Honda
NT700V/VA

OWNER'S MANUAL

MANUAL DEL PROPIETARIO

MANUAL DO PROPRIETÁRIO

IMPORTANT INFORMATION

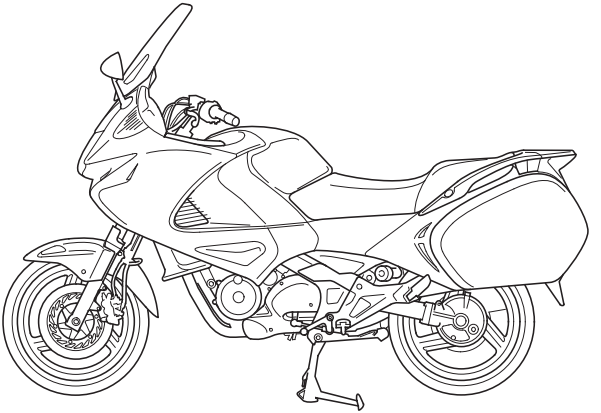
- **OPERATOR AND PASSENGER**
  This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the accessories and loading label.

- **ON-ROAD USE**
  This motorcycle is designed to be used only on the road.

- **READ THIS OWNER'S MANUAL CAREFULLY**
  Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the ''A Few Words About Safety'' section which appears before the Contents page.

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

Honda NT700V/VA
OWNER'S MANUAL



WELCOME

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

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

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

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

Pleasant riding, and thank you for choosing a Honda!

- Following codes in this manual indicate each country.
- The illustrations here in are based on the NT700VA ED type.

	NT700V/VA
4E	UK
4F	France
5ED	European direct sales

- The specifications may vary with each locale.

A FEW WORDS ABOUT SAFETY

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

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

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

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

- **Safety Labels** - on the motorcycle.
- **Safety Messages** - preceded by a safety alert symbol ⚠ and one of three signal words: **DANGER**, **WARNING** or **CAUTION**.

These signal words mean:

⚠ DANGER **You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ WARNING **You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ CAUTION **You CAN be HURT if you don't follow instructions.**

- **Safety Headings** - such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** - such as Motorcycle Safety.
- **Instructions** - how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information - please read it carefully.

OPERATION

MAINTENANCE

MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure - if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider to be most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Don't Drink and Ride

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

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 4 for more details.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

⚠ WARNING

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

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠ WARNING

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

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

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:
197 kg (434 lb)
Includes the weight of the rider, passenger, all cargo and all accessories
Maximum cargo weight:
27 kg (60 lb)

Putting too much weight in individual storage compartments can also affect stability and handling. So be sure to stay within the limits given below:

Maximum weight:
in each saddlebag 5.0 kg (11.0 lb)
in each fairing pocket 1.0 kg (2.2 lb)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 6.

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 46).
- If you change your normal load, you may need to adjust your rear suspension (page 32).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.
- To avoid possible heat damage to the headlight lens, do not cover the headlight lens with baggage or clothing.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

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

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

Accessories

We strongly recommend that you use only Honda Genuine Accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.

- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 144). A blown fuse can cause a loss of lights or engine power.

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

Modifications

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

IMAGE LABELS

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

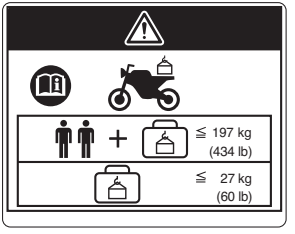
If a label comes off or becomes hard to read, contact your Honda dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.

	Read instructions contained in Owner's Manual carefully.
	Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by a Honda dealer.

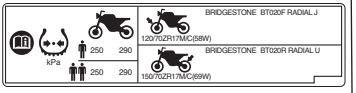
	**DANGER (with RED background)** You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.
	**WARNING (with ORANGE background)** You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.
	**CAUTION (with YELLOW background)** You CAN be HURT if you don't follow instructions.

RADIATOR CAP SEAL
DANGER
NEVER OPEN WHEN HOT.
Hot coolant will scald you.
Relief pressure valve begins to open at 1.1 kgf/cm^2.



ACCESSORIES AND LOADING WARNING LABEL
WARNING
ACCESSORIES AND LOADING
- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed 197 kg (434 lb), which is the maximum weight capacity.
- The luggage weight must not exceed 27 kg (60 lb) under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

REAR CUSHION LABEL
GAS FILLED
Do not open.
Do not heat.



TYRE INFORMATION LABEL
Cold tyre pressure:

[Driver only]

Front	250 kPa	(2.50 kgf/cm^2 , 36 psi)
Rear	290 kPa	(2.90 kgf/cm^2 , 42 psi)

[Driver and passenger]

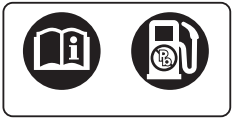
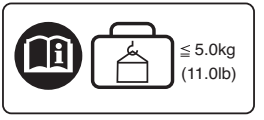
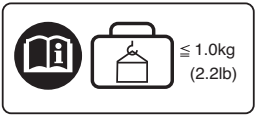
Front	250 kPa	(2.50 kgf/cm^2 , 36 psi)
Rear	290 kPa	(2.90 kgf/cm^2 , 42 psi)

Tyre size:

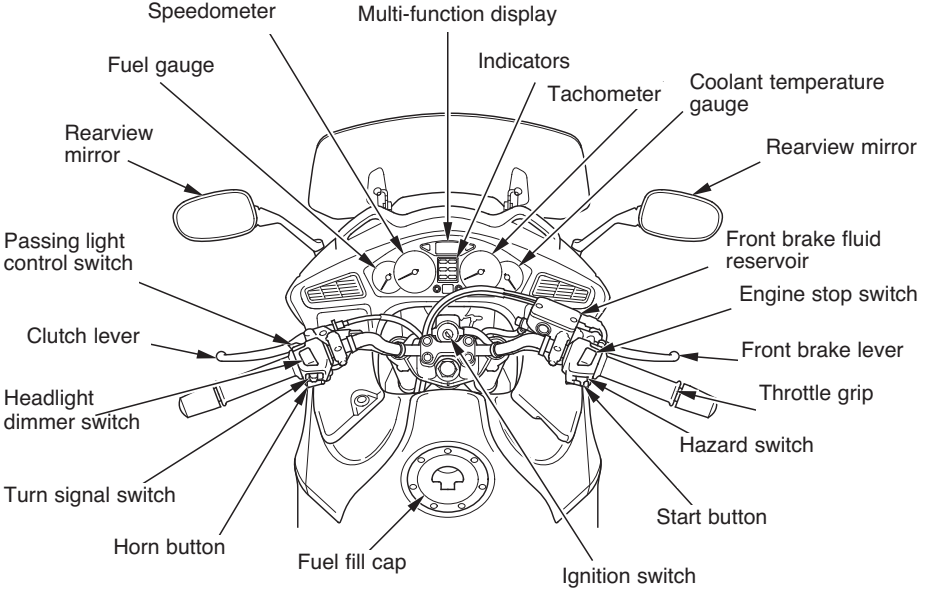
Front	120/70ZR17M/C (58W)
Rear	150/70ZR17M/C (69W)

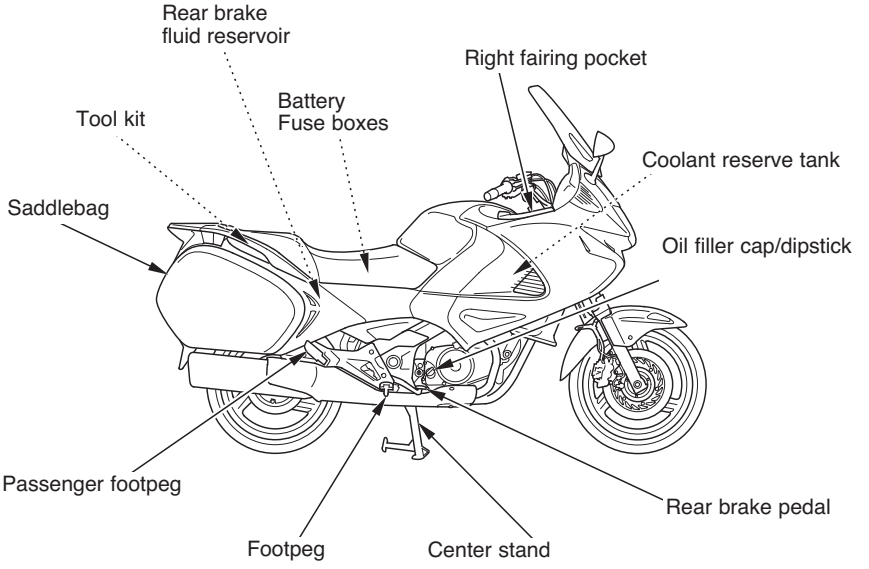
Tyre brand:

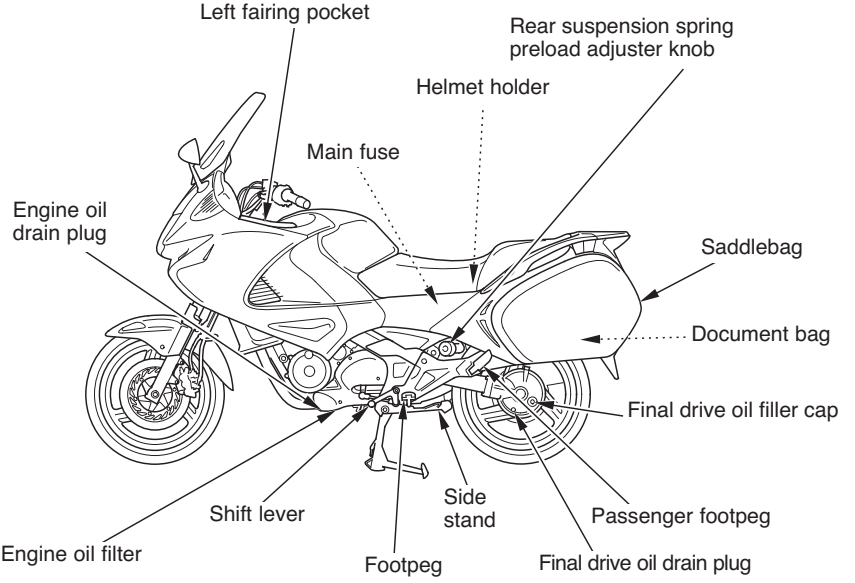
	BRIDGESTONE
Front	BT020F RADIAL J
Rear	BT020R RADIAL U

	**SAFETY REMINDER LABEL** For your protection, always wear your helmet and protective apparel while riding.
	**FUEL LABEL** UNLEADED FUEL ONLY
	**CARGO LIMIT LABEL** Do not exceed 5.0 kg (11.0 lb)
	**CARGO LIMIT LABEL** Do not exceed 1.0 kg (2.2 lb)

PARTS LOCATION



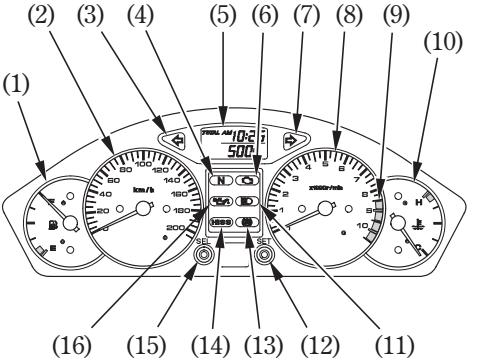

Rear brake
fluid reservoir
Right fairing pocket
Battery
Fuse boxes
Tool kit
Coolant reserve tank
Saddlebag
Oil filler cap/dipstick
Passenger footpeg
Rear brake pedal
Footpeg
Center stand


Left fairing pocket
Rear suspension spring preload adjuster knob
Helmet holder
Main fuse
Engine oil drain plug
Saddlebag
Document bag
Final drive oil filler cap
Side stand
Shift lever
Passenger footpeg
Engine oil filter
Footpeg
Final drive oil drain plug

INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

(1) Fuel gauge
(2) Speedometer
(3) Left turn signal indicator
(4) Neutral indicator
(5) Multi-function display
(6) PGM-FI malfunction indicator lamp (MIL)
(7) Right turn signal indicator
(8) Tachometer
(9) Tachometer red zone
(10) Coolant temperature gauge
(11) High beam indicator
(12) SET button
(13) Anti-lock brake system (ABS) indicator (NT700VA)
(14) Immobilizer system (HISS) indicator
(15) SEL button
(16) Low oil pressure indicator



(Ref. Nr.) Description	Function
(1) Fuel gauge	Shows approximate fuel supply available (page 25). The fuel gauge needle will swing to the maximum scale on the dial once when the ignition switch is turned ON
(2) Speedometer	Shows riding speed. This shows your speed in kilometers per hour (km/h) and/or miles per hour (mph) depending on the type. The speedometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(3) Left turn signal indicator (green)	Flashes when the left turn signal operates. Should light for a few seconds and then go off when the ignition switch is turned ON.
(4) Neutral indicator (green)	Lights when the transmission is in neutral. Should also light for a few seconds and then go off when the ignition switch is turned ON.

