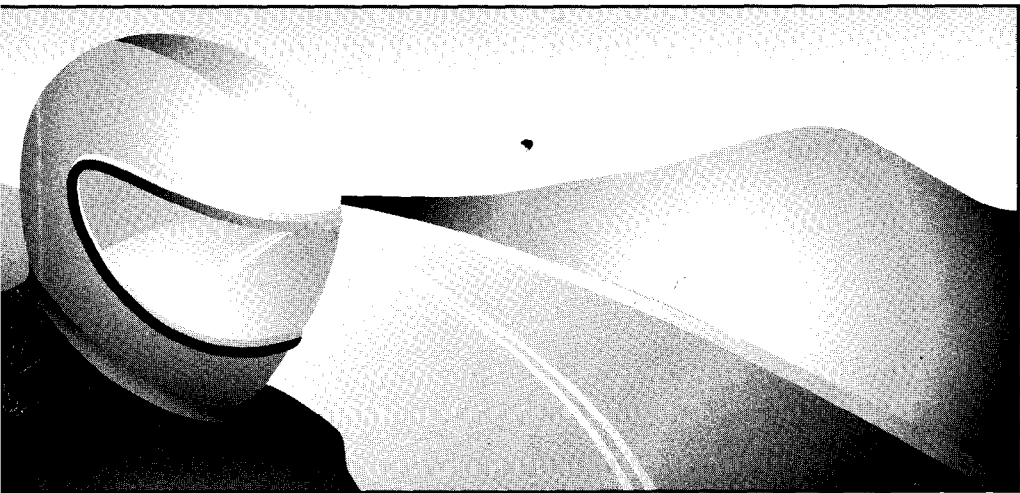


 **HONDA**

OWNER'S MANUAL



CB250

Honda CB250

OWNER'S MANUAL



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IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the tyre information label.

- **ON-ROAD USE**

This motorcycle is designed to be used only on the road.

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

Pay special attention to statements preceded by the following words:

▲ WARNING

Indicates a strong possibility of severe personal injury or death if instructions are not followed.

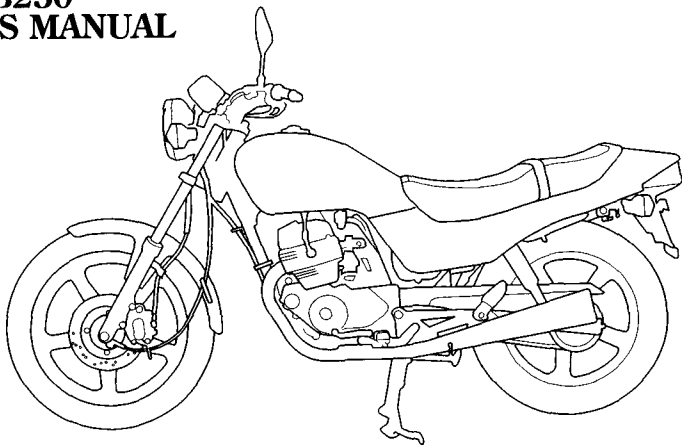
CAUTION:

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

NOTE: Gives helpful information.

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

Honda CB250 OWNER'S MANUAL



All information in this publication is based on the latest production information available at the time of approval for printing. Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda !

OPERATION

Page		Page	
1	MOTORCYCLE SAFETY	28	FEATURES (Not required for operation)
1	Safe Riding Rules	28	Steering Lock
2	Protective Apparel	29	Helmet Holder
2	Modifications	30	Seat
3	Loading and Accessories	31	Document Compartment
5	PARTS LOCATION	32	Side Cover
8	Instruments and Indicators		
10	MAJOR COMPONENTS (Information you need to operate this motorcycle)	32	OPERATION
10	Suspension	32	Pre-ride Inspection
11	Brakes	33	Starting the Engine
15	Clutch	36	Running-in
17	Fuel	37	Riding
21	Engine Oil	39	Braking
22	Tyres	40	Parking
		40	Anti-theft Tips
25	ESSENTIAL INDIVIDUAL COMPONENTS		
25	Ignition Switch		
26	Right Handlebar Controls		
27	Left Handlebar Controls		

MAINTENANCE

Page

41	MAINTENANCE
42	Maintenance Schedule
44	Tool Kit
45	Serial Numbers
46	Colour Label
46	License Plate
47	Maintenance Precautions
48	Air Cleaner
49	Engine Oil
52	Crankcase Breather
53	Spark Plugs
55	Idle Speed
56	Drive Chain
60	Wheel Removal
65	Side Stand
66	Battery
68	Fuse Replacement

70 CLEANING

71 STORAGE GUIDE

	Storage
72	Removal from Storage

73 SPECIFICATIONS

MOTORCYCLE SAFETY

▲ WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 32) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
 - Wear bright or reflective clothing.
 - Don't ride in another motorist's "blind spot."

4. Obey all national and local laws and regulations.

- Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
 6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, drive chain or wheels.

MODIFICATIONS

▲ WARNING

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

LOADING AND ACCESSORIES

▲WARNING

***To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80 mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle and how to load it safely.**

Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed the maximum weight capacity:

174 kg (383 lbs)

Cargo weight alone should not exceed:

14 kg (30 lbs)

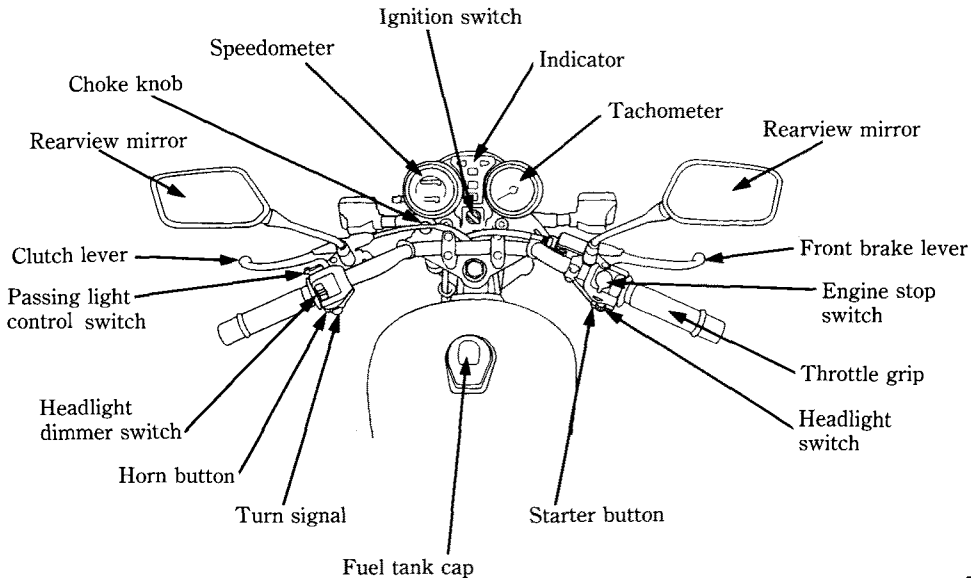
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 23 and rear suspension (page 10) to suit load weight and riding conditions.
3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

