

HONDA

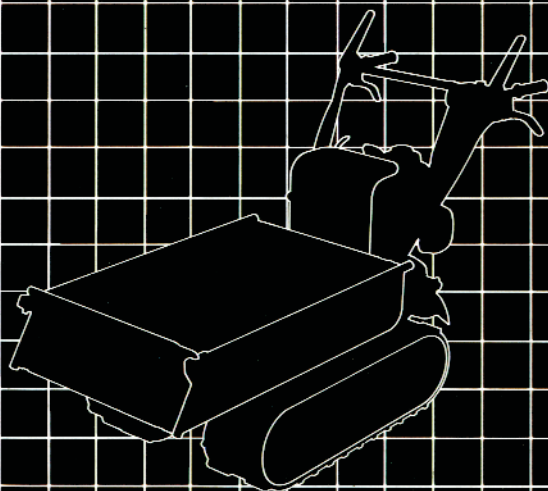
Power

Equipment

Owner's Manual

Power Carrier

HP250



Thank you for purchasing a Honda POWER CARRIER.


This manual covers the operation and maintenance of the Honda HP250 POWER CARRIER.

Honda Motor Co., Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.

No part of this publication may be reproduced without written permission.

This manual should be considered a permanent part of the power carrier and should remain with the power carrier if it is resold.

Pay special attention to statements preceded by the following words:

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

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

NOTE: Gives helpful information.

If a problem should arise, or if you have any questions about the power carrier, consult an authorized Honda power carrier dealer.

It is illegal in some areas to operate an engine without a U.S.D.A. qualified spark arrester: check local laws and regulations. An optional spark arrester for this power carrier is available from your authorized Honda power carrier dealer.

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1. POWER CARRIER SAFETY

WARNING

- Honda power carriers are designed to give safe and dependable service if operated according to instructions. Read and understand the Owner's Manual before operating the power carrier. Failure to do so could result in personal injury or equipment damage.
- Keep children and pets away from the area of operation to avoid possible injury from contact with the power carrier.
- To avoid accidents or loss of control, do not ride on the power carrier; walk behind, and hold both handlebars firmly. Do not allow others to ride on the power carrier as passengers.
- Watch for obstacles while operating the power carrier. Do not use the power carrier when visibility is poor. Under conditions of poor visibility, there is a greater risk of striking an obstacle.
- To avoid accidents or overturning, observe the load limits described on page 27. Be sure the load is secure and does not protrude from the power carrier or block visibility.
- To avoid overturning, be careful when changing the direction of the power carrier while operating it on slopes, and do not operate the power carrier on upward slopes greater than 25° or downward slopes greater than 15°.
- When operating the power carrier in reverse gear and walking backward, there is a greater risk of slipping or tripping. Be especially careful when backing up.
- Know how to stop the power carrier quickly, and understand the operation of all controls. Never permit anyone to operate the power carrier without proper instruction.
- 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 refueling area or where gasoline is stored.
- Do not overfill the fuel tank. After refueling, make sure the fuel tank cap is closed properly and securely.
- Be careful not to spill fuel when refueling. Fuel vapor or spilled fuel may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- Never run the engine in an enclosed or confined area. Exhaust contains poisonous carbon monoxide gas; exposure may cause loss of consciousness and may lead to death.
- The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. To avoid severe burns or fire hazards, let the engine cool before transporting the power carrier or starting it indoors.


Read these labels before you operate the power carrier.

WARNING
GASOLINE IS FLAMMABLE
SHUT OFF ENGINE. AVOID HEAT,
SPARKS AND OPEN FLAME
WHEN REFUELING.

WARNING
TO AVOID PERSONAL INJURY DURING OPERATION:

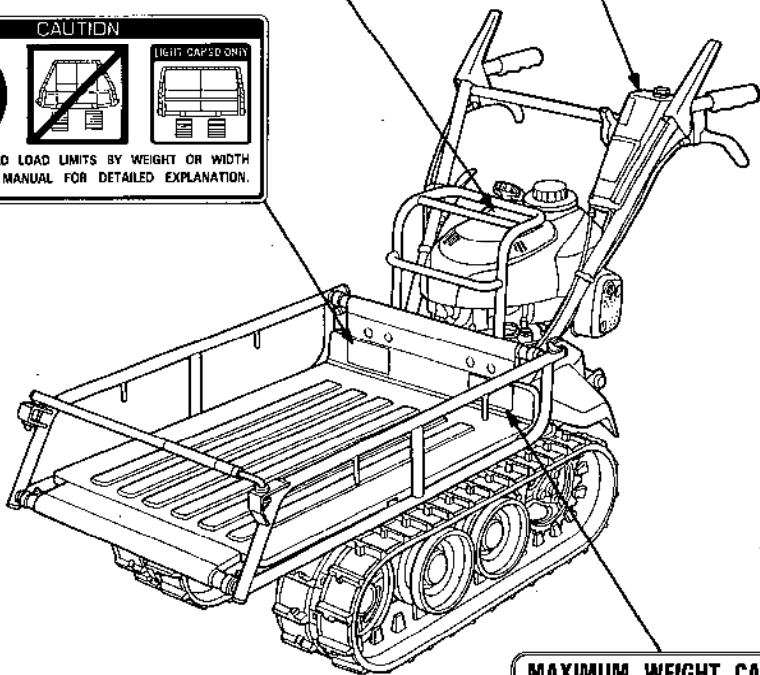
- DO NOT EXCEED THE MAXIMUM WEIGHT CAPACITY.
- BE SURE THE CARGO IS PROPERLY SECURED.
- AVOID QUICK TURNS TO PREVENT TIPOVER.
- WHEN OPERATING ON SLOPES, USE 1ST GEAR AT A LOW THROTTLE SETTING TO PREVENT TIPOVER.
- READ THE OWNER'S MANUAL CAREFULLY.

CAUTION



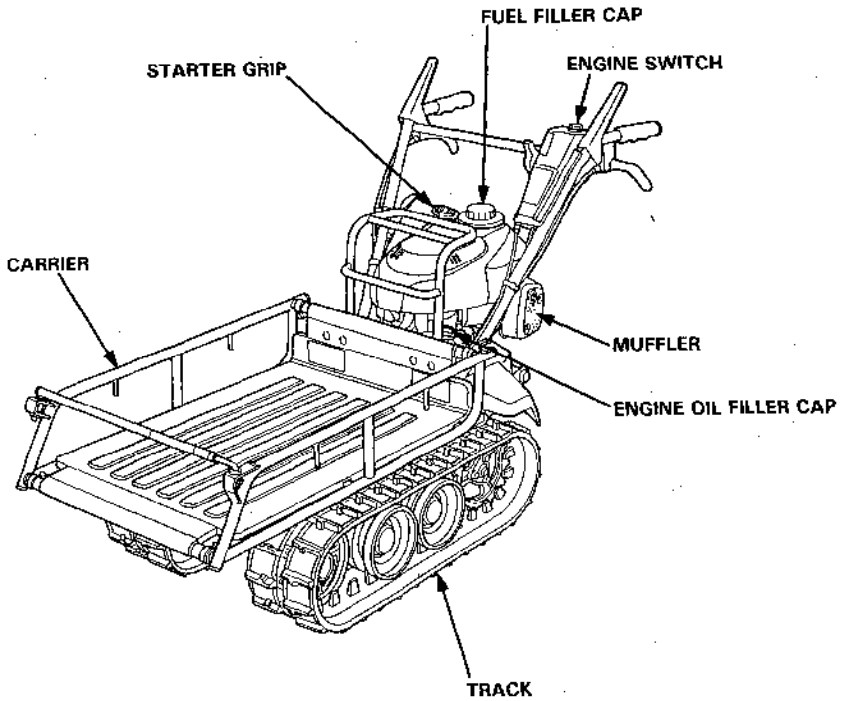
DO NOT EXCEED LOAD LIMITS BY WEIGHT OR WIDTH
SEE OWNER'S MANUAL FOR DETAILED EXPLANATION.

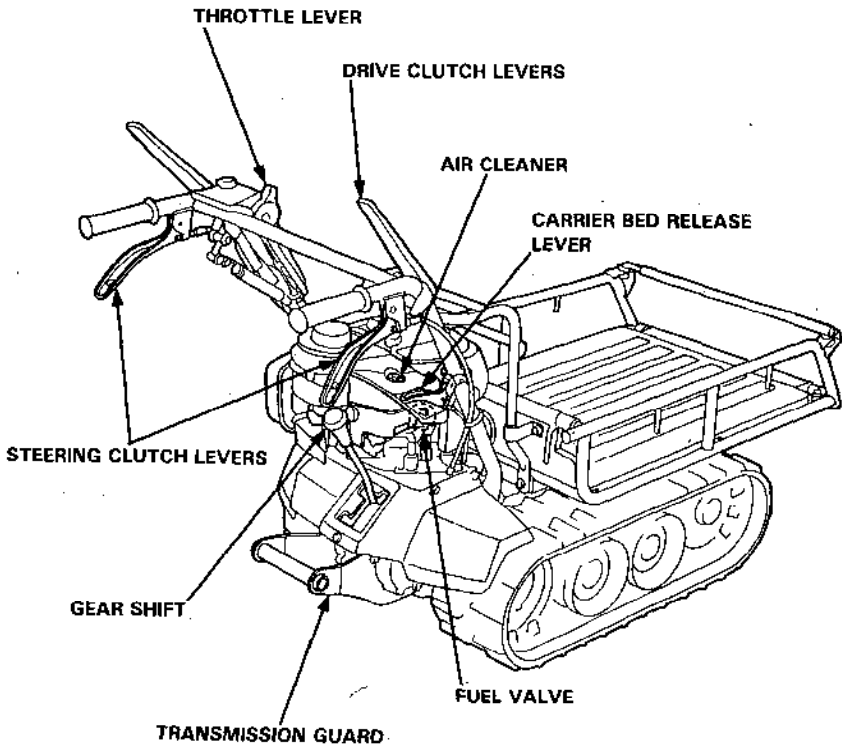
LIGHT CAPED ONLY



MAXIMUM WEIGHT CAPACITY
SLOPING SURFACE: 330 lbs
FLAT SURFACE: 441 lbs
REFER TO OWNER'S MANUAL FOR DETAILS.

2. COMPONENT IDENTIFICATION

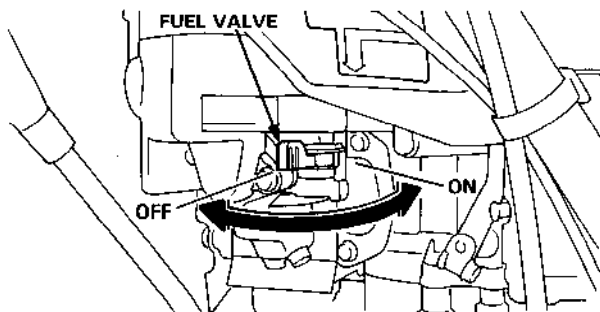




Fuel valve

The fuel valve opens and closes the fuel passage to the carburetor. Turn the fuel valve to the ON position before starting the engine and to the OFF position when the engine is stopped.

