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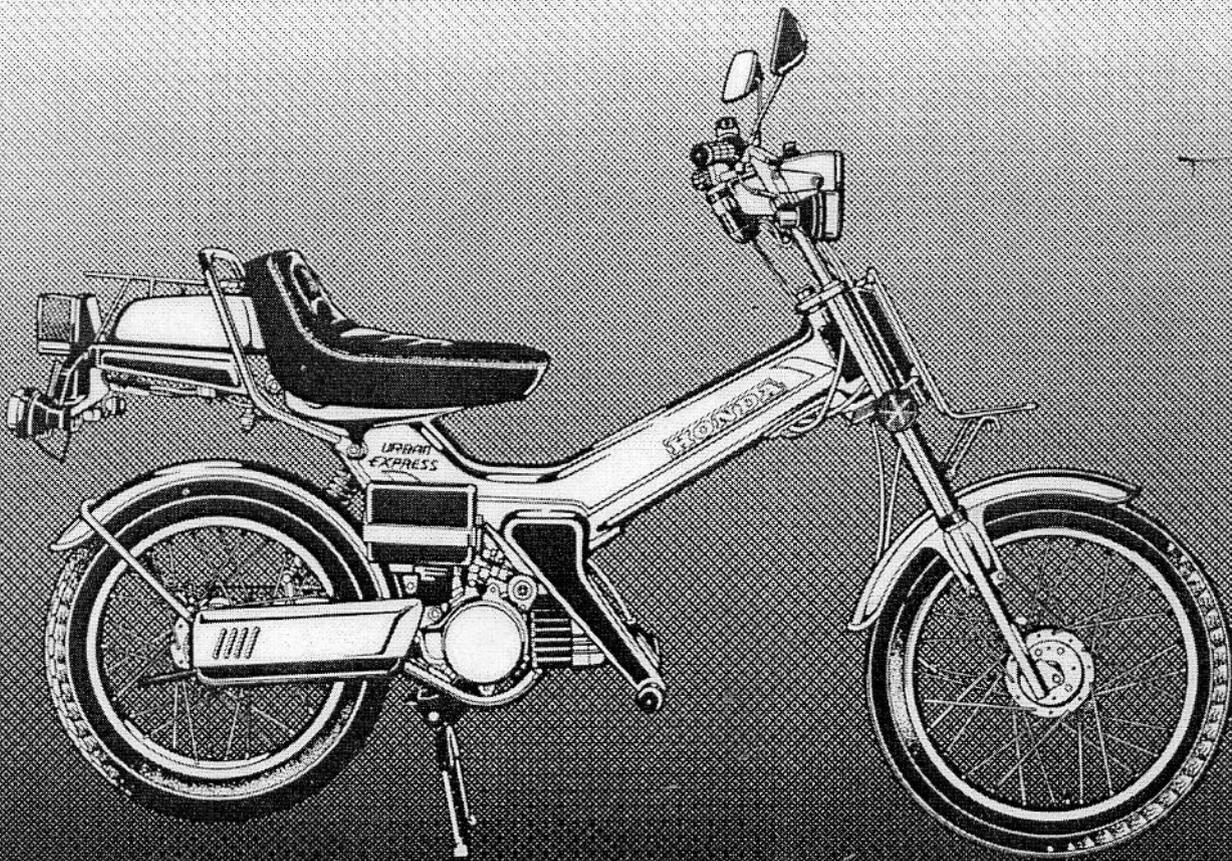
Official

HONDA

SHOP MANUAL

URBAN EXPRESS

NU50·NU50M



'82

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 **WARNING**

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

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

Detailed descriptions of standard workshop procedures, safety principles and service operations are not included. It is important to note that this manual contains *some* warnings and cautions against some specific service methods which could cause **PERSONAL INJURY** to service personnel or could damage a vehicle or render it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by Honda might be done or of the possible hazardous consequences of each conceivable way, nor could Honda investigate all such ways. Anyone using service procedures or tools, whether or not recommended by Honda must satisfy himself thoroughly that neither personal safety nor vehicle safety will be jeopardized by the service method or tools selected.



HOW TO USE THIS MANUAL

This shop manual describes the technical features and servicing procedures for the HONDA NU50·NU50M URBAN EXPRESS.

The model designations NU50 and NU50M stand for:

NU50: Kickstarter equipped model.

NU50M: Kickstarter and electric starter equipped model.

Sections 1 through 3 apply to the whole motorcycle, while sections 4 through 13 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 and all the required specifications, torque values, general information, tools and troubleshooting for the section. The subsequent pages give detailed procedures for the section.

If you are not familiar with this motorcycle, read the TECHNICAL FEATURES in section 14.

If you don't know the source of the trouble, go to section 15, TROUBLESHOOTING.

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

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HONDA MOTOR CO., LTD.
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1. GENERAL INFORMATION

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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 your eyes were exposed.

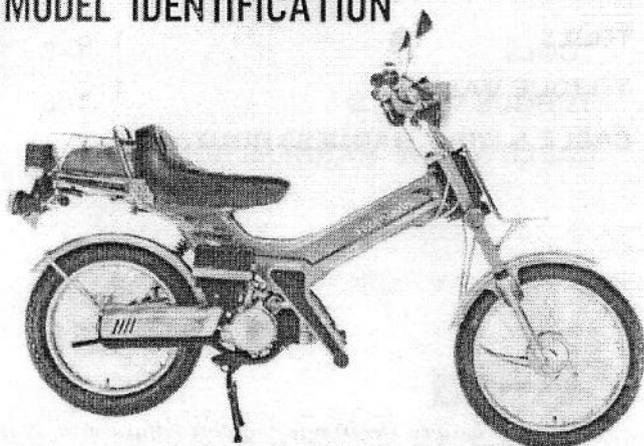
WARNING

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.

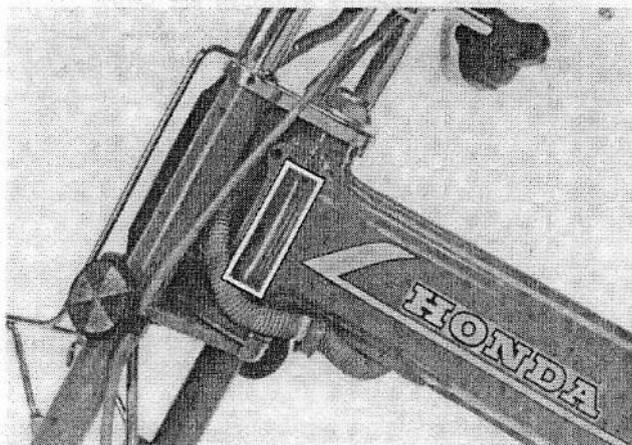
SERVICE RULES

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 in a crisscross pattern, unless a particular sequence is specified.
6. Clean parts in cleaning solvent upon disassembly. Lubricate any sliding surfaces before reassembly.
7. After reassembly, check all parts for proper installation and operation.

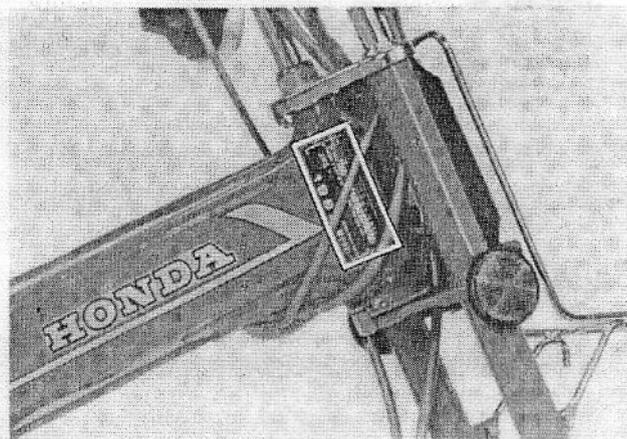
MODEL IDENTIFICATION



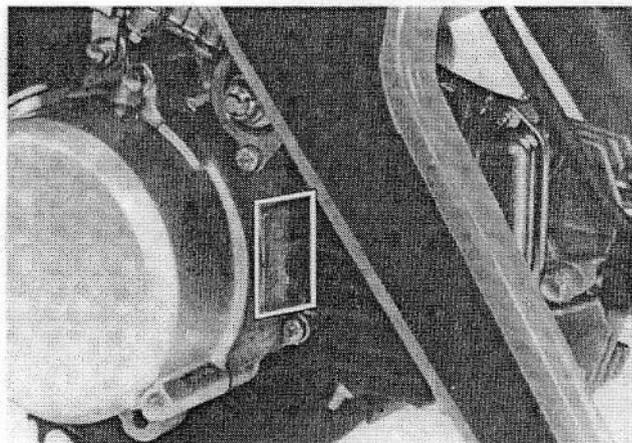
BEGINNING WITH Frame No. AB132*CS000010



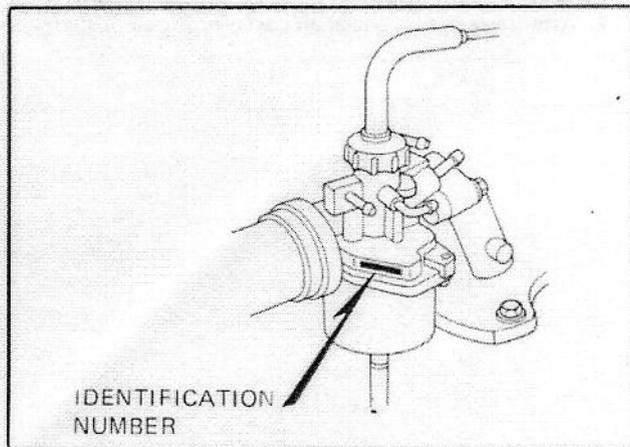
The frame serial number is stamped on the steering head left side.



The VIN (vehicle identification number) is on the Safety Certification Label on the steering head right side.



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



The carburetor identification number is on the carburetor body.



SPECIFICATIONS

< > ---- NU50M

	ITEM		
DIMENSIONS	Overall length	1,755 mm (69.1 in)	
	Overall width	655 mm (25.8 in)	
	Overall height	1,035 mm (40.7 in)	
	Wheelbase	1,205 mm (47.4 in)	
	Seat	695 mm (27.4 in)	
	Foot peg height	250 mm (9.8 in)	
	Ground clearance	135 mm (5.3 in)	
	Dry weight	58 kg (127.9 lb) <59.5 kg (131.2 lb)>	
FRAME	Type	Back bone	
	F. suspension, travel	Telescopic fork, 71 mm (2.8 in)	
	R. suspension, travel	Swingarm, 62 mm (2.4 in)	
	Vehicle capacity load	82 kg (180 lb)	
	F. tire size, pressure	2.25-16-4PR, 1.25 kg/cm ² (18 psi)	
	R. tire size, pressure	2.75-14-4PR, 1.75 kg/cm ² (24 psi)	
	F. brake	Internal expanding	
	R. brake	Internal expanding	
	Fuel capacity	4 ℓ (1.06 U.S.gal. 0.88 Imp.gal.)	
	Fuel reserve capacity	0.5 ℓ (0.13 U.S.gal. 0.11 Imp.gal.)	
	Caster angle	60°	
	Trail-length	78 mm (3.1 in)	
	Front fork grease	5 g (0.18 ozs) for each	
ENGINE	Type	Air cooled 2-stroke	
	Cylinder arrangement	Single cylinder flat	
	Bore and stroke	40 x 39.3 mm (1.57 x 1.55 in)	
	Displacement	49 cm ³ (2.99 cu in)	
	Compression ratio	7.3 : 1	
	Transmission oil capacity	90 cc (3.0 U.S. oz, 2.5 Imp. oz)	
	Oil tank capacity	1.0 lit. (1.1 U.S. qt, 0.9 Imp. qt.)	
	Lubrication system	Forced and wet sump	
	Port timing		
	Intake	Open	Reed valve controlled
		Close	Reed valve controlled
	Exhaust	Open	67.5° (BBDC)
		Close	67.5° (ABDC)
	Scavenge	Open	47.5° (BBDC)
	Close	47.5° (ABDC)	
Engine dry weight	16.0 kg (35.3 lb) <16.9 kg (37.3 lb)>		
Idle speed	1,800 rpm		
CARBURETION	Carburetor type	Piston valve	
	Identification number	PA 13E	
	Air screw initial setting	2 turns out	
	Float level	12.2 mm (0.48 in)	