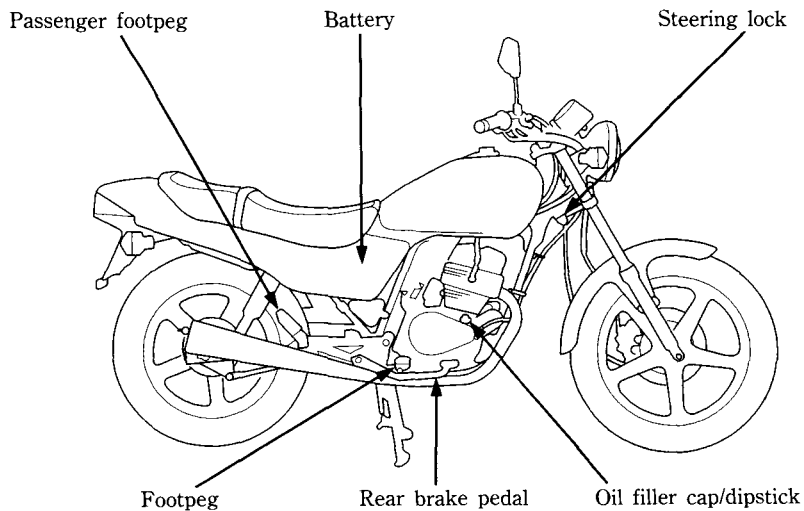
Accessories

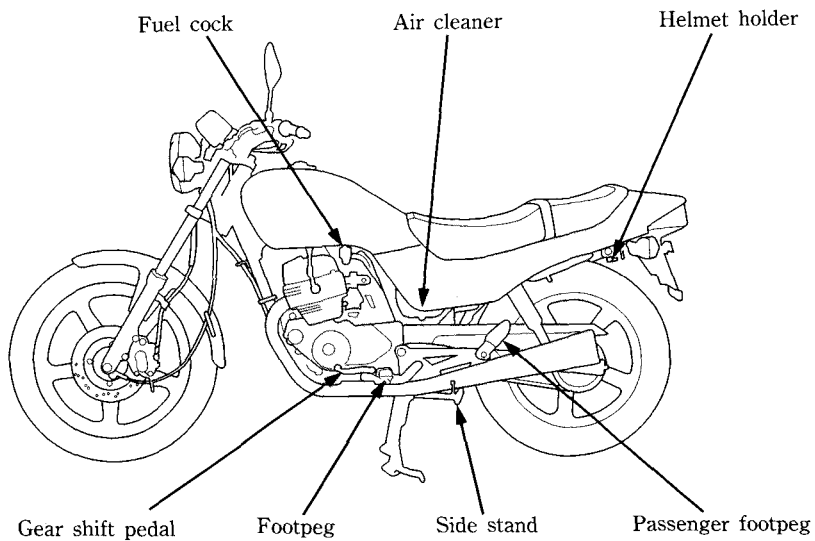
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

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

PARTS LOCATION

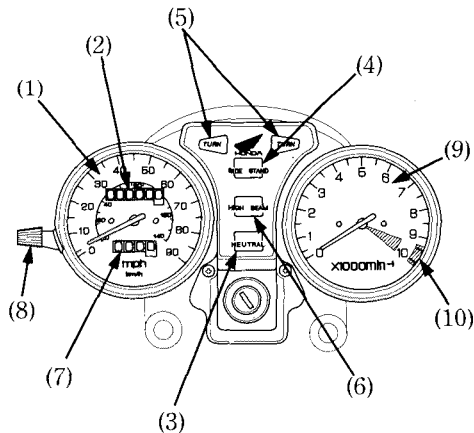






INSTRUMENTS AND INDICATORS

The indicator lights are grouped to the right of the speedometer. Indicator functions are described in the tables on the following pages.



- (1) Speedometer
- (2) Odometer
- (3) Neutral indicator
- (4) Side stand indicator
- (5) Turn signal indicator
- (6) High beam indicator
- (7) Tripmeter
- (8) Tripmeter reset knob
- (9) Tachometer
- (10) Tachometer red zone

(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Odometer	Shows accumulated mileage.
(3) Neutral indicator (green)	Lights when the transmission is in neutral.
(4) Side stand indicator (amber)	Lights when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut—off system (page 33) is activated.
(5) Turn signal indicator (amber)	Flashes when either turn signal is operated.
(6) High beam indicator (blue)	Lights when the headlight is on high beam.
(7) Tripmeter	Shows mileage per trip.
(8) Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.
(9) Tachometer	Shows engine rpm.
(10) Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. CAUTION: * Running the engine beyond recommended maximum engine speed (tachometer red zone) can damage the engine.

MAJOR COMPONENTS (Information you need to operate this motorcycle)

▲WARNING

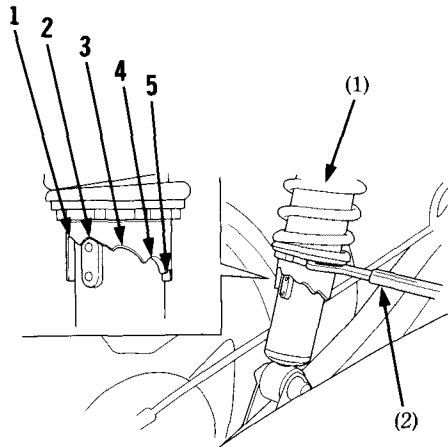
* If the Pre-ride Inspection (page 32) is not performed, severe personal injury or vehicle damage may result.

SUSPENSION

Each shock absorber (1) has adjustment positions for different load or riding conditions.

Use a pin spanner (2) to adjust the rear shocks.

Position 1 is for light loads and smooth road conditions. Positions 2 to 5 increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.



(1) Shock absorber
(2) Pin spanner

BRAKES

Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 12), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Brake Fluid Level:

▲ WARNING

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

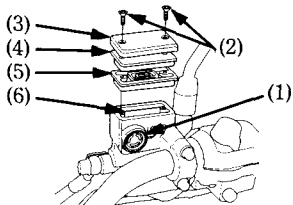
▲ WARNING

*** KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

- * Handle brake fluid with care because it can damage plastic and painted surfaces.**
- * When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- * Use only DOT 4 brake fluid from a sealed container.**
- * Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.



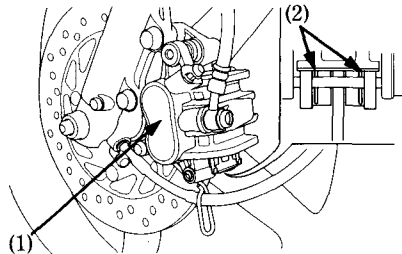
- | | |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate |
| (2) Screws | (5) Diaphragm |
| (3) Reservoir cover | (6) Upper level mark |

Other checks:

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

Brake Pad Wear

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



- | |
|-------------------------|
| (1) Front brake caliper |
| (2) Groove |

Other checks:

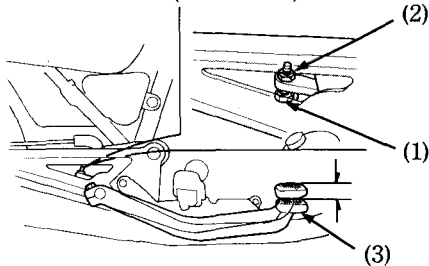
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake

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

Free play should be:

20–30 mm (0.8–1.2 in)



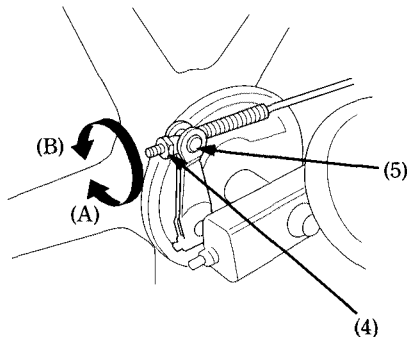
(1) Stopper bolt
(2) Lock nut

(3) Rear brake pedal

Make free play adjustments by turning the adjusting nut (4) at the brake arm.

NOTE:

- * Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.



(4) Adjusting nut
(5) Arm pin

(A) Decrease free play
(B) Increase free play

4. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

NOTE:

- * If proper adjustment cannot be obtained by this method see your authorized Honda dealer.

Other checks:

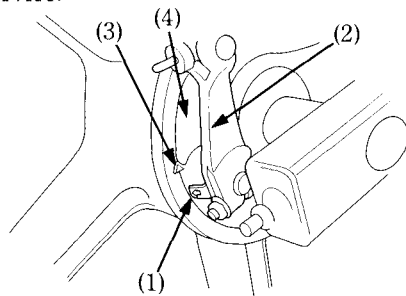
Make sure the brake cable, brake arm, spring and fasteners are in good condition.

Brake Shoe Wear

The rear brake is equipped with a brake wear indicator.

When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

See your authorized Honda dealer for this service.



(1) Arrow
(2) Brake arm

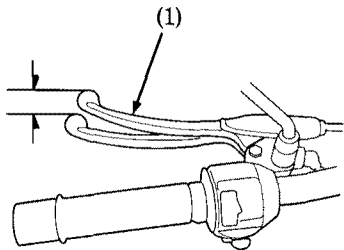
(3) Reference mark
(4) Brake panel

CLUTCH

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the lever (1).

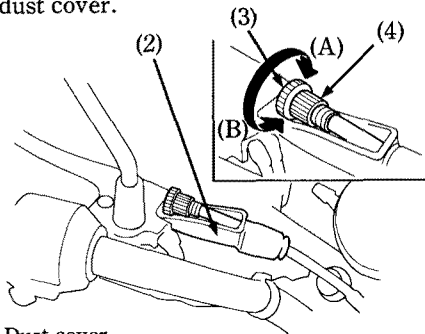
Normal clutch lever free play is:

10–20 mm (0.4–0.8 in)



(1) Clutch lever

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the dust cover.



