



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

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Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.

- The following codes in this manual indicate each country.
- The illustrations here in are based on the CB400A type.

Country Codes

Code	Country
CB400	
U, II U, V U, VI U	Australia
SI, II SI	Singapore
CB400A	
U, II U	Australia
II SI	Singapore

* The specifications may vary with each locale.



A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle.
- 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.

Other important information is provided under the following titles:

- NOTICE** Information to help you avoid damage to your motorcycle, other property, or the environment.



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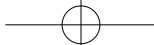
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Motorcycle Safety

This section contains important information for safe riding of your motorcycle.
Please read this section carefully.

Safety Guidelines	P.3
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Safety Guidelines

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➤P.6

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check

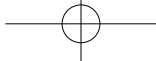
that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the seat strap or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.



Safety Guidelines

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➤P.11), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➤P.10).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid



Safety Guidelines

leaks, check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

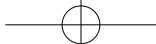
Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in a confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

WARNING

Carbon monoxide gas is toxic.
Breathing it can cause
unconsciousness and even kill you.

Avoid any areas or activities that
expose you to carbon monoxide.



Safety Precautions

Safety Precautions

- Ride cautiously and keep your hands on the handlebars and feet on the footpegs.
- Keep passenger's hands onto the grab rail, passenger's feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

■ Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened.

- Face shield with unobstructed field of vision or other approved eye protection.

WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Make sure that you and any passenger always wear an approved helmet and protective apparel.

■ Gloves

Full-finger leather gloves with high abrasion resistance

■ Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

■ Jacket and Pants

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit).



Riding Precautions

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts and rapid acceleration.
- Avoid hard braking.
- Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and sudden shifting to a lower gear.
 - ▶ Sudden braking can reduce the motorcycle's stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk wheel slippage.
- Exercise caution on low traction surfaces.
 - ▶ The wheels lock more easily on such surfaces, and braking distances are longer.
- Avoid continuous braking.
 - ▶ Repeated braking can overheat the brakes, reducing their effectiveness.



Riding Precautions

Combined ABS (CB400A)

Your motorcycle is equipped with a brake system that distributes the braking force between the front and rear brakes. The distribution of the braking force applied to the front and rear brakes is different when operating the lever only and when operating the pedal only.

For full braking effectiveness, operate both the lever and pedal together.

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent the brakes from locking up during hard braking. Always use the recommended tyres to ensure correct ABS operation.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.



Riding Precautions

Parking

- Park on a firm, level paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebars and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

Parking with the Side Stand

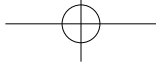
1. Stop the engine.
2. Push the side stand down.
3. Slowly lean the motorcycle to the left until its weight rests on the side stand.

4. Turn the handlebars fully to the left.
 - Turning the handlebars to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. P.21

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converter:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. P.98
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.



Accessories & Modifications

Motorcycle Safety

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.



Loading

Loading

- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
➤ **Maximum weight capacity** P.106
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

WARNING

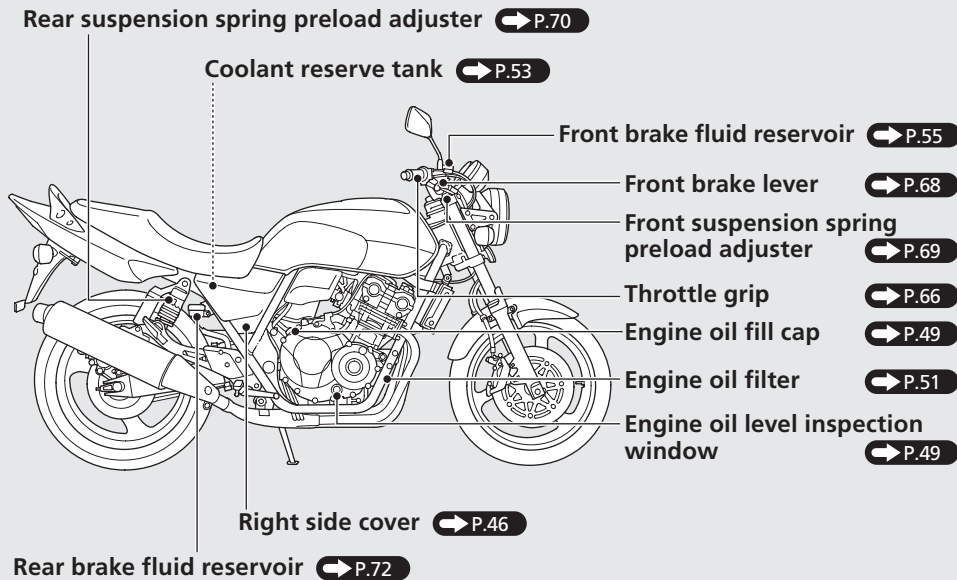
Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Motorcycle Safety



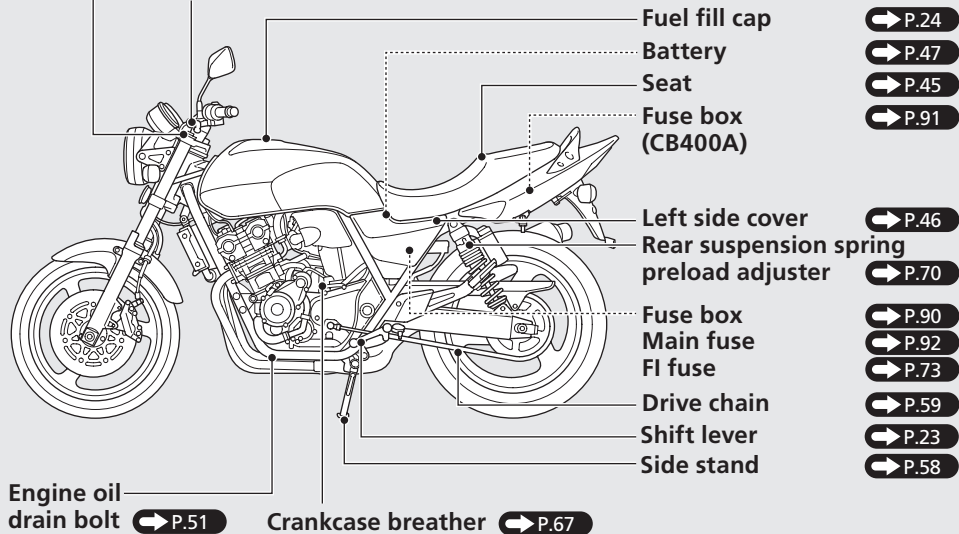
Parts Location





Front suspension spring preload adjuster ➞ P.69

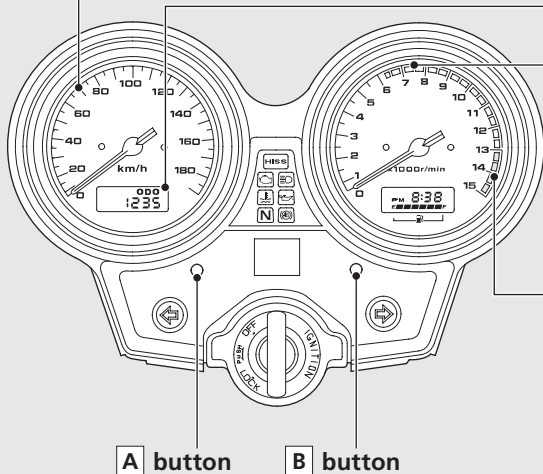
Clutch lever ➞ P.63





Instruments

Speedometer



Tachometer

NOTICE

Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

Tachometer red zone
(excessive engine rpm range)



Odometer [ODO] & Tripmeter [TRIP 1/2]

[A] button switches between odometer & tripmeters.

- Odometer: Total distance ridden.
- Tripmeter: Distance ridden since tripmeter was reset (press and hold [A] button to reset to 0.0 km).

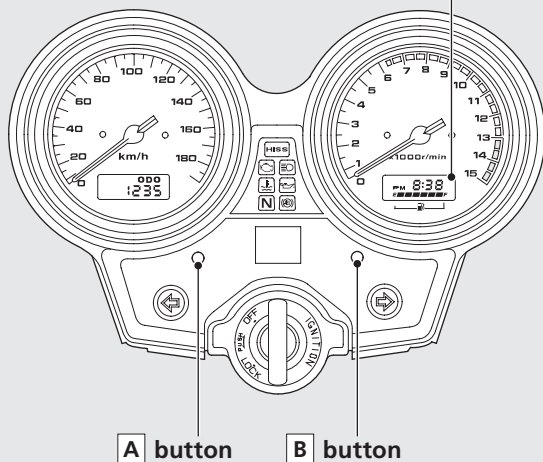
Display Check

When the ignition switch is turned ON, all the mode and digital segments will show. If any part of these displays does not come on when it should, have your dealer check for problems.

continued 15



Instruments (Continued)



Clock (12-hour display)



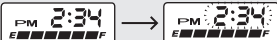
Fuel gauge

Remaining fuel when the display lights as shown in the illustration: approximately 4.0 litres (1.06 US gal, 0.88 Imp gal)

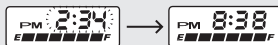




To set the clock:

- 1 Turn the ignition switch ON.
- 2 Press and hold **A** and **B** buttons until the hour digits start flashing.

- 3 Press **A** button until the desired hour and AM/PM are displayed.
▶ Press and hold to advance the hour fast.
- 4 Press **B** button until the desired minute is displayed.
▶ Press and hold to advance the minute fast.

- 5 Turn the ignition switch OFF.
▶ The adjustment will be cancelled if no operation is performed for 30 seconds during the time adjustment mode.





Indicators



PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)

Comes on briefly when the ignition switch is turned ON with the engine stop switch in the RUN position.

If it comes ON while engine is running: ➡ P.75



Low oil pressure indicator

Comes on when the ignition switch is turned ON. Goes off when the engine starts.

If it comes ON while engine is running: ➡ P.75



High coolant temperature indicator

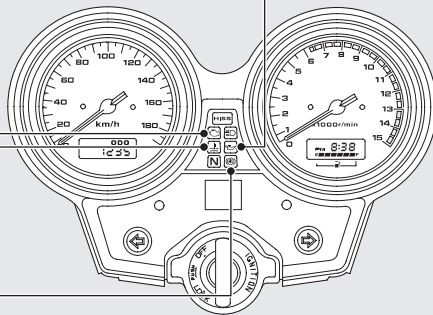
If it comes ON while engine is running: ➡ P.74



ABS (Anti-lock Brake System) indicator (CB400A only)

Comes on when the ignition switch is turned ON. Goes off when your speed reaches approximately 10 km/h (6 mph).

If it comes ON while riding: ➡ P.76





N Neutral indicator

Comes ON when the transmission is in Neutral.

