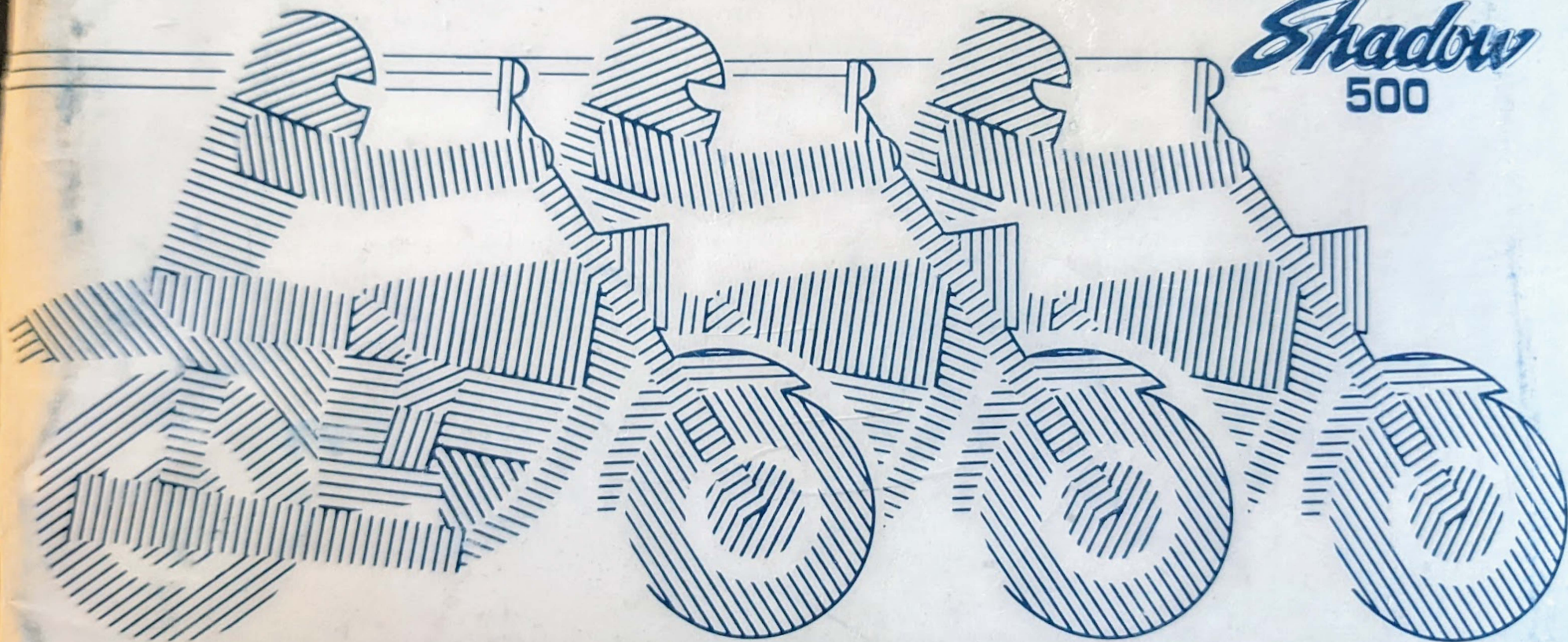


1986 HONDA

Shadow
500



VT500C OWNER'S MANUAL

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **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 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 loss of life if instructions are not followed.

CAUTION:

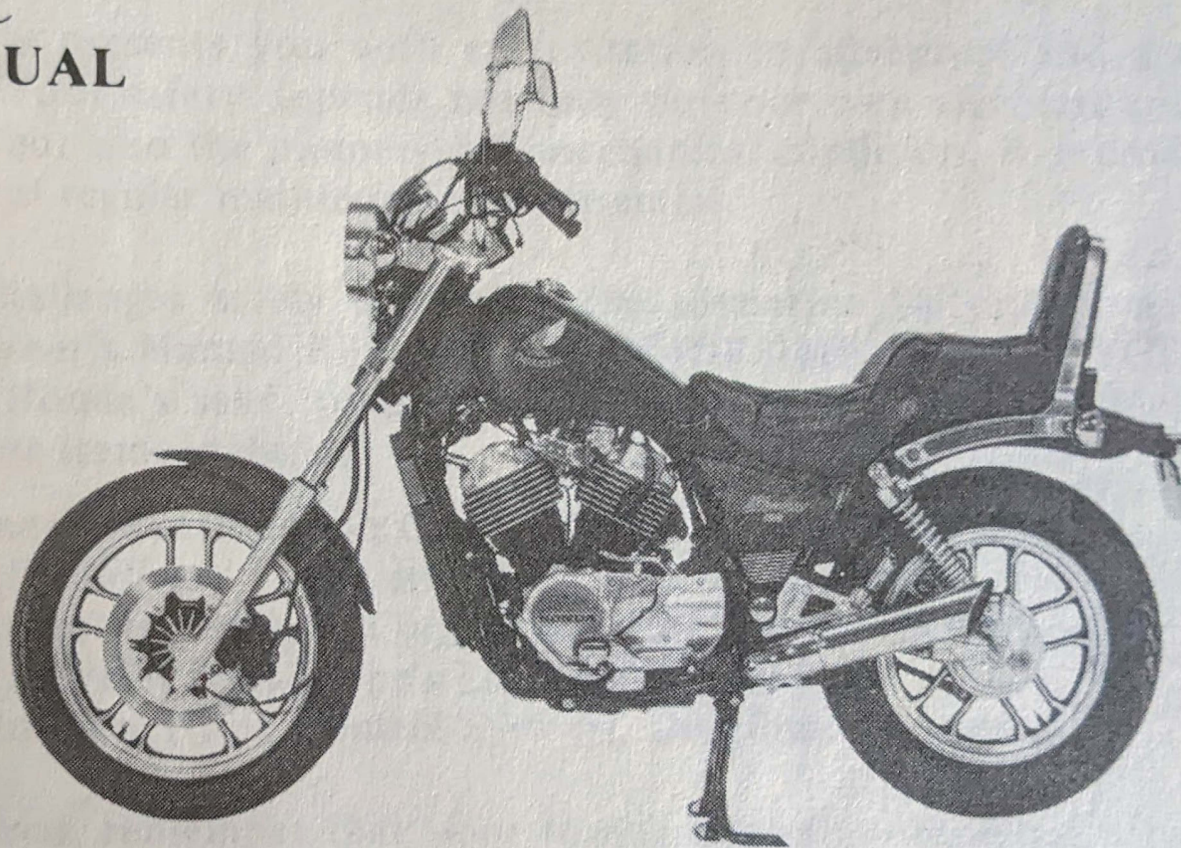
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

**HONDA SHADOW 500
VT500C
OWNER'S MANUAL**

1986



All information in this publication is based on the latest product information available at the time of approval for printing. HONDA MOTOR CO., LTD. reserves the right to make changes at any time without notice and without incurring any obligation.

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WELCOME

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 motorcycle, but also the motorcycle'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 Emission Control System, Distributor's Warranty
- * Honda Motorcycle, Distributor's Limited Warranty
- * Honda Motorcycle Noise Control Systems, Distributor's 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!

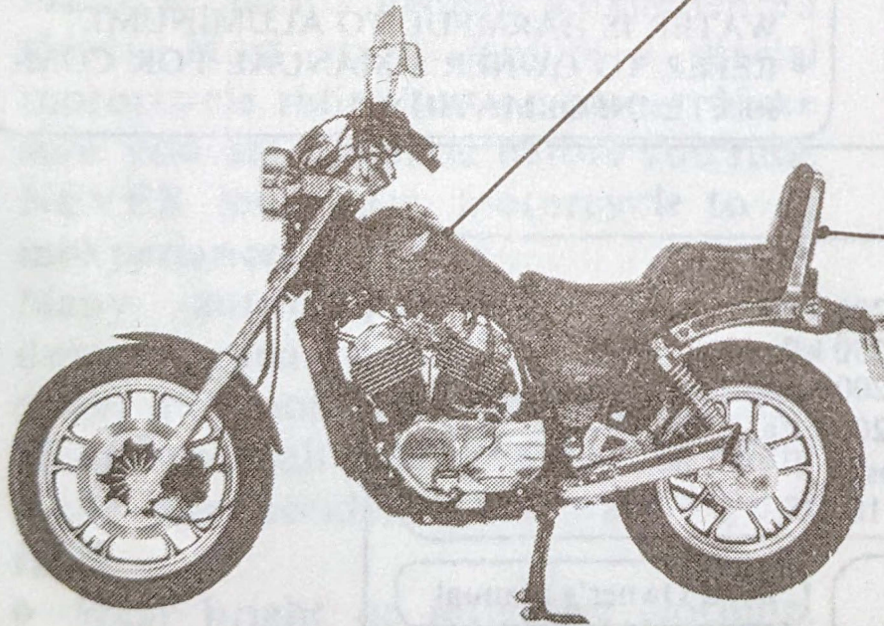
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MOTORCYCLE SAFETY

Read these WARNING LABELS before you ride!

REMEMBER ■ PRESERVE NATURE
■ ALWAYS WEAR A HELMET ■ RIDE SAFELY
■ READ OWNER'S MANUAL CAREFULLY BEFORE RIDING



WARNING: ACCESSORIES AND LOADING

- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNING CONTAINED IN THE OWNER'S MANUAL AND THE INSTRUCTIONS IN THE ACCESSORY HANDBOOK BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE VEHICLE CAPACITY LOAD HAS BEEN EXCEEDED.
- THE CARGO LOAD MUST NOT EXCEED 18 KG (40 LBS) UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENDED.



CAUTION

- DO NOT REMOVE RADIATOR CAP WHEN ENGINE IS HOT ONLY REMOVE CAP WHEN DRAINING COOLANT.
- CHECK THE COOLING SYSTEM FREQUENTLY BY OBSERVING LEVEL IN THE RESERVE TANK. ADD NECESSARY COOLANT AT RESERVE TANK FILLER OPENING.
- USE A 50/50 SOLUTION OF ANTI-FREEZE AND WATER. USE ONLY ANTI-FREEZE OR SUMMER COOLANT RECOMMENDED FOR USE IN ALUMINUM ENGINES.
- USE SOFT WATER (HARD WATER OR SALT WATER IS HARMFUL TO ALUMINUM).
- REFER TO OWNER'S MANUAL FOR COMPLETE INFORMATION.

IMPORTANT INFORMATION

COLD TIRE PRESSURES:

[UP TO VEHICLE CAPACITY LOAD] FRONT 200 kPa, 2.00 kg/cm², 28 psi
 REAR 250 kPa, 2.50 kg/cm², 36 psi
 [UP TO 90 kg (200 lbs.) LOAD] FRONT 200 kPa, 2.00 kg/cm², 28 psi
 REAR 200 kPa, 2.00 kg/cm², 28 psi

VEHICLE CAPACITY LOAD 156 kg (345 lbs)

TIRE SIZE: FRONT 3.50S18-4PR REAR 130/90-16 67S

TIRE BRAND	FRONT	REAR
BRIDGESTONE	L303	G508
DUNLOP	F11	K627
MIN. RECOMMEND CENTER TREAD DEPTH		
FRONT 1.5 mm (0.06 in.) REAR 2.0 mm (0.08 in.)		

Read Owner's manual

THIS MOTORCYCLE
EQUIPPED WITH
TUBELESS TIRES

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 35) 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 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. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles, boots, gloves, and protective clothing. A passenger needs the same protection.
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, 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 80 mph. And remember that this 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, etc. 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 156 kg (345 lbs), the vehicle capacity load. Cargo weight alone should not exceed 18 kg (40 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 (pages 2, 7), front suspension (pages 9, 10) and rear suspension (page 11) to suit load weight and riding conditions.
3. Luggage racks are for lightweight items. Do not carry more than 0.9 kg (2 lbs) of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.
5. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

Accessories

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

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

3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
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.

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."

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

Check tire pressure frequently and adjust if necessary (page 2).

NOTE:

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

Check the tire for cuts, imbedded 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.*
- * *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 limit as shown on the tire information label (page 2)

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.*
- * *Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst, resulting in rapid tire deflation.*
- * *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.*

- * *Do not exceed 50 mph for the first 24 hours after tire repair, or repair failure and tire deflation may result. Never use a repaired tire at speeds over 80 mph.*
- * *Replace the tire if the sidewall is punctured or damaged. Side wall flexing may cause repair failure and tire deflation.*

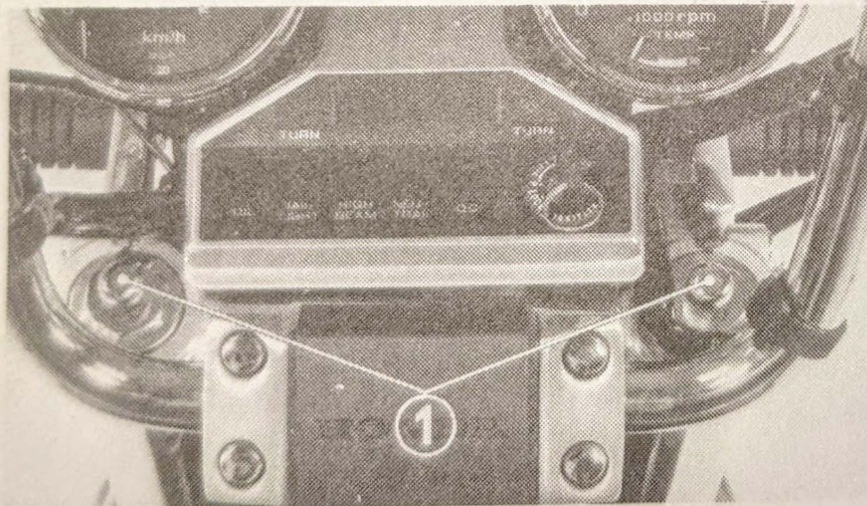
CAUTION:

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

SUSPENSION

Front Suspension

The front suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure within the fork tubes. The recommended pressure under normal riding conditions is 0–6 psi (0–40 kPa, 0–0.4 kg/cm²). Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions. Check and adjust air pressure when the front fork tubes are cold before riding.



(1) Valve caps

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve caps (1).
3. Check the air pressure using a pressure gauge.

NOTE:

- * Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.
4. Add air to the recommended pressure. Be certain to adjust both front forks to the same air pressure.

CAUTION:

* *Do not exceed 42 psi (300 kPa, 3.0 kg/cm²) or the air pressure gauge may be damaged.*

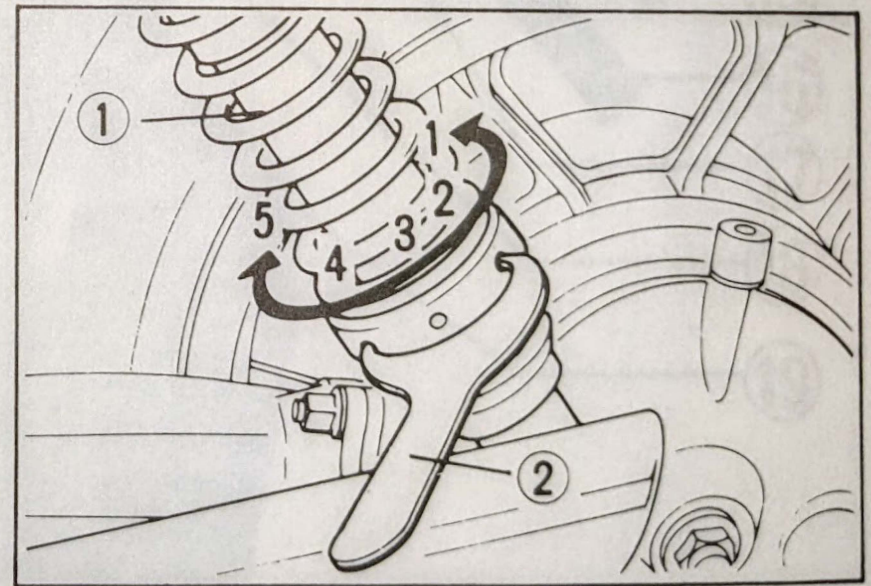
NOTE:

* Do not exceed the recommended air pressure or the ride will be harsh and uncomfortable.

Rear Shock Absorbers

Each shock absorber (1) has five adjustment positions for different load or riding conditions. Use a hook spanner (2) to adjust the rear shocks.

