Construction of CB500 clutch system

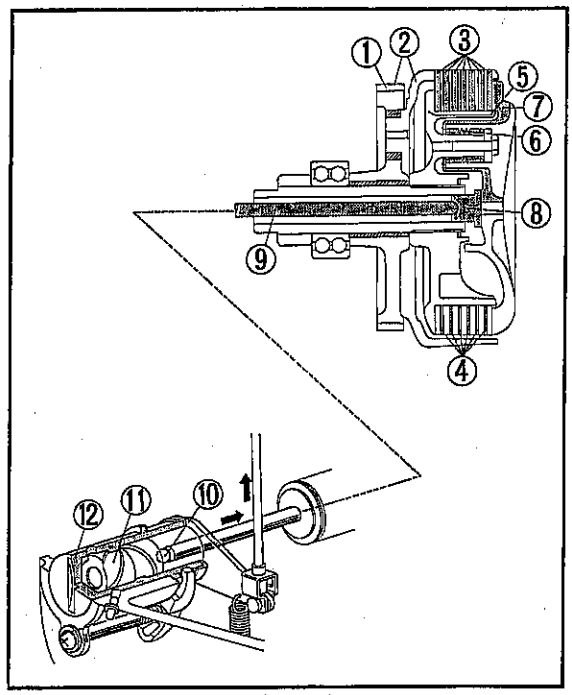

Fig. 334

Construction of CB550 clutch system

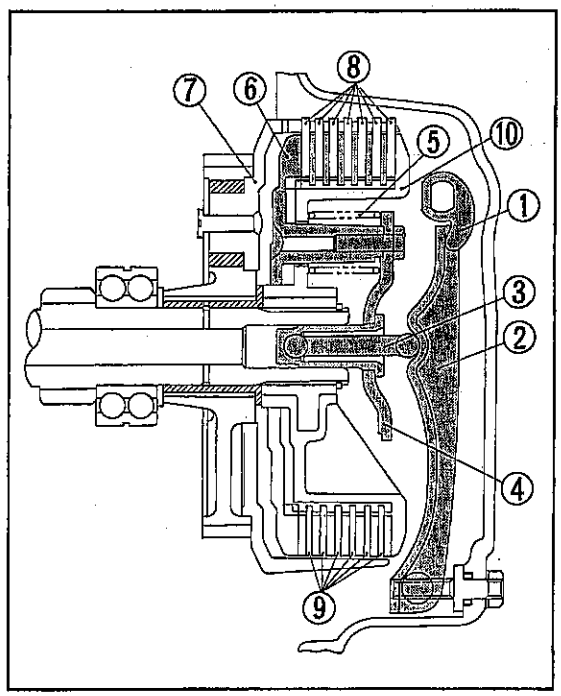

Fig. 335

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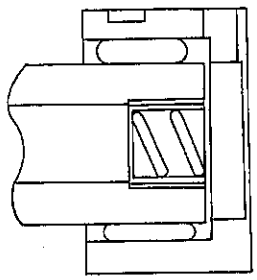
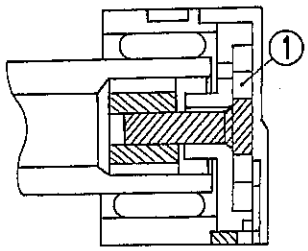
Part or item	Model CB500	Model CB550	Modified part
Countershaft lubrication	 Fig. 336 By splashing	 Fig. 337 By pump pressure ① Trochoid pump • The oil strainer assembly is provided with the transmission oil pipe. The oil comes up to the right side of the countershaft through the oil passage in the right side of the lower crankcase and is fed to the countershaft assembly by means of the trochoid pump. (See Fig. 339.)	• Countershaft • Trochoid pump bearing (Added)

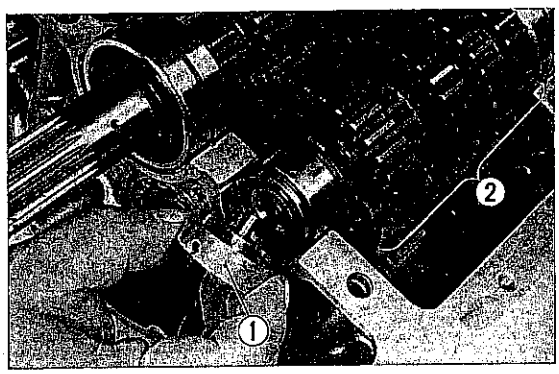


Fig. 338 ① Trochoid pump
② Countershaft assembly

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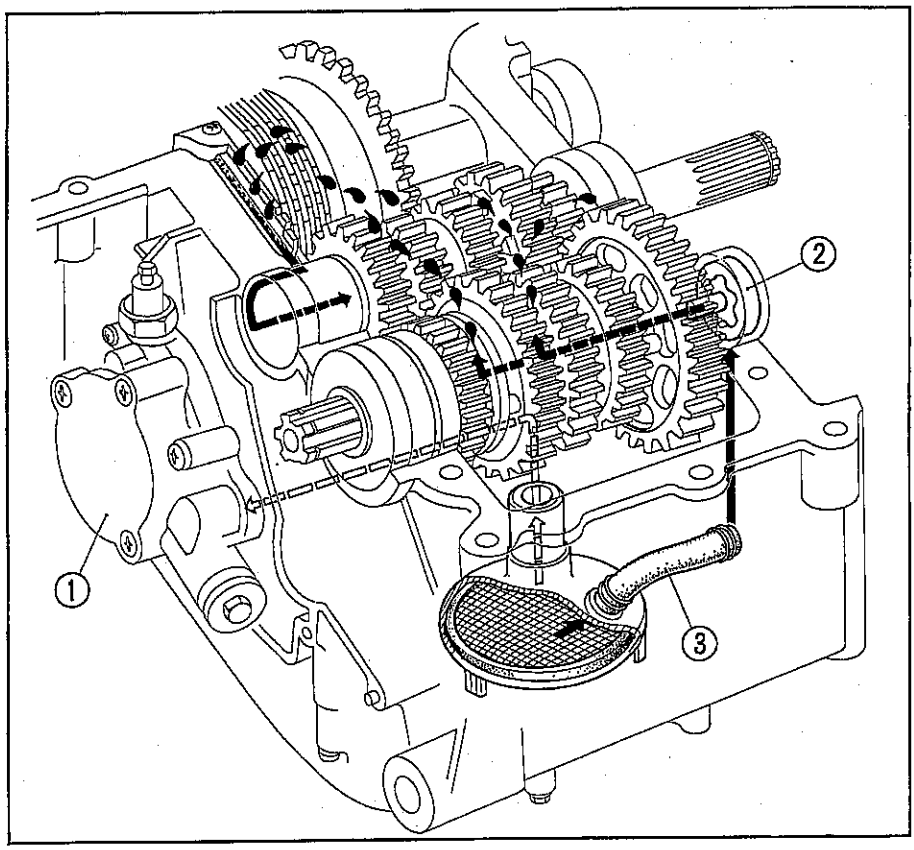

