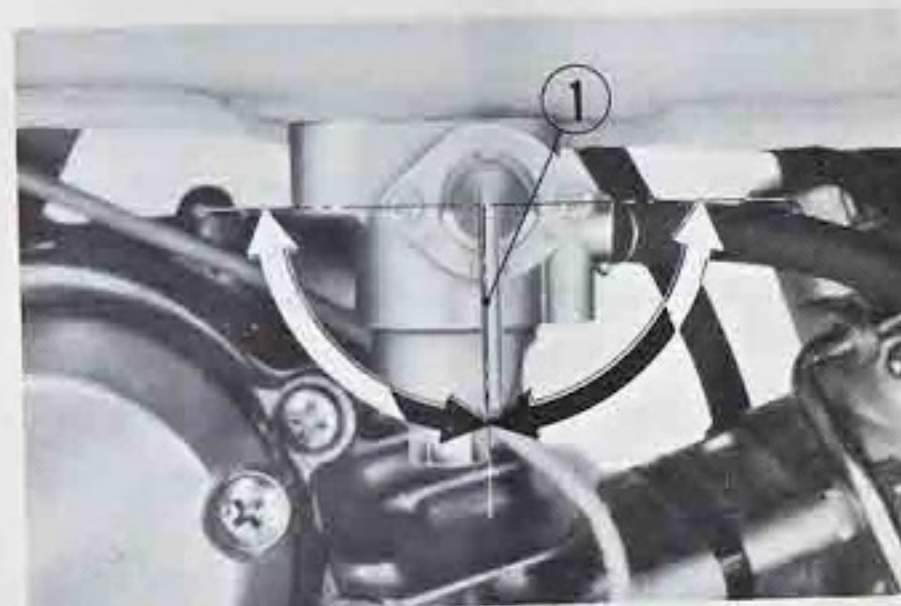


② Steering lock

FUEL AND OIL

Fuel Valve

The fuel valve is located at the left under side of the fuel tank. When the fuel valve lever ① is in the "S" position, fuel can not flow from the fuel tank to the carburetor. The fuel valve lever should be set in this position when the motorcycle is parked. Turning the fuel valve lever to the "ON" (straight down) position allows fuel to flow to the carburetor from the main fuel supply. Turning the fuel valve lever to the "R" position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve lever should be turned to the "R" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl.



① Fuel valve lever

Fuel Tank

The fuel tank capacity is 2.0 U.S. gal. (7.5 liter) including 0.3 U.S. gal. (1.2 liter) in the reserve supply.

Use of low-lead gasoline with a 91 octane rating or higher is recommended. If such gasoline is not available, you may use a leaded regular grade gasoline. Do not mix oil with the fuel.

WARNING :

Gasoline is flammable, and explosive under certain conditions.

Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.



① Fuel tank cap

Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE. Motor oils intended for Service SE will show this designation on the container.

The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 28.

NOTE :

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially.

Recommended oil viscosity :

General, all temperatures

SAE 10W-30 or SAE 10W-40

Alternate :

Above 59°F

SAE 30

32° to 59°F

SAE 20 or 20W

Below 32°F

SAE 10W

PRE-RIDING INSPECTION

At the start of each riding day, perform a general inspection to be certain the motorcycle is in good, safe operating condition. This inspection will require only a few minutes and can save you much time and expense in the long run. Check the following items and adjust or service if necessary. Refer to the appropriate section of this manual for detailed maintenance instructions.

1. **ENGINE OIL LEVEL**—Measure oil level and add oil if necessary (page 30~31.)
2. **FUEL**—Check fuel level and fill tank if low (page 20.)
3. **BRAKES**—Check operation of front and rear brakes. Adjust free play if necessary (page 49~51.)
4. **TIRE AIR PRESSURE**—Check with a tire air pressure gauge; normal

inflation pressure for front tire is 17 psi, and rear tire is 20 psi (page 52.)

5. **DRIVE CHAIN**—Check condition of chain and measure chain slack. Adjust if drive chain slack is incorrect. Lubricate if drive chain appears dry. Replace if drive chain is badly worn or damaged (page 48~49.)
6. **THROTTLE**—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 41.)
7. **LIGHTING EQUIPMENT**—Check headlight and tail/stoptlight. Replace any bulb which fails to light (page 57~59.)

STARTING THE ENGINE

Starting a Cold Engine

1. Turn the fuel valve lever to the "ON" position.
2. Insert the key into the main switch and turn to the on position. At this time, observe the green neutral indicator light on the right side of the speedometer. The light will be lighted when the transmission is in the neutral position.
3. Raise the choke lever to the full closed position (A).
4. Twist the throttle grip inward slightly and operate the kick starter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick. Operate several times until engine starts.

If the engine fails to start after several repeated attempts, turn off the main switch and lower the choke lever to the



① Choke lever

full open position, twist the throttle grip inward fully and crank the engine using the kick starter pedal. This is then followed by turning the main switch to the on position and following the starting procedure outlined in steps 1 through 4, however, at this time use of the choke is not necessary.

NOTE :

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To unflood the engine, turn the main switch to the "OFF" position, lower the choke lever to the fully open position, twist the throttle grip fully inward, and crank the engine several times using the kick starter. After excess fuel has been cleared from the cylinder, repeat the starting procedure given in steps 1, 2, and 4, but do not raise the choke lever.

5. After the engine starts, operate at approximately 1,200 rpm until the engine will properly respond to the throttle when the choke is open.

Starting a Warm Engine

When the engine is to be restarted while it is still warm, Follow the cold engine starting procedure, but do not raise the choke lever.

Starting in Extremely Cold Weather

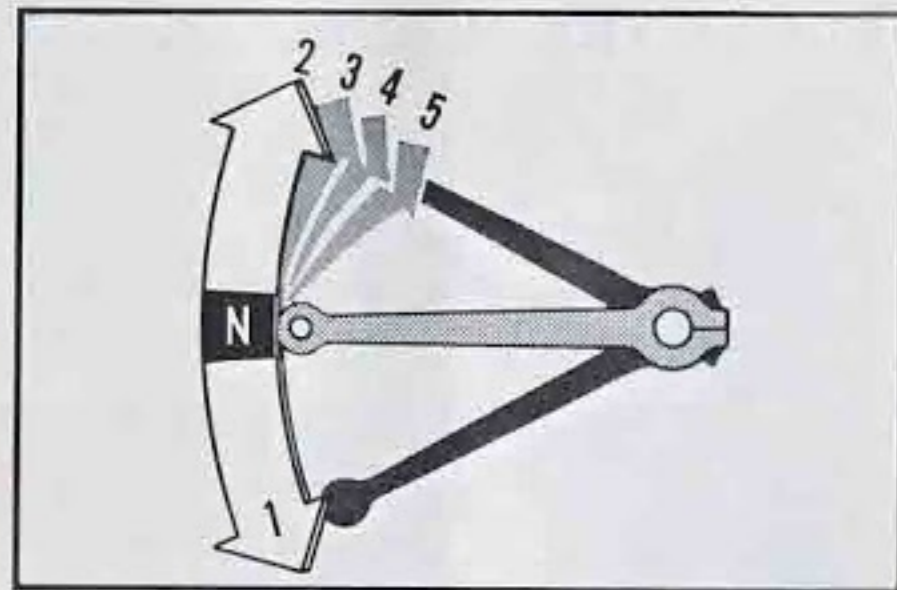
Prime the engine before starting by cranking several times with the kick starter pedal. The main switch should be turned "OFF". The choke should be fully closed and the throttle opened. Follow by the procedure for starting a cold engine.

BREAK-IN PROCEDURE

During the first 600 miles (1,000 km), operate your new CB-125S so the engine neither pulls laboriously nor exceeds 80% of the maximum rpm in the respective gears. Avoid full throttle operation, and select your gear changes to spare the engine undue stress. Careful break-in procedure during the initial mileage will measurably extend the service life of the engine.

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear change pedal to shift into low (1st) gear.
3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip inward. Coordination of the throttle and clutch lever will assure a smooth positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gear. The shifting pattern is indicated below.



Shifting sequence

As the motorcycle speeds are reduced, it is common practice to shift the transmission progressively into the gear appropriate for the motorcycle. This assures maximum control through better braking effectiveness and acceleration when necessary.

- 2) For maximum deceleration and stopping, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop disengage the clutch. This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently. Independent application of either the front or rear brakes is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effective-

6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.
 - 1) The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability.

ness is greatly reduced and control of the motorcycle is difficult.

PARKING

When parking the motorcycle, turn the main switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve lever to the "S" position.

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA. Sustained severe or high speed operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations

for conditions under which you use your motorcycle, consult your authorized HONDA dealer.

If your HONDA CB125S is ever overturned or involved in a collision, have your HONDA dealer carefully inspect the major components (e.g. frame, suspension and steering parts) for misalignment or damage to ensure further safe operation.

MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD 500 miles	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
		1 month	3 months	6 months	12 months
		500 miles	1,500 miles	3,000 miles	6,000 miles
ENGINE OIL—Change	●		○		
CENTRIFUGAL OIL FILTER—Clean					○
OIL FILTER SCREEN—Clean					○
SPARK PLUG—Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING—Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE—Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust	●			○	
POLYURETHANE FOAM AIR FILTER ELEMENT— Clean and oil.	(service more frequently if operated in dusty areas.)		○		
*CARBURETOR—Check, and adjust if necessary.	●			○	
THROTTLE OPERATION—Inspect cable. Check, and adjust free play.	●			○	
FUEL FILTER SCREEN—Clean				○	
FUEL LINES—Check				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN—Check, lubricate, and adjust if necessary.	**●	○			

MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD 500 miles	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
		1 month	3 months	6 months	12 months
		500 miles	1,500 miles	3,000 miles	6,000 miles
*BRAKE SHOES—Inspect, and replace if worn.				○	
BRAKE CONTROL LINKAGE—Check linkage, and adjust free play if necessary.	●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.	●			○	
TIRES—Inspect and check air pressure.	●	○			
FRONT FORK OIL—Drain and refill.	***●				○
FRONT AND REAR SUSPENSION—Check operation	●			○	
REAR FORK BUSHING—Grease, check for excessive looseness.				○	
*STEERING HEAD BEARINGS—Adjust.					○
BATTERY—Check electrolyte level, and add water if necessary.	●		○		
LIGHTING EQUIPMENT—Check and adjust if necessary.	●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS— Check security and tighten if necessary.	●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

** Initial service period 200 miles.

*** Initial service period 1,500 miles.

MAINTENANCE OPERATIONS

Engine Oil Level

Check engine oil level at pre-riding inspection (refer to page 22) and add engine oil when oil level is below the lower level mark.

