'79

OWNER'S MANUAL

HONDA
MODEL
CBX



READ BEFORE YOU RIDE!

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IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load limit 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 OWNER'S MANUAL CAREFULLY**

  Pay special attention to statements preceded by the following words:

  WARNING *Indicates a possibility of personal injury or loss of life if instructions are not followed.*

  CAUTION *Indicates a possibility of equipment damage if instructions are not followed.*

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

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 and is equipped to provide regular service.

Pleasant riding, and thank you for choosing a Honda!

HONDA CBX
OWNER'S MANUAL

1979



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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 25) 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 drive 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; 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

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

Loading

The vehicle capacity load limit is 360 lbs (163 kg). The combined weight of the rider, passenger, cargo, and all accessories must not exceed this limit. Cargo weight alone should not exceed 60 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. Luggage racks are for light weight items. Do not carry more than 60 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
3. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
4. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

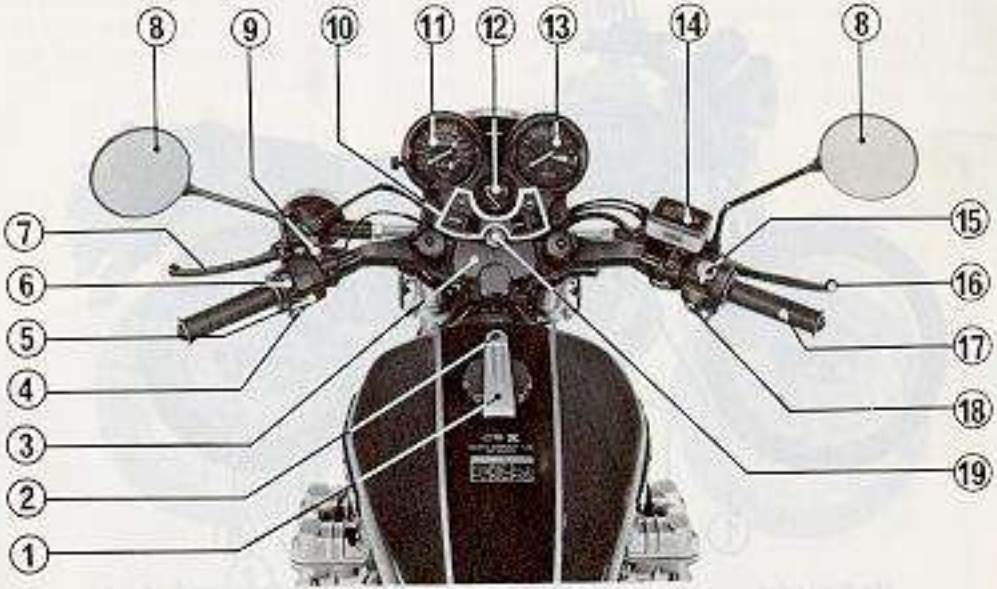
Accessories

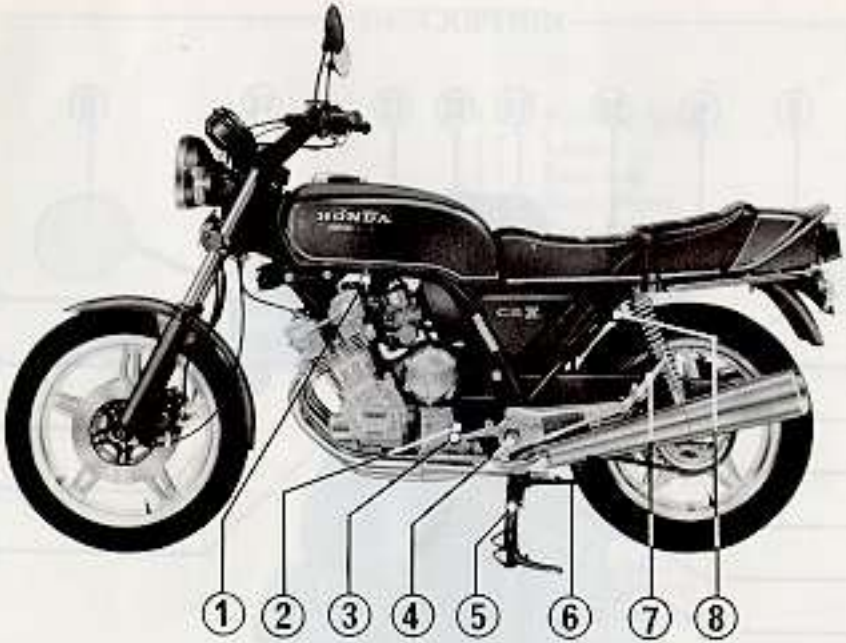
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory can not test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading above, and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

PARTS LOCATION

(1) Fuel cap latch
(2) Lock
(3) Fuse box
(4) Horn button
(5) Turn signal switch
(6) Headlight dimmer switch
(7) Clutch lever
(8) Rear view mirrors
(9) Choke lever
(10) Warning and indicator lights
(11) Speedometer
(12) Voltmeter
(13) Tachometer
(14) Front brake fluid reservoir
(15) Engine stop switch
(16) Front brake lever
(17) Throttle grip
(18) Starter button
(19) Ignition switch


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(1) Fuel valve
(2) Oil filler cap/dipstick
(3) Gear change pedal
(4) Foot peg
(5) Center stand
(6) Side stand
(7) Passenger foot peg
(8) Helmet holder



(1) Passenger foot peg (2) Foot peg (3) Brake pedal

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._____

ENGINE NO._____

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



(1) VIN number



(2) Frame number

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



(3) Engine number

PARTS FUNCTION

Instruments and Indicators

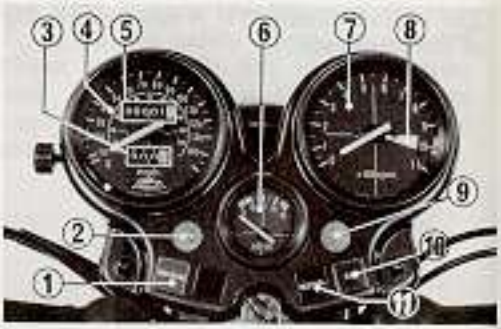
The indicators and warning lights are grouped between the instruments, above the headlight. Their functions are described in the tables on the following pages.

USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.



(1) High beam indicator
(2) Left turn signal indicator
(3) Tripmeter
(4) Speedometer
(5) Odometer
(6) Voltmeter
(7) Tachometer
(8) Tachometer red zone
(9) Right turn signal indicator
(10) Oil pressure warning light
(11) Neutral indicator
(12) Tripmeter reset knob



Ref. No.	Description	Function
1	High beam indicator (blue)	Lights when headlight is on high beam.
2	Left turn signal indicator (amber)	Flashes when left turn signal operates.
3	Tripmeter	Shows mileage per trip.
4	Speedometer	Shows driving speed.
5	Odometer	Shows accumulated mileage.
6	Voltmeter	Shows battery voltage (see page 14).
7	Tachometer	Shows engine rpm.
8	Tachometer red zone	Do not operate engine in red zone when avoidable. NEVER operate beyond red zone. CAUTION * *Exceeding recommended maximum engine rpm may cause serious engine damage.*

Ref. No.	Description	Function
9	Right turn signal indicator (amber)	Flashes when right turn signal operates.
10	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 the engine is warm. *CAUTION* * *Running the engine with insufficient oil pressure will cause serious engine damage.*
11	Neutral indicator (green)	Lights when transmission is in neutral.
12	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

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. See page 17.	Remove the key.
OFF	Engine and lights cannot be operated.	Key can be removed.
ON (red dot)	Engine can be started when engine stop switch is at "RUN". Headlight, taillight and meter lights are on and other lights can be operated.	Key cannot be removed.
P	For parking the motorcycle near traffic. The taillight is on.	Remove the key.

Voltmeter

The needle should remain within 12-15V when the engine is running over 1,050 rpm. If the needle drops to 10-12V, the battery is excessively discharged. Turn any accessories off and have the battery removed and charged. If the needle reads below 10V or above 15V, there is a malfunction in the electrical system (See your authorized HONDA dealer).



Engine Stop Switch

The three position engine stop switch (1) is next to the throttle grip. In "RUN", the engine will operate. In either "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 switch "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, the headlight will automatically go out, but the taillight will stay on.

See pages 26–28 for starting procedure.



(1) Engine stop switch
(2) Starter button

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. Return to the center (off) when finished.

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



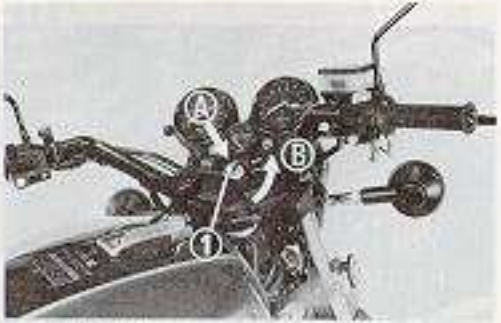
(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

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.*



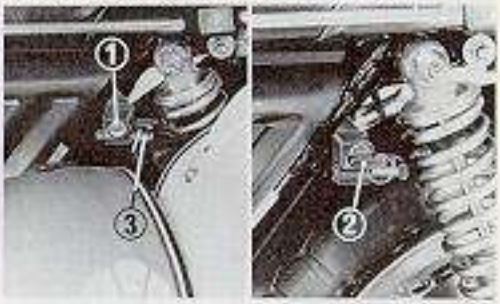
(1) Ignition key (A) Push in (B) Turn to "LOCK"

Helmet Holder

The helmet holder (1) is on the lower left side of 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.

WARNING

The helmet holder is designed for use while parked. 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

Document Compartment

The document compartment (1) is inside of the right side cover.

This owner's manual and other documents should be stored in the plastic bag in the compartment. When washing your motorcycle, be careful not to flood this area with water.

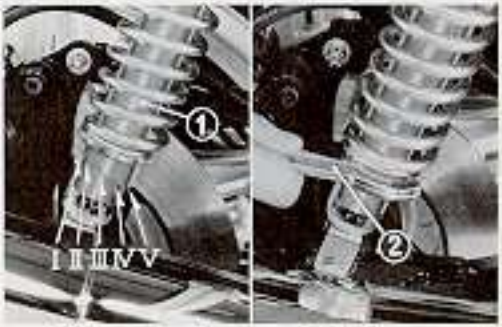
Shock Absorbers

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

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



(1) Document compartment



(1) Shock absorber (2) Pin spanner

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side of the fuel tank.

"OFF"

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

"ON"

At "ON", fuel will flow from the main fuel supply to the carburetors.

"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. Refill the tank as soon as possible after switching to "RES". The reserve fuel supply is 5.0 ℓ (1.3 US gal).

NOTE:

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

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.*

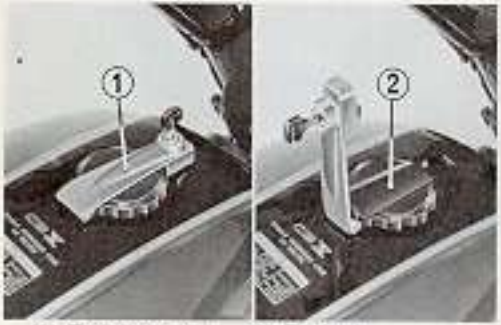


(1) Fuel valve

Fuel Tank

Fuel tank capacity is 20.0 ℓ (5.3 US gal) including 5.0 ℓ (1.3 US gal) in the reserve supply. To open the fuel cap (2), open the latch (1) with the ignition key by turning clockwise. Then turn the cap counterclockwise.

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.