ITEM														
DRIVE TRAIN	Clutch type Primary reduction Gear ratio Final reduction	Automatic dry centrifugal clutch V-Belt 2.2 ~ 1.09 : 1 12.462 : 1												
ELECTRICAL	Ignition Starting system Generator Spark plug Spark plug gap Ignition timing "F" mark Battery capacity Fuse capacity	Condenser capacitive discharge ignition (CDI) Kick starter <Starting motor and kick starter> A.C. Generator 12V 65W/5,000 rpm <table border="1"> <thead> <tr> <th></th> <th>NGK</th> <th>ND</th> </tr> </thead> <tbody> <tr> <td>STANDARD</td> <td>BPR-5HS</td> <td>W16FPR</td> </tr> <tr> <td>For extended high speed operation</td> <td>BPR-6HS</td> <td>W20FPR</td> </tr> <tr> <td>For cold climate, below 5°C, 41°F</td> <td>BPR-4HS</td> <td>W14FPR-L</td> </tr> </tbody> </table> 0.6 ~ 0.7 mm (0.024 ~ 0.028 in) 15° BTDC 12V 2.5AH <12V 4AH> 7A		NGK	ND	STANDARD	BPR-5HS	W16FPR	For extended high speed operation	BPR-6HS	W20FPR	For cold climate, below 5°C, 41°F	BPR-4HS	W14FPR-L
	NGK	ND												
STANDARD	BPR-5HS	W16FPR												
For extended high speed operation	BPR-6HS	W20FPR												
For cold climate, below 5°C, 41°F	BPR-4HS	W14FPR-L												
LIGHTS	Headlight Low/High Tail/Stoplight Speedometer light High beam indicator Turn signal Front/Rear Turn signal indicator Oil indicator light	25/25W 8/27W 3/32 cp SAE No. 1157 2W 1 cp SAE No. 3.4W 2 cp SAE No. 23/23W 32/32 cp SAE No. 1073 3.4W 2 cp SAE No. 57 3.4W 2 cp SAE No.												



TOOLS
SPECIAL

Tool Name	Tool No.	Remarks	Ref. Page
Lock nut wrench, 39 mm	07916-1870001	Driven face disassembly/assembly	8-18, 8-21
Flywheel holder	07924-1870000	Clutch outer removal/installation	7-3, 7-4
Driven gear holder	07924-1970000	Driven gear disassembly/assembly	8-5, 8-8, 8-11
Shaft protector	07931-1870000	Kick starter driven gear removal	8-11
Flywheel puller	07933-1550002	Flywheel removal	7-3
Crankcase puller	07935-1870000	Crankcase disassembly	10-3
Bearing remover set, 12 mm	07936-1660000	Final gear case bearing removal	9-3
Bearing remover, 12 mm	07936-1660100		
Ball race remover	07946-GA70000	Ball race removal/installation	11-18
Puller attachment	07931-1470100	Driven gear removal	8-11
Bearing outer driver 28x30 mm	07946-1870100	Front wheel bearing installation	11-12
Clutch spring compressor	07960-1870000	Driven face disassembly/assembly	8-18, 8-22
Seal and case assembly tool	07965-1480001	Crankcase assembly/oil seal installation	10-5
Rear shock absorber attachment A	07967-GA70000	Rear shock absorber disassembly/assembly	12-7, 12-8

COMMON

Tool Name	Tool No.	Alternate Tool	Tool No.	Remarks	Ref. Page
Float level gauge	07401-0010000				4-6
Spanner A	07701-002000			Spoke nipple tightening	
Lock nut wrench socket, 30x32 mm	07716-0020400			Stem nut tightening	11-8
Extension bar & handle	07716-0020500			Commercially available	
Universal holder	07725-0030000			Stem nut tightening	11-8
Attachment, 32x35 mm	07746-0010100			Commercially available	
Attachment, 37x40 mm	07746-0010200			Clutch outer holding	8-17, 8-23
Attachment, 42x47 mm	07746-0010300	Bearing driver	07945-3330100	Driveshaft bearing installation	8-3, 9-3
Pilot, 10 mm	07746-0040100			Final gear bearing/seal installation	9-3
Pilot, 12 mm	07746-0040200			Crankshaft bearing installation	10-4
Pilot, 15 mm	07746-0040300			Front wheel bearing installation	11-12
Pilot, 17 mm	07746-0040400			Driven face bearing installation	9-3
Pilot, 20 mm	07746-0040500			Driveshaft bearing installation	8-3, 9-3
Driver	07749-0010000	Bearing driver handle	07949-6110000	Final gear bearing installation	9-3
Rear shock compressor	07959-3290001	Rear shock compressor	07959-3290000	Crankshaft bearing installation	10-4
				Bearing driver pilots are not applicable to "07949-6110000"	8-3, 9-3, 11-12
				Rear shock absorber disassembly/assembly	12-7, 12-8

**GENERAL INFORMATION****TORQUE VALUES****ENGINE**

Item	Q'ty	Thread Dia (mm)	Torque N-m (kg-m, ft-lb)	Remarks
Cylinder head	4	6	8-12 (0.8-1.2, 6-9)	While the engine is cold. (Below 35°C, 95°F)
Flywheel	1	10	35-40 (3.5-4.0, 25-29)	
Movable drive face	1	10	30-38 (3.0-3.8, 22-27)	
Movable driven face	1	28	35-45 (3.5-4.5, 25-33)	
Movable face seal	3	4	3-6 (0.3-0.6, 2.2-4.3)	
Clutch outer	1	10	35-40 (3.5-4.0, 25-29)	

CHASSIS

Item	Q'ty	Thread Dia (mm)	Torque N-m (kg-m, ft-lb)	Remarks
Steering stem nut	1	25.4	75-85 (7.5-8.5, 54-61)	Self-locking nut Self-locking nut Self-locking nut Self-locking nut
Steering top bridge				
(Front)	1	8	20-30 (2.0-3.0, 14-22)	
(Upper)	2	10	30-40 (3.0-4.0, 22-29)	
Front axle nut	1	10	40-50 (4.0-5.0, 29-36)	
Rear axle nut	1	14	80-100 (8.0-10.0, 58-72)	
Engine hanger bolt				
(Upper)	1	10	59-65 (5.9-6.5, 43-47)	
(Lower)	1	10	35-45 (3.5-4.5, 25-33)	
Rear shock absorber	2	10	30-40 (3.0-4.0, 22-29)	
Footpegs	4	8	20-30 (2.0-3.0, 14-22)	
Kickstarter arm	1	6	8-12 (0.8-1.2, 6-9)	

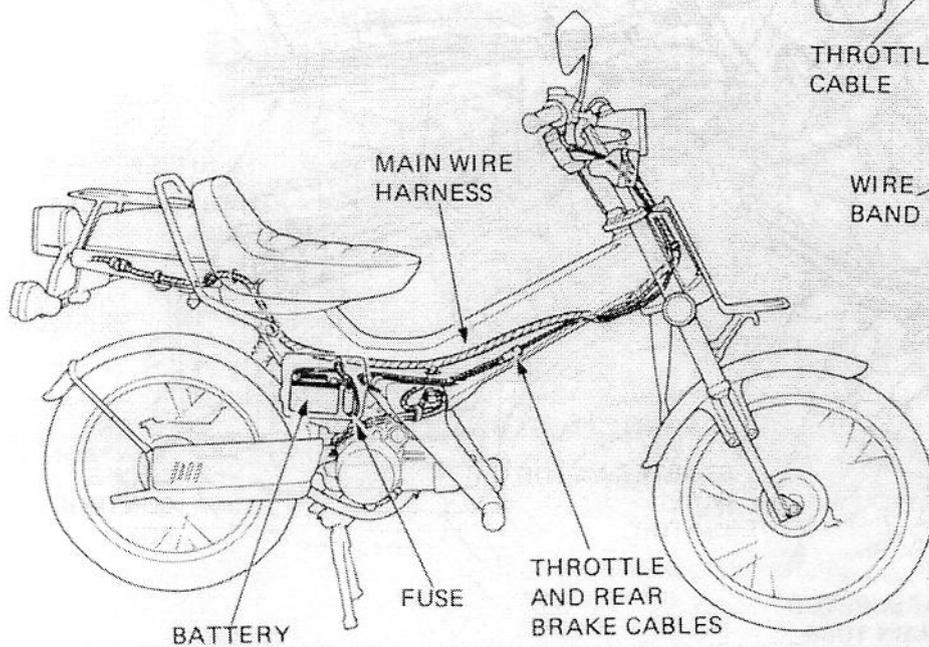
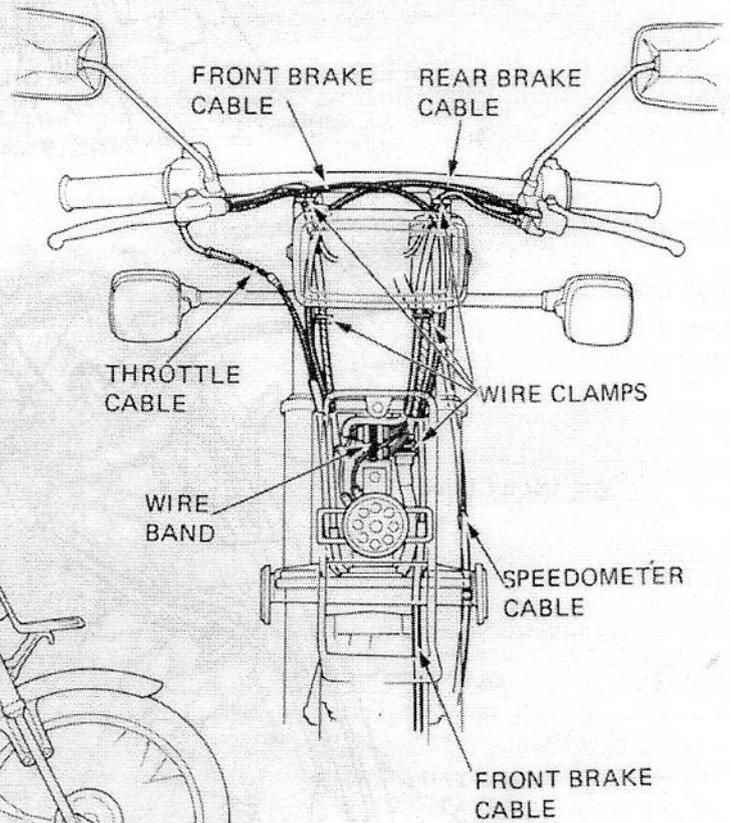
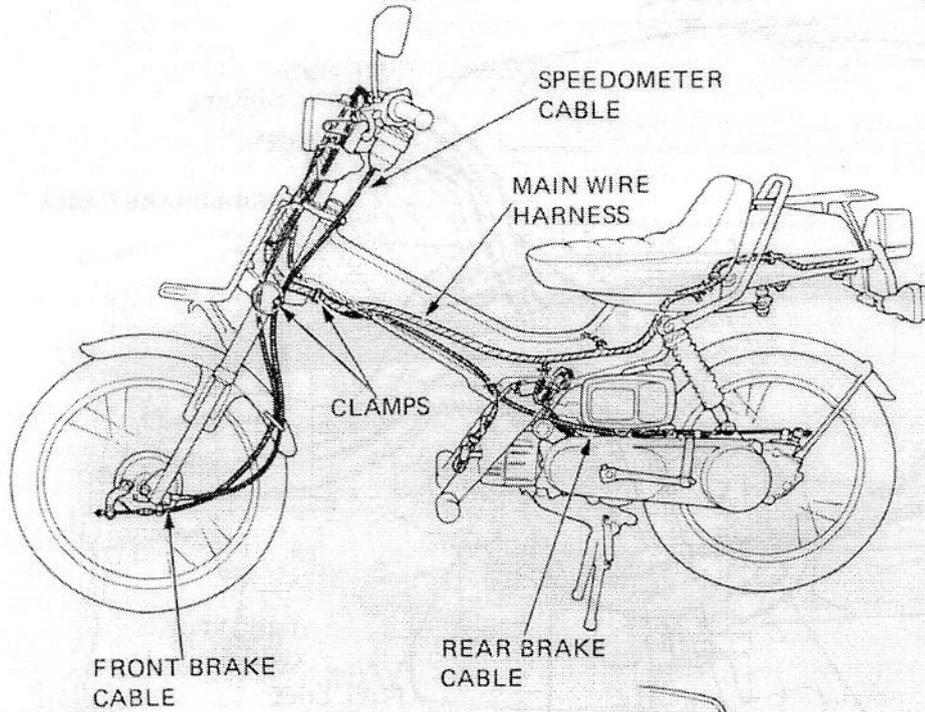
Torque specifications listed above are for important fasteners. Others should be tightened to the standard torque values below.