(Ref. Nr.) Description		Function
(5) Multi-function display		The display includes the following functions; This display shows the initial display (page 24).
	Odometer	Shows accumulated mileage (page 27).
	Tripmeter A and B	Shows mileage per trip (page 27).
	Current fuel consumption meter	Shows current fuel consumption meter (page 28).
	Average fuel consumption meter	Shows average fuel consumption meter after reset (page 28).
	Digital clock	Shows hour and minute (page 30).

(Ref. Nr.) Description	Function
(6) PGM-FI malfunction indicator lamp (MIL) (amber)	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at run. If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.
(7) Right turn signal indicator (green)	Flashes when the right turn signal operates. Should light for a few seconds and then go off when the ignition switch is turned ON.

(Ref. Nr.) Description	Function
(8) Tachometer	Shows engine revolutions per minute. The tachometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(9)Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken in. NOTICE Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.
(10) Coolant temperature gauge	Shows coolant temperature (page 26). The coolant temperature gauge needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(11) High beam indicator (blue)	Lights when the headlight is on high beam. Should also light for a few seconds and then go off when the ignition switch is turned ON.

(Ref. Nr.) Description	Function
(12) SET button	This button is used to adjust the time (page 30), and units for distance (page 29). E type only.
(13) Anti-lock Brake System (ABS) indicator (amber) (NT700VA)	This light normally comes on when the ignition is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is a problem with the Anti-lock Brake System, this light flashes and remains on (page 86).
(14) Immobilizer system (HISS) indicator (red)	This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 55).

(Ref. Nr.) Description	Function
(15) SEL button	Except E type: This button is used to reset the tripmeter or to adjust the time or to select the tripmeter or odometer or current fuel consumption meter or avarage fuel consumption meter or to reset the average fuel consumption or to change the mileage units for the fuel consumption meter (pages 27-31). For E type: This button is used to reset the tripmeter or to adjust the time or to select the tripmeter or odometer or current fuel consumption meter or average fuel consumption meter or to reset the average fuel consumption (pages 27-31).

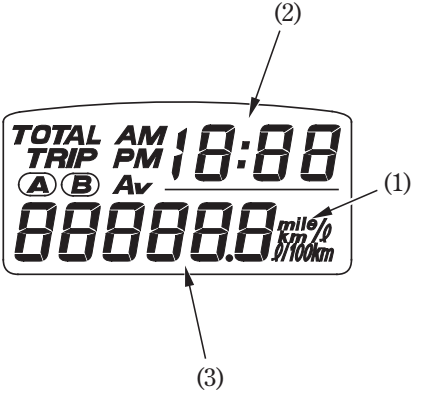
(Ref. Nr.) Description	Function
(16) Low oil pressure indicator (red)	Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm. NOTICE Running the engine with insufficient oil pressure may cause serious engine damage.

Initial Display

When the ignition switch is turned ON, the display will temporarily show all the modes and digital segments so you can make sure the liquid crystal display is functioning properly.

The unit "mile/ℓ" (1) will be displayed only for E type.

Digital clock (2) and tripmeter (3) will reset if the battery is disconnected.



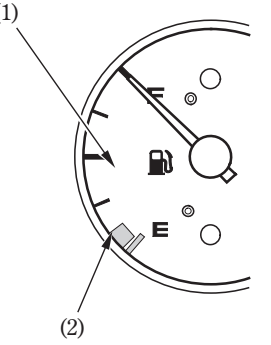
(1) "mile/ℓ"
(2) Digital clock
(3) Tripmeter

Fuel Gauge

The fuel gauge (1) shows the approximate fuel supply available in a graduated display.

When the gauge needle enters the red band (2), fuel will be low and you should refill the tank as soon as possible. The amount of fuel left in the tank with the vehicle set upright when the needle enters the red band is approximately:

3.7 ℓ (0.98 US gal, 0.81 Imp gal)



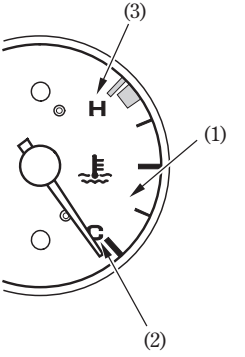
(1) Fuel gauge
(2) Red band

Coolant Temperature Gauge
The coolant temperature gauge (1) shows coolant temperature.

When the needle begins to move above the C (Cold) mark (2), the engine is warm enough for the motorcycle to be ridden.
The normal operating temperature range is within the section between the H and C marks. If the needle reaches the H (Hot) mark (3), stop the engine and check the reserve tank coolant level. Read pages 39-40 and do not ride the motorcycle until the problem has been corrected.

NOTICE

Exceeding maximum running temperature may cause serious engine damage.



(1) Coolant temperature gauge
(2) C (Cold) mark
(3) H (Hot) mark

Odometer / Tripmeter /
Current Fuel Consumption Meter/
Average Fuel Consumption Meter

Push the SEL button (1) repeatedly to change the display mode.

Odometer

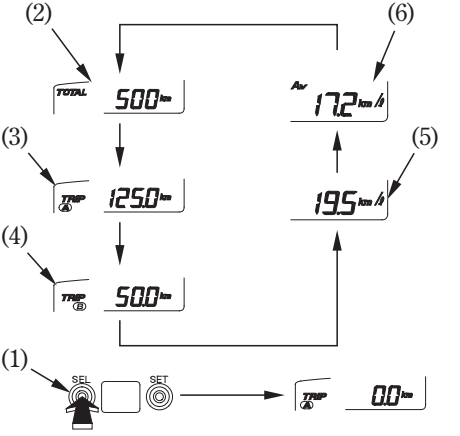
Shows accumulated mileage.

Tripmeter

Shows mileage per trip.

There are two tripmeters, tripmeter A (3) and tripmeter B (4). Switch between the A and B displays by pressing the SEL button repeatedly.

To reset the tripmeter, push and hold the SEL button for more than 2 seconds with the display in the tripmeter A or tripmeter B mode.



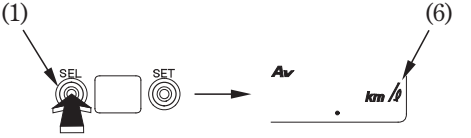
(1) SEL button
(2) Odometer
(3) Tripmeter A
(4) Tripmeter B
(5) Current fuel consumption
(6) Average fuel consumption

Current Fuel Consumption Meter
Indicates the momentary fuel consumption of each 3 seconds during engine operation. When motorcycle stopped, "--.-" is displayed.
The indicated fuel consumption may differ from the actual fuel consumption.
The E type uses mile/ℓ, except E type uses km/ℓ or ℓ/100 km.

Average Fuel Consumption Meter
The average fuel consumption after reset until that moment is indicated every 15 seconds.
The indicated fuel consumption may differ from the actual fuel consumption.
The E type uses mile/ℓ, except E type uses km/ℓ or ℓ/100 km.

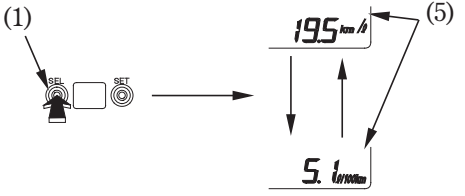
To reset the average fuel consumption (6), push and hold the SEL button (1) for more than 2 seconds with the display in the average fuel consumption.

Average fuel consumption will reset if the battery is disconnected.



(1) SEL button
(6) Average fuel consumption

Fuel Consumption Unit Change
(Except E Type)
The current/average fuel consumption meter displays either "km/ℓ" or "ℓ/100 km".
Push and hold the SEL button (1) for more than 2 seconds to select with the display in the current fuel consumption (5).



(1) SEL button
(5) Current fuel consumption

Mileage and Fuel Consumption Unit Change
(E type only)
The odometer/tripmeter can display ''mile'' or "km".
The fuel consumption meter can display "mile/ℓ" or "km/ℓ".

1. Turn the ignition switch ON.
2. Press and hold the SET button for more than 4 seconds.
3. Press the SEL button to select ''mile''/ ''mile/ℓ" or "km"/"km/ℓ".
4. To end the selection, press the SET button.

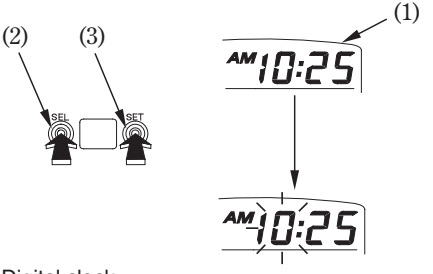
The display will stop blinking automatically if the button is not pressed for about 30 seconds.
As you turn off the ignition switch during the presetting procedures, the preset data just before turning off the ignition switch will be registered.

Digital Clock

The digital clock will show hours and minutes up to 12:59 with “AM” and “PM”.

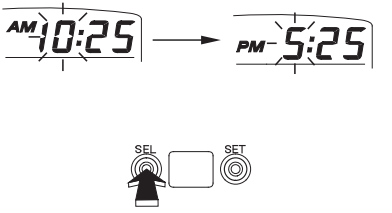
To adjust the time, proceed as follows:

1. Turn the ignition switch ON.
2. Push and hold both the SEL button (2) and SET button (3) for more than 2 seconds. The clock will be set in the adjust mode with the hour display flashing.

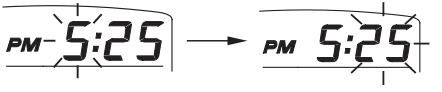


(1) Digital clock
(2) SEL button
(3) SET button

3. To set the hour, push the SEL button until the desired hour and AM/PM are displayed.
   - The time is advanced by one hour, each time the button is pushed.
   - The time advances fast when the button is pushed and held.

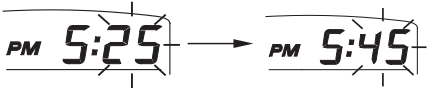


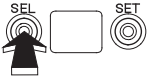
4. Push the SET button. The minute display will start flashing.



5. To set the minute, push the SEL button until the desired minute. The minute display will return to ‘‘00’’ when ‘‘60’’ is reached without affecting the hour display.

- The time advances by one minute, each time the button is pushed.
- The time advances fast when the button is pushed and held.





6. To end the adjustment, push the SET button or turn the ignition switch OFF. The display will stop flashing automatically and the adjustment will be cancelled if the button is not pushed for about 30 seconds.

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

SUSPENSION

Rear Suspension

The rear suspension can provide the desired ride under various rider/passenger weight and riding conditions through adjustments of the spring preload with the adjuster.

Spring preload:

This model has the spring preload adjuster on the left side.

The spring preload adjuster has 40 positions for different load or riding conditions.

To adjust the spring preload, turn the adjuster knob (1).

To reduce (LOW):

Turn the adjuster counterclockwise toward LOW for a light load and smooth road condition.

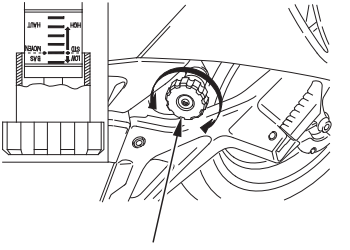
To increase (HIGH):

Turn the adjuster clockwise toward HIGH for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows:

1. Turn the spring preload adjuster knob (1) counterclockwise until it will no longer turn (lightly seats). This is the full LOW position.
2. The adjuster is set in the standard position when the spring preload adjuster knob is turned clockwise 11 clicks.

The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble or service the damper; it cannot be rebuilt and must be replaced when worn out. Disposal should only be done by your Honda dealer. The instructions found in this owner's manual are limited to adjustment of the shock assembly only.



(1) Spring preload adjuster knob

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

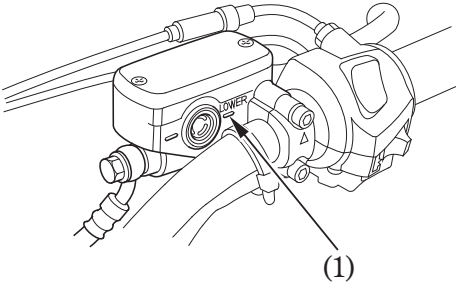
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 119), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 119).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



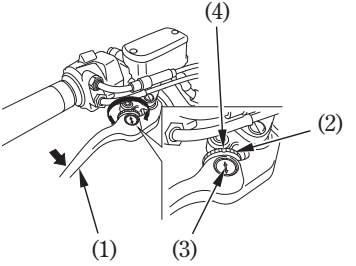
(1) LOWER level mark

Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster (2) while pushing the lever forward.

Align the arrow (3) on the brake lever with the index mark (4) on the adjuster.

Apply the brake several times and check for free wheel rotation after the brake lever is released.



