

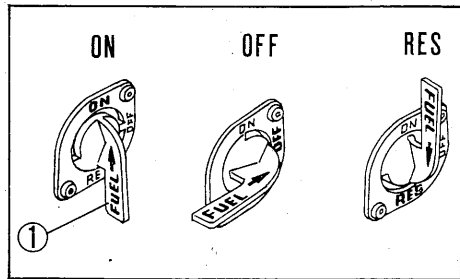
FUEL AND OIL

Fuel Valve

The fuel valve (1) is mounted under the left side of the fuel tank.

"OFF" position:

When the fuel valve is turned to the "OFF" position, fuel cannot flow from the fuel tank to the carburetors. Set the valve in this position whenever the motorcycle is not in use.



- (1) Fuel valve. The word the arrow points to on the lever indicates the actual position.

"ON" position:

When the fuel valve is turned to the "ON" position, fuel will flow from the main fuel supply to the carburetors.

Set the valve in this position when the engine is to be operated from the main fuel supply.

"RES" position:

When the fuel valve is turned to the "RES" position, fuel will flow from the reserve fuel supply to the carburetor.

The fuel valve should be set in this position only after the needle of the fuel gauge indicates E (Empty) and the main fuel supply has been consumed. The reserve fuel supply is approximately 4ℓ (1.1 U.S. gal.).

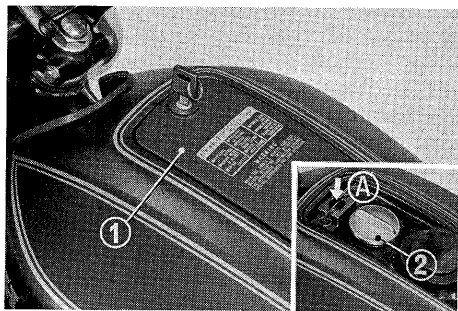
Switching to the reserve fuel supply serves as a warning to the rider that it is time to refill the fuel tank.

NOTE: Do not operate the machine with the fuel valve in the reserve position after refueling, or you will defeat the purpose of the reserve fuel supply.

Fuel Tank

Fuel tank capacity is 19.5ℓ (5.1 U.S. gal.) including 4ℓ (1.1 U.S. gal.) in the reserve supply. Open the fuel filler door (1) with the ignition switch key and then turn the cap (2) counterclockwise to remove.

After refueling replace the filler cap securely otherwise fuel will spill from the tank. The fuel filler door locks automati-



(1) Fuel filler door (2) Fuel filler cap
(A) Place cap on here

cally when closed. The fuel tank filler cap is connected to the tank by means of a chain.

Use low-lead or regular gasoline with a Research Octane number 91 or higher or a Pump Octane number of 86 or higher. Non-lead gasoline is not recommended.

NOTE:

Pump Octane is the octane formula specified by the Cost of Living Council.

When refueling take care to exclude dirt, water, or other contaminants from the fuel tank.

WARNING:

- * Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with engine stopped. Do not smoke or allow open 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 filler cap is closed securely, and the fuel filler door is locked.

- * Gasoline is harmful or fatal if swallowed. Avoid repeated or prolonged contact with skin or breathing of vapor. Keep out of reach of children. If gasoline is swallowed, do not induce vomiting. Call a physician immediately.
- * If the filler cap is replaced, use only a genuine Honda replacement part or its equivalent. Failure to use the proper part may cause a serious malfunction.

Engine and Transmission Oil Recommendation

USE HONDA 4-STROKE OIL OR EQUIVALENT.

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 42.

CAUTION:

- * 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.
- * Vegetable or castor based racing oils are specifically not recommended.

- * Do not use automatic transmission fluid and flushing oil.

Viscosity:

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

Recommended oil viscosity:

General, all temperatures
SAE 10W-40

Alternate:

Above 59°F. (15°C)	SAE 30
32° to 59°F (0° to 15°C)	SAE 20 or 20W
Below 32°F (0°C)	SAE 10W

PRE-RIDING INSPECTION

WARNING:

When washing your motorcycle, take care not to let water enter the muffler or the brake system. Water in the muffler may cause poor starting and wet brakes may reduce brake efficiency.