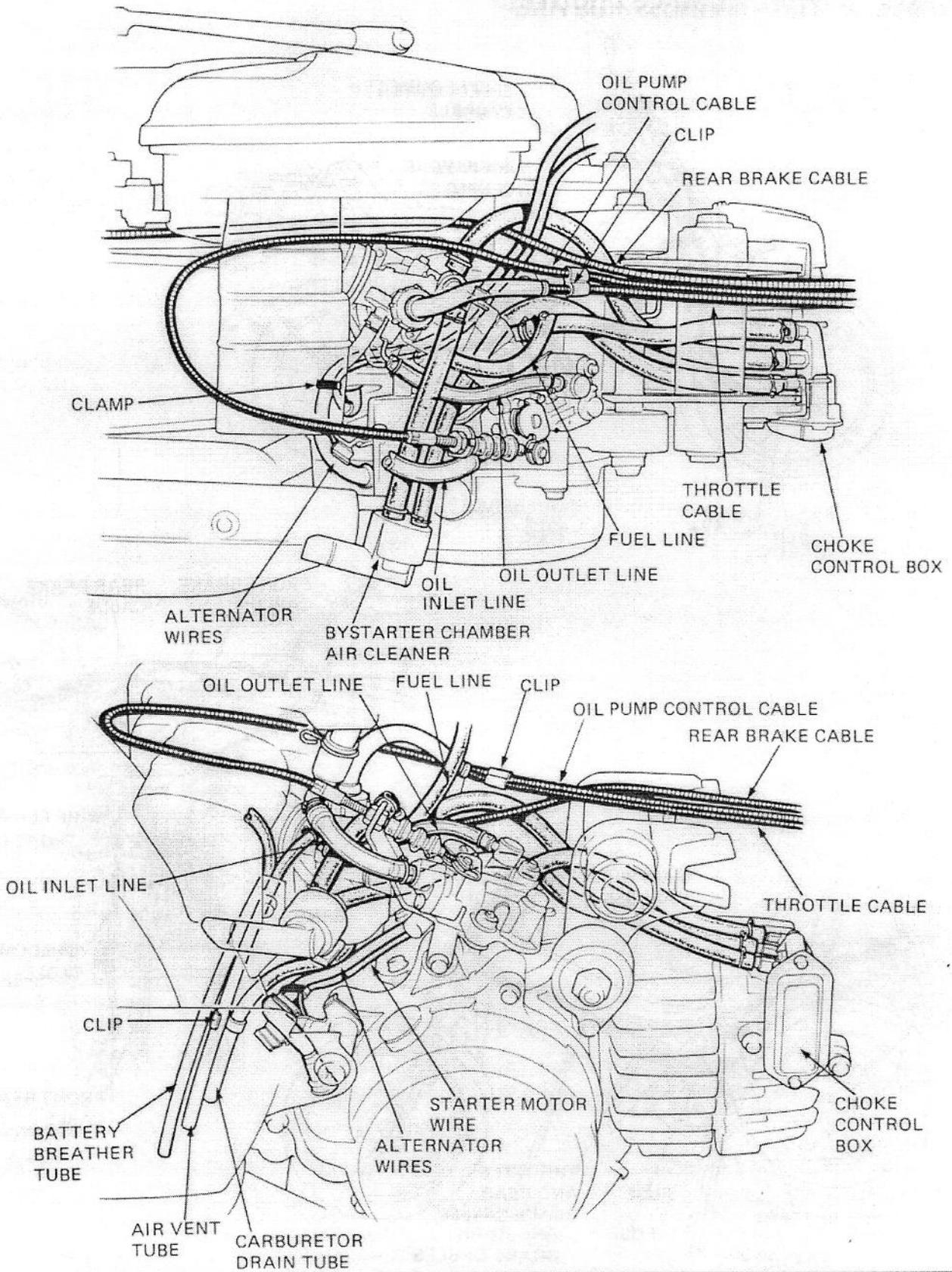
STANDARD TORQUE VALUES

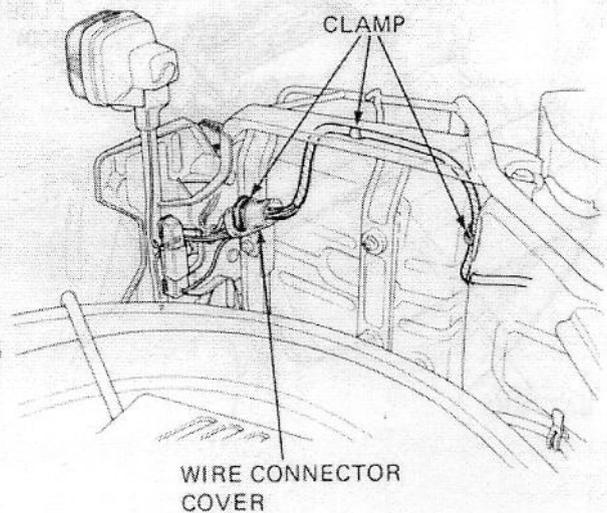
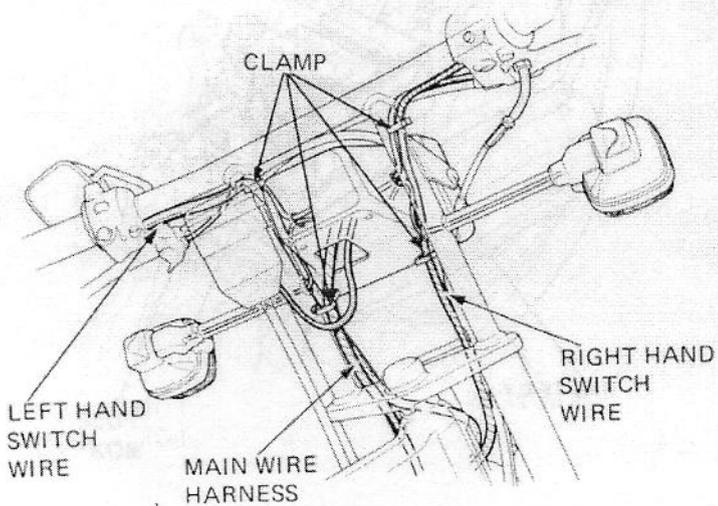
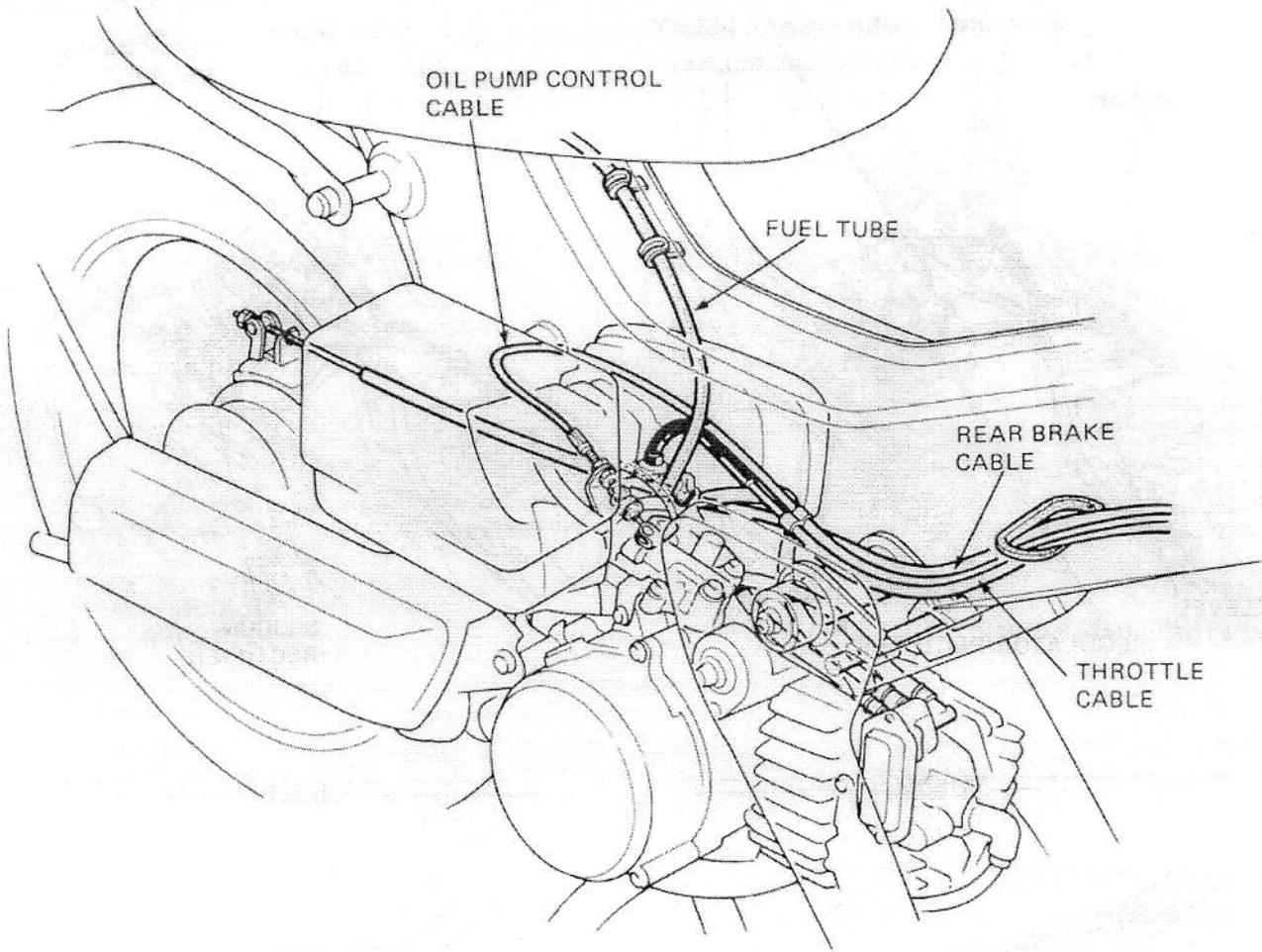
Item	Torque N-m (kg-m, ft-lb)	Item	Torque N-m (kg-m, ft-lb)
5 mm bolt and nut	4-6 (0.4-0.6, 3-4)	5 mm screw	3-5 (0.3-0.5, 3-4)
6 mm bolt and nut	8-12 (0.8-1.2, 6-9)	6 mm screw	7-11 (0.7-1.1, 5-8)
8 mm bolt and nut	18-25 (1.8-2.5, 13-18)	6 mm flange bolt and nut	10-14 (1.0-1.4, 7-10)
10 mm bolt and nut	30-40 (3.0-4.0, 22-29)	8 mm flange bolt and nut	20-30 (2.0-3.0, 14-22)
12 mm bolt and nut	50-60 (5.0-6.0, 36-43)	10 mm flange bolt and nut	30-40 (3.0-4.0, 22-29)

