



HONDA **CT 70**

Owner's Manual

THIS VEHICLE WAS DESIGNED AND MANUFACTURED FOR OFF-THE-ROAD USE ONLY. IT IS NOT EQUIPPED OR APPROVED FOR OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS.

DO NOT REMOVE OR MODIFY THE EXHAUST SYSTEM. IT INCORPORATES A USDA-FOREST SERVICE-APPROVED SPARK ARRESTER AND IS DESIGNED FOR MAXIMUM PERFORMANCE WITH MINIMUM NOISE.

IMPORTANT : Before transporting this vehicle ;

- Turn fuel valve to **OFF** position.
- Turn gas cap vent to **OFF** position.
- Open carburetor drain valve, drain carburetor float bowl, close drain valve.
- Remove battery and keep in upright position.

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CT 70

Fully Operational Service Brake

Load

Light 85.6

Maximum 87.7

0 50 100

Stopping Distance in Feet from 42.0 mph.*

* The maximum speed attainable by accelerating at maximum rate from a standing start for one mile.

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA CT 70

SUMMARY TABLE :

Low-speed pass 441 Feet; 10.4 Seconds

High-speed pass Not Capable



FOREWORD



It is with great pleasure that we welcome you as a new owner of a Honda motorcycle. Further, we wish to thank you for selecting a Honda product.

This unique miniature Trail Bike is specially designed so that it can be easily carried in an automobile, light airplane, boat, etc. It is not designed, equipped, or approved for operation on public highways or roads.

This Owner's Manual is a guide for the proper operation and servicing of your motorcycle. Read it thoroughly so that you will be able to maintain your motorcycle in the best of condition for the utmost in riding pleasure.

Your Honda dealer is fully equipped to handle your service needs and, furthermore, he is always happy to provide assistance if needed.

We wish you many miles of safe and pleasant trail riding.

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SERIAL NUMBER LOCATION



① Frame serial number



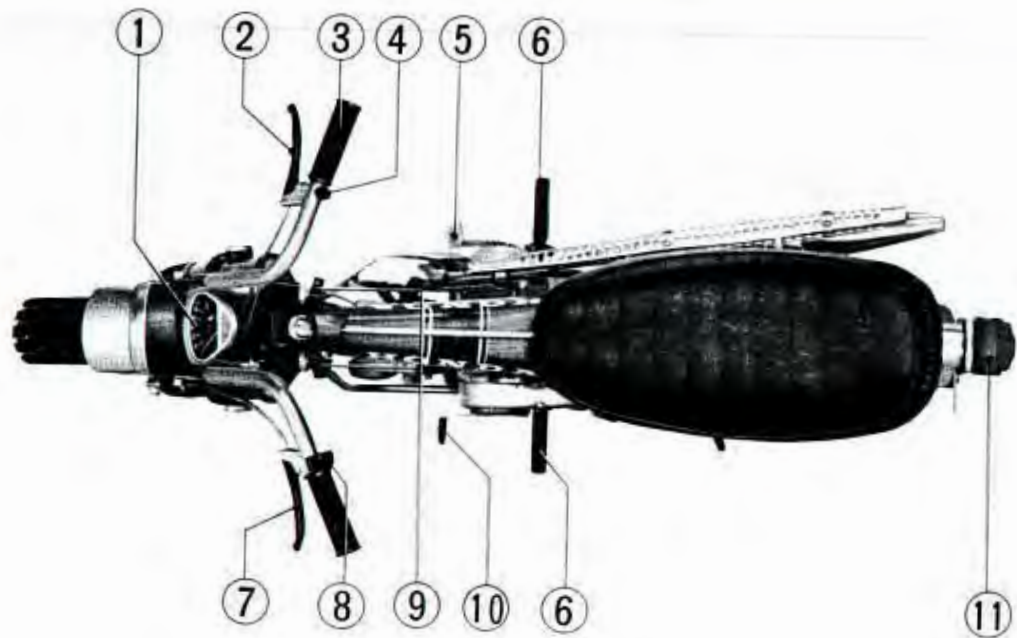
② Engine serial number

The frame serial number ① is stamped on the left side at the frame center and the engine serial number ② is located on the crankcase directly above the step bar attaching point.

Further, the frame serial number must be indicated when processing the warranty claim and for ordering spare parts.

NOMENCLATURE

- ① Speedometer
- ② Front brake lever
- ③ Throttle grip
- ④ Horn button
- ⑤ Rear brake pedal
- ⑥ Foot rests
- ⑦ Rear brake lever
- ⑧ Headlight beam control switch
- ⑨ Steering handle bar knob
- ⑩ Gear change pedal
- ⑪ Tail/stop light