(1) Brake lever
(2) Adjuster
(3) Arrow
(4) Index mark

Other Checks:

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

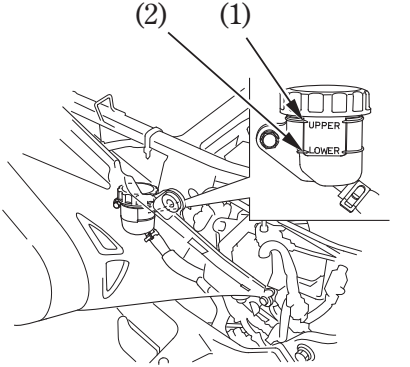
Rear Brake Fluid Level:
The reserve tank is located below the seat. Remove the seat (page 62).

With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark, check the rear brake pads for wear (page 120).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.

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



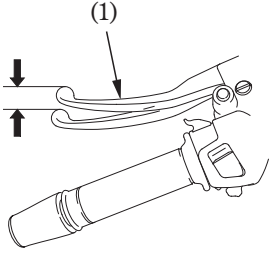
(1) UPPER level mark
(2) LOWER level mark

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. Minor adjustments can be made with the clutch cable adjuster (3) at the clutch lever (1).

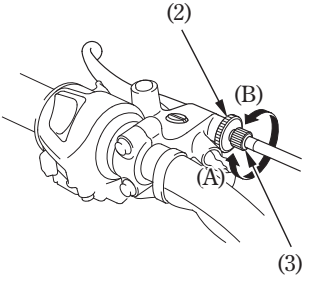
Normal clutch lever freeplay is:

10 — 20 mm (0.4 - 0.8 in).



(1) Clutch lever

1. Loosen the lock nut (2) and turn the clutch cable adjuster. Tighten the lock nut and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct freeplay cannot be obtained, loosen the lock nut and turn in the clutch cable adjuster completely. Tighten the lock nut.



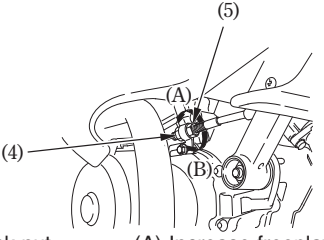
(2) Lock nut
(3) Clutch cable adjuster
(A) Increase freeplay
(B) Decrease freeplay

3. Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified freeplay. 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 begin to move smoothly and accelerate gradually.

If proper adjustment cannot be obtained or the clutch does not work correctly, see your 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) Lock nut
(5) Adjusting nut
(A) Increase freeplay
(B) Decrease freeplay

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).

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.

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages.
Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and distilled 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.

Inspection

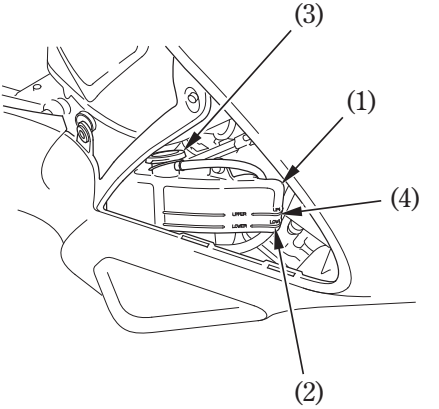
The reserve tank is behind the right middle fairing cover.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (2), remove the right middle fairing cover (page 68) and the reserve tank cap (3).

Add coolant mixture until it reaches the UPPER level mark (4). Always add coolant to the reserve tank.

Do not attempt to add coolant by removing the radiator cap.

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



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

FUEL

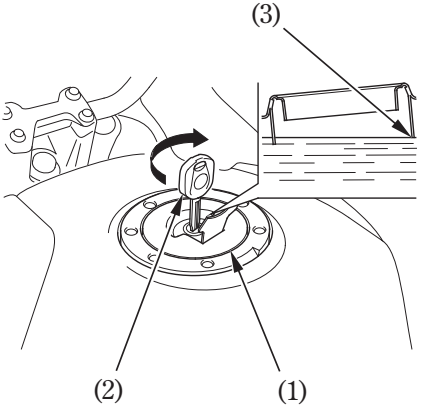
Fuel Tank

The fuel tank capacity including the reserve supply is:
19.7 ℓ (5.20 US gal, 4.33 Imp gal)
To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap is hinged and will lift up.
Do not overfill the tank. There should be no fuel in the filler neck (3).
After refueling, to close the fuel fill cap, push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

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

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



(1) Fuel fill cap
(2) Ignition key
(3) Filler neck

Use unleaded petrol with a research octane number of 91 or higher.
The use of leaded petrol will cause premature damage to the catalytic converter.

NOTICE

If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.

Petrol Containing Alcohol

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

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

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

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol or one that you think contains alcohol switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

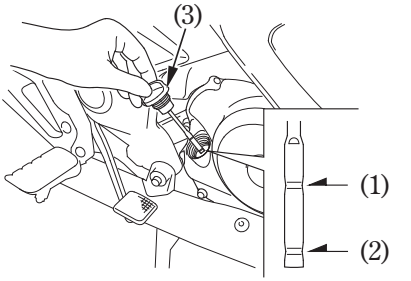
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (1) and lower (2) level marks on the oil filler cap/dipstick (3).

1. Start the engine and let it idle for 3-5 minutes. Make sure the low oil pressure indicator goes off. If the indicator light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After 2-3 minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the oil filler cap/dipstick without screwing it in. Remove the oil filler cap/ dipstick and inspect. The oil level should be between the upper and lower level marks on the oil filler cap/dipstick.
4. If required, add the specified oil (see page 100) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

NOTICE

Running the engine with insufficient oil pressure may cause serious engine damage.

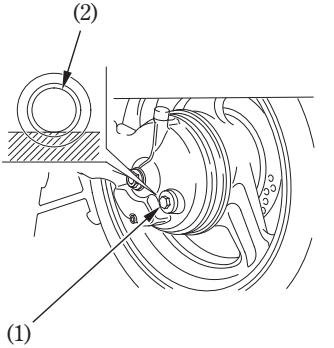


(1) Upper level mark
(2) Lower level mark
(3) Oil filler cap/dipstick

FINAL DRIVE OIL
Oil Level Check
Check the final drive oil level when specified by the maintenance schedule (page 94).

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 the oil filler inspection hole (2).

If the level is low, check for leaks. Pour fresh oil through the oil filler inspection hole until it reaches the lower edge of the opening.
Recommended Oil:
HYPOID GEAR OIL SAE 80



(1) Oil filler cap
(2) Oil filler inspection hole

TUBELESS TYRES

To safely operate your motorcycle, your tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed information on how and when to check your air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

⚠ WARNING

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

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

Air Pressure

Keeping your tyres properly inflated provides the best combination of handling, tread life and riding comfort. Generally, under inflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated.

Over inflated tyres make your motorcycle ride harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres might be low.

Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

Always check air pressure when your tyres are “cold” - when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are “warm” - when the motorcycle has been ridden for even a few miles - the readings will be higher than if the tyres were “cold”. This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be under inflated.

The recommended “cold” tyre pressures are:

Front	250 kPa (2.50 kgf/cm^2) 36 psi
Rear	290 kPa (2.90 kgf/cm^2) 42 psi

Inspection

Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:

- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you can safely and carefully inspect the tyres for damage.

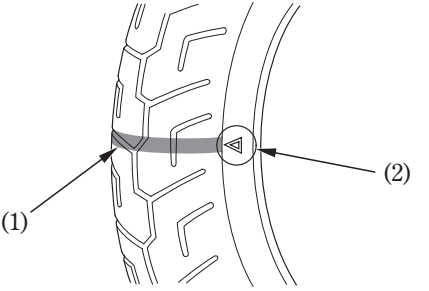
Tread Wear

Replace tyres before tread depth at the center of the tyre reaches the following limit:

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

For Germany:

German law prohibits use of tyres whose tread depth is less than 1.6 mm.



(1) Wear indicator
(2) Wear indicator location mark

Tyre Repair

If a tyre is punctured or damaged, you should replace it, not repair it. As discussed below, a tyre that is repaired, either temporarily or permanently, will have lower speed and performance limits than a new tyre.

A temporary repair, such as an external tubeless tyre plug, may not be safe for normal speeds and riding conditions. If a temporary or emergency repair is made to a tyre, you should ride slowly and cautiously to a dealer and have the tyre replaced. If possible, you should not carry a passenger or cargo until a new tyre is installed.

Even if a tyre is professionally repaired with a permanent internal patch plug, it will not be as good as a new tyre. You should not exceed 80 km/h (50 mph) for the first 24 hours, or 130 km/h (80 mph) at any time thereafter. In addition, you may not be able to safely carry as much weight as with a new tyre. Therefore, we strongly recommend that you replace a damaged tyre. If you choose to have a tyre repaired, be sure the wheel is balanced before you ride.

Tyre Replacement

The tyres that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

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

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

The recommended tyres for your motorcycle are:

Front	120/70ZR17M/C(58W) BRIDGESTONE BT020F RADIAL J
Rear	150/70ZR17M/C(69W) BRIDGESTONE BT020R RADIAL U
Type	Radial-ply - TUBELESS

Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

Important Safety Reminders

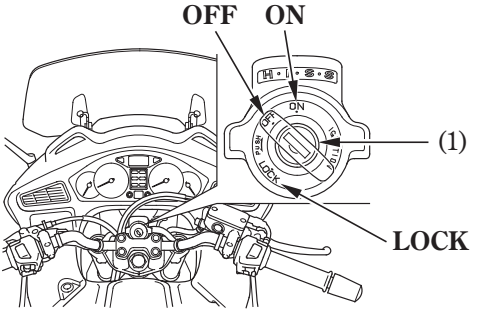
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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

The headlight, position light, taillights and license light will come on whenever you turn the ignition switch ON. If your motorcycle is stopped with the ignition switch ON and the engine is not running, the headlight, position light, taillights and license light will still be on, resulting in battery discharge.

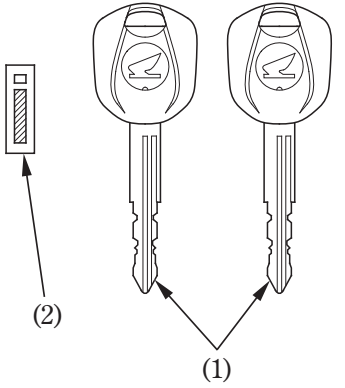


(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed.
OFF	Engine and lights cannot be operated	Key can be removed.
ON	Engine and lights can be operated	Key cannot be removed.

KEYS

This motorcycle has two keys and a key number plate.



(1) Keys
(2) Key number plate

You will need the key number if you ever have to replace a key. Store the plate in a safe place.

To reproduce keys, bring all keys, key number plate and motorcycle to your Honda dealer.

Up to four keys can be registered with the immobilizer system (HISS), including the ones in hand.

If all keys are lost, the PGM-FI unit/ignition control module must be replaced. To avoid this possibility we recommend that if only one key is left, you immediately have it reproduced to ensure that a back-up is available.

These keys contain electronic circuits that are activated by the immobilizer system (HISS). They will not work to start the engine if the circuits are damaged.

- Do not drop the keys or set heavy objects on them.
- Do not grind, drill or in any way alter the original shape of the keys.
- Keep the keys away from magnetic objects.

IMMOBILIZER SYSTEM (HISS)

HISS is the abbreviation of Honda Ignition Security System.

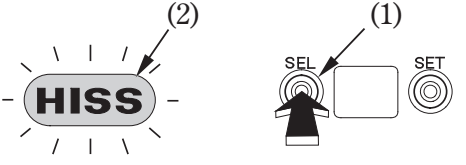
The immobilizer system (HISS) protects your motorcycle from theft. A properly-coded key must be used in the ignition switch for the engine to start. If an improperly-coded key (or other device) is used the engine's starting circuit is disabled.

When the ignition switch is turned ON and the engine stop switch is at " " (RUN), the immobilizer system (HISS) indicator lights for a few seconds, then goes off. If the indicator remains on, it means the system does not recognize the coding of the key. Turn the ignition switch to OFF, remove the key, reinsert and turn the switch ON again.

The immobilizer system has such a function that keeps the immobilizer system (HISS) indicator blinking at 2 second intervals for 24 hours. This blinking function can be turned on or off.

To alter the blinking function:

1. Turn the ignition switch ON.
2. Push and hold the SEL button (1) for more than 2 seconds with the display in the odometer.
   The immobilizer system (HISS) indicator (2) will flash two times to indicate that the function has been cancelled.
   The immobilizer system (HISS) indicator will light for 2 seconds to indicate that the function has been operated.
3. Turn the ignition switch OFF and remove the key.



(1) SEL button
(2) Immobilizer system (HISS) indicator

If the system repeatedly does not recognize the coding of your key, contact your Honda dealer.

- The system may not recognize the key's coding if any other immobilizer key is near the ignition switch. To make sure the system recognizes the key code, keep each immobilizer key on a separate ring.
- Do not attempt to alter the immobilizer system (HISS) or add other devices to it. Electrical problems could result, making it impossible to start your motorcycle.
- If all keys are lost, the PGM-FI unit/ignition control module must be replaced.

EC Directives

This immobilizer system complies with the R & TTE (Radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity) Directive.

