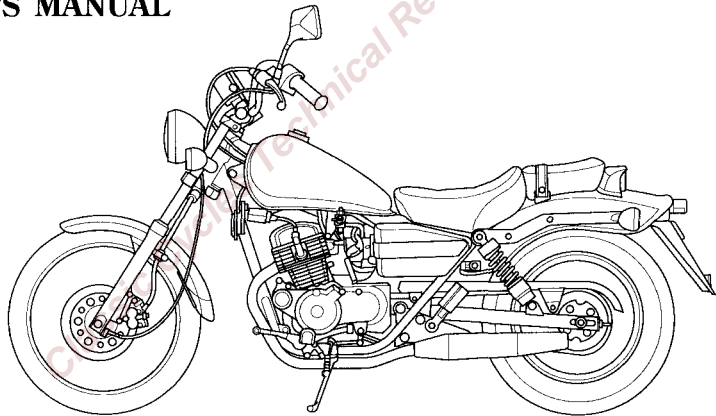


**HONDA CA125  
REBEL  
OWNER'S MANUAL**



## 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**.

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.

E	UK
G	Germany
F	France
AR	Austria

SW	Switzerland
B	Belgium
SP	Spain
IT	Italy

PO	Portugal
H	Holland

- The specifications may vary with each locale.

# OPERATION

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# MOTORCYCLE SAFETY

## **⚠ WARNING**

- \* Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride:**

## **SAFE RIDING RULES**

1. Always make a pre-ride inspection (page 33) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
  - Wear bright or reflective clothing.

- Don't ride in another motorist's "blind spot."
4. Obey all national and local laws and regulations.
    - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
    - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
  5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
  6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

## **PROTECTIVE APPAREL**

1. Most motorcycle accident fatalities are due to head injuries: **ALWAYS** wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs or wheels.

## **MODIFICATIONS**

### **⚠ WARNING**

- \* **Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all national and local equipment regulations.**

## LOADING AND ACCESSORIES

### **⚠ WARNING**

**\*To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Remember these performances may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.**

### **Loading**

The combined weight of the rider, passenger, cargo and additional accessories must not exceed the maximum weight capacity:

180 kg (397 lbs)

Cargo weight alone should not exceed:

12 kg (26 lbs)

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 24) and rear suspension (page 11) to suit load weight and riding conditions.

3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

### **Accessories**

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

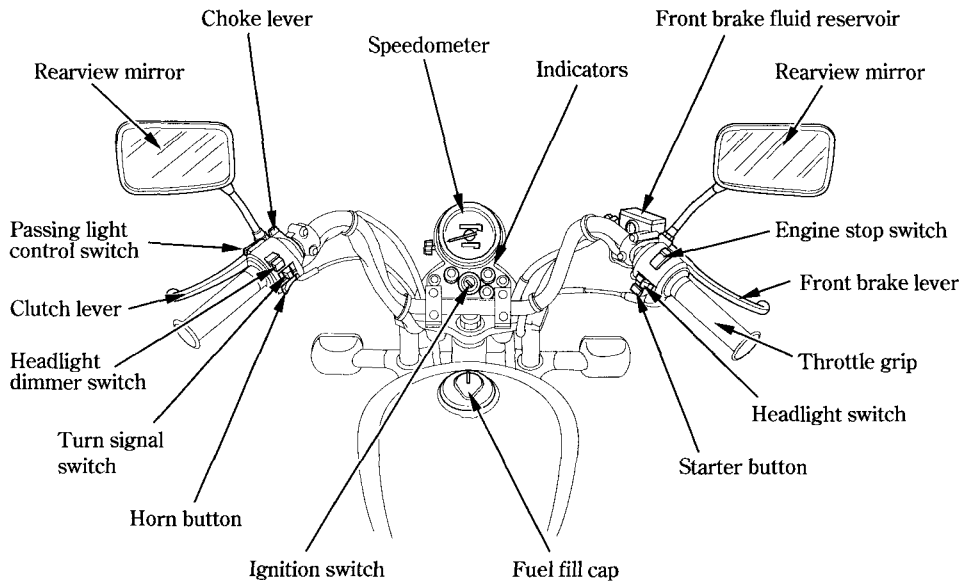
1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic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

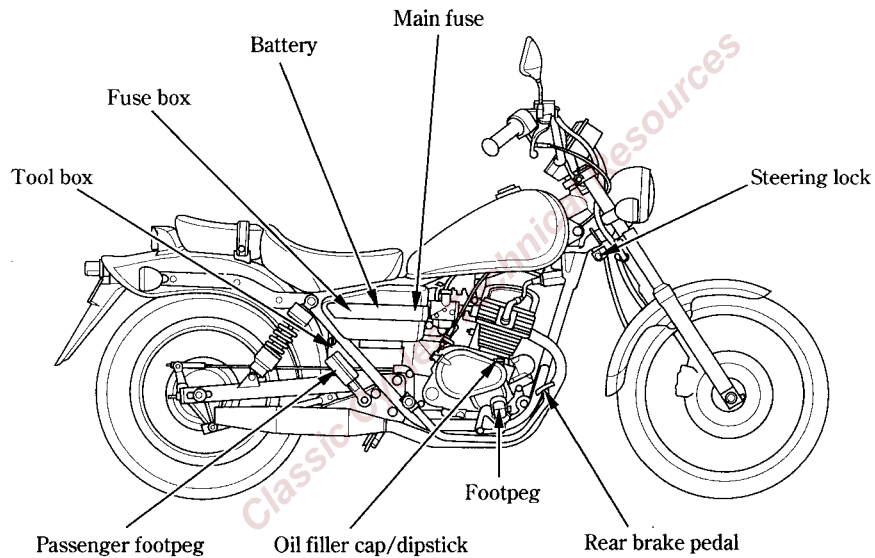


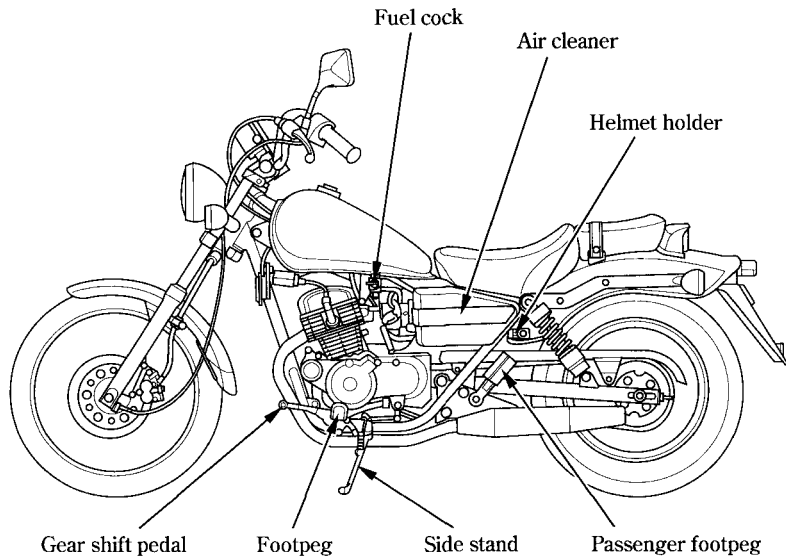
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

Classic Cycles Technical Resources

## PARTS LOCATION





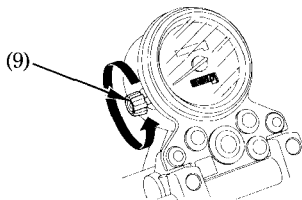
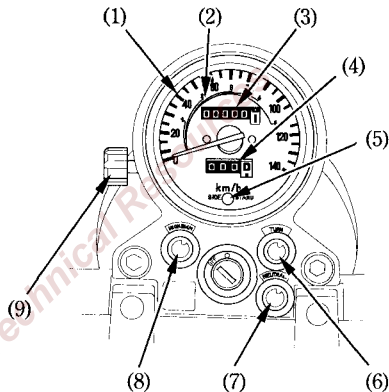


## INSTRUMENTS AND INDICATORS

The indicators are located within and below the speedometer.

