TYPE CODE

Throughout this manual, the following abbreviations are used to identify individual model.

CODE	AREA TYPE
NR	NIGERIA
BU	BURKINA FASO
PE	PERU

A Few Words About Safety

Service Information

The service and repair information contained in this manual is intended for use by qualified, professional technicians.
Attempting service or repairs without the proper training, tools, and equipment could cause injury to you or others. It could also damage the vehicle or create an unsafe condition.

This manual describes the proper methods and procedures for performing service, maintenance, and repairs. Some procedures require the use of specially designed tools and dedicated equipment. Any person who intends to use a replacement part, service procedure or a tool that is not recommended by Honda, must determine the risks to their personal safety and the safe operation of the vehicle.

If you need to replace a part, use genuine Honda parts with the correct part number or an equivalent part. We strongly recommend that you do not use replacement parts of inferior quality.

For Your Customer's Safety

Proper service and maintenance are essential to the customer's safety and the reliability of the vehicle. Any error or oversight while servicing a vehicle can result in faulty operation, damage to the vehicle, or injury to others.

⚠WARNING

Improper service or repairs can create an unsafe condition that can cause your customer or others to be seriously hurt or killed.

Follow the procedures and precautions in this manual and other service materials carefully.

For Your Safety

Because this manual is intended for the professional service technician, we do not provide warnings about many basic shop safety practices (e.g., Hot parts–wear gloves). If you have not received shop safety training or do not feel confident about your knowledge of safe servicing practice, we recommended that you do not attempt to perform the procedures described in this manual.

Some of the most important general service safety precautions are given below. However, we cannot warn you of every conceivable hazard that can arise in performing service and repair procedures. Only you can decide whether or not you should perform a given task.

⚠WARNING

Failure to properly follow instructions and precautions can cause you to be seriously hurt or killed.

Follow the procedures and precautions in this manual carefully.

Important Safety Precautions

Make sure you have a clear understanding of all basic shop safety practices and that you are wearing appropriate clothing and using safety equipment. When performing any service task, be especially careful of the following:

- Read all of the instructions before you begin, and make sure you have the tools, the replacement or repair parts, and the skills required to perform the tasks safely and completely.
- Protect your eyes by using proper safety glasses, goggles or face shields any time you hammer, drill, grind, pry or work around pressurized air or liquids, and springs or other stored-energy components. If there is any doubt, put on eye protection.
- Use other protective wear when necessary, for example gloves or safety shoes. Handling hot or sharp parts can cause severe burns or cuts. Before you grab something that looks like it can hurt you, stop and put on gloves.
- Protect yourself and others whenever you have the vehicle up in the air. Any time you lift the vehicle, either with a hoist or a jack, make sure that it is always securely supported. Use jack stands.

Make sure the engine is off before you begin any servicing procedures, unless the instruction tells you to do otherwise.
This will help eliminate several potential hazards:

- Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you run the engine.
- Burns from hot parts or coolant. Let the engine and exhaust system cool before working in those areas.
- Injury from moving parts. If the instruction tells you to run the engine, be sure your hands, fingers and clothing are out of the way.

Gasoline vapors and hydrogen gases from batteries are explosive. To reduce the possibility of a fire or explosion, be careful when working around gasoline or batteries.

- Use only a nonflammable solvent, not gasoline, to clean parts.
- Never drain or store gasoline in an open container.
- Keep all cigarettes, sparks and flames away from the battery and all fuel-related parts.

INTRODUCTION

This addendum contains information for the NF100MN/MB/MSH-5. Refer to NF100M Shop Manual (62KRSFM3) for service procedures and data not included in this addendum.

Your safety, and the safety of others, is very important. To help you make informed decisions we have provided safety messages and other information throughout this manual. Of course, it is not practical or possible to warn you about all the hazards associated with servicing this vehicle.
You must use your own good judgement.
You will find important safety information in a variety of forms including:

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

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

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

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

- Instructions – how to service this vehicle correctly and safely.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. The purpose of this message is to help prevent damage to your vehicle, other property, or the environment.

Honda Motor Co., Ltd.
SERVICE PUBLICATION OFFICE

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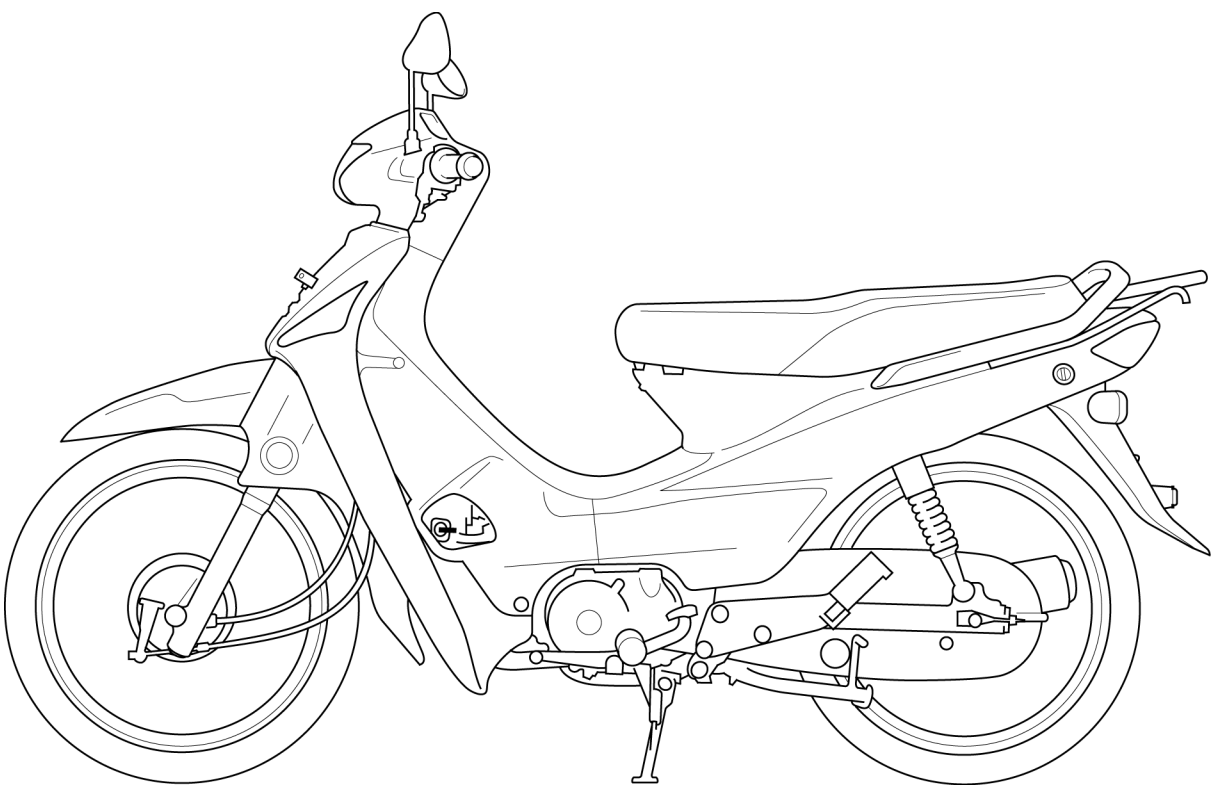
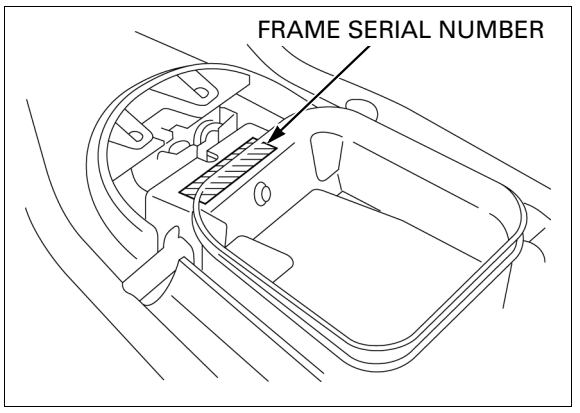
24. NF100MN/MB/MSH-5 ADDENDUM

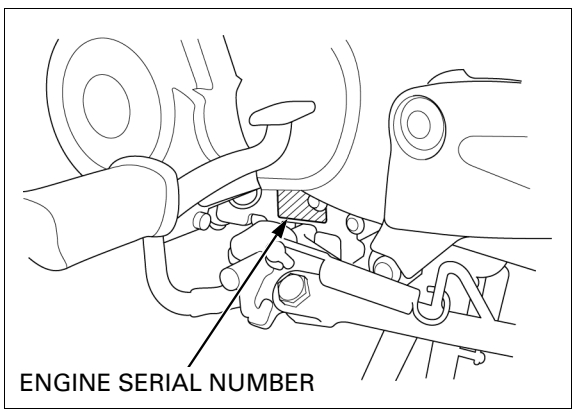
MODEL IDENTIFICATION



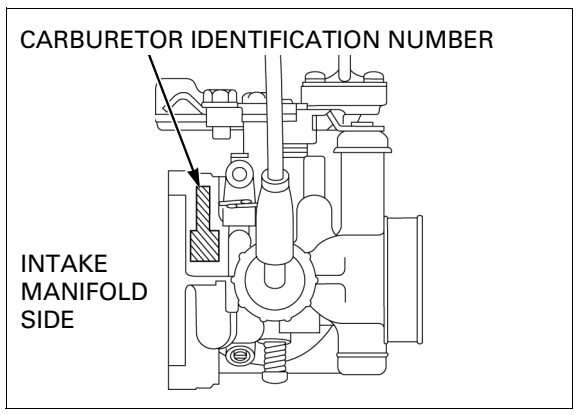
The frame serial number is stamped on the seat stay.



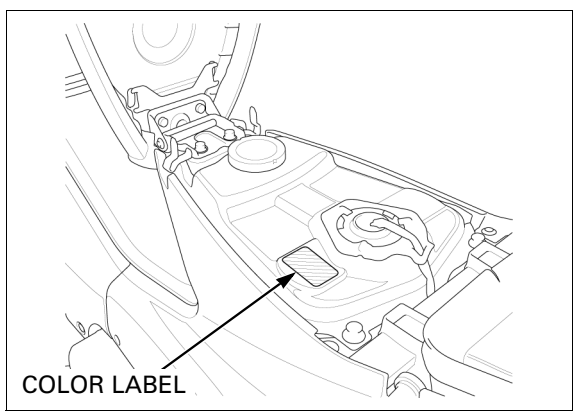
The engine serial number is stamped on the lower left side of the crankcase.



The carburetor identification number is stamped on the intake manifold side of the carburetor body as shown.



The color label is attached on the fuel tank as shown. When ordering color-coded parts, always specify the designated color code.



GENERAL SPECIFICATIONS

ITEM				SPECIFICATIONS
DIMENSIONS	Overall length			1,870 mm (73.6 in)
	Overall width			715 mm (28.1 in)
	Overall height			1,050 mm (41.3 in)
	Wheelbase			1,208 mm (47.6 in)
	Seat height			750 mm (29.5 in)
	Footpeg height			266 mm (10.5 in)
	Ground clearance			130 mm (5.1 in)
	Curb weight			104 kg (229 lbs)
FRAME	Frame type			Back bone type
	Front suspension			Telescopic fork
	Front axle travel			80.2 mm (3.16 in)
	Rear suspension			Swingarm
	Rear axle travel			80.5 mm (3.17 in)
	Rear damper			Single effected tube type
	Front tire size			2.25 - 17 33L
	Rear tire size			2.50 - 17 43L
	Front brake			Mechanical leading trailing
	Rear brake			Mechanical leading trailing
	Caster angle			26° 30′
	Trail length			69 mm (2.7 in)
	Fuel tank capacity			3.8 liter (1.00 US gal, 0.84 Imp gal)
ENGINE	Bore and stroke			50.0 x 49.5 mm (1.97 x 1.95 in)
	Displacement			97.1 cm^3 (5.92 cu-in)
	Compression ratio			8.8: 1
	Valve train			Multi link chain drive and OHC with rocker arm
	Intake valve	opens	at 1 mm (0.04 in) lift	2° BTDC
		closes	at 1 mm (0.04 in) lift	25° ABDC
	Exhaust valve	opens	at 1 mm (0.04 in) lift	33° BBDC
		closes	at 1 mm (0.04 in) lift	0° TDC
	Lubrication system			Forced pressure and wet sump
	Oil pump type			Trochoid
	Cooling system			Air cooled
	Air filtration			Paper filter
	Crankshaft type			Assembled type
	Engine dry weight			22.8 kg (50.3 lbs)
	Cylinder arrangement			Single cylinder inclined 80° from vertical
CARBURETOR	Carburetor type			Piston valve type
	Venturi diameter			15.9 mm (0.63 in)
DRIVE TRAIN	Clutch system			Multi-plate, wet
	Clutch operation system			Automatic centrifugal type
	Transmission			Constant mesh, 4-speed
	Primary reduction			4.058 (69/17)
	Final reduction			2.571 (36/14)
	Gear ratio		1st	2.833 (34/12)
			2nd	1.705 (29/17)
			3rd	1.238 (26/21)
			4th	0.958 (23/24)
	Gearshift pattern			Left foot operated return system (rotary system; only when the motorcycle is not running) - N - 1 - 2 - 3 - 4 (- N)
ELECTRICAL	Ignition system			Condenser Discharged Ignition (CDI)
	Starting system			Kickstarter with electric starter motor
	Charging system			Single phase output alternator
	Regulator/rectifier			SCR shorted/single phase, half wave rectification
	Lighting system			Alternator

LUBRICATION SYSTEM SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Engine oil capacity	At draining	0.7 liter (0.7 US qt, 0.6 Imp qt)	–
	At disassembly	0.9 liter (1.0 US qt, 0.8 Imp qt)	–
Recommended engine oil		Honda 4-stroke oil or equivalent motor oil API service classification SE, SF or SG Viscosity: SAE 10W-30	–
Oil pump rotor	Tip clearance	0.10 – 0.15 (0.004 – 0.006)	0.20 (0.008)
	Body clearance	0.15 – 0.21 (0.006 – 0.008)	0.35 (0.014)
	Side clearance	0.07 – 0.11 (0.003 – 0.004)	0.15 (0.006)

FUEL SYSTEM SPECIFICATIONS

ITEM	SPECIFICATIONS
Carburetor identification number	VM16B
Main jet	#72.5
Slow jet	#15
Jet needle clip position	2nd groove from bottom
Air screw opening	See page 24-25
Float level	18.2 mm (0.72 in)
Engine idle speed	1,400 ± 100 min^{-1} (rpm)
PAIR control valve specified vacuum	67 kPa (500 mmHg)
Throttle grip free play	2 – 6 mm (0.1 – 0.2 in)

CYLINDER HEAD/VALVES SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Cylinder compression			1,177 kPa (12.0 kgf/cm^2, 171 psi) at 600 min^{-1} (rpm)	–
Cylinder head warpage			–	0.05 (0.002)
Valve, valve guide	Valve clearance	IN	0.05 (0.002)	–
		EX	0.05 (0.002)	–
	Valve stem O.D.	IN	4.975 – 4.990 (0.1959 – 0.1965)	4.92 (0.194)
		EX	4.955 – 4.970 (0.1951 – 0.1957)	4.92 (0.194)
	Valve guide I.D.	IN	5.000 – 5.012 (0.1969 – 0.1973)	5.03 (0.198)
		EX	5.000 – 5.012 (0.1969 – 0.1973)	5.03 (0.198)
	Stem-to-guide clearance	IN	0.010 – 0.037 (0.0004 – 0.0015)	0.08 (0.003)
		EX	0.030 – 0.057 (0.0012 – 0.0022)	0.10 (0.004)
	Valve seat width	IN/EX	1.0 (0.04)	1.6 (0.06)
Valve spring free length	Inner	IN/EX	32.41 (1.276)	30.9 (1.22)
	Outer	IN/EX	35.25 (1.388)	34.0 (1.34)
Rocker arm/ shaft	Rocker arm I.D.	IN/EX	10.000 – 10.015 (0.3937 – 0.3943)	10.10 (0.398)
	Rocker arm shaft O.D.	IN/EX	9.972 – 9.987 (0.3926 – 0.3932)	9.91 (0.390)
Camshaft	Cam lobe height	IN	26.503 – 26.623 (1.0434 – 1.0481)	26.26 (1.034)
		EX	26.318 – 26.438 (1.0361 – 1.0409)	26.00 (1.024)