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① Ignition switch

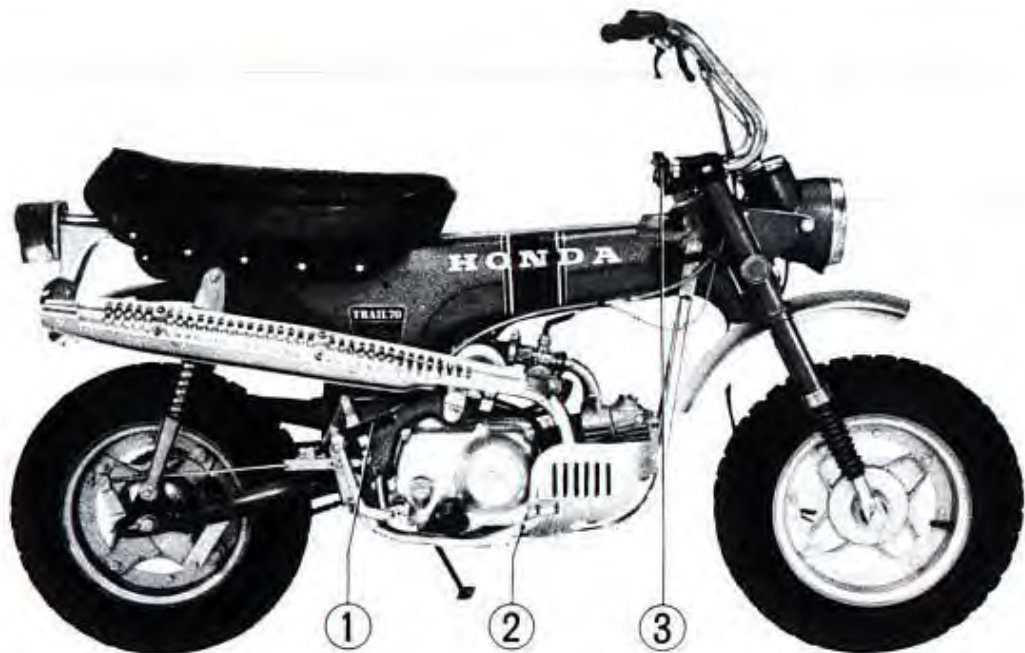
② Fuel valve

③ Gear change pedal

④ Fuel drain valve

⑤ Choke lever

⑥ Air cleaner case



① Kick starter pedal ② Rear brake pedal ③ Handle bar knob

OPERATING INSTRUCTIONS

■ INSTRUMENT AND INDICATOR LAMP

Speedometer ① is located on the headlight case and odometer ② incorporated in the speedometer indicates total distance travelled.

Gear speed range indicators ③ are curved bars shown on the speedometer dial plate to indicate the recommended operating range of the respective gears. High beam indicator lamp (red) ④ is located at the right side of the speedometer.

This lamp will be on when headlight is on high beam.



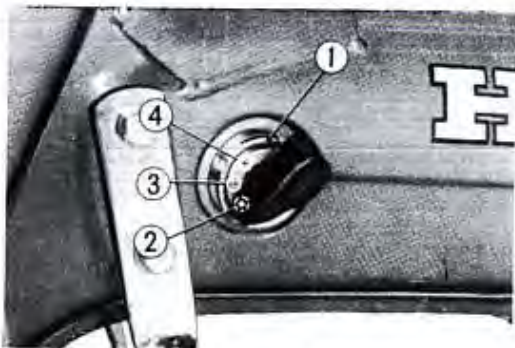
- ① Speedometer
- ② Odometer
- ③ Gear speed range indicators
- ④ High beam indicator lamp

■ ELECTRICAL CONTROLS

● IGNITION SWITCH

The ignition switch 1 is located on the left side of the main pipe.

Functions of the respective switch positions are shown in the chart below.



① Ignition switch

| Key position | Function | Key removal |
|--------------|--|------------------------|
| ② OFF | Electrical circuit is opened, engine will not start | Key can be removed |
| ③ | Electrical circuit is closed, engine can be started (for day time operation) | Key can not be removed |
| ④ | Electrical circuit is closed, engine can be started (for night time operation) | Key can not be removed |

● HEADLIGHT BEAM CONTROL SWITCH

The headlight beam control switch ① is located on the left handle grip. "L" is low beam position (low beam light and tail light on). "H" is high beam light and tail light on.

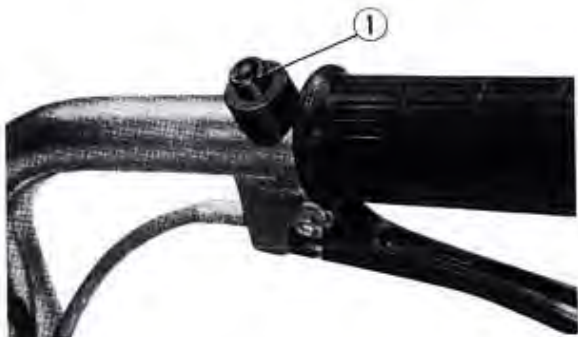
The headlight will only operate when the ignition switch is in the on position. Refer to ignition switch page 9.



- ① Headlight beam control switch
- ② "L" position
- ③ "H" position

● HORN BUTTON

This is a push button switch ① located on the right handle grip. When the horn button switch is depressed the horn will operate.



① Horn button

■ MECHANICAL CONTROLS

● FRONT AND REAR BRAKE LEVERS

The front brake lever ① is located at the right handle bar grip and rear brake lever ② is at the left handle bar grip.

Also, the rear brake pedal is located at the right foot rest.



① Front brake lever



② Rear brake lever

● GEAR CHANGE PEDAL

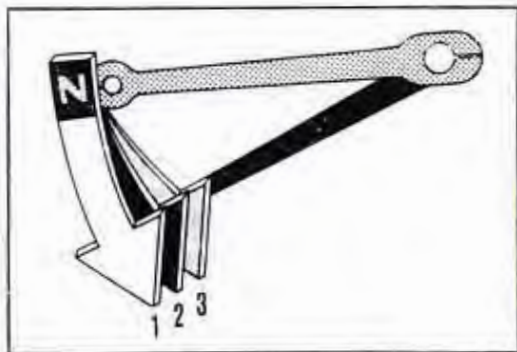
The gear change pedal ① located near the left foot rest is of the progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure.

Shifting to low from neutral is performed by depressing the gear change pedal; successive shifting into second and top are made by depressing the pedal in sequence.

Shifting down in gear is accomplished by lifting up the gear change pedal in successive sequence.



① Gear change pedal



Gear change sequence

● KICK STARTER PEDAL

The kick starter pedal is located at the right side of the engine.

Operate the kick starter pedal with the right foot, starting from the top of the stroke and following through with a rapid and continuous kick.



① Choke lever

● CHOKE LEVER

The choke lever ① is located at the left side of the carburetor.

When the choke lever is up (A) (normal driving position), the choke is fully open.

