



3. MAINTENANCE

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SERVICE INFORMATION

GENERAL

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- Engine oil strainer cleaning Page 2-4
- Oil filter screen cleaning Page 2-5

SPECIFICATIONS

ENGINE

- Ignition timing: Initial 6° B.T.D.C at 1200 rpm
- Full advance: 31° B.T.D.C. at 4000 rpm
- Spark plug: Plug gap: 0.8-0.9 mm (0.031-0.035 in)

Plug type:

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



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**MAINTENANCE**

Valve clearance:

INTAKE: 0.05 (0.002 in)
EXHAUST: 0.10 mm (0.004 in)Throttle grip free play: 2–6 mm (1/8–1/4 in)
Idle speed: 1,200 ± 100 rpm
Manual decompression valve
lifter free play: 1–2 mm (1/32–1/16 in)
Kickstarter decompression
valve lifter free play: 1–3 mm (1/32–1/8 in)
Cylinder compression: 12.5 kg/cm² (175 psi)**CHASSIS**Drive chain slack: 30–40 mm (1-1/4–1-5/8 in)
Rear brake pedal free play: 20–30 mm (3/4–1-1/4 in)
Clutch lever free play: 10–20 mm (3/8–3/4 in)
Side stand spring tension: 2–3 kg (4.4–6.6 lb)Tire pressures: Front 1.5 kg/cm² (21 psi)
Rear 1.5 kg/cm² (21 psi)Tire size: Front 3.00–21–4PR
Rear 5.10–17–4PR**TORQUE VALUES**Rear axle nut: 80–110 N·m (8.0–11.0 kg·m, 58–80 ft·lb)
Spoke nipple: 2.5–5.0 N·m (25–50 kg·cm, 28–58 in·lb)
Valve adjusting screw lock nut: 15–18 N·m (1.5–1.8 kg·m, 11–13 ft·lb)
Side stand pivot bolt: 35–45 N·m (3.5–4.5 kg·m, 25–33 ft·lb)**TOOL**Spoke wrench: 07701–0020300 (5.8 mm) (Commercially available in U.S.A.)
Wrench, 10 x 12 mm 07708–0030200 (□ or 07908–3230000)
Adjusting wrench A 07708–0030300



MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION at each scheduled maintenance period.

- I: Inspect and Clean, Adjust, Lubricate, or Replace if necessary.
- C: Clean
- R: Replace
- L: Lubricate

	ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 5)						Refer to page
				EVERY	600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	
EMISSION RELATED ITEMS	* FUEL LINE				I	I	I	I	I	3-4
	* FUEL STRAINER			C	C	C	C	C	C	3-4
	* THROTTLE OPERATION			I	I	I	I	I	I	3-4
	* CARBURETOR-CHOKE				I	I	I	I	I	3-5
	AIR CLEANER	NOTE 1			C	C	C	C	C	3-6
	CRANKCASE BREATHER	NOTE 2			C	C	C	C	C	3-7
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	* VALVE CLEARANCE				I	I	I	I	I	3-8
	ENGINE OIL	YEAR		R	REPLACE EVERY 2,000 mi (3,200 km)					2-2
	* ENGINE OIL FILTER SCREEN (DOWN TUBE)				C	C	C	C	C	2-3
	ENGINE OIL FILTER				R	R	R	R	R	2-4
	NON-EMISSION RELATED ITEMS	* STARTER DECOMPRESSOR			I	I	I	I	I	I
* CARBURETOR-IDLE SPEED				I	I	I	I	I	I	3-11
EVAPORATIVE EMISSION CONTROL SYSTEM		NOTE 3				I		I		3-11
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BATTERY		MONTH I			I	I	I	I	I	3-14
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BRAKE FLUID (FRONT)		MONTH I 2 YEARS *R			I	I	I	*R	I	3-14
BRAKE SYSTEM					I	I	I	I	I	3-16
* BRAKE LIGHT SWITCH					I	I	I	I	I	3-16
* HEADLIGHT AIM					I	I	I	I	I	3-17
CLUTCH				I	I	I	I	I	3-17	
SIDE STAND					I	I	I	I	3-18	
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SPARK ARRESTER					C	C	C	C	3-20	
* NUTS, BOLTS, FASTENERS	NOTE 4			I	I	I	I	I	3-21	
** WHEELS/SPOKES	NOTE 4			I	I	I	I	I	3-19	
** STEERING HEAD BEARING				I		I		I	3-20	

* Should be serviced by an authorized Honda dealer, unless the owner has proper tools and service data and is mechanically qualified.

