

# HONDA

OWNER'S MANUAL  
MANUEL DU PROPRIÉTAIRE  
FAHRER-HANDBUCH



250



**HONDA**

**Z50J**

**OWNER'S MANUAL**

**MANUEL DU CONDUCTEUR**

**FAHRER-HANDBUCH**

## IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGER**

This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Do not exceed the maximum weight capacity.

- **ON/OFF-ROAD USE**

This motorcycle is designed for “dual purpose” use.

- **READ THIS OWNER’S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

**⚠ WARNING**

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

**CAUTION:**

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

**NOTE:** Gives helpful information.

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

# **HONDA Z50J**

## **OWNER'S MANUAL**

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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**.

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.

G	Germany
FI	Finland
S	Sweden
SA	South Africa
U	Australia
D	Except above countries

- The specifications may vary with each locale.

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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 26) 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 licence. 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.

## 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.
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, kickstarter, footpegs, drive chain 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**

- \* **A motorcycle is sensitive to changes in weight distribution. Addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle.**

### **Loading**

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

158 kg (348 lbs)

Cargo weight alone should not exceed:

18 kg (39 lbs)

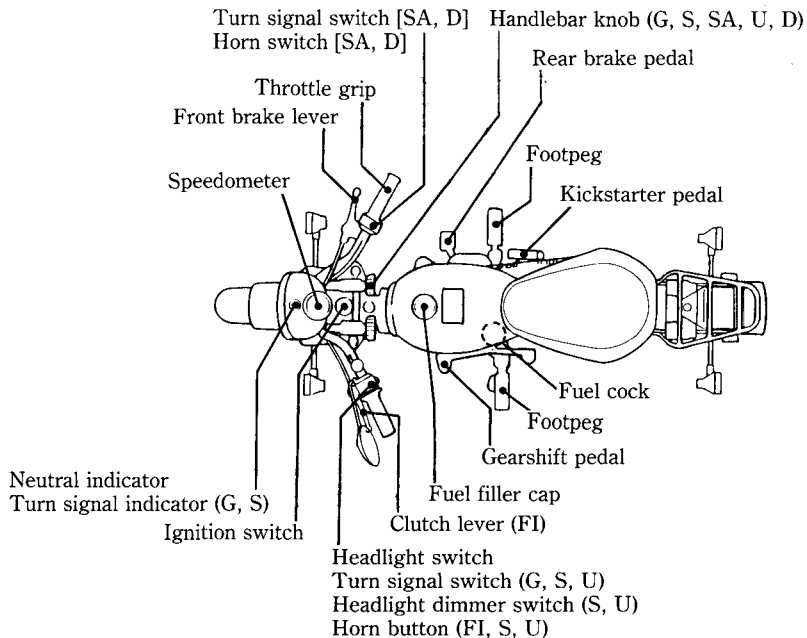
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
3. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

## Accessories

### **CAUTION:**

- \* This motorcycle is not designed to accept accessories such as luggage racks or fairings. Installation of these accessories may overstress frame components causing possible equipment damage. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. An electrical failure could cause a dangerous loss of lights or engine power at night, in traffic or far from help.

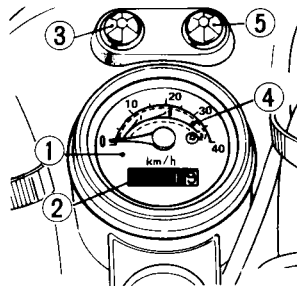
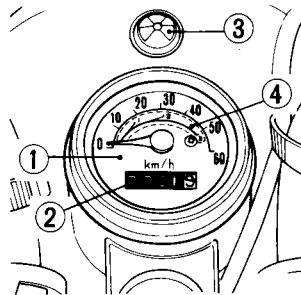
## PARTS LOCATION



## INSTRUMENTS AND INDICATORS

The indicators are grouped between the handlebars. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Odometer
- (3) Neutral indicator light
- (4) Gear speed range indicators
- (5) Turn signal indicator light  
(G, S, SA, U, D)



<b>(Ref. No.) Description</b>	<b>Function</b>
(1) Speedometer	Shows riding speed.
(2) Odometer	Shows accumulated mileage.
(3) Neutral indicator (green)	Lights when the transmission is in neutral.
(4) Gear speed range indicators	—————
(5) Turn signal indicator (G, S, SA, U, D) (amber)	Flashes when either turn signal operates.

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

### **▲ WARNING**

- \* If the Pre-ride Inspection (page 26) is not performed, severe personal injury or vehicle damage may result.

## BRAKE

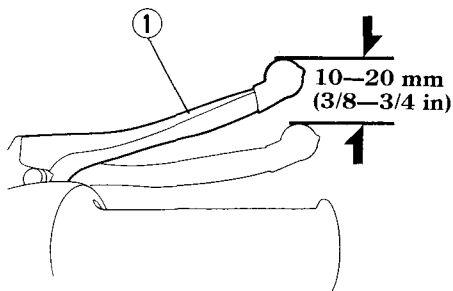
### Front Brake

Brakes are items of personal safety and should always be maintained in proper adjustment.

Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the free play distance that the front brake lever moves before the brake starts to engage.

The distance the brake lever moves before the brake starts to engage is called free play. Measured at the tip of the front brake lever, free play should be maintained at:

10–20 mm (3/8–3/4 in).



(1) Front brake lever



1. Adjust brake lever free play with the front brake adjusting nut (2). Turning the nut clockwise will decrease free play and turning the nut counterclockwise will increase free play. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3) after making final free play adjustment.
2. Apply the brake several times and check for free wheel rotation when released.

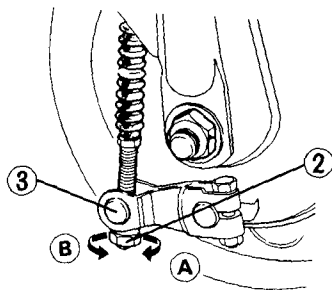
**NOTE:**

- \* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure.

Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion. Make sure the brake arm, spring and fasteners are in good condition.



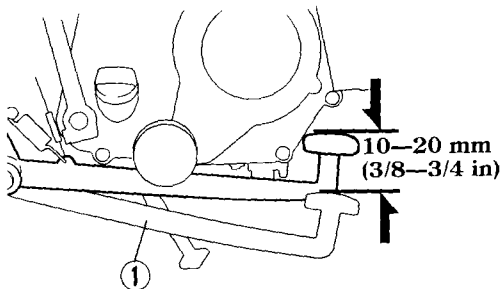
- (2) Front brake adjusting nut
- (3) Brake arm pin

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

## Rear Brake

### Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.  
Free play should be:  
10–20 mm (3/8–3/4 in)
3. If adjustment is necessary, turn the rear brake adjusting nut (2).

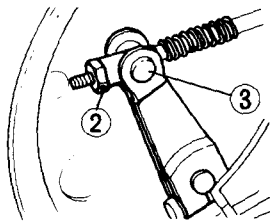


(1) Rear brake pedal

4. Apply each brake several times and check for free wheel rotation when released.

### NOTE:

- \* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.
- \* Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3) after making final free play adjustment.



(2) Rear brake adjusting nut

(3) Brake arm pin

## CLUTCH

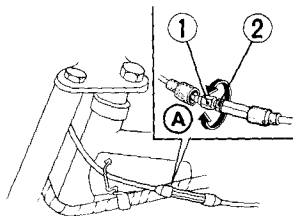
### FI type:

Measured at the tip of the clutch lever, free play should be maintained at:

10—20 mm (3/8—3/4 in)

To adjust, perform the following steps.

1. Loosen the lock nut (2) and turn the adjusting bolt (1) all the way in the direction (A).



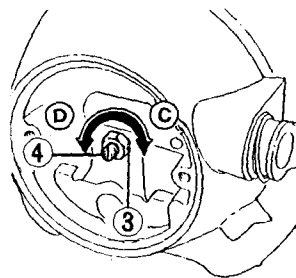
(1) Adjusting bolt

(2) Lock nut

2. Remove the clutch cover by removing two screws.

Loosen the lock nut (3) and turn the adjusting screw (4) in the direction (C) until a slight resistance is felt. From this position, turn the screw (4) in the direction (D) 1/4 turn. Tighten the lock nut (3).

3. Turning the adjusting bolt (1) in direction (A) will decrease the free play of the clutch lever. Install the clutch cover.
4. After the adjusting has been made, check to see that the clutch is not slipping and that the clutch is properly disengaging.



(3) Lock nut

(4) Adjusting screw

## G, S, SA, U, D type:

### **▲ WARNING**

- \* **The automatic clutch must be adjusted while the engine is stopped.**

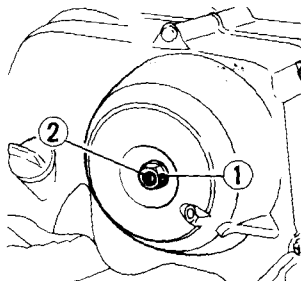
### Adjustment:

1. Loosen the adjuster lock nut (1).
2. Turn the clutch adjuster (2) clockwise one turn; do not turn excessively.
3. Slowly turn the adjuster counterclockwise until a slight resistance is felt.
4. From this position, turn the adjuster clockwise 1/8 to 1/4 turn, and tighten the lock nut.
5. After adjustment, test ride the motorcycle to be certain the clutch operates properly.

The engine should start easily with the kickstarter without the clutch slipping. When shifting gears, the clutch operation should be smooth and light, especially when shifting into neutral.

### NOTE:

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



(1) Lock nut

(2) Clutch adjuster

## FUEL

### Fuel Cock

The three way fuel cock (1) is under the left side of the fuel tank.

### OFF

With the fuel cock in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the cock OFF whenever the motorcycle is not in use.

### ON

With the fuel cock in the ON position, fuel will flow from the main fuel supply to the carburetor.