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. Engine oil level—add engine oil if the level is below the lower mark on the dipstick (page 44).
2. Fuel level—fill fuel tank when necessary (pages 23–24).
3. Front, rear and parking brakes—check the brake system lines for leaks and

check the fluid level. Adjust free play if incorrect. (pages 70–77).

4. Tire—adjust to correct pressure and check tire damage (page 27).
5. Drive chain—check condition of drive chain and measure chain tension. Adjust drive chain if chain tension is incorrect. Lubricate the drive chain if it appears dry. Replace the drive chain if it is badly worn or damaged (pages 64–69).
6. Throttle operation—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 (pages 60–61).
7. Battery electrolyte—fill with distilled water if the level is low. (pages 85–88).
8. Turn signal lights, tail/stoplight and headlight—replace blown bulbs (pages 94–95).

TIRE INFORMATION

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

Be sure to follow the tire specification.

Cold tire pressures kg/cm ² (psi)	Up to 90 kg (200 lb) load	Front: 2.0 (28) Rear: 2.0 (28)
	Up to vehicle capacity load	Front: 2.0 (28) Rear: 2.5 (36)
Vehicle capacity load limit	163 kg (360 lbs)	
Tire size	Front: 3.50H19 - 4 PR Rear: 4.50H17A - 4 PR	
Tire brand	Front: Bridgestone S21F2 Dunlop F6 Rear: Bridgestone S21R2 Dunlop K87 Mark II	

WARNING:

- * The use of tires other than those recommended may result in decreased stability and handling.
- * Improper tire inflation will cause

abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the inner tube valves. Severe underinflation may result in loss of the tire from the rim.

- * Check tire pressures frequently and adjust if necessary.
- * It is recommended that the tires be replaced when the tread depth at the center of the tire is less than the following limit.

Minimum recommended tire center tread depth
Front: 1.5 mm (0.06 in.) Rear: 2.0 mm (0.08 in.)

- * Operation with excessively worn tires is very hazardous and will adversely affect traction, steering and handling.

STARTING THE ENGINE

NOTE:

The electrical system of the CB750A is designed to prevent electric starting if the transmission is in "D" or "L" position.

WARNING:

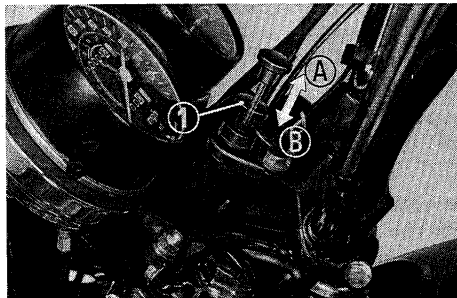
Use the parking brake when starting the engine.

Cold Engine Starting Procedure

1. Turn the fuel valve to the "ON" position (page 22).
2. Insert the key into the ignition switch and turn to the "ON" position. At this time, observe the green neutral indicator light (page 10). The light will be on when the transmission is in the neutral position.

Also at this time the red oil pressure warning light should be on. If the light fails to come on, the connection should be checked for an open circuit and the bulb checked and replaced if burned out.

3. Make sure that the engine stop switch (page 15) is in the "RUN" position.
4. Pull out the choke knob (1) to the full closed position (A).
5. The carburetor is equipped with an accelerator pump. Do not open and close the throttle unnecessarily as this could cause the engine to become over-rich resulting in starting difficulties.



(1) Choke knob

6. Press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starting motor to rest approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the starting motor, use the kick starter pedal to start the engine.

CAUTION:

Do not allow the kick starter to snap back freely against the pedal stop as engine case damage could result.

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and push down the choke knob to the fully opened position (B), open the throttle and crank the engine using the kick starter pedal.

Turn the ignition switch to the "ON" position and follow the starting procedure outlined in step 1 through 5;

however, at this time use of the choke is not necessary.

7. After the engine starts, warm up the engine completely until the engine responds to the throttle when the choke is open.

