

'82

# OWNER'S MANUAL

**HONDA**  
**MB5**

READ BEFORE YOU RIDE!



## IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER.**

This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the vehicle capacity load.

- **ON-ROAD USE**

This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush or grass covered areas may be illegal. Obey local laws and regulations.

- **READ OWNER'S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

 **WARNING**

*Indicates a strong possibility of severe personal injury or loss of life 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 vehicle and should remain with the vehicle when resold.

HONDA MB5  
OWNER'S MANUAL

1982



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## WELCOME

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the machine, but also the machine's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual **BEFORE YOU RIDE THE MOTORCYCLE**. Also, for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include;

- \* Honda Owner's Identification Card
- \* Set-up and Predelivery Checklist
- \* Honda Motorcycle, Distributor's Limited Warranty

When service is required, remember that your Honda dealer knows what it takes to keep your Honda going strong. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding and thank you for choosing a Honda!

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## MOTORCYCLE SAFETY

### WARNING

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

### SAFE RIDING RULES

1. Always make a pre-ride inspection (page 24) before you start the engine. 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 drive in another motorist's "blind spot."
4. Obey all federal, state, 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.



## 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, boots, gloves, and protective clothing.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, kickstarter, footpegs, drive chain, or wheels.

## LOADING AND ACCESSORIES

### WARNING

- \* *A motorcycle is sensitive to changes in weight distribution. Addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle.*

### Loading

The vehicle capacity load is 220 pounds. The combined weight of the rider, cargo, and all accessories must not exceed this limit.

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. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.
3. Do not attach large or heavy items (such as sleeping bag or tent) to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

#### Accessories

You are personally responsible for proper selection, installation and use of accessories. Always follow the guidelines under loading above, and these:

1. Carefully inspect the accessory to make sure it does not reduce ground clearance, or obscure lights, or limit suspension travel, steering travel or control operation.
2. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. An electrical failure could cause a dangerous loss of lights or engine power at night or far from help.

## 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.*

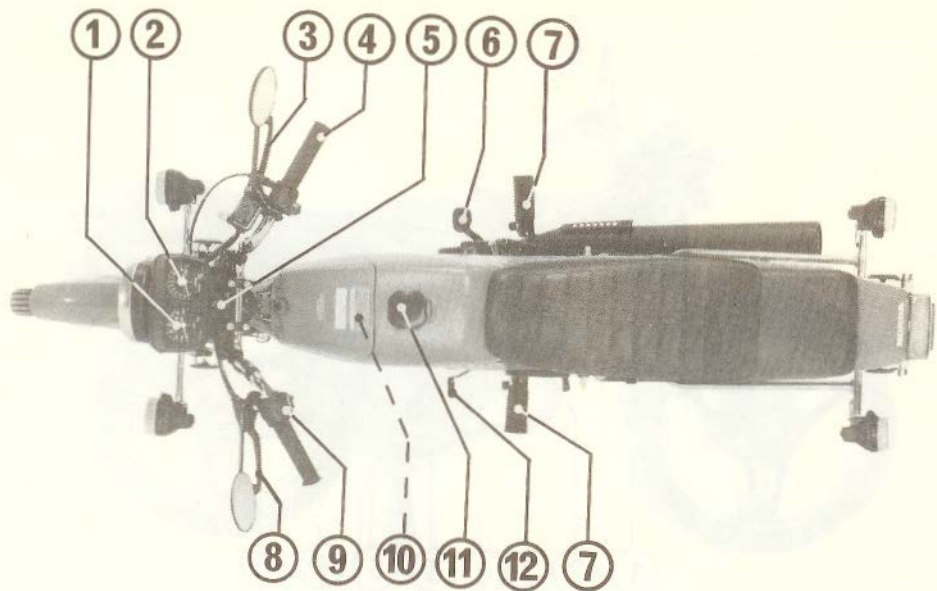


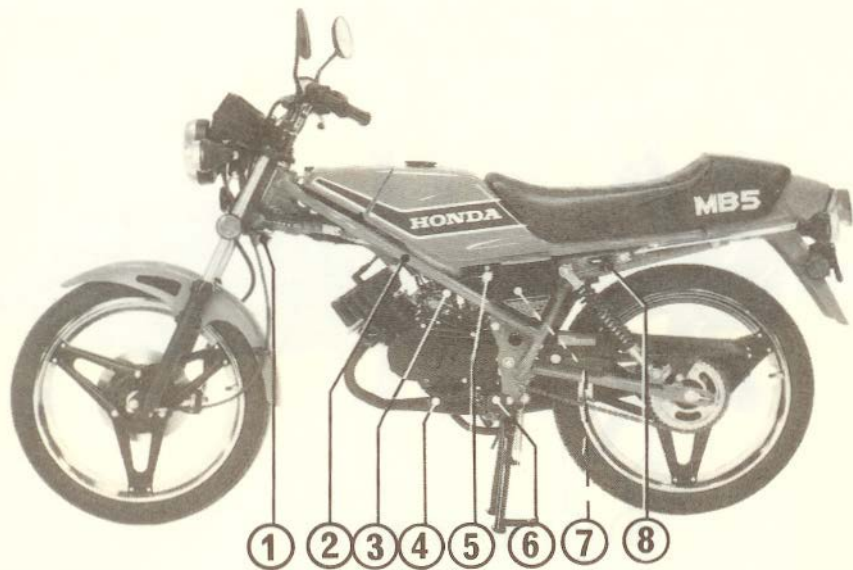
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## DESCRIPTION

### PARTS LOCATION

- (1) Speedometer
- (2) Tachometer
- (3) Front brake lever
- (4) Throttle grip
- (5) Ignition switch
- (6) Rear brake pedal
- (7) Footpegs
- (8) Clutch lever
- (9) Headlight dimmer switch (above):  
Turn signal switch (middle):  
Horn button (below):
- (10) Oil tank filler cap
- (11) Fuel tank cap
- (12) Gearshift pedal