(1) Fuel cap latch (2) Fuel cap

To close the fuel cap latch, push it down. The latch locks automatically.

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 where gasoline 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.*
- *Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.*

ENGINE OIL

Engine Oil Level Check

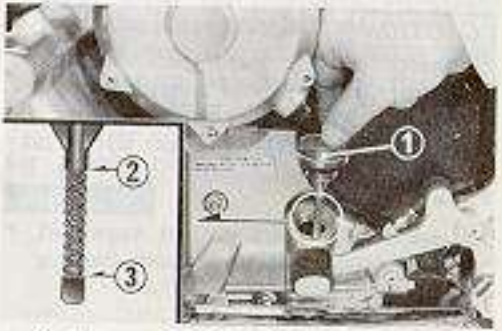
Check engine oil level each day before operating the motorcycle.

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

1. Start the engine and allow it to idle for a few minutes. Make sure the oil pressure warning light goes off. If the oil pressure warning 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. Add the specified oil up to the upper level mark, if required.
5. Replace the filler cap/dipstick. Check for oil leaks.

CAUTION

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



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

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

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

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

CAUTION

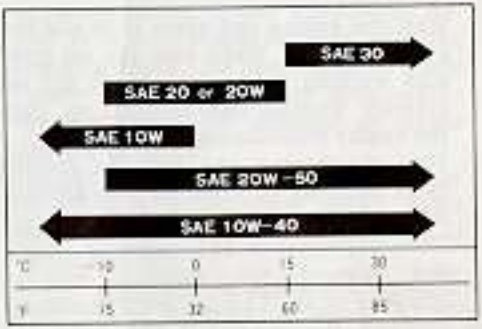
* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*

Recommended oil viscosity

General, all temperatures

SAE 10W-40

If a single viscosity oil is used, choose the appropriate viscosity to suit the average temperature in your riding area.



TIRES: TUBELESS

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".

Cold tire pressures kg/cm² (psi)	Up to 90 kg (200 lb) load	Front: 2.0 (28)
		Rear: 2.8 (40)
	Up to vehicle capacity load	Front: 2.0 (28)
		Rear: 2.8 (40)
Vehicle capacity load limit	163 kg (360 lbs)	
Tire size	Front: 3.50H19–4PR Rear: 4.25H18–4PR	
Tire brand TUBELESS ONLY	Front: GOLD SEAL F11 (DUNLOP) MaG. MOPUS-S703 (BRIDGESTONE)	
	Rear: GOLD SEAL K127 (DUNLOP) MaG. MOPUS-G504 (BRIDGESTONE)	

Inspection:

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressures frequently and adjust if necessary.

NOTE:

* Check tire pressure 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 following limit:

Minimum tread depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

Repair/Replacement:

See your authorized Honda Dealer.

WARNING

* *The use of tires other than those listed 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.*
* *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 for racing or 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.*

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, 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 fuel tank when necessary (page 20). Check for leaks.
3. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 55–57).
4. Tires—check condition and pressure (pages 23–24).
5. Drive Chain—check condition and slack (pages 58–62). 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. Engine stop switch—check for proper function (page 15).

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 longer 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.
* Do not flood the engine by twisting the throttle repeatedly. The carburetors have an accelerator pump.

PREPARATION

Make sure the transmission is in neutral, and the engine stop switch is at "RUN". Turn the fuel valve "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".



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

Normal Air Temperature:

10–35°C (50–95°F)

1. Push the choke lever clockwise to "Fully Closed" (A).
2. Start the engine, leaving the throttle closed.

CAUTION

* *The 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. Operate the choke to keep fast idle at 1,500–2,500 rpm.
4. About half a minute after the engine starts, push the choke lever counterclockwise to "Fully Open" (B).
5. If idling is unstable, open the throttle to increase engine speed slightly.

High Air Temperature:

35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle grip slightly.
3. Start the engine.

Low Air Temperature:

10°C (50°F) or below

1. Push the choke lever clockwise to "Fully Closed" (A).
2. Start the engine.
3. If idling is unstable, operate the choke lever so the engine will fast idle smoothly at 1,500–2,500 rpm.
4. Warm up the engine by opening and closing the throttle grip slightly.
5. Continue warming up until the engine runs smoothly and responds to the throttle when the choke lever is at "Fully Open" (B).

CAUTION

* *Fast idling for more than about 5 minutes at normal air temperature may cause exhaust pipe discoloration.*
* *Extended use of the choke and fast idling 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 to "Fully Open" (B). Open the throttle fully and crank the engine for 5 seconds. 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. The Break-in Maintenance is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

The general rules are as follows:

1. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm.
2. 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, vary speeds frequently and use full throttle for short spurts only. Do not exceed 7,000 rpm.
3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.

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 9,500 rpm at any time (tachometer RED ZONE limit).

CAUTION

* *Do not exceed 7,000 rpm when running the engine without a load. Serious engine damage may result.*

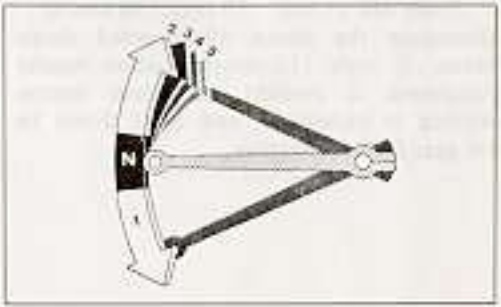
NOTE: (USA ONLY)

* The "BREAK-IN" caution label is affixed on the speedometer lens. After break-in, remove it.

RIDING

WARNING

* *Review Motorcycle Safety (pages 1–3) 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

NOTE:

* Proper shifting will provide better fuel economy. When changing gears under normal conditions, use the shifting points recommended by Honda as follows:

Shifting Up:

From 1st to 2nd: 19 mph (30 km/h)
From 2nd to 3rd: 25 mph (40 km/h)
From 3rd to 4th: 31 mph (50 km/h)
From 4th to 5th: 37 mph (60 km/h)

Shifting Down:

From 5th to 4th: 25 mph (40 km/h)
From 4th to 3rd: 19 mph (30 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, and shift down to 1st gear for acceleration.

