

HONDA

C50/C50L

C70/C70D

C90/C90D/

C90M

OWNER'S MANUAL

E

MANUEL DU CONDUCTEUR

F

MANUAL DE EXPLICACIONES

S

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger.

- **ON-ROAD USE**

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

- **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.

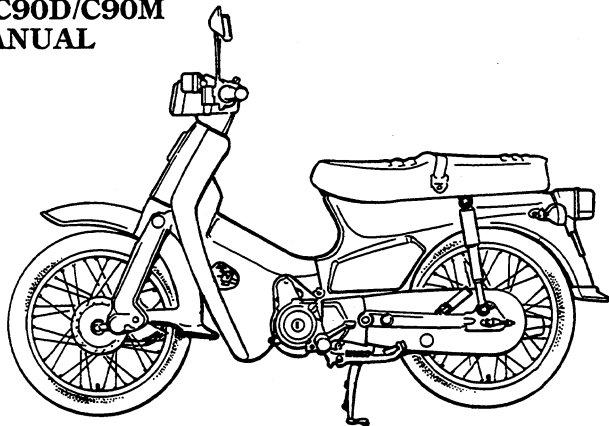
CAUTION:

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 C50/C50L
C70/C70D
C90/C90D/C90M
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.

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

C50/C70/C90/C90M

E	U.K.
---	------

C50

GR	Greece
----	--------

C50L

B	Belgium
---	---------

C70D

2K	General export (km/h)
V	Vietnam
BU	Baurkinafaso
SI	Singapore

C90D

2K	General export (km/h)
U	Australia

- The specifications may vary with each locale.

OPERATION

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MOTORCYCLE SAFETY

WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 31) 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. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

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

MODIFICATIONS

WARNING

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

LOADING AND ACCESSORIES

WARNING

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

Loading

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 22) to suit load weight and riding conditions.

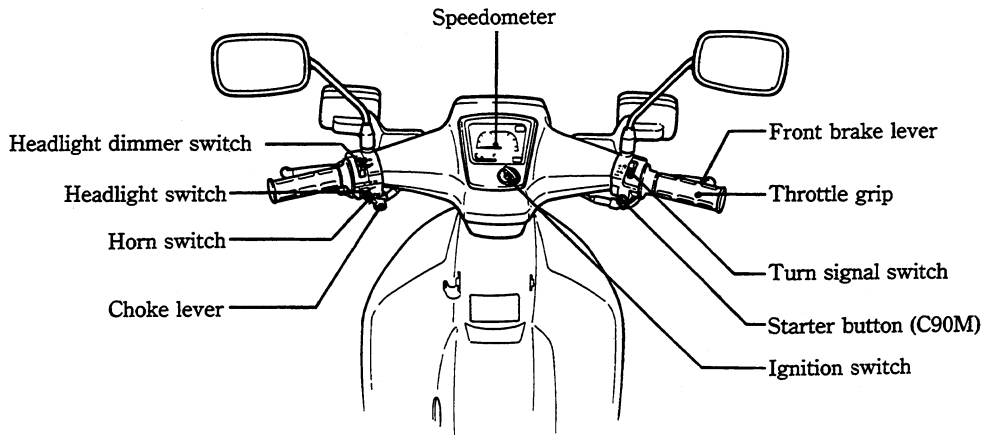
3. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
4. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

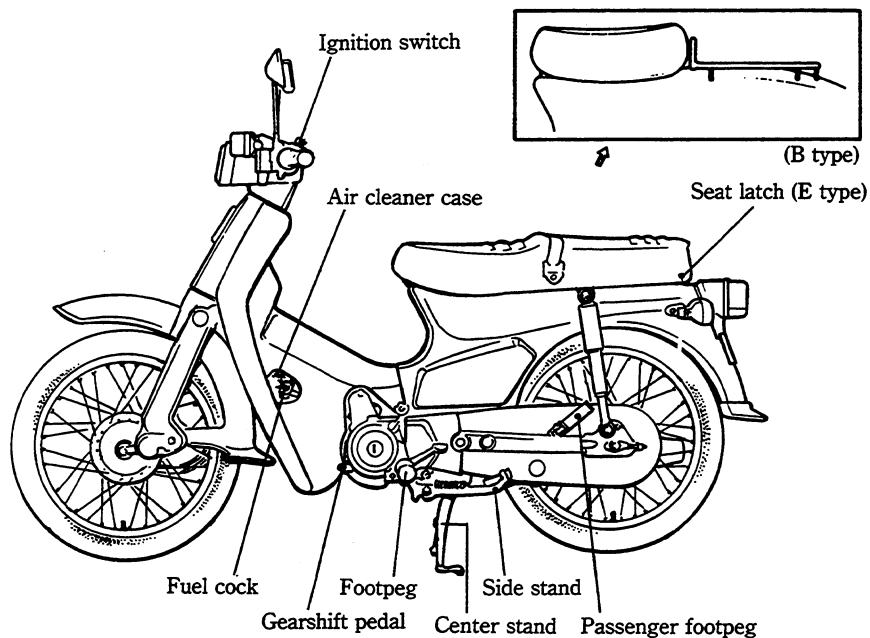
Accessories

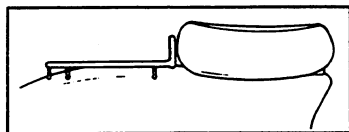
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.

PARTS LOCATION







(B type)



Helmet holder

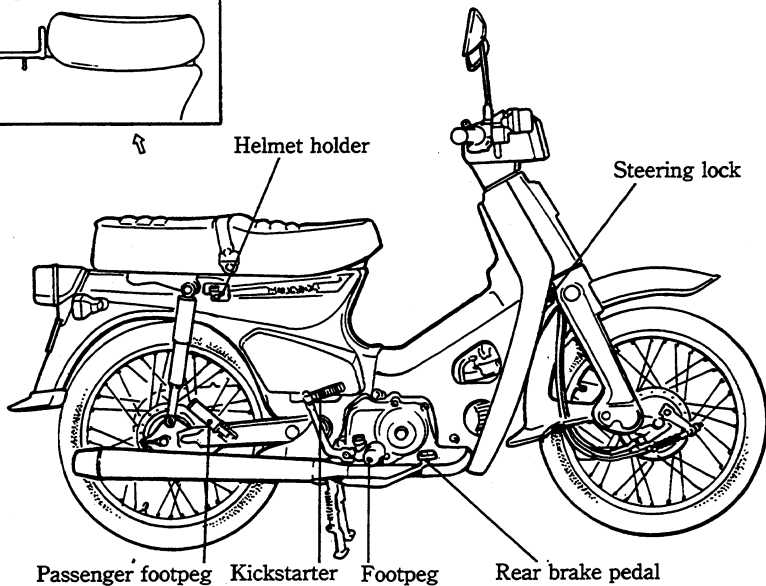
Steering lock

Passenger footpeg

Kickstarter

Footpeg

Rear brake pedal

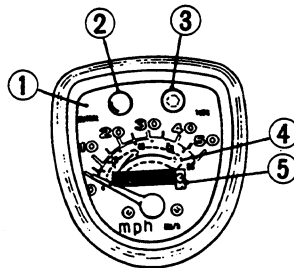
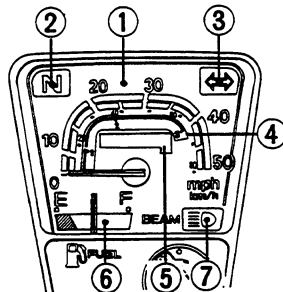