### RES

With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

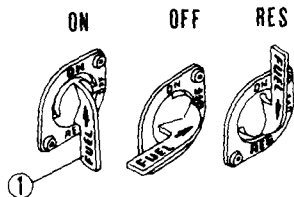
1.0 l (0.26 US gal, 0.22 Imp gal)

### **▲ 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.
- \* Be careful not to touch any hot engine parts while operating the fuel cock.

### NOTE:

- \* Do not operate the motorcycle with the fuel cock in the RES position after refueling. You may run out of fuel with no reserve.



(1) Fuel cock

## Fuel Tank

The fuel tank capacity, including reserve, is:

5.0 l (1.3 US gal, 1.1 Imp gal)

To open the fuel tank cap (1), turn the fuel tank cap counterclockwise.

After refueling, be sure to tighten the fuel tank cap firmly by turning it clockwise.

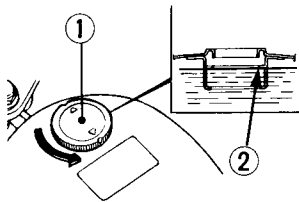
Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

### FOR AUSTRALIA ONLY

Use unleaded petrol with a research octane number of 91 or higher.

### 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.



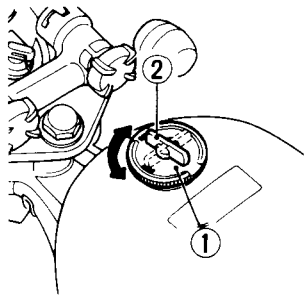
(1) Fuel tank cap

(2) Filler neck

**G, S, SA, U, D type:**

The fuel tank cap (1) has a lever (2) with “ON” and “OFF” positions to open or close the tank vent. The fuel tank cap lever (2) should be turned to “ON” to allow fuel to flow when running the engine. Turning the lever to “OFF” will prevent fuel from flowing out of the vent hole when transporting the Mini-Trail. Always tighten fuel tank cap firmly.

**(G, S, SA, U, D)**



(1) Fuel tank cap

(2) Lever



**▲ 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 the engine is refueled or where petrol is stored.**
- \* **Do not overfill the tank (there should be no fuel in the filler neck (2)). After refueling, make sure the tank cap is closed properly and 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.**

**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 problem 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 the fuel contains alcohol, if it does, confirm the type and percentage of alcohol used. If you notice any undersirable 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

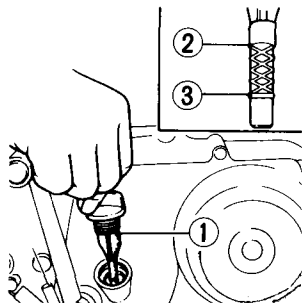
Check the engine oil level each day before riding the motorcycle.

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

1. With the motorcycle held upright on firm, level ground, start the engine and let it idle for a few minutes.
2. Stop the engine and remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick, without screwing it in. The oil level should be between the upper and lower marks on the dipstick.
3. If required, add the specified oil up to the upper level mark (See page 50). Do not overfill.
4. Reinstall the oil filler cap/dipstick. Check for oil leaks.

### CAUTION:

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



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

## TYRES

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

Check pressure frequently and adjust if necessary.

### NOTE:

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

Select the right replacement tyres in accordance with the following specifications:

Cold tyre pressures kPa (kg/ cm <sup>2</sup> , psi)	G, S, FI	Front: 100 (1.0, 15) Rear: 175 (1.75, 25)
	SA, U, D	Front: 100 (1.0, 14) Rear: 125 (1.25, 18)
Tyre size		Front: 3.50–8–2PR
		Rear: 3.50–8–2PR

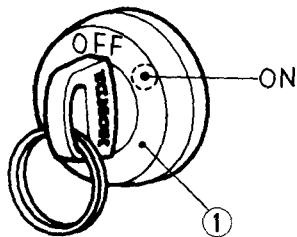
### WARNING

- \* **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.**

## ESSENTIAL INDIVIDUAL COMPONENTS

### IGNITION SWITCH

The ignition switch (1) is in front of speedometer.



(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed.
ON (red dot)	Lights and engine can be operated.	Key cannot be removed.

## RIGHT HANDLEBAR CONTROLS (SA, D type)

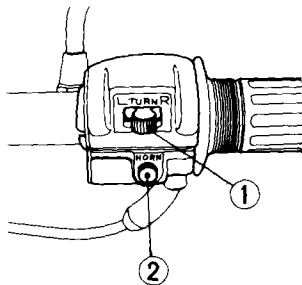
### Turn Signal switch

To signal a left turn, move the switch (1) to the "L" position. To signal a right turn, move the switch (1) to the "R" position. Return to the center (off) when finished.

### Horn Button

When the horn button (2) is pressed, the horn will sound.

(SA, D)



- (1) Turn signal switch
- (2) Horn button

## LEFT HANDLEBAR CONTROLS

### Headlight Switch (1)

The headlight switch (1) has two positions, "ON" and "OFF".

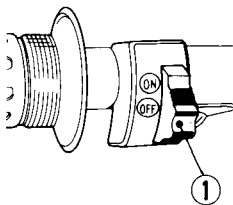
ON: Headlight, taillight and meter lights on.

OFF: Headlight, taillight and meter lights off.

#### NOTE:

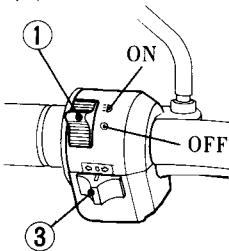
\* The headlight operates only when the engine is running.

(SA, D)



(1) Headlight Switch  
(2) Headlight Dimmer Switch

(G)



(3) Turn Signal Switch  
(4) Horn Button

### Headlight Dimmer Switch (2) (S, U)

≡D — The high beam is on.

≡D — The low beam is on.

### Turn Signal Switch (3) (G, S, U)

Move the switch (3) to "←" to signal a left turn

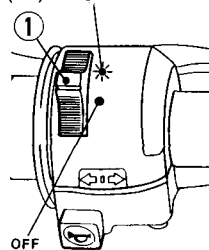
"→" to signal a right turn.

Return to the center (off) when finished.

### Horn Button (4) (FI, S, U)

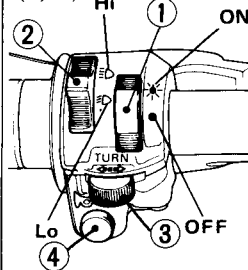
When the horn button (4) is pressed, the horn will sound.

(FI)



OFF

(S, U)



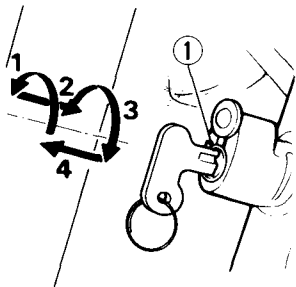
## FEATURES (Not required for operation)

### STEERING LOCK

#### G, FI, S type:

The motorcycle has a steering lock (1) on the steering column under the headlight case. To lock the steering, turn the handlebar all the way to the right, insert the key into the cylinder, turn the key 60° counterclockwise, and press the lock all the way in. To unlock the steering, perform the locking sequence in the reverse order.

(G, FI, S type)

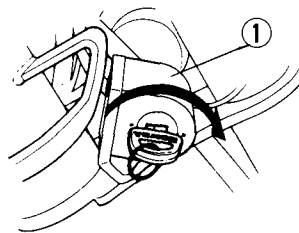


(1) Steering lock

#### SA, U, D type:

The motorcycle has a steering lock (1) on the steering column under the headlight case. To lock the steering, turn the handlebar all the way to the left, insert the key into the cylinder, turn the key 180° counterclockwise. To unlock the steering, perform the locking sequence in the reverse order.

(SA, U, D type)



(1) Steering lock

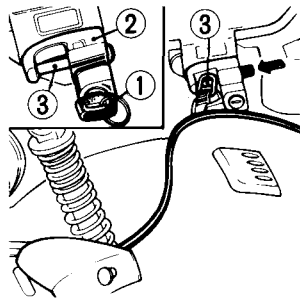


## HELMET HOLDER (S, SA, U, D type)

The helmet holder (2) is on the left side below the seat. Unlock the holder with the ignition Key (1). Hang your helmet on the holder pin (3) and push the pin to lock. This automatically locks the helmet holder.

### 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) Ignition key
- (2) Helmet holder

- (3) Holder pin

# OPERATION

## PRE-RIDE INSPECTION

### **▲ WARNING**

**\* If the Pre-ride Inspection is not performed, serious damage or an accident may result.**

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

1. Engine oil level—add engine oil if required (page 19). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (pages 14--18). Check for leaks.
3. Brakes—check operation of the front and rear brakes. Adjust free play if necessary (pages 8--10).
4. Tyres—check condition and pressure (page 20).
5. Drive chain—check condition and slack (pages 60--64). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions.

7. Lights—check that all lights operate properly.

8. Battery electrolyte—check the level and add if necessary (page 72).

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

## STARTING THE ENGINE

### **▲ WARNING**

- \* **Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and may lead to death.**
- \* **Do not try to start the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.**

### **Preparation**

Make sure the transmission is in neutral, and the Ignition switch is at ON, the neutral indicator (green) should go on.

Turn the fuel cock to ON.

(G, S, SA, U, D type) Turn the fuel tank cap lever to the ON position.

### **Starting Procedure**

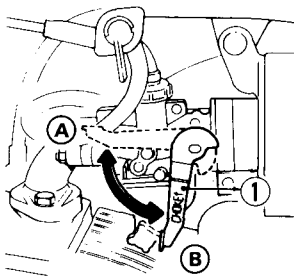
#### Cold engine

1. Raise the choke lever (1) to Fully Closed (A).

2. Open the throttle slightly and operate the kickstarter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick.

### **CAUTION:**

- \* **Do not allow the kickstarter to snap back freely against the pedal stop as engine case damage could result.**



(1) Choke lever

(A) Fully Closed

(B) Fully open

3. Warm up the engine at approx.  $1,700 \text{ min}^{-1}$  (1,700 rpm) until it runs smoothly with the choke open (B).

### **Starting in Extremely Cold Weather**

Prime the engine before starting by cranking the engine several times with the kickstarter. The ignition switch should be OFF, the choke Fully Closed (A) and the throttle opened. Follow the "Cold Engine" Starting Procedure.