Fig. 339 ① Oil pump
② Trochoid pump
③ Transmission oil pipe

➡ Oil to countershaft
⇨ Oil to cylinder head and crankshaft through oil pump

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Unit: mm

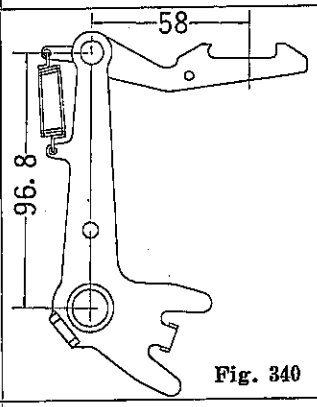
<table>
<tr><th>Part or item</th><th>Model CB500</th><th>Model CB550</th><th>Modified part</th></tr>
<tr><td>Gear shaft spindle</td><td> 

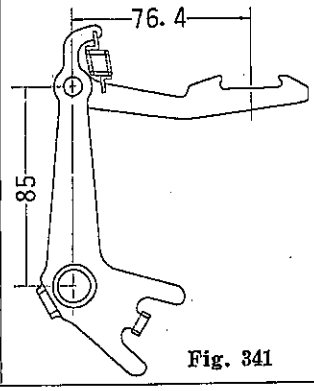
Fig. 340</td><td> 

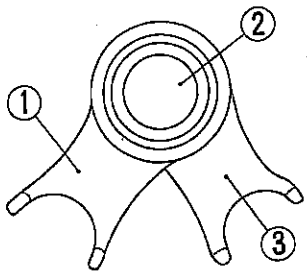
Fig. 341</td><td>• Gear shift spindle</td></tr>
<tr><td>Gear ratio</td><td colspan="2"><table>
<tr><th>No. of teeth</th><th>Part name</th><th>No. of teeth</th></tr>
<tr><td>64</td><td>Primary driven gear</td><td>63</td></tr>
<tr><td>23</td><td>Primary drive gear</td><td>24</td></tr>
</table></td><td></td></tr>
<tr><td>Gear shift fork shaft (Added)</td><td> 

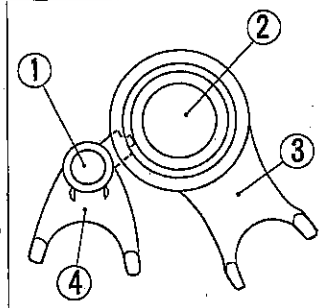
Fig. 342
① Right and left gear shift forks
② Gear shift drum
③ Center gear shift fork
• All forks are installed to the drum.</td><td> 

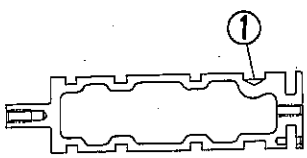
Fig. 343
① Gear shift fork shaft
② Gear shift drum
③ Center gear shift fork
④ Right and left gear shift forks
• The center fork is installed to the drum and the right and left forks to the fork shaft.</td><td>• Right gear shift fork
• Left gear shift fork
• Center gear shift fork
• Gear shift fork shaft (Added)</td></tr>
<tr><td>Gear shift drum</td><td> 

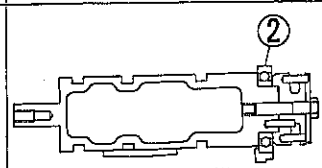
Fig. 344
① Groove for gear shift drum guide screw</td><td> 

Fig. 345
② Press bearing in here
• The groove for the drum guide screw was abolished. Instead a 16005 radial ball bearing was pressed in.</td><td>• Gear shift drum
• Upper crankcase</td></tr>
</table>

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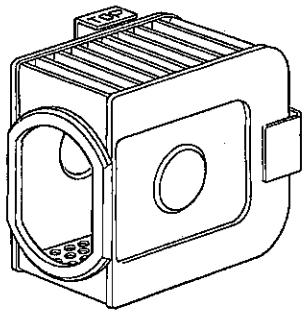
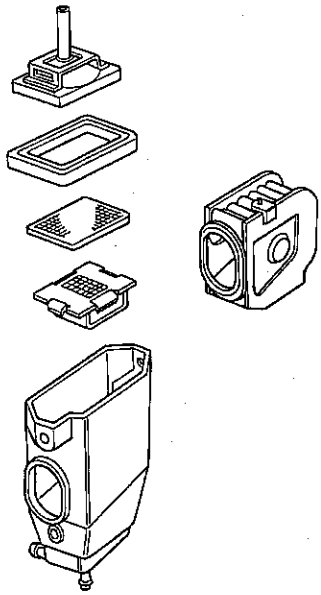
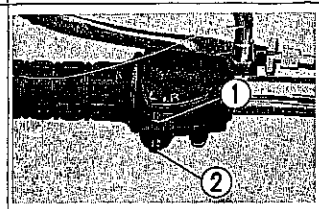
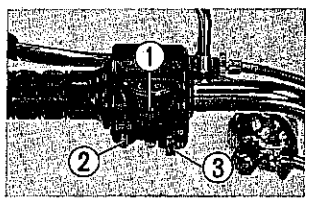
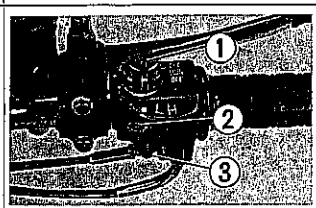
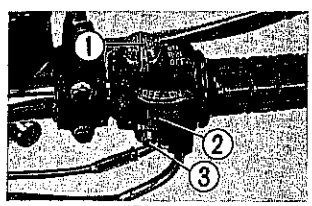
(Frame)

Part or item	Model CB500	Model CB550	Modified part
Air cleaner	 Fig. 346 Air cleaner element seal case	 Fig. 347 • In connection with employment of the blow-by gas scavenging device, the air cleaner shape was changed.	• Air cleaner chamber • Element cover • Element cover seal • Element (wet type) • Plate seal • Air cleaner element (dry type)
Final driven sprocket	Number of teeth : 34	Number of teeth : 37	
Turn signal/ horn switch	 Fig. 348 ① Turn signal switch ② Horn switch	 Fig. 349 ① Turn signal switch ② Horn switch ③ Dimmer switch	• The turn signal/ horn switch was changed to the turn signal/horn/ dimmer switch (common with that of CB750).
Starter/ headlight/ ignition switch	 Fig. 350 ① Ignition switch ② Headlight switch ③ Starter switch	 Fig. 351 ① Ignition switch ② Headlight switch ③ Starter switch	• The starter/headlight/ignition switch shape was changed.