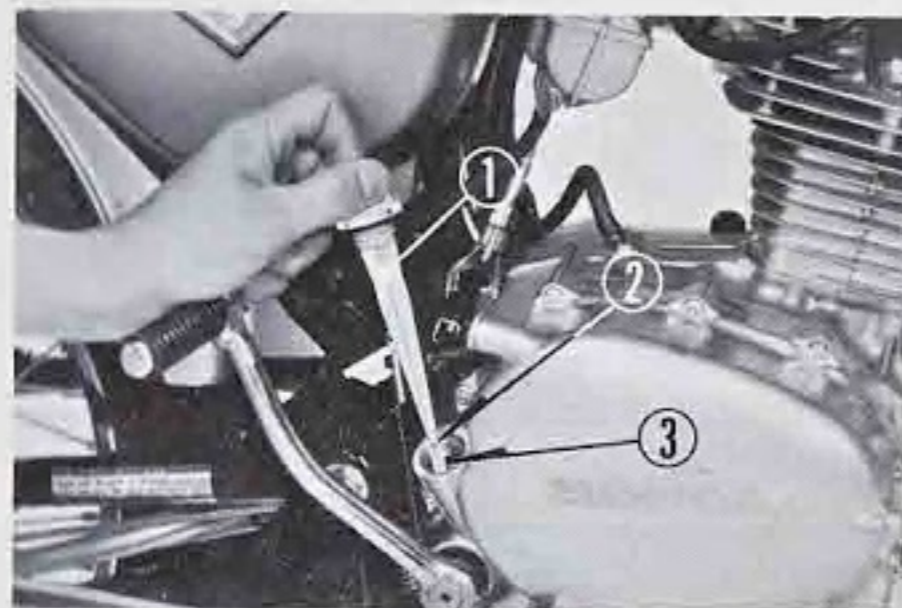
Oil level must be checked with the motorcycle standing upright on level ground and the filler cap touching the filler opening but not screwed in.

Engine Oil Change

Engine oil is the chief factor affecting the performance and the service life of the engine. Use only the engine oil recommended on page 21 and always maintain the correct oil level. The oil should be changed at the MAINTENANCE SCHEDULE as shown on page 28.

Change engine oil in the following manner.

Drain the oil while the engine is still warm as this will assure complete and rapid draining.



- ① Filler cap dipstick
- ② Upper level mark
- ③ Lower level mark

1. Remove the oil filler cap from the right crankcase cover.
2. Place a drip pan under the engine to

3. catch the oil, and then remove the drain plug ④ with a 17 mm wrench.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the engine.
4. When the oil has been completely drained, reinstall the drain plug making sure that the sealing washer used on this plug is in good condition.
5. Fill the crankcase through the oil filler opening with approximately 1.0 U.S. qt. (1.0 liter) of recommended grade oil (refer to page 21). Make sure that the oil level is between the upper ② and lower ③ level marks (refer to page 30). If the level is low, add oil.

NOTE: When operating the motorcycle in unusual dusty condition, it is recommended that the oil changes be performed at more frequent intervals than that specified in the MAINTENANCE SCHEDULE.



④ Drain plug

Oil Filter

A dual system of metal screen and centrifugal oil filtering is utilized to provide the engine with highly purified oil to minimize wear, improve engine cooling, and extend the service life of the engine. The oil filters are serviced in the following manner:

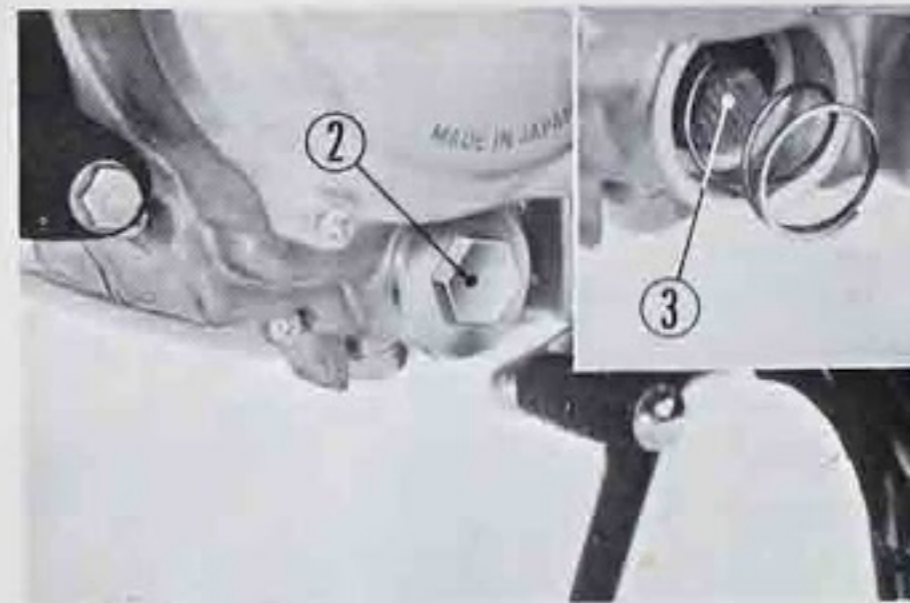
1. Drain the engine oil by referring to the engine oil change section on page 30~31.
2. Disconnect the lower end of the clutch cable from the clutch lever.
3. Remove the kick starter pedal and foot pegs.
4. Loosen the right crankcase cover mounting screws and remove the crankcase cover and the cover gasket.
5. Loosen the four screws from the oil filter rotor cover, remove the cover and clean any sludge accumulated in the oil filter rotor ①.



① Oil filter rotor

6. Reassemble in the proper order all the components which have been removed. If the crankcase cover gasket is damaged, replace it with a new gasket.
7. Remove the screen filter for cleaning by unscrewing the filter cap located at the bottom of the engine on the left side. Wash the filter in solvent and reinstall.

8. Upon completing the servicing of the filters, readjust the clutch by referring to the section clutch adjustment on page 44~46.

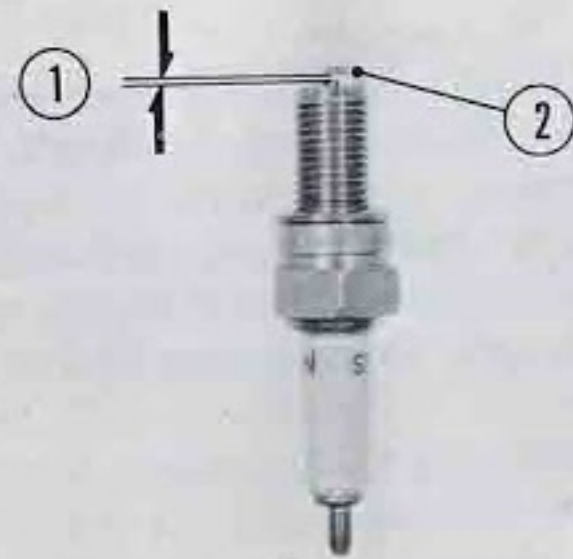


② Filter cap
③ Screen filter

Spark Plug

NGK D-8ES or ND X24ES is used on this model. Servicing of the spark plug is as follows.

1. Detach the high tension cord cap and remove the spark plug with the spark plug wrench which is provided in the tool kit.
2. Inspect the tip of the spark plug for deposits or fouling. Clean the spark plug with a spark plug cleaner. If a spark plug cleaner is not available, clean the tip of the spark plug with a stiff wire such as a pin to remove the deposits, wash in solvent and follow by drying with a rag.
3. Adjust the spark plug gap ① (page 34) to **0.024~0.028 in. (0.6~0.7 mm)** with a feeler gauge. The adjustment is made by bending the negative (side) electrode ② (page 34).



- ① Spark plug gap
- ② Negative (side) electrode

4. When installing the spark plug, it should be first screwed in finger tight and then tightened with the spark plug wrench an additional $1/2$ to $3/4$ turn, or until the sealing gasket is compressed.

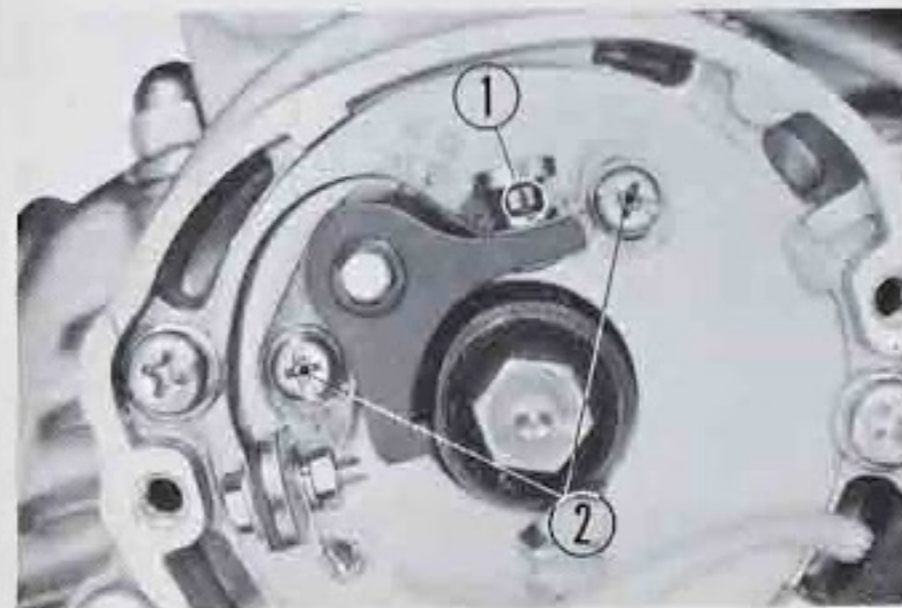
NOTE :

• Do not attempt to dry or remove soot from the spark plug by burning.

• Do not use spark plugs of improper heat range.

Contact Breaker Point Gap

1. Remove the point and dynamo covers.
2. Open the contact breaker points ① (page 35) with your finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condenser checked. A grey discoloration is normal and can be removed with a point file. Filing should be done carefully and kept to a minimum. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card or chemical point cleaner.
3. Rotate the dynamo rotor counter-clockwise to find the point where the breaker point gap is at maximum, and check using a feeler gauge.