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

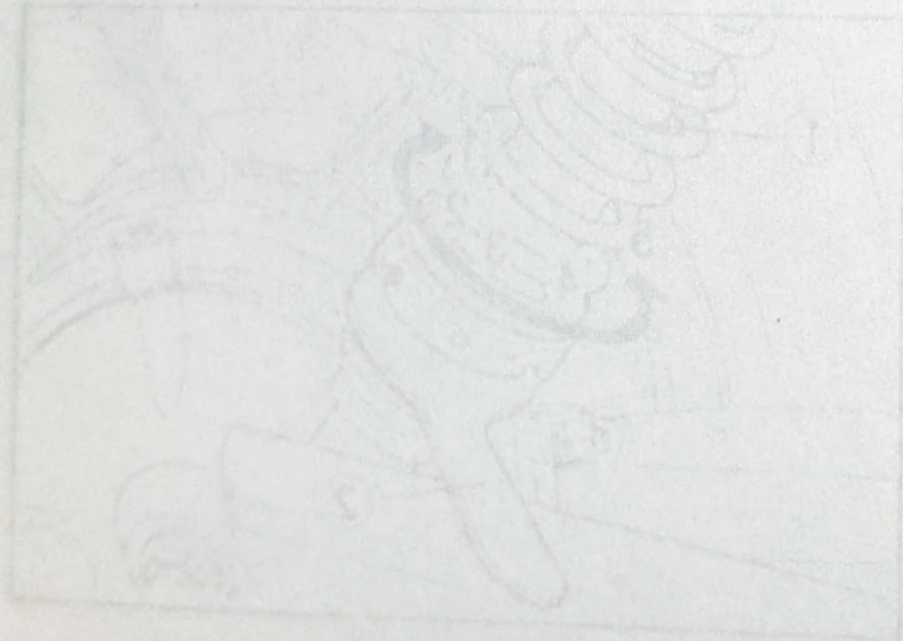


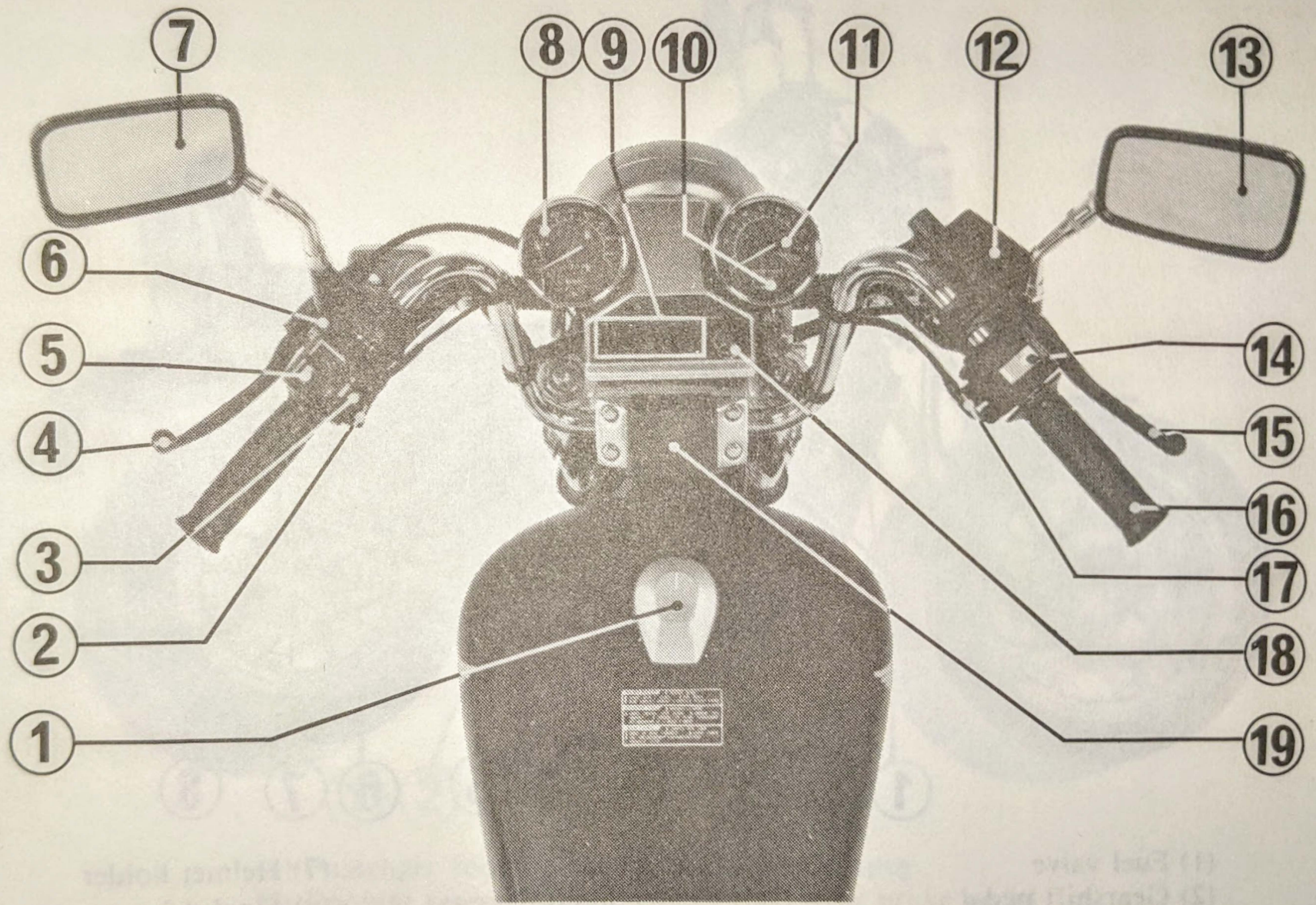
(1) Shock absorber (2) Hook spanner

DESCRIPTION

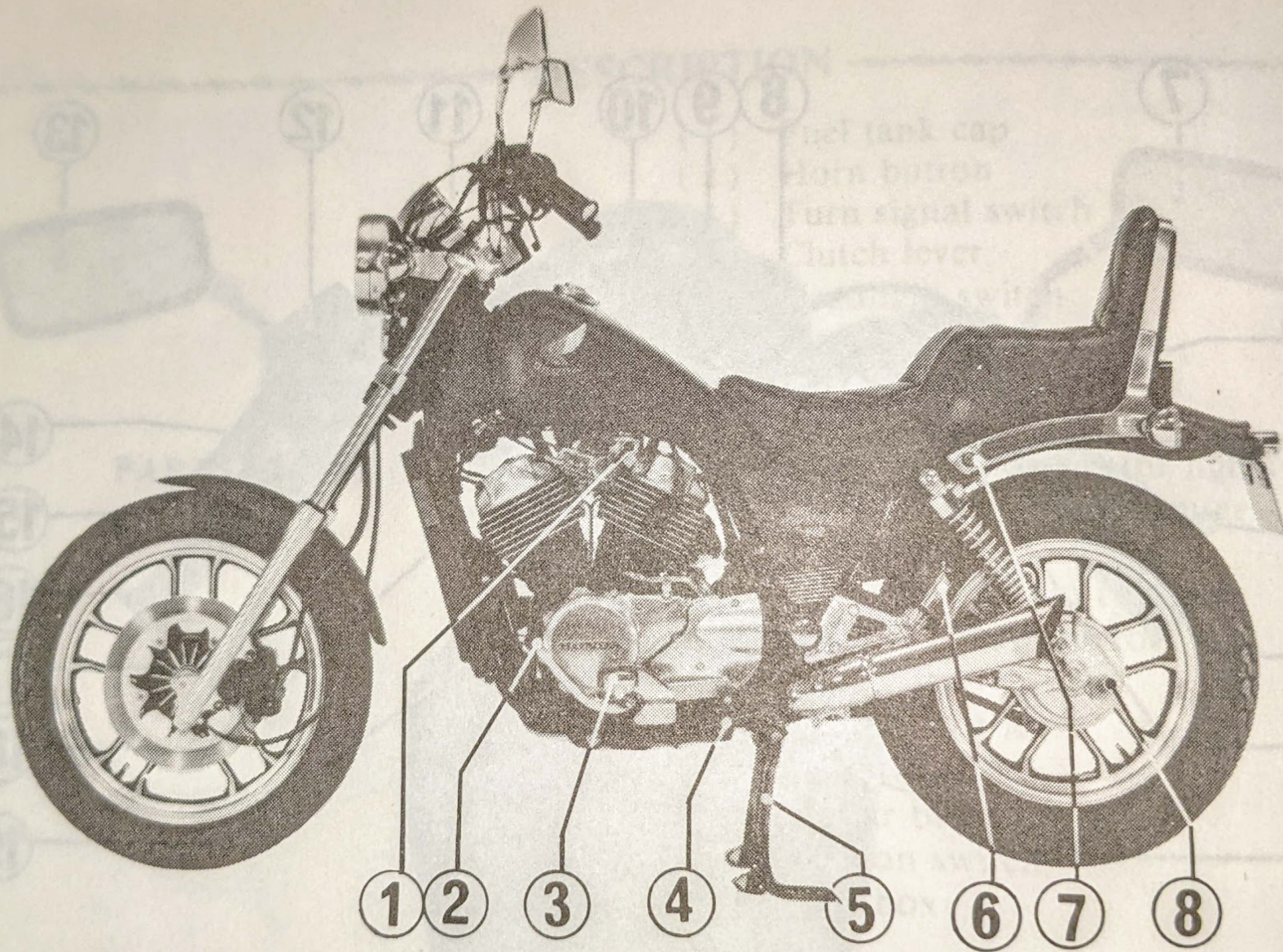
PARTS LOCATION

- (1) Fuel tank cap
- (2) Horn button
- (3) Turn signal switch
- (4) Clutch lever
- (5) Headlight switch
- (6) Choke lever
- (7) Left rearview mirror
- (8) Speedometer
- (9) Warning and indicator lights
- (10) Coolant temperature gauge
- (11) Tachometer
- (12) Front brake fluid reservoir
- (13) Right rearview mirror
- (14) Engine stop switch
- (15) Front brake lever
- (16) Throttle grip
- (17) Starter button
- (18) Ignition switch
- (19) Fuse box





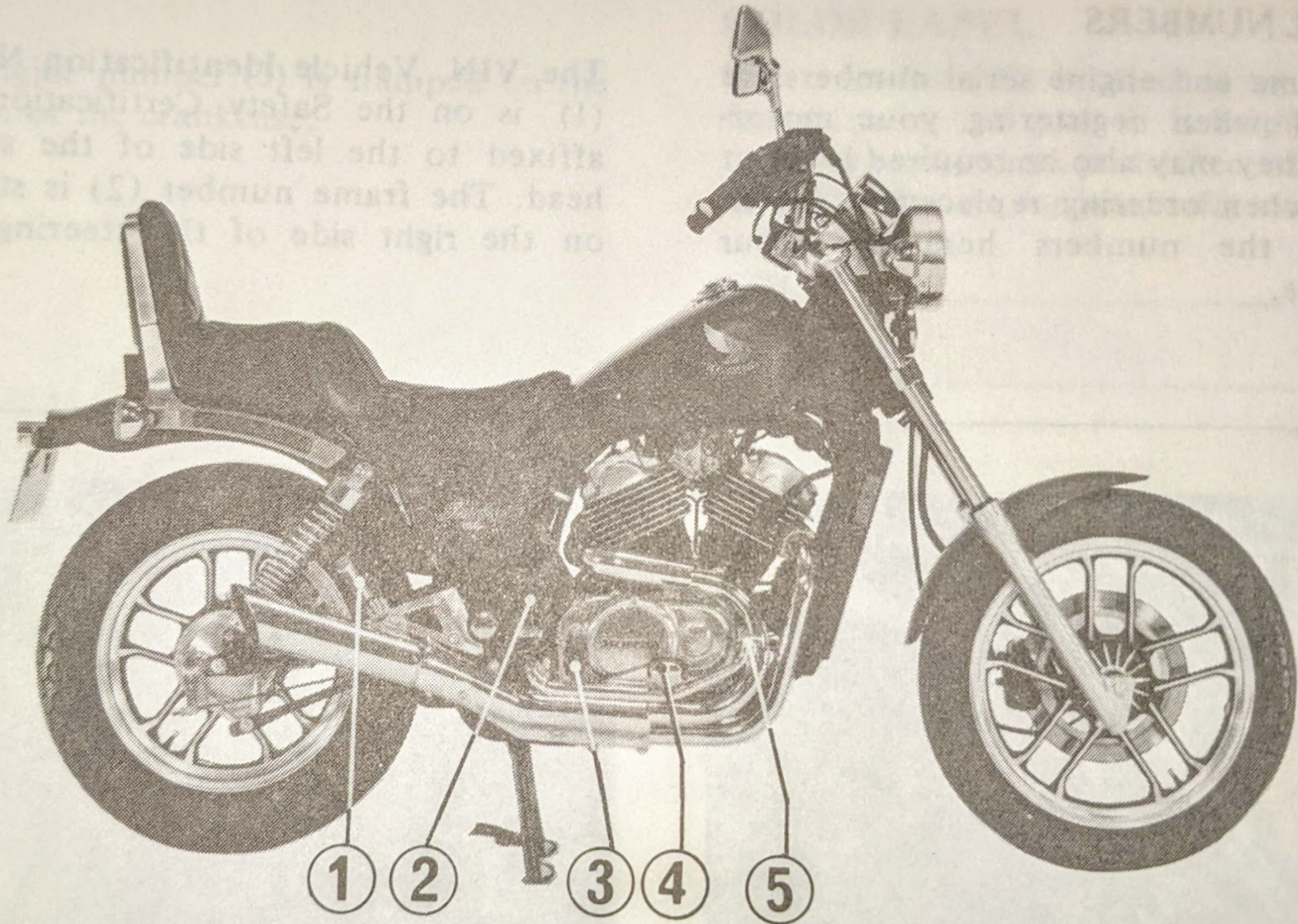
(1) Fuel tank
(2) Fuel tank filler
(3) Fuel tank filler cap
(4) Left handgrip
(5) Left handgrip mounting
(6) Left handgrip mounting bracket
(7) Left rearview mirror
(8) Left speedometer
(9) Instrument cluster
(10) Right speedometer
(11) Right handgrip mounting
(12) Right handgrip
(13) Right rearview mirror
(14) Right handgrip mounting
(15) Right handgrip mounting bracket
(16) Right handgrip mounting bracket
(17) Right handgrip mounting bracket
(18) Right handgrip mounting bracket
(19) Right handgrip mounting bracket



- (1) Fuel valve
- (2) Gearshift pedal
- (3) Footpeg

- (4) Side stand
- (5) Center stand
- (6) Passenger footpeg

- (7) Helmet holder
- (8) Final drive
oil filler cap



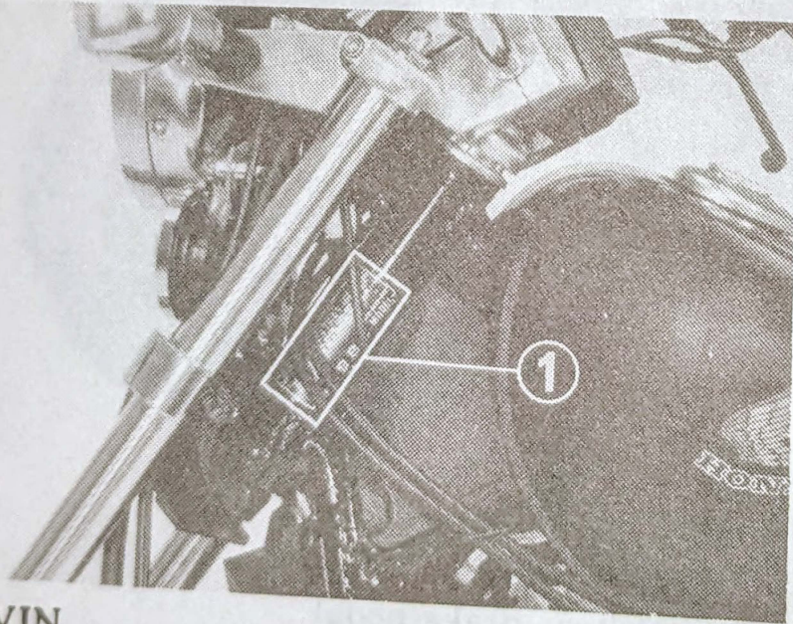
- (1) Passenger footpeg
- (2) Coolant reserve tank
- (3) Dipstick/oil filler cap

- (4) Footpeg
- (5) Rear brake pedal

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 _____

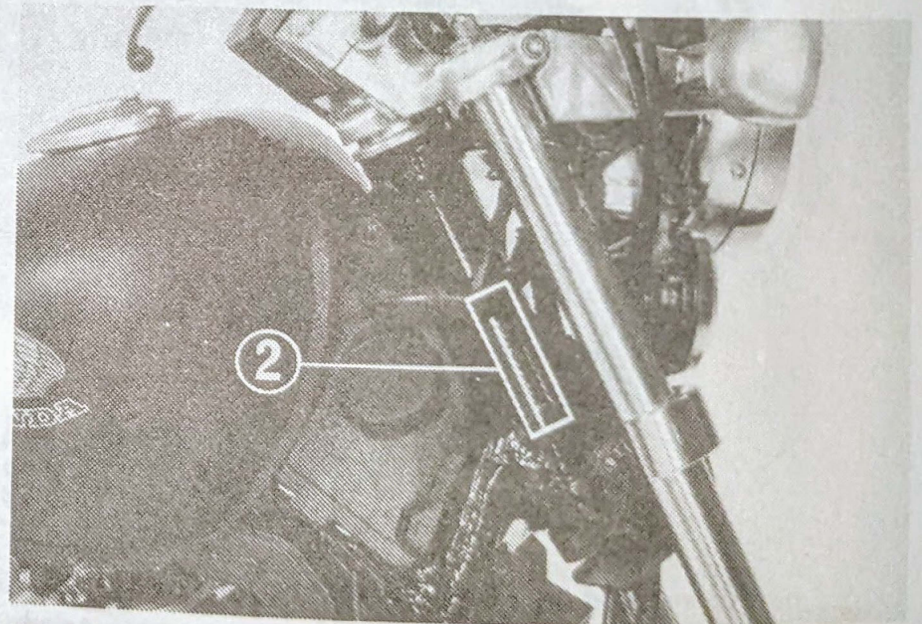


(1) VIN

16

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 bottom of the crankcase.

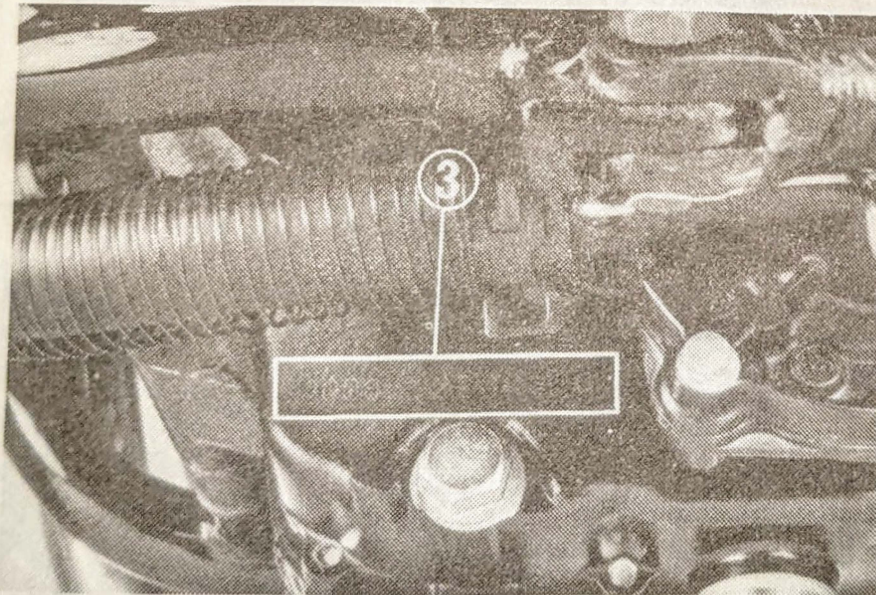
COLOR LABEL

The color label (1) is attached to the rear fender under the seat. It is helpful when ordering replacement parts. Record the color and code here for your reference.

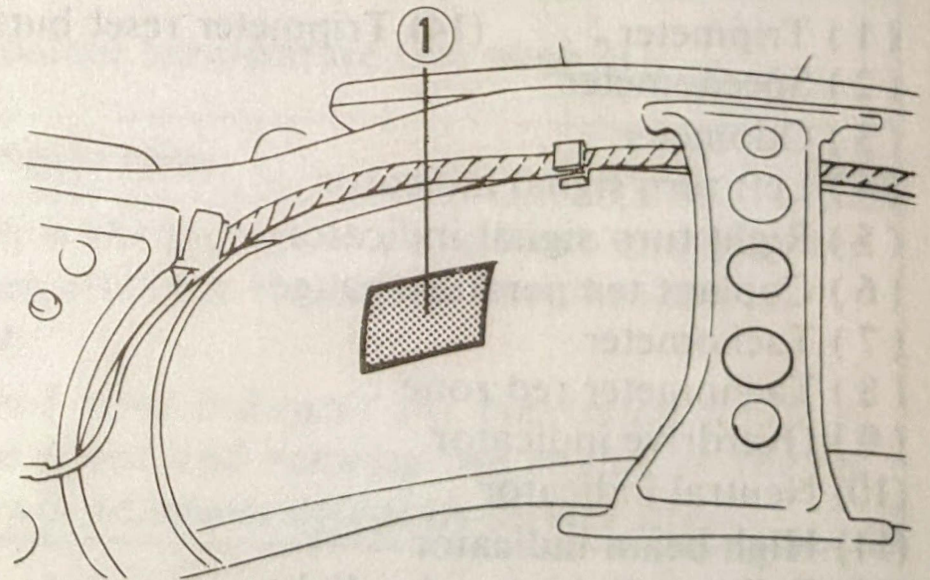
COLOR _____

CODE _____

ENGINE NO. _____



(3) Engine number



(1) Color label

PARTS FUNCTION

Instruments and Indicators

The indicators and warning lights are grouped between the instruments. Their functions are described in the tables on the following pages.