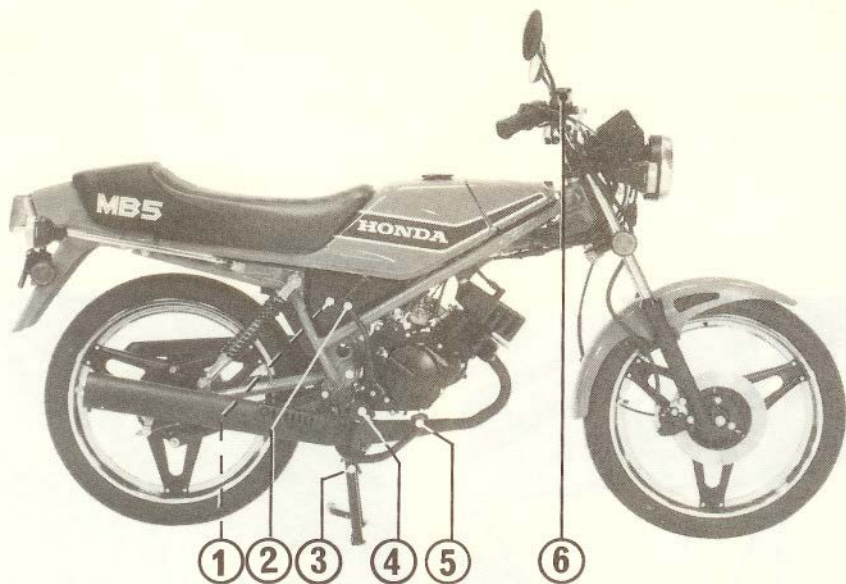




- (1) Steering lock  
(2) Oil level sight glass  
6 (3) Choke knob

- (4) Gearshift pedal  
(5) Fuel valve  
(6) Footpeg

- (7) Battery  
(8) Helmet holder



- (1) Air cleaner  
(2) Kickstarter pedal

- (3) Center stand  
(4) Footpeg

- (5) Rear brake pedal  
(6) Front brake fluid reservoir

## 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.

VIN NO. \_\_\_\_\_



(1) VIN number

The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head. The frame number (2) is stamped on the right side of the steering head.

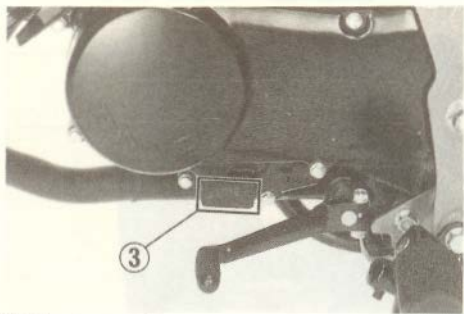
FRAME NO. \_\_\_\_\_



(2) Frame number

The engine number (3) is stamped on the left side of the crankcase.

ENGINE NO. \_\_\_\_\_



(3) Engine number



## PARTS FUNCTION

### Instruments and Indicators

The instruments are grouped together above the headlight case. Their functions are described in the table on the following page.

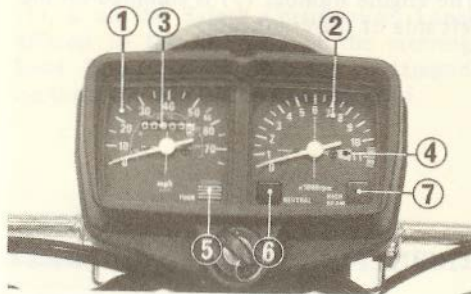
USA model:

Odometer reads in miles.

Canadian model:

Odometer reads in kilometers.

- (1) Speedometer
- (2) Tachometer
- (3) Odometer
- (4) Tachometer red zone
- (5) Turn signal indicator
- (6) Neutral indicator light
- (7) High beam indicator



Ref. No.	Description	Function
1.	Speedometer	Shows driving speed, 0 to 70 mph.
2.	Tachometer	Shows engine rpm.
3.	Odometer	Shows total accumulated mileage.
4.	Tachometer red zone	Avoid operating the engine in the red zone. NEVER operate beyond the red zone. <b>CAUTION:</b> <i>* Exceeding recommended maximum engine rpm may cause serious engine damage.</i>
5.	Turn signal indicator (amber)	Flashes when either turn signal operates. (see page 14)
6.	Neutral indicator (green)	Lights when the transmission is in neutral.
7.	High beam indicator (blue)	Lights when the headlight is on high beam (see page 14)

## Ignition Switch

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

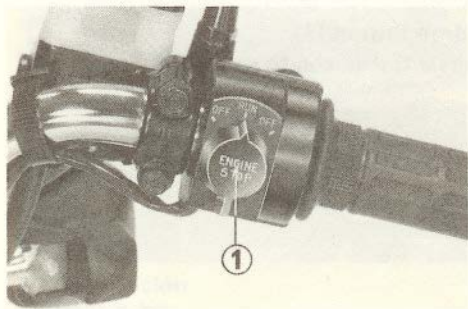
Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Remove the key.
ON (red dot)	Taillight and instrument lights will be on and other lights can be operated. The engine can be started. NOTE: * The headlight operates whenever the engine is running.	Key cannot be removed.

## Engine Stop Switch

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

### NOTE:

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



(1) Engine stop switch

## Headlight Dimmer Switch, Turn Signal Switch and Horn Button

The three controls next to the left handlebar grip are:

### Headlight Dimmer Switch (1)

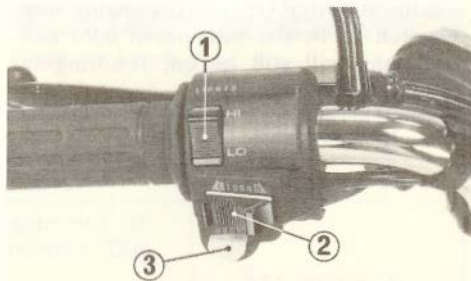
Select Hi for high beam, Lo for low beam.

### Turn Signal Switch (2)

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

### Horn Button (3)

Press the button to sound the horn.



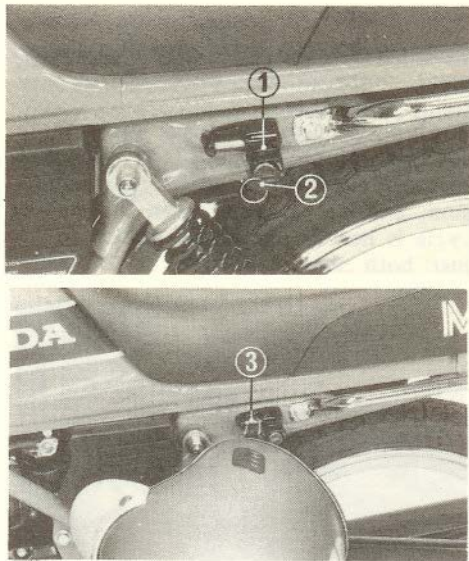
(1) Headlight dimmer switch (3) Horn button  
(2) Turn signal switch

## Helmet Holder

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

### WARNING

\* *The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*



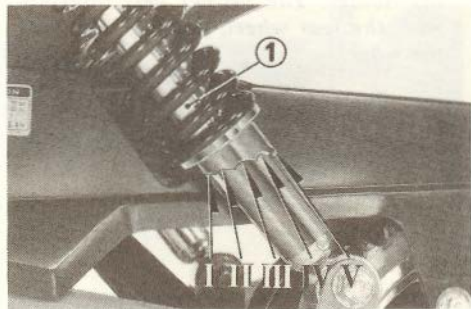
- (1) Helmet holder
- (2) Ignition key
- (3) Holder pin



## Shock Absorbers

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

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



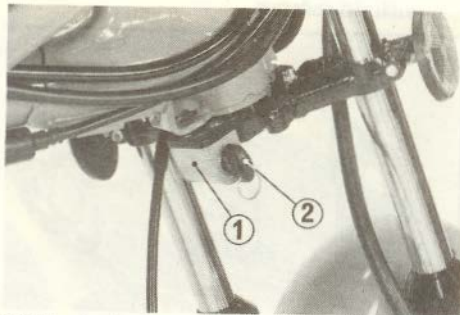
(1) Shock absorber

## Steering Lock

The steering lock is on the steering stem.

