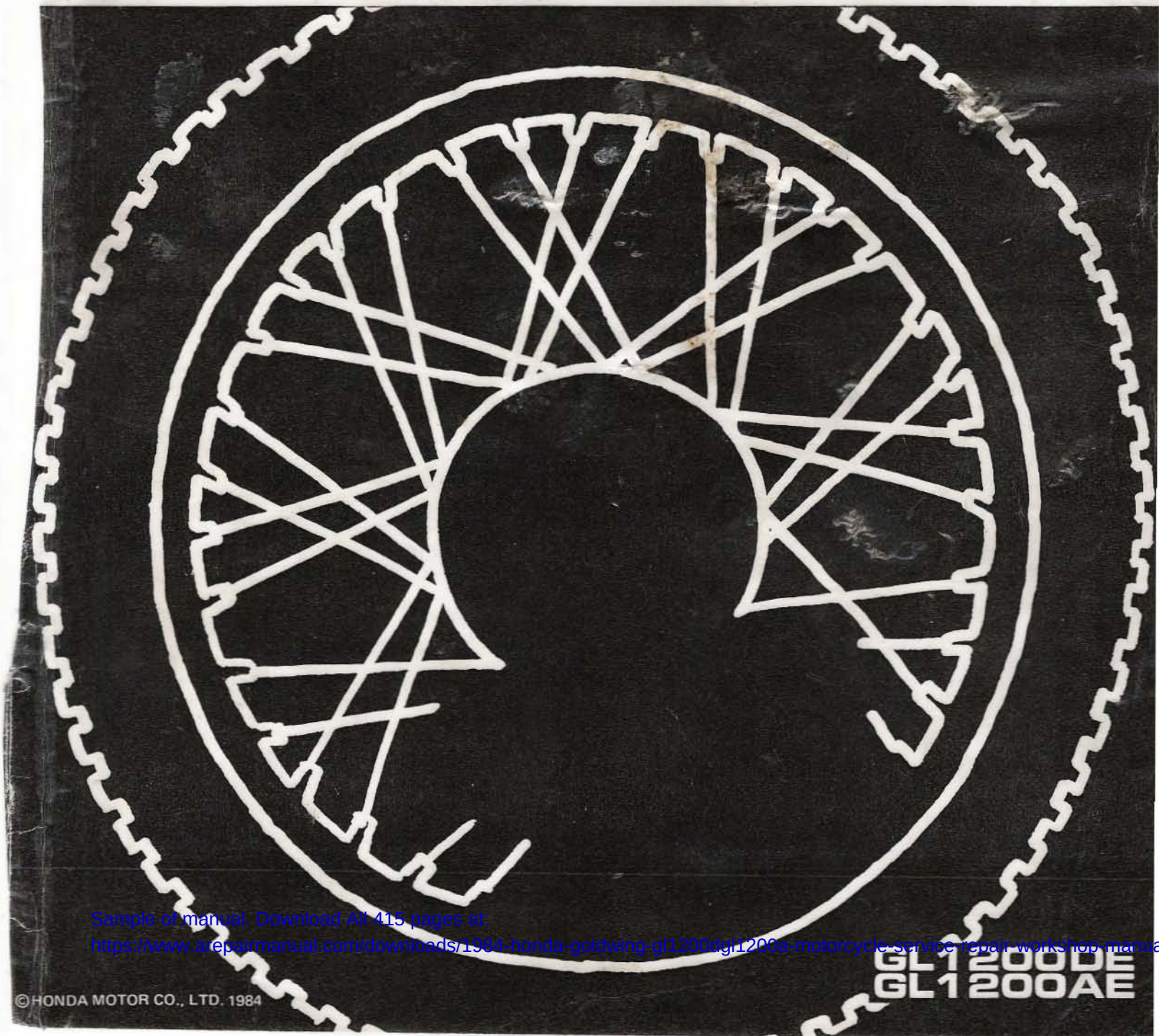
HONDA

SHOP MANUAL

GOLD WING GL1200D GL1200A



GL1200DE
GL1200AE

62 MG900

HOW TO USE THIS MANUAL

This shop manual describes the technical features and servicing procedures for the GOLD WING (GL-1200D) and GOLD WING ASPENCADE (GL1200A).

Follow the Maintenance Schedule (Section 3) recommendations to ensure that the vehicle is in peak operating condition.

Throughout the manual, the following abbreviations are used to identify individual types.

CODE	AREA (TYPE)
ED	Europe
E	U.K.
F	France
G	Germany
U	Australia
SA	South Africa
ND	Northern Europe
SW	Switzerland
SD	Sweden

Performing the first scheduled maintenance is very important. It compensates for the initial wear that occurs during the break-in period.

Sections 1 through 3 apply to the whole motorcycle, while sections 4 through 20 describe parts of the motorcycle, grouped according to location.

Find the section you want on this page, then turn to the table of contents on page 1 of that section.

Most sections start with an assembly or system illustration, service information and troubleshooting for the section. The subsequent pages give detailed procedures.

If you are not familiar with this motorcycle, read the TECHNICAL FEATURES in Section 21.

If you don't know the source of the trouble, go to section 22, TROUBLESHOOTING.

HONDA MOTOR CO., LTD.
SERVICE PUBLICATIONS OFFICE

CONTENTS

1. GENERAL INFORMATION

GENERAL SAFETY

WARNING

If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.

WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in your working area.

WARNING

The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact flush thoroughly with water and call a doctor if electrolyte gets in your eyes.

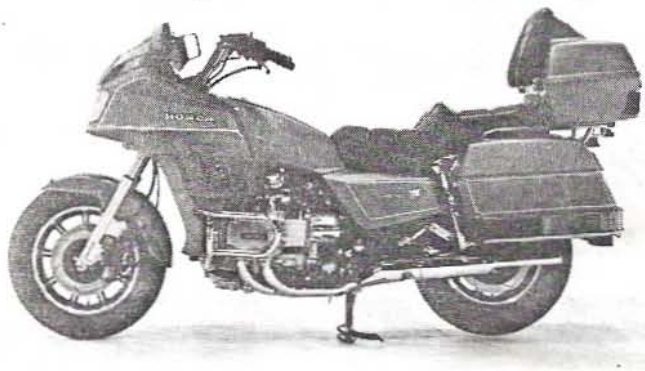
WARNING

The battery generates hydrogen gas which can be highly explosive. Do not smoke or allow flames or sparks near the battery, especially while charging it.

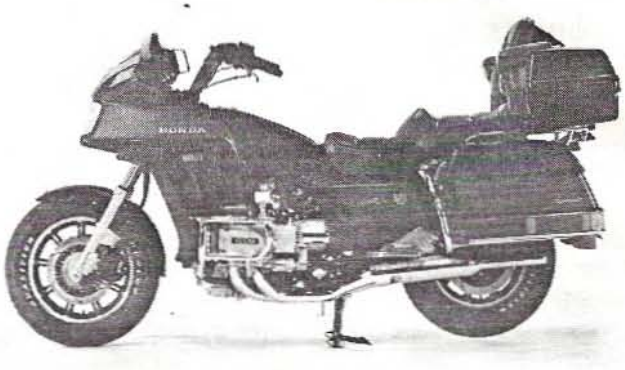
SERVICE RULES

1. Use genuine HONDA or HONDA-recommended parts and lubricants or their equivalent. Parts that do not meet HONDA's design specifications may damage the motorcycle.
2. Use the special tools designed for this product.
3. Use only metric tools when servicing this motorcycle. Metric bolts, nuts, and screws are not interchangeable with English fasteners. The use of incorrect tools and fasteners may damage the motorcycle.
4. Install new gaskets, O-rings, cotter pins, lock plates, etc. when reassembling.
5. When tightening bolts or nuts, begin with larger-diameter or inner bolts first and tighten to the specified torque diagonally in 2–3 steps, unless a particular sequence is specified.
6. Clean parts in high flash point cleaning solvent upon disassembly. Lubricate any sliding surfaces before reassembly.
7. After reassembly, check all parts for proper installation and operation.
8. Refer to Cable & Harness Routing (pages 1-21 through 1-27) when routing cables, hoses or electrical wires.

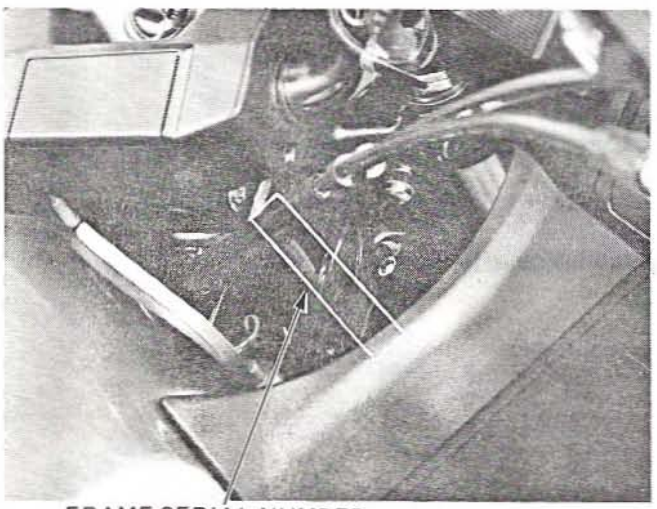
MODEL IDENTIFICATION



GOLD WING (GL1200D)

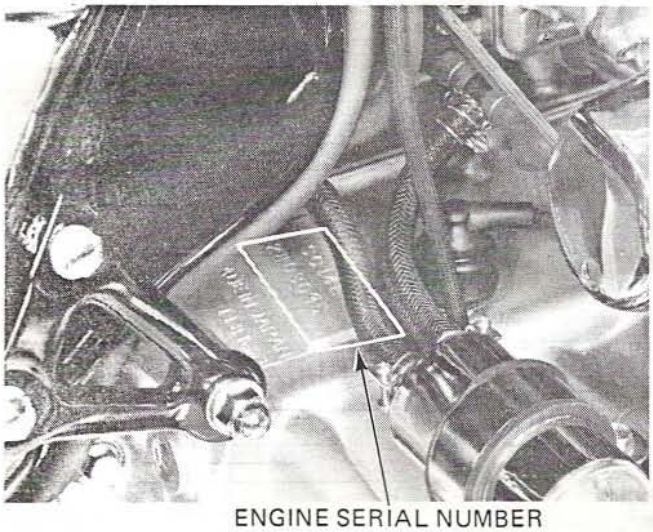


GOLD WING ASPENCADE (GL1200A)



FRAME SERIAL NUMBER

The frame serial number is stamped on the right side of the steering head.

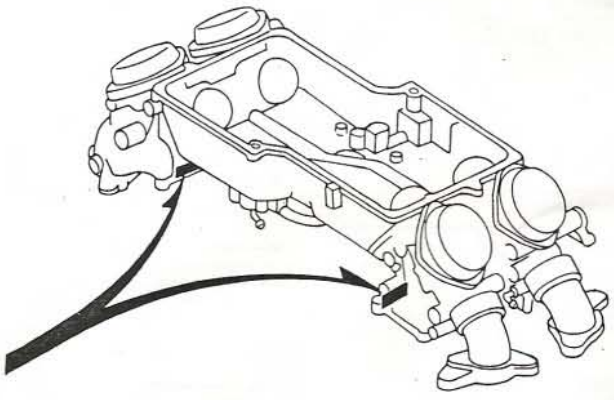


ENGINE SERIAL NUMBER

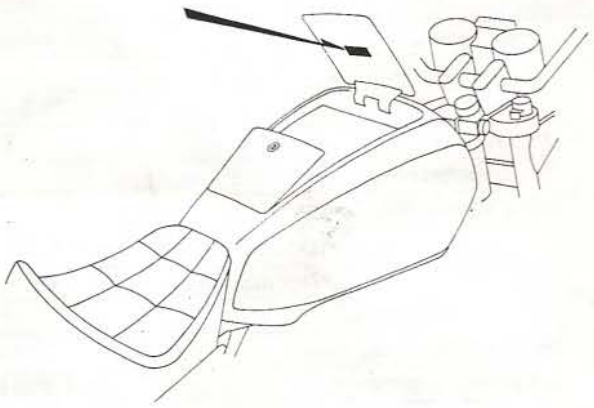
The engine serial number is stamped on the top right side of the engine case.

FINAL DRIVE SERIAL NUMBER

The final drive serial number is on the final drive case near the pinion flange as shown.



The carburetor identification numbers are stamped on the each carburetor bodies.



The color label is attached to the location shown. When ordering a color-coded part, always specify its designated color.

