VF1000.COM

http://honda.vf1000.com

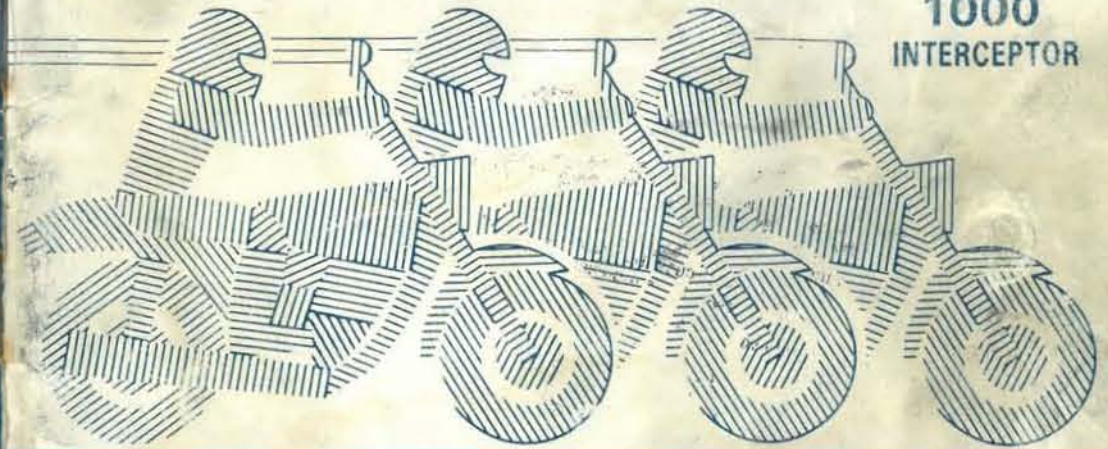
HONDA MOTOR CO., LTD.

31MB6600
00X31-MB6-6000

㊐Ⓨ40008403E
PRINTED IN JAPAN

1984 HONDA

1000
INTERCEPTOR



VF1000F OWNER'S MANUAL

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **ON-ROAD USE**

  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

- **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 loss of life if instructions are not followed.

CAUTION:

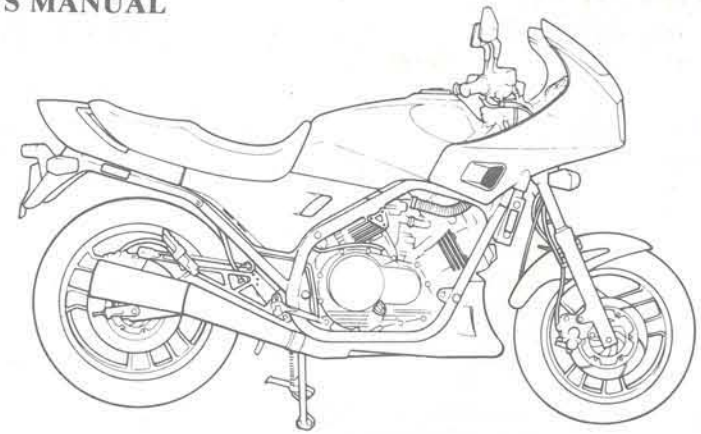
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

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

HONDA VF1000F
1000 INTERCEPTOR
OWNER'S MANUAL

1984



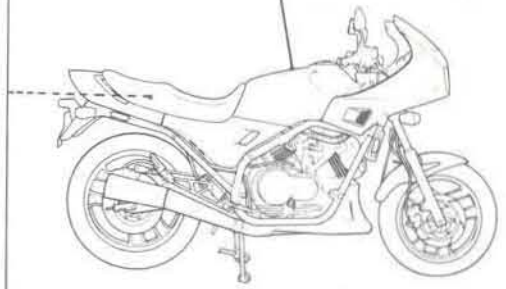
MAINTENANCE

MOTORCYCLE SAFETY

Read these WARNING LABELS before you ride!

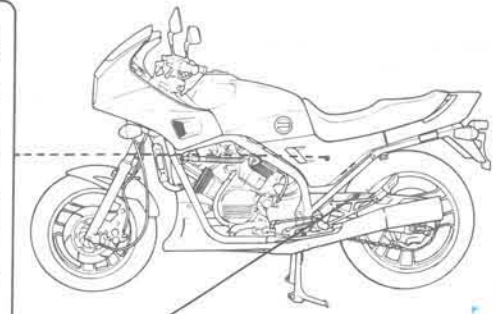
REMEMBER ■PRESERVE NATURE
■ALWAYS WEAR A HELMET ■RIDE SAFELY
■READ OWNER'S MANUAL CAREFULLY BEFORE RIDING

WARNING: ACCESSORIES AND LOADING
- THE SAFETY, STABILITY AND HANDLING OF THIS MOTORCYCLE MAY BE ADVERSELY AFFECTED BY THE ADDITION OF ACCESSORIES AND CARGO.
- READ AND UNDERSTAND THE WARNING CONTAINED IN THE OWNER'S MANUAL AND THE INSTRUCTIONS IN THE ACCESSORY HANDBOOK BEFORE INSTALLING ANY ACCESSORY.
- THE WEIGHT OF ACCESSORIES AND CARGO MUST BE ADDED TO THE WEIGHT OF THE RIDER AND PASSENGER WHEN DETERMINING IF THE VEHICLE CAPACITY LOAD HAS BEEN EXCEEDED.
- THE CARGO LOAD MUST NOT EXCEED 27 KG (60 LBS) UNDER ANY CIRCUMSTANCES.
- THE FITTING OF LARGE FORK-MOUNTED OR LARGE HANDLEBAR-MOUNTED FAIRING IS NOT RECOMMENDED.



RADIATOR CAUTION

- DO NOT REMOVE RADIATOR CAP WHEN ENGINE IS HOT ONLY REMOVE CAP WHEN DRAINING COOLANT.
- CHECK THE COOLING SYSTEM FREQUENTLY BY OBSERVING LEVEL IN THE RESERVE TANK. ADD NECESSARY COOLANT AT RESERVE TANK FILLER OPENING.
- USE A 50/50 SOLUTION OF ANTI-FREEZE AND WATER. USE ONLY ANTI-FREEZE OR SUMMER COOLANT RECOMMENDED FOR USE IN ALUMINUM ENGINES.
- USE SOFT WATER (HARD WATER OR SALT WATER IS HARMFUL TO ALUMINUM).
- REFER TO OWNER'S MANUAL FOR COMPLETE INFORMATION.



IMPORTANT INFORMATION

COLD TIRE PRESSURES:

[UP TO VEHICLE CAPACITY LOAD]	FRONT	250 kPa, 2.50 kg/cm², 36 psi
	REAR	290 kPa, 2.90 kg/cm², 42 psi
[UP TO 90 kg (200 lbs.) LOAD]	FRONT	250 kPa, 2.50 kg/cm², 36 psi
	REAR	290 kPa, 2.90 kg/cm², 42 psi

VEHICLE CAPACITY LOAD 163 kg (360 lbs)

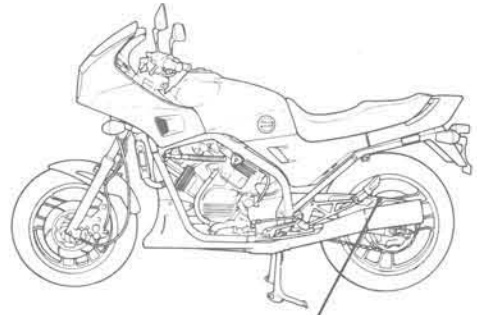
TIRE SIZE: FRONT 120/80 V16-V240 REAR 140/80 V17-V240

TIRE BRAND	FRONT	REAR
BRIDGESTONE	G511	G520
DUNLOP	K500	K500

Read Owner's manual

THIS MOTORCYCLE EQUIPPED WITH TUBELESS TIRES

MIN. RECOMMEND CENTER TREAD DEPTH
FRONT 1.5 mm (0.06 in.) REAR 2.0 mm (0.08 in)



DRIVE CHAIN CAUTION

- THIS CHAIN CONTAINS RUBBER SEALS. DO NOT STEAM CLEAN OR USE SOLVENTS. REDUCED CHAIN LIFE MAY OCCUR IF MAINTENANCE INSTRUCTONS ARE NOT STRICTLY FOLLOWED.
- CHAIN SLACK SHOULD BE 15—25 mm (5/8—1 IN) WHEN ADJUSTED AND NEVER BE ALLOWED TO EXCEED 50 mm (2 in).
- LUBRICATE WHENEVER CHAIN APPEARS DRY. INSPECT AND LUBRICATE EVERY 500 km (300 MILES). USE SAE 80 OR 90 GEAR OIL ONLY.
- REPLACE CHAIN WHEN RED ZONE ON LABEL REACHES REAR END OF SWING ARM WITH CHAIN SLACK SET TO 15—25 mm (5/8—1 IN).
- REPLACEMENT CHAIN: D.I.D 50ZL OR RK50LO.
- READ OWNER'S MANUAL CAREFULLY.

