OWNER'S MANUAL

ST1100

HONDA

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

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

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

  Pay special attention to statements preceded by the following words:

⚠ WARNING

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

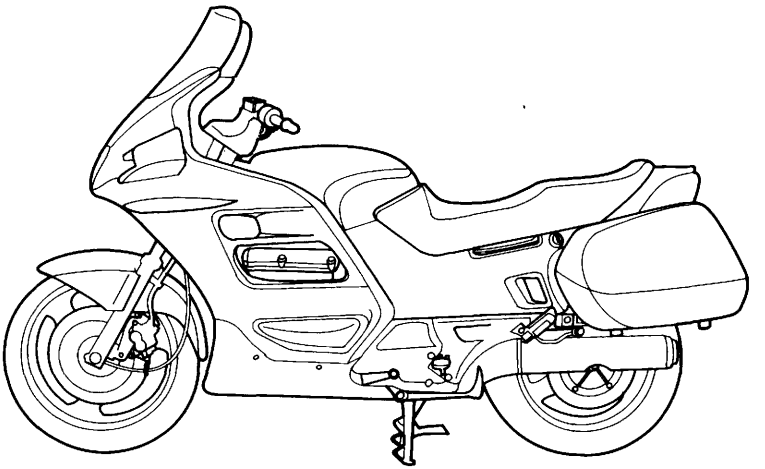
CAUTION:

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

NOTE: Gives helpful information.

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

HONDA PAN EUROPEAN
ST1100
OWNER'S MANUAL



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WELCOME

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

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

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

Pleasant riding, and thank you for choosing a Honda!

- Following codes in this manual indicate each country.

E	UK	SP	Spain	FI	Finland
F	France	U	Australia	ND	Northern Europe
G	Germany	SW	Switzerland	AR	Austria
ED	Europe	IT	Italy	N	Norway

- The specifications may vary with each local.

CONTENTS

OPERATION

Page

1 MOTORCYCLE SAFETY
1 Safe Riding Rules
2 Protective Apparel
2 Modifications
3 Loading and Accessories

6 PARTS LOCATION
9 Instruments and Indicators

14 MAJOR COMPONENTS (Information you need to operate this motorcycle)
14 Rear Suspension
16 Brakes
19 Clutch
20 Coolant
22 Fuel
25 Engine Oil
27 Final Drive Oil
28 Tubeless Tires

31 ESSENTIAL INDIVIDUAL COMPONENTS
31 Ignition Switch
32 Right Handlebar Controls
33 Left Handlebar Controls

34 FEATURES (Not required for operation)
34 Steering Lock
34 Seat

Page

35 Helmet Holder
35 Code Hook
36 Document Compartment
37 Saddlebag
39 Fairing Pocket
40 Rear view mirror covers
41 Headlight Beam Adjustment

42 OPERATION
42 Pre-ride Inspection
43 Starting the Engine
46 Break-in
47 Riding
48 Braking
49 Parking
49 Anti-theft Tips

CONTENTS

MAINTENANCE

Page

50 MAINTENANCE
51 Maintenance Schedule
53 Tool Kit
54 Serial Numbers
54 Color Label
55 Maintenance Precautions
56 Cover Removal

61 FILTERS/LUBRICATION
61 Engine Oil And Filter
64 Air Cleaner

66 ENGINE
66 Spark Plugs
68 Idle Speed

69 DRIVE TRAIN
69 Final Drive Oil

Page

70 FRAME/WHEELS/BRAKES
70 Front Wheel Removal
74 Rear Wheel Removal
77 Brake Wear Indicators
78 Side Stand

79 ELECTRICAL
79 Battery
81 Fuse Replacement

83 CLEANING

85 STORAGE GUIDE
85 Storage
86 Removal From Storage

87 SPECIFICATIONS

89 NOISE EMISSION (AUSTRALIA ONLY)

MOTORCYCLE SAFETY

SAFE RIDING RULES

⚠ WARNING

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

1. Always make a pre-ride inspection (page 42) before you ride the motorcycle.
   You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist.
   Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't ride in another motorist's "blind spot."
4. Obey all national and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

CAUTION:

- ***Do not ride over curbs or rub the wheel against an obstacle, as wheel damage may result.***

MOTORCYCLE SAFETY

PROTECTIVE APPAREL

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

MODIFICATIONS

⚠ WARNING

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

LOADING AND ACCESSORIES

⚠ WARNING

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

Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed 205 kg (452 lbs), the maximum weight capacity. Cargo weight alone should not exceed 27 kg (60 lbs).

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (page 28) to suit load weight and riding conditions.
3. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.

4. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.
5. Do not exceed the maximum weight capacity of Honda accessories.
   Saddlebag: 9 kg (20 lbs) Each side
   Fairing pocket: 2 kg (5 lbs) Each side
6. The Honda fairing and trunk are designed for this motorcycle only. Do not install them on any other motorcycle.
7. Do not store articles between fairing and motorcycle. They may interfere with steering causing loss of control.
8. Do not use the handlebars to hold the motorcycle with a rope during transportation or the handlebars may be bent.

Accessories

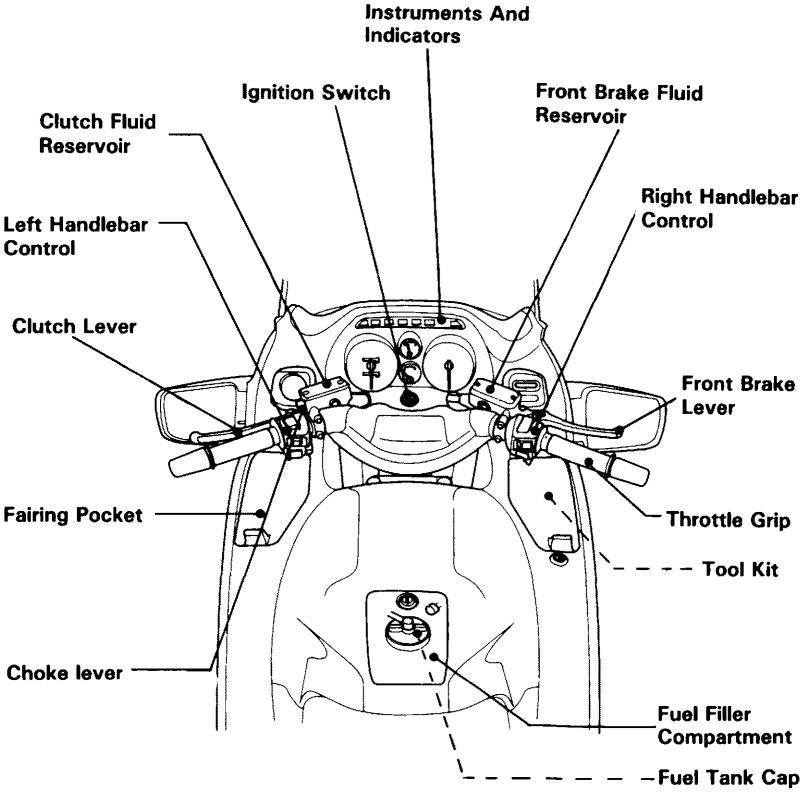
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories.

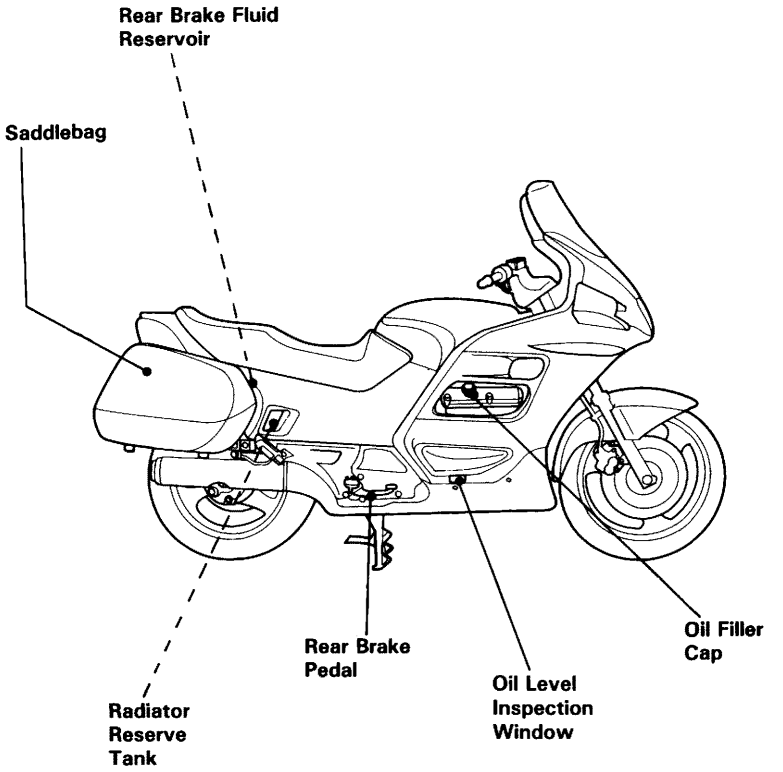
Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.

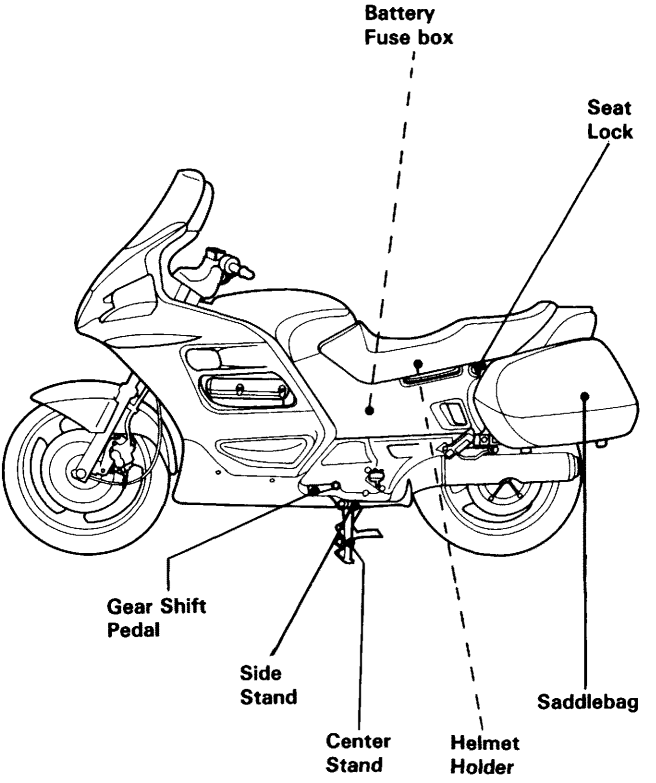
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

PARTS LOCATION



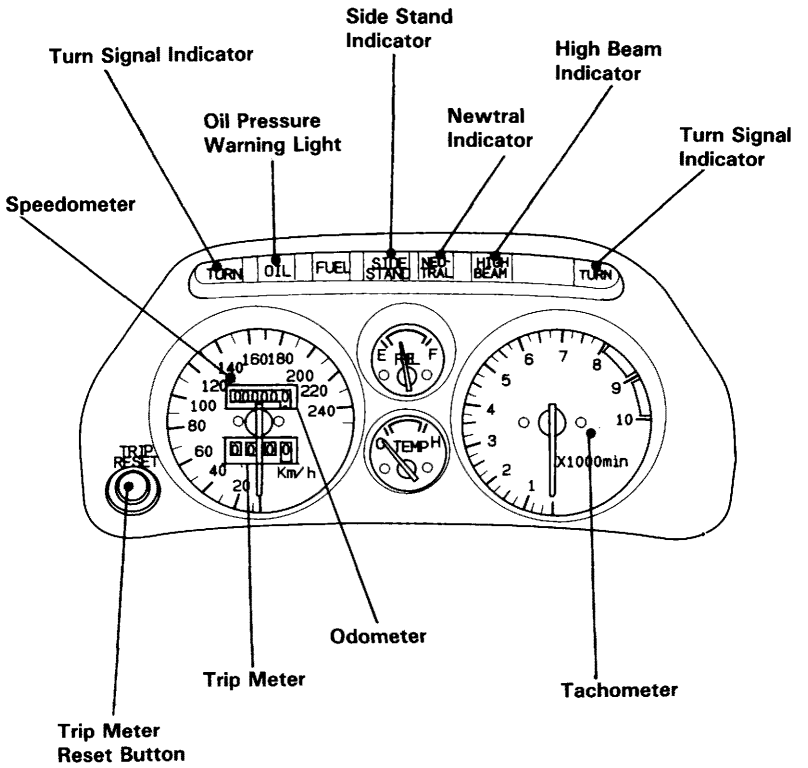

Rear Brake Fluid Reservoir
Saddlebag
Radiator Reserve Tank
Rear Brake Pedal
Oil Level Inspection Window
Oil Filler Cap

PARTS LOCATION



INSTRUMENTS AND INDICATORS

The indicators and warning lights are incorporated in the instrument panel. Their functions are described on the following pages.



Speedometer: shows riding speed.

Tachometer: shows engine rpm.
Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.

CAUTION:
- ***The red zone indicates the maximum limits of engine speed and running the engine in the red zone may adversely affect its service life.***

Turn Signal Indicators (amber): Flashes when the turn signal operates.

Odometer: Shows accumulated mileage.

Tripmeter: Shows mileage per trip.

Tripmeter Reset Button: Pushing the button resets the tripmeter to zero (0)

High Beam Indicator (blue): Lights when the headlight is on high beam.

Neutral Indicator (green): Lights when the transmission is in neutral.

Oil Pressure Warning Light (red):
Lights when engine oil pressure is below the normal operating range. Should also light when the ignition switch is ON and the engine is not running. Should go off when the engine starts, except for occasional flickering at or near idling speed when the engine is warm.

CAUTION:
- ***Running the engine with insufficient oil pressure may cause serious engine damage.***

Side Stand Indicator (amber):
Lights when the side stand is put down.
Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 78) is activated.