INSTRUMENTS AND INDICATORS

The indicators are grouped above the headlight case. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Neutral indicator
- (3) Turn signal indicator
- (4) Gear/speed range indicators
- (5) Odometer
- (6) Fuel gauge (C70D/C90D (2K)/E type)
- (7) High beam indicator (E type)

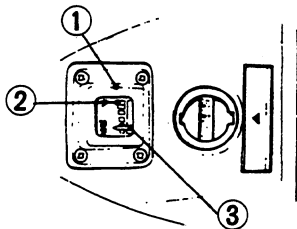
(C70D/C90D)



(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Neutral indicator	Lights when the transmission is in neutral.
(3) Turn signal indicator	Flashes when either turn signal is operated.
(4) Gear/speed range indicator	Indicate proper speed for each gear.
(5) Odometer	Shows accumulated mileage.
(6) Fuel gauge (C70D/C90D (2K)/E type)	Shows approximate fuel supply available (see page 18).
(7) High beam indicator (E type)	Lights when the headlight is on high beam.

Fuel gauge

The fuel gauge is under the seat cover (Except C70D/C90D (2K)/E type). The fuel gauge shows the approximate fuel supply available.

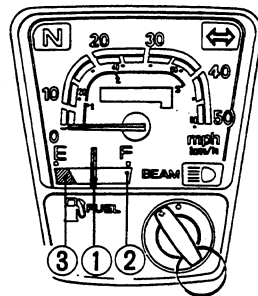


- (1) Fuel gauge
(2) Full

- (3) Refill

At "Full" there is 3.5 l (0.9 US gal., 0.8 Imp gal.) including the reserve supply. When the gauge needle first points to "Refill" there is approximately 0.8 l (0.85 US qt., 0.70 Imp qt.) left in the tank. Refill the tank as soon as possible.

(C70D/C90D (2K)/E type)



- (1) Fuel gauge
(2) Full

- (3) Refill

MAJOR COMPONENTS

(Information you need to operate this motorcycle)

⚠ WARNING

- * If the Pre-ride Inspection (page 31) is not performed, severe personal injury or vehicle damage may result.

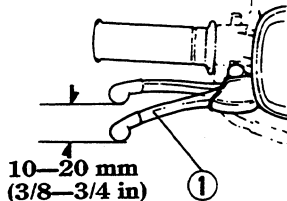
BRAKE

Front Brake

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

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 (1). 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 (2) after making final free play adjustment.
2. Apply the brake several times and check for free wheel rotation when released.

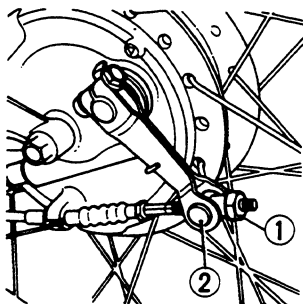
NOTE:

- * 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.

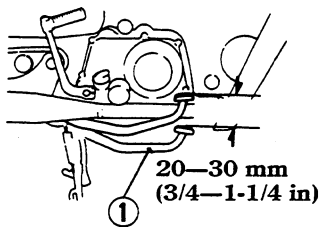


- (1) Front brake adjusting nut
(2) Brake arm pin

Rear Brake

Adjustment:

1. Place the motorcycle on its center stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.
Free play should be:
20–30 mm (3/4–1-1/4 in)
3. If adjustment is necessary, turn the rear brake adjusting nut (2).

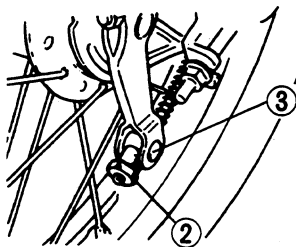


(1) Rear brake pedal

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

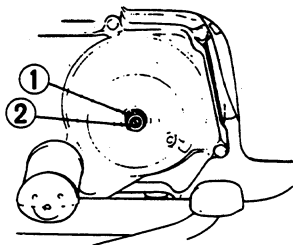
Adjustment

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 $1/8$ 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 on the left side of the carburetor.

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 (Except E type)

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:

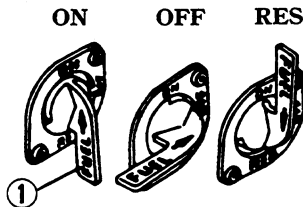
0.8 ℓ (0.21 US gal, 0.18 Imp gal)

⚠ 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 this motorcycle with the fuel cock in the RES position after refueling. You may run out of fuel with no reserve.



(1) Fuel cock

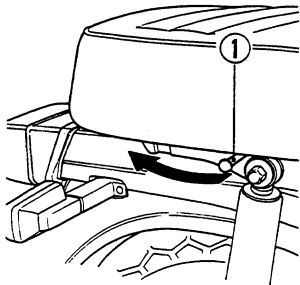
Fuel Tank

The fuel tank is located under the seat. Raise the seat, then remove the fuel cap (2) by turning it counterclockwise. To raise the double seat, unlock the seat latch by pulling the lever (1). Fuel tank capacity is:

3.5 l (0.9 US gal, 0.8 Imp gal)

Install the fuel tank cap 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.



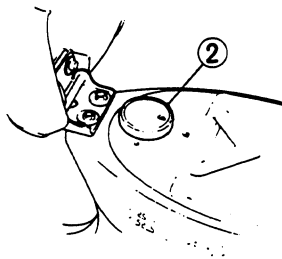
(1) Lever

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.



(2) Fuel cap

⚠ 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). After refueling, make sure the fuel cap is closed securely.**
- * **Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.**
- * **Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.**

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 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

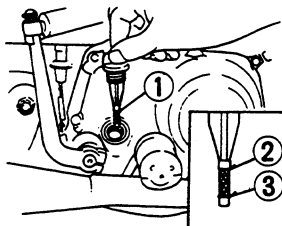
Check the engine oil level each day before riding the motorcycle.

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

1. Start the engine and let it idle for a few minutes.
2. Stop the engine and put the motorcycle on its center stand on firm, level ground.
3. After a few minutes, remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper and lower marks on the dipstick.
4. If required, add the specified oil up to the upper level mark (See page 49). Do not overfill.
5. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

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



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

TYRES

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

Check tyre pressure frequently and adjust if necessary.

NOTE:

* Tyre pressure should be checked before you ride while the tyres are "cold".

Select the right replacement tyre in accordance with the following specifications.

		Front	Rear
Tyre size	C50-C70-C70D	2.25-17-4PR	2.50-17-6PR
	C90-C90D-C90M	2.50-17-4PR	2.50-17-6PR
	C50L (B)	2.25-17-4PR	2.50-17-6PR
Cold tyre pressures kPa (kg/cm ² , psi)	Rider only	200 (2.0, 28)	200 (2.0, 28)
	Rider and one passenger	200 (2.0, 28)	280 (2.8, 40)

Check the tyre for cuts, imbedded nails or other sharp objects. See your authorized Honda Dealer for replacement of damaged tyre or punctured inner tubes.

