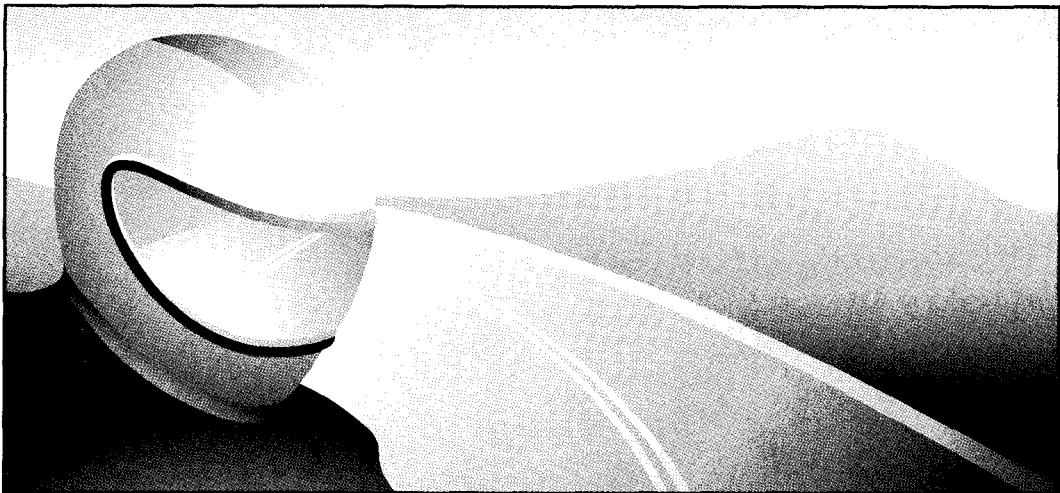


 **HONDA**

OWNER'S MANUAL



VT400C



Honda VT400C

OWNER'S MANUAL

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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**

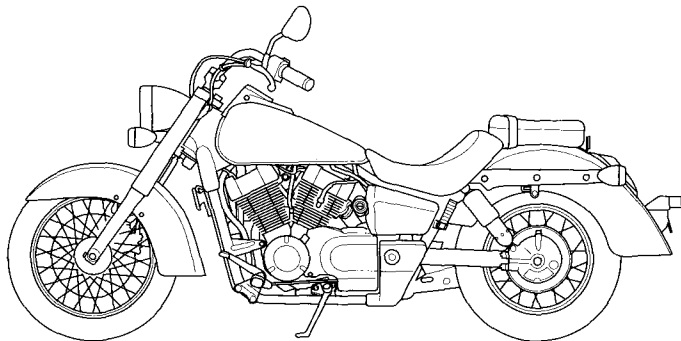
This motorcycle is designed to be used only on the road.

- **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 VT400C 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 VT400C type.

VT400C

U	Australia	New Zealand
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VT400CA

U	Australia	New Zealand
IIU	(U Type II)	

- 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.

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- 2 PROTECTIVE APPAREL
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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:

194 kg (428 lbs)

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

Maximum cargo weight:

18 kg (40 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 7 .

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 35).
- If you change your normal load, you may need to adjust the rear suspension (page 21).
- 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 120). A blown fuse can cause a loss of lights or engine power.