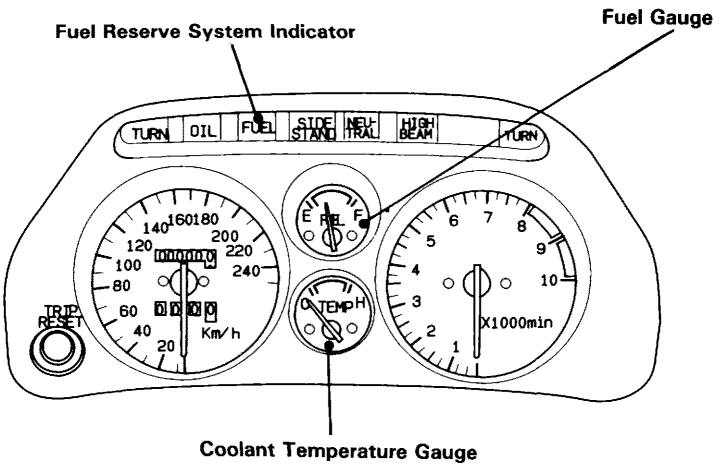
Fuel Reserve System Indicator:

When this lamp comes on while riding, there is about 5 liters (1.3 US gal, 1.1 Imp gal) left in the tank. Should also light for a few seconds and go off when the ignition switch is turned ON.

Fuel Gauge:

Shows approximate fuel supply available.

Coolant Temperature Gauge:
Shows coolant temperature.



Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F (Full) there are 28 liters (7.4 US gal, 6.1 Imp gal), including the reserve supply.
When the gauge needle enters the red band, the fuel level is low and you should refill the tank as soon as possible. The amount of fuel left in the tank when the needle enters the red band is approximately 4 liters (1.0 US gal, 0.9 Imp gal)

Coolant Temperature Gauge

The normal operating temperature range is the zone between the C (cold) and H (hot) marks. Wait for the temperature gauge needle to move above the C mark before riding. If the needle reaches the H mark, stop the engine and check the reserve tank coolant level (page 21).
Do not ride the motorcycle until the problem has been corrected.

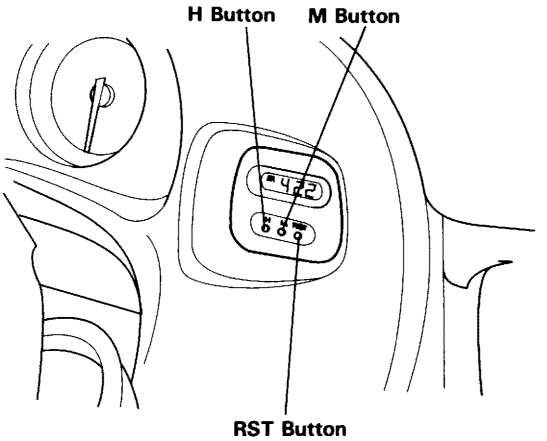
CAUTION:

- ***Exceeding maximum running temperature may cause serious engine damage.***

Digital clock

Shows hour and minute. To adjust time, proceed as follows:

1. Turn the main switch ON.
2. Press the RST button. The minute display will read "00".
3. Press the "H" button. To advance time, keep the button down until the desired hour is displayed.
4. Press the "M" button. To advance, hold the button down. The display will be returned to "00" when "60" minutes are reached without affecting the hour display.



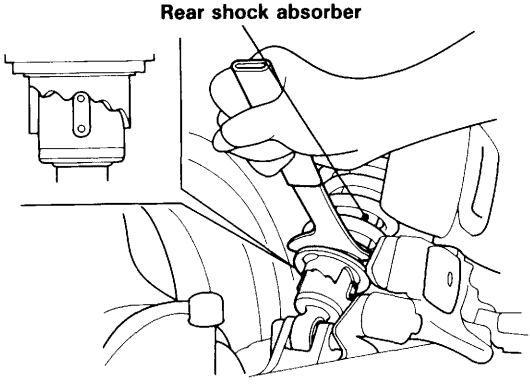
⚠WARNING

- ***If the Pre-ride Inspection (page 42) is not performed, severe personal injury or vehicle damage may result.***

REAR SUSPENSION

Spring preload adjustment:

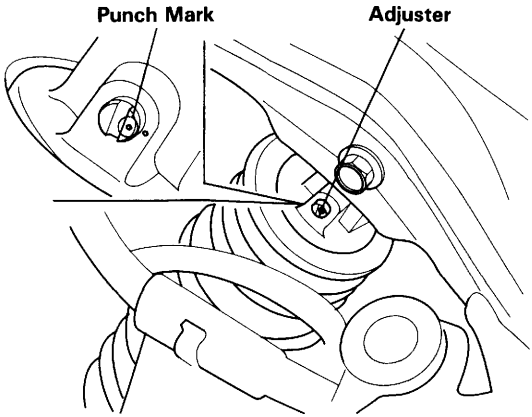
The rear shock absorber has five adjustment positions for different load or riding conditions.
Remove the right saddlebag (page 38).



Compression damping adjustment:

The compression damping adjuster has four adjustment positions.
Remove the right side cover (page 57)
To adjust the adjuster to the standard position, proceed as follows:

1. Turn the adjuster clockwise until it will no longer go.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise 1 turn with aligned the punch marks on the adjuster and the reference mark.



Recommended damping adjuster positions:

CONDITIONS		COMPRESSION DAMPING Turn to clockwise from standard position	SPRING PRELOAD
Rider	Cargo		
One	—	0°	1 or 2
One	Cargo	180°	3
Two	—	270°	4
Two	Cargo	270° or 360°	5

BRAKES

Both front and rear brakes are hydraulic disc types.
As the brake pads wear, the brake fluid level will drop. Therefore, the brake fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 77), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

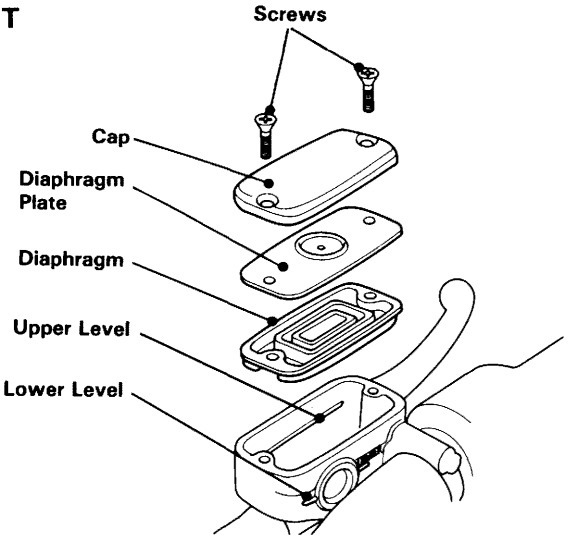
Brake Fluid Level:

⚠ WARNING

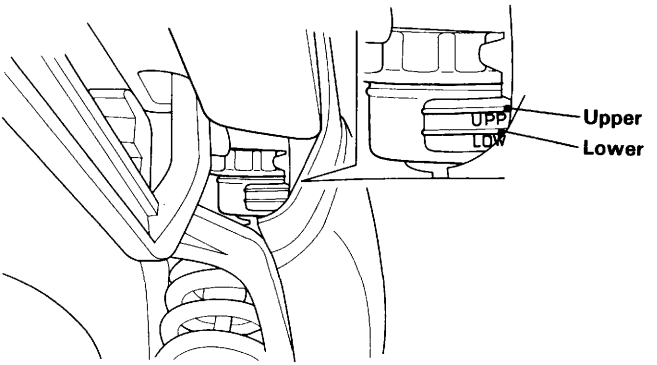
- ***Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.***

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark.
Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark. Reinstall the removed parts in the reverse order of removal. Tighten the screws securely.

FRONT



REAR (Remove the right saddlebag (page 38))



CAUTION:

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

Other Checks:

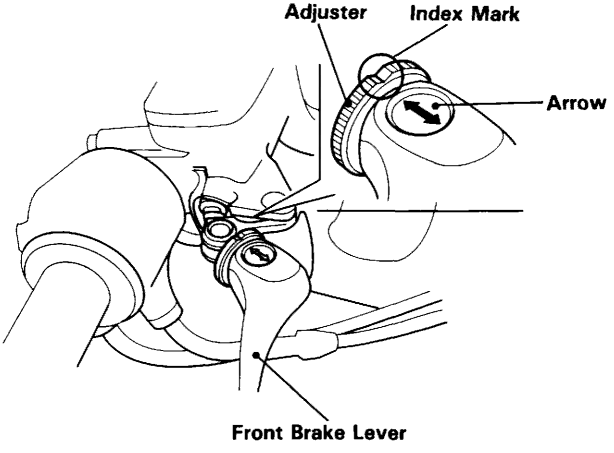
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Front Brake Lever:

The distance between the tip of the brake lever and the grip can be adjusted by turning the adjuster.

CAUTION:

- ***Align the arrow on the brake lever with index mark on the adjuster.***



CLUTCH

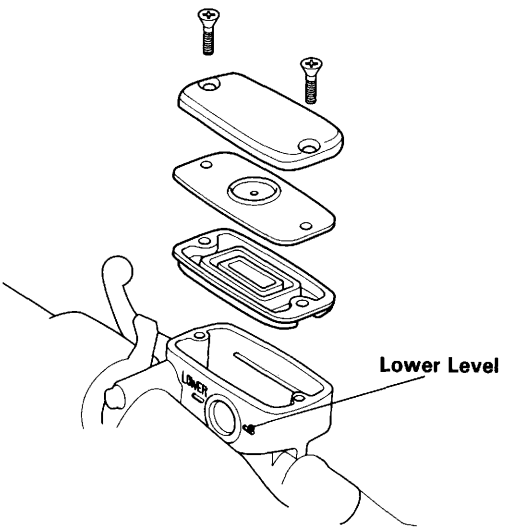
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your authorized Honda dealer for this service.

Fluid level:

Check that the fluid level is above the LOWER LEVEL LINE. If the fluid level is near the LOWER LEVEL LINE, it indicates fluid leakage. See your authorized Honda dealer for repair.

Other Checks:

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



COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

CAUTION:

- ***Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.***

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

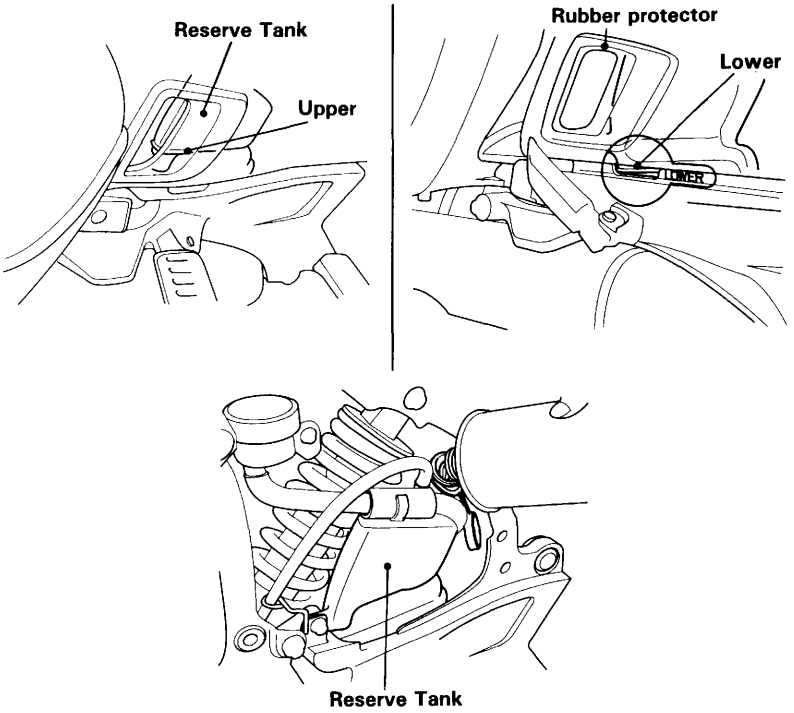
Inspection

The reserve tank is behind the right side cover. Check the coolant level in the reserve tank while the engine is at normal operating temperature. If the coolant is low, remove the right side cover (page 57) and add coolant to the reserve tank as required to bring the coolant level to the UPPER level mark.
If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.

NOTE:
- Do not remove the rubber protector.

⚠WARNING

- ***Do not remove the radiator cap. When the engine is hot, the coolant is under pressure and could scald you.***
- ***Keep hands and clothing away from the cooling fan, as it starts automatically.***



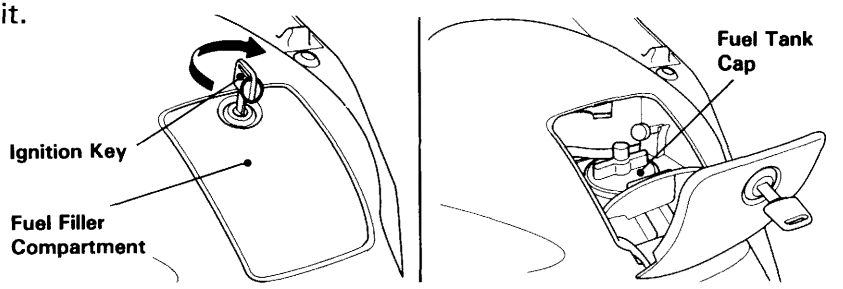
FUEL

Automatic Fuel ON-OFF

Fuel will flow to the carburetors only when the engine is started or is running.

Fuel Tank

Fuel tank capacity is 28 ℓ (7.4 US gal, 6.1 Imp gal). Insert the ignition key and turn it clockwise to open the fuel filler compartment. Turn the fuel tank cap counterclockwise to remove it.



Your engine is designed to use any gasoline that has a pump octane number ($\frac{R+M}{2}$) of 86 or higher, or that has a research octane number of 91 or higher. Gasoline pumps at service station normally display the pump octane number.
We recommend that you use unleaded fuel because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust or water in the fuel tank. Use of a lower octane gasoline can cause persistent "pinging" or heavy "spark knock" (a metallic rapping noise) which, if severe, can lead to engine damage.

CAUTION:

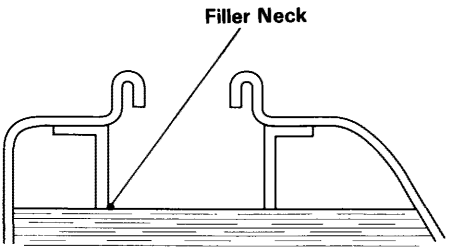
- ***If "spark knock" or "pinging" occurs at a steady engine speed under normal load, change brands of gasoline. If spark knock or pinging persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda's Limited Warranty.***

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

Install the fuel tank cap by turning it clockwise. Be sure to properly route the hose attached to the top of the cap.
Close the fuel filler compartment lid with the key inserted and turned clockwise, then turn the key counterclockwise to lock the lid.