#### **CAUTION:**

- \* **Extended use of the choke may impair piston and cylinder wall lubrication.**

### **Flooded Engine**

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and lower the choke lever to Fully Open (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

## **RUNNING-IN**

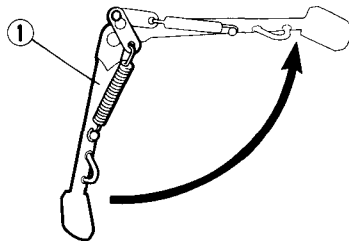
During the first 1,000 km (600 miles), do not operate the motorcycle at more than 80% of the maximum speed in any gear. Avoid full throttle operation, and do not operate for a long time at one speed. During initial running in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in Maintenance at 1,000 km (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.

## RIDING (FI)

The side stand (1) is designed to retract automatically when the motorcycle is raised to an upright position.

### **⚠ WARNING**

- \* **Review Motorcycle Safety (pages 1—4) before you ride.**
- \* **Make sure the side stand has fully retracted before riding the motorcycle. If not retracted, the side stand may cause an accident.**
- \* **When the side stand is retracting, be careful to keep your leg out of its path. The side stand is spring-loaded and can cause injury if it hits you.**

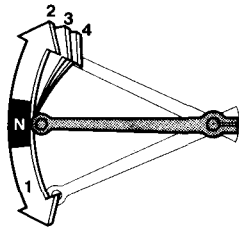


(1) Side Stand

1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1st) by depressing the gearshift pedal.
3. Slowly release the clutch lever while gradually increasing speed. Coordination of these two operations will assure a smooth start.
4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch lever again and shift into 2nd by raising the shift pedal. Do the same for the other 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.

(FI)



**⚠ WARNING**

- \* **Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.**

**CAUTION:**

- \* **Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.**
- \* **Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.**

**RIDING (G type)**

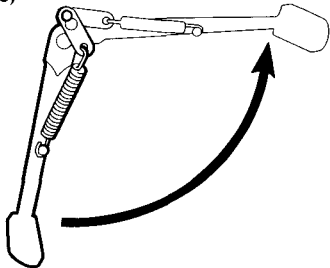
The side stand (1) is designed to retract automatically when the motorcycle is raised to an upright position.

**⚠ WARNING**

- \* **Review Motorcycle Safety (pages 1—4) before you ride.**
- \* **Make sure the side stand is fully retracted before riding the motorcycle. If not retracted, the side stand may cause an accident.**
- \* **When the side stand is retracting, be careful to keep your leg out of its path. The side stand is spring-loaded and can cause injury if it hits you.**



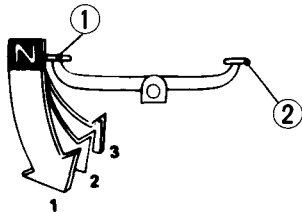
(G type)



(1) Side stand

1. Warm up the engine.
2. With the engine idling, shift into low (1st) by depressing the toe end of the gear shift pedal.
3. Slowly open the throttle to start the motorcycle rolling smoothly, and when the motorcycle attains a moderate speed, close the throttle and depress the gear change pedal with the toe to shift into 2nd gear.
4. This sequence is repeated to progressively shift into the next higher gear.
5. Shifting down is accomplished by depressing the heel end of the gear shift pedal.

(G type)



(1) Toe end

(2) Heal end

6. Coordinate the throttle and brakes for smooth deceleration.
7. 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.

**▲ WARNING**

- \* **Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.**

**CAUTION:**

- \* **Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.**
- \* **Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.**

## RIDING (S, SA, U, D type)

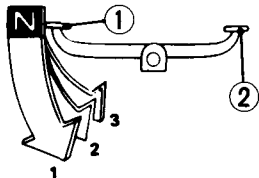
### **▲ WARNING**

- \* **Review Motorcycle Safety (pages 1—4) before you ride.**
- \* **Make sure the side stand is fully retracted before riding the motorcycle.**

### NOTE:

- \* **Make sure the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 43 and explanation for SIDE STAND on page 67).**

## (S, SA, U, D type)



(1) Toe end

(2) Heel end

1. Warm up the engine.
2. With the engine idling, shift into low (1st) by depressing the toe end of the gearshift pedal.
3. Slowly open the throttle to start the motorcycle rolling smoothly, and when the motorcycle attains a moderate speed, close the throttle and depress the gearshift pedal with the toe to shift into 2nd gear.
4. This sequence is repeated to progressively shift into the next higher gear.
5. Shifting down is accomplished by depressing the heel end of the gear shift pedal.
6. Coordinate the throttle and brakes for smooth deceleration.
7. 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.

**⚠ WARNING**

- \* Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.

**CAUTION:**

- \* Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.
- \* Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.

## **BRAKING**

1. For normal braking, gradually apply both 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. (FI type) Disengage the clutch before the motorcycle stops.

### **⚠ 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.**
- \* **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.**
- \* **Do Not ride the brakes. In other words, don't operate the brake pedal unless you intend to brake. This causes excessive brake wear and can damage, or lead to loss of the brakes through overheating. Your brake light may also confuse other drivers.**

## **PARKING**

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

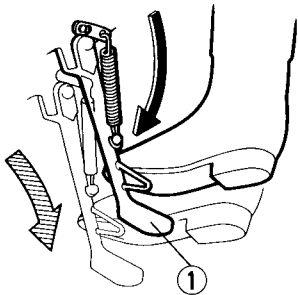
### **CAUTION:**

- \* **Park the motorcycle on firm, level ground to prevent overturning.**
  - \* **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 24).

## PARKING THE MOTORCYCLE ON THE SIDE STAND (FI, G type)

Observe the following sequence:

- Turn off the engine.
- Get off the motorcycle to the left side, holding the vehicle in an upright position.
- Turn the handlebars fully to the left.
- Swing the side stand (1) down against the spring tension as far as it will go, and hold it in that position with your foot.
- Lean the motorcycle slowly to the left until it rests on the side stand.



(1) Side stand

## Instructions

- Be sure the side stand is pushed down to its furthest possible position before you apply weight to it.
- Select a flat surface for parking. If possible park the motorcycle on incline with its front end pointing uphill. If necessary, place the transmission in first gear to prevent the motorcycle from rolling away.
- Use the side stand only on firm ground.
- Avoid parking the motorcycle in locations near heavy pedestrian traffic.

### **▲ WARNING**

- \* **Do not operate the side stand while sitting on the motorcycle. It is difficult to erect the side stand fully while sitting on the motorcycle, and you may fall.**

## 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

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.
- 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 items require some mechanical knowledge. Certain items (particularly those marked \* and \*\*) may require more technical information and tools. Consult your authorized Honda Dealer. Perform the Pre-ride Inspection (page 26) 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 (2)]					Refer to pages	
			WHICHEVER COMES FIRST →	x 1,000 km	1	4	8		12
			MONTH	x 1,000 mi	0.6	2.5	5		7.5
* FUEL LINE					I	I	I	—	
* THROTTLE OPERATION					I	I	I	57	
AIR CLEANER		NOTE 1			C	C	C	48–49	
SPARK PLUG					I	R	I	52–53	
* VALVE CLEARANCE				I	I	I	I	55–56	
* CONTACT POINT AND IGNITION TIMING		NOTE 3			I	I	I	54	
ENGINE OIL				R	R	R	R	50–52	
** ENGINE OIL STRAINER SCREEN							C	—	
** ENGINE OIL CENTRIFUGAL FILTER							C	—	
* CAM CHAIN TENSION		NOTE 3			A	A	A	59	
* CARBURETOR-IDLE SPEED					I	I	I	58	

ITEM	FREQUENCY	WHICHEVER → COMES FIRST		ODOMETER READING [NOTE (2)]				Refer to pages
		NOTE	MONTH	x 1,000 km	4	8	12	
				x 1,000 mi	0.6	2.5	5	
DRIVE CHAIN				EVERY 1,000 km (600 mm) I, L				60-64
BATTERY					I	I	I	72-73
BRAKE SHOE WEAR					I	I	I	71
BRAKE SYSTEM				I	I	I	I	8-10
* BRAKE LIGHT SWITCH					I	I	I	77
* HEADLIGHT AIM					I	I	I	—
CLUTCH SYSTEM				I	I	I	I	11-12, 13
SIDE STAND					I	I	I	66, 67
* SUSPENSION					I	I	I	65
* NUTS, BOLTS, FASTENERS				I		I		—
** WHEELS/TYRES					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 SERVICE MANUAL.

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

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

(2) For higher odometer readings, repeat at the frequency interval established here.

(3) G, S, SA, U, D type only.

## TOOL KIT

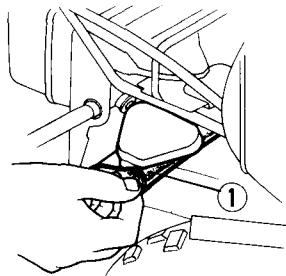
Listed below are the items included in the tool kit (1).

