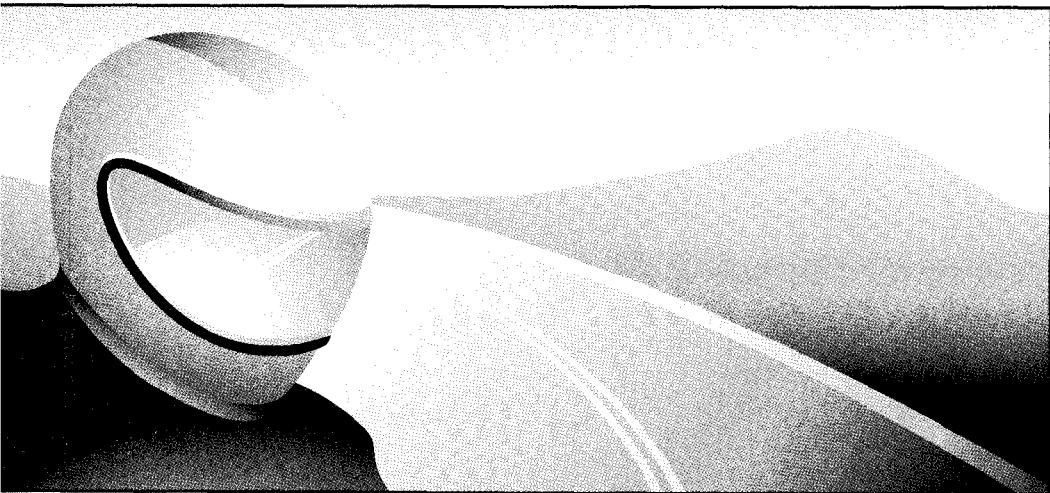




**OWNER'S MANUAL  
USO E MANUTENZIONE  
MANUAL DEL PROPIETARIO**



**VFR  
VFR-ABS**



**Honda VFR/VFR-ABS**

**OWNER'S MANUAL**

**USO E MANUTENZIONE**

**MANUAL DEL PROPIETARIO**

## **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**

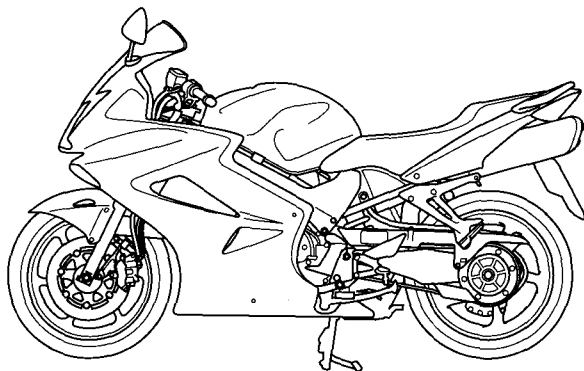
This motorcycle is designed to be used only on the road.

- **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 VFR/VFR-ABS OWNER'S MANUAL**



**All information in this publication is based on the latest production information available at the time of approval for printing. Honda Motor Co.,Ltd. reserves the right to make changes at any time without notice and without incurring any obligation.**

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## WELCOME

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 Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda !

- The following codes in this manual indicate each country.
- The illustrations herein are based on the VFR-ABS type.

#### VFR

E	UK	III E	UK
ED	European direct sales	III ED	European direct sales
EK	Ireland	III EK	Ireland
U	Australia New Zealand	III U	Australia New Zealand

#### VFR-ABS

E	UK	III E	UK
F	France	III F	France
ED	European direct sales	III ED	European direct sales
EK	Ireland	III EK	Ireland

- 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

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# **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:**

195 kg (430 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

### **Maximum cargo weight:**

35 kg (77 lbs)

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 42 ).
- If you change your normal load, you may need to adjust the front suspension (page 26 ) and the rear suspension (page 27 ).
- 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.