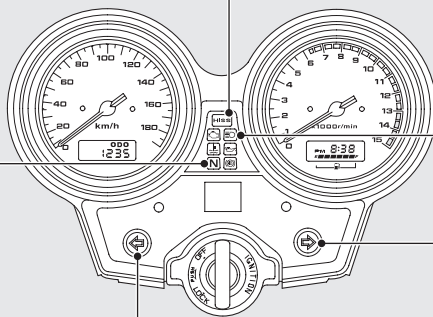
HISS indicator ➡ P.73

- Comes on briefly when the ignition switch is turned ON with the engine stop switch in the RUN  position. Goes off if the ignition key has the correct coding.
- Flashes every 2 seconds for 24 hours when the ignition switch is turned OFF.

High beam indicator

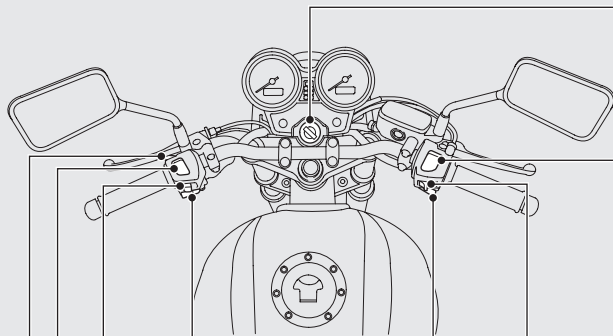
➡ Right turn signal indicator

Left turn signal indicator





Switches



Engine stop switch

Should normally remain in the RUN  position.

► In an emergency, switch to the OFF  position to stop the engine.



Horn button



Turn signal switch

Headlight dimmer switch

-  : High beam
-  : Low beam

Passing light control switch

Flashes the high beam headlight.



Hazard switch

Switchable when the ignition switch is ON.



Start button

Headlight turns off when operating the starter motor.



Ignition Switch

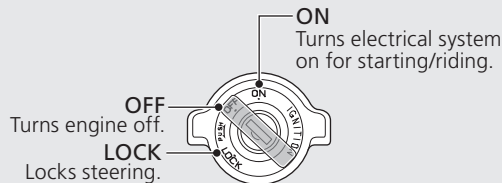
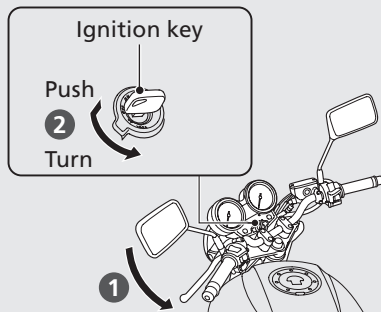
Switches the electrical system on/off, locks the steering.

- Key can be removed when in the OFF or LOCK position.

Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.

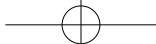


Locking

- 1 Turn the handlebars all the way to the left.
- 2 Push the key down, and turn the ignition switch to the LOCK position.
 - Jiggle the handlebars if the lock is difficult to engage.
- 3 Remove the key.

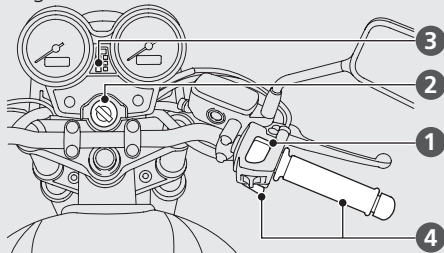
Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.



Starting the Engine

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition OFF and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.
- Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe discoloration.

- 1 Make sure the engine stop switch is in the RUN  position.
- 2 Turn the ignition switch to the ON position.
- 3 Shift the transmission to Neutral (**N** indicator comes ON). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
- 4 Press the start button with the throttle completely closed.

If the engine does not start:

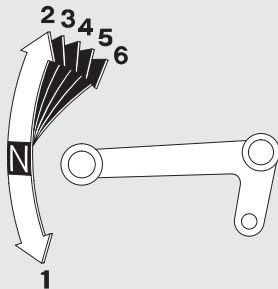
- 1 Open the throttle fully and press the start button for 5 seconds.
- 2 Repeat the normal starting procedure.
- 3 If the engine starts, open the throttle slightly if idling is unstable.
- 4 If the engine does not start, wait 10 seconds before trying steps 1 & 2 again.

If Engine Will Not Start ➔ P.73



Shifting Gears

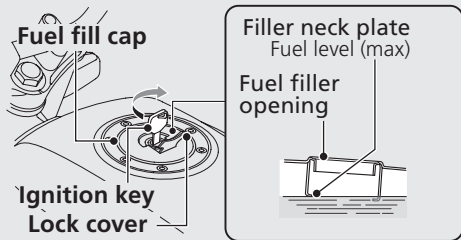
Your motorcycle transmission has six forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.



Refuelling



Do not fill with fuel above the plate.

Fuel type: Unleaded petrol only

Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 91 or higher.

Tank capacity: 18.0 litres (4.76 US gal, 3.96 Imp gal)

Refuelling and Fuel Guidelines

➡ P.9

Opening the Fuel Fill Cap

Open the lock cover, insert the ignition key, and turn it clockwise to open the cap.

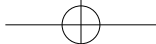
Closing the Fuel Fill Cap

- 1 After refuelling, push the fuel fill cap closed until it locks.
- 2 Remove the key and close the cover.
 - The key cannot be removed if the cap is not locked.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

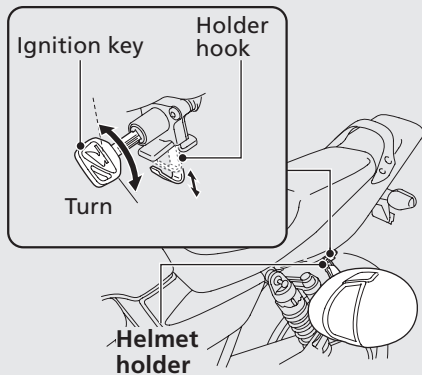
- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.



Storage Compartment

Helmet Holder

The helmet holder is located on the left side below the seat.



- Use the helmet holder only when parked.
- There is also another helmet holder located on under the seat. ➡ P.26

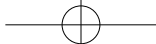
Using the Helmet Holder

- 1 Insert the ignition key and turn it clockwise to unlock.
- 2 Hang your helmet on the holder hook.
- 3 Turn the key counterclockwise to lock the holder hook and then remove the key.

⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

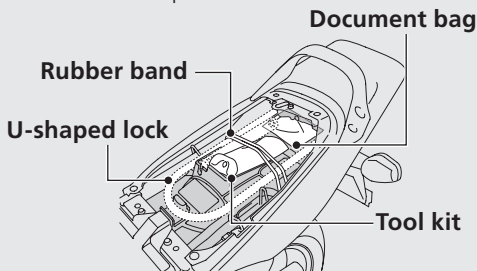
Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.



Storage Compartment *(Continued)*

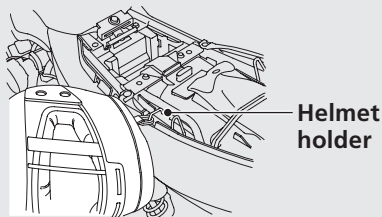
Rear Compartment

The helmet holder, tool kit and document bag are located under the seat. There is also space to store a U-shaped lock.



- ▶ The U-shaped lock is held in place above the rear fender by the rubber band.
- ▶ Use the helmet holder only when parked.
- ▶ Some U-shaped locks may not fit in the compartment due to their size or design.

Removing the Seat ➡ P.45



⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.



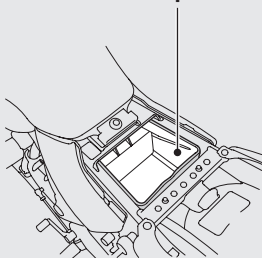
Centre Compartment

The centre compartment is located under the seat.

Maximum Weight Limit: **3.0 kg (6.6 lb)**

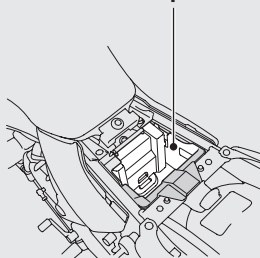
(CB400)

Centre compartment



(CB400A)

Centre compartment



- The centre compartment may become heated by the engine. Do not store any items that are flammable or susceptible to heat damage.

Removing the Seat

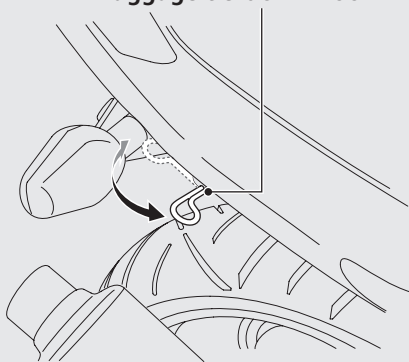




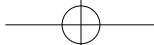
Luggage Tie-down Hooks

This motorcycle is equipped with the retractable luggage tie-down hooks below the seat of both sides.

Luggage tie-down hook



- Never use the tie-down hooks to tow or lift the motorcycle.



Maintenance

Please read “Importance of Maintenance” and “Maintenance Fundamentals” carefully before attempting any maintenance. Refer to “Specifications” for service data.

Importance of Maintenance	P.30	Side Stand	P.58
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Brakes	P.55		



Importance of Maintenance

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. ➤P.31

WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.



Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.

All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

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



Maintenance Schedule

Items \ Frequency		Odometer Reading *1								Refer to page
		× 1,000 km	1	6	12	18	24	30	36	
		× 1,000 mi	0.6	4	8	12	16	20	24	
		Month		6	12	18	24	30	36	
Fuel Line					I		I		I	–
Throttle Operation					I		I		I	66
Air Cleaner *2						R			R	–
Crankcase Breather *3				C	C	C	C	C	C	67
Spark Plug					I		R		I	–
Valve Clearance							I			–
Engine Oil			R		R		R		R	49
Engine Oil Filter			R		R		R		R	51
Radiator Coolant *4					I		I		R	53
Cooling System					I		I		I	–
Secondary Air Supply System					I		I		I	–

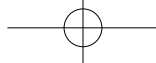
Maintenance Level

✂ : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.

✂ : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

I : Inspect (clean, adjust, lubricate, or replace, if necessary)
 C : Clean
 L : Lubricate
 R : Replace



Maintenance Schedule

Items	Frequency	Odometer Reading *1								Refer to page
		× 1,000 km	1	6	12	18	24	30	36	
		× 1,000 mi	0.6	4	8	12	16	20	24	
		Month		6	12	18	24	30	36	
Drive Chain		Every 1,000 km (600 mi): I L								59
Drive Chain Slider					I		I		I	62
Brake Fluid *4				I	I	R	I	I	R	55
Brake Pads Wear				I	I	I	I	I	I	56
Brake System			I		I		I		I	34
Brake Light Switch					I		I		I	71
Headlight Aim					I		I		I	71
Clutch System			I	I	I	I	I	I	I	63
Side Stand					I		I		I	58
Suspension					I		I		I	69, 70
Nuts, Bolts, Fasteners			I		I		I		I	—
Wheels/Tyres					I		I		I	41
Steering Head Bearings			I		I		I		I	—

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 intervals, whichever comes first. Replacement requires mechanical skill.