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

- (1) Speedometer
- (2) Gear range indicator
- (3) Odometer
- (4) Tripmeter
- (5) Side stand indicator
- (6) Turn signal indicator
- (7) Neutral indicator
- (8) High beam indicator
- (9) Tripmeter reset knob



(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Gear range indicator	Show proper speed range for each gear.
(3) Odometer	Shows accumulated mileage.
(4) Tripmeter	Shows mileage per trip.
(5) Side stand indicator (amber)	Light when the side stand is put down. Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 34 ) is activated.

<b>(Ref. No.) Description</b>	<b>Function</b>
(6) Turn signal indicator (green)	Flashes when either turn signal is operated.
(7) Neutral indicator (green)	Light when the transmission is in neutral.
(8) High beam indicator (blue)	Light when the headlight is on high beam.
(9) Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

# MAJOR COMPONENTS (Information you need to operate this motorcycle)

## ▲WARNING

**\* If the Pre-ride Inspection (page 33) is not performed, severe personal injury or vehicle damage may result.**

## SUSPENSION

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

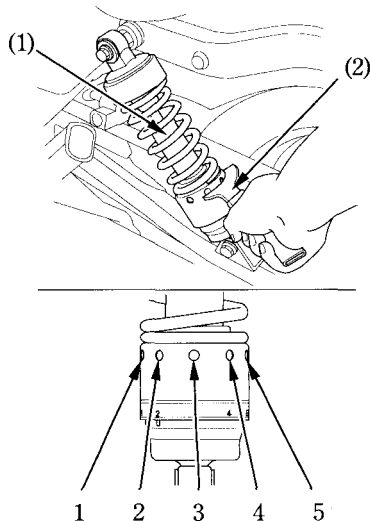
Use a pin spanner (2) to adjust the rear shocks.

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

Standard position

E, G, F, SP, IT, PO type : 2

AR, SW, B, H type : 3



(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 control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 66), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

### Brake Fluid Level:

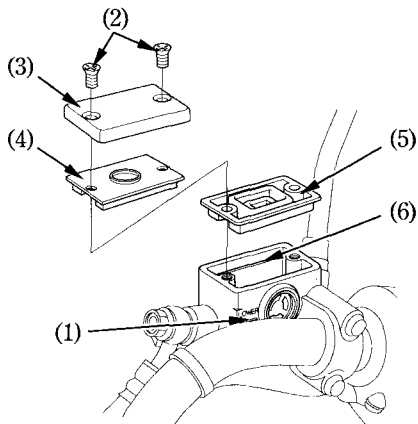
#### **▲ WARNING**

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

#### **CAUTION:**

- \* **Handle brake fluid with care because it can damage plastic and painted surfaces.**
- \* **When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.**
- \* **Use only DOT 3 or 4 brake fluid from a sealed container.**
- \* **Never allow contaminants such as dirt or water to enter the brake fluid reservoir.**

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.



- |                      |                      |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate  |
| (2) Screws           | (5) Diaphragm        |
| (3) Reservoir cover  | (6) Upper level mark |

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 3 or DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.

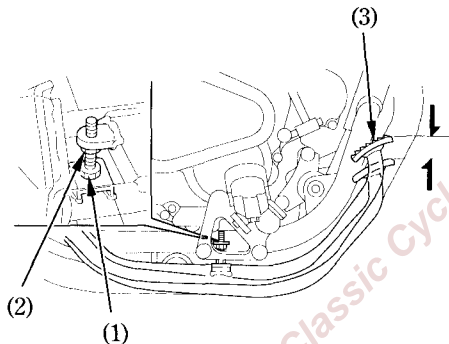
#### Other Checks:

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

## Rear Brake

### Pedal Height Adjustment:

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

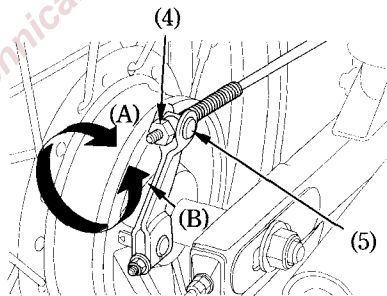
### Brake Adjustment:

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.

Free play should be:

20–30 mm (0.8–1.2 in)

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



- (4) Adjusting nut  
(5) Arm pin

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

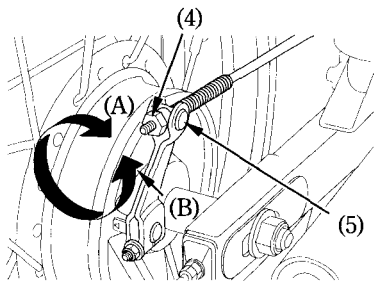
3. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

**NOTE:**

- \* Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.
- \* If proper adjustment cannot be obtained by this method see your authorized Honda dealer.

**Other Checks:**

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



(4) Adjusting nut  
(5) Arm pin

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

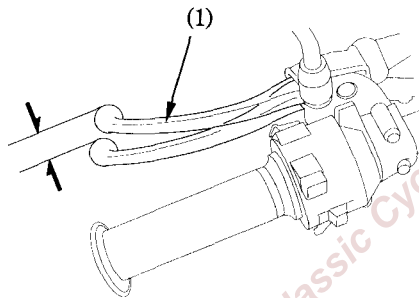
## CLUTCH

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 lever (1).

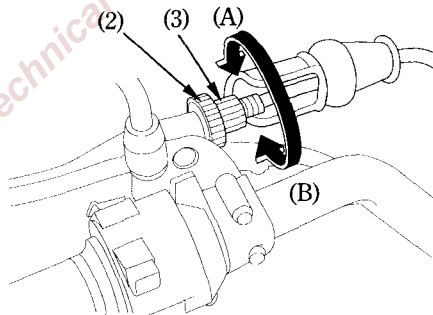
Normal clutch lever free play is:

10–20 mm (0.4–0.8 in)

1. Loosen the lock nut (2) and turn the adjuster (3). Tighten the lock nut (2) and check the adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play cannot be obtained, loosen the lock nut (2) and turn in the cable adjuster (3) completely. Tighten the lock nut (2).



(1) Clutch lever



(2) Lock nut

(3) Clutch cable adjuster

(A) Increase free play

(B) Decrease free play

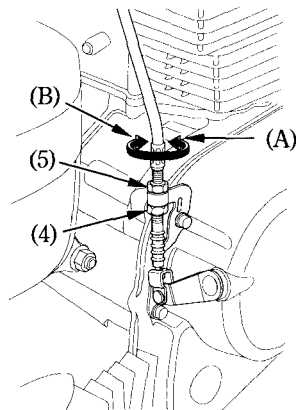
3. Loosen the lock nut (4) at the lower end of the cable. Turn the adjusting nut (5) to obtain the specified free play. Tighten the lock nut (4) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not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

**NOTE:**

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

**Other Checks:**

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



(4) Lock nut  
(5) Adjusting nut

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

## FUEL

### Manual Fuel Cock

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

### Automatic Fuel ON-OFF

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

### Reserve Fuel

When the main fuel supply is gone, turn the fuel cock to RES. Refill the tank as soon as possible after switching to RES, then switch the cock back to ON.

The reserve fuel supply is:

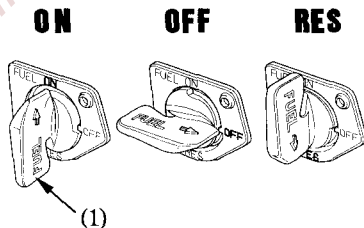
2.7 ℓ (0.71 US gal , 0.59 Imp gal)

### ⚠ WARNING

- \* To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.

### NOTE:

- \* Remember to check that the fuel cock is in the ON position each time you refuel. If the cock is left in the RES position, you may run out of fuel with no reserve.



(1) Fuel cock

## Fuel Tank

The fuel tank capacity including the reserve supply is:

10.0 ℓ (2.64 US gal , 2.20 Imp gal)

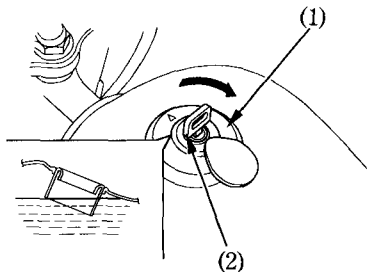
To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap will pop up and can be lifted off.

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.

Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

## CAUTION:

**\* 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 authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.**



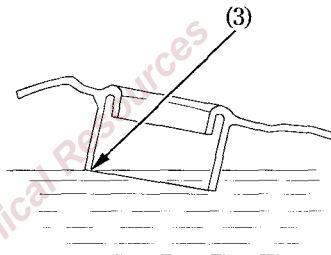
(1) Fuel fill cap

(2) Ignition key



## **⚠ WARNING**

- \* Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.
- \* Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the fuel fill cap is closed securely.
- \* Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- \* Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**



(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.

### **NOTE:**

- \* Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- \* 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 dipstick (3).

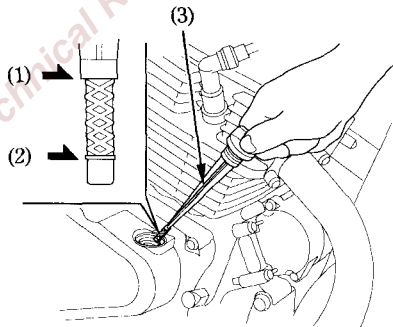
1. Start the engine and let it idle for a few minutes. Make sure the low oil pressure indicator goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the dipstick.

4. If required, add the specified oil (see page 52) up to the upper level mark. Do not overfill.

5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

### CAUTION:

**\* Running the engine with insufficient oil can cause serious engine damage.**



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

## TYRES

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

Check tyre pressure frequently and adjust if necessary.

### NOTE:

- \* Tyre pressure should be checked before you ride while the tyres are “cold”.

On-road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications. Check the tyres for cuts, embedded nails, or other sharp objects. See your authorized Honda dealer for replacement of damaged tyres or punctured inner tubes.

		Front	Rear
Tyre size		3.00 – 18 47P	130/90 – 15M/C 66P
Cold tyre pressures kPa (kg/cm <sup>2</sup> , psi)	Rider only	200 (2.00 , 29)	200 (2.00 , 29)
	Rider and one passenger	200 (2.00 , 29)	200 (2.00 , 29)
Tyre brand DUNLOP YOKOHAMA		F11 Y – 992	K627 Y – 993

### **⚠ WARNING**

- \* Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- \* Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.
- \* Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- \* The use of tyres other than those listed on the tyre information label may adversely affect handling.

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)

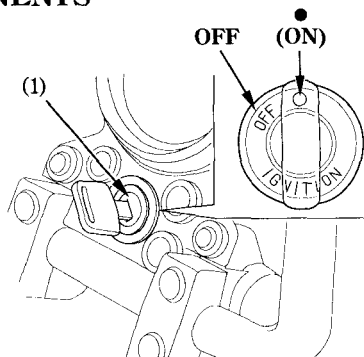
**NOTE:** < For Germany >

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

## ESSENTIAL INDIVIDUAL COMPONENTS

### IGNITION SWITCH

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



(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

## RIGHT HANDLEBAR CONTROLS

### Engine Stop Switch

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

### Headlight Switch

The headlight switch (2) has three positions; "H", "P" and "OFF" marked by a red dot to the left of "P".

H: Headlight, taillight, position light and meter lights on.

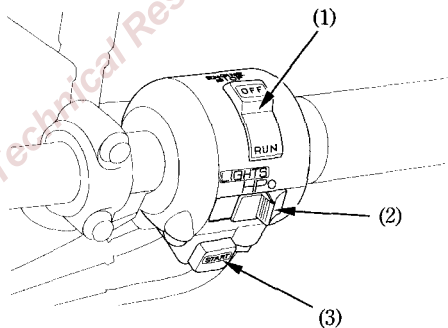
P: Position light, taillight and meter light on.

OFF(dot): Headlight, taillight, position light and meter lights off.

### Starter Button

The starter button (3) is below the headlight switch (2).

When the starter button is pressed, the starter motor cranks the engine. See page 35 for the starting procedure.



- (1) Engine stop switch
- (2) Headlight switch
- (3) Starter button

## LEFT HANDLEBAR CONTROLS

### Headlight Dimmer Switch (1)

Select HI for beam, LO for low beam.

### Turn Signal Switch (2)

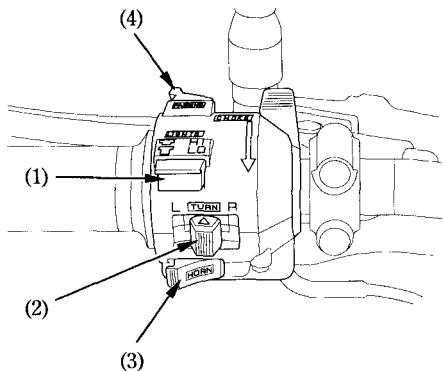
Move to L to signal a left turn, R to signal a right turn. Press to turn signal off.

### Horn Button (3)

Press the button to sound the horn.

### Passing Light Control Switch (4)

When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.



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



## FEATURES

### (Not required for operation)

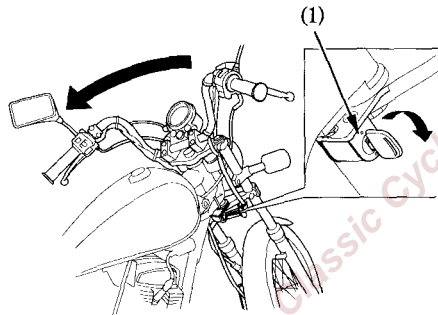
#### STEERING LOCK

The steering lock (1) is on the steering stem.

#### To Lock:

〈Except G type〉

Turn the handlebar all the way to the left or right, and insert the key into the lock, turn the key clockwise and remove it.

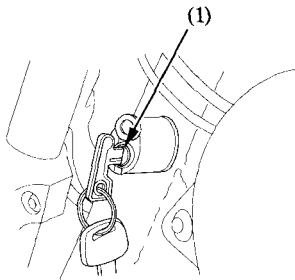


(1) Steering lock 〈Except G type〉

〈G type〉

The steering lock (1) is on the steering column.

To lock the steering, turn the handlebar all the way to the right, insert the steering key into the lock, turn the key counterclockwise as far as possible. Then, press the lock all the way in, turn the key back to the original position, and remove the key. To unlock the steering, perform the locking sequence in the reverse order.



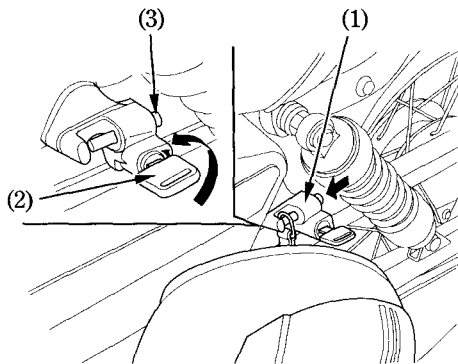
(1) Steering lock 〈G type〉

## HELMET HOLDER

The helmet holder (1) is on the left side below the seat. Insert the ignition key (2) and turn it counterclockwise to unlock. Hang your helmet on the holder pin (3) and push it in to lock. Remove the key.

### **⚠ WARNING**

**\*The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**



(1) Helmet holder

(2) Ignition key

(3) Holder pin

## SIDE COVER

The left side cover must be removed for air cleaner maintenance and to access the documents.

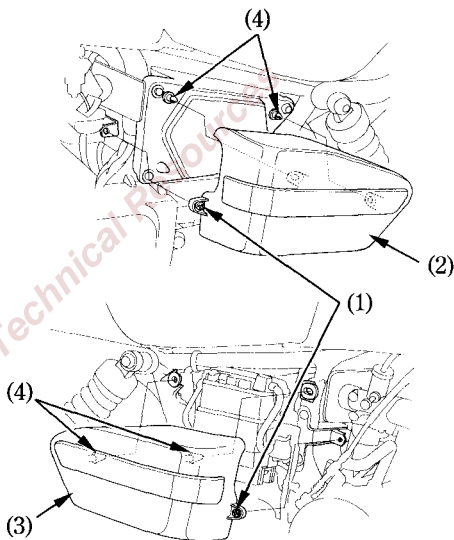
The right side cover must be removed for battery and fuse maintenance.