## 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 150 ). A blown fuse can cause a loss of lights or engine power.

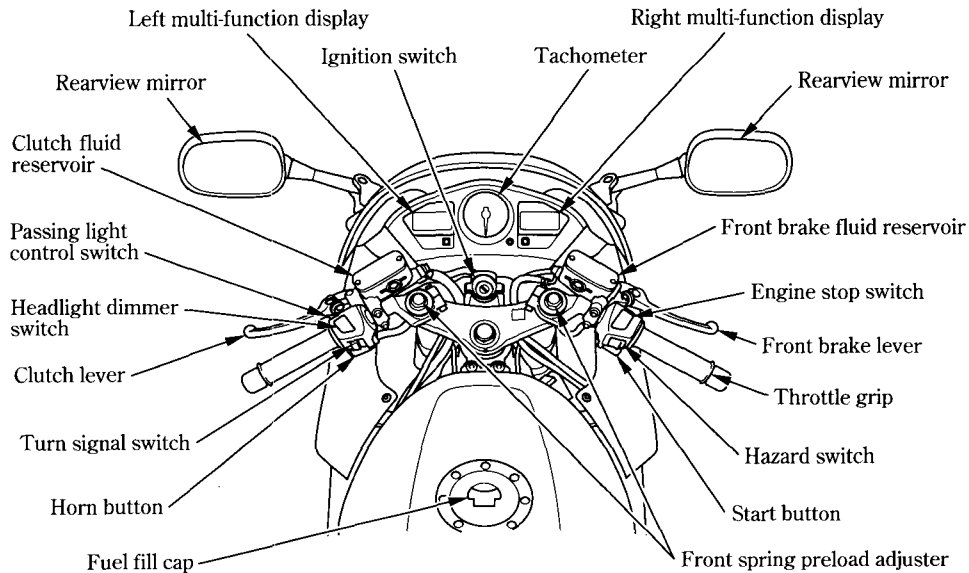
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