Maintenance Fundamentals

Pre-ride Inspection

To ensure safety, it is your responsibility to perform a pre-ride inspection and make sure that any problem you find is corrected. A pre-ride inspection is a must, not only for safety, but because having a breakdown, or even a flat tyre, can be a major inconvenience.

Check the following items before you get on your motorcycle:

- Tyre tread wear and air pressures are within limits. ➤P.41
- Lights, horn, and turn signals operate normally.
- Check the condition of the drive chain. Adjust slack and lubricate as needed. ➤P.40, 59

Check the following items if you are carrying a passenger or cargo:

- Combined weight is within load limits. ➤P.106
- Cargo is secured properly.
- Suspension spring preload is adjusted to suit load. ➤P.69, 70

Check the following items after you get on your motorcycle:

- Throttle action moves smoothly without binding. ➤P.66
- Brake lever and pedal operate normally
- Refuel when needed. ➤P.9, 24
- Engine stop switch functions properly. ➤P.20

Check the following items at regular intervals:

- Oil level is between the upper and lower marks. ➤P.49
- Brake fluid level is
Front: above the LOWER level mark.
Rear: between the UPPER and LOWER level marks. ➤P.55



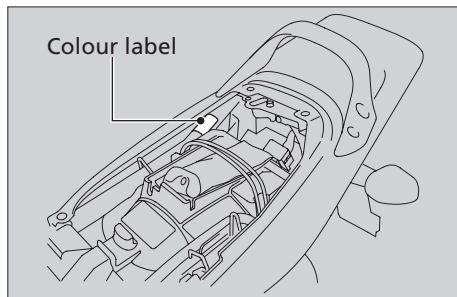
Maintenance Fundamentals

- Engine coolant level is between the UPPER and LOWER level marks. ➤P.53
- Side stand functions properly. ➤P.23, 58

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

When ordering coloured components, specify the model name, colour, and code mentioned on the colour label. The colour label is attached to the frame under the seat. ➤P.45



Maintenance

⚠ WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.

Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.



Maintenance Fundamentals

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.



This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health. Always confirm local regulations for battery disposal.

WARNING

The battery gives off explosive hydrogen gas during normal operation.

A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

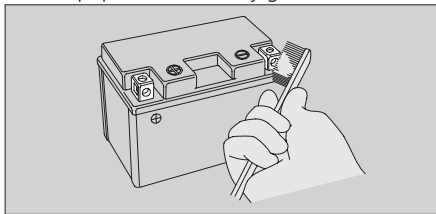
Cleaning the Battery Terminals

1. Remove the battery. ➡P.47
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.



Maintenance Fundamentals

3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

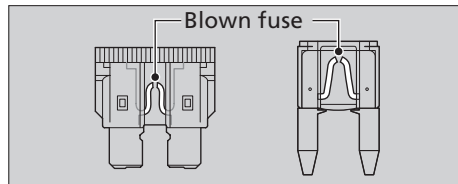
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➤P.90

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➤P.108



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.



Maintenance Fundamentals

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.

Check the engine oil level regularly, and add the recommended engine oil if necessary. Dirty oil or old oil should be changed as soon as possible.

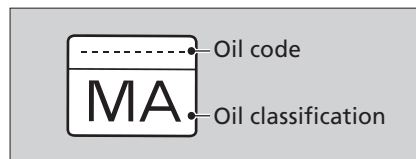
Selecting the Engine Oil

For recommended engine oil, see "Specifications." P.107

If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

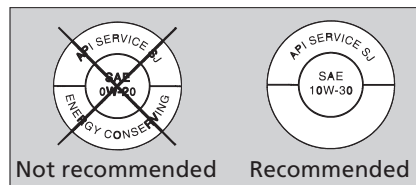
- JASO T 903 standard*¹: MA
- SAE standard*²: 10W-30
- API classification*³: SG or higher

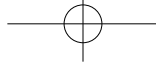
*¹. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



*². The SAE standard grades oils by their viscosity.

*³. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" on the circular API service symbol.





Maintenance Fundamentals

Brake Fluid

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:

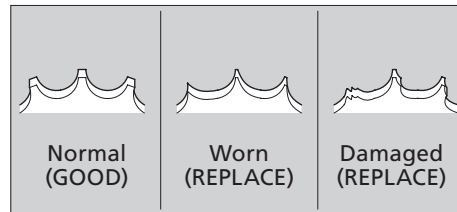
Honda DOT 4 Brake Fluid or equivalent

Drive Chain

The drive chain must be inspected and lubricated regularly. Inspect the chain more frequently if you often ride on bad roads, ride at high speed, or ride with repeated fast acceleration.

If the chain does not move smoothly, makes strange noises, has damaged rollers or loose pins or missing O-rings, or kinks, have the chain inspected by your dealer.

Also inspect the engine sprocket and rear wheel sprocket. If either has worn or damaged teeth, have the sprocket replaced by your dealer.



NOTICE

Use of a new chain with worn sprockets will cause rapid chain wear.

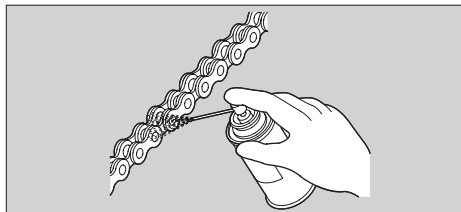


Cleaning and Lubricating

After inspecting the slack, clean the chain and sprockets while rotating the rear wheel. Use dry cloth with chain cleaner designed specifically for O-ring chains, or neutral detergent. Use a soft brush if the chain is dirty. After cleaning, wipe dry and lubricate with the recommended lubricant. If not available, use SAE 80 or 90 gear oil.

Recommended lubricant:

Drive chain lubricant designed specifically for O-ring chains



Do not use a steam cleaner, a high pressure cleaner, a wire brush, volatile solvent such as gasoline and benzene, abrasive cleaner, chain cleaner or lubricant NOT designed specifically for O-ring chains as these can damage the rubber O-ring seals.

Avoid getting lubricant on the brakes or tyres. Avoid applying excess chain lubricant to prevent spray onto your clothes and the motorcycle.

Recommended Coolant

Pro Honda HP is a pre-mixed solution of antifreeze and distilled water.

Concentration:

50 % antifreeze and 50 % distilled water



Maintenance Fundamentals

A concentration of antifreeze below 40 % will not provide proper corrosion and cold temperature protection. A concentration of up to 60 % will provide better protection in colder climates.

NOTICE

Using coolant not specified for aluminium engines or using ordinary tap water can cause corrosion.

Crankcase Breather

Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.

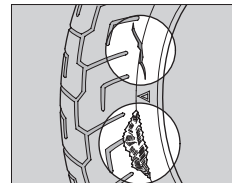
Tyres (Inspecting/Replacing)

■ Checking the Air Pressure

Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

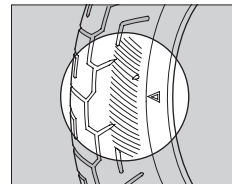
■ Inspecting for Damage

Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for the bumps or bulges in the side walls of the tyres.



■ Inspecting for Abnormal Wear

Inspect the tyres for signs of abnormal wear on the contact surface.

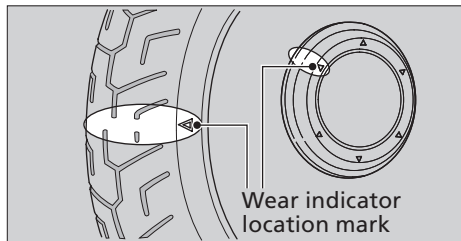




Maintenance Fundamentals

Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠ WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.



Maintenance Fundamentals

Have your tyres replaced by your dealer.
For recommended tyres, air pressure and minimum tread depth, see "Specifications."

▶ P.107

Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalents after the tyre is installed.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

WARNING

Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

Maintenance



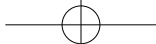
Tool kit

The tool kit is stored under the seat.  P.45

You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

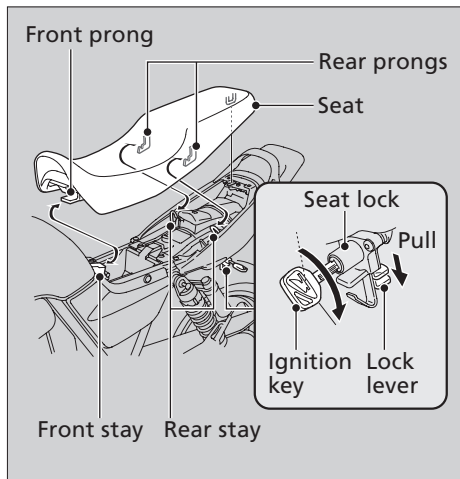
Maintenance

- Pin spanner
- 8 mm Open end wrench
- 10 x 12 mm Open end wrench
- 14 x 17 mm Open end wrench
- Pliers
- Standard/Phillips screwdriver
- Screwdriver handle
- Extension bar
- 5 mm Hex wrench
- 17 mm Box end wrench
- 24 mm Box end wrench
- Spark plug wrench



Removing & Installing Body Components

Seat

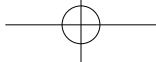


■ Removal

1. Insert the ignition key into the seat lock and turn it clockwise.
2. Pull the seat lock lever downward to unlock the seat.
3. Pull the seat back and up.

■ Installation

1. Insert the front prong into the front stay and the rear prongs into the rear stays on the frame.
2. Push forward and then down on the rear of the seat.
 - Make sure that the seat is locked securely in position to pull it up lightly.
 - The seat locks automatically when closed. Take care not to lock your key under the seat.



Removing & Installing Body Components ► Side Covers

Side Covers

The right side cover must be removed to access the coolant reserve tank.
The left side cover must be removed for fuse maintenance.

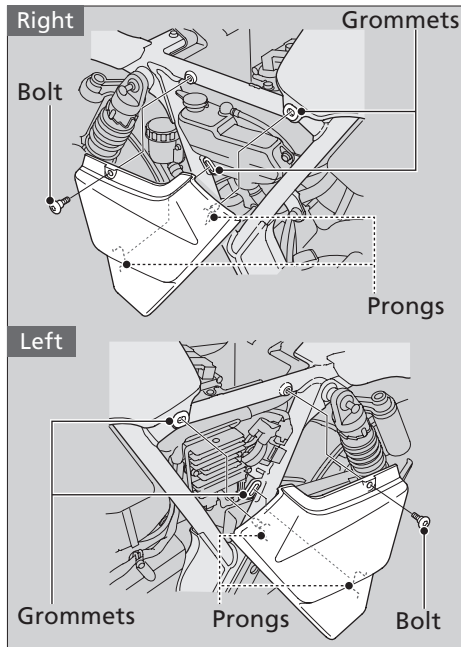
The right and left side covers can be removed in the same manner.