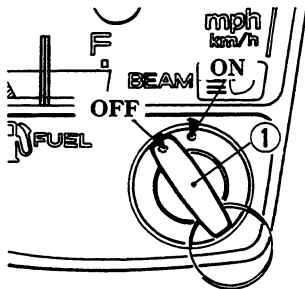
⚠ WARNING

- * 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 rims, causing tyre deflation that may result in a loss of vehicle control.**
- * Operation with excessively worn tyre is hazardous and will adversely affect traction and handling.**
- * The use of tyres other than those listed on the tyre information label may adversely affect handling.**

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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



(1) Ignition switch

Key Position	Function	Key Removal
P (parking)	For parking the motorcycle near traffic. The taillight and position light are on, but all other lights are off. The engine cannot be started.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Headlight, taillight, position (E type) and instrument lights operate whenever the engine is running. Engine can be started.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

Turn Signal Switch (1)

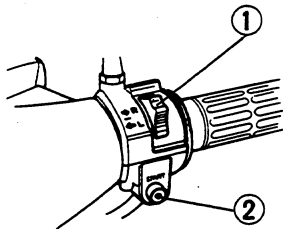
Move to L to signal a left turn, R to signal a right turn. Return to the center (off) when finished.

Starter Button (2) (C90M)

The starter button (2) is below the turn signal switch (1).

When you press in the button, the starter cranks the engine.

See pages 32–33 for “Starting Procedure.”



(1) Turn signal switch

(2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Switch (1) (E)

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

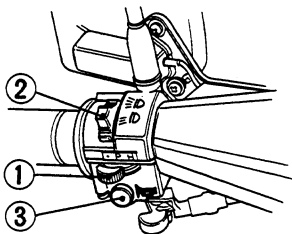
H: Headlight, taillight and meter lights on.

P: Position light, taillight and meter lights on.

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

The lights will only operate when the engine is running.

(E)



- (1) Headlight switch (3) Horn button
(2) Headlight dimmer switch

Headlight Switch (1) (GR, B, U, DK, DM)

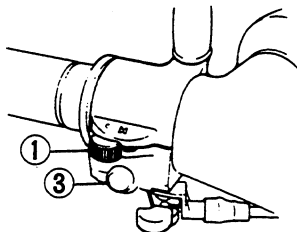
The headlight switch has two positions; "H" and "OFF" marked by a red dot to the left of "H".

H: Headlight, taillight and meter lights on.

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

The lights will only operate when the engine is running.

(GR, B, U, DK, DM)



- (1) Headlight switch (3) Horn button

Headlight Dimmer Switch (2) (E only)

≡○ — The high beam is on.

≡○ — The low beam is on.

Horn Button (3)

Press the button to sound the horn.

FEATURES

(Not required for operation)

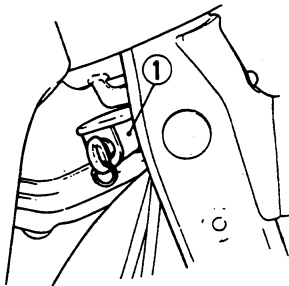
STEERING LOCK

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

To Lock:

Turn the handlebar all the way to the left and insert the key into the lock, turn the key 180° clockwise and remove it.

To unlock the steering, perform the locking sequence in the reverse order.



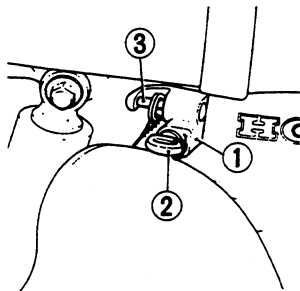
(1) Steering lock

HELMET HOLDER

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

WARNING

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

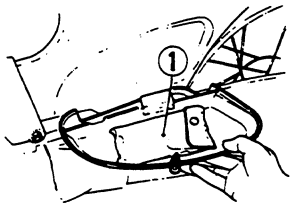


(1) Helmet holder
(2) Ignition key

(3) Holder pin

DOCUMENT BAG

The document bag (1) is inside the left side cover. The owner's manual and other documents should be stored in the vinyl bag. When washing your motorcycle, be careful not to flood this area with water.



(1) Document bag

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 21). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (pages 18–19). Check for leaks.
3. Brakes—check operation. Adjust free play if necessary (pages 13–15).
4. Tyres—check condition and pressure (pages 22, 23).
5. Drive chain—check condition and slack (pages 59–63). Adjust and lubricate if necessary.
6. Throttle—check for smooth opening and closing in all steering positions.

7. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Battery electrolyte—check the level and add if necessary (pages 71–73).

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

1. Make sure the transmission is in neutral and the fuel cock is ON.
2. Insert the key in the ignition switch and turn to ON.

Starting Procedure (Except SI type)

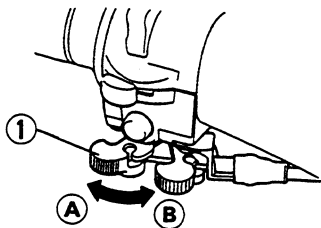
Cold engine

1. Move the choke lever (1) left all the way to Fully Closed (A).

2. Open the throttle slightly (approximately 1/8—1/4 of the throttle grip rotation) 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 operate the kickstarter pedal while the engine is running as engine damage could result. Do not apply excessive force on the starter pedal.**
- * **Fold up the kickstarter pedal after the kickstarter is returned to the pedal stop.**



(1) Choke lever
(A) Fully Closed

(B) Fully open

(C90M)

With the throttle closed, push the starter button. Release the starter button as soon as the engine starts.

NOTE:

- * Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
- 3. Warm up the engine at approximately 1,700 min^{-1} (rpm) until it runs smoothly with the choke moved all the way to Fully Open (B).

Warm Engine

When the engine is to be re-started while still warm, follow the "Cold Engine" Starting Procedure; however, do not use the choke.

Starting Procedure (For SI type)

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

Normal air Temperature

10°—35° C (50°—95° F)

1. Pull the choke lever (1) left all the way to Fully ON (A).
2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.
3. Warm up the engine by opening and closing the throttle slightly.
4. Immediately after engine is started, push the choke lever (1) right all the way to Fully OFF (B).
5. If idling is unstable, open the throttle slightly.

High air Temperature

35° C (95° F) or above

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

Low air Temperature

10° C (50° F) or below

1. Follow steps 1—3 under "Normal air Temperature."
2. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) is at Fully OFF (B).

CAUTION:

- * 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 move 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.

RUNNING-IN

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods. During initial running-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly.

Running-in maintenance at 1,000 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

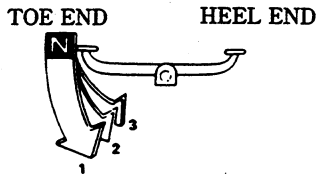
⚠ WARNING

- * **Review Motorcycle Safety (pages 1—6) 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 42 and explanation for SIDE STAND on page 65.)
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 gearshift 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.



Shift points (For SI type)

This motorcycle is equipped with an automatic clutch.