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

- NOTE:
1. Service more frequently when riding in dusty areas.
 2. Service more frequently when riding in rain or at full throttle.
 3. '84 California model only.
 4. Service more frequently when riding off-road.
 5. For higher odometer readings, repeat at the frequency interval established here.



FUEL LINE/FUEL STRAINER

Turn the fuel valve OFF.
Remove the fuel cup, O-ring and filter screen and drain the gasoline 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.

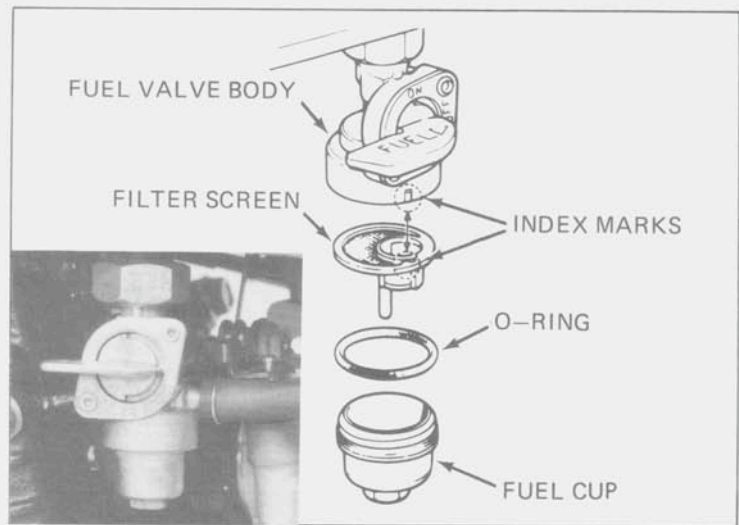
Wash the cup and filter screen in clean non-flammable or high flash point solvent.
Reinstall the screen, aligning the index marks on the fuel valve body and filter screen.
Install a new O-ring into the fuel valve body.
Reinstall the fuel cup, making sure the new O-ring is in place.
Hand tighten the fuel cup and then torque it to specification.

TORQUE: 3–5 N·m (0.3–0.5 kg·m, 2–4 ft·lb)

NOTE

Do not overtighten the fuel cup.

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



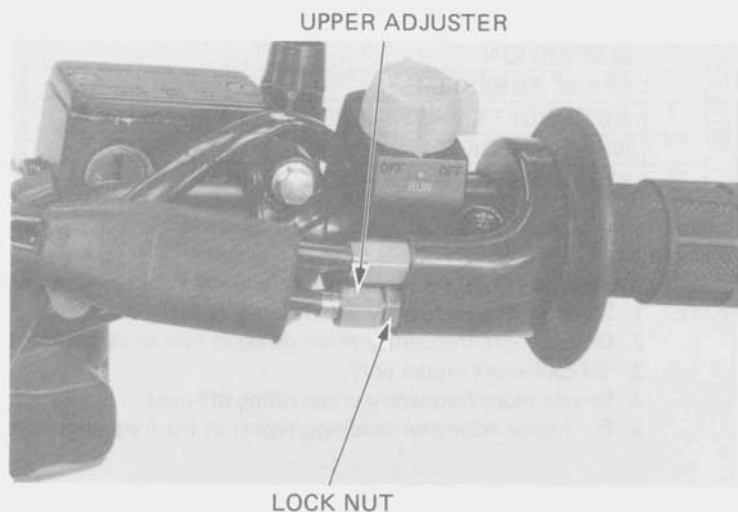
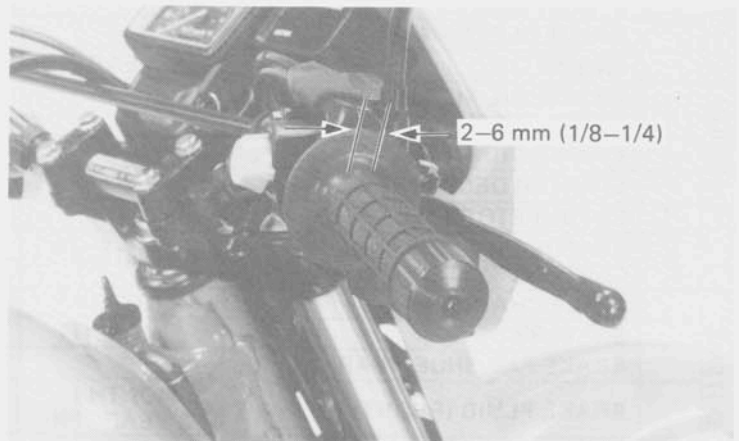
THROTTLE OPERATION