Removal

1. Remove the seat. ►P.45
2. Remove the bolt.
3. Remove the prongs from the grommets.

Installation

1. Insert the prongs into the grommets.
2. Install the bolt.
3. Install the seat properly.

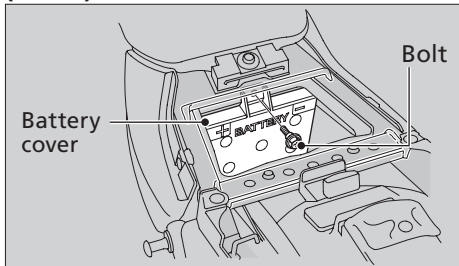




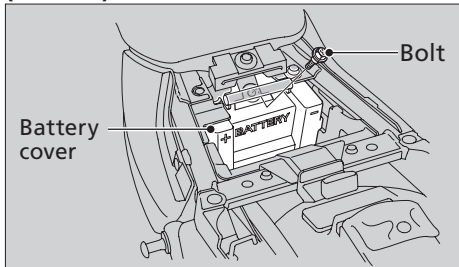
Removing & Installing Body Components ► Battery

Battery

(CB400)



(CB400A)



■ Removal

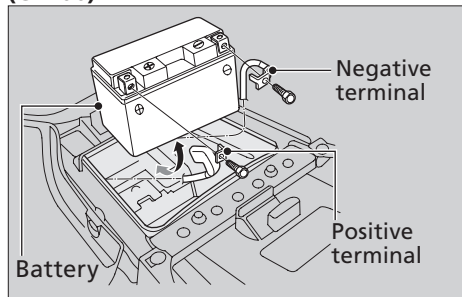
Make sure the ignition switch is OFF.

1. Remove the seat. ►P.45
2. Open the battery cover by removing the bolt.



Removing & Installing Body Components ► Battery

(CB400)

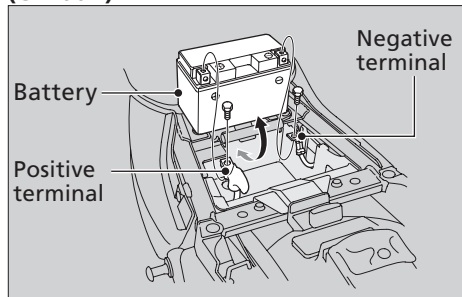


3. Disconnect the negative $\ominus$ terminal from the battery.
4. Disconnect the positive $\oplus$ terminal from the battery.
5. Remove the battery taking care not to drop the terminal nuts.

■ Installation

Install the parts in the reverse order of removal. Always connect the positive $\oplus$ terminal first. Make sure that bolts and nuts are tight.

(CB400A)



The clock will be reset AM 1:00 if the battery is disconnected.

To set the clock, see "Operation Guide."

►P.17

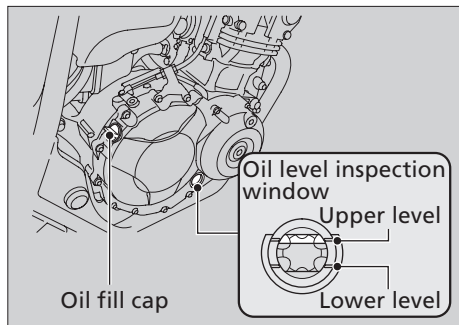
For proper handling of the battery, see "Maintenance Fundamentals." ►P.36
Battery Goes Dead ►P.86



Engine Oil

Checking the Engine Oil

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch OFF, stop the engine and wait 2 to 3 minutes.
3. Place your motorcycle in an upright position on a firm, level surface.
4. Check that the oil level is between the upper and lower level marks in the oil inspection window.



Maintenance



Engine Oil ► Adding Engine Oil

Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil. ►P.38

1. Remove the oil fill cap. Add the recommended oil until it reaches the upper level mark.
 - Place your motorcycle in an upright position on a firm, level surface when checking the oil level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the oil filler opening.
 - Wipe up any spills immediately.
2. Securely reinstall the oil fill cap.

NOTICE

Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see “Maintenance Fundamentals.” ►P.38



Changing Engine Oil & Filter

Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

Use a new Honda Genuine oil filter or equivalent specified for your model.

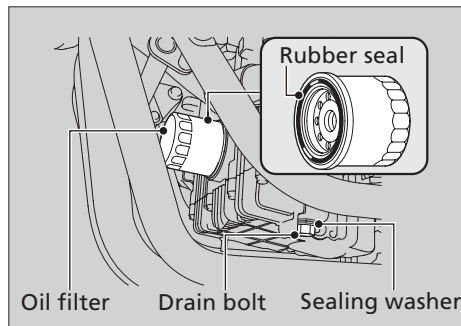
NOTICE

Using the wrong oil filter can result in serious damage to the engine.

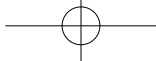
1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch OFF, stop the engine and wait for 2 to 3 minutes.
3. Park on a firm, level surface and lower the side stand.
4. Place a drain pan under the drain bolt.

Engine Oil ► Changing Engine Oil & Filter

5. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.
6. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
 - Discard the oil and oil filter at an approved recycling centre.



continued 51



Engine Oil ► Changing Engine Oil & Filter

7. Apply a thin coat of engine oil to the rubber seal of a new oil filter.
8. Install a new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

9. Replace the sealing washer. Install the drain bolt and tighten.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

10. Fill the crankcase with the recommended oil (►P.38) and install the oil fill cap.

Required oil

When changing oil & engine oil filter:

3.2 litres (3.4 US qt, 2.8 Imp qt)

When changing oil only:

3.0 litres (3.2 US qt, 2.6 Imp qt)

11. Check the oil level. ►P.49

12. Check that there are no oil leaks.

NOTICE

Improper installation of the oil filter can result in serious damage to the engine.

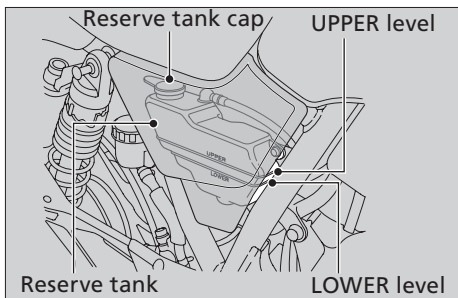


Coolant

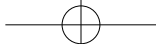
Checking the Coolant

The reserve tank is behind the right side cover.

1. Place your motorcycle on a firm, level surface.
2. Hold your motorcycle in an upright position.
3. Check that the coolant level is between the UPPER and LOWER level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.



Coolant ► Adding Coolant

Adding Coolant

1. If the coolant level is below the LOWER level, add the recommended coolant (☒P.40) until the level reaches the UPPER level mark.
Add fluid only from the reserve tank cap and do not remove the radiator cap.
2. Remove the right side cover. ☒P.46
3. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 - Do not overfill above the UPPER level mark.
 - Make sure no foreign objects enter the reserve tank opening.
4. Securely reinstall the cap.
5. Install the right side cover.

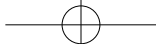
WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

Changing Coolant

Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

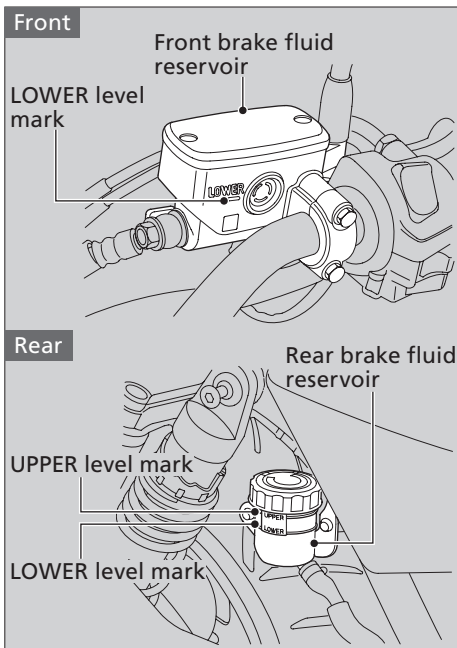


Brakes

Checking Brake Fluid

1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the brake fluid reservoir is horizontal and that the fluid level is:
Front above the LOWER level mark.
Rear between the LOWER level and UPPER level marks.

If the brake fluid level in either reservoir is below the lower level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.





Brakes ► Inspecting the Brake Pads

Inspecting the Brake Pads

Check the condition of the brake pad groove wear indicators.

(CB400)

Front The pads need to be replaced if a brake pad is worn to the bottom of the groove.

Rear The pads need to be replaced if a brake pad is worn to the groove.

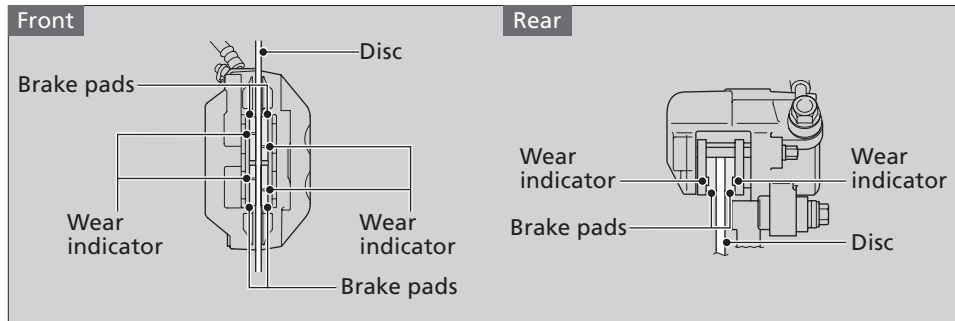
1. **Front** Inspect the brake pads from in front of the brake caliper.

► Always inspect both left and right calipers.

2. **Rear** Inspect the brake pads from the rear right of the motorcycle.

If necessary have the pads replaced by your dealer.

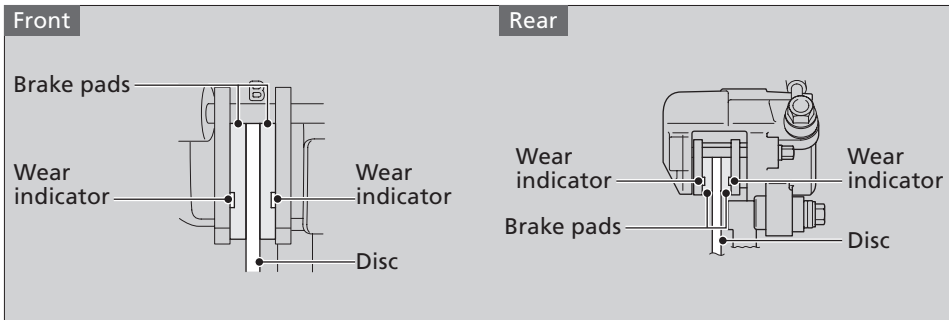
Always replace both left and right brake pads at the same time.