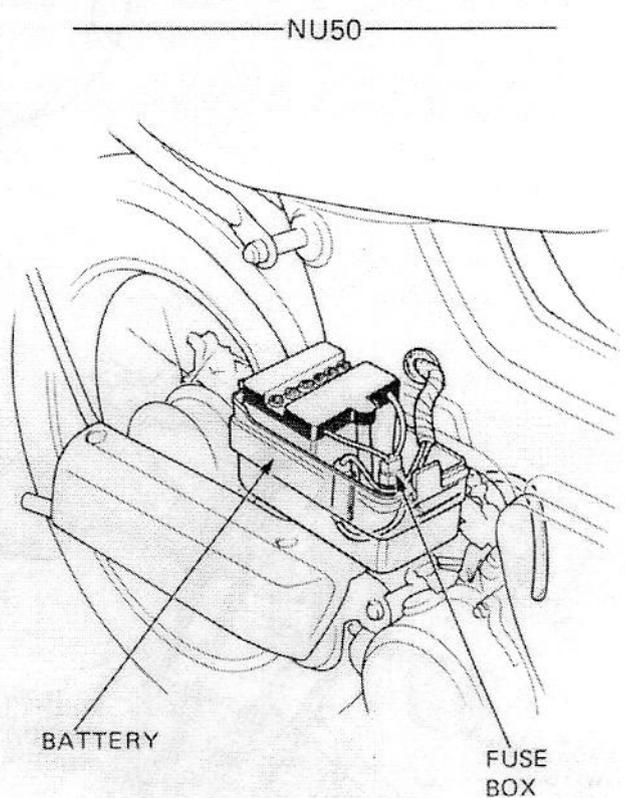
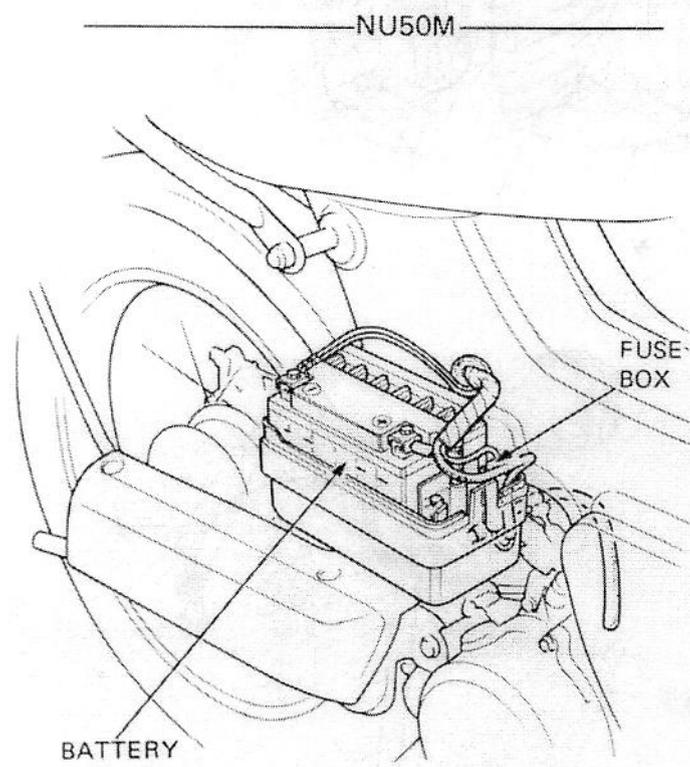
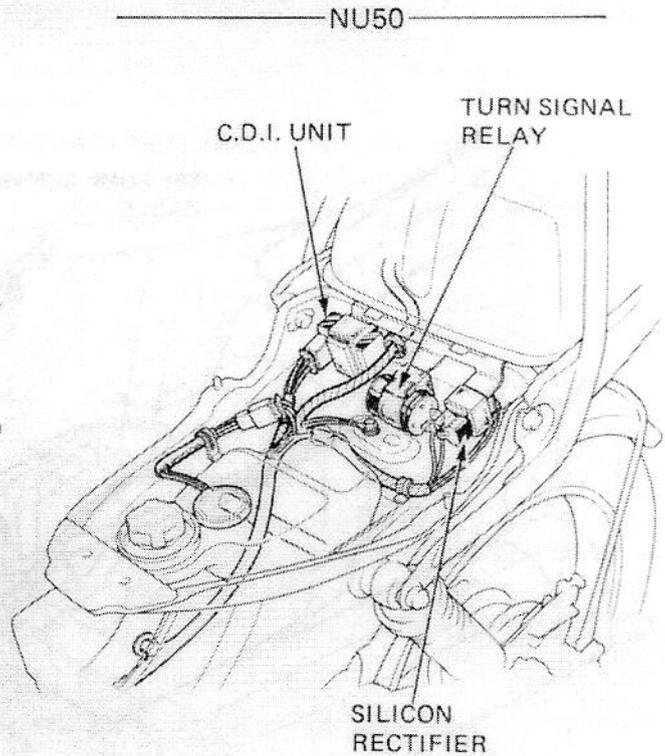
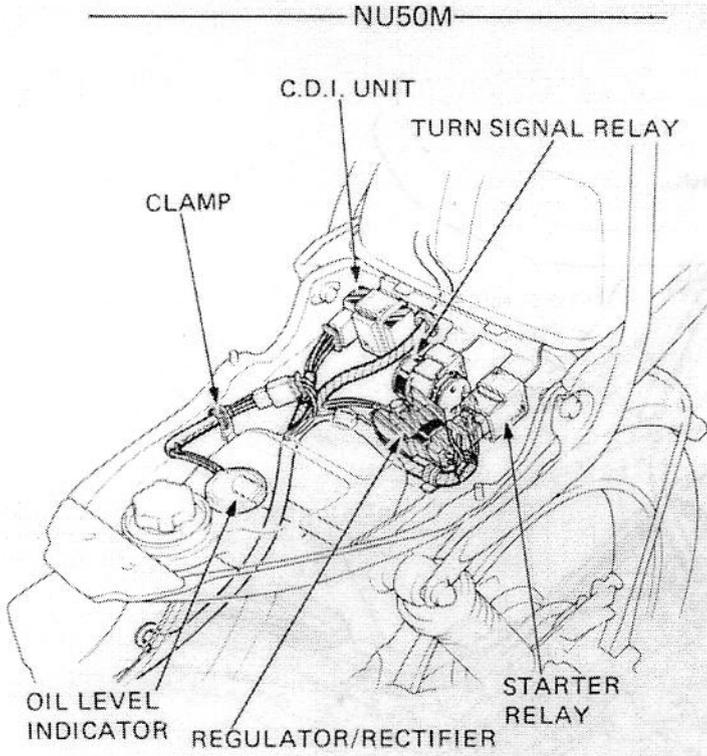


CABLE & WIRE HARNESS ROUTING

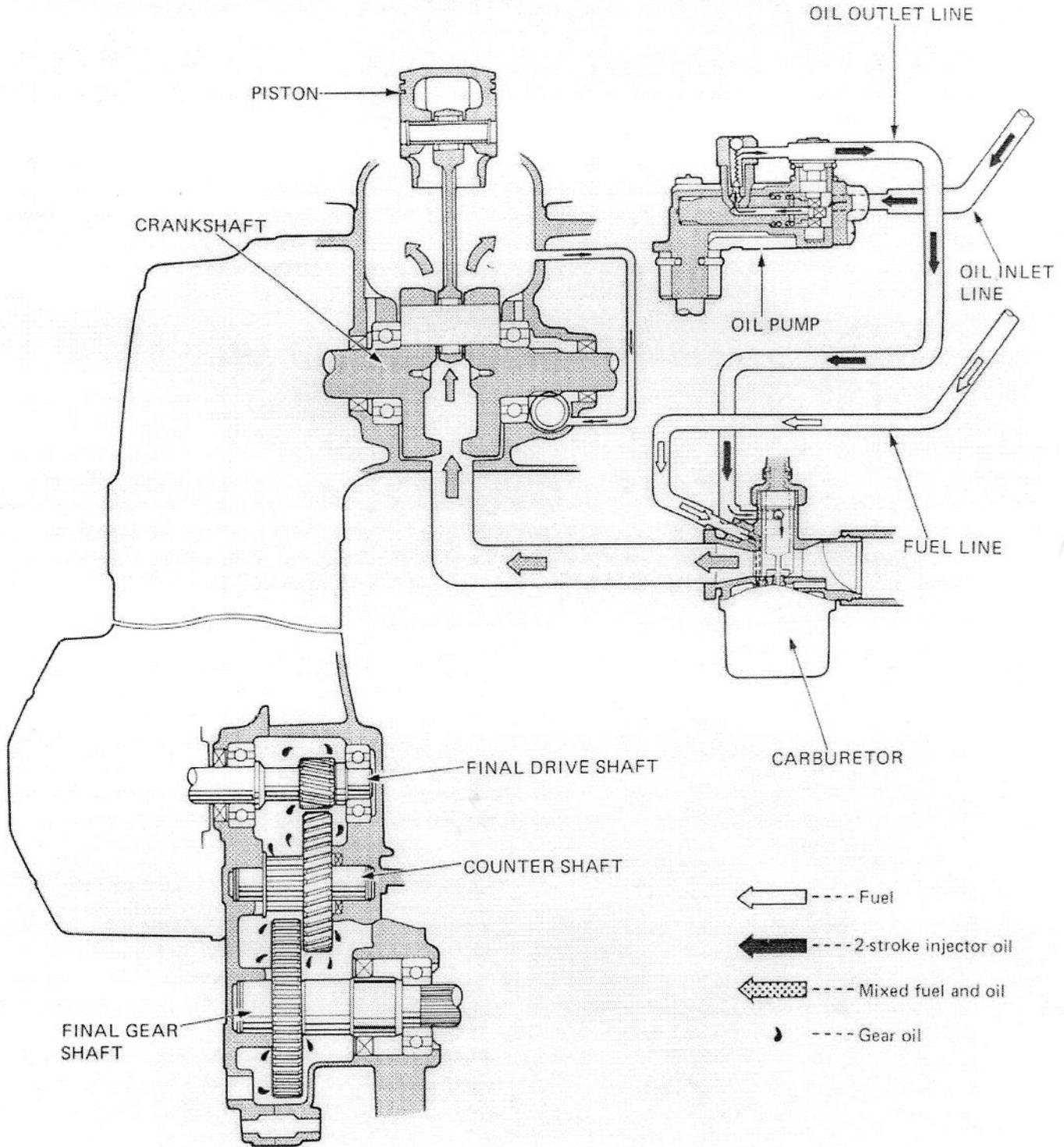








LUBRICATION SYSTEM





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TROUBLESHOOTING	2-2	OIL PUMP	2-5
FINAL REDUCTION OIL	2-3	OIL PUMP BLEEDING	2-7
OIL TANK	2-3	LUBRICATION POINTS	2-8

SERVICE INFORMATION

GENERAL

- The engine must be removed from the frame when removing and installing the oil pump.
- Use care when removing and installing the oil pump not to allow dust and dirt to enter the engine and oil line.
- Do not attempt to disassemble the oil pump.
- Bleed air from the oil pump if there is air in the oil inlet line (from the oil tank to the oil pump) or if the oil line is disconnected (Page 2-7).
- Bleed air from the oil outlet line (from the oil pump to the carburetor) if the line is disconnected (Page 2-7).

SPECIFICATIONS

Engine Oil:

Oil recommendation	Honda 2-Stroke Injector Oil or its equivalent
Oil tank capacity	1.0 liter (1.1 US qt)
Oil pump delivery	<p>OIL PUMP PERFORMANCE CURVES</p> <p>DELIVERY (CC/MIN)</p> <p>(ENGINE SPEED 1,800 rpm)</p> <p>CONTROL LEVER ANGLE</p>

Final Reduction Oil:

Oil recommendation	# 90 Gear oil
Oil capacity	90 cc (3.0 US oz)



TROUBLESHOOTING

Excessive smoke and/or carbon on spark plug

1. Pump not properly synchronized (excessive oil)
2. Low quality engine oil

Overheating

1. Oil pump not adjusted properly (insufficient oiling)
2. Low quality oil

Seized piston

1. No oil in tank or clogged oil line
2. Pump not properly adjusted (insufficient oiling)
3. Air in oil lines
4. Faulty oil pump
5. Clogged oil strainer

Oil not flowing out of tank

1. Clogged oil tank cap breather hole
2. Clogged oil strainer

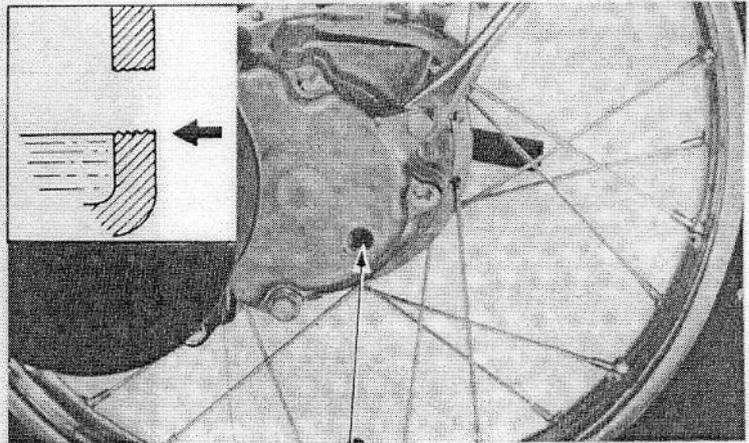


FINAL REDUCTION OIL

OIL LEVEL CHECK

Put the motorcycle on its center stand on level ground.

Stop the engine and remove the oil level check bolt and sealing washer from the final reduction gear case. A small amount of oil should flow out of the oil level check hole. Add the specified oil type through the check hole, if necessary.