- (2) Dust cover
(3) Lock nut
(4) Clutch cable adjuster

- (A) Increase free play
(B) Decrease free play

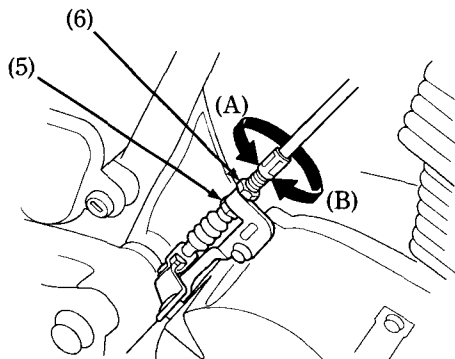
3. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

NOTE:

- * If proper adjustment cannot be obtained or the clutch does not work correctly, see your authorized Honda dealer.

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



(5) Lock nut
(6) Adjusting nut

(A) Increase free play
(B) Decrease free play

FUEL

Fuel Cock

The three way fuel cock (1) is on the left side near the carburetor.

OFF

With the fuel cock in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the cock OFF whenever the motorcycle is not in use.

ON

With the fuel cock in the ON position, fuel will flow from the main fuel supply to the carburetor.

RES

With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

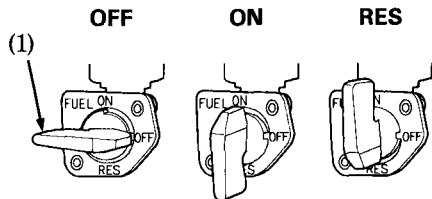
3 ℓ (0.8 US gal, 0.7 Imp gal)

▲ WARNING

- * **To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**
- * **Be careful not to touch any hot engine parts while operating the fuel cock.**

NOTE:

- * Remember to check that the fuel cock is in the ON position each time you refuel. If the cock is left in the RES position, you may run out of fuel with no reserve.



(1) Fuel cock

Fuel Tank

The fuel tank capacity including the reserve supply is:

16 l (4.2 US gal, 3.5 Imp gal)

To open the fuel fill cap (1), open the fuel fill cap cover (2), insert the ignition key (3) and turn it clockwise. The cap will pop up and can be lifted off.

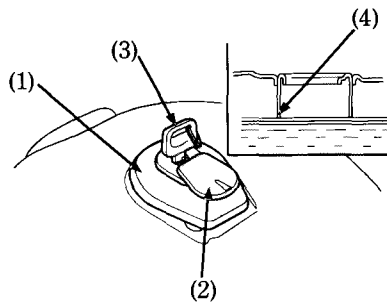
To close the fuel fill cap, align the latch in the cap with the slot in the filler neck.

Push the cap into the filler neck until it snaps closed and locks. Remove the key and close the fuel fill cap cover.

Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

CAUTION:

* If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.

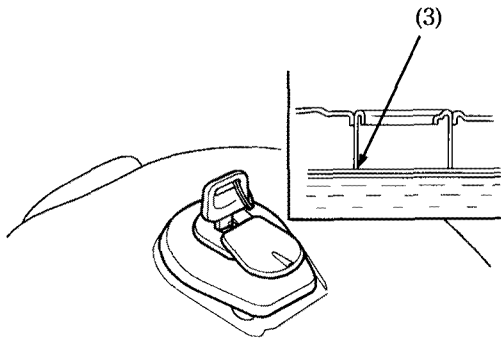


(1) Fuel fill cap
(2) Fuel fill cap cover

(3) Ignition key
(4) Filler neck

▲ WARNING

- * Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.
- * Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel fill cap is closed securely.
- * Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- * Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**



(3) Filler neck

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use petrol that contains more than 10% ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

NOTE:

- * Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- * Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

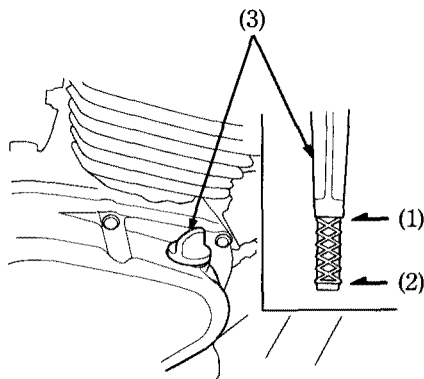
Check the engine oil level each day before riding the motorcycle.

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

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick (3), wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper (1) and lower (2) level marks on the dipstick.
4. If required, add the specified oil (see page 50) up to the upper level mark. Do not overfill.
5. Replace the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

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



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

TUBELESS TYRES

This motorcycle is equipped with tubeless tyres, valves, and wheel rims. Use only tyres marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TYRE APPLICABLE."

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

Check tyre pressure frequently and adjust if necessary.

NOTE:

- * Tyre pressure should be checked before you ride while the tyres are "cold".
- * Tubeless tyres have some degree of selfsealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tyre is not fully inflated.

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

▲ WARNING

- * **Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.**
- * **Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.**

Replace tyres before tread depth at the center of the tyre reaches the following limit:

Minimum recommended tyre center tread depth	
Front	1.5 mm (0.06 in)
Rear	2.0 mm (0.08 in)

		Front	Rear
Cold tyre pressure	Driver only	200 kPa (2.00 kg/cm ² , 29 psi)	200 kPa (2.00 kg/cm ² , 29 psi)
	Driver and passenger	200 kPa (2.00 kg/cm ² , 29 psi)	200 kPa (2.00 kg/cm ² , 29 psi)
Tyre size		90/100—18 54S	120/90—16 63S
Tyre brand TUBELESS ONLY	PIRELLI DUNLOP	MT65 K300MA	MT65 K327AG

Tyre Repair/Replacement:

See your authorized Honda Dealer.

▲ WARNING

- * The use of tyres other than those listed on the tyre information label may adversely affect handling.
- * Do not install tube-type tyres on tubeless rims. The beads may not seat and the tyres could slip on the rims, causing tyre deflation that may result in a loss of vehicle control.
- * Do not install a tube inside a tubeless tyre. Excessive heat build-up may cause the tube to burst resulting in rapid tyre deflation that may result in a loss of vehicle control.
- * Replace the tyre if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tyre deflation that may result in a loss of vehicle control.

▲ WARNING

- * Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tyre repair or replacement.
- * To avoid possible repair failure and tyre deflation that may result in a loss of vehicle control, do not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time, after tyre repair.

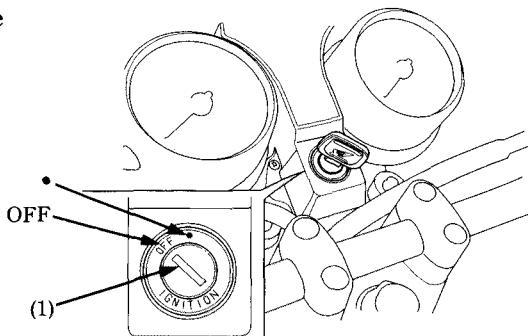
CAUTION:

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

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is beside the speedometer.



(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed
● (ON)	Engine and lights can be operated.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

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

Headlight Switch

The headlight switch (3) has three positions, "H", "P" and "OFF" marked by a dot to the right of "P".

H: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

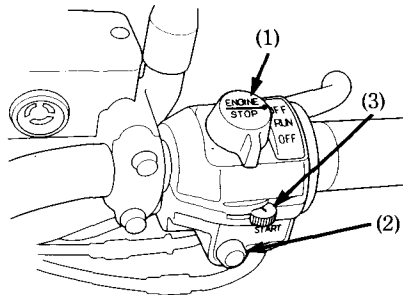
OFF (dot): Headlight, taillight, position light and meter lights off.

Starter Button

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

When you press in the button, the starter cranks the engine.

See pages 34—35 or "Starting Procedure".



(1) Engine Stop switch (3) Headlight switch
(2) Starter Button

LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

Select HI for beam, LO for low beam.

Turn Signal Switch (2)

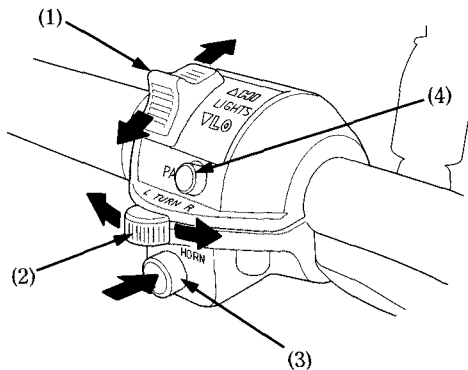
Move to L to signal a left turn, R to signal a right turn. Return to the center (off) when finished.

Horn Button (3)

Press the button to sound the horn.

Passing Light Control Switch (4)

When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.



- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button
- (4) Passing light control switch

FEATURES

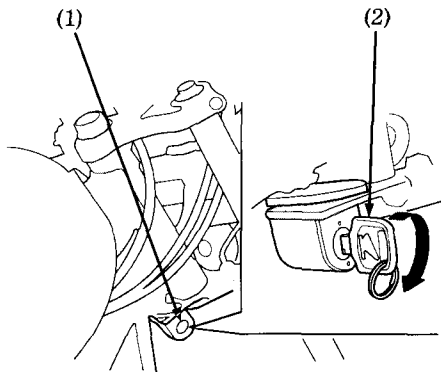
(Not required for operation)

STEERING LOCK

The steering lock (1) is on the steering stem.

To Lock:

Turn the handlebar all the way to the left or right, and insert the key (2) into the lock, turn the key clockwise and remove it.



(1) Steering lock

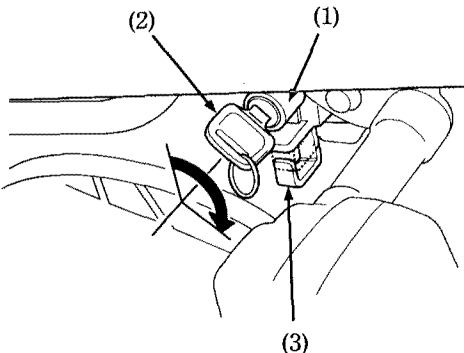
(2) Ignition key

HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it clockwise to unlock the holder. Hang your helmet on the holder pin (3). Turn the key counterclockwise to lock the holder and then remove the key.

▲WARNING

*** The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**

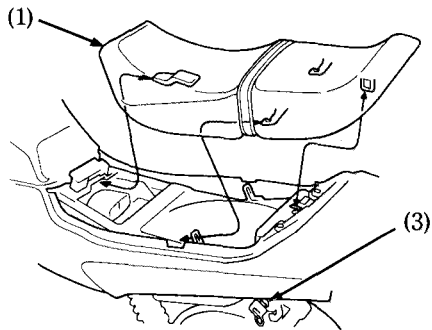


(1) Helmet holder
(2) Ignition key

(3) Holder pin

SEAT

To remove the seat (1), insert the ignition key (2) into the helmet holder (3), turn it clockwise and pull the seat lock lever (4) downward. Pull the seat back and up.

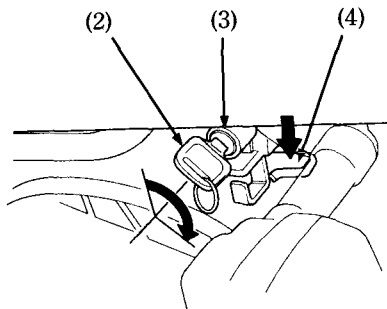


(1) Seat

(3) Helmet holder

To install the seat, insert the seat tab under the frame cross member and push down on the rear of the seat. Turn the key counterclockwise to lock the seat, then remove the key.

Lift the seat to make sure it is locked securely in position.



(2) Ignition key
(3) Helmet holder

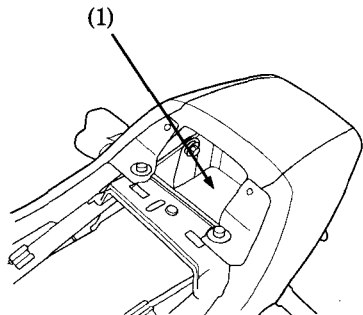
(4) Seat lock lever

DOCUMENT COMPARTMENT

The document compartment (1) is under the seat.

This owner's manual and other documents should be stored in the compartment.

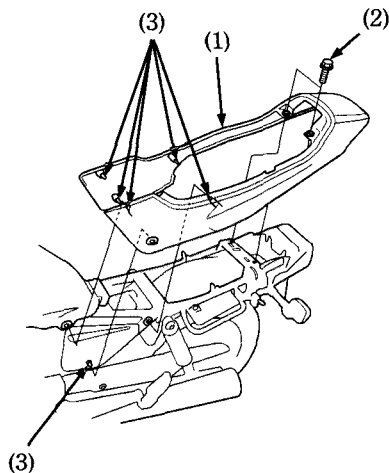
When washing your motorcycle, be careful not to flood this area with water.



(1) Document compartment

SIDE COVER

To remove the side cover (1), remove the seat (see page 30), bolts (2) and pull out the studs (3).



(1) Side cover
(2) Bolts

(3) Studs

OPERATION

PRE-RIDE INSPECTION

▲ WARNING

*** If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.**

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

1. Engine oil level—add engine oil if required (page 21). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 18). Check for leaks.
3. Front and rear brakes—check operation and if necessary, adjust free play (pages 11 – 14).
4. Tyres—check condition and pressure (page 22).

5. Drive chain—check condition and slack (page 58). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 26).
9. Side stand ignition cut-off system—check for proper function (page 65).

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

STARTING THE ENGINE

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

▲ WARNING

- * **Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**

NOTE:

- * Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

- The transmission is in **NEUTRAL** (neutral indicator light ON).
- The engine stop switch is at **RUN**.
- The fuel cock is **ON**.

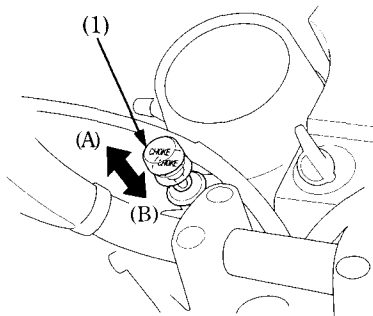
Starting Procedure

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

Normal Air Temperature

10°–35°C (50°–95°F)

1. Pull the chock knob (1) up all the way to Fully ON (A), if the engine is cold.



(1) Choke knob

(A) Fully ON
(B) Fully OFF

2. Start the engine, leaving the throttle closed.

NOTE:

- * Do not open the throttle when starting the engine with the choke ON. This will lean the mixture, resulting in hard starting at:
2,500 – 4,000 min⁻¹ (rpm)
3. Immediately after the engine starts, operate the choke knob (1) to keep fast idle.
 4. About a half minute after the engine starts, push the choke knob (1) down all the way to Fully OFF (B).
 5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95 °F) or above

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

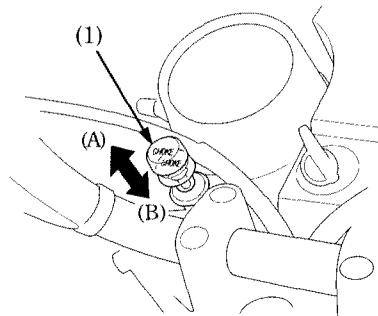
Low Air Temperature

10 °C (50 °F) or below

1. Follow steps 1–2 under “Normal Air Temperature.”
2. When engine speed begins to pick up, operate the choke knob to keep fast idle at:
2,500 – 4,000 min⁻¹ (rpm)
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke knob (1) is at Fully OFF (B).

CAUTION:

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



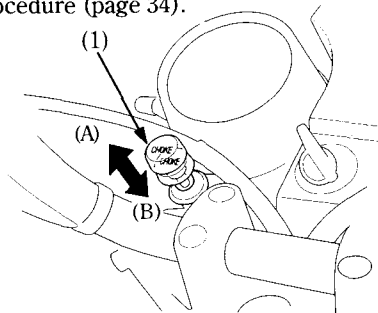
(1) Choke knob

(A) Fully ON

(B) Fully OFF

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to OFF and push the choke knob to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch to RUN and follow the “High Air Temperature” Starting Procedure (page 34).



(1) Choke knob

(A) Fully ON
(B) Fully OFF

RUNNING-IN

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods.

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

RIDING

▲ WARNING

- * **Review Motorcycle Safety (pages 1—4) before you ride.**

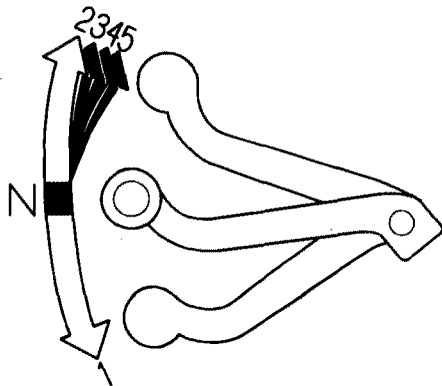
NOTE:

- * Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 42 and explanation for SIDE STAND on page 65)

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.

This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



Shifting pattern

⚠ WARNING

- * Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.

CAUTION:

- * Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by over-speed and shock.
- * Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
- * Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.

CAUTION:

- * Do not run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.