- ① Contact breaker points
- ② Contact breaker plate locking screws

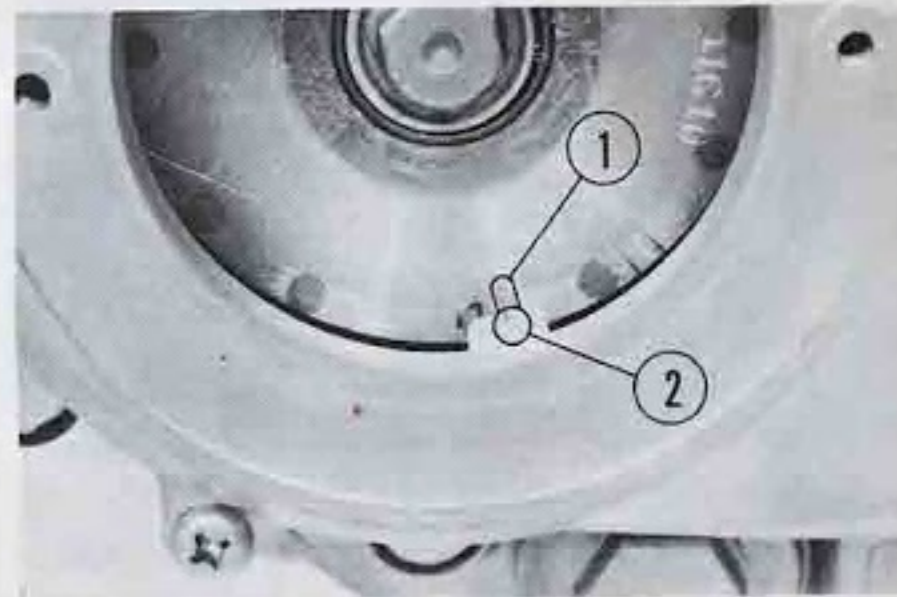
The standard gap is 0.012~0.016 in. (0.3~0.4 mm).

4. When adjustment is necessary, loosen the contact breaker plate locking screws ② and move the contact breaker plate to achieve correct gap. When properly gapped, retighten the locking screws.

Ignition Timing

Do not perform this operation until point gaps have been adjusted.

1. Rotate the dynamo rotor counter-clockwise and align the "F" mark ① to the index mark ②. At this time, the contact breaker points should just start to open.



- ① "F" mark
- ② Index mark

2. To adjust, loosen the two base plate locking screws ③ and move the contact breaker base plate ④. Moving the plate clockwise will advance the timing.



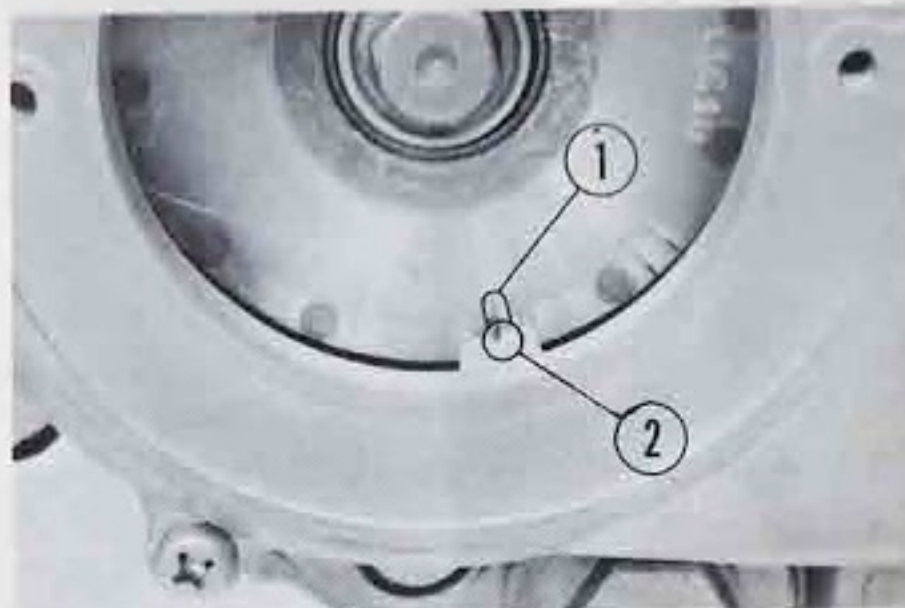
- ③ Base plate locking screws
- ④ Contact breaker base plate

3. After performing the ignition timing adjustment, recheck the contact breaker point gap ① (refer to page 35) to be sure that it has not changed. Static ignition timing is relatively accurate and will give satisfactory engine performance, however, the use of a stroboscopic timing light will assure the most precise timing. When using the stroboscopic timing light to check the timing, idle the engine 1,200 rpm. Perform the adjustment in the same manner as described above.

Valve Tappet Clearance

Excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power. Therefore, valve tappet clearance should be maintained properly. Valve tappet clearance must be checked when the engine is cold.

1. Remove the dynamo cover and tappet adjusting hole caps.
2. Rotate the dynamo rotor counterclockwise until the "T" mark ① on the dynamo rotor lines up with the index mark ②. In this position, the piston may either be on the compression or the exhaust stroke.



- ① "T" mark
- ② Index mark

The adjustment must be made when the piston is on top of the compression stroke when both the inlet and exhaust valves are closed. This condition can be determined by shifting the tappets with fingers through the tappet adjusting holes.

If the tappets are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the dynamo rotor 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting the **0.002 in. (0.05 mm)** feeler gauge between the adjusting screw and the valve stem.

If it is necessary to make an adjustment, loosen the adjusting screw lock nut ③ and turn the adjusting screw ④ so that the valve clearance will offer a slight resistance when the feeler gauge ⑤ is inserted. After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance to make sure that the adjustment has not been disturbed.

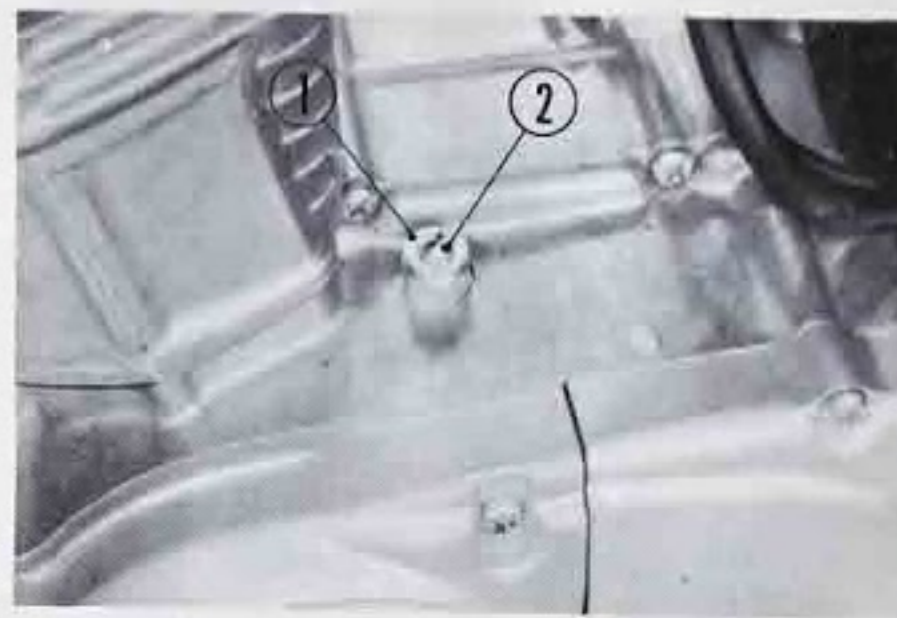


- ③ Adjusting screw lock nut
- ④ Adjusting screw
- ⑤ Feeler gauge

Cam Chain

If the cam chain is excessively noisy during engine operation, the tension of the cam chain is improper and cam chain requires adjustment. Loosen the cam chain adjuster lock nut ① and turn the adjuster ② to make up the adjustment. When the chain produces a chattering noise, it is an indication that the chain is too loose. A whining noise, indicates that the chain is too tight.

Tighten the chain tension by turning the adjuster counterclockwise and set the adjuster to the point where the chain is operating quietly. Overtightening will cause the chain to whine. Do not forget to tighten the lock nut after completing the adjustment.

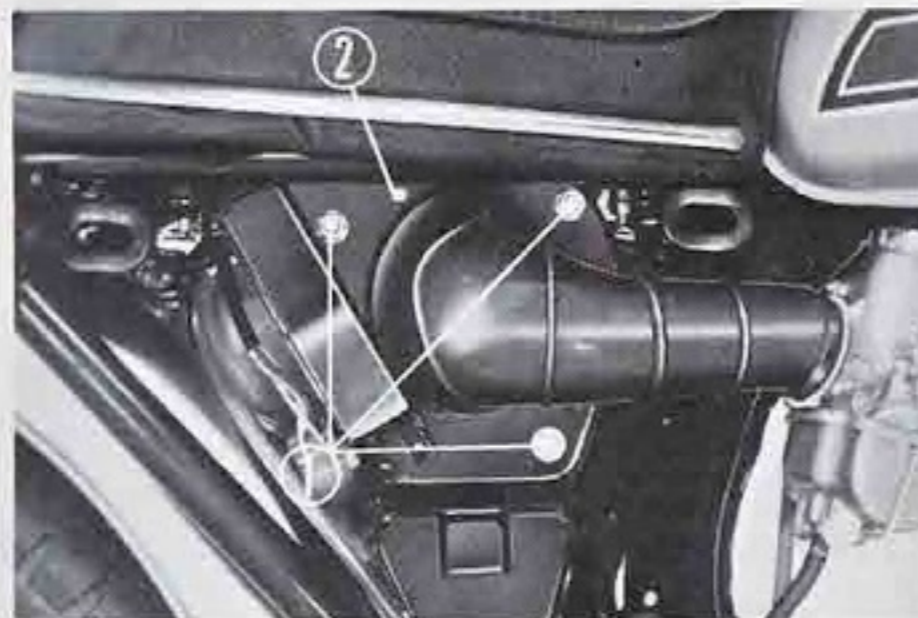


- ① Lock nut
- ② Cam chain adjuster

Air Filter

When the air filter is clogged with dust, it affects engine performance and therefore, it should be cleaned periodically.