Check that the throttle grip opens smoothly to full throttle and fully closes automatically in all steering positions.

Make sure there is no deterioration, damage, or kinking in the throttle cables, and that the throttle grip free play is 2–6 mm (1/8–1/4 in) at the throttle grip flange.

Throttle grip free play can be adjusted at either end of the throttle cable. Replace any damaged parts before beginning this adjustment. Minor adjustments are made with the upper throttle cable adjuster.

Adjust free play by loosening the lock nuts and turning the adjusters.
Tighten the locknuts.
Recheck throttle operation.





Major adjustments are made with the lower adjuster. Remove seat and fuel tank.

Adjust free play by loosening the lock nut and turning the adjuster. Tighten the lock nut.

Recheck throttle operation. Replace any damaged parts.

Reinstall fuel tank and seat.

Turn the fuel valve OFF.

Check for fuel leaks.

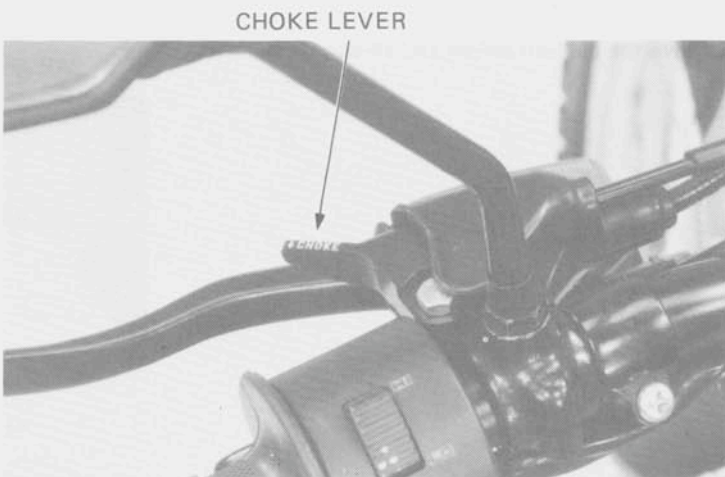


LOCK NUT

LOWER ADJUSTER

CARBURETOR-CHOKE

Check that the choke lever moves smoothly. Lubricate the choke cable, if the operation is not smooth.