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1. CLUTCH

A. Disassembly

1. Drain the engine oil. (See page 20 of the CB500 Shop Manual issued separately).
2. Remove the kick starter pedal.
3. Remove the ten 6mm screws and the right crankcase cover.

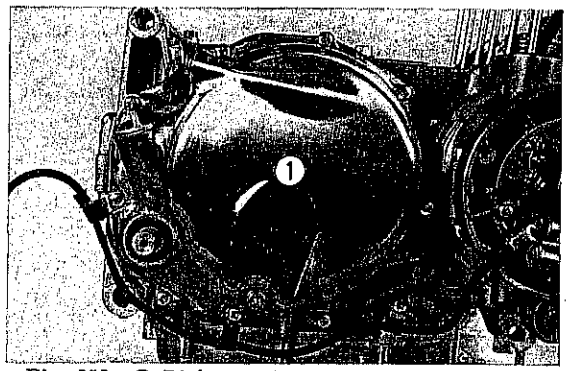

Fig. 352 ① Right crankcase cover

4. Remove the clutch lifter rod.
5. Remove the four clutch pressure plate mounting bolts.
6. Remove the clutch lifter plate.

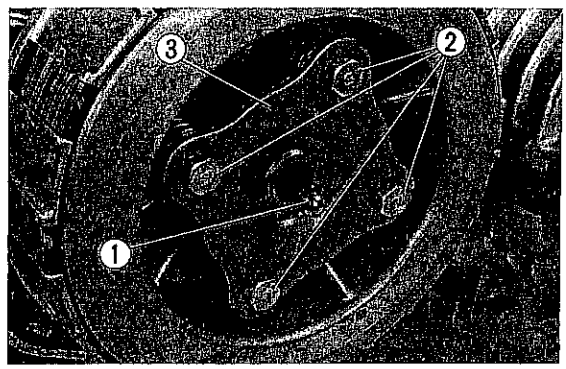

Fig. 353 ① Clutch lifter rod
② Mounting bolts
③ Lifter plate

7. Remove the 25mm snap ring and shim and remove the clutch assembly from the mainshaft.
8. Remove the clutch outer and inner at the same time.

(Refer to page 40, Fig. 110)

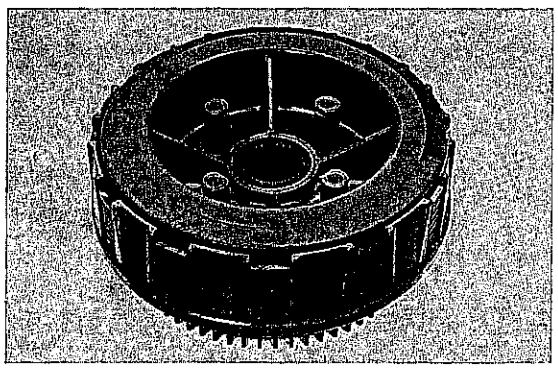

Fig. 354 ① Clutch assembly

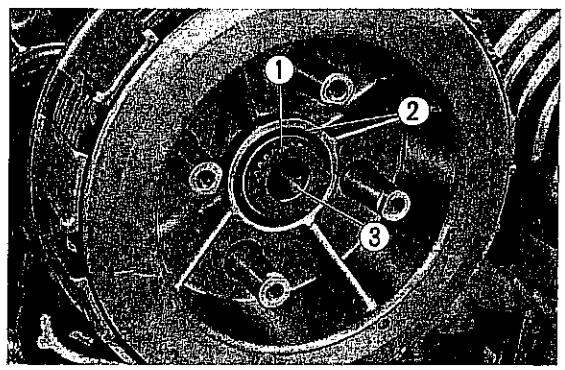

Fig. 355 ① 25mm snap ring
② Shim
③ Main shaft

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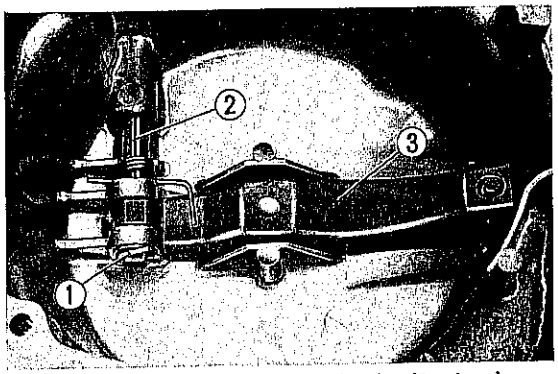