⚠WARNING

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



Gasolines Containing Alcohol

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

NOTE:

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

ENGINE OIL

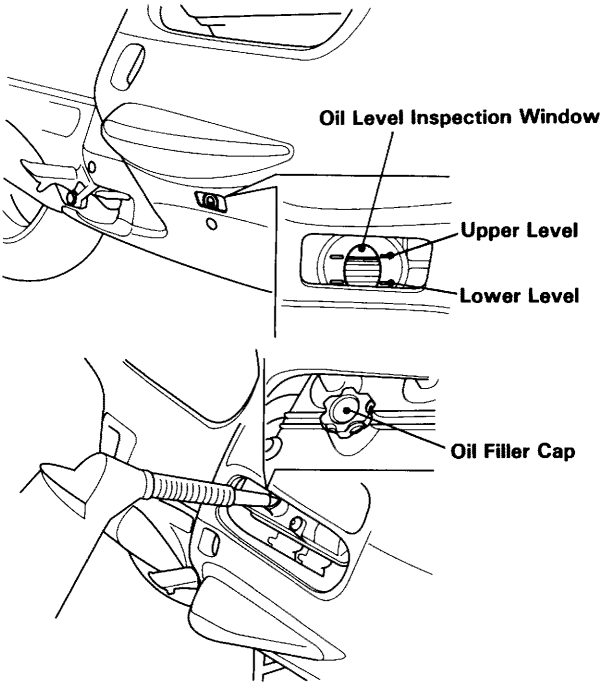
Check engine oil level each day before operating the motorcycle.

To check the oil level:

1. Place the motorcycle on its center stand on firm, level ground.
2. Start the engine and let it idle for a few minutes.
3. Stop the engine. After a few minutes, check the oil level inspection window.
   The oil level should be between the upper and lower level marks.
4. If required, remove the airduct/maintenance cover (page 57) and filler cap, add the specified oil up to the upper level mark. Do not overfill.
5. Reinstall the filler cap.

CAUTION:

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

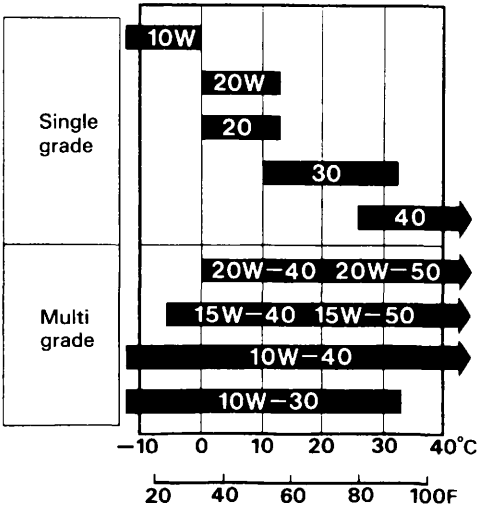


Engine Oil

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

Viscosity

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



FINAL DRIVE OIL

Oil Level Check

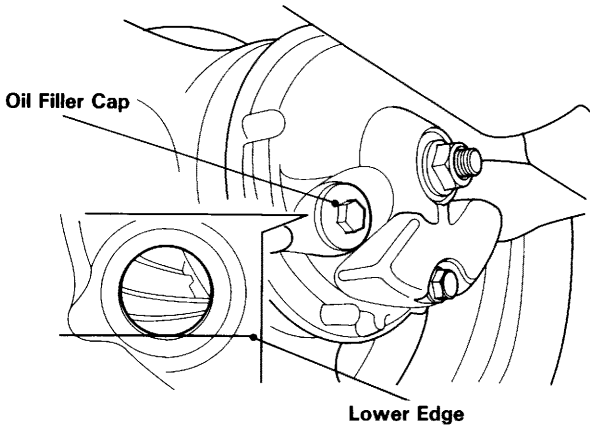
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on firm, level ground.
2. Remove the oil filler cap.
3. The oil level should be flush with the lower edge of the oil filler hole.

NOTE:

- If the level is low, check for leaks. Add the recommended oil through the oil filler hole until it reaches the lower edge of the opening.

Recommended Oil: HYPOID GEAR OIL SAE 80



TUBELESS TIRES

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE." Never mount tires designed for use on automobiles on a motorcycle rim.

⚠ WARNING

- ***Any attempt to mount passenger car tires on a motorcycle rim may cause the tire bead to separate from the rim with enough explosive force to cause serious injury or death.***

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressure frequently and adjust if necessary.

NOTE:

- Tire pressure should be checked before you ride while the tires are "cold."
- Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

		Front	Rear
TIRE SIZE TIRE BRAND TUBELESS ONLY DUNLOP BRIDGESTONE		110/80V18 K505F G547	160/70V17 K505 G548
TIRE SIZE TIRE BRAND TUBELESS ONLY METZELER		110/80V18—V240 ME33 LASER	160/70VB17—V240 ME55 AMETRONIC
Cold tire pressures psi (kPa, kg/cm²)	Up to 90 kg (200 lbs) load	36 (250, 2.50)	42 (290, 2.90)
	90 kg (200 lbs) load to vehicle capacity load	36 (250, 2.50)	42 (290, 2.90)

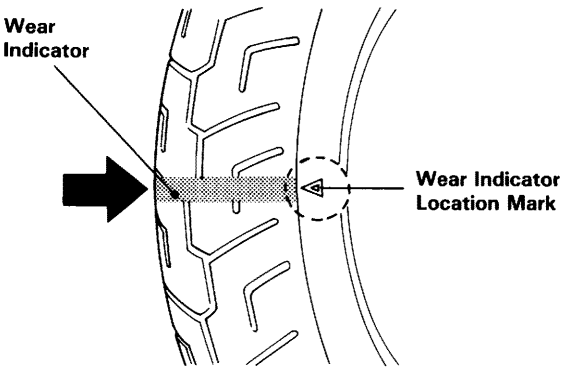
Check the tires for cuts, embedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your authorized Honda dealer for repair, replacement, and balancing.

⚠ WARNING

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

Replace tires before tread depth at the center of the tire reaches the following limit or when the surface is flush with the wear indicators.

Minimum tread depth	
Front:	1.5 mm (0.06 in)
Rear:	2.0 mm (0.08 in)



Tire Repair/Replacement

See your authorized Honda Dealer.

⚠WARNING

- ***The use of tires other than those listed on the tire information label may adversely affect handling.***
- ***Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation that may result in a loss of vehicle control.***
- ***Any attempt to mount passenger car tires on a motorcycle rim may cause the tire bead to separate from the rim with enough explosive force to cause serious injury or death.***
- ***Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation that may result in a loss of vehicle control.***
- ***Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.***
- ***To avoid possible repair failure and tire deflation that may result in a loss of vehicle control, do not exceed 80 km (50 mph) for the first 24 hours, or 130 km (80 mph) at any time, after tire repair.***
- ***Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation that may result in a loss of vehicle control.***

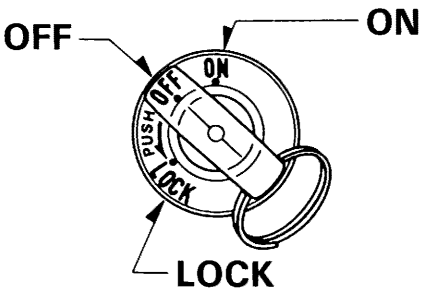
CAUTION:

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

IGNITION SWITCH

The ignition switch is on the handlebar cover.

Key Position	Function	Key Removal
ON	All electrical circuits are on. Engine and lights can be operated.	Key cannot be removed.
OFF	All electrical circuits are off. Engine cannot be started.	Key can be removed.
P (parking) <AR. De Type>	For parking the motorcycle near traffic. The taillight and position light are on, but all other lights are off. The engine cannot be started.	Key can be removed.
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed.



RIGHT HANDLEBAR CONTROLS

Engine Stop Switch

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

NOTE:

- If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the headlight and taillight will still be on, resulting in battery discharge.

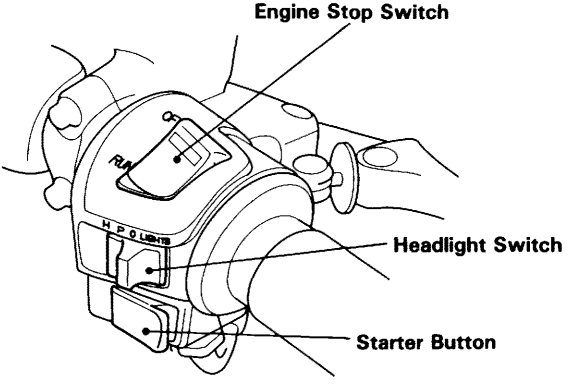
Starter Button

The starter button is below the engine stop switch. When the starter button is pressed, the starter motor will crank the engine. See pages 43—45 for "Starting Procedure."

Headlight Switch

The headlight switch has three positions, "H, "P" and "OFF" marked by dot.

H: Headight, taillight, position light and meter lights on.
P: Position light, taillight and meter lights on.
OFF (dot): Headlight, taillight, position light and meter lights off.



LEFT HANDLEBAR CONTROLS

The controls next to the left handlebar grip are:

Headlight Dimmer Switch

Select HI for high beam, LO for low beam.

Horn Button

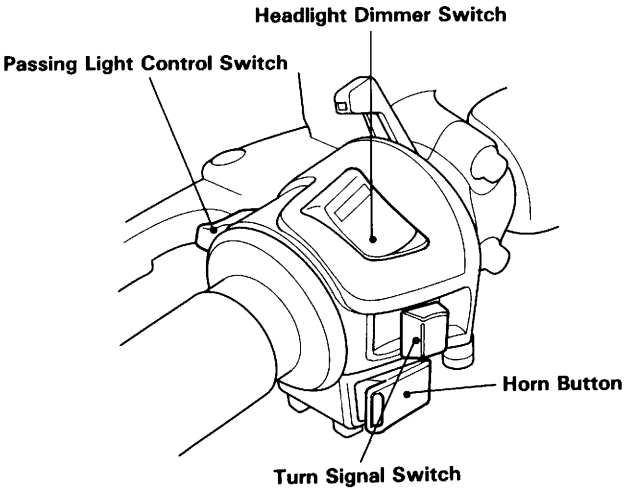
Press the button to sound the horn.

Turn Signal Switch

Move to L to signal a left turn, R to signal a right turn. Press to turn signal off.

Passing Light Control Switch

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



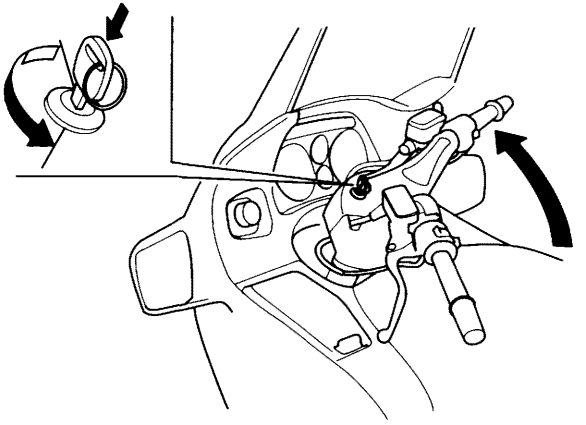
FEATURES (Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key to LOCK while pushing in. Remove the key.

⚠ WARNING

- ***Do not turn the key to LOCK while riding the motorcycle; loss of vehicle control may result.***

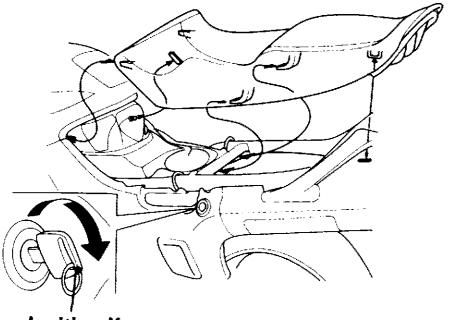


SEAT

The remove the seat, insert the ignition key into the lock and turn it clockwise.

CAUTION:

- ***Be sure to securely lock the seat after installing it.***



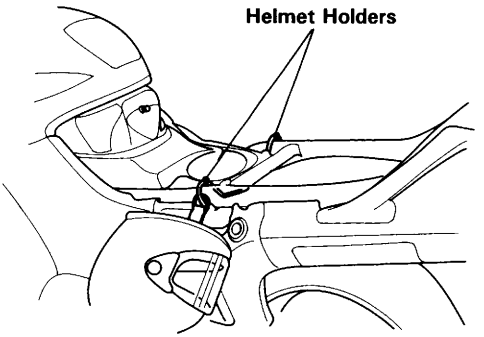
Ignition Key

HELMET HOLDER

The helmet holders are under the seat.
Remove the seat (page 34). Hang your helmet(s) on the holder pin. Install the seat.

⚠WARNING

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

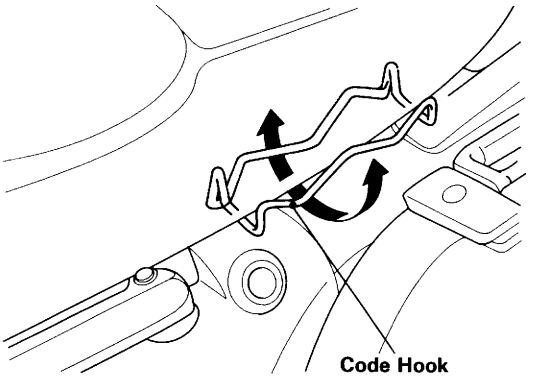


CODE HOOK

The code hook is under the seat.
Remove the seat (page 34). Open the hook and install the seat.

CAUTION:

- ***Never use the code hook to tow or lift the motorcycle.***



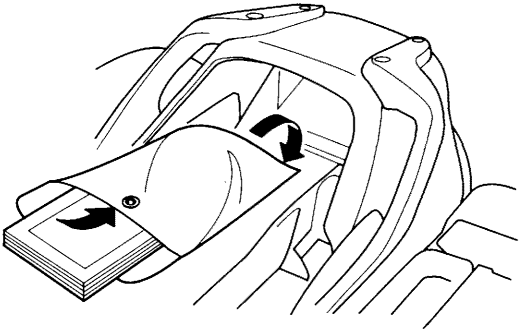
FEATURES (Not required for operation)

DOCUMENT COMPARTMENT

The document compartment is behind the seat.
The owners manual and other documents should be stored in the plastic bag.