CAUTION:

The oil pressure warning light should go off within a few seconds after the engine is started. If the light remains lighted, turn off the engine immediately. Check and correct the oil level if necessary. If the oil level is adequate, do not operate the motorcycle until the lubrication system has been examined by a qualified mechanic.

WARNING:

After the engine has been warmed up, push in the choke knob securely. Failure to retract the choke knob may increase the idle speed and result in sudden forward movement of the motorcycle when shifting into gear.

Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, follow the cold engine starting procedure; however, use of the choke is not necessary.

NOTE:

When the engine is to be started in extremely cold weather (at ambient temperature of approximately -10°C (14°F) or below), prime the engine before starting by opening and closing throttle completely two or three times.

Then, follow the cold engine starting procedure.

WARNING:

Exhaust contains poisonous carbon monoxide gas. Avoid inhalation of exhaust gases. Never run the engine in a closed garage or confined area.

NOTE:

It is not possible to start the engine by pushing or towing the machine.

BREAK-IN PROCEDURE

A carefull break in procedure during the initial mileage will measurably extend the service life of the engine. During this crucial period the motorcycle must not be driven at full power over extended distance.

1. Maximum continuous motorcycle speed during the first 1,000 km (600 miles) must not exceed 80 km/h (50 mph) in "D" position or 50 km/h (30 mph) in "L" position.
2. Upon reaching an odometer reading of 1,000 km (600 miles), you can subject the motorcycle to full throttle operation; however, do not exceed speed limit of both "D" and "L" position on the speedometer.

CAUTION:

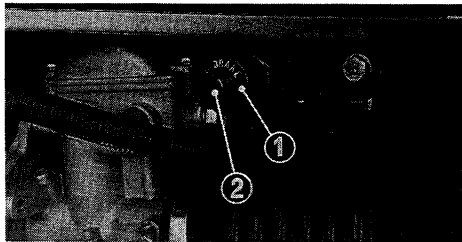
Do not snap the throttle unless necessary when the transmission is in neutral position.

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.

WARNING:

- * Ensure that the parking brake is fully released before riding the motorcycle. Push in the parking brake knob located on the left side under the rear end of the fuel tank by pushing the center button. Then depress and release the brake pedal. At this time, the parking brake is released and the parking brake warning light goes out



(1) Parking brake knob (2) Center button

and the warning buzzer stops to sound.

Failure to release the parking brake may cause damage to the transmission and brake system through overheating.

- * Do not wear loose clothing which may catch on control levers, foot pegs, drive chain, wheels and tires.
- * Exhaust pipes and muffler become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine. Wear clothing which will completely cover the legs while riding and avoid any contact with unshielded portions of the exhaust system.

2. Retract the side stand.

WARNING:

Ensure that the side stand is fully retracted before riding the motorcycle. If not fully retracted the stand may interfere with road surface during left turn and cause serious control problems.

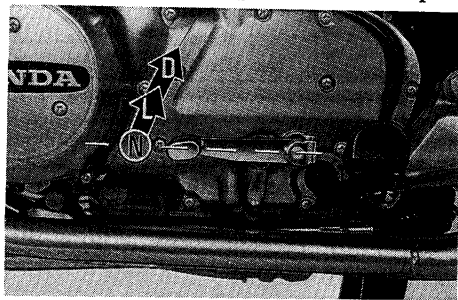
3. While the engine is idling, lift the shift pedal to shift into the "L" position (blue "L" light will be on), lift again to shift to the "D" position (blue "D" light will be on).

"D" position—Normal driving

In this position the HONDAMATIC transmission gives exceptionally smooth acceleration for in town and highway driving.

"L" position—Low

Shift into "L" position when rapid



starting is needed or when rapid acceleration is needed for freeway entrance, etc.

It is also used for stronger engine braking when descending a steep grade, or for increased power when climbing a hill. The maximum speed limit in "L" range is 95 km/h (60 mph).