Fig. 356 ① Cotter pin ⑤ Clutch adjusting lever
② Clutch lever

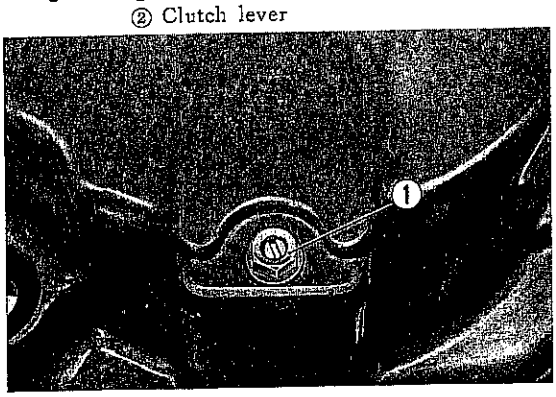

Fig. 357 ① 6mm nut

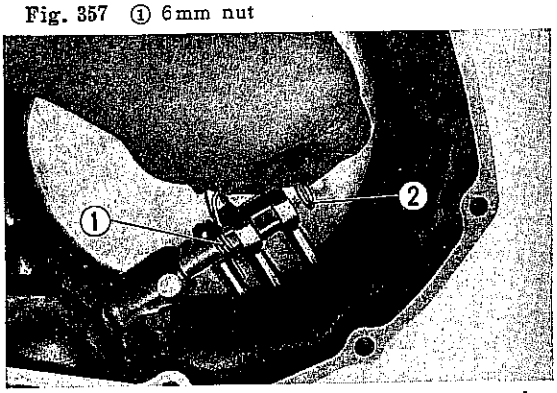

Fig. 358 ① Clutch lever spring ② 10mm washer

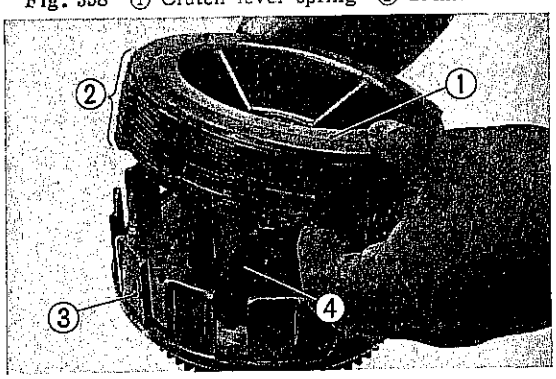

Fig. 359 ① Clutch center
② Friction discs and plates
③ Clutch outer
④ 25mm collar

9. Remove the cotter pin from inside the right crankcase cover and pull the clutch lever out.

10. Remove the 6mm nut and the clutch adjusting lever.

B. Inspection

See page 41 of the CB500 Shop Manual issued separately.

Measurement of friction disc thickness.

Using a vernier caliper, measure the thickness of each friction disc. Replace a disc whose thickness is below the service limit.

Unit: mm (in.)

Assembly standard	Service limit
2.7 (0.1063)	2.4 (0.0945)

C. Assembly

1. Install and tighten the 6mm nut attaching the clutch adjusting lever.
2. As shown in Fig. 358, install the clutch lever spring and 10mm washer on the clutch lever. Insert the cotter pin and spread its ends.
3. Install the 25mm collar in the clutch outer.
4. Install the seven friction discs and six plates alternatively to the clutch center and to the clutch outer. Install to the mainshaft.

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5. Attach a dial gauge to the end face of the clutch assembly to check for excessive looseness. If it exceeds 0.1 mm (0.0039 in.), install a washer or washers behind the snap ring. The washers are available in three thicknesses: 0.1 mm (0.0039 in.), 0.3 mm (0.0118 in.) and 0.5 mm (0.0197 in.).
6. Install the four clutch springs. Install the lifter plate and tighten the four 6 mm bolts in a criss-cross pattern.
7. Insert the lifter rod.
8. Install the right crankcase cover and kick starter pedal.

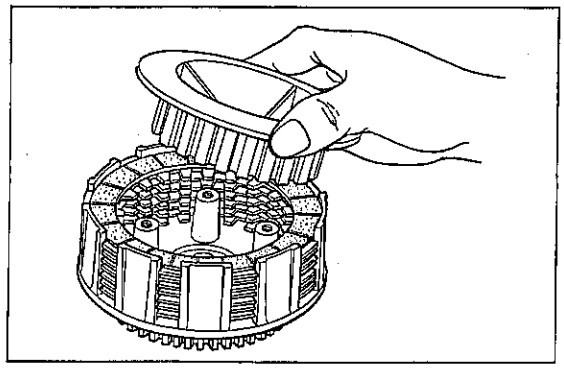

Fig. 360

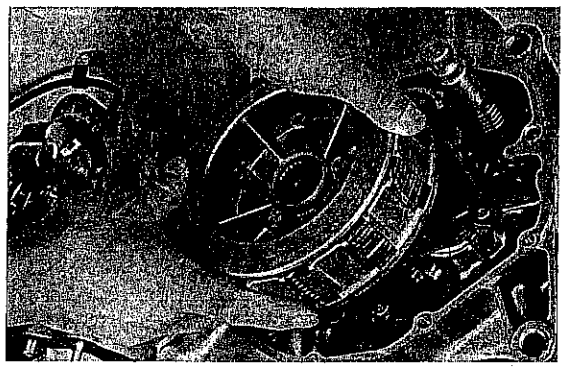

Fig. 361

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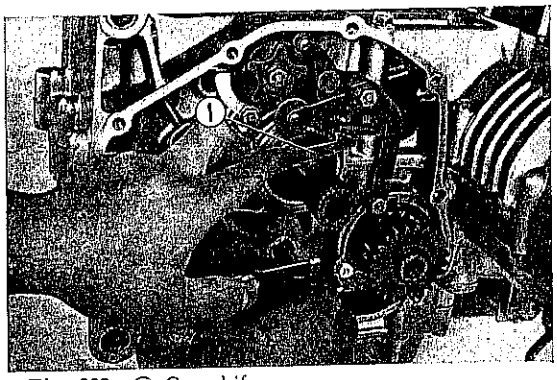

Fig. 262 ① Gearshift arm

2. GEARSHIFT MECHANISM

A. Disassembly

1. Remove the clutch. (See page 121.)
2. Remove the gear change pedal.
3. While holding the gearshift arm down as shown in Fig. 262, pull the gearshift spindle out.

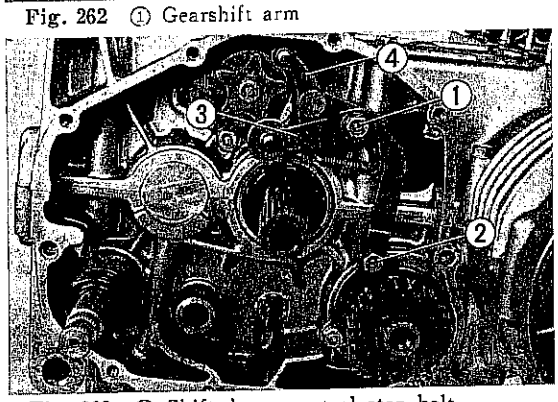

Fig. 363 ① Shift drum neutral stop bolt
② Shift drum stop bolt
③ Shift drum stop ④ Neutral stop

4. Remove the shift drum stop bolt, the neutral stop bolt, the shift drum stop and the neutral stop.

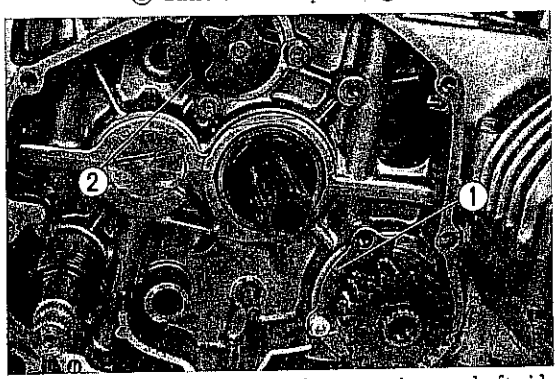

Fig. 364 ① Bearing set plate on primary shaft side
② Bearing set plate on shift drum side

5. Remove the 6mm bolt and the bearing set plate on the primary shaft side.
6. Remove the two 6mm bolts and the bearing set plate on the gearshift drum side.