### Side cover removal:

1. Remove the screws (1).
2. Carefully pull the side cover (2)(3) out until the two prongs (4) are clear.

### Side cover installation:

1. Install the side cover by insert the two prongs (4).
2. Set the screws (1).



(1) Screws

(2) Left side cover

(3) Right side cover

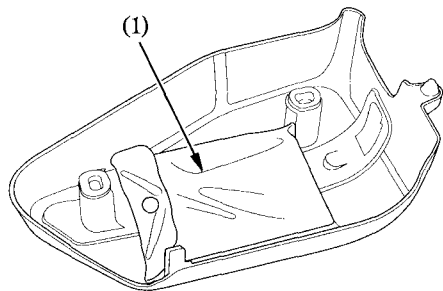
(4) Prongs

## DOCUMENT COMPARTMENT

The document compartment (1) is behind the left side cover.

This owner's manual and other documents should be stored in this compartment.

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



(1) Document compartment

# OPERATION

## PRE-RIDE INSPECTION

### **▲WARNING**

**\* If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.**

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level—add engine oil if required (page 23). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 19). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (page 15—16).
4. Tyres—check condition and pressure (page 24—25).

5. Drive chain—check condition and slack (page 59). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and full closing in all steering positions.
7. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
8. Engine stop switch—check for proper function (page 27).
9. Side stand ignition cut-off system—check for proper function (page 65).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

## STARTING THE ENGINE

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.

### **▲WARNING**

- \* **Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.**

### NOTE:

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

### NOTE:

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

### Preparation

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

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The red low oil pressure indicator is ON.
- The fuel cock is ON.

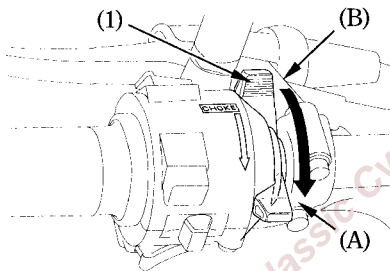
## Starting Procedure

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

### Normal Air Temperature

10° – 35° C (50° – 95° F)

1. Pull the choke lever (1) back all the way to Fully ON (A), if the engine is cold.
2. With the throttle slightly open, press the starter button.



(1) Choke lever

(A) Fully ON

(B) Fully OFF

### NOTE:

- \* Do not open the throttle when starting the engine with the choke ON. This will lean the mixture, resulting in hard starting.
3. Warm up the engine by opening and closing the throttle slightly.
  4. About a half minute after the engine starts, push the choke lever (1) forward all the way to Fully OFF (B).
  5. If idling is unstable, open the throttle slightly.

### High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Start the engine following step 2 under “Normal Air Temperature.”

### Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 – 2 under “Normal Air Temperature.”
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) is at Fully OFF (B).

### **CAUTION:**

- \* **Snapping the throttle or fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.**
- \* **Extended use of the choke may impair piston and cylinder wall lubrication and damage the engine.**



### **Flooded Engine**

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to OFF and push the choke lever forward to Fully OFF (B). Open the throttle fully and crank the engine for 5 seconds. Wait 10 seconds, then turn the engine stop switch to RUN and follow the Starting Procedure (page 35).

### **RUNNING-IN**

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods.

During initial running-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

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## RIDING

### **⚠ WARNING**

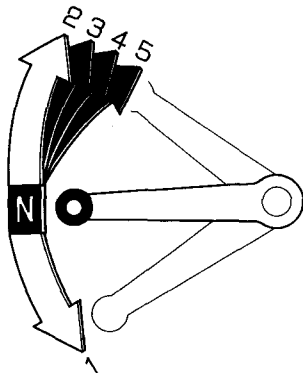
- \* **Review Motorcycle Safety (pages 1 – 5 ) before you ride.**

#### **NOTE:**

- \* Make sure you understand the function of the side stand mechanism. (See **MAINTENANCE SCHEDULE** on page 44 and explanation for **SIDE STAND** on page 65 )

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 gearshift pedal 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 gearshift pedal.  
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**

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

### **▲WARNING**

- \* Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- \* When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

### **▲WARNING**

- \* 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 downshifting, 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 hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

## **PARKING**

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

### **CAUTION:**

- \* **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 29 ).

## ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the steering lock. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PHONE NO: \_\_\_\_\_

## **MAINTENANCE**

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

## MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

Perform the Pre-ride Inspection (page 33 ) at each scheduled maintenance period.

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

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

ITEM	FREQUENCY	WHICHEVER→ COMES FIRST ↓ NOTE	ODOMETER READING				NOTE (1)	Refer to page
			x 1,000 km	1	4	8	12	
			x 1,000 mi	0.6	2.5	5	7.5	
		MONTH			6	12	18	
* FUEL LINE					I	I	I	—
* FUEL STRAINER SCREEN					C	C	C	—
* THROTTLE OPERATION					I	I	I	57
* CARBURETOR CHOKE					I	I	I	—
AIR CLEANER	(NOTE 2)						R	—
CRANKCASE BREATHER	(NOTE 3, 5)				C	C	C	51
SPARK PLUG					I	R	I	55
* VALVE CLEARANCE				I	I	I	I	—
ENGINE OIL				R	R	R	R	23, 52
** ENGINE OIL STRAINER SCREEN							C	—
* CAM CHAIN TENSION				A	A	A	A	—
* ENGINE IDLE SPEED				I	I	I	I	58

ITEM \ FREQUENCY		WHICHEVER→ COMES FIRST ↓  NOTE	ODOMETER READING [NOTE (1)]					Refer to page
			x 1,000 km	1	4	8	12	
			x 1,000 mi	0.6	2.5	5	7.5	
		MONTH		6	12	18		
	DRIVE CHAIN			EVERY 1,000 km (600 mi) I, L				59
	BRAKE FLUID	(NOTE 4)			I	I	I	13
	BRAKE SHOES /PADS WEAR				I	I	I	66, 67
	BRAKE SYSTEM			I	I	I	I	13, 66, 67
*	BRAKE LIGHT SWITCH				I	I	I	78
*	HEADLIGHT AIM				I	I	I	—
	CLUTCH SYSTEM			I	I	I	I	17
	SIDE STAND				I	I	I	65
*	SUSPENSION				I	I	I	—
*	NUTS, BOLTS, FASTENERS			I		I		—
**	WHEELS/TYRES			I	I	I	I	—
**	STEERING HEAD BEARINGS			I			I	—



- \* SHOULD BE SERVICED BY YOUR AUTHORIZED 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 AUTHORIZED HONDA DEALER.

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

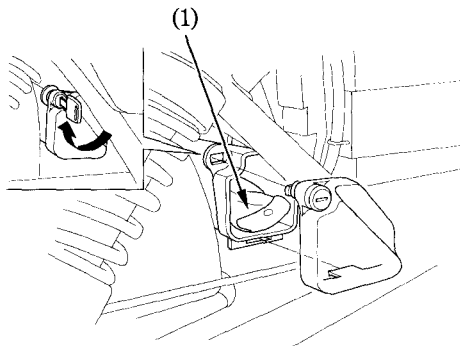
- NOTES:
1. At higher odometer readings, repeat at the frequency interval established here.
  2. Service more frequently when riding in unusually wet or dusty areas.
  3. Service more frequently when riding in rain or at full throttle.
  4. Replace every 2 years. Replacement requires mechanical skill.
  5. Switzerland type only.

## TOOL KIT

The tool kit (1) is in the tool box on front of right side rear suspension.

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

- 8 × 12 mm open end wrench
- 10 × 14 mm open end wrench
- Standard / phillips screwdriver
- Screwdriver handle
- Pliers
- 17 mm box end wrench
- 22 mm box end wrench
- Pin spanner
- Extension bar
- Spark plug wrench
- Handle bar
- Tool bag

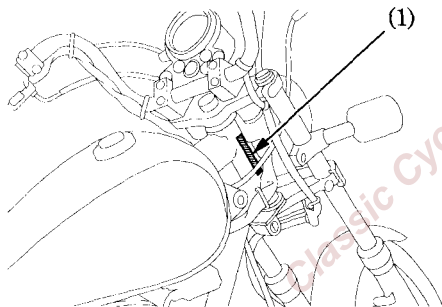


(1) Tool kit

## 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.

FRAME NO. \_\_\_\_\_

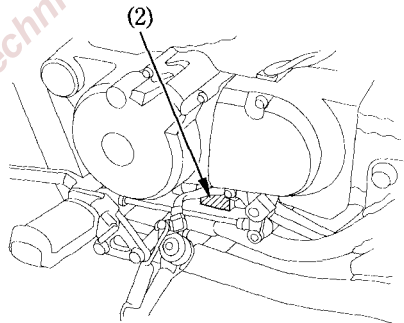


(1) Frame number

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

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

ENGINE NO. \_\_\_\_\_



(2) Engine number

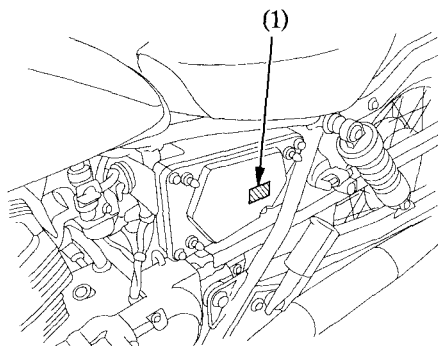
### COLOUR LABEL

The colour label (1) is attached to the air cleaner housing cover behind the left side cover (See page 31).