OIL LEVEL CHECK HOLE

OIL CHANGE

Remove the oil check bolt and oil drain plug and drain the oil.

Make sure that the sealing washer on the drain plug is in good condition and reinstall the drain plug.

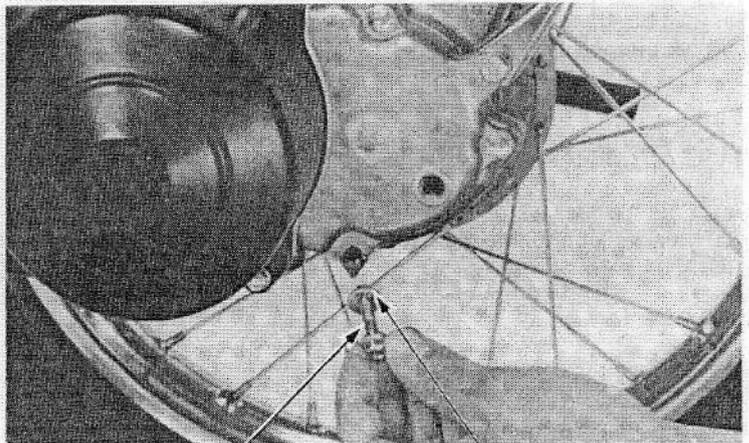
TORQUE: 10–14 N·m (1.0–1.4 kg·m, 7–10 ft·lb)

Refill the case up to the proper level.

OIL CAPACITY: 90 cc (3.0 US oz., 2.5 Imp. oz.)

SPECIFIED OIL: #90 gear oil

Reinstall the oil check bolt. Start the engine and check for leaks after driving.



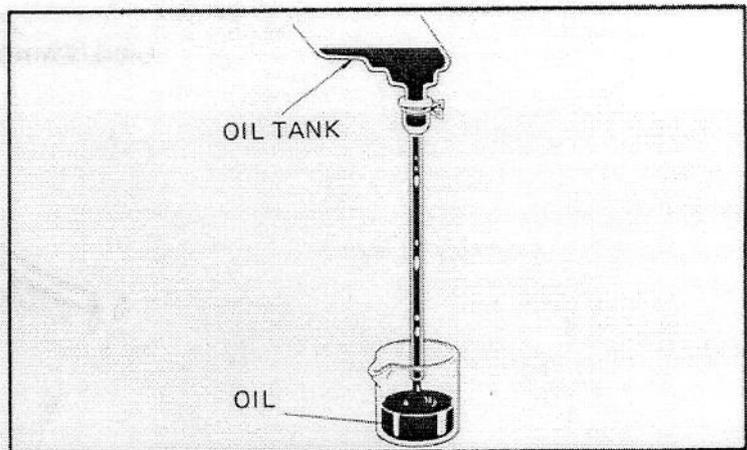
DRAIN PLUG

SEALING WASHER

OIL TANK

REMOVAL

Disconnect the oil inlet line at the oil pump and allow the oil to drain into a clean container.



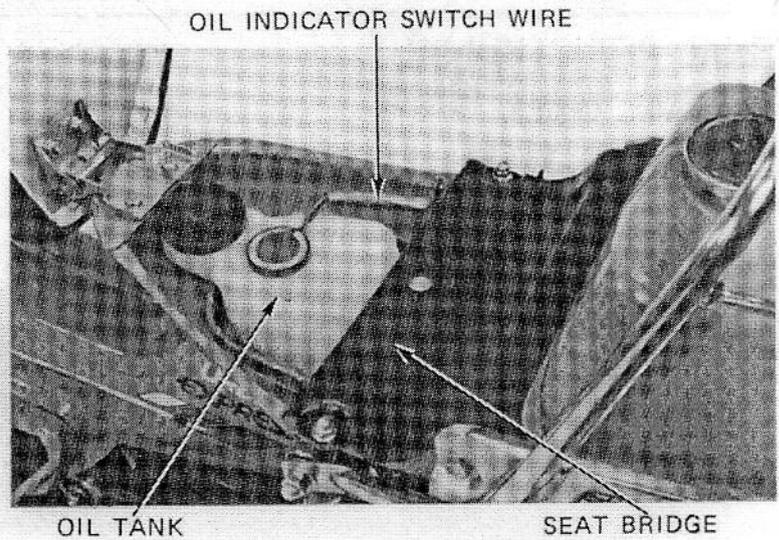
OIL TANK

OIL



LUBRICATION

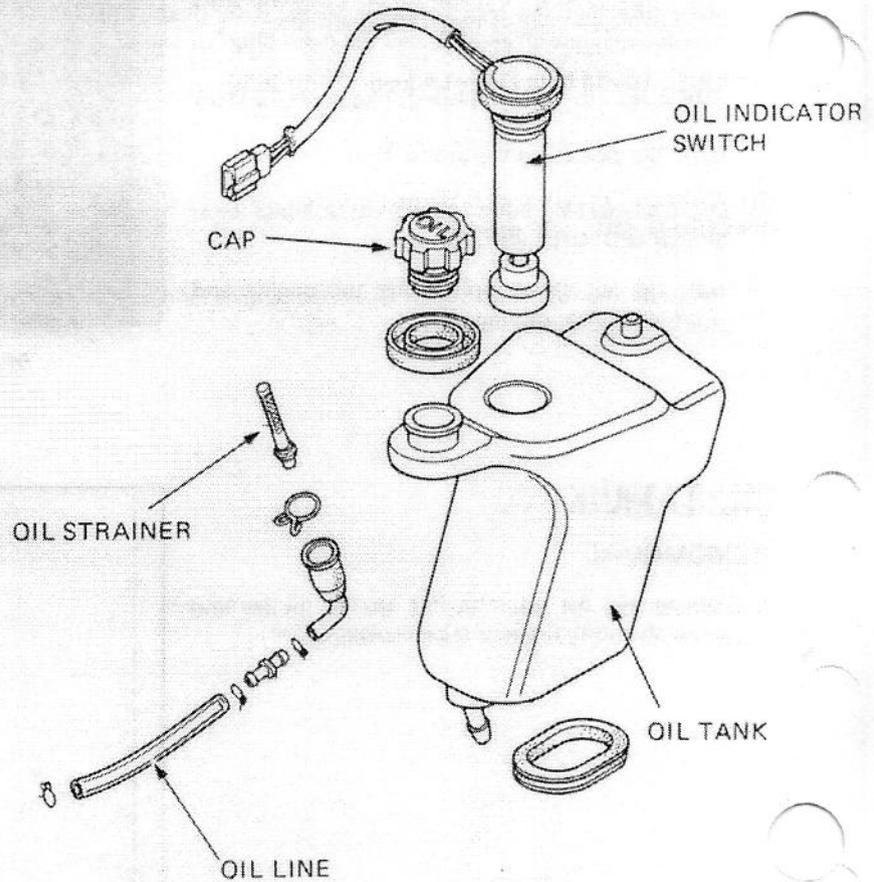
Remove the seat bridge and disconnect the oil indicator switch wire coupler.
Remove the oil tank.



Disassemble the oil tank and clean the interior of the oil tank thoroughly.
Check the oil indicator switch (page 13-16).

INSTALLATION

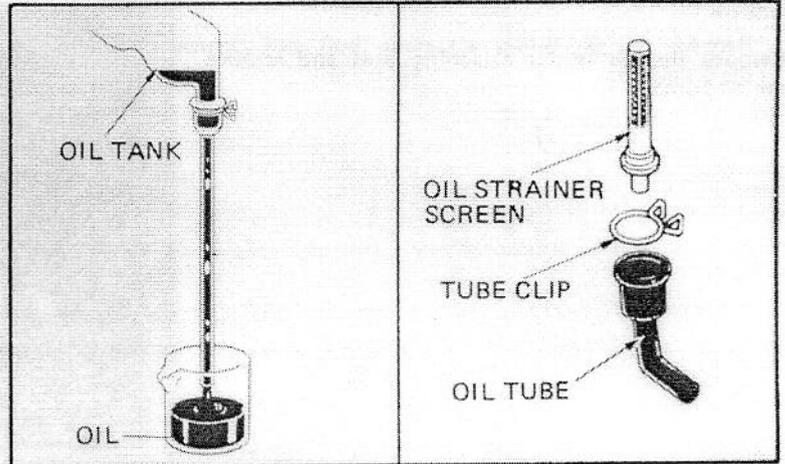
Installation is the reverse of removal.
Refill the tank up to the upper level.
Check for leaks.



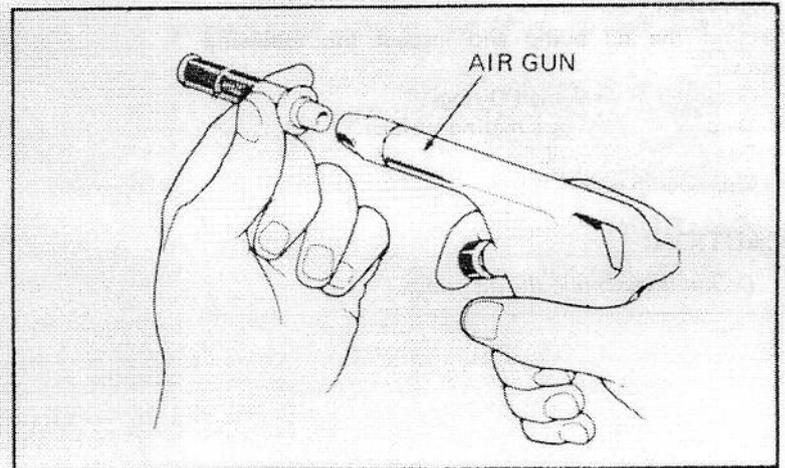


OIL STRAINER CLEANING

Disconnect the oil inlet line at the oil pump and allow the oil to drain into a clean container.
Loosen the tube clip and disconnect the oil tube joint under the oil tank.
Remove the oil strainer screen.



Clean the oil strainer screen with compressed air.
Installation of the oil strainer is the reverse order of removal.
Fill the oil tank with the recommended oil up to the proper level and bleed air from the oil pump and oil tube (Page 2-7).



NOTE

- Connect the oil tube securely.
- Check for leaks.

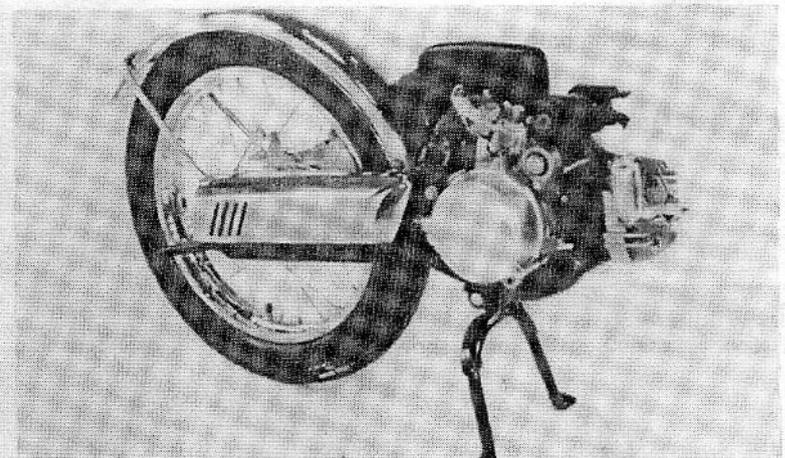
OIL PUMP

Removal

Remove the engine (Page 5-2).

NOTE

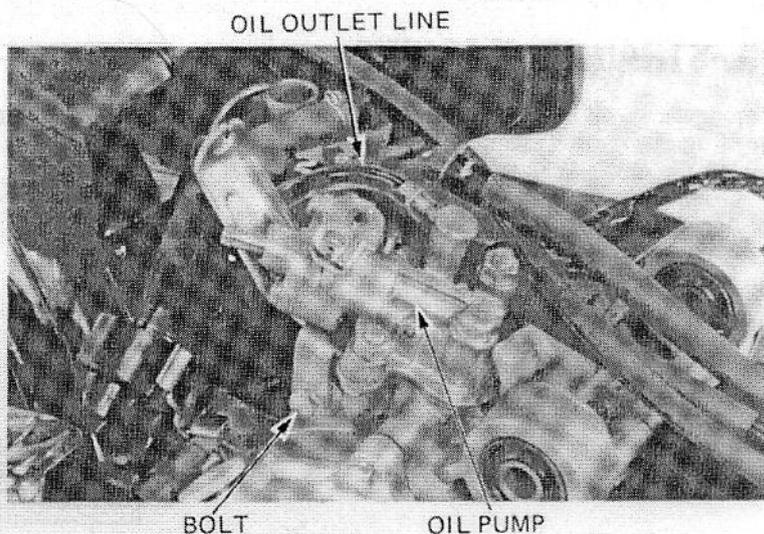
Before removing the oil pump, clean the oil pump and crankcase.