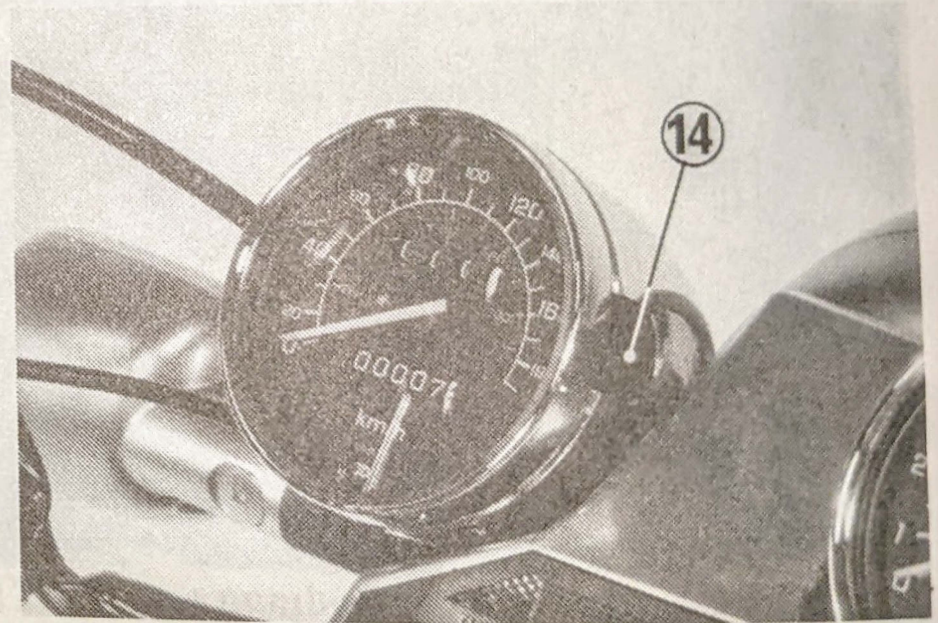
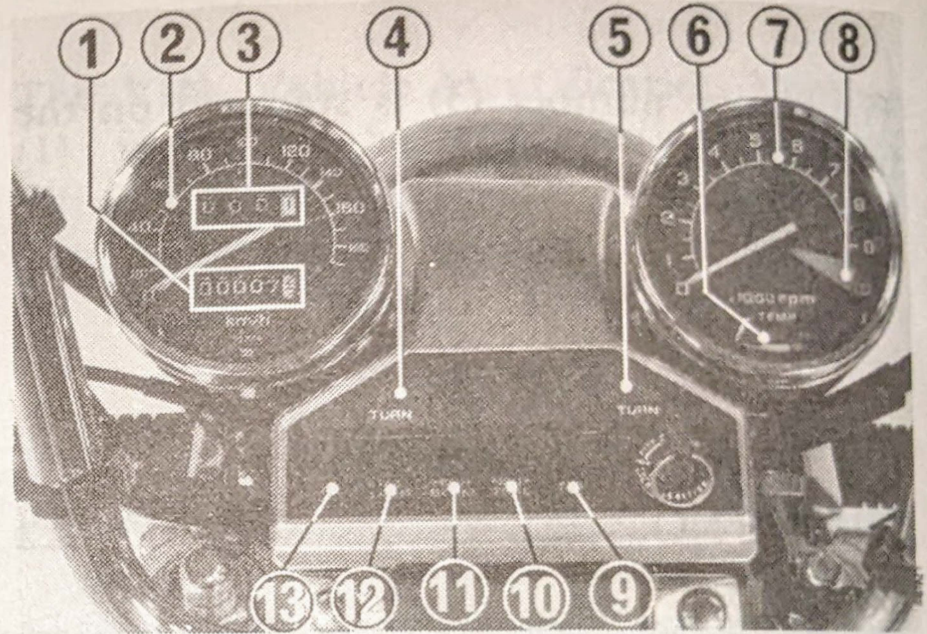
USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.

- (1) Tripmeter
- (2) Speedometer
- (3) Odometer
- (4) Left turn signal indicator
- (5) Right turn signal indicator
- (6) Coolant temperature gauge
- (7) Tachometer
- (8) Tachometer red zone
- (9) Overdrive indicator
- (10) Neutral indicator
- (11) High beam indicator
- (12) Tail/stoplight warning light
- (13) Oil pressure warning light
- (14) Tripmeter reset button



Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows riding speed.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator	Flashes when the left turn signal operates.
5	Right turn signal indicator	Flashes when the right turn signal operates
6	Coolant temperature gauge	Shows coolant temperature (see page 21).
7	Tachometer	Shows engine rpm.
8	Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p>CAUTION:</p> <p>* <i>The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.</i></p>

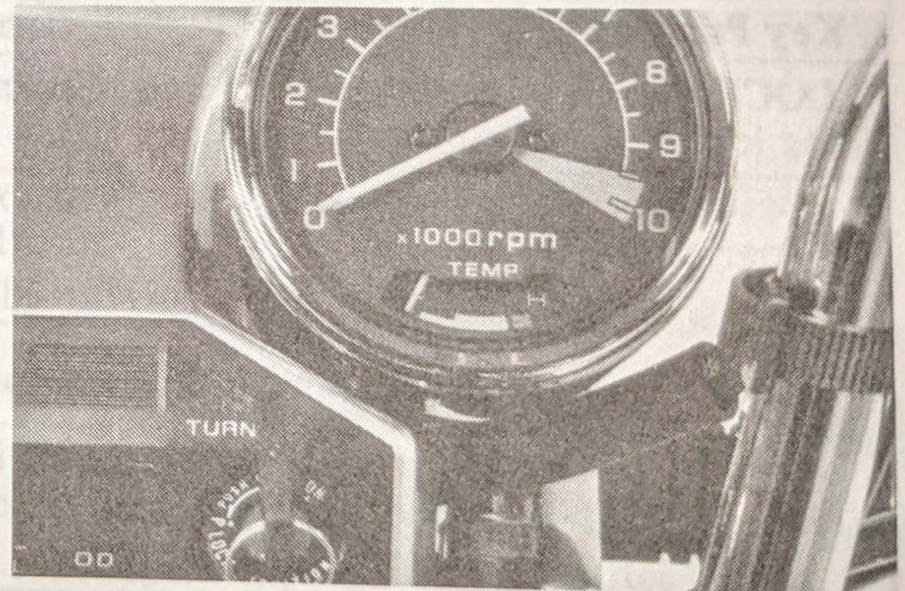
Ref. No.	Description	Function
9	Overdrive indicator	Lights when the transmission is in overdrive.
10	Neutral indicator	Lights when the transmission is in neutral.
11	High beam indicator	Lights when the headlight is on high beam.
12	Tail/stoplight warning light	Lights when the tail/stoplight bulb is burned out. Should light for a few seconds and go out when the ignition switch is turned ON.
13	Oil pressure warning light (red)	<p>Lights when the engine oil pressure is below the normal operating range. Should light when the ignition switch is ON and the engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when the engine is warm.</p> <p>CAUTION:</p> <p>* <i>Running the engine with insufficient oil pressure will cause serious engine damage.</i></p>
14	Tripmeter reset button	Press to reset tripmeter to zero (0).

Coolant Temperature Gauge

When the needle reaches the narrow band, the engine is warm enough for the motorcycle to be ridden. The normal operating temperature is within the wide band. If the needle enters the red zone, stop the engine and check the reserve tank coolant level. Read pages 33—34 and do not ride the motorcycle until the problem has been corrected.

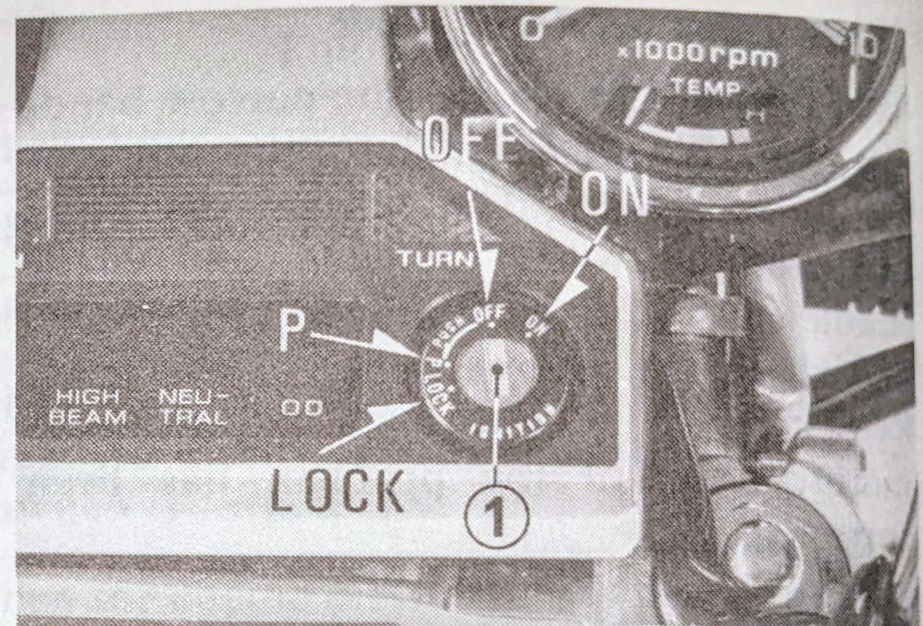
CAUTION:

* *Exceeding maximum operating temperature may cause serious engine damage.*



Ignition Switch

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



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Remove the key
P (parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started. Steering is locked.	Remove the key
OFF	Engine and lights cannot be operated.	Remove the key
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

Engine Stop Switch

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

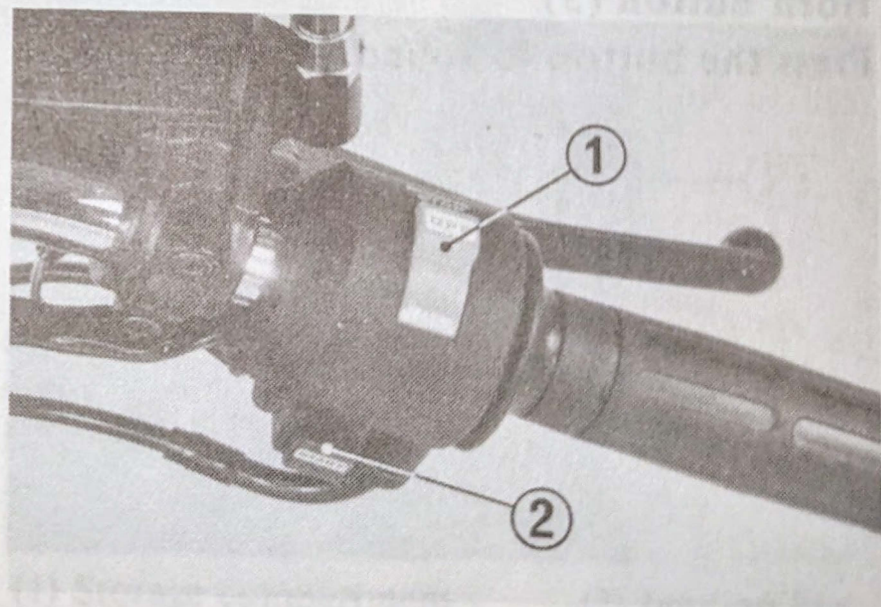
NOTE:

- * 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 (2) is below the engine stop switch (1).

When the starter button is pressed, the starter motor will crank the engine and the headlight will automatically go out during starting, but the taillight will stay on. See page 36—37 for the starting procedure.



(1) Engine stop switch (2) Starter button

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

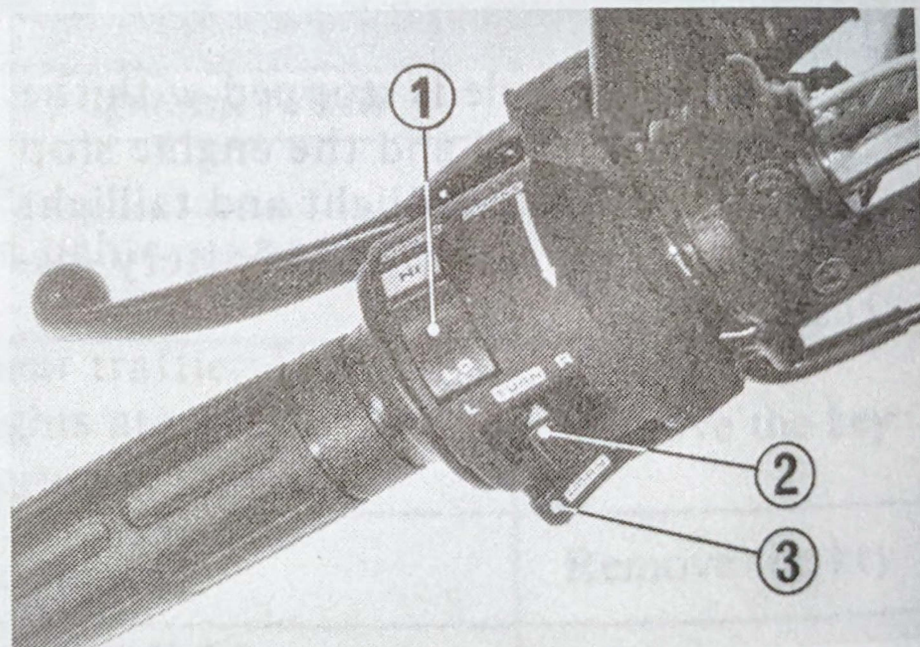
Select Hi for high beam, Lo for low beam.

Turn Signal Switch (2)

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

Horn Button (3)

Press the button to sound the horn.



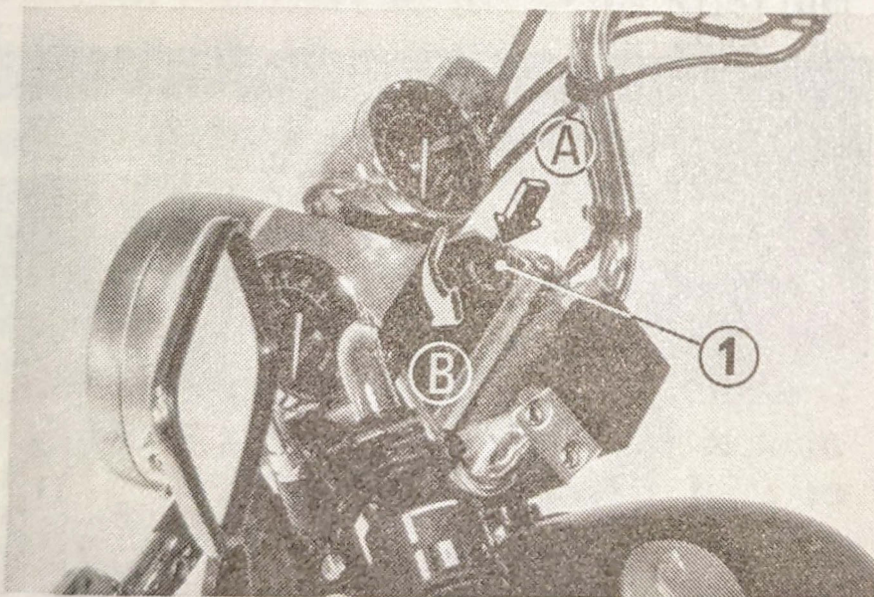
- (1) Headlight dimmer switch
- (2) Turn signal switch
- (3) Horn button

Steering Lock

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key.

WARNING

* *Do not turn the key to LOCK while riding the motorcycle.*



(1) Ignition key

(A) Push in
(B) Turn

Storage Compartment

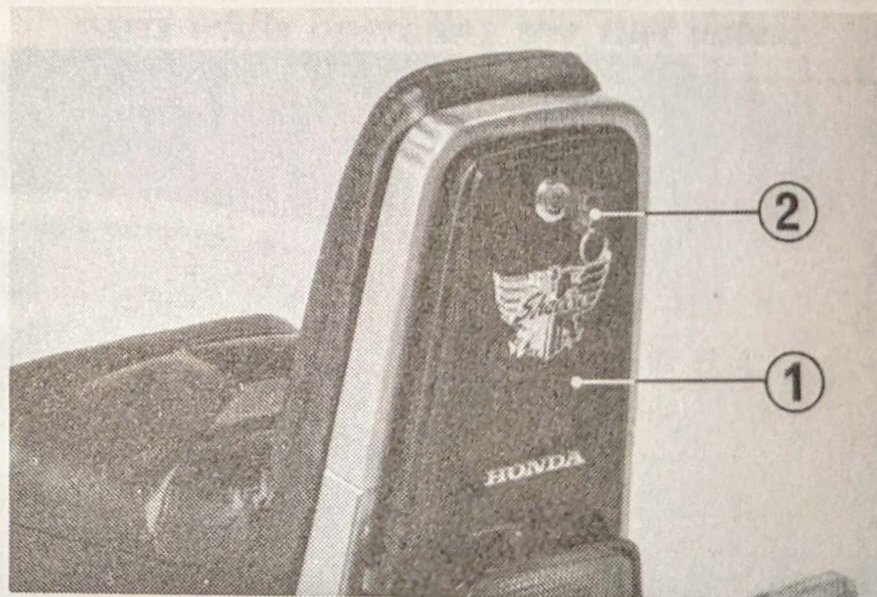
The storage compartment (1) is located behind the seat.

The storage compartment can be opened by using the ignition key (2).

This owner's manual and other documents should be stored in this compartment. When washing your motorcycle, be careful not to flood this area with water.

CAUTION:

* *Be sure to securely lock the storage compartment when reinstalling it.*



(1) Storage compartment

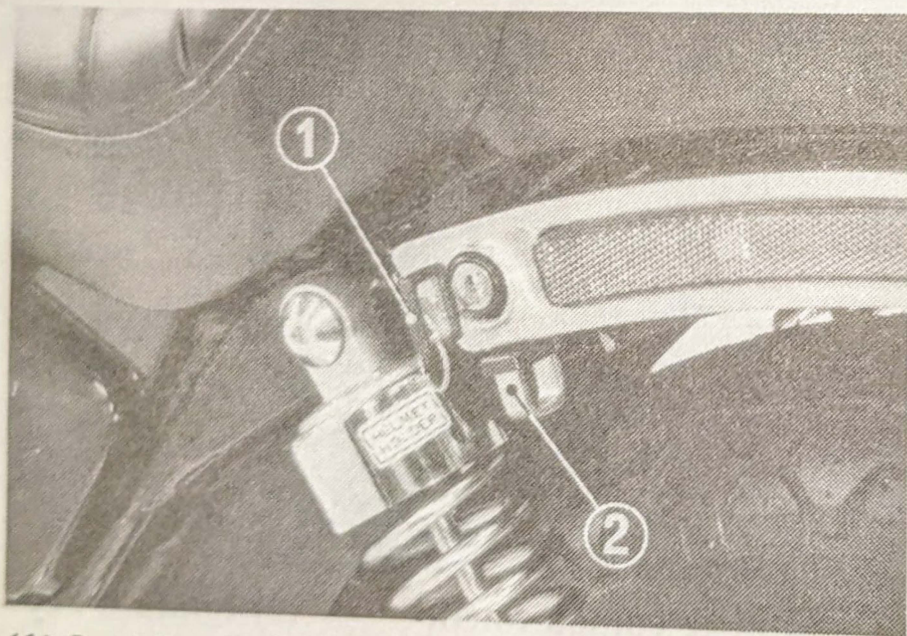
(2) Ignition key

Helmet Holder

The helmet holder (2) is on the left side below the seat. To unlock the holder, insert the ignition key (1) and turn it clockwise. Hang your helmet on the holder pin (3) and turn the key counterclockwise. Remove the key.

