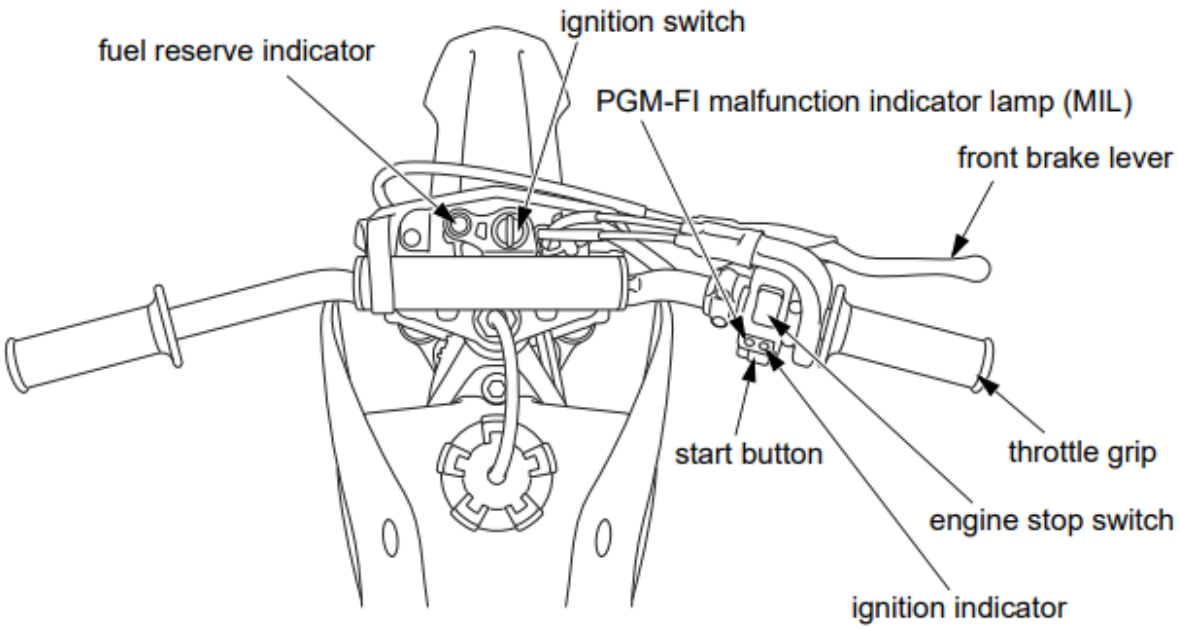
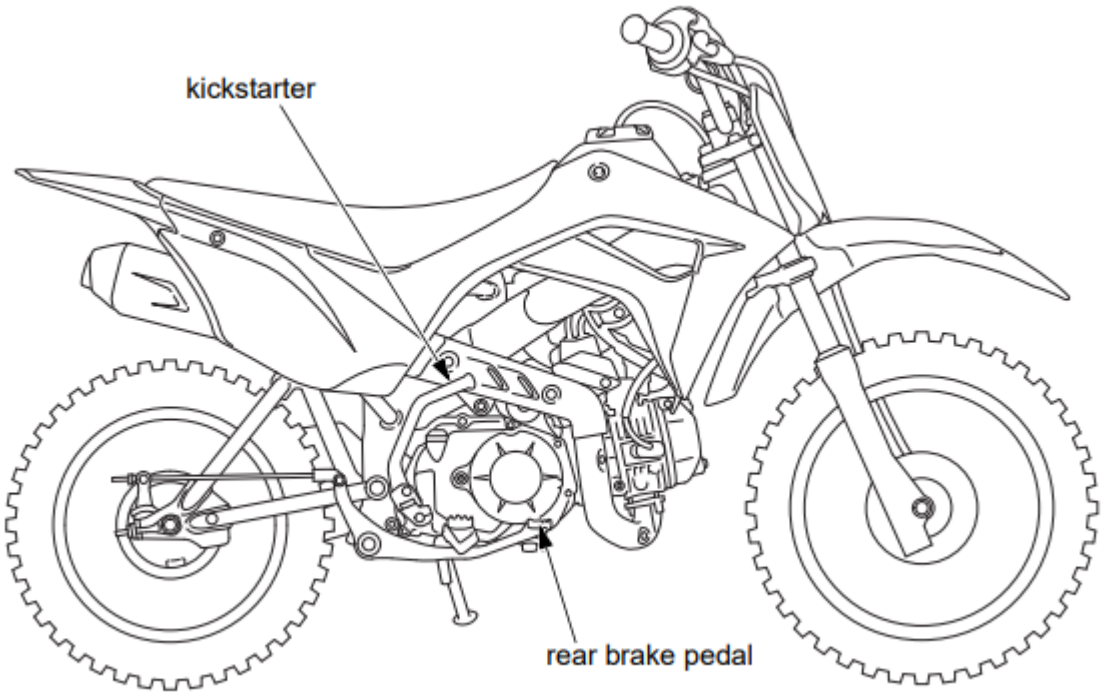
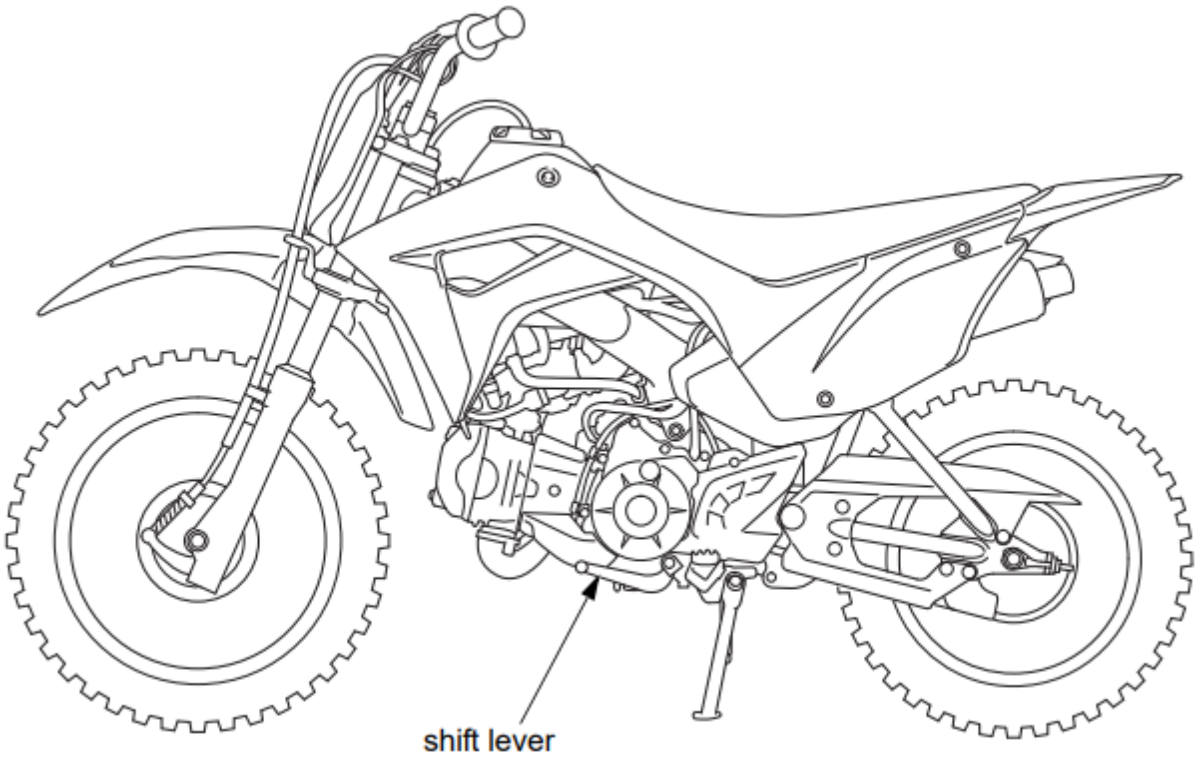
Operating Controls