Proper shifting will provide better fuel economy.

When changing gears under normal conditions, use these recommended shift points:

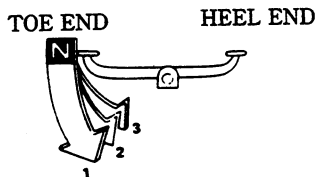
Shifting Up:

From 1st to 2nd: 9 mph (15 km/h)

From 2nd to 3rd: 19 mph (30 km/h)

Shifting Down:

Below 6 mph (10 km/h), shift down to 1st gear for acceleration.

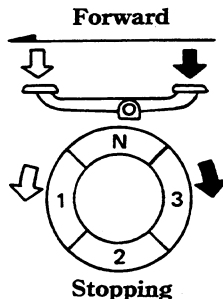


Gear Changing Procedure

(C70D, C90D, E type)

The gear change operation differs when stopping and when moving.

When stopping, change can be made from third to neutral directly with the 3-step rotary system.

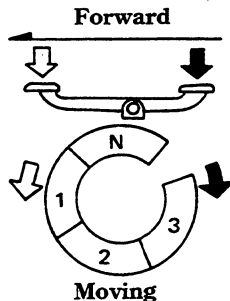


(N) Neutral (1) First (2) Second (3) Third

When moving, the forward 3-step return system is used (4-step system; C50 only).

Change cannot be made from third to neutral directly.

- Always return the throttle grip first before changing gear.
- Operate lightly with the tips of your toes until the pedal is pushed down.
- Avoid changing gear needlessly and riding with your foot on the change pedal since this may damage the gear change mechanism and clutch mechanism.



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.

⚠ 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. Sudden 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 handlebar all the way to the left, turn the ignition switch OFF and remove the key.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - * **If you 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 28).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch. 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 31) 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 →		ODOMETER READING (NOTE 1)				
			COMES FIRST	×1,000 km	1	4	8	12	Refer to pages
			↓	×1,000 mi	0.6	2.5	5	7.5	
		NOTE	MONTH		6	12	18		
*	FUEL LINE				I	I	I	—	
*	FUEL STRAINER SCREEN				C	C	C	48	
*	THROTTLE OPERATION				I	I	I	57	
*	CARBURETOR CHOKE				I	I	I	—	
	AIR CLEANER	NOTE (2)			C	C	R	47	
	CRANKCASE BREATHER	NOTE (3)			C	C	C	52	
	SPARK PLUG				I	R	I	53–54	
	VALVE CLEARANCE			I	I	I	I	55–56	
	ENGINE OIL			R	R	R	R	49–51	
*	ENGINE OIL STRAINER SCREEN						C	51–52	
*	CARBURETOR IDLE SPEED			I	I	I	I	58	
	DRIVE CHAIN			EVERY 1,000 km (600 mi) I, L				59–63	

ITEM	FREQUENCY	WHICHEVER → COMES FIRST ↓		ODOMETER READING (NOTE 1)				
		NOTE	×1,000 km	1	4	8	12	Refer to pages
			×1,000 mi	0.6	2.5	5	7.5	
		MONTH			6	12	18	
	BATTERY				I	I	I	71-73
	BRAKE SHOE WEAR				I	I	I	70
	BRAKE SYSTEM			I	I	I	I	13-15
*	BRAKE LIGHT SWITCH				I	I	I	76
*	HEADLIGHT AIM				I	I	I	—
*	CLUTCH SYSTEM			I	I	I	I	—
	SIDE STAND				I	I	I	65
*	SUSPENSION				I	I	I	64
*	NUTS, BOLTS, FASTENERS			I		I		—
**	WHEEL/TYRES			I	I	I	I	—
**	STEERING HEAD BEARINGS			I			I	—

- * SHOULD BE SERVICED BY YOUR AUTHORIZED HONDA DEALER UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR AUTHORIZED HONDA DEALER.

NOTE: (1) For higher odometer readings, repeat at the frequency interval established here.

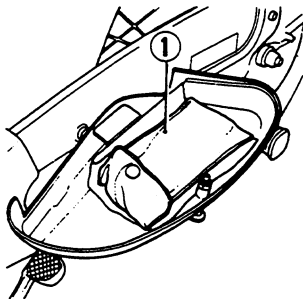
(2) Service more frequently when riding in dusty areas.

(3) Service more frequently when riding in rain or at full throttle. (SI type).

TOOL KIT

The tool kit (1) is inside the left side cover. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 8 x 12 mm open end wrench
- 10 x 14 mm open end wrench
- Pliers
- No. 2 standard/phillips screwdriver
- Screwdriver grip
- 23 mm wrench and handle bar
- 17 mm box wrench/spark plug wrench
- Tool bag



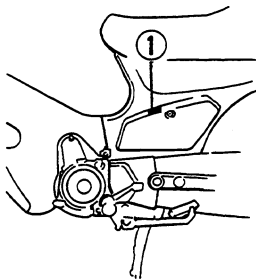
(1) Tool kit

SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.

Record the numbers here for your reference.

FRAME NO. _____

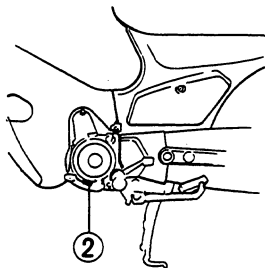


(1) Frame number

The frame number (1) is stamped on the left side of the frame body.

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

ENGINE NO. _____



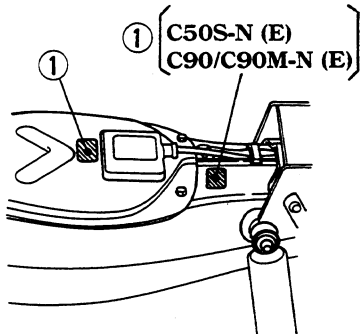
(2) Engine number

COLOUR LABEL

The colour label (1) is attached to the fuel tank below the seat. It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

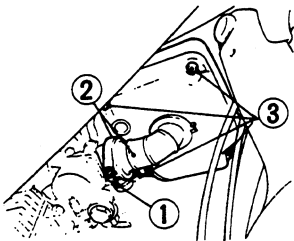
- * If your motorcycle is overturned or involved in a collision, inspect control levers, cable, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering 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.

AIR CLEANER

(Refer to the maintenance precautions on page 46).

The air cleaner should be serviced at regular intervals (page 42). Service more frequently when riding in unusually wet or dust areas.

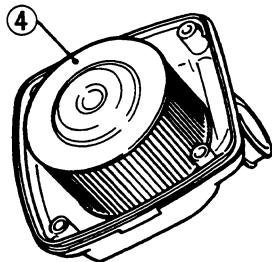
1. Turn the handlebars all the way to the right.
2. Loosen the screw (1) attaching the connecting tube (2). Disconnect the connecting tube.
3. Remove the air cleaner case by removing four screws (3).



- (1) Screw
(2) Connecting tube

- (3) Screws

4. Take out the air cleaner case with air cleaner element (4) and clean the element by tapping it lightly to loosen dust. Blow away the remaining dust by applying compressed air from the inside of the element. Replace the element if it is excessively dirty, torn or damaged.
5. Install the air cleaner element.
6. Install the removed parts in the reverse order of removal.