CHOKE LEVER

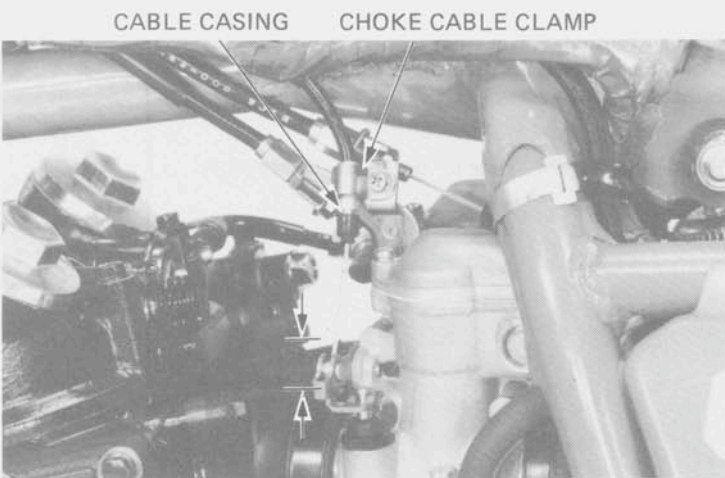
Remove the seat and fuel tank. Pull the choke lever on the handlebar all the way back to fully open position and measure the choke valve stroke between the fully closed and fully open positions.

CHOKE VALVE STROKE: 5–7 mm (3/16–1/4 in)

Adjust if necessary by loosening the choke cable clamp on the carburetor and moving the cable casing.

Recheck the choke valve stroke.

Install the fuel tank and seat.



CABLE CASING

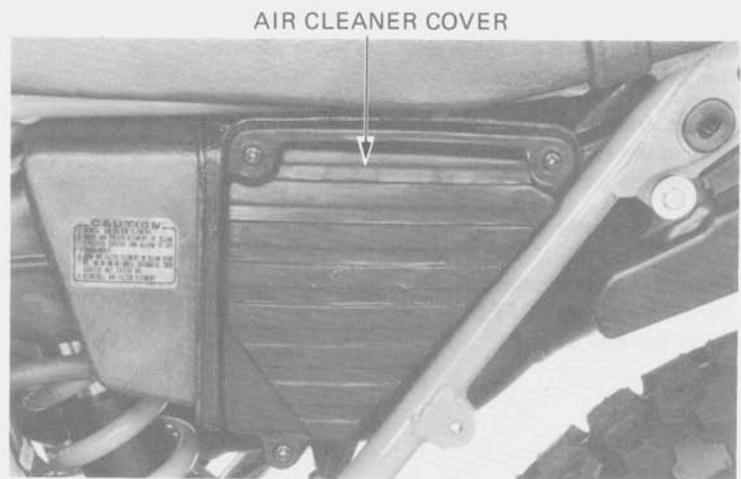
CHOKE CABLE CLAMP

CHOKE VALVE STROKE:



AIR CLEANER

Remove the left frame side cover.
Remove the air cleaner cover screws and the cover.

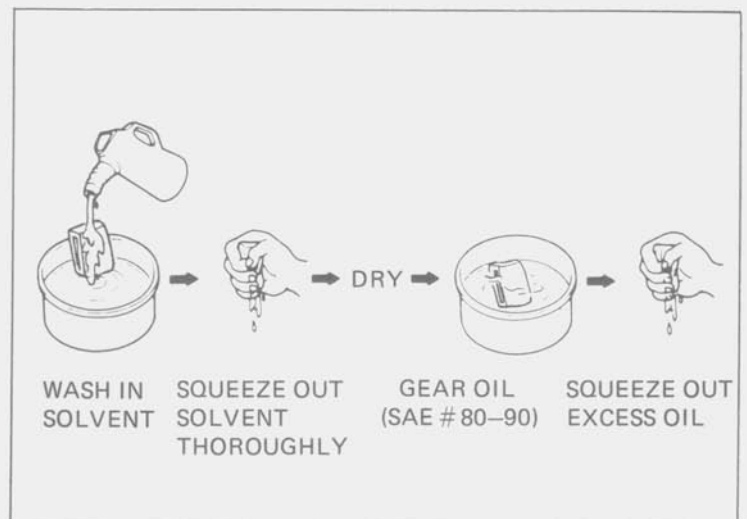


Remove the element holder and air cleaner element.



Wash the element in non-flammable or high flash point solvent, and let it dry.
Soak the element in gear oil (SAE # 80-90) and squeeze out the excess.

Installation is the reverse order of disassembly.