SAFE RIDING RULES

WARNING

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

1. Always make a pre-ride inspection (page 35) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't ride in another motorist's "blind spot."
4. Obey all federal, state, 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 very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, drive chain or wheels.

MODIFICATIONS

WARNING

* ***Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all federal, state 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. Never ride an accessory-equipped motorcycle at speeds above 80 mph. And remember that this 80 mph limit may be reduced by installation of non-Honda accessories, improper loading, worn tires and overall motorcycle condition, poor road or weather conditions, etc. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.

Loading

The combined weight of the rider, passenger, cargo and all accessories must not exceed 360 lbs (163 kg), the vehicle capacity load. Cargo weight alone should not exceed 50 lbs.

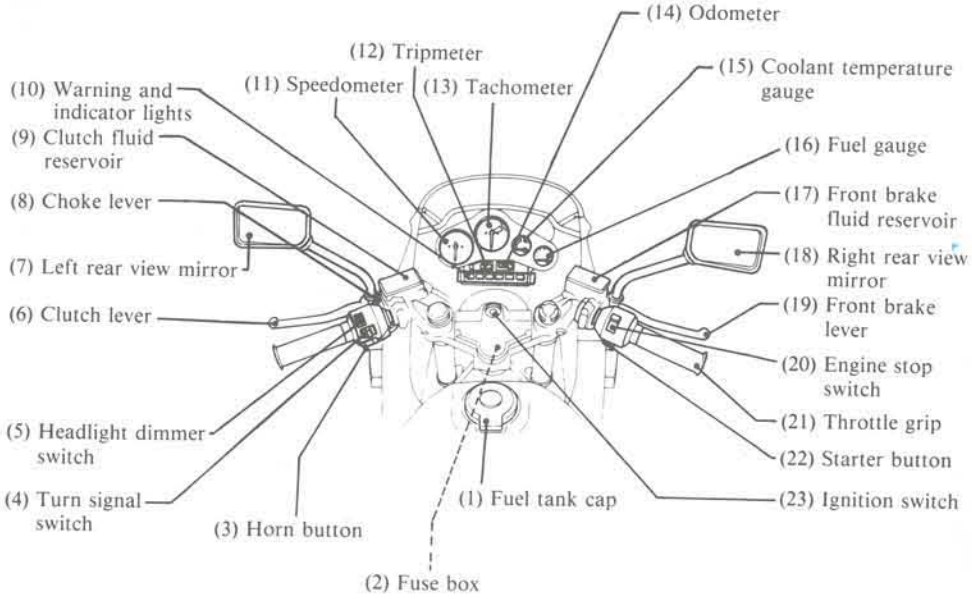
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (page 2), front suspension (page 16) and rear suspension (page 16) to suit load weight and riding conditions.
3. Luggage racks are for lightweight items. Do not carry more than 10 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Recheck cargo security and accessory mounts frequently.
5. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

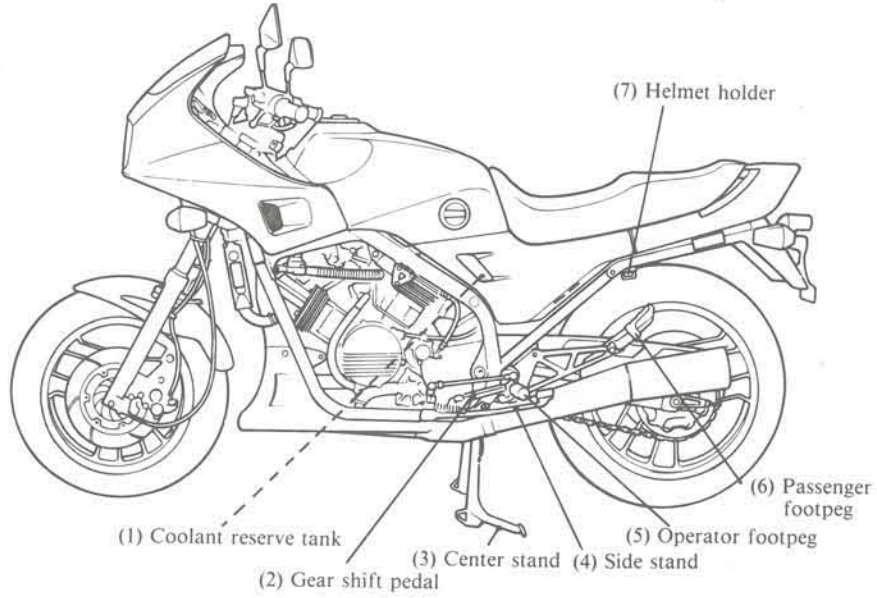
Accessories

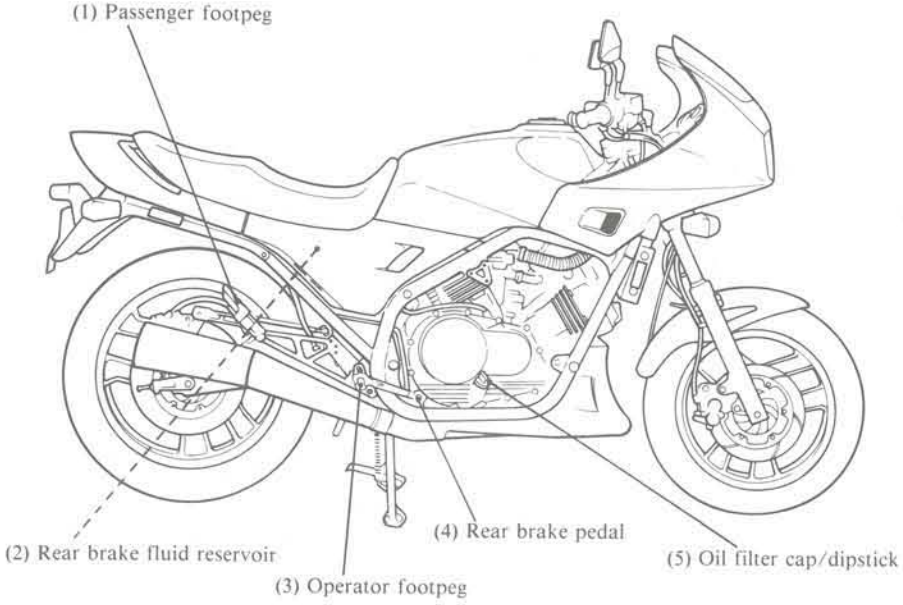
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory cannot test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

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 at night or in traffic.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

PARTS LOCATION







INSTRUMENTS AND INDICATORS

The indicators and warning lights are grouped between the instruments. Their functions are described in the tables on the following pages.

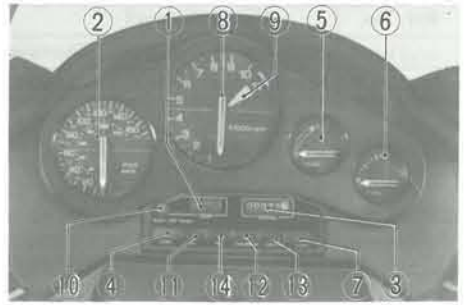
USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.

(1) Tripmeter
(2) Speedometer
(3) Odometer
(4) Left turn signal indicator
(5) Coolant temperature gauge
(6) Fuel gauge
(7) Right turn signal indicator
(8) Tachometer
(9) Tachometer red zone
(10) Tripmeter reset knob
(11) Tail/stoplight warning light
(12) High beam indicator
(13) Neutral indicator
(14) Oil pressure warning light



Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows riding speed.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator (amber)	Flashes when the left turn signal operates.
5	Coolant temperature gauge	Shows coolant temperature (see page 14).
6	Fuel Gauge	Shows approximate fuel supply available (see page 14).
7	Right turn signal indicator (amber)	Flashes when the right turn signal operates.
8	Tachometer	Shows engine rpm.
9	Tachometer red zone	Never allow the tachometer needle to enter the red zone, even after the engine has been broken-in. **CAUTION:** * *The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.*
10	Tripmeter reset knob	Resets tripmeter to zero (0). Push knob in direction shown.

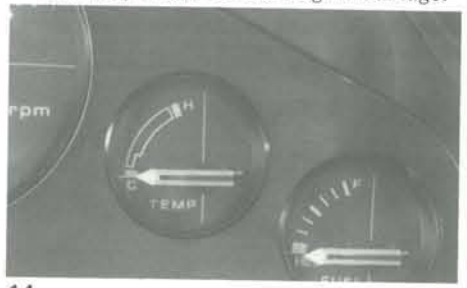
Ref. No.	Description	Function
11	Tail/stoplight warning light	Light when the tail/stoplight bulb is burned out. Should light for a few seconds and go out when the ignition switch is tured ON.
12	High beam indicator (blue)	Lights when the headlight is on high beam.
13	Neutral indicator (green)	Lights when the transmission is in neutral.
14	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when engine is warm. **CAUTION:** * *Running the engine with insufficient oil pressure will cause serious engine damage.*

Coolant Temperature Gauge

When the needle begins to move above the C (Cold) mark, the engine is warm enough to operate. The normal operating temperature range is within the wider section of the outlined band. If the needle reaches the H (Hot) mark, stop the engine and check the reserve tank coolant level. Read pages 22 — 23 and do not ride the motorcycle until the problem has been corrected.