SPECIFICATIONS

	ITEM			GOLD WING (GL1200D)	GOLD WING ASPENCADE (GL1200A)
Dimensions	Overall length			2,505 mm (98.6 in)	←
	Overall width			970 mm (38.2 in)	←
	Overall height			1,510 mm (59.4 in)	←
	Wheelbase			1,610 mm (63.4 in)	←
	Seat height			780 mm (30.7 in)	←
	Ground clearance			140 mm (5.5 in)	←
	Dry weight			318 kg (701 lbs)	328 kg (723 lbs)
	Curb weight			342 kg (754 lbs)	353 kg (778 lbs)
Frame	Frame type			Double cradle	←
	Front suspension	Travel		Telescopic, 140 mm (5.5 in)	←
		Air pressure		0–40 kPa (0–0.4 kg/cm², 0–6 psi)	←
	Rear suspension	Travel		Swing arm, 105 mm (4.1 in)	←
		Air pressure		200–400 kPa (2.0–4.0 kg/cm², 28–56 psi)	←
	Front tire	Size		130/90-16 67H	←
		Air pressure		225 kPa (2.25 kg/cm², 32 psi)	←
	Rear tire	Size		150/90-15 74H	←
		Air pressure		225 kPa (2.25 kg/cm², 32 psi)	←
	Front brake and lining swept area			Double disc brake, 952 cm² (148 sq. in)	←
	Rear brake and lining swept area			Disc brake, 516 cm² (80 sq. in)	←
	Fuel capacity			22 lit. (5.8 US gal, 4.8 Imp gal)	←
	Caster angle			30°	←
	Trail length			118 mm (4.6 in)	←
	Front fork oil capacity			345 cm³ (11.7 US oz, 12.1 Imp oz) After disassembly	←
Engine	Engine type			Water cooled, 4 stroke O.H.C.	←
	Cylinder arrangement			Flat four	←
	Bore and stroke			75.5 x 66.0 mm (2.97 x 2.59 in)	←
	Displacement			1,181 cm³ (72.1 cu-in)	←
	Compression ratio			9.0 : 1	←
	Valve train			Belt driven over head camshaft	←
	Oil capacity	At disassembly		4.0 lit. (4.2 US qt, 3.5 Imp qt)	←
		After draining		3.2 lit. (3.4 US qt, 2.8 Imp qt)	←
	Lubrication system			Forced and wet sump	←
	Cooling system capacity			2.7 lit. (2.9 US qt, 2.4 Imp qt)	←
	Cylinder compression			1,300 kPa (13.0 kg/cm², 185 psi)	←
	Engine weight			109 kg (240 lbs)	←
	Camshaft	Intake valve	Opens	10° BTDC (At 1 mm lift)	←
			Closes	40° ABDC (At 1 mm lift)	←
		Exhaust valve	Opens	40° BBDC (At 1 mm lift)	←
			Closes	10° ATDC (At 1 mm lift)	←
	Valve clearance	Intake/Exhaust		Hydraulic valve adjuster system	←
	Idle speed			950 min⁻¹ (rpm)	←

	ITEM		GOLDWING (GL1200D)	GOLDWING ASPENCADE (GL1200A)
Carburetion	Carburetor type, venturi bore		VD, 30 mm (1.2 in)	←
	Throttle valve bore		32 mm (1.3 in)	←
	Carburetor identification No.		VD63A	←
	Pilot screw opening		3-1/2	←
	Float level		7.5 mm (0.30 in)	←
Drive Train	Clutch type		Wet, multi-plate	←
	Transmission		5-speed, constant mesh	←
	Primary reduction ratio		1.708 (41/24)	←
	Secondary reduction ratio		0.897 (35/39)	←
	Gear ratio	1st 2nd 3rd 4th 5th	2.643 (37/14) 1.666 (40/24) 1.250 (35/28) 1.000 (32/32) 0.829 (29/35)	←
	Final reduction ratio		2.833 (34/12)	←
	Gearshift pattern		Left foot operated return system 1–N–2–3–4–5	←
	Final gear oil capacity		170 cm^3 (5.7 US oz, 6.0 Imp oz) (After rebuild)	←
Electrical	Ignition		Battery, Ignition (Full transistor)	←
	Ignition timing "F" mark		10° BTDC	←
	Full advance		45° BTDC	←
	Starting system		Starting motor	←
	Alternator		A.C. generator, 360W/5,000 min^{-1} (rpm)	←
	Battery capacity		12V–20A	←
	Spark plug — Standard	NGK	DPR8EA-9	←
		ND	X24EPR-U9	←
	Spark plug — For cold climate (Below 5°C, 41°F)	NGK	DPR7EA-9	←
		ND	X22EPR-U9	←
	Spark plug — For extended high speed riding	NGK	DPR9EA-9	←
		ND	X27EPR-U9	←
	Spark plug gap		0.8–0.9 mm (0.031–0.035 in)	←
	Firing order		1–3–2–4	←
	Fuse		7.5A, 10A, 15A and 30A (main fuse)	7.5A, 10A, 15A, 20A and 30A (main fuse)
Lights	Headlight		12V–60/55W H4 bulb	←
	Brake/tail light		12V–21/5W	12V–21/5W 12V–27/7W <U>
	Turn signal light		12V–21W 12V–23W <SA>	12V–21W 12V–23W <U>
	Position light		12V–4W	←
	Tacho/speedometer light		12V–3.4W	12V–3W
	Neutral indicator light		12V–3.4W	12V–3W
	Turn signal indicator light		12V–3.4W	12V–3W
	High beam indicator light		12V–3.4W	12V–3W
	Licence light		12V–5W <Except G> 12V–8W <SA>	12V–5W 12V–8W <U>

Item	Q'ty	Thread dia. (mm)	Torque			Remarks
			N·m	kg-m	ft-lb	
Air hose connector	2	8	8–12	0.8–1.2	6–9	
Air pressure sensor	1	–	8–12	0.8–1.2	6–9	
Front axle nut	1	12	55–65	5.5–6.5	40–47	
Front axle holder nut	4	8	20–30	2.0–3.0	14–22	
Front brake disc bolt	5	8	27–33	2.7–3.3	20–24	
Front brake caliper bracket mount bolt (upper)	2	10	30–40	3.0–4.0	22–29	
(lower)	2	8	20–25	2.0–2.5	14–18	
Brake caliper pivot bolt	3	12	25–30	2.5–3.0	18–22	
Brake caliper bolt	3	8	20–25	2.0–2.5	14–18	
Brake hose oil bolt	4	10	25–35	2.5–3.5	18–25	
Brake metal line joint nut	6	10	16–18	1.6–1.8	12–13	
Front brake master cylinder holder bolt	2	6	10–14	1.0–1.4	7–10	
Rear brake disc nut	5	8	27–33	2.7–3.3	20–24	
Rear brake master cylinder bolt	2	8	24–29	2.4–2.9	17–21	
Rear brake rod joint lock nut	1	8	15–20	1.5–2.0	11–14	
Rear axle nut	1	18	85–105	8.5–10.5	61–76	
Rear shock absorber mount nut (upper)	2	10	30–40	3.0–4.0	22–29	
Rear shock absorber mount bolt (right)	1	8	20–25	2.0–2.5	14–18	
(left)	1	18	65–75	6.5–7.5	47–54	
Rear axle pinch bolt	1	8	24–29	2.4–2.9	17–21	
Swing arm pivot bolt (right)	1	30	80–120	8.0–12.0	58–87	
(left)	1	30	18–20	1.8–2.0	13–14	
Swing arm pivot lock nut	1	30	80–120	8.0–12.0	58–87	
Final drive gear case nut	4	8	24–30	2.4–3.0	17–22	
Final drive gear case filler cap	1	30	10–14	1.0–1.4	7–10	
Final drive gear case drain plug	1	6	10–14	1.0–1.4	7–10	
Final drive gear case cover bolt (8 mm)	6	8	23–28	2.3–2.8	17–20	
(10 mm)	2	10	45–50	4.5–5.0	33–36	
Final drive pinion joint nut	1	16	100–120	10.0–12.0	72–87	
Engine mount bolt/nut (12 mm)	3	12	55–65	5.5–6.5	40–47	
(10 mm)	3	10	30–40	3.0–4.0	22–29	
(8 mm)	6	8	18–25	1.8–2.5	13–18	
Sub frame cap nut	3	10	30–40	3.0–4.0	22–29	
Footpeg bolt/nut	2	12	55–65	5.5–6.5	40–47	GL1200D only
Passenger footpeg bolt	2	10	35–45	3.5–4.5	25–33	GL1200D only
Exhaust pipe joint nut	4	8	15–20	1.5–2.0	11–14	
Muffler mount bolt	2	10	35–45	3.5–4.5	25–33	
Muffler joint bolt	4	8	20–24	2.0–2.4	14–17	
Center stand pivot pinch bolt	2	8	15–20	1.5–2.0	11–14	
Side stand pivot lock nut	1	10	20–24	2.0–2.4	14–17	
Rear brake pedal bolt	1	8	18–25	1.8–2.5	13–18	
Gearshift pedal	1	6	8–12	0.8–1.2	6–9	
Rear fender mounting bolt	2	8	12–16	1.2–1.6	9–12	
Seat mounting bolt	2	8	18–25	1.8–2.5	13–18	
Starter motor cable terminal nut	1	6	4–8	0.4–0.8	3–8	

'orque specifications listed above are for important fastners. Other should be tightened to standard torque values listed below

TANDARD TORQUE VALUES

Item	Torque Values N·m (kg-m, ft-lb)	Item	Torque Values N·m (kg-m, ft-lb)
5 mm bolt and nut	4–6 (0.4–0.6, 3–4)	5 mm screw	3–5 (0.3–0.5, 2–4)
6 mm bolt and nut	8–12 (0.8–1.2, 6–9)	6 mm screw and 6 mm flange bolt with 8 mm head	7–11 (0.7–1.1, 5–8)
8 mm bolt and nut	18–25 (1.8–2.5, 13–18)	6 mm flange bolt and nut	10–14 (1.0–1.4, 7–10)
10 mm bolt and nut	30–40 (3.0–4.0, 22–29)	8 mm flange bolt and nut	24–30 (2.4–3.0, 17–22)
12 mm bolt and nut	50–60 (5.0–6.0, 36–43)	10 mm flange bolt and nut	35–45 (3.5–4.5, 25–33)

TOOLS

SPECIAL

* Newly designed tool

DESCRIPTION	TOOL NUMBER	ALTERNATE TOOL	REF. SECTION
Fuel unit wrench	07920–SB20000		19
*Shim selection gauge	07974–MG90000		7
Timing pully holder	07925–3710200		7
Valve guide reamer	07984–5510000		7
Hydraulic tappet bleeder	07973–MJ00000	or 07973–ME90000	7
Clutch center holder	07923–4610001	or modified 07923–4610000	8
Oil seal driver attachment	07965–MA10200		8
Snap ring pliers	07914–3230001		8, 13, 15
Lock nut wrench, 17 x 27 mm	07907–MC70000	07907–4150000	9
Rotor holder	07925–3710000		9
Damper spring compressor	07964–3710000		9, 10
Bearing puller	07931–4630000		10
Bearing remover set, 20 mm	07936–3710001	Handle 07936–3710100	10
		Remover, 20 mm 07936–3710600	10
		Weight 07741–0020101	10
Driver	07949–3710001		10
Puller attachment	07946–4690200		10
*Piston pin dis/assembly tool set or	07973–MG90000	NOTE: See page 11-3	11
*Piston pin dis/assembly tool kit	07973–MG90100	Use with 07973–6570002	11
*Pilot driver	07973–MG90200		11
*Pilot collar	07973–MG90300		11
*Piston base	07973–MG90400		11
*Piston pin guide	07973–MG90500		11
*Piston base	07958–MG90000		10
*Piston slider	07955–MG90000		10
Engine case assembly guide	07973–3710000		10
Steering stem socket	07916–3710100		12
Ball race remover	07953–4250002		12
Bearing race remover	07946–3710500		12
Steering stem driver	07946–MB00000		12
Attachment	07949–3710701	07946–3710700	12
Fork seal driver attachment	07947–KF00100		13
Fork seal driver	07947–KA50100		13
Hex wrench, 6 mm	07917–3230000	or equivalent, tool commercially available	13
Fork seal driver	07947–3710101		13
Pivol lock nut wrench	07908–4690001		13
Socket bit, 10 mm	07917–3710000		13
Bearing remover	07936–8890101		13
*Final joint holder attachment	07924–9690100		14
Final joint holder	07924–ME40000		14
Retainer wrench	07910–ME80000		14
Bearing race insert attachment	07931–4630300		14
Bearing puller attachment	07934–MG70200		14
Dis/assembly tool base	07965–3710300		14
Shaft puller	07931–ME40000		14
Timing inspection plug	07999–3710001		17

COMMON

DESCRIPTION	TOOL NUMBER	ALTERNATE TOOL	REF. SECTION
Oil pressure gauge	07510–3000000		2
Oil pressure gauge attachment	07510–4220100		2
Vacuum gauge set	07404–0030000	Gauge 07404–0030100	3
		Adaptor (A) 07510–3000100	3
		Adaptor (B) 07510–3000200	3
Float level gauge	07410–0010000		4
Valve spring compressor	07757–0010000		7
Valve guide remover, 6.6 mm	07742–0010200		7
Lock nut wrench, 26 x 30 mm	07716–0020303		8, 12
Trox driver bit (T40)	07703–0010100	or equivalent tool	9
Attachment, 35 mm I.D.	07746–0030400		9
Driver	07746–0030100		9, 10, 14
Attachment, 52 x 55 mm	07746–0010400		9, 10, 12, 14
Pilot, 25 mm	07746–0040600		9
Attachment, 32 x 35 mm	07746–0010100		9, 10, 14
Pilot, 15 mm	07746–0040300		9, 12
Attachment, 25 mm I.D.	07746–0030200		10
Attachment, 20 mm I.D.	07746–0020400		10
Driver	07746–0020100		10
Attachment, 42 x 47 mm	07746–0010300		10, 12, 14
Pilot, 17 mm	07746–0040400		10
Pilot, 20 mm	07746–0040500		10, 12, 14
Attachment, 37 x 40 mm	07746–0010200		13
Attachment, 30 mm I.D.	07746–0030300		14
Driver	07749–0010000		9, 10, 12, 13, 14
Bearing remover collet, 15 mm	07746–0050400		12
Bearing remover collet, 20 mm	07746–0050600		12
Bearing remover expander	07746–0050100		12
Bearing puller	07631–0010000		14

VALVE SEAT CUTTERS

DESCRIPTION	TOOL NUMBER	REMARKS	REF. SECTION
32° cutter	07780–0012400	Intake	7
32° cutter	07780–0012300	Exhaust	7
45° cutter	07780–0010500	Intake	7
45° cutter	07780–0010400	Exhaust	7
60° cutter	07780–0014100	Intake and Exhaust	7
Cutter holder, 6.6 mm	07781–0010201		7

SERVICE DATA

ENGINE

Unit: mm (in)