CYLINDER/PISTON SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Cylinder	I.D.		50.005 – 50.015 (1.9687 – 1.9691)	50.05 (1.970)
	Out-of-round		–	0.10 (0.004)
	Taper		–	0.10 (0.004)
	Warpage		–	0.05 (0.002)
Piston, piston rings	Piston mark direction		"IN" mark facing toward the intake side	–
	Piston O.D.		49.980 – 49.995 (1.9677 – 1.9683)	49.90 (1.965)
	Piston O.D. measurement point		18 mm (0.7 in) from bottom of skirt	–
	Piston pin bore I.D.		13.002 – 13.008 (0.5119 – 0.5121)	13.055 (0.5140)
	Piston pin O.D.		12.994 – 13.000 (0.5116 – 0.5118)	12.98 (0.511)
	Piston-to-piston pin clearance		0.002 – 0.014 (0.0001 – 0.0006)	0.020 (0.0008)
	Piston ring-to-ring groove clearance	Top	0.015 – 0.045 (0.0006 – 0.0018)	0.12 (0.005)
		Second	0.015 – 0.050 (0.0006 – 0.0020)	0.12 (0.005)
	Piston ring end gap	Top	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.02)
		Second	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.02)
		Oil (side rail)	0.20 – 0.70 (0.008 – 0.028)	1.1 (0.04)
Cylinder-to-piston clearance			0.010 – 0.035 (0.0004 – 0.0014)	0.15 (0.006)
Connecting rod small end I.D.			13.016 – 13.028 (0.5124 – 0.5129)	13.10 (0.516)
Connecting rod-to-piston pin clearance			0.016 – 0.034 (0.0006 – 0.0013)	0.08 (0.003)

CLUTCH/GEARSHIFT LINKAGE SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Manual clutch	Disc thickness	2.92 – 3.08 (0.115 – 0.121)	2.6 (0.10)
	Plate warpage	–	0.20 (0.008)
	Clutch spring free length	25.7 (1.01)	25.2 (0.99)
	Clutch outer guide O.D.	20.959 – 20.980 (0.8252 – 0.8260)	20.91 (0.823)
	Clutch outer I.D.	21.020 – 21.041 (0.8276 – 0.8284)	21.09 (0.830)
Centrifugal clutch	Clutch drum I.D.	104.0 – 104.2 (4.09 – 4.10)	104.3 (4.11)
	Clutch lining thickness	1.5 (0.06)	1.0 (0.04)
	One-way clutch drum I.D.	42.00 – 42.02 (1.6535 – 1.6543)	42.04 (1.655)
	One-way clutch roller O.D.	4.99 – 5.00 (0.196 – 0.197)	4.97 (0.196)
	Primary drive gear I.D.	19.030 – 19.058 (0.7492 – 0.7503)	19.11 (0.752)
	Crankshaft O.D. at primary drive gear	18.967 – 18.980 (0.7467 – 0.7472)	18.92 (0.745)

ALTERNATOR/STARTER CLUTCH/ CAM CHAIN TENSIONER SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Cam chain tensioner	Push rod O.D.	11.985 – 12.000 (0.4718 – 0.4724)	11.94 (0.470)
	Spring free length	111.3 (4.38)	109 (4.3)

CRANKSHAFT/TRANSMISSION/KICKSTARTER SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Crankshaft	Connecting rod side clearance		0.10 – 0.35 (0.004 – 0.014)	0.60 (0.024)
	Connecting rod radial clearance		0 – 0.008 (0 – 0.0003)	0.05 (0.002)
	Runout		–	0.10 (0.004)
Transmission	Gear I.D.	M2	17.016 – 17.043 (0.6699 – 0.6710)	17.10 (0.673)
		M4	17.016 – 17.043 (0.6699 – 0.6710)	17.10 (0.673)
		C1	23.020 – 23.041 (0.9063 – 0.9071)	23.10 (0.909)
		C3	20.020 – 20.041 (0.7882 – 0.7890)	20.10 (0.791)
	Bushing O.D.	C1	22.979 – 23.000 (0.9047 – 0.9055)	22.93 (0.903)
	Bushing I.D.	C1	20.000 – 20.021 (0.7874 – 0.7882)	20.08 (0.791)
	Gear-to-bushing clearance	C1	0.020 – 0.062 (0.0008 – 0.0024)	0.10 (0.004)
	Mainshaft O.D.	M2, 4	16.966 – 16.984 (0.6680 – 0.6687)	16.95 (0.667)
	Countershaft O.D.	C1, 3	19.959 – 19.980 (0.7858 – 0.7866)	19.94 (0.785)
	Gear-to-shaft clearance	M2	0.032 – 0.077 (0.0013 – 0.0030)	0.10 (0.004)
		M4	0.032 – 0.077 (0.0013 – 0.0030)	0.10 (0.004)
		C3	0.040 – 0.082 (0.0016 – 0.0032)	0.10 (0.004)
	Bushing-to-shaft clearance	C1	0.020 – 0.062 (0.0008 – 0.0024)	0.10 (0.004)
Shift fork	I.D.		34.075 – 34.100 (1.3415 – 1.3425)	34.14 (1.344)
	Claw thickness		4.86 – 4.94 (0.191 – 0.194)	4.60 (0.181)
	Shift drum O.D.		33.950 – 33.975 (1.3366 – 1.3376)	33.93 (1.336)

FRONT WHEEL/BRAKE/SUSPENSION/STEERING SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Minimum tire tread depth		–	To the indicator
Cold tire pressure	Driver only	200 kPa (2.00 kgf/cm^2, 29 psi)	–
	Driver and passenger	200 kPa (2.00 kgf/cm^2, 29 psi)	–
Axle runout		–	0.20 (0.008)
Wheel rim runout	Radial	–	2.0 (0.08)
	Axial	–	2.0 (0.08)
Wheel hub-to-rim distance (WITH SPOKE WHEEL)		11.5 ±1 (0.45 ±0.04)	–
Brake	Brake drum I.D.	110.0 – 110.2 (4.33 – 4.34)	111.0 (4.37)
	Lever free play	10 – 20 (0.4 – 0.8)	–
Fork	Spring free length	329.9 (12.99)	–
	Tube runout	–	0.20 (0.008)
	Recommended fork fluid	Fork fluid	–
	Fluid level	84 (3.3)	–
	Fluid capacity	62.0 ±2.0 cm^3 (2.10 ±0.07 US oz, 2.18 ±0.07 Imp oz)	–

REAR WHEEL/BRAKE/SUSPENSION SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Minimum tire tread depth		–	To the indicator
Cold tire pressure	Driver only	225 kPa (2.25 kgf/cm^2, 33 psi)	–
	Driver and passenger	280 kPa (2.80 kgf/cm^2, 41 psi)	–
Axle runout		–	0.20 (0.008)
Wheel rim runout	Radial	–	2.0 (0.08)
	Axial	–	2.0 (0.08)
Wheel hub-to-rim distance (WITH SPOKE WHEEL)		10.0 ±1 (0.39 ±0.04)	–
Drive chain	Size/link	428/100	–
	Slack	25 – 35 (1.0 – 1.4)	–
Brake	Brake drum I.D.	110.0 – 110.2 (4.33 – 4.34)	111.0 (4.37)
	Pedal free play	20 – 30 (0.8 – 1.2)	–

BATTERY/CHARGING SYSTEM SPECIFICATIONS

ITEM			SPECIFICATIONS
Battery	Capacity		12 V – 5 Ah
	Current leakage		0.1 mA max.
	Voltage (20° C/68° F)	Fully charged	13.0 – 13.2 V
		Needs charging	Below 12.3 V
	Specific gravity (20° C/68° F)	Fully charged	1.270 – 1.290
		Needs charging	Below 1.260
	Charging current	Normal	0.9 A/5 – 10 h
		Quick	4.0 A/0.5 h
Alternator	Capacity		85 W/5,000 min^{-1} (rpm)
	Charging coil resistance (20° C/68° F)		0.2 – 2.0 Ω
	Lighting coil resistance (20° C/68° F)		0.1 – 1.0 Ω
Regulator/rectifier regulated voltage		Charging output	15.5 V/5,000 min^{-1} (rpm)
		Lighting output	12.6 – 13.6 V/5,000 min^{-1} (rpm)

IGNITION SYSTEM SPECIFICATIONS

ITEM		SPECIFICATIONS	
Spark plug	Standard	CR6HSA (NGK)	U20FSR-U (DENSO)
	Optional	CR7HSA (NGK)	U22FSR-U (DENSO)
Spark plug gap		0.60 – 0.70 mm (0.024 – 0.028 in)	
Ignition coil peak voltage		100 V minimum	
Ignition pulse generator peak voltage		0.7 V minimum	
Alternator exciter coil peak voltage		100 V minimum	
Ignition timing		15° BTDC at idle	

ELECTRIC STARTER SPECIFICATIONS

Unit: mm (in)

ITEM	STANDARD	SERVICE LIMIT
Starter motor brush length	12.0 (0.47)	4.0 (0.16)

LIGHTS/METERS/SWITCHES SPECIFICATIONS

ITEM		SPECIFICATIONS
Bulbs	Headlight (High/Low beam)	12 V - 35/35 W
	Position light	12 V - 5 W
	Brake/tail light	12 V - 21/5 W
	Front turn signal light	12 V - 21 W x 2
	Rear turn signal light	12 V - 21 W x 2
	Speedometer light	12 V - 1.7 W x 2
	Turn signal indicator	12 V - 3.4 W x 2
	Gear position indicator	12 V - 1.7 W x 5
	High beam indicator	12 V - 1.7 W
Fuse		10A

STANDARD TORQUE VALUES

FASTENER TYPE	TORQUE N·m (kgf·m, lbf·ft)	FASTENER TYPE	TORQUE N·m (kgf·m, lbf·ft)
5 mm hex bolt and nut	5 (0.5, 3.7)	5 mm screw	4 (0.4, 3.0)
6 mm hex bolt and nut	10 (1.0, 7)	6 mm screw	9 (0.9, 6.6)
8 mm hex bolt and nut	22 (2.2, 16)	6 mm flange bolt (8 mm head)	10 (1.0, 7)
10 mm hex bolt and nut	34 (3.5, 25)	6 mm flange bolt (10 mm head) and nut	12 (1.2, 9)
12 mm hex bolt and nut	54 (5.5, 40)	8 mm flange bolt and nut	26 (2.7, 19)
		10 mm flange bolt and nut	39 (4.0, 29)

ENGINE & FRAME TORQUE VALUES

- Torque specifications listed below are for important fasteners.
- Others should be tightened to standard torque values listed above.

NOTE:

1. Apply a locking agent to the threads.
2. Apply engine oil to the threads and seating surface.
3. U-nut.

ENGINE

MAINTENANCE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Oil drain bolt	1	12	24 (2.4, 18)	
Valve adjuster hole cap	2	30	12 (1.2, 9)	
Valve adjuster lock nut	2	5	9 (0.9, 6.6)	
Centrifugal oil filter cover screw	3	5	4 (0.4, 3.0)	
Clutch adjuster lock nut	1	8	12 (1.2, 9)	
Spark plug	1	10	12 (1.2, 9)	

LUBRICATION SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Oil filter cover screw	3	5	4 (0.4, 3.0)	
Oil pump mounting screw	3	6	8 (0.8, 5.9)	
Oil pump cover screw	3	5	5 (0.5, 3.7)	

FUEL SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Carburetor strainer cup	1	22	4.9 (0.5, 3.6)	

CYLINDER HEAD/VALVES

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Cylinder head cover cap nut	4	7	14 (1.4, 10)	
Right cylinder head side cover bolt	2	6	10 (1.0, 7)	
Cylinder head mounting bolt	1	6	10 (1.0, 7)	
Cam sprocket bolt	2	5	9 (0.9, 6.6)	

CYLINDER/PISTON

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Cam chain guide roller pin bolt	1	8	10 (1.0, 7)	
Cylinder mounting bolt	1	6	10 (1.0, 7)	

CLUTCH/GEARSHIFT LINKAGE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Shift drum stopper arm bolt	1	6	10 (1.0, 7)	
Shift return spring pin	1	8	30 (3.1, 22)	
Shift drum stopper plate bolt	1	6	17 (1.7, 13)	
Centrifugal clutch lock nut	1	14	42 (4.3, 31)	
Clutch lifter plate flange bolt	4	6	12 (1.2, 9)	
Change clutch center lock nut	1	14	42 (4.3, 31)	

ALTERNATOR/STARTER CLUTCH/CAM CHAIN TENSIONER

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Crankshaft hole cap	1	30	3 (0.3, 2.2)	NOTE 2
Timing hole cap	1	14	1.5 (0.2, 1.1)	NOTE 2
Cam chain tensioner sealing bolt	1	14	22 (2.2, 16)	
Cam chain tensioner pivot bolt	1	8	16 (1.6, 12)	
Flywheel flange nut	1	10	40 (4.1, 30)	
Starter clutch outer mounting screw	3	6	10 (1.0, 7)	

CRANKSHAFT/TRANSMISSION/KICKSTARTER

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Shift drum bolt	1	6	10 (1.0, 7)	

LIGHTS/METERS/SWITCHES

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Gear position switch bolt	1	6	10 (1.0, 7)	

FRAME

MAINTENANCE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Air cleaner housing cover screw	4	5	1.1 (0.1, 0.8)	

ENGINE REMOVAL/INSTALLATION

ITEM		Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Engine hanger bolt	Upper	1	8	34 (3.5, 25)	
	Lower	1	8	29 (3.0, 21)	
Drive sprocket fixing plate bolt		2	6	12 (1.2, 9)	
Main footpeg bar mounting bolt/washer		4	8	22 (2.2, 16)	

FRONT WHEEL/BRAKE/SUSPENSION/STEERING

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Steering stem nut	1	26	See page 12-33	
Steering stem top thread	1	26	See page 12-32	
Bottom bridge pinch flange bolt	4	10	74 (7.5, 55)	
Handlebar holder special nut	1	10	59 (6.0, 44)	NOTE 3
Front spoke nipple (WITH SPOKE WHEEL)	36	BC 2.9	3.2 (0.3, 2.4)	
Front axle nut	1	12	49 (5.0, 36)	NOTE 3
Brake lever pivot bolt	1	5	1 (0.1, 0.7)	
Brake lever pivot nut	1	5	4.5 (0.5, 3.3)	
Front brake arm nut	1	6	10 (1.0, 7)	
Fork bolt	2	20	22 (2.2, 16)	
Fork socket bolt	2	8	20 (2.0, 15)	NOTE 1