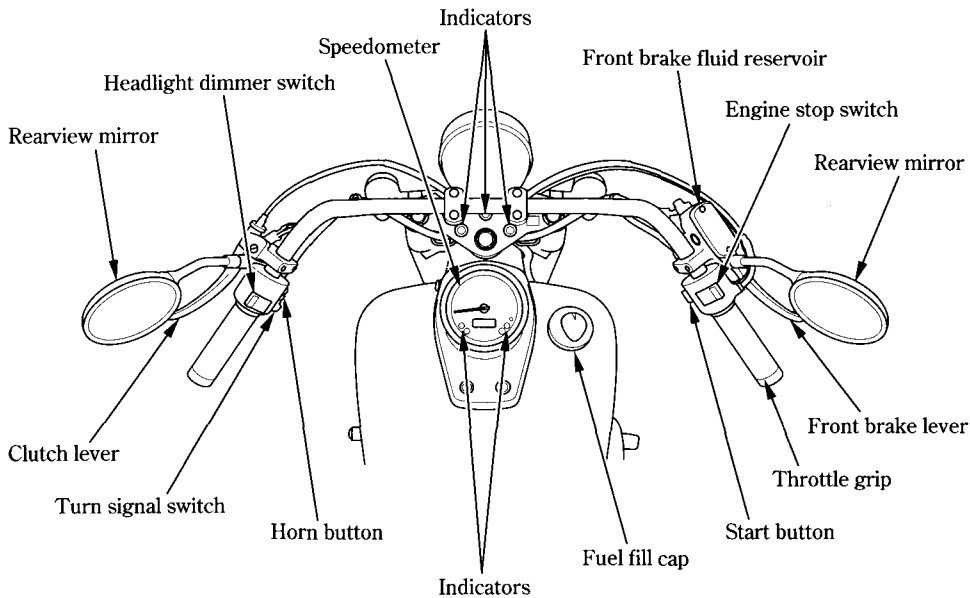
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