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

COLOUR \_\_\_\_\_

CODE \_\_\_\_\_



(1) Colour label

## MAINTENANCE PRECAUTIONS

### **⚠ WARNING**

- \* If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- \* Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

### **⚠ WARNING**

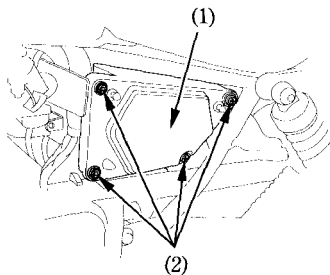
- \* Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle.

## AIR CLEANER

(Refer to the maintenance precautions on page 49).

The air cleaner should be serviced at regular intervals (page 43). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the left side cover (page 31).
2. Remove the air cleaner housing cover (1) by removing the screws (2).
3. Pull out the element retainer (3) and remove the air cleaner (4).

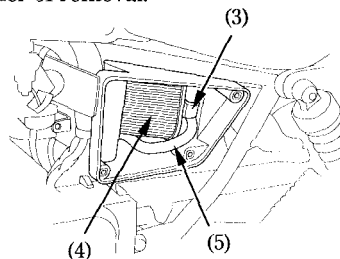


(1) Air cleaner housing cover      (2) Screws

4. Disconnect the tube (5) from the air cleaner.
5. Discard the air cleaner.
6. Install the 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.

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



(3) Element retainer      (5) Tube  
(4) Air cleaner

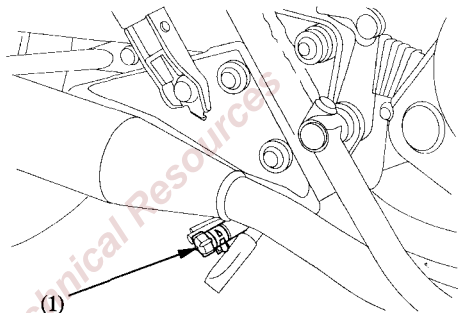
### **CRANKCASE BREATHER (SW type only)**

(Refer to the maintenance precautions on page 49).

1. Remove the crankcase breather tube plug (1) from the tube and drain deposits into a suitable container.
2. Reinstall the crankcase breather tube plug.

#### **NOTE:**

\* Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.



(1) Crankcase breather tube plug

## ENGINE OIL

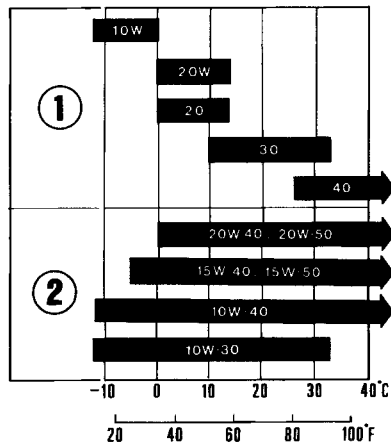
(Refer to the maintenance precautions on page 49).

### Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

### 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.



(1) Single grade

(2) Multigrade



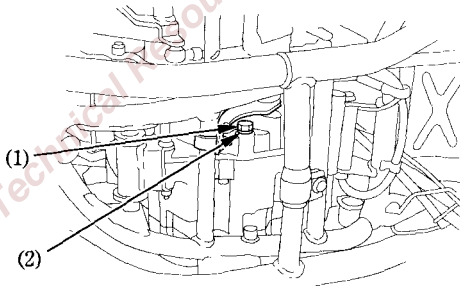
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 43 ).

**NOTE:**

- \* 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 and oil drain plug (1) and sealing washer (2).

**⚠ WARNING**

**\* A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**



(1) Oil drain plug

(2) Sealing washer

2. 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.

Oil Drain Plug Torque:

25 N·m (2.5 kg·m, 18 lb-ft)

3. Fill the crankcase with the recommended grade oil; approximately:  
1.6 ℓ (1.7 US qt, 1.4 Imp qt)
4. Install the oil filler cap.
5. Start the engine and let it idle for 2–3 minutes.
6. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

**NOTE:**

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

**NOTE:**

- \* 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 rubbish or pour it on the ground or down a drain.

**CAUTION:**

- \* **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.**

## SPARK PLUGS

(Refer to the maintenance precautions on page 49).

Recommended plugs:

Standard:

CR6HSA (NGK) or  
U20FSR—U (NIPPONDENSO)

For cold climate: (Below 5°C, 41°F)

CR5HSA (NGK) or  
U16FSR—U (NIPPONDENSO)

For extended high speed riding:

CR7HSA (NGK) or  
U22FSR—U (NIPPONDENSO)

1. Disconnect the spark plug caps from the spark plugs.
2. Clean any dirt from around the spark plug bases. Remove the spark plugs using the plug wrench furnished in the tool kit.
3. 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 wet-fouled plug with a plug cleaner, otherwise use a wire brush.

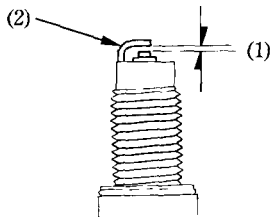
Classic Cycles Technician

4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.60–0.70 mm (0.024–0.028 in)

Make sure the plug washer is in good condition.



(1) Spark plug gap

(2) Side electrode

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.
7. Reinstall the spark plug caps.

**CAUTION:**

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

## THROTTLE OPERATION

(Refer to the maintenance precautions on page 49).

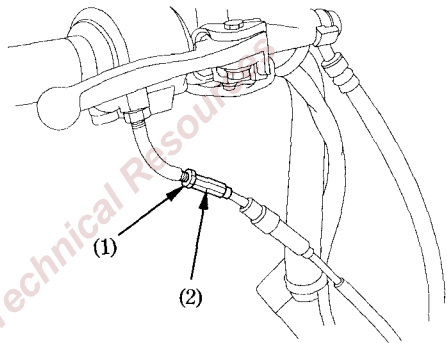
1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.

2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2–6 mm (0.08–0.24 in)

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



(1) Lock nut

(2) Adjuster

## IDLE SPEED

(Refer to the maintenance precautions on page 49).

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

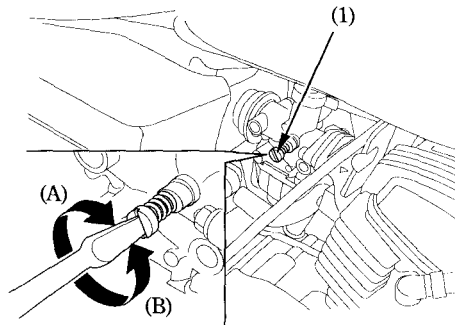
### NOTE:

\* Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

1. Warm up the engine, shift to neutral and place the motorcycle on its side stand.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).

Idle Speed (in neutral):

$1,400 \pm 100 \text{ min}^{-1} (\text{rpm})$



(1) Throttle stop screw

(A) Increase

(B) Decrease

## DRIVE CHAIN

(Refer to the maintenance precautions on page 49).