Operation Component Locations







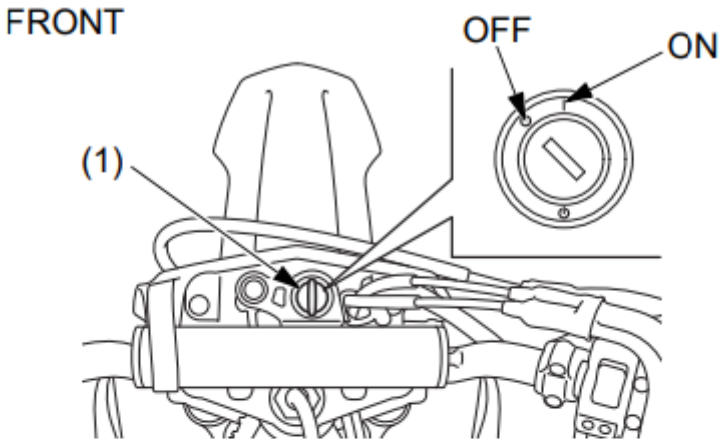
Ignition Switch

The ignition switch (1) is used to prevent unauthorized use of the motorcycle.

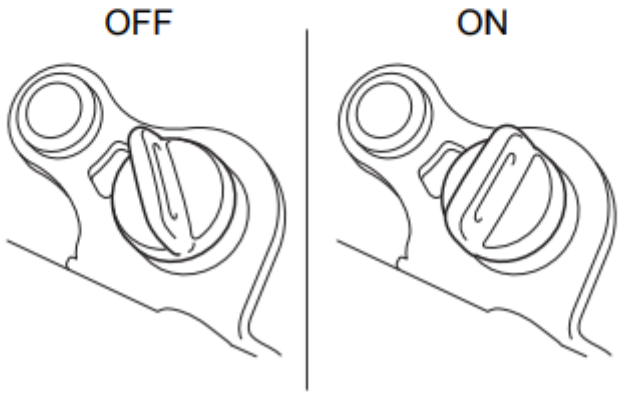
Before riding, insert the key and turn it to the right for the (ON) position.

Key Position	Function	Key Removal
○ (OFF)	The engine cannot be operated.	The key can be removed.
❙ (ON)	With the engine stop switch at ○ (RUN) and the transmission in neutral, the engine can be started.	The key cannot be removed.

After parking the motorcycle, remove the key.



(1) ignition switch



Start Button

The start button is used for starting the engine. Pushing the button in starts the engine. See Starting Procedure, page 31.

When the start button is pushed, the starter motor will crank the engine.

Engine Stop Switch

The engine stop switch can be used to turn the engine off in an emergency. To operate, turn the switch to the (STOP) position. The switch must be in the (RUN) position to start the engine.

Front Brake Lever

The front brake lever is used to slow or stop your motorcycle. To operate, pull the lever. For information on braking techniques, see page 36.

Throttle

The throttle controls engine rpm (speed). To increase engine rpm, rotate the grip toward you. To reduce engine rpm, rotate the grip away from you. The throttle will automatically return to the closed position (engine idle) when you remove your hand.

For throttle limiter activation and deactivation instructions, see page 73.

Shift Lever

The shift lever is used to select the next higher or lower gear in the transmission. To operate, raise the shift lever (after closing the throttle) to engage the next higher gear or depress the shift lever to engage the next lower gear. See Shifting Gears, page 34.

Rear Brake Pedal

The rear brake pedal is used to slow or stop your motorcycle. To operate, depress the pedal. For information on braking techniques, see page 36.

Kickstarter

The kickstarter is used to start the engine. To operate, swing the kickstarter out from its stored position and depress it through its entire stroke. See Starting Procedure, page 31.

Side Stand

The side stand is used to support your motorcycle while parked (page 37). To operate, use your foot to lower the stand. Before riding, raise the stand.

PGM-FI Malfunction Indicator Lamp (MIL) 

Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. The indicator should also light for a few seconds and then go off when the ignition switch is turned on. If the indicator does not come on when it should, have your dealer check for problems.

If it comes on at any other time, reduce speed and take the motorcycle to your dealer as soon as possible.

Fuel Reserve Indicator 

When this indicator comes on while riding, fuel reserved in the tank is about: 0.2 US gal (0.7) The indicator should also light for a few seconds and then go off when the ignition switch is turned on. If the indicator does not come on when it should, have your dealer check for problems.

Ignition Indicator 

When the ignition switch is turned on, the ignition indicator comes on.

If the indicator does not come on when it should, have your dealer check for problems.

Before each ride, you need to make sure you and your Honda are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, and how to perform the recommended pre-ride inspection of your Honda. If you’re a parent, be sure you also read the Important Message to Parents on page 5.

Servicing Your Honda

The Importance of Maintenance

A well-maintained motorcycle is essential for safe, economical, and trouble-free riding. It will also help reduce air pollution. Careful preride inspections and good maintenance are especially important because your motorcycle is designed to be ridden over rough off-road terrain.

To help you properly care for your motorcycle, this section of the manual provides a Maintenance Schedule. The service intervals in this schedule are based on average riding conditions.

More frequent service is needed if you subject your motorcycle to severe use (such as competition) or ride in unusually wet or dusty areas.

Frequent servicing of the air cleaner is especially important to help you avoid a possible costly engine repair.

If your motorcycle overturns or is involved in a crash, be sure your dealer inspects all major parts, even if you are able to make some repairs.

Remember, proper maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride and follow the Maintenance Schedule in this section.

Note to Parents:

As a parent, it's up to you to make sure that this motorcycle is properly maintained and kept in safe operating condition. For youngsters, learning how to take care of a motorcycle and perform basic maintenance can be an important part of their riding experience. However, if you allow a youngster to perform or assist in any maintenance task, such as filling the tank with gasoline, you should provide close supervision to make sure that it is performed safely.

The maintenance section includes instructions on how to perform some important maintenance tasks. Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Maintenance Safety

- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around gasoline. Use only a non-flammable (high flash point) solvent such as kerosene–not gasoline–to clean parts. Keep cigarettes, sparks, and flames away from all fuelrelated parts.

- Remember that your dealer knows your motorcycle best and is fully equipped to maintain and repair it. To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement. If you have the tools and skills required for additional maintenance jobs, you can purchase an official Honda Service Manual (page 157).

Maintenance Schedule

To maintain the safety and reliability of your motorcycle, regular inspection and service is required as shown in the Maintenance Schedule that follows.

The Maintenance Schedule lists items that can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual.

The Maintenance Schedule also includes items that involve more extensive procedures and may require special training, tools, and equipment. Therefore, we recommend that you have your dealer perform these tasks unless you have advanced mechanical skills and the required tools. Procedures for items in this schedule are provided in a service manual available for purchase from your dealer (page 157).

Because your motorcycle does not have an odometer, service intervals in the maintenance schedules are expressed in terms of riding days as well as miles. To avoid overlooking required service, we urge you to develop a convenient way to record the number of days and/or miles you ride.

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only Honda Genuine Parts or their equivalents for repair or replacement to ensure the best quality and reliability

Perform the pre-ride inspection (page 25) at each scheduled maintenance period.

Each item on the maintenance schedule requires some mechanical knowledge. Certain items (particularly those marked * and **) may require more technical information and tools. Consult your dealer.

* Should be serviced by your dealer, unless the owner has the proper tools and service data and is mechanically qualified. Refer to the official Honda Service Manual (page 157).