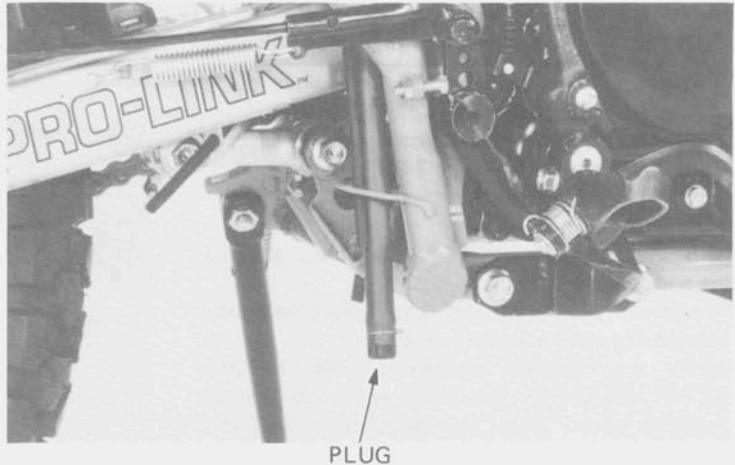


CRANKCASE BREATHER

Remove the plug from the drain tube to empty any deposits.
Install the drain plug.

NOTE

Service more frequently when ridden in rain or at full throttle or if the deposit level can be seen in the transparent section of the drain tube.



SPARK PLUG

Disconnect the spark plug cap and remove the spark plug.
Visually inspect the spark plug. Discard it if the insulator is cracked or chipped.
Measure the spark plug gap with a wire-type feeler gauge.
Adjust the gap by bending the side electrode carefully.

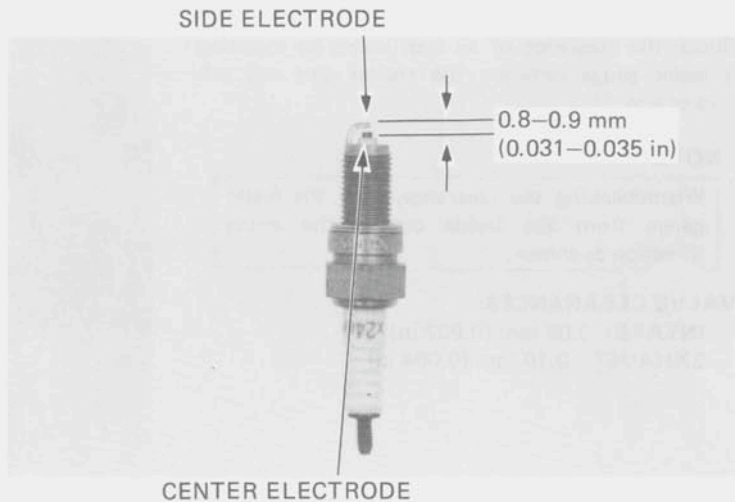
SPARK PLUG GAP: 0.8–0.9 mm (0.031–0.035 in)

RECOMMENDED SPARK PLUG:

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

Make sure the sealing washer is in good condition.
Install the spark plug, tighten it by hand, then tighten with a spark plug wrench.

Connect the spark plug cap.