CAUTION:

* *Exceeding maximum running temperature may cause serious engine damage.*



Fuel Gauge

The fuel gauge shows the approximate fuel supply available. At F(full) there is 23 liters (6.1 US gal), including the reserve supply. When the gauge needle first points to RES, there is about 3.5 liters (0.9 US gal) left in the tank. Refill the tank as soon as possible. If the main fuel supply runs out, the last 3.5 liters (0.9 US gal) can be used by turning the fuel valve to RES (See page 24).

MAJOR COMPONENTS (Information you need to operate this motorcycle)

CAUTION:

* *Make sure you perform the Pre-ride Inspection (Page 35) before you ride this motorcycle.*

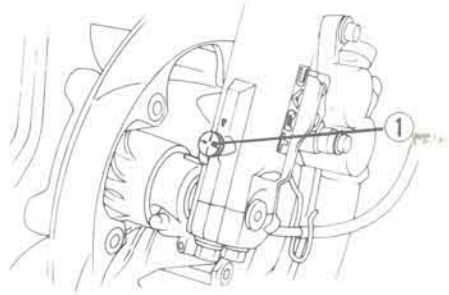
T.R.A.C.ANTI-DIVE ADJUSTER

The T.R.A.C. system reduces nose-dive during braking and may be adjusted to the rider's choice, independent of load or the rider's weight. The adjuster (1) is located on the left side of the front fork and can be set to any one of four positions.

WARNING

* ***Do not position the adjuster between the numbered adjustment points.***

Adjuster position	T.R.A.C. damper force
1	Light anti-dive
2	Medium
3	Hard
4	Maximum anti-dive



(1) Adjuster

SUSPENSION

The front and rear suspension of this motorcycle can provide the desired ride under various rider/cargo weights and riding conditions through adjustment of the air pressure.

The recommended pressures under normal conditions are:

Front: 0—6 psi (0—40 kPa, 0—0.4 kg/cm²)

Rear: 0—43 psi (0—300 kPa, 0—3.0 kg/cm²)

Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/ Load	Riding Conditions
0 psi (0 kPa, 0 kg/cm²)	0 psi (0 kPa, 0 kg/cm²)	One	Ordinary or city road riding
↕	↕	↕	↕
6 psi (40 kPa,0.4 kg/cm²)	43 psi (300 kPa, 3.0 kg/cm²)	Up to vehicle capacity load	Rough road riding

Air Pressure

Check and adjust air pressure when the front fork tubes and rear shock absorbers are cold before riding.

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve cap (1) and rear shock absorber air valve cap (2).
3. Check the air pressure.

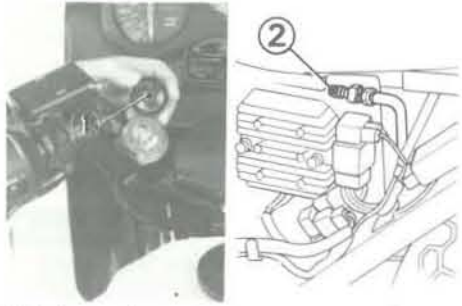
NOTE:

* Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.

4. Add air to the recommended pressure.

NOTE:

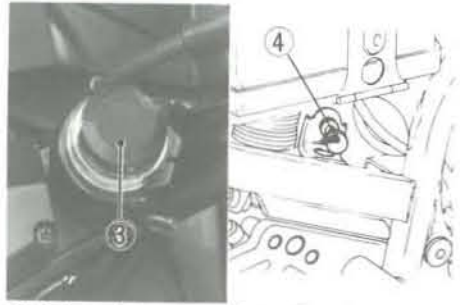
* We recommend that you do not exceed recommended air pressure or the ride will be harsh and uncomfortable.



(1) Valve cap (front)
(2) Valve cap (rear)

Rebound Damping Adjuster

After adjusting air pressure, set the front and rear rebound damping adjusters (reference: 3, front; 4, rear) to one of three positions for the front and three positions for the rear. Adjust damping to provide the desired ride according to the chart on the next page.



(3) Rebound damping adjuster (front)
(4) Rebound damping adjuster (rear)

Recommended damping adjuster positions

FRONT REBOUND DAMPING ADJUSTER (3)	REAR REBOUND DAMPING ADJUSTER (4)	CONDITIONS	
		RIDERS/LOAD	RIDING CONDITIONS
1	1	One	Ordinary or city road riding
2	2	One	Highway or winding road riding
1	2	One/Two	Ordinary or city road riding
2	3	One/Two or carrying load	Highway or winding road riding
3	3	One/Two or carrying load	Rough road riding

BRAKES

Both front and rear brakes are of hydraulic disc types.

As the brake pads wear, brake fluid level drops, automatically compensating for wear.

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 or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 68), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Front Brake Fluid Level:

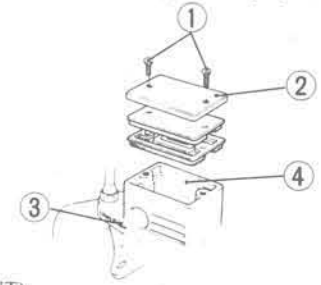
WARNING

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

Remove the screws (1), reservoir cover (2), and diaphragm. Whenever the level is near the lower level mark (3) on the front reservoir, fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (4). Reinstall the diaphragm and cover (2). Tighten the screws (1) securely.

CAUTION:

* *When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.*



(FRONT)

(1) Screws
(2) Reservoir cover
(3) Lower level mark
(4) Upper level mark

* *Use only DOT 4 brake fluid from a sealed container*
* *Handle brake fluid with care because it can damage paint and instrument lenses.*
* *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

Rear Brake Fluid Level:

WARNING

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

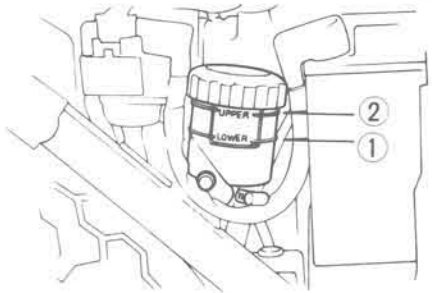
Remove the reservoir cap, washer and diaphragm. Whenever the level is near the lower level mark (1) on the rear reservoir, fill the reservoir with DOT 4 BRAKE FLUID from a sealed container, up to the upper level mark (2). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

CAUTION:

* *Use only DOT 4 brake fluid from a sealed container.*
* *Handle brake fluid with care because it can damage paint and electric wires.*
* *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

Other Checks:

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



(REAR) (1) Lower level mark
(2) Upper level mark

CLUTCH

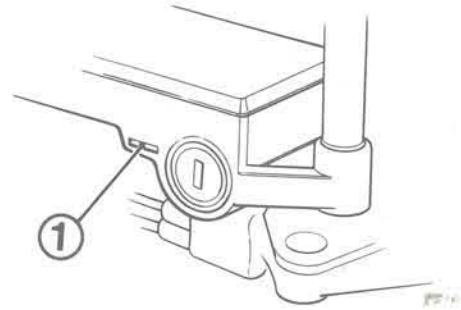
This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform but the clutch system must be inspected periodically for fluid level and leakage. If the control lever freeplay becomes excessive and the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your authorized Honda dealer for this service.

Fluid level:

Check that the fluid level is above the lower level mark (1). If the fluid level is near the lower level line, it indicates fluid leakage. See your authorized Honda dealer for repair.

Other Checkes:

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



(1) Lower level mark

COOLANT

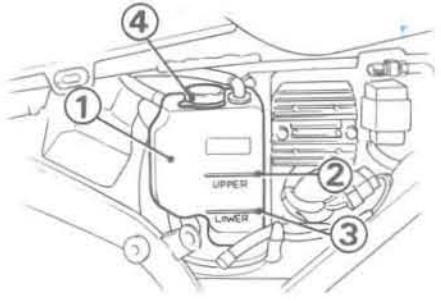
Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

CAUTION:

* *Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.*

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreased the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.



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

Inspection

The reserve tank is behind the right side cover.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature. If the coolant level is low, remove the reserve tank cap (4) and add coolant mixture until it reaches the UPPER level mark. Do not remove the radiator cap.

