

Honda CBF250

OWNER'S MANUAL

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MANUAL DEL PROPIETARIO

IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

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

- **ON-ROAD USE**

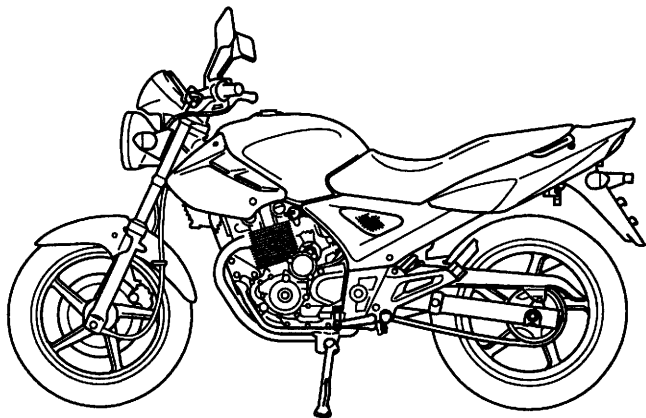
This motorcycle is designed to be used only on the road.

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

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the Contents page.

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

Honda CBF250 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**.

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

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

Pleasant riding, and thank you for choosing a Honda !

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

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

- The specifications may vary with each locale.


A FEW WORDS ABOUT SAFETY

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

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

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

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

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

These signal words mean:

▲ DANGER

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

▲ WARNING

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

▲ CAUTION

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

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

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

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

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

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

Always Wear a Helmet

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

Make Yourself Easy to See

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

Ride Within Your Limits

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

Don't Drink and Ride

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

Keep Your Bike in Safe Condition

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

PROTECTIVE APPAREL

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

Following are suggestions to help you choose proper gear.

⚠ WARNING

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

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

Helmets and Eye Protection

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

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

Additional Riding Gear

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

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

LOAD LIMITS AND GUIDELINES

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

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

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

Loading

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

WARNING

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

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

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:

175 kg (386 lbs)

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

Maximum cargo weight:

14 kg (31 lbs)

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

Loading Guidelines

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

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 7.

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

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated (page 30).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.

Accessories and Modifications

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

⚠ WARNING

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

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

Accessories

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

- Make sure the accessory does not reduce ground clearance and lean angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 114). A blown fuse can cause a loss of lights or engine power.

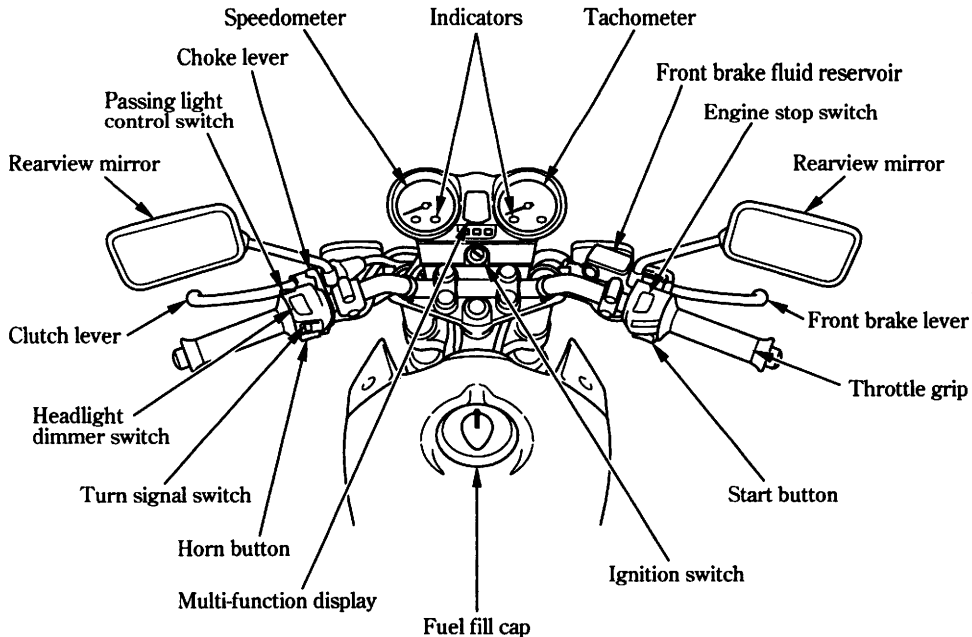
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