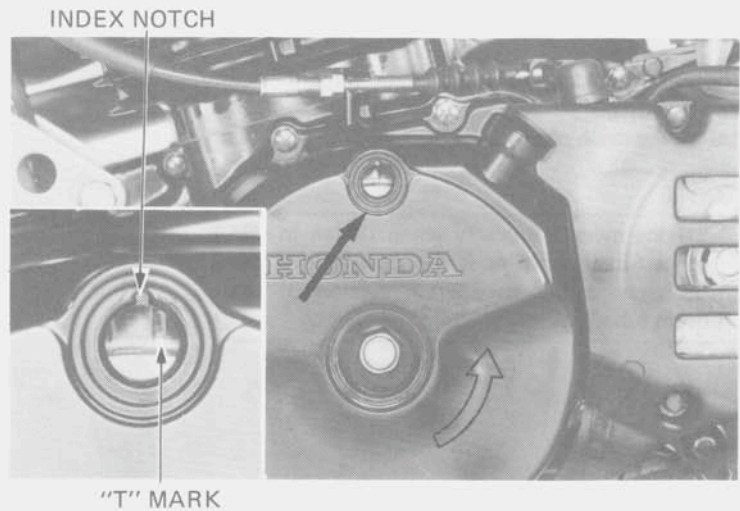


VALVE CLEARANCE

NOTE

Inspect and adjust valve clearance while the engine is cold (Below 35°C/95°F).
Make sure that the decompressor valves lifters have free play (page 3-9).

Remove the seat.
Turn the fuel valve "OFF", disconnect the fuel line and remove the tank.
Remove the crankshaft and timing mark hole caps.
Remove the valve adjusting covers.
Rotate the flywheel counterclockwise to align the "T" mark with the index notch on the left crankcase cover. Make sure the piston is at T D C (Top Dead Center) on the compression stroke.



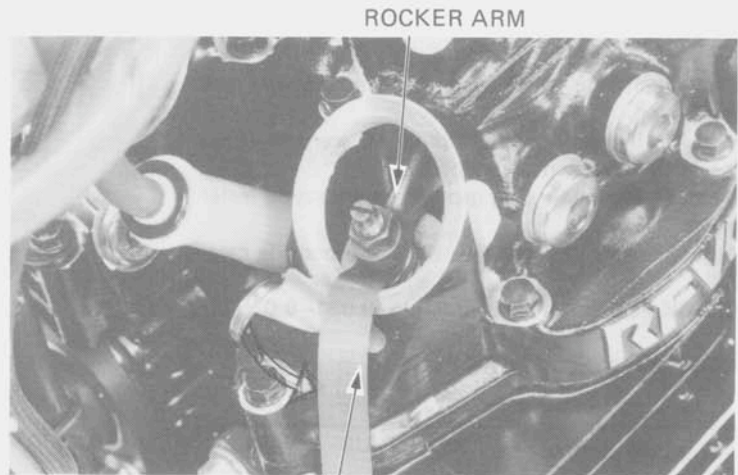
Check the clearance of all four valves by inserting a feeler gauge between the rocker arm and sub rocker arm.

NOTE

When checking the clearance, slide the feeler gauge from the inside out in the arrow direction as shown.

VALVE CLEARANCES:

- INTAKE: 0.05 mm (0.002 in)**
- EXHAUST: 0.10 mm (0.004 in)**

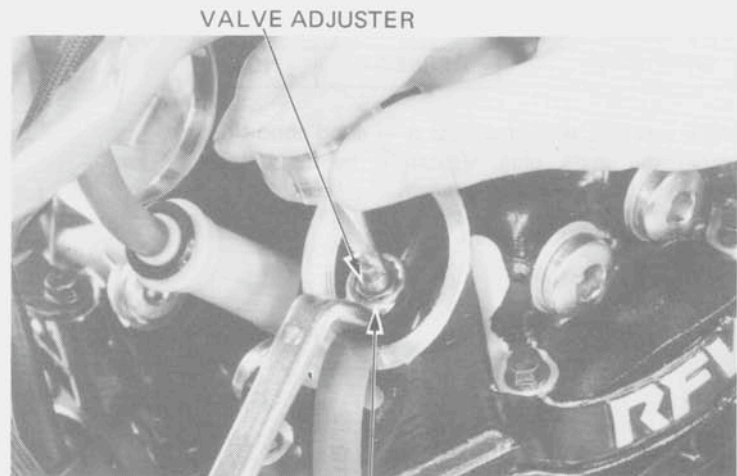


FEELER GAUGE

Adjust by loosening the lock nut and turning the adjusting screw until there is a slight drag on the feeler gauge.

Hold the adjusting screw and tighten the lock nut.
TORQUE: 1.5-1.8 kg-m (11-13 ft-lb)

Recheck the valve clearance.
Adjust starter and manual decompressor valve lifter lever free play (page 3-9).
Install parts in the reverse order of disassembly.