### G, S, SA, U, D type:

- 10 x 12 mm open end wrench
- Standard/Phillips screwdriver
- Handlebar
- Spark plug wrench
- Tool bag

### FI type:

- Spark plug wrench
- Handlebar



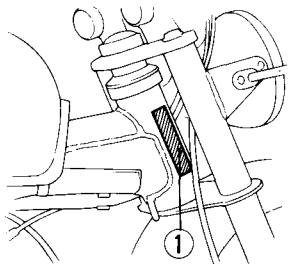
(1) Tool bag

## 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. \_\_\_\_\_

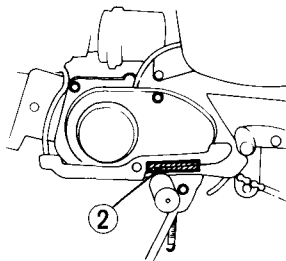


(1) Frame number

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. \_\_\_\_\_



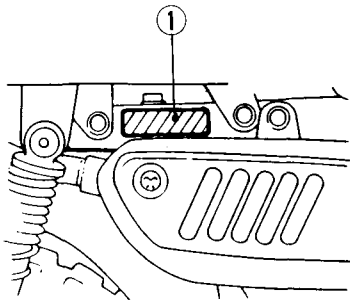
(2) Engine number

## COLOUR LABEL

The colour label (1) is attached to the right side of the frame behind the muffler. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR \_\_\_\_\_

CODE \_\_\_\_\_



(1) Colour label

## MAINTENANCE PRECAUTIONS (S, SA, U, D type)

### **▲ WARNING**

- \* **If your motorcycle is overturned or involved in a collision, inspect control levers, cable, 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.**
- \* **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.**

## **MAINTENANCE PRECAUTIONS (FI, G type)**

### **▲ WARNING**

- \* If your motorcycle is overturned or involved in a collision, inspect control levers, cable, 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.
- \* 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.

### **CAUTION:**

- \* Do not use the side stand to support the motorcycle when performing maintenance; it may inadvertently retract, causing the motorcycle to fall over. Be sure to support the motorcycle securely whenever performing motorcycle maintenance.

## AIR CLEANER

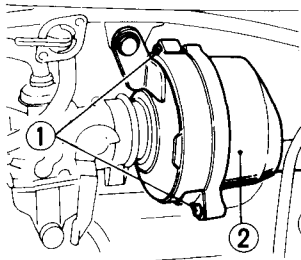
(Refer to the maintenance precaution on page 46, 47).

The air cleaner element should be serviced at regular intervals (page 42). If your motorcycle is operated in dusty areas, more frequent servicing will be required. Your Honda dealer can help you to determine the correct service interval for your particular riding conditions.

1. Remove the two attaching screws (1), the air cleaner cover (2) and air cleaner element (3).
2. Wash the element in clean, nonflammable or high flash point solvent and let it dry thoroughly.

### **⚠ WARNING**

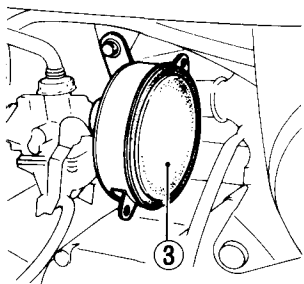
- \* **Never use petrol or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.**



- (1) Attaching screws  
(2) Air cleaner cover



3. Soak the element in gear oil (SAE 80—90) until saturated, then squeeze out the excess oil.
4. Reinstall the air cleaner element and air cleaner cover.



(3) Air cleaner element

## ENGINE OIL

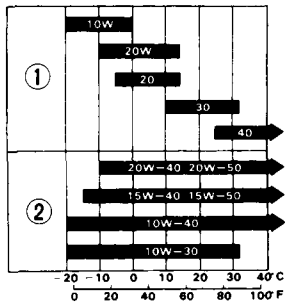
(Refer to the maintenance precautions on page 46, 47).

### 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 service SE, SF or SG. It is not necessary to use additives.

### 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

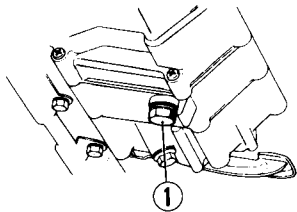
Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 42).

### CAUTION:

\* **Change the oil more frequently than recommended on page 42 depending upon the severity of dust conditions.**

### NOTE:

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



(1) Drain plug

1. Remove the oil filler cap/dipstick and drain plug (1) to drain the oil.  
Operate the kick starter several times to aid in complete draining of the remaining oil.

### **⚠ WARNING**

- \* **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**
2. Check that the sealing washer on the drain plug is in good condition and install the plug.
3. Fill the crankcase with the recommended grade oil; approximately:  
0.8 l (0.8 US qt, 0.7 Imp qt)
4. Install the oil filler cap/dipstick.
5. Start the engine and let it idle for a 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:**

- \* 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 service station for reclamation. Do not throw it in the rubbish or pour it on the ground.

**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 PLUG**

(Refer to maintenance precautions on page 46, 47).

Specified spark plug:

G, S, SA type: CR6HS (NGK) or U20FSR-U (ND)

FI type: C6HA (NGK) or U20FS-L (ND)

U, D type: C6H (NGK) or U20FS (ND)

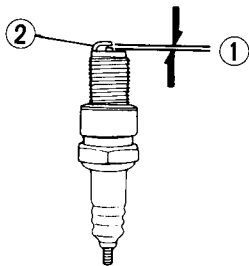
1. Disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base. Remove the spark plug using the plug wrench furnished in the tool kit.

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.
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:

0.6—0.7 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.

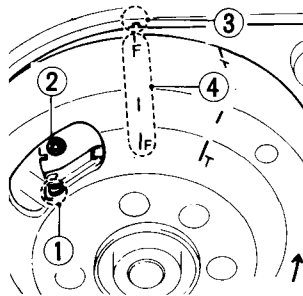
**CAUTION:**

- \* **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.**

## CONTACT BREAKER POINT GAP AND IGNITION TIMING (G, S, SA, U, D type)

(Refer to the maintenance precautions on page 46).

Adjustment of the point gap (1) and ignition timing are made at the same time. To adjust, proceed as follows:



- (1) Contact breaker point gap  
(2) Contact breaker locking screw  
(3) Index mark  
(4) F mark

1. Remove the left crankcase cover.
2. Rotate the flywheel counterclockwise until the F mark (4) aligns with the index mark (3). Ignition timing is correct if the contact breaker points just begin to open at this moment.
3. If ignition timing is incorrect, loosen the contact breaker locking screw (2) and adjust the breaker point gap.  
Increasing the gap will advance ignition timing. Decreasing the gap will retard ignition timing.
4. Retighten the contact breaker locking screw and recheck ignition timing.

### NOTE:

- \* Point gap must remain within the specified limits after ignition timing has been set.

The point gap should be:

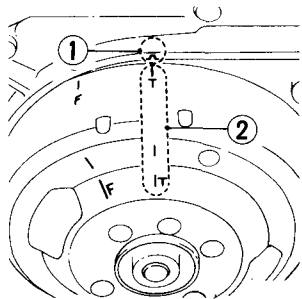
0.3—0.4 mm (0.012—0.016 in)

If correct timing results in a point gap which is outside these limits, replace the contact breaker points.

## VALVE CLEARANCE

(Refer to the maintenance precautions on page 46, 47).

Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the specified intervals.



(1) Index

(2) "T" mark

## NOTE:

\* The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

1. Remove the left crankcase cover.
2. Remove the adjusting caps.
3. Rotate the generator flywheel counterclockwise until the "T" mark (2) on the flywheel lines up with the index mark (1) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the "T" mark to the index mark.

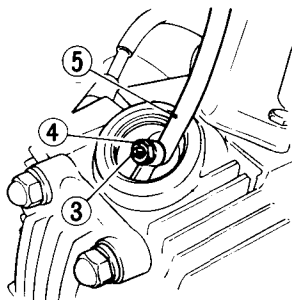
Check the clearance of both valves by inserting a feeler gauge between the adjusting screw and the valve stem.

Clearance should be:

0.05 mm (0.002 in) (IN/EX).

If it is necessary to make an adjustment, loosen the adjusting screw lock nut (4) and turn the adjusting screw (3) so there is a slight resistance when the feeler gauge (5) is inserted.

After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance to make sure that the adjustment has not been disturbed. Reinstall the adjusting caps.



(3) Adjusting screw      (5) Feeler gauge  
(4) Adjusting screw lock nut



## THROTTLE OPERATION

(Refer to the maintenance precautions on page 46, 47).

Check for smooth rotation of the throttle grip from the fully closed to the fully open position. Check at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted.

Lubricate the cable with a commercially available cable lubricant to prevent premature wear and corrosion.

### **▲ WARNING**

**\* For safe operation and positive engine response, the throttle cable must be properly adjusted.**

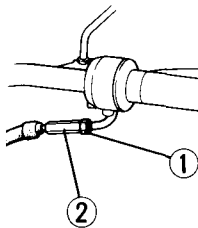
### **G, FI type:**

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

### **S, SA, U, D type:**

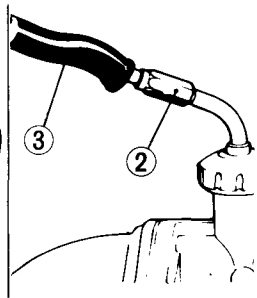
To adjust the free play, remove the rubber cap (3) and turn the adjuster (2). Measured in grip rotation, the standard throttle grip free play is:  
2–6 mm (1/8–1/4 in)

#### **(G, FI type)**



(1) Lock nut  
(2) Throttle cable adjuster

#### **(S, SA, U, D type)**



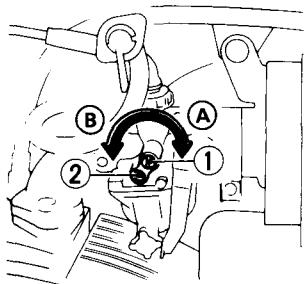
(3) Rubber cap

## **IDLE SPEED**

(Refer to the maintenance precautions on page 46, 47).

### Idle Speed

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



- (1) Throttle stop screw (A) Increase rpm  
(2) Air screw (B) Decrease rpm

1. Warm up the engine and hold the motorcycle upright.
2. Adjust idle speed with the throttle stop screw (1).

### **IDLE SPEED:**

G, FI type:

$1,700 \pm 100 \text{ min}^{-1}$  (rpm) (In neutral)

S, SA, U, D type:

$1,500 \pm 100 \text{ min}^{-1}$  (rpm) (In neutral)

### Fuel Mixture

1. Adjust the fuel mixture by turning the air screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Set the air screw exactly between these two extreme positions.