	ITEM			STANDARD	SERVICE LIMIT
Engine weight (including carburetors)				109 kg (240 lbs)	–
Engine oil capacity	After disassembly			4.0ℓ (4.2 US qt, 3.5 Imp qt)	–
	After oil drain and filter change			3.2ℓ (3.4 US qt, 2.8 Imp qt)	–
Radiator coolant capacity	After disassembly			2.15ℓ (2.3 US qt, 1.9 Imp qt)	–
	After draining (including reserve tank)			2.7ℓ (2.9 US qt, 2.4 Imp qt)	–
	Reserve tank			0.55ℓ (0.6 US qt, 0.5 Imp qt)	–
CYLINDER HEAD	Cylinder head warpage			–	0.10 (0.004)
	Valve stem O.D.		IN	6.580–6.590 (0.2591–0.2594)	6.54 (0.257)
			EX	6.550–6.560 (0.2579–0.2583)	6.54 (0.257)
	Valve guide I.D.		IN, EX	6.600–6.615 (0.2598–0.2604)	6.64 (0.261)
	Valve stem to guide clearance		IN	0.010–0.035 (0.0004–0.0014)	0.08 (0.003)
			EX	0.040–0.065 (0.0016–0.0026)	0.10 (0.004)
	Valve head diameter		IN	36.00 (1.417)	–
			EX	32.00 (1.260)	–
	Valve seat width			1.4 (0.06)	–
	Valve spring free length		Inner	40.20 (1.583)	39.0 (1.54)
			Outer	43.75 (1.722)	42.5 (1.67)
	Valve spring installed force/length		Inner	28.8 ± 2.0 kg/26 mm (63.5 ± 4.4 lbs/1.0 in)	–
			Outer	51.5 ± 3.6 kg/28 mm (113.5 ± 7.9 lbs/1.1 in)	–
	Rocker arm I.D.		IN, EX	14.000–14.018 (0.5512–0.5519)	14.05 (0.553)
	Rocker arm shaft O.D.		IN, EX	13.973–13.984 (0.5501–0.5506)	13.84 (0.545)
	Assist spring free length			17.5 (0.69)	16.0 (0.63)
	Hydraulic tappet adjuster compression stroke with kerosene			0–0.30 (0–0.012)	0.3 (0.012) max.
	Camshaft	Cam lobe height	IN	35.8 (1.41)	35.6 (1.40)
			EX	35.8 (1.41)	35.6 (1.40)
		Journal O.D.	Center	24.934–24.950 (0.9817–0.9823)	24.91 (0.981)
			Both ends	26.954–26.970 (1.0612–1.0618)	26.91 (1.059)
		Journal I.D.	Center	25.000–25.021 (0.9843–0.9851)	25.05 (0.986)
			Both ends	27.000–27.021 (1.0630–1.0638)	27.05 (1.065)
		Journal oil clearance	Center	0.050–0.087 (0.0020–0.0034)	0.14 (0.006)
			Both ends	0.030–0.067 (0.0012–0.0026)	0.14 (0.006)
		Valve timing (at 1 mm lift) IN	Open	10° BTDC	–
			Close	40° ABDC	–
		Valve timing (at 1 mm lift) EX	Open	40° BBDC	–
			Close	10° ATDC	–
CYLINDER, PISTON	Cylinder compression pressure			1,100–1,500 kPa (11–15 kg/cm², 156–213 psi)	1,000 kPa (10 kg/cm², 142 psi)
	Cylinder	I.D.		75.500–75.515 (2.9724–2.9730)	75.60 (2.976)
		Out-of-round		–	0.15 (0.006)
		Taper		–	0.05 (0.002)
		Top warpage		–	0.10 (0.004)
	Piston	O.D. (at skirt)		75.470–75.490 (2.9713–2.9720)	75.35 (2.967)
		Piston-to-cylinder clearance		0.010–0.045 (0.0004–0.0018)	0.15 (0.006)
	Piston ring	End gap	Top and second	0.10–0.30 (0.004–0.012)	0.6 (0.02)
			Oil ring side rail	0.20–0.90 (0.008–0.035)	1.1 (0.04)
		Ring-to-ring land clearance		0.015–0.045 (0.0006–0.0018)	0.12 (0.005)
	Piston pin	O.D.		18.994–19.000 (0.7478–0.7480)	18.98 (0.747)
		Piston hole I.D.		19.010–19.016 (0.7484–0.7487)	19.03 (0.749)
		Pin-to-piston clearance		0.010–0.022 (0.0004–0.0009)	0.05 (0.002)
		Pin-to-rod interference		0.015–0.039 (0.0006–0.0015)	–

	ITEM			STANDARD	SERVICE LIMIT
CRANKSHAFT, CONNECTING ROD	Main journal bearing oil clearance			0.020–0.044 (0.0008–0.0017)	0.08 (0.003)
	Crankpin bearing oil clearance			0.020–0.044 (0.0008–0.0017)	0.08 (0.003)
	Crankshaft runout (at center journal)			–	0.05 (0.002)
	Connecting rod side clearance			0.15–0.30 (0.006–0.012)	0.40 (0.016)
	Crank pin and main journal		Taper	–	0.004 (0.0002)
			Out-of-round	–	0.008 (0.0003)
CLUTCH	Slave cylinder	Cylinder I.D.		33.600–33.662 (1.3228–1.3253)	33.68 (1.326)
		Piston O.D.		33.550–33.575 (1.3209–1.3218)	33.52 (1.320)
	Clutch	Plate warpage		–	0.30 (0.012)
		Disc thickness		3.45–3.55 (0.136–0.140)	3.2 (0.13)
		Clutch spring free height		5.80 (0.228)	5.5 (0.22)
OIL PUMP	Main oil pump	Tip clearance		0.15 (0.006)	0.35 (0.014)
		Pump body clearance		0.15–0.21 (0.006–0.008)	0.41 (0.016)
		Pump end clearance		0.02–0.07 (0.001–0.003)	0.12 (0.005)
	Scavenge pump	Tip clearance		0.15 (0.006)	0.35 (0.014)
		Pump body clearance		0.15–0.21 (0.006–0.008)	0.41 (0.016)
		Pump end clearance		0.02–0.10 (0.001–0.004)	0.12 (0.005)
	Pressure relief valve	Relief pressure		500–580 (5.0–5.8 kg/cm², 71–82 psi)	–
		Relief valve spring free length		72.8 (2.87)	67.0 (2.64)
	Oil pressure	Cold (At 35°C/95°F)	Idle speed	450 kPa (4.5 kg/cm², 64 psi)	–
			5,000 min⁻¹ (rpm)	530 kPa (5.3 kg/cm², 75 psi)	–
		Hot (At 80°C/176°F)	Idle speed	100 kPa (1.0 kg/cm², 14 psi)	–
			5,000 min⁻¹ (rpm)	520 kPa (5.2 kg/cm², 74 psi)	–
GEARSHIFT	Shift fork shaft O.D.			12.966–12.984 (0.5105–0.5112)	12.90 (0.508)
	Shift fork I.D.		L, C	13.000–13.018 (0.5118–0.5125)	13.04 (0.513)
			R	13.000–13.027 (0.5118–0.5129)	13.05 (0.514)
	Shift drum	Minor diameter		11.966–11.984 (0.4711–0.4718)	11.95 (0.470)
		Groove width		7.05–7.15 (0.278–0.281)	–
	Shift fork claw thickness			6.4–6.5 (0.25–0.26)	6.1 (0.24)
TRANSMISSION	Gear I.D.		C1	31.000–31.025 (1.2205–1.2215)	31.05 (1.222)
			C2, C3	31.000–31.033 (1.2205–1.2218)	31.06 (1.223)
			M4	25.020–25.041 (0.9850–0.9859)	25.06 (0.987)
			M5	28.020–28.041 (1.1031–1.1040)	28.06 (1.105)
	Gear busing O.D.		C1, C2, C3	30.950–30.975 (1.2185–1.2195)	30.90 (1.217)
			M5	27.959–27.980 (1.1007–1.1016)	27.90 (1.098)
	Gear-to-bushing clearance		C1	0.025–0.075 (0.0010–0.0030)	0.15 (0.006)
			C2, C3	0.025–0.083 (0.0010–0.0033)	0.16 (0.006)
			M5	0.040–0.082 (0.0016–0.0032)	0.16 (0.006)
	Gear-to-shaft clearance		M4	0.040–0.082 (0.0016–0.0032)	0.15 (0.006)
	Mainshaft bearing assembled length			177.4 (6.99)	–
	Output shaft spring	Installed length		84.5 (3.33)	–
		Free length		110.9 (4.37)	100 (3.9)
	Alternator shaft drive gear back lash (At rotor)			0.05 (0.002)	–
COOLING	Radiator cap relief pressure			75–105 kPa (0.75–105 kg/cm², 11–15 psi)	–
	Thermostat	Beings to open temperature		80–84°C (176–183°F)	–
		Fully opened temperature		93–97°C (199–206°F)	–
		Valve lift (heated to 97°C/5 minutes)		8.0 (0.32)	7.0 (0.28)

CARBURETOR

Unit: mm (in)

Carburetor type	VD type
Throttle valve bore	32 (1.26)
Venturi bore	30 (1.18)
Idle speed	950 ± 100 min^{-1} (rpm)
Float level	7.5 (0.30)
Pilot screw	3-1/2 turns out
Main jet	#108
Slow jet	#35
Carburetor identification number	VD63A
Fast idle speed (after normal operating temperature)	2,000 ± 500 min^{-1} (rpm)
Starter valve stroke	6–7 (0.2–0.3)
Throttle valve free play	2–6 (0.1–0.2)
Fuel pump flow capacity	Minimum of 500 cm^3 (16.9 US oz, 17.6 Imp oz)/minute
Carburetor vacuum difference	Within 40 mm (1.6 in) Hg

FRAME

Unit: mm (in)

	ITEM			STANDARD	SERVICE LIMIT
SUSPENSION	Front suspension air pressure			0–40 kPa (0–0.4 kg/cm^2, 0–6 psi)	–
	Rear suspension air pressure			200–400 kPa (2.0–4.0 kg/cm^2, 28–57 psi)	–
	Front fork spring free length		Spring A	162.9 (6.41)	162.6 (6.40)
			Spring B	407.6 (16.05)	406.8 (16.02)
	Front fork oil capacity		After disassembly	345 cm^3 (11.67 US oz, 12.11 Imp oz)	–
			After draining	323 cm^3 (10.92 US oz, 11.34 Imp oz)	–
	Front fork oil			ATF	–
	Fork tube runout			–	0.20 (0.008)
	Rear shock absorber refill capacity			259.5 cm^3 (8.78 US oz, 9.11 Imp oz)	–
	Rear shock absorber oil			ATF	–
BRAKES	Front brake master cylinder	Cylinder I.D.	G type	15.870–15.913 (0.6248–0.6265)	15.925 (0.6270)
			Except G type	12.700–12.743 (0.5000–0.5017)	12.755 (0.5022)
		Piston O.D.	G type	15.827–15.854 (0.6231–0.6242)	15.815 (0.6226)
			Except G type	12.684–12.657 (0.4994–0.4983)	12.645 (0.4978)
	Front brake caliper	Right caliper cylinder I.D.	G type	32.030–32.080 (1.2610–1.2630)	32.090 (1.2634)
			Except G type	25.400–25.490 (1.0000–1.0035)	25.460 (1.0024)
		Left caliper cylinder I.D.		32.030–32.080 (1.2610–1.2630)	32.090 (1.2634)
		Right caliper piston O.D.	G type	31.948–31.998 (1.2578–1.2598)	31.940 (1.2575)
			Except G type	25.318–25.368 (0.9968–0.9987)	25.310 (0.9965)
		Left caliper piston O.D.		31.948–31.998 (1.2578–1.2598)	31.940 (1.2575)
	Front brake disc	Thickness	GL1200D	4.5–5.2 (0.18–0.20)	4.0 (0.16)
			GL1200A	9.9–10.1 (0.39–0.40)	9.0 (0.35)
		Runout		–	0.3 (0.01)
	Front brake pad thickness			5.4–5.6 (0.21–0.22)	–
	Rear brake master cylinder	Cylinder I.D.	G type	14.000–14.043 (0.5512–0.5529)	14.055 (0.5533)
			Except G type	15.870–15.913 (0.6248–0.6265)	15.925 (0.6270)
		Piston O.D.	G type	13.957–13.984 (0.5495–0.5506)	13.940 (0.5488)
			Except G type	15.827–15.854 (0.6231–0.6242)	15.815 (0.6226)

Unit: mm (in)

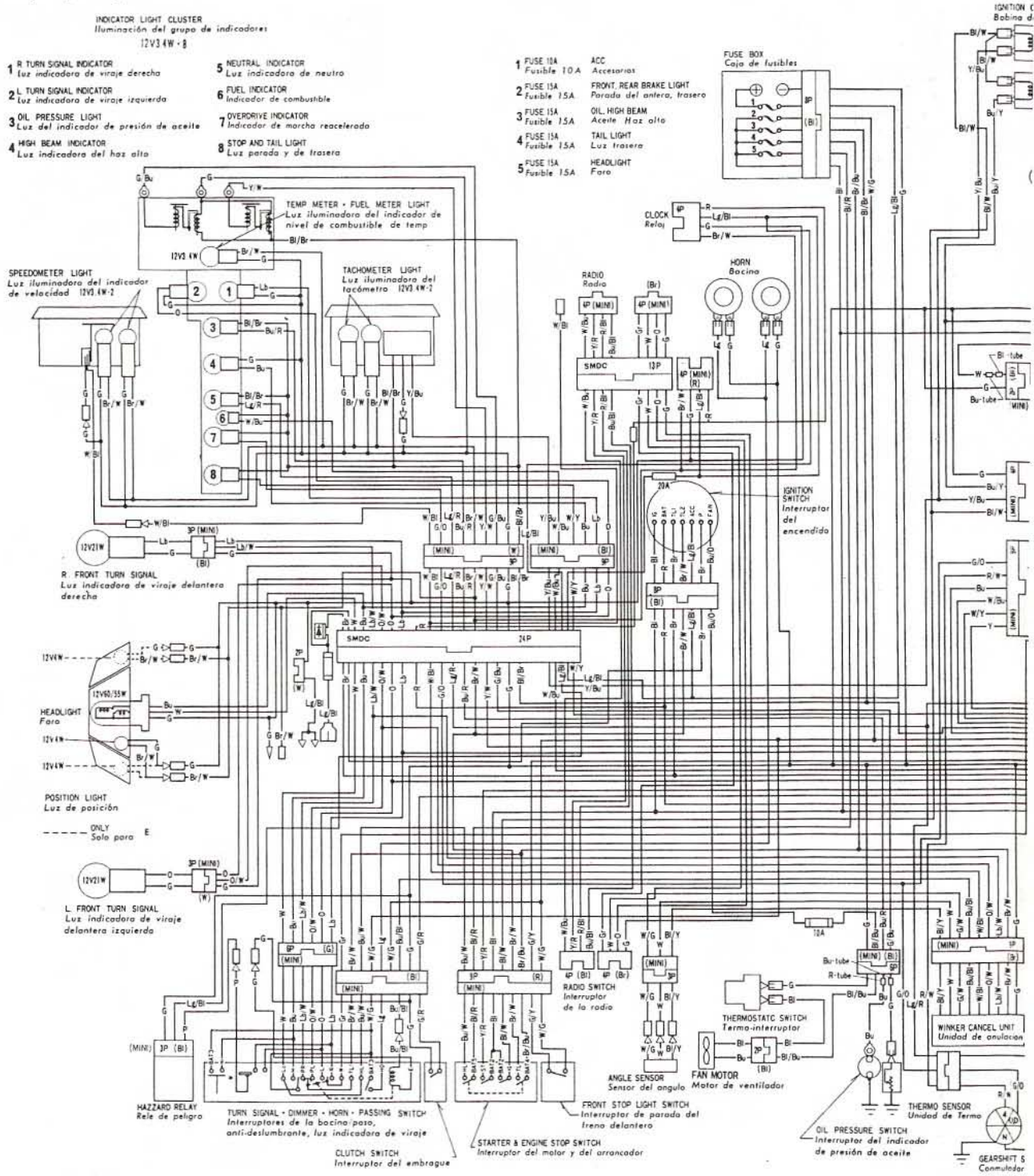
	ITEM			STANDARD	SERVICE LIMIT
BRAKES	Rear brake caliper	Cylinder I.D.		32.030–32.080 (1.2610–1.2630)	32.090 (1.2634)
		Piston O.D.		31.948–31.998 (1.2578–1.2598)	31.940 (1.2575)
	Rear brake disc	Thickness		6.9–7.1 (0.27–0.28)	6.0 (0.24)
		Runout		–	0.3 (0.01)
	Rear brake pad thickness			6.4–6.6 (0.25–0.26)	–
	Brake fluid			DOT 4	–
WHEELS	Wheel axle runout			–	0.20 (0.008)
	Wheel rim runout		Axial	–	2.0 (0.08)
			Radial	–	2.0 (0.08)
	Tire tread depth		Front	–	1.5 (0.06)
			Rear	–	2.0 (0.08)
CLUTCH	Clutch master cylinder		Cylinder I.D.	15.870–15.913 (0.6248–0.6265)	15.93 (0.627)
			Piston O.D.	15.827–15.854 (0.6231–0.6242)	15.82 (0.623)
FINAL DRIVE	Final gear oil	Recommended oil		Hypoid gear oil SAE 80, API GL-5	–
		Capacity	After disassembly	170 cm³ (5.7 US oz, 6.0 Imp oz)	–
			After draining	130 cm³ (4.4 US oz, 4.6 Imp oz)	–
	Final gear backlash			0.08–0.18 (0.003–0.007)	0.30 (0.012)
		Difference at 3 points		–	0.10 (0.004)
	Final gear assembly preload			0.2–0.4 N·m (2.0–4.0 kg-cm, 1.7–3.5 in-lbs)	–
	Ring gear-to-caes stopper clearance			0.3–0.6 (0.01–0.02)	–