CE

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

This equipment operates on a secondary basis and, consequently, must accept harmful interference, including from stations of the same kind, and may not cause harmful interference to systems operating on a primary basis.

<South Africa only>

RIGHT HANDLEBAR CONTROLS

Engine Stop Switch (1)

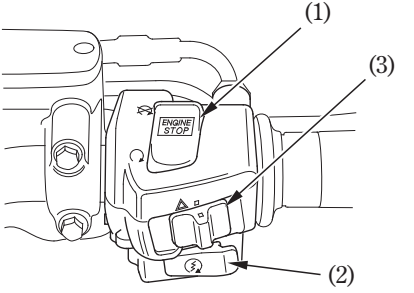
The engine stop switch (1) is next to the throttle grip. When the switch is in the (RUN) position, the engine will operate. When the switch is in the (OFF) position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the (RUN)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

If your motorcycle is stopped with the ignition switch ON and the engine stop switch (OFF), the headlight, position light, taillights and license light will still be on, resulting in battery discharge.

Start Button (2)

The start button (2) is below the hazard switch (3).

When the start button is pressed, the starter motor cranks the engine, the headlight will automatically go out, but the taillights will stay on. If the engine stop switch is in the (OFF) position, the starter motor will not operate. See page 78 for the starting procedure.



(1) Engine stop switch
(2) Start button
(3) Hazard switch

Hazard Switch (3)

This system should be used only when your motorcycle is stopped under emergency or hazardous conditions. To turn it on, turn the ignition key to the ON position, and then slide the switch marked △. The front and rear turn signals will blink simultaneously.

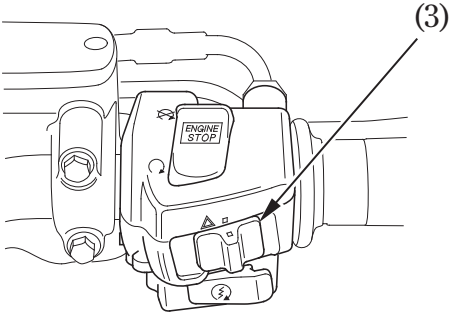
All of the turn signals can blink without the ignition key.

To operate this function, proceed as follows:

1. Turn the ignition key to ON position and then slide the hazard switch to the △ marked position.
2. All of the turn signals will keep blinking even after you turn the ignition key to OFF position.
3. You can turn off the turn blinking signals by sliding the hazard switch back to the off position.
   If the switch is left in the off position for more than two seconds, and then moved back to the △ position again, the turn signals will not be on.

Be sure to turn the switch off when the hazard warning is no longer required, or the turn signals will not work properly, and may confuse other drivers.

If all the turn signals are left blinking with the engine stopped, the battery will be discharged.



(3) Hazard switch

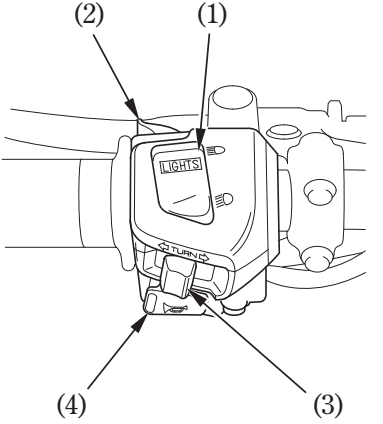
LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)
Push the dimmer switch to (HI) to select high beam or to (LO) to select low beam.

Passing Light Control Switch (2)
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)
Move to ⇦ to signal a left turn, ⇨ to signal a right turn. Press to turn signal off.

Horn Button (4)
Press the button to sound the horn.



(1) Headlight dimmer switch
(2) Passing light control switch
(3) Turn signal switch
(4) Horn button

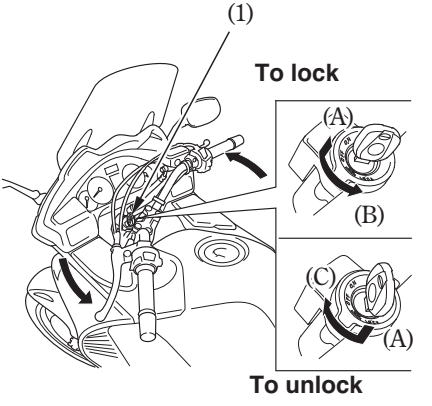
FEATURES

(Not required for operation)

STEERING LOCK

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

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



(1) Ignition key

(A) Push in
(B) Turn to LOCK
(C) Turn to OFF

SEAT

Removal:

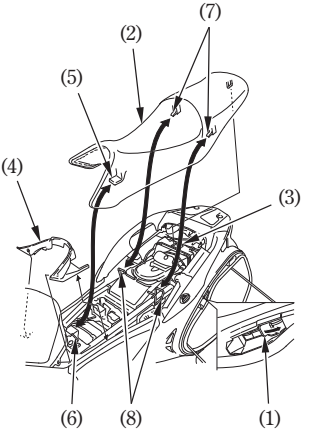
1. Open the left saddlebag (page 73).
2. Pull the lever (1) and up the seat (2) to unlock the seat catch (3). Then pull the seat to back side.
3. Remove the fuel tank rubber (4).

To avoid possible damage to the seat, do not drag or hit the seat.

Installation:

1. Install the fuel tank rubber.
2. Insert the front prong (5) into the recess (6) under the frame and the rear prongs (7) into the rear stays (8) on the frame. Then push down on the rear of the seat.
3. Close the left saddlebag (page 73).

Be sure the seat is locked securely in position after installation.



(1) Lever
(2) Seat
(3) Seat catch
(4) Fuel tank rubber
(5) Front prong
(6) Recess
(7) Rear prongs
(8) Rear stays

HELMET HOLDER

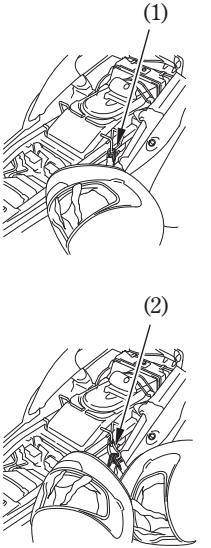
The helmet holder is located below the seat. Remove the seat (page 62). Hang the helmet on the holder hook (1). Install the seat and lock it securely.

To install the two helmets on the helmet holder, use the helmet set wire (2) stored in the tool bag and place it on the hook.

⚠ WARNING

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

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



(1) Holder hook
(2) Helmet set wire

WINDSCREEN HEIGHT ADJUSTMENT

The windscreen height can be adjusted to 5 positions. Do not attempt to adjust windscreen while riding.

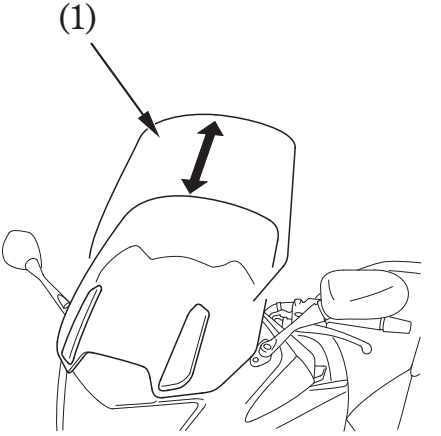
To Adjust the Height of the Windscreen:

1. Grasp the windscreen (1) on both sides.
2. Move the windscreen up or down until it clicks into the desired position.

When you move the windscreen, apply the load to the right and left side evenly.
Check the windscreen adjustment for smooth operation and check the sliding area for looseness.

If you find the windscreen is significantly loose, see your Honda dealer.

If you notice that the windscreen is loose while riding, see your Honda dealer.

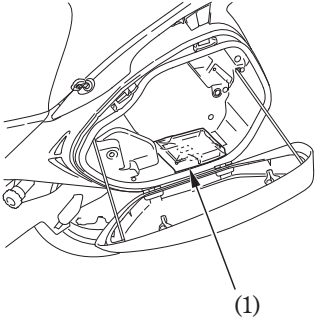


(1) Windscreen

DOCUMENT BAG

The document bag (1) is in the left saddlebag (page 73).

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

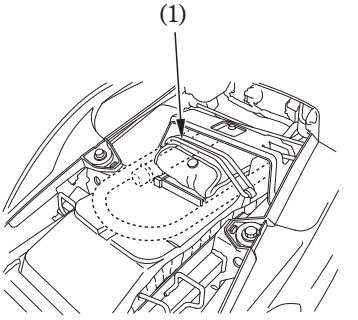


(1) Document bag

STORAGE COMPARTMENT FOR U-SHAPED ANTI-THEFT LOCK

The rear fender has a storage compartment to store a U-shaped anti-theft lock under the seat (page 62). After storing, be sure to fasten the lock with the rubber band (1) securely.

Some U-shaped locks may not be stored in the compartment due to their size or design.



(1) Rubber band

SIDE COVER

The right side cover must be removed to remove the rear wheel. The left side cover must be removed to service the main fuse.

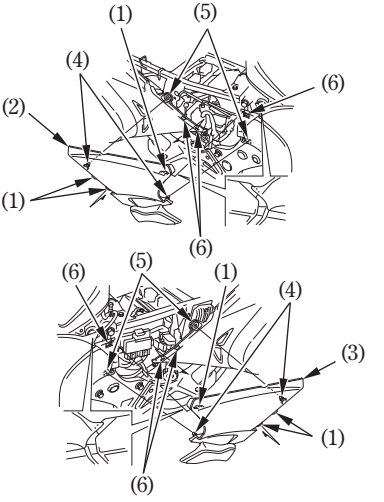
The right and left side covers can be removed in the same manner.

Removal:

1. Remove the seat (page 62).
2. Release the tabs (1) and pull the side cover (2) (3) out until the prongs (4) is clear of the grommets (5).

Installation:

1. Align the tabs with recesses (6).
2. Position the side cover so the prongs are aligned with the grommets.
3. Push the prong in.



(1) Tabs
(2) Right side cover
(3) Left side cover
(4) Prongs
(5) Grommets
(6) Recesses

MIDDLE FAIRING LID

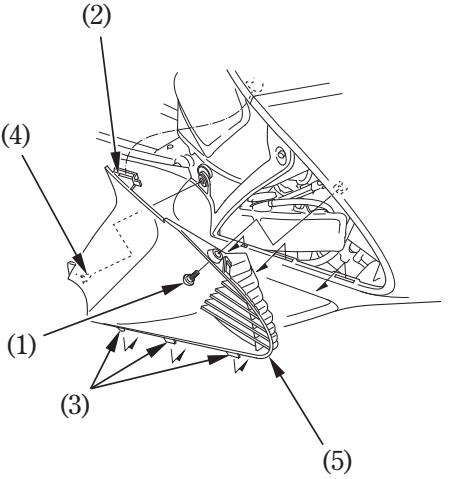
The right and left middle fairing lids can be removed in the same manner.

Removal:

1. Remove the seat (page 62).
2. Remove the screw (1).
3. Release the recess (2).
4. Release the tabs (3) and pull out the prong (4).
   Remove the middle fairing lid (5).

Installation:

- Installation can be done in the reverse order of removal.



(1) Screw
(2) Recess
(3) Tabs
(4) Prong
(5) Middle fairing lid

REAR FENDER

The rear fender must be removed to replace the license light bulb and remove the rear wheel.

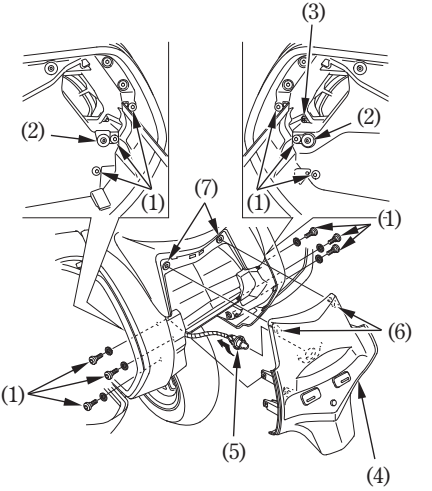
Removal:

1. Open both the right and left saddlebags (page 73).
2. Remove the bolts A (1), bolts B (2) and screw (3) then pull out the rear fender (4).
3. Turn the socket (5) counterclockwise, then pull it out.

Follow page 70.

Installation:

1. Insert the socket to the rear fender and turn it clockwise.
2. Install the right edge of rear fender first, then insert the prongs (6) into the grommets (7).
3. Install the left edge of rear fender.
4. Tighten the bolts A, bolts B and screw.
5. Close both the right and left saddlebags (page 73).