From a fully closed position, the correct setting (between extremes of rich and lean) will be follows:

FI type: 1-1/8 turns out

G type: 2 turns out

S, SA, U, D type: 1-1/2 turns out

2. If idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

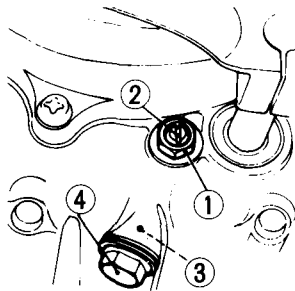
## CAM CHAIN ADJUSTMENT

(G, S, SA, U, D type)

(Refer to the maintenance precautions on page 46).

When the cam chain is noisy, adjust the tension in the following manner:

1. Start the engine.
2. Loosen the lock nut (1), and loosen the tensioner adjusting bolt (2) approximately one half turn. Tighten the lock nut.
3. If the chain is still noisy even after the above adjustment, loosen the lock nut (1), adjusting bolt (2) and the 14 mm sealing bolt (4) located at the bottom of the crankcase, and screw in the tensioner bolt (3) gradually with the engine running, until the cam chain becomes quiet. After completing the adjustment, tighten the tensioner adjusting bolt, lock nut, and 14 mm sealing bolt (4) securely.



- (1) Tensioner adjusting bolt lock nut
- (2) Tensioner adjusting bolt
- (3) Tensioner bolt
- (4) 14 mm sealing bolt

## DRIVE CHAIN

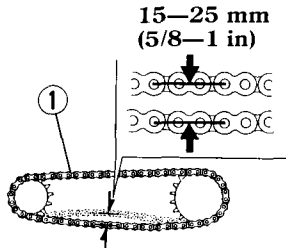
(Refer to the maintenance precaution on page 46, 47).

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. Under severe usage, or when the motorcycle is ridden in dusty areas, more frequent maintenance will be necessary.

### Inspection

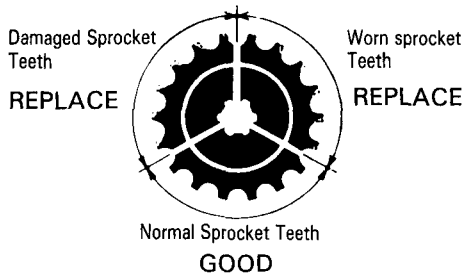
1. Turn the engine off, place the motorcycle on a support block to raise the rear wheel off the ground. Shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:  
15–25 mm (5/8–1 in)

3. Check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. 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. Inspect the sprocket teeth for wear or damage.

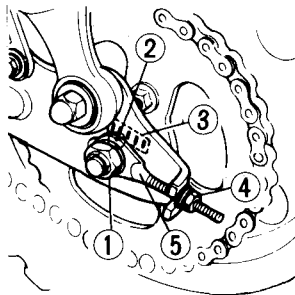


5. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets, rapid chain wear will result.

#### Adjustment:

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

1. Loosen the rear axle nut (1).
2. Turn the adjusting nut (4) on both the right and left chain adjusters (5) an equal number of turns to increase or decrease chain slack. Align the chain adjuster index marks (2) with the corresponding scale (3) graduations on both sides of the swing arm.



- |                         |                    |
|-------------------------|--------------------|
| (1) Rear axle nut       | (4) Adjusting nut  |
| (2) Adjuster index mark | (5) Chain adjuster |
| (3) Graduated scale     |                    |

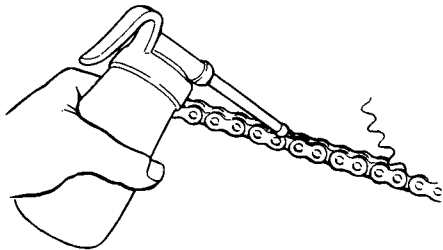
#### NOTE:

- \* If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.
- 3. Torque the rear axle nut to:  
50 N·m (5.0 kg·m, 36 ft·lb)
- 4. Tighten the adjusting nuts.
- 5. Recheck drive chain slack.
- 6. 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 10).

#### Lubrication:

Lubricate every 1,000 km (600 mi) or sooner if chain appears dry.

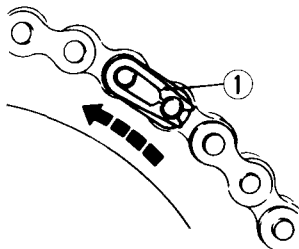
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



### Removal and Cleaning:

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

1. With the engine off, carefully remove the master link retaining clip (1) 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 solvent and allow it to dry. Inspect the drive chain 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.

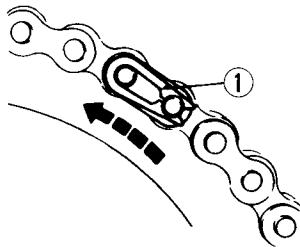


(1) Retaining clip

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 adjacent rear sprocket teeth while inserting the master link.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled. Install the master link retaining clip (1) 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.



(1) Retaining clip



## **FRONT AND REAR SUSPENSION INSPECTION**

(Refer to the maintenance precautions on page 46, 47).

1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

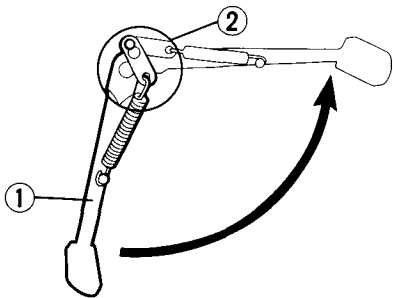
## SIDE STAND (FI, G type)

(Refer to the maintenance precautions on page 47).

Perform the following maintenance in accordance with the maintenance schedule.

### Functional Check:

- Rest the motorcycle on the side stand (1) as previously described.
- Raise the motorcycle. After leaving contact with the ground, the side stand should immediately retract automatically and fully.



(1) Side stand

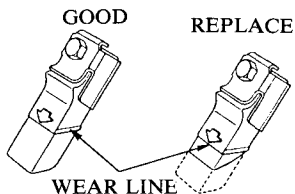
(2) Pivot area

- If the side stand moves sluggishly, lubricate the pivot area (2).
- Check the spring tension by pushing down the side stand. The side stand is doubly secured by two springs. If one of the springs should fail, be sure to replace it.
- If the side stand still moves sluggishly even after lubrication, if it does not retract fully, or if there is little or no spring tension, be sure to consult an authorized Honda dealer.

### **SIDE STAND (S, SA, U, D type)**

(Refer to the maintenance precautions on page 46).

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (See (1) in the picture). Check the side stand assembly for freedom of movement. If parts must be replaced, please contact an authorized HONDA dealer.



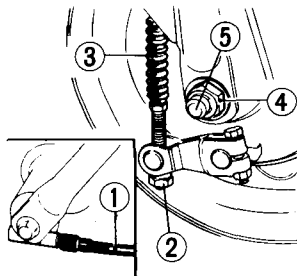
Replace if wear extends to any point of the wear line.

## WHEEL REMOVAL

### Front Wheel Removal

(Refer to the maintenance precautions on page 46, 47).

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) from the speedometer gearbox.
3. Remove the front brake adjusting nut (2) and remove the front brake cable (3) from the brake arm.
4. Remove the axle nut (4).
5. Remove the axle (5) and the wheel.



- |                         |                    |
|-------------------------|--------------------|
| (1) Speedometer cable   | (4) Front axle nut |
| (2) Brake adjusting nut | (5) Front axle     |
| (3) Front brake cable   |                    |

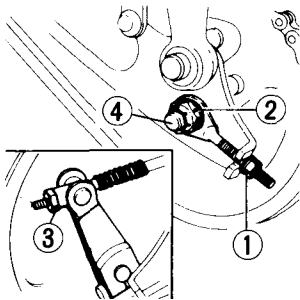
### Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque  
Axle nut torque:  
50 N·m (5.0 kg-m, 36 ft-lb)
- Adjust the brake (page 9).
- After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

## Rear Wheel Removal

(Refer to the maintenance precautions on page 46, 47).

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Loosen the drive chain adjusting nuts (1) remove the rear axle nut (2).
3. Remove the rear brake adjusting nut (3) and separate the rear brake rod from the rear brake arm.



- |                               |                              |
|-------------------------------|------------------------------|
| (1) Drive chain adjusting nut | (3) Rear brake adjusting nut |
| (2) Rear axle nut             | (4) Rear axle                |

4. Pull out the rear axle (4) and remove the rear wheel.

### Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque.  
Axle nut torque:  
50 N·m (5.0 kg-m, 36 ft-lb)
- Adjust the brake (page 10) and drive chain (page 61).
- After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

### **▲ WARNING**

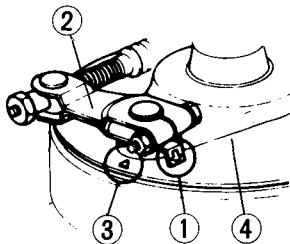
- \* **If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.**

## BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 46, 47).

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.



(FRONT)

(1) Arrow

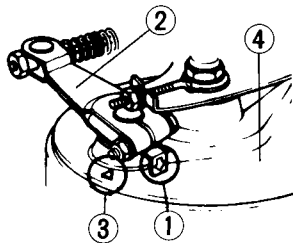
(2) Brake arm

(3) Reference mark

(4) Brake panel

NOTE:

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



(REAR)

(1) Arrow

(2) Brake arm

(3) Reference mark

(4) Brake panel

## BATTERY

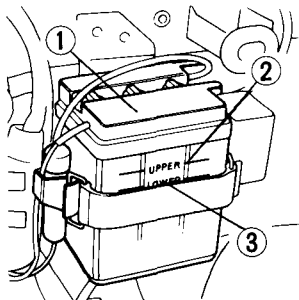
(Refer to the maintenance precautions on page 46, 47).