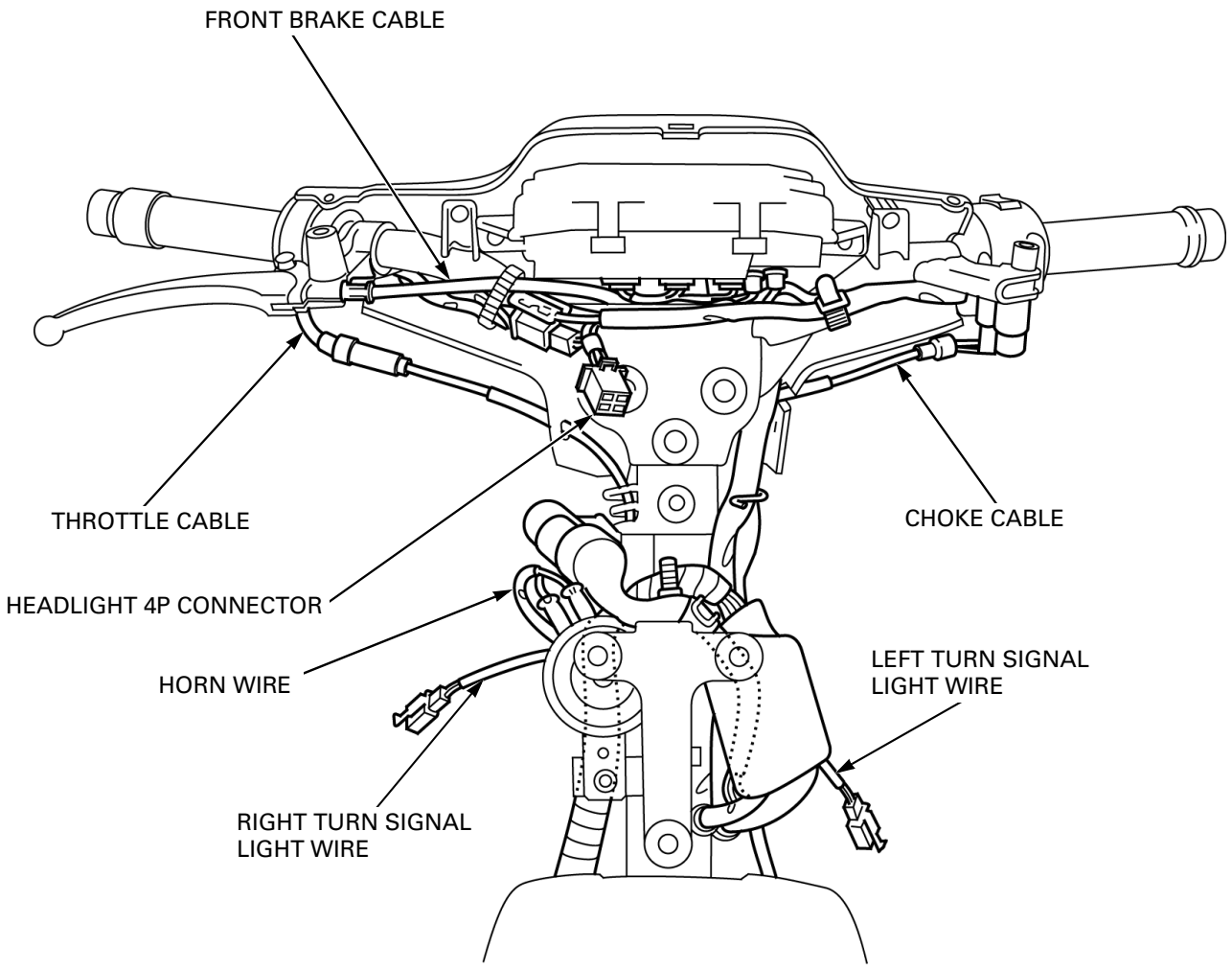
REAR WHEEL/BRAKE/SUSPENSION

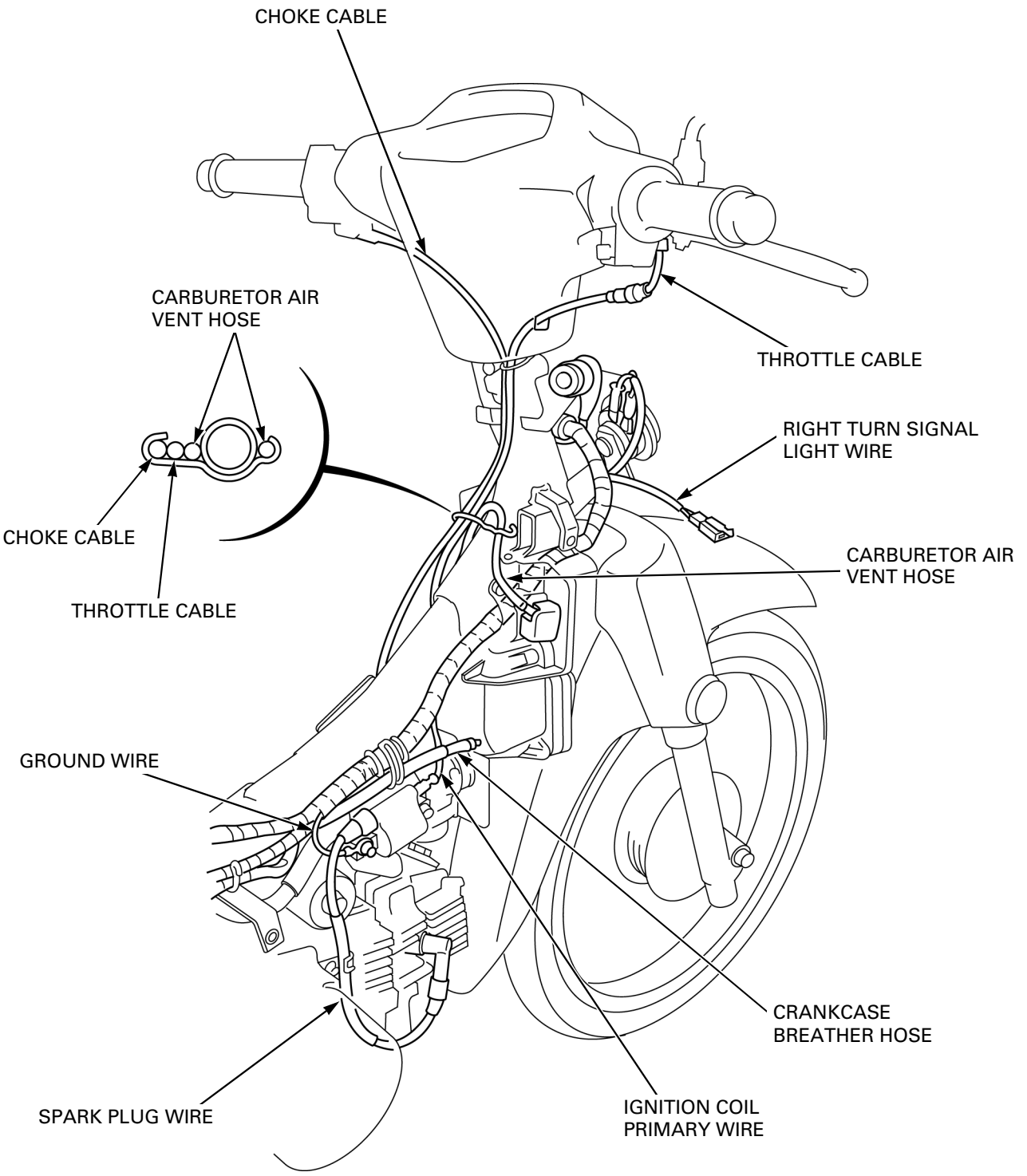
ITEM		Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Rear axle nut		1	12	49 (5.0, 36)	NOTE 3
Rear axle sleeve nut		1	17	44 (4.5, 32)	
Rear spoke nipple (WITH SPOKE WHEEL)		36	BC 3.2	3.7 (0.4, 2.7)	
Driven sprocket UBS nut		4	8	32 (3.3, 24)	NOTE 2
Driven sprocket stud bolt		4	8	20 (2.0, 15)	NOTE 1
Rear brake arm bolt		1	6	10 (1.0, 7)	NOTE 3
Shock absorber mounting nut	Upper	2	10	24 (2.4, 18)	
	Lower	2	10	24 (2.4, 18)	
Swingarm pivot nut		1	10	39 (4.0, 29)	
Drive chain case mounting bolt		2	6	7 (0.7, 5.2)	

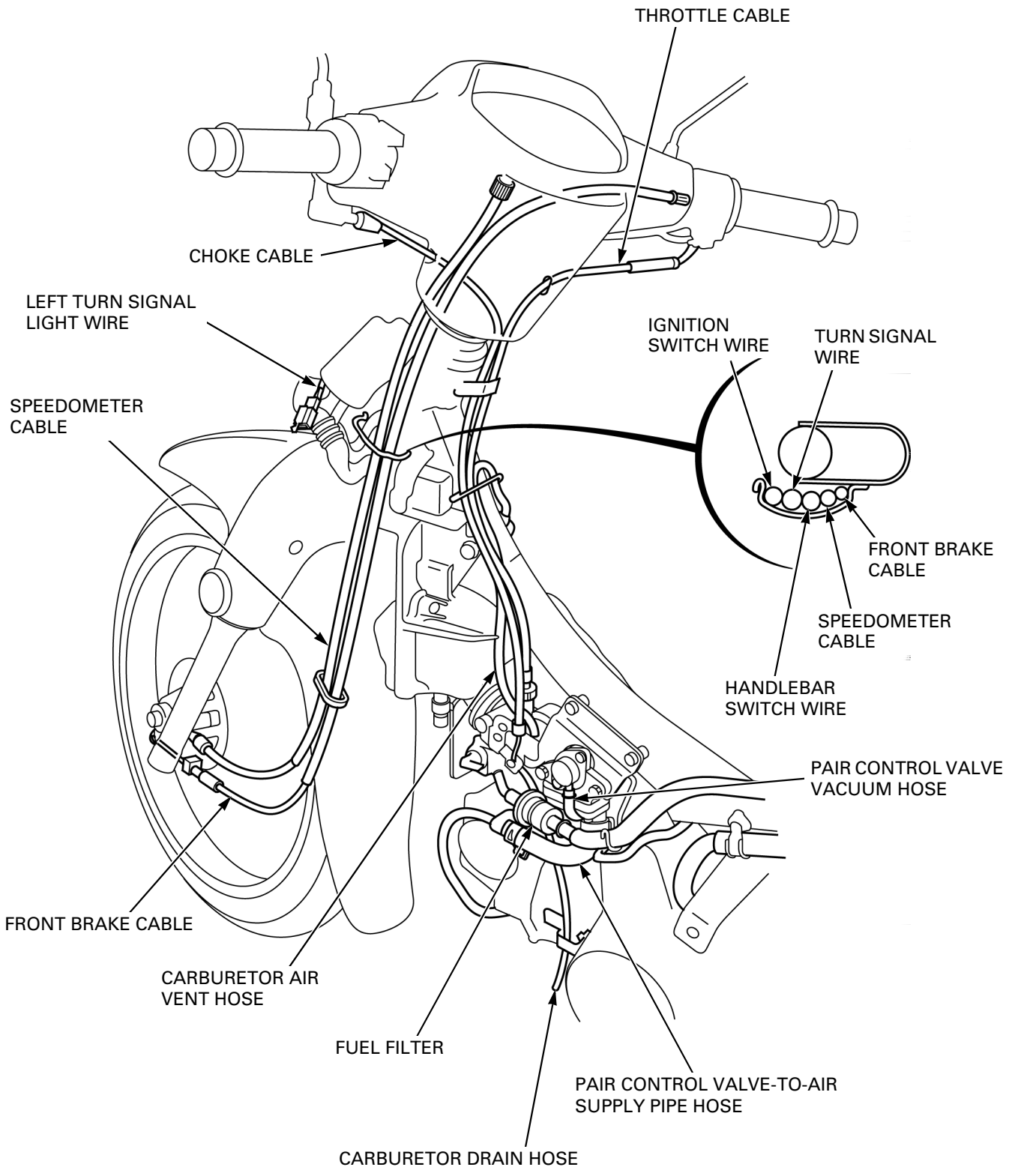
OTHERS

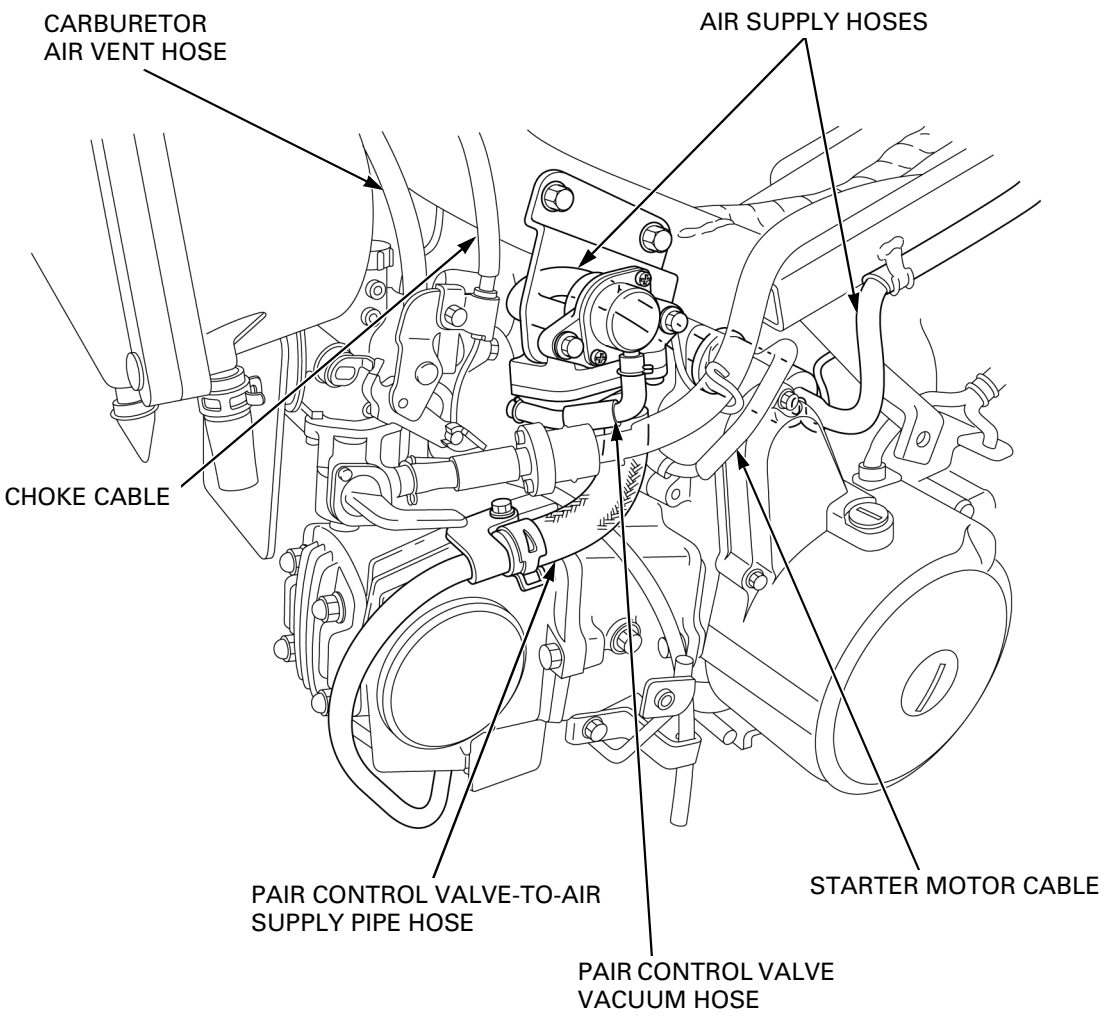
ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Side stand pivot bolt	1	10	10 (1.0, 7)	
Side stand lock nut	1	10	29 (3.0, 21)	