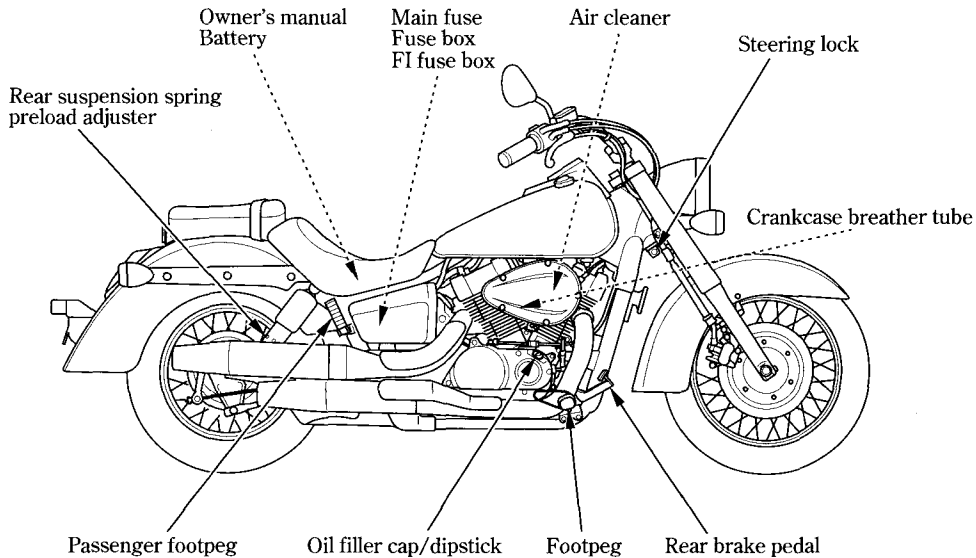
Modifications

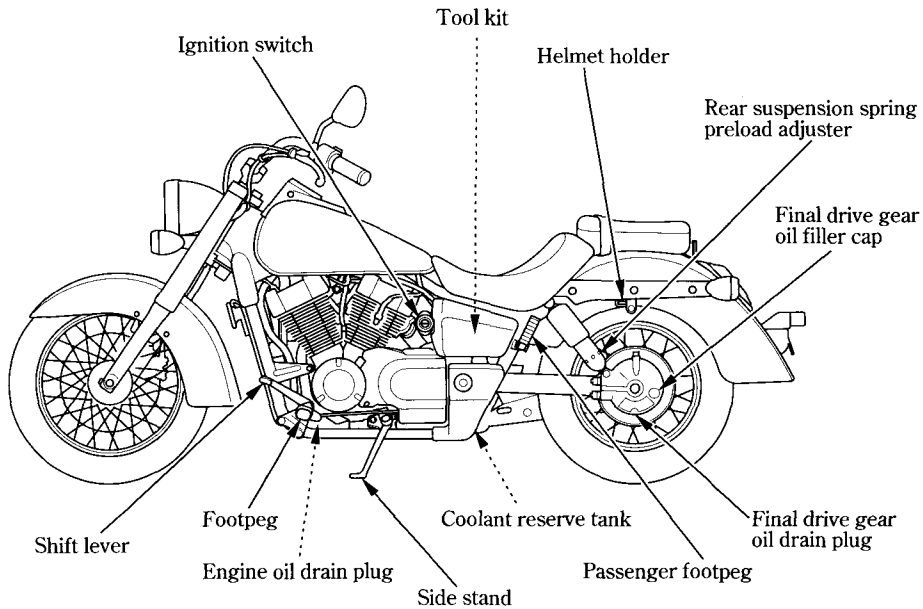
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

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

PARTS LOCATION





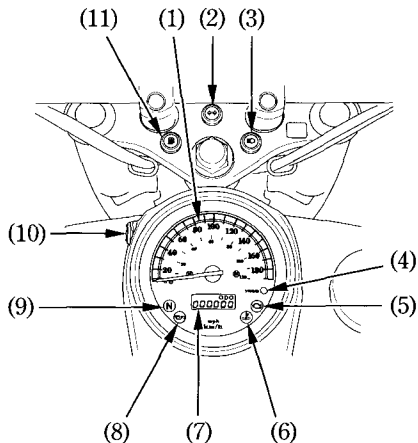


INSTRUMENTS AND INDICATORS

The indicators are located within and ahead the speedometer.

Their functions are described in the table on the following pages.

- (1) Speedometer
- (2) Turn signal indicator
- (3) High beam indicator
- (4) Immobilizer system (HISS) indicator
- (5) PGM-FI malfunction indicator lamp (MIL)
- (6) High coolant temperature indicator
- (7) Odometer/Tripmeter/Digital clock display
- (8) Low oil pressure indicator
- (9) Neutral indicator
- (10) Odometer/Tripmeter/Digital clock select and reset button
- (11) Fuel indicator



(Ref.No.) Description	Function
(1) Speedometer	Shows riding speed. The outside scale shows km/h, and the inside scale shows mph.
(2) Turn signal indicator (green)	Flashes when either turn signal operates.
(3) High beam indicator (blue)	Lights when the headlight is on high beam.

(Ref.No.) Description	Function
<p>(4) Immobilizer system (HISS) indicator (red)</p>	<p>This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at \odot (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 43).</p> <p>When the blinking function of this indicator is valid and the ignition switch is OFF, it keeps blinking for 24 hours (page 44).</p>
<p>(5) PGM-FI malfunction indicator lamp (MIL) (amber)</p>	<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 \odot (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>

(Ref.No.) Description	Function
(6) 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 28 – 29 and do not ride the motorcycle until the problem has been corrected.</p> <p>NOTICE</p> <p>Exceeding maximum running temperature may cause serious engine damage.</p>
(7) Odometer/Tripmeter/ Digital clock display	Shows odometer, tripmeter and digital clock. This display shows the initial display (page 17).
Odometer	Shows accumulated mileage (page 18).
Tripmeter 1 and 2	Shows mileage per trip (page 18).
Digital clock	Shows hour and minute (page 19).