NOTE:

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



SADDLEBAGS

To open the saddlebags:

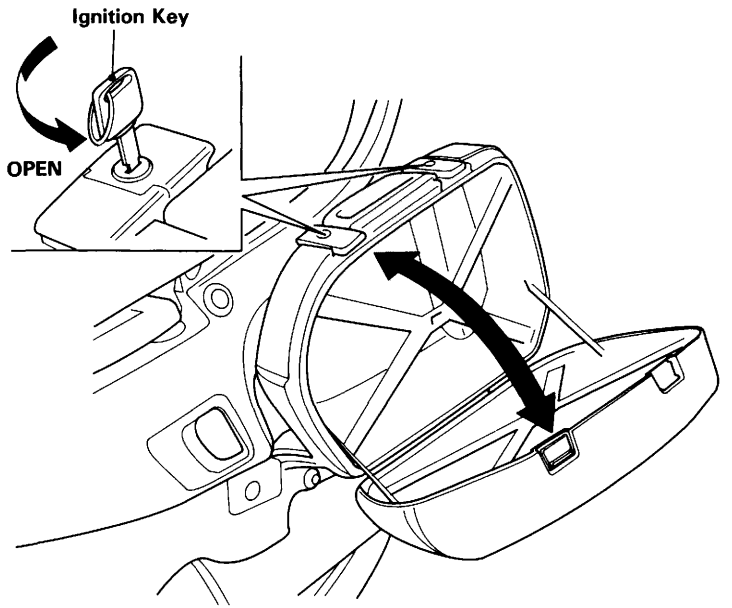
Insert the ignition key and turn it counterclockwise to open the saddlebag.

To lock the saddlebags:

Close the saddlebags and turn the ignition key clockwise. Make sure the saddlebags are locked.

⚠WARNING

- ***The saddlebag is for lightweight items. Do not carry more than 9 kg (20 lbs) in each side. Excessive weight may adversely affect vehicle handling and control.***
- ***Load weight equally in both sides to minimize an imbalance that may result in a loss of vehicle control.***
- ***Review Loading and Accessories (page 3) before loading.***



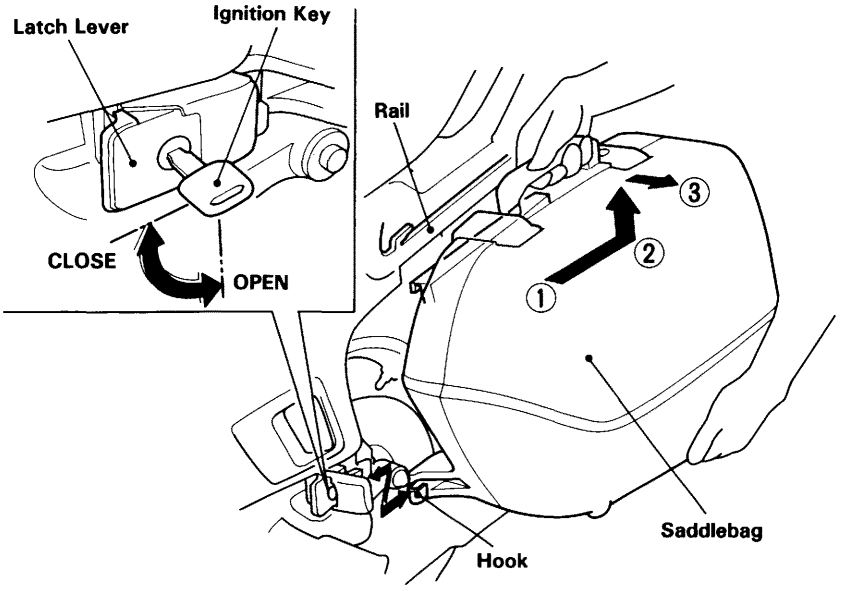
FEATURES (Not required for operation)

To remove the saddlebags:

Insert the ignition key and turn it counterclockwise to open the latch lever. Remove the saddlebag by sliding it backward ①, lifting up ② and pulling it out toward you ③ as shown.

NOTE:

- After removing, lock the latch lever with ignition key.
- Do not remove the protective tapes from the rear cowl and saddlebags when removing the saddlebags.



To install the saddlebags:

- Reverse the removal procedure.
- After installing the saddlebags, check that the hooks engage securely.
- Close the latch lever and turn the ignition key clockwise.

NOTE:

- Make sure the latch levers are locked before riding.

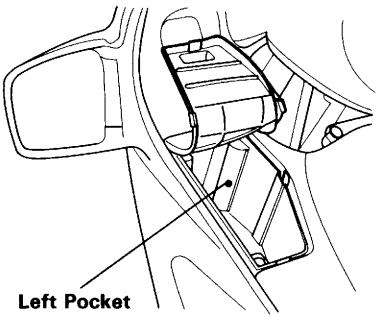
FAIRING POCKETS

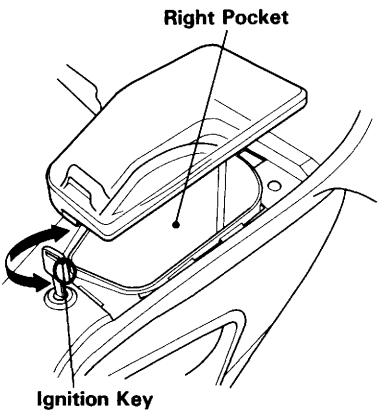
The fairing pockets are located on both side.
To open the left pocket lid, by pulling up the knob.
To remove the right pocket lid, insert the ignition key, turn it clockwise and open the lid.

NOTE:
- Make sure the fairing pockets are closed before riding.
- When washing your motorcycle, be careful not to flood this area with water.

⚠ WARNING

- ***Fairing pockets are for lighweight items. Do not carry more than 2 kg (5 lbs) in each side.***
  Excessive weight may adversely affect vehicle handling and control.
- ***Load weight equally in both sides to avoid and imbalance that may result in a loss of vehicle control.***
- ***Review Loading and Accessories before loading (page 3).***





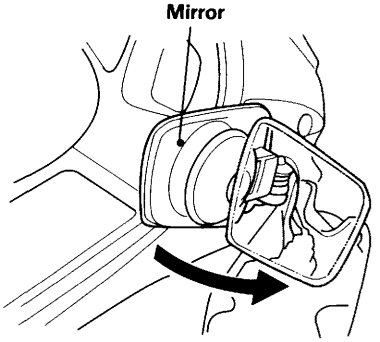
FEATURES (Not required for operation)

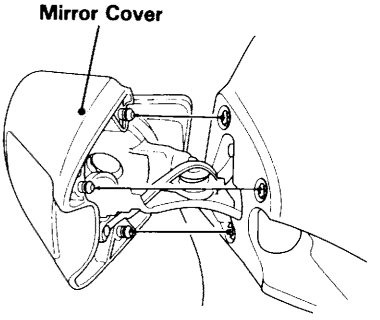
REAR VIEW MIRROR COVERS

Both rear view mirror covers use a special breakaway mount which allows a controlled separation of the mirror covers from its base upon impact with an obstacle. A short cable keeps the mirror covers connected to the mirror bracket.

Installation:

- Check the mirror for correct angle.
- Press on the mirror covers firmly until they click into position on the mirror mounts.
- After reinstalling, check the mirror for connect angle and the front turn signals for proper operation.





CAUTION:

- ***Riding with a mirror cover hanging by its retaining cable may damage the motorcycle's plastic body.***

NOTE:

- For your safety, be sure to immediately reassemble any separated mirror cover. Otherwise, the mirror and turnsignal will not be available to you while riding.

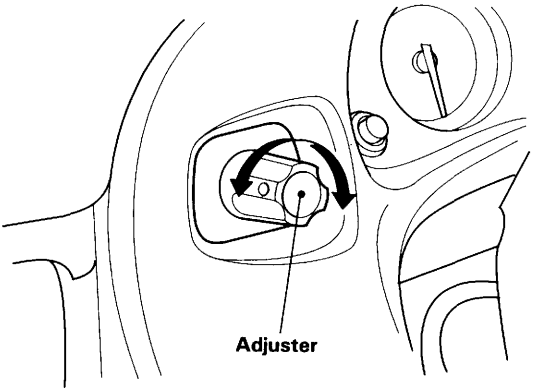
If a mirror cover is damaged so badly that it cannot be reused or reinstalled on its base, remove it from the base and transport the motorcycle to an authorized Honda dealer.

HEADLIGHT BEAM ADJUSTMENT

The headlight beam can be raised or lowered by turning the vertical beam adjusting knob. Obey local laws and regualtions concerning headlight adjustment.

⚠ WARNING

- ***Do not adjust the headlight beam while riding the mtorcycle. Operating the motorcycle with one or both hands away from the handlebar/controls may result in a loss of vehicle control.***



PRE-RIDE INSPECTION

⚠ WARNING

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

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

1. Engine oil level—add engine oil if required (page 25). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 22). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 20—21).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage. (pages 16—18, 77)
5. Tires—check condition (pages 28—30) and pressure (page 28).
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 32).
9. Side stand ignition cut-off system—check for proper function (page 78).

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

STARTING THE ENGINE

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

⚠ WARNING

- ***Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.***
- ***Do not flood the engine by twisting the throttle repeatedly. The carburetor has an accelerator pump.***

NOTE:

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

Preparation

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

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The red engine oil pressure warning light is ON.

CAUTION:

- ***The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Operating the engine with insufficient oil pressure can cause serious engine damage.***

Starting Procedure

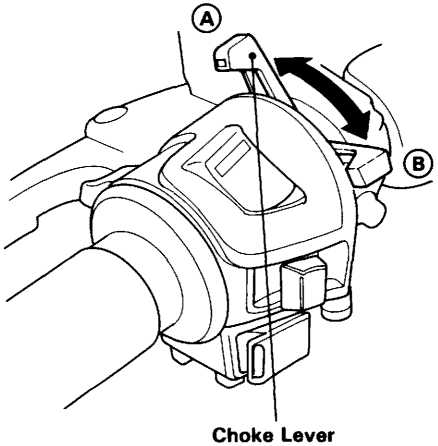
To restart a warm engine, follow the procedure for "High Air Temperature."

Normal Air Temperature 10°—35°C (50°—95°F):

1. Pull the choke lever up all the way to Fully On (B).
2. Start the engine, leaving the throttle closed.

NOTE:

- Do not open the throttle when starting the engine with the choke on. This will lean the mixture, resulting in hard starting.



Choke Lever

3. Immediately after the engine starts, operate the choke lever to keep fast idle at 2,000—2,500 rpm.
4. About a half minute after the engine starts, push the choke lever up all the way to Fully Off (A).
5. If idling is unstable, open the throttle slightly.

High Air Temperature 35°C (95°F) or above:

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

Low Air Temperature 10°C (50°F) or below:

1. Follow steps 1—2 under "Normal Air Temperature."
2. When engine rpm begins to pick up, operate the choke lever to keep fast idle at 2,000—2,500 rpm.
3. About 5 minutes after the engine starts, push the choke lever up all the way to Fully Off (A).

CAUTION:

- ***Extended use of the choke may impair piston and cylinder wall lubrication.***

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke lever down to Fully Off (A). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch ON and follow the "High Air Temperature" Starting Procedure (page 44).

BREAK-IN

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

The general rules are as follows:

1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 4,000 rpm.
3. Increase the maximum continuous engine speed by 1,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short bursts only. Do not exceed 6,000 rpm.
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 8,000 rpm at any time (tachometer RED BAR limit).

CAUTION:

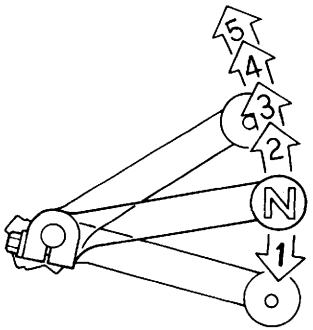
- ***The red bar indicates the maximum limit of engine speed and running the engine in the red bar will adversely affect its service life.***

RIDING

Review Motorcycle Safety (pages 1—5) before you ride.

NOTE:

- Make sure the function of the side stand mechanism (See MAINTENANCE SCHEDULE on page 52 and explanation for SIDE STAND on page 78.)



Proper shifting will provide better fuel economy.

⚠ WARNING

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

CAUTION:

- ***Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.***
- ***Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.***
- ***Do not exceed 8,000 rpm when running the engine without a load. Serious engine damage may result.***

NOTE:

- Be careful when revving the engine or accelerating in 1st or 2nd gear as the engine speed will easily enter the red bar.

BRAKING

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

⚠ WARNING

- ***Independent operation of only the brake lever or brake pedal reduces stopping performance.***
- ***Extreme application of the brake controls may cause wheel lock, reducing control of the motorcycle.***
- ***When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.***
- ***When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.***
- ***When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***
- ***Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.***

PARKING

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

CAUTION:

- ***Park the motorcycle on firm, level ground to prevent it from falling over.***

3. Lock the steering to help prevent theft (page 34).

NOTE: <AR, DE type>

- When stopping for a short time near traffic at night, the ignition switch may be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P for too long a time.

ANTI-THEFT TIPS

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

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO: _____

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance and the anticipated maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.

- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 42) at each scheduled maintenance period.

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

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

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

	ITEM / FREQUENCY	NOTE	WHICHEVER COMES FIRST ➡ x1,000 km	ODOMETER READING (NOTE 1)							
			⬇ x1,000 mi	0.6	4	8	12	16	20	24	
			MONTHS		6	12	18	24	30	36	Refer to page
*	FUEL LINE					I		I		I	
*	THROTTLE OPERATION					I		I		I	
*	CARBURETOR CHOKE					I		I		I	
	AIR CLEANER	NOTE 2					R			R	64–65
	SPARK PLUGS				I	R	I	R	I	R	66–67
*	VALVE CLEARANCE			I				I			
	ENGINE OIL			R		R		R		R	61
	ENGINE OIL FILTER			R		R		R		R	62
*	CARBURETOR SYNCHRONIZATION			I		I		I		I	
*	CARBURETOR IDLE SPEED			I	I	I	I	I	I	I	
	RADIATOR COOLANT	NOTE 3				I		I		R	20–21
*	COOLING SYSTEM					I		I		I	
*	SECONDARY AIR SUPPLY SYSTEM	NOTE 4				I		I		I	
**	TIMING BELT		EVERY 100.000 km (60.000 mi) I EVERY 150.000 km (90.000 mi) R								

	ITEM	FREQUENCY / WHICHEVER COMES FIRST ➡		ODOMETER READING (NOTE 1)							
			x1,000 km	1	6	12	18	24	30	36	
		⬇	x1,000 mi	0.6	4	8	12	16	20	24	
		NOTE	MONTHS		6	12	18	24	30	36	Refer to page
	FINAL DRIVE OIL					I		I		R	27,69
	BRAKE FLUID	NOTE 3			I	I	R	I	I	R	16
	BRAKE PAD WEAR				I	I	I	I	I	I	16–18, 77
	BRAKE SYSTEM			I		I		I		I	16–18, 77
*	BRAKE LIGHT SWITCH					I		I		I	
*	HEADLIGHT AIM					I		I		I	
	CLUTCH SYSTEM					I		I		I	19
	CLUTCH FLUID	NOTE 3			I	I	R	I	I	R	19
	SIDE STAND					I		I		I	78
*	SUSPENSION					I		I		I	
*	NUTS, BOLTS, FASTENERS			I		I		I		I	
**	WHEELS/TIRES					I		I		I	
**	STEERING HEAD BEARINGS			I		I		I		I	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

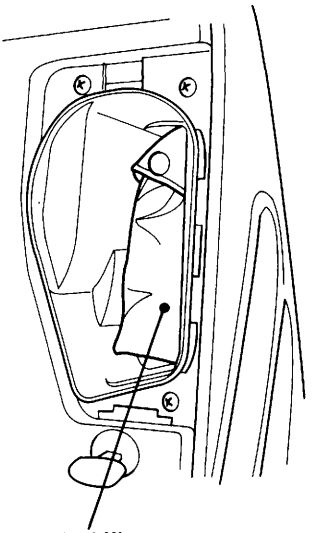
** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

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. Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.
4. Switzerland type only.