When the choke lever is down (B) the choke is fully closed (cold engine starting position).

● SEAT LATCH

The seat latch ① is located on the left rear end of the seat.
The seat can be raising by releasing the seat latch.



① Seat latch

■ FUEL AND OIL

● FUEL TANK

The fuel tank ① is located under the seat.

The fuel tank capacity is 0.65 U.S. gallons including the 0.5 quarts in the reserve supply. The capacity of the reserve is sufficient to travel approximately 25 miles at moderate speeds.

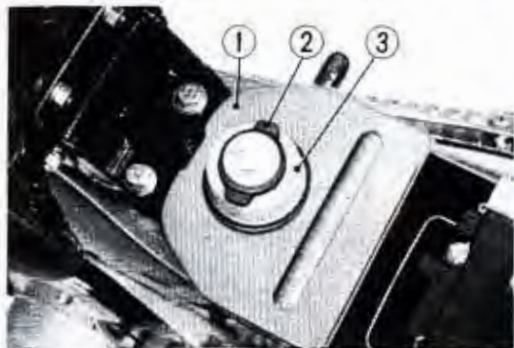
Note: Premium grade fuel with an octane rating of 85 or above must be used. Do not mix oil with the fuel.

● FUEL TANK CAP

The fuel tank cap ③ has a valve ② with on "ON" and "OFF" position to open or close the tank vent.

The fuel tank valve should be turned to "ON" to allow fuel to flow when running the engine.

Turning the lever to "OFF" will prevent fuel from flowing out the vent hole when transporting the motorcycle.



- ① Fuel tank
- ② Fuel tank valve
- ③ Fuel tank cap

● FUEL VALVE

The fuel valve ① is located at the left side of the carburetor. When the fuel valve is in the "S" position, fuel can not flow from the fuel tank to the carburetor. The fuel valve should be set in this position when the motorcycle is parked or carried. Turning the fuel valve to the "ON" position allows fuel to flow to the carburetor from the main fuel supply.

Turning the fuel valve to the "RES" position allows fuel to flow from the reserve supply.

When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station.



① Fuel valve

● OIL RECOMMENDATIONS

Use only reliable quality oil of the **MS grade (API service classification)** or its equivalent. Select proper oil viscosity according to the outside temperature by referring to the below chart.

However, **SAE group 10W-30** is an all temperature oil and may be used over the normal range of outside temperature.

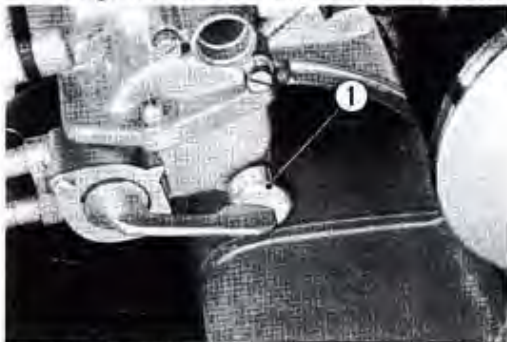
Oil should be changed at the prescribed intervals according to Service Schedule (on page 25) and change procedure in the Maintenance Operations (on page 26-27).



■ CARRYING THE MOTORCYCLE

This motorcycle can be folded into a compact unit for carrying by automobile. Follow the items listed below to prepare for carrying.

1. Turn the fuel tank valve (refer to page 16) to "OFF" position.
2. Turn the fuel valve (refer to page 17) to "OFF" position.
3. Screw out the fuel drain valve ① located on the left side of the carburetor to empty the fuel contained in the carburetor and close the valve.
4. Remove the battery and keep in upright position.
5. Unscrew both handle bar knobs ③, fold the handle bars ② down and retighten both handle bar knobs.



① Fuel drain valve



② Handle bars

③ Handle bar knobs

■ PREPARATION FOR RIDING

Perform the following tasks before riding.

1. Loosen the handle bar knob, unfold the handle bar to the normal riding position, insert the stopper located at the base of the handle bar into the handle bar holder groove, and then securely tighten the knob.

Note: Turn the handle fully in both directions to assure that the brake cables are not being pulled.

2. Raise the seat, install the battery and wire up the battery by connecting the red lead to the battery terminal and the blue lead to the terminal.

Note: When installing the battery, make sure that the battery vent tube is not pinched.

3. Check for fuel in the tank and then position the fuel tank valve to "ON" position (refer to page 16).
4. Turn the fuel valve, located on the left side of the carburetor, to the "ON" position (refer to page 17).
5. Check to make sure that both front and rear brakes are operating properly (refer to page 41~43).

■ STARTING THE ENGINE

● COLD ENGINE STARTING PROCEDURE

It is recommended that the following procedures be followed when starting the engine.

1. Switch the fuel tank valve to the "ON" position. (page 16)
2. Switch the fuel valve to "ON" position. (page 17)
3. Turn the ignition switch to "ON". (page 9)
4. Lower the choke lever to choke the carburetor. (page 14)
5. Step on the kick starter pedal with a rapid kick stroke and at the same time, open the throttle valve slightly by twisting the throttle grip inward approximately $15^{\circ}\sim 20^{\circ}$.

Perform the kick starting until the engine starts.

If the engine does not start by the above procedure, turn the ignition switch to the "OFF" position, set the choke valve to the full "OPEN" position (choke lever in the horizontal position) and then crank the engine several times with the kick starter, holding the throttle grip turned fully inward.

Next, position the ignition switch to "ON" and then follow the normal starting procedure.

6. After the engine starts operate for 2~3 minutes at medium speed to warm up the engine.
7. When the engine is warm, place the choke lever in the open position.

● **STARTING IN EXTREME COLD WEATHER**

Prime the engine before starting by cranking the engine several times with the ignition switch "OFF". The choke should be fully closed and the throttle opened. Follow with the procedure for starting a cold engine.