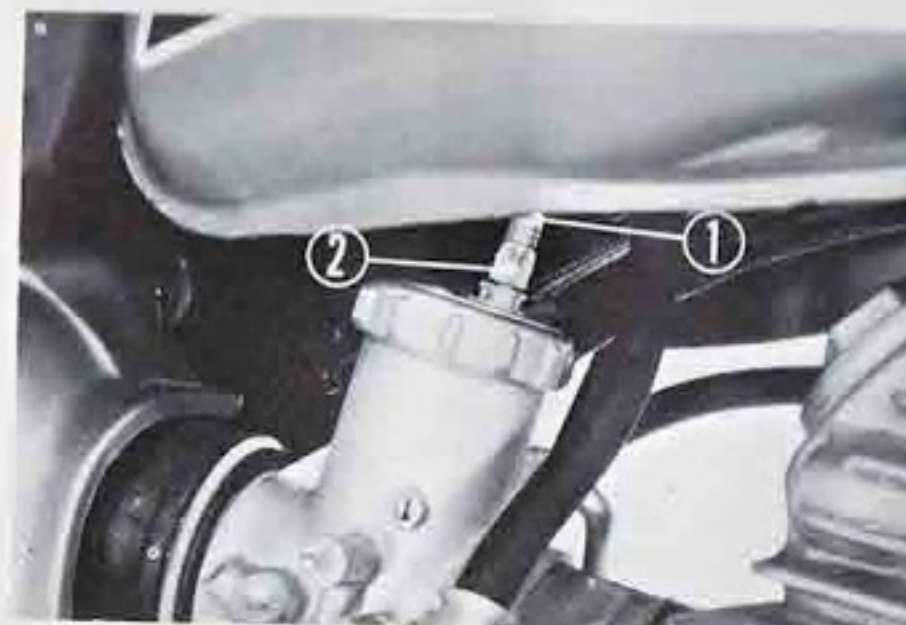
1. Remove the right side cover.
2. Unscrew the three air filter mounting nuts ① and remove the air filter ② from the air filter case.
3. Wash the air filter element in clean stoddard solvent and allow to dry thoroughly.
4. Soak the air filter element in clean gear oil (No. 80~No. 90) until saturated, then squeeze out excess oil.
5. Reinstall the air filter element.
6. Reinstall the right side cover.



① Air filter mounting nuts
② Air filter

Throttle Cable

Check for smooth rotation of the throttle grip from the full open to the full closed position. Check when at full left and full right steering positions. Inspect the condition of throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted. Recheck cable for tension or stress at both full left and full right steering positions.



① Rubber cap
② Grip play adjuster

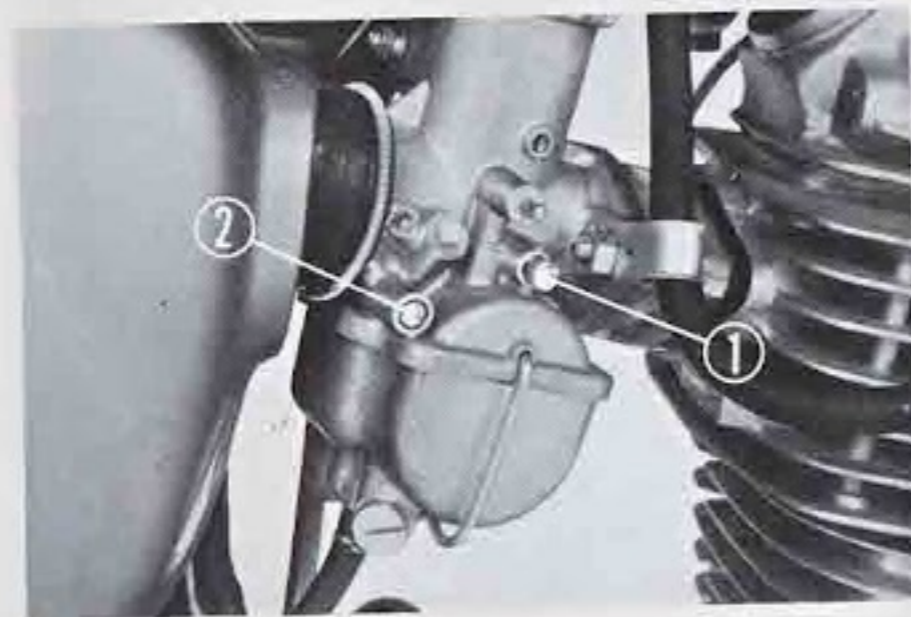
Throttle Grip Play

Standard throttle grip free play is approximately 10~15° of the grip rotation. This free play can be attained by adjustment of the grip play adjuster ②. Remove the rubber cap ① and turn the adjuster until grip free play is 10~15°.

Carburetor

A carburetor which is out of adjustment will adversely affect the performance of the engine, therefore, it is important that the carburetor always be maintained in perfect adjustment. Carburetor adjustment should only be made when the engine is operating temperature.

1. Set the idle speed to 1,200 rpm with the throttle stop screw ①.
Turning the screw clockwise will increase engine speed.
2. Manipulate the air screw ② to obtain the maximum and stable engine speed. The standard air screw setting is $1\frac{3}{4}$ to $1\frac{1}{2}$ turns open from full close position.
3. Readjust the throttle stop screw if it is necessary to reset the idle speed.

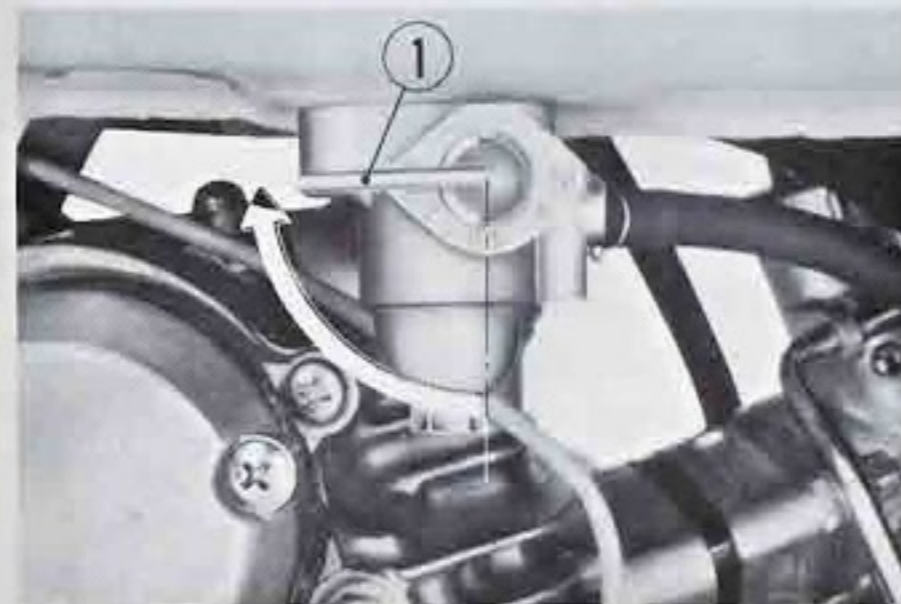


- ① Throttle stop screw
② Air screw

NOTE: Malfunction of the engine at high speed can be caused by a defective ignition or valve system, therefore, determine the cause of the trouble before attempting to correct the condition by carburetor adjustment.

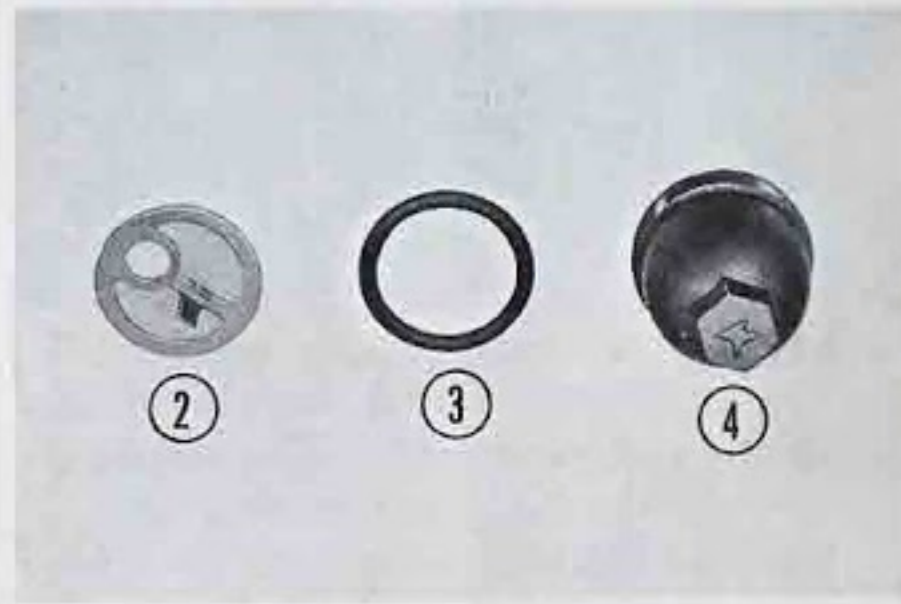
Fuel Strainer

The fuel strainer is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel strainer should be serviced periodically.



- ① Fuel valve

Turn the fuel valve lever to "S" position and unscrew the strainer cup ④. Remove the O ring seal ③ and the screen filter ② can be lifted out. Wash in solvent and reassemble. Turn fuel valve lever to "ON" position and check for leaks.



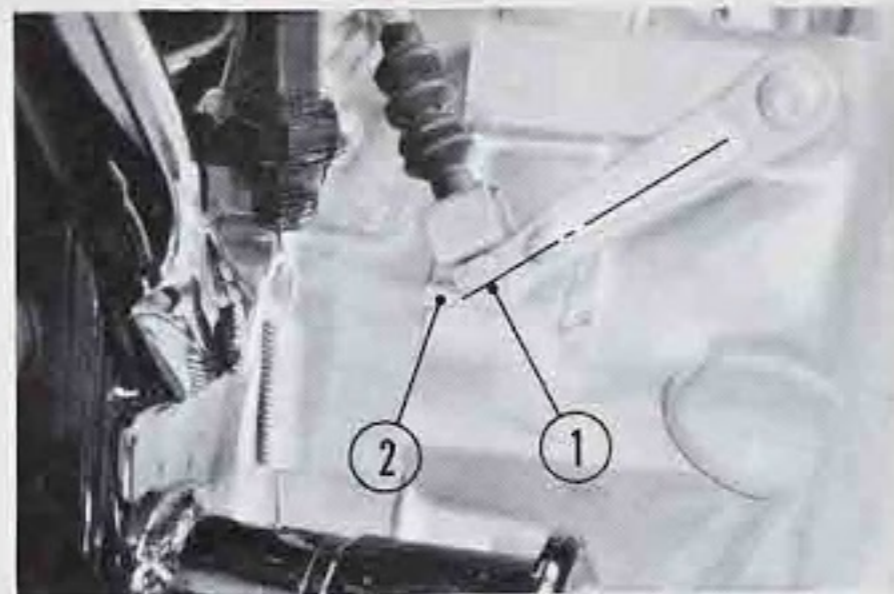
- ② Screen filter ④ Strainer cup
③ O ring seal

Clutch

The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have the tendency to creep even with the clutch disengaged.