ELECTRICAL

IGNITION	Firing order				1–3–2–4	–
	Ignition timing		Ignition timing "F" mark		10° BTDC	–
		Full advance	Without vacuum advance		32° BTDC	–
			With vacuum advance		45° BTDC	–
	Spark plug	Standard		NGK	DPR8EA-9	–
				ND	X24EPR-U9	–
		For cold climate (Below 5°C/41°F)		NGK	DPR7EA-9	–
				ND	X22EPR-U9	–
		For extended high speed riding		NGK	DPR9EA-9	–
				ND	X27EPR-U9	–
		Spark plug gap			0.8–0.9 mm (0.031–0.035 in)	–
	Pulse generator air gap				0.40–0.10 mm (0.016–0.043 in)	–
	Ignition coil resistance	Primary coil			2.4–3.0Ω	–
		Secondary coil		With spark plug cap	20.1–27.9 KΩ	–
				Without spark plug cap	12.6–15.4 KΩ	–
	Pulse generator coil resistance (At 20°C, 68°F)				1.1–1.3 KΩ	–
	Vacuum advance	Advance start vacuum			36–44 mmHg (1.4–1.7 in Hg)	–
		Advance stop vacuum			63–77 mmHg (2.5–3.0 in Hg)	–
	Electrical advance	Advance start			1,500–1,750 min⁻¹ (rpm)	–
		Advance stop			2,800–3,200 min⁻¹ (rpm)	–

CHARGING	Battery capacity			12V–20A	–
	Battery specific gravity/voltage (At 20°C, 68°F)	Full charged		1.280/12–13V	–
		Normal reading		1.260/11–12V	–
		Need charging		1.200/below 12V	–
	Battery charing rate			2A max.	–
	Alternator			14V, 0.36 KW/5,000 min^{-1} (rpm)	–
	Regulator/rectifier	Type		Transisterized	–
		Regulated voltage		14–15V	–
		Charging start		1,000–1,200 min^{-1} (rpm)	–
ELECTRICAL	Starter motor	Brush length		12–13 mm (0.47–0.51 in)	7.5 m (0.30 in)
		Brush spring tension		560–680 g (19.8–24.0 oz)	440 g (15.5 oz)
	Oil pressure switch continuity pressure			0.2–0.4 kg/cm^2 (2.8–5.7 psi)	–
	Fan motor switch	No continuity temperature		93–97°C (119–207°F)	–
		Continuity temperature		98–102°C (208–216°F)	–
	Coolant temperature sensor resistance		At 60°C (140°F)	104 Ω	–
			At 85°C (185°F)	44 Ω	–
			At 110°C (230°F)	20 Ω	–
			At 120°C (248°F)	16 Ω	–
	Fuel gauge level sensor resistance		E	101–110 Ω	–
			1/2	43–52 Ω	–
			F	0–10 Ω	–
	Self-cancelling turn signal angle sensor resistance			10–19 KΩ	–

GL1200D E, F, ED, SW



SWITCH CONTINUITY
Conexión de los interruptores

IGNITION SWITCH
Interruptor del encendido

	BAT	IG	ACC	FAN	P	TLI	TL2
LOCK							
OFF							
ACC	○		○				
ON	○	○	○	○		○	○
P	○		○		○		
COLOR	R	Bl	Lg/Bl	Bu/O	Br	Br/W	Br

STARTER SWITCH
Interruptores del arrancador

	BAT2	ST
FREE		
PUSH	○	○
COLOR	Bl	Y/R

ENGINE STOP SWITCH
Interruptor de parada delmotor

	BAT2	IG
OFF		
RUN	○	○
OFF		
COLOR	Bl	Bl/W

LIGHTING SWITCH
Interruptor de iluminación

	BAT4	TL	BAT5	HL
*				
P	○	○		
H	○		○	○
COLOR	Br/Bu	Br/W	Bl/R	Bu/W

HORN SWITCH
Interruptor de bocina

	BAT3	HO
FREE		
PUSH	○	○
COLOR	W/G	Lg

DIMMER SWITCH
Interruptor anti-deslumbrante

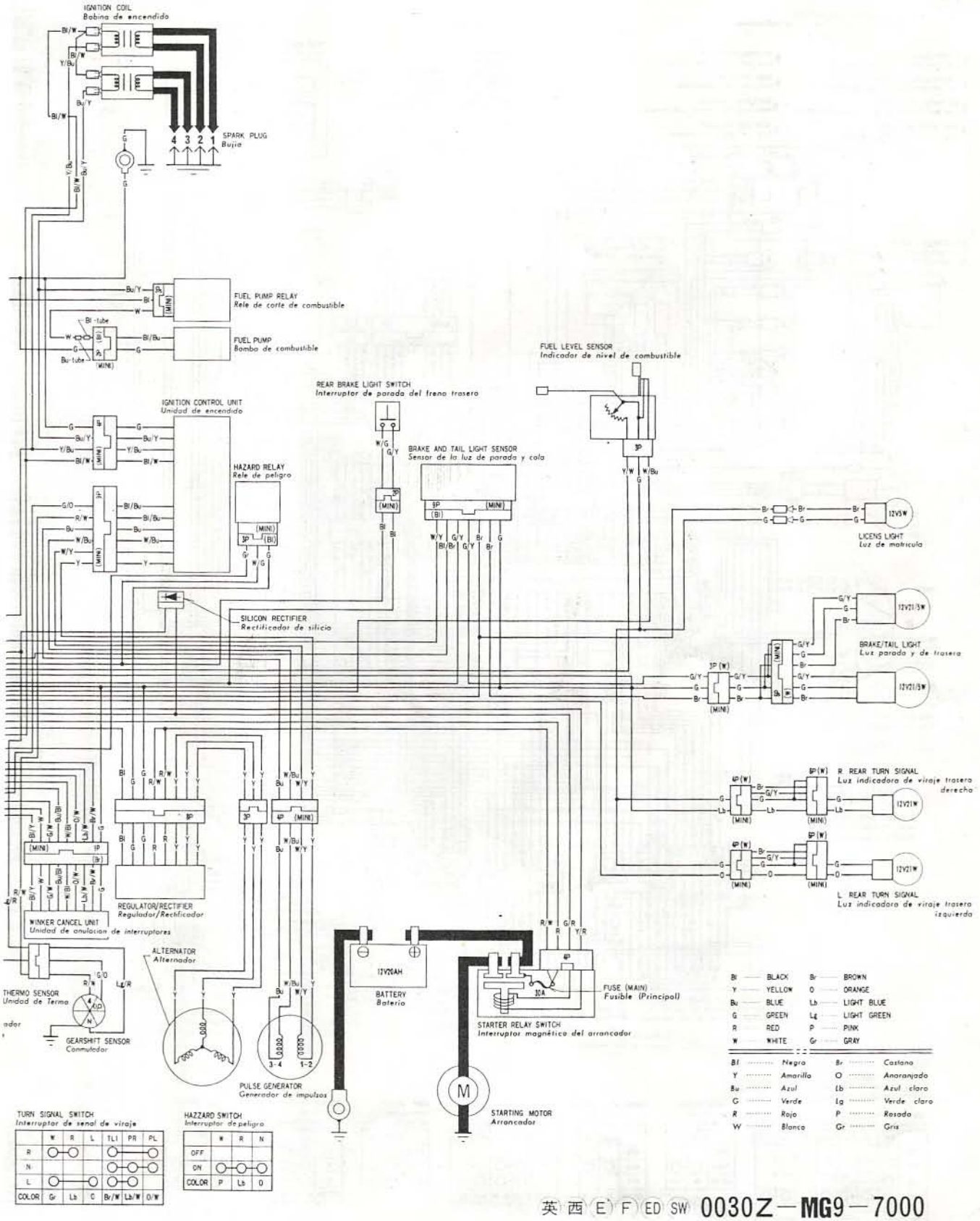
	HL	Lo	Hi
Lo		○	
N	○	○	○
Hi	○		○
COLOR	Bu/W	W	Bu