### To Lock:

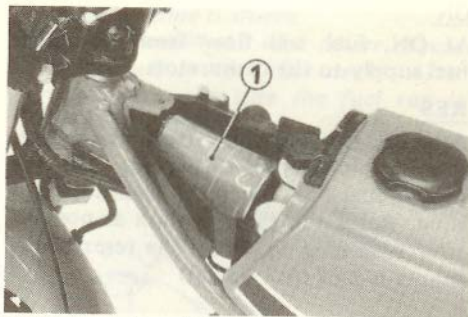
Turn the handlebars all the way to the left, insert the key (2) into the lock (1), turn the key clockwise 180° and remove it.



- (1) Steering lock
- (2) Ignition key

## Document Container

The document container (1) is under the fuel tank cover. This owner's manual and other documents should be stored in the plastic bag. When washing your motorcycle, be careful not to flood this area with water.



- (1) Document container

## FUEL

### Fuel Valve

The three way fuel valve (1) is on the left underneath the fuel tank.

### OFF

At OFF, fuel cannot flow from the tank to the carburetor. Turn the valve off whenever the motorcycle is not in use.

### ON

At ON, fuel will flow from the main fuel supply to the carburetor.

### RES

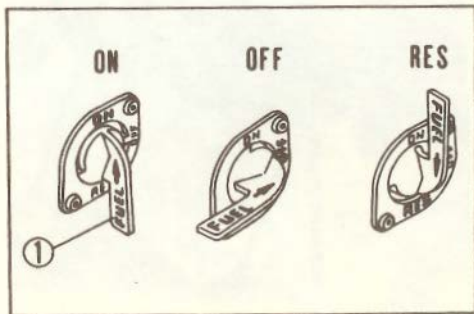
At RES, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES. The reserve fuel supply is 2.0ℓ (0.5 US gal)

### WARNING

- \* Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.
- \* Be careful not to touch any hot engine parts while operating the fuel valve.

### NOTE:

- \* Do not operate the machine with the fuel valve in the RES position after refueling. You may run out of fuel, with no reserve.



(1) Fuel valve

## Fuel Tank

Fuel tank capacity is 9 ℓ (2.4 US gal) including 2.0 ℓ (0.5 US gal) in the reserve supply.

Remove the fuel cap by turning it counterclockwise.

Any automotive gasoline with a pump octane number  $\left(\frac{R + M}{2}\right)$  of 86 or higher, or a research octane number of 91 or higher may be used. If “knocking” or

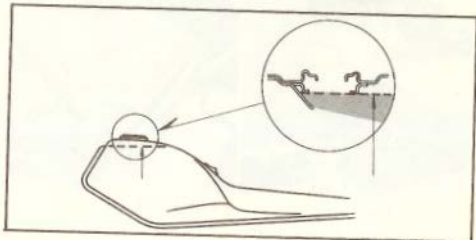


(1) Fuel cap

“pinging” occurs, try a different brand of gasoline or a higher octane grade. Install the fuel cap by turning clockwise.

### 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 motorcycle is refueled or where gasoline is stored.*
- \* *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.*



## INJECTOR OIL

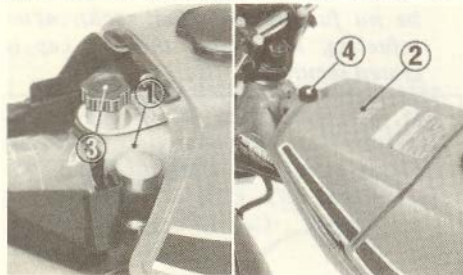
### Oil Level

Check the oil level, and fill the oil tank (1) if the yellow ball in the sight glass (5) comes up to the center with the motorcycle upright.

The oil tank's capacity is 1.1ℓ (0.3 US gal).

Use **Honda 2 Stroke Injector Oil** or its equivalent.

The oil tank is located under the fuel tank cover. To open the cover (2), un-



(1) Oil tank

(2) Fuel tankcover

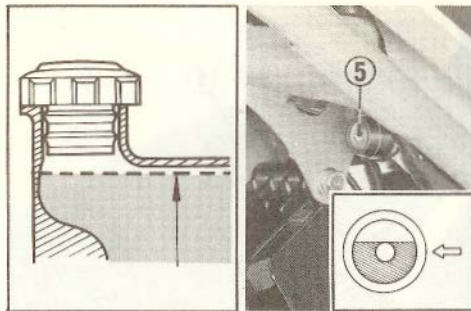
(4) Knob

(5) Sight glass

screw the knob (4) counterclockwise, then lift the front edge of the cover up.

### CAUTION:

- \* *The use of other oils may cause excessive carbon build-up in the engine and exhaust system resulting in loss of power and possible engine damage.*
- \* *Don't use OUTBOARD 2 STROKE OIL.*



Capacity 1.1 ℓ

1.2 US qt

**CAUTION:**

\* *If the oil level in the sight glass is below the lower level, check the tube from the oil tank to the oil pump.*

*If air is present in this tube, do not start the engine. The motorcycle must be taken to your Honda dealer for inspection and bleeding of the oil system. Failure to do this will result in serious engine damage.*

**NOTE:**

When filling take care not to allow foreign materials to enter the tank.



## TIRES

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

Check tire pressures frequently and adjust if necessary.

### NOTE:

- \* Tire pressure should be checked when the tires are "cold," before you ride.

Cold tire Pressures psi (kPa, kg/cm <sup>2</sup> )	Front: 25 (175, 1.75) Rear: 32 (225, 2.25)
Vehicle capacity load	100 kg (220 lbs)
Tire size	Front: 2.50-18-4PR
	Rear: 2.50-18-4PR

Check the tires for cuts, imbedded nails, or other sharp objects. See your authorized Honda Dealer for replacement of damaged tires or punctured inner tubes.

### WARNING

- \* *Do not attempt to patch a damaged tire or inner tube. Tire reliability may be impaired.*
- \* *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.*
- \* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
- \* *The use of tires other than those listed on the tire information label may adversely affect handling.*

*\* Replace tires before tread depth at the center of the tires reaches the following limit:*

Minimum tread depth	
Front:	0.8 mm (1/32 in)
Rear:	0.8 mm (1/32 in)

## OPERATION

### PRE-RIDE INSPECTION

#### WARNING

*\* If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

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

1. Oil level—check the level and add if necessary (page 20)
2. Fuel level—fill fuel tank when necessary (page 19). Check for leaks.
3. Front and rear brakes—check operation. Adjust rear free play if necessary (pages 50–53).
4. Tires—check condition and pressure (pages 22).