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing electrical problems, see your authorized Honda dealer.

### Battery electrolyte:

The battery (1) is behind the left side cover. Remove the side cover to check the battery electrolyte. The electrolyte level must be maintained between the UPPER (2) and LOWER (3) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps and carefully add distilled water to the UPPER level mark using a small plastic funnel.



- (1) Battery                      (3) LOWER level mark  
(2) UPPER level mark



**CAUTION:**

- \* When checking the battery electrolyte level or adding distilled water, make sure the breather tube is connected to the battery breather outlet.
- \* Use only distilled water in the battery. Tap water will shorten the service life of the battery.
- \* Filling the battery above the UPPER level line may cause the electrolyte to overflow, resulting in corrosion to engine or frame parts. Immediately wash off any spilled electrolyte.
- \* The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

**▲ WARNING**

- \* The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the batteries 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.**

## FUSE REPLACEMENT

(Refer to the maintenance precautions on page 46, 47).

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

The specified fuses are follows:

G type: 10 A

FI, U, SA, D type: 7 A

S type: 15 A

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:

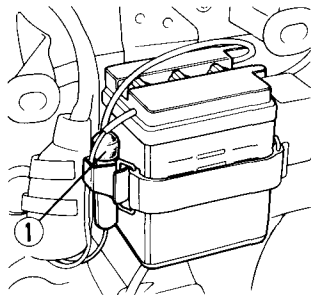
- \* Turn the ignition switch OFF before checking or replacing the fuses to prevent accidental short-circuiting.

### ⚠ 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.

### CAUTION (FI, G type):

- \* Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.

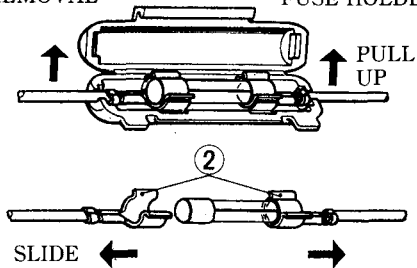


(1) Fuse holder

### FI, G type:

To replace the fuse, open the fuse holder and lift out the fuse with the clips (2). Slide the old fuse out of the clips and discard it. Slide the clips onto the ends of the new fuse, push them back into the fuse holder, and close the fuse holder.

#### REMOVAL FUSE HOLDER

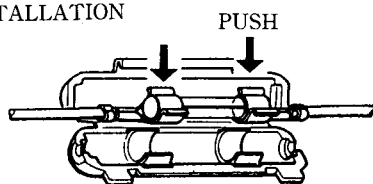


(2) Clips

### S, SA, U, D type:

To replace the fuse, open the fuse holder and slide the old fuse out of the holder. Discard it. Slide a new fuse into the holder and close the fuse holder.

#### INSTALLATION

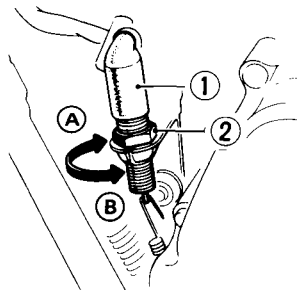


## STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 46, 47).

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

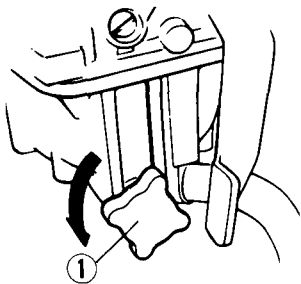
## TRANSPORTING

### TRANSPORTING PROCEDURE

(G, S, SA, U, D type)

#### Folding handlebars

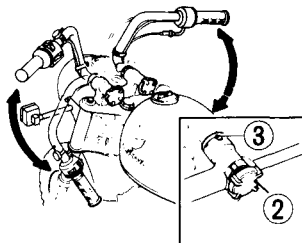
1. Turn the fuel tank cap lever to "OFF" to block the fuel tank cap breather hole.
2. Turn the fuel cock to "OFF".
3. Turn the fuel drain valve (1) to empty the fuel contained in the carburetor and then close the valve.



(1) Fuel drain valve

#### ▲ WARNING

- \* Do not smoke or allow open flames or sparks near when fuel vapors are present. Perform this operation only in a well ventilated area.
4. Unscrew both handlebar knobs (2). Fold the handlebars down and retighten both handlebar knobs.



(2) Handlebar knob

(3) Stopper

**CAUTION:**

- \* Do not pinch the wires and cables when folding the handlebars down.
- \* If the Mini-Trail is to be carried on its side, remove the battery and keep the left side down. Cover the lighting switch and gearshift pedal with suitable covering.

**Unfolding Handlebars:**

To unfold the handlebars, reverse the foregoing folding procedures.

**CAUTION:**

- \* Route the battery breather tube as described in the battery caution label.
- \* Engage the stoppers (3) and retighten both knobs securely.
- \* Check for any loose parts.

## CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil seepage.

### CAUTION:

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

<b>Wheel Hubs</b>	<b>Ignition Switch</b>
<b>Muffler Outlet</b>	<b>Steering Lock</b>
<b>Under Fuel Tank</b>	<b>Drive Chain</b>
<b>Carburetor</b>	<b>Instruments</b>
<b>Under Seat</b>	

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Lubricate the drive chain immediately after washing and drying the motorcycle.

4. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

### **▲ WARNING**

- \* **Braking performance may be impaired immediately after washing the motorcycle.**

## STORAGE GUIDE

### STORAGE

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.

1. Change the engine oil.
2. Lubricate the drive chain.
3. Drain the fuel tank and carburetor into an approved petrol container.  
Spray the inside of the tank with an aerosol rust-inhibiting oil.  
Reinstall the fuel 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 flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.**

4. Remove the spark plug and pour a tablespoon (15–20 cm<sup>3</sup>) of clean engine oil into the cylinder. Operate the kickstarter several times to distribute the oil, then reinstall the spark plug.

#### NOTE:

- \* When turning the engine over, the Ignition Switch should be OFF and the spark plug placed in its cable cap and grounded to prevent damage to the ignition system.



5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness and 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. Check the battery electrolyte level and 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 26). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

# SPECIFICATIONS

## DIMENSIONS

Overall length	1,315 mm (51.8 in): FI 1,375 mm (54.1 in): G, S 1,340 mm (52.8 in): SA, U, D
Overall width	625 mm (24.6 in): FI 590 mm (23.2 in): G 600 mm (23.6 in): S, SA, U, D
Overall height	880 mm (34.6 in): FI 860 mm (33.9 in): G 850 mm (33.5 in): S 845 mm (33.3 in): SA, U, D
Wheelbase	900 mm (35.4 in): G 895 mm (35.2 in): S, SA, U, D, FI

## WEIGHT

Dry weight	55 kg (121 lb): FI 59 kg (130 lb): G 60 kg (132 lb): S 58 kg (128 lb): SA, U, D
------------	--

## CAPACITIES

Engine oil	0.8 ℓ (0.8 US qt, 0.7 Imp qt) After draining
Fuel tank	5.0 ℓ (1.3 US gal, 1.1 Imp gal)
Fuel reserve tank	1.0 ℓ (0.26 US gal, 0.22 Imp gal)
Passenger capacity	Operator only
Maximum weight capacity	158 kg (348 lb)

## ENGINE

Bore and stroke	39.0 x 41.4 mm (1.535 x 1.630 in)
Compression ratio	10 : 1 : FI 8.8 : 1 : G, S, SA, U, D
Displacement	49 cm <sup>3</sup> (2.98 cu.in)
Spark plug	CR6HS (NGK) or U20FSR-U (ND): G, S, SA CR6HSA (NGK) or U20FSR-U (ND): FI C6H (NGK) or U20FS (ND): U, D
Contact breaker point gap (G, S, SA, D)	0.3—0.4 mm (0.012—0.016 in)
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)
Valve clearance: Intake	0.05 mm (0.002 in)
Exhaust	0.05 mm (0.002 in)
Idle speed	1,700 ± 100 min <sup>-1</sup> (rpm): FI, G 1,500 ± 100 min <sup>-1</sup> (rpm): S, SA, U, D

## CHASSIS AND SUSPENSION

Caster	25°
Trail	42 mm (1.65 in)
Tyre size, front	3.50—8—2PR
Tyre size, rear	3.50—8—2PR

## POWER TRANSMISSION

Primary reduction	4.312 : FI
	3.722 : 1 : G, S, SA, U, D
Final reduction	3.333 : 1 : G
	3.500 : 1 : FI
	3.083 : 1 : S, SA, U, D
Gear ratio, 1st	3.272 : 1 : FI
	3.181 : 1 : G, S, SA, U, D
2nd	1.937 : 1 : FI
	1.823 : 1 : G, S, SA, U, D
3rd	1.350 : 1 : FI
	1.190 : 1 : G, S, SA, U, D
4th	1.090 : 1 : FI, G

## **ELECTRICAL**

Battery

6V-2AH : FI, SA, U, D

Alternator

6V-4AH : G, S

A.C. Generator

## **LIGHTS**

Headlight (High/Low)