WARNING

* ***Do not remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.***
* ***Keep hands and clothing away from the cooling fan, as it starts automatically.***

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

FUEL

Fuel Valve

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

OFF

At OFF, fuel cannot flow from the tank to the carburetors. Turn the valve OFF whenever the motorcycle is not in use.

ON

With the fuel valve set to ON, fuel flows to the carburetors only when the engine is being started or is running.

RES

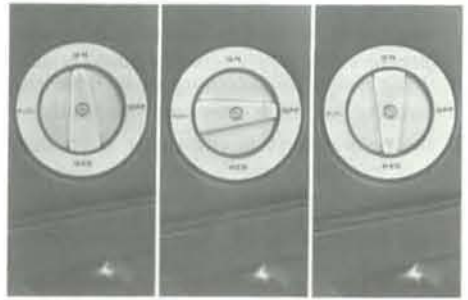
At RES, fuel will flow from the reserve fuel supply to the carburetors. Use the reserve fuel only when the main supply is gone. The reserve fuel supply is 3.5 ℓ (0.9 US gal). Refill the tank as soon as possible after switching to RES.

WARNING

* ***Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.***
* ***Be careful not to touch any hot engine parts while operating the fuel valve.***

NOTE:

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



(1) Fuel valve

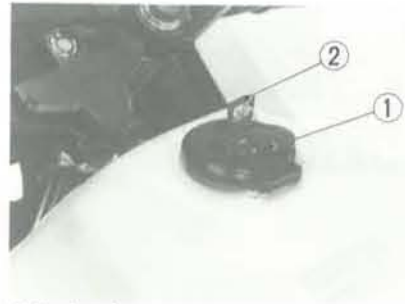
Fuel Tank

Fuel tank capacity is 23 ℓ (6.1 US gal) including 3.5 ℓ (0.9 US gal) in the reserve supply.

To open the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap is hinged and will lift up.

Any automotive gasoline with a pump octane number ($\frac{R + M}{2}$) of 86 or higher, or a research octane number of 91 or higher may be used. If "knocking" or "pinging" occurs, try a different brand of gasoline or a higher octane grade.

To close the fuel tank cap, press the cap into the filler neck until it snaps closed; the fuel tank cap locks automatically. Romove the key.



(1) Fuel tank cap
(2) Ignition key

WARNING

* ***Gasoline 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 motorcycle is refueled or stored.***
* ***Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the tank cap is closed securely.***

ENGINE OIL

Engine Oil Level Check

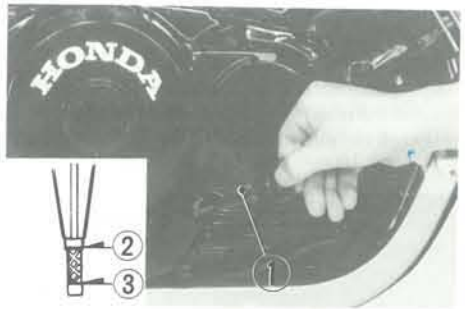
Check the engine oil level each day before riding the motorcycle.

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. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. If required, add the specified oil up to the upper level mark. Do not overfill.
5. Replace the filler cap/dipstick. Check for oil leaks.

CAUTION:

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



(1) Filler cap/dipstick
(2) Upper level mark
(3) Lower level mark

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet US automobile manufacturers' requirements for Service Classification SE or SF.

Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

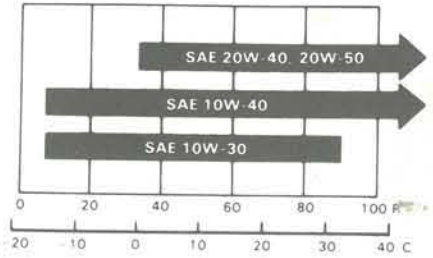
CAUTION:

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable or castor based racing oils are not recommended.*

Recommended Oil Viscosity

SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



TUBELESS TIRES

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE."

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

Check tire pressure frequently and adjust if necessary (page 2).

NOTE:

* Tire pressure should be checked when the tires are "cold," before you ride.
* Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

Check the tires for cuts, imbedded nails or other sharp objects. Check the rims for dents or deformation. If there is any damage, see your authorized Honda dealer for repair, replacement, and balancing.

WARNING

* ***Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.***
* ***Operation with excessively worn tires is hazardous and will adversely affect traction and handling.***

Replace tires before tread depth at the center of the tire reaches the limit as shown on the tire information label (page 2).

Tire Repair/Replacement:

See your authorized Honda Dealer

WARNING

* ***The use of tires other than those lited on the tire information label may adversely affect handling.***
* ***Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation.***
* ***Do not install a tube inside a tubeless tire. Excessive heat build-up may cause the tube to burst resulting in rapid tire deflation.***
* ***Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.***
* ***Do not exceed 50 mph for the first 24 hours after tire repair, or repair failure and tire deflation may result. Never use a repaired tire at speeds over 80 mph.***
* ***Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.***

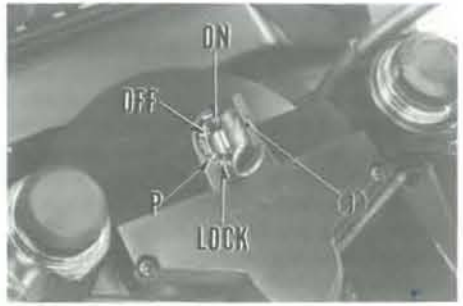
CAUTION:

* *Do not try to remove tubeless tires without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.*

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

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



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Remove the key
P (parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Remove the key
OFF	Engine and lights cannot be operated.	Remove the key
ON	Headlight, taillight and instrument lights are on and other lights can be operated. Engine can be started.	Key cannot be removed

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 RUN.

NOTE:

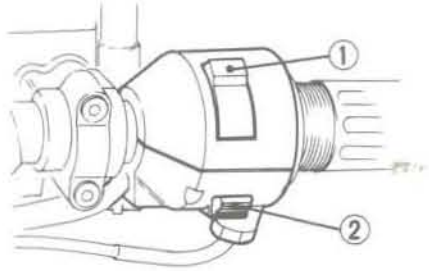
* If your motorcycle is stopped with the ignition switch ON and the engine stop swich OFF, the headlight and taillight will still be on, resulting in battery discharge.

STARTER BUTTON

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed the starter motor will crank the engine, and the headlight will automatically go out, but the taillight will stay on.

See pages 36—38 for "Starting Procedure."



(1) Engine stop switch
(2) Starter button

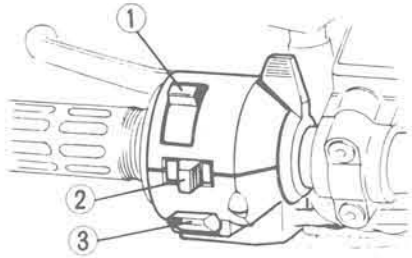
LEFT HANDLEBAR CONTROLS

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)
Select HI for high beam, LO for low beam.

Turn Signal Switch (2)
Move to L to signal a left turn, R to signal a right turn. Push to turn signal off.

Horn Button (3)
Press the button to sound the horn.



(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

FEATURES
(Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key.

WARNING

* ***Do not turn the key to LOCK while riding the motorcycle.***

(1) Ignition key (A) Push in
(B) Turn to LOCK

STORAGE COMPARTMENT

The storage compartment (1) is at the rear of the seat.
Insert the ignition key into the lock (2) and turn it clockwise to unlock the seat.
This owner's manual and other documents should be stored in the compartment.
When washing your motorcycle, be careful not to flood this area with water.

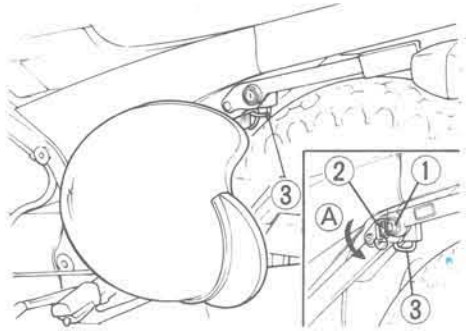
(1) Storage compartment
(2) Seat lock

HELMET HOLDER

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

WARNING

* ***The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.***



(1) Helmet holder
(2) Ignition key
(3) Holder pin
(A) Unlock

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 start the engine. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level—add engine oil if required (pages 26—27). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 25). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 22—23).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage.
5. Tires—check condition and pressure (pages 2, 28).
6. Drive chain-check condition and slack (pages 3, 57—61). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and closing in all steering positions.
8. Lights and horn—check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 31).

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.***

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

Preparation

Make sure the transmission is in neutral, the engine stop switch is at RUN, and the fuel valve is ON. Insert the key and turn the ignition switch ON.

Check that the red oil pressure warning light comes on.