PASSING SWITCH
Interruptor de la luz de paso

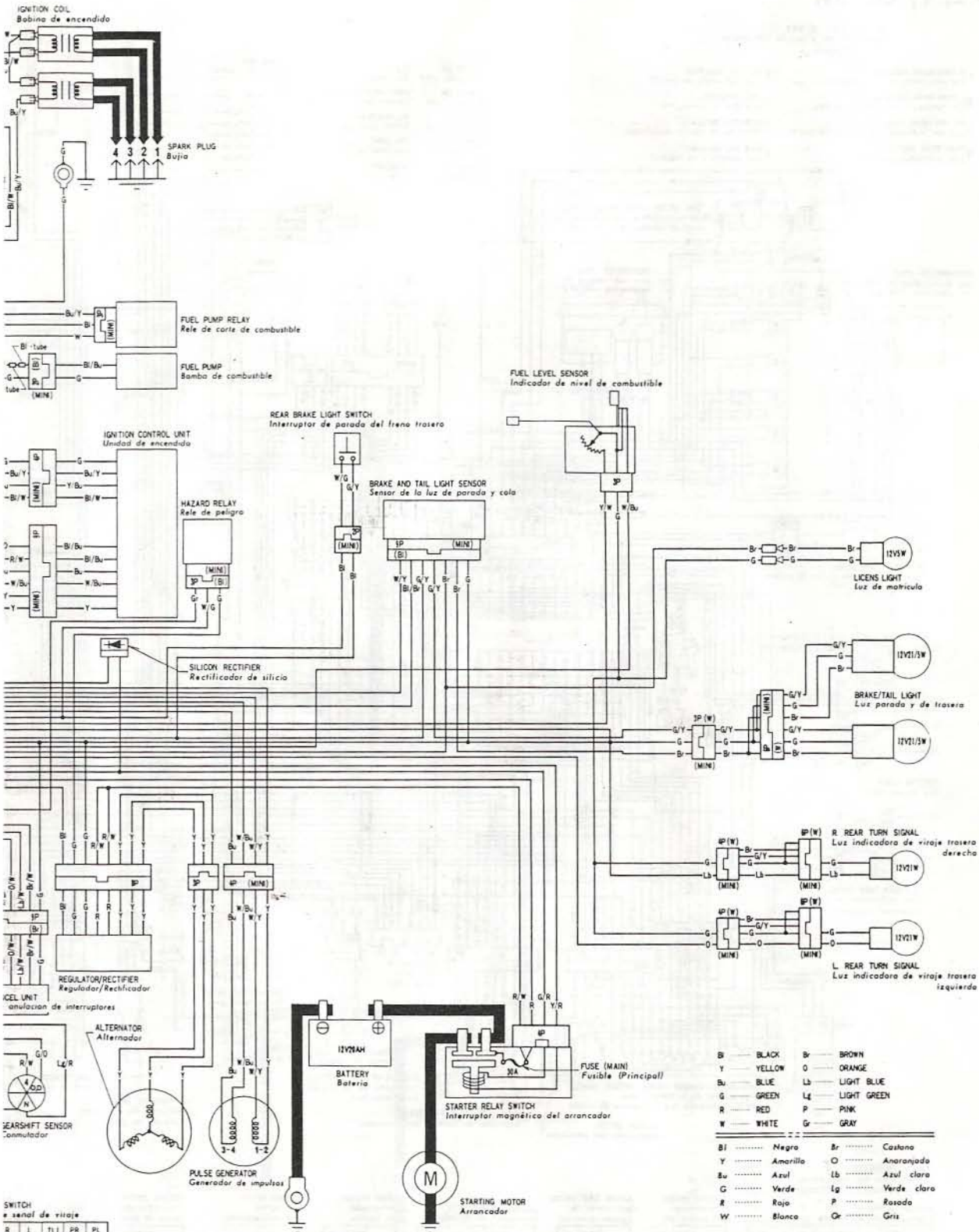
	BAT3	Ho
FREE		
PUSH	○	○
COLOR	W/G	Bu

TURN SIGNAL SWITCH
Interruptor de senal d

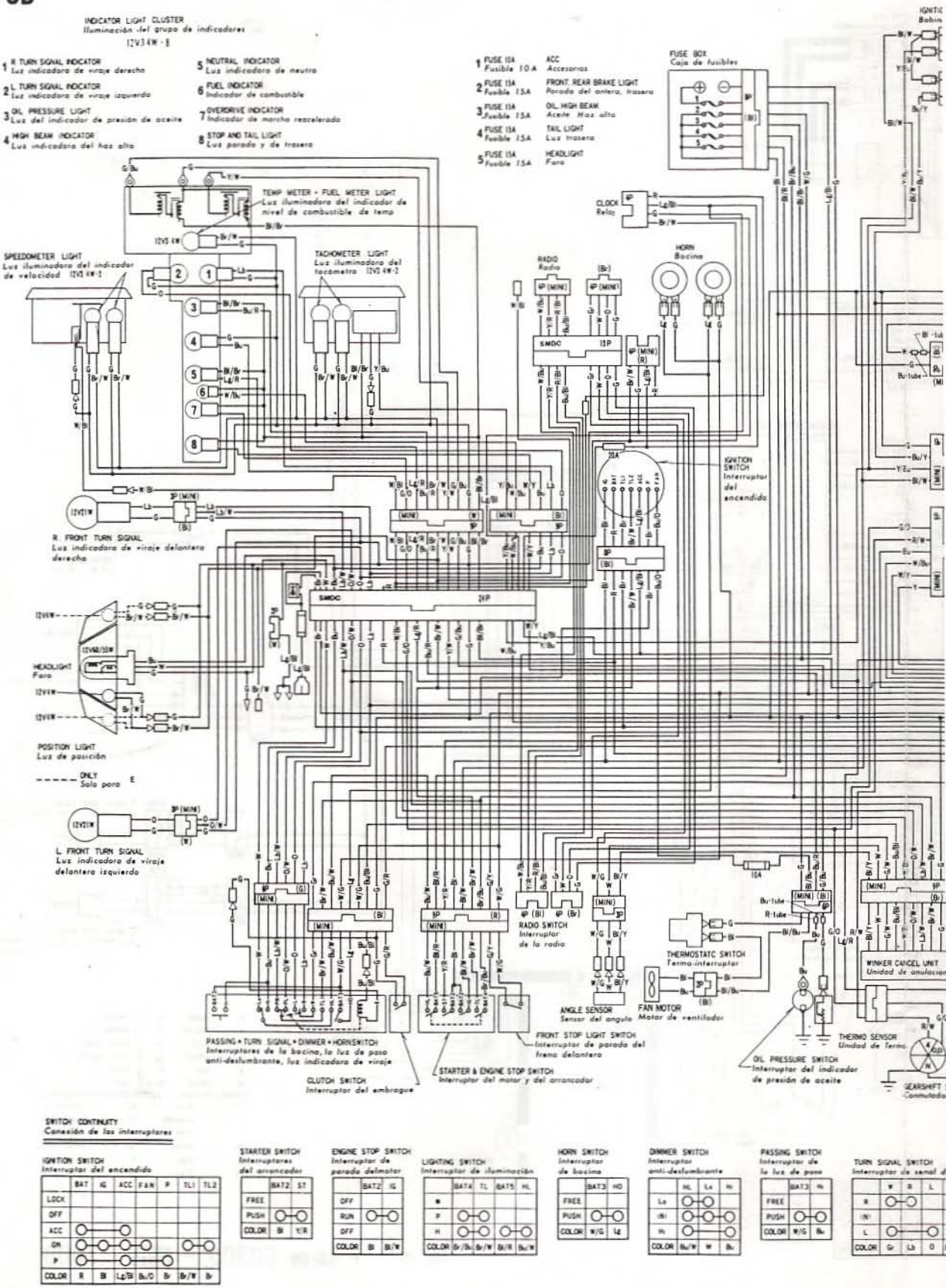
	W	R	L
R			
N			
L	○		○
COLOR	Gr	Lb	C



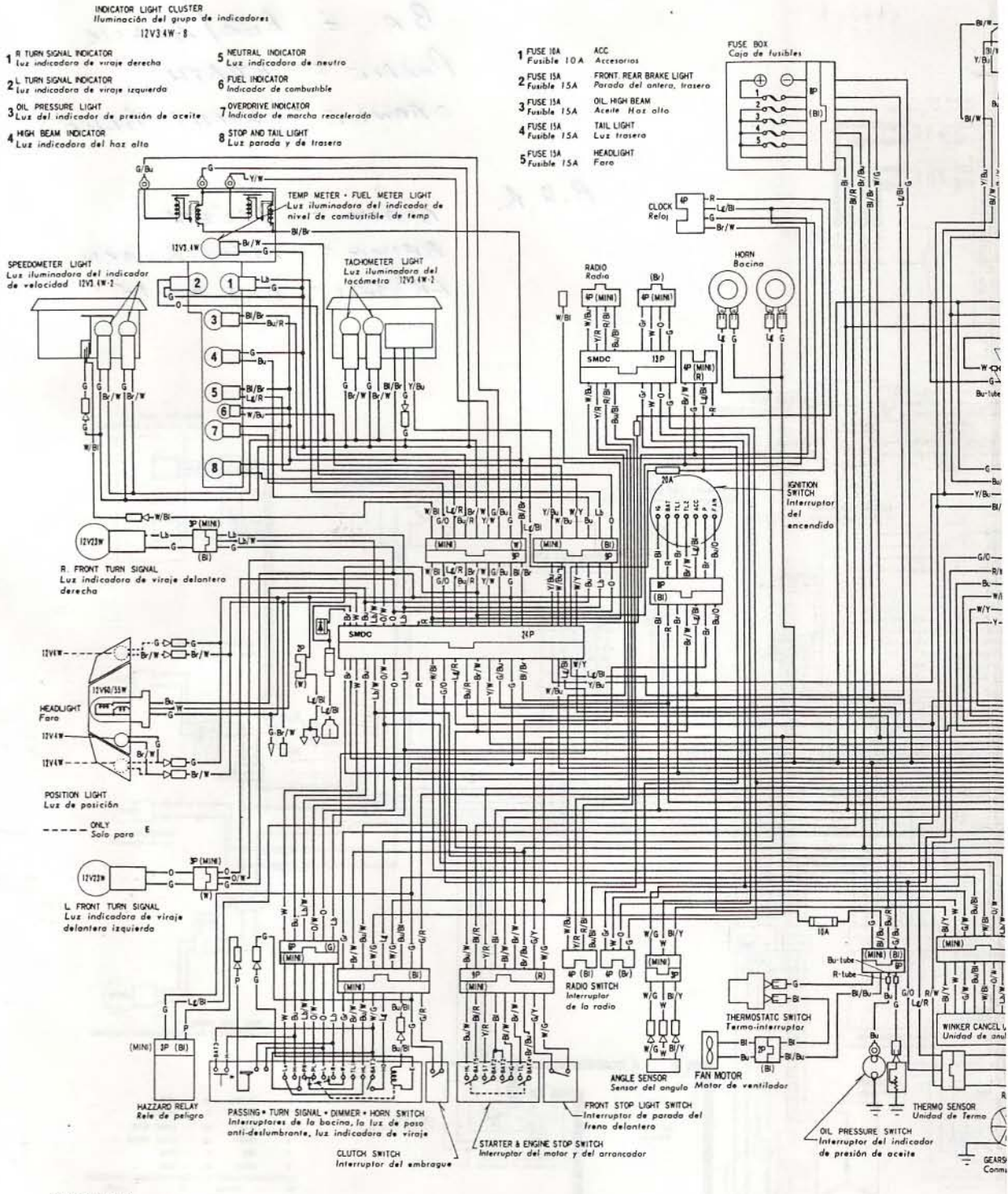
英 西 E F ED SW 0030Z—MG9—7000

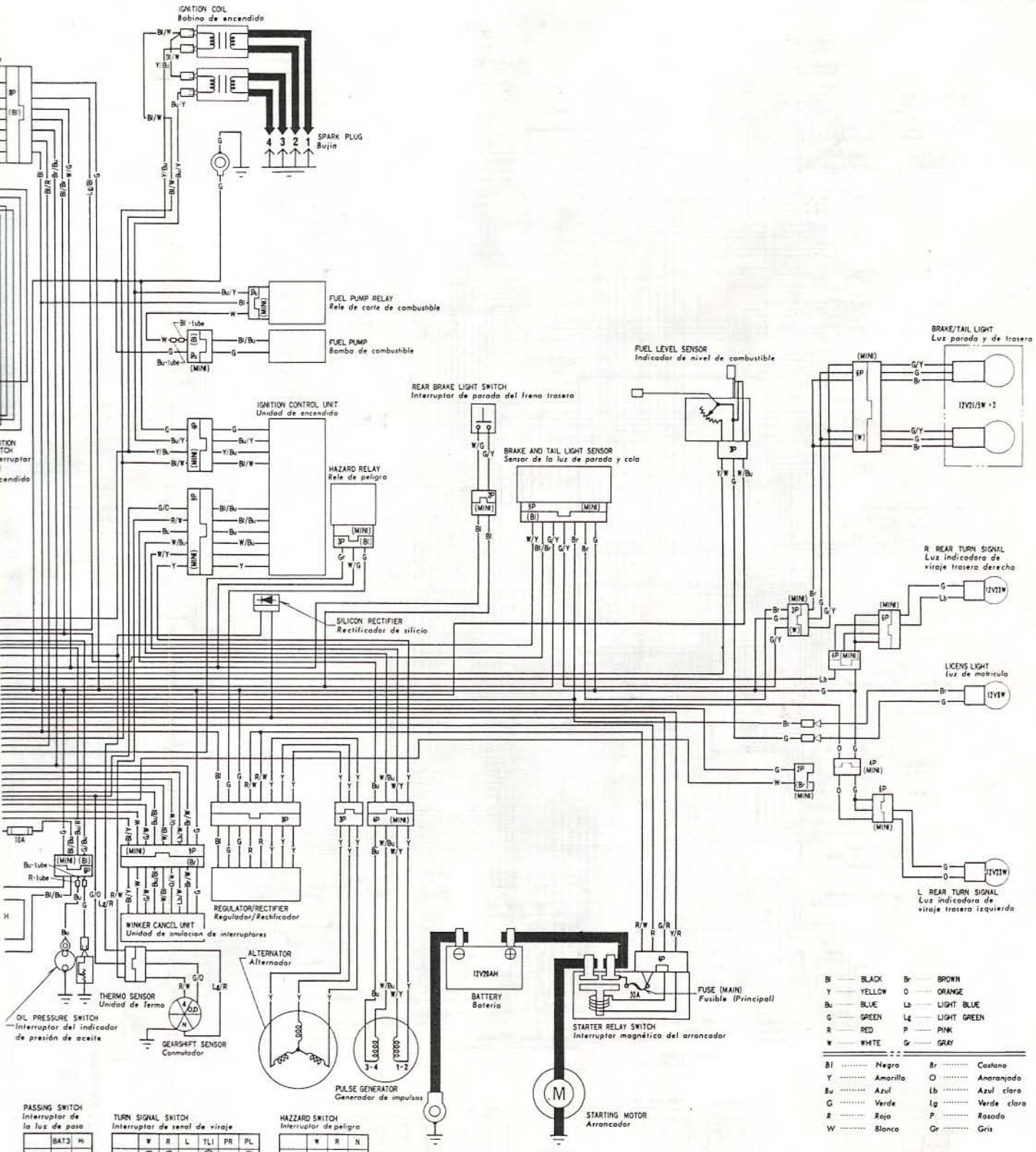

IGNITION COIL
Bobina de encendido
SPARK PLUG
Bujía
FUEL PUMP RELAY
Relé de corte de combustible
FUEL PUMP
Bomba de combustible
FUEL LEVEL SENSOR
Indicador de nivel de combustible
REAR BRAKE LIGHT SWITCH
Interruptor de parada del freno trasero
IGNITION CONTROL UNIT
Unidad de encendido
BRAKE AND TAIL LIGHT SENSOR
Sensor de la luz de parada y cola
HAZARD RELAY
Relé de peligro
LICENS LIGHT
Luz de matrícula
SILICON RECTIFIER
Rectificador de silicio
BRAKE/TAIL LIGHT
Luz parada y de trasera
R REAR TURN SIGNAL
Luz indicadora de viraje trasera derecha
L REAR TURN SIGNAL
Luz indicadora de viraje trasera izquierda
REGULATOR/RECTIFIER
Regulador/Rectificador
ALTERNATOR
Alternador
BATTERY
Batería
FUSE (MAIN)
Fusible (Principal)
STARTER RELAY SWITCH
Interruptor magnético del arrancador
PULSE GENERATOR
Generador de impulsos
STARTING MOTOR
Arrancador
Bl — BLACK
Y — YELLOW
Bu — BLUE
G — GREEN
R — RED
W — WHITE
Br — BROWN
O — ORANGE
Lb — LIGHT BLUE
Lg — LIGHT GREEN
P — PINK
Gr — GRAY
Bl ····· Negro
Y ····· Amarillo
Bu ····· Azul
G ····· Verde
R ····· Rojo
W ····· Blanco
Br ····· Castaño
O ····· Anaranjado
Lb ····· Azul claro
Lg ····· Verde claro
P ····· Rosado
Gr ····· Gris

GL1200D SD


INDICATOR LIGHT CLUSTER
Iluminación del grupo de indicadores
12V3.4W-8
1 R TURN SIGNAL INDICATOR
Luz indicadora de viraje derecha
2 L TURN SIGNAL INDICATOR
Luz indicadora de viraje izquierda
3 OIL PRESSURE LIGHT
Luz del indicador de presión de aceite
4 HIGH BEAM INDICATOR
Luz indicadora del haz alto
5 NEUTRAL INDICATOR
Luz indicadora de neutro
6 FUEL INDICATOR
Indicador de combustible
7 OVERDRIVE INDICATOR
Indicador de marcha reacelerada
8 STOP AND TAIL LIGHT
Luz parada y de trasera
1 FUSE 10A Fusible 10 A ACC Accesorios
2 FUSE 15A Fusible 15A FRONT, REAR BRAKE LIGHT Parada del antera, trasera
3 FUSE 15A Fusible 15A OIL, HIGH BEAM Aceite Haz alta
4 FUSE 15A Fusible 15A TAIL LIGHT Luz trasera
5 FUSE 15A Fusible 15A HEADLIGHT Faro
FUSE BOX
Caja de fusibles
TEMP METER • FUEL METER LIGHT
Luz iluminadora del indicador de nivel de combustible de temp
SPEEDOMETER LIGHT
Luz iluminadora del indicador de velocidad 12V3.4W-2
TACHOMETER LIGHT
Luz iluminadora del tacometro 12V3.4W-2
CLOCK
Reloj
RADIO
Radio
HORN
Bocina
IGNITION SWITCH
Interruptor del encendido
R. FRONT TURN SIGNAL
Luz indicadora de viraje delantera derecha
HEADLIGHT
Faro
POSITION LIGHT
Luz de posición
ONLY
Solo para E
L. FRONT TURN SIGNAL
Luz indicadora de viraje delantera izquierda
RADIO SWITCH
Interruptor de la radio
THERMOSTATC SWITCH
Termo-interruptor
FAN MOTOR
Motor de ventilador
ANGLE SENSOR
Sensor del angulo
THERMO SENSOR
Unidad de Termo
WINKER CANCEL UNIT
Unidad de anulacion
OIL PRESSURE SWITCH
Interruptor del indicador de presión de aceite
PASSING • TURN SIGNAL • DIMMER • HORN SWITCH
Interruptores de la bocina, la luz de paso anti-deslumbrante, luz indicadora de viraje
CLUTCH SWITCH
Interruptor del embrague
STARTER & ENGINE STOP SWITCH
Interruptor del motor y del arrancador
FRONT STOP LIGHT SWITCH
Interruptor de parada del freno delantera
SWITCH CONTINUITY
Conexión de los interruptores
IGNITION SWITCH
Interruptor del encendido
STARTER SWITCH
Interruptores del arrancador
ENGINE STOP SWITCH
Interruptor de parada delmotor
LIGHTING SWITCH
Interruptor de iluminación
HORN SWITCH
Interruptor de bocina
DIMMER SWITCH
Interruptor anti-deslumbrante
PASSING SWITCH
Interruptor de la luz de paso
TURN SIGNAL SWITCH
Interruptor de senal