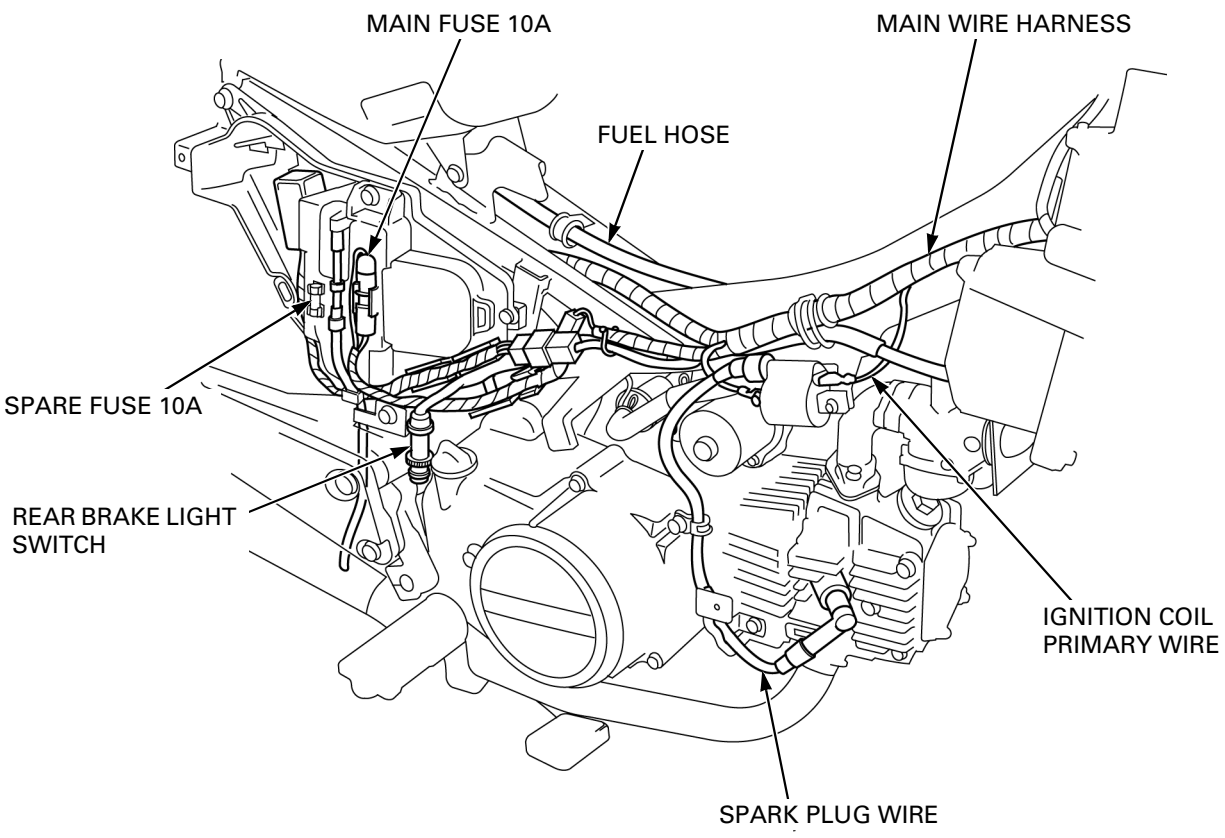
CABLE & HARNESS ROUTING

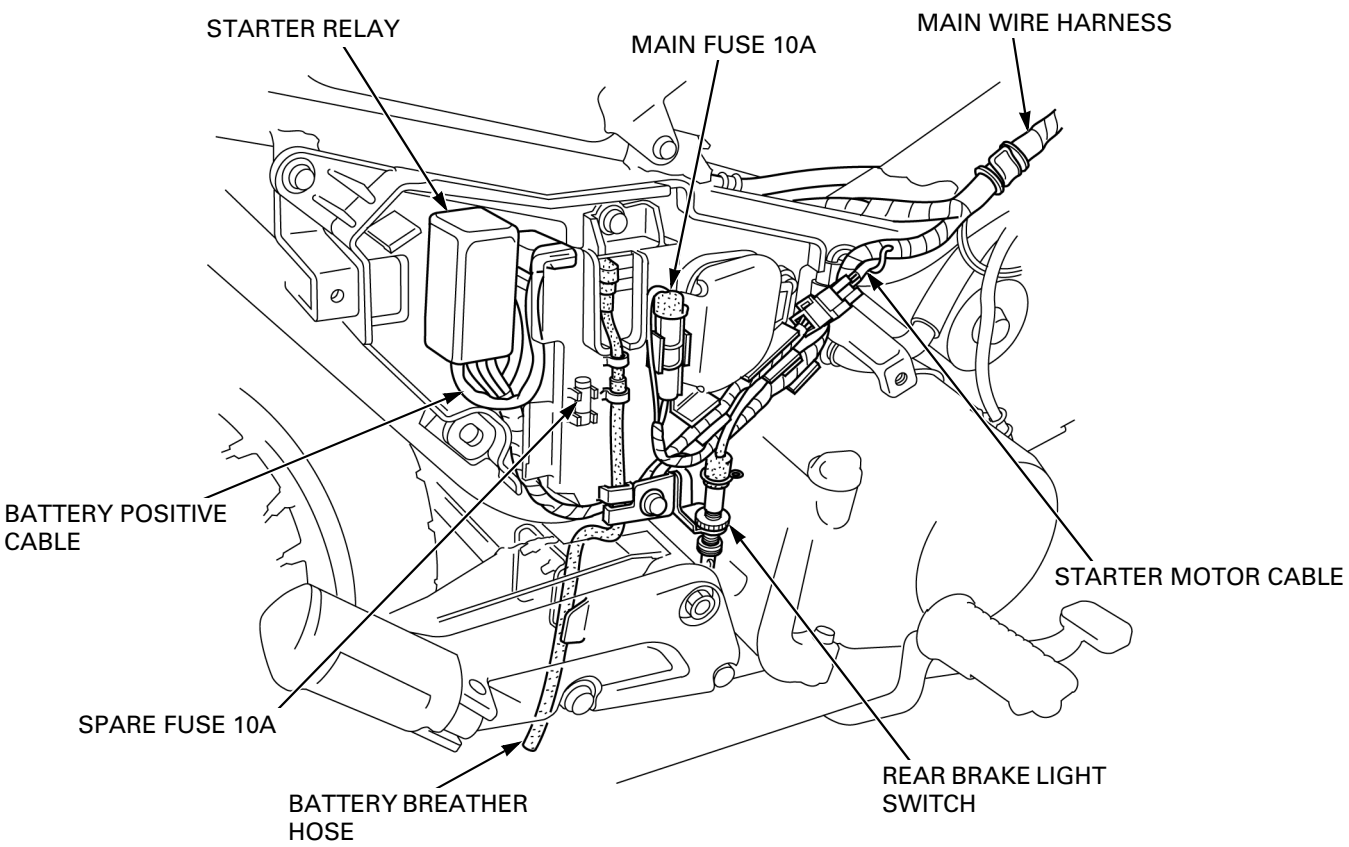


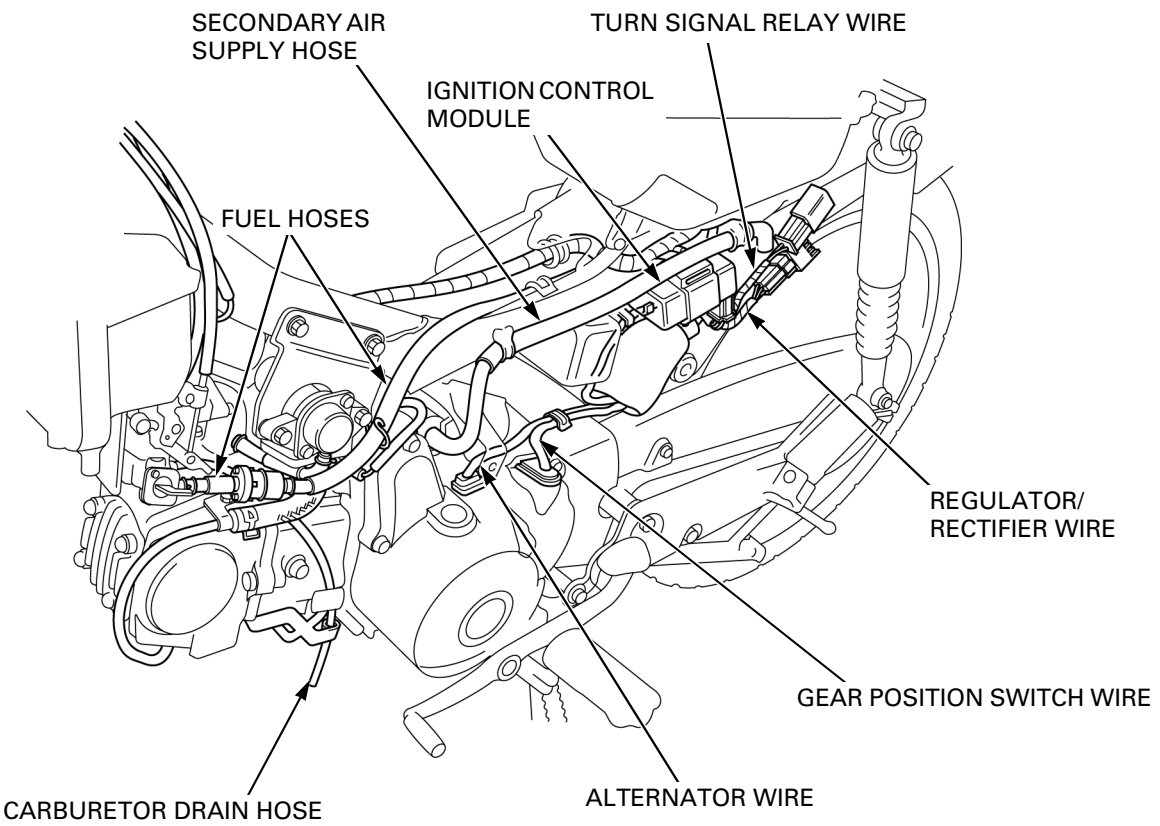

CHOKE CABLE
CARBURETOR AIR VENT HOSE
THROTTLE CABLE
RIGHT TURN SIGNAL LIGHT WIRE
CHOKE CABLE
CARBURETOR AIR VENT HOSE
THROTTLE CABLE
GROUND WIRE
CRANKCASE BREATHER HOSE
SPARK PLUG WIRE
IGNITION COIL PRIMARY WIRE

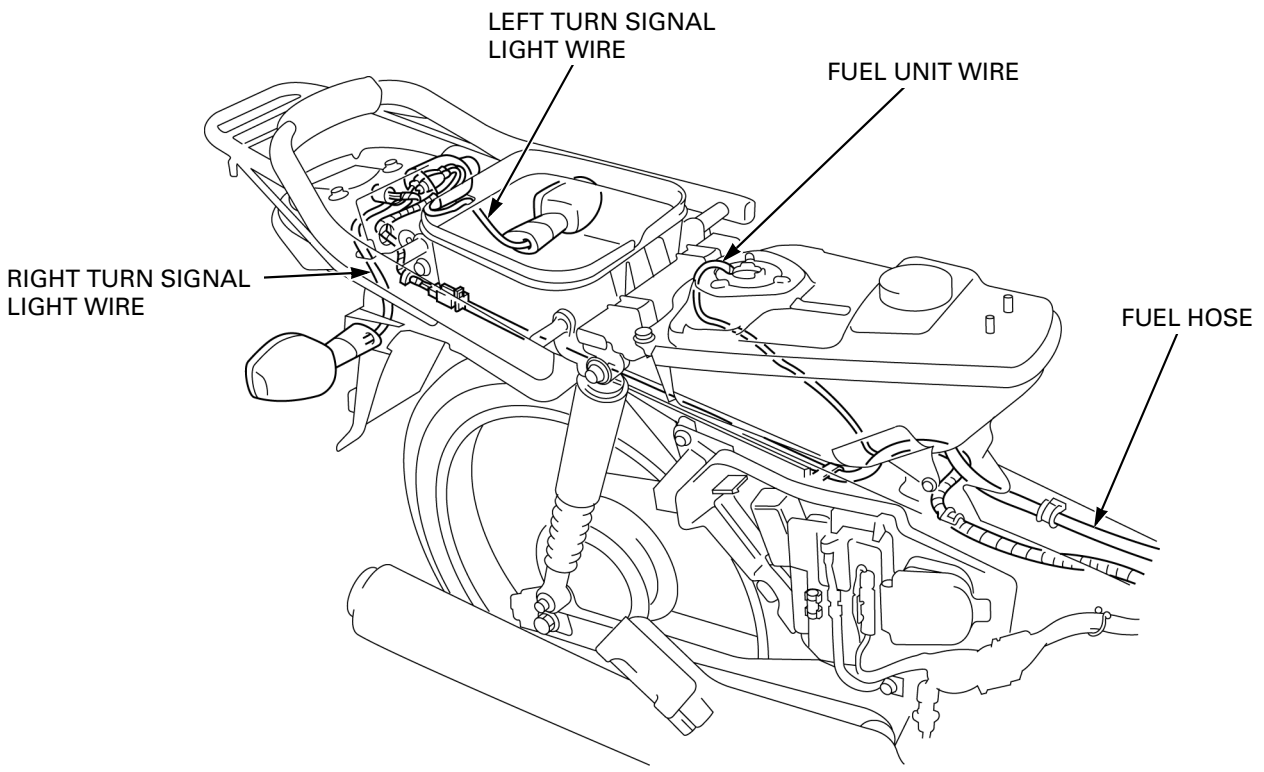

THROTTLE CABLE
CHOKE CABLE
LEFT TURN SIGNAL
LIGHT WIRE
IGNITION
SWITCH WIRE
TURN SIGNAL
WIRE
SPEEDOMETER
CABLE
FRONT BRAKE
CABLE
SPEEDOMETER
CABLE
HANDLEBAR
SWITCH WIRE
PAIR CONTROL VALVE
VACUUM HOSE
FRONT BRAKE CABLE
CARBURETOR AIR
VENT HOSE
FUEL FILTER
PAIR CONTROL VALVE-TO-AIR
SUPPLY PIPE HOSE
CARBURETOR DRAIN HOSE


CARBURETOR
AIR VENT HOSE
AIR SUPPLY HOSES
CHOKE CABLE
PAIR CONTROL VALVE-TO-AIR
SUPPLY PIPE HOSE
PAIR CONTROL VALVE
VACUUM HOSE
STARTER MOTOR CABLE


MAIN FUSE 10A
MAIN WIRE HARNESS
FUEL HOSE
SPARE FUSE 10A
REAR BRAKE LIGHT SWITCH
IGNITION COIL PRIMARY WIRE
SPARK PLUG WIRE


STARTER RELAY
MAIN FUSE 10A
MAIN WIRE HARNESS
BATTERY POSITIVE CABLE
STARTER MOTOR CABLE
SPARE FUSE 10A
BATTERY BREATHER HOSE
REAR BRAKE LIGHT SWITCH


SECONDARY AIR SUPPLY HOSE
TURN SIGNAL RELAY WIRE
IGNITION CONTROL MODULE
FUEL HOSES
REGULATOR/ RECTIFIER WIRE
GEAR POSITION SWITCH WIRE
CARBURETOR DRAIN HOSE
ALTERNATOR WIRE


LEFT TURN SIGNAL LIGHT WIRE
FUEL UNIT WIRE
RIGHT TURN SIGNAL LIGHT WIRE
FUEL HOSE

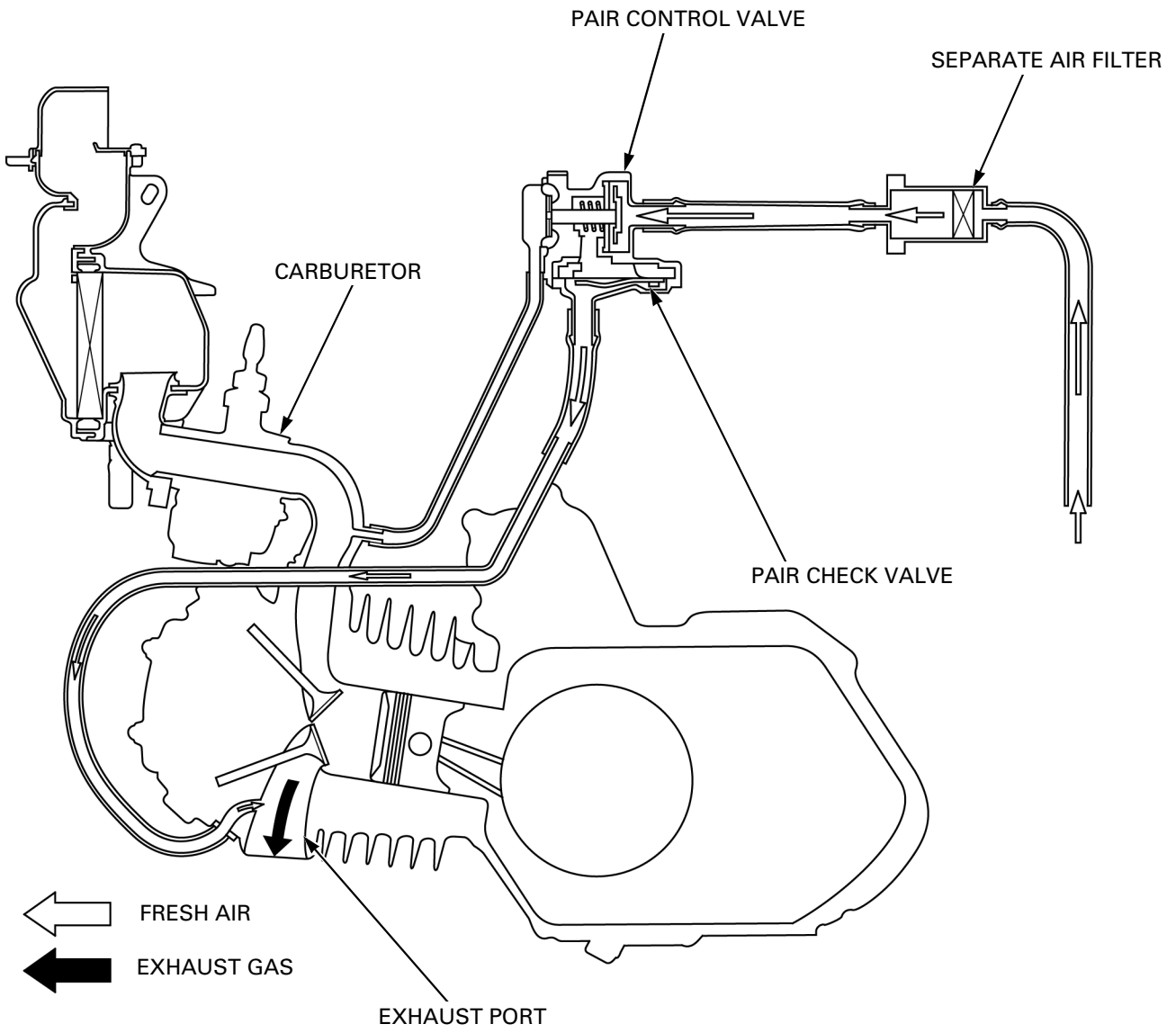
EMISSION CONTROL SYSTEM

EXHAUST EMISSION CONTROL SYSTEM (PULSE SECONDARY AIR SUPPLY SYSTEM)

The exhaust emission control system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port. Fresh air is drawn into the exhaust port whenever there is a negative pressure pulse in the exhaust system. This charge of fresh air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water vapor.