WARNING

- * *The helmet holder is designed for use while the motorcycle is parked. 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) Ignition key

(2) Helmet holder



(3) Holder pin

FUEL

Manual Fuel Valve

The manual fuel valve (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

Automatic Fuel ON-OFF

With the fuel valve set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

Reserve Fuel

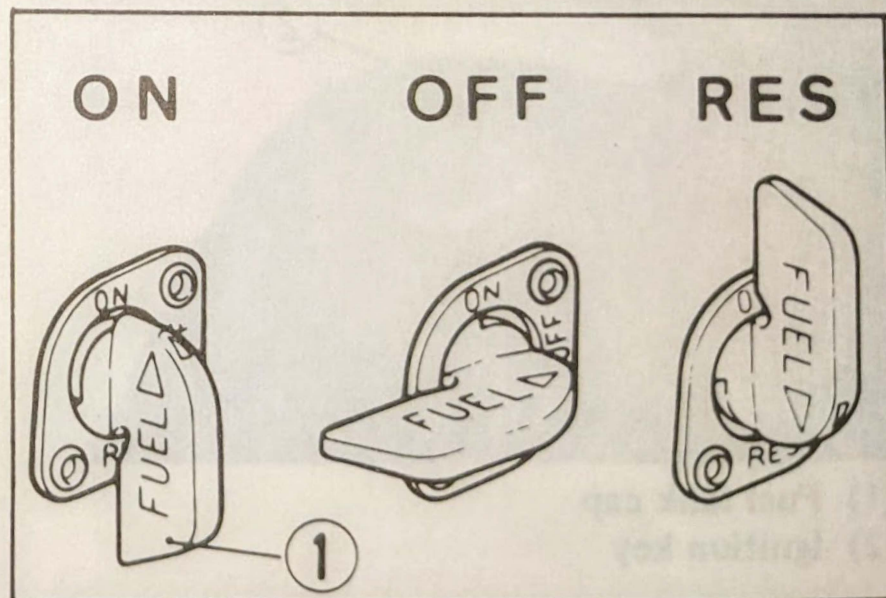
When the main fuel supply is gone, turn the fuel valve to RES. The reserve fuel supply is 2.0 l (0.5 US gal) so refill the tank as soon as possible then switch the valve back to ON.

NOTE:

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

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.*

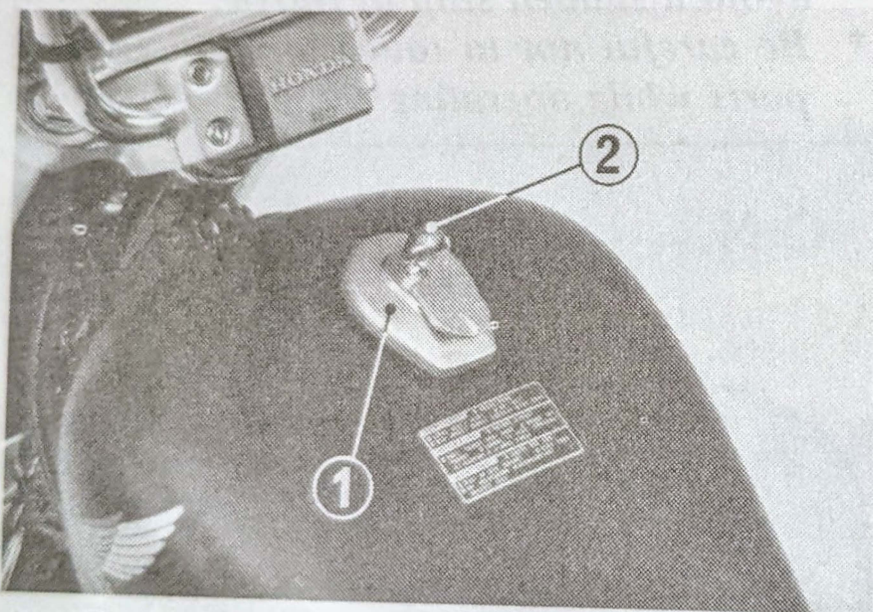


(1) Fuel valve in normal operating position

Fuel Tank

Fuel tank capacity is 11.5ℓ (3.0 US gal) including 2.0 ℓ (0.5 US gal) in the reserve supply.

To open the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap is hinged and will lift up. Automotive gasoline with a pump octane number ($\frac{R+M}{2}$) of 86 or higher, or a



- (1) Fuel tank cap
- (2) Ignition key

research octane number of 91 or higher may be used. If “knocking” or “pinging” occurs, try a different brand of gasoline or a higher octane grade.

CAUTION:

- * *Should knocking or pinging persist while holding a steady speed on a level road, try changing brands of gasoline. If knocking or pinging still persists, consult your Honda dealer.*

To close the fuel tank cap, press the cap into the filler neck until it snaps closed; the fuel tank cap locks automatically. Remove the key. Close the lock cover.

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.*

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. There are two types of “gasohol”: that containing ethanol, and that 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 vehicle performance problems resulting from the use of such fuels is not covered under new Motorcycle Warranties. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

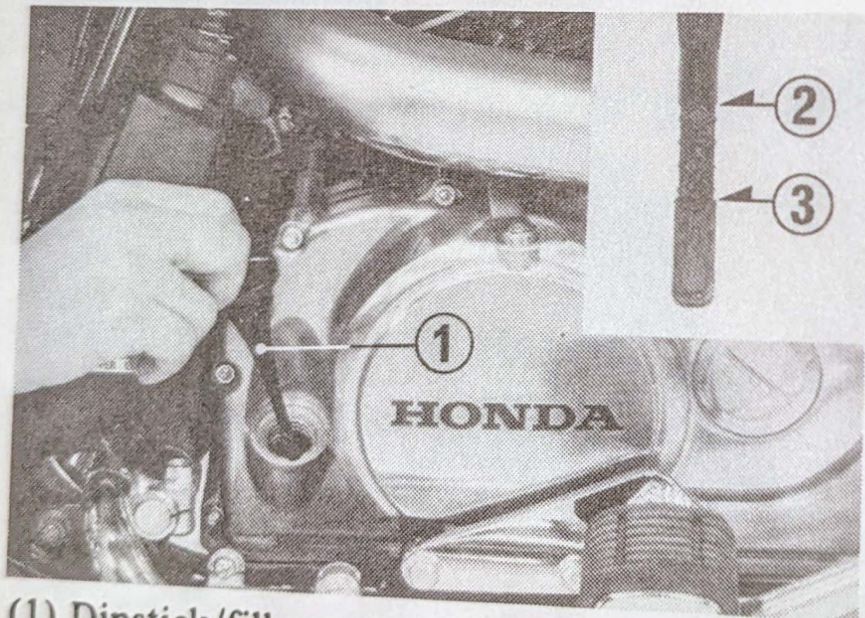
* Before purchasing fuel from an unfamiliar station, try to confirm whether the fuel contains alcohol, and to what percentage. If you notice any undesirable operating symptoms after using a gasoline that contains alcohol; or one that you think contains alcohol, switch to a higher octane gasoline as recommended.

ENGINE OIL

Engine Oil Level Check

Check engine oil level each day before operating the motorcycle.

1. Place the motorcycle on its center stand on level ground.
2. Start the engine and let it idle for 2—3 minutes, then stop the engine.



- (1) Dipstick/filler cap
(2) Upper level mark

- (3) Lower level mark

3. Remove the dipstick/oil filler cap (1), wipe it clean, and insert the dipstick without screwing it in. Remove the dipstick again and check the oil level. The oil level should be between the upper (2) and lower (3) level marks on the dipstick.
4. If required, add the specified oil up to the upper level mark, do not overfill. Reinstall the dipstick/oil filler cap.

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet 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.

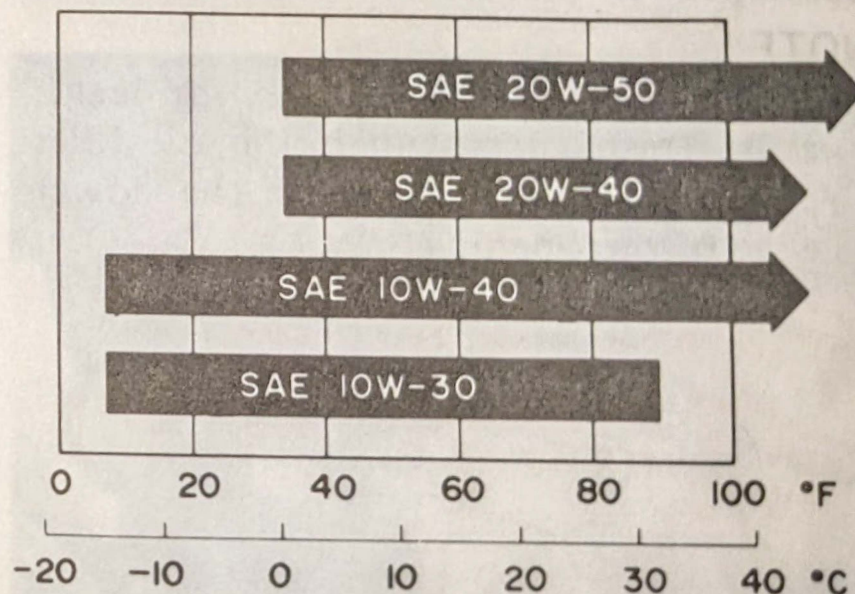
CAUTION:

* *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.



FINAL DRIVE OIL

Oil Level Check

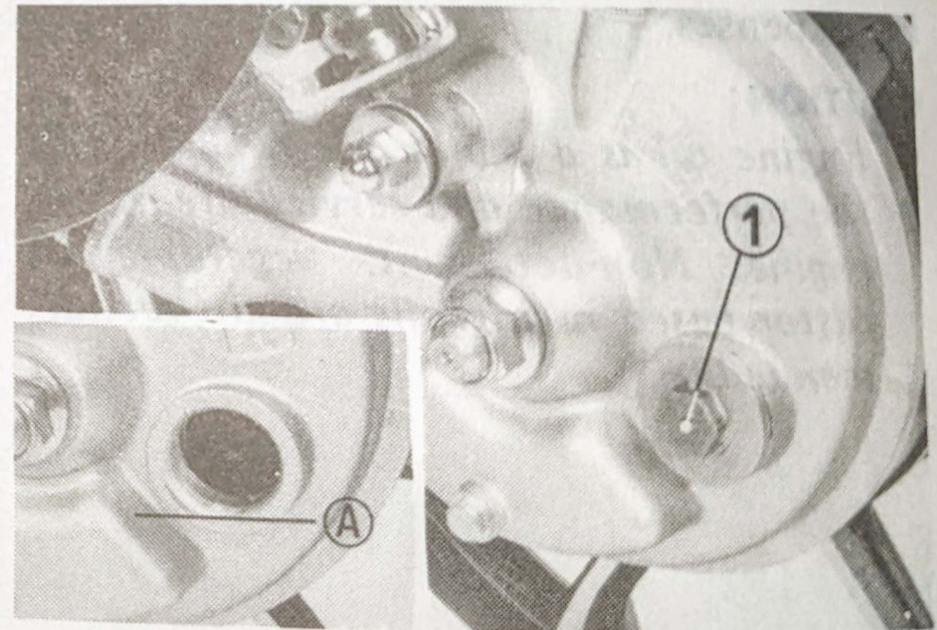
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand on level ground.
2. Remove the oil filler cap (1).
3. Check that the oil level reaches the lower edge of oil cap hole.

NOTE:

- * If the level is low, check for leaks. Pour fresh oil through the oil filler opening until it reaches the lower edge of the opening.

Recommended oil: **HYPOID GEAR OIL**
SAE 90 (Above 5°C/41°F)
SAE 80 (Below 5°C/41°F)



(1) Oil filler cap (A) Oil level

COOLANT

Coolant Recommendation

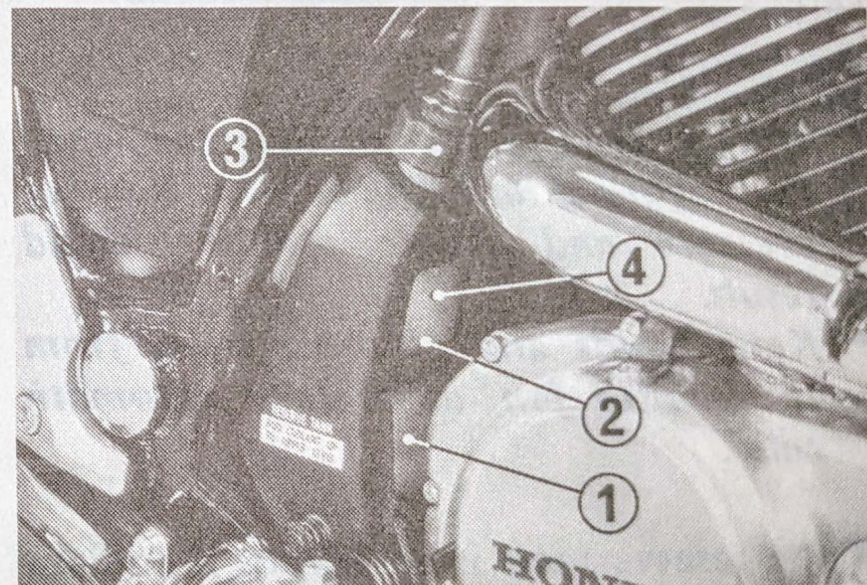
The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

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 the 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.



(1) Reserve tank (3) Reserve tank cap
(2) LOWER level mark (4) UPPER level mark

Inspection

The reserve tank is behind the right side cover.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature. If the coolant level is below the LOWER level mark (2), remove the reserve tank cap (3) and add coolant mixture until it reaches the UPPER level mark (4). Do not remove the radiator cap.

WARNING

- * *Do not remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.*
- * *Keep hands and clothing away from the cooling fan, as it starts automatically.*

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.

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 ride it. The items listed here will only take a few minutes to check and in the long run can save time, expense, and possibly your life.

1. Engine oil level-If required, add engine oil (pages 30—31). Check for leads.
2. Fuel level-fill the fuel tank when necessary (page 28). Check for leaks.
3. Coolant level-If required, add coolant. Check for leaks (pages 33—34).
4. Front and rear brakes-check operation; make sure there is no brake fluid leakage. If necessary, adjust free play (pages 68—71).

5. Tires—Check condition and pressure (pages 2, 7—8).
6. Throttle—check for smooth opening and closing in all steering positions.
7. Lights and horn—check that the headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 23).

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.*

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.
- * The electric starter will work when the transmission is in gear with the clutch disengaged.

PREPARATION

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

Check that the red oil pressure warning light comes ON.

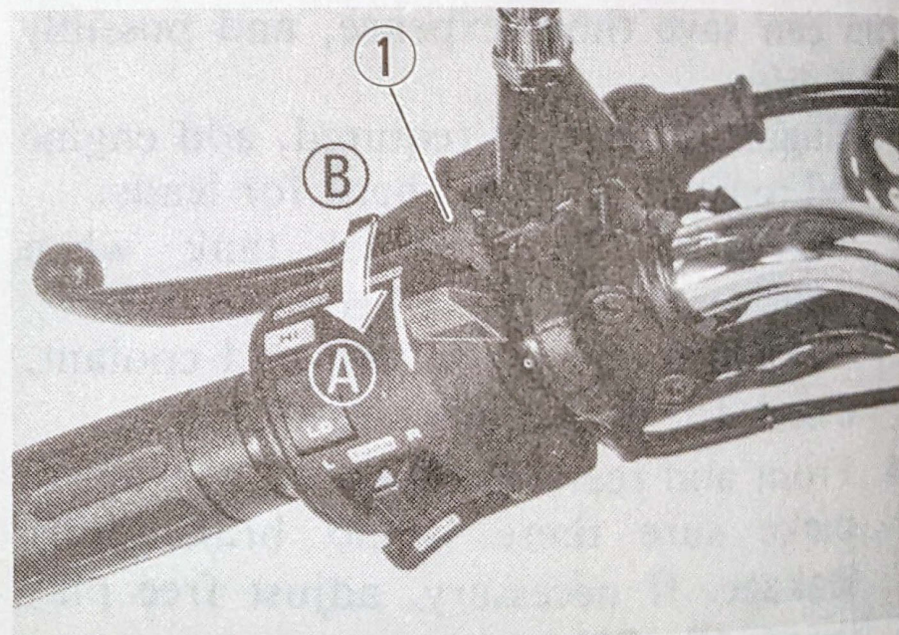
STARTING PROCEDURE

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

Normal Air Temperature

$10^{\circ} - 35^{\circ} \text{C}$ ($50^{\circ} - 95^{\circ} \text{F}$)

1. Pull the choke lever (1) back all the way to Fully Open (A).
2. Start the engine, leaving the throttle closed.



- (1) Choke lever (A) Fully Open
(B) Fully Closed

NOTE:

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

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. Do not operate the engine with insufficient oil pressure.*
3. About a half minute after the engine starts, push the choke lever forward all the way to Fully Closed (B).
 4. 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. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up until the engine runs smoothly and responds to the throttle when the choke lever is at Fully Closed (B).

CAUTION:

- * *Idling at high rpm for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.*
- * *Extended use of the choke may impair piston and cylinder wall lubrication.*

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 forward to Fully Closed (B). 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.

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 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:

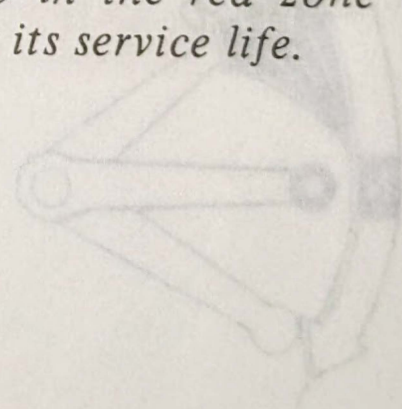
1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 4,000 rpm.
3. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles).

Ride 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 9,500 rpm at any time (tachometer RED ZONE limit).

CAUTION:

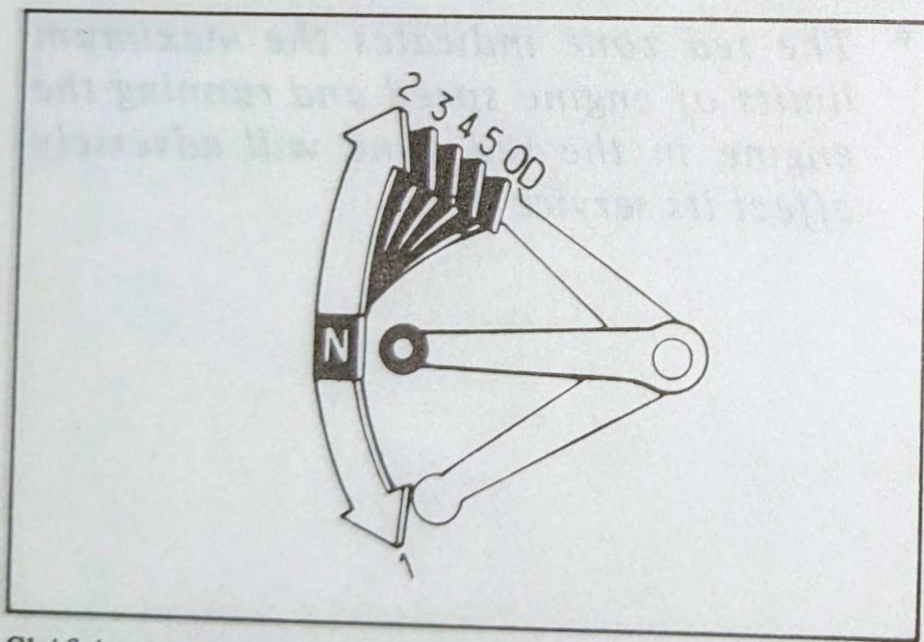
- * *The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.*



RIDING

WARNING

- * Review *Motorcycle Safety* (page 1—11) 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. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

From 1st to 2nd:	12 mph (20 km/h)
From 2nd to 3rd:	19 mph (30 km/h)
From 3rd to 4th:	25 mph (40 km/h)
From 4th to 5th:	31 mph (50 km/h)
From 5th to OD:	37 mph (60 km/h)

Shifting Down:

From OD to 5th:	28 mph (45 km/h)
From 5th to 4th:	22 mph (35 km/h)
From 4th to 3rd:	16 mph (25 km/h)

Disengage the clutch when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

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.*
- * *Do not exceed 9,500 rpm when running the engine without a load. Serious engine damage may result.*

NOTE:

- * *The battery will not charge while the engine speed is below 1,300 rpm. Avoid idling for prolonged periods, or continuous operation below 1,300 rpm.*

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

High Altitude Riding

When operating this motorcycle at high altitude, the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

BRAKING TIPS

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 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 overturning.*

3. Lock the steering to help prevent theft (page 25).

NOTE:

* 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 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 2, 7—8. 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.