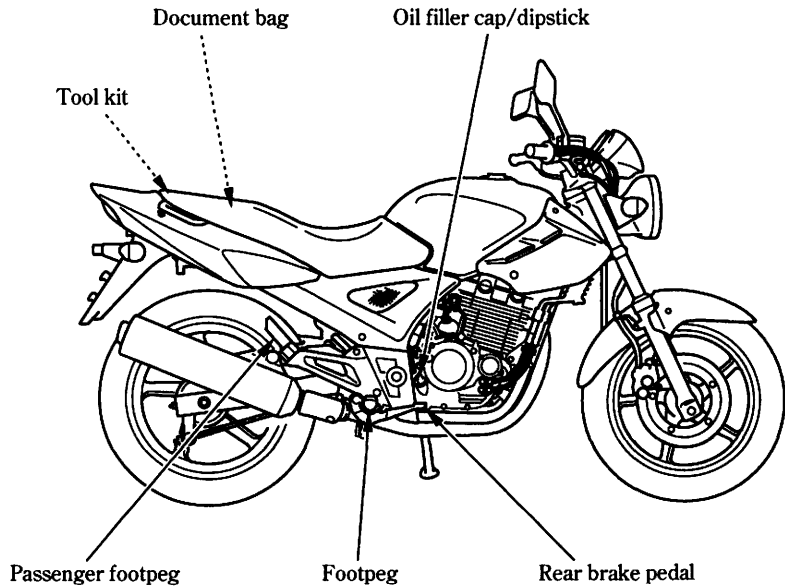
Modifications

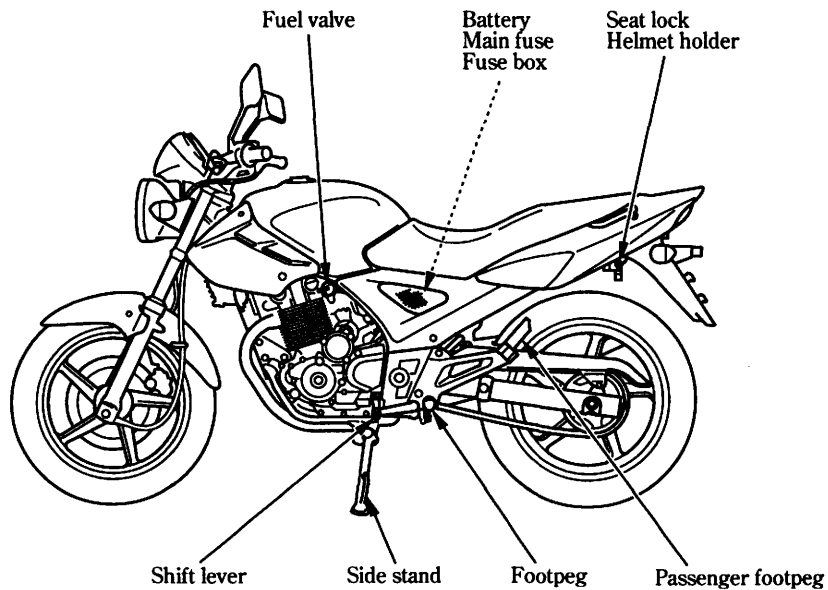
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

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

PARTS LOCATION



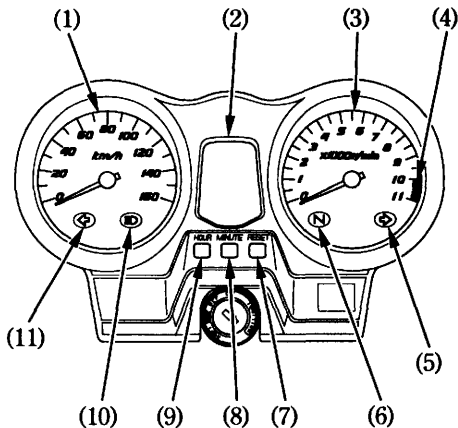




INSTRUMENTS AND INDICATORS

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

- (1) Speedometer
- (2) Multi-function display
- (3) Tachometer
- (4) Tachometer red zone
- (5) Right turn signal indicator
- (6) Neutral indicator
- (7) RESET button
- (8) MINUTE button
- (9) HOUR button
- (10) High beam indicator
- (11) Left turn signal indicator