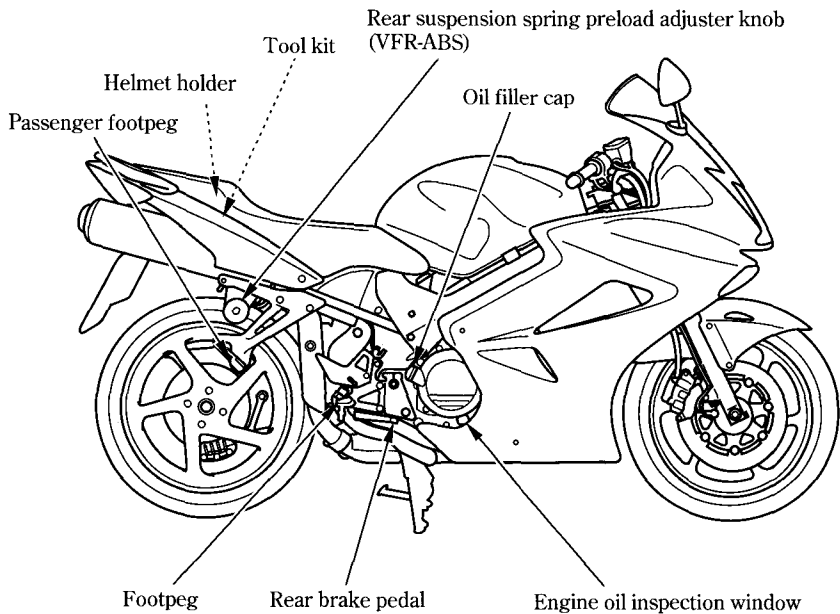
### **Modifications**

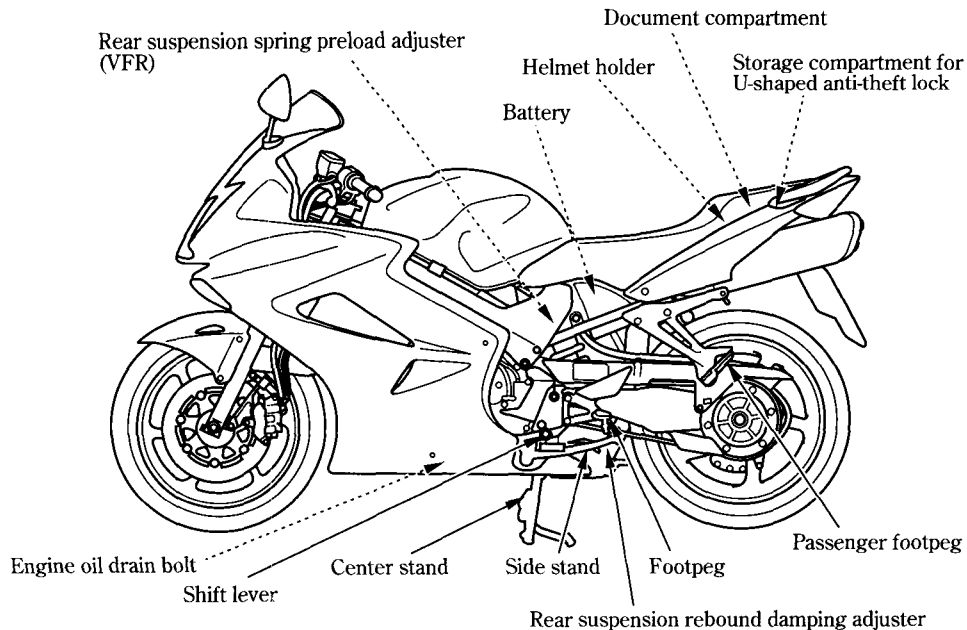
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

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

# PARTS LOCATION



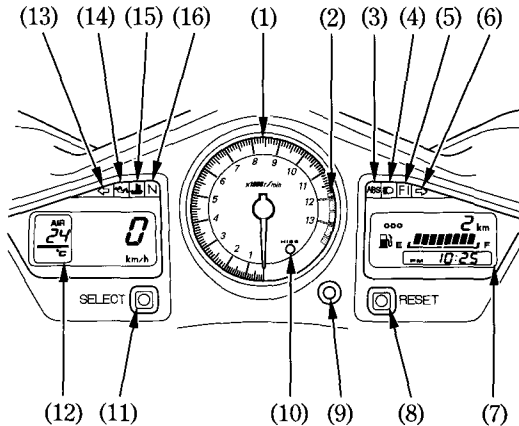




## INSTRUMENTS AND INDICATORS


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


- (1) Tachometer
- (2) Tachometer red zone
- (3) Anti-lock brake system (ABS) indicator (VFR-ABS)
- (4) High beam indicator
- (5) PGM-FI malfunction indicator lamp (MIL)
- (6) Right turn signal indicator
- (7) Right multi-function display
- (8) RESET button
- (9) HISS button
- (10) Immobilizer system (HISS) indicator
- (11) SELECT button
- (12) Left multi-function display
- (13) Left turn signal indicator
- (14) Low oil pressure indicator
- (15) High coolant temperature indicator
- (16) Neutral indicator



<b>(Ref.No.) Description</b>	<b>Function</b>
(1) Tachometer	Shows engine revolutions per minute.
(2) Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p><b>NOTICE</b></p> <p>Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.</p>
(3) Anti-lock Brake System (ABS) indicator (red) (VFR-ABS)	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 82 ).
(4) High beam indicator (blue)	Lights when the headlight is on high beam.



<b>(Ref.No.) Description</b>	<b>Function</b>	
(5) PGM-FI malfunction indicator lamp (MIL) (red)	<p>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).</p> <p>If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.</p>	
(6) Right turn signal indicator (green)	Flashes when the right turn signal operates.	
(7) Right multi-function display	The display includes the following functions; This display shows the initial display (page 18 ).	
	Tripmeter A and B	Shows mileage per trip (page 24 ).
	Odometer	Shows accumulated mileage (page 23 ).
	Fuel gauge	Shows approximate fuel supply available (page 20 ).
	Digital clock	Shows hour and minute (page 25 ).