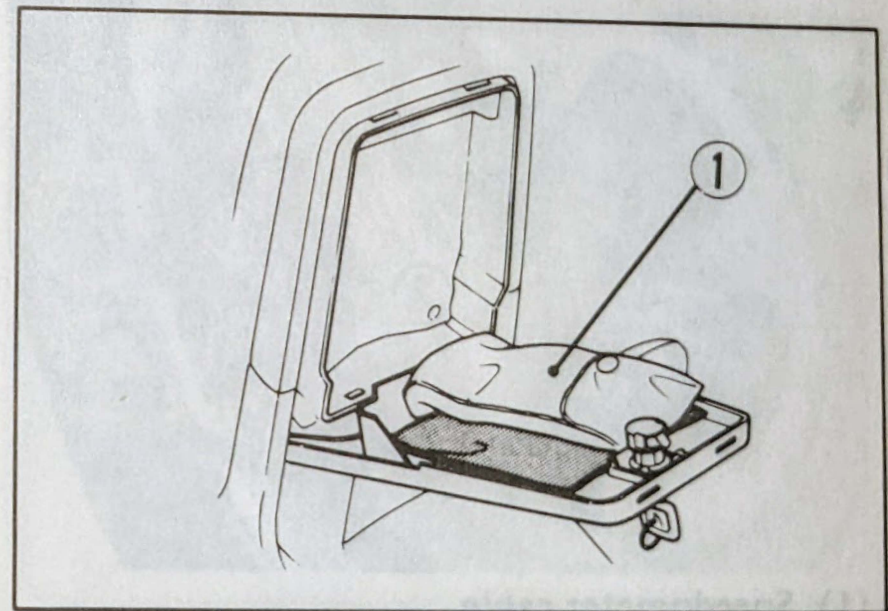
WARNING

- * *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 storage compartment at the rear of the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Hook spanner
- 6 mm hex wrench
- 5 mm hex wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 Phillips screwdriver
- No. 3 Phillips screwdriver
- Screwdriver grip
- Spark plug wrench
- 12 mm box wrench
- 17 mm box wrench
- 22 mm box wrench
- 120 mm box wrench handle
- Tool bag



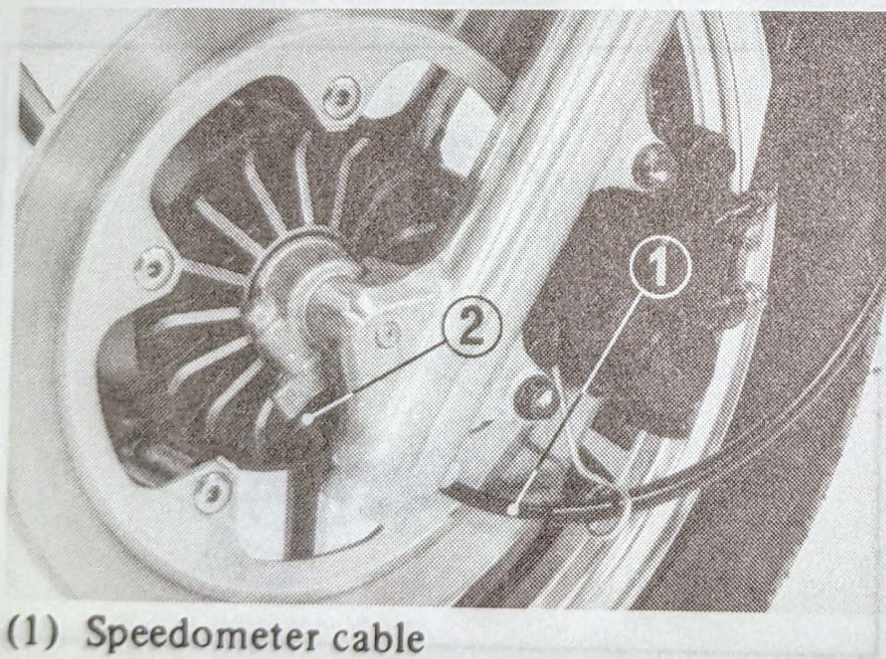
(1) Tool kit

FRONT WHEEL REMOVAL

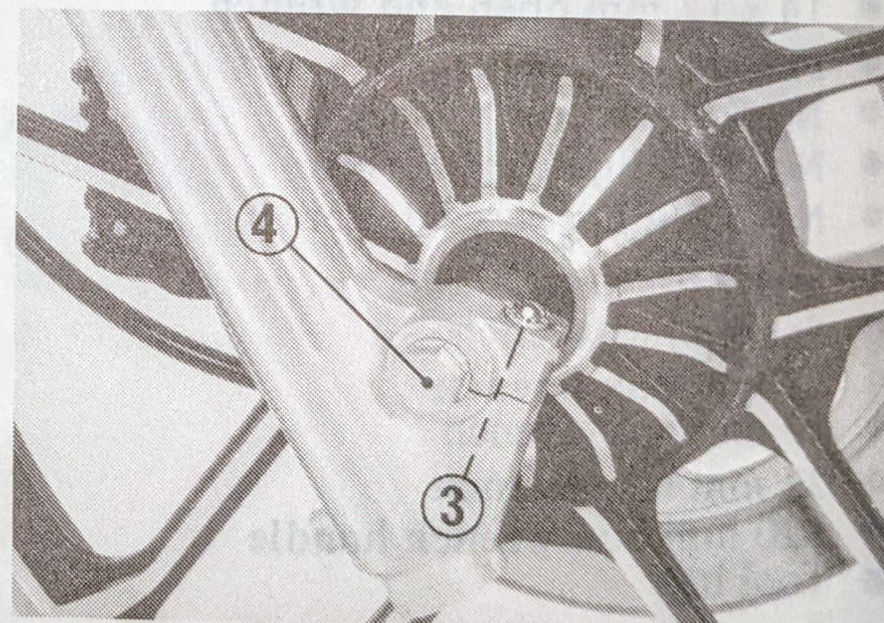
1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) by removing the speedometer cable set screw (2).
3. Remove the cap from the axle holding bolt and remove the front axle holding bolt (3). Unscrew and pull out the front axle (4). Remove the front wheel.

NOTE:

- * Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders 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.



- (1) Speedometer cable
(2) Speedometer cable set screw



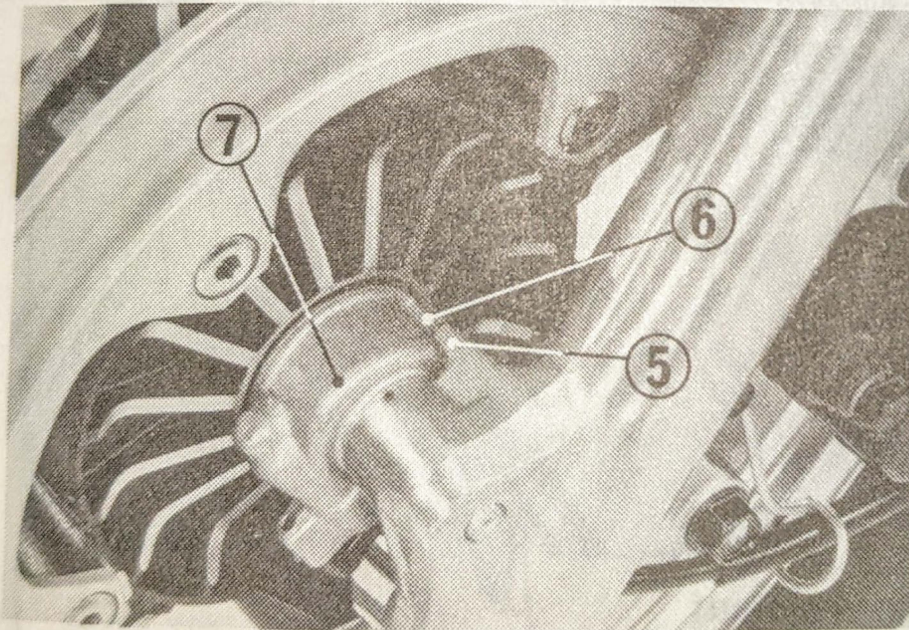
- (3) Front axle holding bolt (4) Front axle

Installation Notes:

To install the front wheel assembly, insert the axle through the right fork leg and wheel hub, and screw it into the left fork leg.

CAUTION:

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



(5) Tang
(6) Slot

(7) Speedometer gear box

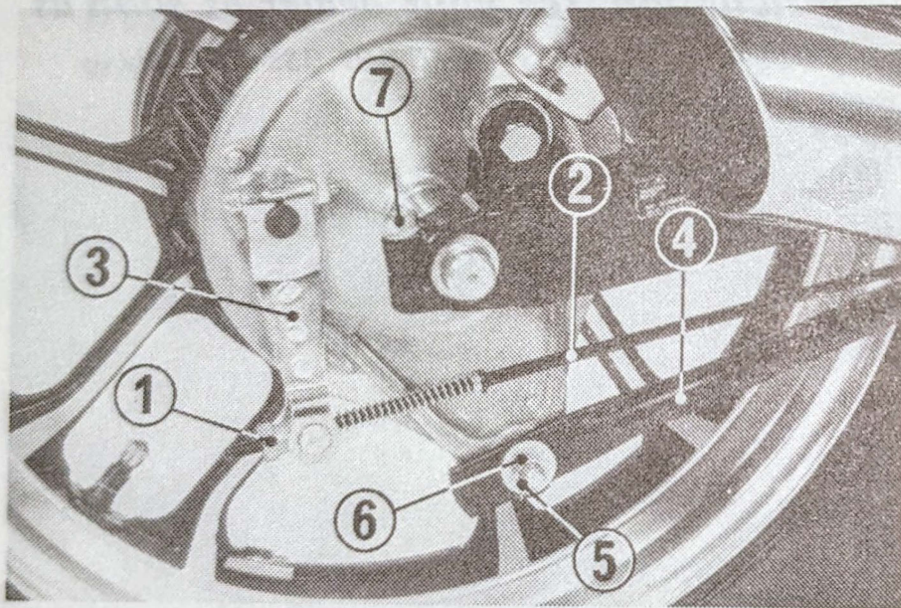
Make sure that the tang (5) on the fork leg is located in the slot (6) in the speedometer gearbox (7). Tighten the axle to 55-65 N·m (5.5-6.5 kg-m, 40-47 ft-lb) torque. Tighten the axle holding bolt to 18-25 N·m (1.8-2.5 kg-m, 13-18 ft-lb) torque.

WARNING

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

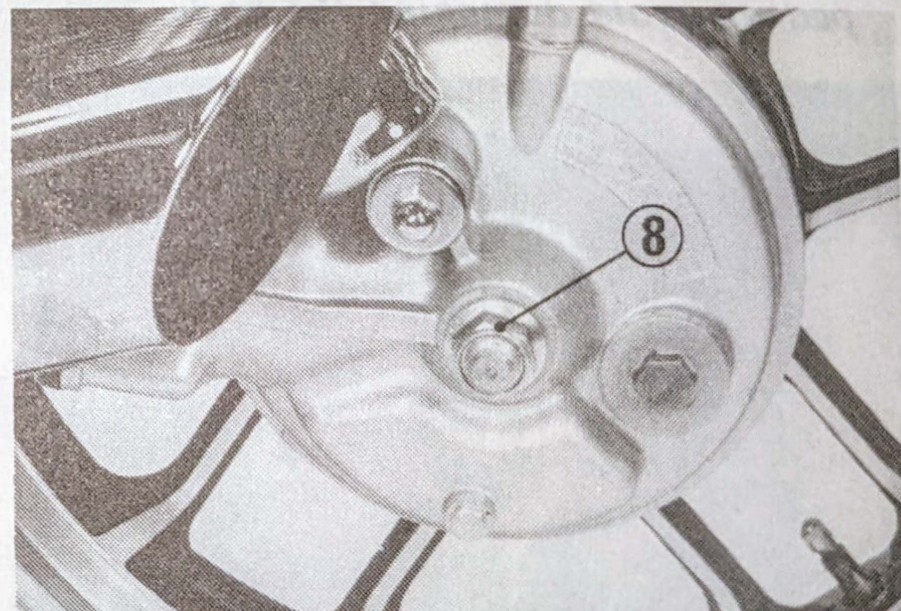
REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1), and disconnect the brake rod (2) from the brake arm (3).
3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), and stopper arm nut (6).



- | | |
|-------------------|-----------------------|
| (1) Adjusting nut | (5) Cotter pin |
| (2) Brake rod | (6) Stopper arm nut |
| (3) Brake arm | (7) Axle holding bolt |
| (4) Stopper arm | |

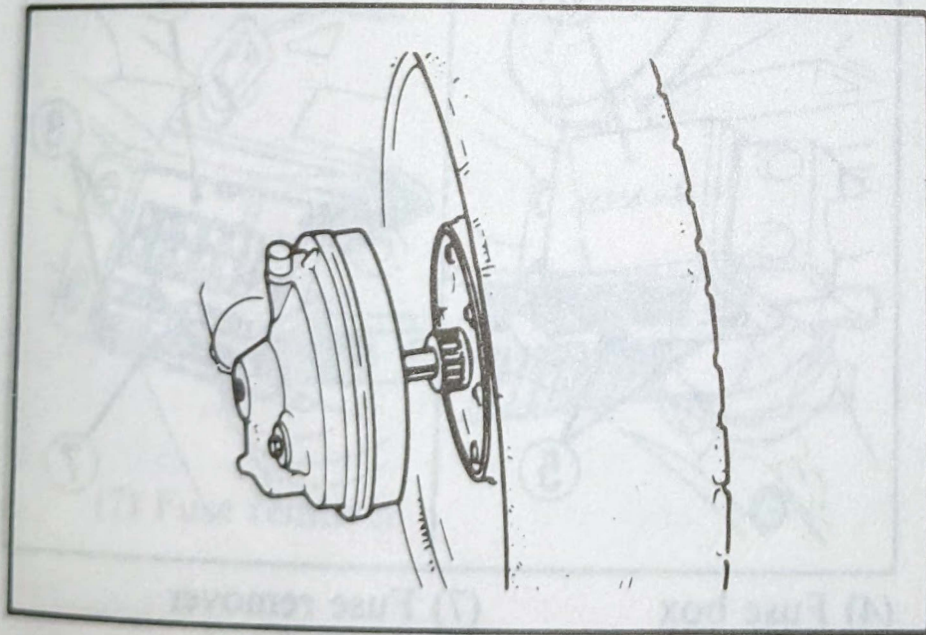
4. Remove the axle holding bolt (7).
5. Remove the axle nut (8) while holding the axle at the other end with a wrench.
6. Pull out the axle.
7. Move the wheel to the right to separate it from the final drive gear case.
8. Remove the rear wheel.



- (8) Axle nut

Installation Notes:

- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with lithium-base multipurpose grease with MOS₂ additive.
- 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.



- Torque the following nuts and bolts:
Axle nut torque:
80–100 N·m (8.0–10.0 kg-m,
58-72 ft-lb)
Axle holding bolt torque:
20–30 N·m (2.0–3.0 kg-m,
14–22 ft-lb)
Brake panel stopper bolt torque:
18–25 N·m (1.8–2.5 kg-m,
13–18 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 dealer as soon as possible to verify proper assembly.*

CAUTION:

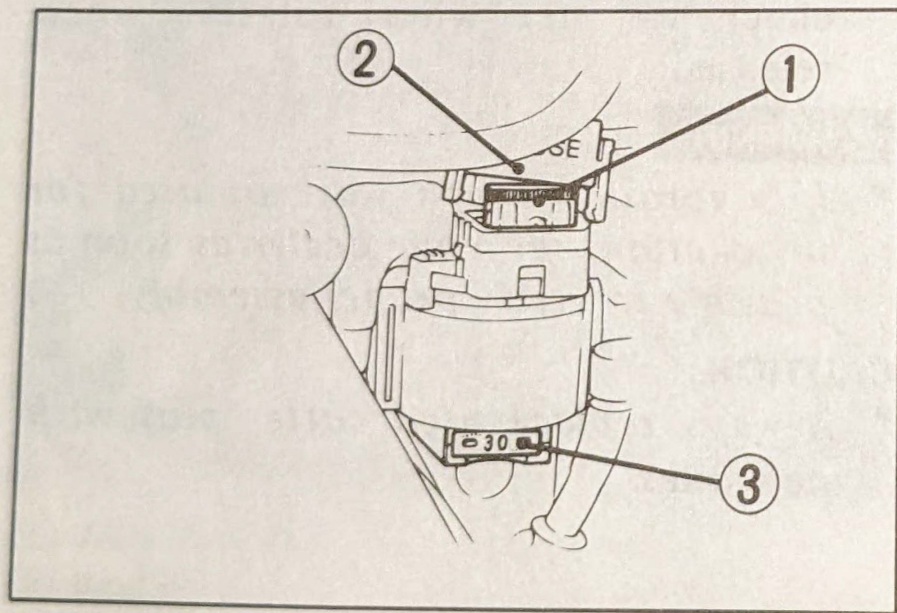
- * *Always replace used cotter pins with new ones.*

FUSE REPLACEMENT

The main fuse (1), located near the battery on the positive lead, is 30A.

The fuse box (4) is located between the handlebars. The specified fuses are 10A and 15A.

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.

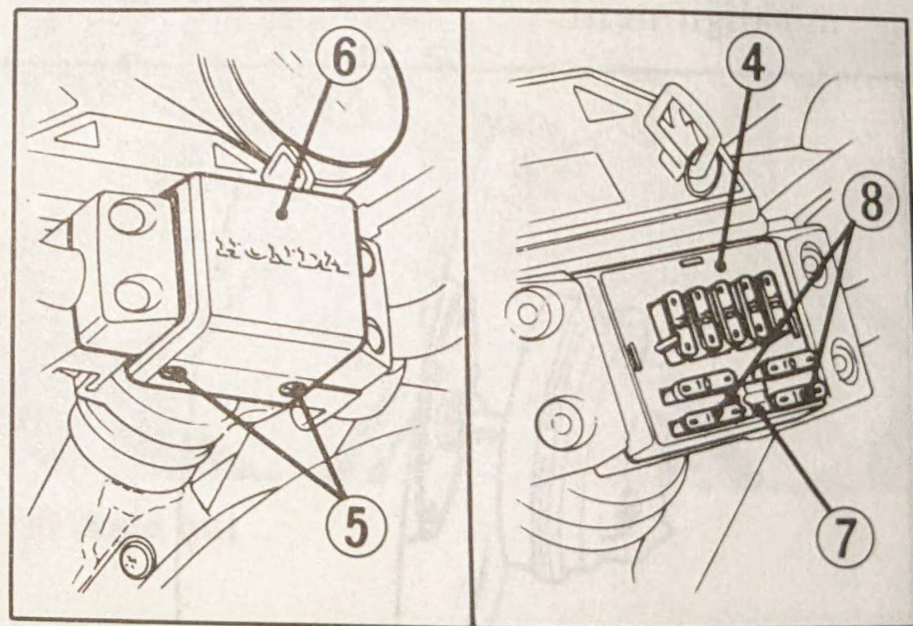


- (1) Main fuse (3) Spare fuse
(2) Wire coupler

CAUTION:

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

To replace the main fuse (1), remove the battery cover (See page 73), disconnect the wire coupler (2) and remove the old fuse. Install the new fuse, reconnect the wire coupler and install the battery cover. The spare fuse (3) is located under the starter magnetic switch.