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.*

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.***

NOTE:

* The battery will not charge while the engine speed is below 1,050 rpm. Avoid idling for prolonged periods, or continuous operation below 1,050 rpm.

CAUTION

* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes simultaneously. 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. 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. 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. When stopping for a short time near traffic at night, the ignition switch should be turned to "P" and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic.

NOTE:

* The battery will discharge if the ignition switch is left at "P" for too long a time.

4. Lock the steering to help prevent theft (page 17).

- These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to "TIRES" on page 23. Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

WARNING

* *Stop the engine and support the motorcycle securely on a level surface before performing these procedures.*

Tool Kit

The tool kit (1) is stored in the compartment behind 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 12 mm open end wrench
- 14 x 17 mm open end wrench
- Pliers
- No. 1 cross point screwdriver
- No. 2 cross point screwdriver
- No. 3 screwdriver
- Screwdriver grip
- 22 mm wrench
- 24 mm wrench
- Handle lever
- Spark plug wrench
- Pin spanner
- 6 mm allen wrench
- 8 mm allen wrench
- 8 mm box wrench
- Feeler gauge (0.7 mm)
- Tool bag



(1) Tool kit

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).
3. Remove the caliper assemblies (5) from the fork legs by loosening the fixing bolts (6) (two on each side).

CAUTION

* *Support caliper assemblies so that they don't hang on the hoses. Do not twist the brake hoses.*

4. Remove the front axle holder nuts (3) (two on each side), and remove the front axle holders (4) (one on each side). Remove the front wheel.

NOTE:

* Do not depress the brake lever when 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.



(1) Speedometer cable set screw
(2) Speedometer cable
(3) Axle holder nuts
(4) Axle holder
(5) Caliper assembly
(6) Caliper fixing bolts

Installation:

To install the front wheel assembly, position the wheel between the fork legs, make sure the cable boss on the speedometer is horizontal with the ground. Lower the forks lightly so the hollows in the fork legs rest on top of the axle. Install the axle holders (4) with the "F" mark (7) forward. Tighten the forward axle holder nuts (3) lightly.



(7) "F" mark

Fit the calipers over the discs taking care not to damage the brake pads. Install the caliper mounting bolts and tighten to the recommended torque (3.0–4.0 kg-m, 22–29 ft-lbs).

Tighten the nuts on the right axle holder to the specified torque starting with the forward nut.

Torque specifications: 1.8–2.5 kg-m (13–18 ft-lbs).

Measure the clearance between the outside surface of the left brake disc and the rear of the left caliper holder with a 0.7 mm (0.028 in) feeler gauge (see sketch). If gauge inserts easily, first tighten the forward axle holder nut to the specified torque, then torque the rear nut.

WARNING

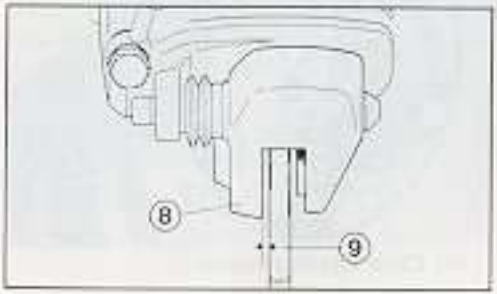
* *If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.*

If the feeler gauge cannot be inserted easily, pull the left fork outward until the gauge can be inserted and tighten the holder nuts with the gauge inserted. After tightening, remove the gauge.
Check that the other three corners of the left caliper holder have a clearance of at least 0.7 mm (0.028 in) between caliper holder and 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 discs and impair braking efficiency.*



(8) Caliper holder (9) Disc



(10) Feeler gauge

Rear Wheel Removal

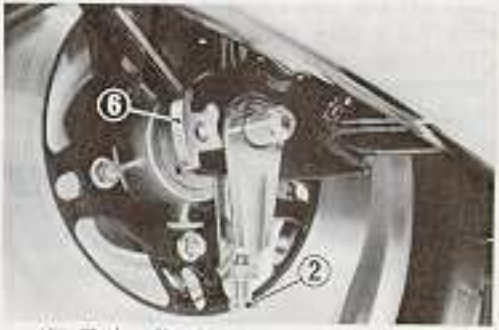
1. Place the motorcycle on its center stand.
2. Loosen the drive chain adjuster lock nuts (1) and adjusters (2).
3. Remove the cotter pin (3) from the end of the rear axle (4).
4. Loosen the rear axle nut (5), pull down the adjusters (2) and remove the adjusting stoppers (6).
5. Push the wheel forward and remove the drive chain from the rear sprocket.
6. Pull out the wheel from the swing arm.

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.



(1) Lock nut
(2) Drive chain adjuster
(3) Cotter pin
(4) Rear axle
(5) Axle nut



(6) Chain adjusting stopper

Installation:

To install the rear wheel, reverse the removal procedure. Torque the axle nut to 8.0–10.0 kg-m (58–72 ft-lbs). Use a new cotter pin for securing the axle nut.

CAUTION

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

After installing the wheel, apply the brakes 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.

CAUTION

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

WARNING

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

Fuse Replacement

The main fuse, near the battery on the positive lead is 30A.

The fuse box (3) is located between the handlebars. The specified fuses are 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.

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.*

CAUTION

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



(1) Main fuse holder
(2) Spare fuse



(3) Fuse box
(4) Screws
(5) Fuses
(6) Spare fuse

- The Federal Clean Air Act requires manufacturers to certify that motorcycles built after December 31, 1977 will comply with applicable emissions standards during their useful life, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect.

- 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" or use pattern. If your motorcycle is overturned or involved in a collision, have your Honda dealer inspect the major components; frame, suspension and steering parts, for misalignment or damage.