(1) Bolts A
(2) Bolts B
(3) Screw
(4) Rear fender
(5) Socket
(6) Prongs
(7) Grommets

FAIRING POCKETS

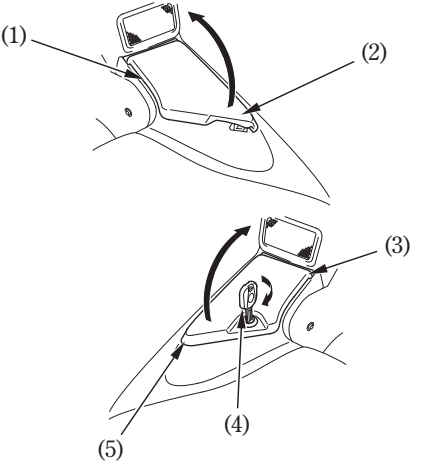
The fairing pockets are for lightweight items. Do not carry more than 1.0 kg (2.2 lbs) in each fairing pocket.

To open the right fairing pocket (1), pull the right fairing pocket lid (2).

To open the left fairing pocket (3), insert the ignition key (4), turn it clockwise and pull the left fairing pocket lid (5).

Make sure the fairing pockets are closed before riding.

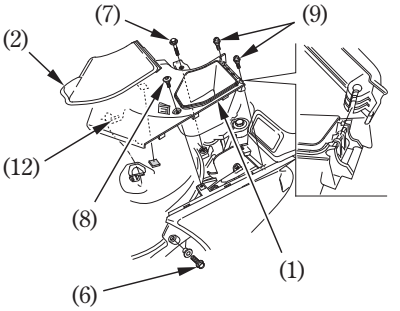
When washing your motorcycle, be careful not to flood this area with water.



(1) Right fairing pocket
(2) Right fairing pocket lid
(3) Left fairing pocket
(4) Ignition key
(5) Left fairing pocket lid

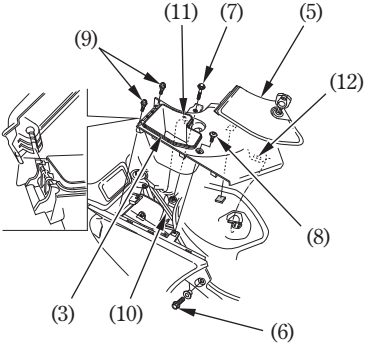
Removal:

1. Remove the middle fairing lid (page 68).
2. Remove the bolt A (6).
3. Open the fairing pocket lid (2) (5) and remove it.
4. Remove the bolt B (7), bolt C (8) and screws (9).
   Release the cables (10) from the hook (11).
5. Release the recess (12) and remove the fairing pocket (1) (3).



Installation:

- Installation can be done in the reverse order of removal.



(6) Bolt A
(7) Bolt B
(8) Bolt C
(9) Screws
(10) Cables
(11) Hook
(12) Recess

SADDLEBAGS

The saddlebags (1) are for lightweight items. Do not carry more than 5.0 kg (11.0 lb) in each saddlebag.

The right and left saddlebags can be operated in the same manner.

To Open the Saddlebags:

1. Insert the ignition key (2) and turn it clockwise.
2. Release the lock by pulling the lever (3) up and open the saddlebag cover (4).

NOTICE

When try to open the cover, be careful, the cover could fall down suddenly. Follow the cover movement with the hand.

To Close the Saddlebags:

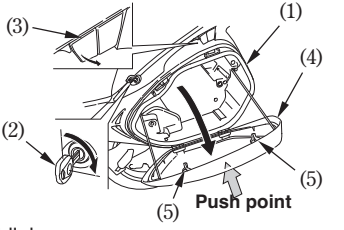
1. Close the saddlebag cover pushing on upper side, just on the center between both strikers (5).
2. Turn the ignition key counterclockwise.

After closing the saddlebag cover, check that it is locked securely.

The cover may not be locked securely when the key cannot be returned smoothly. Stop rotating the key and check that the cover is locked securely.

Do not store valuables or fragile articles.

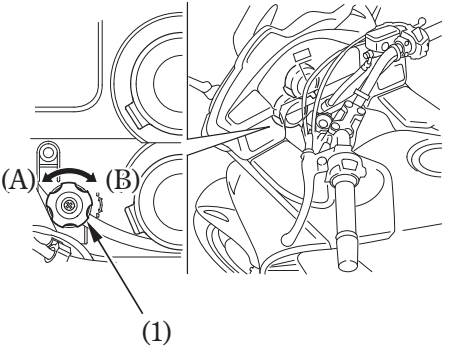
Water may find its way into the saddlebag through the cover. Do not flood this area when washing the motorcycle.



(1) Saddlebags
(2) Ignition key
(3) Lever
(4) Saddlebag cover
(5) Striker

HEADLIGHT AIM VERTICAL ADJUSTMENT

Vertical adjustment can be made by turning the knob (1) in or out as necessary.
Obey local laws and regulations.



(1) Knob
(A) Up
(B) Down

OPERATION

PRE-RIDE INSPECTION

For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your Honda dealer.

⚠ WARNING

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

Always perform a pre-ride inspection before every ride and correct any problems.

1. Engine oil level—add engine oil if required (page 44). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 41). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 39-40).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 34-36).

5. Tyres—check condition and pressure (pages 46-51).
6. Throttle—check for smooth opening and full closing in all steering positions (page 108).
7. Lights and horn—check that headlight, brake/taillights, position light, license light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 58).
9. Side stand ignition cut-off system—check for proper function (page 111).

STARTING THE ENGINE

Always follow the proper starting procedure described below.

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

To protect the catalytic converter in your motorcycle's exhaust system, avoid extending idling and the use of leaded petrol.

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage.
Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

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

Preparation

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

- The immobilizer system (HISS) indicator is OFF.
- The transmission is in neutral (neutral indicator is ON).
- The engine stop switch is at ⟲ (RUN).
- The low oil pressure indicator is ON.
- The PGM-FI malfunction indicator lamp (MIL) is OFF.
- The ABS indicator light is ON. (NT700VA).

The low oil pressure indicator should go off a few seconds after the engine starts. If the low oil pressure indicator lights during operation, stop the engine immediately and check the engine oil level.

NOTICE

Operating the engine with insufficient oil pressure can cause serious engine damage.

Starting Procedure

This motorcycle has a fuel-injected engine with an automatic choke. Follow the procedure indicated below.

Any Air Temperature

1. With the throttle completely closed, press the start button.

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded.

1. Leave the engine stop switch set to ⟲ (RUN).
2. Open throttle fully.
3. Press the start button for 5 seconds.
4. Follow the normal starting procedure.
   If the engine starts with unstable idle, open the throttle slightly.
   If the engine does not start, wait for 10 seconds, then follow steps 1-4 again.

Ignition Cut Off

Your motorcycle is designed to automatically stop the engine and fuel pump if the motorcycle is over-turned (a banking sensor cuts off the ignition system). Before restarting the engine, you must turn the ignition switch to the OFF position and then back to ON.

RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 km (300 miles).

During this period, avoid full-throttle starts and rapid acceleration.

RIDING

Review Motorcycle Safety (pages 1 - 12) before you ride.

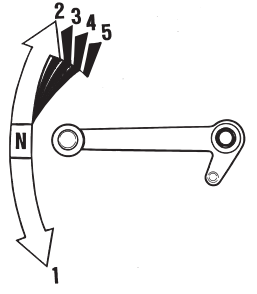
Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 94 and explanation for SIDE STAND on page 111).

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when riding, idling, or parking your motorcycle.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the shift lever to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the shift lever.

   This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gears.

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



BRAKING

This motorcycle is equipped with a new braking system. Operating the front brake lever applies the front brake. Depressing the rear brake pedal applies the rear brake and a portion of the front brake. For full braking effectiveness, use both the lever and pedal simultaneously, as you would with a conventional motorcycle braking system.

As with a conventional motorcycle braking system, excessively hard application of the brake controls may cause wheel lock, reducing control of the motorcycle.

For normal braking, apply both the brake pedal and lever while down-shifting to match your road speed. For maximum braking, close the throttle and firmly apply the pedal and lever; pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

- 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. Rapid 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 down-shifting, with intermittent use of both brakes.
  Continuous brake application can overheat the brakes and reduce their effectiveness.
- Riding with your foot resting on the brake pedal or your hand on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brakes, reducing effectiveness.

Anti-lock Brake System (ABS) (NT700VA)

This model is also equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking on uneven or other poor surfaces while running straight. Although the wheel may not lock up - if you are braking too hard in a turn the motorcycle can still lose traction, causing a loss of control.

In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

ABS cannot make up for road conditions, bad judgment, or improper operation of the brakes. It is still your responsibility to ride at reasonable speeds for weather, road surface, and traffic conditions, and to leave a margin of safety.

ABS is self-checking and always on.

- ABS may be activated by riding over a sharp drop or rise in the road level. It is important to follow the tyre recommendations (page 50). The ABS computer works by comparing wheel speed. Non-recommended tyres can affect wheel speed and may confuse the ABS computer.
- ABS does not function at low speeds (approximately 10 km/h (6 mph) or below).
- ABS does not function if the battery is discharged.

ABS Indicator Light (NT700VA)

Normally, this light comes on when the ignition is turned ON, and goes off after you ride the motorcycle at speed above 10 km/h (6 mph). If there is an ABS problem, the indicator light flashes and remains on. The ABS system does not operate when the ABS indicator light is on.

If the ABS indicator light comes on while riding, stop the motorcycle in a safe place and turn off the engine.

Turn the ignition ON again. The light should come on, and go off after you ride the motorcycle at speeds above 10 km/h (6 mph). If it does not go off, ABS is not functioning, but the brakes still work the Combined Brake System and provide normal stopping ability. However, you should have the system checked by Honda dealer as soon as possible.

The ABS indicator light may flash if you turn the rear wheel while the motorcycle is upright on the stand. This is normal. Turn the ignition OFF, then turn it ON. The indicator should come on, then go off after you run the motorcycle above 30 km/h (19 mph).

PARKING

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

Park the motorcycle on firm, level ground to prevent it from falling over.
If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.

3. Lock the steering to help prevent theft (page 61).

Make sure flammable materials such as dry grass or leaves do not come in contact with the exhaust system when parking your motorcycle.

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 motorcycles at all times.
   Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS:_____

_____

_____

PHONE NO:_____

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A well-maintained motorcycle is essential for safe, economical and trouble-free riding. It will also help reduce air pollution.

To help you properly care for your motorcycle, the following pages include a Maintenance Schedule and a Maintenance Record for regularly scheduled maintenance.

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 Honda dealer for recommendations applicable to your individual needs and use.

If your motorcycle overturns or becomes involved in a crash, be sure your Honda dealer inspects all major parts, even if you are able to make some repairs.

⚠ WARNING

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

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

MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided - if you have basic mechanical skills.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic; instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:
  - **Carbon monoxide poisoning from engine exhaust.**
    Be sure there is adequate ventilation whenever you operate the engine.
  - **Burns from hot parts.**
    Let the engine and exhaust system cool before touching.
  - **Injury from moving parts.**
    Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 75) at each scheduled maintenance period.

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

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

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

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

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

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

NOTES: (1) At higher odometer readings, repeat at the frequency interval established here.
(2) Service more frequently when riding in unusually wet or dusty areas.
(3) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

ITEM		FREQUENCY / WHICHEVER COMES FIRST ➡ / ⬇ NOTE	x 1000 km	ODOMETER READING [(NOTE (1)] 1	6	12	18	24	30	36	Refer to page
			x 1000 mi	0,6	4	8	12	16	20	24	
		NOTE	MONTH		6	12	18	24	30	36	
*	FUEL LINE					I		I		I	-
*	THROTTLE OPERATION					I		I		I	108
	AIR CLEANER	NOTE (2)					R			R	98
	SPARK PLUGS				I	R	I	R	I	R	105-106
*	VALVE CLEARANCE			I		I		I		I	-
	ENGINE OIL			R		R		R		R	100-104
	ENGINE OIL FILTER			R		R		R		R	102-104
	RADIATOR COOLANT	NOTE (3)				I		I		R	39-40
*	COOLING SYSTEM					I		I		I	-
*	SECONDARY AIR SUPPLY SYSTEM					I		I		I	-

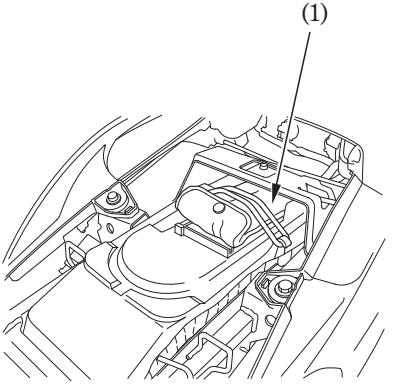
	ITEM / FREQUENCY	WHICHEVER COMES FIRST ➡		ODOMETER READING [(NOTE (1)]							
			x 1000 km	1	6	12	18	24	30	36	Refer to page
		⬇	x 1000 mi	0,6	4	8	12	16	20	24	
		NOTE	MONTH		6	12	18	24	30	36	
	FINAL DRIVE OIL					I		I		R	107
	BRAKE FLUID	NOTE (3)			I	I	R	I	I	R	34-36
	BRAKE PADS WEAR				I	I	I	I	I	I	119-120
	BRAKE SYSTEM			I		I		I		I	34-36
*	BRAKELIGHT SWITCH					I		I		I	126
*	HEADLIGHT AIM					I		I		I	74
	CLUTCH SYSTEM			I	I	I	I	I	I	I	37-38
	SIDE STAND					I		I		I	111
*	SUSPENSION					I		I		I	-
*	NUTS, BOLTS, FASTENERS			I		I		I		I	-
**	WHEELS/TYRES					I		I		I	-
**	STEERING HEAD BEARINGS			I		I		I		I	-

TOOL KIT

The tool kit (1) is in the tool box under the seat (page 62).