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

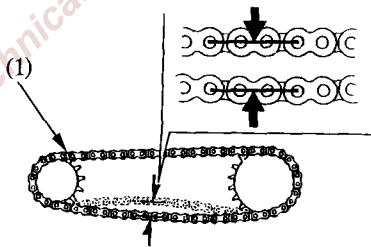
The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 33 ). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

### Inspection:

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:

20–30 mm (0.8–1.2 in)

3. Rotate the rear wheel. Stop. Check the drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

4. Rotate the rear wheel slowly and inspect the drive chain and sprockets for any of the following conditions:

**DRIVE CHAIN**

- \*Damaged Rollers
- \*Loose Pins
- \*Dry or Rusted Links
- \*Kinked or Binding Links
- \*Excessive Wear
- \*Improper Adjustment
- \*Missing O-rings

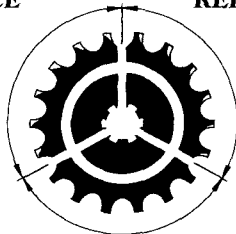
**SPROCKETS**

- \*Excessively Worn Teeth
- \*Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket  
Teeth  
**REPLACE**

Worn Sprocket  
Teeth  
**REPLACE**

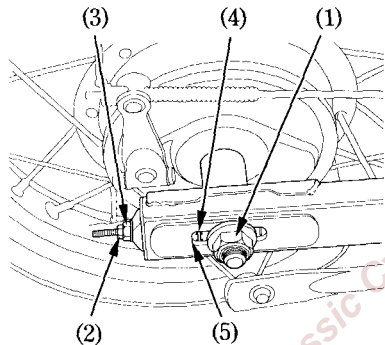


Normal Sprocket Teeth  
**GOOD**



### Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



- |                                  |                  |
|----------------------------------|------------------|
| (1) Axle nut                     | (4) Index mark   |
| (2) Lock nut                     | (5) Rear edge of |
| (3) Drive chain<br>adjusting nut | adjusting slot   |

If the drive chain requires adjustment, the procedure is as follows:

1. Place the motorcycle on its center stand with the transmission in neutral and the ignition switch off.
2. Loosen the axle nut (1).
3. Loosen the lock nuts (2) on both adjusting nuts (3).
4. Turn both adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.

Chain slack should be:

20–30 mm (0.8–1.2 in)

5. Check rear axle alignment by making sure the chain adjuster index marks (4) align with the rear edge (5) of the adjusting slots.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on the rear edge of the adjusting slots and recheck chain slack.

6. Tighten the axle nut to :

90 N·m (9.0 kg-m , 65 lb-ft)

7. Tighten the adjusting nuts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.
8. Recheck drive chain slack.

Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 15).

**CAUTION:**

**\* Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than:**

**50 mm (2.0 in)**

### Lubrication:

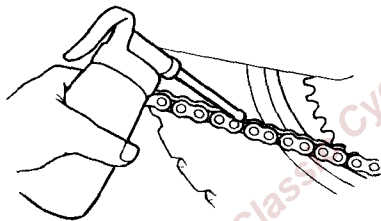
Use SAE 80 or 90 gear oil or a commercially prepared drive chain lubricants in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.

### Replacement Chain:

DID520DS5

or

RK520KZ3



### Removal and Cleaning:

When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

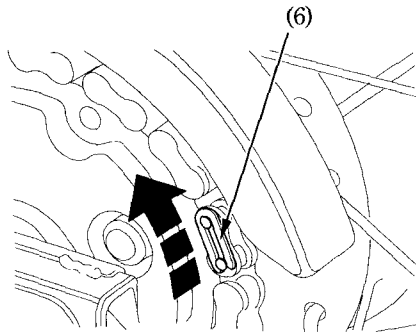
1. With the engine off, carefully remove the master link retaining clip (6) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in clean nonflammable or high flash point solvent and allow to dry. Inspect the drive chain and clip for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.

5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against the rear sprocket teeth while inserting the master link.

Install the master link retaining clip (6) so that the closed end of the clip will face the direction of forward wheel rotation. The master link is the most critical part affecting the security of the drive chain. It is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.

Install the master link retaining clip (6) so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain and rear brake pedal free play.



(6) Retaining clip

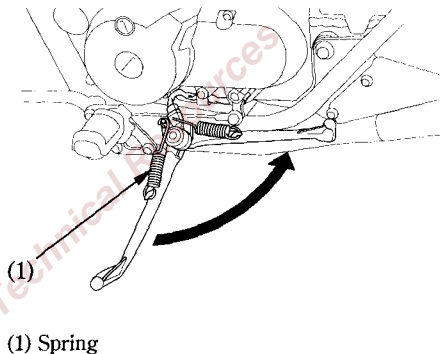
## SIDE STAND

(Refer to the maintenance precautions on page 49).

Check the side stand system for proper function.

- Check the 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 authorized Honda dealer for service.



(1) Spring

## **BRAKE PAD WEAR**

(Refer to the maintenance precautions on page 49).

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.)

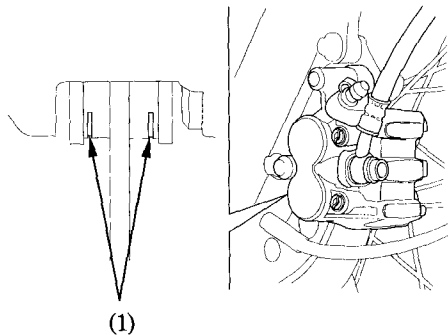
Inspect the pads at each regular maintenance interval (page 44 ).

### **Front Brake**

Check the wear indicator mark (1) on each pad.

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

### **< FRONT BRAKE >**



(1) Wear indicator mark

## BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 49).

The rear brake is equipped with a brake wear indicator.

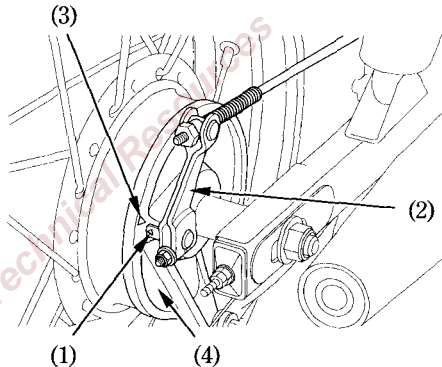
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

See your authorized Honda dealer for this service.

### NOTE:

\* When the brake service is necessary, see your authorized Honda dealer. Use only genuine Honda parts or its equivalent.

### 〈 REAR BRAKE 〉



(1) Arrow

(2) Brake arm

(3) Reference mark

(4) Brake panel

## WHEEL REMOVAL

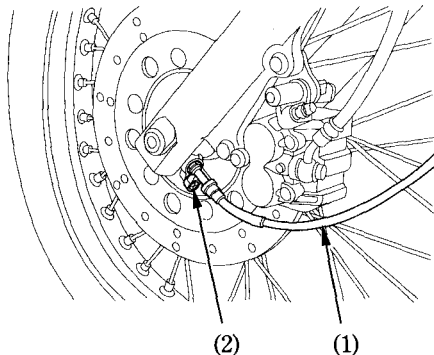
(Refer to the maintenance precautions on page 49).

### NOTE:

- \* This motorcycle is equipped with a side stand only. Therefore, if front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your authorized Honda dealer for this service.

### Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) by removing the speedometer cable set screw (2).



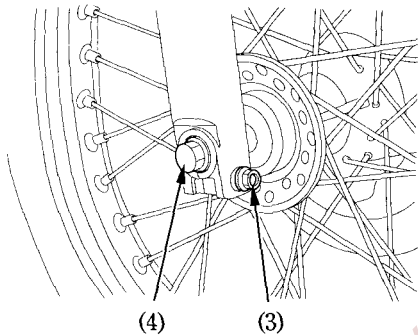
- (1) Speedometer cable  
(2) Speedometer cable set screw



3. Loosen the axle pinch bolt (3), and remove the axle bolt (4).
4. Remove the front wheel.

**NOTE:**

\* Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.



- (3) Axle pinch bolt  
(4) Axle bolt

### Installation Notes:

- To install the front wheel assembly, install the brake disc between the brake pads taking care not to damage the brake pads and insert the axle through the left fork leg.
- Make sure that the lug (5) on the fork leg is contacting the lug on the speedometer gear box. Tighten the axle bolt and axle pinch bolt to specified torques.

Axle bolt torque:

62 N·m (6.2 kg-m , 45 lb-ft)

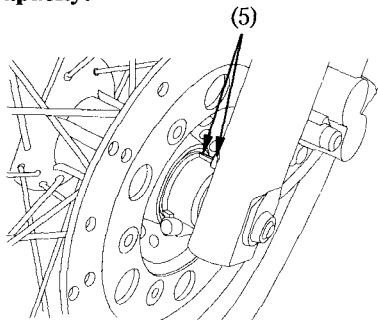
Axle pinch bolt torque:

22 N·m (2.2 kg-m , 16 lb-ft)

- 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.