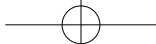


**Brakes ► Inspecting the Brake Pads****(CB400A)**

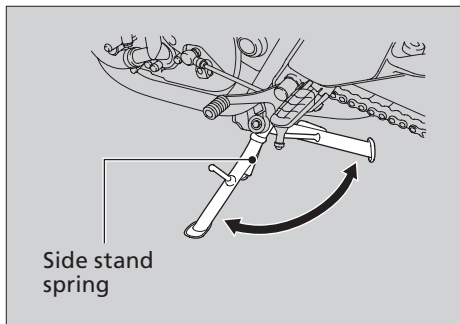
The pads need to be replaced if a brake pad is worn to the groove.

1. **Front** Inspect the brake pads from below the brake caliper.
► Always inspect both left and right calipers.
2. **Rear** Inspect the brake pads from the rear right of the motorcycle.
If necessary have the pads replaced by your dealer.
Always replace both left and right brake pads at the same time.



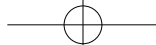


Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.

4. Start the engine, pull the clutch lever in, and shift the transmission into gear.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.



Drive Chain

Inspecting the Drive Chain Slack

Check the drive chain slack at several points along the chain. If the slack is not constant at all points, some links may be kinked and binding.

Have the chain inspected by your dealer.

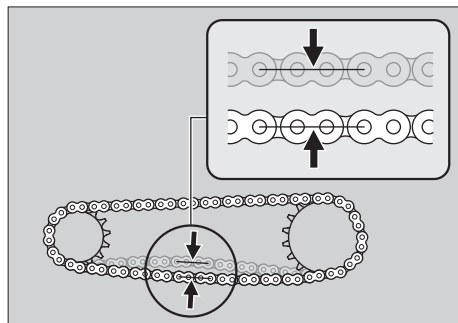
1. Place your motorcycle on the side stand on a level surface.
2. Stop the engine place the gear in Neutral.

3. Check the slack in the lower half of the drive chain midway between the sprockets.

Drive chain slack:

25 to 35 mm (1.0 to 1.4 in)

- Do not ride your motorcycle if the slack exceeds 50 mm (2.0 in).



4. Roll the motorcycle forward and check that the chain moves smoothly.

Maintenance

continued 59



Drive Chain ► Adjusting the Drive Chain Slack

5. Inspect the sprockets. ➤P.39
6. Clean and lubricate the drive chain.
➤P.40

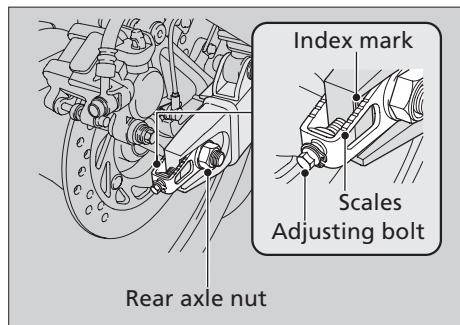
Adjusting the Drive Chain Slack

Adjusting the chain requires special tools. Have the drive chain slack adjusted by your dealer.

(CB400A only)

When adjusting the drive chain slack, be careful not to damage the wheel speed sensor and pulser ring.

1. Place your motorcycle on the side stand on a level surface.
2. Stop the engine. Place the transmission in Neutral.
3. Loosen the rear axle nut.



4. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting bolts counterclockwise to tighten the chain. Turn the adjusting bolts clockwise to provide more slack. Adjust the slack at a point midway between the front sprocket and the rear wheel sprocket. Check the drive chain slack. ➤P.59



Drive Chain ► Adjusting the Drive Chain Slack

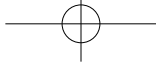
5. Check rear axle alignment by making sure the scales on the drive chain adjusters align with the index marks on both sides of the swingarm. Both scales should correspond. If the axle is misaligned, turn the right or left adjusting bolt until the scales are aligned and recheck chain slack.

6. Tighten the rear axle nut.

Torque: 88 N·m (9.0 kgf·m, 65 lbf·ft).

7. Tighten the adjusting bolts lightly.
8. Recheck drive chain slack.

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



Drive Chain ► Checking the Drive Chain Slider

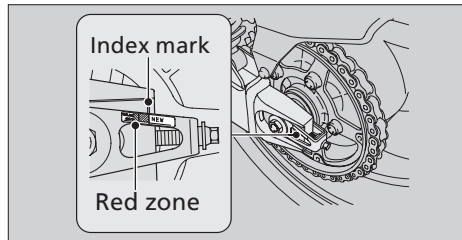
Checking the Drive Chain Wear

Check the chain wear label when adjusting the drive chain. If the index mark on the swingarm enters the red zone on the label after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced.

Chain:

RK 525SMOZ5

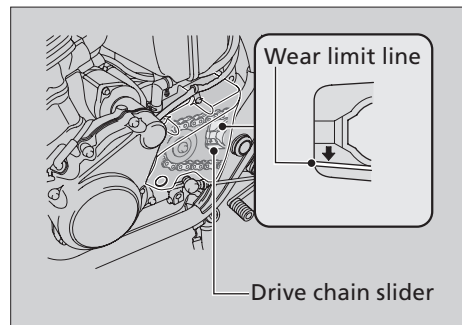
If necessary have the drive chain replaced by your dealer.



Checking the Drive Chain Slider

Check the condition of the drive chain slider. The drive chain slider need to be replaced if it is worn to the wear limit line.

If necessary have the drive chain slider replaced by your dealer.





Clutch

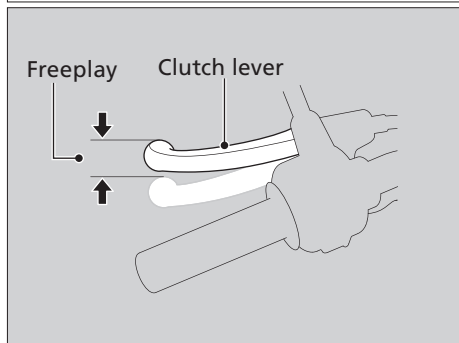
Checking the Clutch

Checking the Clutch Lever Freeplay

Check the clutch lever freeplay.

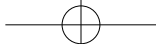
Freeplay at the clutch lever:

10 to 20 mm (0.4 to 0.8 in)



Check the clutch cable for kinks or signs of wear. If necessary have it replaced by your dealer.

Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

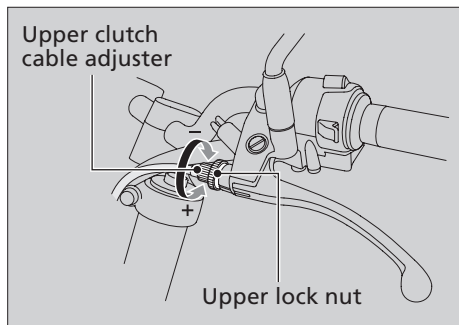
**Clutch ► Adjusting the Clutch Lever Freeplay**

Adjusting the Clutch Lever Freeplay

Upper Adjustment

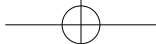
Attempt adjustment with the upper clutch cable adjuster first.

1. Loosen the upper lock nut.
2. Turn the upper clutch cable adjuster until the freeplay is 10 to 20 mm (0.4 to 0.8 in).
3. Tighten the upper lock nut and check the freeplay again.



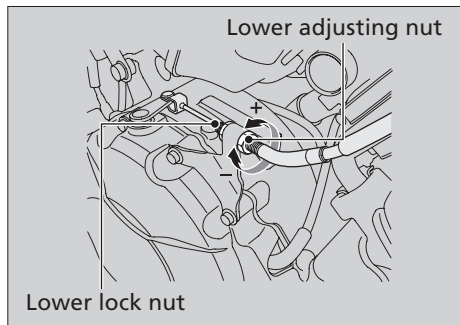
Lower Adjustment

If the upper clutch cable adjuster is threaded out near its limit, or the correct freeplay cannot be obtained, attempt adjustment with the lower adjusting nut.



Clutch ► Adjusting the Clutch Lever Freeplay

1. Loosen the upper lock nut and turn the upper clutch cable adjuster all the way in (to provide maximum freeplay). Tighten the upper lock nut.
2. Loosen the lower lock nut.
3. Turn the lower adjusting nut until the clutch lever freeplay is 10 to 20 mm (0.4 to 0.8 in).
4. Tighten the lower lock nut and check the clutch lever freeplay.
5. Start the engine, pull the clutch lever in, 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. Your motorcycle should move smoothly and accelerate gradually.



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



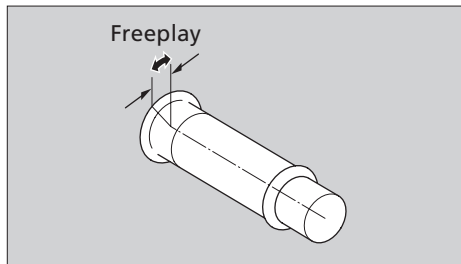
Throttle

Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

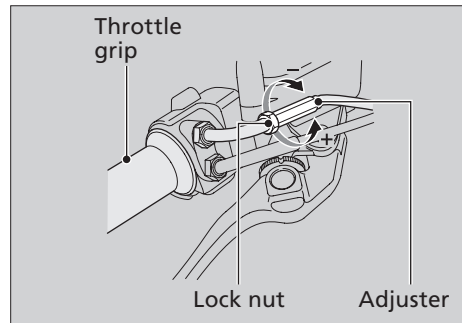
Freeplay at the throttle grip flange:

2 to 6 mm (0.1 to 0.2 in).



Adjusting the Throttle Freeplay

1. Loosen the lock nut.
2. Turn the adjuster until the freeplay is 2 to 6 mm (0.1 to 0.2 in).
3. Tighten the lock nut and inspect the throttle action again.

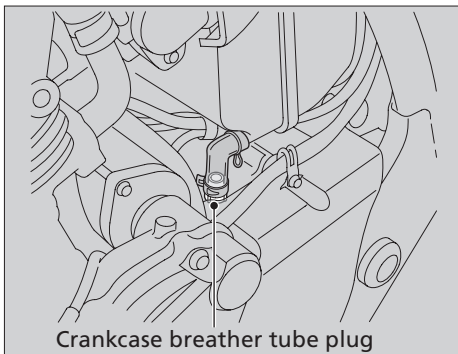


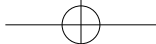


Crankcase Breather

Cleaning the Crankcase Breather

1. Remove the crankcase breather tube plug from the tube.
2. Drain deposits into a suitable container.
3. Install the crankcase breather tube plug.





Other Adjustments

Adjusting the Brake Lever

You can adjust the distance between the tip of the brake lever and handle grip.

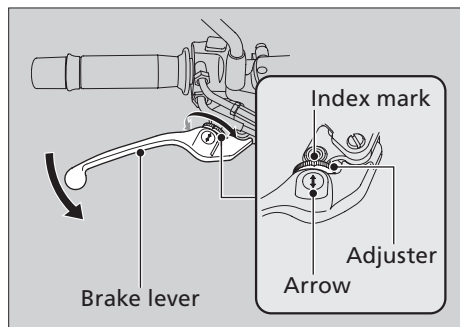
Adjustment method

Turn the adjuster until the index mark aligns with the arrow while pushing the lever forward in the desired position.