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

- 10 x 12 mm Open end wrench
- 8 mm Open end wrench
- 5 mm. Hex wrench
- No. 3 screwdriver
- No. 2 Phillips screwdriver
- Screwdriver handle
- 8 mm Box wrench
- 17 mm Box end wrench
- 10 x 12 mm Box end wrench
- Spark plug wrench
- Extension bar
- Helmet set wire
- Tool bag



(1) Tool kit

SERIAL NUMBERS

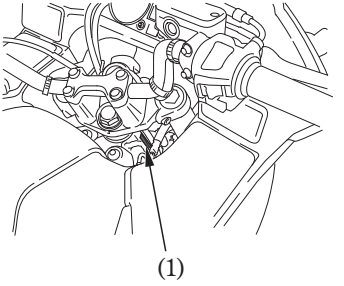
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.

The frame number (1) is stamped on the right side of the steering head.

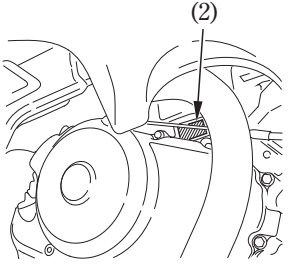
The engine number (2) is stamped on top of the crankcase.

FRAME NO. _____

ENGINE NO. _____



(1) Frame number



(2) Engine number

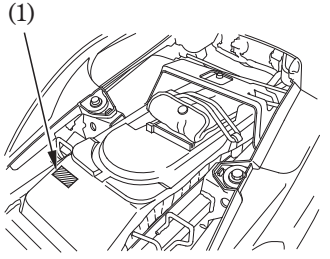
COLOUR LABEL

The colour laber (1) is attached to the rear fender below the seat (see page 62).

It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



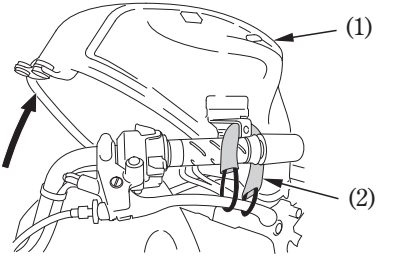
(1) Colour label

AIR CLEANER

Refer to the Safety Precautions on page 91.

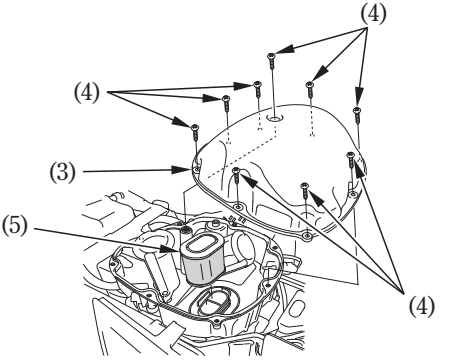
The air cleaner should be serviced at regular intervals (page 93). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the seat (page 62).
2. Remove the right and left fairing pockets (page 72).
3. Raise the fuel tank (1) then turn the handlebars all the way to left and lock the steering (page 61).
4. Tie the fuel tank to the left handlebar using the helmet set wire (2) provided in the tool kit.



(1) Fuel tank
(2) Helmet set wire

5. Remove the air cleaner housing cover (3) by removing the screws (4).
6. Remove and discard the air cleaner (5).
7. Install a new air cleaner.
   Use the Honda Genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.
8. Install the removed parts in reverse order of removal.



(3) Air cleaner housing cover
(4) Screws
(5) Air cleaner

ENGINE OIL

Refer to the Safety Precautions on page 91.

Oil Recommendation

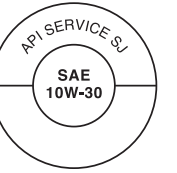
API Classification	SG or higher except oils labeled as energy conserving on the circular API service label.
Viscosity	SAE 10W-30
JASO T 903 standard	MA

Suggested Oil
Honda “4-STROKE MOTORCYCLE OIL” or equivalent.

Your motorcycle does not need oil additives. Use the recommended oil.

Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.

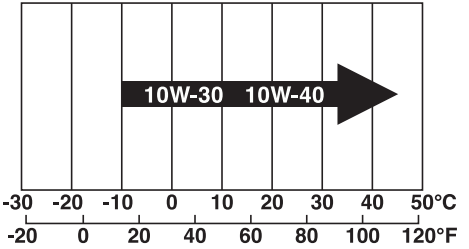
Do not use API SH or higher oils displaying a circular API ‘‘energy conserving’’ service label on the container. They may affect lubrication and clutch performance.



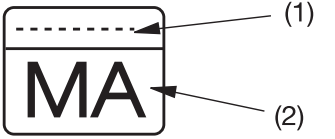
NOT RECOMMENDED **OK**

Do not use non-detergent, vegetable, or castor based racing oils.

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



JASO T 903 standard
The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines.
There are two classes: MA and MB.
Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:

(1) Code number of the sales company of the oil
(2) Oil classification

Engine Oil and Filter

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 93).

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

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

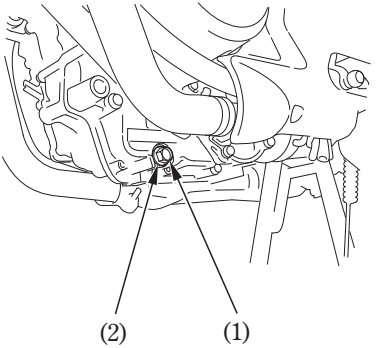
Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Changing the oil filter requires a special oil filter tool and a torque wrench. If you do not have these tools and the necessary skill, we recommend that you have your Honda dealer perform this service.

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

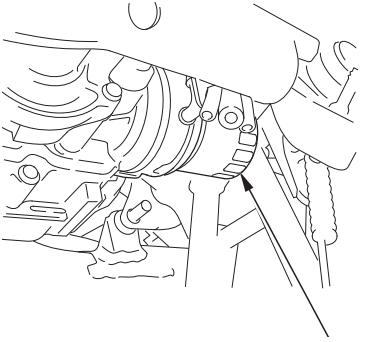
Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap/dipstick and oil drain plug (1) and sealing washer (2).



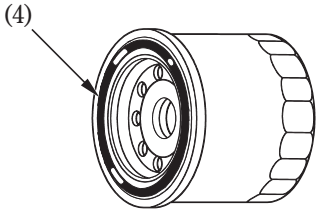
(1) Oil drain plug
(2) Sealing washer

2. Remove the oil filter (3) with a filter wrench and let the remaining oil drain out. Discard the oil filter.



(3) Oil filter

3. Apply a thin coat of engine oil to the new oil filter rubber seal (4).
4. Using a special tool and a torque wrench, install the new oil filter and tighten to a torque of:
   26 N·m (2.7 Kgf·m , 19 lbf·ft)
   Use only the Honda Genuine oil filter or a filter of equivalent quality specified for your model. Using the wrong Honda filter or a non-Honda filter which is not of equivalent quality may cause engine damage.



(4) Oil filter rubber seal

5. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.
   Engine oil drain plug torque:
   30 N·m (3.1 Kgf·m , 22 lbf·ft)
6. Fill the crankcase with the recommended grade oil; approximately:
   2,8 ℓ
7. Install the oil filler cap/dipstick.
8. Start the engine and let it idle for 3-5 minutes.
9. 2-3 minutes after stopping the engine, check that the oil level is at the upper level mark on the oil filler cap/dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

SPARK PLUGS

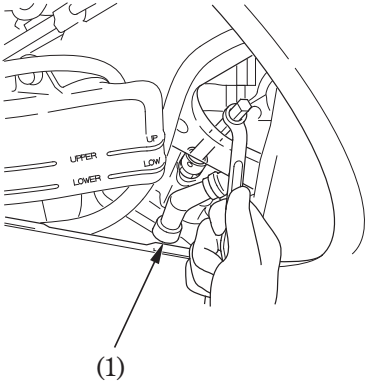
Refer to the Safety Precautions on page 91.

Recommended plugs:
Standard:
CPR8EA-9 (NGK) or
U24EPR9 (DENSO)

NOTICE

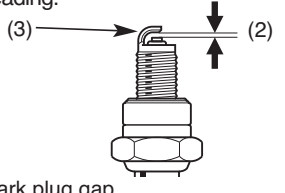
Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Remove the right and left middle fairing lid (page 68).
2. Disconnect the spark plug caps (1) from the spark plugs.
3. Clean any dirt from around the spark plug bases.
   Remove the spark plugs using a spark plug wrench furnished in the tool kit.



(1) Spark plug caps

4. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wetfouled plug with a plug cleaner, otherwise use a wire brush.
5. Check the spark plug gap (2) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (3) carefully.
   The gap should be:
   0.80 - 0.90 mm (0.031 - 0.035 in)
6. Make sure the plug washer is in good condition.
7. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.



(2) Spark plug gap
(3) Side electrode

8. Tighten each spark plug:
   - If the old plug is good:
     1/8 turn after it seats.
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
        NGK: 1/2 turn after it seats.
        DENSO: 3/4 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
     1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

9. Reinstall the spark plug caps. Take care to avoid pinching any cables or wires.
10. Install the remaining parts in the reverse order of removal.

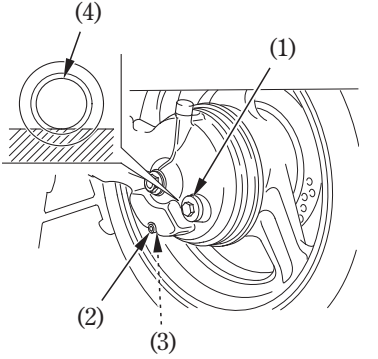
FINAL DRIVE OIL

Refer to the Safety Precautions on page 91.

Change the oil as specified in the maintenance schedule.

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

1. To drain the oil, remove the oil filler cap (1) and oil 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:
   12 N·m (1.2 Kgf·m , 9 lbf·ft)
3. With the motorcycle upright on level ground, fill the final drive with the recommended grade oil; approximately:
   130 cm^3 (4.4 US oz , 4.6 Imp oz)
   Make sure the final drive is filled up to the lower edge of the oil filler inspection hole (4) with the recommended oil.
4. Install the oil filler cap.



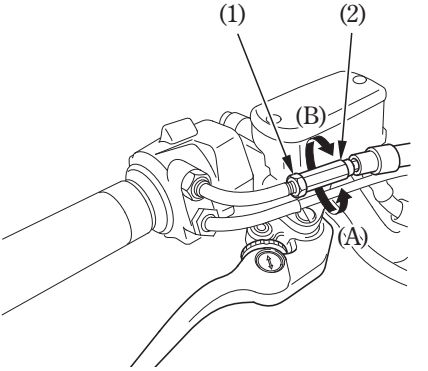
(1) Oil filler cap
(2) Oil drain plug
(3) Sealing washer
(4) Oil filler inspection hole

THROTTLE OPERATION

Refer to the Safety Precautions on page 91.

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip freeplay at the throttle grip flange.
   The standard freeplay should be approximately:
   2,0 - 6,0 mm (0.08 - 0.24 in)

To adjust the freeplay, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut
(2) Adjuster
(A) Increase
(B) Decrease

COOLANT
Refer to the Safety Precautions on page 91.

Coolant Replacement
Coolant should be replaced by a Honda dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to an official Honda Shop Manual.

Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.

⚠ WARNING

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

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

FRONT AND REAR SUSPENSION INSPECTION

Refer to the Safety Precautions on page 91.

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand. Freeplay indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

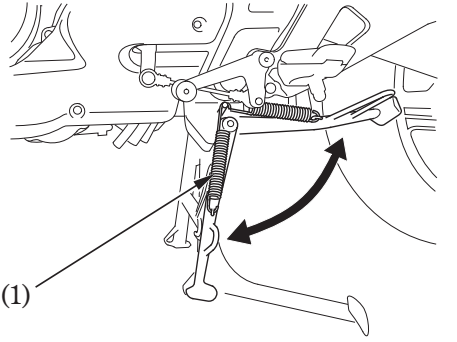
Refer to the Safety Precautions on page 91.

Perform the following maintenance in accordance with the maintenance schedule.

Functional Check:

- Check the side stand spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:
  1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
  2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
  3. Lower the side stand. The engine should stop as you put the side stand down.

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



(1) Side stand spring

WHEEL REMOVAL

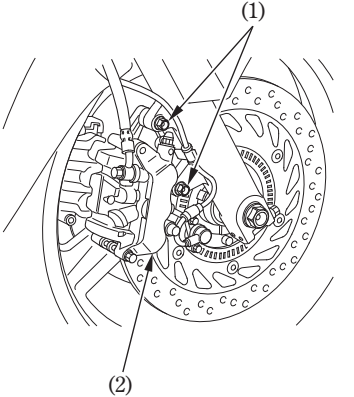
Refer to the Safety Precautions on page 91.