(Ref.No.) Description	Function								
(1) Speedometer	<p>Shows riding speed. This shows your speed in kilometers per hour (km/h) and/or miles per hour (mph) depending on the type. The speedometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.</p>								
(2) Multi-function display	<p>The display includes the following functions;</p> <table border="1" data-bbox="173 470 1318 747"> <tbody> <tr> <td data-bbox="173 470 548 540">Digital clock</td> <td data-bbox="548 470 1318 540">Shows hour and minute (page 16).</td> </tr> <tr> <td data-bbox="173 540 548 611">Fuel gauge</td> <td data-bbox="548 540 1318 611">Shows approximate fuel supply available (page 18).</td> </tr> <tr> <td data-bbox="173 611 548 681">Tripmeter</td> <td data-bbox="548 611 1318 681">Shows mileage per trip (page 17).</td> </tr> <tr> <td data-bbox="173 681 548 747">Odometer</td> <td data-bbox="548 681 1318 747">Shows accumulated mileage.</td> </tr> </tbody> </table>	Digital clock	Shows hour and minute (page 16).	Fuel gauge	Shows approximate fuel supply available (page 18).	Tripmeter	Shows mileage per trip (page 17).	Odometer	Shows accumulated mileage.
Digital clock	Shows hour and minute (page 16).								
Fuel gauge	Shows approximate fuel supply available (page 18).								
Tripmeter	Shows mileage per trip (page 17).								
Odometer	Shows accumulated mileage.								

(Ref.No.) Description	Function
(3) Tachometer	Shows engine revolutions per minute. The tachometer needle will swing to the maximum scale on the dial once when the ignition switch is turned ON.
(4) Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p>NOTICE</p> <p>Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.</p>
(5) Right turn signal indicator (green)	Flashes when the right turn signal operates.
(6) Neutral indicator (green)	Lights when the transmission is in neutral.

(Ref.No.) Description	Function
(7) RESET button	Resets the tripmeter to zero (0) (page 17). This button also used to adjust the digital clock (page 16).
(8) MINUTE button	Adjusts the minute of the digital clock (page 16).
(9) HOUR button	Adjusts the hour of the digital clock (page 16).
(10) High beam indicator (blue)	Lights when the headlight is on high beam.
(11) Left turn signal indicator (green)	Flashes when the left turn signal operates.

Initial Display

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

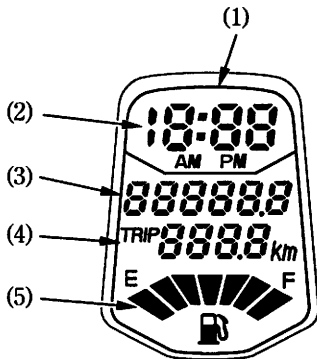
- Digital clock
- Odometer
- Tripmeter
- Fuel gauge

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

The tripmeter “km” will be displayed only for ED, EK and U type.

The tripmeter “mile” will be displayed only for E type.

Both digital clock and tripmeter will reset if the battery is disconnected.



- (1) Multi-function display
- (2) Digital clock
- (3) Odometer
- (4) Tripmeter
- (5) Fuel gauge

Digital Clock

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

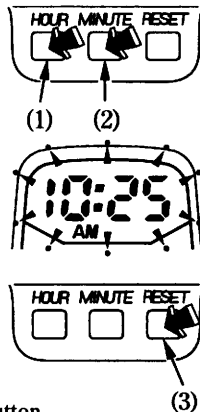
1. Turn the ignition switch ON.
2. Press and hold both the HOUR (1) and MINUTE (2) button for more than 2 seconds. The clock will be set in the adjust mode with the display flashing.
3. To set the hour, press and release the HOUR button until the desired hour and AM/PM setting are displayed.
 - The time is advanced by one hour, each time the button is pushed.
 - The time advances fast when the button is pushed and held.
4. To set the minute, press and release the MINUTE button until the desired minute is displayed.

The minute display will return to "00" when "60" is reached without affecting the hour display.