<b>(Ref.No.) Description</b>	<b>Function</b>
(8) RESET button	This button is used to reset the tripmeter or to select the tripmeter or odometer or to adjust the time.
(9) HISS button	This button is used to cancel flashing the immobilizer system (HISS) indicator when the ignition switch is OFF (page 52 ).
(10) 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 51 ).

<b>(Ref.No.) Description</b>	<b>Function</b>						
(11) SELECT button	<p><b>Except E, III E type:</b> This button is used to select the coolant or air temperature meter or to adjust the time.</p> <p><b>For E, III E type:</b> This button is used to select the coolant or air temperature meter or to adjust the time or to change the speed and mileage units for the speedometer/odometer/tripmeter.</p>						
(12) Left multi-function display	<p>The display includes the following functions; This display shows the initial display (page 18 ).</p> <table border="1" data-bbox="147 553 520 793"> <tbody> <tr> <td data-bbox="147 553 520 622">Speedometer</td> <td data-bbox="520 553 1289 622">Shows riding speed (page 23 ).</td> </tr> <tr> <td data-bbox="147 622 520 726">Coolant temperature meter</td> <td data-bbox="520 622 1289 726">Shows coolant temperature (page 21 ).</td> </tr> <tr> <td data-bbox="147 726 520 793">Air temperature meter</td> <td data-bbox="520 726 1289 793">Shows air temperature (page 22 ).</td> </tr> </tbody> </table>	Speedometer	Shows riding speed (page 23 ).	Coolant temperature meter	Shows coolant temperature (page 21 ).	Air temperature meter	Shows air temperature (page 22 ).
Speedometer	Shows riding speed (page 23 ).						
Coolant temperature meter	Shows coolant temperature (page 21 ).						
Air temperature meter	Shows air temperature (page 22 ).						

<b>(Ref.No.) Description</b>	<b>Function</b>
(13) Left turn signal indicator (green)	Flashes when the left turn signal operates.
(14) Low oil pressure indicator (red)	<p>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.</p> <p><b>NOTICE</b></p> <p>Running the engine with insufficient oil pressure may cause serious engine damage.</p>

<b>(Ref.No.) Description</b>	<b>Function</b>
(15) High coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature. If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 36 – 37 and do not ride the motorcycle until the problem has been corrected.</p> <p><b>NOTICE</b></p> <p>Exceeding maximum running temperature may cause serious engine damage.</p>
(16) Neutral indicator (green)	Lights when the transmission is in neutral.

## Initial Display

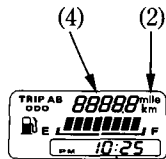
When the ignition switch is turned ON, the display will temporarily show all the modes and digital segments so you can make sure the liquid crystal display is functioning properly.

(Except digital clock)

The unit "mph" ( 1 ) and "mile" ( 2 ) will be displayed only for E and IIIE types.

And only the selected unit of either "km/h", "km" or "mph", "mile" will be indicated.

Digital clock ( 3 ) and tripmeter ( 4 ) will reset if the battery is disconnected.



- (1) "mph"
- (2) "mile"
- (3) Digital clock
- (4) Tripmeter

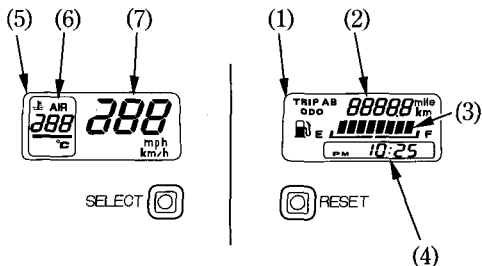
## Multi-function Displays

The right multi-function display (1) includes the following functions:

- Odometer/Tripmeter
- Fuel gauge
- Digital clock

The left multi-function display (5) includes the following functions:

- Coolant/Air temperature meter
- Speedometer



- (1) Right multi-function display
- (2) Odometer/Tripmeter
- (3) Fuel gauge
- (4) Digital clock
- (5) Left multi-function display
- (6) Coolant/Air temperature meter
- (7) Speedometer