TOOL KIT

The tool kit is in the right fairing pocket. Open the right fairing pocket (page 39). Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Spark plug wrench
- 10 x 12 mm Box end wrench
- 14 mm Box end wrench
- 22 mm Box end wrench
- 27 mm Box end wrench
- 8 mm Open end wrench
- 10 x 12 mm Open end wrench
- 14 x 17 mm Open end wrench
- Pliers
- Screwdriver handle
- Screwdriver
- Pin spanner
- Pin spanner grip
- 5 mm Hex wrench
- 6 mm Hex wrench
- Tool bag



Tool Kit

SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.
The frame number is stamped on the right side of the steering head.
The engine number is stamped on the rear of the lower crankcase behind the oil pan.

COLOR LABEL

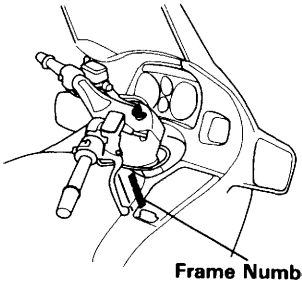
The color label is attached to the frame under the seat. It is helpful when ordering replacement parts. Record the color and code here for your reference.

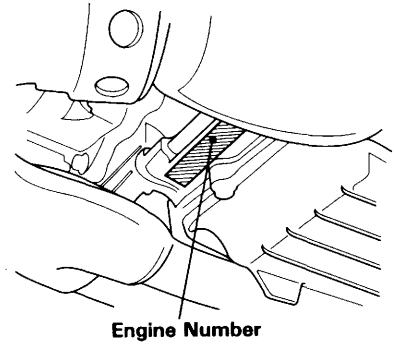
FRAME NO. _____

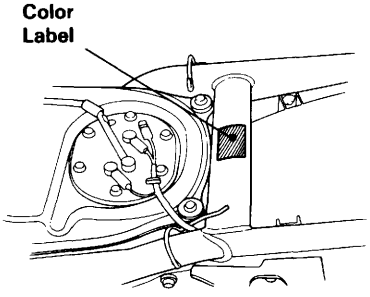
ENGINE NO. _____

COLOR _____

CODE _____







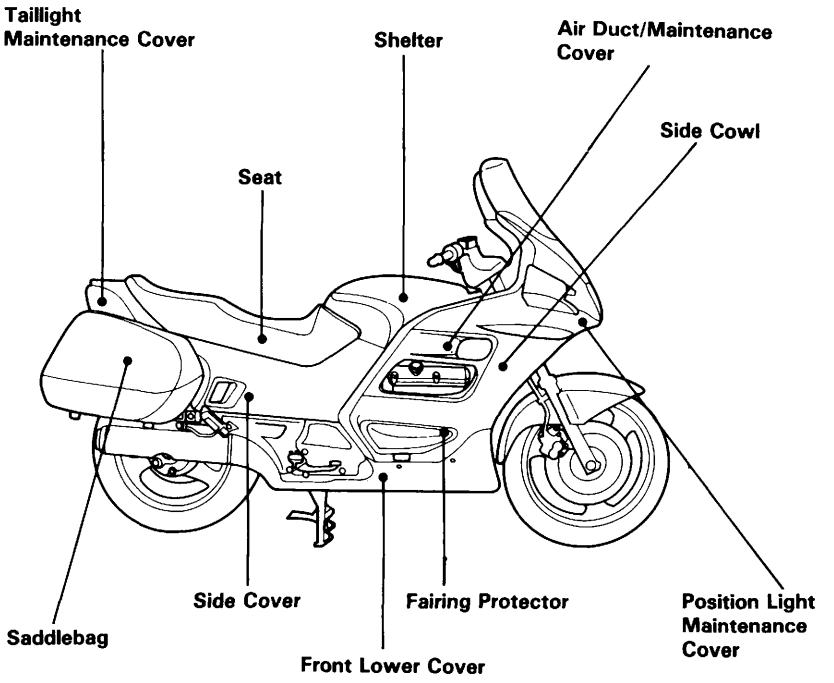
MAINTENANCE PRECAUTIONS

⚠WARNING

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

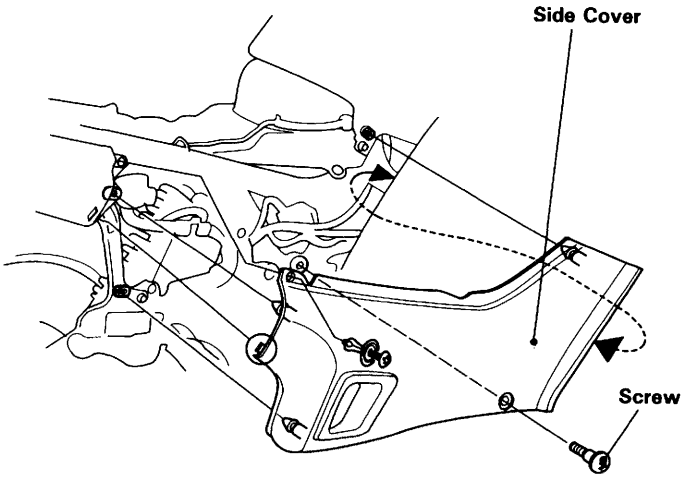
COVER REMOVAL

(Right side shown; left side similar)

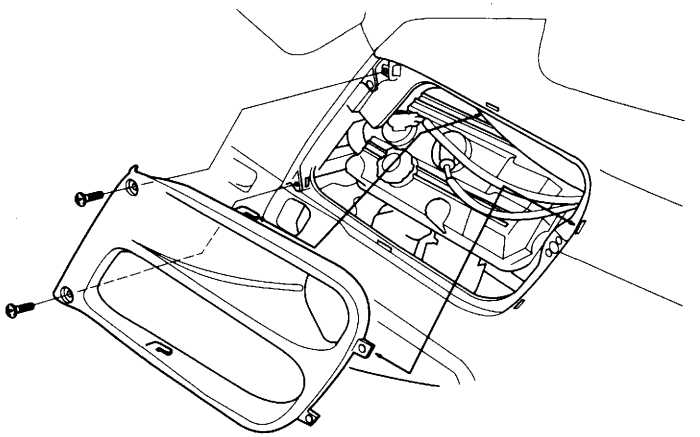


- Side Cover

1. Remove the saddlebag (see page 38)
2. Remove the seat (see page 34)
3. Remove the screw. Pull the rear of the cover first, then rotate it clockwise and pull the front of the cover.

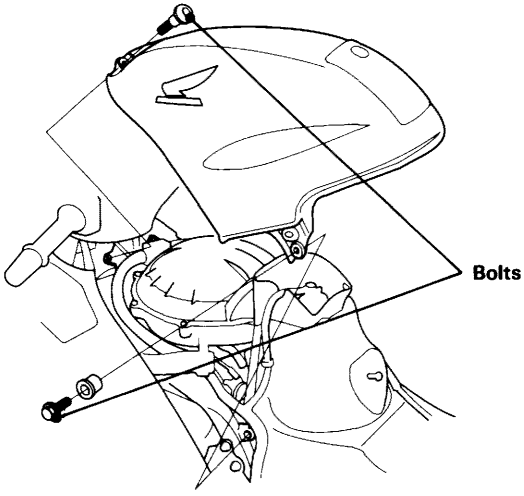


- Air Duct/Maintenance Cover
  Remove the bolts, pull the cover out, then slide it to the rear.



- Shelter

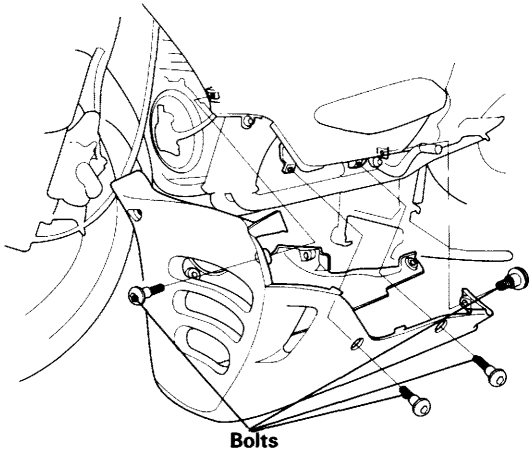
1. Remove the seat (see page 34).
2. Remove the shelter by removing bolts.



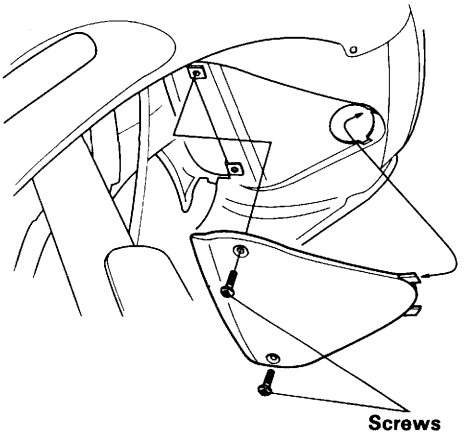
- Front Lower Cover
  Remove the bolts then slide the cover forward.

NOTE:

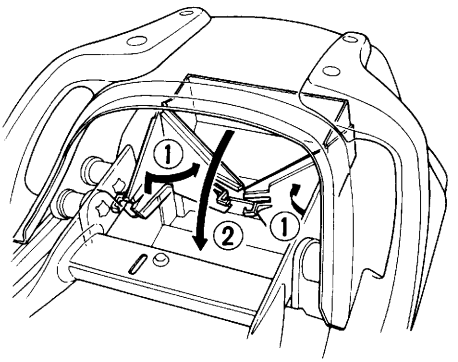
- Use the short collar bolt in the right rear hole when installing the under cowl.



- Position light Maintenance Cover
  Remove the screws, then slide the cover to the rear.

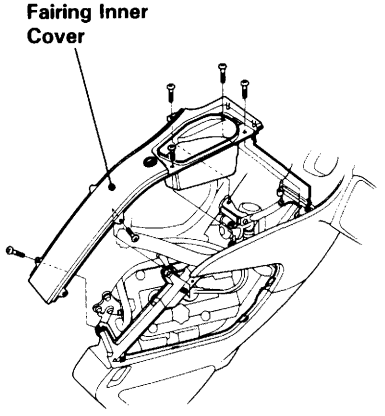


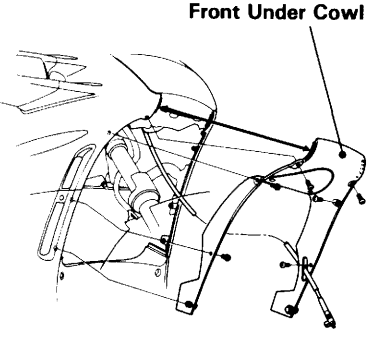
- Taillight Maintenance Cover
  Push the triangular flaps of the document compartment in and backward against the sides of the document compartment ①. Pull up on the rear of the document compartment toward the front ②.

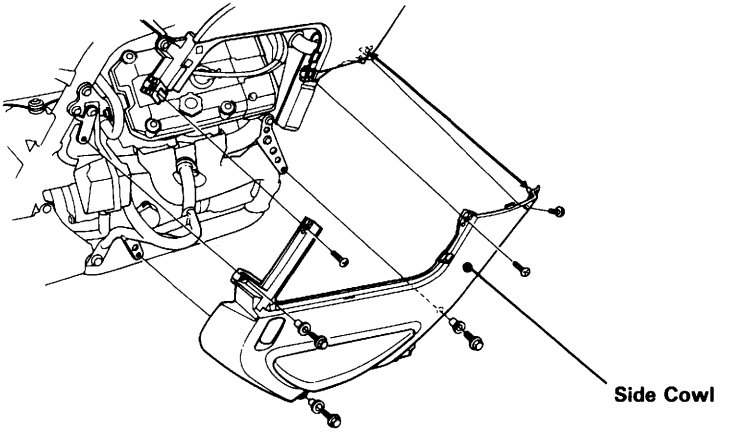


- Side Cowl

1. Remove the airduct/maintenance cover, shelter and front lower cover.
2. Remove the right fairing pocket (page 39).
3. Remove the fairing inner cowl by removing the bolts and screws.
4. Remove the front under cowl by removing the bolts and screws.
5. Remove the side cowl by removing bolts and screws.







ENGINE OIL AND FILTER

Refer to Maintenance Precautions on page 55.
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule on page 51.

CAUTION:

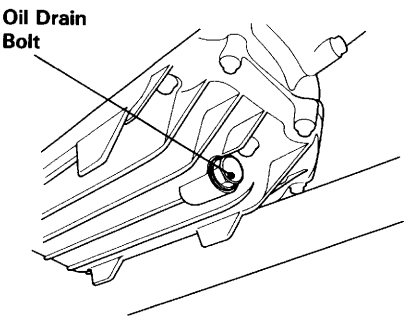
- ***Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.***

NOTE:

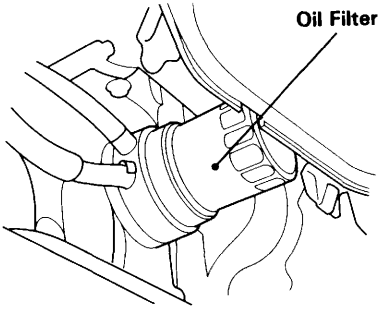
- Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash or pour it on the ground.
- Change the engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure complete and rapid draining.