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

5. To end the adjustment, press the RESET (3) button or turn the ignition switch OFF.

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

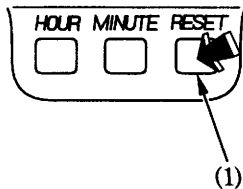


- (1) HOUR button
- (2) MINUTE button
- (3) RESET button

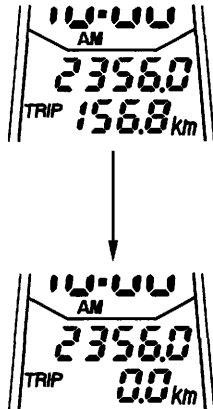
Tripmeter

The tripmeter shows mileage per trip.

To reset the tripmeter, press and hold the RESET button (1) for more than 2 seconds.



(1) RESET button



Fuel Gauge

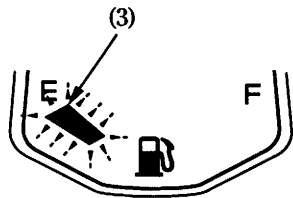
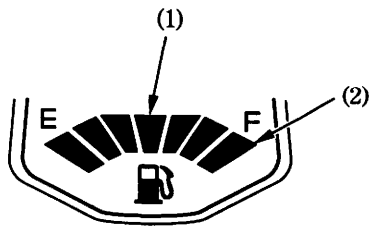
The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When the segment F (2) goes on, the fuel tank capacity including reserve is:

16.0 ℓ (4.23 US gal , 3.52 Imp gal)

When segment E (3) flashes, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank with the vehicle set upright is approximately:

2.9 ℓ (0.77 US gal , 0.64 Imp gal)



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

MAJOR COMPONENTS (Information you need to operate this motorcycle)

BRAKES

Front Brake

This motorcycle has a hydraulic front disc brake.

As the brake pads wear, brake fluid level drops.

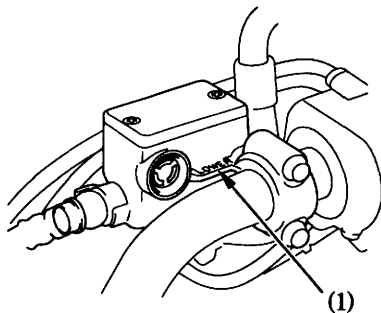
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 91), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 91).

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

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



(1) LOWER level mark

Other Checks:

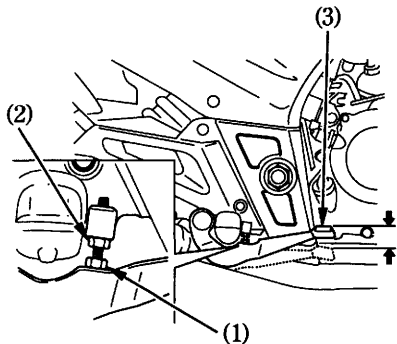
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake

Pedal Height Adjustment:

Place the motorcycle on its side stand.

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



(1) Stopper bolt
(2) Lock nut

(3) Rear brake pedal

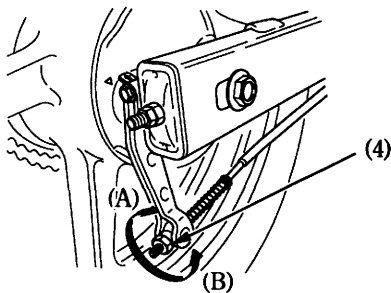
Adjustment:

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

Freeplay should be:

20 – 30 mm (0.8 – 1.2 in)

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



(4) Rear brake
adjusting nut

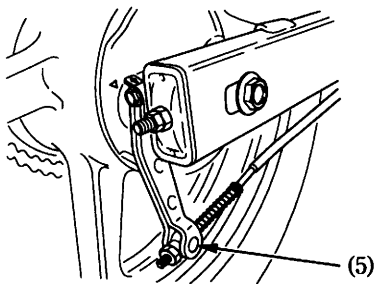
(A) Decrease freeplay
(B) Increase freeplay

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

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

Other Checks:

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

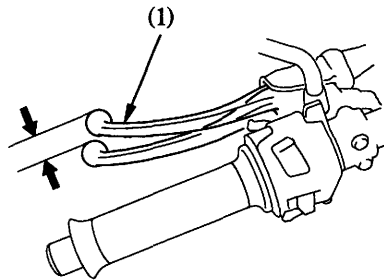


(5) Brake arm pin

CLUTCH

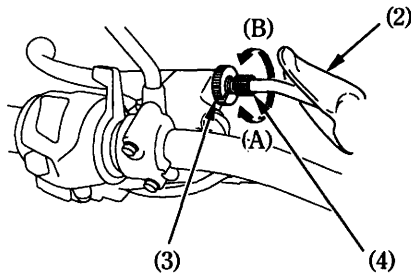
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the clutch lever (1).