WARNING

- *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 Emission Information Label is attached to the frame near the left side cover. (USA ONLY)



(1) Emission Information Label

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (Page 25) 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 OCCURS FIRST ↓ EVERY	ODOMETER READING [NOTE (3)] ➡ 600mi (1,000km)	3,750mi (6,000km)	7,500mi (12,000km)	11,250mi (18,000km)	15,000mi (24,000km)	18,750mi (30,000km)	REFER TO
EMISSION RELATED ITEMS		ENGINE OIL	YEAR	R	R	R	R	R	R	Pages 46–47
		ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 48
	*	ENGINE OIL SCREEN					C			
		CRANKCASE BREATHER	NOTE (1)		C	C	C	C	C	Page 52
		AIR CLEANER	NOTE (2)		C	C	C	C	C	Page 51
	*	FUEL LINES			I	I	I	I	I	
		SPARK PLUGS			I	R	I	R	I	Page 49
	*	VALVE CLEARANCE		I	I	I	I	I	I	
	*	IGNITION TIMING		I	I	I	I	I	I	
	*	CAM CHAIN TENSION		A	A	A	A	A	A	
	*	THROTTLE OPERATION		I	I	I	I	I	I	
	*	CARBURETOR IDLE SPEED		I	I	I	I	I	I	Page 50
	*	CARBURETOR CHOKE			I	I	I	I	I	
	*	CARBURETOR SYNCHRONIZE		I	I	I	I	I	I	

		ITEM / FREQUENCY	WHICHEVER OCCURS FIRST ➡ EVERY ⬇	ODOMETER READING [NOTE (3)] 600mi (1,000km)	3,750mi (6,000km)	7,500mi (12,000km)	11,250mi (18,000km)	15,000mi (24,000km)	18,750mi (30,000km)	REFER TO
NON-EMISSION RELATED ITEMS		DRIVE CHAIN		I, L EVERY 300mi (500km)						Pages 58–62
		BATTERY	MONTH	I	I	I	I	I	I	Pages 63–64
		BRAKE FLUID	MONTH I 2 YEARS R	I	I	I	*R	I	I	Pages 55–56
		BRAKE PAD WEAR			I	I	I	I	I	Page 57
		BRAKE SYSTEM		I	I	I	I	I	I	
	*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	
	*	HEADLIGHT AIM		I	I	I	I	I	I	
		CLUTCH FREE PLAY		I	I	I	I	I	I	Pages 53–54
		SIDE STAND			I	I	I	I	I	Page 62
	*	SUSPENSION		I	I	I	I	I	I	
	*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	
	**	WHEELS		I	I	I	I	I	I	
	**	STEERING HEAD BEARING		I		I		L		

* 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.

NOTE: (1) More frequent service may be required when riding in rain or at full throttle (USA ONLY).
(2) More frequent service may be required when riding in dusty areas.
(3) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Mi.	Name	Odometer	Date
600			
3,750			
7,500			
11,250			
15,000			
18,750			

- Make sure that whoever performs the maintenance completes this record.
  All scheduled maintenances are 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.

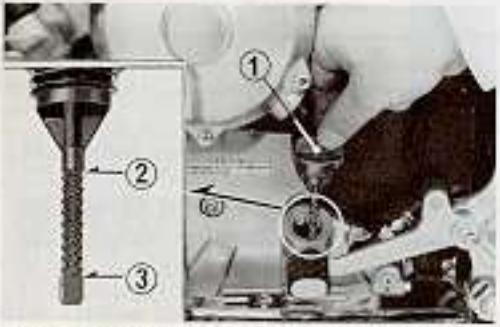
Engine Oil

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

NOTE:

* Engine oil change is performed with engine at normal operating temperature.

1. Place the motorcycle on its center stand.
2. Remove the oil filler cap/dipstick (1).
3. Place an oil drain pan under the crankcase and remove the oil drain plug (4).
4. After the oil is completely drained, make sure the sealing washer (5) on the drain plug is in good condition.
5. Reinstall the drain plug.
6. Fill the crankcase with approximately 4.0 liters (4.2 US quarts) of the recommended grade oil.



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



(4) Oil drain plug (5) Sealing washer

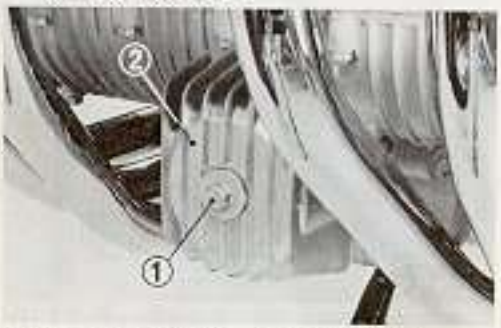
7. Reinstall the oil filler cap/dipstick.
8. Start the engine and allow it to idle for a few minutes.
9. Stop the engine and add the same oil to the upper level mark.
10. Replace the oil filler cap/dipstick (1). Check for oil leaks.

Oil Filter

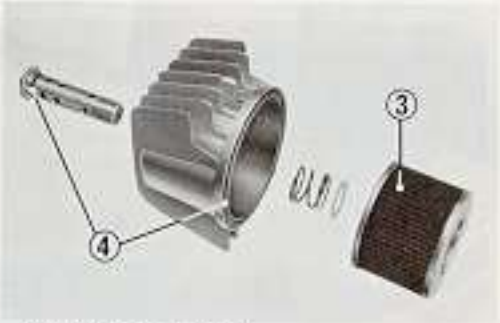
NOTE:

* Do this maintenance before filling the crankcase with engine oil.

1. Remove the oil filter lock bolt (1), and pull the oil filter element (3) out from the oil filter case (2).
2. Insert a new oil filter element. Check that the O-rings (4) are in good condition and that all parts are installed as shown.
3. Retighten the oil filter case with the oil filter lock bolt.
4. Perform steps 6–10 of Engine Oil Change.