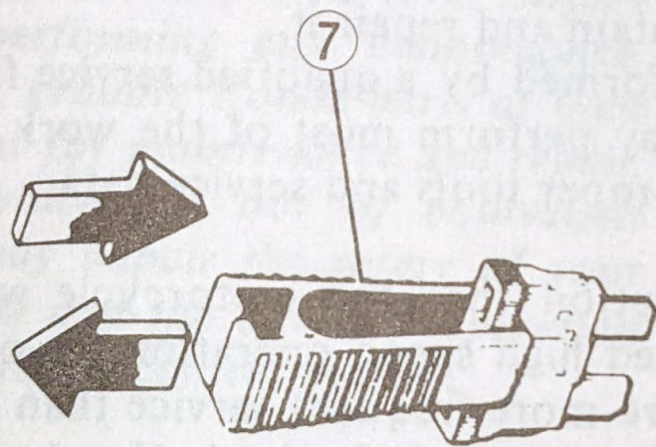


- (4) Fuse box (7) Fuse remover
(5) Screws (8) Spare fuses
(6) Fuse box cover

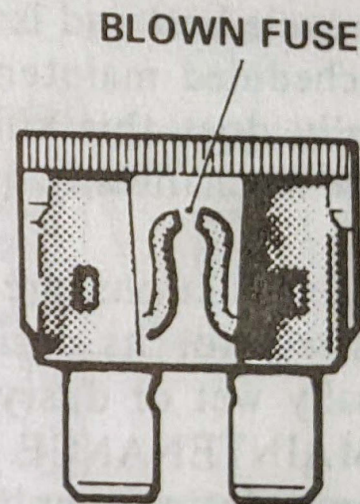
To replace fuses in the fuse box (4), remove the screws (5) and the fuse box cover (6). Pull the old fuse out of the clips with the fuse remover (7). Push a new fuse into the clips and install the fuse box cover. The spare fuses (8) are located in the fuse box.

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.*



(7) Fuse remover



MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emission standards during its useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect (USA ONLY).
- 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.

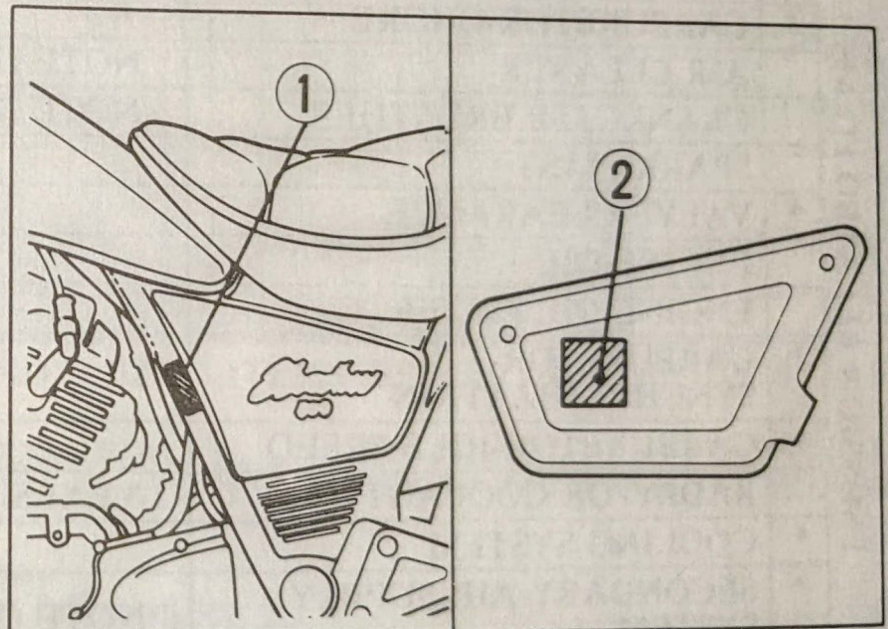
WARNING

- * *If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hose and reservoir, caliper, 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 and the effective operation of the emission control system.*

The vehicle Emission Control Information Label (1) is attached to the rear frame in front of the left side cover.

California only:

The Vacuum Hose Routing Diagram Label (2) is located inside the left side cover.



(1) Vehicle Emission Control Information Label
(2) Vacuum Hose Routing Diagram Label
(California only)

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 35) at each scheduled maintenance period.

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

C: CLEAN R: REPLACE A: ADJUST

ITEMS	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (4)]							Refer to
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	
* FUEL LINE					I		I		I	
* THROTTLE OPERATION					I		I		I	
* CARBURETOR-CHOKE					I		I		I	
AIR CLEANER		NOTE (1)				R			R	Page 62
CRANKCASE BREATHER		NOTE (2)		C	C	C	C	C	C	Page 64
SPARK PLUG				R	R	R	R	R	R	Page 61
* VALVE CLEARANCE			I		I		I		I	
ENGINE OIL			R		R		R		R	Pages 30, 59
ENGINE OIL FILTER			R		R		R		R	Page 59
* CARBURETOR-SYNCHRONIZATION			I		I		I		I	
* CARBURETOR-IDLE SPEED			I	I	I	I	I	I	I	Page 63
RADIATOR COOLANT		2 YEARS *R			I		I		*R	Page 33
* COOLING SYSTEM					I		I		I	
* SECONDARY AIR SUPPLY SYSTEM		NOTE (3)			I		I		I	
* EVAPORATIVE EMISSION CONTROL SYSTEM		NOTE (3)				I			I	

ITEMS	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (4)]							Refer to	
			EVERY	600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)		24,000 mi (38,400 km)
NON-EMISSION RELATED ITEMS	FINAL DRIVE OIL				I		I		R	Page 65	
	BATTERY			I	I	I	I	I	I	Page 73	
	BRAKE FLUID (FRONT)	2 YEARS *R		I	I	*R	I	I	*R	Page 68	
	BRAKE SHOE/PAD WEAR			I	I	I	I	I	I	Pages 69, 71	
	BRAKE SYSTEM		I		I		I		I	Pages 68—71	
*	BRAKE LIGHT SWITCH				I		I		I		
*	HEADLIGHT AIM				I		I		I		
	CLUTCH SYSTEM		I	I	I	I	I	I	I	Page 66	
	SIDE STAND				I		I		I	Page 72	
*	SUSPENSION				I		I		I		
**	NUT, BOLT, FASTENER		I		I		I		I		
**	WHEEL				I		I		I		
**	STEERING HEAD BEARING		I		I		I		I		

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

* 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.

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

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

(3) California type only.

(4) For higher odometer reading, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed By	Odometer	Date
600			
4,000			
8,000			
12,000			
16,000			
20,000			
24,000			

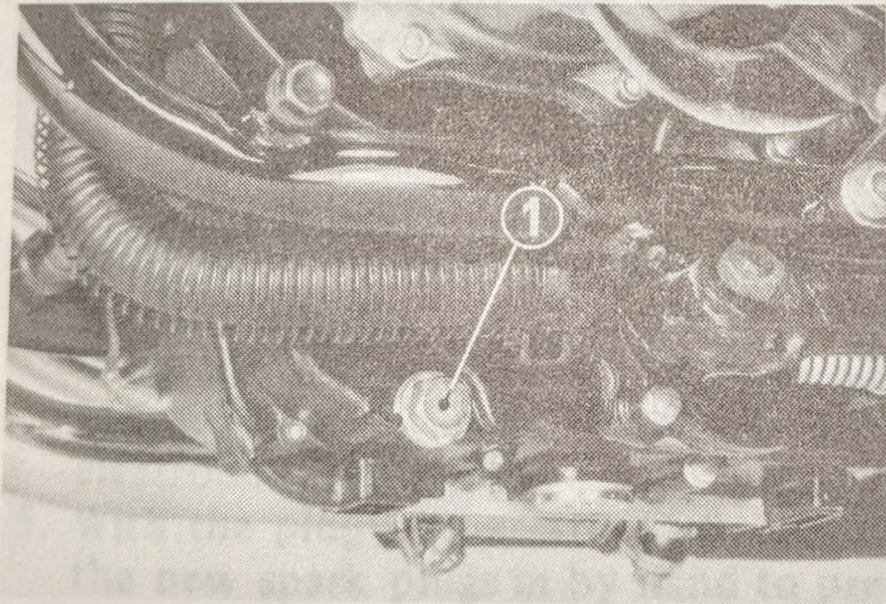
- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance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

ENGINE OIL AND FILTER

Engine oil quality is the chief factor affecting engine service life. Change the engine oil and filter when specified by the maintenance schedule.

NOTE:

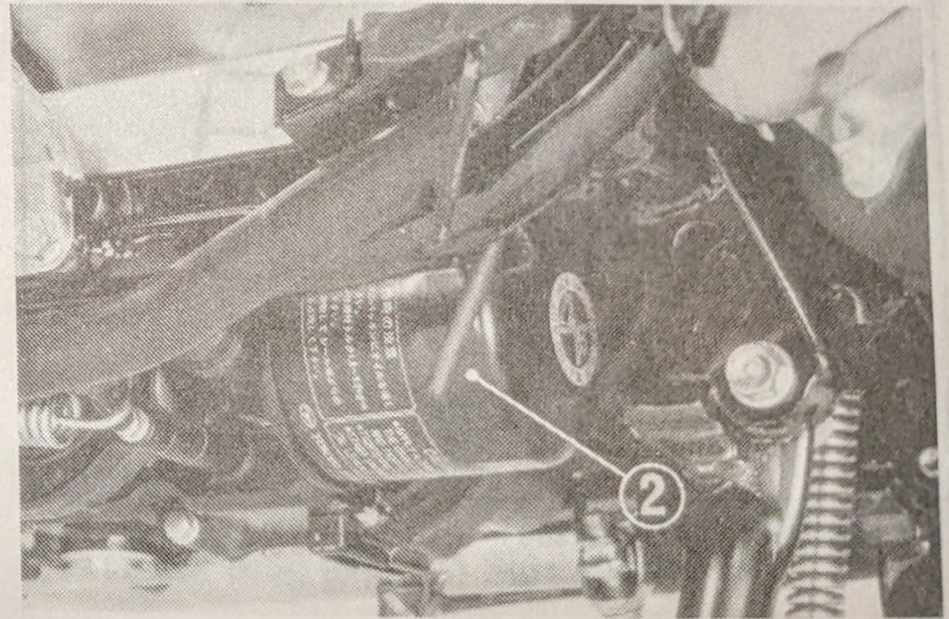
- * Change the engine oil and filter with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.



(1) Oil drain plug

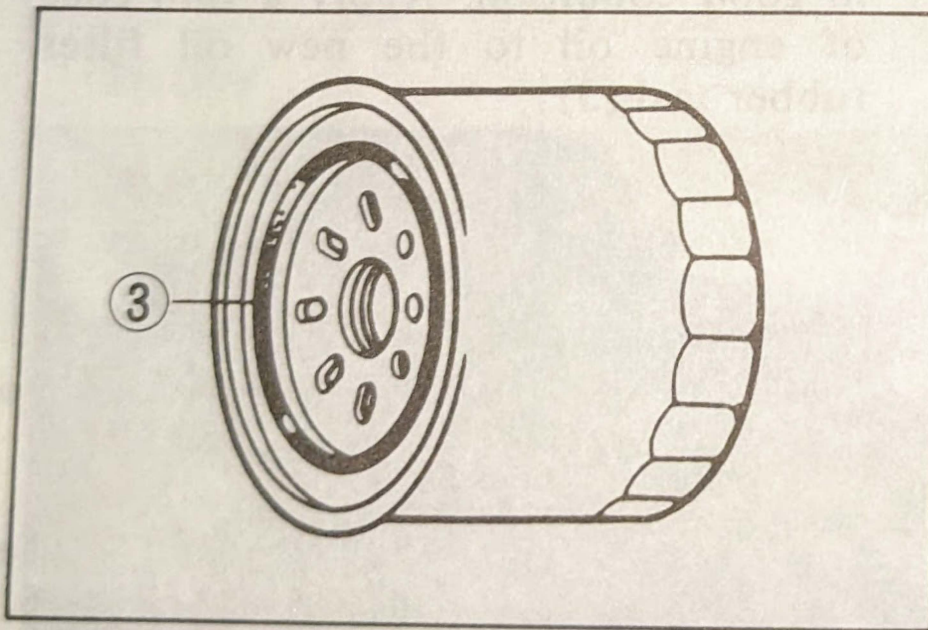
CAUTION:

- * To prevent oil leaks and filter damage, never support the engine on the oil filter.
1. To drain the oil, remove the oil filler cap and oil drain plug (1).
 2. Remove the oil filter (2) with a filter wrench and let the remaining oil drain out. Discard the oil filter.
 3. Check that the new oil filter O-ring is in good condition. Apply a thin coat of engine oil to the new oil filter rubber seal (3).



(2) Oil filter

4. Install the new oil filter and tighten it to the specified torque.
Torque specification: 15–20 N·m (1.5–2.0 kg-m, 11–14 ft-lb).
5. Check that the sealing washer on the drain plug is in good condition and install the plugs.
30–40 N m (3.0–4.0 kg-m, 22–29 ft-lbs)
6. Fill the crankcase with approximately 2.7 liters (2.9 US qt) of the recommended oil.



(3) Oil filter rubber seal

7. Install the oil filler cap.
8. Start the engine and let it idle for a few minutes.
9. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.

NOTE:

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

SPARK PLUGS

Recommended plugs:

Standard:

DPR8EA-9 (NGK) or
X24EPR-U9 (ND)

For cold climate: (Below 5°C/41°F)

DPR7EA-9 (NGK) or
X22EPR-U9 (ND)

For extended high speed riding:

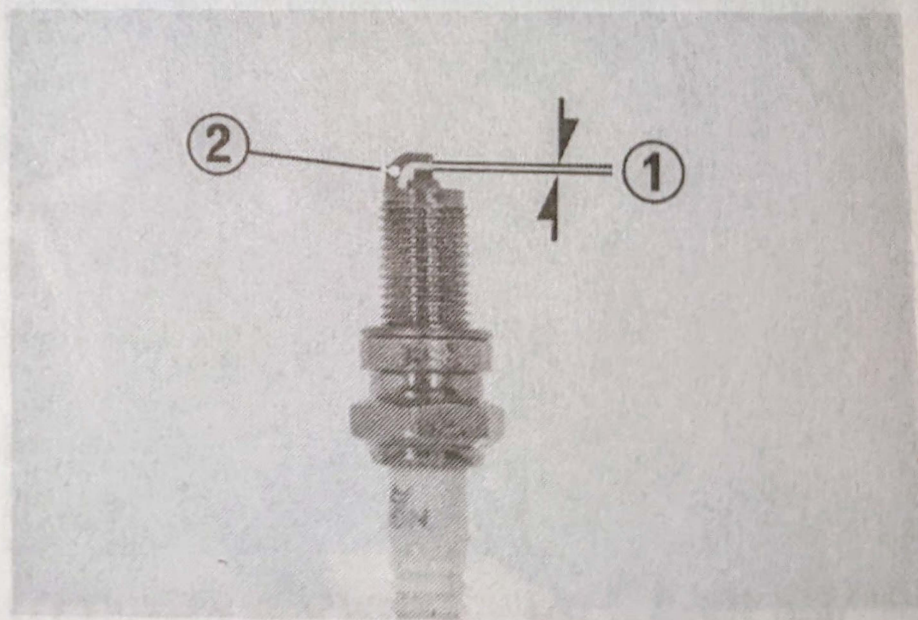
DPR9EA-9 (NGK) or
X27EPR-U9 (ND)

1. Disconnect the spark plug caps.
2. Clean any dirt from around the spark plug bases.
3. Remove and discard the spark plugs. (two per cylinder).
4. Make sure the new spark plug gap (1) is 0.8–0.9 mm (0.031–0.035 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 plugs in by hand to prevent cross-threading.

6. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
7. Reinstall the spark plug caps.

CAUTION:

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

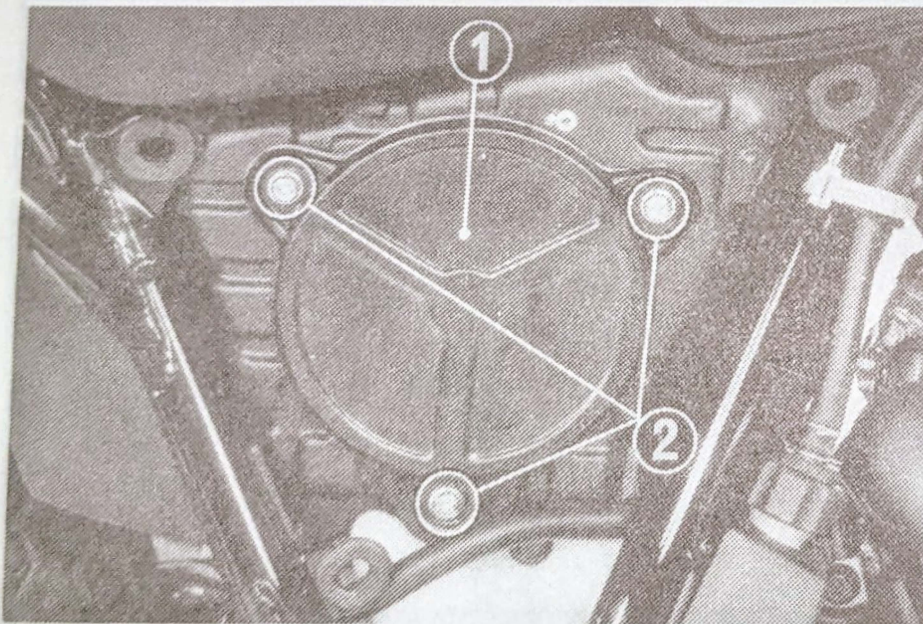


(1) Spark plug gap (2) Side electrode

AIR CLEANER

The air cleaner should be serviced at regular intervals (page 56). When riding in dusty areas, more frequent service may be necessary.

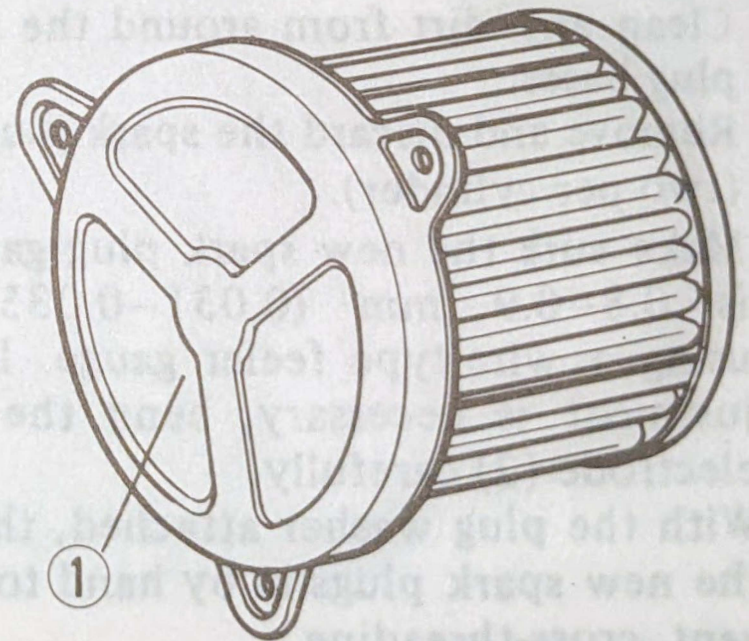
1. Remove the side cover.
2. Remove the air cleaner element (1) by removing the three screws (2).
3. Remove and discard the air cleaner element.
4. Insert a new air cleaner element.