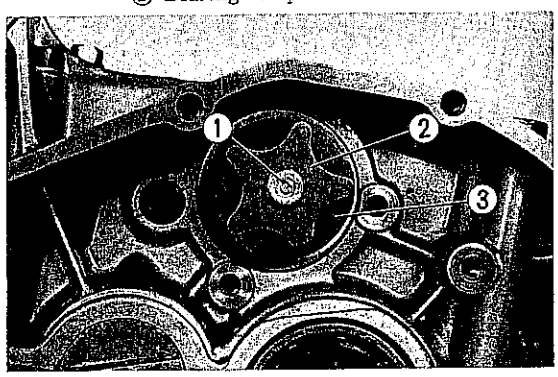

Fig. 365 ① 6mm bolt ③ Drum gearshift center
② Stop cam plate

7. Remove the 6mm bolt, the drum stop cam plate and the drum gearshift center.

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8. Separate the crankcase into the upper and lower parts and remove the transmission gears. (See page 43 of the CB500 Shop Manual issued separately.)
9. Remove the neutral stop switch from the gearshift drum.

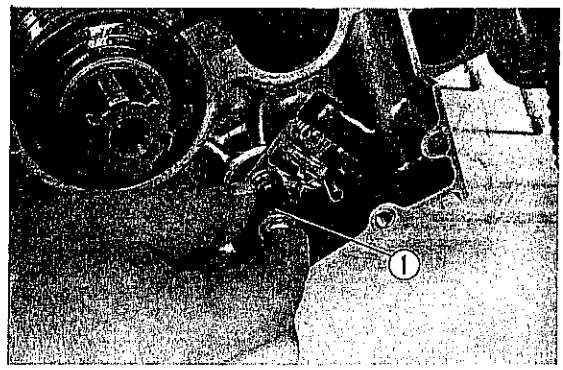

Fig. 366 ① Neutral stop switch

10. Remove the guide pin clip and guide pin and pull the gearshift drum from the upper crankcase.

B. Inspection

See page 44 of the CB500 Shop Manual issued separately.

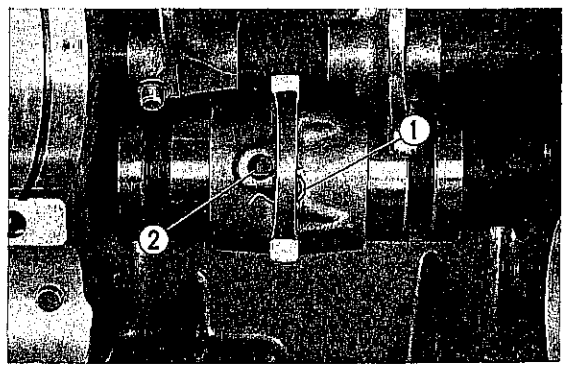

Fig. 367 ① Guide pin clip ② Guide pin

C. Assembly

1. Position the center gearshift fork on the drum as shown in Fig. 368.
2. Insert the guide pin into the center gearshift fork and secure with the guide pin clip.

NOTE:
Install the guide pin clip with it facing correctly. (See Fig. 367.)

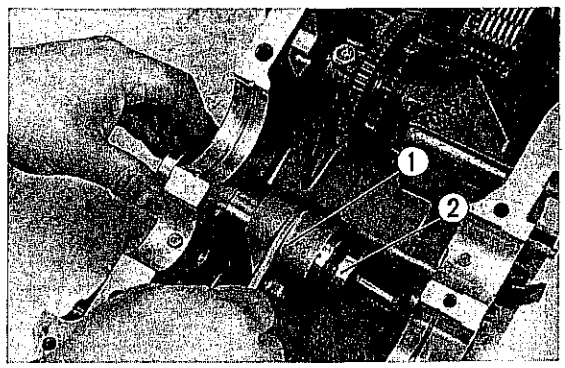

Fig. 368 ① Center gearshift fork ② Drum

3. Put the right and left gearshift forks in the upper crankcase and insert the gearshift fork shaft as shown in Fig. 369.

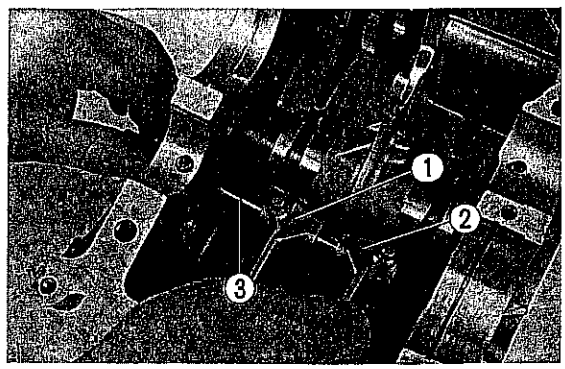

Fig. 369 ① Right gearshift fork
② Left gearshift fork
③ Gearshift fork shaft

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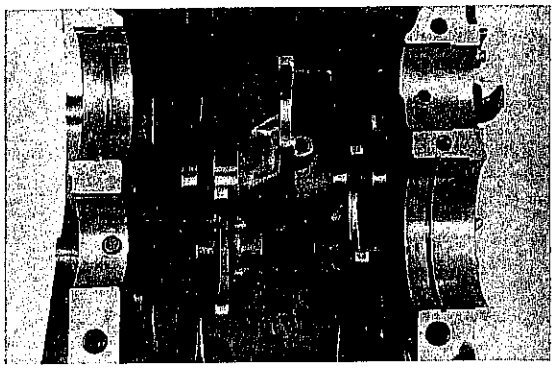

Fig. 370

4. Make sure that the gearshift forks are installed correctly and securely.
5. Instal the neutral stop switch to the gearshift drum by fitting the lug into the groove in the drum and secure with the 6mm screw.