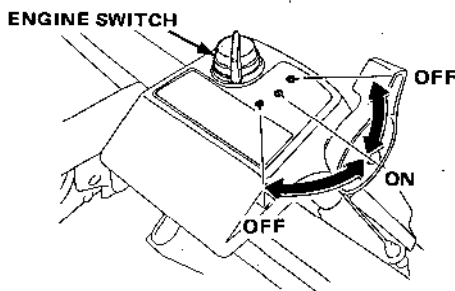
WARNING When the power carrier is not in use, always leave the fuel valve in the OFF position to reduce the possibility of fuel leakage. Gasoline is extremely flammable and is explosive under certain conditions. Fuel vapor or spilled fuel may ignite.



Engine switch

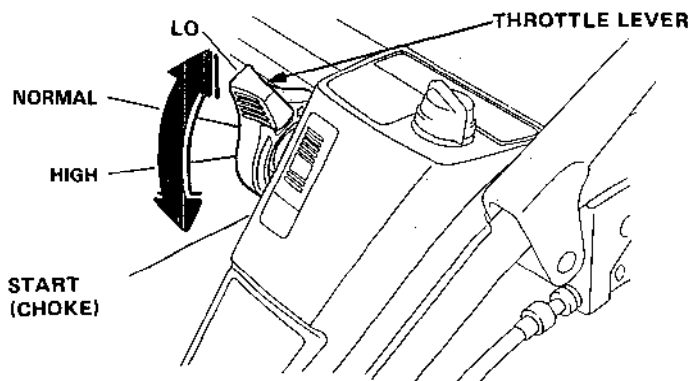
The engine switch controls the electrical circuit for the spark plug ignition system and must be turned to the ON position to enable the engine to start and run. The engine will stop when the engine switch is turned to the OFF position.

WARNING When the power carrier is not in use always leave the engine switch in the OFF position to prevent accidental starting.



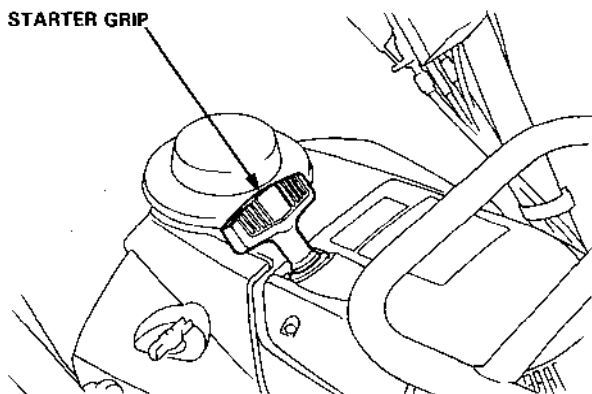
Throttle lever

The throttle lever controls engine speed. When the throttle lever is moved to the START (CHOKE) position, it also closes the choke for cold starting. The choke is open when the throttle lever is in the HI, NORMAL, or LO position.



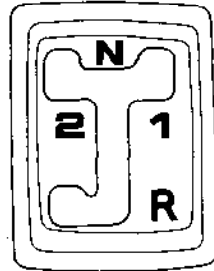
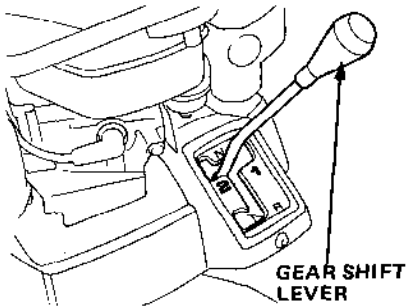
Starter grip

Pull the starter grip to operate the recoil starter.



Gear shift lever

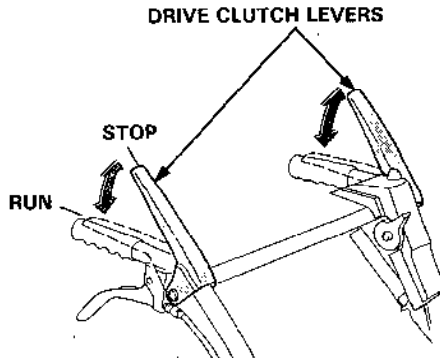
Use the gear shift lever to select drive speed or to back up. Shift gears with the engine running and the drive clutch levers released.



N: NEUTRAL
1: LOW SPEED
2: HIGH SPEED
R: REVERSE

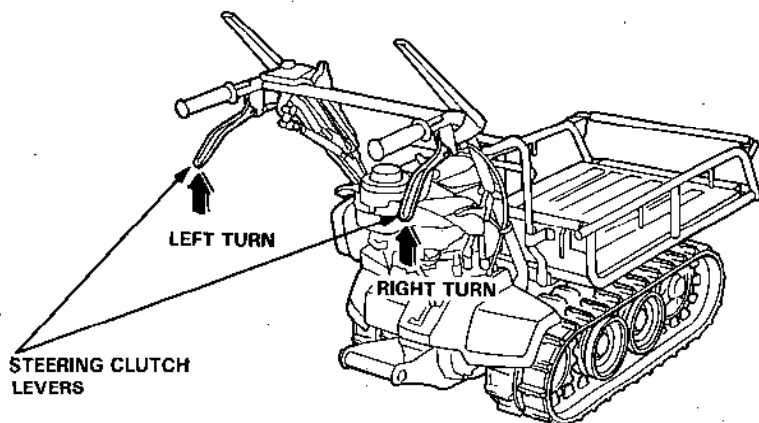
Drive clutch levers

Use the drive clutch levers to propel or stop the power carrier. The two levers are connected and move simultaneously. When the levers are held down against the handlebars, this releases the brake and engages the drive: the power carrier will move if the transmission is in gear. When the levers are released, this disengages the drive and applies the brake: the power carrier will stop.



Steering clutch levers

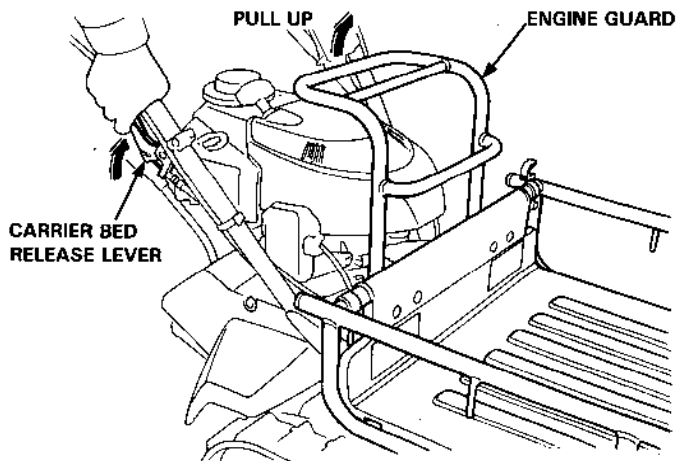
Use the steering clutch levers to steer the power carrier. Pull up the right lever to steer right. Pull up the left lever to steer left.



Carrier bed release lever

Pull the release lever to unlock the carrier bed when you wish to tilt the bed for dumping a load. With the carrier bed unlocked, tilt it by lifting the engine guard. To lock the carrier bed again, push down firmly on the engine guard.

WARNING Before operating the power carrier check that the carrier bed is locked. If the carrier bed is not locked, it may tilt while going downhill and accidentally dump the load, which may cause personal injury and property or equipment damage.



4. PRE-OPERATION CHECKS

Check the power carrier on level ground with the engine stopped.

FUEL

Unscrew the fuel tank cap, and check the fuel level. Refill the tank if the fuel level is low. Do not fill above the UPPER LEVEL.

Refill the tank if the fuel level is low.

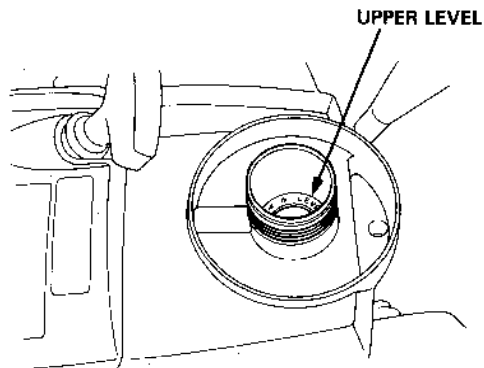
Use automotive gasoline with a pump octane number ($\frac{R + M}{2}$) of 86 or higher, or a research octane number of 91 or higher (unleaded is preferred to minimize combustion chamber deposits).

Never use an oil/gasoline mixture or dirty gasoline. Avoid getting dirt, dust or water in the fuel tank.

After refueling, be sure to tighten the fuel tank cap firmly.

WARNING

- Gasoline is extremely flammable and 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 power carrier is refueled or where gasoline is stored.
- Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- Do not overfill the tank, and make sure the filler cap is securely closed after refueling.



Tank capacity: 0.9 ℓ (0.24 US gal, 0.20 Imp gal)

GASOLINES CONTAINING ALCOHOL

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

NOTE:

- Fuel system damage or engine performance problems resulting from the use of such fuels are not covered under Power Equipment 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 gasoline that you know does not contain alcohol.

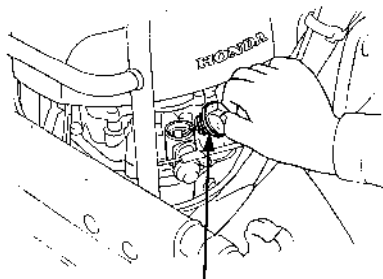
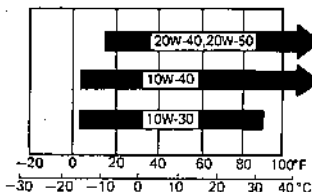
ENGINE OIL

The engine oil level must be checked with the power carrier parked on a level surface.

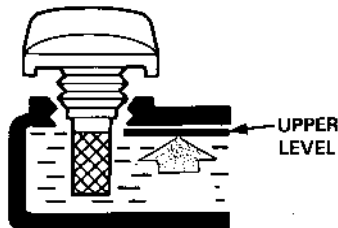
1. Remove the oil filler cap, and wipe the dipstick clean.
2. Insert the dipstick into the filler neck, but do not screw it in.
3. Remove the dipstick and check the oil level. If the oil level is near or below the end of the dipstick, fill to the upper level mark with the recommended oil.

Use Honda 4-stroke oil, or an equivalent high detergent, premium quality motor oil certified to meet or exceed U.S. automobile manufacturer's requirements for Service Classification SE or SF. Motor oils classified SE or SF will show this designation on the container.

SAE 10W-40 is recommended for general, all-temperature use.