● **STARTING A WARM ENGINE**

When the engine is to be restarted while it is still warm proceed as for a cold engine, however, the use of the choke is not necessary.

■ RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. Return the throttle grip to the idling position and depress the gear change pedal to shift into low gear (1st).

Note: Refrain from starting out in 3rd (top) gear as this will have an adverse effect on the clutch.

3. Increase the engine speed by twisting the throttle grip inward. When the motorcycle attains a speed of approximately 10 mph (16 kph), close the throttle and shift to 2nd gear by depressing the gear change pedal.
4. This sequence is repeated to progressively shift into the next higher gear. (refer to page 13 for operation of gear change pedal). The maximum allowable safe speed for the respective gear are shown in the following table.

| mph (kph) | | |
|-----------|---------|---------|
| 1st (low) | 2nd | 3rd |
| 13 (21) | 30 (48) | 47 (75) |

Note: When shifting gears either up or down, the throttle grip must be closed.

5. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.

This motorcycle is provided with both a hand lever and a foot pedal for the rear brake and a hand lever for the front brake. The most important point is to apply both the front and rear brakes together.

Independent application of either the front or rear brake gently is possible, but if only one brake is applied strongly enough to lock the respective wheel, it can cause loss of control of the motorcycle.

Both the front and rear brakes should be applied together uniformly and gradually.

Further, when braking on a steep down grade, the engine compression may also be used for braking without danger or causing damage to the engine.

Note : This vehicle was designed and manufactured for off-the-road.

It is not equipped or approved for operation on public streets, road, or highways.

MAINTENANCE

● SERVICE SCHEDULE

Perform the periodic inspections on the scheduled mileage shown in the chart to maintain your motorcycle in the peak of condition and be assured of extended trouble free service.

Your Honda dealer will assist you in carrying out the scheduled maintenance work.

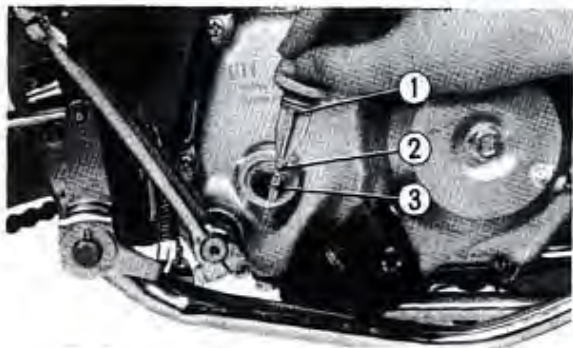
| Service Required | Speedometer Reading | Mile Km | 300 | 1,000 | 2,000 | 3,000 | Repeat Every | | Page Ref. |
|--|---------------------|------------|-----|-------|-------|-------|--------------|-------|-----------|
| | | | 500 | 1,500 | 3,000 | 4,500 | Mile | km | |
| Engine oil change | | | ● | ● | ● | ● | 1,000 | 1,500 | 26~27 |
| Spark plug cleaning and adjustment | | | | | | ● | 3,000 | 4,500 | 28 |
| Ignition timing adjustment | | | ● | | | ● | 3,000 | 4,500 | 29~30 |
| Valve tappet clearance adjustment | | | ● | | | ● | 3,000 | 4,500 | 31~32 |
| Air cleaner service | | | | | | ● | 3,000 | 4,500 | 33 |
| Carburetor adjustment | | | | | | ● | 3,000 | 4,500 | 35 |
| Fuel strainer service | | | | | | ● | 3,000 | 4,500 | 36 |
| Clutch adjustment | | | | ● | | ● | 3,000 | 4,500 | 37 |
| Drive chain adjustment | | | ● | ● | ● | ● | 1,000 | 1,500 | 38~39 |
| Brake inspection and adjustment | | | | ● | ● | ● | 1,000 | 1,500 | 41~43 |
| Battery electrolyte inspection and replenishment | | | ● | ● | ● | ● | 1,000 | 1,500 | 46~47 |
| Electrical system inspection | | | | | | ● | 3,000 | 4,500 | 48~49 |
| Bolts and nuts retightening | | | | ● | | | 6,000 | 9,000 | — |

■ MAINTENANCE OPERATIONS

● OIL CHANGE

As the effectiveness of engine oil is limited to a certain period, it is necessary to perform oil changes at suggested intervals shown in the service schedule. When draining the oil, it should be performed while the engine is still warm as this will assure complete and rapid draining, saving much time.

1. Remove the oil filler cap ① from the R crankcase cover.
2. Place a drip pan under the crankcase to catch the oil and then remove the drain plug ④ (page 27) with 17 mm wrench.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the engine.
4. When the oil has been completely drained, reinstall the drain plug ④, making sure that the O ring used on the

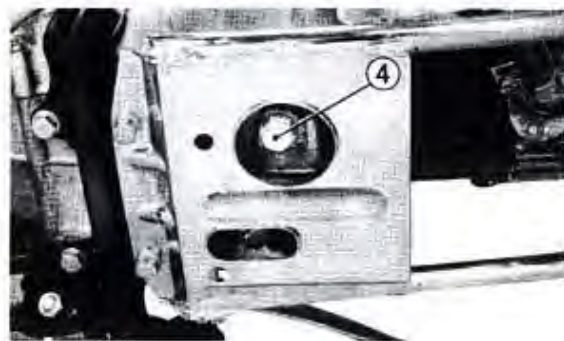


- ① Oil filler cap
- ② Upper level mark
- ③ Lower level mark

- plug is in good condition.
5. Fill the crankcase through the oil filler opening with approximately 1.5 U.S. pts. (0.7 liter) of recommended grade oil. Check the oil level with filler cap dipstick, however, when making this check, do not screw in the cap. Oil level should be between the upper and lower oil level markings ②, ③ on the dipstick.