To drain the oil:

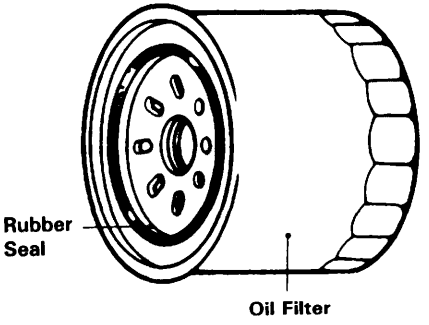
1. Remove the front lower cover (page 58).
   Remove the oil filler cap (page 25) and oil drain bolt.



2. Remove the oil filter with a filter wrench. Discard the oil filter.



3. Apply a thin coat of engine oil to the rubber seal on the new oil filter.



4. Install the new oil filter and tighten it to the specified torque:
   10 N·m (1.0 kg-m, 7 ft-lb)
5. Check that the sealing washer on the drain plug is in good condition. Install the drain plug and tighten it to the specified torque:
   35 N·m (3.5 kg-m, 25 ft-lb)

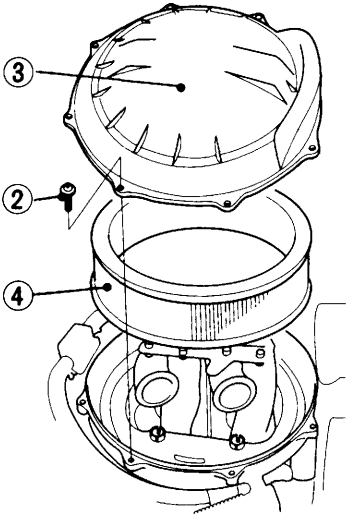
6. Fill the crankcase with approximately 3.6 liters (3.8 US qt 3.2 Imp qt) of the recommended oil.
7. Install the oil filler cap.
8. Start the engine and let it idle for a few minutes.
9. Stop the engine. Make sure the oil level is at the upper level mark on the inspection window (page 26) and there are no oil leaks.

NOTE:

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

AIR CLEANER

The numbers indicate the sequence of disassembly.
① Remove the shelter (page 58).



Refer to Maintenance Precautions on page 55.
The air cleaner should be serviced at regular intervals (page 51). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the parts in sequence, according to the order in the illustration.

NOTE:
- Be careful not to break any tabs.

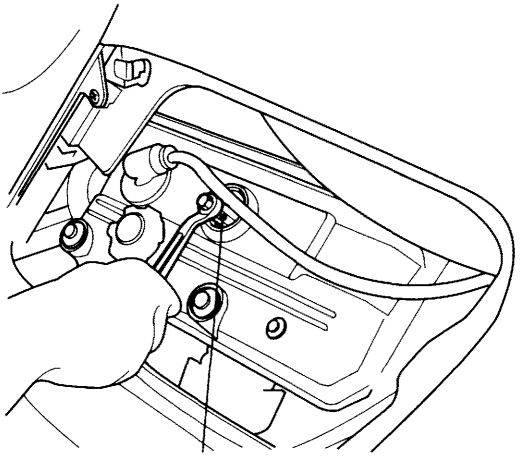
2. Remove the air cleaner element and discard it.
3. Install a new air cleaner element.
4. Install removed parts in the reverse order of removal.

NOTE:
- Make sure to engage all tabs and to secure all fasteners.

SPARK PLUGS

Refer to Maintenance Precautions on page 55.

1. Remove the air duct/maintenance cover (page 57). (Right side shown; left side similar).

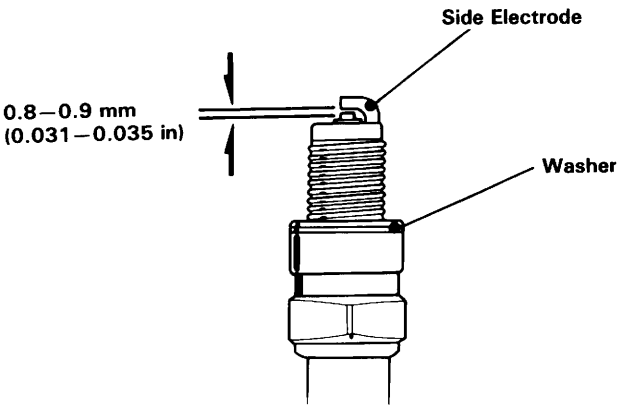


Recommended plugs:
Standard: CR8EH9 (NGK), U24FER9 (ND)
For extended high speed riding:
CR9EH9 (NGK), U27FER9 (ND)

2. Disconnect the spark plug caps.
3. Clean any dirt from around the spark plug bases.
4. Remove and discard the spark plugs.
5. Make sure the new spark plug gap is 0.8—0.9 mm (0.031—0.035 in) using the 0.8 mm feeler gauge. If adjustment is necessary, bend the side electrode carefully.
6. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
7. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
8. Reinstall the spark plug caps.

CAUTION:

- ***The spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.***
- ***Never use a spark plug with an improper heat range. Severe engine damage could result.***
- ***When installing body parts, do not pinch any cables or wires.***

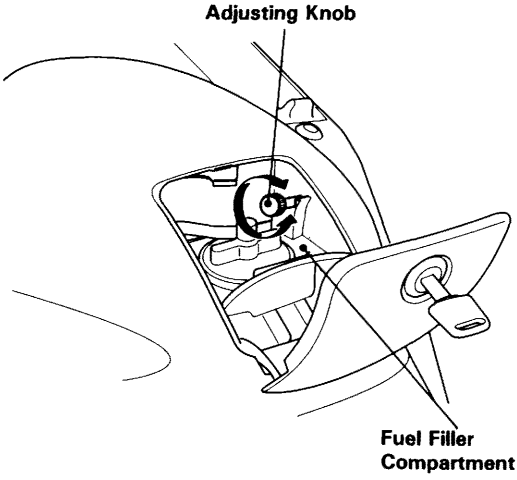


IDLE SPEED

Refer to Maintenance Precautions on page 55.
The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

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

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Open the fuel filler compartment.
3. Adjust idle speed with the adjusting knob.
   Idle Speed: 1,000 ± 100 rpm
   1,200 ± 50 rpm (SW type)
   (In neutral)



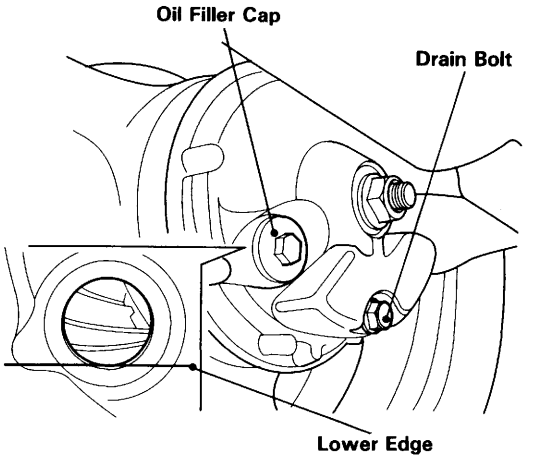
FINAL DRIVE OIL

Refer to Maintenance Precautions on page 55.
Change the oil as specified in the maintenance schedule on page 52.

NOTE:
- Change the oil with the final drive at normal operating temperature and the motorcycle upright on firm, level ground to assure complete and rapid draining.

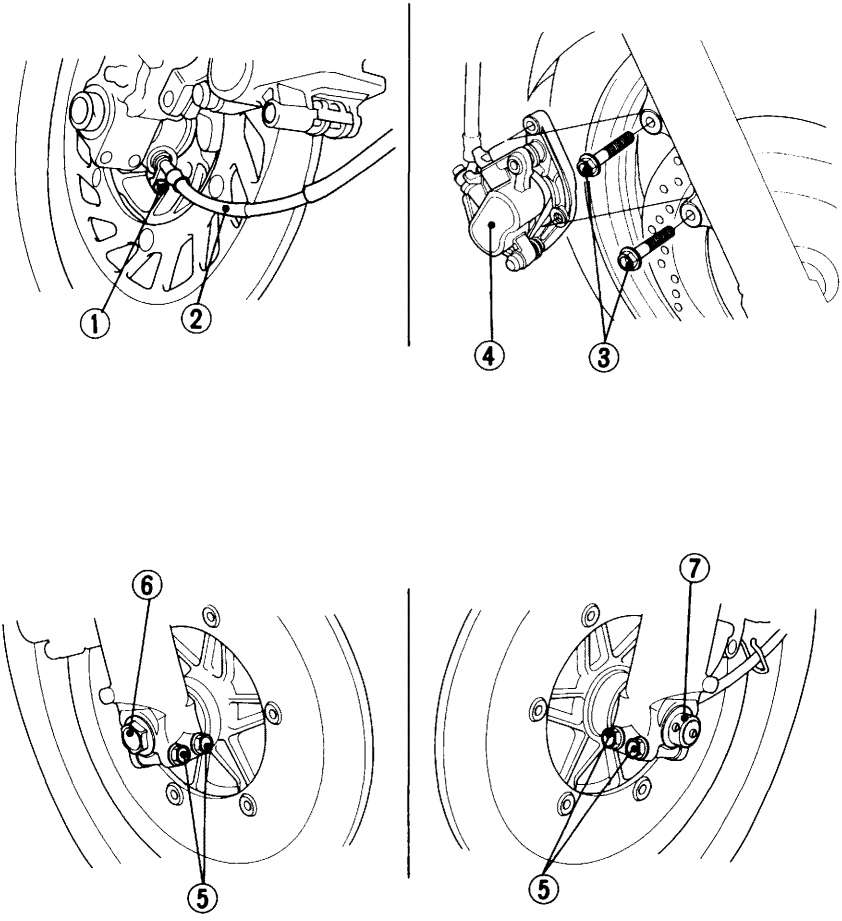
1. To drain the oil, remove the oil filler cap and drain plug.
2. After the oil has completely drained, check that the sealing washer on the drain plug is in good condition and install the drain plug.
   Drain Plug Torque: 12 N·m (1.2 kg-m, 9 ft-lb)
3. Fill the final drive with approximately 150 cc (5.1 oz) of the recommended oil. Make sure the final drive oil level is slightly lower than the lower edge of the inspection hole.
4. Install the oil filler cap.

Recommended oil: HYPOID GEAR OIL SAE 80



FRONT WHEEL REMOVAL

For related torque specifications, see page 73. The numbers indicate the sequence of disassembly.



⚠ WARNING

- ***Wheel removal requires mechanical skill and professional tools such as a floor jack and torque wrench. We recommend it be done only by your authorized Honda dealer or other qualified mechanic.***

NOTE:

- For some temporary tubeless tire repairs, wheel removal may not be necessary. See pages 29, 30.

Refer to Maintenance Precautions on page 55.

1. Raise the front wheel off the ground by placing a support block under the engine, being careful to avoid contact with exhaust pipe and front lower cover.
2. Remove the parts in sequence, according to the order in the illustration.

CAUTION:

- ***To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.***
- ***Avoid getting grease, oil or dirt on the disc or pad surfaces, because such contamination can cause poor brake performance or rapid pad wear after reassembly.***

NOTE:

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

Installation

1. Reassemble removed parts in the reverse order of removal.

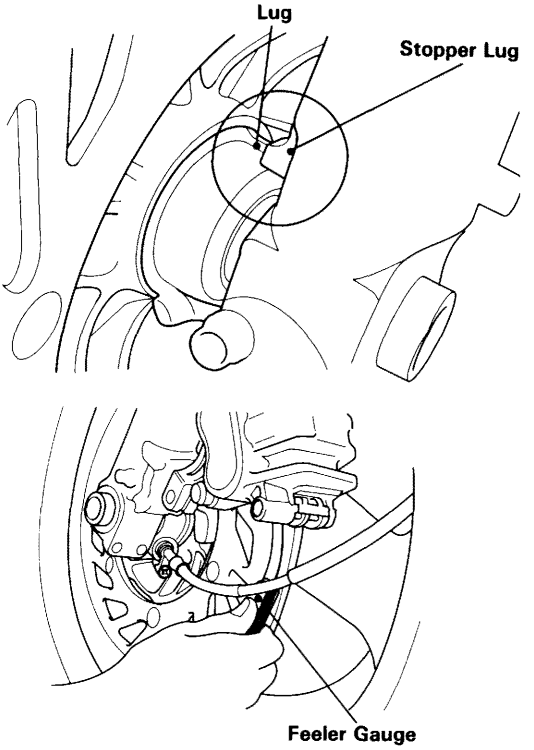
NOTE:

- When installing the wheel, position the speedometer gearbox so that the lug on the gearbox is against the rear of the stopper lug on the left fork.

CAUTION:

- ***When installing the wheel, fit both brake discs carefully between the brake pads to avoid damaging the pads.***

2. Measure the clearance between the outside surface of the left brake disc and the left caliper holder with a 0.7 mm (0.028 in) feeler gauge. If the gauge inserts easily, tighten the right and left axle pinch bolts to the specified torque.



Specified torque:
Axle bolt: 90 N·m (9.0 kg-m, 65 ft-lb)
Axle pinch bolt: 27 N·m (2.7 kg-m, 20 ft-lb)

⚠ WARNING

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

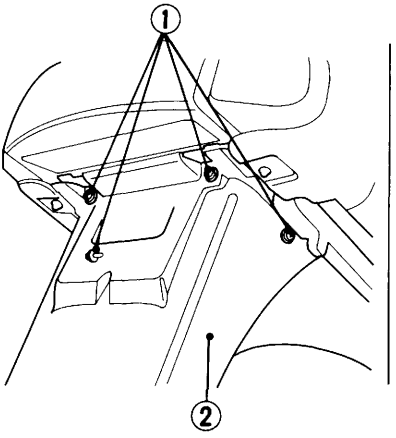
3. If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the axle pinch bolts with the gauge inserted.
4. After tightening, remove the gauge. After installing the wheel, apply the brakes several times, then recheck both discs for caliper-holder-to-disc clearance. Do not operate the motorcycle without adequate clearance.