**In the interest of safety, we recommend these items be serviced only by your dealer.

	Items \ Frequency	Whichever Comes First ⇨		Initial Maint.	Regular Maint. Interval				Refer to page:
			mi	100	600	1,200	1,800	2,400	
			km	150	1,000	2,000	3,000	4,000	
		Note	Month	1	6	12	18	24	
*	Fuel Line					I		I	–
* *	Fuel Filter				R:every 4,800 mi (8,000 km)				–
*	Throttle Operation					I		I	71
	Air Cleaner	Note 1			C	C	C	C	67
	Crankcase Breather				I	I	I	I	70
	Spark Plug				I	I	I	I	79
*	Valve Clearance			I	I	I	I	I	76
	Engine Oil			R	R	R	R	R	61
* *	Engine Oil Strainer Screen					C		C	–
* *	Engine Oil Centrifugal Filter					C		C	–
* *	Engine Idle Speed			I	I	I	I	I	–

* Should be serviced by your dealer, unless the owner has the proper tools and service data and is mechanically qualified. Refer to the official Honda Service Manual (page 157).

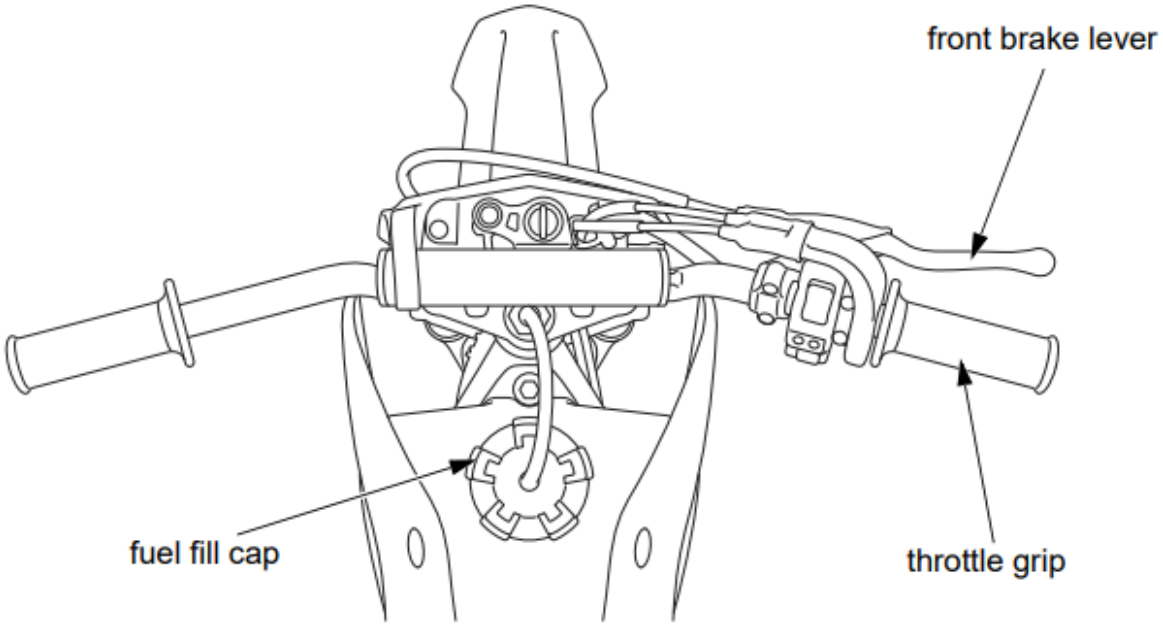
** In the interest of safety, we recommend these items be serviced only by your dealer

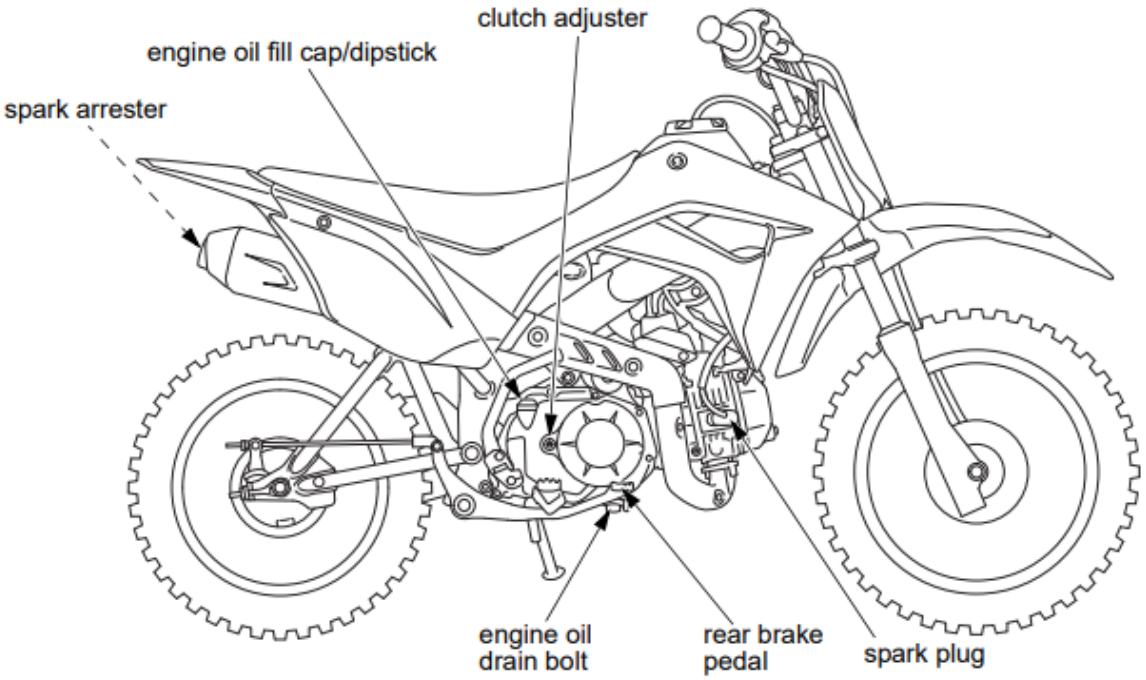
	Items \ Frequency	Whichever Comes First ⇨		Initial Maint.	Regular Maint. Interval				Refer to page:
			mi	100	600	1,200	1,800	2,400	
			km	150	1,000	2,000	3,000	4,000	
		Note	Month	1	6	12	18	24	
	Drive Chain	Note 1		I, L	I, L: every 300 mi (500 km) or 3 month				103
	Drive Chain Slider				I	I	I	I	104
	Brake Shoes Wear				I	I	I	I	91
	Brake System			I	I	I	I	I	87
	Clutch System			I	I	I	I	I	74
	Side Stand					I		I	102
*	Suspension					I		I	84
*	Spark Arrester				C: every 1,000 mi (1,600 km) or every 100 operating hours				81
*	Nuts, Bolts, Fasteners			I		I		I	–
* *	Wheels/Tires			I	I	I	I	I	93, 98
* *	Steering Head Bearings			I		I		I	–