6V-15W : FI

6V-15/15W : U

6V-25/25W : S

Tail/stoptlight

6V-15W : SA, D, G

6V-3CP/32CP : FI

6V-5/21W : G, S

Turn signal light

6V-3/10W : U, SA, D

6V-10W x 4 : G

6V-8W x 4 : U, SA, D

Instrument light

6V-21W x 4 : S

6V-1.5W : G, FI

6V-1.7W : U, SA, D, S

Neutral indicator

6V-3W

Turn signal indicator

6V-1.7W : G, S

## **FUSE**

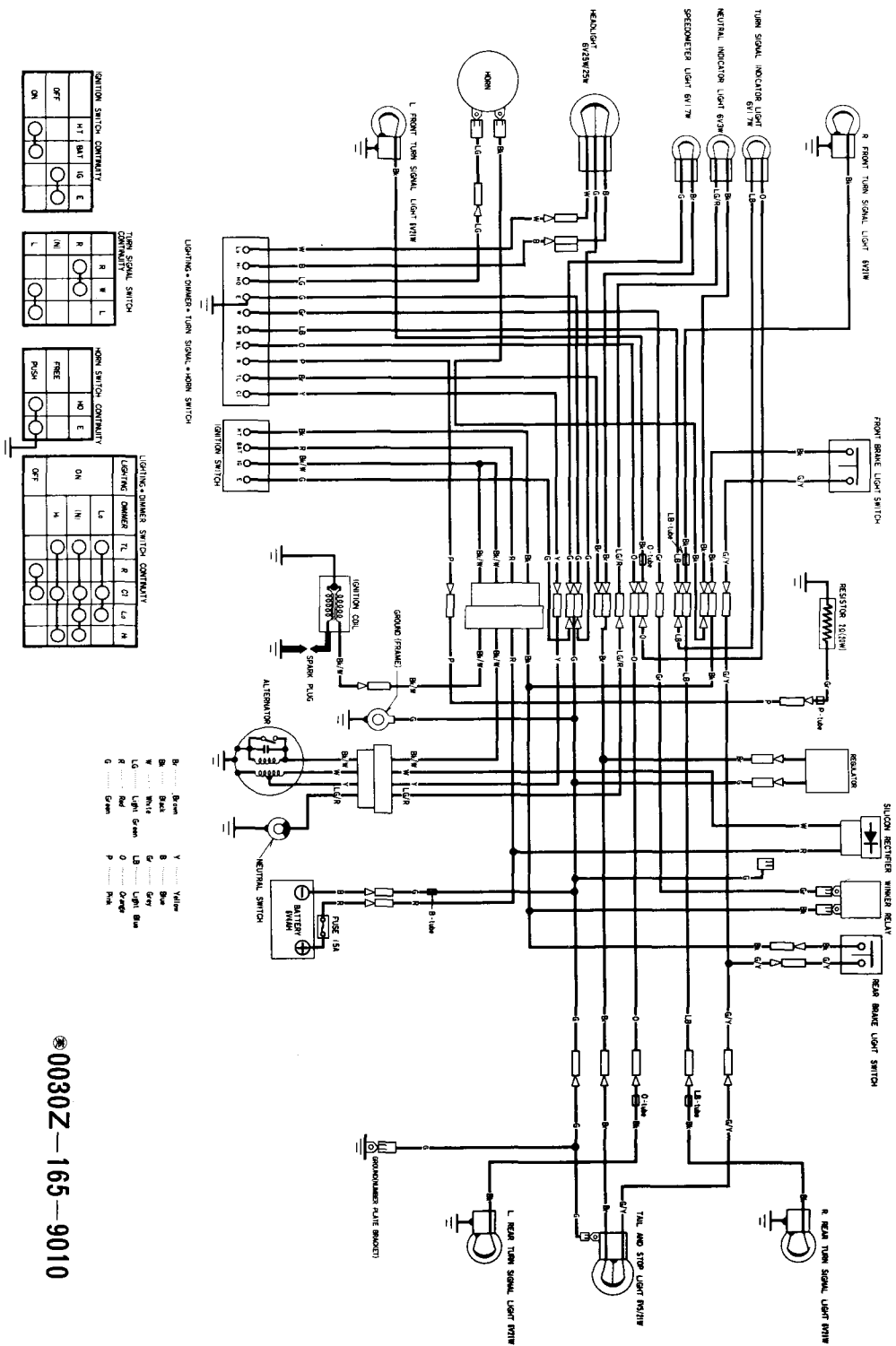
10 amp : G

7 amp : FI, U, SA, D

15 amp : S



# Z50J (S)

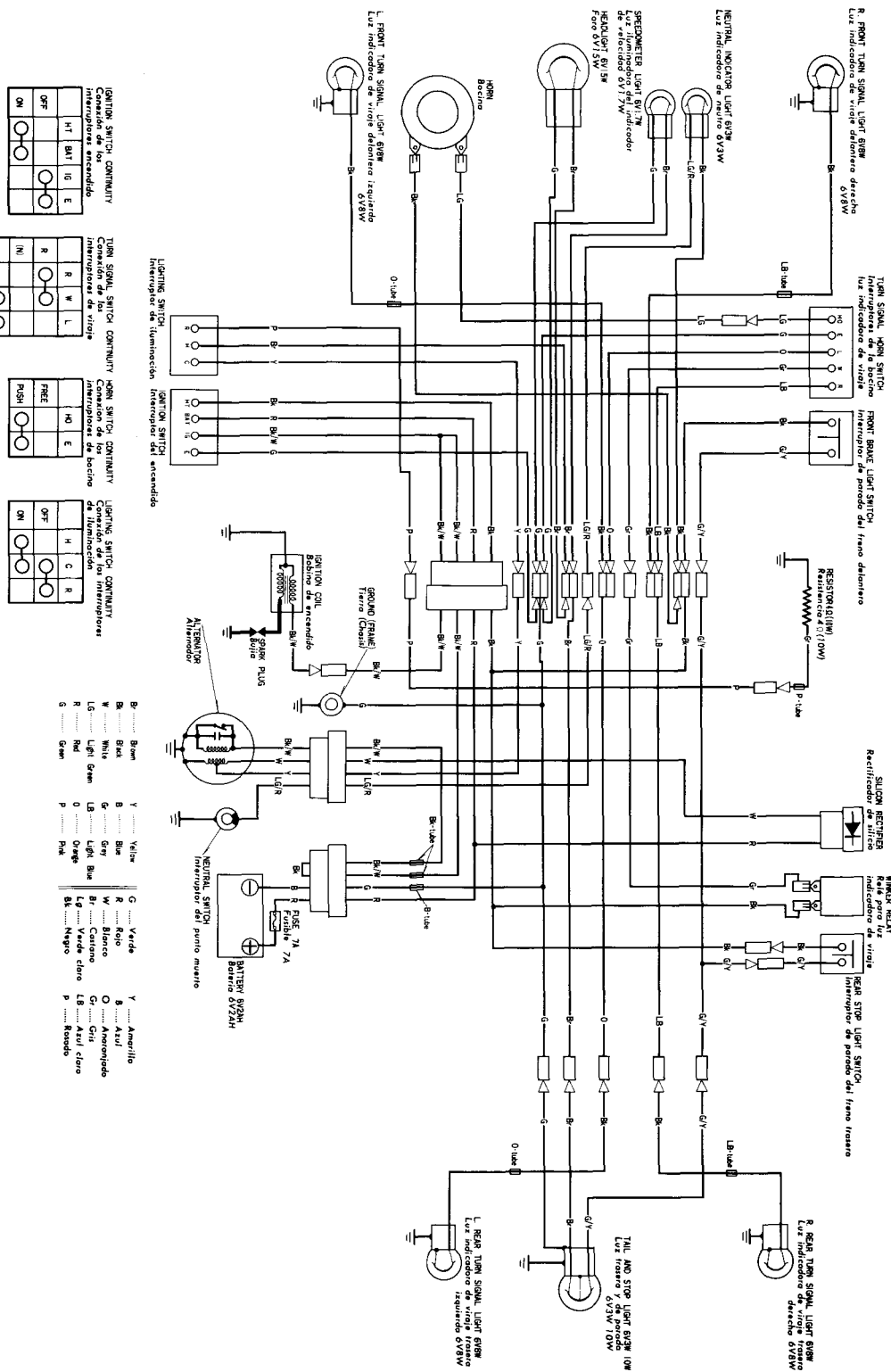


0030Z-165-9010



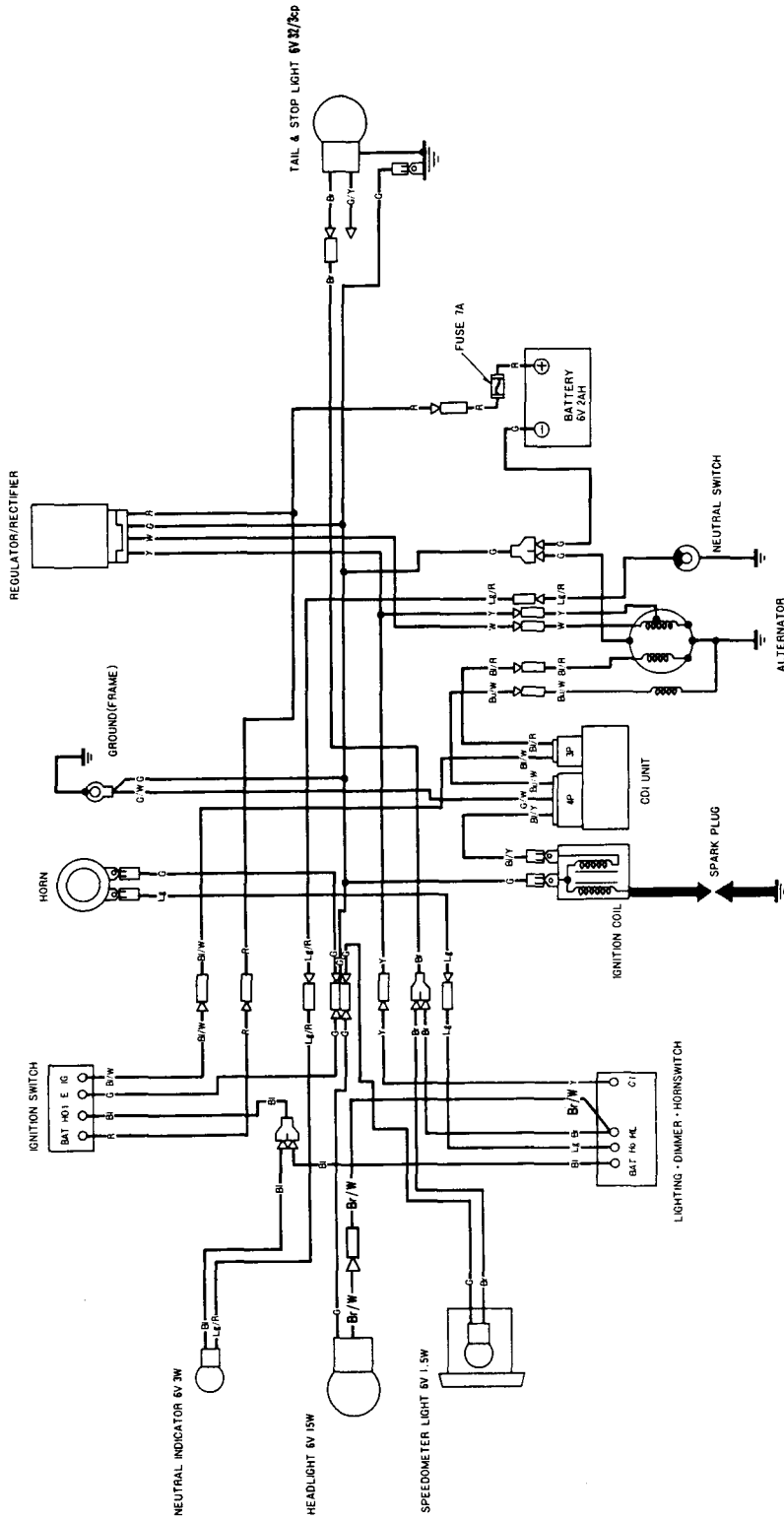


# Z50J (SA,D)

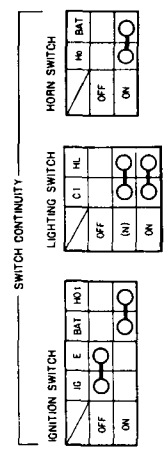


- B ..... Bron
- Bk ..... Bak
- W ..... White
- LG ..... Light Green
- R ..... Red
- G ..... Green
- Y ..... Yellow
- B ..... Blue
- G ..... Grey
- LB ..... Light Blue
- O ..... Orange
- P ..... Pink
- C ..... Verde
- R ..... Rojo
- B ..... Blanco
- Bl ..... Celeste
- LG ..... Verde claro
- Bl ..... Negro
- Y ..... Amarillo
- Bl ..... Azul
- O ..... Anaranjado
- G ..... Gris
- LB ..... Azul claro
- P ..... Rosado

# Z50J



- Bl .....Black
- Y .....Yellow
- Bu .....Blue
- G .....Green
- R .....Red
- W .....White
- Br .....Brown
- O .....Orange
- Lb .....Light Blue
- Lg .....Light Green
- P .....Pink
- Gr .....Gray



# 250J

CLIGNOTANT AVANT D. 6V/10W  
R. BLINKERLEUCHE, VORNE  
6V/10W

INTERRUPTEUR FEUX DE POSITION AVANT  
BREMSLICHTSCHALTER, VORNE

REGULATEUR/CORRECTEUR  
REGELGLEICHRICHTER

RELIS CLIGNOTANT  
BLINKERRELANZ