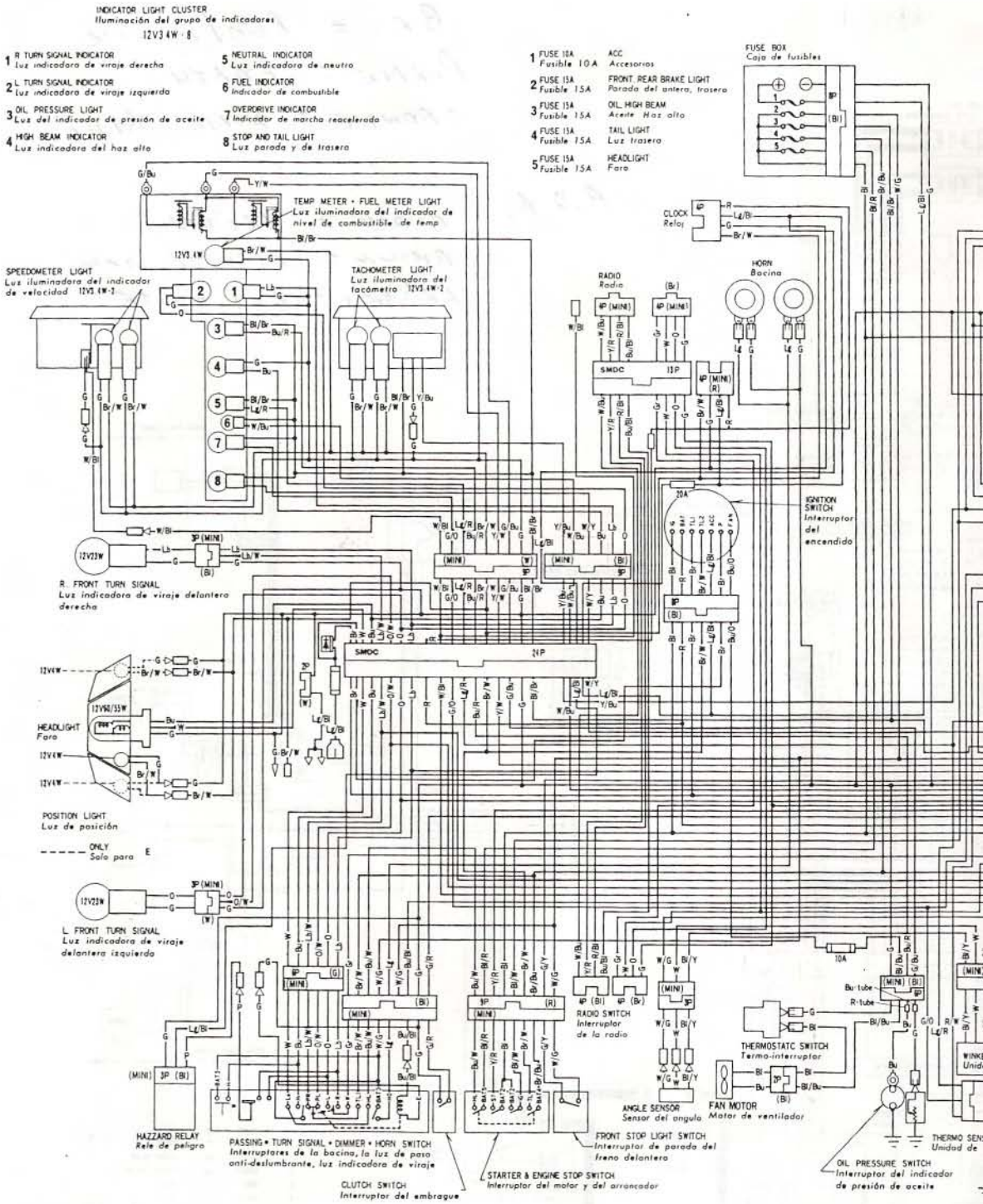
GL1200D SA


INDICATOR LIGHT CLUSTER
Iluminación del grupo de indicadores
12V3.4W-8
1 R TURN SIGNAL INDICATOR
Luz indicadora de viraje derecha
2 L TURN SIGNAL INDICATOR
Luz indicadora de viraje izquierda
3 OIL PRESSURE LIGHT
Luz del indicador de presión de aceite
4 HIGH BEAM INDICATOR
Luz indicadora del haz alto
5 NEUTRAL INDICATOR
Luz indicadora de neutro
6 FUEL INDICATOR
Indicador de combustible
7 OVERDRIVE INDICATOR
Indicador de marcha reacelerada
8 STOP AND TAIL LIGHT
Luz parada y de trasera
1 FUSE 10A ACC
Fusible 10A Accesorios
2 FUSE 15A FRONT, REAR BRAKE LIGHT
Fusible 15A Parada del antera, trasera
3 FUSE 15A OIL, HIGH BEAM
Fusible 15A Aceite Haz alto
4 FUSE 15A TAIL LIGHT
Fusible 15A Luz trasera
5 FUSE 15A HEADLIGHT
Fusible 15A Faro
FUSE BOX
Caja de fusibles
TEMP METER • FUEL METER LIGHT
Luz iluminadora del indicador de nivel de combustible de temp
SPEEDOMETER LIGHT
Luz iluminadora del indicador de velocidad 12V3.4W-2
TACHOMETER LIGHT
Luz iluminadora del tacómetro 12V3.4W-2
CLOCK
Reloj
RADIO
Radio
HORN
Bocina
IGNITION SWITCH
Interruptor del encendido
R. FRONT TURN SIGNAL
Luz indicadora de viraje delantero derecha
HEADLIGHT
Faro
POSITION LIGHT
Luz de posición
ONLY E
Solo para E
L. FRONT TURN SIGNAL
Luz indicadora de viraje delantera izquierda
RADIO SWITCH
Interruptor de la radio
THERMOSTATC SWITCH
Termo-interruptor
FAN MOTOR
Motor de ventilador
ANGLE SENSOR
Sensor del angulo
THERMO SENSOR
Unidad de Termo
OIL PRESSURE SWITCH
Interruptor del indicador de presión de aceite
HAZZARD RELAY
Relé de peligro
PASSING • TURN SIGNAL • DIMMER • HORN SWITCH
Interruptores de la bocina, la luz de paso anti-deslumbrante, luz indicadora de viraje
CLUTCH SWITCH
Interruptor del embrague
STARTER & ENGINE STOP SWITCH
Interruptor del motor y del arrancador
FRONT STOP LIGHT SWITCH
Interruptor de parada del freno delantero
SMDC
WINKER CANCEL
Unidad de anul
SWITCH CONTINUITY
Conexión de los interruptores
IGNITION SWITCH
Interruptor del encendido
BAT IG ACC FAN P TLI TLZ
LOCK
OFF
ACC
ON
P
COLOR R Bl Lg/Bl Bu/O Br Br/W Br
STARTER SWITCH
Interruptores del arrancador
BAT2 ST
FREE
PUSH
COLOR Bl Y/R
ENGINE STOP SWITCH
Interruptor de parada delmotor
BAT2 IG
OFF
RUN
OFF
COLOR Bl Bl/W
LIGHTING SWITCH
Interruptor de iluminación
BAT4 TL BAT5 HL
P
H
COLOR Br/Bu Br/W Bl/R Bu/W
HORN SWITCH
Interruptor de bocina
BAT3 HO
FREE
PUSH
COLOR W/G Lg
DIMMER SWITCH
Interruptor anti-deslumbrante
HL Lo Hi
Lo
IN
Hi
COLOR Bu/W W Bu
PASSING SWITCH
Interruptor de la luz de paso
BAT3 Hi
FREE
PUSH
COLOR W/G Bu
TURN SIGNAL SWITC
Interruptor de sen
W R
R
IN
L
COLOR Gr Lb



英西(SA) 0030Z—MG9—7600

GL1200D SA



SWITCH CONTINUITY
Conexión de los interruptores

IGNITION SWITCH
Interruptor del encendido

	BAT	IG	ACC	FAN	P	TL1	TL2
LOCK							
OFF							
ACC	○		○				
ON	○		○	○		○	○
P	○		○		○		
COLOR	R	Bl	Lg/Bl	Bu/O	Br	Br/W	Br

STARTER SWITCH
Interruptores del arrancador

	BAT2	ST
FREE		
PUSH	○	○
COLOR	Bl	Y/R

ENGINE STOP SWITCH
Interruptor de parada delmotor

	BAT2	IG
OFF		
RUN	○	○
OFF		
COLOR	Bl	Bl/W

LIGHTING SWITCH
Interruptor de iluminación

	BAT4	TL	BAT5	HL
●				
P	○			
H	○		○	
COLOR	Br/Bu	Br/W	Bl/R	Bu/W

HORN SWITCH
Interruptor de bocina

	BAT3	HO
FREE		
PUSH	○	○
COLOR	W/G	Lg

DIMMER SWITCH
Interruptor anti-deslumbrante

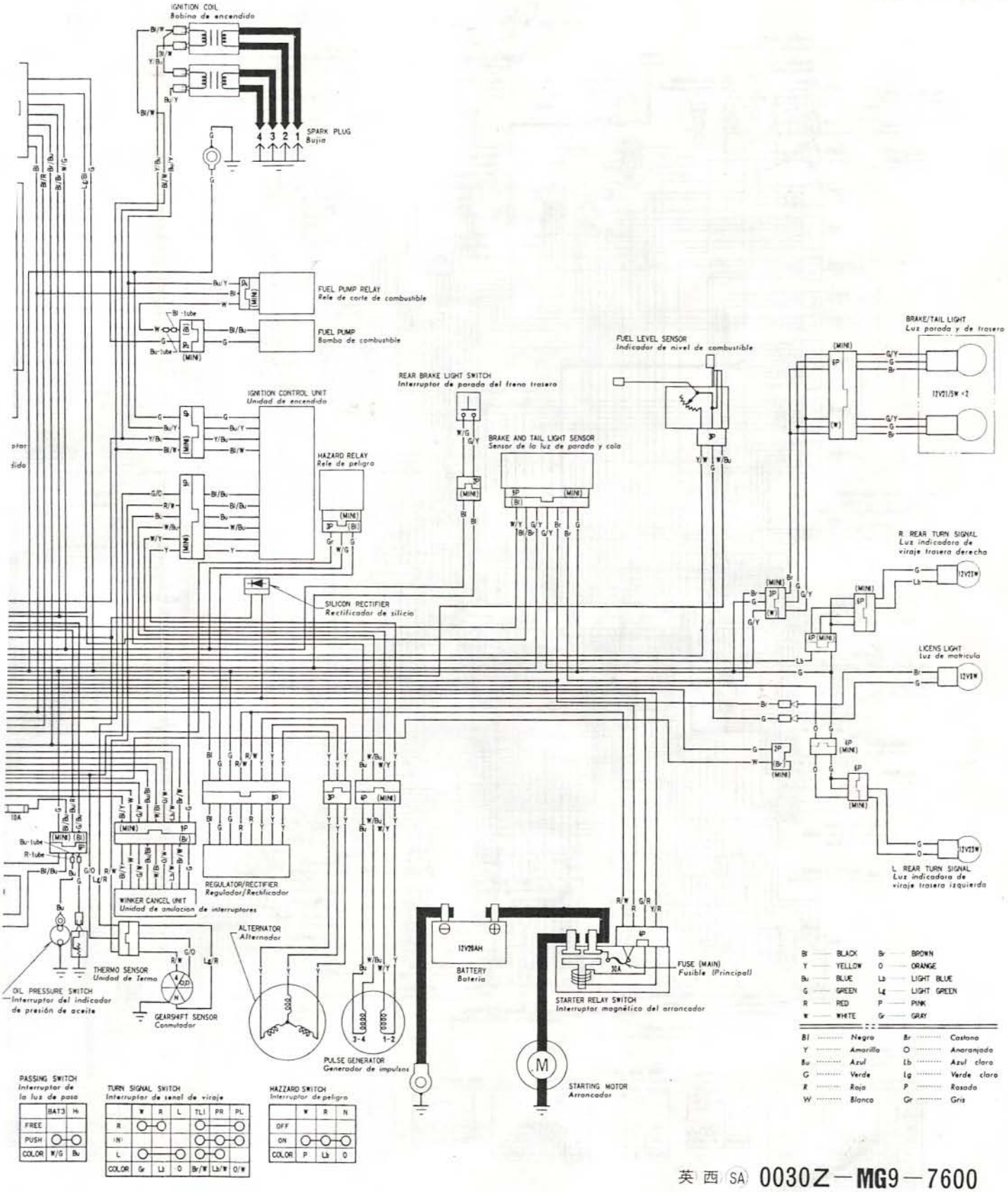
	HL	Lo	Hi
Lo	○	○	
N	○	○	○
Hi		○	○
COLOR	Bu/W	W	Bu