Normal clutch lever freeplay is:
10–20 mm (0.4–0.8 in)



(1) Clutch lever

1. Pull back the rubber dust cover (2).
2. Loosen the lock nut (3) and turn the clutch cable adjuster. Tighten the lock nut and check the adjustment.
3. If the adjuster is threaded out near its limit or if the correct freeplay cannot be obtained, loosen the lock nut and turn in the clutch cable adjuster completely. Tighten the lock nut and install the dust cover.



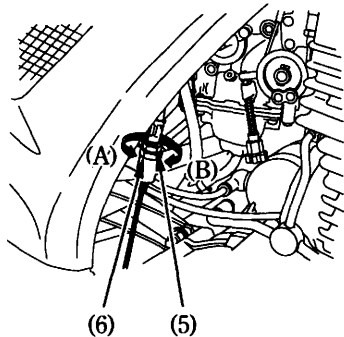
- (2) Rubber dust cover (A) Increase freeplay
(3) Lock nut (B) Decrease freeplay
(4) Clutch cable adjuster

4. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified freeplay. Tighten the lock nut and check the adjustment.
5. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

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

Other Checks:

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



(5) Lock nut
(6) Adjusting nut

(A) Increase freeplay
(B) Decrease freeplay

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side near the carburetor.

ON

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

OFF

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

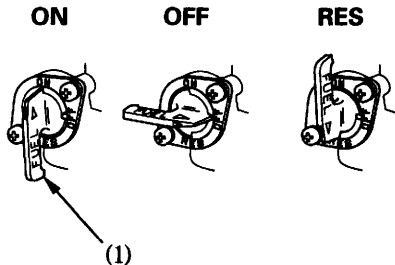
RES

With the fuel valve 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:

2.5 ℓ (0.66 US gal , 0.55 Imp gal)

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



(1) Fuel valve

Fuel Tank

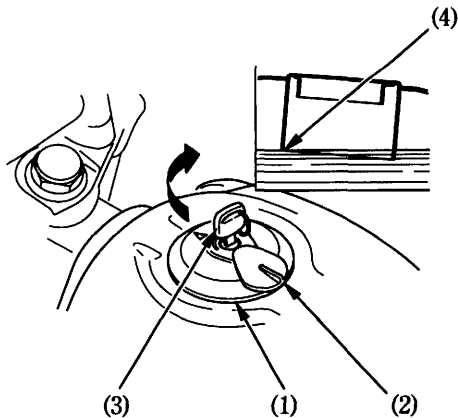
The fuel tank capacity including the reserve supply is:

16.0 l (4.23 US gal , 3.52 Imp gal)

To open the fuel fill cap (1), open the tank cap cover (2), insert the ignition key (3) and turn it clockwise. The fuel fill cap will pop up and can be lifted off.

Do not overfill the tank. There should be no fuel in the filler neck (4).

After refueling, to close the fuel fill cap, push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.



⚠ WARNING

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

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

(1) Fuel fill cap
(2) Tank cap cover

(3) Ignition key
(4) Filler neck

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

The use of leaded petrol will cause premature damage to the catalytic converter.

NOTICE

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

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure 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.

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.

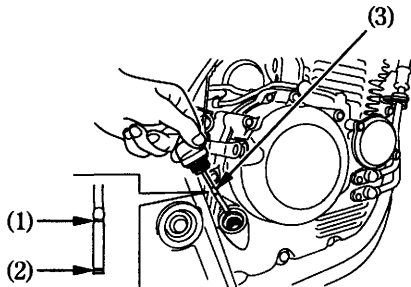
The level must be maintained between the upper (1) and lower (2) level marks on the oil filler cap/dipstick (3).