- (4) Air cleaner element

FUEL STRAINER SCREEN

(Refer to the maintenance precautions on page 46).

The fuel strainer is incorporated in the fuel cock. An accumulation of dirt in the fuel strainer screen will restrict the flow of fuel and therefore, the fuel strainer screen should be serviced periodically.

1. Turn the fuel cock OFF.
2. Loosen the carburetor drain screw and drain the fuel from the carburetor into a suitable container.

⚠ WARNING

- * **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow open flames or sparks in the area or where petrol is stored.**
3. Remove the fuel filter bolt (1) and pull out the fuel strainer screen (2) and O-ring (3). Wash it in clean non-flammable or high flash point solvent.

⚠ WARNING

- * **Never use petrol or low flash point**

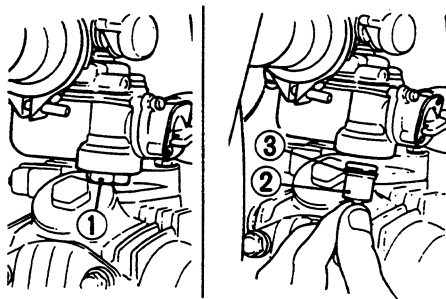
solvents for cleaning the fuel strainer screen. A fire or explosion could result.

4. Reinstall the fuel strainer screen and new O-rings into the fuel cock. Hand tighten the fuel filter bolt making sure the new O-rings are in place.

Then torque to specification:

Torque: 4 N·m (0.4 kg·m, 3 ft·lb)

5. After installing, turn the fuel cock ON and check that there are no fuel leaks.



- (1) Fuel filter bolt (3) O-ring
(2) Fuel strainer screen

ENGINE OIL

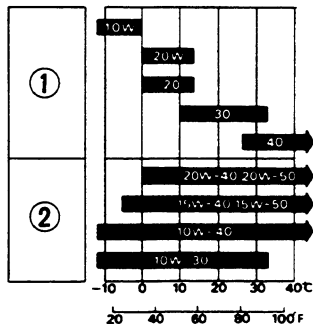
(Refer to the maintenance precautions on page 46).

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 or SF. 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

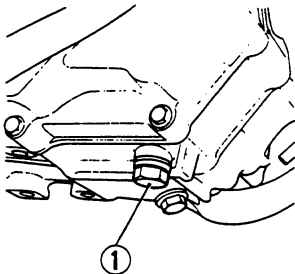
(2) Multigrade

Engine Oil Change

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

NOTE:

- * Change engine oil with the engine at normal operating temperature and the motorcycle on its center stand to assure complete and rapid draining.
- 1. Remove the oil filler cap/dipstick and drain plug (1) to drain the oil.



(1) Drain plug

⚠ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**
- 2. Operate the kickstarter several times to aid in complete draining of the remaining oil.
- 3. Check that the sealing washer on the drain plug is in good condition and install the plug.
Oil Drain Plug Torque:
23 N·m (2.3 kg-m, 7 ft-lb)
- 4. Fill the crankcase with the recommended grade oil; approximately:
0.6 l (0.6 US qt, 0.5 Imp qt)
- 5. Install the oil filler cap/dipstick.
- 6. Start the engine and let it idle for a 2–3 mins.
- 7. 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:

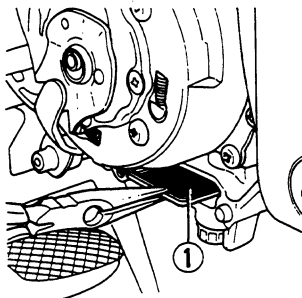
- * Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station for reclamation. Do not throw it in the rubbish or pour it on the ground.

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.**

Oil Filter Screen Cleaning

1. Drain the engine thoroughly. (See page 50.)
2. Remove the kickstarter pedal, muffler, footpegs/side stand assembly and right crankcase cover.
3. Remove the oil filter screen (1) and wash it in clean solvent.



(1) Oil filter screen

4. Reinstall the filter screen, a new crankcase gasket, right crankcase cover, footpegs/side stand assembly, muffler and kickstarter pedal.
5. Fill the crankcase with new engine oil. (See page 49—50.)

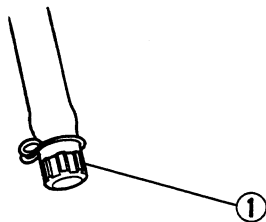
CRANKCASE BREATHER (SI type)

(Refer to the maintenance precaution on page 46).

1. Remove the drain plug (1) from the tube and drain deposits.
2. Reinstall the drain plug.

NOTE:

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



(1) Drain plug

SPARK PLUG

(Refer to maintenance precautions on page 46).

Recommended plugs:

(C70D/C90D)

Standard:

C6HSA (NGK) or U20FS-U (NIPPONDENSO)

For cold climate (Below 5°C, 41°F)

C5HSA (NGK) or U16FS-U (NIPPONDENSO)

For extended high speed riding

C7HSA (NGK) or U22FS-U (NIPPONDENSO)

(Except C70D/C90D)

Standard:

CR7HS (NGK) or U22FSR-U
(NIPPONDENSO)

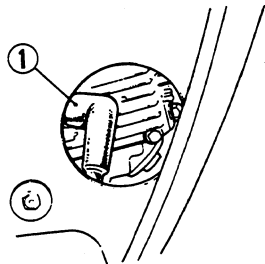
For cold climate (Below 5°C, 41°F)

CR6HS (NGK) or U20FSR-U
(NIPPONDENSO)

For extended high speed riding:

CR8HS (NGK) or U24FSR-U
(NIPPONDENSO)

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



(1) Spark plug cap

3. Inspect the electrode 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 (2) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (3) carefully.

The gap should be:

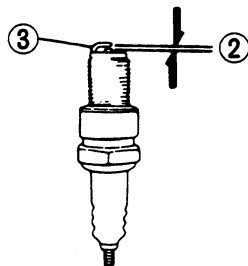
0.6—0.7 mm (0.024—0.028 in)

Make sure the plug washer is in good condition.

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 seat.
7. Reinstall the spark plug cap.

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.



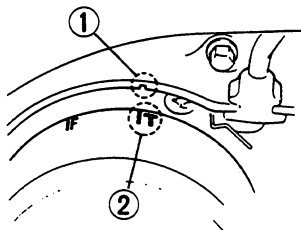
(2) Spark plug gap

(3) Side electrode

VALVE CLEARANCE

(Refer to the maintenance precautions on page 46).

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 (3) between the adjusting screw (4) and the valve stem.

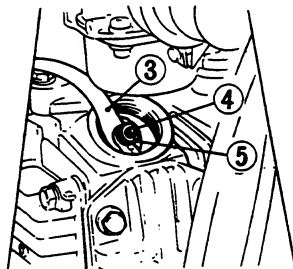
Clearance should be:

Intake: 0.05 mm (0.002 in)

Exhaust: 0.05 mm (0.002 in)

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

(5) Adjusting screw
lock nut

THROTTLE OPERATION

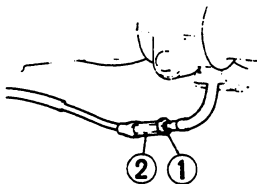
(Refer to the maintenance precautions on page 46).