WARNING:

- * When starting from rest apply the front brake before shifting into "D" or "L" position from neutral position.
 - * Do not increase the engine speed when shifting into "D" or "L" position.
 - * Do not increase the engine speed when the brake is applied and the transmission is in "D" or "L" position.
4. Increase the engine speed gradually by turning the throttle grip.

WARNING:

- * Never shift into neutral position while running.

- * Do not attempt to down-shift in a corner as this could cause loss of control due to the rapid engagement of a low gear.
- * Reduce the motorcycle speed sufficiently before entering a corner.
- * Always close the throttle when shifting. Failure to do so could cause loss of control.

5. When braking, apply both the front and rear brake equally. When stronger engine braking is needed, depress the shift pedal to shift into "L" position from "D" position. When shifting from "D" position to "L" position, the speed should be below 65 km/h (40 mph).

Independent use of front or rear brake reduces stopping performance. Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.

WARNING:

- * While the motorcycle is stopped with the engine running, the transmission should be in the neutral position and the front or rear brake should be applied.
 - * When stopped with the transmission in the "D" or "L" position apply the front or rear brake to prevent the machine from creeping. Do not attempt to "blip" the throttle, this will cause the machine to move suddenly.
 - * Use the brakes when stopped on a steep ascent.
Do not attempt to maintain position by opening the throttle slightly with the transmission in gear.
6. When parking the motorcycle, apply the parking brake. Shift the transmission into neutral position. Place the motorcycle on center or side stand. To apply the parking brake, perform the following steps.

- a. Pull the parking brake knob located on the left side under the rear end of the fuel tank. Make sure that the parking brake warning light is on (see page 10) and the warning buzzer sounds.

Depress the brake pedal until it engages the parking brake.

- b. Check that the rear wheel is locked. To unlock the parking brake, first release the parking brake knob by pushing the center button of the knob. Then depress and release the brake pedal. Make sure that the brake warning light goes out and the warning buzzer stops to sound. Check the parking brake warning light and

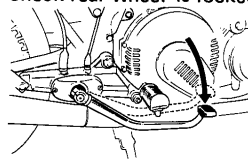
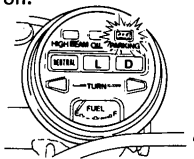
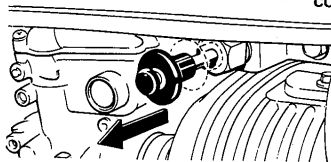
Locking

Pull knob.

Make sure "PARKING" light comes on.

Depress brake pedal.

Check rear wheel is locked.



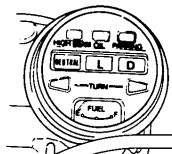
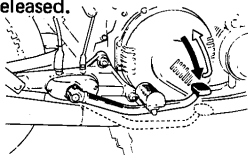
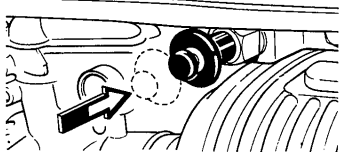
Unlocking

Push knob by pushing center button.

Depress brake pedal.

Next make sure brake pedal is released.

Make sure "PARKING" light goes out.



warning buzzer operation and make sure that the rear brake is fully released.

WARNING:

When leaving the motorcycle, be sure to set the parking brake and remove the key.

CAUTION:

Do not coast with the engine off, and do not tow the motorcycle unless the drive chain is first removed. The transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.

WARNING:

- * When riding on a wet surface or when riding under rainy conditions, braking efficiency is greatly reduced and extra care should be taken when applying the brakes.
- * When descending a long, steep grade, downshift from "D" position to "L"

position and use engine compression together with intermittent applications of both brakes to slow the motorcycle down. Avoid continuous use of the brakes which may result in overheating and reduction of braking efficiency.

CAUTION:

Do not allow the engine to idle for long periods because the battery will not be charged at idle speed.

SAFE RIDING SUGGESTIONS

1. Always make a pre-riding inspection prior to riding your motorcycle (See page 26).
2. Never ride a motorcycle unless you are wearing a helmet and it is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further improve rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.

WARNING:

Do not exceed the vehicle capacity load limit shown on the tire information label.