PASSING SWITCH
Interruptor de la luz de paso

	BAT3	Hi
FREE		
PUSH	○	○
COLOR	W/G	Bu

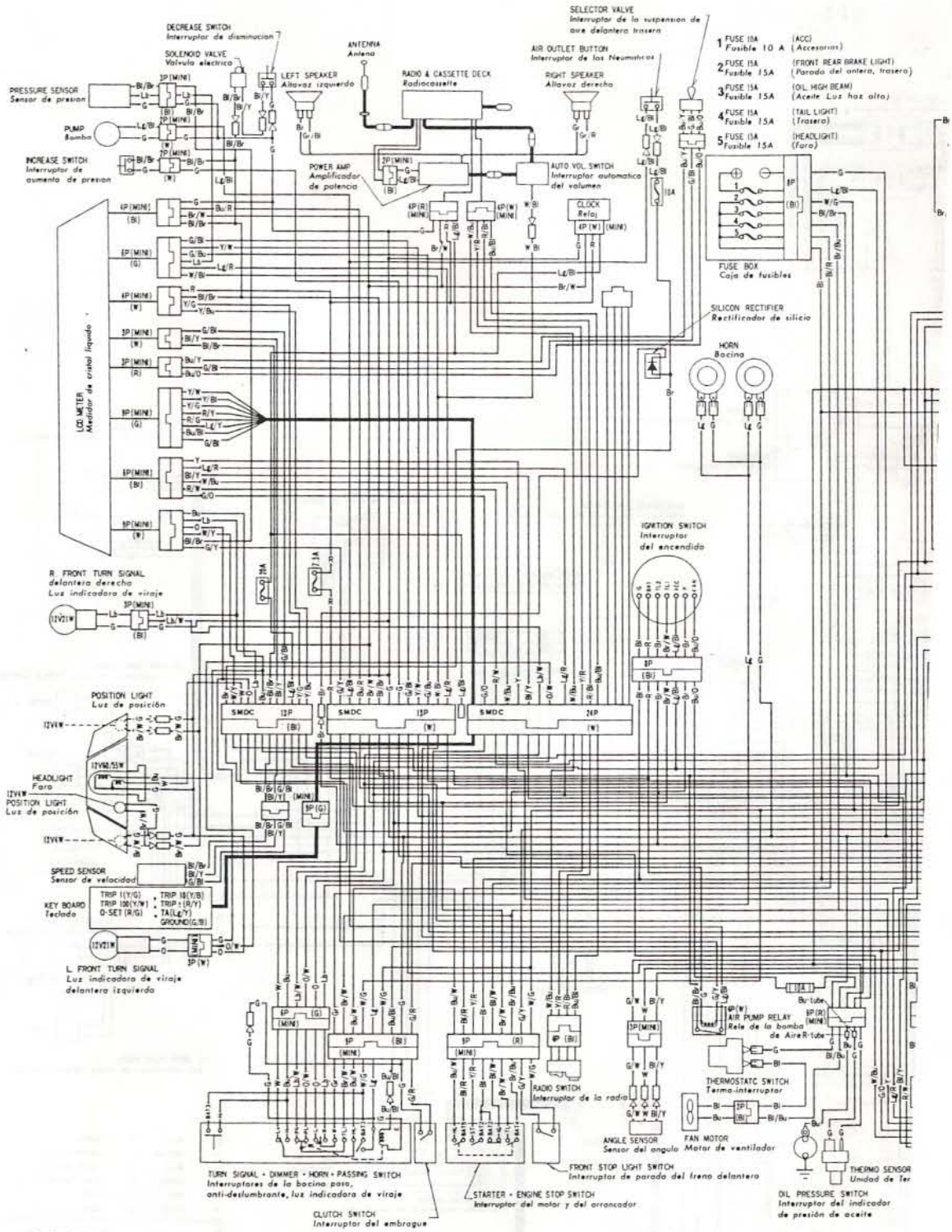
TURN SI
Interrup

R
N
L
COLOR



英 西 SA 0030Z—MG9—7600

GL1200A SD



SWITCH CONTINUITY
Conexión de los interruptores

IGNITION SWITCH
Interruptor del encendido

	BAT	IG	ACC	FAN	P	TL1	TL2
LOCK							
OFF							
ACC	○		○				
ON	○	○	○	○		○	○
P	○		○		○		
COLOR	R	Bl	L·g/Bl	Bu/O	Br	Br/W	Br

STARTER SWITCH
Interruptores del arrancador

	BAT2	ST
FREE		
PUSH	○	○
COLOR	Bl	Y/R

ENGINE STOP SWITCH
Interruptor de parada delmotor

	BAT2	IG
OFF		
RUN	○	○
OFF		
COLOR	Bl	Bl/W

LIGHTING SWITCH
Interruptor de iluminación

	BAT4	TL	BAT5	HL
•				
P	○	○		
H	○	○	○	○
COLOR	Br/Bu	Br/W	Bl/R	Bu/W

HORN SWITCH
Interruptor de bocina

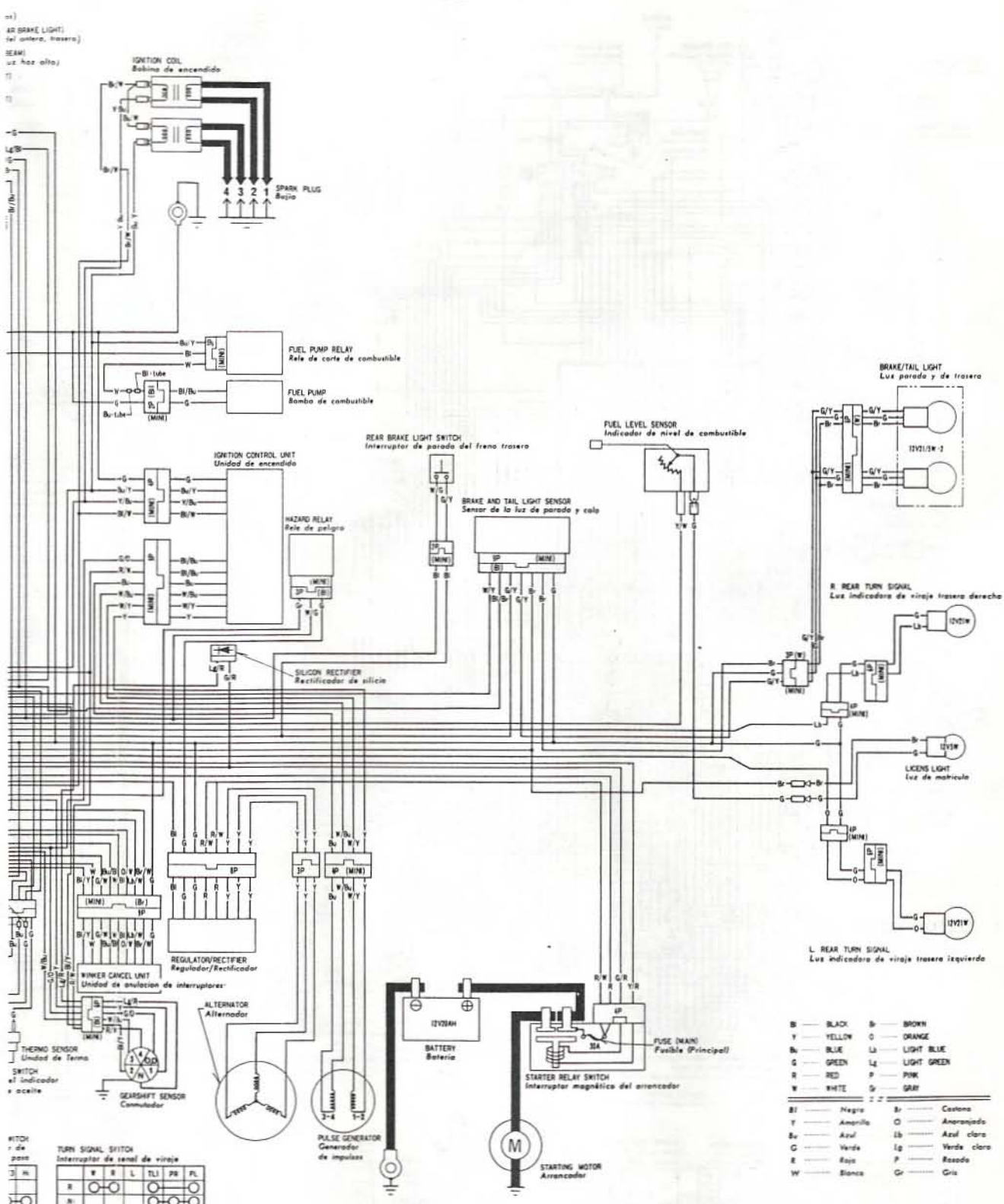
	BAT3	HO
FREE		
PUSH	○	○
COLOR	W/G	L·g

DIMMER SWITCH
Interruptor anti-deslumbrante

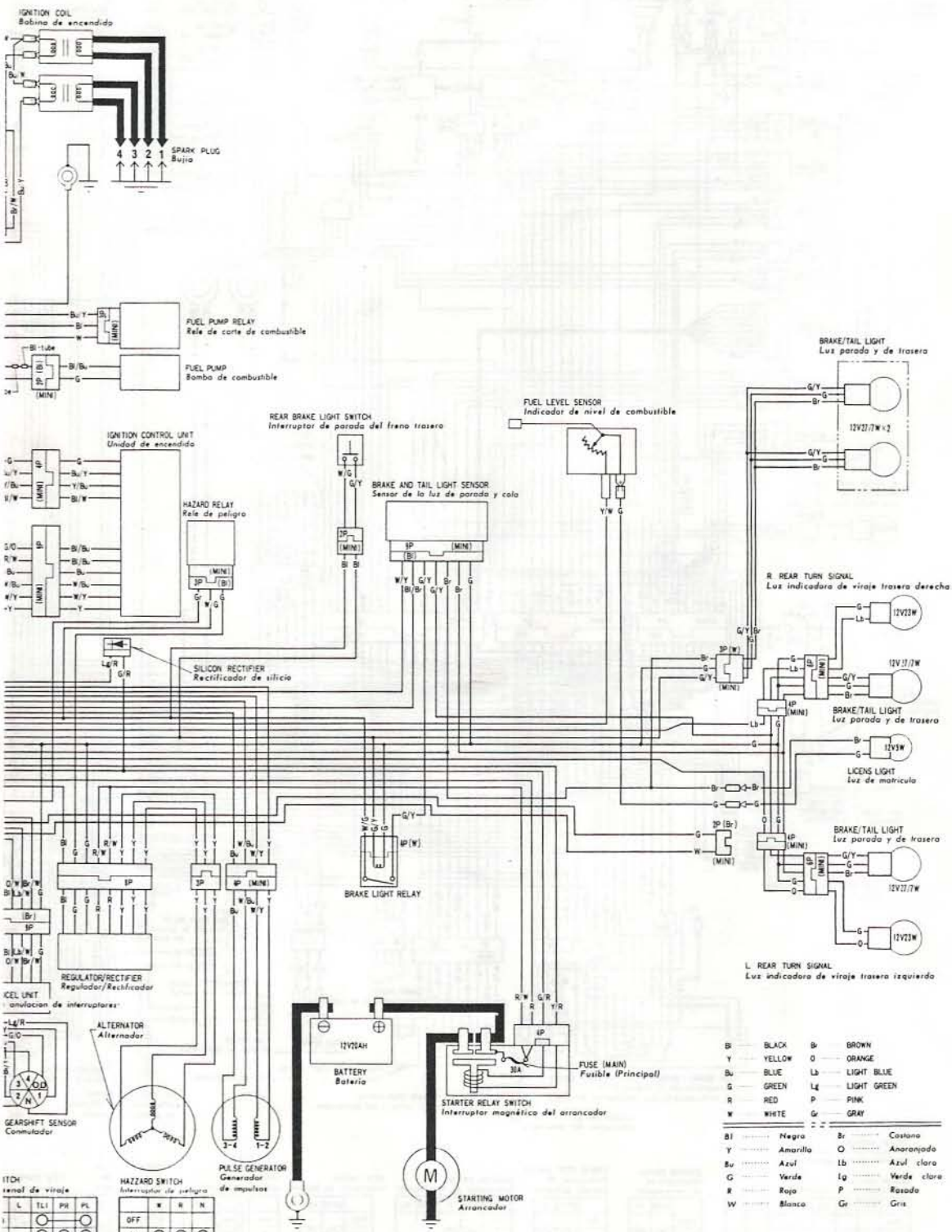
	HL	Lo	Hi
Lo	○	○	
N	○		○
L	○		○
COLOR	Bu/W	W	Bu