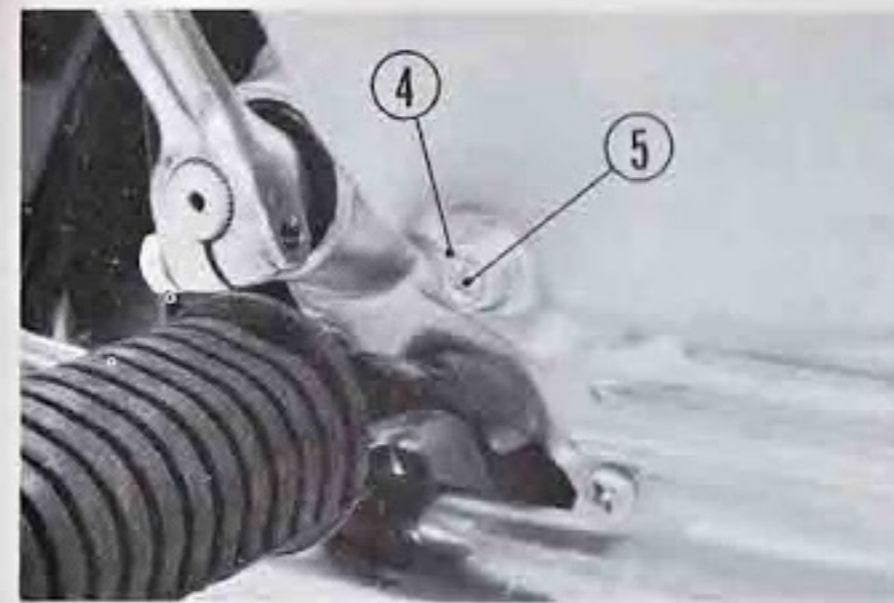
However, in the other case, if the clutch does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

1. Check the position of the clutch arm ③ for proper setting. The center of the clutch cable connecting pin ① should be in alignment with the upper part of the index mark ② located on the side of the crankcase.



- ① Clutch cable connecting pin
- ② Index mark
- ③ Clutch arm

If the adjustment is necessary, loosen the clutch adjuster lock nut ④ (page 45) located at the bottom of the right crankcase cover and turn the clutch adjuster ⑤ with a screw driver. Turning the adjuster clockwise will cause the clutch arm to move upward.



- ④ Clutch adjuster lock nut
- ⑤ Clutch adjuster

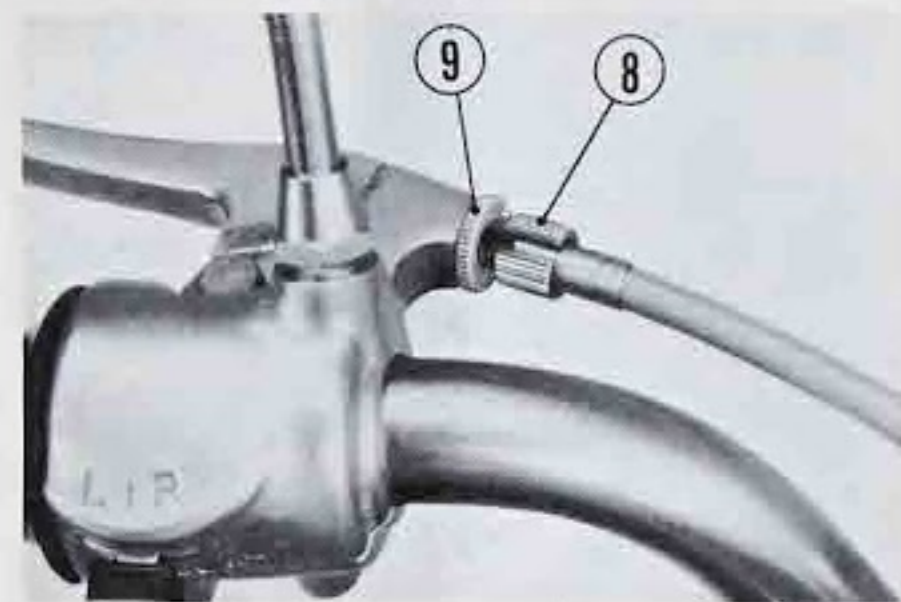
2. The clutch lever is adjusted properly when the clutch lever free movement, measured at the end of the lever, is from 0.4~0.8 in. (10~20 mm). If the adjustment is necessary, loosen the lock nut ⑥ on the clutch cable lower adjuster ⑦ and make the adjustment with adjuster.

Turning the adjuster clockwise will increase the free movement of the clutch lever.



- ⑥ Lock nut
- ⑦ Clutch cable lower adjuster

3. The adjustment can also be made in the same manner at the clutch cable upper adjuster ⑦.

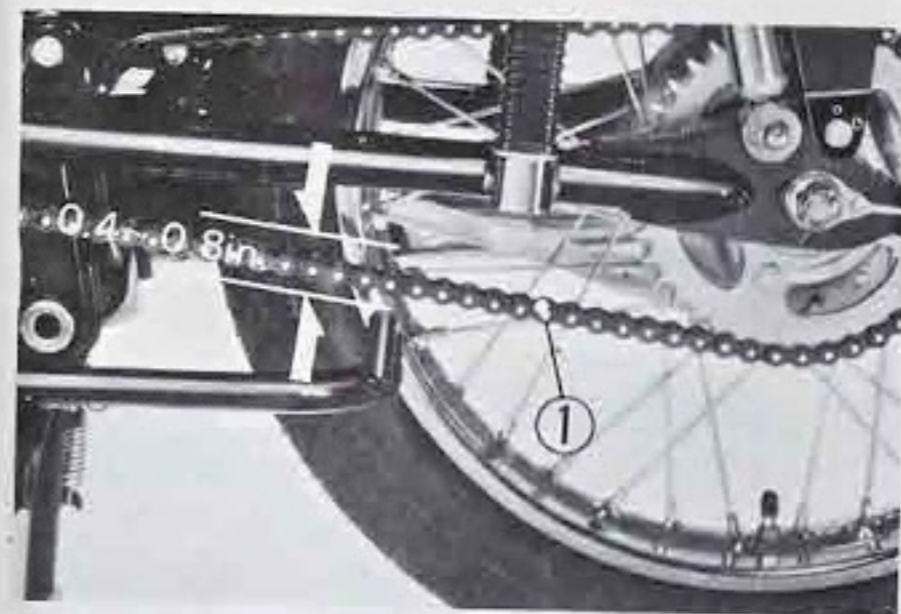


⑧ Clutch cable upper adjuster
⑨ Lock nut

Drive Chain

The condition of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel. If not properly maintained, the drive chain can cause premature wear and damage to transmission and rear wheel bearings and sprockets as well as to itself. A properly adjusted and lubricated drive chain assures safe, smooth and troublefree operation of the drive system.

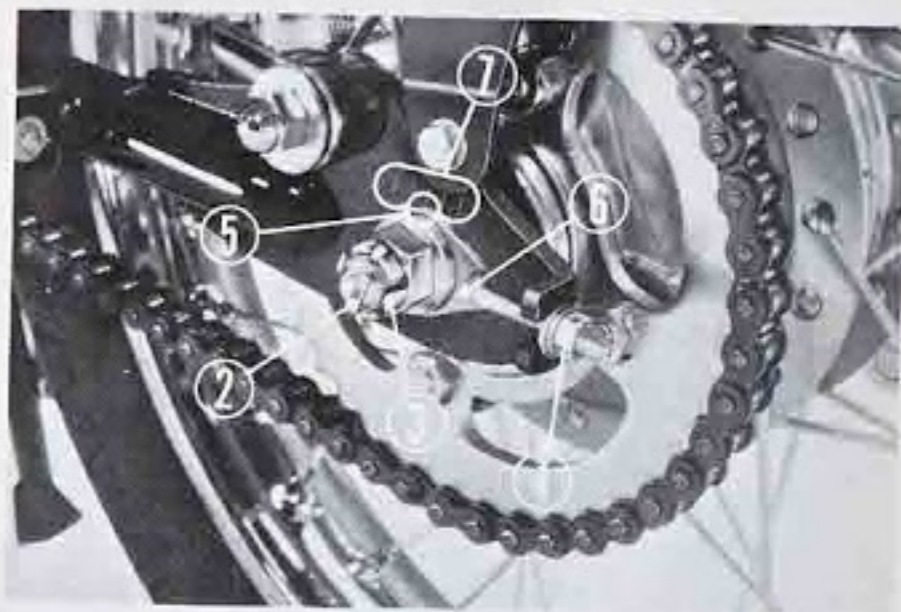
1. Place the motorcycle on its main stand.
2. Move the chain up and down at the midpoint between the sprockets and check the total movement. The standard slack should be 0.4~0.8 in. (10~20 mm).
3. To adjust the chain slack, first remove the cotter pin ① and loosen the rear axle nut ② (page 47).



① Drive chain

4. Turn the adjusting nut ④ on both the right and left chain adjusters ⑥ clockwise to decrease chain slack. Align the index mark ⑤ on both chain adjuster to the same position on the both side scales ⑦ of the rear fork.
5. Make sure that the rear axle nut and lock nuts are properly tightened.
6. Readjust the rear brake as necessary to correct for the repositioning of the rear wheel assembly.

7. Remove the main stand and check chain slack while sitting on the machine. Roll either forward or backward to be certain there is no tight spots.



② Cotter pin ⑤ Index mark
③ Rear axle nut ⑥ Chain adjuster
④ Adjusting nut ⑦ Side scale

Drive Chain Lubrication

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Removal and Cleaning:

When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

1. Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.