(1) Oil filter lock bolt (2) Oil filter case



(3) Oil filter element
(4) O-rings

Spark Plugs

Recommended plugs:

USA model

Standard:

X24ES-U (ND), D8EA (NGK)

For cold climate:

X22ES-U (ND), D7EA (NGK)

For extended high speed driving:

X27ES-U (ND), D9EA (NGK)

Canadian model

X24ESR-U (ND) or DR8ES-L (NGK)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug caps and remove the spark plugs with the wrench provided in the tool kit.
3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should have a constant thickness. Discard the spark plug if there is apparent wear or if the insulater is cracked or chipped.
4. Make sure that the spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in) using a feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. When installing the spark plug, screw it in finger tight and then torque with the spark plug wrench a further 1/2 to 3/4 turn to compress the washer.

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

NOTE:

* Do not attempt to compensate for other faults by adjusting idle speed.

The idle speed adjustment procedure given here should only be used when riding conditions (temperature, humidity, altitude, etc.) cause a change in normal idling speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

1. With the engine warmed-up and the transmission in neutral, check that the engine idle speed is within the specification of 900 ± 100 rpm. The motorcycle should be placed on the center stand.

NOTE:

* The engine will be warm after stop-and-go driving for approximately 10 minutes.

2. Adjust, if necessary, using the throttle stop screw.



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

Air Cleaner

The air cleaner should be serviced at regular intervals (page 43). When riding in dusty areas, more frequent service may be necessary.

1. The seat is secured by a cap nut (1) and a latch (2) on either side.
   Remove the cap nuts and pull the latches to remove the seat.
2. Remove the air cleaner cover screws (3) and the cover (4).
3. Inspect the air cleaner element (5). If the element is very dirty, see your authorized Honda dealer for this service.
4. When replacing the seat, push down firmly, install the cap nuts and tighten to the recommended torque (1.8–2.5 kg-m, 13–18 ft-lbs). Lift the seat to make sure the latches are secure.



(1) Cap nut (2) Seat latch



(3) Screws (5) Air cleaner element
(4) Air cleaner cover

Crankcase Breather

USA Model

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

NOTE:

* Service more frequently when driven in rainy conditions or at wide open throttle, or if deposits can be seen in the transparent section of the drain tube.

Canadian Model

1. Squeeze to open lower end of the drain tube (2).
2. Remove any oil or water which may have accumulated.



(1) Drain plug



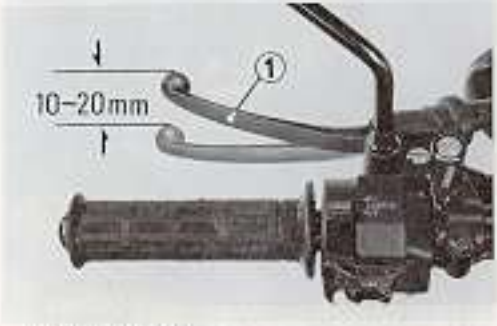
(2) Drain tube

Clutch

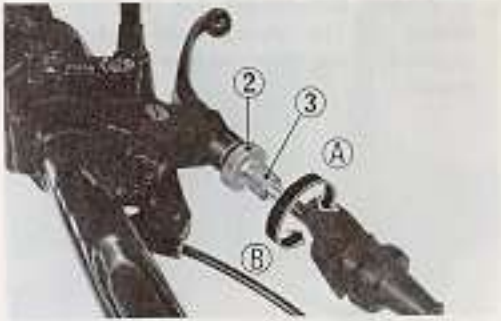
Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Normal clutch lever free play is 10–20 mm (3/8–3/4 in) at the lever (1).

1. Pull back the rubber dust cover. Loosen the upper lock nut (2) and turn the clutch cable adjuster (3). Tighten the upper lock nut (2), and check adjustment.
2. If the correct free play can not be obtained using the cable adjuster (3), loosen the upper lock nut (2) and turn in the cable adjuster (3) completely. Tighten the upper lock nut (2) and pull on the rubber dust cover.



(1) Clutch lever



(2) Upper lock nut
(3) Clutch cable adjuster
(A) Increase free play
(B) Decrease free play

3. At the lower end of the cable, loosen the lower lock nut (5). Turn the adjusting nut (4) to obtain the specified free play. Tighten the lower lock nut (5), and check adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure that the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.
5. If proper adjustment can not be obtained or the clutch does not work correctly, see your authorized Honda dealer.



(4) Adjusting nut (A) Increase free play
(5) Lower lock nut (B) Decrease free play

Brakes

Both front and rear brakes are of the hydraulic disc type.

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 friction pads are not worn beyond the recommended limit (page 57), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

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 reservoir cap and diaphragm. Whenever the level is lower than the lower level mark (2) on the front reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (1). Reinstall the diaphragm, and tighten the reservoir cap 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) Upper level mark
(2) Lower level mark

* *Use only DOT 3 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 lower than the lower level mark (4) on the rear reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (3). Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

CAUTION

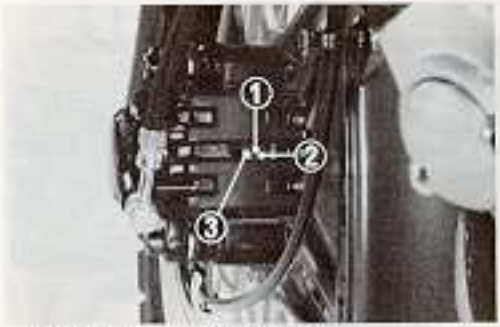
* *Use only DOT 3 brake fluid from a sealed container.*
* *Handle brake fluid with care because it can damage paint and electric wires.*
* *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*



(REAR) (3) Upper level mark
(4) Lower level mark

Brake pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. Remove the inspection hole cap. If either pad wears to the red line (2), both pads must be replaced.