5. Drive chain—check condition and slack (pages 54–56). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 13).

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

## STARTING THE ENGINE

### WARNING

- \* *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*
- \* *Attempting to start the engine with the transmission in gear and the clutch engaged may result in injury or damage.*

### NOTE:

- \* This motorcycle can be kickstarted with the transmission in gear by disengaging the clutch before operating the kickstarter.

### Preparation

Make sure the transmission is in neutral, and the engine stop switch is at RUN. Turn the fuel valve ON. Insert the key and turn the ignition switch ON.

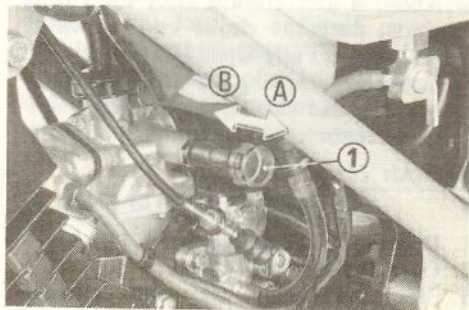
### Starting Procedure

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

### Normal Air Temperature

10–35°C (50–95°F)

1. Pull the choke knob (1) out to the Fully Closed (A) position.
2. Open the throttle grip slightly.



(1) Choke knob

(A) Fully Closed

(B) Fully Open

3. Start the engine by pushing the kick-starter down slowly until you feel resistance, then step down briskly.

**CAUTION:**

- \* *Do not allow the kickstarter to snap back against the pedal stop. Engine case damage may result.*
4. Warm up the engine by opening and closing the throttle slightly.
  5. About a half minute after the engine starts, push the choke knob down all the way to Fully Open (B) position.
  6. Continue warming up the engine by opening and closing the throttle slightly until the engine will idle smoothly.

High Air Temperature

35° C (95° F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine. (See step 3 under "Normal Air Temperature").

Low Air Temperature

10° C (50° F) or below

1. Follow steps 1–3 as given by "Normal Air Temperature."
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it will idle smoothly with the choke knob in Fully Open (B).

**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 ignition switch OFF and push the choke knob down to Fully Open (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch ON and follow the "High Air Temperature" Starting Procedure.

### **BREAK-IN**

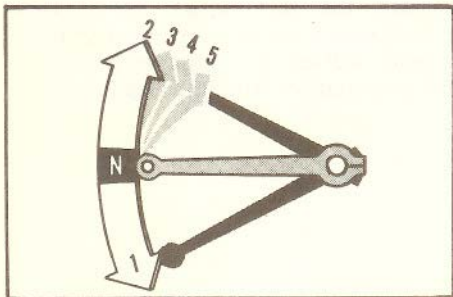
During the first 600 miles (1,000 km), do not operate the motorcycle at more than 80% of the maximum speed in any gear. Avoid full throttle operation, and do not operate for a long time at one speed. During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in Maintenance at 600 miles (1,000 km) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.



## RIDING

### WARNING

- \* *Review Motorcycle Safety (pages 1–3) before you ride.*
- \* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*



Shifting pattern

Proper shifting will provide better fuel economy and longer machine life.


Always shift gears up within ranges described in the table below.

Speed range		
1st	0 ~ 12 mph	0 ~ 20 km/h
2nd	9 ~ 22 mph	15 ~ 35 km/h
3rd	12 ~ 32 mph	20 ~ 50 km/h
4th	16 ~ 40 mph	25 ~ 65 km/h
5th	above 19 mph	above 30 km/h

Do not exceed the shifting points shown in the table below when downshifting.

Maximum shifting down points		
From 5th to 4th	37 mph	60 km/h
From 4th to 3rd	28 mph	45 km/h
From 3rd to 2nd	22 mph	35 km/h
From 2nd to 1st	9 mph	15 km/h



 **WARNING**

- \* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

**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.*

**NOTE:**

- \* *The battery will not charge while the engine speed is below 1,800 rpm. Avoid idling for prolonged periods.*

## BRAKING

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

### WARNING

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

## PARKING

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

### CAUTION:

- \* *Park the motorcycle on firm, level ground to prevent overturning.*
3. Lock the steering to help prevent theft (page 17).

## ANTI-THEFT

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 which are still with them.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NO.: \_\_\_\_\_

## SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility (refer to "TIRES" on pages 22-23). Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

### WARNING

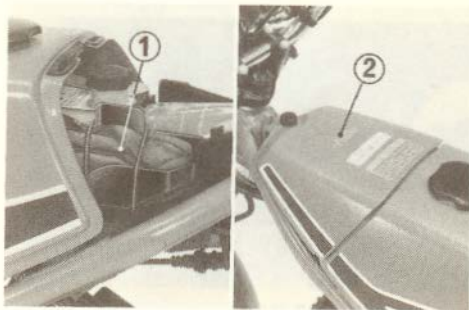
- \* *Stop the engine and support the motorcycle securely on a level surface before performing these procedures.*

## TOOL KIT

The tool kit (1) is in the compartment under the fuel tank cover (2).

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

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- No. 2 phillips/standard screwdriver
- Screwdriver grip
- Spark plug wrench
- T-handle
- Hook spanner
- Tool bag



(1) Tool kit

(2) Fuel tank cover

## FRONT WHEEL REMOVAL

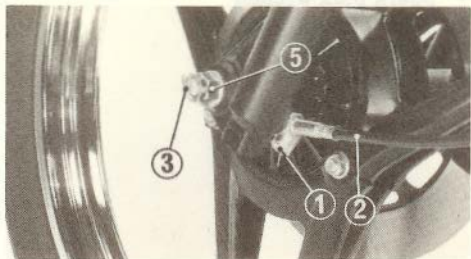
1. Raise the front wheel off the ground by placing a support block under the engine.
2. Loosen the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the cotter pin (3) and axle nut (4) and pull out the front axle (5). Remove the front wheel.

## NOTE:

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

## Installation:

- Reverse the removal procedure.
- Insert the axle through the right fork and tighten the axle nut.



- |                                 |                |
|---------------------------------|----------------|
| (1) Speedometer cable set screw | (3) Cotter pin |
| (2) Speedometer cable           | (4) Axle nut   |
|                                 | (5) Axle       |

### Axle nut torque:

55–65 N.m (5.5–6.5 kg-m, 40–47 ft-lb).

- Install the cotter pin. Spread the cotter pin ends.
- Check the brake adjustment.
- Apply the brake several times and check for free wheel rotation when released.

### WARNING

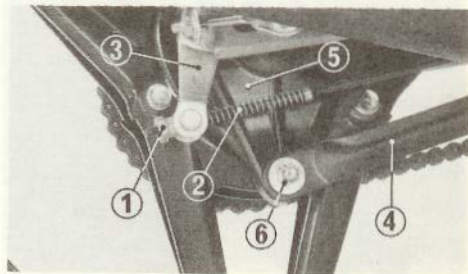
- \* *If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.*

### CAUTION:

- \* *Always replace used cotter pins with new ones.*

## REAR WHEEL REMOVAL

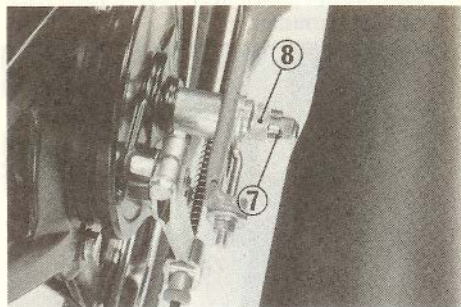
1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal. Disconnect the stopper arm (4) from the brake panel (5) by removing the cotter pin, stopper arm nut (6), washer and rubber grommet.