4. Place both hands on the handlebars and both feet on the foot pegs while riding. Insist that a passenger holds

onto the motorcycle or the operator with both hands and that both feet are on the passenger foot pegs.

5. Obey all state and local regulations. Use the headlight anytime while riding to make the motorcycle more visible to other motorists.
6. It is recommended that you become familiar with your new motorcycle by riding in an uncongested area before riding on public streets and highways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

WARNING: LOADING AND ACCESSORIES

The addition of accessories and cargo to this motorcycle can create an unsafe condition by changing the motorcycle's stability, handling characteristics, and decreasing the safe operating speed. The factory cannot test each accessory and all possible combinations to make specific recommendations. The operator must be personally responsible for his safety and the safety of others involved. Be aware that extreme care must be taken when selecting and installing accessories, adding cargo, and riding a motorcycle equipped with accessories and cargo. These general guidelines are given to aid the operator in deciding whether or how to equip his motorcycle.

1. Keep cargo weight concentrated low and close to the motorcycle to minimize the change in the motorcycle's center of gravity. Distribute the weight equally on both sides of the machine.

Total cargo weight should not exceed 27 kg (60 pounds).

2. Luggage racks are primarily for light-weight items. Overloading the rack will adversely affect the handling. Bulky items located too far behind the rider will cause aerodynamic disturbance affecting stability. Luggage racks must not be mounted to the rear fender.
3. Visually check to determine that the accessory does not reduce the ground clearance or decrease the banking angle.
4. Make sure cargo is secure and will not shift while riding. Re-check security periodically.
5. Additional weight should not be attached to the handlebars or front forks because it increases the steering moment of inertia and can adversely affect the handling characteristics.

6. Accessories which modify the operator's riding position may increase reaction time and affect handling.
7. Additional electrical equipment may overload the motorcycle's electrical system causing an unsafe condition.
8. Large surfaces such as fairings, windshields, backrests, and luggage are subject to aerodynamic forces which can adversely affect the handling. An improperly designed or improperly mounted fairing or windshield can create aerodynamic lift on the front of the machine. For the same size and shape, frame mounted fairings have less affect on the handling than do handlebar or fork mounted fairings. Handlebar and fork mounted fairings are not recommended.

PARKING

CAUTION:

Park the motorcycle on firm level ground.

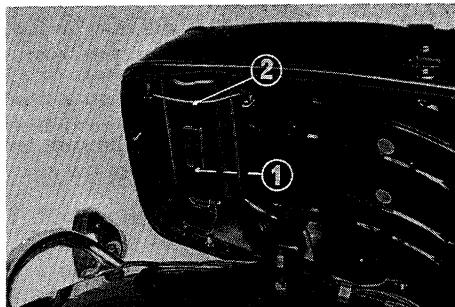
When parking the motorcycle, turn the handlebar all the way to the right or left stop, then turn the ignition switch to the "LOCK" position and remove the key. Turn the fuel valve to the "OFF" position. When parking for short periods at night near traffic, turn the ignition switch key to the "P (PARKING)" position and remove it (page 14). This will turn on the taillight and make the motorcycle more visible to traffic.

WARNING:

When leaving the motorcycle, be sure to set the parking brake and remove the key.

TOOL KIT

The tool kit (1) is located under the seat. It can be taken up by hooking off the clamp (2). Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your Honda dealer.



(1) Tool kit

(2) Clamp

Listed below are the items included in the tool kit.

- * 10 x 12mm open end wrench
- * 14 x 17mm open end wrench
- * Pliers
- * No. 2 screw driver
- * No. 2 cross point screw driver
- * No. 3 cross point screw driver
- * Screw driver grip
- * 22mm and 24mm wrench and handle lever
- * Spark plug wrench
- * Pin wrench
- * 6mm hex. wrench
- * Tool bag

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 will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your motorcycle is ever overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension, brake system and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION:

To maintain the safety and reliability of your Honda motorcycle, do not modify the motorcycle and use only genuine Honda parts or their equivalent when servicing or repairing.

The use of other replacement parts which are not of equivalent quality may impair the operation of your motorcycle.