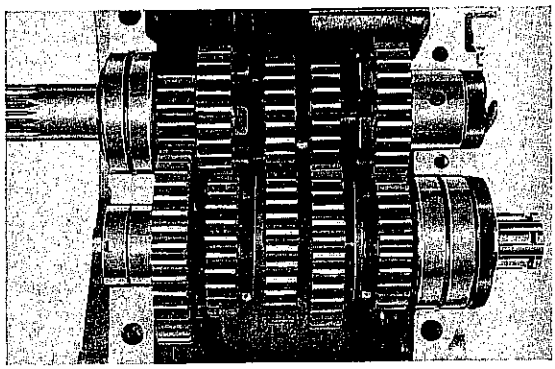

Fig. 371

6. Install the transmission gears in the upper crankcase and put the upper and lower crankcases together. Install the primary shaft and tighten the crankcases securely.
7. Install the bearing set plate on the drum side and secure with the two 6mm bolts.

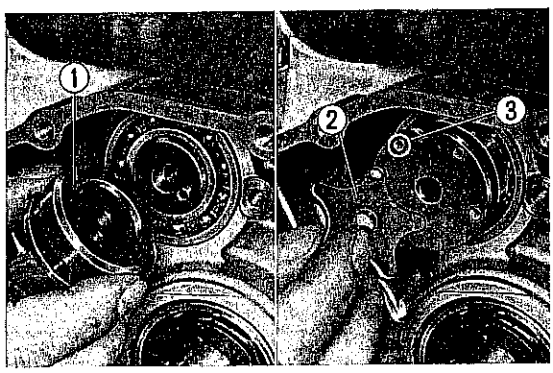

Fig. 372 ① Drum gearshift center
② Drum stop cam plate
③ Lug

8. Install the drum gearshift center.
NOTE:
Properly fit the lug of the drum into the hole in the drum gearshift center.
9. Install the drum stop cam plate.
NOTE:
Properly fit the gearshift drum pin into the hole in the drum stop cam plate.

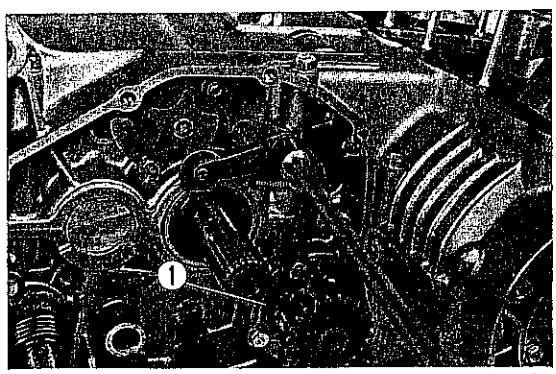

Fig. 373 ① Bearing set plate on primary shaft side

10. Instal the bearing set plate on the drum side.
11. As shown in Fig. 373, install the gearshift drum stop spring to the drum stop and the neutral stop and tighten the drum stop bolt, and neutral stop bolt securely. Also tighten the bearing set plate on the primary shaft side as shown in Fig. 373.

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12. Rotate the gearshift drum and check each component for smooth movement.
13. Install the gearshift arm and check to see if it moves smoothly and equally in both directions.
14. Install the clutch. (See page 121.)

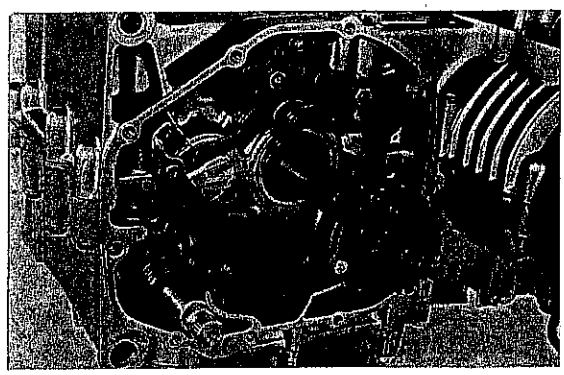

Fig. 374

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11. TROUBLE SHOOTING

ENGINE

Trouble	Probable Causes	Remedies
Engine does not start	1. Excessive piston ring or cylinder wear	Replace
	2. Seized valve in valve guide	Replace
	3. Seized piston	Replace
	4. Faulty valve timing	Adjust
	5. Low or lack of compression pressure	Lap the valve to obtain good valve seating
	· Pressure leak	or replace
	5. Blown out cylinder head gasket	Replace
	6. Warped gasketing surface of the cylinder and cylinder head	Repair or replace
Poor engine idling	**Valve Mechanism**	
	1. Incorrect tappet clearance	Adjust to standard value
	2. Low or lack of compression pressure	Repair
	3. Excessive valve guide clearance	Replace valve and guide
Loss of power	1. Valve sticking open	Replace
	2. Incorrect seating of valve	Lap valve
	3. Weak or broken valve spring	Replace
	4. Faulty valve timing	Check valve timing and adjust if necessary
	5. Blown out cylinder head gasket	Replace
	6. Excessive cylinder and piston wear	Replace
	7. Worn, weak or broken piston ring	Replace
	8. Loose spark plug	Retighten
Overheating	1. Heavy carbon deposit on combustion chamber and piston head	Remove carbon
	2. Lean fuel mixture	Adjust the carburetor
	3. Retarded ignition timing	Adjust ignition timing
	4. Low oil level, poor quality	Add good grade oil
	5. Extended operation in low gear	
Backfire	1. Incorrect seating of intake valve	Check the valve seating
	2. Faulty valve timing	Adjust
	3. Incorrect ignition timing	Adjust
	4. Excessive spark plug gap	Adjust the gap to 0.024~0.028 in (0.6~0.7 mm)
	5. Improper fuel	Replace
White exhaust smoke	1. Excessive cylinder and piston wear	Replace the piston
	2. Overfilled engine oil	Adjust the oil level
	3. Excessively high oil pressure	Check the breather
	4. Poor quality oil	Replace with good quality oil
Black exhaust smoke	Rich fuel mixture	Adjust the carburetor