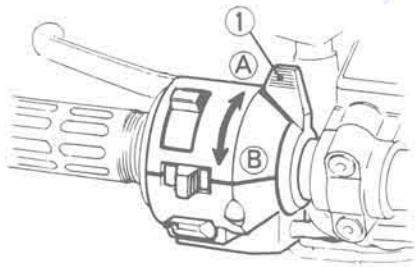
Starting Procedure

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

Normal Air Temperature

10°—35°C (50°—95°F)

1. Pull the choke lever (1) back all the way to Fully Open (B).
2. Start the engine, leaving the throttle closed.



(1) Choke lever (A) Fully Closed (B) Fully Open

NOTE:

* Do not open the throttle when starting the engine with the choke open. This will lean the mixture, resulting in hard starting.

CAUTION:

* *The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*

3. Immediately after the engine starts, operate the choke lever (1) to keep fast idle at 1,500—2,500 rpm.
4. About a half minute after the engine starts, push the choke lever (1) forward all the way to Fully Closed (A).
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. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1—2 under "Normal Air Temperature."
2. Warm up the engine by opening and closing the throttle slightly.
3. Continue warming up until the engine runs smoothly and responds to the throttle when the choke lever is at Fully Closed (A).

CAUTION:

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

Flooded Engine

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

BREAK-IN

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

The general rules are as follows:

1. Never lug the engine with full throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
2. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm.
3. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, very speeds frequently and use full throttle for short bursts only. Do not exceed 7,000 rpm.
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 10,500 rpm at any time (tachometer RED ZONE limit).

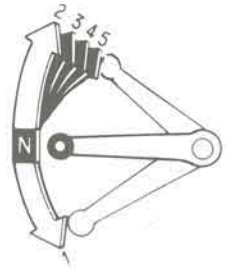
CAUTION:

* *The red zone indicates the maximum limits of engine speed and running the engine in the red zone will adversely affect its service life.*

RIDING

WARNING

* ***Review Motorcycle Safety (pages 1—7) before you ride.***
* ***Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.***



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use these recommended shift points:

Shifting Up:

From 1st to 2nd: 12 mph (20 km/h)
From 2nd to 3rd: 19 mph (30 km/h)
From 3rd to 4th: 25 mph (40 km/h)
From 4th to 5th: 31 mph (50 km/h)

Shifting Down:

From 5th to 4th: 22 mph (35 km/h)
From 4th to 3rd: 16 mph (25 km/h)

Disengage the clutch when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; shift down to 1st gear for acceleration.

WARNING

* ***Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.***

CAUTION:

* *Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*
* *Do not exceed 8,000 rpm when running the engine without a load. Serious engine damage may result.*

NOTE:

* The battery will not charge while the engine speed is below 1,500 rpm. Avoid idling for prolonged periods, or continuous operation below 1,500 rpm.
* Be careful when revving the engine or accelerating in 1st or 2nd gear as the engine will easily enter the red zone.

High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for high altitude adjustments.

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. Disengage the clutch before the motorcycle stops.

WARNING

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
* *When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.*
* *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. 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.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, 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 overturning.*

3. Lock the steering to help prevent theft (page 33).

NOTE:

* When stopping for a short time near traffic at night, the ignition switch may be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic. The battery will discharge if the ignition switch is left at P for too long a time.

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 which are still with them.

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO.: _____

MAINTENANCE

- The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require that your motorcycle comply with applicable exhaust emissions standards during its useful ife, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 will comply with applicable noise emission standards for on year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranties for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA ONLY)

- 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

Perform the Pre-ride Inspection (page 35) at each scheduled maintenance period.
I : INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

		ITEM	FREQUENCY: WHICHEVER COMES FIRST ➡ / EVERY ⬇	ODOMETER READING [NOTE (4)] 600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	Refer to
EMISSION RELATED ITEMS	*	FUEL LINES			I		I		I		
	*	FUEL FILTER							R		
	*	THROTTLE OPERATION		I		I		I		I	
	*	CARBURETOR-CHOKE				I		I		I	
	*	AIR CLEANER	NOTE (1)			R		R		R	
		CRANKCASE BREATHER	NOTE (2)		C	C	C	C	C	C	Page 52
		SPARK PLUGS			R	R	R	R	R	R	Page 55
	*	VALVE CLEARANCE		I		I		I		I	
		ENGINE OIL	YEAR	R		R		R		R	Pages 53—54
		ENGINE OIL FILTER	YEAR	R		R		R		R	Pages 53—54
	*	CARBURETOR-SYNCHRONIZATION		I		I		I		I	
	*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	I	Page 56
		RADIATOR COOLANT				I		I		*R	Pages 22—23
	*	RADIATOR CORE				I		I		I	
	*	COOLING SYSTEM HOSES & CONNECTIONS		I		I		I		I	
	*	EVAPORATIVE EMISSION CONTROL SYSTEM	NOTE (3)			I		I		I	

	ITEM	FREQUENCY: WHICHEVER COMES FIRST / EVERY	ODOMETER READING [NOTE (4)] 600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	Refer to
NON-EMISSION RELATED ITEMS	DRIVE CHAIN	I, L EVERY 300 mi (500 km)								Pages 57—61
	BATTERY	MONTH	I	I	I	I	I	I	I	Pages 70—71
	BRAKE FLUID	MONTH I 2 YEARS *R	I	I	I	*R	I	I	*R	Pages 19—20
	BRAKE PAD WEAR			I	I	I	I	I	I	Page 68
	BRAKE SYSTEM			I		I			I	Pages 19—20
*	BRAKE LIGHT SWITCH			I		I			I	
*	HEADLIGHT AIM			I		I			I	
	CLUTCH FLUID	MONTH I 2 YEARS *R	I	I	I	*R	I	I	*R	Page 21
	CLUTCH SYSTEM			I		I			I	Page 21
	SIDE STAND					I			I	Page 69
*	SUSPENSION			I		I			I	
*	NUTS, BOLTS, FASTENERS			I		I			I	
**	WHEELS			I		I			I	
**	STEERING HEAD BEARING			I		I			I	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.

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

NOTES: (1) Service more frequently when riding in dusty areas.
(2) Service more frequently when riding in rain, or at full throttle.
(3) California type only.
(4) For higher odometer reading, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed By	Odometer	Date
600	HONDA LINES	600	
4,000	SELF OIL & FILTER	~4000	
6665	SELF OIL CHANGE/FILTER	6665	9/3/87
8,000	SELF OIL & FILTER/AIR FILTER/PLUGS	8328	5/28/88
12,000	11787 OIL CHANGE & FILTER		6-4-89
	13955 OIL & COOLANT &		5-13-90
16,000	15025 OIL & FILTER		11-3-90
	16461 " "		6-25-92
20,000	17185 " "		4-17-93
COOLANT A .005"	18216 VALVE ADJUSTMT 18216		4-5-94
24,000	18679 OIL & FILTER 10W40		8-5-94

- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

TOOL KIT

The tool kit (1) is in the storage compartment at the rear of the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

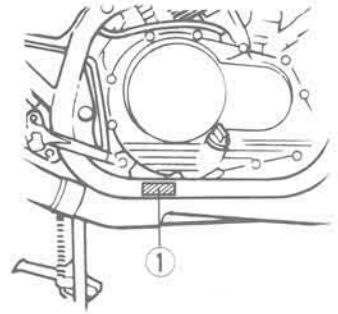
- 10 x 12 mm box end wrench
- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- 5 mm hex wrench
- 6 mm hex wrench
- 8 mm hex wrench
- No. 2 screwdriver
- No. 2 phillips screwdriver
- Screwdriver grip
- 8 mm open end wrench
- 12 mm box end wrench
- 22 mm box end wrench
- 27 mm box end wrench
- Handle for the box end 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.

VIN 5C1502EM002631



(1) VIN

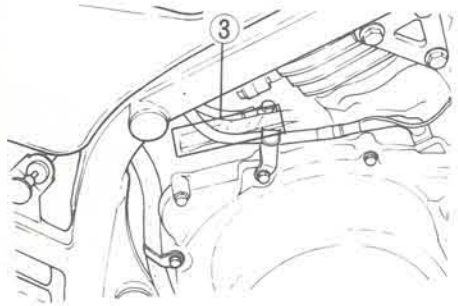
The VIN, Vehicle Identification Number, (1) is on the Safety Certification Label.
The frame number (2) is stamped on the right side of the steering head.

FRAME NO. GA1[illegible]

(2) Frame number

The engine number (3) is stamped on top of the crankcase.

ENGINE NO. _____



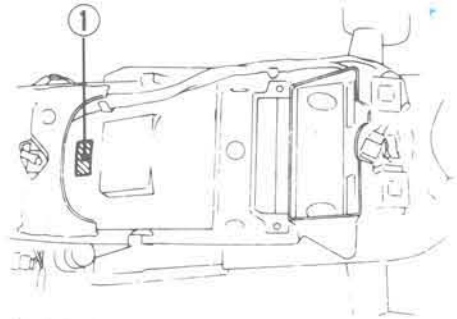
(3) Engine number

COLOR LABEL

The color label is attached to the frame below the seat. It is helpful when ordering replacement parts. Record the model and color here for your reference.