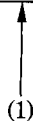
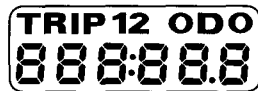
(Ref.No.) Description	Function
(8) Low oil pressure indicator (red)	<p>Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>NOTICE</p> <p>Running the engine with insufficient oil pressure may cause serious engine damage.</p>
(9) Neutral indicator (green)	Lights when the transmission is in neutral.
(10) Odometer/Tripmeter/Digital clock select and reset button	<p>Use this button for the following purposes.</p> <ul style="list-style-type: none"> • To change indication of odometer, tripmeter 1, tripmeter 2 and digital clock (page 18) • To reset tripmeter 1 and tripmeter 2 (page 18) • To adjust time (page 19). • To switch blinking of the immobilizer system (HISS) indicator (page 44)

(Ref.No.) Description	Function
(11) Fuel indicator (orange)	Lights when there is only few fuel left in the fuel tank. The amount of fuel left in the tank when lights and with the vehicle set upright is approximately: 3.5 l (0.92 US gal , 0.77 Imp gal) Should also light for a few seconds and then go off when the ignition switch is turned ON.

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.

Digital clock will reset if the battery is disconnected.



(1)

(1) Odometer/Tripmeter/Digital clock display

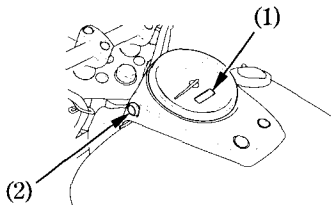
Odometer/Tripmeter/Digital clock Display

The display (1) has three functions: odometer, tripmeter and digital clock.

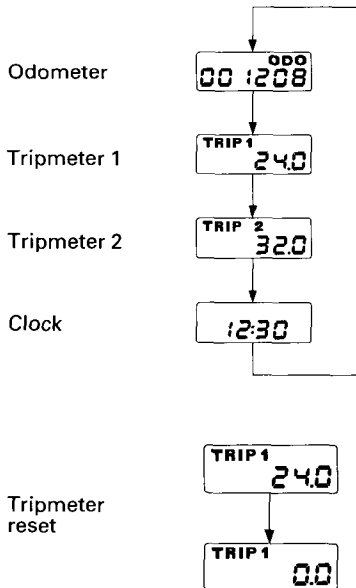
The tripmeter has two sub modes, "TRIP 1" and "TRIP 2".

Push the button (2) to select the "ODO", "TRIP 1", "TRIP 2" or "CLOCK" mode.

To reset the tripmeter, push and hold the button with the display in the "TRIP 1" or "TRIP 2" mode.



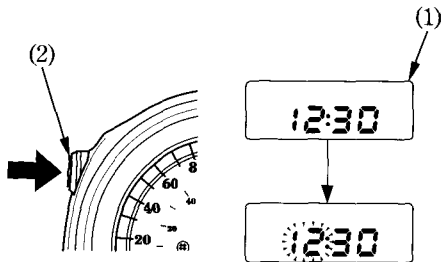
- (1) Odometer/Tripmeter/Digital clock display
(2) Odometer/Tripmeter/Digital clock select and reset button



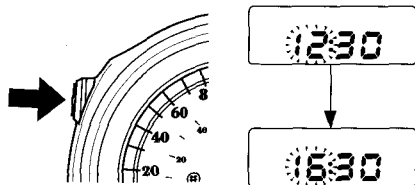
Digital Clock

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

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

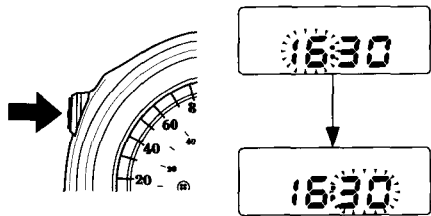


3. To set the hour, push the button until the desired hour is displayed.
 - The time is advanced by one hour, each time the button is pushed.



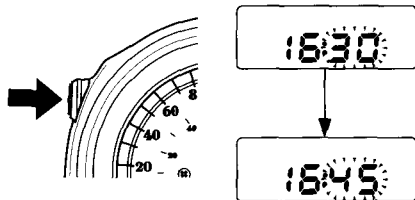
- (1) Digital clock
(2) Odometer/Tripmeter/Digital clock select and reset button

4. Push and hold the button for more than 2 seconds. The minute display will start flashing.



5. To set the minute, push the 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.



6. To end the adjustment, push and hold the button for more than 2 seconds 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.