## Fuel Gauge

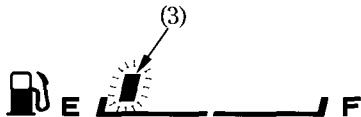
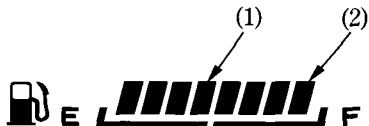
The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When the segment F (2) goes on, the fuel tank capacity including reserve is:

22.0 ℓ (5.81 US gal , 4.84 Imp gal)

When segment E (3) flashes, 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 is approximately:

3.6 ℓ (0.95 US gal , 0.79 Imp gal)



- (1) Fuel gauge display
- (2) Segment F
- (3) Segment E



## Coolant Temperature Meter

The coolant temperature meter (1) shows coolant temperature digitally.

If the display is air temperature, push the SELECT button (2).

### Temperature Display

Below 34°C	“— —” is displayed.
Between 35°C and 132°C	Actual coolant temperature is indicated.
Above 132°C	The display will remain “132°C”.



- (1) Coolant temperature meter
- (2) SELECT button

## Overheating Message

When the coolant temperature reaches 122°C, the display begins to flash and “red line” (3) appears on the display.

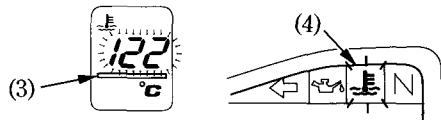
At the same time, the high coolant temperature indicator (4) lights.

If this occurs, stop the engine and check the reserve tank coolant level. Read pages 36 – 37 and do not ride the motorcycle until the problem has been corrected.

If the coolant temperature reaches 122°C while the air temperature display is selected, the display will automatically switch to coolant temperature.

### NOTICE

Exceeding maximum running temperature may cause serious engine damage.



- (3) Red line
- (4) High coolant temperature indicator

## Air Temperature Meter

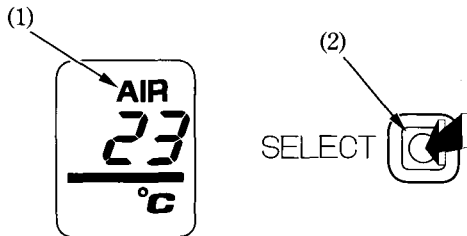
Air temperature meter (1) shows air temperature digitally.

If the display is coolant temperature, push the SELECT button (2).

### Temperature Display

Below $-11^{\circ}\text{C}$	"-- --" is displayed.
Between $-10^{\circ}\text{C}$ and $50^{\circ}\text{C}$	Actual air temperature is indicated.
Above $50^{\circ}\text{C}$	The display will remain and blink " $50^{\circ}\text{C}$ ".

The temperature sensor is located in the upper cowl. Therefore, the temperature reading can be affected by heat reflection from the road surface, engine heat, and the exhaust from the surrounding traffic. This can cause the temperature reading not to be correct when your speed is under 30 km/h (19 mph).



- (1) Air temperature meter
- (2) SELECT button

## Speedometer/Odometer/Tripmeter/ Speed and Mileage Unit Change

### Speedometer

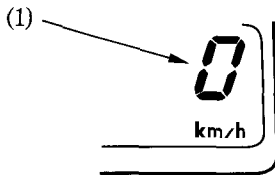
Shows riding speed.

### Odometer

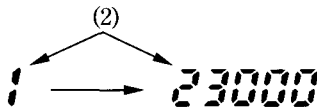
Shows accumulated mileage.

This meter can be displayed to 0 to 99,999 kilometers (miles). If the display exceeds 99,999 kilometers (miles), it will return to 0 automatically.

If you drive 100,000 kilometres (miles) or above and when the ignition switch is turned ON, number of the 6th digit is shown in the right end place of the odometer for 0.75 seconds after the initial display on the odometer. (That is number indicating hundreds thousands kilometres.) Then, the odometer returns to the ordinary display.



Example: the case of 123,000 km run.



- (1) Speedometer
- (2) Odometer

## Tripmeter

The tripmeter shows mileage per trip.