MODEL _____

COLOR _____



(1) Color label

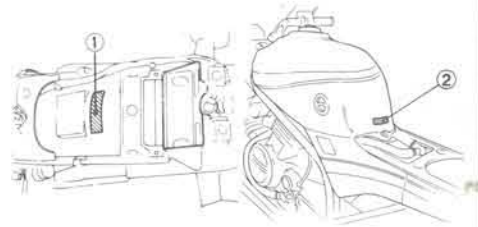
MAINTENANCE PRECAUTIONS

WARNING

* *If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your 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 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 and the effective operation of the emission control systems.*

The Vehicle Emission Control Information label (1) is attached to the frame below the seat. (USA ONLY)

The Vacuum Hose Routing Diagram label (2) is attached to the fuel tank below the seat. (California ONLY)



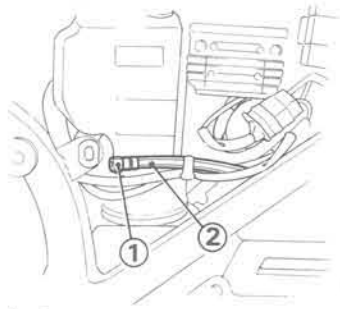
(1) Vehicle Emission Control Information Label
(2) Vacuum Hose Routing Diagram Label (California only)

CRANKCASE BREATHER

1. Remove the right side cover and remove the drain tube from the clip on the electric panel.
2. Remove the drain plug (1) from the tube and drain the deposits.
3. Reinstall the drain plug.

NOTE:

* Service more frequently when ridden in rain, at full throttle, or when deposits can be seen in the transparent section (2) of the drain tube.



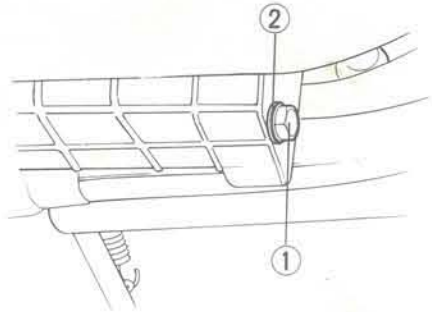
(1) Drain plug
(2) Transparent section

ENGINE OIL AND FILTER

Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the maintenance schedule.

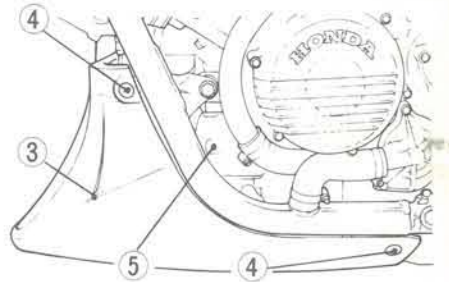
NOTE:

* Change the engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.



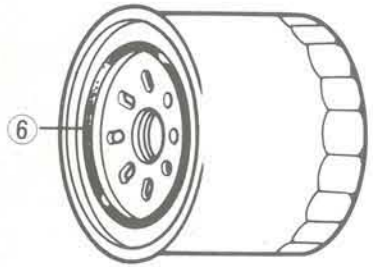
(1) Oil drain plug (2) Sealing washer

1. To drain the oil, remove the oil filler cap and crankcase drain plug (1).
2. Remove the under cowl (3) by removing the fixing bolts (4).
3. Remove the oil filter (5) with a filter wrench and let the remaining oil drain out. Discard the oil filter (5).
4. Apply a thin coat of engine oil to the new oil filter rubber seal (6).



(3) Under cowl (4) Fixing bolts
(5) Oil filter

5. Install the new oil filter and tighten it to 15—20 N·m (1.5—2.0 kg-m, 11—14 ft-lb) torque.
6. Check that the sealing washer (2) on the drain plug is in good condition and install the plugs.
   Oil Drain Plug Torque:
   35—40 N·m
   (3.5—4.0 kg-m, 25—29 ft-lb)



(6) Oil filter rubber seal

7. Fill the crankcase with approximately 2.9 liters (3.1 US qt) of the recommended oil.
8. Install the oil filler cap.
9. Start the engine and let it idle for 2—3 minutes.
10. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.

NOTE:

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

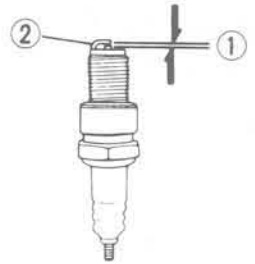
SPARK PLUGS

Recommended plugs:
   Standard:
      DPR8EA-9 (NGK) or
      X24EPR-U9 (ND)
   For cold climate: (Below 5°C/41°F)
      DPR7EA-9 (NGK) or
      X22EPR-U9 (ND)
   For extended high speed riding:
      DPR9EA-9 (NGK) or
      X27EPR-U9 (ND)

1. Disconnect the spark plug caps.
2. Clean any dirt from around the spark plug bases.
3. Remove and discard the spark plugs.
4. Make sure the new spark plug gap (1) is 0.8—0.9 mm (0.031—0.035 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washers attached, thread the new spark plugs in by hand to prevent cross-threading.
6. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.
7. Reinstall the spark plug caps.

CAUTION:

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



(1) Spark plug gap (2) Side electrode

IDLE SPEED

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idle speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

* The engine must be warm for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).
   Idle Speed: 1,000 ± 100 rpm
   (In neutral)

(1) Throttle stop screw (A) Increase (B) Decrease

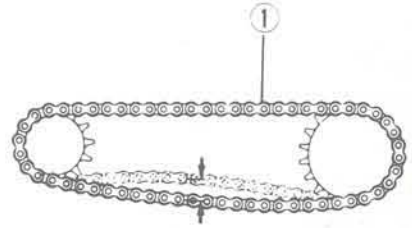
DRIVE CHAIN

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

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 35). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its center stand, and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain slack should be adjusted to allow approximately 15—25 mm (5/8—1 in) vertical movement by hand. Rotate the rear wheel and check drive chain slack as the wheel turns.
   Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



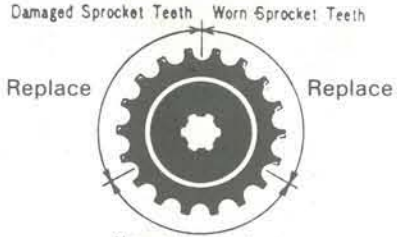
(1) Drive chain

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

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

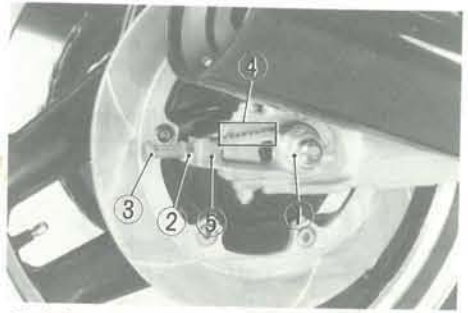
SPROCKETS
* Excessively Worn Teeth
* Broken or Damaged Teeth

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



Adjustment:

Drive chain slack should be checked, and adjuted if necessary, every 300 miles (500 km). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



(1) Axle nut (4) Index marks
(2) Lock nut (5) Chain adjuster plate
(3) Drive chain adjusting bolt

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

1. Place the motorcycle on its center stand with the transmission in neutral and the ignition switch off.
2. Loosen the rear axle nut (1).
3. Loosen the lock nut (2) on both adjusting bolts (3).
4. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust to provide 15—25 mm (5/8—1 in) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.
5. Check rear axle alignment with the index marks (4) on the chain adjuster plate (5) and swingarm.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting bolt until the marks correspond on both sides of the chain adjuster plate and recheck chain slack.

6. Tighten both adjusting bolt lock nuts.
7. Tighten the axle nut to 85—105 N·m (8.5—10.5 kg-m, 61—76 ft-lb) torque.

CAUTION:

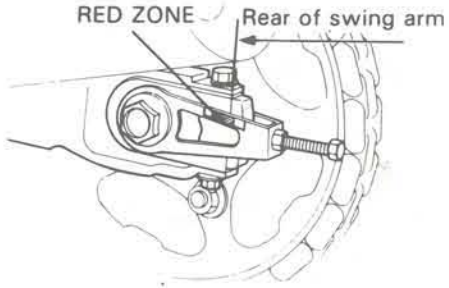
* *The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life; however, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.*

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone on the label aligns with the rear of the swing arm after the chain has been adjusted to 15—25 mm (5/8—1 in) slack, the chain is excessively worn and must be replaced.