LOCK NUT



IGNITION TIMING

NOTE

The Capacitive Discharge Ignition system is factory pre-set and cannot be adjusted. Ignition timing inspection procedures are given to inspect the function of the CDI components.

Remove the timing hole cap.

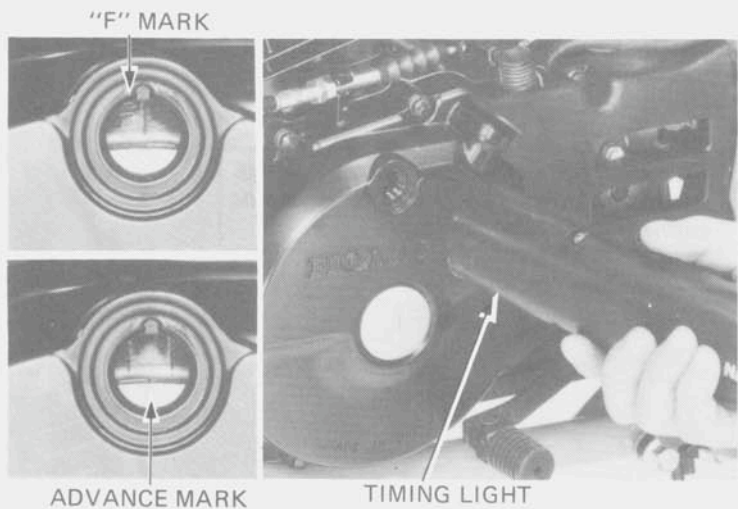
Connect a tachometer and timing light.

Start the engine.

The timing at idle is correct if the index notch aligns with the "F" mark at $1,200 \pm 100$ rpm ('83) or $1,300 \pm 100$ rpm ('84).

To check the advance, raise the engine speed to 4,000 rpm. The index notch should be between the advance marks.

If the ignition timing is incorrect, check the CDI unit, pulser rotor and pulser generator, and replace any faulty parts.

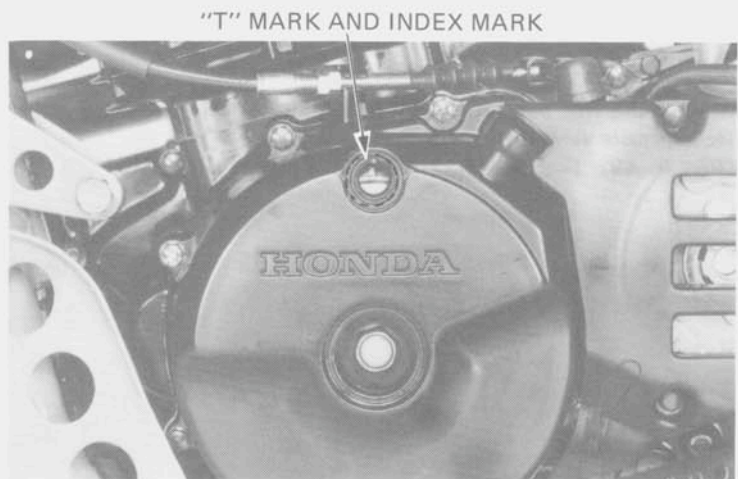


STARTER DECOMPRESSOR

NOTE

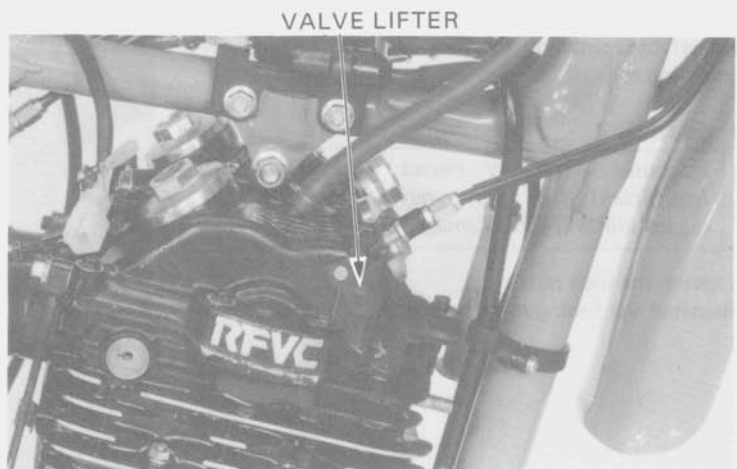
Always adjust the decompressor linkage (manual and kickstarter) after adjusting the valve clearance.