- |                   |                     |
|-------------------|---------------------|
| (1) Adjusting nut | (4) Stopper arm     |
| (2) Brake rod     | (5) Brake panel     |
| (3) Brake arm     | (6) Stopper arm nut |



3. Remove the cotter pin (7) from the axle end.
4. Remove the rear axle nut (8) and pull out the rear axle. Push the wheel forward and derail the drive chain from the rear sprocket. Tilt the motorcycle to one side so that the wheel can be removed.



(7) Cotter pin

(8) Axle nut

### Installation Notes:

- To install the rear wheel, reverse the removal procedure. Be sure to tighten the axle nut and the stopper arm nut.  
Axle nut torque:  
40–50 N.m (4.0–5.0 kg m, 29–36 ft-lb)  
Stopper arm nut torque:  
20–25 N.m (2.0–2.5 kg-m, 14–18 ft-lb).
- Adjust the brake (page 52) and drive chain (pages 54–56).
- 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 dealer as soon as possible to verify proper assembly.*

### **CAUTION:**

- \* *Always replace used cotter pins with new ones.*

## FUSE REPLACEMENT

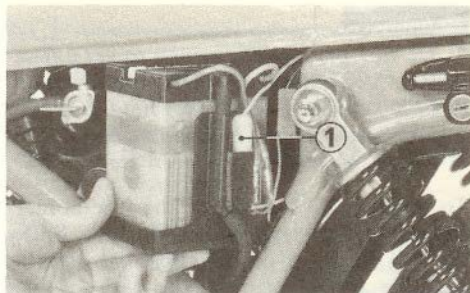
The fuse holder (1) is behind the left side cover. The specified fuse is 7A. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair. The spare fuse (2) is on the document case.

### 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 at night or in traffic.*

### CAUTION:

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

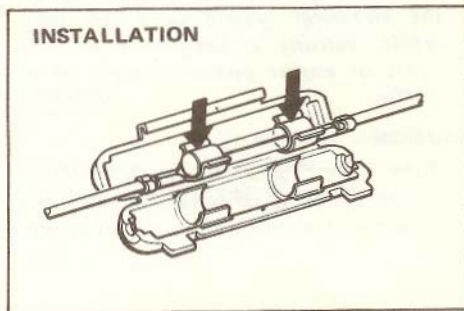
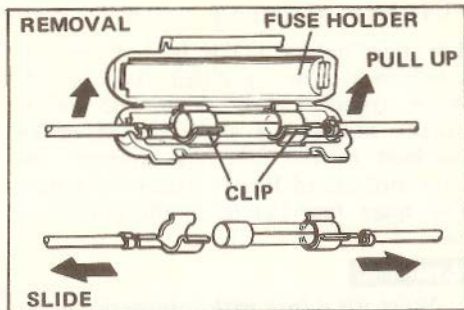


- (1) Fuse holder
- (2) Spare fuse

**WARNING**


\* *Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.*

To replace the fuse, open the fuse holder and lift out the clips with the fuse. Slide the old fuse out of the clips and discard it. Slide the clips onto the ends of the new fuse, push them back into the fuse holder, and close the fuse holder.



## MAINTENANCE

- 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 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.

 **WARNING**

- \* If your motorcycle is overturned or involved in a collision, inspect control levers, cables, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your 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 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.*



## MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (Page 24) at each scheduled maintenance period.

I : Inspect and Clean, Adjust, Lubricate or Replace if necessary.

C : Clean      R : Replace      A : Adjust      L : Lubricate

ITEM		FREQUENCY	WHICHEVER → COMES FIRST ↓ EVERY	ODOMETER READING [NOTE (3)]				Refer to
				300 mi (500 km)	1,800 mi (3,000 km)	3,600 mi (6,000 km)	5,400 mi (9,000 km)	
	TRANSMISSION OIL		R			R	Page 44	
	SPARK PLUG		A	R	R	R	Page 47	
	AIR FILTER ELEMENT	NOTE (1)		C	C	C	Page 48	
*	CARBURETOR		I		I			
*	THROTTLE OPERATION		I	I	I	I		
**	OIL PUMP		I	I	I	I		
*	FUEL LINES				I			
	CLUTCH		I		I		Page 57	
	DRIVE CHAIN	NOTE (3)	I, L	I, L	I, L	I, L	Pages 54-56	
	BRAKE SHOES/PADS		I		I		Pages 50-53	
	BRAKE CONTROL LINKAGE		I		I			
**	WHEELS		I		I			
	TIRES		I	I	I	I	Page 22-23	

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (2)]				
			EVERY	300 mi (500 km)	1,800 mi (3,000 km)	3,600 mi (6,000 km)	5,400 mi (9,000 km)
		*	FRONT AND REAR SUSPENSION		I		I
**	STEERING HEAD BEARINGS					I	
	BATTERY		I	I	I	I	Page 59
*	LIGHTING EQUIPMENT		I	I	I	I	
*	ALL NUTS, BOLTS AND OTHER FASTENERS		I	I	I	I	
**	CYLINDER PISTON DECARBONIZE				C		
**	CYLINDER EX. PORT DECARBONIZE				C		
**	MUFFLER DECARBONIZE					C	

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

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

NOTES: (1) Service more frequently when riding in dusty areas.

(2) For higher odometer readings, repeat at the frequency interval established here.

(3) Every 300 mi (500 km)



## MAINTENANCE RECORD

Miles	Performed by	Odometer	Date
300			
1,800			
3,600			
5,400			

- Make sure whoever performs the maintenance completes this record.  
All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained.  
These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

### Transmission Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturers' requirements for Service Classification SE or SF.

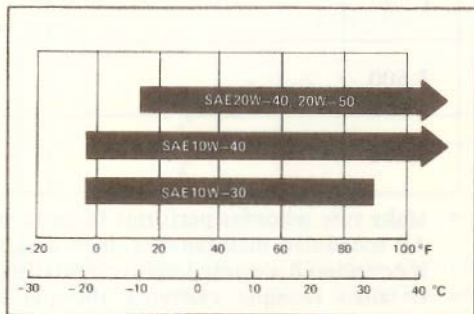
Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

### CAUTION:

\* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*

### Recommended Oil Viscosity SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



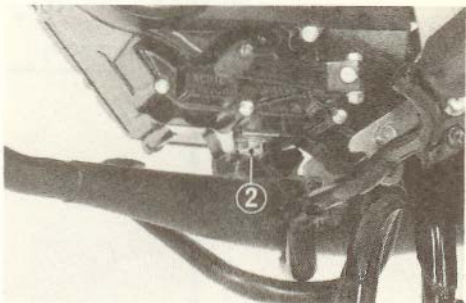
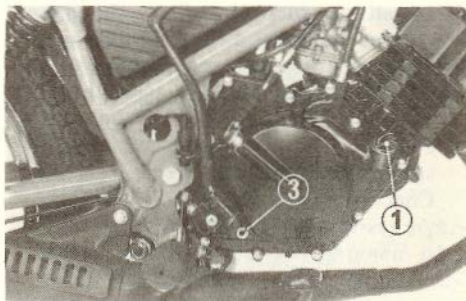
## Oil Change

Change the Transmission Oil when specified by the maintenance schedule.