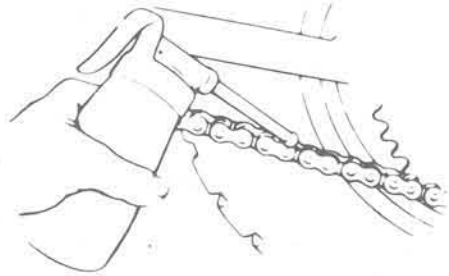
CAUTION:

* *Excessive chain slack, 50 mm (2 in) or more, may damage the bottom part of the frame.*



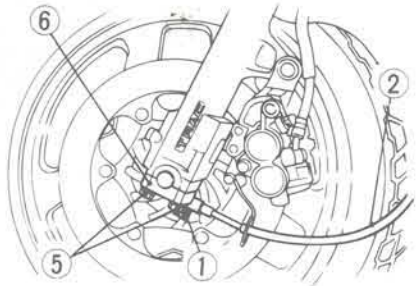
Lubrication and cleaning:

Lubricate every 300 miles (500 km) or sooner if chain appears dry.
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings. Replacement Chain: See page 3.



FRONT WHEEL REMOVAL

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



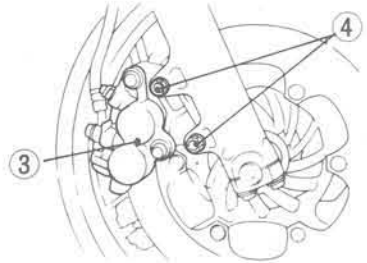
(1) Speedometer cable set screw
(2) Speedometer cable
(5) Axle holder nut
(6) Axle holder

3. Remove the right caliper assembly (3) from the fork leg by removing the fixing bolts (4).

CAUTION:

* *Support the caliper assembly so it does not hang by the hose. Do not twist the brake hose.*

4. Remove the front axle holder nuts (5), and remove the front axle holders (6). Remove the front wheel.



(3) Caliper assembly (right)
(4) Caliper fixing bolts

NOTE:

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

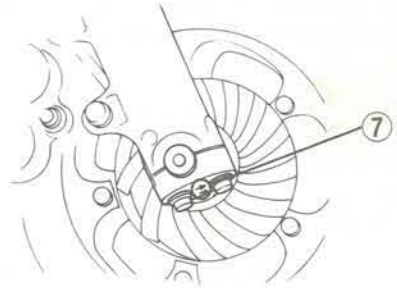
Installation Note:

To install the front wheel assembly, position the wheel between the fork legs. Lower the forks so the hollows in the fork legs rest on top of the axle.

CAUTION:

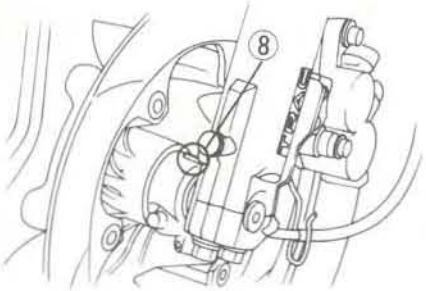
* *When installing the wheel, fit the left brake disc carefully between the brake pads to avoid damaging the pads.*

Position the lug on the speedometer gearbox against the lug (8) on the left fork leg. Install the axle holders (6) with the F mark (7) forward. Tighten the forward axle holder nuts lightly.



(7) F arrow

Fit the right caliper over the disc taking care not to damage the brake pads. Install the caliper mounting bolts and tighten to 30—40 N·m (3.0—4.0 kg-m, 22—29 ft-lb) torque.
Tighten the nuts on the right axle holder to 18—25 N·m (1.8—2.5 kg-m, 13—18 ft-lb) torque, starting with the forward nut.
Measure the clearance (9) between each surface of the left brake disc (10) and the left caliper holder (11) with a 0.7 mm (0.028 in) feeler gauge (see sketch). If gauge (12) inserts easily, first tighten the forward axle holder nut to the specified torque, then torque the rear nut.

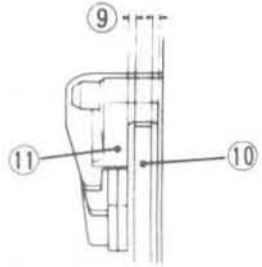


(8) Lug

WARNING

* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***

If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the holder nuts with the gauge inserted. After tightening, remove the gauge.

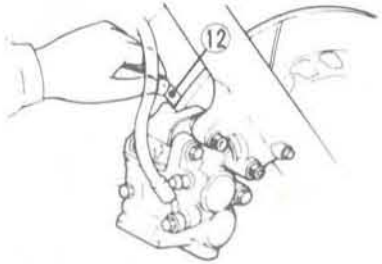


(9) Clearnace (11) Caliper holder
(10) Disc

After installing the wheel, apply the brakes several times, then recheck both discs for caliper holder to disc clearance.
Do not operate the motorcycle without adequate clearance.

WARNING

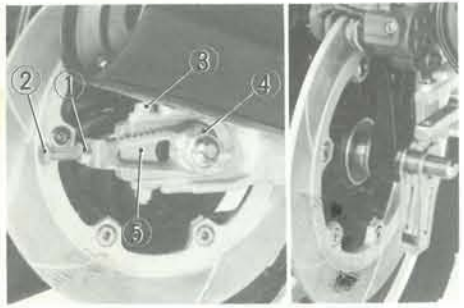
* ***Failure to provide adequate disc to caliper holder clearance may damage the brake disc and impair braking efficiency.***



(12) Feeler gauge

REAR WHEEL REMOVAL

1. Place the motorcycle on its center stand.
2. Loosen the drive chain adjuster lock nuts (1) and adjusting bolts (2).
3. Remove the stopper fixing bolts (3) from the end of the swing arm.



(1) Lock nut
(2) Drive chain adjusting bolt
(3) Stopper fixing bolt
(4) Axle nut
(5) Chain adjusting stopper

4. Loosen the rear axle nut (4), pull down the adjusting bolts (2) and remove the adjusting stoppers (5).
5. Push the wheel forward and remove the drive chain from the rear sprocket.
6. Pull out the wheel from the swingarm.

NOTE:

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

Installation Note:

To install the rear wheel, reverse the removal procedure. Torque the axle nut to 85—105 N·m (8.5—10.5 kg-m, 61—76 ft-lbs). Torque the stopper fixing bolts to 24—30 N·m (2.4—3.0 kg-m, 17—22 ft-lbs).

CAUTION:

* *When installing the wheel, fit the brake disc between the brake pads carefully.*

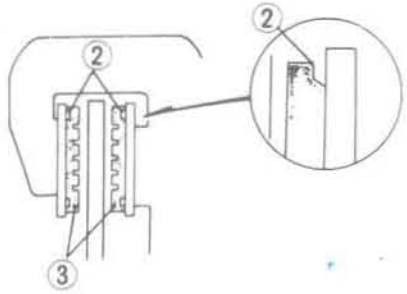
After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

WARNING

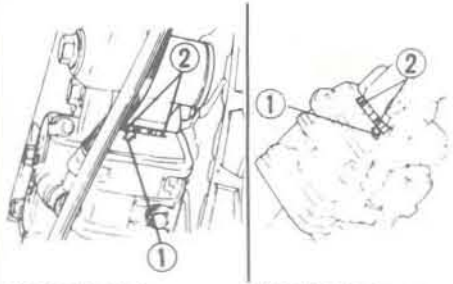
* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***

BRAKE PAD WEAR

Brake pad wear will depend upon the severity of usage, type of riding and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction indicated by the arrow (1) during all regular service intervals to determine the pad wear. If either pad wears to the wear line (2), both pads (3) must be replaced as a set.



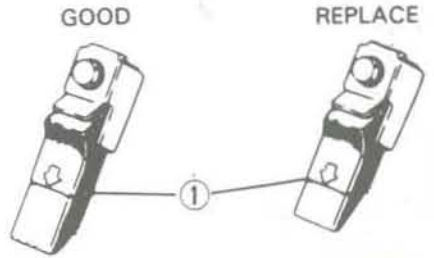
(2) Wear lines
(3) Brake pads



(FRONT) (1) Arrow (REAR) (1) Arrow

SIDE STAND

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

BATTERY

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 slow starting or other electrical problems, see your authorized Honda dealer.

Battery electrolyte:

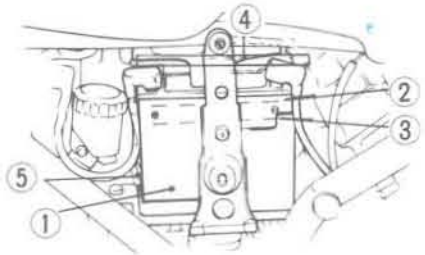
The battery (1) is behind the right side cover. Remove the side covers. Check the electrolyte level.
The electrolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps (4).
Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

CAUTION:

* *When checking the battery electrolyte level or adding distilled water, make sure the breather tube (5) is connected to the battery breather outlet.*

NOTE:

* Use only distilled water in the battery. Tap water may shorten the service life of the battery.