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Trouble	Probable Causes	Remedies
Difficult gear shifting	1. Improper clutch disengagement	Adjust the clutch
	2. Damaged gear or foreign object lodged in the gear	Replace the defective parts
	3. Gear shift fork inoperative	Repair or replace
	4. Incorrect operation of the gear shift drum stopper and change pedal	Repair or replace
	5. Mainshaft and countershaft out of alignment	Repair or replace
	6. High oil viscosity	Change the oil
Excessive high gear noise	1. Excessive gear backlash	Repair or replace
	2. Worn main and countershaft bearing	Repair or replace
Gear slip out	1. Worn fingers on gear shift fork	Replace
	2. Worn gear dog hole	Replace
	3. Worn spline	Replace
Clutch slippage	1. No clutch lever play	Adjust the clutch lever
	2. Weak or no uniform clutch pressure plate spring	Replace the weak spring
	3. Worn or glazed friction disc	Replace
Poor clutch engagement	1. Excessive clutch lever play	Adjust clutch lever play
	2. Warped friction disc	Replace
	3. Warped pressure plate	Replace
	4. Bent main shaft	Replace
Pedal does not return	1. Faulty return spring	Replace
	2. Unhook return spring	Hook return spring
Kick starter gear does not rotate	1. Excessive kick starter pawl wear	Replace
Engine does not start	**Carburetor**	
	1. Choke fully open	Close choke
	2. Carburetor air screw improperly set	Adjust air screw
	3. Air leaking into the cylinder head	Retighten carburetor connecting tube
	4. Clogged carburetor slow jet	Check, clean and retighten
	5. Clogged fuel valve or piping	Disassemble and clean
	6. Clogged vent hole in the fuel tank cap	Disassemble and clean
	7. No fuel in the tank	Fill tank with gasoline
Poor engine idling	**Carburetor**	
	1. Clogged or loose carburetor slow jet	Check, clean and retighten
	2. Improper float level	Adjust
	3. Incorrect air screw adjustment	Adjust
	4. Carburetor linkage malfunction	Adjust
	5. Air leaks	Tighten all air passage connections
Improper running of engine	**Carburetor**	
	1. Jet size too small	Replace with larger size jet
	2. Improper float level	Adjust
	3. Clogged carburetor main jet	Clean and retighten
	4. Carburetor linkage malfunction	Adjust
	5. Air leaks	Tighten all air passage connections

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CHASSIS

Trouble	Probable Causes	Remedies
Heavy steering	1. Steering stem excessively tightened	Loosen the steering stem nut
	2. Damaged steering stem steel balls	Replace
	3. Bent steering	Replace
	4. Low front tire pressure	Add air to the specified pressure of 1.8kg/cm² (25.6 psi)
Front and rear wheel wobble	1. Loose steering stem mounting bolt	Retorque
	2. Worn front and rear wheel bearings	Replace bearing
	3. Front or rear wheel runout or distorted	Repair or replace
	4. Loose spoke	Retorque
	5. Defective tire	Replace
Soft suspension	1. Loss of spring tension	Replace
	2. Excessive load	
Hard suspension	1. Ineffective front fork damper	Repair
	2. Ineffective rear damper	Replace
Suspension noise	1. Front case or rear damper rubbing	Inspect cushion spring and case
	2. Interference between cushion case and spring	Repair or replace
	3. Faulty fork stopper rubber	Replace
	4. Insufficient front fork oil	Add damper oil
Defective brake	1. Front brake fluid	
	• Insufficent brake fluid	Add brake fluid
	• Air in the brake system	Bleed brake system
	• Worn brake pad	Replace pad
	• Worn piston	Replace piston
	• Worn or distorted front brake disc	Replace disc
	• Brake lever out of adjustment	Readjust
	2. Rear brake	
	• Worn brake lining	Replace
	• Worn brake shoe or poor contacts	Replace
	• Worn brake cam	Replace
	• Wet brake from water or oil	Clean
	• Worn brake shaft	Replace
	• Brake pedal out of adjustment	Readjust

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ELECTRICAL

Troubles	Probable causes	Remedies
Engine does not start	1. Battery	
	• Discharged	Recharge or replace
	• Poor battery terminals contact	Repair
	2. Main switch	
	• Open or shorted circuit, disconnected connections	Repair
	• Poor contact between main switch wire and wire harness	Repair
	3. Ignition coil	
	• Improperly insulated high tension coil	Replace
	• Open or shorted circuit in ignition coil	Replace
	4. Contact breaker	
	• Open circuit in the primary coil	Repair
	• Dirty ground point with oil or dust	Clean
	• Point gap out of adjustment	Readjust
	• Improperly charged condenser	Replace
Starting motor does not operate	1. Defective battery	Charge or replace
	2. Poor magnetic switch contact	Repair or replace
	3. Poor starting motor carbon brush contact	Repair or replace
Horn inoperative, poor sound or too weak sound	1. Horn	
	• Cracked diaphragm	Replace
	2. Horn button	
	• Poor grounding	Repair
	3. Wiring	
	• Poor contact	Repair
	4. Adjusting screw	
	• Out of adjustment	Readjust
Tail light and head light inoperative	1. Fuse	
	• Blown fuse or burnt bulb filament	Replace
	2. Bulb	
	• Burnt bulb filament	Readjust
	3. Switch	
	• Poor lighting switch contact	Readjust
	4. Wiring	
Stop light inoperative	1. Bulb	
	• Burnt or broken bulb filament	Replace
	2. Front and tail stop light switch	
	• Malfunction of switch	Readjust
	3. Wiring	
	• Poor contact of leads	Readjust
Winker lamp blinks too fast or too slow	1. Bulb	
	• Blinks unusually fast: improperly connected relay	Replace
	2. Wiring	
	• Blinks too fast: bulb with unsuitable wattage	Replace
	• Blinks too slow: burnt or broken bulb	Replace
	3. Defective relay	Replace