LUBRICATION

Disconnect the oil outlet line from the carburetor.

Remove the oil pump attaching bolt and remove the oil pump.

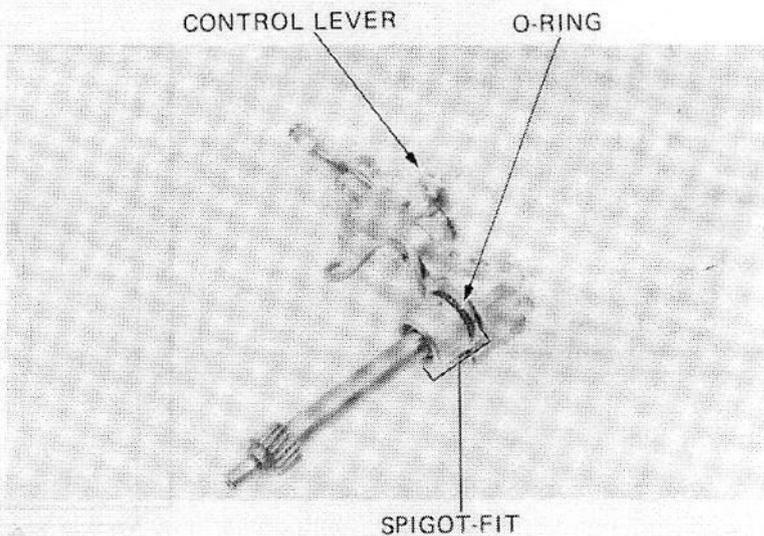

Inspection

Remove the oil pump and inspect the following items:

- Damaged or weakened O-rings
- Damage to crankcase mating surface
- Damage to pump body
- Worn pump gear

CAUTION:

Do not disassemble the oil pump.

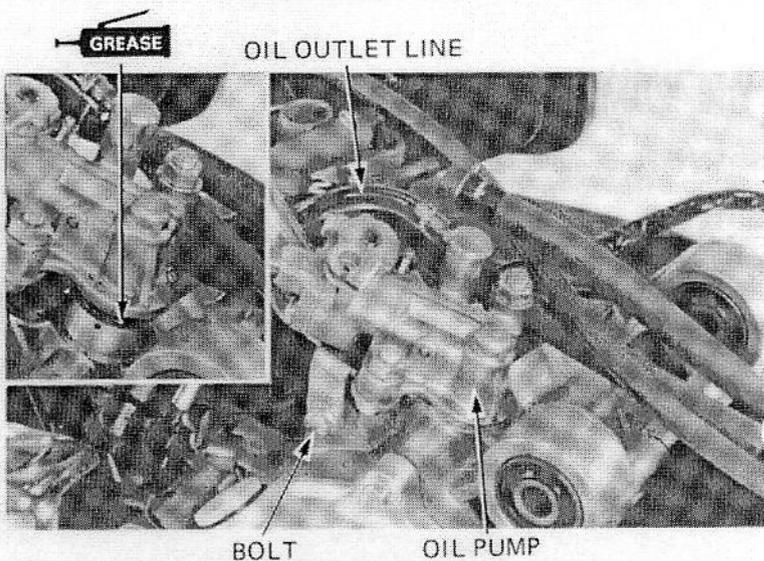

Installation

Install the oil pump onto the crankcase.

CAUTION:

- Lubricate the pump gear and O-ring with clean grease before installation.
- Make sure that the oil pump is inserted into the crankcase properly.

Tighten the oil pump attaching bolt securely. Reconnect the oil outlet line as shown.





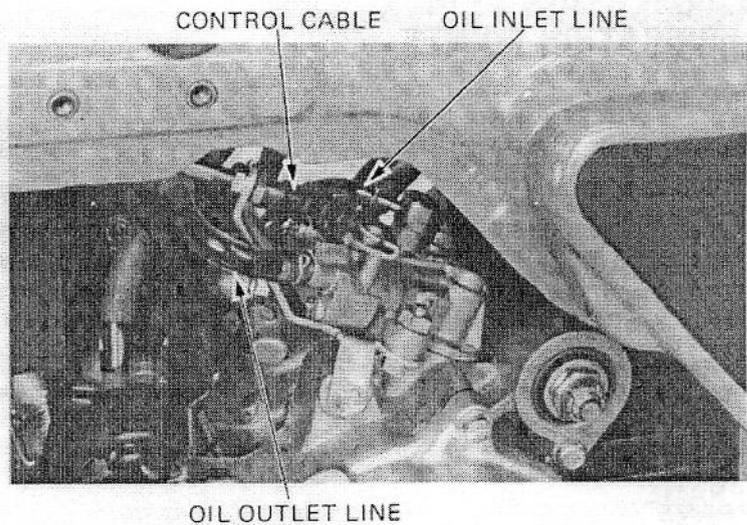
Install the engine and perform the following inspections and adjustments:

- Control cable adjustment (Page 3-6).
- Oil pump bleeding.
- Oil outlet line bleeding.
- Check for oil leaks.

OIL PUMP BLEEDING

CAUTION:

- *Air in the oil system will block or restrict oil flow and may result in severe engine damage.*
- *Bleed air from the oil inlet line first, then bleed air from the oil outlet line.*

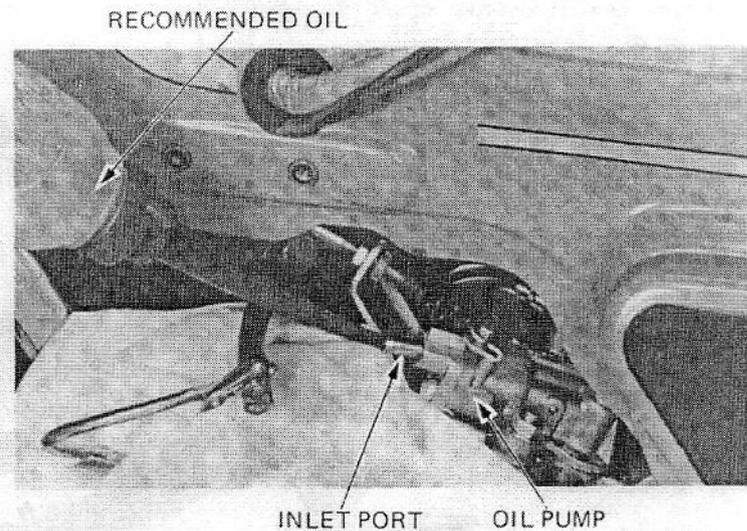


OIL INLET LINE

CAUTION:

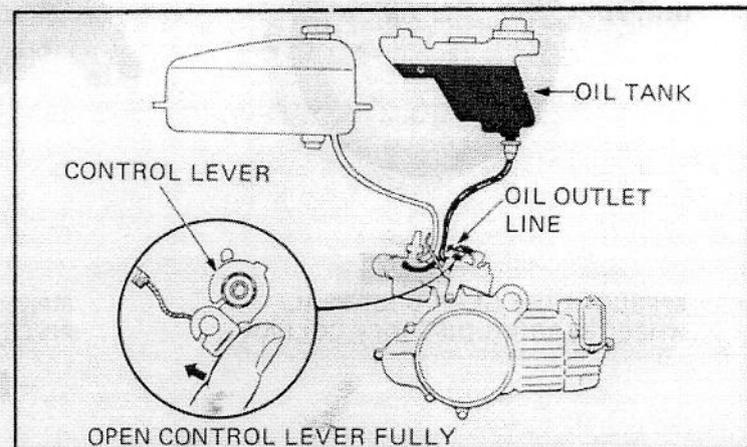
- *Bleed air from the oil lines whenever the oil lines or pump have been removed or if there is air in the oil lines.*

Fill the tank with the recommended oil. Place a shop towel around the oil pump and disconnect the oil inlet line from the oil pump. Fill the oil pump with oil by squirting clean oil through the port (about 3 cc). Fill the oil line with oil and connect it to the oil pump port. After installation, make sure there is no air in the oil inlet line.



OIL OUTLET LINE

1. Disconnect the oil outlet line at the carburetor and force air out of the tube by filling it with oil using an oil squirt can.
2. Connect the oil outlet line to the carburetor.
3. Start the engine and allow it to idle while holding the oil control lever in the fully open position, until there are no air bubbles in the oil from the oil pump.
4. If air bubbles persist, repeat steps 1 through 3.



LUBRICATION

LUBRICATION POINTS

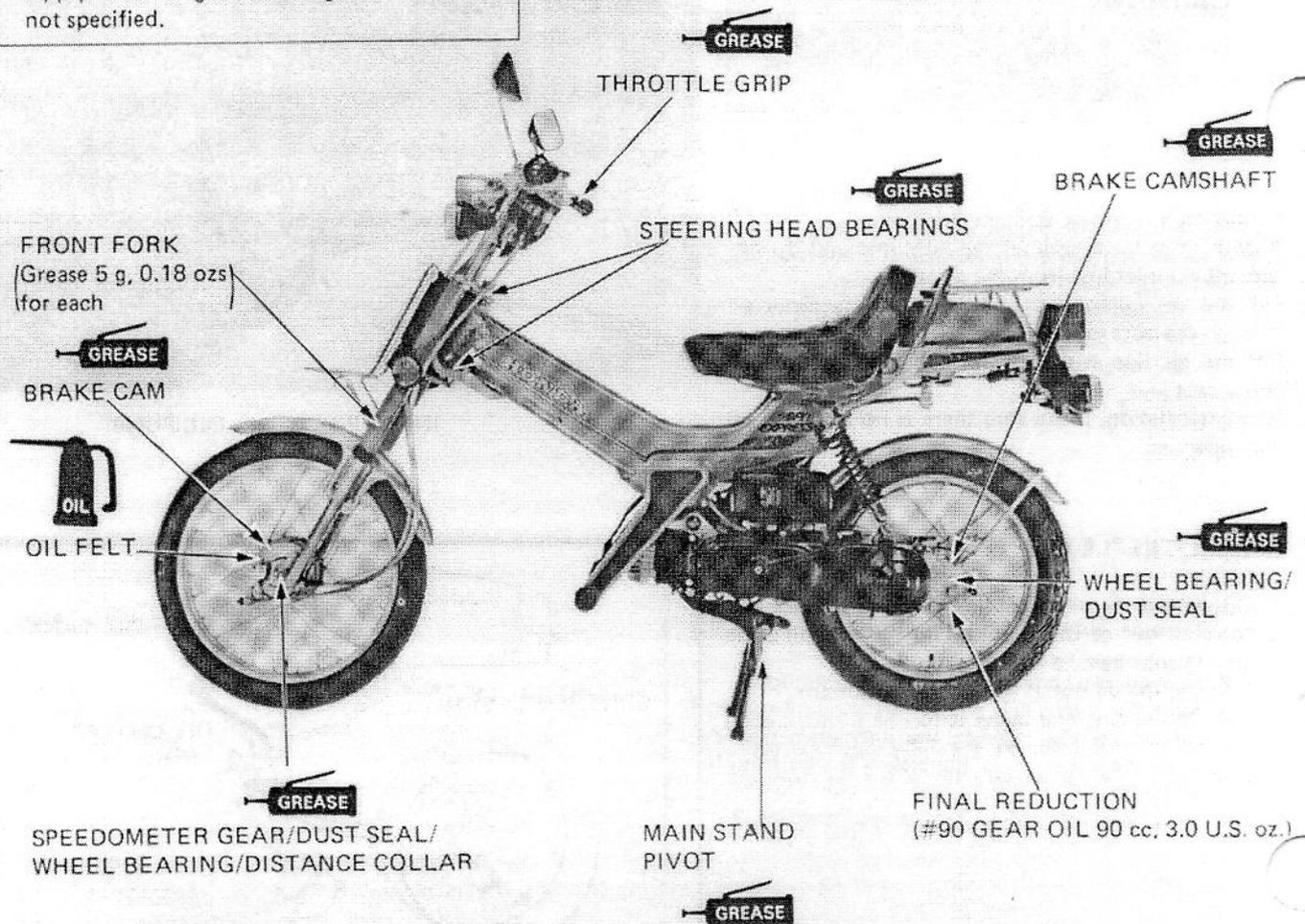
ENGINE

LUBRICATION POINTS	LUBRICANT	REMARKS
Piston/crankshaft	HONDA 2-stroke injector oil or equivalent	
Kick starter spindle bushing	General purpose grease	
Movable drive face	LITHIUM BASED GREASE (MITSUBISHI HD-3 NIPPON SEKIYU LIPANOX DELUX 3) IDEMITSU CORONEX 3 or equivalent)	10-15g (0.35-0.53 oz.)
Starter idle gear	General purpose grease	

FRAME

NOTE

- Use general purpose grease for parts not listed.
- Apply clean engine oil or grease to cables not specified.