INTERRUPTEUR FEUX DE POSITION ARRIERES  
BREMSLICHTSCHALTER, HINTEN

CLIGNOTANT ARRIERE D. 6V/10W  
R. BLINKERLEUCHE, HINTEN  
6V/10W

LAMPE INDICATEUR DE CLIGNOTANT 6V/1,7W  
ANZEIGELUCHE  
6V/1,7W

LAMPE INDICATEUR NEUTRE 6V/3W  
ANZEIGELUCHE  
6V/3W

LAMPE COMPTEUR DE VITESSE 6V/1,5W  
TACHOMETERLEUCHE  
6V/1,5W

PHARES 6V/15W  
SCHEINWERFER 6V/15W

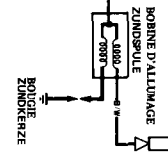
CLIGNOTANT AVANT G. 6V/10W  
L. BLINKERLEUCHE, VORNE  
6V/10W

INTERRUPTEUR CLIGNOTANT ET FEUX  
BLINKER, LICHTSCHALTER

INTERRUPTEUR COMBINAISON  
BLINKERLEUCHE

ALTERNATEUR  
LICHTMASCHINE

INTERRUPTEUR NEUTRE  
LICHTLAUSCHALTER

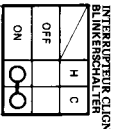
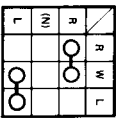
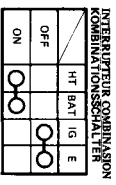


FUSIBLE 10A  
SICHERUNG 10A

BATTERIE 6V/44Ah  
Batterie 6V/44Ah

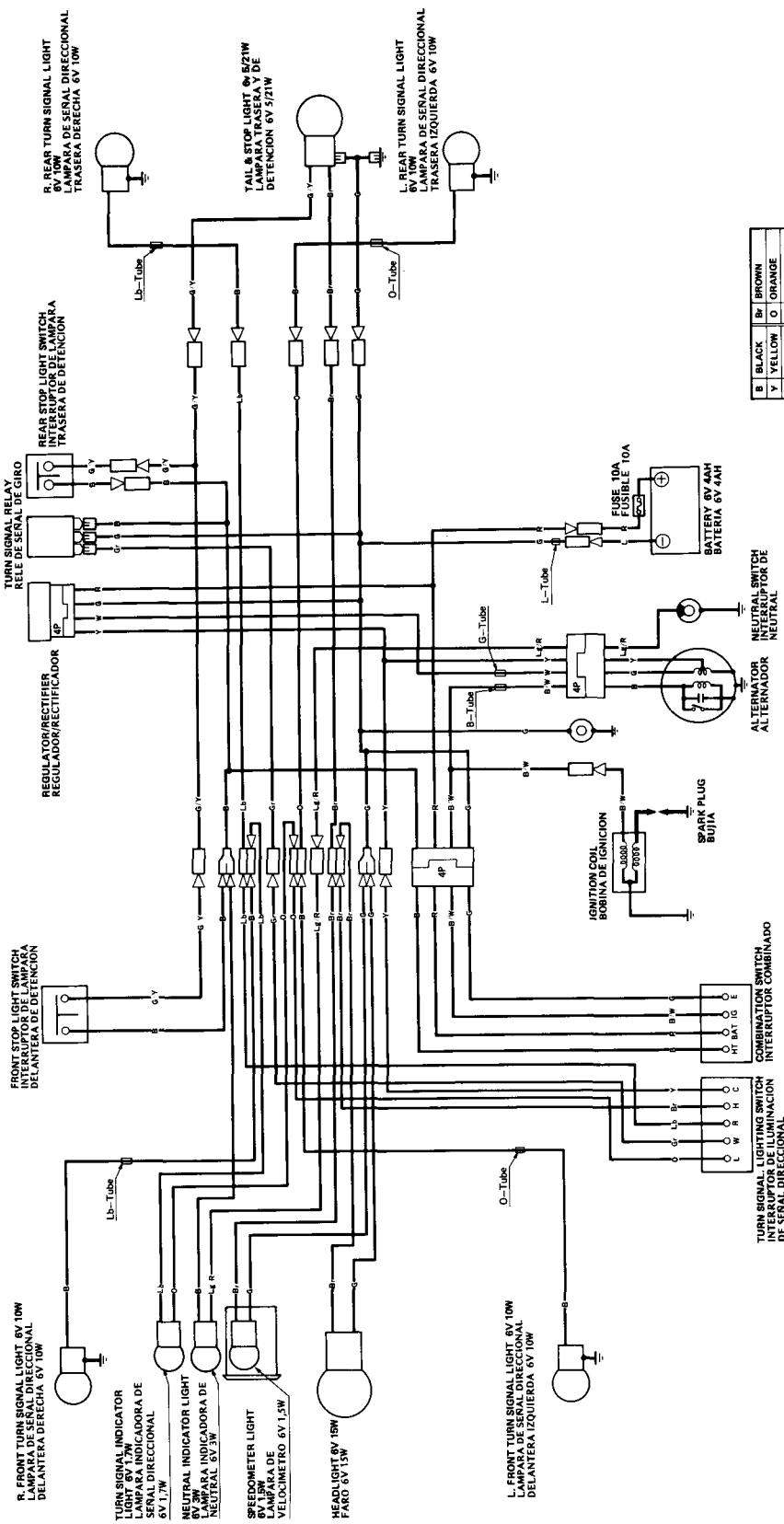
FEUX ARRIERES ET DE POSITION  
6V/1,7W  
SCHLÜSSEL- UND BREMSLICHT  
6V/521W

CLIGNOTANT ARRIERE G. 6V/10W  
L. BLINKERLEUCHE, HINTEN  
6V/10W



B	Noir	Bl	Noir
Y	Jaune	O	Orange
L	Bleu	Ls	Bleu clair
C	Vert	Lq	Vert clair
R	Rouge	P	Rose
W	Blanc	Cv	Châ
B	Schwarz	Br	Braun
Y	Gelb	O	Orange
L	Blaue	Ls	Hellblau
G	Grün	Lq	Hellgrün
R	Rot	P	Rosa
W	Weiss	Gr	Gräu

# Z50J



B	BLACK	B	BROWN
Y	YELLOW	O	ORANGE
L	BLUE	Lb	LIGHT BLUE
G	GREEN	Lg	LIGHT GREEN
R	RED	P	PINK
W	WHITE	Gr	GRAY

B	NEGRO	B	MARRON
Y	AMARILLO	O	NARANJA
L	AZUL	Lb	CELESTE
G	VERDE	Lg	VERDE CLARO
R	ROJO	P	ROSADO
W	BLANCO	Gr	GRIS