This model has the pulse secondary air injection (PAIR) control valve and PAIR check valve. PAIR check valve prevents reverse air flow through the system. The PAIR control valve reacts to high intake manifold vacuum and will cut off the supply of the fresh air during engine deceleration, thereby preventing afterburn in the exhaust system.

No adjustment to the secondary air supply system should be made, although periodic inspection of the components is recommended.



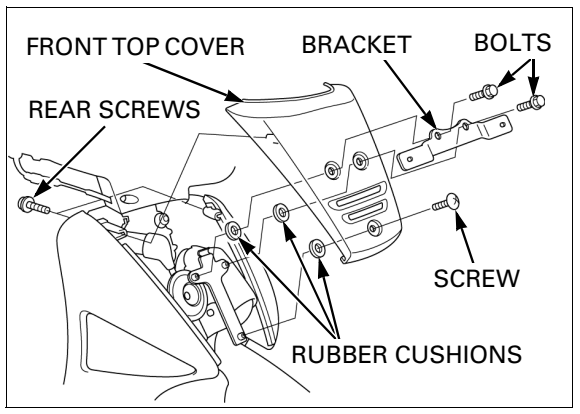
FRONT TOP COVER

REMOVAL/INSTALLATION

Remove the two mounting bolts and the number plate bracket.

Remove the front top cover screw and two front top cover rear screws.
Remove the front top cover and rubber cushions.

Installation is in the reverse order of removal.



MAIN PIPE SIDE COVER/LEG SHIELD

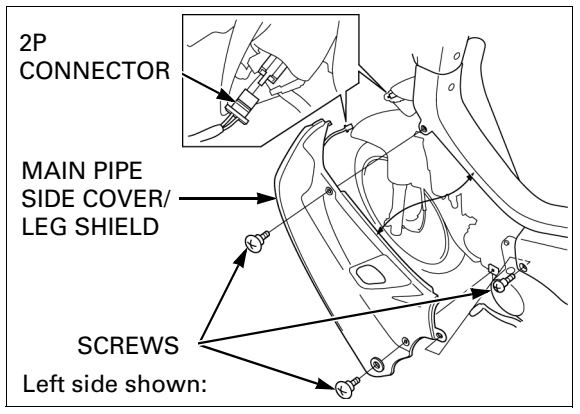
REMOVAL/INSTALLATION

Remove the front top cover (See above).

Disconnect the turn signal light 2P connector.
Remove the three main pipe side cover/leg shield mounting special screws.

First release the hook on the main pipe side cover/leg shield from the main pipe cover, then carefully remove the main pipe side cover/leg shield from main pipe cover.

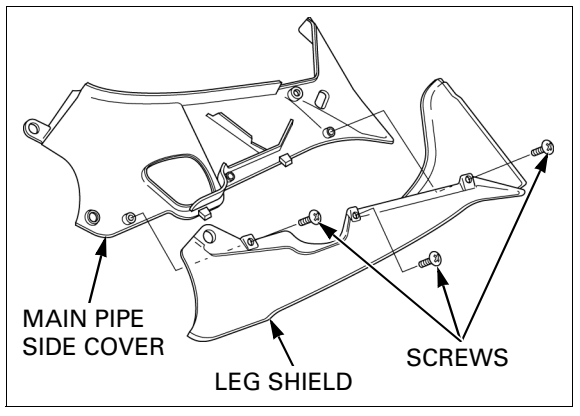
Installation is in the reverse order of removal.



DISASSEMBLY/ASSEMBLY

Remove the three screws and separate the leg shield from the main pipe side cover.

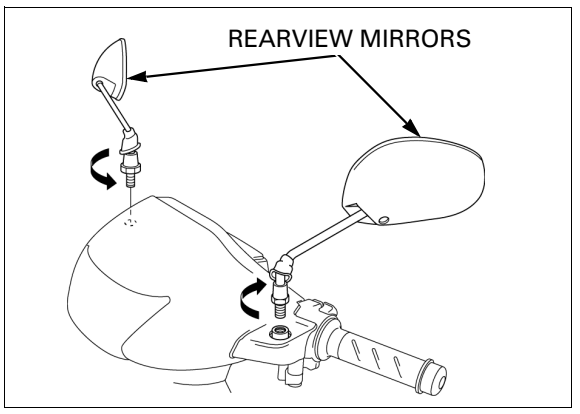
Assembly is in the reverse order of disassembly.



HANDLE COVER

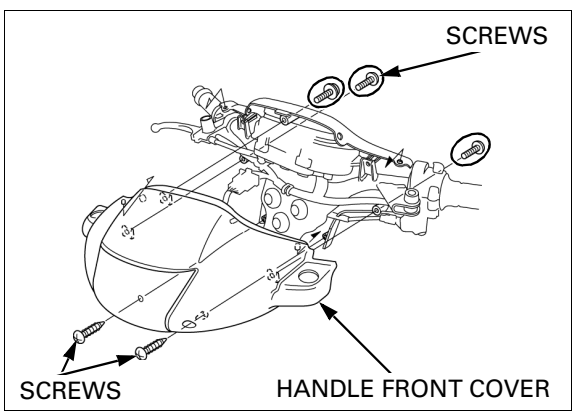
REMOVAL/INSTALLATION

Remove the rearview mirrors.

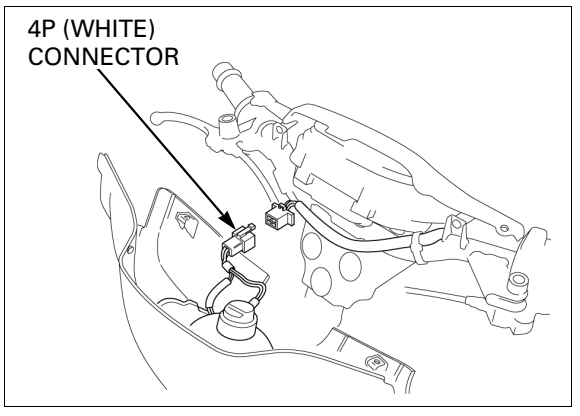


Do not damage the headlight/position light wire.

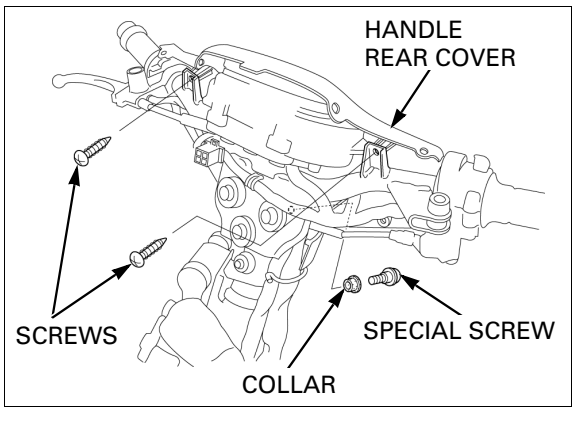
Remove the two front screws and three rear screws, then separate the handle front cover from the handle rear cover.



Disconnect the headlight 4P (White) connector.

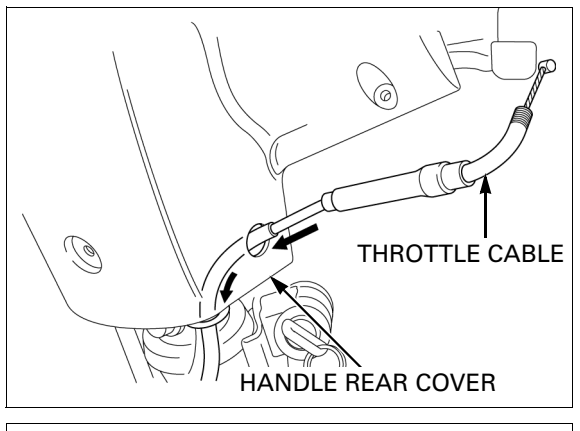


Remove the two screws from the front side and the special screw/collar from the back side.



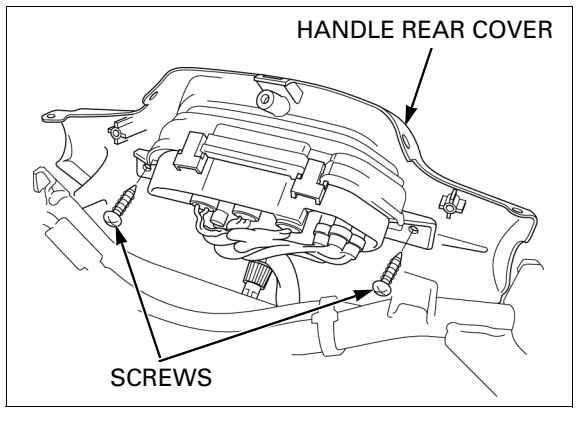
Remove the throttle housing (page 12-4).

Remove the throttle cable from the handle rear cover hole.



Remove the two speedometer mounting screws, then remove the handle rear cover.

Installation is in the reverse order of removal.



REAR FENDER

REMOVAL/INSTALLATION

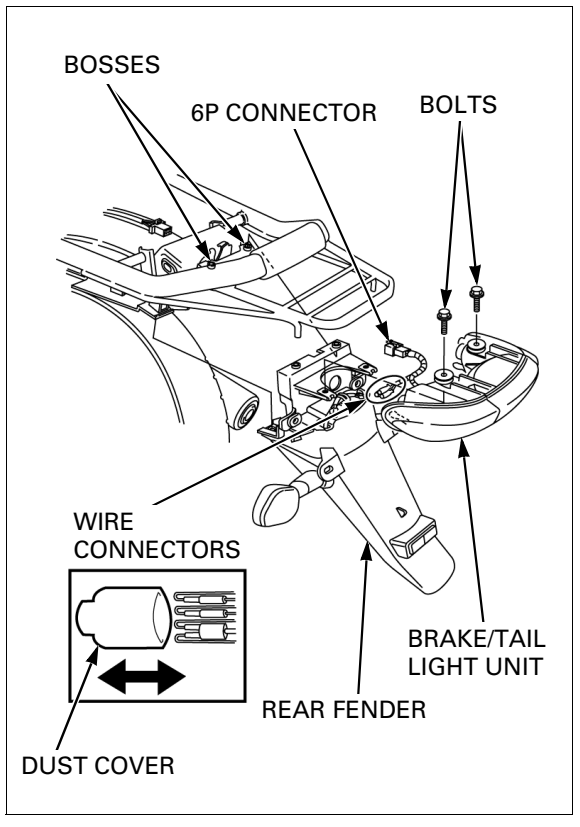
Remove the fallowing:

- Tail cover (page 2-4)
- Body cover (page 2-4)
- Utility box (page 2-7)

Remove the dust cover from the connectors.
Disconnect the brake/tail light/turn signal light 6P connector.
Remove the two bolts and brake/tail light unit then disconnect the rear turn signal light wire connectors.

Release the rear inner fender bosses from the rear fender holes, then remove the rear fender.

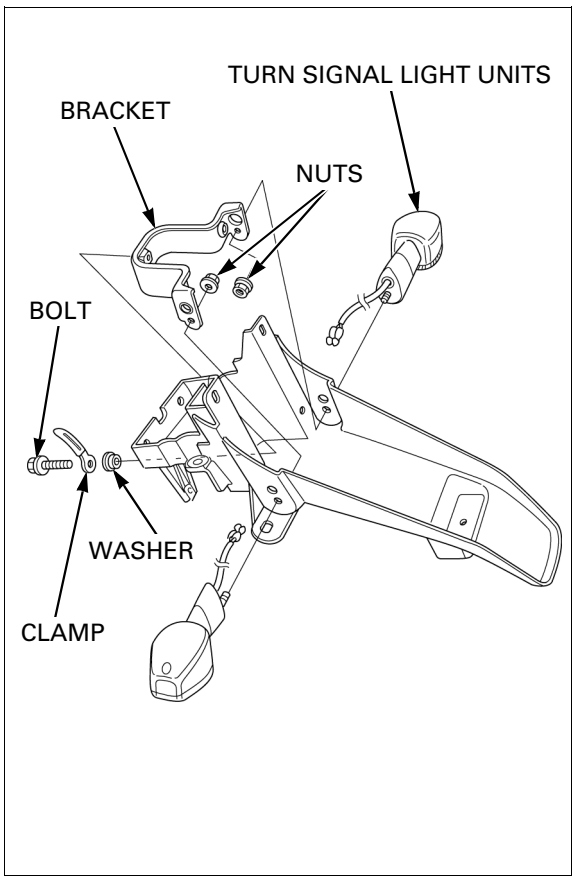
Installation is in the reverse order of removal.



DISASSEMBLY/ASSEMBLY

Remove the nuts, rear turn signal light units from both sides of the rear fender.
Remove the bolt, clamp, washer and turn signal light bracket.

Assembly is in the reverse order of disassembly.



MAINTENANCE SCHEDULE

Perform the Pre-ride inspection in the Owner's Manual at each scheduled maintenance period.

I: Inspect and Clean, Adjust, Lubricate or Replace if necessary. C: Clean. R: Replace. A: Adjust. L: Lubricate.

The following items require some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your Honda dealer.

	FREQUENCY / ITEMS	WHICHEVER COMES FIRST ⇩	ODOMETER READING (NOTE 1) ⇨					REFER TO PAGE
			X1,000 mi	0.6	2.5	5	7.5	
			X1,000 km	1	4	8	12	
			MONTHS		6	12	18	
*	FUEL LINE				I	I	I	3-4
*	FUEL STRAINER SCREEN				C	C	C	3-4
*	THROTTLE OPERATION				I	I	I	3-4
	AIR CLEANER	NOTE2			C	C	R	24-24
	CRANKCASE BREATHER	NOTE3			C	C	C	3-6
	SPARK PLUG				I	R	I	3-6
*	VALVE CLEARANCE			I	I	I	I	3-8
	ENGINE OIL			R	EVERY 3,000 km (2,000 mi): R			3-9
**	ENGINE OIL STRAINER SCREEN						C	3-11
**	ENGINE OIL CENTRIFUGAL FILTER						C	3-11
*	ENGINE IDLE SPEED			I	I	I	I	3-12
*	SECONDARY AIR SUPPLY SYSTEM	NOTE6					I	24-24
	DRIVE CHAIN	NOTE4		EVERY 1,000 km (600 mi): I, L				3-12
	BATTERY			EVERY 2,000 km (1,250 mi): I				3-16
	BRAKE SHOES WEAR				I	I	I	3-17
	BRAKE SYSTEM			I	I	I	I	3-18
*	BRAKE LIGHT SWITCH				I	I	I	3-20
*	HEADLIGHT AIM				I	I	I	3-20
	CLUTCH SYSTEM			I	I	I	I	3-20
*	SUSPENSION				I	I	I	3-21
	SIDE STAND				I	I	I	3-21
*	NUTS, BOLTS, FASTENERS	NOTE4		I		I		3-22
**	WHEELS/TIRES (WITH CAST WHEEL)				I	I	I	3-22
**	WHEELS/TIRES (WITH SPOKE WHEEL)	NOTE4		I	I	I	I	3-22
**	STEERING HEAD BEARINGS			I			I	3-23

* 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.