We recommend wheels removal be done only by your Honda dealer or another qualified mechanic. Do not attempt to remove the wheels on your own. Wheels removal requires mechanical skill and professional tools.

Front Wheel Removal

1. Park your motorcycle on a firm, level surface.
2. Raise the front wheel off the ground by placing a support block under the engine.
3. Remove the left and right brake caliper fixing bolts (1) and the left and right brake calipers (2).
   - When removing the brake caliper, be carefull not to damage the sensor and pulser ring (NT700VA).

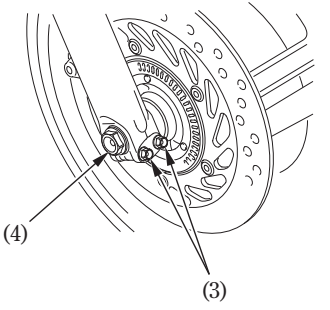
To avoid damage to the brake hose, support the caliper assembly so that it doesn't hang from the hose. Do not twist the brake hose.



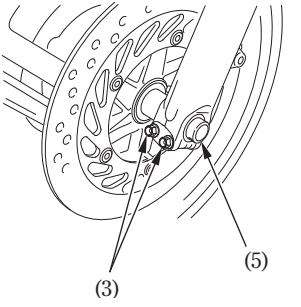
(1) Brake caliper fixing bolts
(2) Brake caliper

Do not depress the brake lever and brake pedal when the caliper assembly is removed. 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 Honda dealer for this service.

4. Loosen the right and left axle pinch bolts (3), and remove the front axle bolt (4).
5. Withdraw the front axle shaft (5) and remove the front wheel.



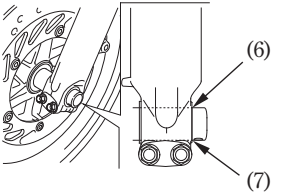
(3) Axle pinch bolts
(4) Front axle bolt



(5) Front axle shaft

Front Wheel Installation

1. Install the side collars into the left and right side wheel hub.
   Position the front wheel between the fork legs and insert the front axle shaft from the left side, through the left fork leg and wheel hub.
2. Align the index line (6) of the front axle shaft with the surface (7) of the fork leg.
3. Tighten the axle pinch bolts on the left fork leg to the specified torque:
   22 N·m (2.2 Kgf·m , 16 lbf·ft)
4. Tighten the axle bolt to the specified torque:
   59 N·m (6.0 Kgf·m , 44 lbf·ft)



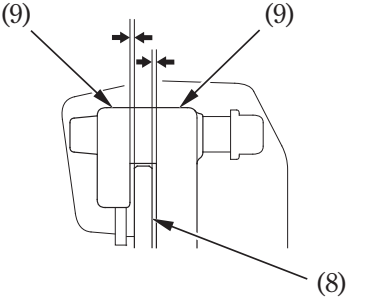
(6) Index line (7) Surface

5. Install the brake calipers onto the fork legs. To avoid damaging the brake pads, carefully fits the brake disc (8) between the pads.
   - When installing the brake caliper, be carefull not to damage the sensor and pulser ring. (NT700VA)
6. Install the caliper fixing bolts and tighten to the specified torque:
   31 N·m (3.2 Kgf·m , 23 lbf·ft)
7. Operate the front brake and pump the fork several times. Check for free wheel rotation after the brake is released.
   Recheck the wheel if the brake drags or the wheel does not rotate freely.
8. If the clearances between each surface of the brake disc and the brake bracket (9) (not the brake pads) are symmetrical, follow next step.
   If the clearances are not symmetrical, loosen the left axle pinch bolts and pull the left fork outward or push inward to adjust the clearance. Then follow the next step.

9. Tighten the axle pinch bolts on the right fork leg to specified torque:
   22 N·m (2.2 Kgf·m , 16 lbf·ft)

   • Visually check that the clearances between each surface of the brake disc and the brake bracket (not the brake pads) are symmetrical.

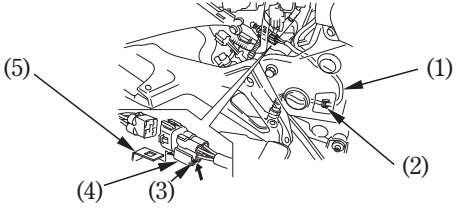
If the torque wrench was not used for installation, see your Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



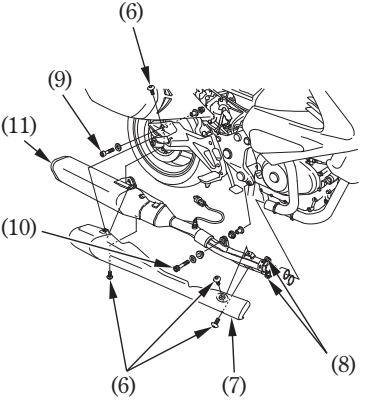
(8) Brake disc
(9) Brake bracket

Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the right side cover (page 67).
3. Release the wire harness (1) from the wire harness holder (2).
4. Push the tab (3) and release the connector (4) from the stay (5).
5. Pull the connector out.
6. Remove the bolts A (6) and exhaust cover (7).
7. Loosen the bolts B (8).
8. Remove the bolt C (9) and bolt D (10).
9. Pull the muffer (11) out and remove it.

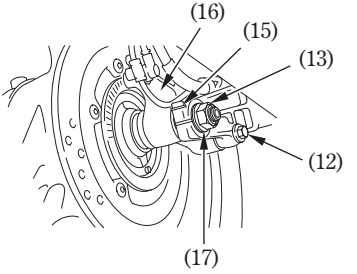


(1) Wire harness
(2) Wire harness holder
(3) Tab
(4) Connector
(5) Stay



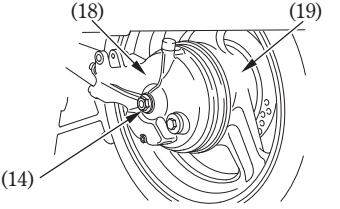
(6) Bolts A
(7) Exhaust cover
(8) Bolts B
(9) Bolt C
(10) Bolt D
(11) Muffler

10. Remove the rear fender (page 69).
11. Remove the rear brake stopper bolt (12).
12. Remove the rear axle nut (13) while holding the rear axle shaft (14) at the end with a wrench.
13. Loosen the rear axle holding bolt (15).
14. Pull out the rear axle shaft.



(12) Rear brake stopper bolt
(13) Rear axle nut
(14) Rear axle shaft
(15) Rear axle holding bolt

15. Remove the rear brake caliper bracket (16).
    - When removing the brake caliper bracket, be carefull not to damage the sensor and pulser ring. (NT700VA)
16. Remove the rear wheel side collar (17).
17. Move the wheel to the right to separate it from the final drive gear case (18).
18. Remove the rear wheel (19).



(16) Rear brake caliper bracket
(17) Rear wheel side collar
(18) Final drive gear case
(19) Rear wheel

Rear Wheel Installation

- Reverse the removal procedure to install the wheel.
- When installing the brake caliper bracket, be carefull not to damage the sensor and pulser ring (NT700VA).
- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with grease.
- Be sure the splines on the wheel hub fit into the final gear case.
- Before installing the muffler, replace the muffler gasket with a new gasket.

After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

If the caliper bracket cannot be inserted between the swingarm and wheel collar, align the holes in the swingarm and wheel collar, then carefully drive it into position with a plastic hammer.

- Tighten and torque the following nuts and bolts:
  Rear axle nut torque:
  89 N·m (9.1 kgf·m, 66 lbf·ft)
  Rear axle holding bolt torque:
  32 N·m (3.3 kgf·m, 24 lbf·ft)
  Rear brake stopper bolt torque:
  89 N·m (9.1 kgf·m, 66 lbf·ft)
  Bolts B torque:
  17 N·m (1.7 kgf·m, 13 lbf·ft)

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

BRAKE PAD WEAR

Refer to the Safety Precautions on page 91.

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads).

Inspect the pads at each regular maintenance interval (page 94).

Front Brake

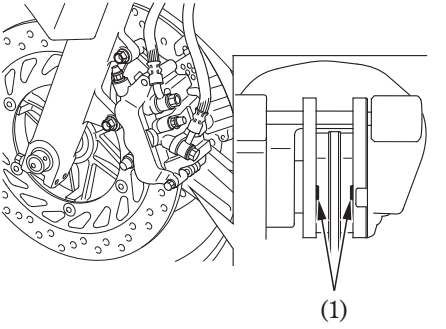
Always inspect each pad in both right and left brake calipers.

Check the cutout (1) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.

< FRONT BRAKE >

Illustration shows left side, right side similar.



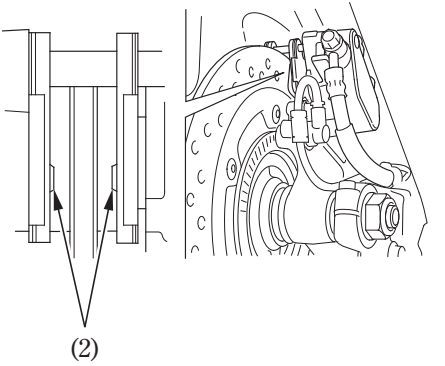
(1) Cutouts

Rear Brake

Check the cutout (2) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your Honda dealer for this service.

< REAR BRAKE >



(2) Cutouts

BATTERY

Refer to the Safety Precautions on page 91.

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

NOTICE

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

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

NOTICE

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

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

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

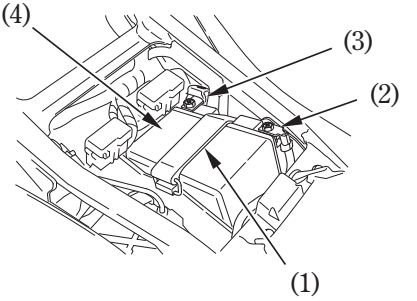
Wear protective clothing and a face shield or have a skilled mechanic do the battery maintenance.

Removal:

1. Make sure the ignition switch is OFF.
2. Remove the seat (page 62).
3. Release the rings and remove the rubber band (1).
4. Disconnect the negative (-) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
5. Pull out the battery (4) from the battery box

Installation:

1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (-) terminal.
2. Check all bolts and other fasteners are secure.



(1) Rubber band
(2) Negative (-) terminal lead
(3) Positive (+) terminal lead
(4) Battery

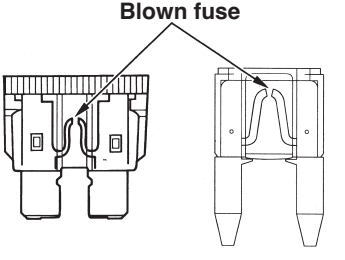
FUSE REPLACEMENT

Refer to the Safety Precautions on page 91.

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your Honda dealer for repair.

NOTICE

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.



Fuse boxes:

The fuse boxes are located under the seat.

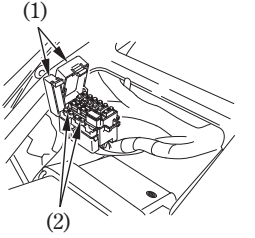
The specified fuses are:

20A, 10A …NT700V

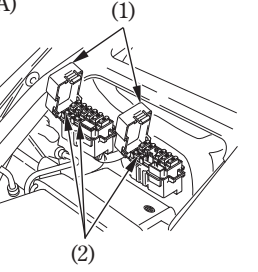
30A, 20A, 10A …NT700VA

1. Remove the seat (page 62).
2. Open the fuse box covers (1).
3. Pull out the old fuse and install a new fuse. The spare fuses (2) are located in the fuse box.
4. Close the fuse box covers and install the seat.

(NT700V)



(NT700VA)



(1) Fuse box covers
(2) Spare fuses

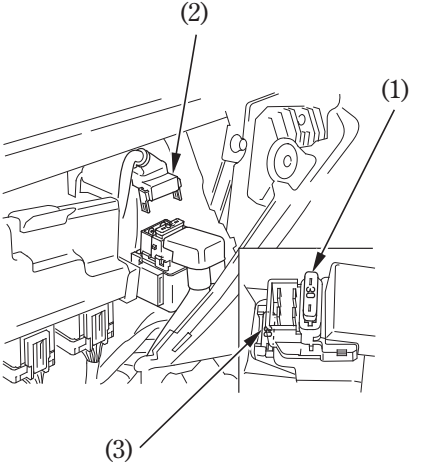
Main fuse:

The main fuse (1) is located behind the left side cover.

The specified fuse is:

30 A

1. Remove the left side cover (page 67).
2. Disconnect the wire connector (2) of the starter magnetic switch.
3. Pull out the old fuse and install a new fuse.
   The spare main fuse (3) is located behind the starter magnetic switch.
4. Reconnect the connector and install the left side cover.