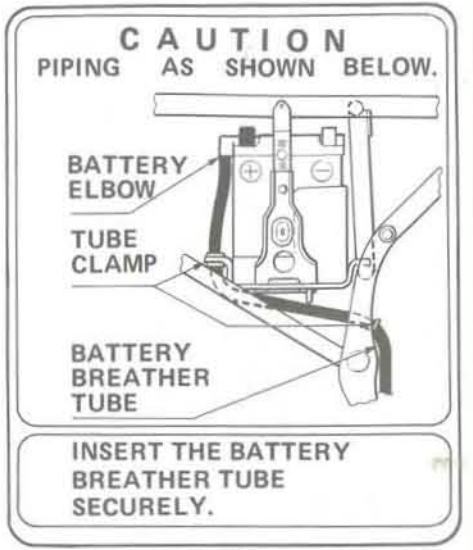
(1) Battery
(2) Upper level mark
(3) Lower level mark
(4) Filler caps
(5) Battery breather tube

WARNING

* *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.*
* *Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*
* *KEEP OUT OF REACH OF CHILDREN.*

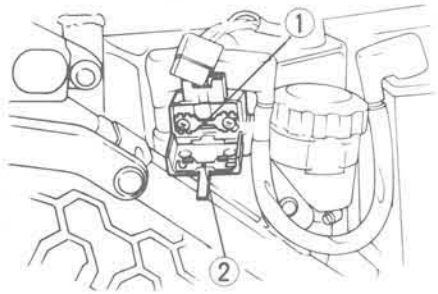
CAUTION:

* *The battery breather tube (5) 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.*



FUSE REPLACEMENT

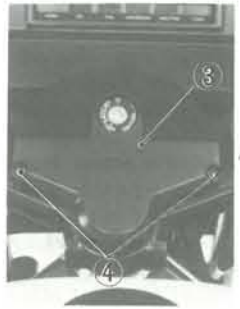
The main fuse (1), located near the battery on the positive lead, is 30A.
The fuse box (3) is located between the handlebars. The specified fuses are 10A, 15A.
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

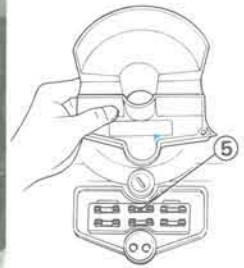


(1) Main fuse (2) Spare main fuse

CAUTION:

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





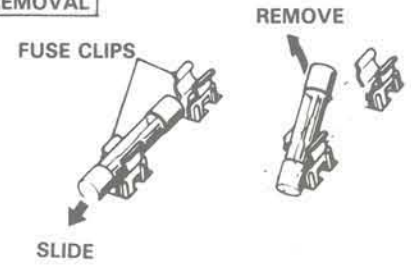
(3) Fuse box (5) Fuses
(4) Screws

To replace the main fuse (1), loosen the screws and remove the old fuse. Install the new fuse and tighten the screws securely.
To replace fuses (5) in the fuse box (3), remove the screws and the fuse box cover. Slide the old fuse lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.

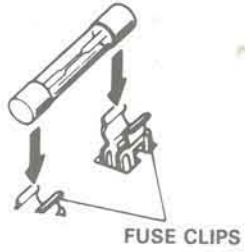
WARNING

* ***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 at night or in traffic.***
* ***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.***

REMOVAL



INSTALLATION



CLEANING

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

CAUTION:

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

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

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.

WARNING

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

3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
4. Lubricate the drive chain immediately after washing the motorcycle.

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

CAUTION:

* *Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.*
* *Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.*

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 and filter.
2. Lubricate the drive chain.
3. Make sure the cooling system is filled with a 50/50% antifreeze solution.
4. Drain the fuel tank and carburetors. Spray the inside of the tank with an aerosol rust-inhibiting oil.
   Reinstall the fuel cap on the tank.

WARNING

* ***Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.***

5. Remove the spark plugs and pour a tablespoon (15—20 cc) of clean engine oil into each cylinder. Crank the engine several times to distribute the oil, then reinstall the spark plugs.

NOTE:

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

6. 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.
7. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
8. Inflate the tires to their recommended pressures. Place the motorcycle on blocks to raise both tires off the ground.

9. 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 gasoline.
4. Perform all Pre-ride Inspection checks (page 35).
   Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,165 mm (85.2 in)
Overall width	800 mm (31.5 in)
Overall height	1,240 mm (48.8 in)
Wheelbase	1,505 mm (59.3 in)
Ground clearance	135 mm (5.3 in)

WEIGHT

Dry weight	234 kg (516 lbs)

CAPACITIES

Engine oil	2.9 ℓ (3.1 US qt) After draining
Fuel tank	23 ℓ (6.1 US gal)
Fuel reserve	3.5 ℓ (0.9 US gal)
Cooling system capacity	3 ℓ (3.2 US qt)
Passenger capacity load	Operator and one passenger
Vehicle capacity load	163 kg (360 lb)

ENGINE

Bore and stroke	77.0 x 53.6 mm (3.0 x 2.1 in)
Compression ratio	10.5 : 1
Displacement	998 cc (60.9 cu.in)
Spark plug	
Standard	DPR8EA-9 (NGK) X24EPR-U9 (ND)
For cold climate (Below 5°C, 41°F)	DPR7EA-9 (NGK) X22EPR-U9 (ND)
For extended high speed riding	DPR9EA-9 (NGK) X27EPR-U9 (ND)
Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
Valve clearance (cold)	Intake 0.12 mm (0.005 in) Exhaust 0.12 mm (0.005 in)
Idle speed	1,000 ± 100 rpm

CHASSIS AND SUSPENSION

Caster	28°00'
Trail	98 mm (3.9 in)
Tire size, front	120/80 V16-V240
Tire size, rear	140/80 V17-V240

POWER TRANSMISSION

Primary reduction	1.971
Gear ratio, 1st	2.733
2nd	1.895
3rd	1.500
4th	1.240
5th	1.037
Final reduction	2.529

ELECTRICAL

Battery	12V-16AH
Generator	0.35 kw/5,000 rpm

LIGHTS

Headlight (HIGH/LOW)	12V—60/55W	
Tail/stoplight	12V—3/32 cp	SAE NO. 1157
Turn signal light	12V—32 cp	SAE NO:
		FRONT 1034
		REAR 1073
Instrument lights	12V—3.4W	
Neutral indicator light	12V—3.0W	
Turn signal indicator light	12V—3.0W	
High beam indicator light	12V—3.0W	
Warning light	12V—3.0W	

FUSE

30A (Main fuse)
10A, 15A

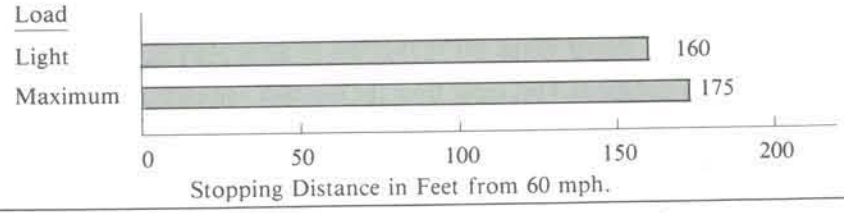
CONSUMER INFORMATION (USA ONLY)

VEHICLE STOPPING DISTANCE

This table indicates braking performance that can be met or exceeded by the vehicles to which it applies under different conditions of loading.
The information presented represents results obtainable by skilled riders under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA VF1000F 1000 INTERCEPTOR**

Fully Operational Service Brake



CONSUMER INFORMATION

EMISSION CONTROL SYSTEM (USA ONLY)

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.
Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

The exhaust emission control system is composed of lean carburetor settings, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

Evaporative Emission Control System (California only)

This motorcycle complies with the California Air Resources Board (CARB) requirements for evaporative emission regulations. Fuel vapor from the fuel tank and carburetor is directed into the charcoal canister where it is absorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.
Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

Noise Emission Control System

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, or any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenace.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Problems Which May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Honda Motorcycle Dealer.

Symptoms:
1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

MEMO

10-1-87 7175 MI METZELAR TIRES (REAR)
8-5-90 14495 MI NEW TSUBAKI 530 CHAIN (110 LINKS)

MEMO

MEMO

WARRANTY SERVICE

Owner Satisfaction

Your satisfaction and goodwill are important to your dealer and to us. All Honda warranty details are explained in the Distributor's Limited Warranty. Normally, any problems with the product will be handled by your dealer's service department. Sometimes, however, in spite of the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

- Discuss your problem with a member of dealership management. Often complaints can be quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
- If your problem still has not been resolved to your satisfaction, contact the Customer Relations Department at the regional office of American Honda Motor Co., Inc. in your area. Regional office locations are shown on the following page. We will need the following information in order to assist you:
  - — Your name, address, and telephone number
  - — Product model and serial number
  - — Date of purchase
  - — Dealer name and address
  - — Nature of the problem

After reviewing all the facts involved, you will be advised of what action can be taken.

Please bear in mind that your problem will likely be resolved at the dealership, using the dealer's facilities, equipment, and personnel, so it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both the dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.

Regional Office Location