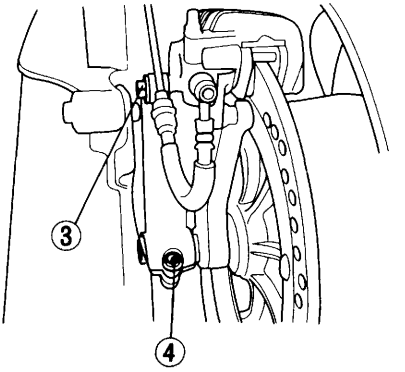
⚠ WARNING

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

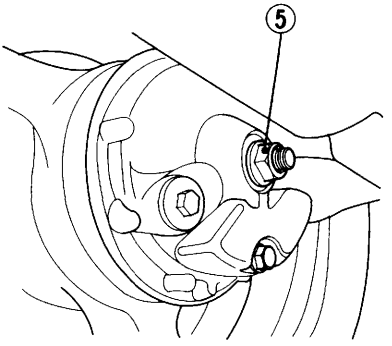
REAR WHEEL REMOVAL

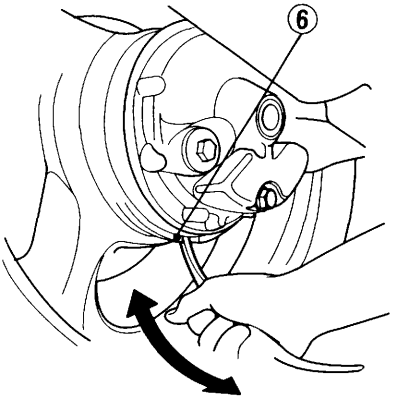
For related torque specifications, see page 76. The numbers indicate the sequence of disassembly.





③ Loosen the bolt





⚠ WARNING

- ***Wheel removal requires mechanical skill and professional tools such as a torque wrench. We recommend it be done only by your authorized Honda dealer or other qualified mechanic.***

NOTE:

- For some temporary tubeless tire repairs, wheel removal may not be necessary. See page 29, 30.

Refer to Maintenance Precautions on page 55.

1. Place the motorcycle on its center stand.
2. Remove the parts in sequence, according to the order in the illustration.

NOTE:

- In case that the final driven flange tend to stay in the final drive spline, push the driven flange into the wheel by the pliers as shown number ⑥.

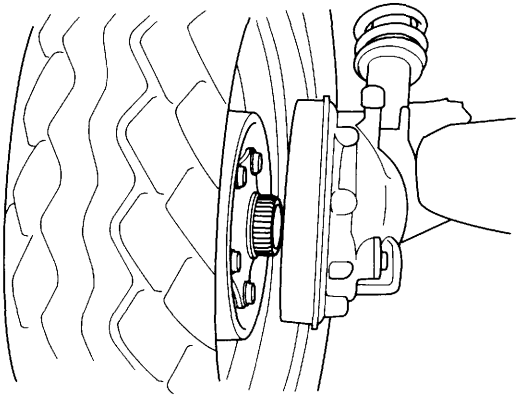
Installation Notes:

- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with grease.
- Reverse the removal procedure.
- Be sure the splines on the wheel hub fit into the final gear case.
- Before tightening the axle holding bolt, tighten the axle nut to prevent misalignment.

- Tighten and torque the following nuts and bolts:
  Axle nut torque:
  110 N·m (11.0 kg-m, 80 ft-lb)
  Axle holding bolt torque:
  27 N·m (2.7 kg-m, 20 ft-lb)
- Apply the brake several times and check for free wheel rotation when released.

⚠ WARNING

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



BRAKE WEAR INDICATORS

Refer to Maintenance Precautions on page 55.

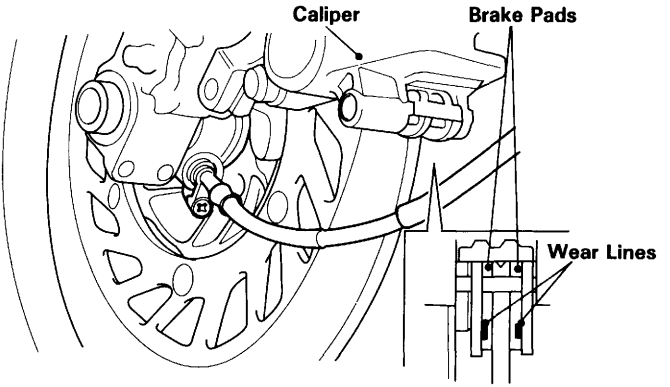
Brake Pad Wear

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

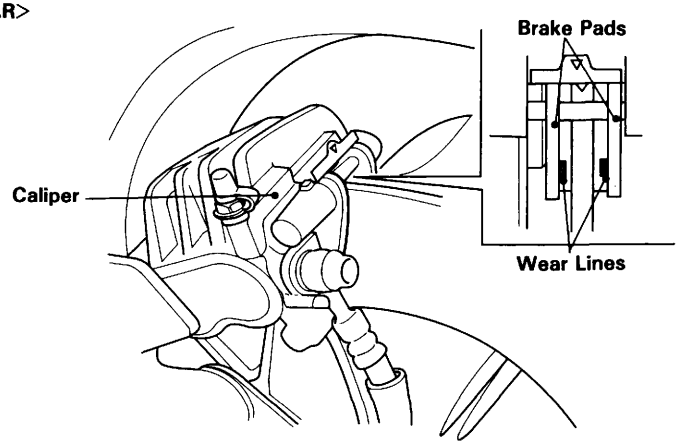
NOTE:

- Use only genuine Honda replacement friction pads offered by authorized Honda dealers. When brake service is necessary consult your Honda dealer.

<FRONT>



<REAR>



SIDE STAND

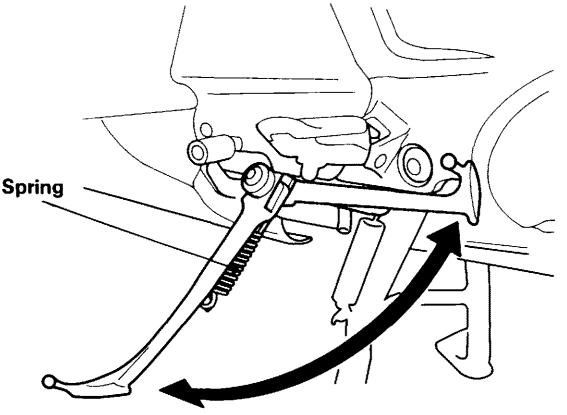
Refer to Maintenance Precautions on page 55.

Check the side stand system for proper function.

- Check the spring for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:

1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
3. Move the side stand fully down.
4. The engine should stop as you put the side stand down.

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



ELECTRICAL

BATTERY

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

CAUTION:

- ***Do not attempt to remove the sealing caps from the cells—you may damage the battery.***
- ***When this motorcycle is to be stored for an extended period of time, remove the battery and charge it fully. Then store it in a cool, dry place.***

⚠ WARNING

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

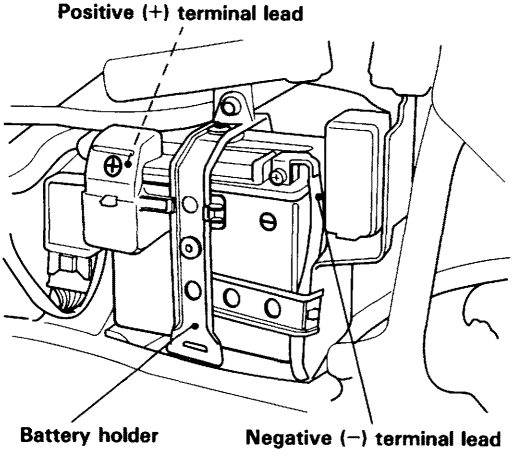
Battery Removal

The battery is located in the battery box under the left side cover.

1. Remove the left side cover (page 57).
2. Remove the battery holder by removing the bolt.
3. Disconnect the negative (−) terminal lead from the battery first.
4. Pull the battery out of the battery box.
5. Disconnect the positive (+) terminal lead.

Installation Note:

Reverse the removal procedure.



FUSE REPLACEMENT

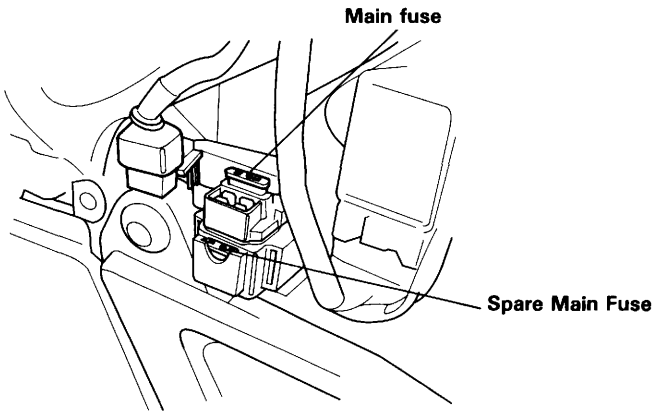
Refer to Maintenance Precautions on page 55.

The main fuse, located on the starter magnetic switch under the left side cover is 30 A.
The spare main fuse is under the starter magnetic switch.
The fuse box is located under the left side cover.
The specified fuses are 10 A and 20 A.
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

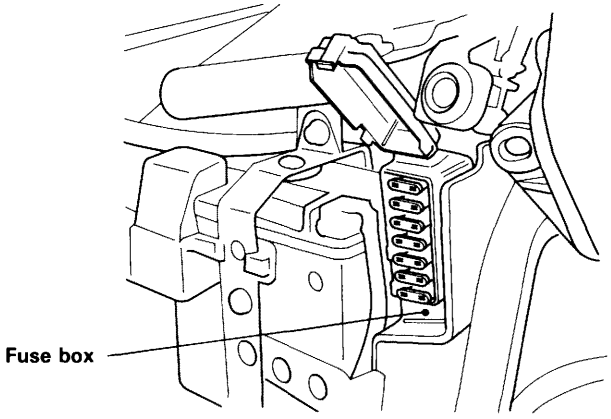
CAUTION:

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

To replace the main fuse, remove the left side cover (page 57). Disconnect the wire connector of the starter magnetic switch and pull out the old fuse. Install a new fuse and reconnect the connector.

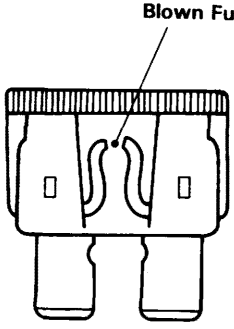


To replace fuses in the fuse box: remove the left side cover (page 57).
Pull the old fuse out of the clips. Push a new fuse into the clips and install the fuse box cover.



⚠ WARNING

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



CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil, coolant, or hydraulic fluid seepage.

1. Clean the windshield with a soft cloth or sponge and plenty of water. Dry with a soft clean cloth. Remove minor scratches with commercially available plastic polishing compound. Replace the windshield if scratches cannot be removed and they obstruct clear vision.

CAUTION:

- ***Do not let battery electrolyte, brake fluid or other acid chemicals get on the windshield. They will damage the plastic.***
- ***Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:***

Brake Master Cylinder	***Fairing Pocket or Accessories***
Clutch Master Cylinder	***Ignition Switch***
Radiator Fins	***Steering Lock***
Wheel Hubs	***Handlebar Switches***
Muffler Outlets	***Instrument Panel***
Under Seat	***Front Timing Belt Covers***

2. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
3. Dry the motorcycle, start the engine, and let it run for several minutes.
4. Test the brakes before riding the motorcycle in normal traffic. Several applications may be necessary to restore normal braking performance.

⚠ WARNING

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

CLEANING

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth. After cleaning, apply wax to the cleaned surfaces thoroughly.
If the wheels have stains or lose their luster, polish the surfaces with a cleaner containing compounds then apply wax. Be sure to remove wax or cleaner from the brake disc thoroughly after applying wax or polishing with a cleaner containing compounds.

CAUTION:

- ***Do not use steel wool to clean the wheels, as they can cause damage.***

STORAGE GUIDE

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

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Drain the fuel tank and carburetor into an approved gasoline container. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel cap on the tank.

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

⚠ WARNING
- ***Gasoline is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow open flames or sparks in the area or where gasoline is stored.***

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

NOTE:
- When turning the engine over, the Engine Stop Switch should be OFF and each spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Slow charge the battery once a month.

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

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
4. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil, if necessary, as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 42). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,285 mm (89.9 in)
Overall width	785 mm (30.9 in)
Overall height	1,395 mm (54.9 in)
Wheelbase	1,555 mm (61.2 in)
Ground clearance	145 mm (5.7 in)

WEIGHT

Dry weight	283 kg (624 lbs)

CAPACITIES

Engine oil	3.6 ℓ (3.8 US qt, 3.2 Imp qt) After draining
Final drive gear oil	150 cc (5.1 oz) After draining
Fuel tank	28 ℓ (7.4 US gal, 6.1 Imp gal)
Cooling system capacity	3.0 ℓ (3.2 US qt, 2.7 Imp qt)
Passenger capacity	Operator and one passenger
Maximum weight capacity	205 kg (452 lb)

ENGINE

Bore and stroke	73 x 68.4 mm (2.87 x 2.69 in)
Compression ratio	10 : 1
Displacement	1,084 cc (66.1 cu.in)
Spark plug	
Standard	U24FER9 (ND), CR8EH9 (NGK)
For extended high speed riding	U27FER9 (ND), CR9EH9 (NGK)
Spark plug gap	0.8—0.9 mm (0.031—0.036 in)
Idle speed	1,000 ± 100 rpm 1,200 ± 50 rpm (SW type)

CHASSIS AND SUSPENSION

Caster	27.5°
Trail	101 mm (4.0 in)
Tire size, front	See page 28
Tire size, rear	See page 28

SPECIFICATIONS

POWER TRANSMISSION

Primary reduction	1.829
Gear ratio, 1st	2.266
2nd	1.500
3rd	1.142
4th	0.916
5th	0.758
Final reduction	2.833

ELECTRICAL

Battery	12V—12AH
Generator	0.42 kw/5,000 rpm

FUSES

30A (Main fuse)
20A, 10A (Other fuses)