There are two tripmeters, tripmeter A (3) and tripmeter B (4). Switch between the odometer, tripmeter A and tripmeter B by pressing the RESET button (5) repeatedly.

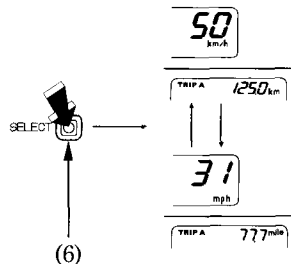
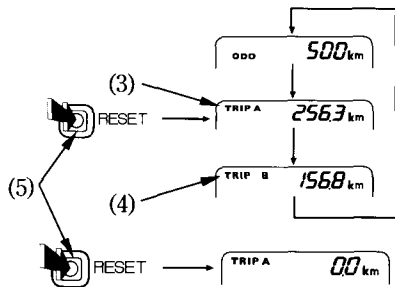
To reset the tripmeter, push and hold the RESET button with the display in the tripmeter A or tripmeter B mode.

## Speed and Mileage Unit Change (E, III E type only)

The speedometer displays both “km/h” and “mph”.

The odometer/tripmeter displays both “km” and “mile”.

Push and hold the SELECT button (6) for more than 2 seconds to select “km/h”/“km” or “mph”/“mile”.



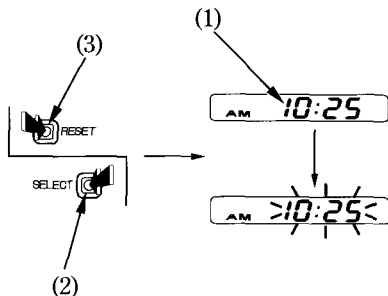
- (3) Tripmeter A
- (4) Tripmeter B

- (5) RESET button
- (6) SELECT button

## Digital Clock

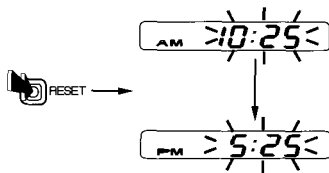
Shows hour and minute. To adjust the time, proceed as follows:

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



- (1) Digital clock
- (2) SELECT button
- (3) RESET button

3. To set the hour, press the RESET button until the desired time and AM/PM are displayed.
  - The time is advanced by one minute, each time the button is pushed.
  - The time is advanced by ten minutes, when the button is pushed and held.



4. To end the adjustment, press the RESET button 5 seconds after the last adjustment, or turn the ignition switch OFF.

# MAJOR COMPONENTS

## (Information you need to operate this motorcycle)

### SUSPENSION

#### Front Suspension

##### Spring Preload:

Adjust the spring preload by turning the spring preload adjuster (1) with the No.2 screwdriver provided in the tool kit (page 91).

Make sure that both fork legs are adjusted to the same position.

To reduce (SOFT) :

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

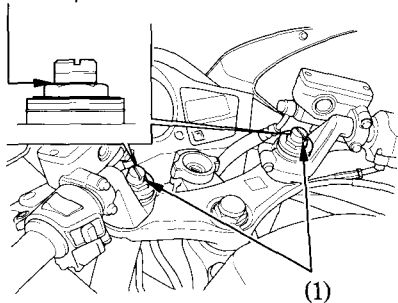
To increase (HARD) :

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

##### Standard Position:

To return to the standard position, turn the adjusters until the second groove from the top aligns with the top surface of the fork caps.

##### Standard position



(1) Spring preload adjuster

## Rear Suspension

### Rebound Damping:

To reduce (SOFT) :

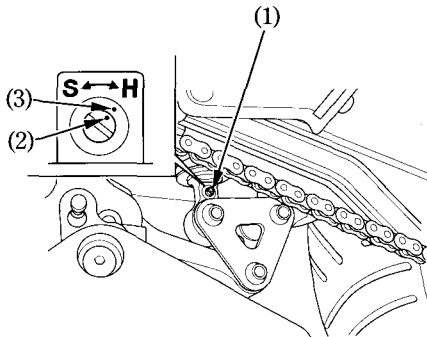
Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

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

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

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately  $1\frac{1}{4}$  turn so that its punch mark (2) aligns with the reference punch mark (3).