(FRONT)
(1) Brake pad
(2) Red line
(3) Brake disc

Other checks:

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



(REAR)

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 25). 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 the 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 (5/8–1.0 in) vertical movement by hand. Rotate the rear wheel by hand and check drive chain slack as the wheel rotates.

Drive chain slack should remain constant as the wheel is rotated. 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. Turn the rear wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

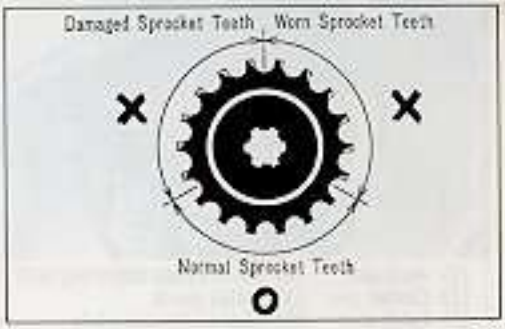
DRIVE CHAIN

* 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 supplemental 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 adjusted as necessary, every 300 miles (500 km). CBX motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent adjustment.



(1) Axle nut
(2) Cotter pin
(3) Lock nut
(4) Drive chain adjusting bolt
(5) Index mark
(6) Chain adjuster plate

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 (2) from the rear axle nut (1), and loosen the nut.
3. Loosen lock nuts (3) on both adjusting bolts (4).
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 (5/8–1.0 in) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck tension at other sections of the chain.
5. Check rear axle alignment with the index marks (5) on the rear swing arm. Both left and right marks should corres-

pond. If the axle is misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the swing arm, and recheck chain slack.

6. Tighten both adjusting bolt lock nuts.
7. Tighten the axle nut and install a new cotter pin. Torque the axle nut to 8.0–10.0 kg-m (58–73 ft-lbs).

CAUTION

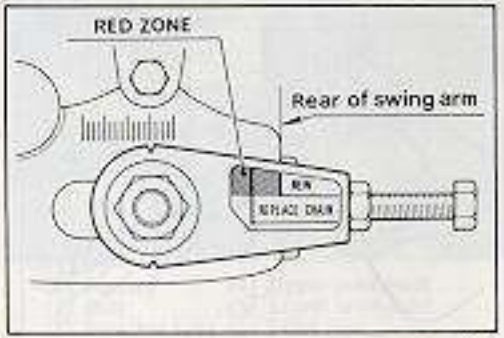
* *The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing and replacing the chain.*
* *Always replace used cotter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

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

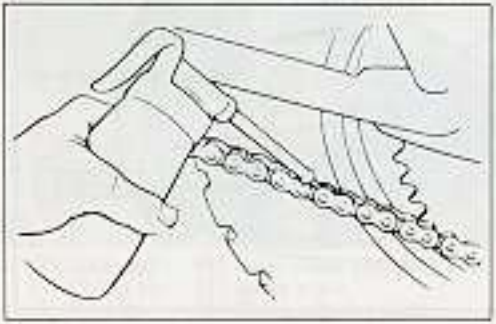
* *Excessive chain slack, 40 mm (1-1/2 in) or more, may damage the bottom part of the frame.*



Lubrication and cleaning:

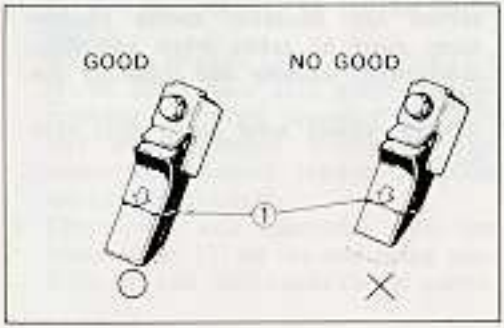
Lubricate every 300 miles (500 km) or sooner if chain appears dry.

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: DID 630ZL or RK 630 BO.



Side Stand

Check the rubber pad for deterioration or wear. Replace if any wear extends to 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 left side cover. Remove the side cover. Remove the terminal leads from the battery (1). Remove the bolt (2) and disconnect the battery breather tube (3). Pull out the battery and check the electrolyte.

The electolyte level must be maintained between the upper (4) and lower (5) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps (6).

Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

NOTE:

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



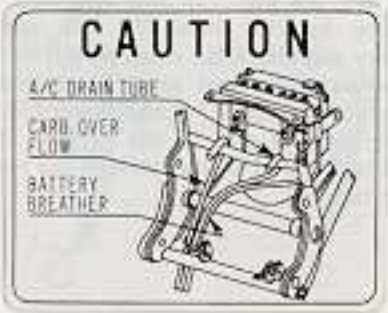
(1) Battery
(2) Bolt
(3) Breather tube
(4) Upper level mark
(5) Lower level mark
(6) Filler caps

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 immediatey. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, 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 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.*



CLEANING

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

CAUTION

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

Wheel Hubs	*Ignition Switch*
Brake Master Cylinder	
Muffler Outlets	*Steering Lock*
Under Fuel Tank	*Drive Chain*
Under Seat	*Handlebar Switches*

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

WARNING

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

STORAGE

Storage for more than a month, or winter storage requires preventive maintenance to prevent deterioration of the fuel, tires, battery; and corrosion.

See your authorized Honda dealer for this service.