NOTE:

- * The battery will not charge while the engine speed is near idle speed. Avoid idling for prolonged periods, or continuous operation below: 1,500rpm

BRAKING

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

▲ WARNING

- * Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- * When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

▲ WARNING

- * When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- * When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

PARKING

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

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - * **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**
3. Lock the steering to help prevent theft (page 28).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycles at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO: _____

MAINTENANCE

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

Perform the Pre-ride Inspection (page 32) at each scheduled maintenance period.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓ NOTE	ODOMETER READING [NOTE (1)]								Refer to
			x 1,000 km	1	6	12	18	24	30	36	
			x 1,000 mi	0.6	4	8	12	16	20	24	
		MONTHS			6	12	18	24	30	36	
* FUEL LINE						I		I		I	—
* FUEL STRAINER SCREEN					C	C	C	C	C	C	—
* THROTTLE OPERATION						I		I		I	—
* CARBURETOR CHOKE						I		I		I	—
AIR CLEANER	NOTE (2)						R			R	Page 48
CRANKCASE BREATHER	NOTE (3)				C	C	C	C	C	C	Page 52
SPARK PLUG					I	R	I	R	I	R	Pages 53—54
* VALVE CLEARANCE				I	I	I	I	I	I	I	—
ENGINE OIL				R	R	R	R	R	R	R	Pages 49—51
** ENGINE OIL STRAINER SCREEN						C		C		C	—
* ENGINE IDLE SPEED				I	I	I	I	I	I	I	Page 55
BRAKE FLUID	NOTE (4)				I	I	R	I	I	R	Pages 11—12

ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓ NOTE	ODOMETER READING [NOTE(1)]								Refer to
			x1,000km	1	6	12	18	24	30	36	
			x1,000mi	0.6	4	8	12	16	20	24	
			MONTHS		6	12	18	24	30	36	
	DRIVE CHAIN			I, L EVERY 1000km (600mi)							Pages 56–57
	BRAKE SHOE/PAD WEAR				I	I	I	I	I	I	Pages 12, 14
	BRAKE SYSTEM			I		I		I		I	Pages 11–14
*	BRAKE LIGHT SWITCH					I		I		I	—
*	HEADLIGHT AIM					I		I		I	—
	CLUTCH SYSTEM			I	I	I	I	I	I	I	Pages 15–16
	SIDE STAND					I		I		I	Page 65
*	SUSPENSION					I		I		I	—
*	NUTS, BOLTS, FASTENERS			I		I		I		I	—
**	WHEELS/TYRES					I		I		I	—
**	STEERING HEAD BEARINGS			I		I		I		I	—

* 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 RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

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

NOTES: (1) At higher odometer readings, repeat at the frequency interval established here.

(2) Service more frequently when riding in unusually wet or dusty areas.

(3) Service more frequently when riding in rain or at full throttle.

(4) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

TOOL KIT

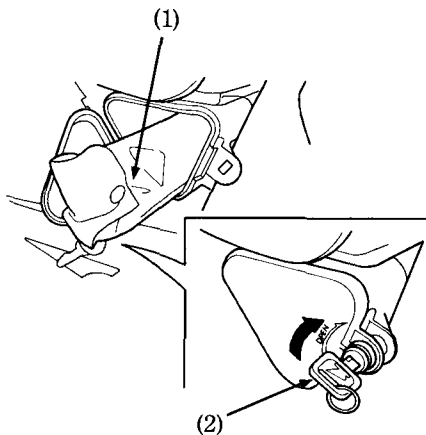
The tool kit (1) is stored in the tool compartment under the right side cover.

To open the tool compartment, insert the ignition key (2) and turn it clockwise to unlock.

To close the tool compartment, close the compartment cover and turn the ignition key counterclockwise to lock.

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- Standard/phillips screwdriver
- Screwdriver grip
- 22 mm box end wrench
- Pin spanner
- Breaker bar
- Spark plug wrench
- Handle bar
- Tool bag

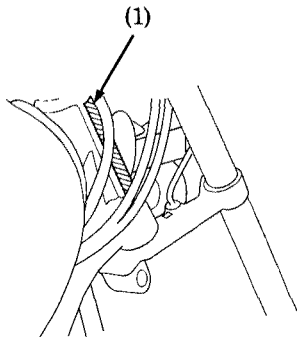


(1) Tool kit
(2) Ignition key

SERIAL NUMBERS

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

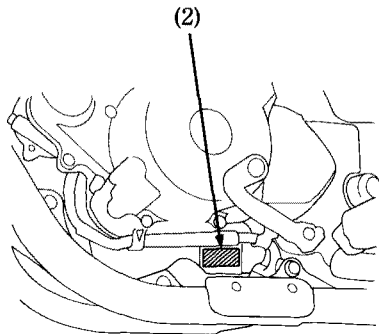
FRAME NO. _____



(1) Frame number

The frame number (1) is stamped on the right side of the steering head.
The engine number (2) is stamped on the left side of the crankcase.

ENGINE NO. _____



(2) Engine number

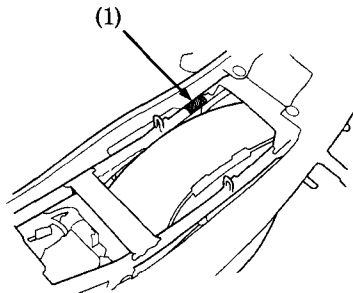
COLOUR LABEL

The colour label (1) is attached to the frame below the seat.

It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOR _____

CODE _____



(1) Color label

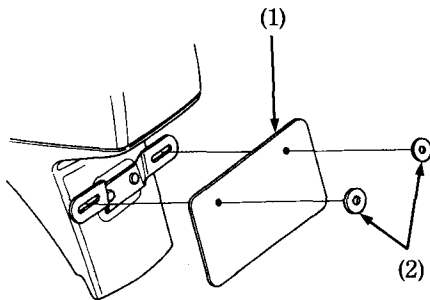
LICENSE PLATE

When you install a license plate (1), be sure to use the washers (2) under the heads of the plate mounting screws, as shown.

Otherwise, the plate may damage itself.

NOTE:

- * The washers are placed in a plastic bag in the document compartment.



(1) License plate

(2) Washers

MAINTENANCE PRECAUTIONS

▲ WARNING

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

▲ WARNING

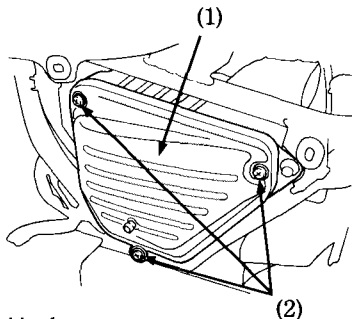
- * Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

AIR CLEANER

(Refer to the maintenance precautions on page 47).

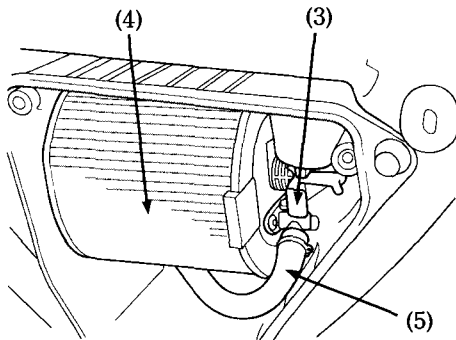
The air cleaner should be serviced at regular intervals (page 43). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the seat (see page 30) and the side cover (see page 31).
2. Remove the air cleaner cover (1) by removing the three screws (2).



(1) Air cleaner cover
(2) Screws

3. Pull out the element retainer (3) and remove the air cleaner element (4).
4. Disconnect the tube (5) from the air cleaner element.
5. Discard the air cleaner element.
6. Install a new air cleaner element.
7. Install the removed parts in the reverse order of removal.



(3) Element retainer
(4) Air cleaner element

(5) Tube

ENGINE OIL

(Refer to the maintenance precautions on page 47).

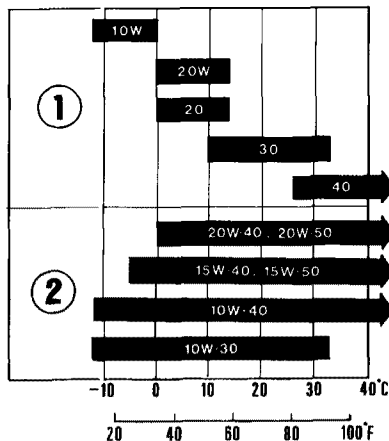
Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for service SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 42).