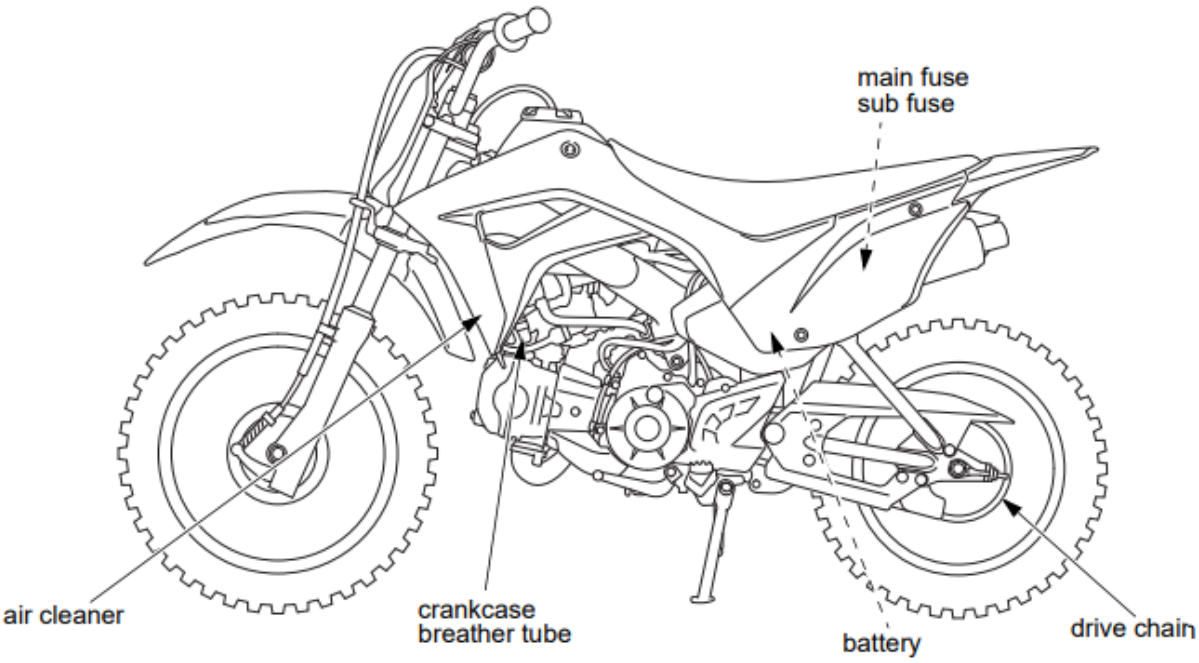
* Should be serviced by your dealer, unless the owner has the proper tools and service data and is mechanically qualified. Refer to the official Honda Service Manual (page 157).

** In the interest of safety, we recommend these items be serviced only by your dealer.

Maintenance Component Locations

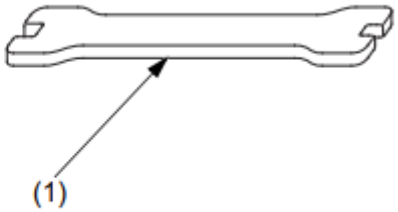






Tools

Refer to Safety Precautions on page 43.



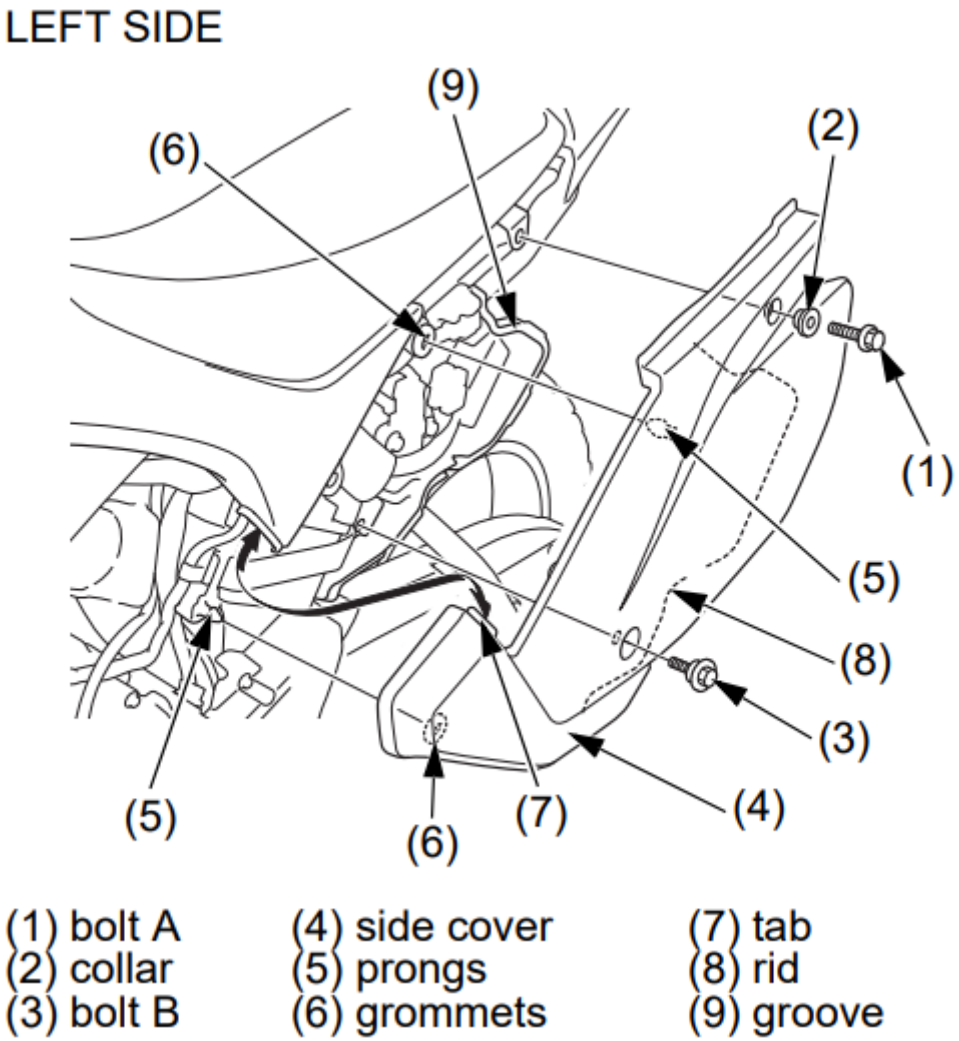
(1) spoke wrench

A spoke wrench is provided with your motorcycle (USA only).

You will need to provide your own tools to perform any owner maintenance other than tightening or loosening the spokes.

Left Side Cover Removal

Refer to Safety Precautions on page 43.



Removal

1. Remove the bolt A (1), collar (2) and bolt B (3) securing side cover (4).
2. Pull the prongs (5) out of the rubber grommets (6).

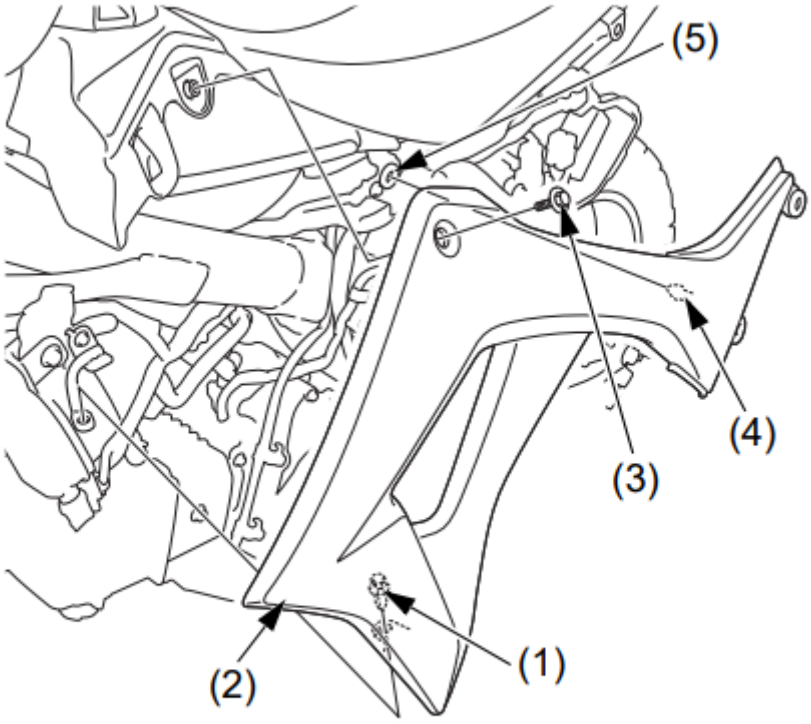
Installation

1. Attach the prongs (5) to the rubber grommets (6), aligning its tab (7) with rear lower edge of the left fuel tank shroud.
2. Align the rib (8) of the side cover with the groove (9) of the battery compartment. Press the side cover into position.
3. Install the bolt A, bolt B and collar, and tighten them.

Left Fuel Tank Shroud Removal

Refer to Safety Precautions on page 43.