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Trouble	Probable causes	Remedies
Winker lamp inoperative	1. Winker lamp switch	
	• Poor winker relay contact	Replace
	• Open circuit in winker relay coil	Replace
	2 Bulb	
	• Bulb wattage is smaller than rated wattage	Replace
	3. Relay	
	• Poor winker relay contact	Replace
	• Improperly connected leads	Replace
No charging	1. Broken wire or shorted, loose connection	Repair or replace
	2. Faulty coil due to short or grounding	Replace
	3. Faulty or shorted silicon diode	Replace
	4. Broken or shorted lead wire at regulator	Repair or replace
	5. Regulator voltage at no load is too low	Readjust
Insufficient charging	1. Wiring	
	• Broken wire, intermittent shorting or loose connection	Repair, retighten
	2. Generator	
	• Shorting across layer in the field coil (resistance indicated in continuity test)	Replace
	• Shorting across layer in stator coil	Replace
	• Open circuit in one of the stator coil	Replace
	• Faulty or shorted silicon diode	Replace
	3. Regulator	
	• Voltage below specified value at no load	Readjust
	• Dirty or pitted points	Polish or replace
	• Coil or resistor internally shorted	Replace
	4. Battery	
	• Low electrolyte level	Add distilled water
	• Defective battery plates	Replace
Excessive charging	1. Wiring	
	P terminal circuit and F terminal circuit shorted resulting in split wound generator	Repair
	2. Battery	
	Internal short	Replace
	3. Regulator	
	• Excessive voltage at no load voltage	Repair
	• Improper grounding	Provide proper ground
	• Broken coil lead wire	Repair, replace
Unstable charging voltage	1 Wiring	
	• Bare wire shorting intermittently under vibration or broken wire making partial contact	Repair or replace
	2. Generator	
	• Layer short (intermittent shorting)	Repair or replace
	3. Generator	
	• Intermittent open circuit in the coil	Repair or replace
	• Improperly adjusted voltage	Readjust
	• Defective key switch	Replace
	• Dirty points	Clean

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Trouble	Probable causes	Remedies
Self discharge Battery discharges in addition to that caused by the connected load.	1. Dirty contact areas and case. 2. Contaminated electrolyte or electrolyte excessively concentrated.	1. Always keep the exterior clean. 2. Handle the replenishing electrolyte with care.
C. Large discharge rate Specific gravity gradually lowers and around 1.100 (S. G.), the winker and horn no longer function.	1. The fuse and the wiring are satisfactory, but loads such as winker and horn do not function. In this condition the motorcycle will operate but with long use, both ⊕ and ⊖ plates will react with sulfuric acid and form lead sulfide deposits, (sulfation) making it impossible to recharge.	1. When the specific gravity falls below 1,200 (20°C: 68°F), the battery should be recharged immediately. 2. When the battery frequently becomes discharged while operating at normal speed, check the generator for proper output. 3. If the battery discharges under normal charge output, it is an indication of overloading. Remove some of the excess load.
High charging rate The electrolyte level drops rapidly but the charge is always maintained at 100% and the condition appears satisfactory. (Specific gravity over 1.260)	1. The deposit will heavily accumulate at the bottom and will cause internal shorting and battery damage.	1. Check to assure proper charging rate.
Specific gravity drop Electrolyte evaporates	1. Shorted. 2. Insufficient charging. 3. Distilled water overfilled. 4. Contaminated electrolyte.	1. Check specific gravity measurement. 2. If the addition of distilled water causes a drop in specific gravity, add sulfuric acid and adjust to proper value.
Sulfation The electrode plates are covered with a white layer or spots.	1. Charging rate is too small or too large. 2. The specific gravity or the mixture of the electrolyte is improper. 3. Battery left in a discharge condition for a long period. (left with the switch turned on) 4. Exposed to excessive vibration due to improper insulation. 5. Motorcycle stored during the cold season with the battery connected.	1. When motorcycle is in storage, the battery should be recharged once a month even though the motorcycle is not used. 2. Check the electrolyte periodically and always maintain the proper level. 3. In a lightly discharged condition, perform recharging and discharging several times by starting the engine.
Spark plug electrode coated with carbon deposit	1. Too rich a fuel mixture. 2. Excessive idle speed. 3. Poor quality gasoline. 4. Clogged air cleaner. 5. Use of cold spark plug.	Adjust carburetor. Adjust idle speed. Use good quality gasoline Service the air cleaner. Use proper heat range plug.
Spark plug electrode fouled with oil	1. Worn piston ring. 2. Worn piston and cylinder. 3. Excessive clearance between valve guide and valve stem.	Replace piston ring. Replace piston or cylinder. Replace valve guide or valve.
Spark plug electrode overheated or burnt	1. Use of hot spark plug. 2. Engine overheating. 3. Improper ignition timing 4. Loose spark plug or damaged spark plug hole thread. 5. Too lean a fuel mixture.	Use proper heat range plug. Readjust ignition timing. Retighten plug or replace cylinder head. Adjust carburetor.
Damage	Spark plug overtorqued.	Replace with a new spark plug.

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12. 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.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
	500 miles 800 km	1 month 500 miles 800 km	3 months 1,500 miles 2,500 km	6 months 3,000 miles 5,000 km	12 months 6,000 miles 10,000 km
ENGINE OIL—Change	●		○		
OIL FILTER ELEMENT—Replace	●			○	
OIL FILTER SCREEN—Clean					○
SPARK PLUGS —Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING —Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE —Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust	●			○	
PAPER AIR FILTER ELEMENT AND POLYURETHAN FOAM ELEMENT—Clean	(Service more frequently if operated in dusty areas)			○	
PAPER AIR FILTER ELEMENT—Replace					○
*CARBURETORS—Check, and adjust if necessary.	●			○	
THROTTLE OPERATION —Inspect cables. Check, and adjust free play.	●			○	
FUEL FILTER SCREEN—Clean				○	
FUEL LINES—Check				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN —Check, lubricate, and adjust if necessary.	**●	○			
BRAKE FLUID LEVEL —Check, and add fluid if necessary.	●			○	
*BRAKE SHOES/PADS —Inspect, and replace if worn.				○	
BRAKE CONTROL LINKAGE —Check linkage, and adjust free play if necessary.	●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.	●			○	
TIRES—Inspect and check air pressure.	●	○			
FRONT FORK OIL—Drain and refill.	***●				○
FRONT AND REAR SUSPENSION —Check operation.	●			○	
REAR FORK BUSHING —Grease, check for excessive looseness.				○	
*STEERING HEAD BEARING—Adjust					○
BATTERY—Check electrolyte level, and add water if necessary.	●		○		
LIGHTING EQUIPMENT —Check and adjust if necessary.	●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS —Check security and tighten if necessary.	●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

** INITIAL SERVICE PERIOD 200 MILES

*** INITIAL SERVICE PERIOD 1,500 MILES

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