After adjustment, check that the lever operates correctly before riding.

NOTICE

- Do not turn the adjuster beyond its natural limit.



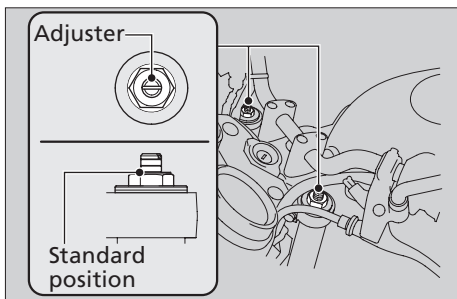


Other Adjustments ► Adjusting the Front Suspension

Adjusting the Front Suspension

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is the third groove from the top aligns with the top surface of the fork cap.



NOTICE

Do not turn the adjuster beyond its limits.
Adjust both left and right forks to the same spring preload.

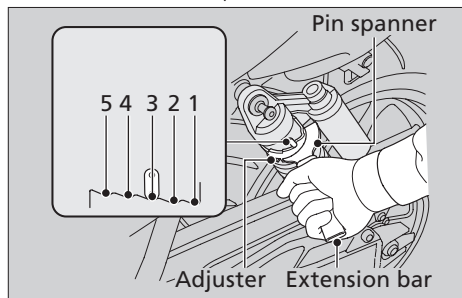


Other Adjustments ► Adjusting the Rear Suspension

Adjusting the Rear Suspension

Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Use the pin spanner and extension bar to turn the adjuster. Position 1 to 2 are for a decrease spring preload (soft), or turn the position 4 to 5 increase spring preload (hard). The standard position is 3.



Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

NOTICE

Adjust both left and right shock absorbers to the same spring preload.

NOTICE

The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.



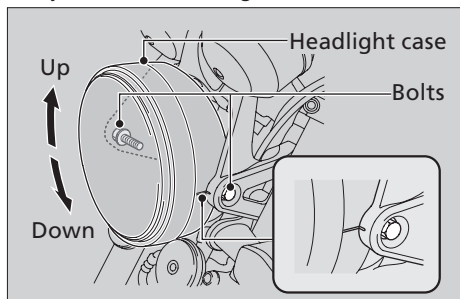
Other Adjustments ► Adjusting the Headlight Aim

Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment.

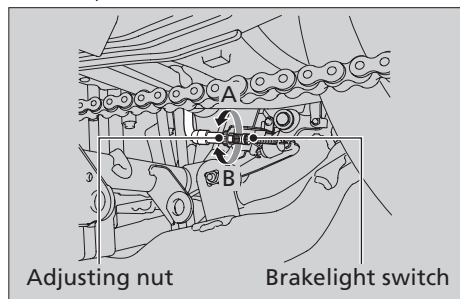
To move the headlight case, loosen the bolts.

Obey local laws and regulations.



Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.





Troubleshooting

Engine Will Not Start	
(HISS indicator stays ON)	P.73
Overheating	
(High coolant temperature	
indicator is ON)	P.74
Warning Indicators ON or Flashing	P.75
Low Oil Pressure Indicator	P.75
PGM-FI (Programmed Fuel Injection)	
Malfunction Indicator Lamp (MIL).....	P.75
ABS Indicator (CB400A).....	P.76

Other Warning Indications	P.77
Fuel Gauge Failure Indication	P.77
Tyre Puncture	P.78
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Battery Goes Dead.....	P.86
Burned-out Light Bulb	P.86
Blown Fuse	P.90



Engine Will Not Start (HISS indicator stays ON)

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Check the correct engine starting sequence. ➤P.22
- Check that there is petrol in the fuel tank.
- Check if the PGM-FI malfunction indicator lamp (MIL) is ON.
 - ▶ If the indicator light is ON, contact your dealer as soon as possible.
- Check if the HISS indicator stays ON.
 - ▶ Turn the ignition switch to the OFF position and remove the key. Reinsert the key and turn the ignition switch to the ON position. If the indicator still stays ON, check the following:
Check if there is no another HISS key (including spare key) close to the ignition switch.

Check if there are no any metallic seals or stickers on the key.

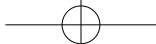
If the HISS indicator still stays ON, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Make sure engine stop switch is RUN position. ➤P.20
- Check for a blown fuse. ➤P.90
- Check for a loose battery connection or battery terminal corrosion. ➤P.36
- Check the condition of the battery. ➤P.86

If the problem continues, have your motorcycle inspected by your dealer.



Overheating (High coolant temperature indicator is ON)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes ON.
- Acceleration becomes sluggish.
- If this occurs, pull safely to the side of the road and perform the following procedure.

Extended fast idling may cause the high coolant temperature indicator comes ON.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.

2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

If the fan is not operating:

Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

If the fan is operating:

Allow the engine to cool with the ignition switch in the OFF position.

3. After the engine has cooled, inspect the radiator hose and check if there is a leak.

➡P.53

If there is a leak:

Do not start the engine. Transport your motorcycle to your dealer.

4. Check the coolant level in the reserve tank, and add coolant as necessary.

➡P.54

5. If 1-4 check normal, you may continue riding, but closely monitor the high coolant temperature indicator.



Warning Indicators ON or Flashing

Low Oil Pressure Indicator

If the low oil pressure indicator comes ON, pull safely to the side of the road and stop the engine.

NOTICE

Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. ➤ P.50
2. Start the engine.
 - ▶ Only continue riding if the low oil pressure indicator goes OFF.

Rapid acceleration may momentarily cause the low oil pressure indicator to come ON, especially if the oil is at or near the low level. If the low oil pressure indicator stays ON when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes ON while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.



Warning Indicators ON or Flashing ► ABS (Anti-lock Brake System) Indicator (CB400A)

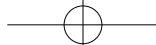
ABS (Anti-lock Brake System) Indicator (CB400A)

If the indicator operates in one of the following ways, you may have a serious problem with the brake system. Reduce your speed and have your motorcycle inspected by your dealer as soon as possible.

- Indicator comes ON or starts flashing while riding.
- Indicator does not come ON when the ignition switch is in the ON position.
- Indicator does not go OFF at speeds above 10 km/h (6 mph).

If the ABS indicator stays ON, your brakes will continue to work as a conventional system, but without the anti-locking function.

The ABS indicator may flash if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch OFF and then ON again. The ABS indicator will go OFF after your speed reaches 30 km/h (19 mph).

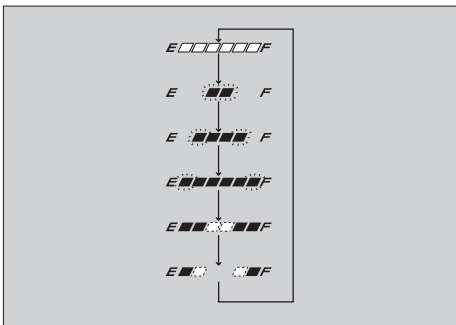


Other Warning Indications

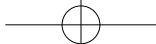
Fuel Gauge Failure Indication

If the fuel system has an error, the fuel gauge indicators will be displayed as shown in the illustration.

If this occurs, see your dealer as soon as possible.



Troubleshooting



Tyre Puncture

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer. After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.

Follow the instructions provided with the emergency tyre repair kit.

Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed.

If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Removing Wheels

Follow these procedures if you need to remove the wheel in order to repair a puncture.



Tyre Puncture ► Removing Wheels

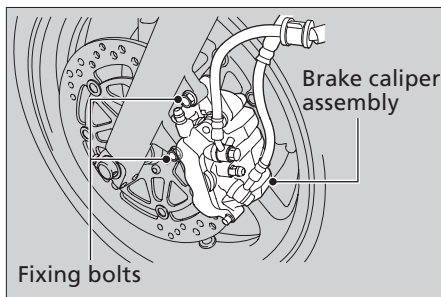
(CB400A only)

When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

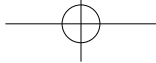
Removal

1. Park on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.



3. Remove the right and left caliper assemblies from the fork leg by removing the fixing bolts.
 - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - Do not pull the brake lever while the brake caliper is removed.
 - Take care to prevent the brake caliper from scratching the wheel during removal.

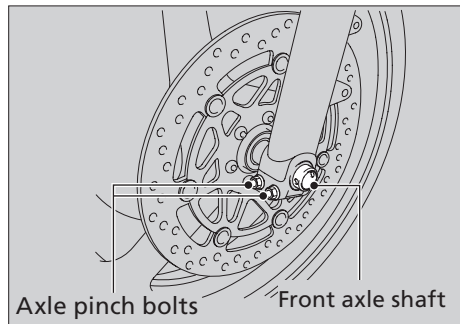
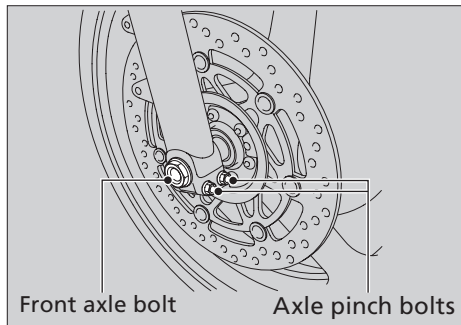
Troubleshooting



Tyre Puncture ► Removing Wheels

4. Loosen the right axle pinch bolts.
5. Remove the front axle bolt.
6. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
7. Loosen the left axle pinch bolts.
8. On the left side, withdraw the front axle shaft, and remove the side collars and wheel.

Troubleshooting

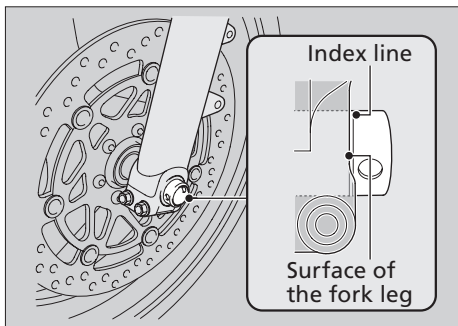




Tyre Puncture ► Removing Wheels

Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the front axle shaft, through the left fork leg and wheel hub.
3. Align the index line of the front axle shaft with the surface of the fork leg.



4. Tighten the left axle pinch bolts to hold the axle.
5. Tighten the front axle bolt.

Torque: 59 N·m (6.0 kgf·m, 44 lbf·ft).

6. Loosen the left axle pinch bolts.
7. Tighten the right axle pinch bolts.

Torque: 23 N·m (2.3 kgf·m, 17 lbf·ft).

8. Install the right and left brake calipers and tighten the fixing bolts.

Torque: 30 N·m (3.1 kgf·m, 22 lbf·ft).

- Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

When installing the brake calipers into position on the fork legs, carefully fit the brake disc between the pads to avoid scratching them.