LEFT SIDE



(1) clip
(2) left fuel tank shroud
(3) bolt
(4) prong
(5) grommet

Removal

1. Remove the left side cover (page 54).
2. Remove the clip (1) (page 57).
3. Remove the left fuel tank shroud (2) by removing the bolt (3) and pulling the prong (4) from the grommet (5).

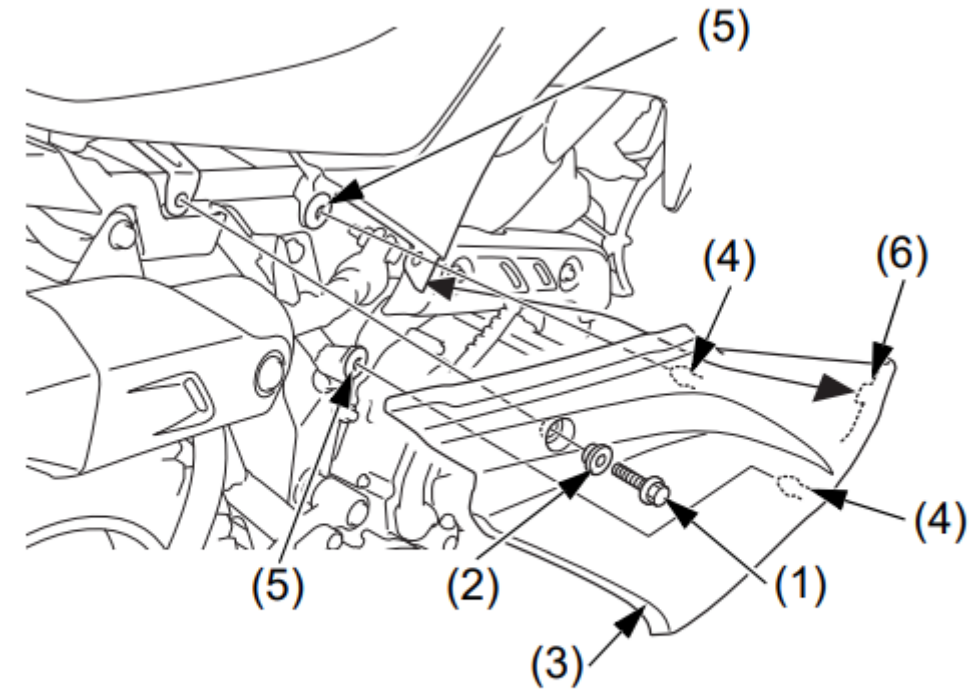
Installation

Installation is in the reverse order of removal.

Right Side Cover Removal

Refer to Safety Precautions on page 43.

RIGHT SIDE



(1) bolt
(2) collar
(3) side cover
(4) prongs
(5) grommets
(6) tab

Removal

1. Remove the bolt (1) and collar (2) securing the right side cover (3).
2. Pull the right side cover prongs (4) out of the rubber grommets (5).

Installation

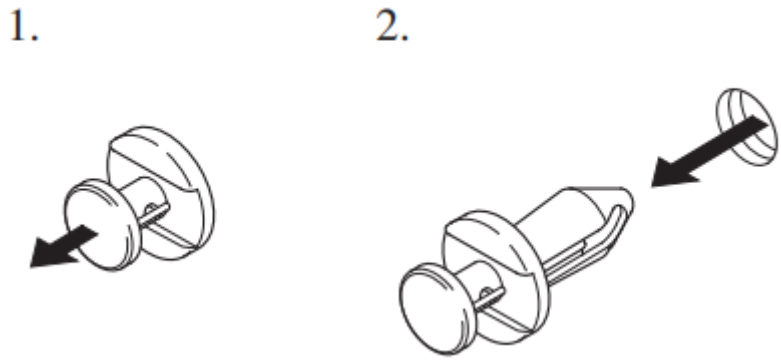
1. Attach the side cover on the rear frame, aligning its tab (6) with the rear lower edge of the right fuel tank shroud.
2. Align the side cover prongs with the rubber grommets. Press the side cover into position.
3. Install the bolt and collar, and tighten them.

Clip Removal

Clip removal and installation:

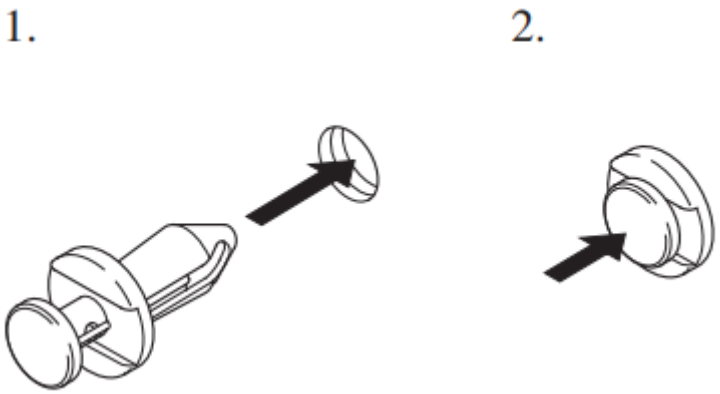
Removal

1. Pull up the center pin to release the lock.
2. Pull out the clip of the hole.



Installation

1. Insert the clip into the hole.
2. Press down the center pin securely to lock the clip.



Fuel

Fuel Recommendation

Type	unleaded
Pump Octane Number	86 (or higher)

Your engine is designed to use any unleaded gasoline that has a pump octane number of 86 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 154.

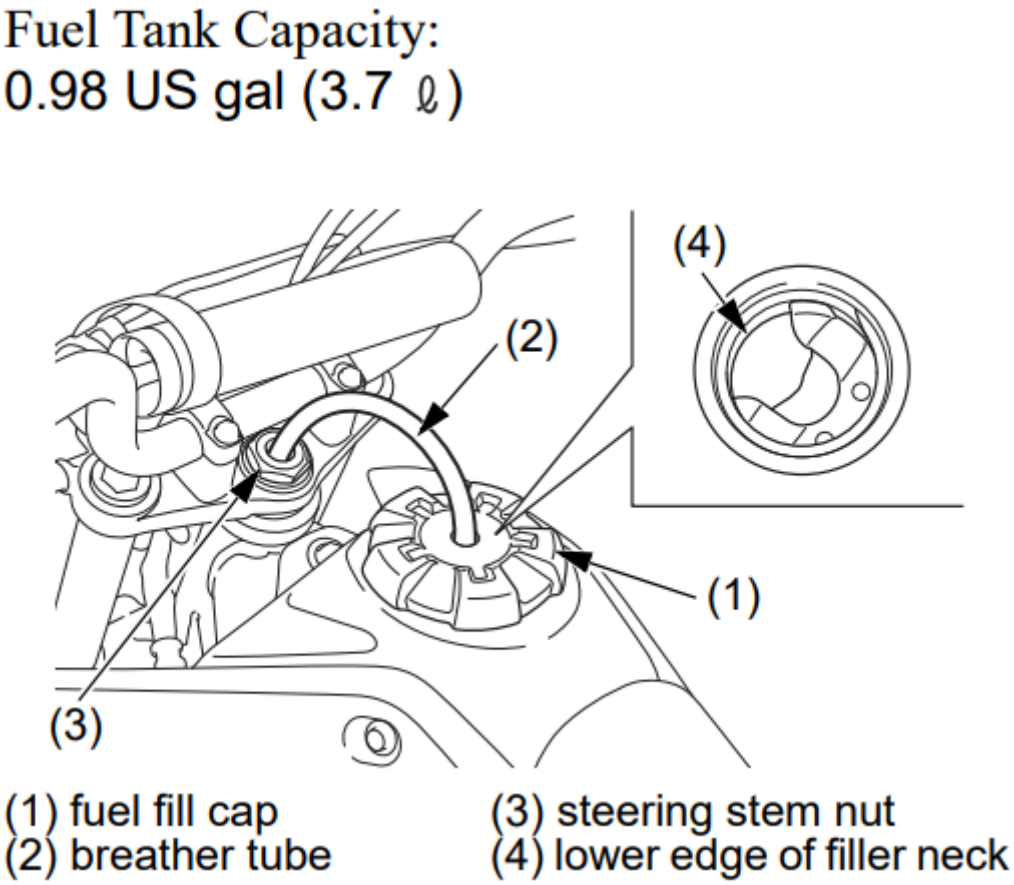
Use of lower octane gasoline can cause persistent ‘‘pinging’’ or ‘‘spark knock’’ (a louder rapping noise) which, if severe, can lead to engine damage. (Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.)