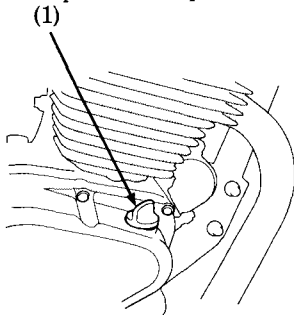
(1) Single grade

(2) Multigrade

Changing the oil requires a torque wrench. If you do not have it and the necessary skill, we recommend that you have your authorized Honda dealer perform this service. If a torque wrench is not used for this installation, see your authorized Honda dealer as soon as possible to verify proper assembly.

NOTE:

- * Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.



(1) Oil filler cap

1. To drain the oil, remove the oil filler cap (1), crankcase drain plug (2) and sealing washer (3).

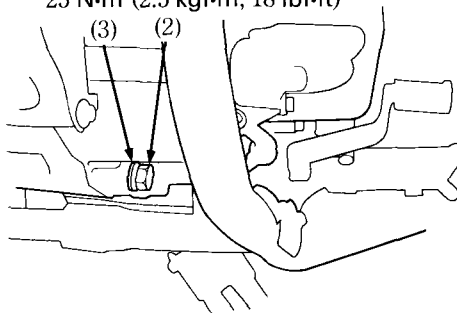
⚠ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**

2. Check that the sealing washer on the drain plug is in good condition and install the plug.

Oil Drain Plug Torque:

25 N·m (2.5 kgf·m, 18 lbf·ft)



(2) Oil drain plug

(3) Sealing washer

3. Fill the crankcase with the recommended grade oil; approximately:
1.5 ℓ (1.6 US qt, 1.3 Imp qt)
4. Install the oil filler cap.
5. Start the engine and let it idle for 2–3 minutes.
6. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

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

NOTE:

- * Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground.

CAUTION:

- * **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

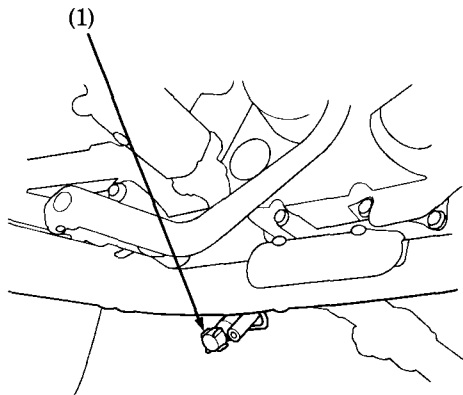
CRANKCASE BREATHER

(Refer to the maintenance precautions on page 47).

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

NOTE:

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



(1) Drain plug

SPARK PLUGS

(Refer to the maintenance precautions on page 47).

Recommended plugs:

Standard:

CR6HSA (NGK) or

U20FSR—U (NIPPONDENSO)

For cold climate: (Below 5°C, 41°F)

CR5HSA (NGK) or

U16FSR—U (NIPPONDENSO)

For extended high speed riding:

CR7HSA (NGK) or

U22FSR—U (NIPPONDENSO)

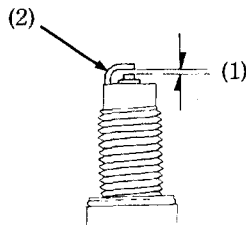
1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases.
3. Remove the spark plugs using the plug wrench furnished in the tool kit.
4. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

5. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.60—0.70 mm (0.024—0.028 in)

Make sure the plug washer is in good condition.



(1) Spark plug gap

(2) Side electrode

6. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
7. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8—1/4 turn after the plug seats.
8. Reinstall the spark plug caps.

CAUTION:

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

IDLE SPEED

(Refer to the maintenance precautions on page 47).

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

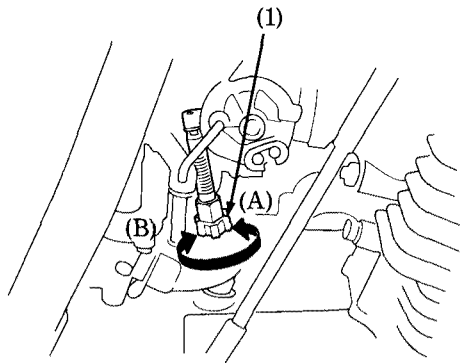
NOTE:

* Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).

Idle speed (In neutral):

$1,500 \pm 100 \text{ min}^{-1} (\text{rpm})$



(1) Throttle stop screw

(A) Increase

(B) Decrease

DRIVE CHAIN

(Refer to the maintenance precautions on page 47).

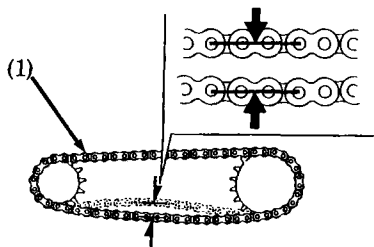
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 32). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand.

20–30 mm (0.8–1.2 in)

3. Roll the motorcycle and check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

4. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

- *Damaged Rollers
- *Loose Pins
- *Dry or Rusted Links
- *Kinked or Binding Links
- *Excessive Wear
- *Improper Adjustment
- *Missing O-rings

SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

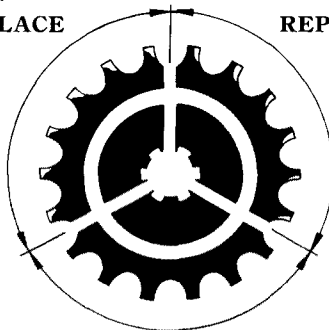
A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket
Teeth

REPLACE

Worn Sprocket
Teeth

REPLACE



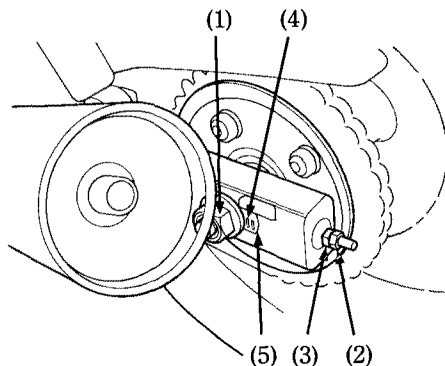
Normal Sprocket Teeth

GOOD

This motorcycle has a staked master link drive chain which requires a special tool for cutting and staking. Do not use an ordinary master link with this chain. See your authorized Honda dealer.

Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



- (1) Axle nut
- (2) Lock nut
- (3) Adjusting nut

- (4) Index mark
- (5) Rear edge of
adjusting slot

If the drive chain requires adjustment, the procedure is as follows:

1. Place the motorcycle on its side stand with the transmission in neutral and the ignition switch off.
2. Loosen the axle nut (1).
3. Loosen both lock nuts (2) on the swingarm.
4. Turn both adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.

Chain slack should be:

20–30 mm (0.8–1.2 in)

5. Check rear axle alignment by making sure the chain adjuster index marks (4) align with the rear edge (5) of the adjusting slots.

6. Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on the rear edge of the adjusting slots and recheck chain slack.

7. Tighten the axle nut to specified torque.
Axle nut torque:

59 N·m (6.0 kgf·m, 43 lbf·ft)

8. Tighten the adjusting nuts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.

CAUTION:

* The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.

Wear inspection:

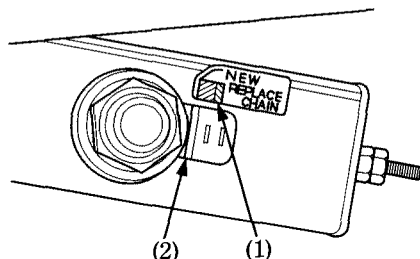
Check the chain wear label when adjusting the chain. If the red zone (1) on the label aligns with the long index mark (2) on the chain adjuster plates after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:

20—30 mm (0.8—1.2 in)

CAUTION:

* Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than:

40 mm (1.6 in)



(1) Red zone

(2) Long index mark

Lubrication and cleaning:

Lubricate every 1,000 km (600 miles) or sooner if chain appears dry.

The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with high flash-point solvent, such as kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

Chain Replacement:

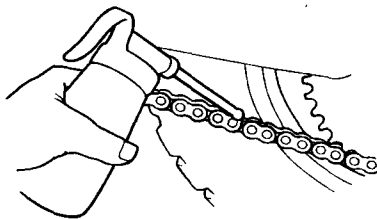
DID 520VC6 or RK 520MOZ9

WHEEL REMOVAL

(Refer to the maintenance precautions on page 47).

NOTE:

If front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your authorized Honda dealer for this service.

