

MAJOR COMPONENTS (Information you need to operate this motorcycle)

WARNING

- If the Pre-ride Inspection (page 38) is not performed, severe personal injury or vehicle damage may result.

SUSPENSION

Front Suspension

The forks may be adjusted for the rider's weight and riding conditions by adjusting the air pressure and oil volume. Use the chart right to determine the correct adjustment for you. The standard air pressure is:

0 kPa (0 kg/cm², 0 psi)

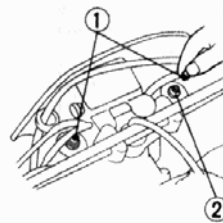
Maximum air pressure is:
100 kPa (1.0 kg/cm², 15 psi)

| Condition | Air pressure | Oil volume |
|--|--------------|------------|
| The entire range of travel is too hard. | Reduce | — |
| The entire range of travel is too soft (bottoming). | Increase | — |
| Initial travel is good, but the final stages of travel are too soft (bottoming). | — | Increase |
| The initial stages of travel are good but the final stages are hard. | — | Reduce |
| The initial stages of travel are too soft, but the final stages are good. | Increase | Reduce |
| The initial stages of travel are too hard, but the final stages are good. | Reduce | Increase |

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Air Pressure Adjustment:

Low air pressure settings provide a soft ride and are for light loads and smooth riding conditions. High air pressure settings provide a firm ride and are for heavy loads and rough riding conditions.



(1) Air valve caps (2) Valve core

For accurate pressure readings, check and adjust air pressure before riding when the fork tubes are cold and with the front wheel off the ground.

- Place a support under the engine to raise the front wheel off the ground.
- Remove the air valve caps (1) and check the air pressure with a pressure gauge.
Standard air pressure:
0 kPa (0 kg/cm², 0 psi)
- If air pressure is insufficient, add air with a bicycle air pump. To decrease air pressure, depress the valve core (2). Some air will be lost when using the pressure gauge. Determine the amount of loss and compensate accordingly. Also, be sure that the air pressure in both the fork tubes is equal.

NOTE:

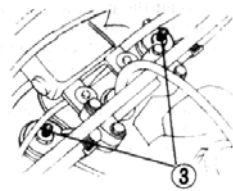
- Do not add a lot of air pressure at one time.
 - Use of more than 100 kPa (1.0 kg/cm², 15 psi) is not recommended because fork action becomes very stiff.
- Install the air valve caps.

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Oil Volume Adjustment:

Low oil levels provide a soft ride and are for light loads and smooth riding conditions. High oil levels provide a firm ride and are for heavy loads and rough riding conditions.

- Place a support under the engine to raise the front wheel off the ground.
- Remove the air valve caps and release all air pressure.
- Remove the fork cap bolts (3) and springs from the fork tubes.



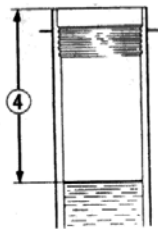
(3) Fork cap bolts

Inspect the O-ring on the cap bolts and replace if they are damaged.

WARNING

- The fork caps are under extreme spring pressure. Use care when removing the caps and wear eye and face protection.

- Compress the forks all the way and measure the oil level (4) from the top of tubes.



(4) Oil level

Standard oil level:

125 mm (4.9 in)
To lower the oil level (decrease volume), use a syringe. Add oil with a graduated beaker for accurate measurements.
The recommended oil level range is:
115 - 145 mm (4.5 - 5.7 in)

NOTE:

- Increase or decrease oil in increments of 5 cm³ (0.17 US oz, 0.18 Imp oz).
- To prevent fork damage, do not fill past the recommended maximum level. Do not use a level lower than the recommended minimum to prevent poor performance.
- Be sure the oil level is the same in both fork tubes.
- Clean and dry the fork spring with a lint free cloth. Install the fork spring and fork cap bolt. Torque the fork cap bolt to:
23 N·m (2.3 kg·m, 17 ft·lb).

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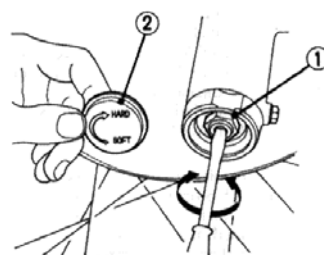
Compression damping adjustment:

This adjustment affects how quickly the fork compresses. The fork compression damping adjuster screw (1) has 16 positions or more. Turning the adjuster screw one full turn changes the adjuster 3 positions. To adjust the adjuster to the standard position, proceed as follows:

- Turn the adjuster screw clockwise until it stops, that is full hard.
- Turn the adjuster screw counterclockwise one full turn to the standard position which is 4 positions back from full hard.
- Make sure that both the right and left forks are adjusted in the same position.