Note:

1. Do not operate the engine if the oil level is below the lower oil level mark ③ on the dipstick.
2. When operating the motorcycle under unusually dusty condition, it is recommended that the oil change be performed at more frequent intervals than that which is specified in the maintenance schedule; this will have a very beneficial effect on the engine.



4) Oil drain plug

● SPARK PLUG CLEANING AND ADJUSTMENT

The NGK C-7HS or ND U-22 FS plug is used as standard equipment on this model. Servicing of the spark plug is as follows.

1. Detach the high tension cord from the spark plug and remove the spark plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a stiff wire such as a pin.
3. Adjust the spark plug gap \pm to **0.024-0.028 inch (0.6-0.7 mm)**. The gap can be measured with a thickness gauge. The adjustment is made by bending the negative (grounded) electrode \pm .
4. When installing the spark plug, do not over tighten.

Note: 1. Never use an improper heat range spark plug.

2. Do not attempt to dry or remove soot from the spark plug by burning.

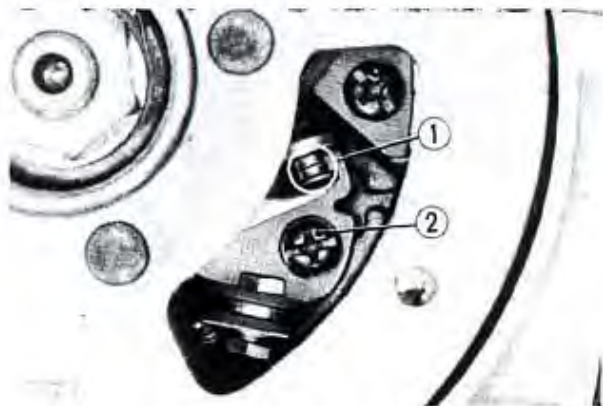


1. Spark plug gap
2. Negative electrode

● IGNITION TIMING ADJUSTMENT

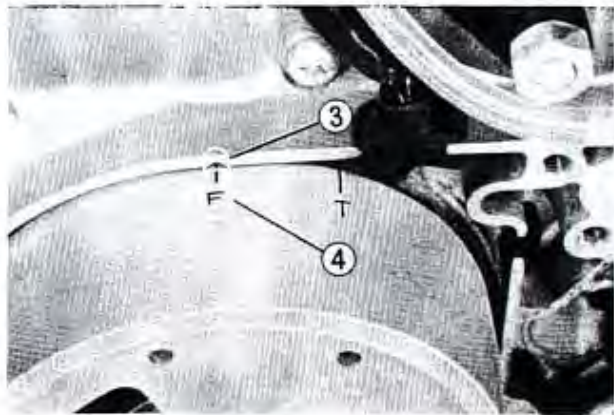
Adjustment of contact breaker point gap and ignition timing are required to maintain satisfactory engine performance.

1. Remove the left crankcase cover.
2. Rotate the flywheel counterclockwise to find the point where the breaker point gap is at maximum and check if the gap is correct using a thickness gauge.
3. The standard gap ① is **0.012-0.016 in. (0.3-0.4 mm)**.



- ① Breaker point gap
- ② Breaker locking screw

- When adjustment is necessary, loosen the breaker locking screw ② and move the breaker base in either clockwise or counterclockwise direction to obtain the standard point gap setting.
- After completing the breaker point gap adjustment, recheck the ignition timing. To perform the check, rotate the flywheel so that when the flywheel "F" timing mark ④ is aligned to the timing index mark ③ on the left crank case, the breaker points just begin to open.



- ③ Index mark
④ "F" mark

● VALVE TAPPET CLEARANCE ADJUSTMENT

Excessive valve tappet clearance will cause tappet noise, and negative clearance will cause valve damage and low power. Therefore, the valve tappet clearance should be maintained properly. Adjustment should be made with the engine cold.

1. Remove the tappet adjusting hole caps.
2. Remove the left crankcase cover.
3. Rotate the flywheel counterclockwise until the "T" mark ② on the flywheel lines up with the index mark ① on the crankcase flange.

In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on the top dead center of the compression stroke, that is when both valves are closed. This condition can be determined by shifting the tappets with fingers through the tappet adjusting holes and if the tappets are free, it is an indication that the valves are closed and that the piston is on the compression stroke.

If the tappets are tight, the valves are opened, so rotate the flywheel 360° and realign the "T" mark to the index mark.



① Index mark

② "T" mark

4. The valve tappet clearance is measured between the valve stem and tappet adjusting screw. Both the inlet and the exhaust valves should be adjusted to **0.002 in. (0.05 mm)**. To perform the adjustment, loosen the lock nut ④ and turn the adjusting screw ③. Turning the adjusting screw in the clockwise direction will reduce the clearance.

Note:

Make sure that the adjustment has not been disturbed while tightening the lock nut, by rechecking the clearance after the lock nut has been tightened.

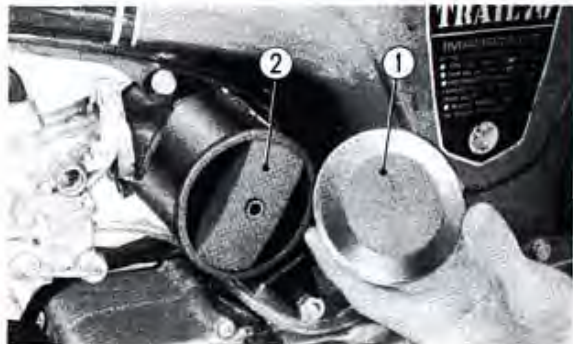


- ③ Adjusting screw
- ④ Adjusting screw lock nut
- ⑤ Thickness gauge

● AIR CLEANER SERVICE

A clogged air filter will adversely affect engine performance, therefore it should be cleaned periodically as follows.