(1) ENGINE OIL FILLER CAP



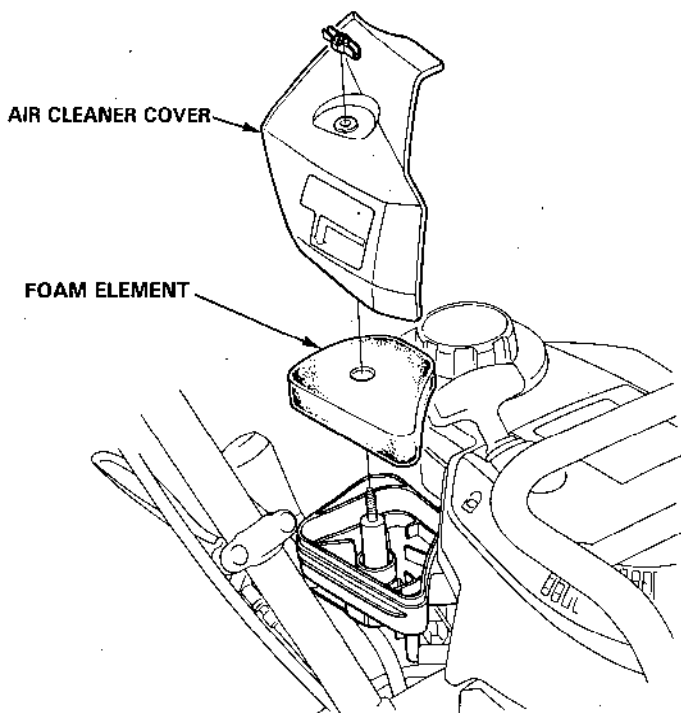
CAUTION:

- Engine oil is a major factor affecting engine performance and service life. Non-detergent oil and 2-stroke engine oil are not recommended.
- Running the engine with insufficient oil can cause serious engine damage.

AIR CLEANER

1. Remove the wing nut to remove the air cleaner cover.
2. Remove and inspect the air cleaner element. If the element are dirty, follow the cleaning procedure described on page 33.
3. Reinstall the air cleaner element cover, and wing nut. Securely tighten the wing nut.

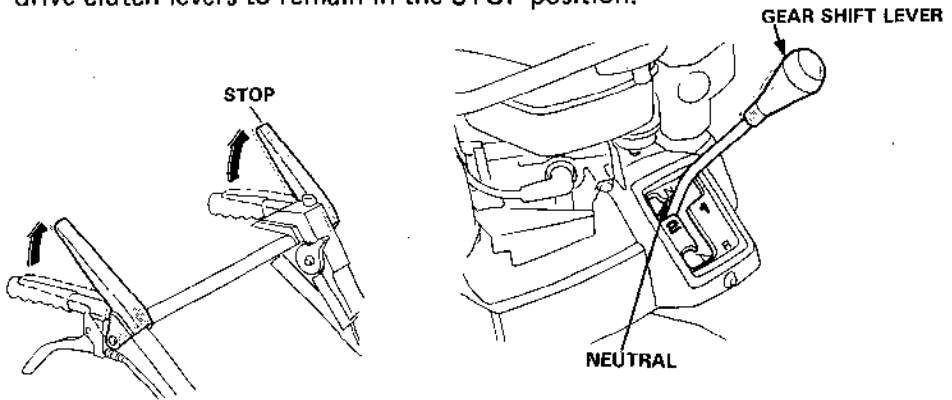
CAUTION: Never run engine without the air cleaner. Rapid engine wear will result from contaminants, such as dust and dirt, being drawn through the carburetor, into the engine.



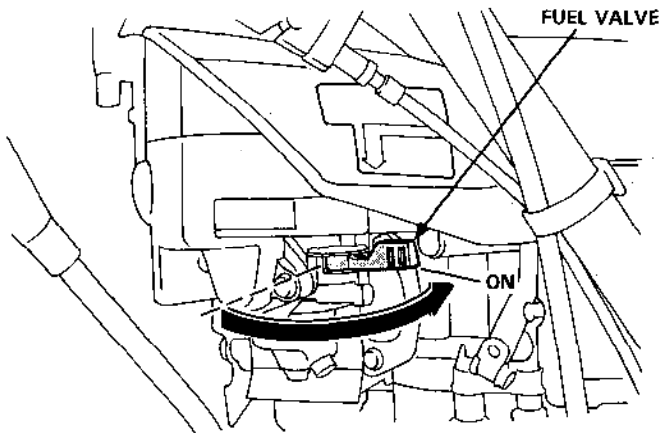
5. OPERATION

Starting the engine

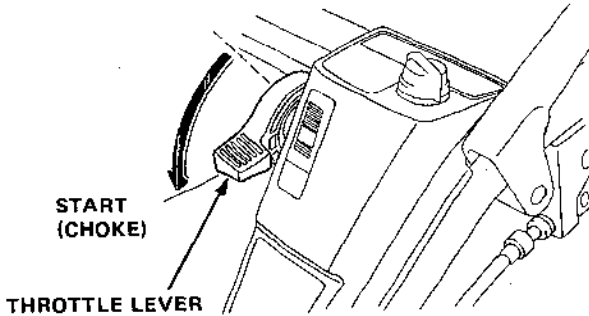
1. Check that the gear shift lever is in the NEUTRAL position. Allow the drive clutch levers to remain in the STOP position.



2. Turn the fuel valve to the ON position.

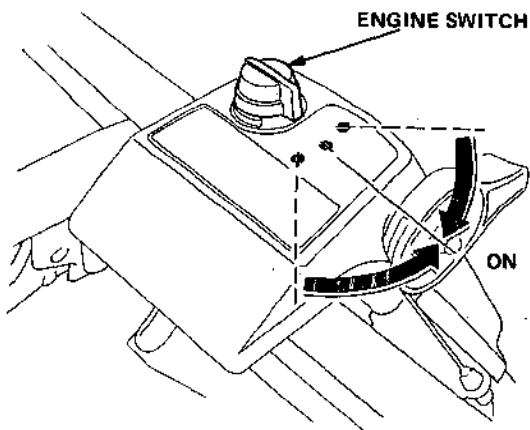


3. Move the throttle lever to the START (CHOKE) position.

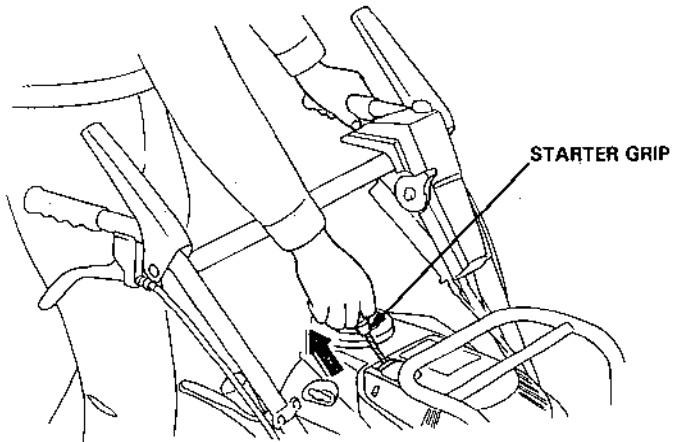


NOTE: If restarting a warm engine, the choke will not be needed. Restart a warm engine with the throttle lever in the LO position.

4. Turn the engine switch to the ON position.



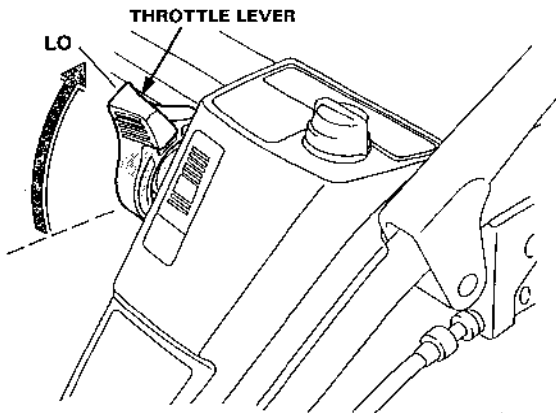
5. Pull the starter grip lightly until you feel resistance, then pull briskly.



CAUTION:

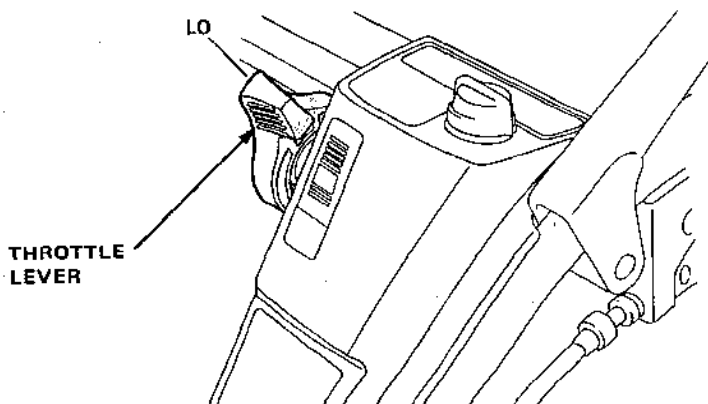
- Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.
- Do not pull the starter grip while the engine is running, as that may damage the starter.

6. Allow the engine to warm up for 2 or 3 minutes. Move the throttle lever to the LO position when the engine is warm enough to idle smoothly.

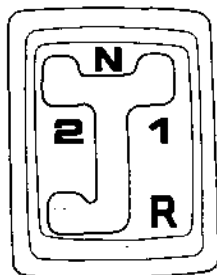
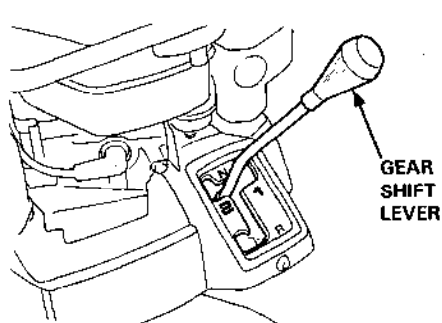


Operating the power carrier

1. Move the throttle lever to the LO position.



2. Move the gear shift lever to the desired position.



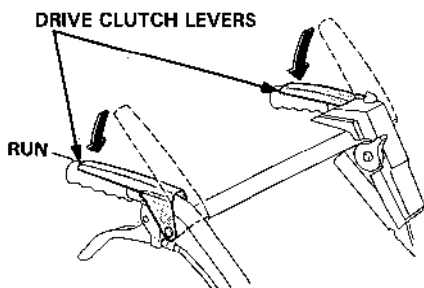
N: NEUTRAL
1: LOW SPEED
2: HIGH SPEED
R: REVERSE

WARNING

- To avoid loss of control, descend steep slopes in low (1) gear, using LO throttle position.
- Do not shift gears while the power carrier is moving.