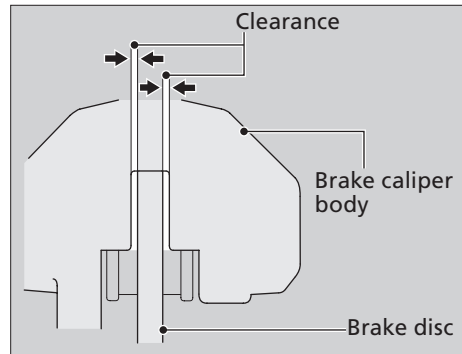
Tyre Puncture ► Removing Wheels

9. Lower the front wheel on the ground.
10. Apply the brake lever several times. Then, pump the fork several times.
11. Retighten the left axle pinch bolts.

Torque: 23 N·m (2.3 kgf·m, 17 lbf·ft).

12. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
13. Check the clearances between each surface of the brake disc and the brake caliper body (not the brake pads) are symmetrical.
If the clearances are not symmetrical, loosen the left axle pinch bolts and pull the left fork outward or push inward to adjust the clearance.
14. Lower the front wheel on the ground.
15. Remove the protective tape or cloth.

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



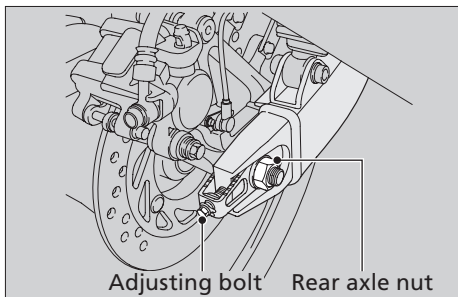


Tyre Puncture ► Removing Wheels

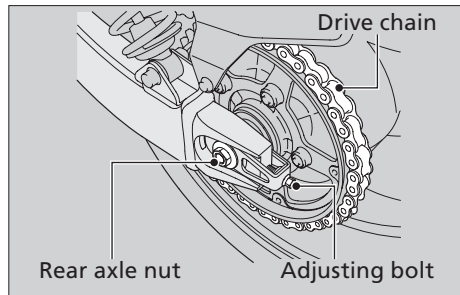
Rear Wheel

Removal

1. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
2. Loosen the rear axle nut and turn the adjusting bolts so the rear wheel can be moved all the way forward for maximum drive chain slack.
3. Remove the rear axle nut/washer.



4. Remove the drive chain from the rear wheel sprocket by pushing the rear wheel forward.
5. Remove the rear axle shaft.



Troubleshooting

continued 83



Tyre Puncture ► Removing Wheels

6. Remove the rear axle shaft, side collars and rear wheel.
 - Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - Do not push the brake pedal while the brake caliper is removed.

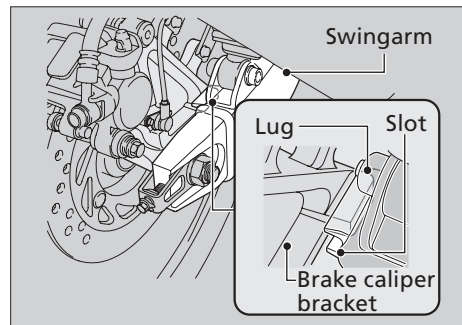
Installation

1. To install the rear wheel, reverse the removal procedure.
 - Take care to prevent the brake caliper from scratching the wheel during installation.

NOTICE

When installing the brake caliper into position, carefully fit the brake disc between the pads to avoid scratching them.

2. Make sure that the lug on the brake caliper bracket is positioned in the slot on the swingarm.





Tyre Puncture ► Removing Wheels

3. Adjust the drive chain. ►P.60
4. Install and tighten the rear axle nut.

Torque: 88 N·m (9.0 kgf·m, 65 lbf·ft).

5. After installing the wheel, apply the brake pedal several times, then recheck the disc for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.

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

Troubleshooting



Electrical Trouble

Battery Goes Dead

Charge the battery using a motorcycle battery charger.

Remove the battery from the motorcycle while charging.

Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.

If the battery does not recover after recharging, contact your dealer.

NOTICE

Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.

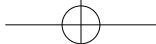
Turn the ignition switch to the OFF or LOCK position.

Allow the bulb to cool before replacing it.

Do not use bulbs other than those specified.

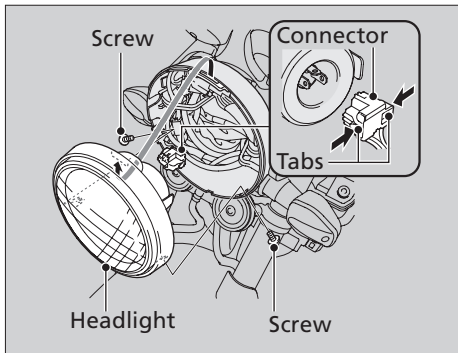
Check the replacement bulb for correct operation before riding.

For the light bulb wattage, see "Specifications." ➡ P.108



Headlight Bulb

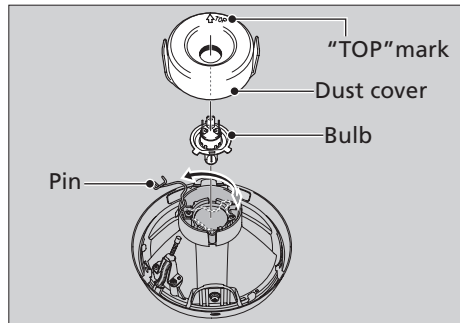
1. Remove the screws from the headlight case.
2. Gently pull the lower end of the headlight forward and remove the headlight.
3. Disconnect the connector by pressing tabs.



Electrical Trouble ► Burned-out Light Bulb

4. Remove the dust cover.
5. Unhook the pin and remove the bulb.
6. Install a new bulb in the reverse order of removal.
 - Install the dust cover with its "TOP" mark facing up.

Do not touch the glass surface of a new headlight bulb with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

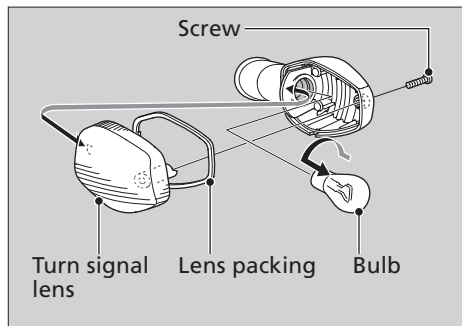




Electrical Trouble ► Burned-out Light Bulb

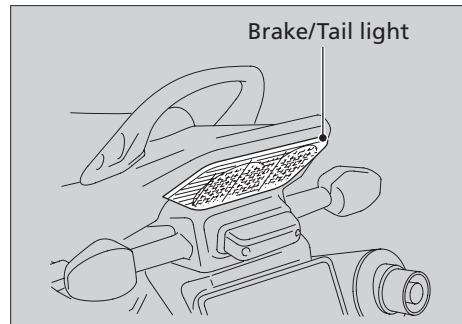
■ Front/Rear Turn Signal Bulb

1. Remove the screw.
2. Remove the turn signal lens and lens packing.
3. Slightly press the bulb and turn it counterclockwise.



4. Install a new bulb in the reverse order of removal.

■ Brake/Tail light



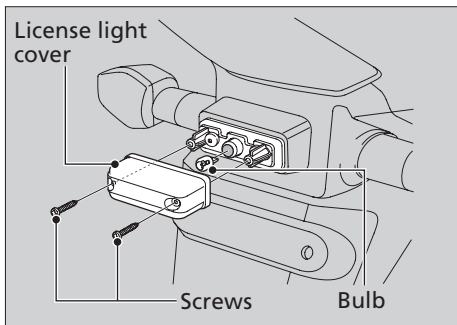
The brake and tail light uses several LEDs. If there is a LED which is not turned on, see your dealer for this service.



Electrical Trouble ► Burned-out Light Bulb

License Plate Light

1. Remove the screws.
2. Remove the license light cover.
3. Pull out the bulb without turning.



4. Install a new bulb in the reverse order of removal.

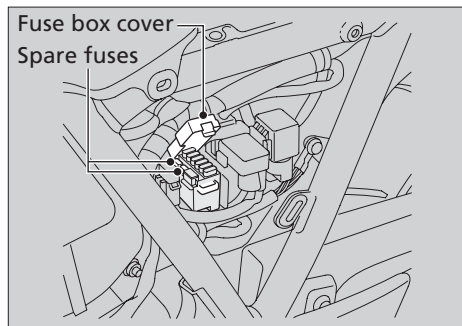


Electrical Trouble ► Blown Fuse

Blown Fuse

Before handling fuses, see “Inspecting and Replacing Fuses.” ▢P.37

▮ Fuse Box Fuses (CB400)



1. Remove the left side cover. ▢P.46
2. Open the fuse box cover.
3. Pull out the fuses one by one to check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Close the fuse box cover.
5. Install the left side cover.



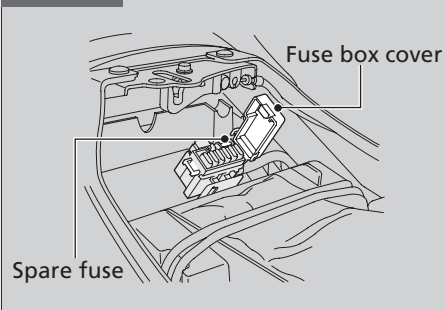
Electrical Trouble ► Blown Fuse

(CB400A)

Under seat

1. Remove the seat. P.45
2. Open the fuse box cover.
3. Pull out the fuses one by one to check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Close the fuse box cover.
5. Install the seat.

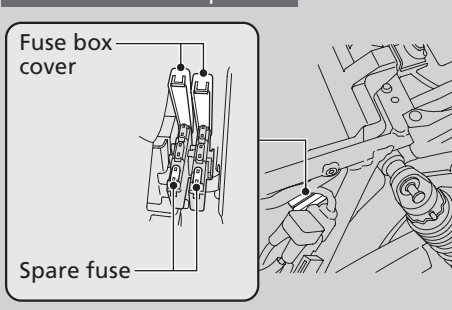
Under seat



Beside left rear suspension

1. Remove the left side cover. P.46
2. Open the fuse box covers.
3. Pull out the fuses one by one to check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Close the fuse box covers.
5. Install the left side cover.

Beside left rear suspension





Electrical Trouble ► Blown Fuse

I Main Fuse

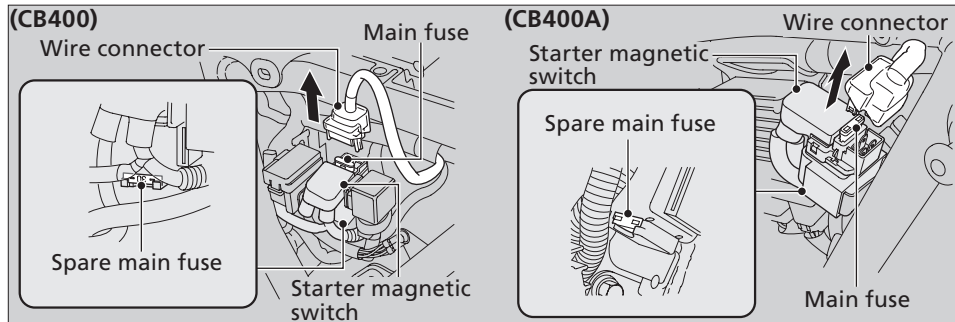
1. Remove the left side cover. P.46
2. Disconnect the wire connector of the starter magnetic switch.
3. Pull out the main fuse and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
 - Spare main fuse is provided under the starter magnetic switch.