** In the interest of safety, we recommended these items be serviced only by an authorized Honda dealer.

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

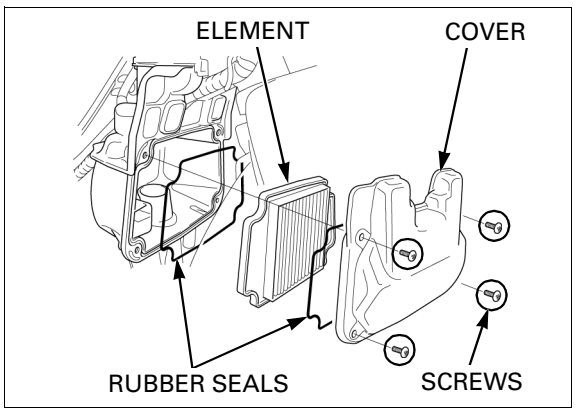
NOTES:
1. At higher odometer reading, repeat at the frequency interval established here.
2. Service more frequently when riding in unusually wet or dusty areas.
3. Service more frequently when riding in rain or at full throttle.
4. Service more frequently when riding OFF-ROAD.
5. Replace every 2 years. Replacement requires mechanical skill.
6. Replace every 3 years or 24,000 km (16,000 mile). Replacement requires mechanical skill.

AIR CLEANER

Remove the main pipe side cover/leg shield (page 24-19).

Remove the four screws and the air cleaner housing cover.
Remove the air cleaner element.

Make sure the rubber seals are installed in position and are in good condition.
Replace them if necessary.



Clean the air cleaner element using compressed air from the carburetor side, or replace it according to the maintenance schedule (page 24-23).

Installation is in the reverse order of removal.

TORQUE:
Air cleaner housing cover:
1.1 N·m (0.1 kgf·m, 0.8 lbf·ft)

SECONDARY AIR SUPPLY SYSTEM

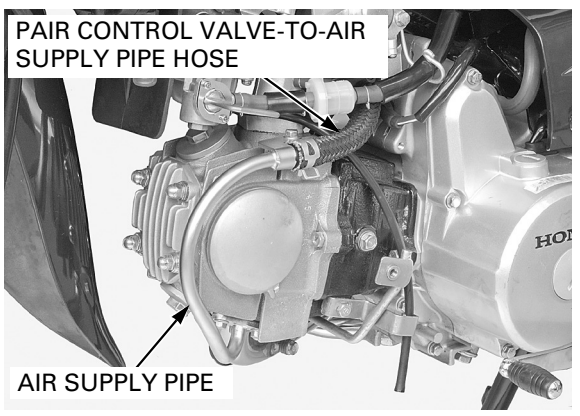
- This model is equipped with a secondary air supply system. The pulse secondary air supply system is located above the cylinder.
- The secondary air supply system introduces filtered air into exhaust gases in the exhaust port. The secondary air is drawn into the exhaust port whenever there is negative pressure pulse in the exhaust system. This charged secondary air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water.

Remove the following:

– Main pipe side cover/leg shield (page 24-19)
– Right side cover (page 2-3)

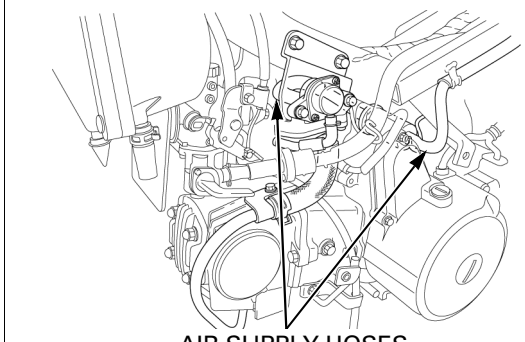
Check the PAIR control valve-to-air supply pipe hose and pipe between the pulse secondary air injection (PAIR) control valve and exhaust port for deterioration, damage or loose connections.

Make sure the hose and pipe are in good condition and replace if necessary.



Check the air supply hoses for damage or loose connections.

Disconnect and check the air supply hoses.
If the inside of the air supply hoses are carbon fouled, check the pulse secondary air injection (PAIR) check valve (page 24-28).


AIR SUPPLY HOSES

AIR SCREW ADJUSTMENT

- The air screw is factory pre-set and no adjustment is necessary unless the carburetor is overhauled or the air screw is replaced.
- Use a tachometer with graduations of 50 min^{-1} (rpm) or smaller that will accurately indicate a 50 min^{-1} (rpm) change.

IDLE DROP PROCEDURE

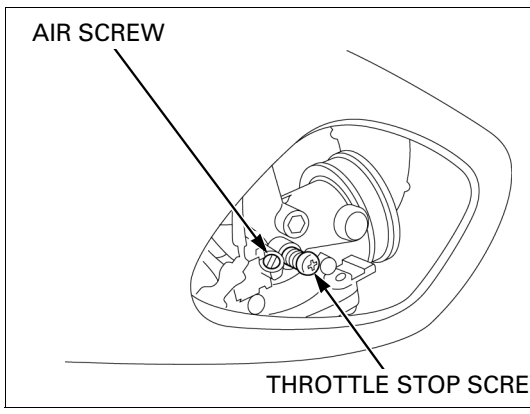
Remove the left main pipe side cover/leg shield (page 24-19).

Damage to the air screw seat will occur if the air screw is tightened against the seat.

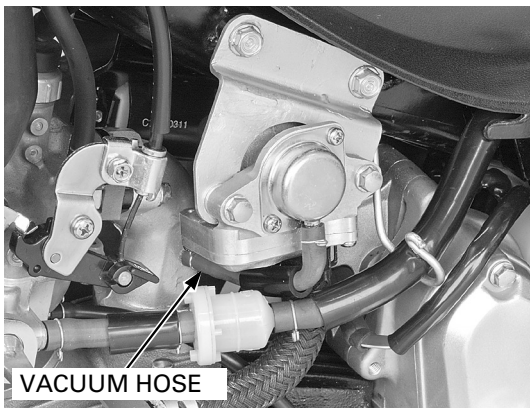
1. Turn the air screw clockwise until it seats lightly, then back it out to specification given.
   This is an initial setting prior to the final air screw adjustment.

   INITIAL OPENING: 1-3/4 turns out

2. Warm up the engine to operating temperature. Stop and go riding for 10 minutes is sufficient.
3. Stop the engine and connect the tachometer according to its manufacturer's instructions.



4. Disconnect the vacuum hose from the intake manifold, then connect the vacuum hose to the vacuum pump and plug the hose joint.



5. Apply the specified vacuum to the PAIR control valve vacuum hose more than 67 kPa (500 mmHg).
6. Start the engine and adjust the idle speed with the throttle stop screw.

   IDLE SPEED: 1,300 ±100 min^{-1} (rpm)

7. Turn the air screw in or out slowly to obtain the highest engine speed.
8. Lightly open the throttle 2 or 3 times, then adjust the idle speed with the throttle stop screw.

   IDLE SPEED: 1,300 ±100 min^{-1} (rpm)

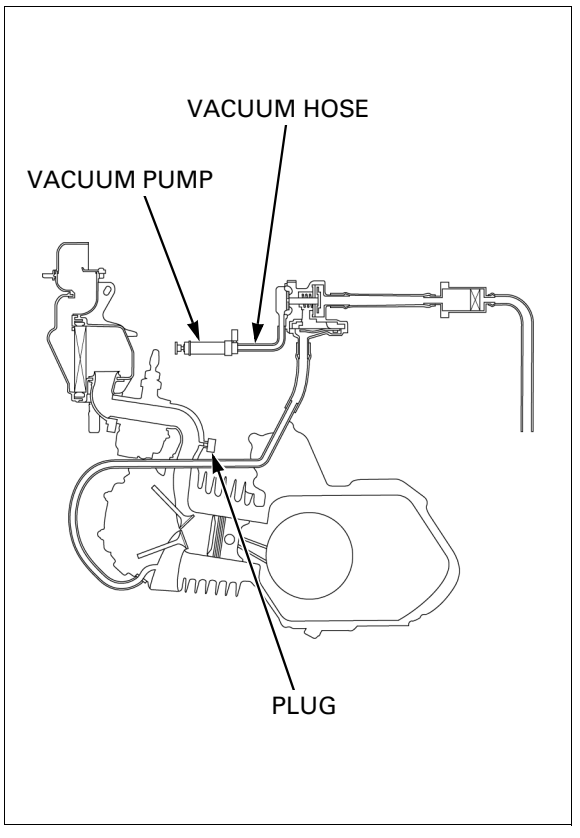
9. Turn the air screw out until the engine speed drops by 100 min^{-1} (rpm).
10. Turn the air screw clockwise to the final opening from the position obtained step 9.

    FINAL OPENING: 3/4 turns in

11. Disconnect the plug from the vacuum port, then remove the vacuum pump and connect the vacuum hose to the intake manifold.
12. Readjust the idle speed with the throttle stop screw.

    IDLE SPEED: 1,400 ±100 min^{-1} (rpm)

Install the left main pipe side cover/leg shield (page 24-19).



SECONDARY AIR SUPPLY SYSTEM

SYSTEM INSPECTION

Start the engine and warm it up to normal operating temperature.
Disconnect the air supply hose from the separate air filter (page 24-27).

Disconnect the PAIR control valve vacuum hose from the intake manifold and plug the hose joint.
Connect the vacuum hose to the vacuum pump.

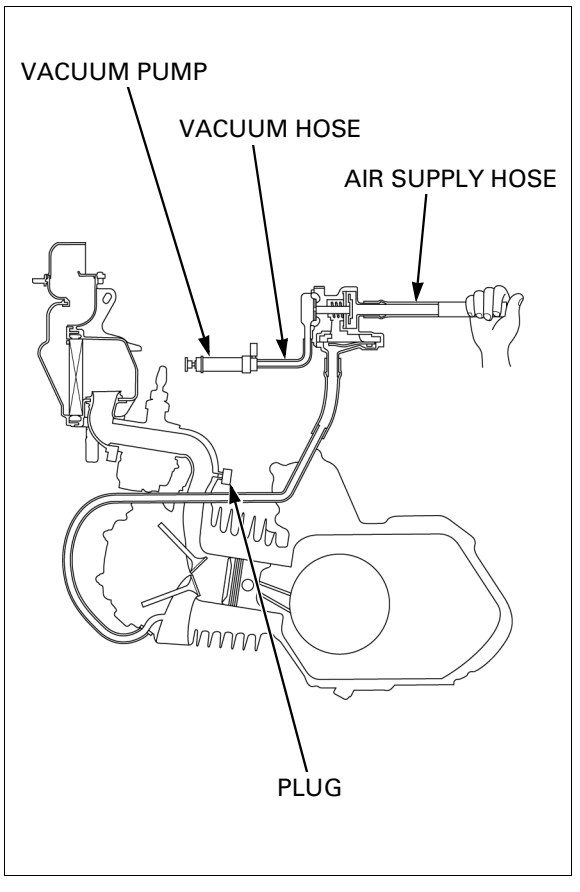
Start the engine and open the throttle slightly to be certain that air is sucked in through the air supply hose.
If the air is not drawn in, check the air supply hose for clogging.

With the engine running, gradually apply vacuum to the PAIR control valve vacuum hose.
Check that the air supply hose stops drawing air, and that the vacuum does not bleed.

SPECIFIED VACUUM: 67 kPa (500 mmHg)

If the air is drawn in or if the specified vacuum is not maintained, install a new PAIR control valve.

Install the removed parts in the reverse order of removal.

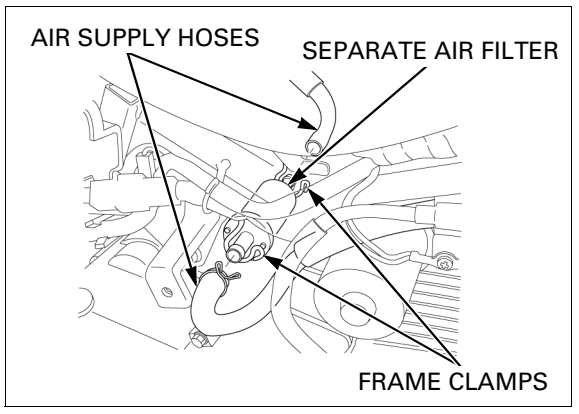


SEPARATE AIR FILTER REMOVAL/ INSTALLATION

Remove the following:

– Main pipe side cover/leg shield (page 24-19)
– Right side cover (page 2-3)

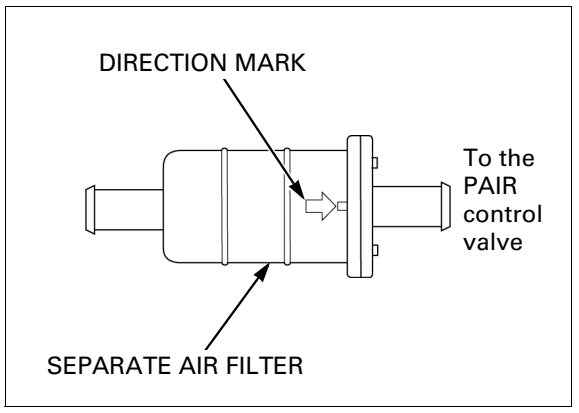
Disconnect the air supply hoses from the separate air filter.
Release the separate air filter from the frame clamps and remove it.



Check the separate air filter, replace it if necessary.

This separate air filter has a direction mark.

Installation is in the reverse order of removal.

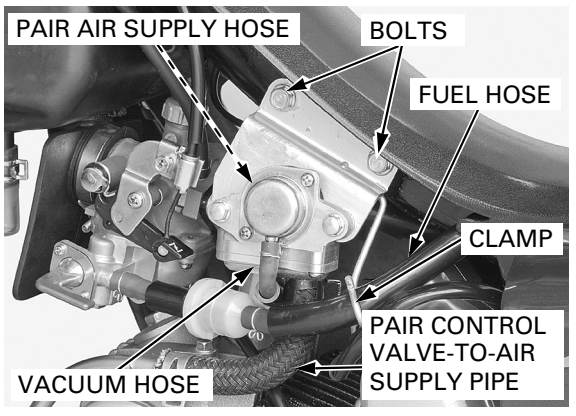


PAIR (PULSE SECONDARY AIR INJECTION) CONTROL VALVE REMOVAL/ INSTALLATION

Remove the left main pipe side cover/leg shield (page 24-19).

Release the fuel hose from the clamp.
Disconnect the vacuum hose from the PAIR control valve.
Disconnect the PAIR control valve-to-air supply pipe hose from the PAIR check valve cover.
Remove the two bolts, disconnect the air supply hose, then remove the PAIR control valve body.

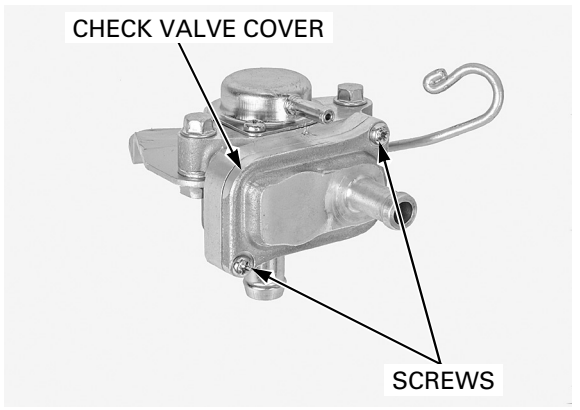
Installation is in the reverse order of removal.



PAIR (PULSE SECONDARY AIR INJECTION) CHECK VALVE REMOVAL/ INSTALLATION

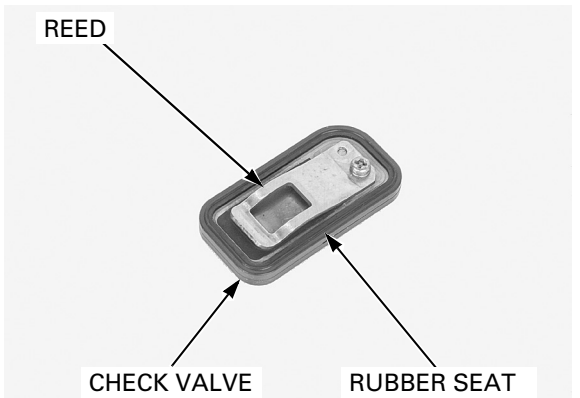
Remove the PAIR control valve (page 24-27).

Remove the two screws, check valve cover and check valve from the PAIR control valve body.



Check the reed for damage or fatigue, replace the PAIR control valve if necessary.
Replace the PAIR control valve if the check valve rubber seat is cracked, deteriorated, damaged or if there is clearance between the reed and seat.