1. Unscrew the air cleaner cover setting screw and remove the air cleaner cover ①.
2. Remove the air cleaner element ②.
3. Wash the air cleaner element with gasoline and dry it thoroughly.
4. Soak the air cleaner element in a mixture of 10 part gasoline to 1 part of engine oil, curing out by hand and then reinstall into the air cleaner case.



- ① Air cleaner cover
② Air cleaner element

● THROTTLE CABLE ADJUSTMENT

For safe, positive and consistent engine response the good condition and operation of the throttle grip and throttle cable is a must.

1. Check for the smooth rotation of the throttle control grip from the full open to the full close positions. Check when at full left and full right steering positions.
2. Standard throttle grip free play is approximately 10~15° of the grip rotation.

If grip free play rotation exceeds, this adjustment of the throttle cable adjuster ② is necessary.

Turn the cable adjuster until grip free play rotation is reduced to 10~15°.



- ① Rubber cap
- ② Throttle cable adjuster

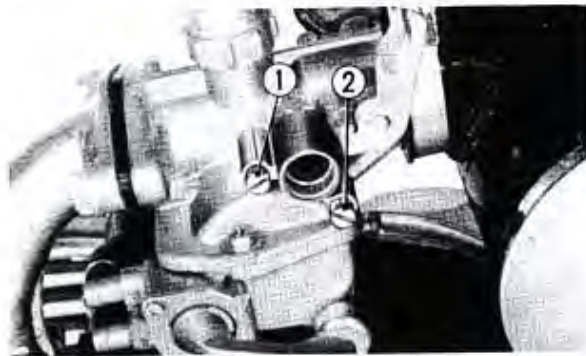
● CARBURETOR ADJUSTMENT

Perform the carburetor adjustment periodically as necessary.

Make the carburetor adjustment after the engine attains operating temperature.

1. Adjust the engine idle speed to approximately **1,300 rpm** with the throttle stop screw ①.
2. Turn the air screw ② slowly back and forth to obtain the point of the highest engine rpm.
3. If the idling speed increases excessively, reduce the speed with the throttle stop screw, then recheck the air screw.

Repeat the above procedure again if necessary to obtain a stable adjustment.



- ① Throttle stop screw
- ② Air screw

● FUEL STRAINER SERVICE

The fuel strainer is incorporated in the right side of the carburetor. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel strainer should be serviced periodically.

1. Turn the fuel valve to "S" position (page 17).
2. Remove the fuel strainer cover and O ring seal 1.
3. The screen fuel strainer 2 can be removed from the carburetor. Wash in solvent or gasoline and reassemble.



- 1 "O" ring seal
- 2 Fuel strainer

● CLUTCH ADJUSTMENT

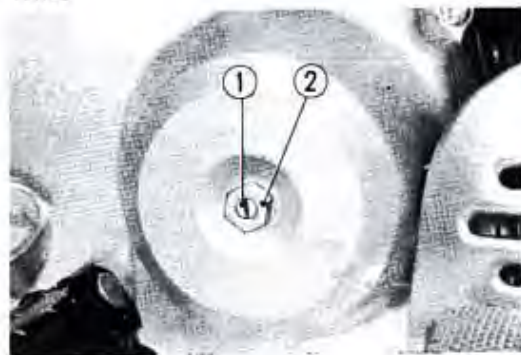
This motorcycle incorporates an automatic centrifugal clutch. Perform the clutch adjustment by the following procedure.

1. Clutch must be adjusted with the engine shut off. Loosen the adjuster lock nut ②.
2. Turn the adjuster screw ① clockwise about one turn; do not turn excessively.
3. Next, slowly turn the adjuster screw counterclockwise and stop when the screw starts to turn heavy.
4. From this point, back off the adjuster in the clockwise direction 1/8 to 1/4 turn, and then tighten the lock nut.

Check to make sure that the clutch operates properly after adjustment.

- A. The engine should start easily with the kick starter without the clutch slipping.
- B. When changing gear, the clutch operation should be smooth and light, especially when shifting down in gear to the neutral position.

- ① Clutch adjuster screw
- ② Lock nut



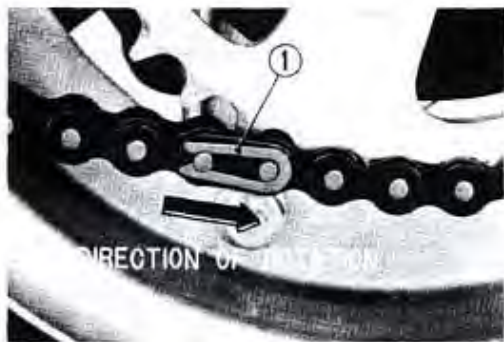
● CLEANING THE DRIVE CHAIN

1. The life of the drive chain is directly affected by the amount of service. Remove the chain by taking off the joint clip **1** and wash in solvent with a stiff brush to take dirt and old grease off.

After drying it thoroughly, place the chain in a vessel containing a mixture of good grade engine oil and petrolatum (ratio of 300 gr of petrolatum to 1 liter of engine oil, SAE $\pm 30\sim 50$), and heat for 10 minutes at a temperature of 120° to 250°F (50 to 120°C) while agitating.

Remove the chain and hang. After the grease hardens, wipe off the excess with a clean rag and assemble on the machine.

2. To assemble the drive chain, loosen the rear axle, allowing the ends of the drive chain to be connected with a joint. The joint clip should be installed so that the open end will face opposite to the direction of rotation.