(1) Air cleaner element.

(2) Screws

5. Install removed parts in the reverse order of removal.



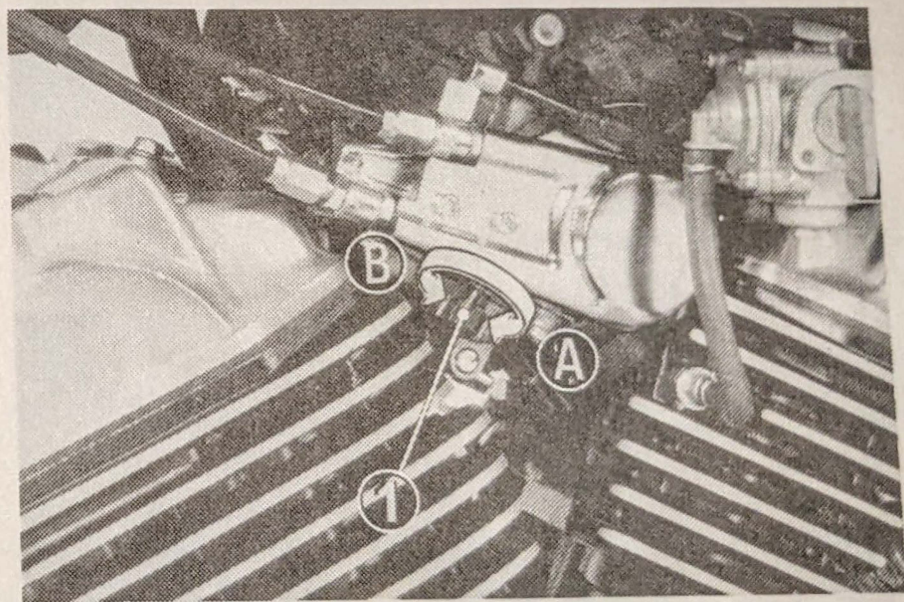
IDLE SPEED

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:

- * Inspect and adjust carburetor idle speed after all other engine adjustments are within specifications.
 - * The engine must be warm 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. Adjust idle speed with the throttle stop screw (1).

Idle Speed: 1100 ± 100 rpm (In neutral)



(1) Throttle stop screw

(A) Increase rpm

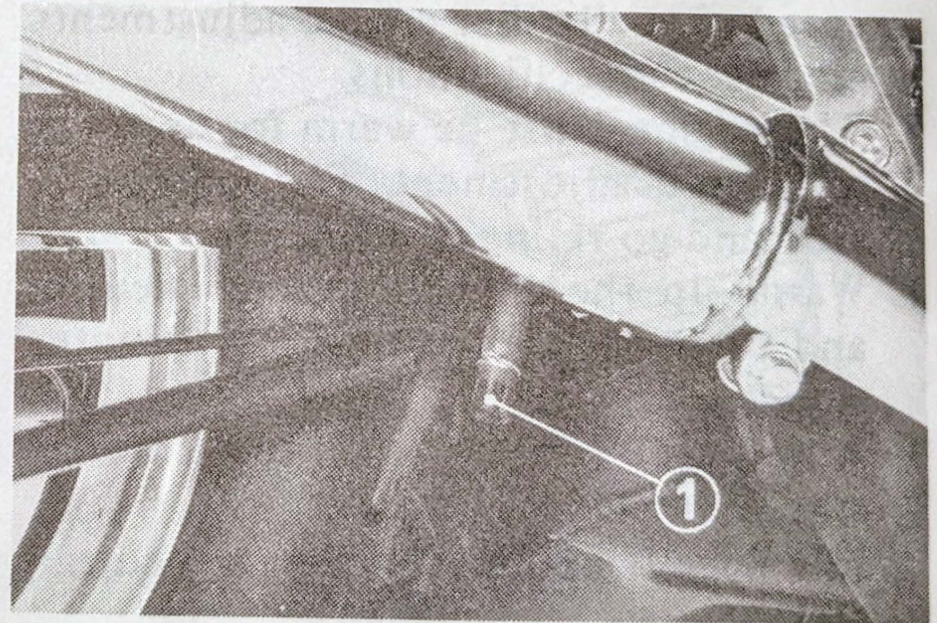
(B) Decrease rpm

CRANKCASE BREATHER

1. Remove the drain plug (1) from the drain tube to empty any deposits.
2. Install the drain plug.

NOTE:

- * Service more frequently when riding in rain or at full throttle, or if the deposit level can be seen in the transparent section of the drain tube.



(1) Drain plug

FINAL DRIVE OIL

Change the oil when specified by the maintenance schedule.

NOTE:

* Change the oil with the final drive warm and the motorcycle on its center stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap (1) and drain plug (2).
2. After the oil has completely drained, check that the sealing washer (3) on the drain plug is in good condition and install the drain plug.

Drain Plug Torque:

10–14 N·m (1.0–1.4 kg-m,
7–10 ft-lb)

3. Fill the final drive with approximately 120 cc (4.1 US oz) of the recommended oil.

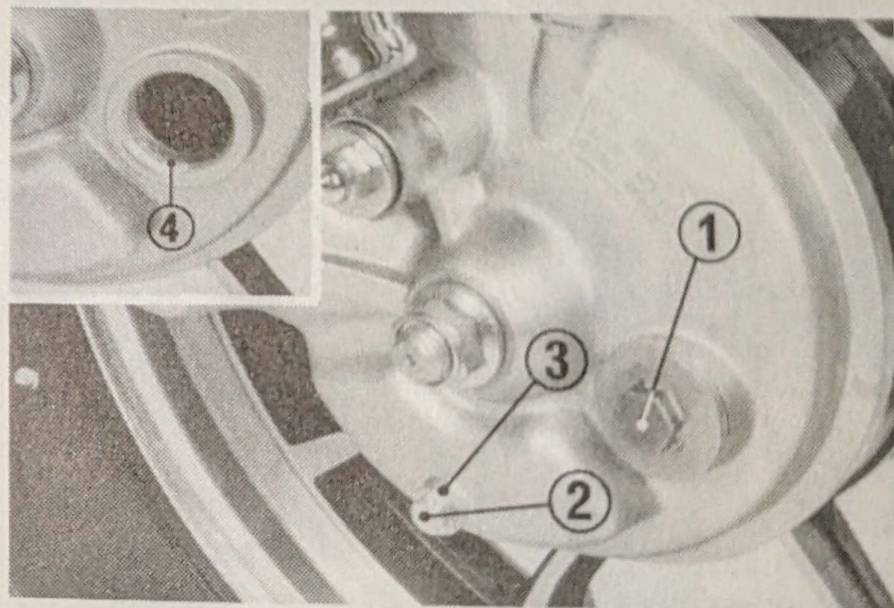
Make sure the recommended oil is filled up to the lower edge of the inspection hole (4).

4. Install the oil filler cap.

Recommended oil: HYPOID GEAR OIL

SAE 90 (Above 5°C/41°F)

SAE 80 (Below 5°C/41°F)



(1) Oil filler cap

(2) Oil drain plug

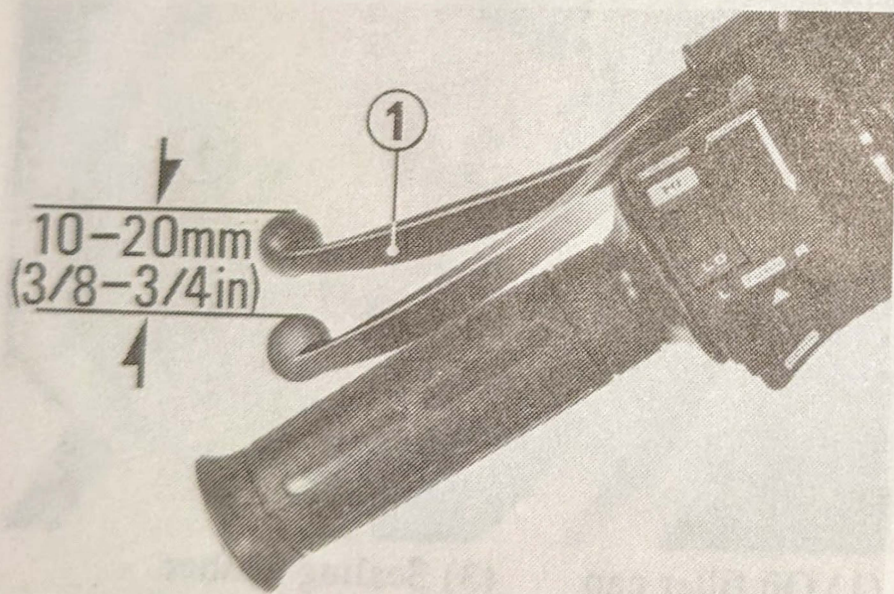
(3) Sealing washer

(4) Inspection hole

CLUTCH

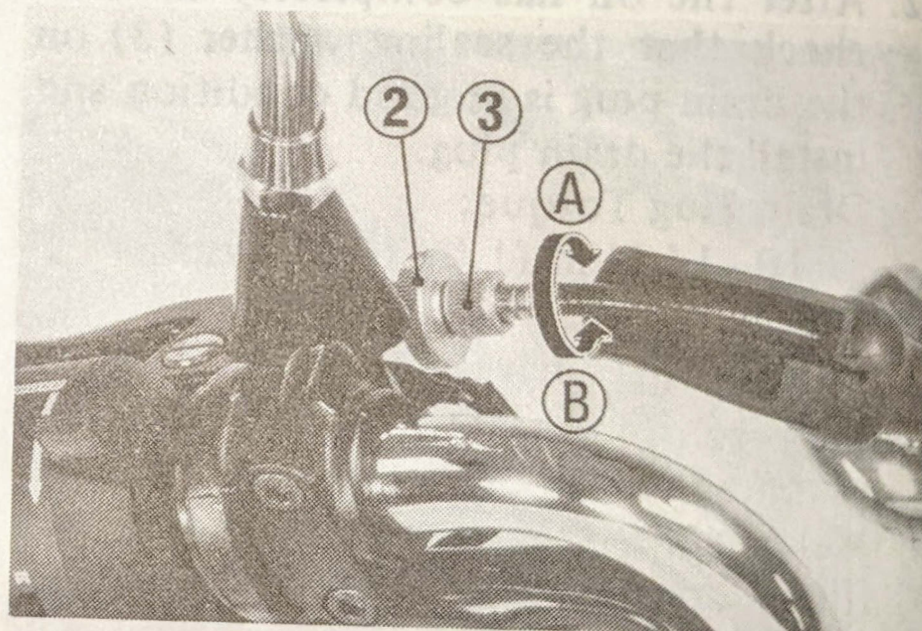
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep, or if the clutch slips, causing acceleration to lag behind engine speed.

Normal clutch lever free play should be 10–20 mm (3/8–3/4 in) at the lever (1). Minor adjustment can be made with the clutch cable adjuster (3) at the lever.



(1) Clutch lever

1. Pull back the rubber dust cover. Loosen the lock nut (2) and turn the adjuster. Tighten the lock nut and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, a major adjustment must be made. Loosen the lock nut and turn in the cable adjuster completely. Tighten the lock nut and pull on the dust cover.



(2) Lock nut
(3) Clutch cable adjuster

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

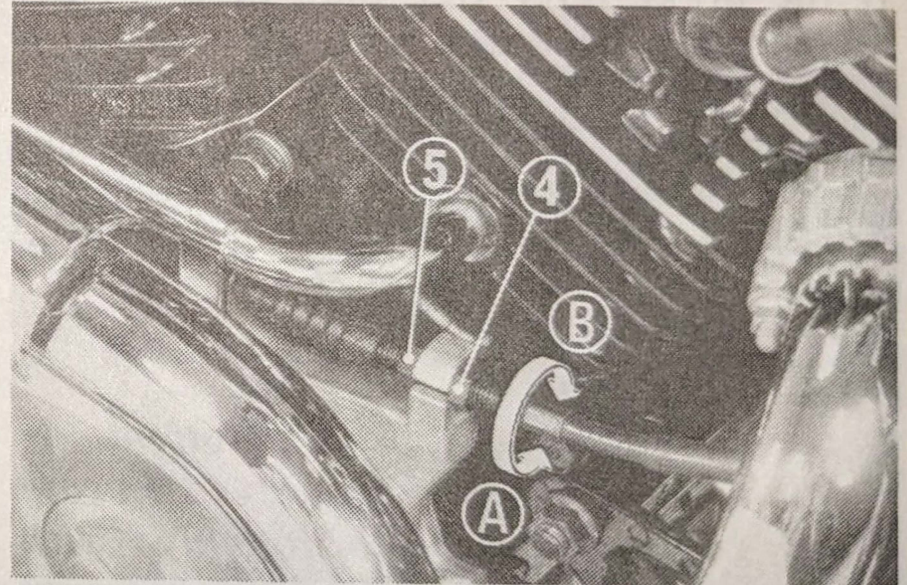
3. At the lower end of the cable, loosen the lock nut (5). Turn the adjusting nut (4) to obtain the specified free play. Tighten the lock nut and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep.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

NOTE:

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

Other Checks:

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



(4) Adjusting nut
(5) Lock nut

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

FRONT BRAKE

This motorcycle has a hydraulic disc front brake. As the brake pads wear, brake fluid level drops, automatically compensating for wear.

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 brake lever free play becomes excessive and the brake pads are not worn beyond the recommended limit (page 68), there is probably air in the brake system and it must be bled out. See your authorized Honda dealer for this service.

Brake Fluid Level:

WARNING

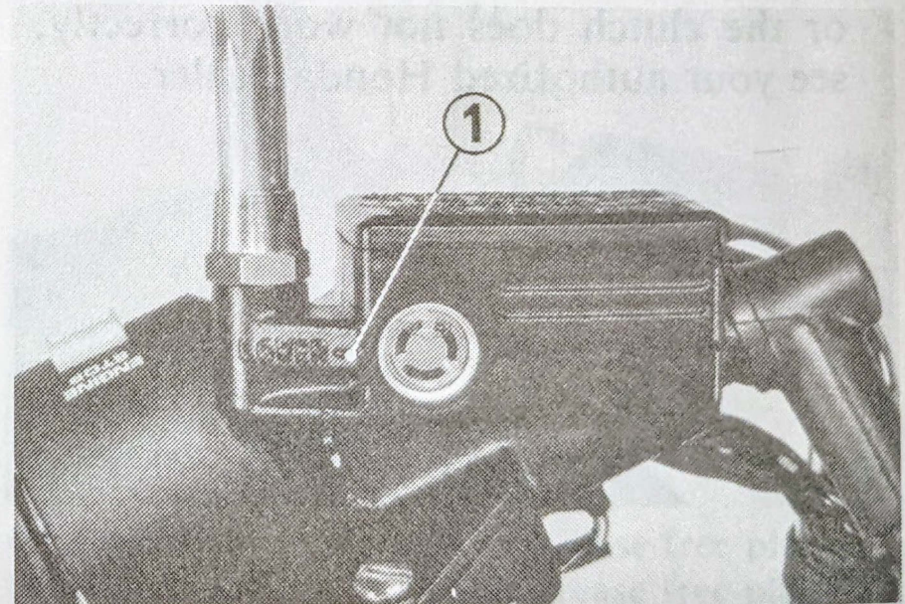
- * *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the lower level mark (1).

Remove the screws, reservoir cover, and diaphragm. Fill the reservoir with DOT 3 or DOT 4 BRAKE FLUID from a sealed container up to the upper level mark. Reinstall the diaphragm and cover. Tighten the screws securely.

CAUTION:

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



(1) LOWER level mark

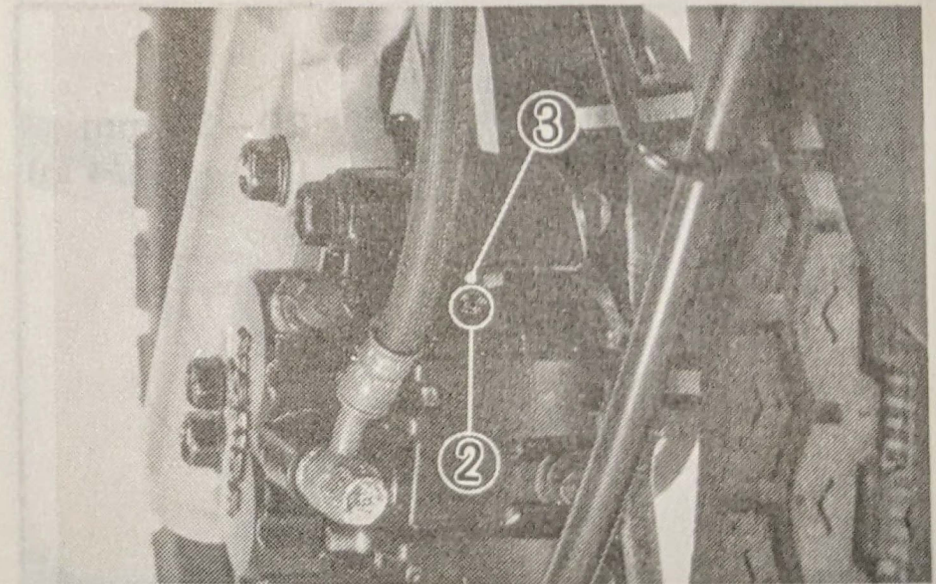
- * Use only DOT 3 or DOT 4 brake fluid from a sealed container.
- * Handle brake fluid with care because it can damage paint and instrument lenses.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.

Brake Pads:

Brake pad wear will depend upon the severity of usage, type of riding, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction indicated by the arrow (2) during all regular service intervals to determine the pad wear. If either pad wears to the line (3), both pads must be replaced as a set. See your authorized Honda dealer for this service.

Other Checks:

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



(2) Arrow (3) Line

REAR BRAKE

Adjustment:

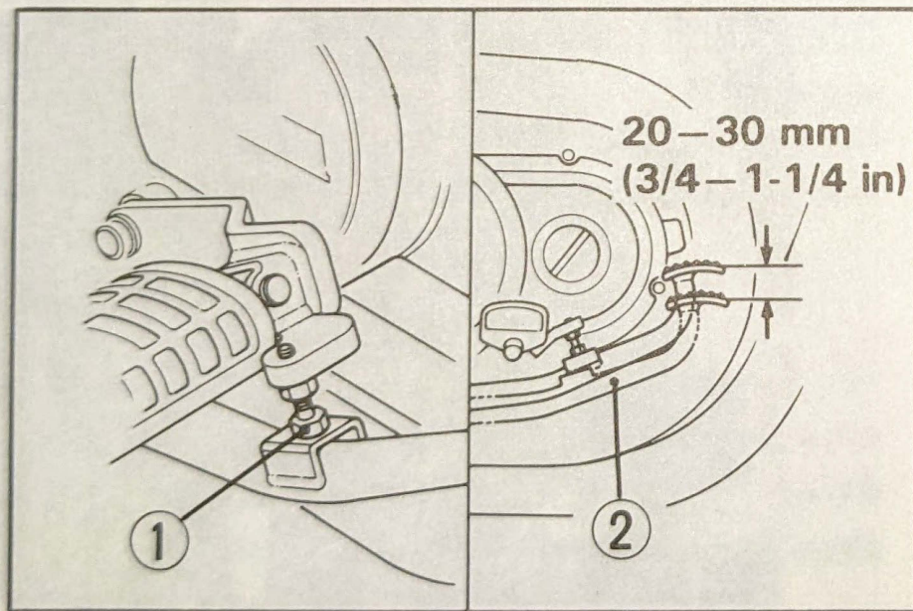
1. Place the motorcycle on its center stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, turn the stopper bolt.