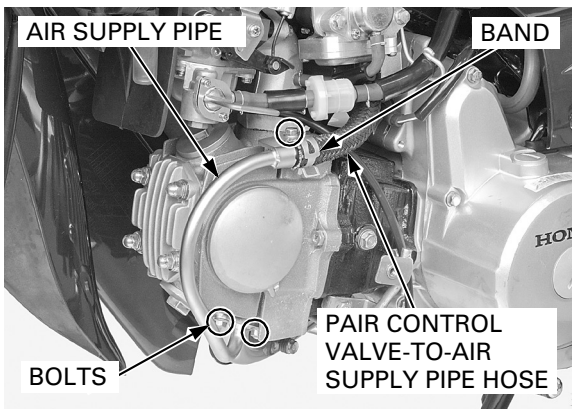
Installation is in the reverse order of removal.



AIR SUPPLY PIPE REMOVAL/INSTALLATION

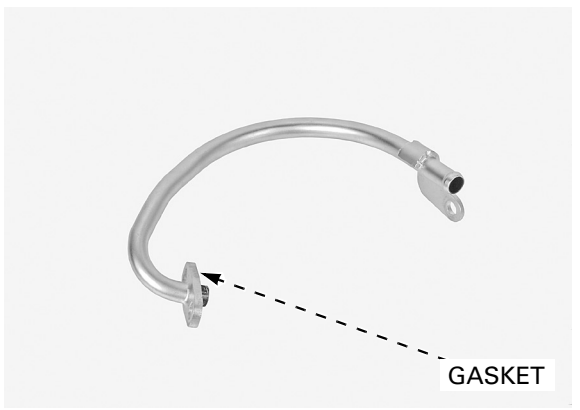
Remove the left main pipe side cover/leg shield (page 24-19).

Disconnect the PAIR control valve-to-air supply pipe hose from the air supply pipe by releasing the band. Remove the three bolts and the air supply pipe.

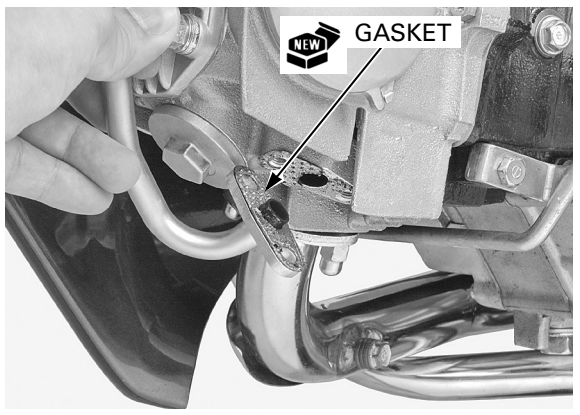


Remove the gasket and clean the both mating surfaces.

Check the injection pipe for crack or damage.

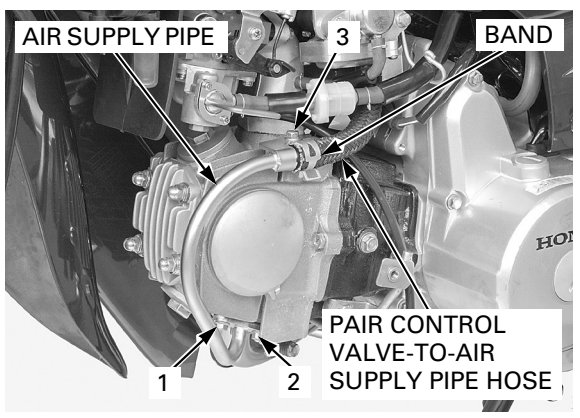


Install a new gasket to the air supply pipe.



Install the air supply pipe and bolts.
Tighten the bolts in the specified sequence as shown.
Connect the PAIR control valve-to-air supply pipe hose to the air supply pipe and set the band in position.

Install the left main pipe side cover/leg shield (page 24-19).

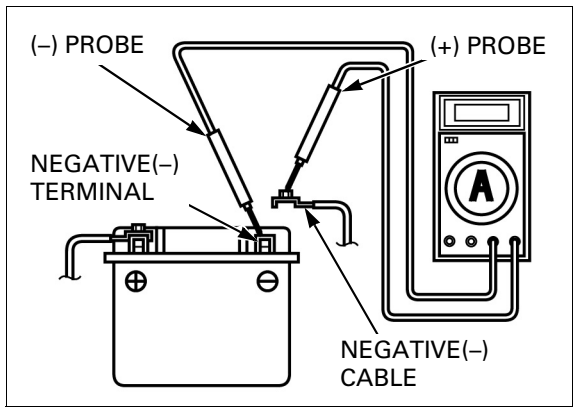


CHARGING SYSTEM INSPECTION

CURRENT LEAKAGE INSPECTION

Turn the ignition switch "⊠" and disconnect the battery negative (–) cable from the battery.
Connect the ammeter (+) probe to the battery negative (–) cable and the ammeter (–) probe to the battery negative (–) terminal.
With the ignition switch "⊠", check for current leakage.

- When measuring current using a tester, set it to a high range, and then bring the range down to an appropriate level. Current flow higher than the range selected may blow the fuse in the tester.
- While measuring current, do not turn the ignition switch "◯". A sudden surge of current may blow the fuse in the tester.



CURRENT LEAKAGE: 0.1 mA max.

If current leakage exceeds the specified value, a shorted circuit is likely.
Locate the short by disconnecting connections one by one and measuring the current.

CHARGING VOLTAGE INSPECTION

- Be sure that the battery is in good condition before performing this test.

Do not disconnect the battery or any cable in the charging system without first switching off the ignition switch. Failure to follow this precaution can damage the tester or electrical components.

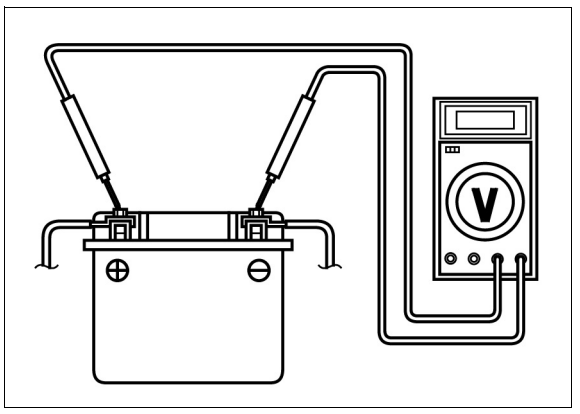
Warm up the engine to normal operating temperature.
Stop the engine, and connect the multimeter as shown.

- To prevent a short, be absolutely certain which are the positive and negative terminals or cables.

Restart the engine.
With the headlight on Hi beam, measure the voltage by the multimeter when the engine runs at 5,000 min-1 (rpm).

Standard: Measured B V < Measured C V < 15.5 V

- B V = Battery voltage (page 15-5)
- C V = Charging voltage



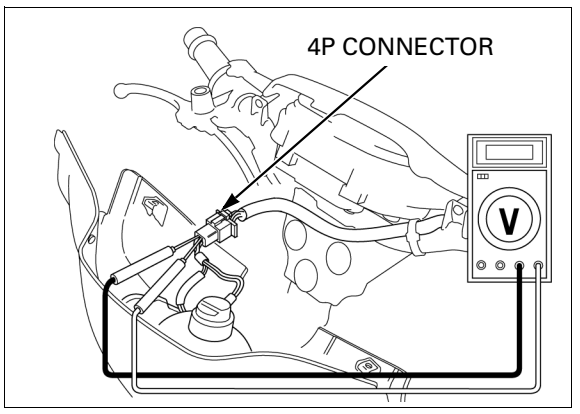
LIGHTING VOLTAGE INSPECTION

- Measure the voltage with the headlight connector connected.

Remove the handle front cover (page 24-20).

Connect the voltmeter positive (+) probe to the headlight 4P (White) connector Blue terminal, and negative (–) probe to the Green wire terminal of the wire harness side.
Start the engine first.
Turn the lighting switch "❍", and select Hi.

REGULATED VOLTAGE:
12.6-13.6 V at 5000 min^{-1}(rpm)



ALTERNATOR INSPECTION

- It is necessary to remove the stator coil to perform this test.

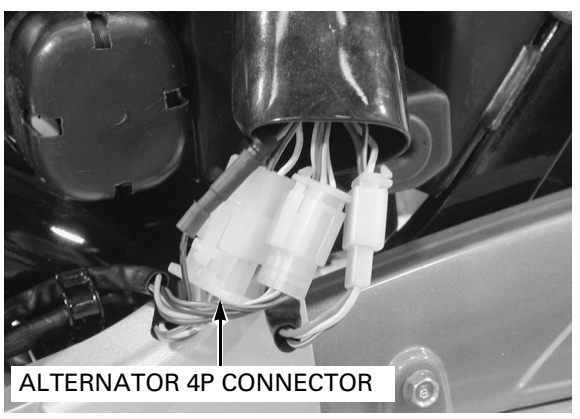
Remove the body cover (page 2-4).

Disconnect the alternator 4P connector.

Check the resistance between following terminals.

STANDARD:
Charging coil (White-Green (Ground)):
0.2 – 2.0 Ω (at 20° C/68° F)
Lighting coil (Yellow-Green (Ground)):
0.1 – 1.0 Ω (at 20° C/68° F)

Replace the alternator stator if readings are far beyond the standard.
Refer to page 10-3 for stator removal.

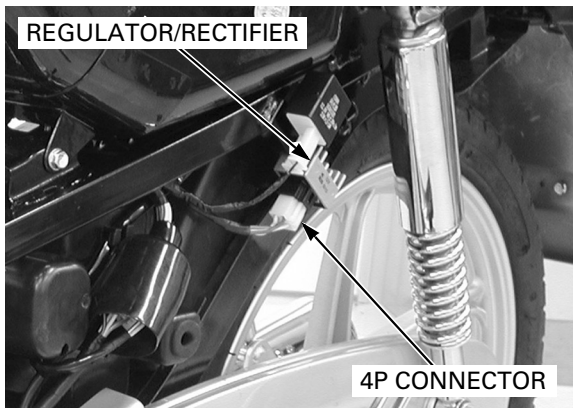


REGULATOR/RECTIFIER SYSTEM INSPECTION

Remove the body cover (page 2-4).

Remove the regulator/rectifier 4P connector, and check it for loose contact or corroded terminals.

If the regulated voltage reading (see page 24-30) is out of the specification, measure the voltage between connector terminals (wire harness side) as follows:



Item	Terminal	Specification
Battery charging line	Red (+) and ground (–)	Battery voltage should register
Charging coil line	White and ground	0.2 – 2.0 Ω (at 20° C/68° F)
Lighting coil line	Yellow and ground	0.1 – 1.0 Ω (at 20° C/68° F)
Ground line	Green and ground	Continuity should exist

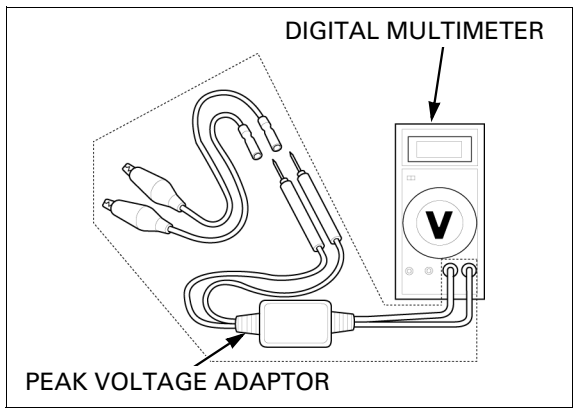
If all components of the charging system are normal and there are no loose connections at the regulator/rectifier connectors, replace the regulator/rectifier unit (page 15-11).

IGNITION SYSTEM INSPECTION

- If there is no spark at the spark plug, check all connections for loose or poor contact before measuring the peak voltage.
- Use commercially available digital multimeter with an impedance of 10 MΩ / DCV minimum.
- The display value differs depending upon the internal impedance of the multimeter.
- If the Imrie diagnostic tester (model 625) is used, follow the manufacture's instruction.

Connect the peak voltage adaptor to the digital multimeter, or use the Imrie diagnostic tester.

TOOLS:
Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 MΩ / DCV minimum)

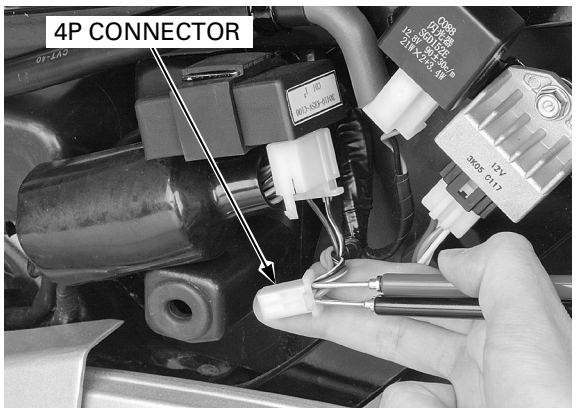


IGNITION PULSE GENERATOR PEAK VOLTAGE

Check cylinder compression and check that the spark plug is installed correctly.

Remove the body covers (page 2-4).

Turn the ignition switch to "⊗".
Disconnect the 4P connector from the ignition control module (ICM).
Connect the peak voltage adaptor or Imrie tester probes to the wire harness side connector terminals.



TOOLS:
Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 MΩ / DCV minimum)

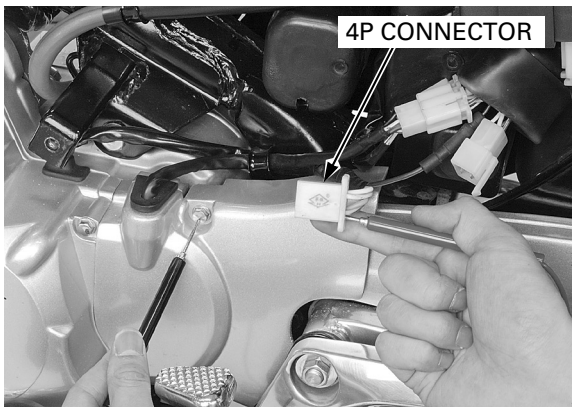
CONNECTION:
Blue/yellow (+) – Green (–)

Turn the ignition switch to "◯".
Shift the transmission into neutral.
Crank the engine with starter motor and read the peak voltage.

PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured at the ICM 4P connector is abnormal, measure the peak voltage at the ignition pulse generator 4P connector.

Disconnect the ignition pulse generator 4P connector and connect the tester probes to the terminal (Blue/Yellow (+) and body ground (–)).
In the same manner as at the ICM connector, measure the peak voltage and compare it to the voltage measured at the ICM connector.



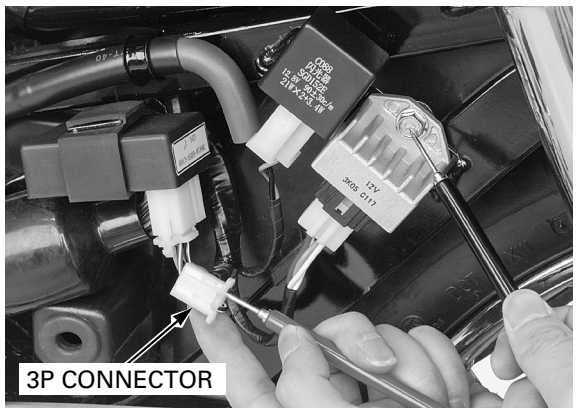
- If the peak voltage measured at the ICM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open circuit or loose connection.
- If both peak voltages measured are abnormal, check each item in the troubleshooting chart (page 16-3). If all items are normal, the ignition pulse generator is faulty. See section 10 for ignition pulse generator replacement.

ALTERNATOR EXCITER COIL PEAK VOLTAGE

Check cylinder compression and check that the spark plug is installed correctly.

Remove the body covers (page 2-4).

Disconnect the 3P connector from the ignition control module (ICM).
Connect the peak voltage adaptor or Imrie tester probes to the wire harness side connector terminal and body ground.



TOOLS:
Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 MΩ/DCV minimum)

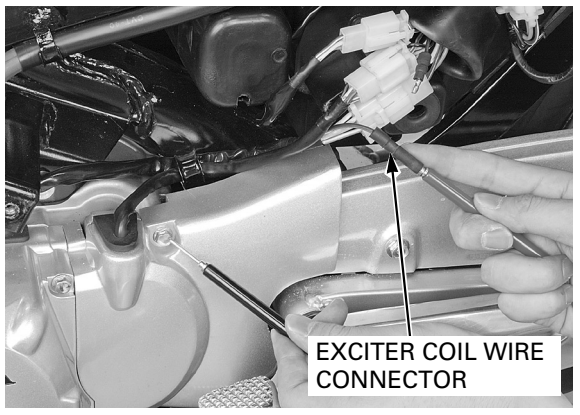
CONNECTION:
Black/red (+) – Body ground (–)

Turn the ignition switch to "ON".
Shift the transmission into neutral.
Crank the engine with starter motor and read the peak voltage.