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

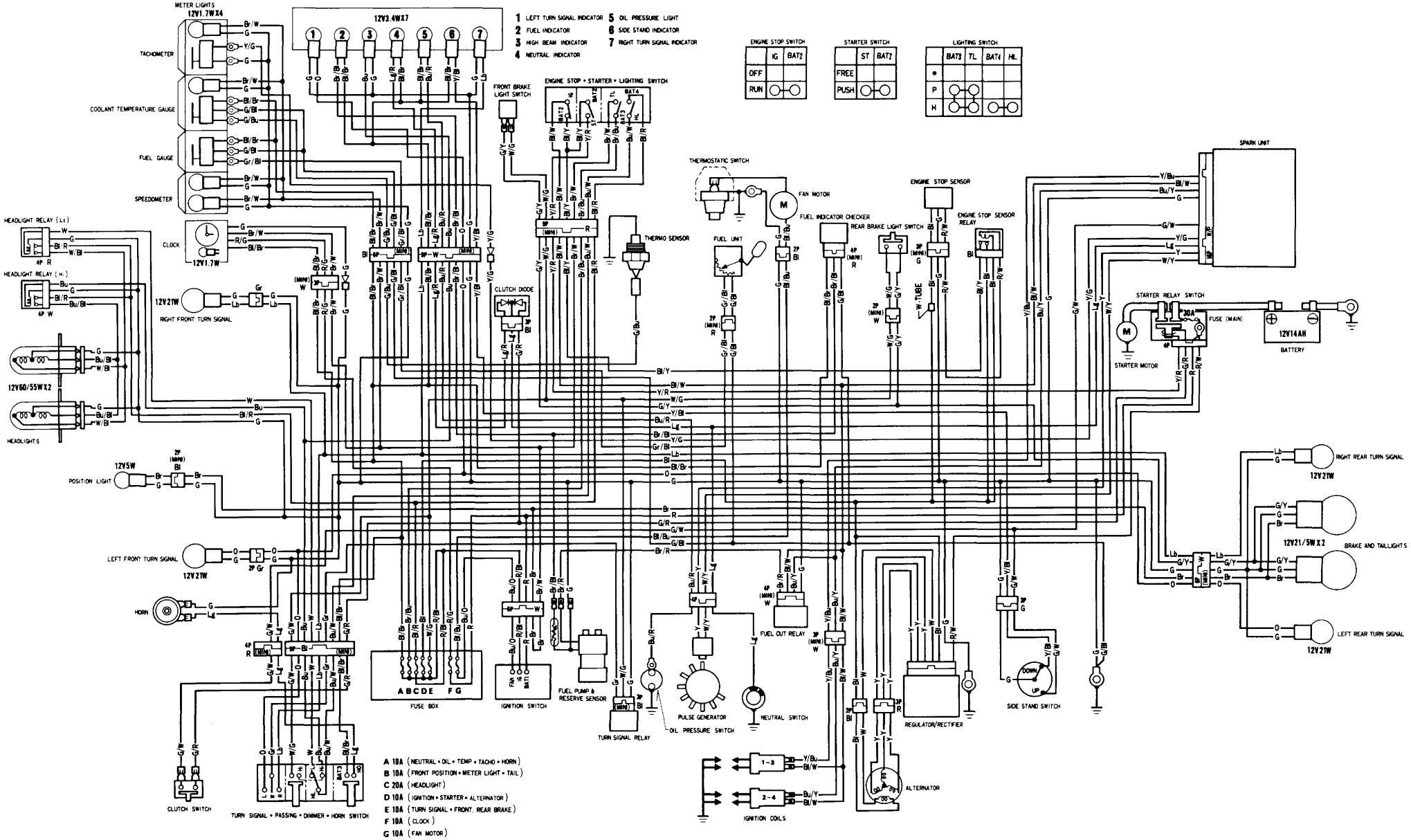
TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

(b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

ST1100 (E)



ENGINE STOP SWITCH	IG	BAT2
OFF		
RUN	○	○

STARTER SWITCH	ST	BAT2
FREE		
PUSH	○	○

LIGHTING SWITCH	BAT3	TL	BAT4	HL
•				
P				
H	○		○	

TURN SIGNAL SWITCH	W	R	L
R	○	○	
N			
L		○	○

PASSING SWITCH	BAT4	Hi
FREE		
PUSH	○	○

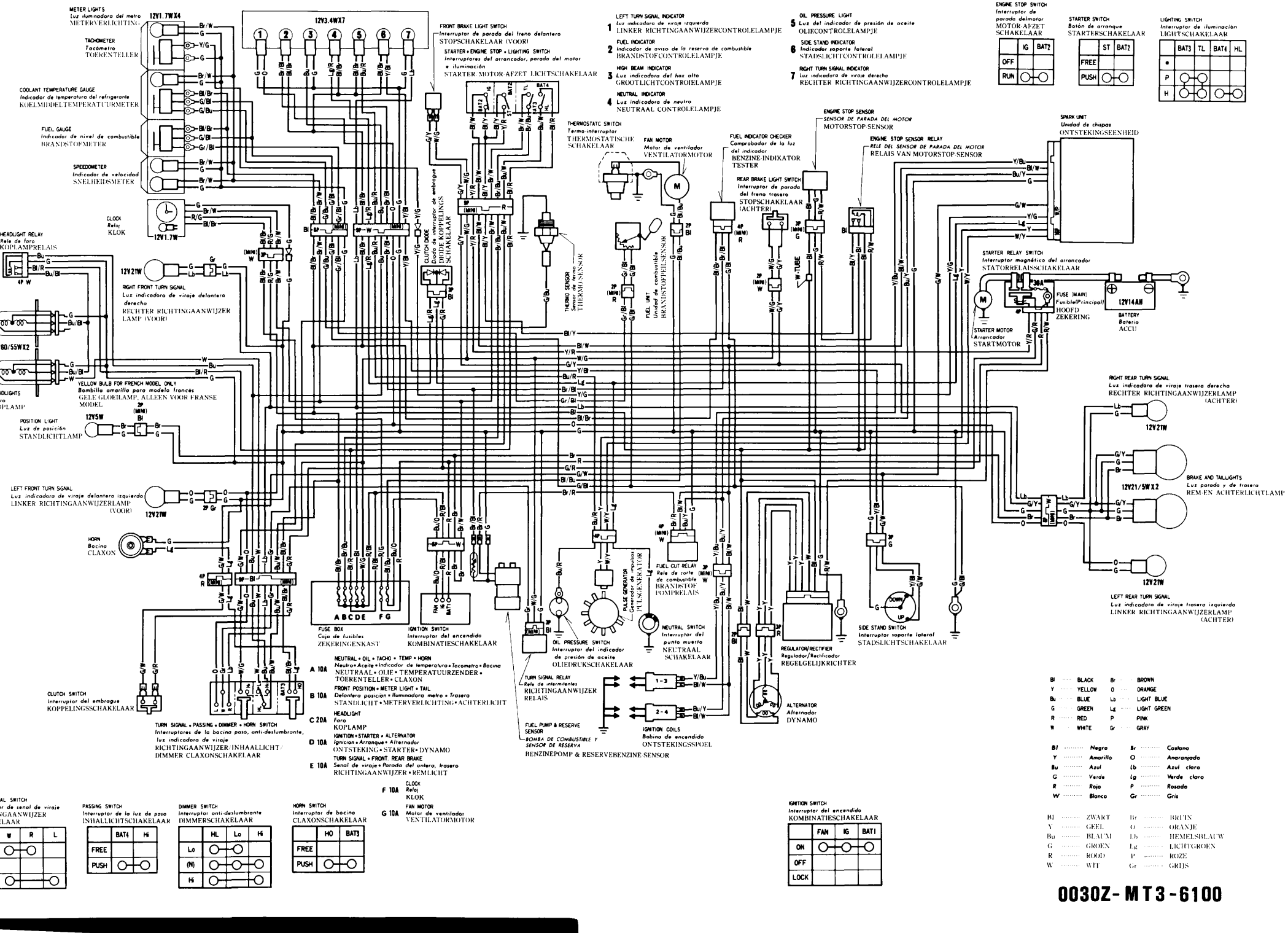
DIMMER SWITCH	HL	Lo	Hi
Lo	○		
(N)	○	○	
Hi	○	○	○

HORN SWITCH	HO	BAT3
FREE		
PUSH	○	○

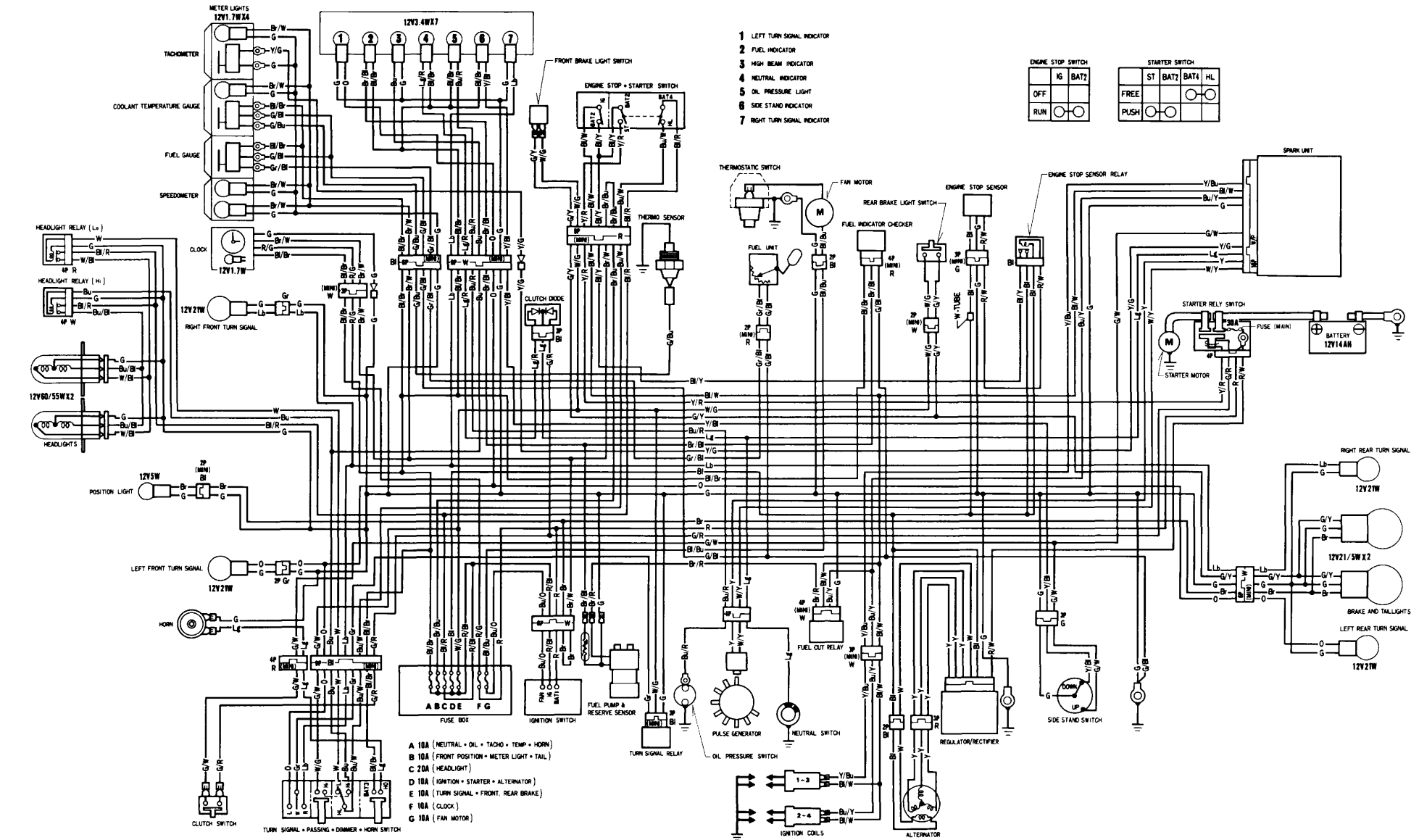
IGNITION SWITCH	FAN	IG	BAT1
ON		○	○
OFF			
LOCK			

Bl	BLACK	Br	BROWN
Y	YELLOW	O	ORANGE
Bu	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY

ST1100 (ED, ND, SP, N)



ST1100 (U)


METER LIGHTS
12V1.7WX4
TACHOMETER
COOLANT TEMPERATURE GAUGE
FUEL GAUGE
SPEEDOMETER
CLOCK
12V1.7W
12V3.4WX7
1 LEFT TURN SIGNAL INDICATOR
2 FUEL INDICATOR
3 HIGH BEAM INDICATOR
4 NEUTRAL INDICATOR
5 OIL PRESSURE LIGHT
6 SIDE STAND INDICATOR
7 RIGHT TURN SIGNAL INDICATOR
FRONT BRAKE LIGHT SWITCH
ENGINE STOP + STARTER SWITCH
ENGINE STOP SWITCH
STARTER SWITCH
THERMOSTATIC SWITCH
FAN MOTOR
THERMO SENSOR
REAR BRAKE LIGHT SWITCH
FUEL INDICATOR CHECKER
ENGINE STOP SENSOR
ENGINE STOP SENSOR RELAY
SPARK UNIT
HEADLIGHT RELAY (Lo)
HEADLIGHT RELAY (Hi)
12V2IW
RIGHT FRONT TURN SIGNAL
CLUTCH DIODE
FUEL UNIT
STARTER RELY SWITCH
30A
FUSE (MAIN)
BATTERY
12V14AH
STARTER MOTOR
12V60/55WX2
HEADLIGHTS
12V5W
POSITION LIGHT
LEFT FRONT TURN SIGNAL
12V21W
HORN
RIGHT REAR TURN SIGNAL
12V21W
12V21/5WX2
BRAKE AND TAILLIGHT
LEFT REAR TURN SIGNAL
12V21W
A 10A (NEUTRAL • OIL • TACHO • TEMP • HORN)
B 10A (FRONT POSITION • METER LIGHT • TAIL)
C 20A (HEADLIGHT)
D 10A (IGNITION • STARTER • ALTERNATOR)
E 10A (TURN SIGNAL • FRONT, REAR BRAKE)
F 10A (CLOCK)
G 10A (FAN MOTOR)
FUSE BOX
IGNITION SWITCH
FUEL PUMP & RESERVE SENSOR
TURN SIGNAL RELAY
PULSE GENERATOR
OIL PRESSURE SWITCH
NEUTRAL SWITCH
FUEL CUT RELAY
REGULATOR/RECTIFIER
SIDE STAND SWITCH
IGNITION COILS
ALTERNATOR
CLUTCH SWITCH
TURN SIGNAL • PASSING • DIMMER • HORN SWITCH
Bl BLACK
Y YELLOW
Bu BLUE
G GREEN
R RED
W WHITE
Br BROWN
O ORANGE
Lb LIGHT BLUE
Lg LIGHT GREEN
P PINK
Gr GRAY
TURN SIGNAL SWITCH
PASSING SWITCH
DIMMER SWITCH
HORN SWITCH
IGNITION SWITCH