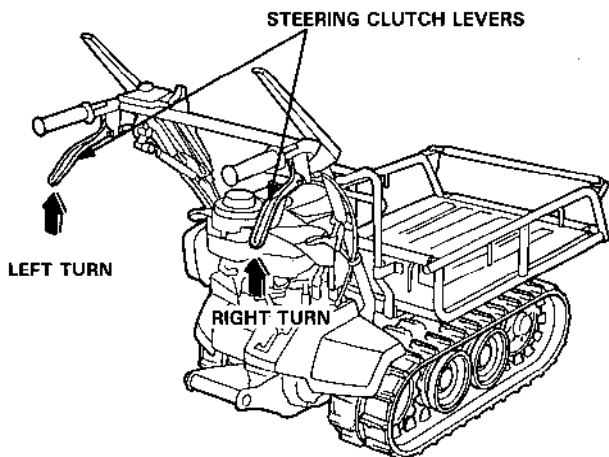
CAUTION: Always shift gears with the engine running and the drive clutch levers released.

3. Squeeze the drive clutch levers down against the handlebars smoothly and quickly. After the power carrier starts to move, adjust the throttle lever to maintain the desired speed.



WARNING If the engine stalls on a slope, release the drive clutch levers immediately to stop the power carrier and avoid loss of control.

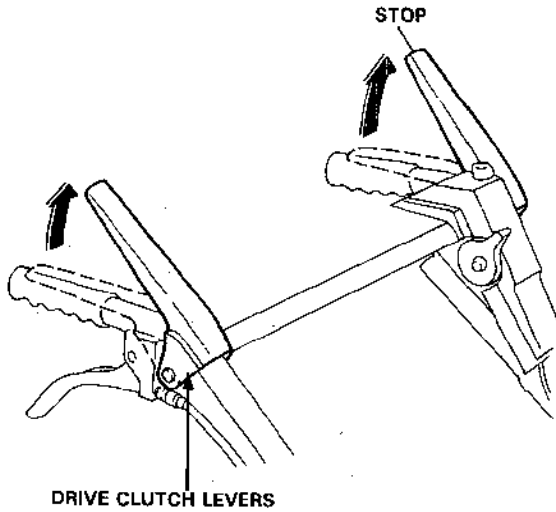
4. Use the steering clutch levers to steer the power carrier. Pull up the right lever to steer right. Pull up the left lever to steer left.



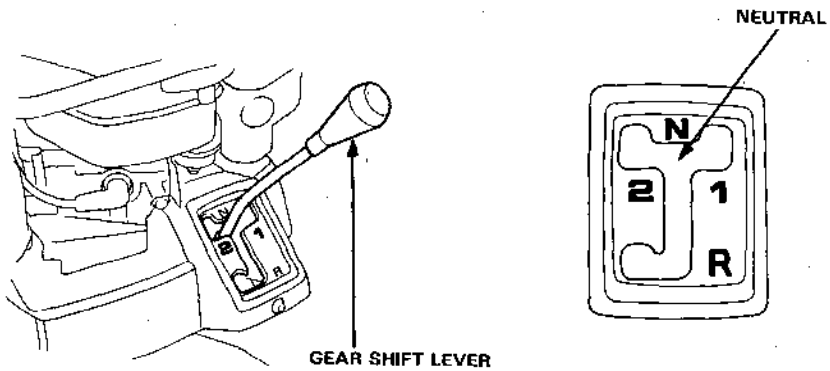
WARNING The turning action is abrupt. Be sure that loads are properly secured. Exercise special care when steering on a slope.

Stopping the engine

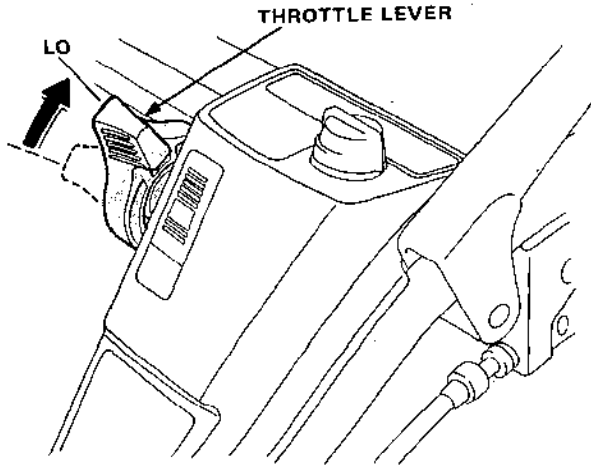
1. Release the drive clutch levers to disengage the drive and apply the brake.



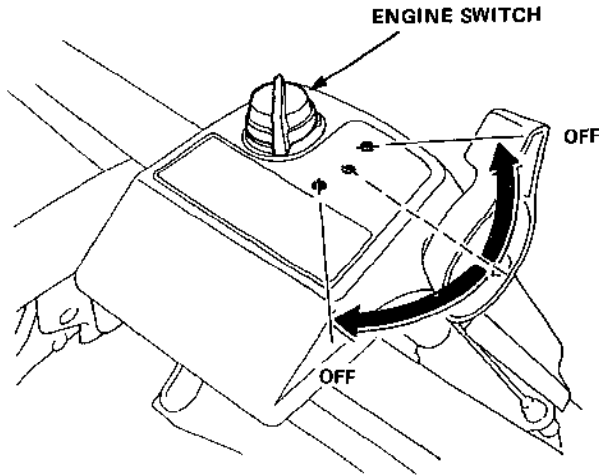
2. Move the gear shift lever to the NEUTRAL position.



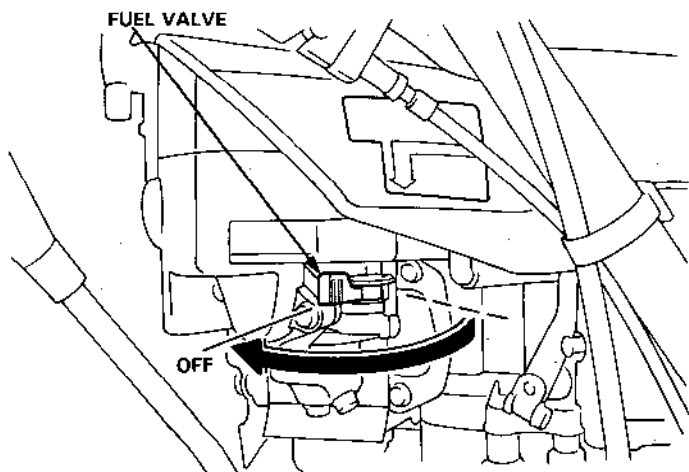
3. Move the throttle lever to the LO position.



4. Turn the engine switch to either OFF position.



5. Turn the fuel valve to the OFF position.



High altitude operation

At high altitude, the standard carburetor air-fuel mixture will be excessively rich. Performance will decrease, and fuel consumption will increase.

High altitude performance can be improved by installing a smaller diameter main fuel jet in the carburetor and readjusting the pilot screw. If you always operate the power carrier at altitudes higher than 6,000 feet above sea level, ask your authorized Honda power carrier dealer to perform these carburetor modifications.

Even with suitable carburetor jetting, engine horsepower will decrease approximately 3.5% for each 1,000 feet increase in altitude. The effect of altitude on horsepower will be greater than this if no carburetor modification is made.

CAUTION: Operation of the power carrier at an altitude lower than the carburetor is jetted for may result in reduced performance, overheating, and serious engine damage caused by an excessively lean air-fuel mixture.

6. CARRYING LOADS

Load carrying safety

WARNING

To avoid accidents or overturning:

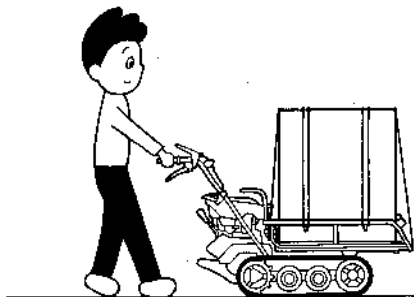
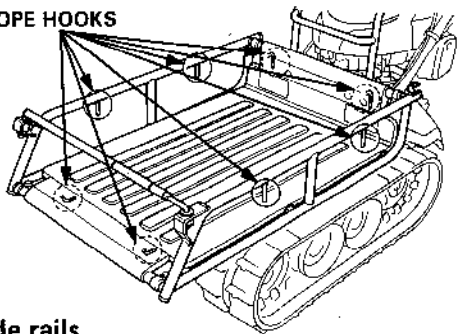
- Observe the load limits described on page 27.
- Do not stack the load so that the power carrier becomes top-heavy and unstable.
- Carry only lightweight loads when the carrier side rails are extended.
- Do not allow the load to protrude from the power carrier or block visibility.
- Secure the load to the tie-down hooks with strong ropes or straps.
- Before operating the power carrier, check that the carrier bed is locked.
- When operating the power carrier on ground that is soft or uneven, reduce speed and exercise extra care.
- Use low (1) gear and LO throttle position when descending steep slopes. Never descend slopes in reverse gear.
- Exercise extra care when starting, stopping, or changing the direction of the power carrier while operating it on slopes.
- Do not carry loads on upward slopes greater than 25° or downward slopes greater than 15°.

Tie-down hooks

Secure the load in the carrier bed with strong ropes or straps attached to the tie-down hooks.

CAUTION: Do not attach ropes or straps to locations other than the tie-down hooks.

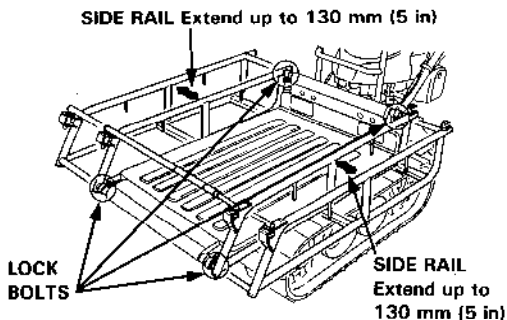
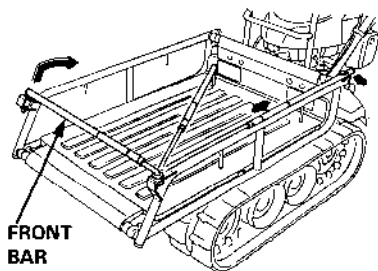
ROPE HOOKS



Side rails

The side rails may be extended up to 130 mm (5 inches) at each side for carrying bulky, lightweight loads.

To extend the side rails, loosen the four lock bolts, pull both side rails out an equal amount, then tighten the lock bolts securely.



Return the side rails fully to the inner position for normal use.

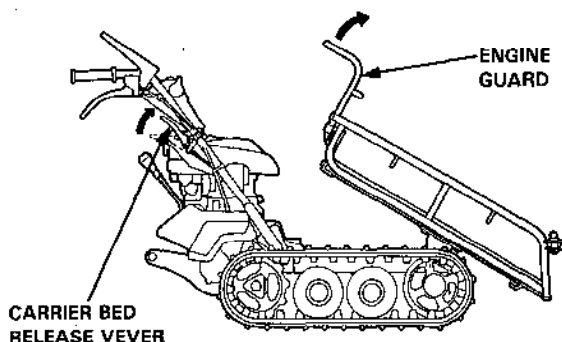
CAUTION:

- Extend the side rails for use with lightweight loads only. A heavy load, extended on the sides of the power carrier will increase the hazard of overturning.
- Extend left and right side rails an equal amount, and center the load. Do not extend the side rails more than is necessary to hold the load and never more than 130 mm (5 inches) at each side.