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of gasoline. If pinging or spark knock persists, consult your dealer.

Use only unleaded fuel in your Honda. If you ride your Honda in a country where leaded fuel might be available, take precautions to use only unleaded fuel.

Never use stale or contaminated gasoline or an oil/gasoline mixture. Avoid getting dirt, dust, or water in the fuel tank.

Refueling Procedure



1. To open the fuel fill cap (1), pull the breather tube (2) out of the steering stem nut (3). Turn the fuel fill cap counterclockwise and remove it.
2. Add fuel until the level reaches the lower edge of the filler neck (4). Avoid overfilling the tank. There should be no fuel in the filler neck.
3. After refueling, turn the fuel fill cap clockwise until it clicks.
4. Insert the breather tube in the steering stem nut.

If you replace the fuel fill cap, use a Honda Genuine replacement part or equivalent.

Engine Oil

Using the proper oil, and regularly checking, adding, and changing oil will help extend your engine's life. Even the best oil wears out. Changing oil helps get rid of dirt and deposits held in the engine. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

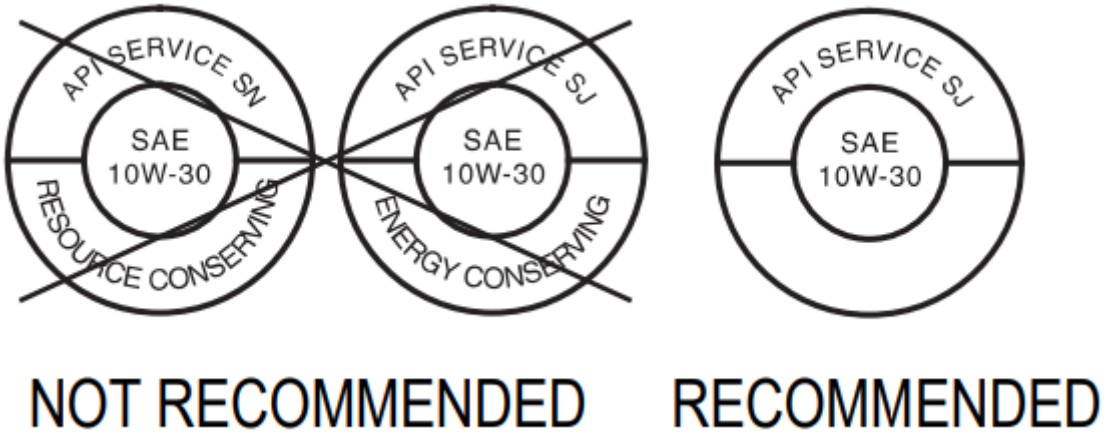
Oil Recommendation

API classification	SJ or higher except oils labeled as energy conserving or resource conserving on the circular API service label
viscosity (weight)	SAE 10W-30*
JASO T 903 standard	MA
suggested oil**	Pro Honda GN4 4-stroke oil (USA & Canada), or Honda 4-stroke oil, or an equivalent motorcycle oil

* For normal air temperatures. See next page for additional temperature/viscosity information.

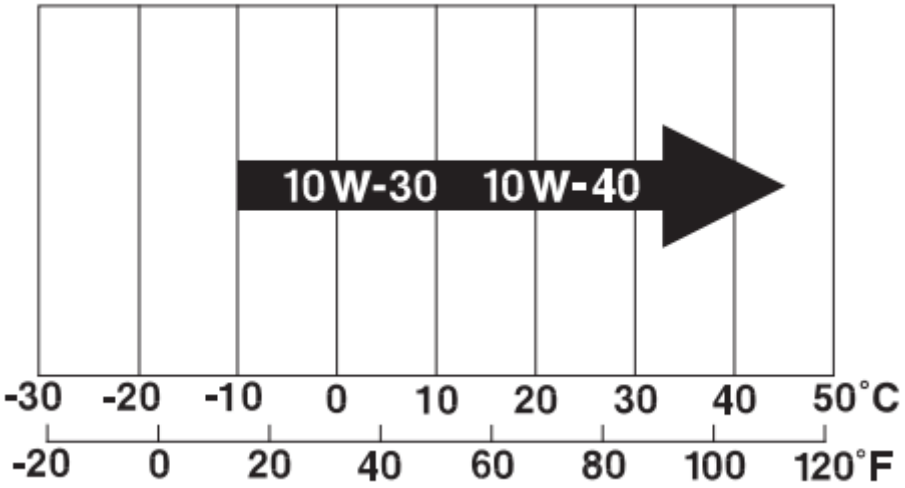
**Suggested oils are equal in performance to SJ oils that are not labeled as energy conserving on the circular API service label.

- Your motorcycle does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SJ or higher oils displaying a circular API ‘‘energy conserving’’ or resource conserving” service label on the container. They may affect lubrication and clutch performance.



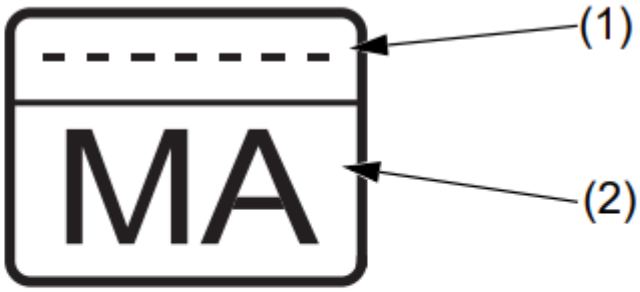
- Do not use non-detergent, vegetable, or castor based racing oils.

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



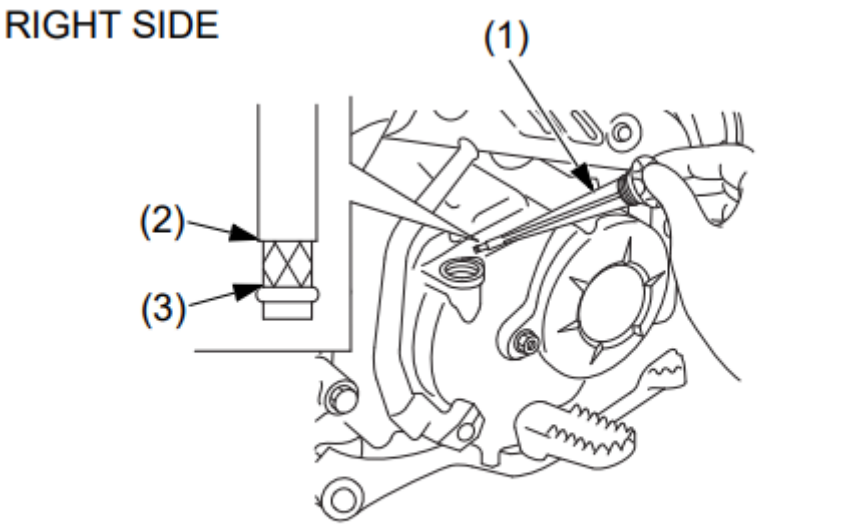
JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



(1) oil code
(2) oil classification

Checking & Adding Oil



(1) oil fill cap/dipstick
(2) upper level mark
(3) lower level mark

1. Park your motorcycle on a firm, level surface.
2. Clean around the oil fill cap/dipstick (1) and nearby surfaces.
3. Start the engine and let it idle for 3-5 minutes. Stop the engine. Wait 2-3 minutes.
4. Unscrew and remove the oil fill cap/dipstick. Wipe it clean.
5. Hold the motorcycle upright.
6. Insert the oil fill cap/dipstick until it seats, but do not screw it in.
7. Remove the oil fill cap/dipstick and check the oil level.