- (1) Damping adjuster  
(2) Punch mark  
(3) Reference punch mark

## Spring Preload:

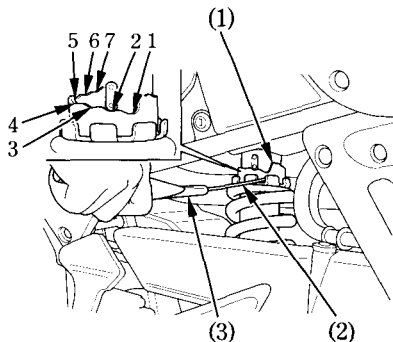
### **(VFR)**

The spring preload adjuster (1) has 7 spring preload positions for different load or riding conditions.

Use the pin spanner (2) and extension bar (3) to adjust the rear shock.

Position 1 is for a light load and smooth road conditions. Position 2 is the standard position. Positions 3 to 7 increase spring preload for a stiffer rear suspension and can be used when the motorcycle is more heavily loaded.

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
- (2) Pin spanner
- (3) Extension bar



### **(VFR-ABS)**

The spring preload adjuster knob (1) has 35 spring preload positions (clicks) or more for different load or riding conditions.

To adjust the spring preload, turn the adjuster knob.

To reduce (LOW) :

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

To increase (HIGH) :

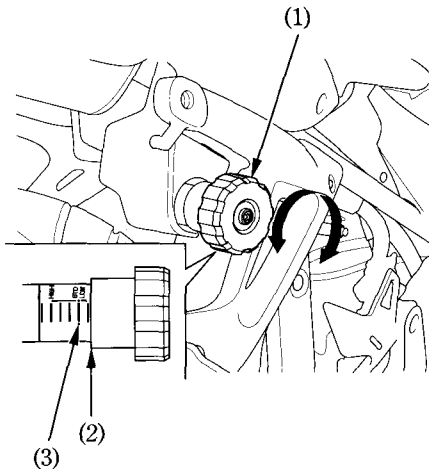
Turn the adjuster clockwise toward HIGH for a firmer ride and rough road condition.

To adjust to the standard position:

1. Turn the spring preload adjuster knob counterclockwise until it will no longer turn (lightly seats).

This is the full LOW setting.

2. Turn the adjuster clockwise by 7 clicks. At that position, the end of the adjuster knob (2) should be aligned with the indicator line (3).



- (1) Adjuster knob
- (2) End of the adjuster knob
- (3) Indicator line

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.

## **BRAKES**

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

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

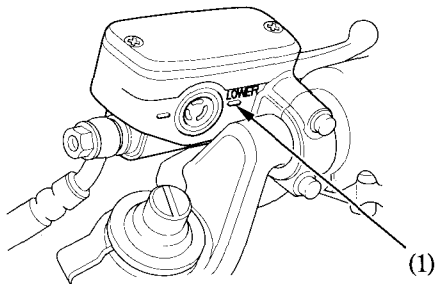
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 122 ), 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 122 ).

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.



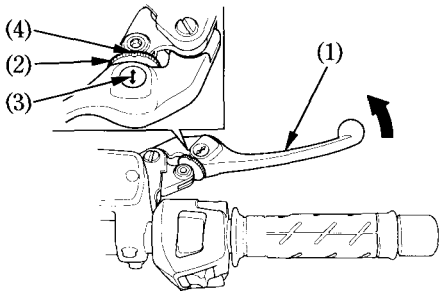
(1) LOWER level mark

### 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 58).

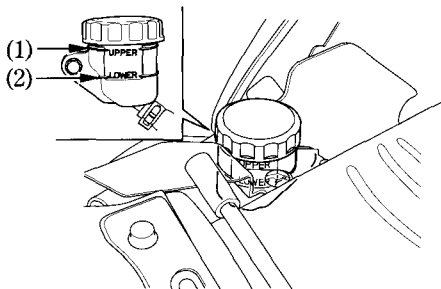
With the motorcycle in an upright position, check the fluid level. It should be between the UPPER (1) and LOWER (2) level marks. If the level is at or below the LOWER level mark, check the rear brake pads for wear (page 123 ).