Dumping loads

Dump loads with the power carrier stopped and the drive clutch levers released.

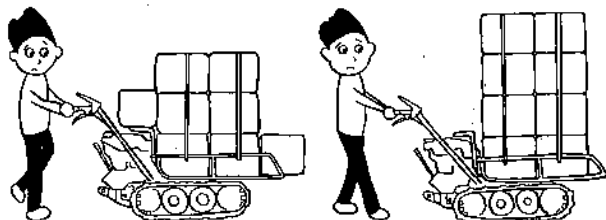
1. Pull the carrier bed release lever, and tilt the carrier bed by lifting the engine guard.
2. After dumping the load, push down firmly on the engine guard to lock the carrier bed in the normal position.



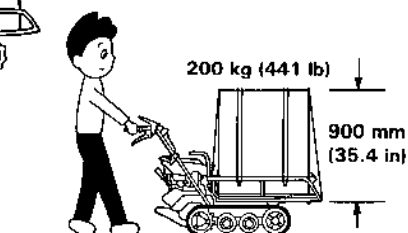
WARNING Before operating the power carrier, check that the carrier bed is locked. If the carrier bed is not locked, it may tilt while going downhill and accidentally dump the load, which may cause personal injury and property or equipment damage.

Load carrying capacity

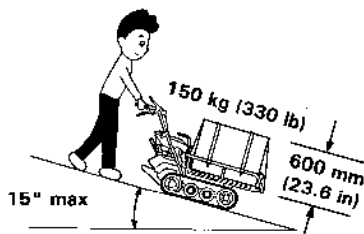
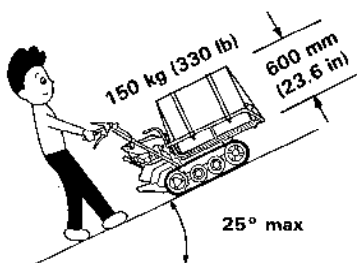
WARNING To avoid personal injury and property or equipment damage due to overturning, do not carry loads on upward slopes greater than 25° or downward slopes greater than 15°. Observe the following safe loading and operating limits:



- For operation on level ground –
Maximum load: 200 kg (441 lb)
Maximum load height: 900 mm (35.4 in)



- For operation on slopes –
Maximum load: 150 kg (330 lb)
Maximum load height: 600 mm (23.6 in)
Maximum slope: 25° upward/15° downward



7. MAINTENANCE

Periodic maintenance and adjustment is necessary to keep the power carrier in good operating condition. Inspect or service as scheduled in the table below.

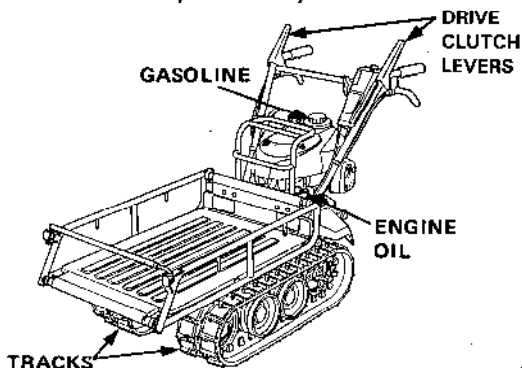
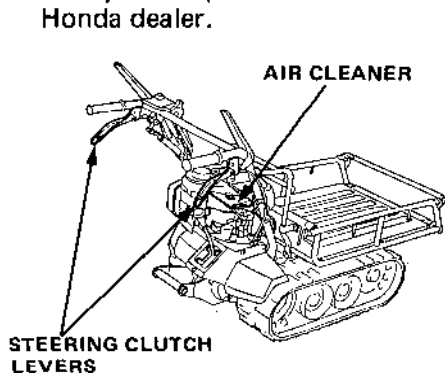
WARNING Shut off the engine before performing any maintenance. If the engine must be run, make sure the area is well ventilated. Exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

CAUTION: Use only genuine HONDA parts or their equivalent. The use of replacement parts which are not of equivalent quality may damage the engine.

Pre-operation checks

Pre-operation inspection and maintenance work should be conducted to assure proper operation and maximum service life. Do not neglect this work.

- Cleaning of parts Check that dirt and debris have not collected on the muffler, carburetor, control parts and tracks.
 - Tightening of parts Check for looseness and play.
 - Engine oil Check for low oil level or leakage.
 - Air cleaner Check for dirt.
 - Gasoline Check for insufficient or contaminated fuel.
 - Drive clutch lever Check its operation.
 - Steering clutch levers Check their operation.
 - Tracks Check for slack or damage.
- If any other problem or malfunction is detected, contact your authorized Honda dealer.



Maintenance schedule

Your power carrier should be serviced regularly to assure maximum service life.

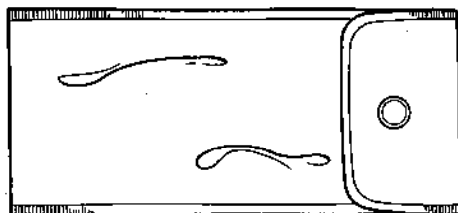
REGULAR SERVICE PERIOD		EACH USE	FIRST MONTH OR 20 HRS	EVERY 3 MONTHS OR 50 HRS	EVERY 6 MONTHS OR 100 HRS	EVERY YEAR OR 300 HRS
ITEM	Perform at every indicated month or operating hour interval, whichever comes first.					
Engine oil	Check level Change	○	○		○	
Air cleaner	Check Clean	○		○ (1)		
Tracks	Check Adjust	○	○			○
Drive clutch cable	Check-Adjust		○		○	
Steering clutch cable	Check-Adjust		○		○	
Brake cable	Check-Adjust		○		○	
Spark plug	Check-Clean				○	
Spark arrester (optional part)	Clean				○	
Carrier bed release cable	Check-Adjust				○	
Throttle control cable	Check-Adjust					○ (2)
Brake shoe	Check Change				○	○ (2)
Clutch shoe	Change					○ (2)
Clutch oil	Check					○
Transmission oil	Check					○
Grease application						○
Valve clearance	Check-Adjust					○ (2)
Combustion chamber (and Valves)	Clean					○ (2)
Fuel tank and strainer	Clean					○ (2)
Fuel line	Check (Replace if necessary)		Every 3 years (2)			

NOTE: (1) Service more frequently when used in dusty areas.

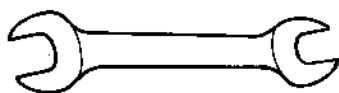
(2) These items should be serviced by an authorized Honda dealer, unless the owner has the proper tools and is mechanically proficient. See the Honda Shop Manual.

Hand tools

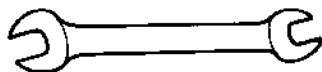
The tools supplied with the carrier are necessary for performing some periodic maintenance, simple adjustments and repairs. Always keep the tool kit with the carrier.



TOOL BAG



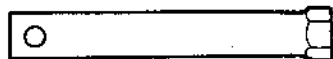
WRENCH 14 x 19



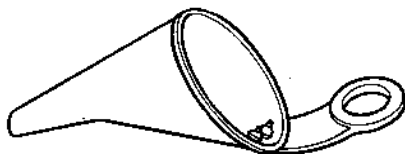
WRENCH 10 x 12



SPARK PLUG WRENCH HANDLE



SPARK PLUG WRENCH



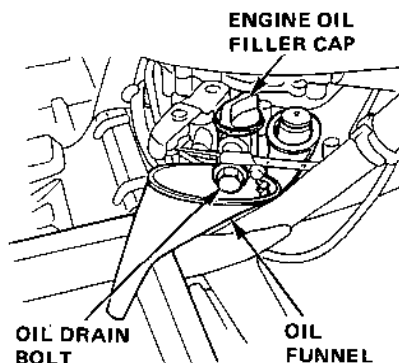
OIL FUNNEL

Engine oil change

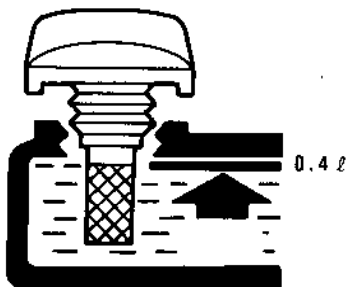
NOTE: Drain the oil while the engine is still warm to assure rapid and complete draining.

Changing the oil

1. Remove the engine oil filler cap and loosen the oil drain bolt.
2. Set the oil funnel as shown, remove the oil drain bolt and drain the oil into a suitable container.
3. Once the oil has been drained, tighten the oil drain bolt securely.
4. Fill with new engine oil until it reaches the upper level on the filler cap dipstick.
5. After replenishment, tighten the cap securely.



Oil capacity: 0.4 ℓ (0.43 US qt)



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

NOTE: Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the trash or pour it on the ground.

Spark plug service

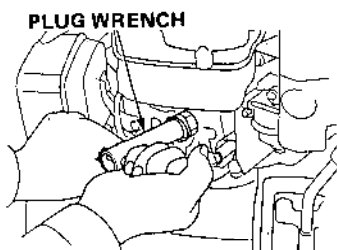
Recommended spark plug: BMR4A (NGK)

To ensure proper engine operation, the spark plug must be properly gapped and free of deposits.

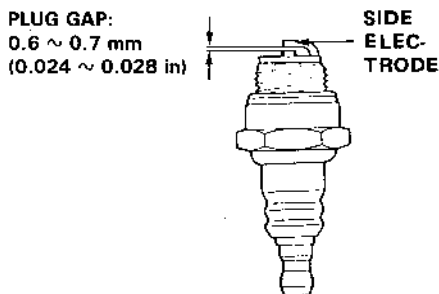
1. Remove the spark plug cap.

WARNING The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot.

2. Clean any dirt from around the spark plug base.
3. Use a spark plug wrench to remove the spark plug.



4. Visually inspect the spark plug. Discard it if there is apparent wear or if the insulator is cracked or chipped. Clean the spark plug with a wire brush if it is to be reused.
5. Measure the plug gap with a feeler gauge. The gap should be 0.6 ~ 0.7 mm (0.024 ~ 0.028 in). Correct as necessary by carefully bending the side electrode.



CAUTION:

- The spark plug must be securely tightened. An improperly tightened spark plug can become very hot and may damage the engine.
- Use only the recommended spark plug or equivalent. Spark plugs which have an improper heat range may cause engine damage.