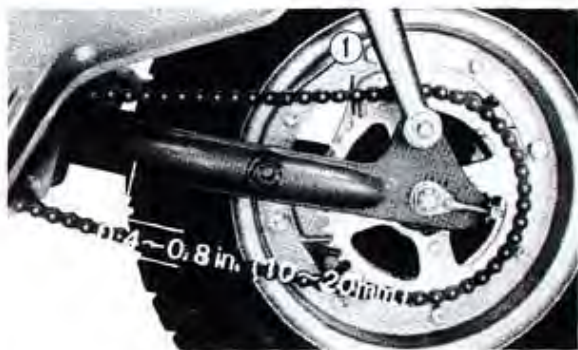
1 Drive chain joint clip

● DRIVE CHAIN ADJUSTMENT

The tension of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel and on the life of the chain itself. Therefore, the chain should always be maintained at the proper slack, in other words, not too tight and not too loose.

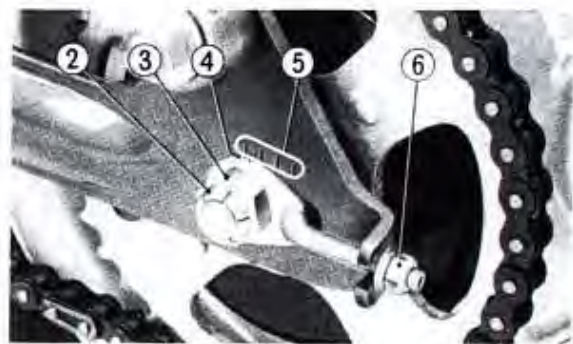
Whenever adjustment is made, make it habit to lubricate the chain with engine oil.

1. The maximum amount of the drive chain slack is measured by pressing the chain up and down at the midpoint between the sprockets. The maximum slack of the chain should be 0.4~0.8 in. (10~20 mm)



1 Drive chain

2. If adjustment is necessary, loosen the rear axle nut ③.
3. Adjust the chain slack with the lock nut ⑥ by turning it in the clockwise, this will decrease the chain slack; turning the counterclockwise will loosen the chain. Upon completion of adjustment, the index mark ④ on the both the right and left chain adjusters should be at the same reference marks ⑤ on the rear forks.
4. Finally, tighten the axle nut securely to prevent the nut from loosening.



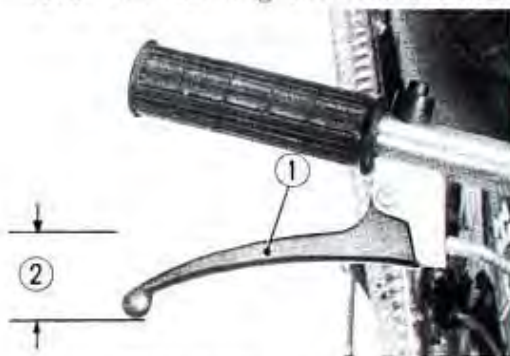
- ② Rear axle
- ③ Rear axle nut
- ④ Index mark
- ⑤ Rear fork reference marks
- ⑥ Chain adjuster lock nut

● FRONT AND REAR BRAKE ADJUSTMENT

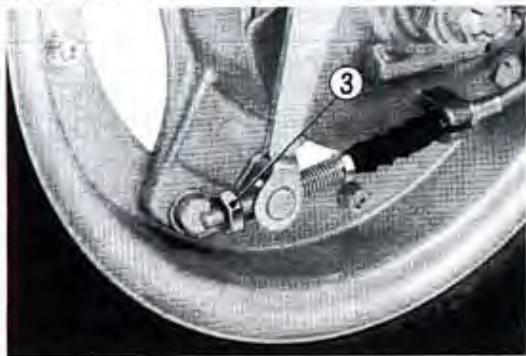
Brakes are items of personal safety and should always be maintained in proper adjustment.

1. Front brake

- Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the amount. The front brake lever ① must be moved before the brake starts to take hold. The lever free play ② should be **0.4~0.8 in (10~20 mm)** at the end of the brake lever.
- When brake adjustment becomes necessary, perform the task with the front brake adjusting nut ③.
Turning the nut in the clockwise direction will decrease the play of the lever and turning the nut counter clockwise will increase the play.



① Front brake lever ② Free play



③ Front brake adjusting nut

2. Rear brake

For the rear brake system, the rear brake lever and the rear brake pedal require adjustment.

1. Place a support block under the motorcycle, raise the rear wheel, and then, tread on the rear brake pedal while lightly rotating the rear wheel. Check the pedal free play (2) until the rear brake starts to take hold. The standard pedal free travel is **0.8–1.2 in. (20–30 mm)**.
2. The adjustment is made with the rear brake adjusting nut (3). The pedal free play decrease by turning the adjusting nut clockwise, while it increases by turning the adjusting nut counterclockwise.



- ① Rear brake pedal
- ② Free play

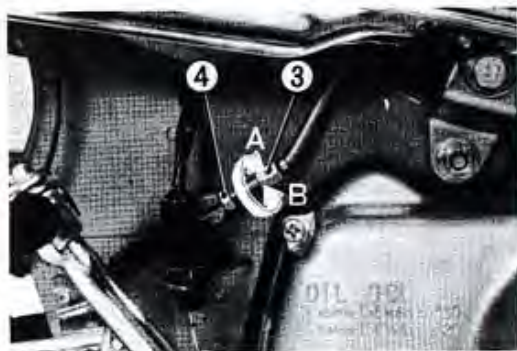


- ③ Rear brake adjusting nut

3. Next, check the free play of the front brake lever ①. The standard free play is **0.4-0.8 in. (10-20 mm)** at the front brake lever tip.
4. This adjustment is made with the rear brake cable adjuster ③ after the lock nut ④ is loosened. The free play becomes large by turning the adjuster toward the direction A (clockwise), while it becomes small by turning the adjuster toward the direction B (counterclockwise).