### NOTE:

\* Change the oil with the engine at normal operating temperature.

1. Remove the oil filler cap (1) from the front of the right crankcase cover.
2. Place an oil drain pan under the crankcase and remove the oil drain plug (2).
3. Operate the kickstarter several times to drain any oil which may be left in the engine.
4. Reinstall the plug.
5. Fill the crankcase with approximately 1ℓ (1.1 US qt) of the recommended oil.



- (1) Oil filler cap
- (2) Oil drain plug
- (3) Oil level check bolt

6. Install the filler cap. Start the engine and let it idle for a few minutes.
7. Stop the engine and remove the oil level check bolt (3) and check the oil level. If the oil level is below the check bolt hole, add the oil until it spills out from the check bolt hole. Check that there are no oil leaks.

## Spark Plug

Recommended spark plug:

- Standard:  
BR8HS (NGK) W24FSR (ND)
- For cold climate:  
BR7HS (NGK) W22FSR (ND)
- For extended high speed riding  
BR9HS (NGK) W27FSR (ND)

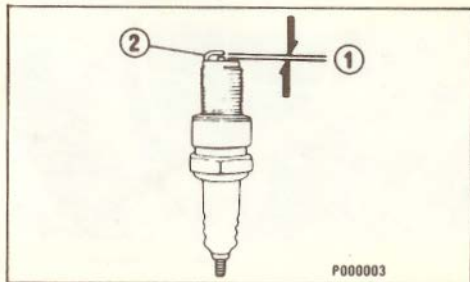
1. Disconnect the spark plug cap.
2. Clean any dirt from around the spark plug base.
3. Remove and clean the spark plug. Inspect the spark plug; the electrode should have square edges and not be eroded. Discard the spark plug if there is any wear, noticeable contamination, or if the insulator is cracked or chipped.
4. Make sure the new spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washer attached, thread

the new spark plug in by hand to prevent cross-threading.

6. Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer.
7. Install the plug cap.

### CAUTION:

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



(1) Spark plug gap (2) Side electrode

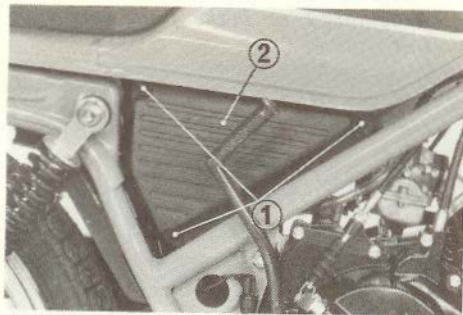




## Air Cleaner

The air cleaner should be serviced at regular intervals (page 41). When riding in dusty areas, service more frequently.

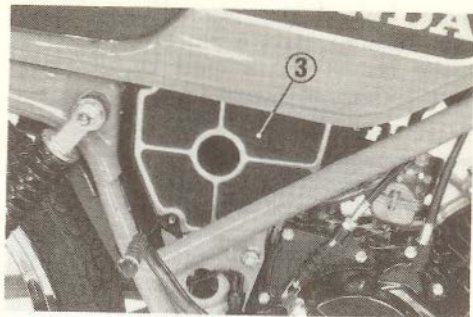
1. Remove the right side cover (2) by unscrewing the screws (1). Remove the element (3).
2. Wash the element in non-flammable or high flash point solvent and allow to dry thoroughly.



(1) Screws      (2) Air cleaner cover

### WARNING

- \* *Never use gasoline or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.*
3. Soak the air cleaner element in clean gear oil (SAE 80 or 90) and squeeze out the excess.
  4. To install the air cleaner element, reverse the removal procedure.



(3) Air cleaner element



## Front Brake

This model has a hydraulic front disk brakes. As the brake pads wear, the brake fluid level drops in the reservoir.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks.

If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (10–20 mm), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

Brake fluid level:

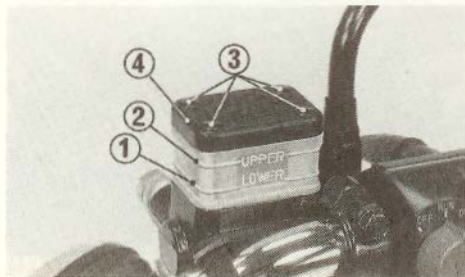
### WARNING

\* *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.*

Remove the screws (3), reservoir cover (4), and diaphragm. Whenever the level is near the lower level mark (1) on the reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (2). Reinstall the diaphragm and cover. Tighten the screws (3) securely.

### CAUTION:

\* *When adding brake fluid be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.*



(1) Lower level mark  
(2) Upper level mark

(3) Screws  
(4) Reservoir cover

**CAUTION:**

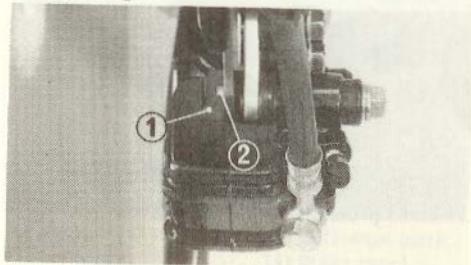
- \* Use only DOT 3 brake fluid from a sealed container.
- \* Handle brake fluid with care because it can damage paint and instrument lenses.
- \* Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

Brake pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. If either pad (1) wears to the red mark (2), both pads must be replaced as a set.

Other Checks:

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



(1) Pad

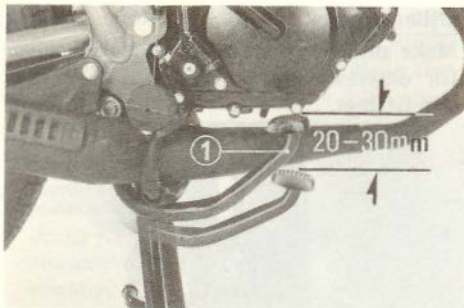
(2) Red mark

## Rear Brake

### Adjustment:

1. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.

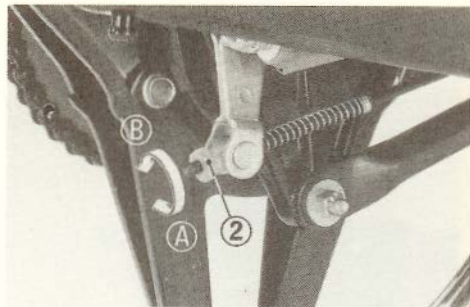
Free play should be 20–30 mm (3/4–1-1/4 in). If adjustment is necessary, turn the rear brake adjusting nut (2).