SERVICE INFORMATION	3-1	COMPRESSION TEST	3-7
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< ENGINE >		BATTERY	3-8
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SERVICE INFORMATION

GENERAL

- Final reduction oil See page 2-3.
- Oil pump See page 2-5.
- Cylinder head and piston decarbonizing See page 6-2.
- Cylinder exhaust port decarbonizing See page 6-5.

SPECIFICATIONS

ENGINE

SPARK PLUG

	NGK	ND
STANDARD	BPR-5HS	W16FPR
For extended high speed operation	BPR-6HS	W20FPR
For cold climate, below 5°C, 41°F	BPR-4HS	W14FPR-L

SPARK PLUG GAP	0.6 – 0.7 mm (0.024 – 0.028 in)
COMPRESSION	130 kPa (13.0 kg/cm ² , 185 psi)
IGNITION TIMING	15 ± 3°/2,000 rpm BTDC (CONSTANT)
THROTTLE FREE PLAY	2 – 6 mm (1/8 – 1/4 in)
IDLE SPEED	1,800 rpm
AIR SCREW OPENING	2 turns out

CHASSIS

BRAKE LEVER FREE PLAY

FRONT	10 – 15 mm (3/8 – 5/8 in)
REAR	10 – 15 mm (3/8 – 5/8 in)
TIRE SIZE FRONT	2.25-16 (4PR)
REAR	2.75-14 (4PR)
TIRE PRESSURE FRONT	125 kPa (1.25 kg/cm ² , 18 psi)
REAR	175 kPa (1.75 kg/cm ² , 24 psi)
MINIMUM TREAD DEPTH FRONT	0.8 mm (1/32 in)
REAR	0.8 mm (1/32 in)

MAINTENANCE SCHEDULE

This maintenance schedule is based upon average riding conditions.

Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.

I : INSPECT AND CLEAN, ADJUST, LUBRICATE, OR REPLACE IF NECESSARY.

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

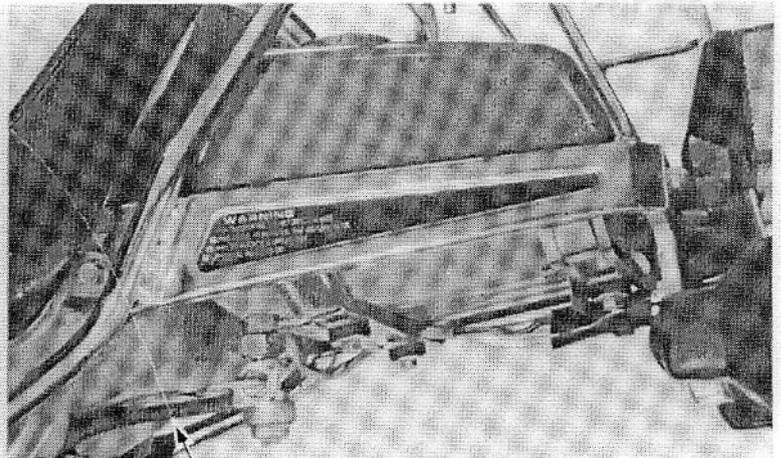
ITEM	FREQUENCY	PRE-RIDE INSPECTION	INITIAL SAFETY INSPECTION	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first		Refer to Page
			1 month 200 miles (300 km)	12 months 1,000 miles (1,500 km)	24 months 2,000 miles (3,000 km)	
AIR FILTER ELEMENT				(EVERY 6 MONTHS) C		3-3
CARBURETOR			I	I	I	
*THROTTLE OPERATION	I	I	I	I	I	
OIL PUMP			I	I	I	
FUEL FILTER SCREEN			C	C	C	
FUEL LINE			I	I	I	
*OIL AND FUEL LEVEL	I					-
DECARBONIZE CYLINDER HEAD, CYLINDER, PISTON AND MUFFLER					C	
TRANSMISSION OIL					R	
*TRANSMISSION CASE FOR LEAKS	I					-
CLUTCH SHOE WEAR					I	
*TIRES AND PRESSURE	I					
WHEEL TRUENESS			I	I	I	
*BRAKE OPERATION AND FREE PLAY	I	I	I	I	I	
BRAKE LININGS				I	I	
STEERING HEAD BEARINGS			I		I	
SUSPENSION OPERATION				I	I	
NUTS, BOLTS (TIGHTEN)			I	I	I	
SPARK PLUG				R	R	
*BATTERY FLUID LEVEL	I					
BATTERY FLUID SPECIFIC GRAVITY				I	I	
ALL LIGHTS AND HORN	I					

*These items are simple to perform and may be serviced by the owner other maintenance items should be serviced by an authorized Honda dealer.



FUEL LINES

Replace any parts which show deterioration, damage or leakage.



FUEL LINE

FUEL STRAINER

Turn the fuel valve OFF.

Loosen the carburetor drain screw and drain the fuel from the carburetor into a suitable container.

WARNING

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

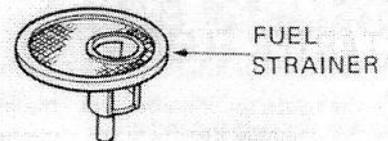
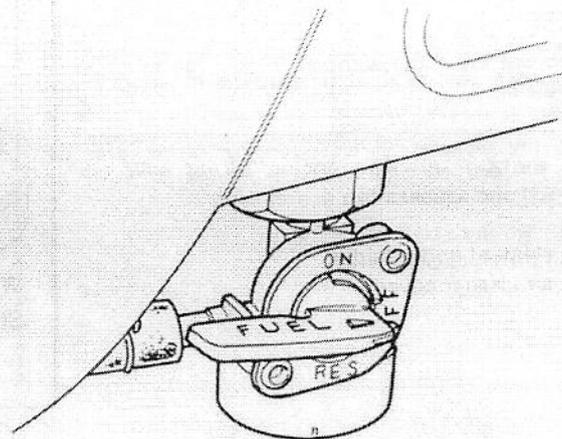
Remove the fuel strainer bolt and pull out the fuel strainer and O-ring.

Wash the fuel strainer in clean non-flammable or high flash point solvent.

Reinstall the fuel strainer and new O-ring into the fuel valve. Hand tighten the fuel strainer bolt making sure the new O-ring is in place. Then torque to specification:

TORQUE: 0.3 – 0.5 kg-m (2 – 4 ft-lb)

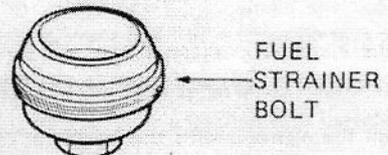
After installing, turn the fuel valve ON and check that there are no fuel leaks.



FUEL STRAINER



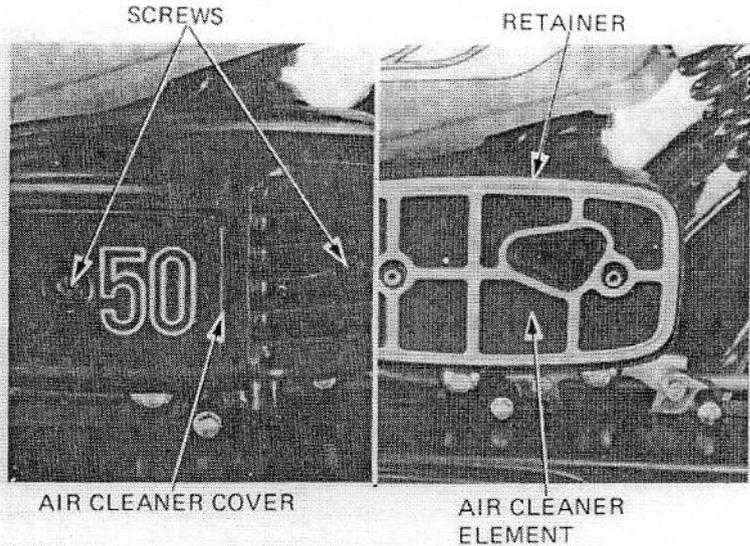
O-RING



FUEL STRAINER BOLT

AIR CLANER

Remove the screws attaching the air cleaner cover and remove the air cleaner cover.
Remove the element retainer and element.



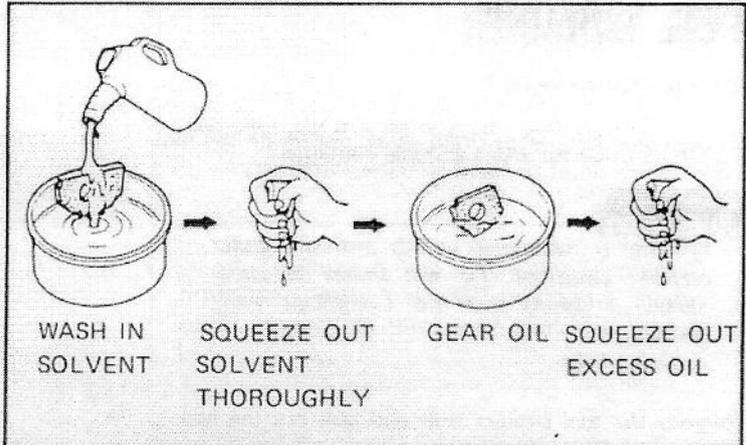
Wash the element in non-flammable or high flash point solvent and allow to dry.

NOTE

Do not wash the element in gasoline or vegetable oil.

Soak the element in clean engine oil or gear oil (SAE 80-90) and squeeze out any excess.

Install the element and retainer.
Install the air cleaner cover.



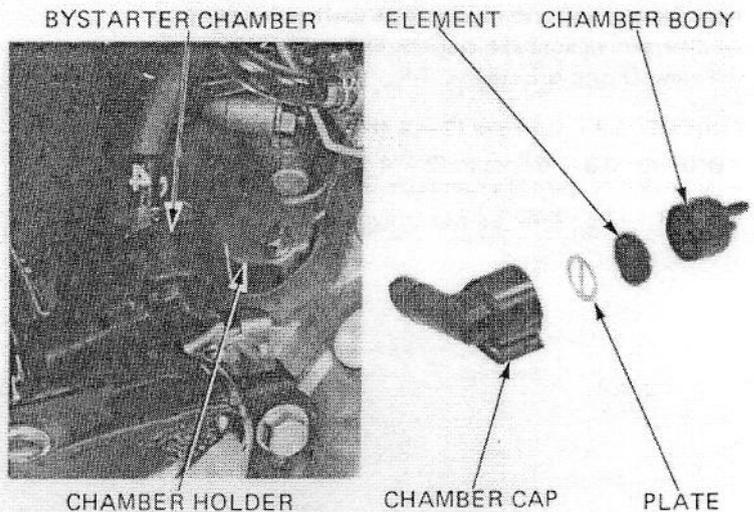
BYSTARTER ELEMENT

Remove the bystarter chamber from the holder.
Remove the chamber cap from the chamber body and remove the element and plate.

Wash the element in non-flammable or high flash point solvent, squeeze out and allow to dry.

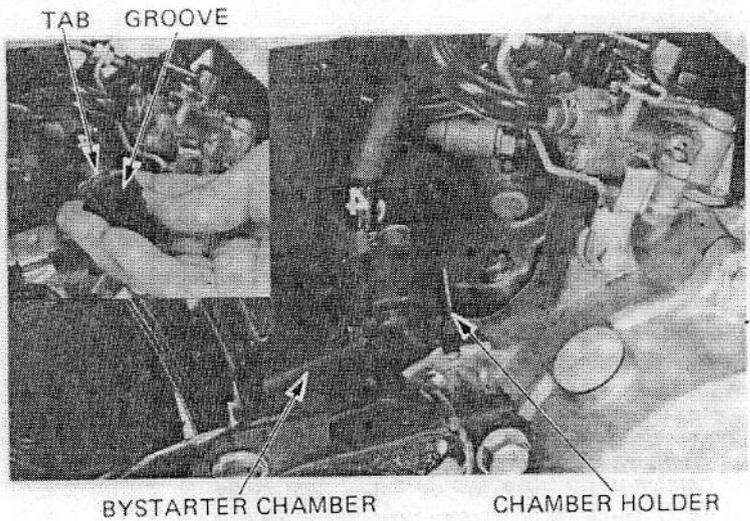
Soak the element in clean motor oil (SAE 10W-30) or gear oil (#80 - 90) and squeeze out the excess.