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

This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

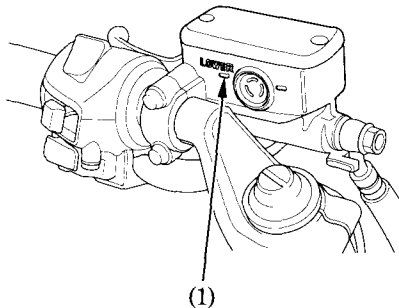
If the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

### Fluid Level:

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position. If the fluid level is near the lower level line, it indicates fluid leakage. See your Honda dealer.

### Other Checks:

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

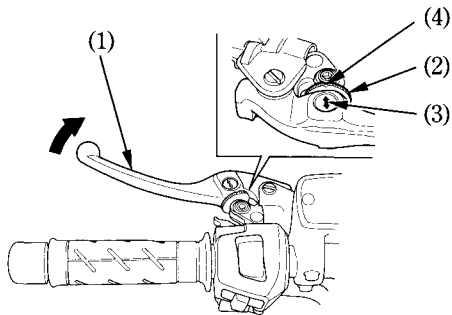


(1) LOWER level mark

### Clutch Lever:

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

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



(1) Clutch lever  
(2) Adjuster

(3) Arrow  
(4) Index mark

## **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

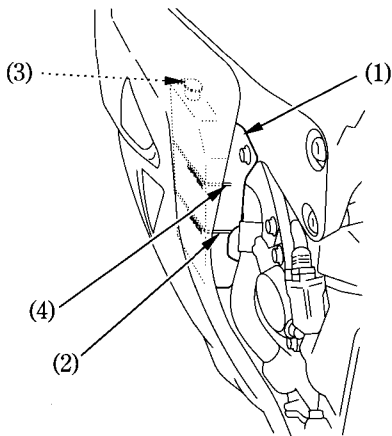
The reserve tank is behind the left front cowl.

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 left front cowl (page 64) 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:

22.0 l (5.81 US gal, 4.84 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.

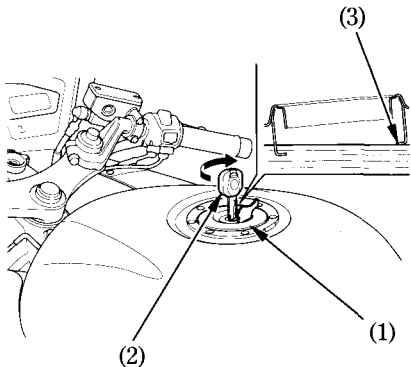
Do not overfill the tank. There should be no fuel in the filler neck (3).

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 converters.

**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 it's 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

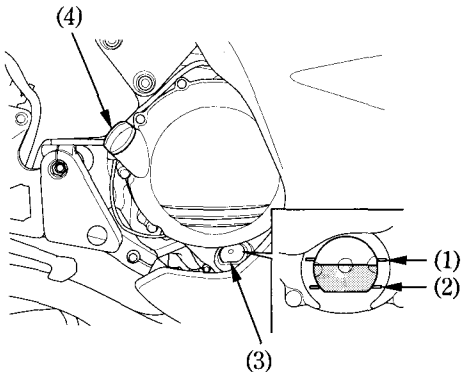
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (1) and lower (2) level marks in the inspection window (3).

1. Start the engine and let it idle for 3–5 minutes. Make sure the red low oil pressure indicator goes off. If the 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, check that the oil level is between the upper and lower level marks in the inspection window.
4. If required, remove the oil filler cap (4) and add the specified oil (page 95) up to the upper level mark. Do not overfill.
5. Reinstall the oil filler cap. 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) Inspection window
- (4) Oil filler cap