3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

4. Lubricate the drive chain.

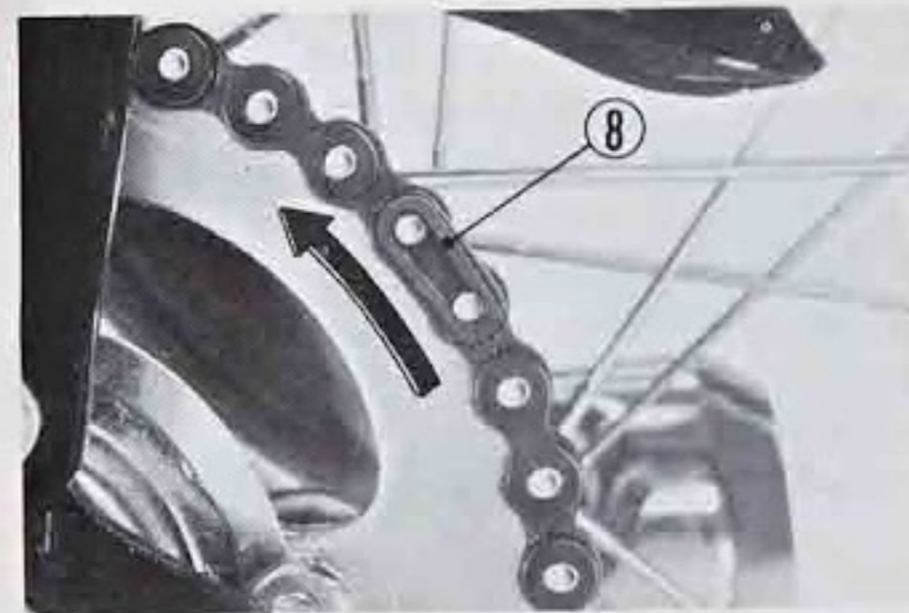
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

Install the master link retaining clip ⑧ so that the closed end of the clip will face the direction of forward wheel rotation.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new

master link retaining clip be installed whenever the drive chain is reassembled.

6. Adjust the drive chain to the proper tension, following the instructions on pages 46~47.



⑧ Retaining clip

Front Brake

The front brake is a mechanical operated caliper/disc type with a device which compensates automatically the brake pad for wear. This type brake will provide easy maintenance, reliable operation and excellent braking qualities.

Free Play Adjustment

Free play, measured at the tip of the front brake lever, should be maintained at 0.8 -



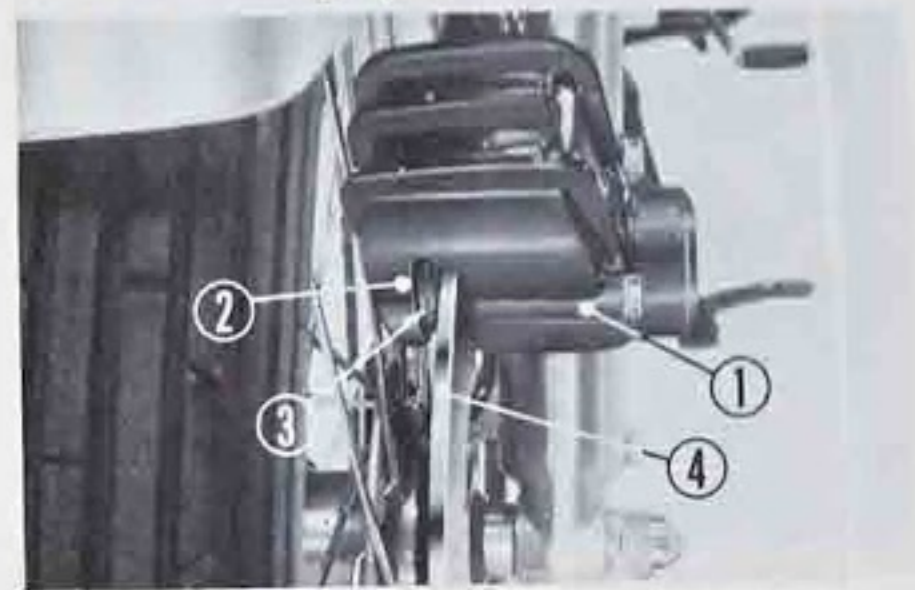
① Lock nut

② Front brake adjusting nut

1.2 in. (20 - 30 mm) as shown on the page 49. Free play is the distance the brake lever moves before the brake starts to engage.

Adjustment should be made using the adjuster located at the front wheel.

1. Loosen the lock nut ① and then turn the front brake adjusting nut ② (page 49). Turning the nut in the direction ④ will increase the brake lever free play and turning the nut in the direction ③ will decrease the play.



① Caliper
② Brake pad
③ Red line
④ Disc

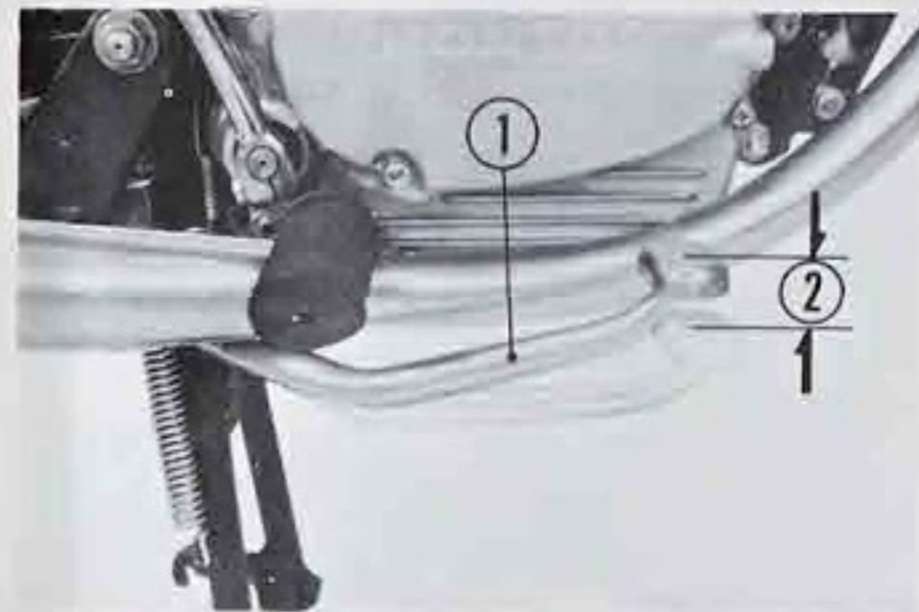
Brake Pads

Brake pad wear will depend upon the severity of usage, type of driving and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Visually inspect the pads ② during all regular service intervals to determine the pad wear. If the pad wears to the **red line** ③, replace both pads with a new set.

NOTE: Use only Honda genuine replacement friction pads offered by authorized Honda dealers. When service is necessary on the brakes, consult your Honda dealer.

Rear Brake

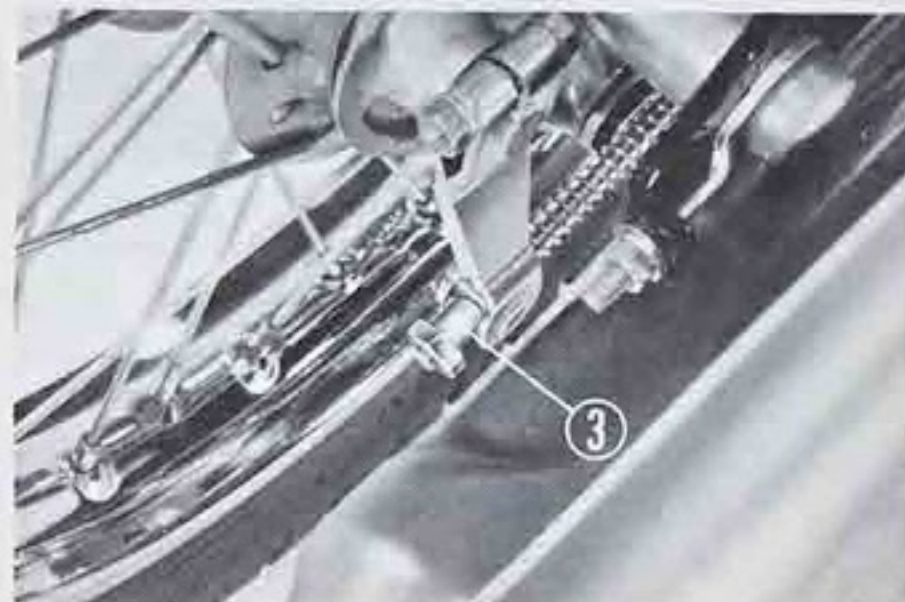
1. Raise the rear wheel off the ground by placing the main stand under the motorcycle.
2. Rotate the rear wheel by hand and note the pedal free travel ② before the brake holds.



① Rear brake pedal
② Pedal free travel

3. Correct free travel is 0.8~1.2 in. (20~30 mm).

If adjustment is necessary, make the adjustment by turning the adjusting nut ③. Turn clockwise for less free travel, counterclockwise for greater free travel.



③ Rear brake adjusting nut

Tire Inflation Pressure

Correct tire inflation pressure will provide maximum stability, riding comfort and tire life.

Keep tires properly inflated and check the inflation pressure before riding.