(1) Brake pedal

### NOTE:

- \* Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
  - \* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.
2. Apply the brake several times and check for free wheel rotation when released.



(2) Adjusting nut

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

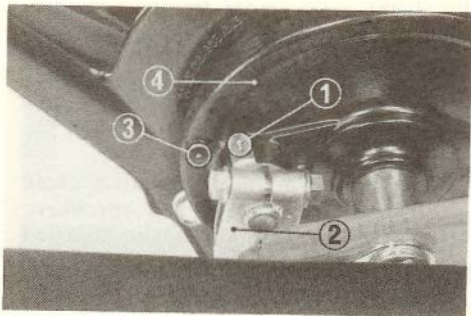
### Other Checks:

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

### Wear Indicator:

When the rear brake is applied, an arrow (1), attached to the rear brake arm (2), moves toward a reference mark (3) on the rear brake panel (4).

If the arrow aligns with the reference mark on full application of the rear brake, the brake shoes must be replaced.



(1) Arrow  
(2) Brake arm

(3) Reference mark  
(4) Brake panel

## Drive Chain

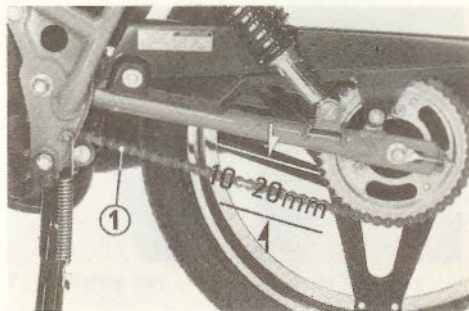
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 24). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

### Inspection:

1. Turn the engine off, place the motorcycle on the center stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow 10–20 mm (3/8–3/4 in) vertical movement by hand.

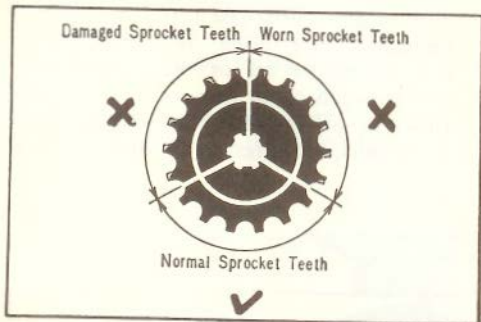
Rotate the wheel and check drive chain slack as the wheel turns. Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



(1) Drive chain



3. Inspect the sprocket teeth for wear or damage.

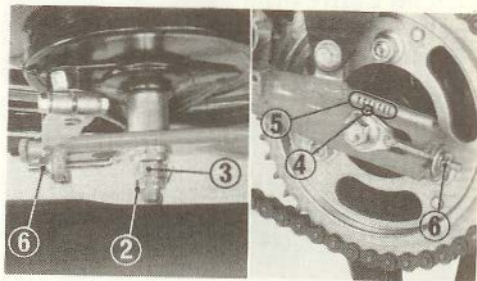


4. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.

### Adjustment:

To adjust the drive chain:

1. Remove the cotter pin (2) and loosen the rear axle nut (3).
2. Turn the adjusting nut (6) on both the right and left chain adjusters an equal amount to increase or decrease chain slack. Align the chain adjuster index marks (4) with corresponding scale graduations (5) on both sides of the swingarm.



- (2) Cotter pin  
(3) Axle nut  
(4) Index mark

- (5) Graduated scale  
(6) Adjusting nut



#### NOTE:

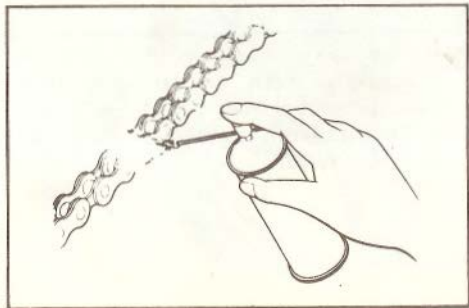
- \* If drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.
- 3. Tighten the rear axle nut and secure the nut with a new cotter pin.  
Rear axle nut torque:  
55–65 N.m (5.5–6.5 kg-m, 40–47 ft-lb).
- 4. Check drive chain slack.
- 5. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 52).

#### CAUTION:

- \* *Always replace used cotter pins with new ones.*

#### Lubrication:

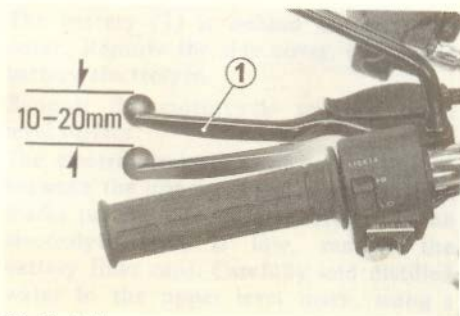
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



## Clutch

Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

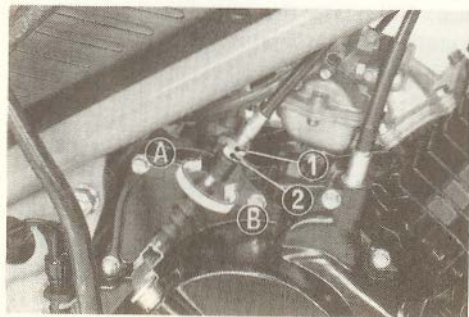
Normal clutch lever free play should be 10–20 mm (3/8–3/4 in) at the lever (1).



(1) Clutch lever

1. Adjustments can be made with the cable adjuster at the lower end of the cable.

Loosen the lock nut (1) and turn the cable adjusting nut (2) to obtain the specified free play. Then tighten the lock nut.



(1) Lock nut  
(2) Adjusting nut

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

2. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

Other Checks:

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

**NOTE:**

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

## Battery

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

### Battery electrolyte:

The battery (1) is behind the left side cover. Remove the side cover. Check the battery electrolyte.

Support the motorcycle securely on a level surface.

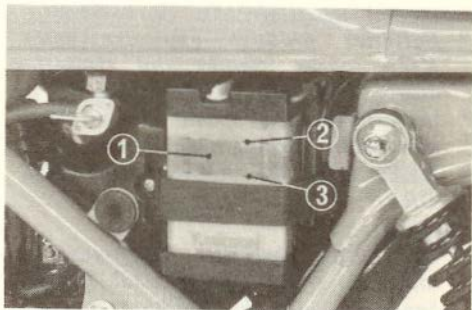
The electrolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps. Carefully add distilled water to the upper level mark, using a small plastic funnel.

### CAUTION:

- \* When checking the battery electrolyte level or adding distilled water, make sure the breather tube is connected to the battery breather outlet.

### NOTE:

- \* Use only distilled water in the battery. Tap water may shorten the service life of the battery.