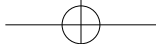
4. Connect the wire connector of the starter magnetic switch.
5. Install the left side cover.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

Troubleshooting





Electrical Trouble ► Blown Fuse

FI Fuse

(CB400)

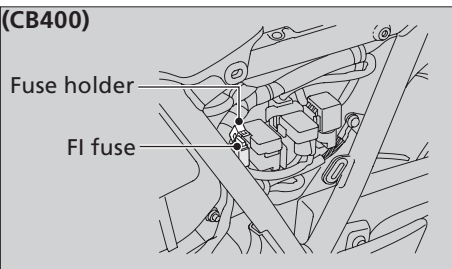
1. Remove the left side cover. P.46
2. Open the fuse holder.
3. Pull out the FI fuse and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.

► Spare fuse is provided in the fuse box.

P.90

4. Close the fuse holder.
5. Install the left side cover.

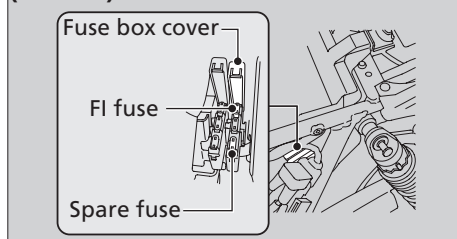
(CB400)



(CB400A)

1. Remove the left side cover. P.46
2. Open the fuse box cover located beside the left rear suspension.
3. Pull out the fuse and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Close the fuse box cover.
5. Install the left side cover.

(CB400A)



NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.



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Keys

Keys

Ignition key

The ignition key contains a special coded chip that is recognized by the immobilizer system (HIS) in order to start the engine. Handle the key carefully to prevent damaging the HIS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

If you lose all keys and the key number plate, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.

If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HIS system, take the spare key, the key number plate, and the motorcycle to your dealer.

A metal key holder may cause damage to the area surrounding the ignition switch.



Instruments, Controls, & Other Features

Instruments, Controls, & Other Features

Ignition Switch

The headlight is always ON when the ignition switch is ON. Leaving the ignition switch ON with the engine stopped will drain the battery.

Do not turn the key while riding.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch OFF. Failing to do so will drain the battery.

Odometer

The display locks at 999,999 when the read-out exceeds 999,999.

Tripmeter

The tripmeter returns to 0.0 when the read-out exceeds 999.9.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned OFF, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing. If the ignition switch is turned ON with the engine stop switch in the RUN position, the HISS indicator turns ON and goes off after a few seconds to indicate it is OK to start the engine.

HISS Indicator Does Not Turn OFF P.73

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned OFF. To prevent or to restore the HISS indicator flashing:



Instruments, Controls, & Other Features

1. With the ignition switch ON, press and hold the **[A]** button (➡P.14) for 1 second or more when the display function mode is odometer.
▶ The HISS indicator flashes once.
2. Turn the ignition switch OFF.

EC Directive

This immobilizer system complies with R & TTE (Radio and Telecommunications Terminal Equipment and the mutual recognition of their conformity) Directive.



The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag located under the seat.

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.



Fuels Containing Alcohol

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) 10 % by volume (max).
- Petrol containing ethanol may be marketed under the name Gasohol.
- Methanol (methyl alcohol) 5 % by volume (max) that contain cosolvents and corrosion inhibitors to protect the fuel system. Never use a blend containing more than 5 %.

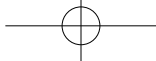
The use of petrol containing more than 10 % ethanol (or more than 5 % methanol) may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.



Catalytic Converter

Catalytic Converter

This motorcycle is equipped with an oxidation catalytic converter. The catalytic converter contains precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC) and carbon monoxide (CO) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converter.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

Information



Caring for Your Motorcycle

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
 - Clean the headlight lens and other plastic components with extra care to avoid scratching them. Avoid directing water

into the air cleaner, muffler, and electrical parts.

3. Thoroughly rinse your motorcycle with plenty of clean water.
4. After the motorcycle dries, lubricate any moving parts.
 - Make sure that no lubricant spills onto the brakes or tyres. Brake discs or pads contaminated with oil will suffer greatly reduced braking effectiveness and can lead to a crash.
5. Lubricate the drive chain immediately after washing and drying the motorcycle.
6. Apply a coat of wax to prevent corrosion.
 - Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
Keep the wax clear of the tyres and brakes.
 - If your motorcycle has any matte painted parts, do not apply a coat of wax to the matte painted surface.



Caring for Your Motorcycle

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:
 - ▶ High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.
- Do not direct water at the muffler:
 - ▶ Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
 - ▶ Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
 - ▶ Water in the underseat compartment can damage your documents and other belongings.

- Do not direct water at the air cleaner:
 - ▶ Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
 - ▶ Any condensation inside the headlight should dissipate after a few minutes of running the engine.

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.



Storing Your Motorcycle

Exhaust Pipe and Muffler

The exhaust is made of stainless steel, which can become tarnished with burn marks if splattered with oil or other substances when hot. To remove burn marks, use a mild abrasive compound. To remove dirt and mud, use a kitchen cleaning solution for stainless steel and wash with a soft sponge. Rinse with plenty of water to remove all residue.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.

If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Lubricate the drive chain. ➤P.40
- Place your motorcycle on a maintenance stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery (➤P.47) to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.



Transporting Your Motorcycle

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

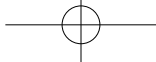
Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

Information



You & the Environment

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Information

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour

it down a drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.



Serial Numbers

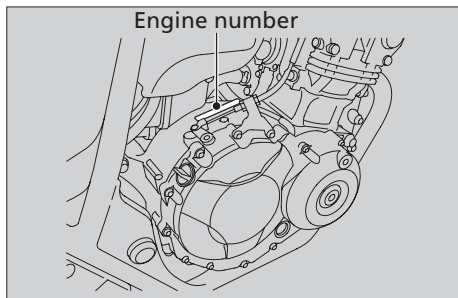
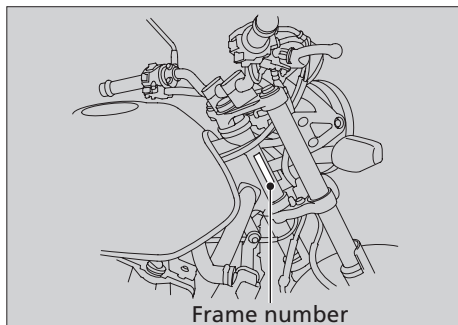
Serial Numbers

The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.

The frame number is stamped on the right side of the steering head.

The engine number is stamped on the right side of the crankcase.

You should record these numbers and keep them in a safe place.



Information



Specifications

■ Main Components

Type	NC42	
Overall length	2,040 mm (80.3 in)	
Overall width	725 mm (28.5 in)	
Overall height	1,070 mm (42.1 in)	
Wheelbase	1,410 mm (55.5 in)	
Minimum ground clearance	130 mm (5.1 in)	
Caster angle	25° 05'	
Trail	90 mm (3.5 in)	
Curb weight	CB400	195 kg (430 lb)
	CB400A	200 kg (441 lb)
Maximum weight capacity* ¹	179 kg (395 lb)	
Passenger capacity	Rider and 1 passenger	
Minimum turning radius	2.6 m (8.53 ft)	

*¹ Including rider, passenger, all luggage, and accessories

Displacement	399 cm ³ (24.3 cu-in)	
Bore x stroke	55.0 x 42.0 mm (2.17 x 1.65 in)	
Compression ratio	11.3:1	
Fuel	Unleaded petrol Recommended: 91 RON or higher	
Tank capacity	18.0 litres (4.76 US gal, 3.96 Imp gal)	
Battery	12V-8.6Ah (10 HR) / 9.1Ah (20 HR)	
Gear ratios	1st	3.307
	2nd	2.294
	3rd	1.750
	4th	1.421
	5th	1.240
	6th	1.130
Reduction ratios (primary / final)	2.171 / 2.933	



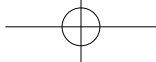
Specifications

■ Service Data

Tyre size	Front	120/60ZR17M/C (55W)
	Rear	160/60ZR17M/C (69W)
Tyre type		Radial, tubeless
Recommended Tyres	Front	DUNLOP D204FL BRIDGESTONE BT-50F
	Rear	DUNLOP D204J BRIDGESTONE BT-50R
Tyre air pressure (Driver only)	Front	225 kPa (2.25 kgf/cm ² , 33 psi)
	Rear	250 kPa (2.50 kgf/cm ² , 36 psi)
Tyre air pressure (Driver and passenger)	Front	250 kPa (2.50 kgf/cm ² , 36 psi)
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs	(standard)	CR8EH-9 (NGK) or U24FER9 (DENSO)
Spark plug gap		0.80 to 0.90 mm (0.031 to 0.035 in)
Idle speed		1,400 ± 100 rpm

Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving," SAE 10W-30, JASO T 903 standard MA	
	After draining	3.0 litres (3.2 US qt, 2.6 Imp qt)
Engine oil capacity	After draining & engine oil filter change	3.2 litres (3.4 US qt, 2.8 Imp qt)
	After disassembly	3.8 litres (4.0 US qt, 3.3 Imp qt)
Recommended brake fluid	Honda DOT 4 Brake Fluid	
Cooling system capacity	2.2 litres (2.3 US qt, 1.9 Imp qt)	
Recommended coolant	Pro Honda HP Coolant	

Specifications



Specifications

Recommended drive chain lubricant	Drive chain lubricant designed specifically for O-ring chains	
Drive chain slack	25 to 35 mm (1.0 to 1.4 in)	
Standard drive chain	RK 525SMOZ5	
	No. of links	108
Standard sprocket sizes	Engine sprocket	15T
	Rear wheel sprocket	44T

■ Bulbs

Headlight	12V-60/55W	
Brake/Tail light	LED	
Front turn signal lights	SI type	12V-21/5W x 2
	U type	12V-21W x 2
Rear turn signal lights	12V-21W x 2	
License plate light	12V-5W	

■ Fuses

Main fuse	30A	
FI fuse	20A	
Other fuses	CB400	20A, 10A
	CB400A	30A, 20A, 10A

■ Torque Specifications

Engine oil drain bolt	30 N·m (3.1 kgf-m, 22 lbf-ft)
Oil filter	26 N·m (2.7 kgf-m, 19 lbf-ft)
Front axle bolt	59 N·m (6.0 kgf-m, 44 lbf-ft)
Front brake caliper fixing bolts	30 N·m (3.1 kgf-m, 22 lbf-ft)
Front axle pinch bolts	23 N·m (2.3 kgf-m, 17 lbf-ft)
Rear axle nut	88 N·m (9.0 kgf-m, 65 lbf-ft)



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