### **▲WARNING**

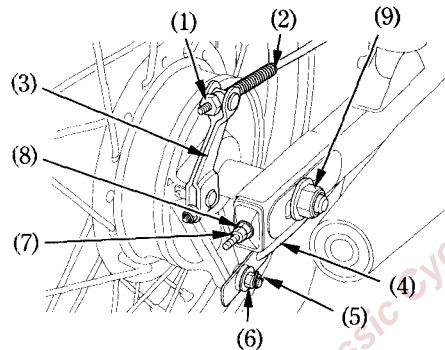
- \* If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(5) Lugs

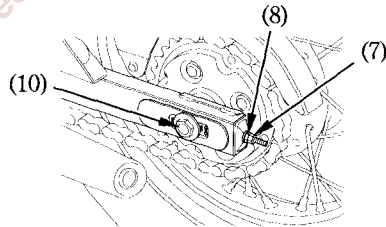
## Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.



- |                   |                     |
|-------------------|---------------------|
| (1) Adjusting nut | (5) Cotter pin      |
| (2) Brake rod     | (6) Stopper arm nut |
| (3) Brake arm     | (9) Axle nut        |
| (4) Stopper arm   |                     |

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
4. Loosen the drive chain lock nuts (7) and adjusting nuts (8).
5. Remove the axle nut (9) while holding the rear axle at the other end with a wrench.
6. Pull out the rear axle (10).
7. Remove the drive chain from the drive sprocket by pushing the rear wheel forward.
8. Remove the rear wheel.



- |                   |                |
|-------------------|----------------|
| (7) Lock nut      | (10) Rear axle |
| (8) Adjusting nut |                |

### Installation Notes:

- Reverse the removal procedure.
- Tighten and torque the following nuts and bolts :

Axle nut torque:

90 N·m (9.0 kg-m , 65 lb-ft)

Brake stopper arm nut torque:

22 N·m (2.2 kg-m , 16 lb-ft)

- Adjust the brake (page 15) and drive chain (page 61).
- Apply the brake several times and check for free wheel rotation after the brake pedal is released.

### **⚠ WARNING**

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

### **CAUTION:**

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

## BATTERY

(Refer to the maintenance precautions on page 49).

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 authorized Honda dealer.

### CAUTION:

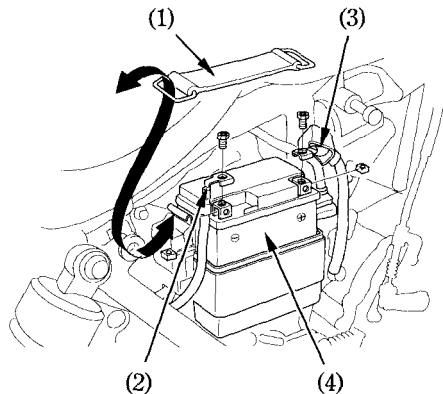
- \* Removing the battery caps can damage the caps and result in leaks and eventual battery damage.
- \* When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

### ▲ WARNING

- \* The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- \* The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
  - If electrolyte gets on your skin, flush with water.
  - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- \* Electrolyte is poisonous.
  - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- \* **KEEP OUT OF REACH OF CHILDREN.**

### Battery Removal:

1. Remove the right side cover (page 31).
2. Release the rings and remove the rubber band (1).
3. Disconnect the negative (-) terminal lead (2) from the battery first, then disconnect the positive (+) terminal lead (3).
4. Pull out the battery (4) from the battery box.



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

## FUSE REPLACEMENT

(Refer to the maintenance precautions on page 49).

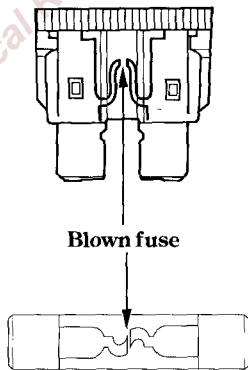
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

### CAUTION:

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

### ⚠ WARNING

- \* Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.

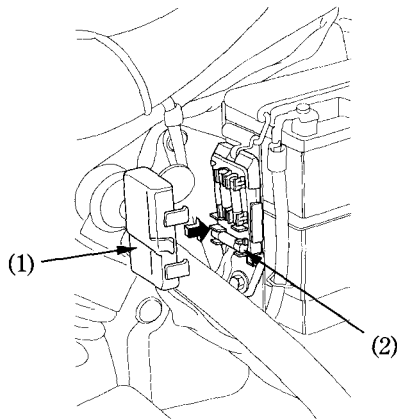


### Fuse box:

The fuse box is located behind the right side cover. The specified fuse are:

#### 10A

1. Remove the right side cover (page 31).
2. Open the fuse box cover (1).
3. Pull the old fuse out of the clips; or slide it lengthwise until one end comes out, then lift it out with your fingers.  
Push a new fuse into the clips.  
The spare fuse (2) is located in the fuse box.
4. Close the fuse box cover and install the right side cover.



(1) Fuse box cover

(2) Spare fuse

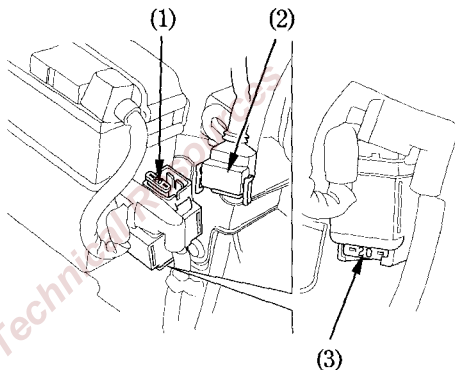


### Main fuse:

The main fuse (1) is located behind the right side cover. The specified fuse is:

**20A**

1. Remove the right side cover (page 31).
2. Disconnect the wire connector (2) of the stator magnetic switch.
3. Pull out the old fuse and install a new fuse. The spare fuse (3) is located the starter magnetic switch holder.
4. Reconnect the connector and install the seat and left side cover.



(1) Main fuse  
(2) Wire connector

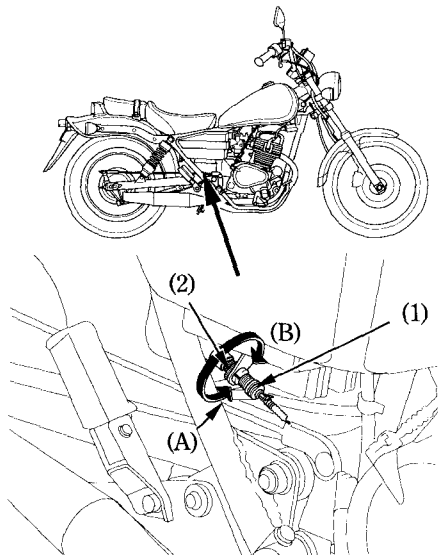
(3) Spare fuse

## STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 49).

Check the operation of the stoplight 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) Stoplight switch

(2) Adjusting nut

## **BULB REPLACEMENT**

(Refer to the maintenance precautions on page 49).

### **▲WARNING**

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

### **CAUTION:**

- \* 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.

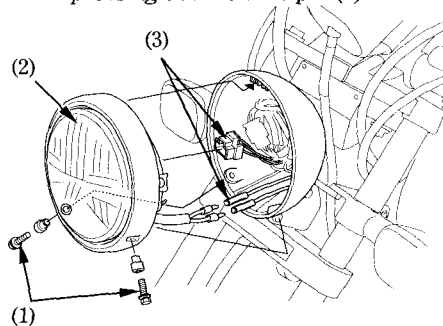
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

### **NOTE:**

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

## Headlight/Position Light Bulb

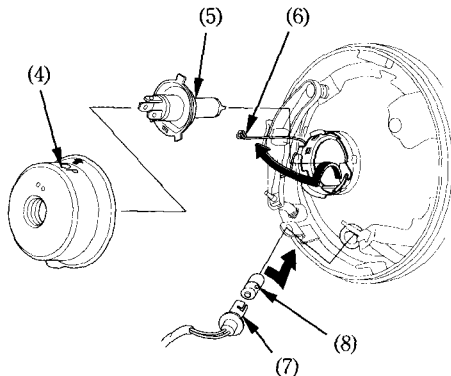
1. Remove the two screws (1) from the headlight case.
2. Gently pull the lower end of the headlight (2) forward and remove the headlight.
3. Disconnect the connectors (3).
4. — Headlight bulb:
  - Remove the seat rubber (4).
  - Remove the headlight bulb (5) while pressing down on the pin (6).