MAJOR COMPONENTS

(Information you need to operate this motorcycle)

SUSPENSION

Each shock absorber (1) has 5 adjustment positions for different load or riding conditions.

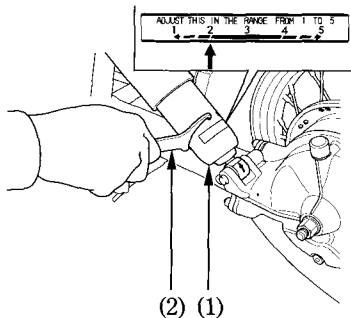
Use a pin spanner (2) to adjust the rear shocks.

Always adjust the shock absorber position in sequence (1-2-3-4-5 or 5-4-3-2-1).

Attempting to adjust directly from 1 to 5 or 5 to 1 may damage the shock absorber.

Position 1 is for light loads and smooth road conditions. Positions 3 to 5 increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.

Standard position: 2



- (1) Shock absorber
- (2) Pin spanner

BRAKES

Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, 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.

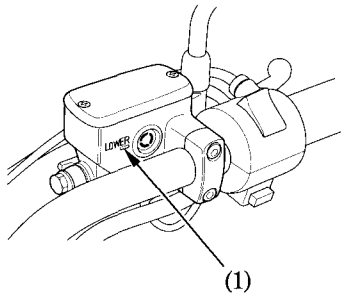
If the brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 96), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

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 96).

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

Other Checks:

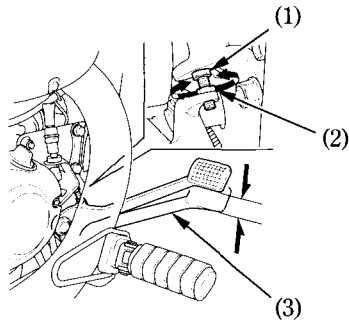
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake

Pedal Height Adjustment:

Place the motorcycle on its side stand.

The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.



- (1) Stopper bolt
- (2) Lock nut
- (3) Rear brake pedal

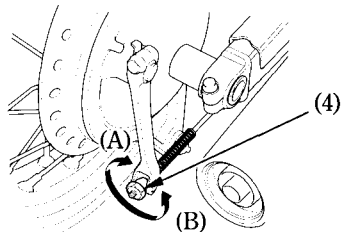
Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.

Freeplay should be:

20–30 mm (0.8–1.2 in)

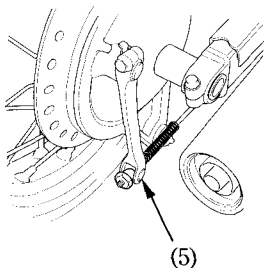
If adjustment is necessary, turn the rear brake adjusting nut (4).



- (4) Rear brake adjusting nut
- (A) Decrease freeplay
- (B) Increase freeplay

Adjust by turning the rear brake adjusting nut a half-turn at a time. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final freeplay adjustment.

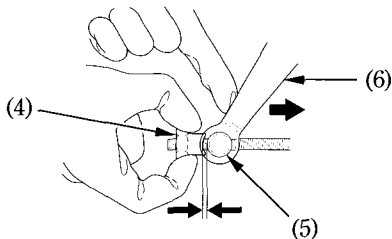
3. Apply the brake several times and check for free wheel rotation after the brake lever is released.



(5) Brake arm pin

If proper adjustment cannot be obtained by this method, see your Honda dealer.

After adjustment, push the brake arm (6) to confirm that there is a gap between the adjusting nut (4) and the brake arm pin (5).



(4) Adjusting nut
(5) Brake arm pin

(6) Brake arm

After adjustment, confirm the freeplay of the brake pedal.