Cold tire pressures psi (kg/cm ²)	Up to 165 lbs (75 kg) load	Front: 26 (1.8) Rear: 28 (2.0)
	Up to vehicle capacity load	Front: 26 (1.8) Rear: 34 (2.4)
Vehicle capacity load	300 lbs (135 kg)	
Tire size	Front:	2.75-18
	Rear:	3.00-17

Front Suspension

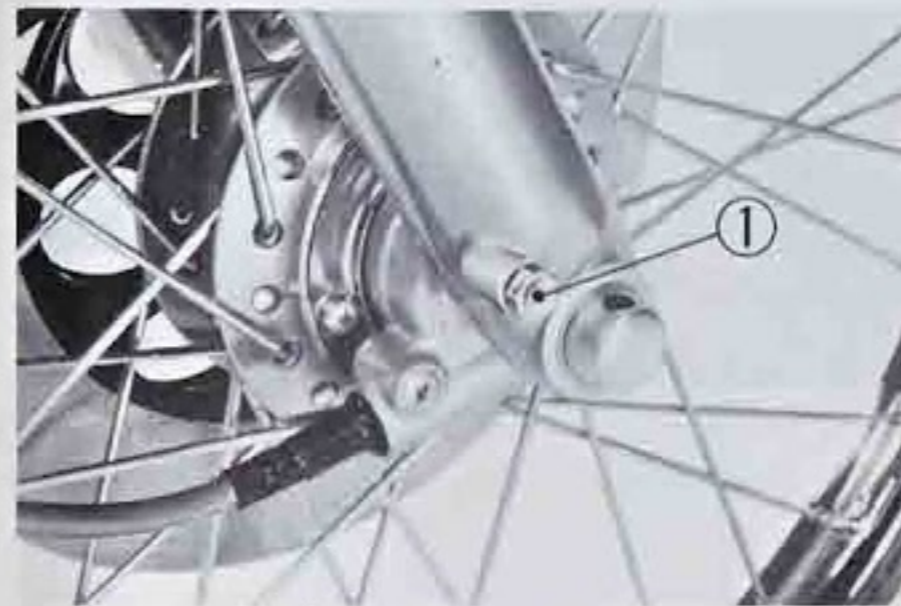
Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.

Inspect for smooth cushion action and oil seepage around the cushion oil seals. Carefully inspect all front suspension fasteners for tightness, this includes the attachment points of the fork tubes, brake components and handlebar.

Front Fork Oil

To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically.

1. Unscrew the front fork drain plug ① at the bottom of fork cylinder, drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.



① Front fork drain plug

2. Remove the top filler plug ② and fill the front fork cylinder with 4.1~4.4 ozs. (120~130 cc) of Automatic Transmission Fluid.
3. Securely tighten the top filler plug after filling.



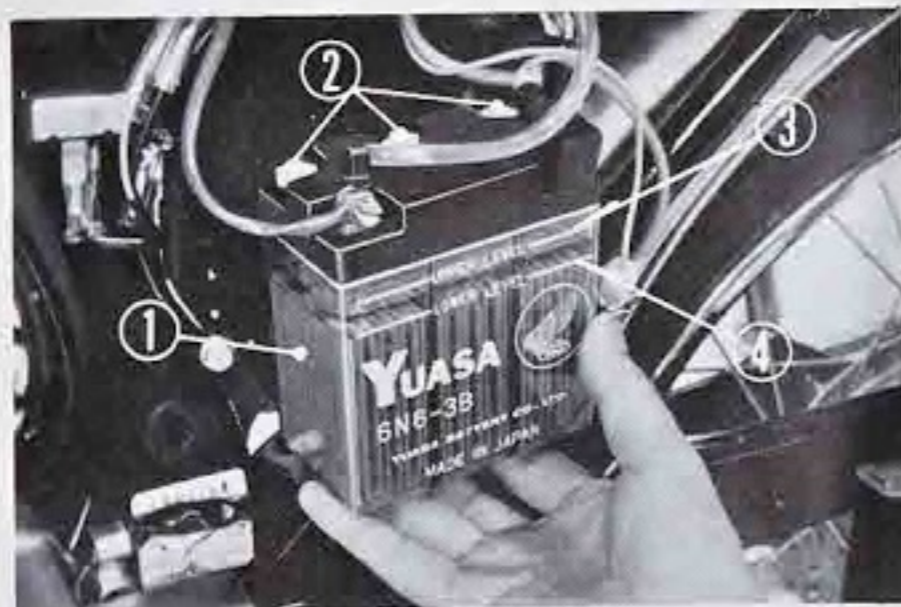
② Top filler plug

Battery

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (refer to page 28).

1. Access to the battery ① is obtained by removing the left side cover. The correct electrolyte level is between the upper ③ and lower ④ level marks on the battery case.
2. To correct the electrolyte level, remove the battery cell caps ② from the cells needing level correction. A small syringe or plastic funnel should be used to add water. Carefully add the proper amount of distilled water to bring the electrolyte level of the cells between the lower and upper marks. For maximum battery performance and life, only distilled water

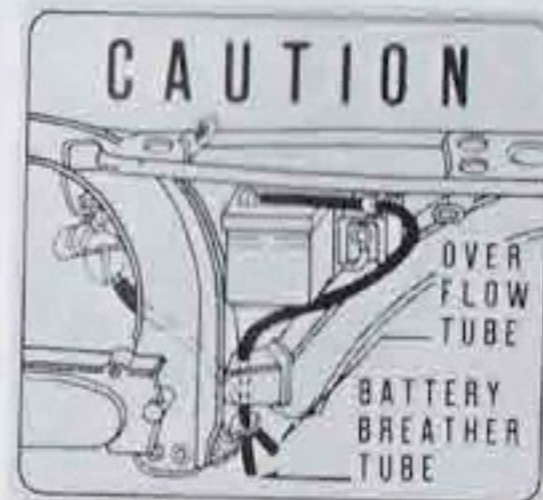
should be added, however, in an emergency situation where electrolyte level is found to be low and distilled water is not available, drinking water of low mineral content can be used. Reinstall the cell caps.



① Battery ③ Upper level mark
② Cell caps ④ Lower level mark

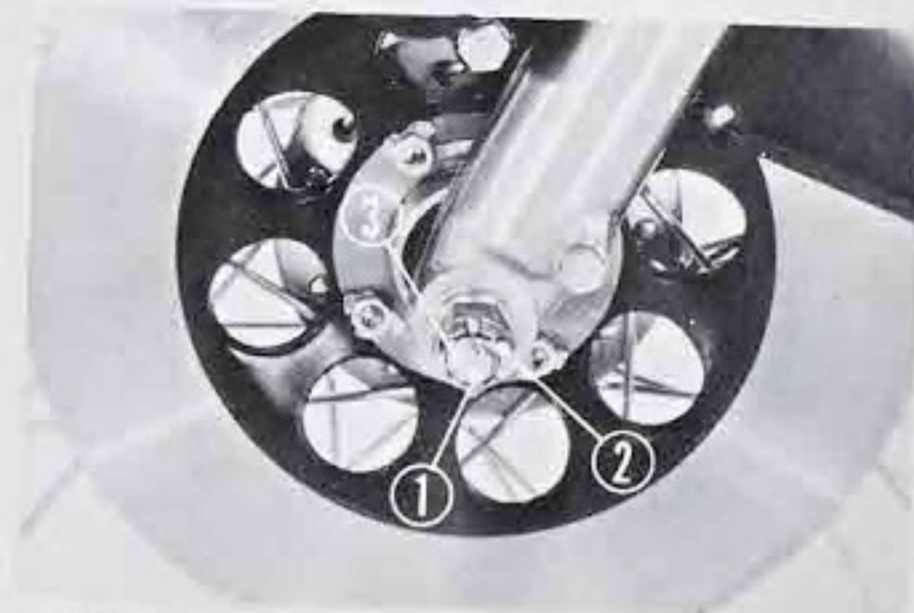
NOTE: Battery removal may be necessary when battery electrolyte (SPECIFIC GRAVITY) reading is below 1.200, indicating the need for battery recharging, or when the battery is removed for storage.

3. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounting pads and the vent tube routing. The vent tube must not be pinched or bent otherwise the battery may be damaged.



Front Wheel Removal

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Remove the speedometer cable set screw and pull out the speedometer cable.
3. Remove the cotter pin ①.
4. Loosen the axle nut ②.
5. Pull out the front axle ③.
6. Remove the wheel without injuring the disc brake caliper.

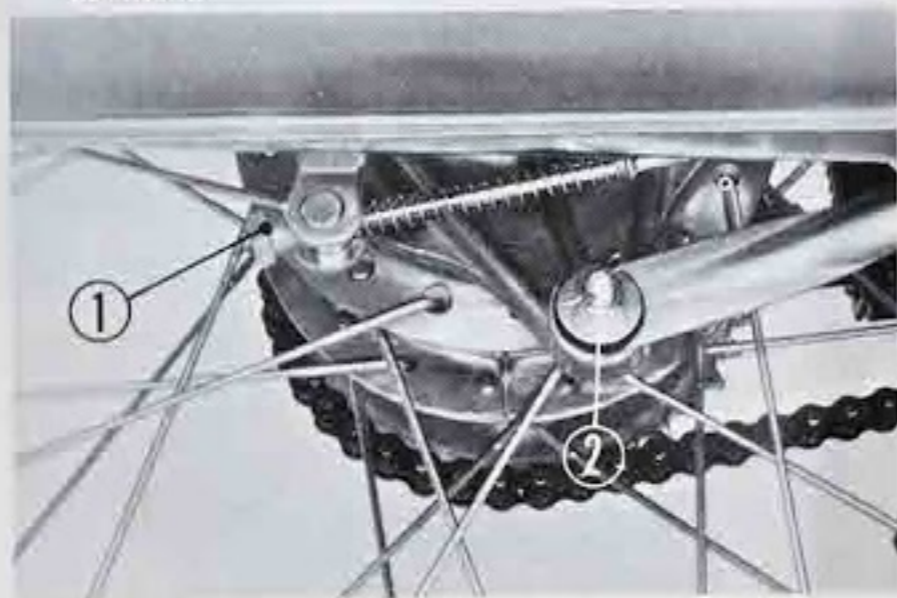


① Cotter pin ③ Front axle
② Front axle nut

NOTE: While the wheel is removed, do not squeeze the brake lever. Otherwise the disc will not be placed between the friction pads.

Rear Wheel Removal

1. Disconnect the drive chain at the joint and remove the drive chain.
2. Remove the rear brake adjusting nut ① and remove the rear brake rod from the rear brake arm.
3. Remove the rear brake torque arm bolt ② at the rear brake pannel.
4. Remove the cotter pin, rear axle nut and pull out the rear axle, and then the rear can be removed from the frame.



- ① Rear brake adjusting nut
② Torque arm bolt

Headlight Beam

The headlight must be properly adjusted for safe night driving. This motorcycle has provisions to adjust the headlight in the vertical and also horizontal directions.

1. The vertical adjustment is made by the bolts ① which mount the headlight case. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at a point approx. 165 feet (50m) in front of the motorcycle in the riding attitude.
2. The horizontal adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider.