PEAK VOLTAGE: 100V minimum

If the peak voltage measured at the ICM 3P connector is abnormal, measure the peak voltage at the alternator exciter coil connector.

Disconnect the alternator exciter coil wire connector and connect the tester probes to the terminal (Black/Red (+) and body ground (–)).
In the same manner as at the ICM connector, measure the peak voltage and compare it to the voltage measured at the ICM connector.



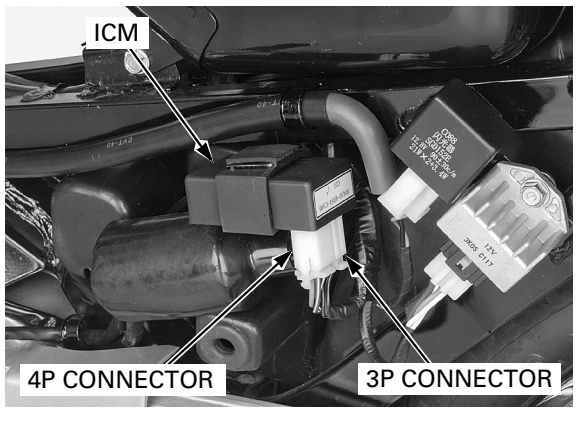
- If the peak voltage measured at the ICM is abnormal and the one measured at the alternator exciter coil is normal, the wire harness has an open circuit or loose connection.
- If both peak voltages measured are abnormal, check each item in the troubleshooting chart (page 16-3). If all items are normal, the alternator exciter coil is faulty. See section 10 for alternator exciter coil replacement.

IGNITION CONTROL MODULE REPLACEMENT

Remove the body covers (page 2-4).

Remove the ICM from the bracket.
Disconnect the ICM 4P and 3P connectors.

Installation is in the reverse order of removal.



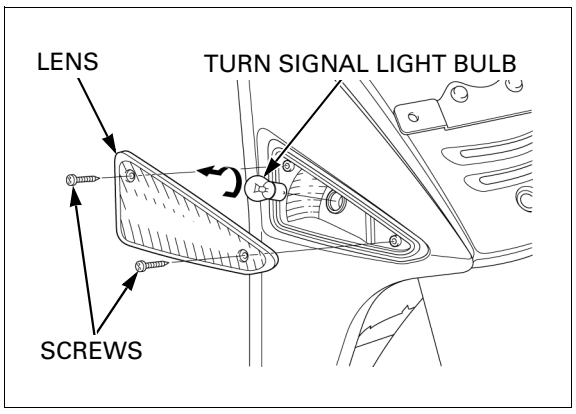
TURN SIGNAL LIGHT

FRONT TURN SIGNAL LIGHT

BULB REPLACEMENT

Remove the two screws and turn signal light lens. While pushing in, turn the bulb counterclockwise to remove it and replace it with a new one.

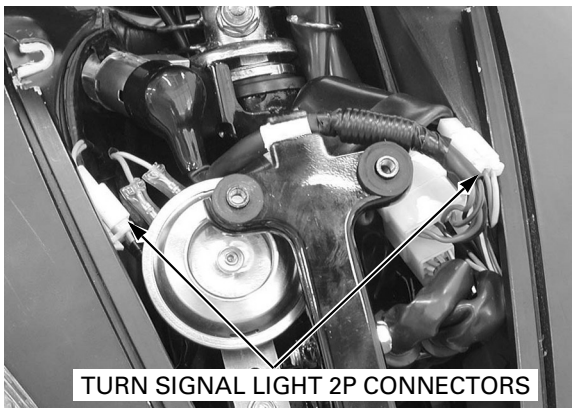
Installation is in the reverse order of removal.



REMOVAL/INSTALLATION

Remove the front top cover (page 24-19).

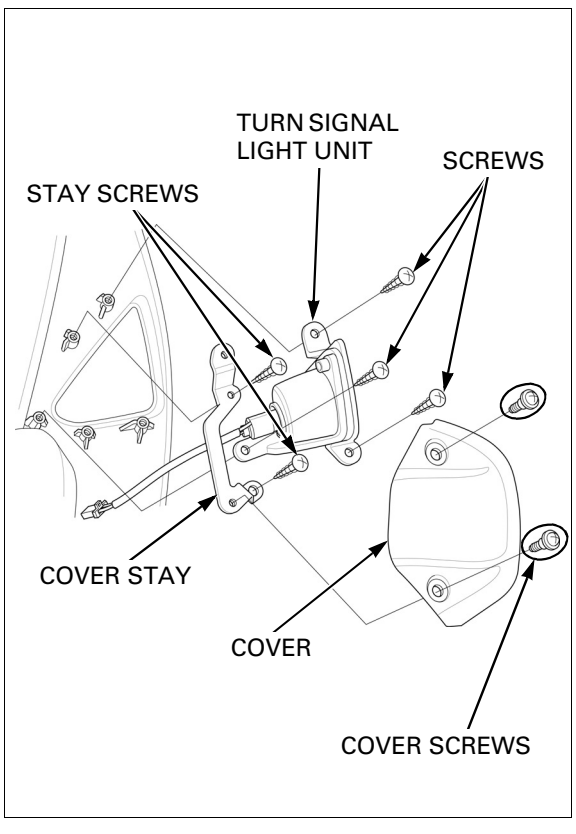
Disconnect the turn signal light 2P connectors.



Remove the following:

- Main pipe side cover/leg shield (page 24-19)
- Two cover screws and turn signal light cover
- Two stay screws and turn signal light cover stay
- Three screws and turn signal light unit

Installation is in the reverse order of removal.

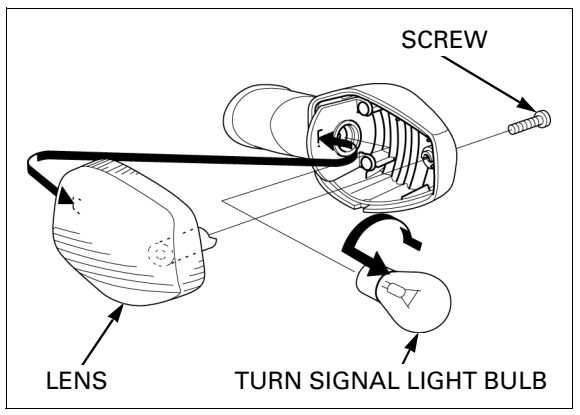


REAR TURN SIGNAL LIGHT

BULB REPLACEMENT

Remove the screw and rear turn signal light lens. While pushing in, turn the bulb counterclockwise to remove it and replace with a new one.

Installation is in the reverse order of removal.

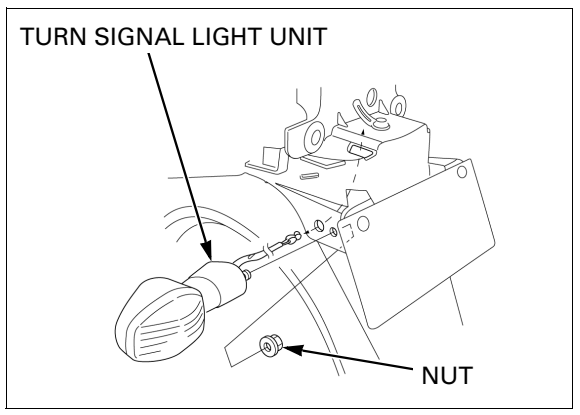


REMOVAL/INSTALLATION

Remove the brake/tail light unit (page 24-36).

Remove the nut and turn signal light unit.

Installation is in the reverse order of removal.

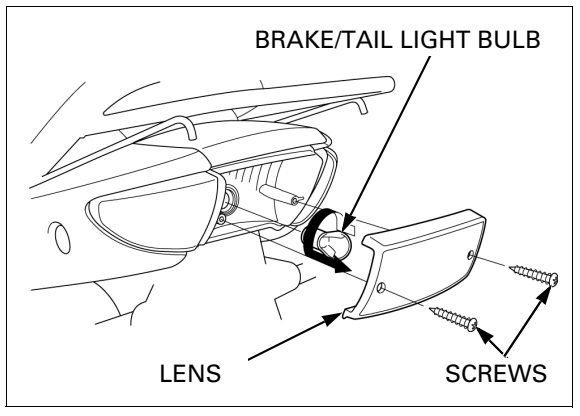


BRAKE/TAIL LIGHT

BULB REPLACEMENT

Remove the two screws and brake/tail light lens. While pushing in, turn the bulb counterclockwise to remove it and replace with a new one.

Installation is in the reverse order of removal.

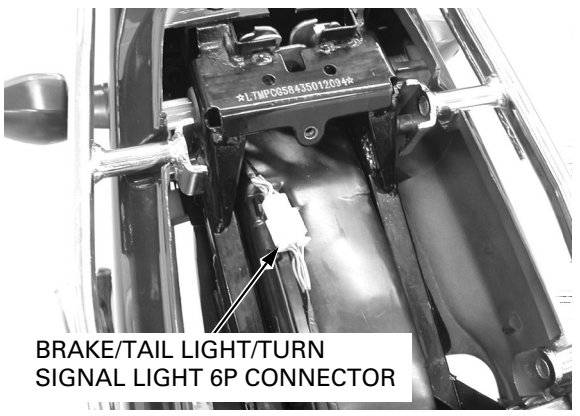


REMOVAL/INSTALLATION

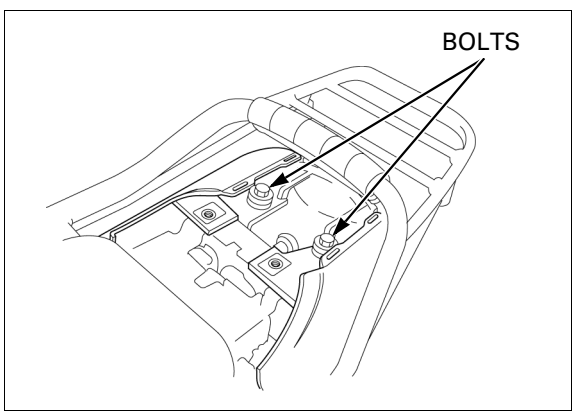
Remove the following:

– Tail cover (page 2-4)
– Utility box (page 2-7)

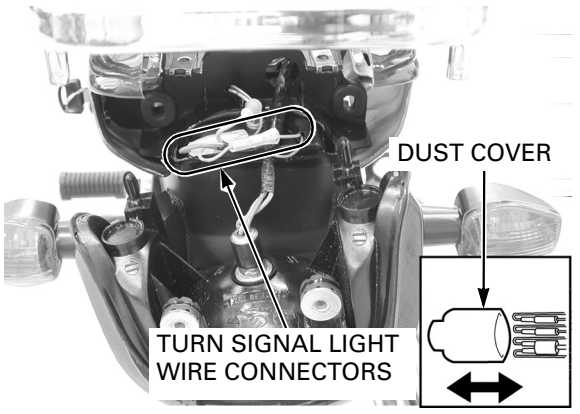
Disconnect the brake/tail light/turn signal light 6P connector.



Remove the two brake/tail light mounting bolts.

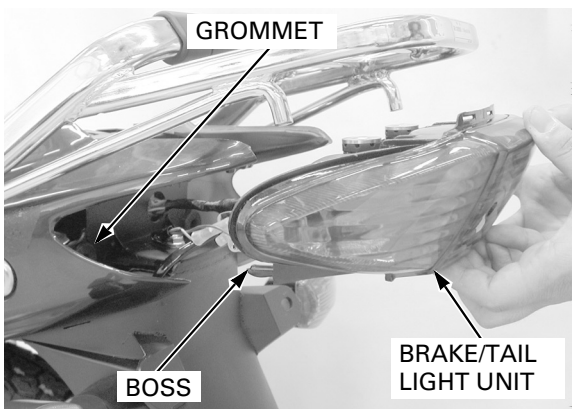


Pull the rear brake/tail light unit backward.
Remove the dust cover from the turn signal light wire connectors then disconnect the turn signal light wire connectors.
Remove the brake/tail light unit.

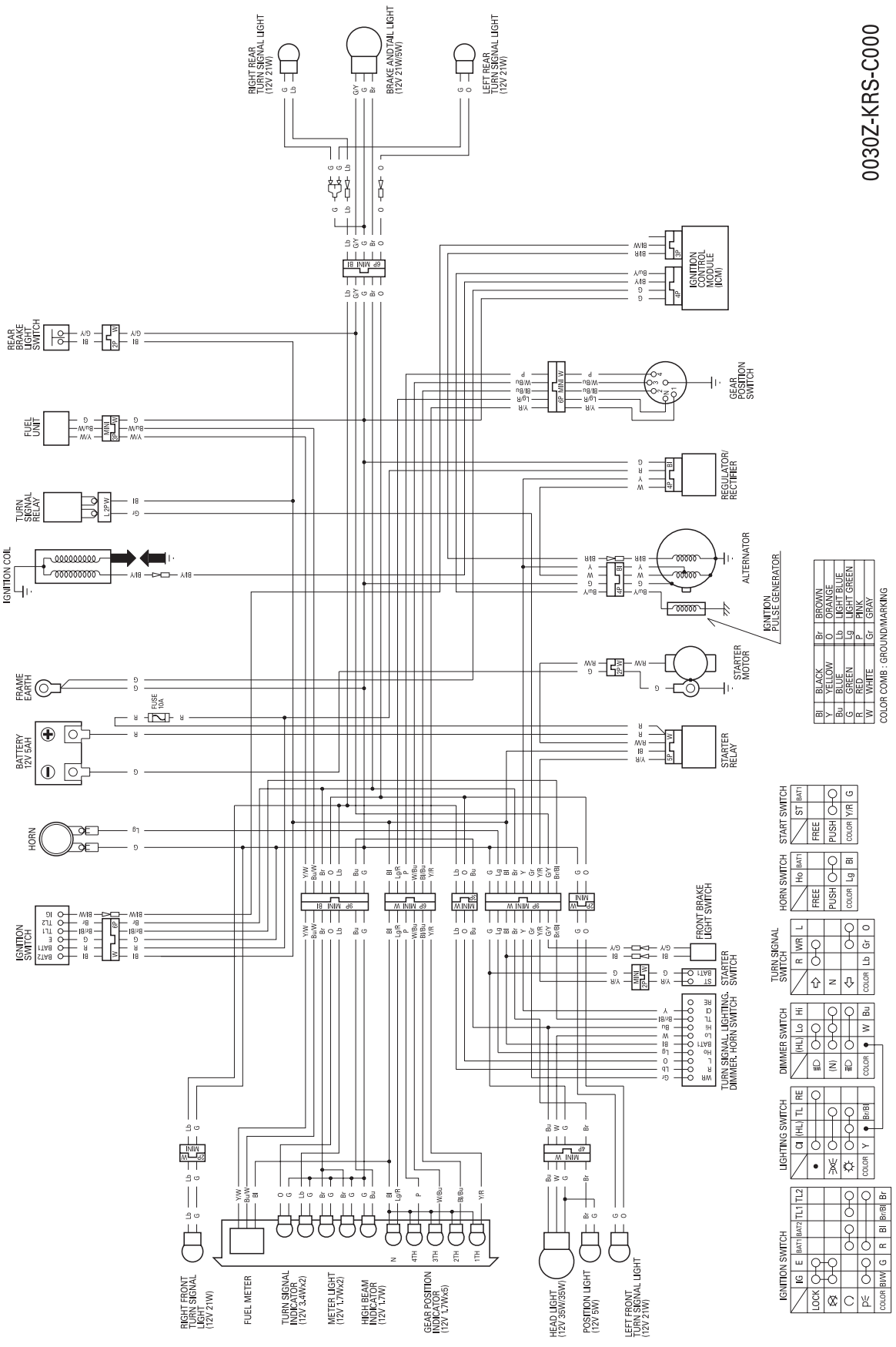


Installation is in the reverse order of removal.

- At installation, align the bosses on the brake/tail light unit with the grommets in the rear fender.



WIRING DIAGRAM



MEMO