EMISSION CONTROL SYSTEM (USA ONLY)

- **Source of Emissions**

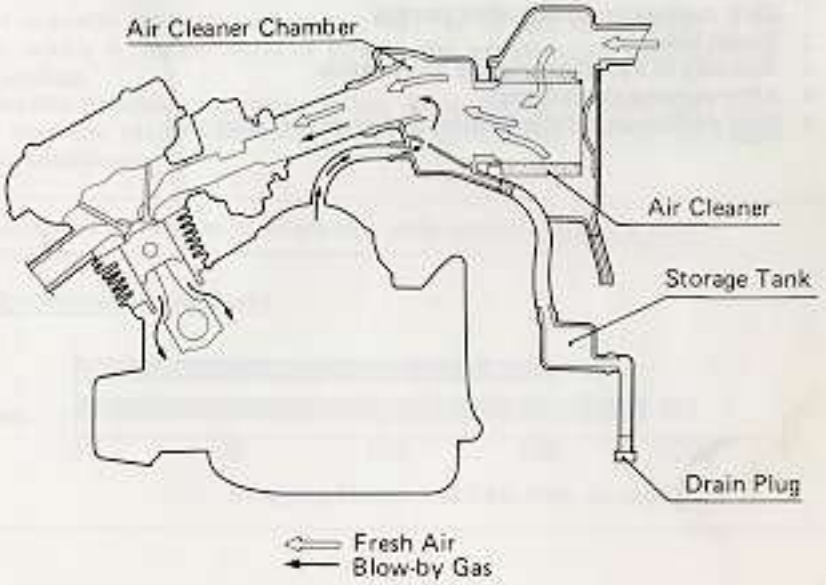
  The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because, under certain conditions, they react to form photo-chemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.
  Honda Motor Co., Ltd. has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

- **Exhaust Emission Control System**

  The exhaust emission control system is composed of a lean setting carburetor, 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.

- **Crankcase Emission Control System**

The engine is equipped with the "Closed 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.



- **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

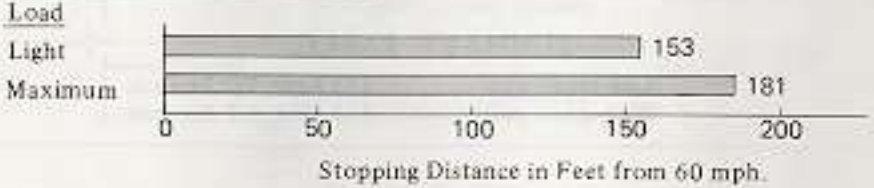
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies without locking the wheels under different conditions of loading.
The information presented represents results obtainable by skilled drivers 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 CBX**

Fully Operational Service Brake



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

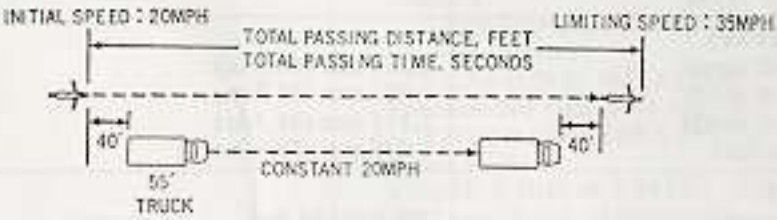
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CBX

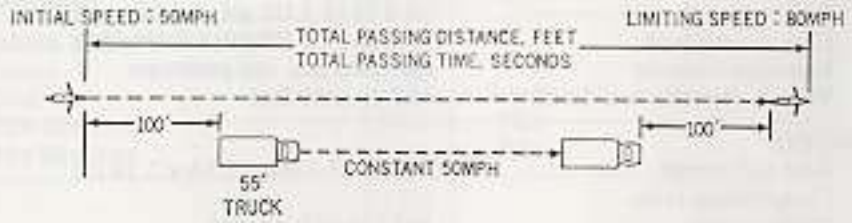
SUMMARY TABLE:

Low-speed pass . . . . . 352 Feet; 7.2 Seconds
High-speed pass . . . . . 864 Feet; 8.2 Seconds

LOW-SPEED



HIGH-SPEED



ITEM	
DIMENSIONS	
Overall length	2,220 mm (87.4 in)
Overall width	885 mm (34.8 in)
Overall height	1,175 mm (46.3 in)
Wheel base	1,495 mm (58.9 in)
WEIGHT	
Dry weight	249 kg (549 lbs)
CAPACITIES	
Engine oil	5.5 lit (5.8 US qt, 4.8 Imp qt)After disassembly
Fuel tank	20.0 lit (5.3 US gal, 4.4 Imp gal)
Fuel reserve tank	5.0 lit (1.3 US gal, 1.1 Imp gal)
Passenger capacity	Operator and one passenger
Vehicle capacity load limit	163 kg (360 lbs)
ENGINE	
Bore and stroke	64.5 x 53.4 mm (2.54 x 2.10 in)
Compression ratio	9.3 : 1
Displacement	1047 cc (63.9 cu in)

ITEM	
Spark plug	USA model Standard: X24ES-U (ND), D8EA (NGK) For cold climate: X22ES-U (ND), D7EA (NGK) For extended high speed driving: X27ES-U (ND), D9EA (NGK) Canadian model X24ESR-U (ND) or DR8ES-L (NGK)
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in.)
Valve clearance	INTAKE: EXHAUST: } $0.08^{+0.05}_{-0.02}$ mm $\left(0.003^{+0.002}_{-0.001}\text{ in}\right)$
Idle speed	900 ± 100 rpm
CHASSIS AND SUSPENSION	
Caster	62°30'
Trail	120 mm (4.7 in)
Tire size, front	3.50 H19 (4 PR)
Tire size, rear	4.25 H18 (4 PR)

ITEM	
POWER TRANSMISSION	
Primary reduction	2.269
Final reduction	2.333
Gear ratio, 1st	2.438
2nd	1.750
3rd	1.391
4th	1.200
5th	1.037
ELECTRICAL	
Battery	12V–18AH (Optional part 12V–20AH)
Generator	AC generator 0.35 KW/5,000 rpm
Fuse	30A, 15A

ITEM	
LIGHTS	
Headlight	H4 BULB (Philips 12342/99, or equivalent)
Tail/stoplight	12V–3 CP/32 CP SAE No. 1157
Turn signal light	12V–32 CP FRONT: SAE No. 1034 REAR: SAE No. 1073
Meter lights	12V–2 CP SAE No. 57
Position light	12V–3 CP SAE No. 1073

HONDA MOTOR CO., LTD.

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