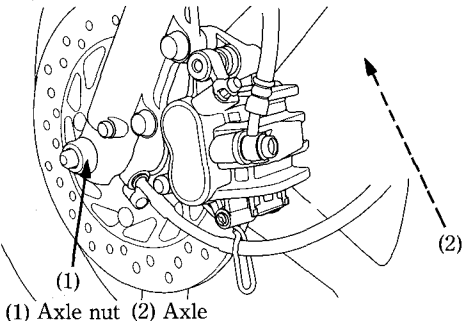


Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the axle nut (1), and remove the axle (2).
3. Remove the front wheel.

NOTE:

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



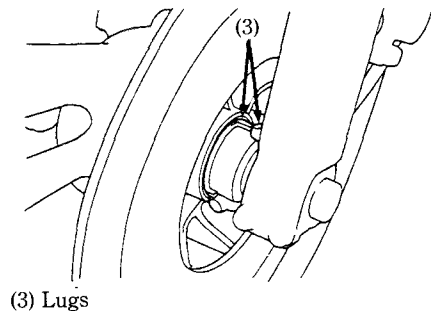
Installation Note:

To install the front wheel assembly, position the wheel between the fork legs. Insert the front axle from the left side, through the left front fork leg and wheel hub.

Position the lug on the speedometer gear-box against the lug (3) on the left fork leg. Install and tighten the axle nut to the specified torque.

Axle bolt torque:

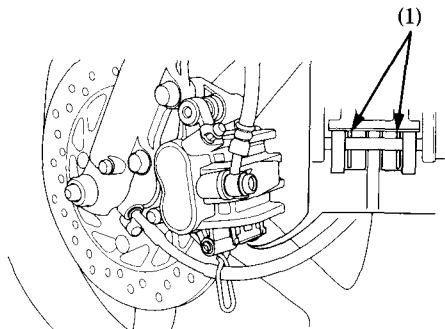
59 N·m (6.0 kgf·m, 44 lbf·ft)



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

▲ WARNING

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



(1) Groove

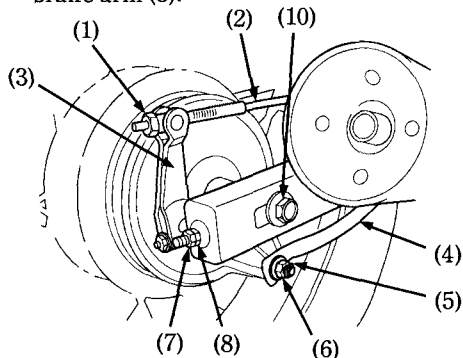
Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. If either pad wears to the groove (1), both pads must be replaced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

▲ WARNING

- * Failure to provide adequate disc to caliper holder clearance may damage the brake discs and impair braking efficiency.

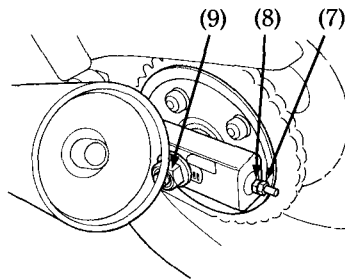
Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3).



- | | |
|------------------------------|-------------------------|
| (1) Rear brake adjusting nut | (6) Stopper arm nut |
| (2) Brake rod | (7) Lock nut |
| (3) Brake arm | (8) Chain adjusting nut |
| (4) Brake stopper arm | (9) Axle nut |
| (5) Cotter pin | (10) Axle |

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
4. Loosen the lock nuts (7) and drive chain adjusting nuts (8).
5. Remove the axle nut (9).
6. Remove the drive chain from the driven sprocket by pushing the rear wheel forward.
7. Remove the axle (10), side collar and rear wheel from the swing arm.



- | | |
|-------------------------|--------------|
| (7) Lock nut | (9) Axle nut |
| (8) Chain adjusting nut | |

Installation Notes:

- To install the rear wheel, reverse the removal procedure.
- Tighten and torque the nuts to the specification listed.

Axle nut torque:

59 N·m (6.0 kgf·m, 43 lbf·ft)

Brake stopper arm nut torque:

22 N·m (2.2 kgf·m, 16 lbf·ft)

- Adjust the drive chain (see page 57) and brake (see page 13).
- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

⚠ WARNING

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

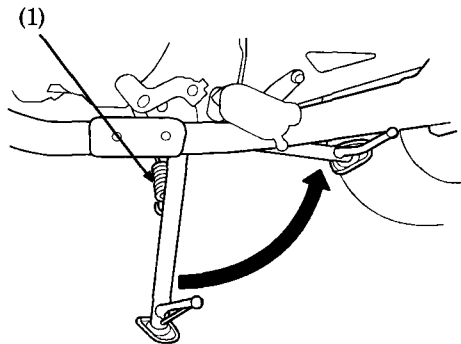
SIDE STAND

(Refer to the maintenance precautions on page 47).

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
 1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
 2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
 3. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your authorized Honda dealer for service.



(1) Spring

BATTERY

(Refer to the maintenance precautions on page 47).

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your authorized Honda dealer.

CAUTION:

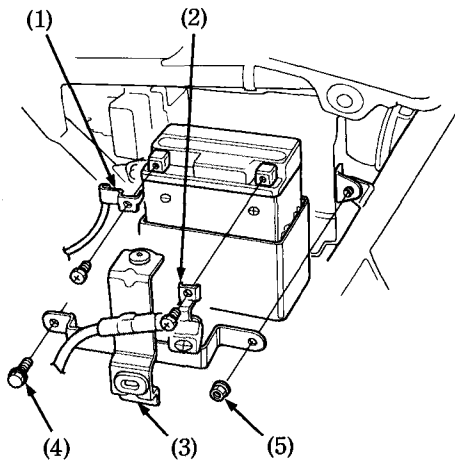
- * Removing the battery cap strip can damage the cap strip and result in leaks and eventual battery damage.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

▲ WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- * The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- * Electrolyte is poisonous.
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- * **KEEP OUT OF REACH OF CHILDREN.**

Battery Removal:

1. Remove the seat (see page 30) and the side cover (see page 31).
2. Disconnect the negative (–) terminal lead (1) from the battery first.
3. Disconnect the positive (+) terminal lead (2).
4. Remove the battery holder (3) by removing the bolt (4) and nut (5).
5. Pull out the battery from the battery box.



- (1) Negative (–) terminal lead
- (2) Positive (+) terminal lead
- (3) Battery holder
- (4) Bolt
- (5) Nut

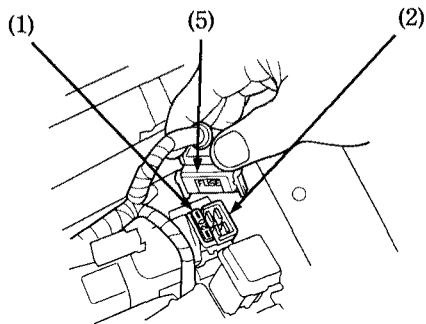
FUSE REPLACEMENT

(Refer to the maintenance precautions on page 47).

The main fuse (1), located on the starter magnetic switch (2) under the seat, is 20 A.

The fuse box (3) is located under the seat.

The spare fuses (4) are located near the fuse box.



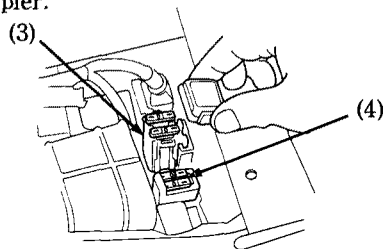
(1) Main fuse
(2) Starter magnetic switch
(5) Wire coupler

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

CAUTION:

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

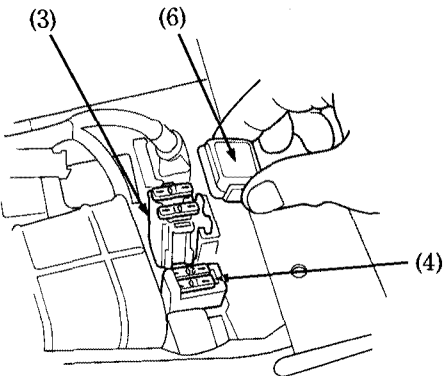
To replace the main fuse (1), remove the seat (see page 30), disconnect the wire coupler (5) and remove the old fuse. Install a new fuse and reconnect the wire coupler.



(3) Fuse box
(4) Spare fuses

To replace fuses in the fuse box (3), remove the seat (see page 31), fuse box cover (6) and old fuse.

Install a new fuse and fuse box cover.