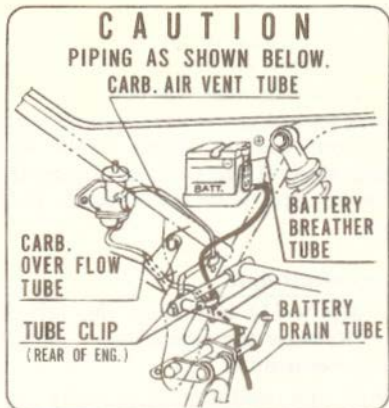
- (1) Battery
- (2) Upper level mark
- (3) Lower level mark

**WARNING**

- \* *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.*
- \* *Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*
- \* **KEEP OUT OF REACH OF CHILDREN.**

**CAUTION:**

- \* *The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*



**INSERT THE BATTERY  
BREATHER TUBE  
SECURELY**

166-670

## CLEANING

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

### CAUTION:

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

<i>Wheel Hubs</i>	<i>Ignition Switch</i>
<i>Muffler Outlet</i>	<i>Steering Lock</i>
<i>Under Fuel Tank</i>	<i>Drive Chain</i>
<i>Under Seat</i>	<i>Handlebar Switches</i>

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.

3. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.
4. Lubricate the drive chain immediately after washing and drying the motorcycle.

### WARNING

- \* *Braking performance may be impaired immediately after washing the motorcycle.*



## STORAGE GUIDE

### STORAGE

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.

1. Lubricate the drive chain.
2. Drain the fuel tank and carburetor. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel cap on the tank.

#### WARNING

\* *Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.*

3. Remove the spark plug and pour a tablespoon 11–20 cc of clean engine oil into the cylinder. Operate the kickstarter several times to distribute the oil, then reinstall the spark plug.

#### NOTE:

- \* When turning the engine over, the Engine Stop Switch should be OFF and the spark plug placed in its cable cap and grounded to prevent damage to the ignition system.
4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
  5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.

6. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.
7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

#### REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Check the battery electrolyte level and 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. Perform all Pre-ride Inspection checks (page 24). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

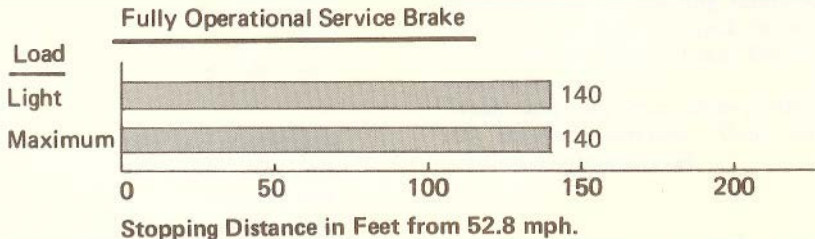
## CONSUMER INFORMATION

### VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA MB5



## SPECIFICATIONS

<p><b>DIMENSIONS</b></p> <p>Overall length</p> <p>Overall width</p> <p>Overall height</p> <p>Wheel base</p>	<p>1,880 mm (74.0 in)</p> <p>705 mm (27.8 in)</p> <p>1,025 mm (40.4 in)</p> <p>1,215 mm (47.8 in)</p>
<p><b>WEIGHT</b></p> <p>Dry weight</p>	<p>79 kg (174 lbs)</p>
<p><b>CAPACITIES</b></p> <p>2 stroke injector oil</p> <p>Transmission oil</p> <p>Fuel tank</p> <p>Fuel reserve tank</p> <p>Passenger capacity</p> <p>Vehicle capacity load limit</p> <p>Front fork oil capacity</p>	<p>1.1 liter (1.2 US qt)</p> <p>1 liter (1 US qt)</p> <p>9 liter (2.4 US gal)</p> <p>2 liter (0.5 US gal)</p> <p>Operator only</p> <p>100 kg (220 lbs)</p> <p>75 cc (2.5 oz)</p>

<p><b>ENGINE</b></p> <p>Bore and stroke            Compression ratio            Displacement            Spark plug</p> <p>Spark plug gap            Idle speed</p>	<p>39.0 x 41.4 mm (1.535 x 1.630 in)            7.9 : 1            49 cc (2.98 cu-in)            Standard: BR8HS (NGK) or W24FSR (ND)            For cold climate: (Below 5°C, 41°F)                              BR7HS (NGK) or W22FSR (ND)            For extended high speed riding:                              BR9HS (NGK) or W27 FSR (ND)            0.6 – 0.7 mm (0.024 – 0.028 in)            1,400 rpm</p>
<p><b>CHASSIS AND SUSPENSION</b></p> <p>Caster            Trail            Tire size, front            Tire size, rear</p>	<p>25°            70 mm (2.8 in)            2.50-18-4PR            2.50-18-4PR</p>

<p><b>POWER TRANSMISSION</b></p> <p>Primary reduction Final reduction Gear ratio, 1st.           2nd.           3rd.           4th.           5th.</p>	<p>4.117 3.307 3.083 1.882 1.400 1.130 0.960</p>
<p><b>ELECTRICAL</b></p> <p>Battery Generator Ignition system</p>	<p>12 V – 2.5 AH A.C. Generator 0.066 kw/5,000 rpm C.D.I.</p>
<p><b>LIGHTS</b></p> <p>Headlight (Hight/Low) Tail/stoplight Turn signal light Tachometer light Neutral indicator Turn signal indicator High beam indicator</p>	<p>12 V – 31.5/30 W 12 V – 3/32 cp 12 V – 2 cp           SAE No. 158 12 V – 2 cp 12 V – 2 cp           SAE No. 158 12 V – 2 cp           SAE No. 158 12 V – 1 cp</p>
<p><b>FUSE</b></p>	<p>7 Amp.</p>



## OWNER SATISFACTION

Your satisfaction and goodwill are important to your dealer and to us. Normally, any problems with the operation of your vehicle will be handled by your dealer's Service Department. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- \* Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- \* If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department, AMERICAN HONDA MOTOR CO., INC. 100 West Alondra Boulevard, Gardena, California 90247 (213) 327-8280, and provide them with:
  - Your name, address and telephone number
  - Vehicle frame number
  - Dealer's name and location
  - Vehicle delivery date and present mileage
  - Nature of problem

After reviewing all the facts involved, you will be advised of what action can be taken.

Please bear in mind that your problem will likely be resolved in the dealership, using the dealer's facilities, equipment and personnel. So it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both your dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

**IMPORTANT****INFORMATION**

COLD TIRE PRESSURES : FRONT 175 kPa 25 psi  
REAR 225 kPa 32 psi

VEHICLE CAPACITY LOAD : 100 kg ( 220 lbs.)

TIRE SIZE : FRONT 2.50-18-4 PR REAR 2.50-18-4 PR

100-670

**HONDA MOTOR CO., LTD.****OIL**

1. USE 2 STROKE INJECTOR OIL FOR MOTORCYCLE.
2. REPLENISH OIL WHEN YELLOW BALL IS LEVEL WITH ARROW.

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