PASSING SWITCH
Interruptor de la luz de paso

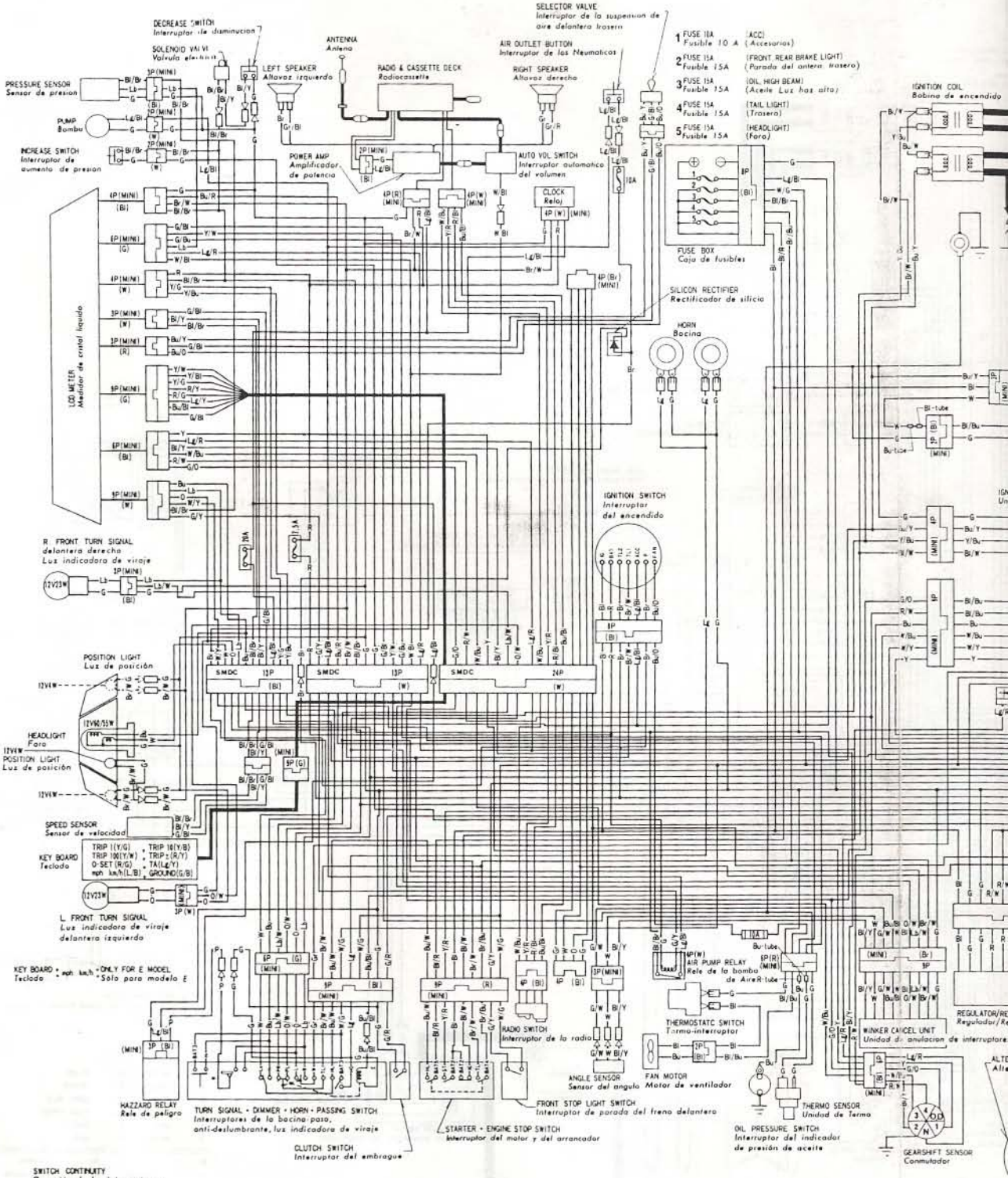
	BAT3	Hi
FREE		
PUSH	○	○
COLOR	W/G	Bu



英西 (SD) 0030Z—MG9—9700


IGNITION COIL
Bobina de encendido
SPARK PLUG
Bujía
FUEL PUMP RELAY
Relé de corte de combustible
FUEL PUMP
Bomba de combustible
IGNITION CONTROL UNIT
Unidad de encendido
HAZARD RELAY
Relé de peligro
REAR BRAKE LIGHT SWITCH
Interruptor de parada del freno trasero
BRAKE AND TAIL LIGHT SENSOR
Sensor de la luz de parada y cola
FUEL LEVEL SENSOR
Indicador de nivel de combustible
BRAKE/TAIL LIGHT
Luz parada y de trasera
R REAR TURN SIGNAL
Luz indicadora de viraje trasera derecha
LICENS LIGHT
Luz de matrícula
L REAR TURN SIGNAL
Luz indicadora de viraje trasera izquierda
SILICON RECTIFIER
Rectificador de silicio
BRAKE LIGHT RELAY
REGULATOR/RECTIFIER
Regulador/Rectificador
ALTERNATOR
Alternador
GEARSHIFT SENSOR
Conmutador
BATTERY
Batería
FUSE (MAIN)
Fusible (Principal)
STARTER RELAY SWITCH
Interruptor magnético del arrancador
STARTING MOTOR
Arrancador
PULSE GENERATOR
Generador de impulsos
HAZZARD SWITCH
Interruptor de peligro
Br BLACK
Y YELLOW
Bu BLUE
G GREEN
R RED
W WHITE
Br BROWN
O ORANGE
Lb LIGHT BLUE
Lg LIGHT GREEN
P PINK
Gr GRAY
Bl Negro
Y Amarillo
Bu Azul
G Verde
R Roja
W Blanco
Br Castaño
O Anaranjado
Lb Azul claro
Lg Verde claro
P Rosado
Gr Gris

GL1200A U



SWITCH CONTINUITY
Conexión de los interruptores

IGNITION SWITCH
Interruptor del encendido

	BAT	IG	ACC	FAN	P	TL1	TL2
LOCK							
OFF							
ACC	○		○				
ON	○	○	○	○		○	○
P	○				○		
COLOR	R	Bl	Lg/Bl	Bu/O	Br	Br/W	Br

STARTER SWITCH
Interruptores del arrancador

	BAT2	ST
FREE		
PUSH	○	○
COLOR	Bl	Y/R

ENGINE STOP SWITCH
Interruptor de parada delmotor

	BAT2	IG
OFF		
RUN	○	○
OFF		
COLOR	Bl	Bl/W

LIGHTING SWITCH
Interruptor de iluminación

	BAT4	TL	BAT5	HL
*				
P	○	○		
H	○	○	○	○
COLOR	Br/Bu	Br/W	Bl/R	Bu/W

HORN SWITCH
Interruptor de bocina

	BAT3	HO
FREE		
PUSH	○	○
COLOR	W/G	Lg

DIMMER SWITCH
Interruptor anti-deslumbrante

	HL	Lo	Hi
Lo			
IN	○	○	○
L	○		○
COLOR	Bu/W	W	Bu

PASSING SWITCH
Interruptor de la luz de paso

	BAT3	HI
FREE		
PUSH	○	○
COLOR	W/G	Bu

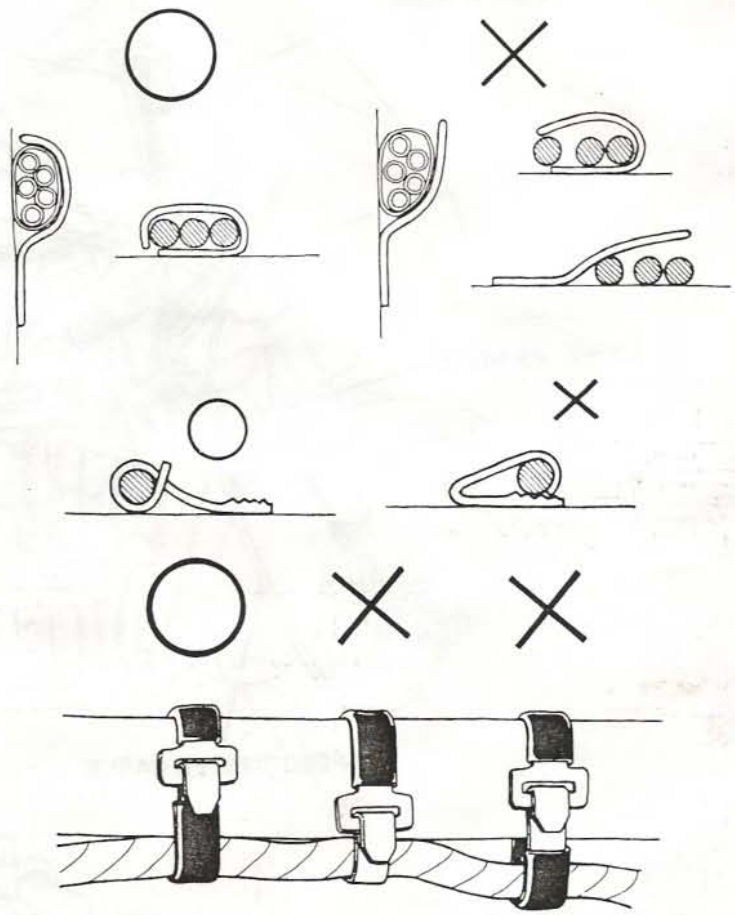
TURN SIGNAL SWITCH
Interruptor de senal de viraje

	W	R	L	TL1	PR	PL
R	○	○			○	○
IN					○	○
L	○		○		○	○
COLOR	Gr	Lb	O	Br/W	Lb/W	O/W

CABLE & HARNESS ROUTING

Note the following when routing cables and wire harnesses.

- A loose wire, harness or cable can be a safety harzard. After clamping, check each wire to be sure it is secure.
- Do not squeeze wires against the weld or end of its clamp when a weld-on clamp is used.
- Secure wires and wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.
- Route harnesses so they are not pulled taut or have excessive slack.
- Protect wires and harnesses with electrical tape or tubes if they contact a sharp edge or corner. Clean the attaching surface thoroughly before applying tape.
- Do not use wires or harnesses with a broken insulator. Repair by wrapping them with a protective tape or replace them.
- Route wire harnesses so they avoid sharp edges or corners and avoid the projected ends of bolts and screws.
- Keep wire harnesses away from the exhaust pipes and other hot parts.
- Be sure grommets are seated in their grooves properly.
- After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts.
- Wire harnesses routed along the handlebars should not be pulled taut, have excessive slack, be pinched, or interfere with adjacent or surrounding parts in all steering positions.
- After routing, check that the wire harnesses are not twisted or kinked.



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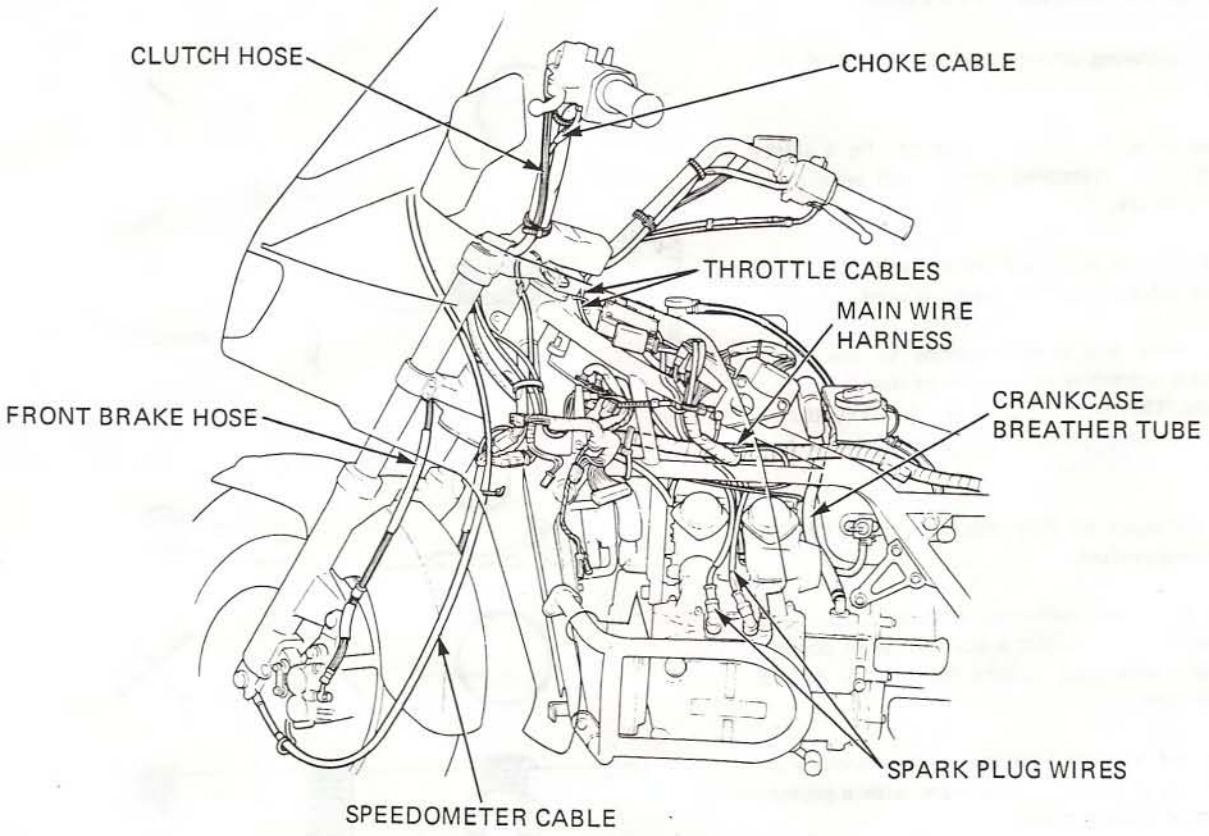
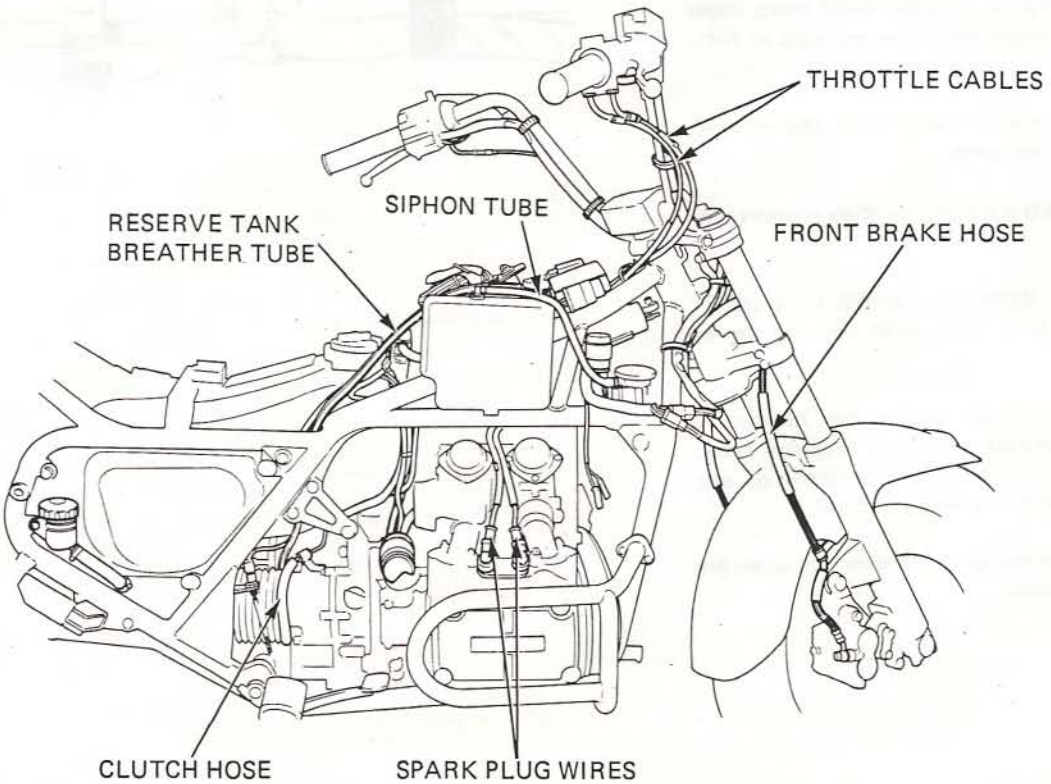

CLUTCH HOSE
CHOKE CABLE
THROTTLE CABLES
MAIN WIRE HARNESS
FRONT BRAKE HOSE
CRANKCASE BREATHER TUBE
SPARK PLUG WIRES
SPEEDOMETER CABLE


THROTTLE CABLES
SIPHON TUBE
RESERVE TANK BREATHER TUBE
FRONT BRAKE HOSE
CLUTCH HOSE
SPARK PLUG WIRES

(GL1200D)