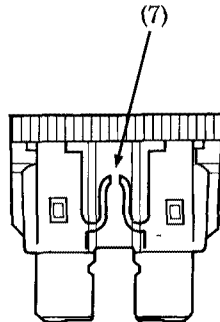


(3) Fuse box
(4) Spare fuses

(6) Fuse box cover

▲ WARNING

*** Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.**



(7) Blown fuse

CLEANING

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

CAUTION:

- * **High pressure water (or air) can damage certain parts of the motorcycle.**

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

Ignition Switch
Instruments
Handlebar Switches
Carburetor
Wheel Hubs
Drive Chain
Muffler Outlets
Under Fuel Tank
Under Seat

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

NOTE:

- * Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
 3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
 4. Lubricate the drive chain immediately after washing the motorcycle.

▲ WARNING

- * **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

CAUTION:

- * **Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.**

STORAGE GUIDE

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

STORAGE

1. Change the engine oil.
2. Drain the fuel tank and carburetor into an approved petrol container. Spray the inside of the fuel tank with an aerosol rust-inhibiting oil.
Reinstall the fuel cap on the tank.

NOTE:

- * If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

▲ WARNING

- * **Petrol is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel or where fuel is stored.**

3. Remove the spark plugs and pour a tablespoon (15–20 cm³) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

NOTE:

- * When turning the engine over, the engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.
4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
Slow charge the battery once a month.

5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 32).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,090 mm (82.3 in)
Overall width	755 mm (29.7 in)
Overall height	1,090 mm (42.9 in)
Wheelbase	1,425 mm (56.1 in)
Ground clearance	165 mm (6.5 in)

WEIGHT

Dry weight	132 kg (291 lbs)
------------	------------------

CAPACITIES

Engine oil	After draining	1.5 ℓ (1.6 US qt, 1.3 Imp qt)
	After disassembly	1.8 ℓ (1.9 US qt, 1.6 Imp qt)
Fuel tank		16 ℓ (4.2 US gal, 3.5 Imp gal)
Fuel reserve		3 ℓ (0.8 US gal, 0.7 Imp gal)
Passenger capacity load		Operator and one passenger
Maximum weight capacity		174 kg (383 lbs)

ENGINE

Bore and stroke	53 x 53 mm (2.09 in x 2.09 in)
Compression ratio	9.2 : 1
Displacement	234 cm ³ (14.3 cu-in)
Spark plug	
Standard	CR6HSA (NGK) or U20FSR—U (NIPPONDENSO)
For cold climate (Below 5°C, 41°F)	CR5HSA (NGK) or U16FSR—U (NIPPONDENSO)
For extended high speed riding	CR7HSA (NGK) or U22FSR—U (NIPPONDENSO)
Spark plug gap	0.60—0.70 mm (0.024—0.028 in)
Idle speed	1,500 ± 100 min ⁻¹ (rpm)
Valve clearance (cold)	
Intake	0.08 mm (0.003 in)
Exhaust	0.08 mm (0.003 in)

CHASSIS AND SUSPENSION

Caster	28°30'
Trail	109 mm (4.3 in)
Tire size, front	90/100—18 54S
Tire size, rear	120/90—16 63S

POWER TRANSMISSION

Primary reduction	3.631
Gear ratio, 1st	2.846
2nd	1.777
3rd	1.333
4th	1.083
5th	0.913
Final reduction	2.214

ELECTRICAL

Battery
Generator

12V—6Ah
190 W/5,000 min⁻¹ (rpm)

LIGHTS

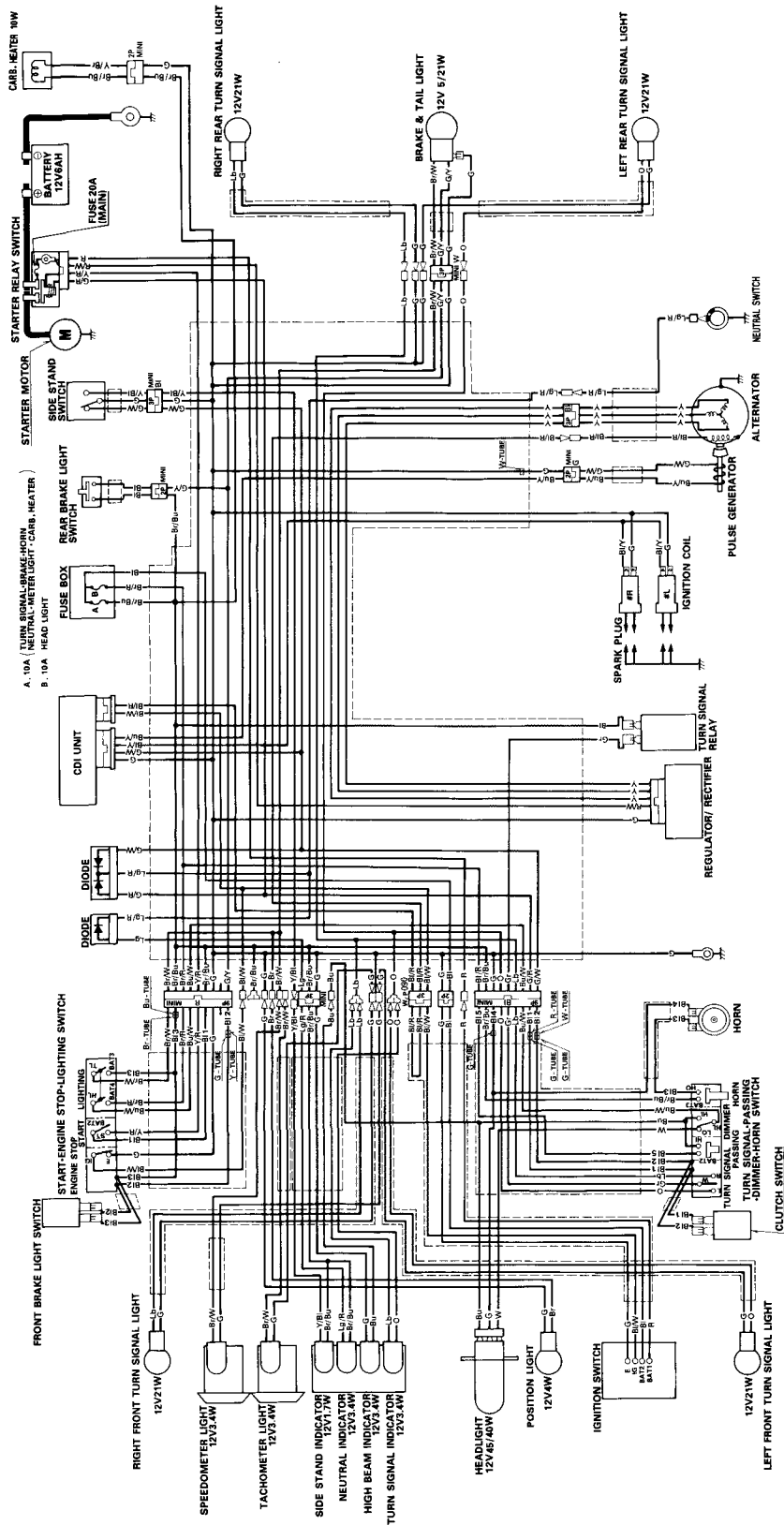
Headlight (HIGH/LOW)
Tail/stoplight
Turn signal light Front
 Rear
Instrument lights
Neutral indicator light
Turn signal indicator light
High beam indicator light
Side stand indicator light

12 V—40/45 W
12 V—5/21 W
12 V—21 W x 2
12 V—21 W x 2
12 V—3.4 W
12 V—3.4 W
12 V—3.4 W x 2
12 V—3.4 W
12 V—1.7 W

FUSE

10A
20A (Main fuse)

CB250 E



Bl	Black	Bf	Brown
Y	Yellow	O	Orange
Bu	Blue	Lb	Light Blue
G	Green	Lg	Light Green
R	Red	P	Pink
W	White	Gr	Gray

SWITCH CONTINUITY

STARTER SWITCH	ENGINE STOP SWITCH	IGNITION SWITCH	TURN SIGNAL SWITCH	DIMMER SWITCH	HORN SWITCH	LIGHTING SWITCH	PASSING SWITCH
ST BATZ	IG E	BAT/BATZ IG E	W R L	HL HL LO	NO BATZ	TL BATZ HL BATZ	H BATZ
FREE	OFF	OFF	R	HI	FREE	●	FREE
PUSH	RUN	●	N	IN	PUSH	H	PUSH
COLOR	BLW G	COLOR R Bl BWV G	L	LO	COLOR Bl 3 Rr/Bu	COLOR Bl 3 Bu/W B/W	COLOR Bu Bl S