Reinstall the element into the bystarter chamber and reinstall the chamber.



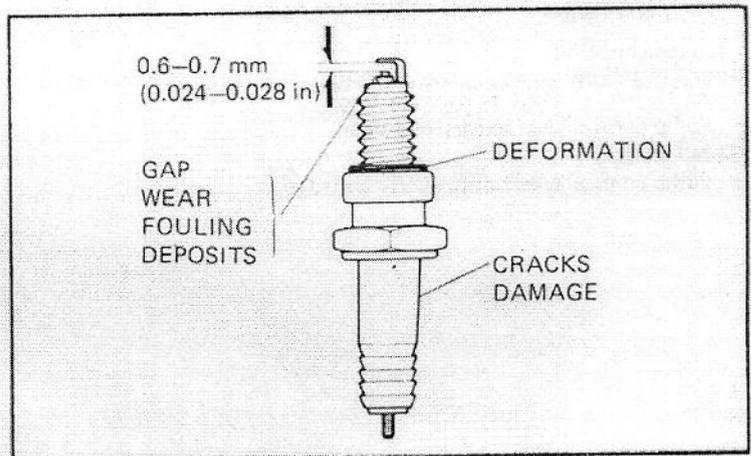


Reinstall the retainer and element into the bystarter chamber body.
Reinstall the bystarter chamber cap onto the chamber body, aligning the tab of the body with the groove in the cap.
Reinstall the bystarter chamber in the holder.



SPARK PLUG

Disconnect the spark plug cap, and remove the spark plug.
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 insulator is cracked or chipped. If the spark plug deposits can be removed by sand blasting, the spark plug can be reused. Inspect the gap with a feeler gauge and adjust by bending the side electrode only.



SPECIFIED SPARK PLUGS:

	NGK	ND
STANDARD	BPR-5HS	W16FPR
For extended high speed operation	BPR-6HS	W20FPR
For cold climate, below 5°C, 41°F	BPR-4HS	W14FPR-L

Check the washer for deformation.

THROTTLE OPERATION

THROTTLE CABLE ADJUSTMENT

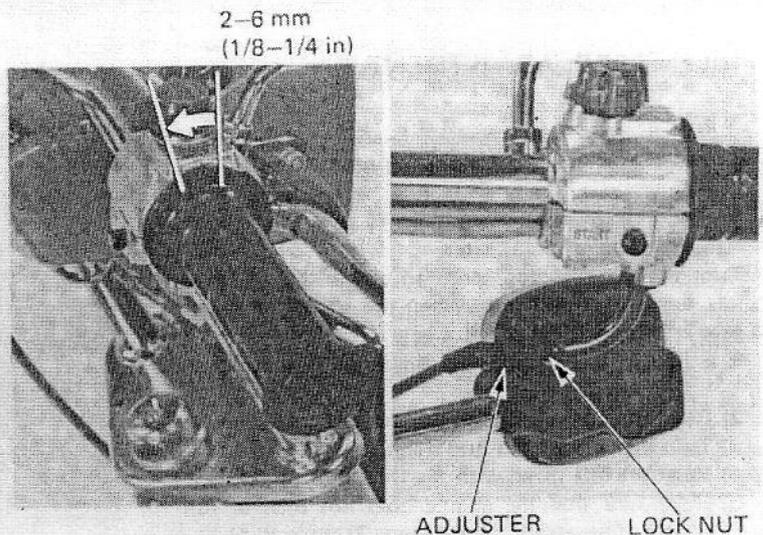
Measure the throttle grip free play at the throttle grip flange.

FREE PLAY: 2-6 mm (1/8-1/4 in)

Adjustments can be made by loosening the lock nut and turning the throttle grip free play adjuster.

Replace the throttle cable when the above procedure is not longer effective.

Adjust the oil pump control cable (next page).



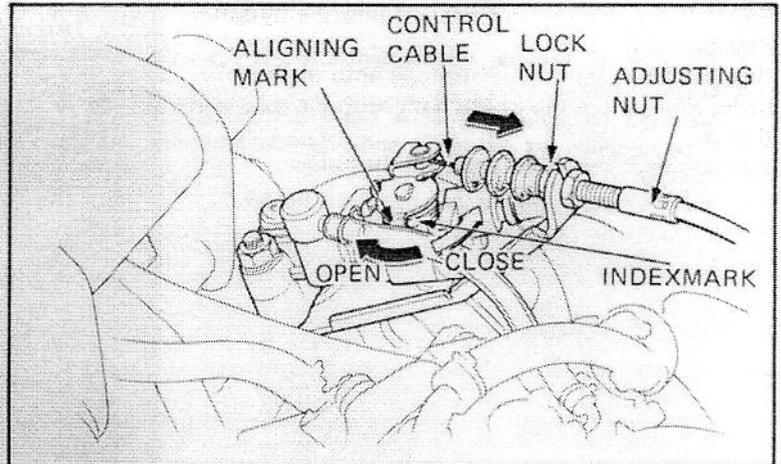
OIL PUMP CONTROL CABLE ADJUSTMENT
NOTE

The oil pump control cable should be adjusted after the throttle grip free play has been adjusted.

Open the throttle fully and check that the aligning mark on the oil pump control lever is aligned with the index mark on the pump body. Adjust if necessary by loosening the lock nut and turning the adjusting nut. After adjustment, tighten the lock nut.

CAUTION:

Reference tip alignment within 1 mm (0.04 in) of index mark on the open side is acceptable. However, the aligning mark must never be on the closed side of the index mark, otherwise engine damage will occur because of insufficient lubrication.


Troubleshooting:

Excessive white smoke or hard starting:

- Pump control lever excessively open

Siezed piston:

- Pump control lever not properly adjusted.

IDLE SPEED ADJUSTMENT
NOTE

The engine must be warm for accurate adjustment.

Attach an engine tachometer.

Turn the throttle stop screw to obtain the specified idle speed of 1,800 rpm. When the engine misses or runs erratic, proceed as follows:

- 1) Screw in the air screw until it lightly seats, then turn it out 2 turns.
- 2) Reset the idle speed with the throttle stop screw.
- 3) Turn the air screw to find the highest idle speed.
- 4) Reset the idle speed with the throttle stop screw.
- 5) Make sure that the engine does not miss or run erratic. If necessary, repeat steps 2) through 4).





IGNITION TIMING

NOTE

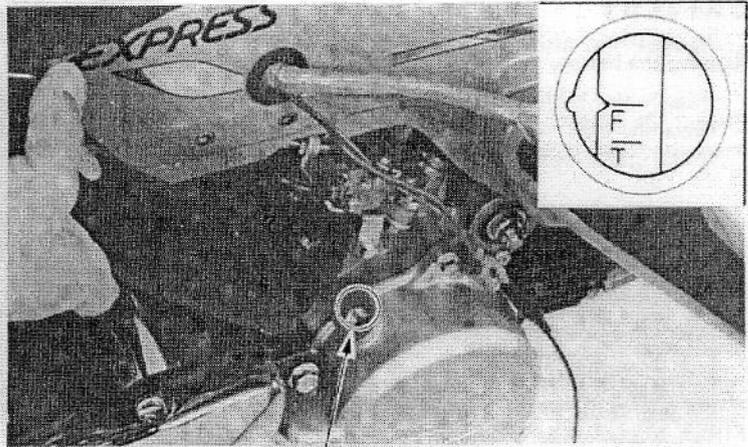
The C.D.I. timing is not adjustable. If the ignition timing is correct, check the C.D.I. unit and alternator and replace any faulty parts.

Remove the battery and battery holder.

Connect the battery positive (+) cable to the battery (+) terminal with a jumper wire. Connect the battery negative (-) cable to the battery (-) terminal with a jumper wire.

Remove the alternator cap and check the ignition timing with a timing light.

Timing is correct if the index mark aligns with the "F" mark (within 3°) at 2,000 rpm.



INDEX MARK

IGNITION TIMING: 15° ± 3° BTDC/2,000 rpm

COMPRESSION TEST

Warm up the engine.

Stop the engine and remove the spark plug.

Insert a compression gauge.

Open the throttle grip fully and operate the kick starter several times.

COMPRESSION: 11.0 ~ 15.0 kg/cm² (156 ~ 213 psi)

Low compression can be caused by:

- Blown cylinder head gasket
- Worn piston rings
- Worn cylinder

High compression can be caused by:

- Carbon deposits in the combustion chamber or on the piston head.



COMPRESSION GAUGE



BATTERY

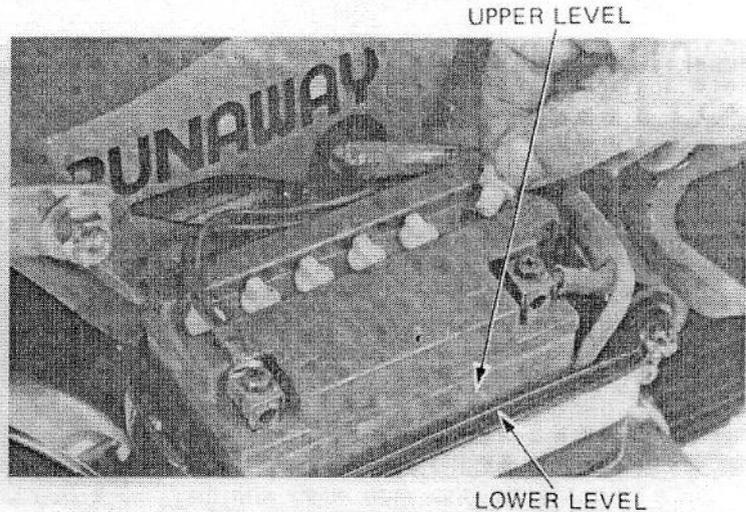
Remove the battery case cover.

Inspect the battery fluid level. When the fluid level nears the lower level mark, refill with distilled water to the upper level.

- Check the specific gravity of the battery electrolyte in each cell (Page 13-3).
- Recharge the battery if necessary (Page 13-4).

NOTE

Add only distilled water. Tap water will shorten the service life of the battery.



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.

Replace the battery, if sulfation forms or sediments accumulate on the bottom.

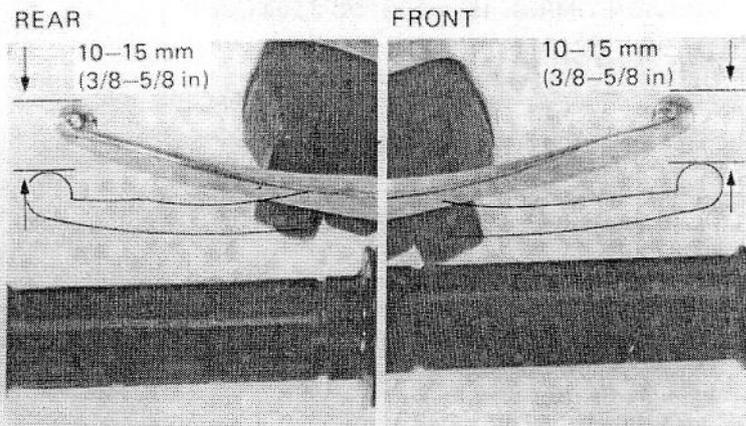
BRAKES

BRAKE ADJUSTMENT

Measure the front and rear brake lever free plays at the end of the levers.

FREE PLAY:

FRONT and REAR: 10–15 mm (3/8–5/8 in)



If adjustment is necessary, turn the brake adjusting nut.

RELOCATION OF FRONT BRAKE ARM ON BRAKE CAMSHAFT

If the front brake lever free play is excessive so that the above procedure is no longer effective, relocate the brake arm on the brake camshaft as follows:

NOTE

Perform this operation only once.

Remove the front brake arm. Reinstall the front and rear brake arms on the brake camshaft with its punch mark one pitch in the clockwise direction from the punch mark on the camshaft.