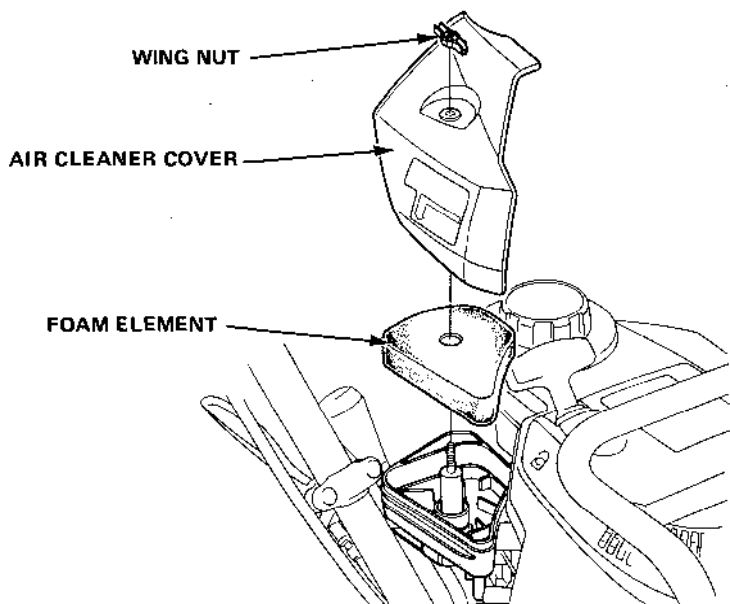
Servicing the air cleaner

A dirty air cleaner will restrict air flow to the carburetor. To prevent carburetor malfunction, service the air cleaner regularly. Service more frequently when operating the power carrier in extremely dusty areas.

WARNING Never use gasoline or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.

CAUTION: Never run the engine without the air cleaner. Rapid engine wear will result from contaminants, such as dust and dirt, being drawn through the carburetor, into the engine.

1. Remove the wing nut and the air cleaner cover. Remove the element. Carefully check foam element for holes or tears and replace if damaged.
2. Foam element: Clean in warm soapy water, rinse and allow to dry thoroughly. Or clean in high flash-point solvent and allow to dry. Dip the element in clean engine oil and squeeze out all the excess. The engine will smoke during initial start-up if too much oil is left in the foam.

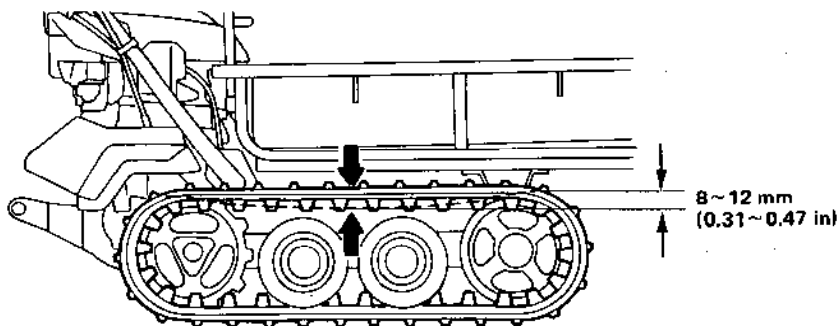


Adjusting the track tautness

If the tracks are not properly taut, they may slip off the wheels or their service life may be markedly reduced.

Inspection

Check that the slackness is between 8~12 mm (0.31~0.47 in) when a force (about 10 kg, 22.1 lb) is applied to the middle of the tracks.



Track adjustment

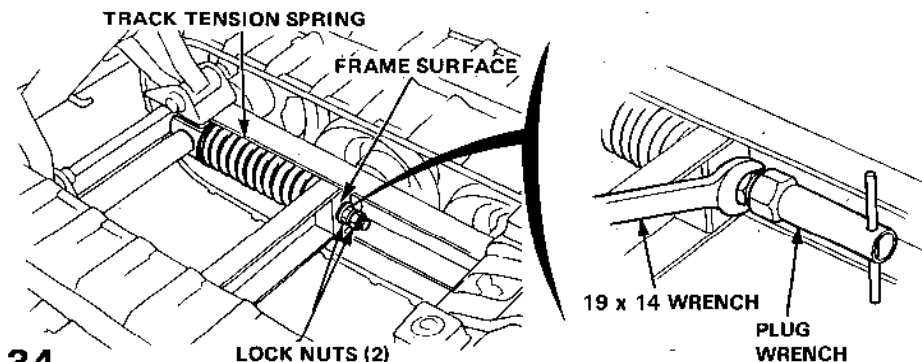
1. Tip up the carrier.

Loosen the two lock nuts until there is space between the nuts and the frame.

2. Tighten the inner lock nut by hand until it begins to contact the frame surface.

3. While holding the inner lock nut with the 14 x 19 mm wrench, use the plug wrench to tighten the outer lock nut as shown.

NOTE: Use the two 19 mm wrenches furnished with the power carrier as illustrated.



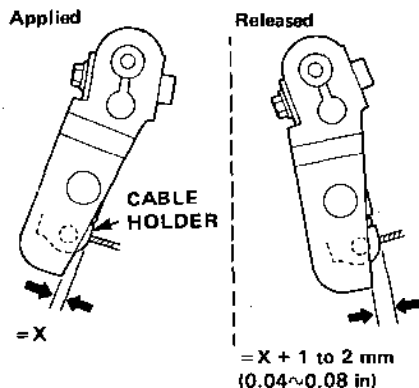
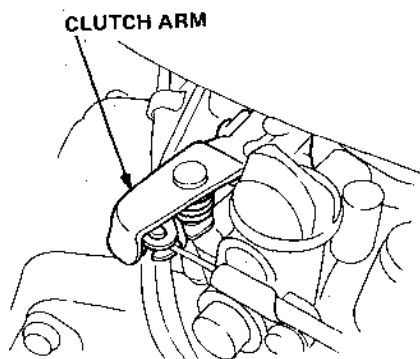
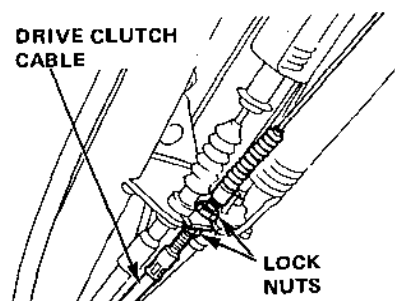
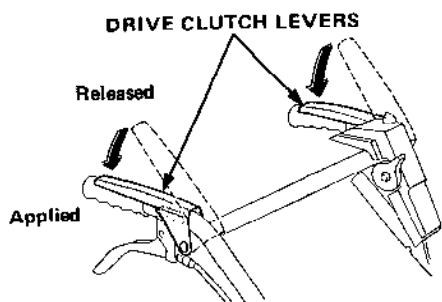
Adjusting the drive clutch cable

The clutch will slip and the power carrier may not move unless the drive clutch cable is adjusted properly.

1. Measure and record the clearance between the clutch arm and cable holder with the drive clutch levers at their applied position (DRIVE). Next, measure the same clearance again with the levers at their released position (STOP).

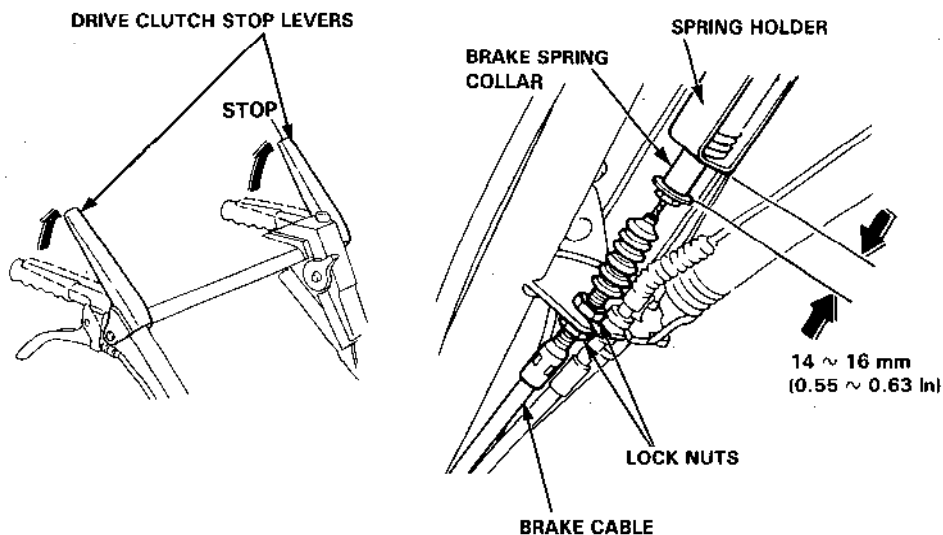
The clearance in the released position should be 1 to 2 mm (0.04~0.08 in) more than in the applied position.

2. To adjust, loosen the lock nuts and while repeatedly applying and releasing the drive clutch levers, adjust so the change in clearance of the cable holder to the clutch arm is 1~2 mm (0.04~0.08 in).
3. After adjustment, tighten the lock nuts.



Adjusting the brake cable

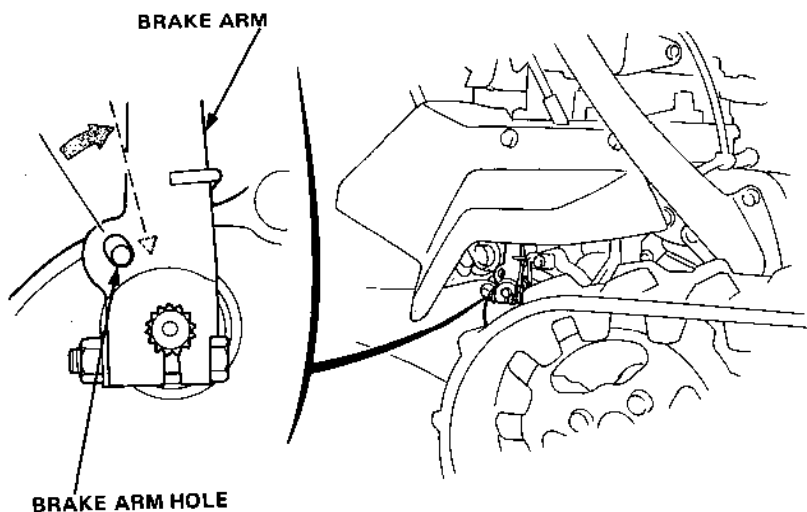
1. Check whether the brake spring collar is 14~16 mm (0.55~0.63 in) from the spring holder when the drive clutch levers are at their released (STOP) position.
2. To adjust, loosen the lock nuts with the levers still at the stop position and set the distance to the prescribed value.
3. After adjustment, tighten the lock nuts.



Checking brake wear

Check the brake shoe wear indication only after the brake cable has been properly adjusted.