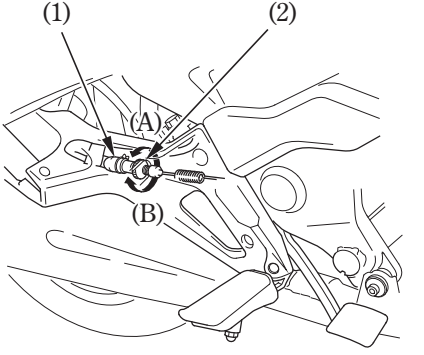
(1) Main fuse
(2) Wire connector
(3) Spare main fuse

BRAKELIGHT SWITCH ADJUSTMENT

Refer to the Safety Precautions on page 91.

Check the operation of the brakelight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



(1) Brakelight switch
(2) Adjusting nut

BULB REPLACEMENT

Refer to the Safety Precautions on page 91.

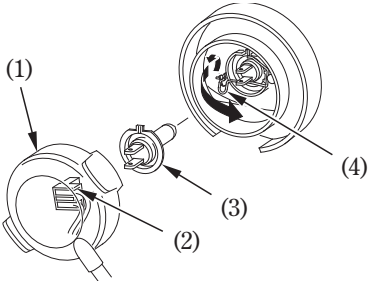
The light bulb becomes very hot while the light is ON, and remains hot for a while after it is turned OFF. Be sure to let it cool down before servicing.

Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.
Wear clean gloves while replacing the bulb.
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

- Be sure to turn the ignition switch OFF when replacing the bulb.
- Do not use bulbs other than those specified.
- After installing a new bulb, check that the light operates properly.

Headlight Bulb

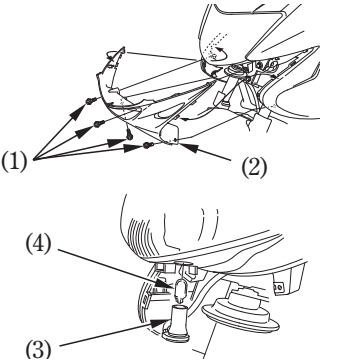
1. Remove the seat rubber (1).
2. Pull off the socket (2) without turning.
3. Remove the bulb (3) while pressing down on the pin (4).
4. Pull out the bulb without turning.
5. Install a new bulb in the reverse order of removal.



(1) Seat rubber
(2) Socket
(3) Bulb
(4) Pin

Position Light Bulb

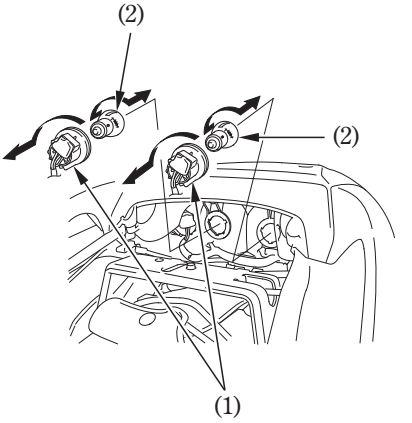
1. Remove the screws (1) and headlight under cowl (2).
2. Remove the socket (3).
3. Pull out the bulb (4) without turning.
4. Install a new bulb in the reverse order of removal.



(1) Screws
(2) Head light under cowl
(3) Socket
(4) Bulb

Brake/Tail Light Bulb

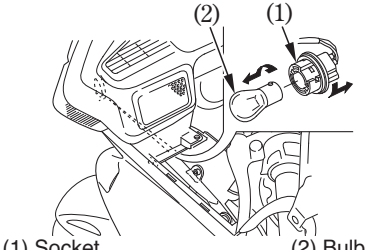
1. Remove the seat (page 62).
2. Remove the sockets (1) by turning its counterclockwise.
3. Slightly press the bulbs (2) and turn them counterclockwise.
4. Install the new bulbs in the reverse order of removal.



(1) Sockets
(2) Bulbs

Front Turn Signal Bulb

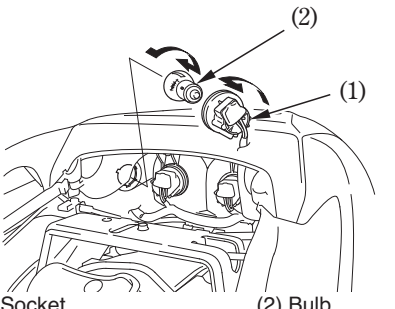
1. Remove the fairing pocket (page 72) and raise the fuel tank (page 98).
2. Turn the socket (1) counterclockwise, then pull it out toward you.
3. Slightly press the bulb (2) and turn it counterclockwise.
4. Install a new bulb in the reserve order of removal.
   • Use only the amber bulb.



(1) Socket (2) Bulb

Rear Turn Signal Bulb

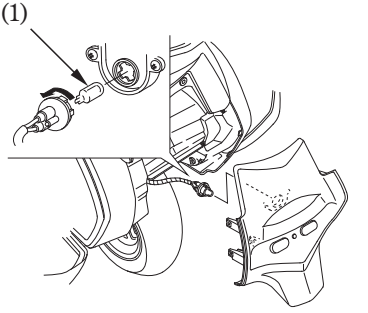
1. Remove the seat (page 62).
2. Turn the socket (1) counterclockwise, then pull it out toward you.
3. Slightly press the bulb (2) and turn it counterclockwise.
4. Install a new bulb in the reserve order of removal.



(1) Socket (2) Bulb

License Light Bulb

1. Remove the rear fender (page 69).
2. Pull out the bulb (1) without turning.
3. Install a new bulb in the reverse order of removal



(1) Bulb

CLEANING

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

Avoid cleaning products that are not specifically designed for motorcycle or automobile surfaces.
They may contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.

If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.

We recommend avoiding the use of high pressure water spray (typical in coin-operated car washes).

NOTICE

High pressure water (or air) can damage certain parts of the motorcycle.

Washing the motorcycle

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
   Avoid directing water to muffler outlets and electrical parts.
3. Clean the fairing, headlight lens and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
   The rear grab rail is also a plastic part and can be cleaned in the same manner as described above.
   Take care to keep brake fluid or chemical solvents off the motorcycle.
   They will damage the plastic and painted surfaces.

The inside of the headlight lens may be clouded immediately after washing the motorcycle. Moisture condensation inside the headlight lens will disappear gradually by lighting the headlight in high beam. Run the engine while keeping the headlight on.

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

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

Finishing Touches

After washing your motorcycle, consider using a commercially-available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

Removing Road Salt

Road Salt used on roads during winter and salt from seawater causes rust.
After riding on these conditions:
Wash your motorcycle as follows after it has run through salty water or on roads treated with Road Salt.

1. Clean the motorcycle using cool water (page 133).

Do not use warm water.
This worsens the effect of the salt.

2. Dry the motorcycle and make sure the metal is protected with the wax.

Painted Aluminum Wheel Maintenance

Aluminum may corrode from contact with dirt, mud, or road salt. Clean the wheels after riding through any of these substances. Use a wet sponge and mild detergent. Avoid stiff brushes, steel wool, or cleaners containing abrasives or chemical compounds.

After washing, rinse with plenty of water and dry with a clean cloth.

Exhaust Pipe And Muffler Maintenance

The exhaust pipe and muffler is stainless steel but may become stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

Clean the Windscreen

Using plenty of water, clean the windscreen with a soft cloth or sponge. (Avoid using detergents or any kind of chemical cleaner on the windscreen). Dry with a soft, clean cloth.

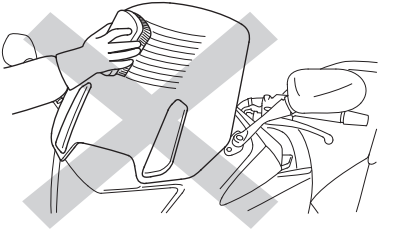
NOTICE

To avoid possible scratching or other damage, use only water and a soft cloth or sponge to clean the windscreen.

For a dirtier windscreen, use a diluted neutral detergent with a sponge and plenty of water. Make sure to wash off all the detergent. (Detergent residue may cause windscreen cracks).

Replace the windscreen if scratches cannot be removed and they obstruct clear vision.

Take care to keep battery electrolyte, brake fluid or other chemical solvents off the windscreen and screen garnish. They will damage the plastic.



STORAGE GUIDE

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

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel fill cap on the tank.

⚠ WARNING

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

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

4. To prevent rusting in the cylinders, perform the following:
   - Remove the spark plug caps from the spark plugs. Using tape or string, secure the caps to any convenient plastic body part so that they are positioned away from the spark plugs.
   - Remove the spark plugs from the engine and store them in a safe place.
     Do not connect the spark plugs to the spark plug caps.
   - Pour a tablespoon (15-20 cm^3) of clean engine oil into each cylinder and cover the spark plug holes with a piece of cloth.
   - Crank the engine several times to distribute the oil.
   - Reinstall the spark plugs and spark plug caps.
5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
   Slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust inhibiting oil.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres 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.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Charge the battery as required. Install the battery.
4. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
5. Check the final drive oil, adding the recommended gear oil if necessary.
   Change the final drive oil as specified by the Maintenance Schedule.
6. Perform all Pre-ride Inspection checks (page 75).
   Test ride the motorcycle at low speeds in a safe riding area away from traffic.

TAKING CARE OF THE UNEXPECTED

IF YOU CRASH

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

If you decide that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels.

If there is minor damage, or you are unsure about possible damage, ride slowly and cautiously. Sometimes, crash damage is hidden or not immediately apparent, so you should have your motorcycle thoroughly checked at a qualified service facility as soon as possible. Also, be sure to have your Honda dealer check the frame and suspension after any serious crash.

SPECIFICATIONS

DIMENSIONS

Overall lenght	2,220 mm (87.4 in)
Overall width	805 mm (31.7 in)
Overall height	1,320 mm (52.0 in)... (Lowest)
	1,480 mm (58.3 in)... (Highest)
Wheelbase	1,475 mm (58.1 in)

CAPACITIES

Engine oil	(After draining)	2.6 ℓ (2.7 US qt, 2.3 Imp qt)
	(After draining and oil filter change)	2.8 ℓ (3.0 US qt, 2.5 Imp qt)
	(After disassembly)	3.2 ℓ (3.4 US qt, 2.8 Imp qt)
Final drive gear oil		
	(After disassembly)	130 cm^3
Fuel tank		19.7 ℓ (5.20 US gal, 4.33 Imp gal)
Cooling system capacity		2.28 ℓ
Passenger capacity		Operator and one passenger
Maximum weight capacity		197 kg (434 lb)

ENGINE

Bore and stroke	81.0 x 66.0 mm
Compression ratio	10.0 : 1
Displacement	680 cm^3
Spark plug	
Standard	CPR8EA-9 (NGK) or U24EPR9 (DENSO)
Spark plug gap	0.80 - 0.90 mm (0.031 - 0.035 in)
Idle speed	1,200 ± 100 min^{-1} (rpm)
Valve clearance (Cold)	
Intake	0.15 mm (0.006 in)
Exhaust	0.20 mm (0.008 in)

CHASSIS AND SUSPENSION

Caster		28° 50’
Trail		115 mm
Tyre size, front		120/70ZR17M/C(58W) BRIDGESTONE BT020F RADIAL J
Tyre size, rear		150/70ZR17M/C(69W) BRIDGESTONE BT020R RADIAL U
Tyre tipe		radial-ply, tubeless

POWER TRASMISSION

Primary reduction		1.763
Secondary reduction		0.994
Final reduction		3.090
Gear ratio	1st	2.571
	2nd	1.687
	3rd	1.300
	4th	1.074
	5th	0.923

ELECTRICAL

Battery		12V - 11,2Ah
Generator		0,438 kW/5.000 min^{-1} (rpm)

LIGHTS

Headlight		12V - 55W (High)
		12V - 55W (Low)
Brake/Tail light		12V - 21/5W x 2
Turn signal light	Front	12V - 21W x 2
	Rear	12V - 21W x 2
Position light		12V - 5W
License light		12V - 5W

FUSE

Main fuse	30A
Other fuses	20A, 10A …NT700V
	30A, 20A, 10A …NT700VA

CATALYTIC CONVERTER

This motorcycle is equipped with a catalytic converter.

The catalytic converter contains precious metals that serve as catalysts, promoting chemical reactions to convert the exhaust gasses without affecting the metals.

The catalytic converter acts on HC, CO, and NOx. A replacement unit must be an original Honda part or its equivalent.

The catalytic converter must operate at a high temperature for the chemical reactions to take place. It can set on fire any combustible materials that come near it. Park your motorcycle away from high grases, dry leaves, or other flammables.

A defective catalytic converter contributes to air pollution, and can impair your engine's performance. Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Even a small amount of leaded petrol can contaminate the catalyst metals, making the catalytic converter ineffective.

- Keep the engine in good running condition. A poorly running engine can cause the catalytic converter to overheat causing damage to the converter or the motorcycle.

- If your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine. Have your motorcycle serviced as soon as possible.