CAUTION:

- Do not use the first and second position from full hard.
- Always start with full hard when adjusting damping.



(1) Compression damping adjuster (2) Cap

Rear Suspension

The rear shock rebound damping and spring preload can be adjusted for rider weight and riding conditions.

Rebound damping:

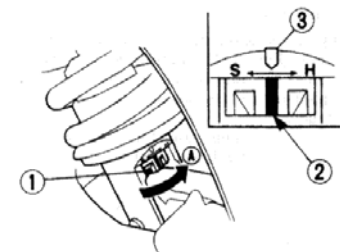
The damping adjuster (1) is located at the lower end of the rear shock absorber and has 23 positions or more. Turning the damping adjuster one full turn advances the adjuster 8 positions. To adjust the adjuster to the standard position, proceed as follows:

- Turn the damping adjuster (1) clockwise until it will no longer go, that is full hard.

CAUTION:

- Do not keep the damping adjuster in full hard or the adjuster may be damaged.

- The adjuster is set in the standard position when the adjuster is turned counterclockwise 14 clicks with the slit (2) on the adjuster aligned with the reference mark (3) at the lower end of the rear shock absorber.



(1) damping adjuster (A) Clockwise
(2) Slit
(3) Reference mark

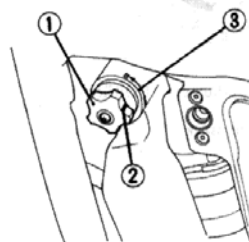
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Compression damping:

The compression damping adjuster has 20 positions or more. Turning the adjuster knob one full turn advances the adjuster 10 positions. To adjust the adjuster to the standard position, proceed as follows:

- Turn the damping adjuster (1) counterclockwise until it will no longer go, that is full soft.



(1) Damping adjuster
(2) Slit
(3) Punch mark

- The adjuster is set in the standard position when the adjuster is turned clockwise 7 clicks with the slit (2) on the adjuster aligned with the punch mark (3).

Spring preload:

- Remove the left and right side covers.
- Remove the seat, exhaust muffler and air cleaner box.

CAUTION:

- Be careful not to allow dust into the carburetor, severe engine damage could result.

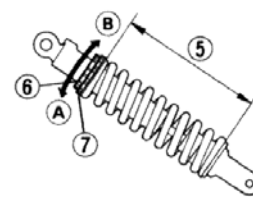
- Place a support under the engine to raise the rear wheel off the ground.
- Measure the spring length (5).

Spring length:

| | |
|----------|------------------|
| Standard | 200 mm (7.87 in) |
| Minimum | 195 mm (7.67 in) |
| Maximum | 205 mm (8.07 in) |

- To increase spring preload: Loosen the lock nut (6) with the optional pin spanner and turn the adjusting nut (7) to shorten the spring length. Do not shorten to less than:
195 mm (7.67 in)

- To decrease spring preload: Loosen the lock nut (6) and turn the adjusting nut (7) to increase the spring length. Do not increase to more than:
205 mm (8.07 in)



(5) Spring length (A) Increase Preload
(6) Lock nut (B) Decrease Preload
(7) Adjusting nut

WARNING

- The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble, disconnect or service the damper unit; an explosion causing serious injury may result.
- Puncture or exposure to flame may also result in an explosion, causing serious injury.
- Service or disposal should only be done by your authorized Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the official Honda Service Manual.

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CAUTION:

- Do not attempt refilling, rebuilding or disconnecting the connecting tube, the shock absorber may be damaged.

NOTE:

- Each turn of the adjuster equals 1.5 mm (0.06 in) of spring length and 15.5 kg (34.2 lbs) of spring preload.
 - An optional pin spanner is available for turning the lock nut and adjusting nut.
- Tighten the lock nut and install the removed parts.

Condition and adjustment:

- Always begin with Step I, then test ride the motorcycle. If the condition still exists, proceed to Step II and test ride the motorcycle again. If necessary, proceed to Step III.

| Step | I | II | III |
|----------------------------|--|--|--|
| Condition | | | |
| Bottoming | Shorten the spring length (to increase the pre-load) | Turn the compression damping to a stiffer position (to increase the damping force) | |
| Soft | Turn the compression damping to a stiffer position (to increase the damping force) | Shorten the spring length (to increase pre-load) | Turn the rebound damping to a stiffer position (to increase the damping force) |
| Hard | Increase the spring length (to decrease pre-load) | Turn the compression damping to a softer position (to decrease damping force) | Turn the rebound damping to softer position (to decrease damping force) |
| Excessive rider weight sag | Shorten the spring length (to increase the pre-load) | | |

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