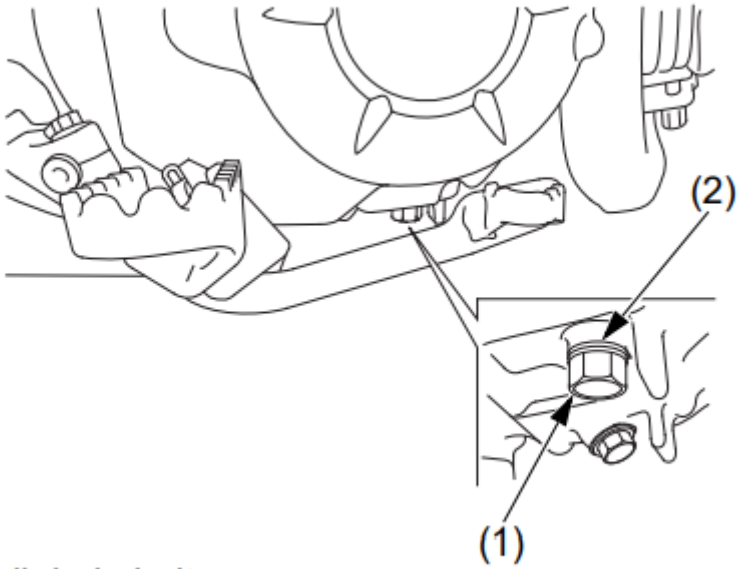
• If the oil is at or near the upper level mark (2), you do not have to add oil.

• If the oil is below or near the lower level mark (3), add the recommended oil until it reaches the upper level mark. (Do not overfill.)

8. Insert the oil fill cap/dipstick and screw it in tightly.
9. Check for oil leaks.

Changing Engine Oil

RIGHT SIDE



(1) oil drain bolt
(2) sealing washer

1. If the engine is cold, start it and let it idle for 3-5 minutes. Turn the engine off. Wait 2-3 minutes for the oil to settle.

2. Park your motorcycle on a firm, level surface.

3. Remove the oil fill cap/dipstick.

4. Place a drain pan under the crankcase.

5. Unscrew and remove the oil drain bolt (1).

6. After most of the oil is drained, gently tilt the motorcycle from side to side to drain the remaining oil.

7. Pour the drained oil into a suitable container and dispose of it in an approved manner (page 125).

Note

Improper disposal of drained fluids is harmful to the environment.

8. Remove the old sealing washer (2) and install a new sealing washer on the drain bolt.

9. Install the oil drain bolt and tighten to the specified torque: 18 lbf·ft (24 N·m , 2.4 kgf·m)

10.Pour the recommended oil into the crankcase, approximately: 1.1 US qt (1.0)

11.Install the oil fill cap/dipstick securely.

12.Start the engine. Let it idle 3-5 minutes, then turn it off.

13.With the motorcycle held upright on level ground, check the oil level. If needed, add oil (page 64) until it reaches the upper level mark. (Do not overfill.)

14.Check for oil leaks.

Taking Care of the Unexpected

General Guidelines

If something goes wrong during a ride, the first thing to do is stop as soon as you safely can. Do not continue riding if you have a flat tire, or you hear an unusual noise, or your motorcycle just doesn't feel right. If you continue riding, you could cause more damage and endanger your own safety.

After a stop, take time to assess the situation. Carefully inspect your motorcycle to identify the problem, then consider your options before you decide what to ddo.

If a problem is relatively minor and you have the tools, supplies, and skills to make a permanent repair, you may be able to fix it on the trail and continue riding. Or, you may be able to make a temporary repair that allows you to slowly ride back to your base where you can make a permanent repair or get help.

When a problem is more serious – or you don't have the tools, supplies, experience, or time to deal with it – you need to choose the safest way to get yourself and your motorcycle back to base. For example, if you are close enough, you (or you and another person) might be able to push it back.

Whatever the problem, the most important rules are:

• Always put personal safety first.

• If you made temporary repairs, be sure to have permanent repairs made as soon as possible.

• Do not continue riding if you are hurt or your motorcycle is not in safe riding condition.

Additional recommendations for specific problems follow.

If Your Engine Quits or Won't Start

Proper operation and maintenance can prevent starting and engine performance problems. In many cases, the cause of the problem may be a simple operational oversight.

If you have a problem starting the engine – or experience poor engine performance – the following information may help you. If you can't correct the problem, see your dealer.

If your motorcycle won't start, listen as you press the start button. If you don't hear the starter motor turning, refer to the Starter motor doesn't operate symptom. If you can hear the starter motor working normally, refer to the Starter motor works, but the engine won't start symptom.

SYMPTOM: Starter motor doesn’t operate.	
POSSIBLE CAUSE	WHAT TO DO
ignition switch **O** (OFF)	Turn the ignition switch **I** (ON).
transmission not in neutral	Shift into neutral.
blown fuse	Replace with a new fuse of the same rating (page 134).
battery lead loose	Tighten the battery lead.
low (or dead) battery	Charge the battery (page 114). If charging doesn’t help, see your dealer.
faulty starter motor	If all possible causes are negative, the starter motor may be faulty. See your dealer.

SYMPTOM: Starter motor works, but the engine won’t start.	
POSSIBLE CAUSE	WHAT TO DO
out of fuel	Fill the fuel tank.
flooded engine	See Flooded Engine (page 32).
loose or unconnected spark plug cap	Install the spark plug cap securely. If the engine still won’t start, see your dealer.
loose battery cables	Tighten the battery terminal bolts.
weak battery	Charge the battery (page 114). If charging doesn’t help, see your dealer.

SYMPTOM: Engine starts, but runs poorly.	
POSSIBLE CAUSE	WHAT TO DO
idles roughly, too fast, stalls	See your dealer.
runs erratically, misfires	See your dealer.
blubbers (rich fuel mixture)	See your dealer.

SYMPTOM: Engine starts, but runs poorly. (cont'd)	
POSSIBLE CAUSE	WHAT TO DO
sooty exhaust (rich fuel mixture)	See your dealer.
detonates or pings under load	If applicable, switch to the recommended octane gasoline (page 58) or change your brand of gasoline. If the problem persists, see your dealer
afterfires (backfires)	See your dealer
pre-ignition (runs on after ignition switched OFF)	See your dealer

If You Have a Flat Tire

How you handle a flat tire on the trail depends on how serious the tube or tire damage is, and what tools and supplies you have with you.

If you have a slow leak or a minor puncture, there are two ways to try making a temporary repair:

- Use an aerosol tire sealer to seal the puncture and inflate the tube. (This can be done without removing the tire or wheel.)
- Use a tube patch kit to repair the puncture. (This requires removing the tire.)

If the leak is more serious, or a temporary repair doesn't hold, the tube must be replaced. The tire will also need to be replaced if it is damaged (page 101). Replacing a tube or tire involves removing and re-installing the wheel (pages 94, 96).

If you are unable to repair a flat tire on the trail, you will need to push the motorcycle back to your base or send for help. We strongly recommend that you do not try to ride with a flat tire. The motorcycle will be hard to handle, and if the tire comes off the rim, it may lock up the wheel and cause you to crash.

If a Fuse Blows

All of the electrical circuits on your motorcycle have fuses to protect them from damage caused by excess current flow (short circuit or overload).

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. Check fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuse and check component operation.

The main fuse and sub fuse are located behind the left side cover.