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

The standard free play should be approx:

10°—15°

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



(1) Lock nut

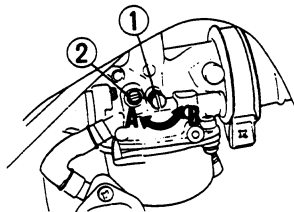
(2) Adjuster

IDLE SPEED

(Refer to the maintenance precautions on page 46).

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
(2) Pilot screw (B) Decrease

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

IDLE SPEED:

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

Fuel Mixture

1. Adjust the fuel mixture by turning the pilot 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 approximately:

- 1—1/2 Turns open (C50L)
- 1—7/8 Turns open (C50/C70)
- 1—3/4 Turns open (C90/C90M)

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

DRIVE CHAIN

(Refer to the maintenance precaution on page 46).

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, more frequent maintenance will be necessary.

Inspection

1. Turn the engine off, place the motorcycle on the center stand and shift the transmission into neutral.
2. Remove the inspection cap. Move the chain (1) up and down with your finger. Drive chain slack should be adjusted approximately to allow the following vertical movement by hand:

10–20 mm (1/2–3/4 in.)

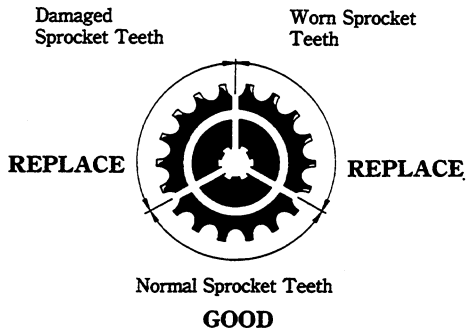
3. Check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



10–20 mm
(1/2–3/4 in.)

(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. Place the motorcycle on its center stand with the transmission in neutral and the ignition switch off.
2. Remove the cotter pin (1) and loosen the rear axle nut (2) and sleeve nut (3).
3. Turn the adjusting nut (6) on both the right and left chain adjusters an equal number of turns to increase or decrease chain slack. Align the chain adjuster index marks (4) with the corresponding scale (5) graduations on both sides of the swing arm.

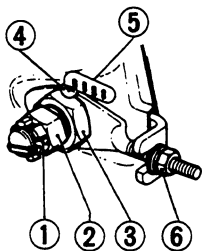
NOTE:

- * 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.
4. Torque the sleeve nut to:
40 N·m (4.0 kg-m, 29 ft-lb)
 5. Torque the rear axle nut to:
45 N·m (4.5 kg-m, 33 ft-lb)
 6. Tighten the adjusting nuts and install a new cotter pin.

CAUTION:

- * **Always replace used cotter pin with new ones.**

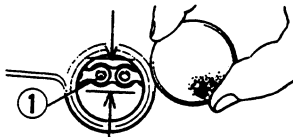
7. Recheck drive chain slack.
8. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 15).



- | | |
|-------------------|-------------------------|
| (1) Cotter pin | (4) Adjuster index mark |
| (2) Rear axle nut | (5) Graduated scale |
| (3) Sleeve nut | (6) Adjusting nut |

Lubrication:

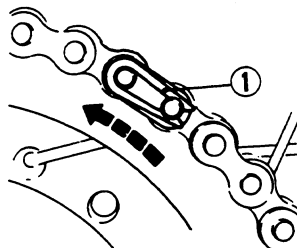
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



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.



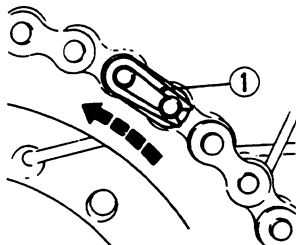
(1) Retaining clip

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

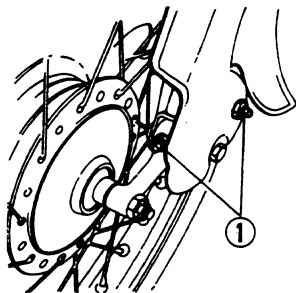
FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 46).

1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth.

There are lubrication points (1) as shown in the figure. It is recommended that lubrication be performed every 6 months or 5,000 km (3,000 miles) whichever occurs first. Use multipurpose grease, Type NLGI No. 2.

2. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.



(1) Lubrication points

SIDE STAND

(Refer to the maintenance precautions on page 46).

(C50, C70, C90, C90M)

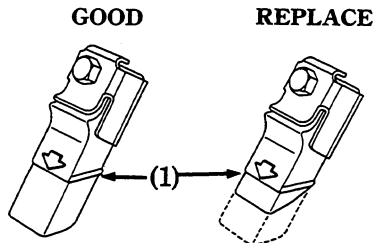
Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (See (1) in the picture). Check the side stand assembly for freedom of movement. If parts must be replaced, please contact an authorized HONDA dealer.

(C50, C70, C90, C90M)

(C50L, C70D, C90D)

Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement.

If the side stand is squeaky or stiff, clean the pivot area and lubricate the pivot bolt with engine oil.



(1) Wear line

WHEEL REMOVAL

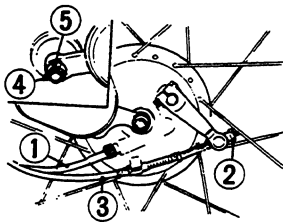
Front Wheel Removal

(Refer to the maintenance precautions on page 46).

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

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.



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

Installation Notes:

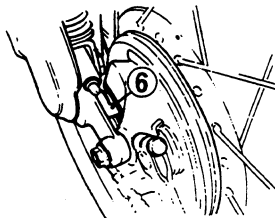
- Reverse the removal procedure.
- Insert the axle through the wheel hub and right fork leg.
- Make sure that the tang (6) on the right fork leg is located in the brake panel.
- Tighten the axle nut to the specified torque.
Axle nut torque:
35 N·m (3.5 kg-m, 25 ft-lb)
- Adjust the brake (page 13-14).
- After installing the wheel, apply the brake 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.**

CAUTION:

- * **Always replace the used cotter pins with new one.**

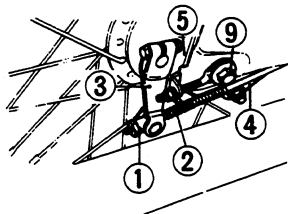


(6) Tang

Rear Wheel Removal

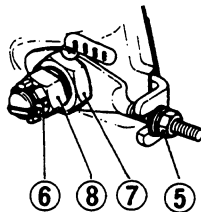
(Refer to the maintenance precautions on page 46).

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1).
3. Disconnect the brake rod (2) from the brake arm (3).



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

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin, stopper arm nut, washer and rubber grommet.
4. Loosen the drive chain adjusting nuts (5).
5. Remove the cotter pin (6), sleeve nut (7) and axle nut (8) and pull out the rear axle (9). Push the wheel forward and remove the drive chain from the rear sprocket.
6. Pull out the wheel from the swingarm.