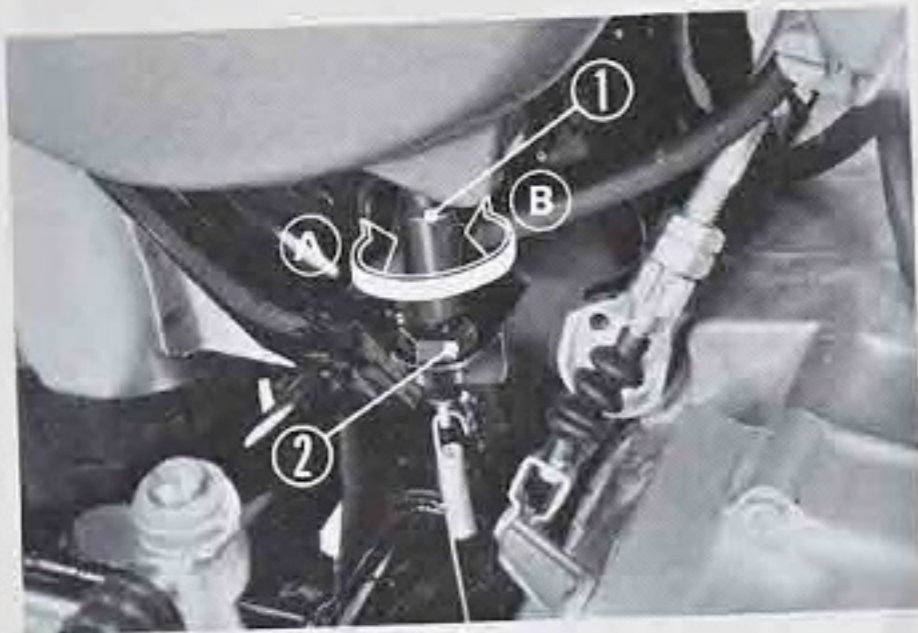


- ① Headlight mounting bolts
② Adjusting screw

Stoplight Switch

The stoplight switch adjustment is made with the stoplight switch ① located on the right side toward the rear of the engine.

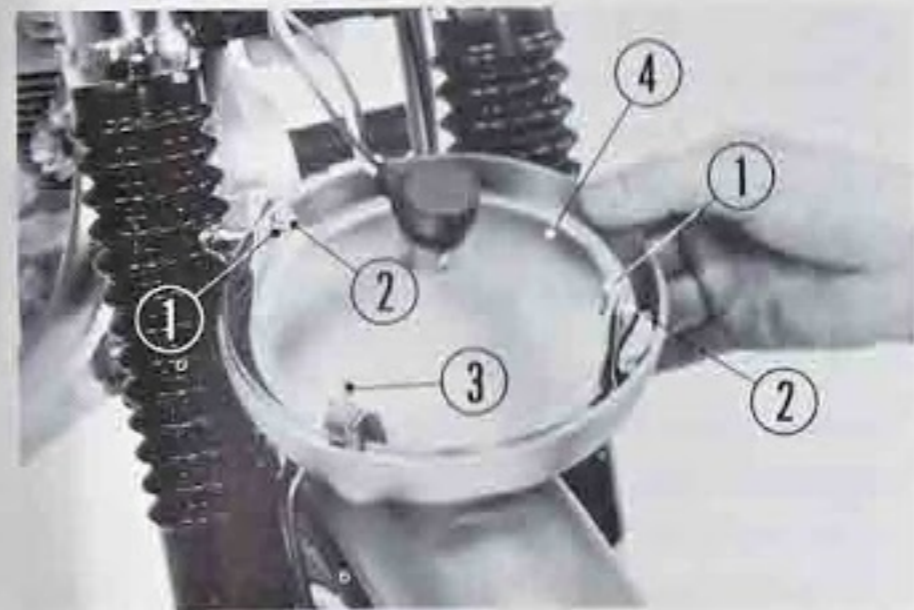
1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 51 to make sure that the brakes are properly adjusted.
2. Turn on the main switch (red dot position).
3. Adjust the stoplight switch so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stoplight comes on too late screw in Ⓐ the switch adjusting nut ②. If the stoplight comes on too early, screw out Ⓑ the switch adjusting nut.



① Stoplight switch
② Adjusting nut

Headlight Bulb Replacement

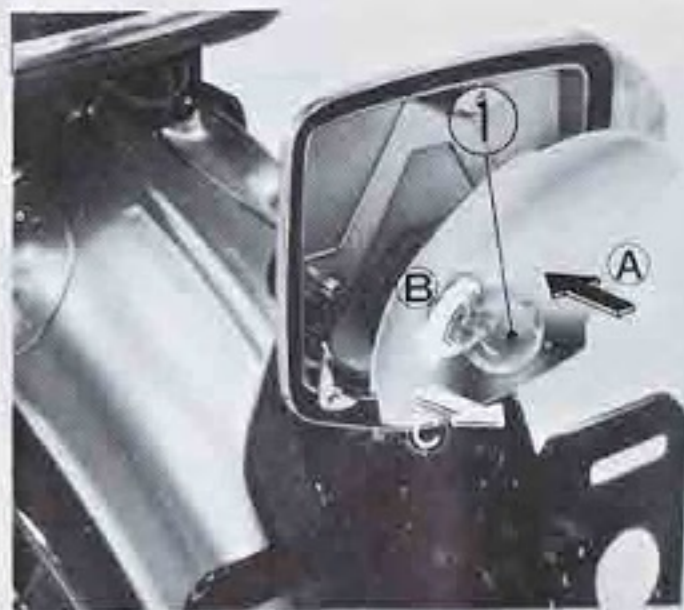
1. Remove the headlight rim from the headlight case by removing the two mounting screws.
2. Remove the two lock pins ①, and unscrew the lock screws ② and beam adjusting screw ③.
3. Remove the sealed beam unit ④ from the headlight rim.



① Lock pins ③ Beam adjusting screw
② Lock screws ④ Sealed beam unit

Tail/Stoplight Bulb Replacement

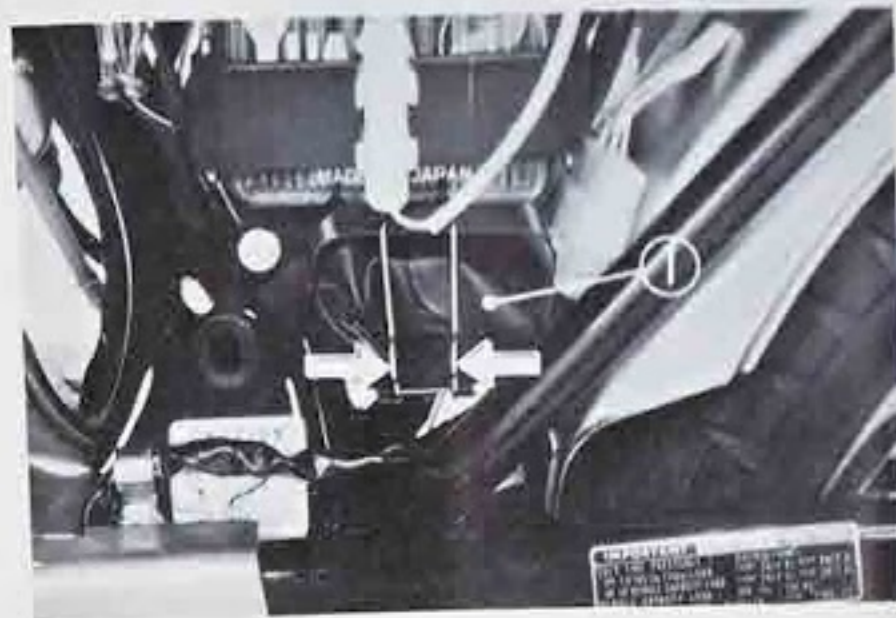
1. Remove the two screws retaining the tail/stoplight lens.
2. Press the bulb ① inward Ⓐ and twist to the left Ⓑ and the bulb can be removed Ⓒ.
3. Replace with a good bulb.
4. When installing the taillight lens, do not overtighten the screws, as this may damage the lens.



① Tail/stoplight bulb

TOOL KIT

The tool kit ① is mounted in the tool kit compartment within the left side cover. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with the tools in the kit should be referred to your HONDA dealer.



Listed below are the items included in the tool kit.

- 10×12 mm open end wrench
- 14×17 mm open end wrench
- Pliers
- No. 2 screw driver
- No. 3 cross point screw driver
- No. 2 cross point screw driver
- Screw driver grip
- 23 mm box wrench
- Spark plug wrench: for spark plug and rear axle nut
- 8 mm spanner and handle
- Tool bag

Items attached to the motorcycle in a separate package.

- A can of touch-up paint
- Spare battery fuse

SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	1,865 mm (73.4 in.)
Overall width	750 mm (29.5 in.)
Overall height	1,040 mm (40.9 in.)
Wheel base	1,205 mm (47.4 in.)
WEIGHT	
Dry weight	93 kg (204.6 lbs)
CAPACITIES	
Engine oil	1.0 liter (1.1 U.S. qt.)
Fuel tank	7.5 liter (2.0 U.S. gal.)
Fuel reserve tank	1.2 liter (0.3 U.S. gal.)

ITEM	
ENGINE	
Bore and stroke	56.0×49.5 mm (2.205×1.949 in.)
Compression ratio	9.5 : 1
Displacement	122 cc (7.44 cu-in.)
Contact breaker point gap	0.3~0.4 mm (0.012~0.016 in.)
Spark plug gap	0.6~0.7 mm (0.024~0.028 in.)
Valve tappet clearance	0.05 mm (0.002 in.)
CHASSIS AND SUSPENSION	
Caster	63°20'
Trail	85 mm (3.3 in.)
Tire size, front	2.75~18 (4 PR)
Tire size, rear	3.00~17 (4 PR)

ITEM	
POWER TRANSMISSION	
Primary reduction	4.055
Final reduction	2.666
Gear ratio, 1st	2.500
2nd	1.722
3rd	1.333
4th	1.083
5th	0.923
ELECTRICAL	
Battery	6V-6AH
Generator	A.C. generator, 0.052 KW/10,000 rpm.
Fuse	15 amp.

ITEM		
LIGHTS		
Headlight	6V-35/25W	
Tail/stop light	6V-3/32 cp	
Turn signal light	6V-21 cp	SAE TRADE NO. 1129
Speedometer light	6V- 1 cp	SAE TRADE NO. 51
Neutral indicator light	6V- 1 cp	SAE TRADE NO. 51
Turn signal indicator light	6V- 1 cp	SAE TRADE NO. 51
High beam indicator light	6V- 1 cp	SAE TRADE NO. 51

HONDA MOTOR CO., LTD.

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