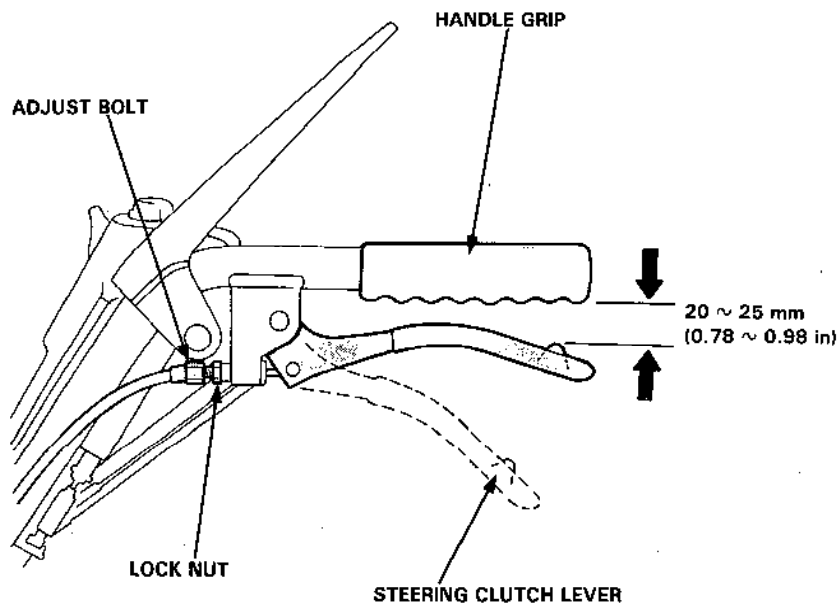
Brake shoe wear is OK if you cannot see the "Δ" mark through the brake arm hole, when the drive clutch lever is in its released position (STOP). However, if you can see any part of the "Δ" mark, the brake has worn past its service limit; contact your authorized Honda dealer.



Adjusting the steering clutch cable

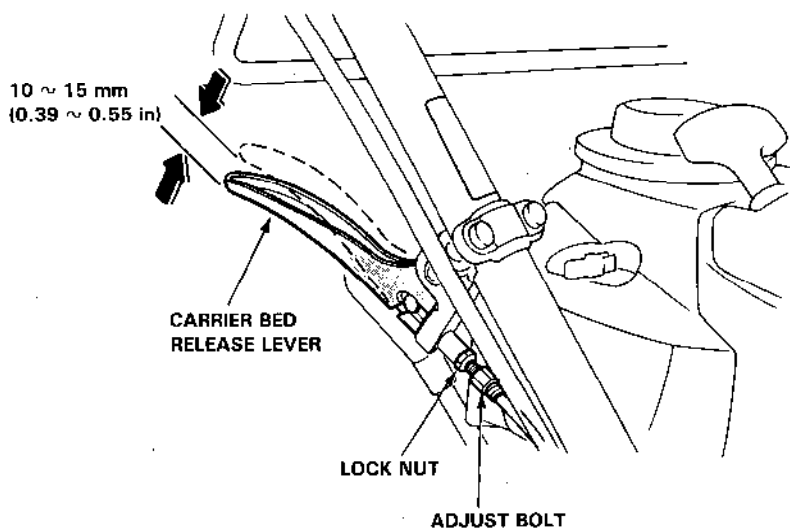
Steering control will be impaired unless both steering clutch cables are adjusted properly.

1. With the engine off, rock the power carrier forward and backward to find the position at which each lever can be pulled closest to the handle grip.
2. With each steering clutch lever fully gripped, check whether the clearance between the projection on the lever and the handle grip is 20~25 mm (0.78~0.98 in).
3. To adjust, loosen the lock nut with the lever gripped and turn the adjust nut to get the prescribed clearance.
4. After the adjustment, tighten the lock nut.



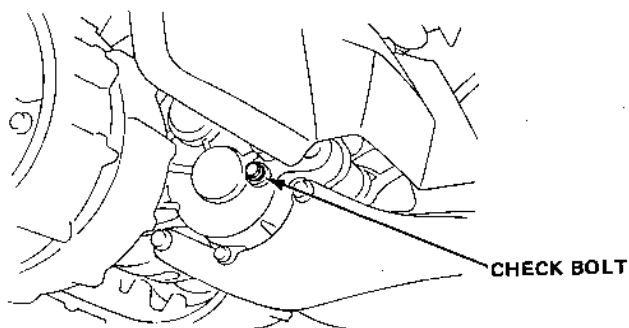
Adjusting the dumping lock cable

1. With the carrier locked, check whether the play at the end of the carrier bed release lever is 10 ~ 15 mm (0.39 ~ 0.55 in)
2. To adjust, loosen the lock nut and turn the adjust bolt to set the prescribed distance.
3. After adjustment, tighten the lock nut.



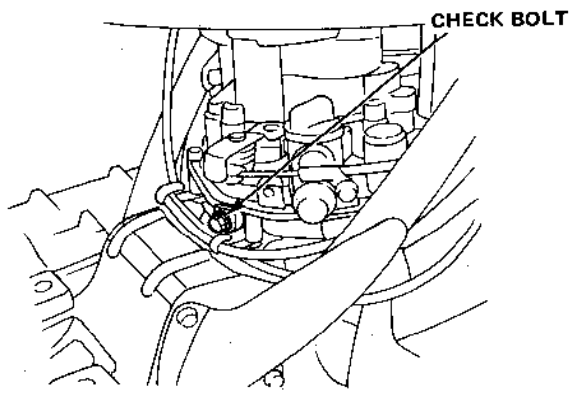
Checking the transmission oil

Remove the check bolt and check that the oil is up to the lower edge of the check bolt hole. If it is low, engine oil classification, see 13 page.



Checking the clutch oil

Remove the check bolt and check that the oil is up to the lower edge of the check bolt hole. If it is low, engine oil classification, see 13 page.



Spark arrester maintenance (Optional part)



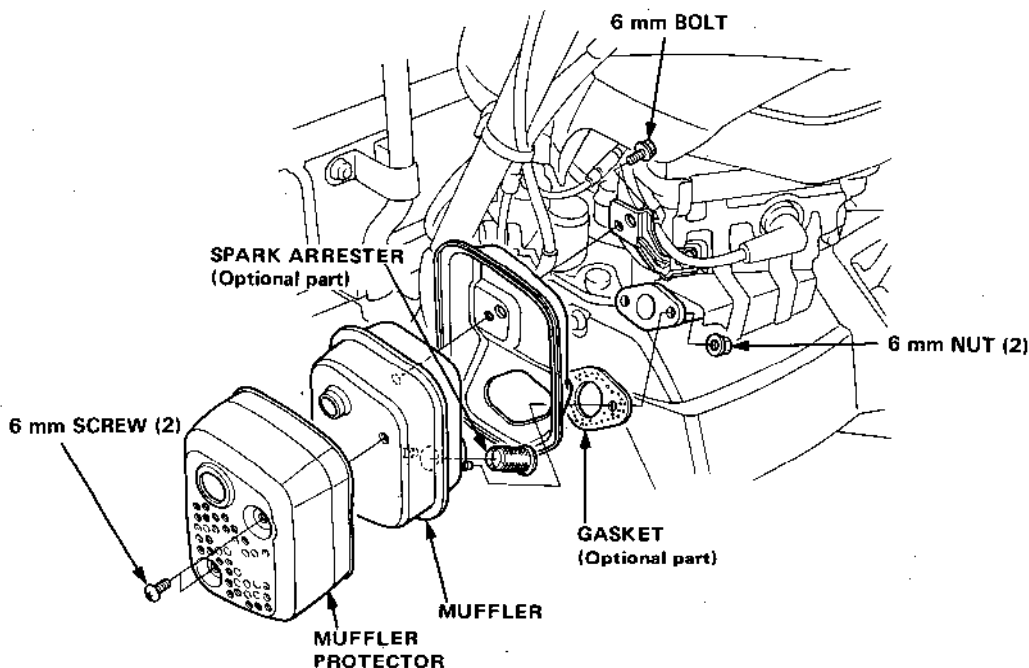
The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Be careful not to touch the muffler while it is hot. Allow it to cool before proceeding.

CAUTION: The spark arrester must be serviced every 100 hours to maintain its efficiency.

1. Remove the two 6 mm nuts and two 6 mm screws and 6 mm bolt remove the muffler protectors, muffler and gasket.
2. Remove the spark arrester from the muffler.

CAUTION: Be careful not to damage the spark arrester screen.

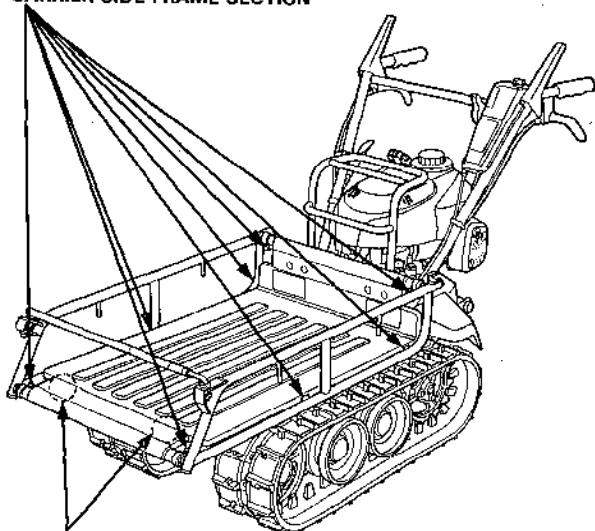
3. Check for carbon deposits around the exhaust port and the spark arrester, and clean if necessary.
4. Install the spark arrester in the muffler.
5. Install gasket, muffler, muffler protectors, then tighten the two 6 mm nuts and two 6 mm screws and 6 mm bolt securely.



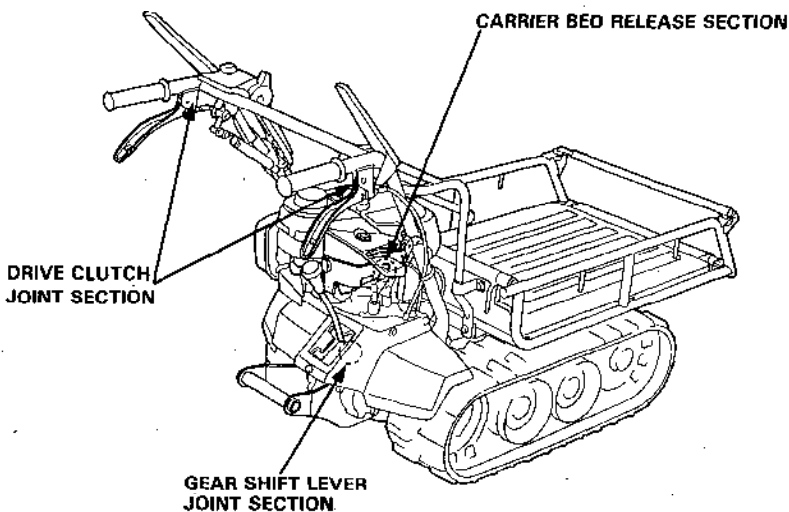
Lubrication

Grease the points noted below, at least once a year or after any time you have washed the carrier. Recommended grease: SAE multipurpose grease.