- | | |
|-------------------|----------------|
| (5) Adjusting nut | (7) Sleeve nut |
| (6) Cotter pin | (8) Axle nut |

Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut, sleeve nut and stopper arm nut to specified torque.
Axle nut torque:
45 N·m (4.5 kg-m, 33 ft-lb)
Sleeve nut torque:
40 N·m (4.0 kg-m, 29 ft-lb)
Brake stopper arm nut torque:
22 N·m (2.2 kg-m, 16 ft-lb)
- Adjust the brake (page 15) and drive chain (page 60–61).
- 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.**

CAUTION:

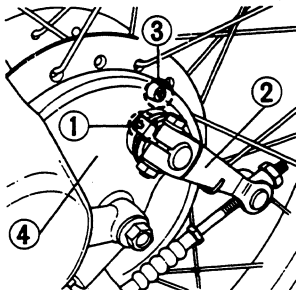
- * **Used cotter pins may not effectively secure fasteners. Always replace used cotter pins with new ones.**

BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 46).

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.

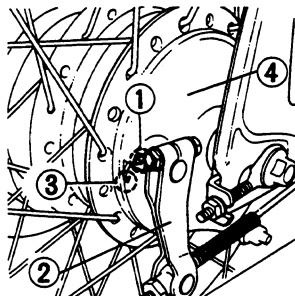


- (1) Arrow
- (2) Brake arm

- (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.



- (1) Arrow
- (2) Brake arm

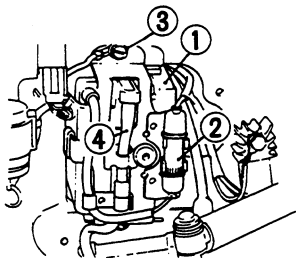
- (3) Reference mark
- (4) Brake panel

BATTERY

(Refer to the maintenance precautions on page 46).

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

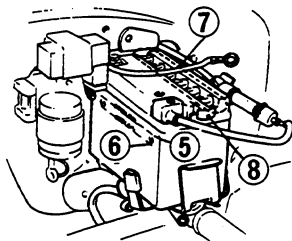
If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing electrical problems, see your authorized Honda dealer.



- (1) Battery
- (2) Fuse holder
- (3) Bolt
- (4) Breather tube

Battery electrolyte:

The battery (1) is behind the right side cover. Remove the side cover. Remove the fuse holder (2) and the bolt (3). Disconnect the battery breather tube (4) and open the bracket for access to the battery. Pull out the battery and check the electrolyte. The electrolyte level must be maintained between the UPPER (5) and LOWER (6) LEVEL marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps (7).



- (5) UPPER LEVEL mark
- (6) LOWER LEVEL mark
- (7) Filler caps
- (8) Outlet

Carefully add distilled water to the UPPER LEVEL mark using a small plastic funnel.

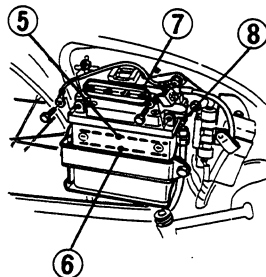
(C90M)

Disconnect the negative (–) terminal lead from the battery first, then disconnect the positive (+) terminal lead.

CAUTION:

- * When checking the battery electrolyte level or adding distilled water, make sure the breather tube is connected to the battery breather outlet (8).
- * 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.

(C90M)



- (5) UPPER LEVEL mark
(6) LOWER LEVEL mark

- (7) Filler caps
(8) Outlet

⚠ 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).

The fuse holder (1) is attached to the battery holder.

The specified fuse is 7A (C50L: 10A). The spare fuse (2) is near the battery.

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:

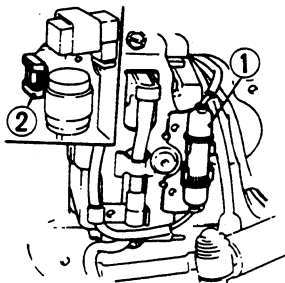
- * Turn the ignition switch OFF before checking or replacing the fuses to prevent accidental short-circuiting.

⚠ 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:

- * 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.

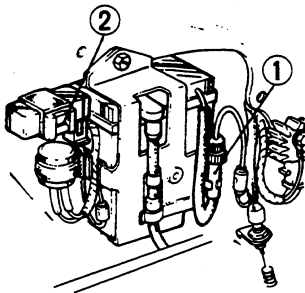


(1) Fuse holder

(2) Spare fuse

To replace the fuse, open the fuse holder and lift out the fuse with the clips. 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.

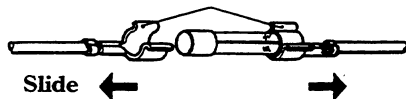
(C70D, C90D)



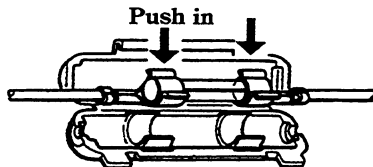
(1) Fuse holder

(2) Spare fuse

REMOVAL



INSTALLATION

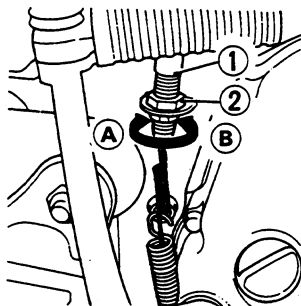


STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 46).

Check the operation of the stoplight switch (1) is below the right side cover, near 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

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 coil-operated car washes) at the following areas:**

Wheel Hubs	Ignition Switch
Muffler Outlet	Steering Lock.
Under Fuel Tank	Instruments
Carburetor	
Under Seat	

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.
Spray the inside of the fuel 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 cm³) 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. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. 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 31). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS (C50E/C50GR)

DIMENSIONS

Overall length	1,835 mm (72.2 in)
Overall width	660 mm (26.0 in)
Overall height	1,030 mm (40.6 in)
Wheelbase	1,180 mm (46.5 in)

WEIGHT

Dry weight	79.7 kg (175.7 lbs)
------------	---------------------

CAPACITIES

Engine oil	0.8 ℓ (0.85 US qt, 0.70 Imp qt) After draining
Fuel tank	3.5 ℓ (0.9 US gal, 0.8 Imp gal)
Fuel reserve tank	0.8 ℓ (0.21 US gal, 0.18 Imp gal)
Passenger capacity	Operator and one passenger

ENGINE

Bore and stroke	39.0 x 41.4 mm (1.54 x 1.63 in)
Compression ratio	10 : 1
Displacement	49 cm ³ (3 cu-in)
Spark plug	
Standard:	CR7HS (NGK) or U22FSR-U (ND)
For cold climate: (Below 5°C, 41°F)	CR6HS (NGK) or U20FSR-U (ND)
For extended high speed riding:	CR8HS (NGK) or U24FSR-U (ND)
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 ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	26°30'
Trail	75 mm (3 in)
Tyre size, front	2.25-17-4PR
Tyre size, rear	2.50-17-6PR

POWER TRANSMISSION

Primary reduction	4.058 : 1
Final reduction	3.230 : 1
Gear ratio, 1st	3.181 : 1
2nd	1.705 : 1
3rd	1.238 : 1
4th	0.958 : 1