WARNING:

To help prevent personal injury, always make certain the engine is stopped and the motorcycle is supported securely on a level surface prior to performing any maintenance.

MAINTENANCE SCHEDULE	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.				
	Month	—	1	6	12	24
	Mile	500	500	3,000	6,000	12,000
	Km	1,000	1,000	5,000	10,000	20,000
ENGINE OIL	R		R			
ENGINE OIL FILTER ELEMENT	R		R			
ENGINE OIL FILTER SCREEN					C	
SPARK PLUGS			I			
*CONTACT BREAKER POINTS	I		I			
*IGNITION TIMING	I		I			
*VALVE TAPPET CLEARANCE	I		I			
*CAM CHAIN TENSION	I		I			
AIR FILTER BREATHER ELEMENT			I			
AIR FILTER					R	
*CARBURETORS	I		I			
THROTTLE OPERATION	I		I			
*FUEL FILTER SCREEN			C			
FUEL LINES			I			
DRIVE CHAIN	I & L	I & L				
BRAKE FLUID LEVEL	I		I			
BRAKE FLUID						R

MAINTENANCE SCHEDULE	INITIAL SERVICE PERIOD		REGULAR SERVICE PERIOD			
			Perform at every indicated month or mileage interval, whichever occurs first.			
	Month	—	1	6	12	24
	Mile	500	500	3,000	6,000	12,000
	Km	1,000	1,000	5,000	10,000	20,000
*BRAKE SHOES/PADS				I		
BRAKE CONTROL LINKAGE		I		I		
*WHEEL RIMS AND SPOKES		I		I		
TIRES		I		I		
FRONT FORK OIL		**R				R
FRONT AND REAR SUSPENSIONS		I		I		
REAR FORK BUSHING				I & L		
*STEERING HEAD BEARINGS					I	
BATTERY ELECTROLYTE LEVEL		I		I		
LIGHTING EQUIPMENT		I		I		
PARKING BRAKE		I			I	
SIDE STAND		I		I		
NUTS, BOLTS (TIGHTEN)		I		I		

I - Inspect, clean, adjust or replace if necessary R - Replace C - Clean L - Lubricate
 Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items may be serviced by the owner.

**Initial service period 1,500 miles.

MAINTENANCE OPERATIONS

Engine Oil Level Check

Check engine oil level at the beginning of each day the motorcycle is to be operated.

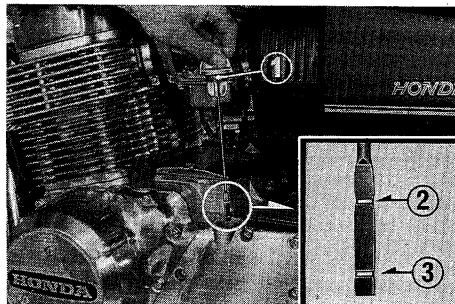
1. Start the engine. If the oil pressure warning light does not go out, stop engine immediately as severe engine damage may result.
2. Operate engine for approximately three minutes to stabilize level.
3. Stop the engine, place the motorcycle on the center stand, and check the level.

The oil filler cap (1) is located on the left crankcase cover and contains a dipstick for measuring oil level. Oil level must be maintained between the upper (2) and lower (3) oil level marks on the dipstick. Oil level must be checked with the motorcycle standing upright on level ground and the oil filler cap touching the surface of the

oil filler hole opening but not screwed in. Replenish oil up to the upper level mark when oil level falls near the lower level.

CAUTION:

Use only SE grade engine oil for engine and transmission lubrication. See page 25.



(1) Oil filler cap
(2) Upper level mark

(3) Lower level mark

Engine Oil Change

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 25 should be used and the oil should always be maintained at the proper level. The oil should be changed and the oil filter element replaced at the maintenance intervals shown on page 42. Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm to assure complete and rapid draining.