CARRIER SIDE FRAME SECTION



**LOCK RELEASE
JOINT SECTION**



**DRIVE CLUTCH
JOINT SECTION**

CARRIER BED RELEASE SECTION

**GEAR SHIFT LEVER
JOINT SECTION**

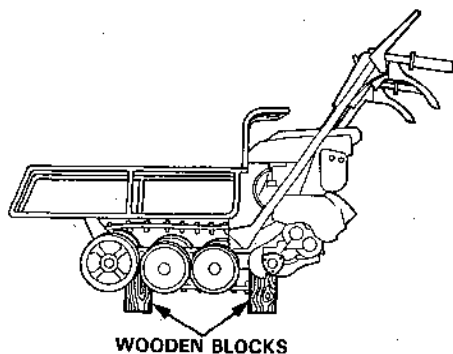
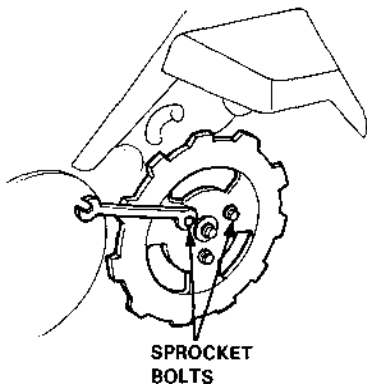
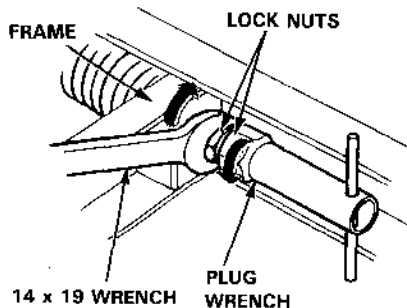
Temporary installation of a disengaged track

In the unlikely event that a track slips off the sprockets during operation, proceed with the following:

1. Stop the engine (refer to page 20).
2. Remove any load in the carrier, by hand. Do not empty it by dumping the carrier.
3. Move the power carrier to a flat surface and support on wood blocks in two locations (so the wheels are off the ground). Dump the carrier.

CAUTION: A carrier with a disengaged track will fall over if the carrier is dumped, unless first secured with wood blocks.

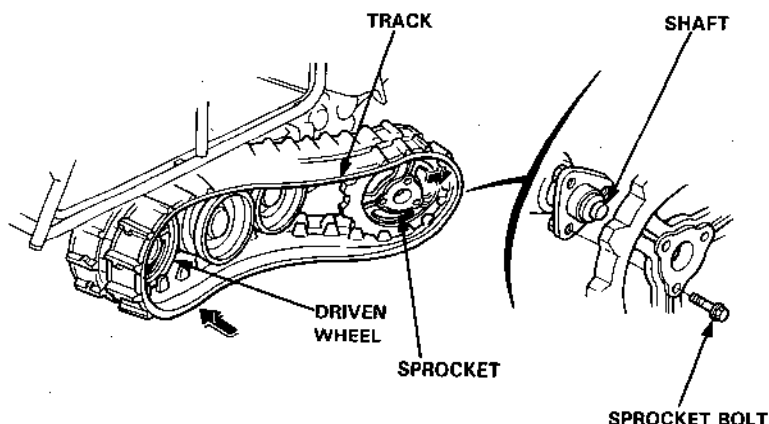
4. Loosen the track tension lock nuts and tighten up the inner nut as far as it will go. (This is done in order to facilitate the mounting of the track.)
5. Remove the sprocket bolts.



6. Remove the sprocket

7. First install the track onto the forward driven wheel and then place the sprocket in the rear of the track and insert it onto the shaft.

8. Install and tighten the sprocket bolts securely.



9. Remove the wooden blocks and make sure the power carrier is level. Then adjust the track tautness (See p.34).

CAUTION:

- Special care should be exercised when mounting the tracks.
- Do not tip the carrier onto its side; oil and gasoline may spill out. Tip it only enough to ease track installation.
- After following the above temporary procedure, have the power carrier inspected by your authorized Honda dealer as soon as possible.

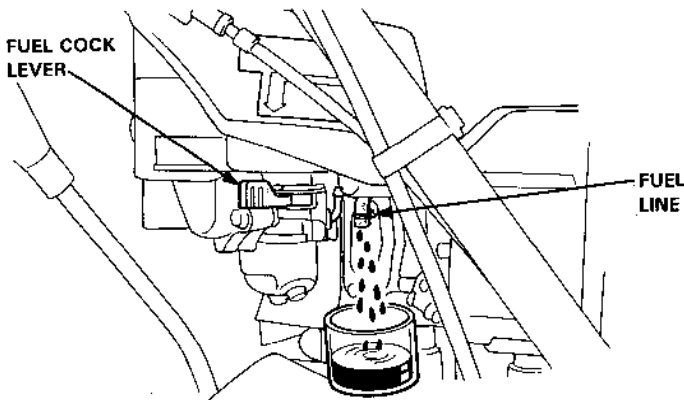
8. TRANSPORTING/STORAGE

When transporting or storing the power carrier, make sure the engine switch is in the STOP position and the spark plug cap is disconnected to prevent accidental engine start up.



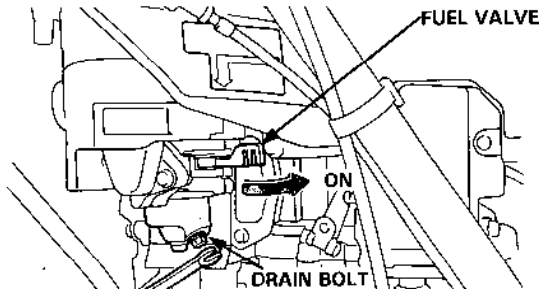
- To avoid severe burns or fire hazards, let the engine cool before transporting the power carrier or storing it indoors.
- When transporting the power carrier, turn the fuel valve to the OFF position, and keep the engine level to prevent fuel spillage. Spilled fuel or fuel vapor may ignite.

1. Remove the fuel line from the fuel valve and drain the gasoline from the tank into a suitable container.



Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in the area.

2. To drain the gasoline from the carburetor, first set the fuel valve to ON, loosen the drain bolt and drain off the gasoline into a suitable container.



3. Once all the fuel has been drained, reinstall the drain bolt and fuel line and set the fuel valve to the OFF position.

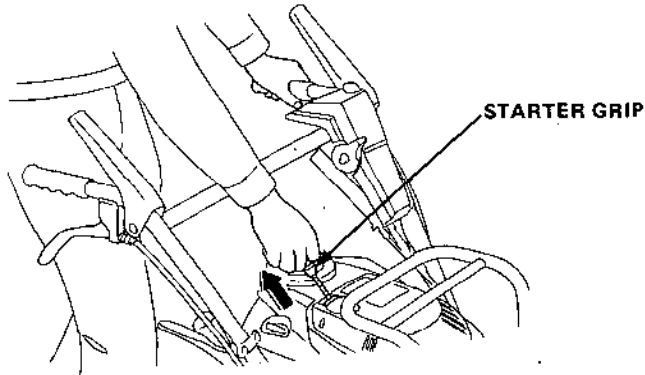
WARNING

- Keep all sparks and open flames away when draining the fuel.
- Perform the operation in a well-ventilated location.
- Dispose of the drained fuel properly.

4. Change the engine oil (see page 31 for details).
5. Clean the air cleaner (see page 33 for details).
6. Clean the power carrier and inspect all parts to make sure they are securely tightened. Lubricate the points noted on page 42.

NOTE: If the carrier will be stored for more than three months, remove the spark plug, pour one tablespoon of clean engine oil into the plug hole and reinstall the spark plug securely.

7. Pull the starter grip until you feel slight resistance.



8. Place a cover over the power carrier or store it in a well-ventilated enclosed location.

CAUTION: When storing the power carrier, first allow the engine exhaust system to cool off completely and then place the power carrier far from any combustible products.

9. TROUBLESHOOTING

To assure maximum service life from your carrier, don't disassemble it unnecessarily. If the following basic troubleshooting does not get you and your carrier back to work, it is time to consult your authorized Honda dealer.

Check the following points if the engine does not start.

- Is there sufficient fuel?
- Is there sufficient engine oil?
- Is there a spark at the spark plug?
 - a. Remove the spark plug cap. Clean any dust from around the spark plug base, then remove the spark plug.
 - b. Install the spark plug in the plug cap.
 - c. Turn the engine switch on.
 - d. Grounding the side electrode to any engine ground, pull the recoil starter to see if sparks jump across the gap.



WARNING If any fuel is spilled, make sure the area is dry before testing the spark plug or starting the engine. Spilled fuel or fuel vapor may ignite.

- Have you followed the starting method as described on page 15.

Check the following if the engine runs but the carrier does not operate properly:

- Is the drive clutch cable adjusted (page 35)?
- Are the steering clutch cables adjusted (page 38)?
- Is the brake cable properly adjusted (page 36)?
- Are the tracks adjusted to proper tautness (page 34)?

10. SPECIFICATIONS

Type	Honda power carrier HP250 (CA)
Power product description code	NA1

Engine	GV100K1
Engine type	Single-cylinder, 4-stroke, side valve type
Displacement	90 cc (5.5 cu in)
Bore and stroke	50 x 46 mm (1.97 x 1.81 in)
Ignition timing	20° BTDC
Ignition system	Transistorized magneto ignition
Engine oil capacity	0.4 ℓ (0.43 US qt, 0.35 Imp qt)
Fuel tank capacity	0.9 ℓ (0.24 US gal, 0.20 Imp gal)
Spark plug	BMR4A (NGK)

FRAME

Overall length	1600 mm (63.0 in)	
Overall width	610 mm (24.0 in)	
Overall height	1040 mm (40.9 in)	
Dry weight	119 kg (262.4 lb)	
Fully supplied weight	122 kg (269.0 lb)	
No. of gears	2 forward gears, 1 reverse gear	
Traveling speed	1.4 km (0.9 mile/h) in 1st gear, 3.5 km/h (2.2 mile/h) in 2nd gear, 1.3 km/h (0.8 mile/h) in reverse	
Maximum load	Level ground	200kg (441 lb)
	Sloping ground	150 kg (330 lb)
Clutch oil capacity	0.6 ℓ (0.63 US qt, 0.53 Imp qt)	
Transmission oil capacity	2.0 ℓ (0.21 US qt, 1.76 Imp qt)	
Track width x length	180 mm x 1,800 mm (7.1 x 70.9 in)	

NOTE: Specifications are subject to change without notice due to improvements.

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 concerning the product will be handled by your dealer's service department. If you have a warranty problem that 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 Power Equipment Customer Relations Department of American Honda Motor Co., Inc.

American Honda Motor Co., Inc.
Power Equipment Customer Relations Department
P.O. Box 50
Gardena, California 90247-0805
Telephone: (213) 604-2400

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 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.

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