ELECTRICAL

Battery	12V-4 AH
Alternator	A.C. Generator

LIGHTS

Headlight (High/Low)	12V-25/25W
Tail/stoplight	12V-5/21W
Position light	12V-4W
Turn signal light	12V-10W x 4
Instrument light	12V-1.7W x 2
Turn signal indicator	12V-3.4W
High beam indicator	12V-1.7W: E

FUSE

7A

SPECIFICATIONS (C50L(B)/C50C)

DIMENSIONS

Overall length	1,810 mm (71.3 in): C50L(B)
	1,800 mm (70.9 in): C50C
Overall width	660 mm (26.0 in)
Overall height	1,010 mm (39.8 in)
Wheelbase	1,175 mm (46.3 in)

WEIGHT

Dry weight	77.0 kg (169.8 lbs)
------------	---------------------

CAPACITIES

Engine oil	0.8 ℓ (0.85 US qt, 0.70 Imp qt) After draining
Fuel tank	3.5 ℓ (0.9 US gal, 0.8 Imp gal)
Fuel reserve tank	0.8 ℓ (0.21 US gal, 0.18 Imp gal)
Passenger capacity	Operator only: C50L(B)
	Operator and one passenger: C50C

ENGINE

Bore and stroke	39.0 x 41.4 mm (1.54 x 1.63 in)
Compression ratio	9.5 : 1
Displacement	49 cm ³ (3 cu-in)
Spark plug	
Standard:	CR7HS (NGK) or U22FSR-U (ND)
For cold climate: (Below 5°C, 41°F)	CR6HS (NGK) or U20FSR-U (ND)
For extended high speed riding:	CR8HS (NGK) or U24FSR-U (ND)
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 ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	26°30'
Trail	75 mm (3 in)
Tyre size, front	2.25-17-4PR
Tyre size, rear	2.50-17-6PR

POWER TRANSMISSION

Primary reduction	4.058 : 1
Final reduction	3.500 : 1: C50L(B)
	3.076 : 1: C50C
Gear ratio, 1st	3.272 : 1
2nd	1.937 : 1: C50L(B)
	1.823 : 1: C50C
3rd	1.350 : 1: C50L(B)
	1.190 : 1: C50C

ELECTRICAL

Battery	12V-4 AH
Alternator	A.C. Generator

LIGHTS

Headlight	12V-15W: C50L(B)
	12V-25/25W: C50C
Tail/stoplight	12V-5/21W
Turn signal light	12V-10W x 4: C50L(B)
	12V-18W x 4: C50C
Instrument light	12V-2W
Neutral indicator	12V-3.4W
Turn signal indicator	12V-3.4W
Positon light	12V-4W: C50C

FUSE

10A

SPECIFICATIONS (C70(E)/C70D)

DIMENSIONS

Overall length	1,835 mm (72.2 in)
Overall width	660 mm (26.0 in)
Overall height	1,030 mm (40.6 in)
Wheelbase	1,175 mm (46.3 in)

WEIGHT

Dry weight	80.0 kg (176.4 lbs): C70(E)
	77.5 kg (170.9 lbs): C70D
	79.5 kg (174.9 lbs): C70D (SI)

CAPACITIES

Engine oil	0.8 ℓ (0.85 US qt, 0.70 Imp qt)
	0.6 ℓ (0.63 US qt, 0.53 Imp qt) after draining
Fuel tank	4.0 ℓ (1.0 US gal, 0.9 Imp gal)
Fuel reserve tank	0.8 ℓ (0.21 US gal, 0.18 Imp gal): C70(E)
	0.7 ℓ (0.18 US gal, 0.15 Imp gal): C70D
Passenger capacity	Operator and one passenger

ENGINE

Bore and stroke	47.0 × 41.4 mm (1.85 × 1.63 in)
Compression ratio	8.8 : 1
	9.0 : 1 : C70D (SI)
Displacement	72 cm ³ (4.4 cu-in)
Spark plug	
Standard:	CR7HS (NGK) or U22FSR (NIPPONDENSO)
	C6HSA (NGK) or U20FS-U (NIPPONDENSO): C70D
For cold climate: (Below 5°C, 41°F)	CR6HS (NGK) or U20FSR (NIPPONDENSO)
	C5HSA (NGK) or U16FS-U (NIPPONDENSO): C70D
For extended high speed riding:	CR8HS (NGK) or U24FSR (NIPPONDENSO)
	C7HSA (NGK) or U22FS-U (NIPPONDENSO): C70D
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 ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	26° 30'
Trail	75 mm (3 in)
Tyre size, front	2.25-17-4PR
	2.25-17 33L: C70D (SI)
Tyre size, rear	2.50-17-6PR
	2.50-17 43L: C70D (SI)

POWER TRANSMISSION

Primary reduction	4.058 : 1
Final reduction	2.571 : 1
Gear ratio, 1st	3.272 : 1
2nd	1.722 : 1
3rd	1.190 : 1

ELECTRICAL

Battery	12V-4 AH: C70(E) 6V-4 AH: C70D
Alternator	A.C. Generator

LIGHTS

Headlight (High/Low)	12V-25/25W: C70(E) 6V-25/25W: C70D
Tail/stoplight	12V-5/21W: C70(E) 6V-3/10W: C70D
Position light	12V-4W: C70(E) 6V-5W: C70D
Turn signal light	12V-10W x 4: C70(E) 6V-8W x 4: C70D
Instrument light	12V-1.7W x 2: C70(E) 6V-1.7W x 2: C70D
Neutral indicator	6V-3W: C70D
Turn signal indicator	12V-3.4W: C70(E) 6V-3W: C70D
High beam indicator	12V-1.7W: C70(E)

FUSE

7A

SPECIFICATIONS (C90(E)/C90D/C90M)

DIMENSIONS

Overall length	1,835 mm (72.2 in): C90(E) 1,840 mm (72.4 in): C90D
Overall width	660 mm (26.0 in)
Overall height	1,030 mm (40.6 in): C90(E) 1,035 mm (40.7 in): C90D
Wheelbase	1,175 mm (46.3 in)

WEIGHT

Dry weight	81.2 kg (179.0 lbs): C90(E) 80.5 kg (177.5 lbs): C90D 84.5 kg (186.3 lbs): C90M
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CAPACITIES

Engine oil	0.8 ℓ (0.85 US qt, 0.70 Imp qt) After draining
Fuel tank	3.5 ℓ (0.9 US qt, 0.8 Imp gal)
Fuel reserve tank	0.7 ℓ (0.9 US gal, 0.8 Imp gal): C90D
Passenger capacity	Operator and one passenger

ENGINE

Bore and stroke	47.0 x 49.5 mm (1.85 x 1.95 in)
Compression ratio	8.8 : 1
Displacement	85 cm ³ (5.2 cu-in)
Spark plug	
Standard:	CR7HS (NGK) or U22FSR-U (ND)
For cold climate: (Below 5°C, 41°F)	CR6HS (NGK) or U20FSR-U (ND)
For extended high speed riding:	CR8HS (NGK) or U24FSR-U (ND)
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 ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	26°30'
Trail	75 mm (3 in)
Tyre size, front	2.50-17-4PR
Tyre size, rear	2.50-17-6PR