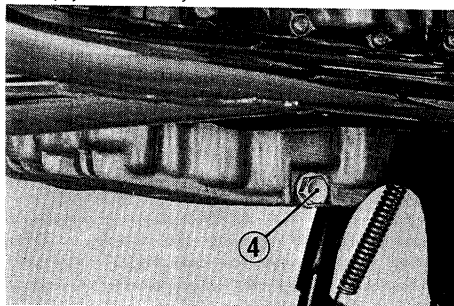
1. Remove the oil filler cap (1).
2. Place an oil drain pan under the crankcase to catch the oil, and then remove the oil drain plug (4) with a 17 mm wrench.

Also remove the oil filter bolt (5) and the filter element.

3. When the oil has been completely drained, reinstall the drain plug (4), making sure that the sealing washer

used on the drain plug is in good condition.

4. Install the oil filter element and tighten the filter cover, making sure the cover seal is in good condition. At the initial 1,000 km (500 miles) service remove and discard the original oil filter element and install a new filter element. Thereafter, it is recommended that a new filter element be installed at every 5,000 km (3,000 miles).

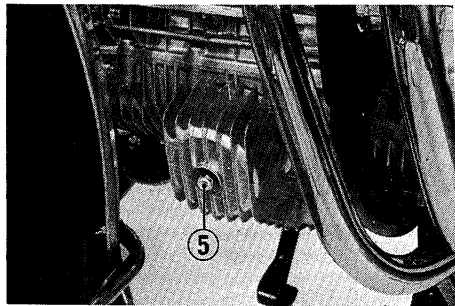


(4) Oil drain plug

5. Fill the crankcase through the oil filler opening with approximately 4.0 liter (4.2 U.S. qt.) of recommended grade oil

Check the oil level with the filler cap dipstick. Refer to the oil level check section (page 44).

- * Amount required to refill when changing 4.0 lit. (4.2 U.S. qt.)
- * Amount required to fill after engine disassembly 5.5 lit. (5.8 U.S. qt.)



(5) Oil filter bolt

CAUTION:

- * Check the oil level frequently.
- * If the oil level is below the lower level mark on the dipstick, fill to the upper level mark before operating the engine.
- * When operating the motorcycle in unusually dusty conditions, oil changes must be performed at more frequent intervals than specified in the maintenance schedule.
- * If the motorcycle is going to be stored for an extended period, the oil should be changed prior to storage.
- * When reinstalling the filter, align the alignment marks on the filter cover and engine front cover.

WARNING:

- * Do not overfill. Over filling the crankcase will cause oil to be discharged out of the breather system.

The oil change interval for your Honda engine is based on the use of oils that meet the requirements indicated in the section **OIL RECOMMENDATION** on page 25. Oil change intervals longer than those listed in the **MAINTENANCE SCHEDULE** will result in serious reductions in engine life and may affect Honda obligation under the provisions of the new motorcycle warranty.

Oil Pump Strainer Cleaning

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing ten retaining bolts to dismantle the oil pump strainer. Clean the pump strainer and pan thoroughly and re-install. This operation must be performed by a qualified mechanic and should be done during the 12 months or 10,000 km (6,000 miles) service.

Spark Plug Replacement and Adjustment

Standard spark plugs

U.S.A. model: NGK D8ES-L or
ND X24ES

Canadian model: NGK DR8ES-L or
ND X24ESR-U

For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

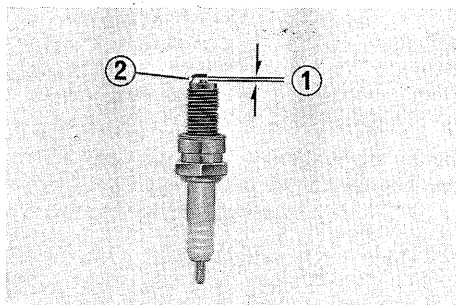
Spark plug cleaning and adjustment is done in the following manner.

1. Detach the spark plug leads and remove the spark plugs with the spark plug wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug

with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with stiff wire brush.

3. Adjust the spark plug gap (1) to 0.6–0.7 mm (0.024–0.028 in.).

The gap can be measured with a feeler gauge. The adjustment is made by bending negative (grounded) electrode (2).



(1) Spark plug gap

(2) Negative electrode