Recommended Fuses

main fuse --10 A

sub fuse --5 A

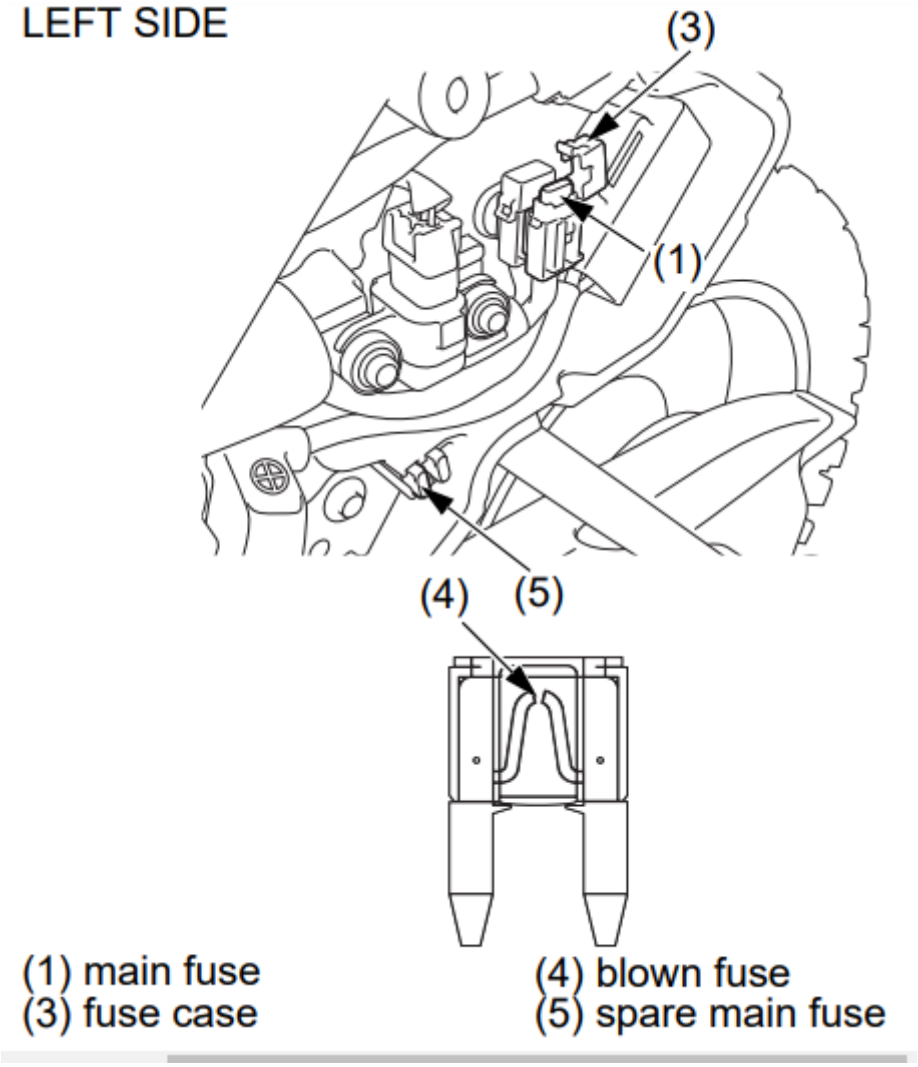
1. To prevent an accidental short circuit, turn the ignition switch (OFF) before checking or replacing the fuse.

2. For access the main fuse (1) and sub fuse (2), remove the left side cover (page 54).

Main Fuse Access:

3. Open the fuse case (3) and pull the fuse out. If the main fuse is blown (4), install the spare main fuse (5).

4. Close the fuse case.



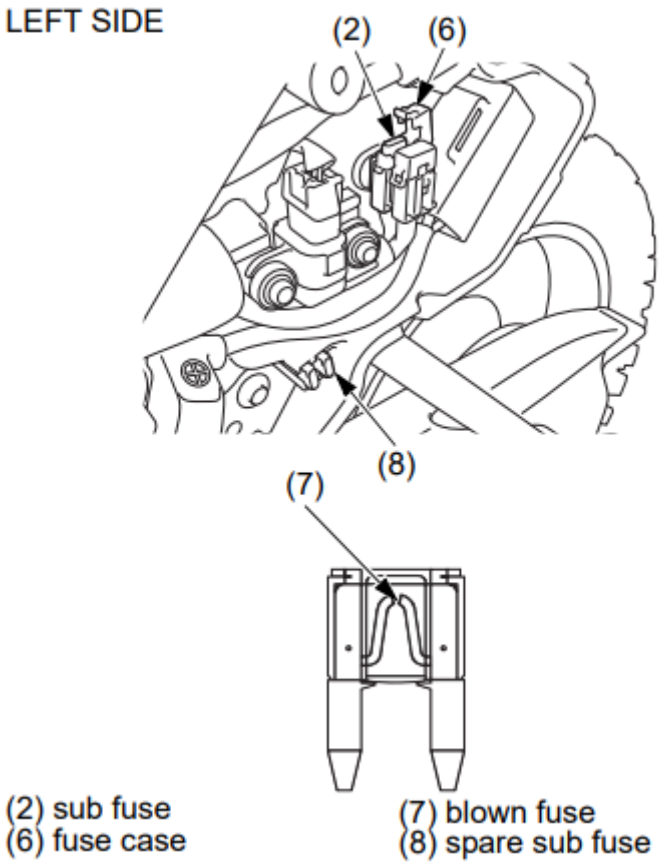
Sub Fuse Access:

5. Open the fuse case (6) and pull the sub fuse out. If the sub fuse is blown (7), install the spare sub fuse (8).

6. Close the fuse case.

7. Install the left side cover.

If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.



If You Crash

Personal safety is your first priority after a crash. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. If you cannot ride safely, send someone for help. Do not ride if you will risk further injury.

If you decide that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels.

If there is minor damage, or you are unsure about possible damage but decide to try riding the motorcycle back to your base, ride slowly and cautiously.

Sometimes, crash damage is hidden or not immediately apparent. When you get home, thoroughly check your motorcycle and correct any problems you find. Also, be sure to have your dealer check the frame and suspension after any serious crash.

If You Lose Your Key

Be sure to record the key number provided with the original keys. Store the spare key and recorded key number in a safe location. You'll need this number to have a duplicate key made.

If you lose your key and aren't carrying a duplicate, either get your spare or have one made. If you don't know your key number, call the dealer where you purchased your Honda. They may have it listed in their records. If they don't, transport your motorcycle to them or the nearest dealer. The dealer will probably have to remove the ignition switch assembly to find the key number so they can make a key for you.

If a Component Fails

The drive chain, master link, brake lever or pedal, control cables, and other components can be damaged as you ride in dense brush or over rocky terrain. Making a trailside repair depends on how serious the damage is and what tools and supplies you have with you.

- If the drive chain comes off because the master link clip gets knocked off, you may be able to put the chain back on with a new master link. However, if the chain breaks or does other damage when it comes off, you may not be able to make a trailside repair.
- If any component of the front brake system is damaged, you may be able to ride carefully back to your base using the rear brake for slowing or stopping.
- If you damage a throttle cable or other critical component, your motorcycle may be unsafe to ride. Carefully assess the damage and make any repairs that you can. But if there is any doubt, it's best to be conservative and safe.

If Your Battery Is Low (or Dead)

Jump starting is not recommended, especially if you use an automobile battery. The greater amperage of an automobile battery when the car engine is running can damage your motorcycle's electrical system.

Bump starting is also not recommended.

If you can't charge the battery or it appears unable to hold a charge, contact your dealer.

Unstable Engine Operation Occurs Intermittently

If the fuel pump filter is clogged, unstable engine operation will occur intermittently while riding.

Even if this symptom occurs, you can continue to ride your motorcycle.

If unstable engine operation occurs even if sufficient fuel is available, have your motorcycle inspected by your dealer as soon as possible.

Warning

This content is compiled from multiple sources and is provided for reference purposes only. It may not be complete or fully applicable to all situations. If you are unable to resolve your issue, please contact the product manufacturer or an authorized service provider for official support.