Remove the crankshaft and timing mark hole caps. Rotate the flywheel counterclockwise to align the "T" mark with the index notch. Make sure the piston is at TDC (Top Dead Center) on the compression stroke.



Measure the free play at the tip of the manual decompressor valve lifter.

FREE PLAY: 1-2 mm (1/32-1/16 in)



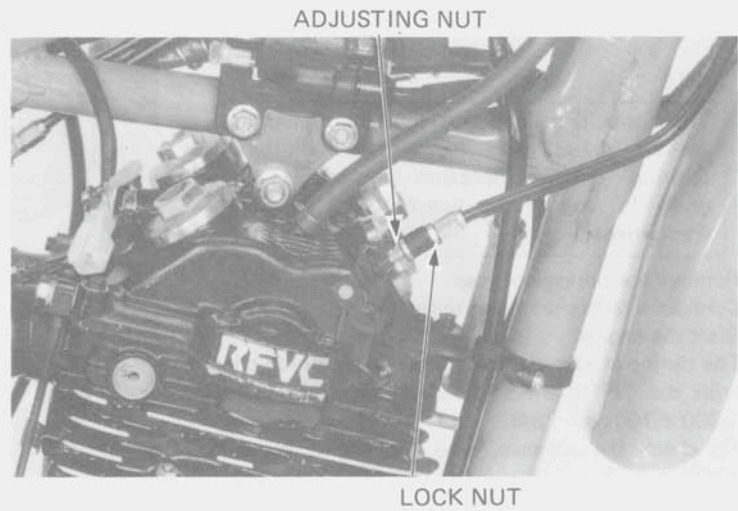


Adjust by loosening the lock nut and turning the adjusting nut.

CAUTION

*Excessive free play causes hard starting.
Insufficient free play may cause erratic engine idle and valve damage.*

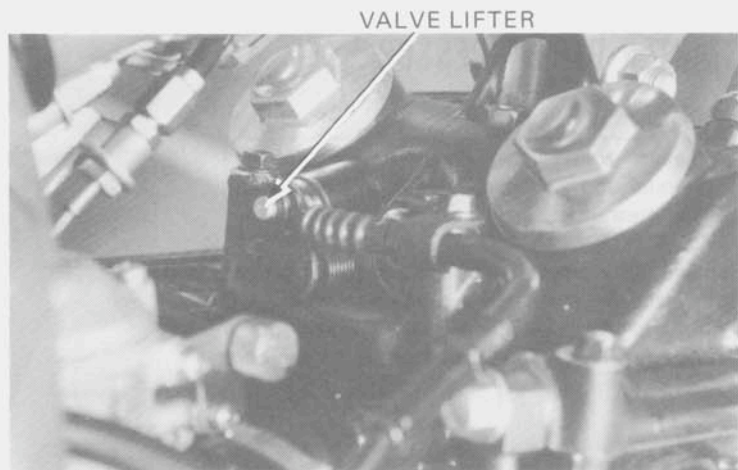
Tighten the lock nut.



(Kickstarter)

Measure the free play at the tip of the kickstarter decompressor valve lifter.

FREE PLAY: 1–3 mm (1/32–7/64)



Adjust by loosening the lock nut and turning the adjusting nut.

CAUTION

*Excessive free play causes hard starting.
Insufficient free play may cause erratic engine idle and valve damage.*

Tighten the lock nut.

Reinstall the timing mark hole cap.