Other Checks:

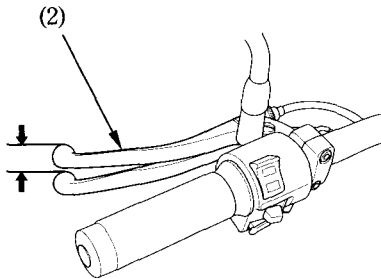
Make sure the brake rod, brake arm, spring and fasteners are in good condition.

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 (1) at the clutch lever (2).

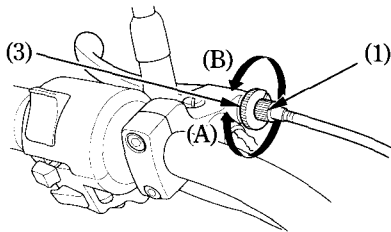
Normal clutch lever freeplay is:

10–20 mm (0.4–0.8 in)



(2) Clutch lever

1. Loosen the lock nut (3) 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.



(1) Clutch cable adjuster

(3) Lock nut

(A) Increase freeplay

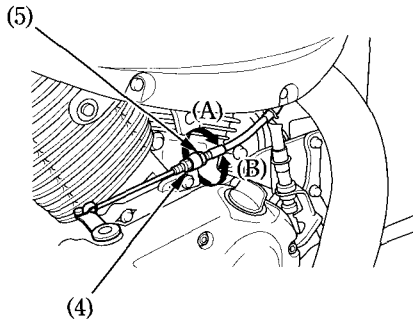
(B) Decrease freeplay

- 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.
- 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.

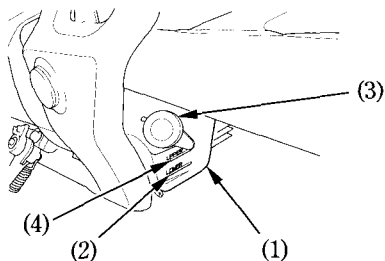
The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only 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 frame.

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 reserve tank cap (3) and 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.



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

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

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

14.5 ℓ (3.83 US gal , 3.19 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap will pop up and can be lifted off.

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

After refueling, to close the fuel fill cap, align the latch in the cap with the slot in the filler neck. 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.

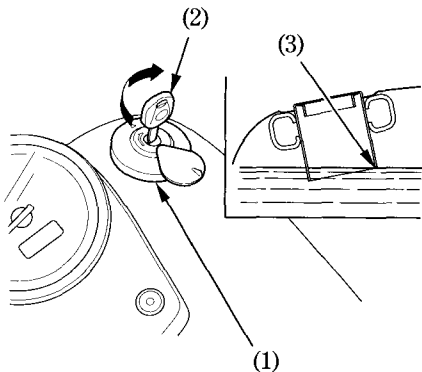
- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

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.



(1) Fuel fill cap
(2) Ignition key

(3) Filler neck

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.

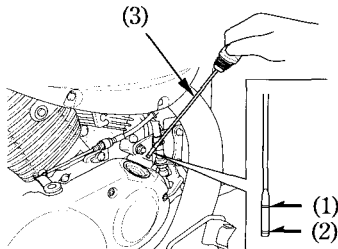
The level must be maintained between the upper (1) and lower (2) level marks on the oil filler cap/dipstick (3).

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 hold the motorcycle in an upright position on firm, 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. 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 73) 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

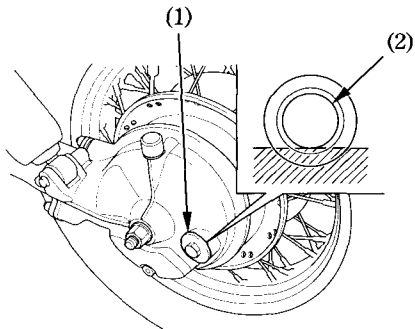
Check the final drive oil level when specified by the maintenance schedule (page 69).