(1) Screws  
(2) Headlight

(3) Connectors

- Position light bulb:
  - Pull out the socket (7).
  - Slightly press the position light bulb (8) and turn it counterclockwise.
5. Install a new bulb in the reverse order of removal.

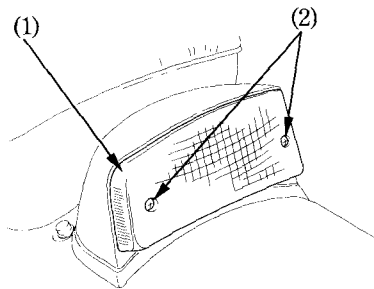


(4) Seat rubber  
(5) Headlight bulb  
(6) Pin

(7) Socket  
(8) Position light bulb

### Stop/Taillight Bulb

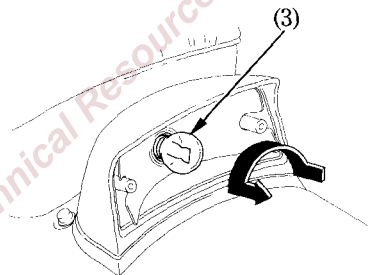
1. Remove the taillight lens (1) by removing the two screws (2).



(1) Taillight lens

(2) Screws

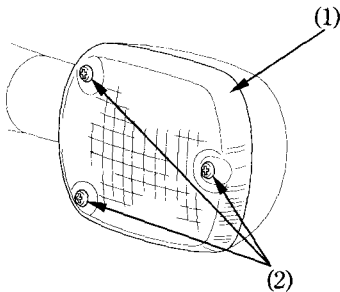
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



(3) Bulb

### Front/Rear Turn Signal Bulb

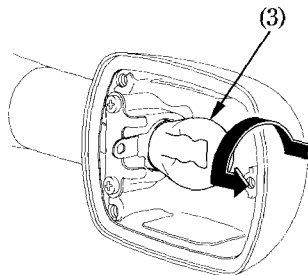
1. Remove the turn signal lens (1) by removing the three screws (2).



(1) Turn signal lens

(2) Screws

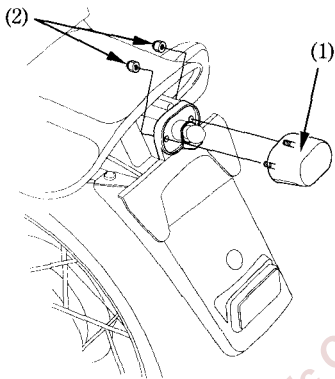
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



(3) Bulb

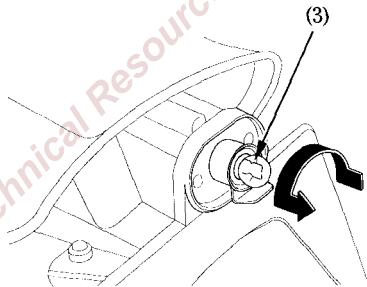
### Lisence Light Bulb

1. Remove the license light cover (1) by removing the two nuts (2).



- (1) License light cover  
(2) Nuts

2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



- (3) Bulb

## CLEANING

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

### CAUTION:

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

Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:

Ignition Switch	Instruments
Carburetors	Wheel Hubs
Drive Chain	Muffler Outlets
Under Seat	Under Fuel Tank
Handlebar Switches	
Brake Master Cylinder	

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

### NOTE:

**\* Clean the 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.**

2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.

### **WARNING**

- \* Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**
4. Lubricate the drive chain immediately after washing and drying the motorcycle.



## 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. 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.

### NOTE:

- \* If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

### **⚠ WARNING**

- \* **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

3. 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 cc) 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.
4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.  
Slow charge the battery once a month.
5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
6. Lubricate the drive chain (page 64 ).
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.  
Change the engine oil if more than 4 months have passed since the start of storage.
2. Charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
4. Perform all Pre-ride Inspection checks (page 33 ).  
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

Classic Cycles Technical Resources

## **SPECIFICATIONS**

### **DIMENSIONS**

Overall length	2,185 mm (86.0 in)
Overall width	815 mm (32.1 in)
Overall height	1,100 mm (43.3 in)
Wheelbase	1,460 mm (57.5 in)
Ground clearance	150 mm (5.9 in)

### **WEIGHT**

Dry weight	137 kg (302 lbs) ...Except G type
	140 kg (309 lbs) ...G type only

### **CAPACITIES**

Engine oil	(After draining)	1.3 ℓ (1.4 US qt , 1.1 Imp qt)
	(After disassembly)	1.6 ℓ (1.7 US qt , 1.4 Imp qt)
Fuel tank		10.0 ℓ (2.64 US gal , 2.20 Imp gal)
Fuel reserve		2.7 ℓ (0.71 US gal , 0.59 Imp gal)
Passenger capacity		Operator and one passenger
Maximum weight capacity		180 kg (397 lbs)

## ENGINE

Bore and stroke	$44.0 \times 41.0 \text{ mm (1.73} \times 1.61 \text{ in)}$
Compression ratio	9.4 : 1
Displacement	$124 \text{ cm}^3 (7.6 \text{ cu-in})$
Spark plug	
Standard	CR6HSA (NGK) or U20FSR – U (NIPPONDENSO)
For cold climate (Below $5^\circ\text{C}$ , $41^\circ\text{F}$ )	CR5HSA (NGK) or U16FSR – U (NIPPONDENSO)
For extended high speed riding	CR7HSA (NGK) or U22FSR – U (NIPPONDENSO)
Spark plug gap	$0.60 - 0.70 \text{ mm (0.024} - 0.028 \text{ in)}$
Idle speed	$1,400 \pm 100 \text{ min}^{-1} (\text{rpm})$

## **CHASSIS AND SUSPENSION**

Caster	30°40'
Trail	113 mm (4.4 in)
Tyre size, front	3.00—18 47P
Tyre size, rear	130/90—15M/C 66P

## **POWER TRANSMISSION**

Primary reduction	3.833
Gear ratio, 1st	2.846
2nd	1.777
3rd	1.333
4th	1.083
5th	0.913
Final reduction	3.000

## **ELECTRICAL**

Battery

12V – 6Ah

Generator

178W/5,000 min<sup>-1</sup> (rpm) ... Except E type

191W/5,000 min<sup>-1</sup> (rpm) ... E type only

## **LIGHTS**

Headlight

12V – 60/55W

Tail / brake light

12V – 5/21W

Turn signal light

Front

12V – 21W

Rear

12V – 21W

Position light

12V – 4W

Speedometer light

12V – 1.4W

Neutral indicator

12V – 3W

Turn signal indicator

12V – 3.4W

High beam indicator

12V – 3.4W

Side stand indicator

12V – 2W

License light

12V – 5W

## **FUSE**

Main fuse

20A

Other fuses

10A

# ***HONDA PARTS & ACCESSORIES***

*Click on links below*

[\*Honda CA125 Original Equipment Parts & Complete Online Diagrams\*](#)

[\*Honda CA125 Model History & Technical Specifications\*](#)

[\*Motorcycle Helmet Closeout Sale\*](#)

[\*Honda Motorcycle Parts & Accessories\*](#)

[\*Honda Dirt Bike Parts & Accessories\*](#)

[\*Save On All Motorcycle Tires\*](#)

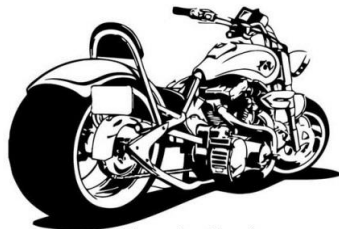
[\*Motorcycle Gear Closeout Sale\*](#)

[\*High Visibility Motorcycle Gear\*](#)

[\*Cycle Gear – Free Shipping\*](#)

[\*Free Shipping On All Motorcycles\*](#)

[\*Discount Auto Parts – Free Shipping\*](#)



*www.ClassicCycles.org*