3. Measure the distance the rear brake pedal (2) moves before the brake starts to take hold.

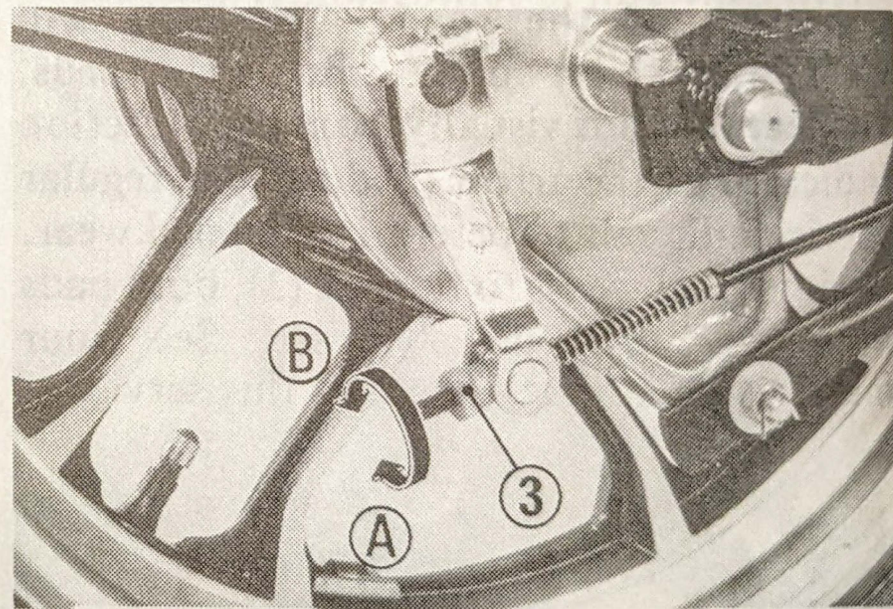
Free play should be 20–30 mm (3/4–1-1/4 in). If adjustment is necessary, turn the rear brake adjusting nut (3).

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.



(1) Stopper bolt (2) Rear brake pedal



(3) Adjusting nut (A) Decrease free play
(B) Increase free play

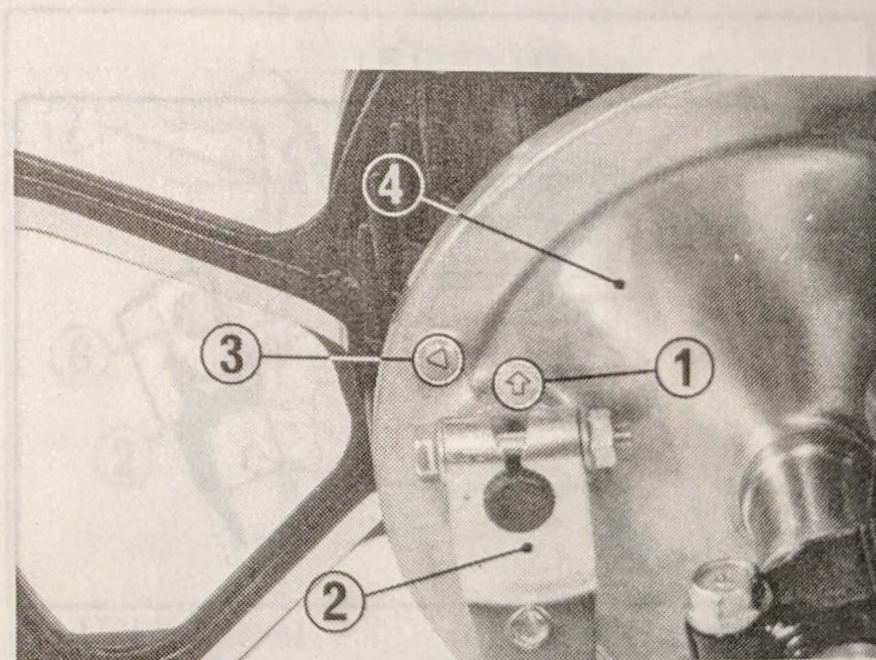
4. Apply the brake several times and check for free wheel rotation when released.

Other Checks:

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

Wear Indicator:

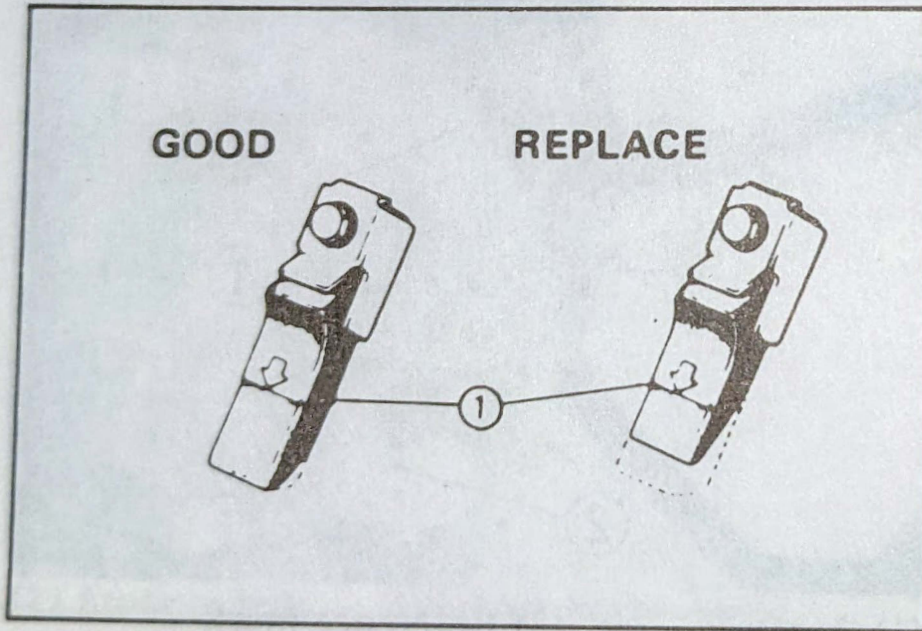
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your authorized Honda dealer for this service.



- (1) Arrow
(2) Brake arm
(3) Reference mark
(4) Brake panel

SIDE STAND

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

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 for inspection.

Battery electrolyte:

The battery is behind the left side cover. Remove the side cover, check the electrolyte level. The electrolyte level must be maintained between the upper (1) and lower (2) level marks on the side of the battery. If the electrolyte level is low, disconnect the negative (-) terminal lead (3) from the battery first, then unscrew the nut (4) and remove the battery holder (5). Remove the battery cover (6) and disconnect the battery positive (+) terminal lead (7). Disconnect the battery breather tube (8). Pull out the battery. Remove the battery filler caps (9). Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

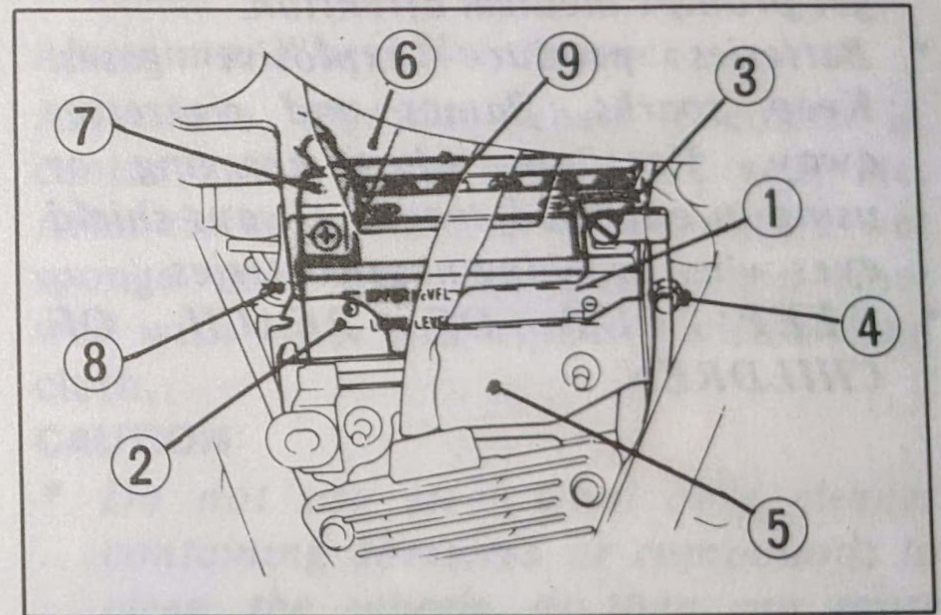
to the upper level mark, using a small syringe or plastic funnel.

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.



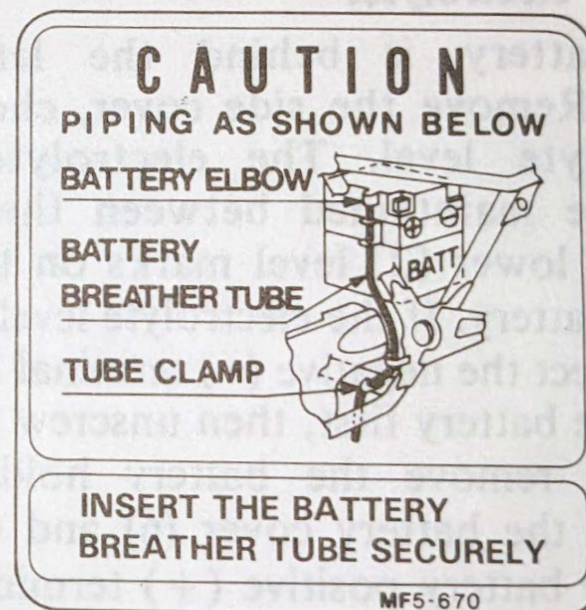
- | | |
|-----------------------|-----------------------|
| (1) UPPER level | (6) Battery cover |
| (2) LOWER level | (7) Positive terminal |
| (3) Negative terminal | (8) Breather tube |
| (4) Nut | (9) Filler cap |
| (5) Battery holder | |

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.*



CLEANING

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

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>Carburetors</i>	<i>Brake Master Cylinder</i>
<i>Instruments</i>	<i>Muffler Outlets</i>
<i>Handlebar-switches</i>	<i>Under Fuel Tank</i>
	<i>Under Seat</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. Several applications may be necessary to restore normal braking performance.

WARNING

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

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.

CAUTION:

- * *Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.*
- * *Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.*

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. 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 carburetors. 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.*

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. Check the electrolyte level and 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. 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. Check the final drive oil, adding the recommended gear oil if necessary. Change the final drive oil as specified by the Maintenance Schedule. Perform all Pre-ride Inspection checks (page 35). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

EMISSION CONTROL SYSTEM (U S A ONLY)

● Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

● Exhaust Emission Control System (Except for California)

The exhaust emission control system is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

● Exhaust Emission Control System (California only)

The exhaust emission control system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port which helps improve emission performance. No adjustments to this system should be made although periodic inspection of the components is recommended.

- **Noise Emission Control System**

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) 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; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

- **Evaporative Emission Control System (California only)**

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank is directed into the charcoal canister where it is absorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.

● Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

● Problems Which May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the motorcycle inspected and repaired by your authorized Honda Motorcycle Dealer.

Symptoms:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

CONSUMER INFORMATION (USA ONLY)

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, 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 : VT500C** **SHADOW 500**

Fully Operational Service Brake

Load

Light



Maximum



Stopping Distance in Feet from 60 mph.

SPECIFICATIONS

ITEM	
DIMENSIONS Overall length Overall width Overall height Wheelbase Ground clearance	2,175 mm (85.6 in) 855 mm (33.7 in) 1,190 mm (46.9 in) 1,490 mm (58.7 in) 165 mm (6.5 in)
WEIGHT Dry weight	185 kg (408 lbs)
CAPACITIES Engine oil Final drive gear oil Fuel tank Fuel reserve Cooling system capacity Vehicle capacity load	2.7 ℓ (2.9 US qt) After draining 120 cc (4.1 US oz) After draining 11.5 ℓ (3.0 US gal) 2.0 ℓ (0.5 US gal) 1.7 ℓ (1.8 US qt) 156 kg (345 lbs)

ITEM	ITEM
ENGINE Bore and stroke Compression ratio Displacement Spark plug type	71 X 62 mm (2.8 x 2.44 in) 10.5 : 1 491 cm ³ (29.95 cu in)
Standard	DPR8EA-9 (NGK) X24EPR-U9 (ND)
For cold climate (Below 5°C, 41°F)	DPR7EA-9 (NGK) X22EPR-U9 (ND)
For extended high speed riding	DPR9EA-9 (NGK) X27EPR-U9 (ND)
Spark plug gap Idle speed	0.8-0.9 mm (0.031-0.035 in) 1,100 rpm (in neutral)

ITEM	ITEM
CHASSIS AND SUSPENSION Caster Trail Tire size, front Tire size, rear	66° 30' 127 mm (5.0 in) 3.50S18-4PR 130/90-16 67S
POWER TRANSMISSION Primary reduction Secondary reduction Third reduction Gear ratio, 1st 2nd 3rd 4th 5th OD Final reduction	1.763 0.912 1.267 2.857 1.947 1.545 1.280 1.074 0.867 2.909

MEMO

	ITEM
15V-13AH 370W/12,000 rpm	ELECTRICAL Battery Alternator (11 0.5) mm
15V-60/25W 15V-3/30CP 15V-3/30T 15V-3/30T 15V-3W 15V-3W 15V-3W 15V-3W 15V-3W 50A/12A/10A	LIGHTS Headlight (HIGH/LOW) Tailstoplight Turn signal light Front Rear Instrument lights Neutral indicator light Turn signal indicator light High beam indicator light Oil pressure warning light FUSE

MEMO

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty needs are explained in the Distributor Limited Warranty. Normally, any problem with the product will be handled by your dealer's service department. Sometimes, however, in spite of the best intentions of all concerned, circumstances can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a manager or dealership management. Often complaints can be quickly resolved at this 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 Customer Relations Department at the regional office of American Honda Motor Co., Inc. in your area. Regional office locations are shown on the following page. We will need the following information in order to assist you:

- Your name, address, and telephone number
- Product model and serial number
- Date of purchase
- Dealer name and address
- Nature of the 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 at 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 the dealer and American Honda Motor Co., Inc. We want to assure you in every way possible to assure your complete satisfaction with your purchase.

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty details are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department. Sometimes, however, in spite of 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 Customer Relations Department at the regional office of American Honda Motor Co., Inc. in your area. Regional office locations are shown on the following page. We will need the following information in order to assist you:
 - Your name, address, and telephone number
 - Product model and serial number
 - Date of purchase
 - Dealer name and address
 - Nature of the 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 at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

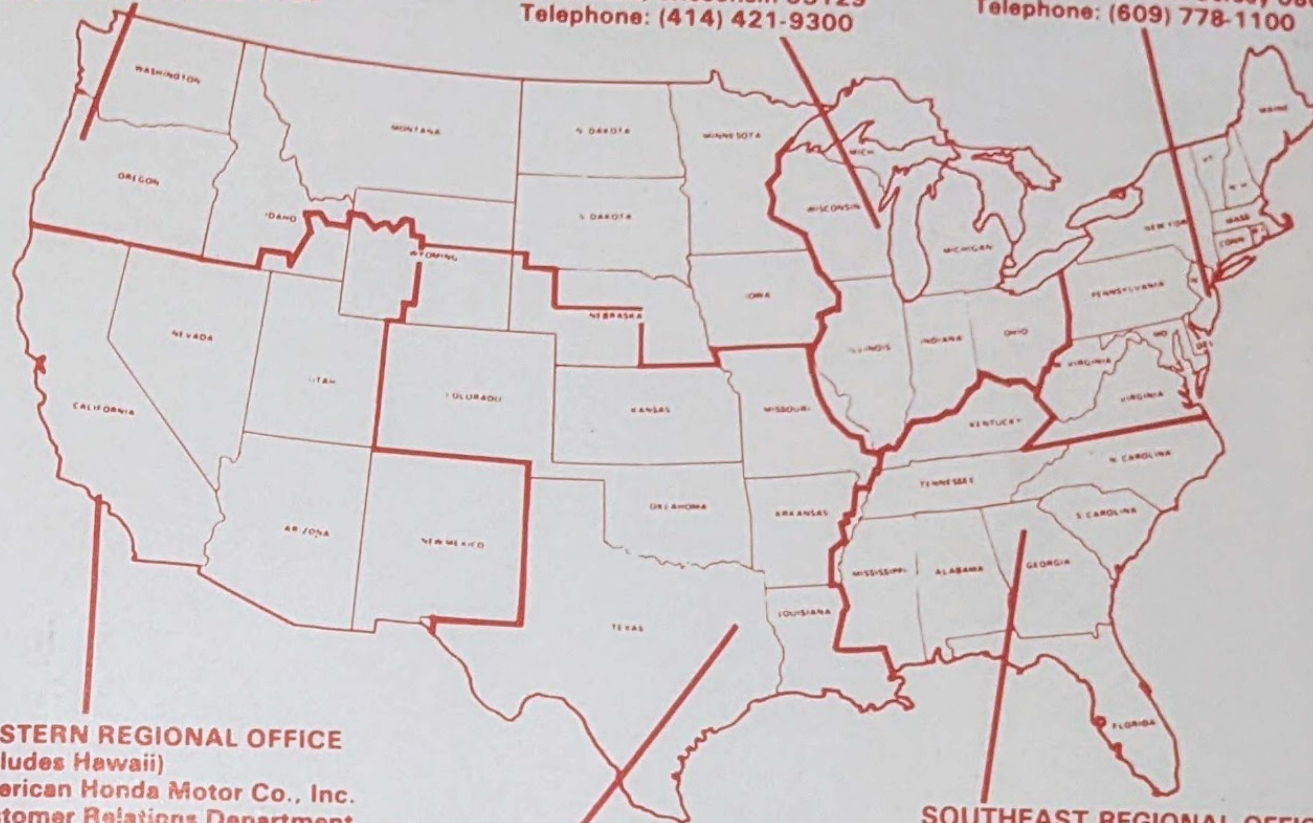
Your purchase of a Honda product is greatly appreciated by both the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

Regional Office Location

NORTHWEST REGIONAL OFFICE
(includes Alaska)
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 30285
Portland, Oregon 97220
Telephone: (503) 255-1186

MIDWEST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 22
Greendale, Wisconsin 53129
Telephone: (414) 421-9300

NORTHEAST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 749
Moorestown, New Jersey 08057
Telephone: (609) 778-1100



WESTERN REGIONAL OFFICE
(includes Hawaii)
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 420
Gardena, California 90247
Telephone: (310) 604-2524

SOUTHWEST REGIONAL OFFICE
American Honda Motor Co., Inc.
Customer Relations Department
P.O. Box 5406
Irving, Texas 75062
Telephone: (214) 258-6883

SOUTHEAST REGIONAL OFFICE
(includes Puerto Rico)
American Honda Motor Co., Inc.
Customer Relations Department
1500 Morrison Parkway
Alpharetta, Georgia 30201
Telephone: (404) 442-2000



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