1. Place the motorcycle on its side stand.
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

TYRES

To safely operate your motorcycle, the tyres must be the proper type and size, in good condition with adequate tread, and correctly inflated.

⚠ 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

Properly inflated tyres provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tyres can also cause wheel damage in rocky terrain. Overinflated tyres make your motorcycle ride harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install new caps.

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 underinflated.

The recommended “cold” tyre pressures are:

kPa (kgf/cm ² , psi)	
Driver only	Front 200 (2.00 , 29)
	Rear 200 (2.00 , 29)
Driver and one passenger	Front 200 (2.00 , 29)
	Rear 250 (2.50 , 36)

Inspection

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

Look for:

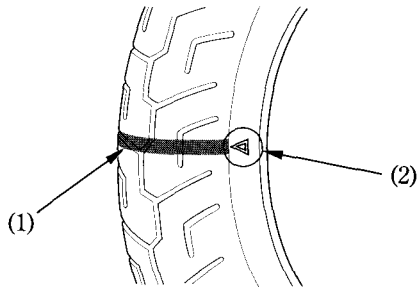
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

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)



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

Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tyre should be carefully inspected as described on page 36 .

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: 120/90 – 17M/C 64S

DUNLOP

D404FG

BRIDGESTONE

G701

CHENG SHIN

M6002

Rear: 160/80 – 15M/C 74S

DUNLOP

D404

BRIDGESTONE

G702

CHENG SHIN

M6011R

Type: bias-ply, tube

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.

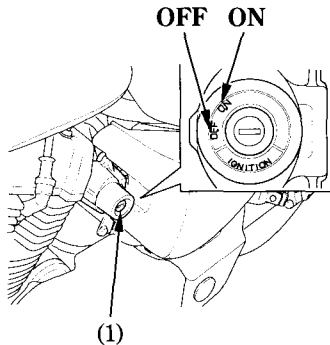
Also remember to replace the inner tube whenever you replace a tyre. The old tube will probably be stretched, and if installed in a new tyre, it could fail.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is in front of the left side cover.

The headlight, taillight 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, taillight and license light will still be on, resulting in battery discharge.

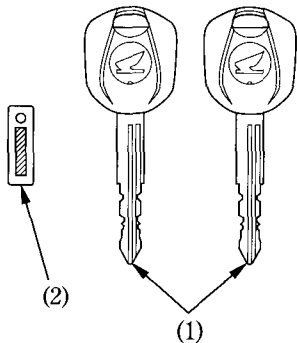


(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Engine and light can be operated.	Key cannot be removed

KEYS

This motorcycle has two keys (1) and a key number plate (2).



(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.

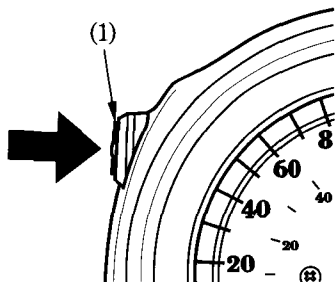
When the ignition switch is turned ON and the engine stop switch is at “  ” (RUN), the immobilizer system (HISS) indicator lights for a few seconds, then goes off. If the indicator remains on, it means the system does not recognize the coding of the key. Turn the ignition switch to OFF, remove the key,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

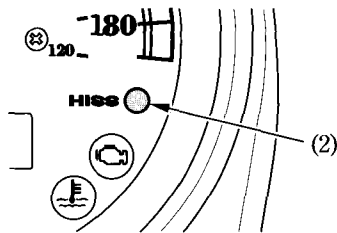
To alter the blinking function:

1. Turn the ignition switch ON.
2. While pressing the button (1), simultaneously turn the ignition switch OFF when the display function mode is odometer.

The immobilizer system (HISS) indicator (2) instantly flash, the function is enabled.



(1) Odometer/Tripmeter/Digital clock select and reset button



(2) Immobilizer system (HISS) indicator