1. Start the engine and let it idle for 3–5 minutes.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After 2–3 minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the oil filler cap/dipstick without screwing it in. Remove the oil filler cap/dipstick. The oil level should be between the upper and lower level marks on the oil filler cap/dipstick.
4. If required, add the specified oil (see page 68) up to the upper level mark. Do not overfill.

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

NOTICE

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



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

TUBELESS TYRES

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

⚠ WARNING

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

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

Air Pressure

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

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

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

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

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

The recommended “cold” tyre pressures are:

kPa (kgf/cm ² , psi)		
Driver only	Front	225 (2.25 , 33)
	Rear	225 (2.25 , 33)
Driver and one passenger	Front	225 (2.25 , 33)
	Rear	250 (2.50 , 36)

Inspection

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

Look for:

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

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

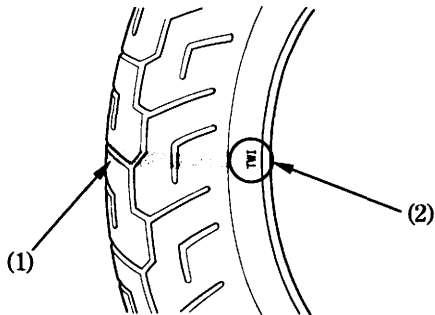
Tread Wear

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

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

< For Germany >

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



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

Tyre Repair

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

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

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

Tyre Replacement

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

⚠ WARNING

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

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

The recommended tyres for your motorcycle are:

Front: 100/80 – 17M/C 52S
PIRELLI
MT75

Rear: 130/70 – 17M/C 62S
PIRELLI
MT75

Type: bias-ply, tubeless

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

Important Safety Reminders

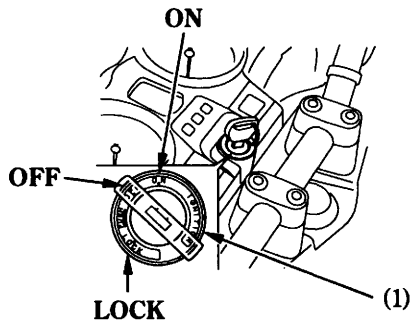
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the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

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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

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



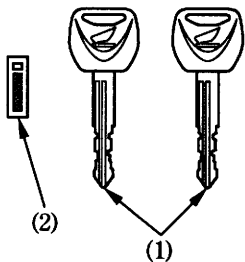
(1) Ignition switch

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

KEYS

This motorcycle has two ignition keys (1).

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







(1) Ignition keys

(2) Key number plate

RIGHT HANDLEBAR CONTROLS


Engine Stop Switch

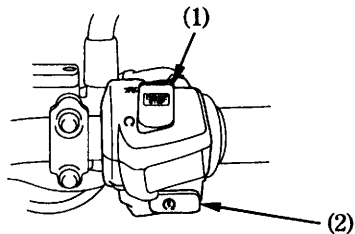
The engine stop switch (1) is next to the throttle grip. When the switch is in the  (RUN) position, the engine will operate. When the switch is in the  (OFF) position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the  (RUN)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

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

Start Button

The start button (2) is below the engine stop switch.



When the start button is pressed, the starter motor cranks the engine, the headlight will automatically go out, but the taillights will stay on. If the engine stop switch is in the  (OFF) position, the starter motor will not operate. See page 49 for the starting procedure.



- (1) Engine stop switch
- (2) Start button

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

Push the dimmer switch to  D (HI) to select high beam or to  D (LO) to select low beam.

Passing Light Control Switch (2)

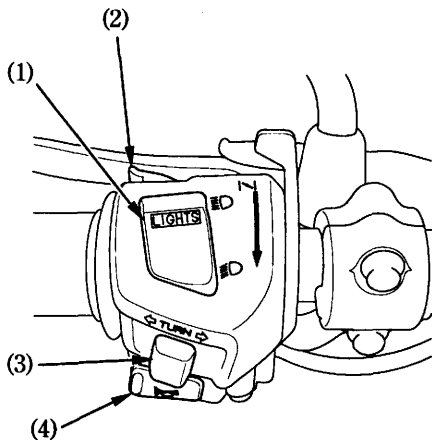
When this switch is pressed, the headlight flashes on to signal approaching cars or when passing.

Turn Signal Switch (3)

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

Horn Button (4)

Press the button to sound the horn.



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