- 1 Rear brake lever
- 2 Free play



- 3 Rear brake cable adjuster
- 4 Lock nut

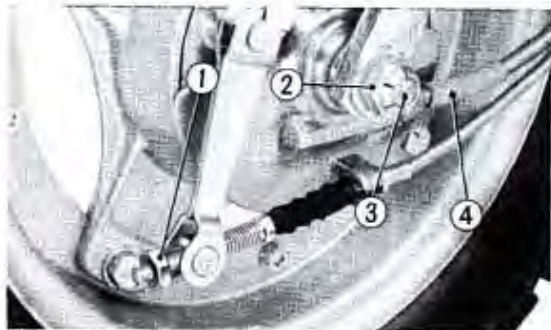
● WHEEL REMOVAL

Removal of front and rear wheel is performed in the following manner.

1. Front wheel

- Place a suitable block under the engine to raise the front wheel off the ground.
- Remove the front brake adjusting nut 1.
- Remove the speedometer cable 4.
- Remove the front wheel axle nut 2, and pull out the front wheel axle 3.
- The front wheel can be removed from the frame.

Note: Standard tire air pressure is 17 P.S.I. (1.2 kg cm⁻²).

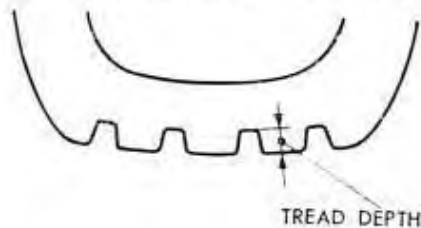


- Front brake adjusting nut
- Front wheel axle nut
- Front wheel axle
- Speedometer cable

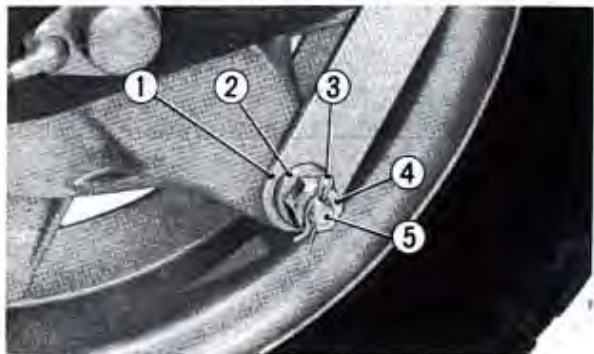
2. Rear wheel

- Unscrew the drive chain adjusting nut and rear wheel axle nut.
- Remove the chain joint clip and drive chain.
- Unscrew the rear brake adjusting nut and disassemble the rear brake rod from the rear brake arm.
- Pull out the cotter pin 3, loosen the lock nut 4 and remove the torque arm setting bolt 5.
- Pull out the rear wheel axle and then the rear wheel can be disassembled from the frame.

Note: 1. Standard tire air pressure is 20 p.s.i. (1.4 kg/cm²).



- The tire should be replaced when the tread has been worn to less than 0.04 in. (1mm) depth. Riding with worn tire is a hazard.



- 1 Rear brake torque arm
- 2 Washer
- 3 Cotter pin
- 4 Lock nut
- 5 Torque arm setting bolt

● BATTERY SERVICE

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the service schedule on page 25.

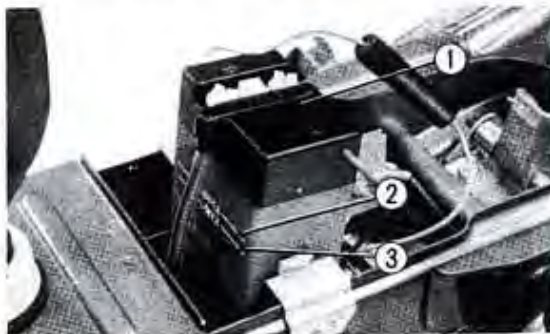
1. The **6 V-2 AH** battery ① is mounted under the seat.

Access to the battery is obtained by releasing the seat latch on the rear end under the seat and raising the rear.

2. Remove the battery setting rubber and raise the battery slightly to check the battery electrolyte.

The correct electrolyte level is between the "lower" and "upper" level marks on the battery case

- ① Battery
- ② Upper level mark
- ③ Lower level mark



3. To correct the electrolyte, remove the battery cell caps from the cells needing level correction. For case of cell level correction a small syringe or plastic funnel should be used. Using a small syringe, carefully add distilled water to bring the electrolyte to a level between the upper and lower marks. For maximum battery performance and life, only distilled water should be added, however, in an emergency situation where electrolyte level is found to be low and distilled water is not available, drinking water or a low mineral content can be used. Reinstall the cell caps.

Note :

1. **Add only distilled water to the battery, never use tap water.**
2. **When replacing the battery into the compartment, make sure that the vent tube of the battery is not pinched or blocked.**
3. **If unusual high rate of battery electrolyte loss is experienced, consult your Honda dealer for check of the trouble.**

● HEADLIGHT BEAM ADJUSTMENT

Headlight beam can be adjusted vertically and horizontally.

1. The vertical adjustment is made by loosening the bolts ① which mount the headlight.
2. The horizontal beam adjustment is made with the beam adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider.

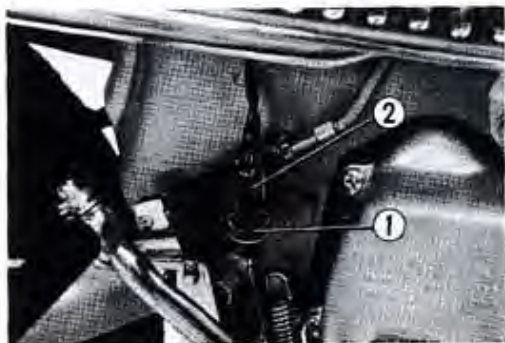


- ① Headlight mounting bolts
- ② Adjusting screw

● STOP LIGHT SWITCH ADJUSTMENT

The stop light switch adjustment is made at the stop light switch ② located on the right side toward the rear of the engine.

1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 42~43 to make sure that the brakes are properly adjusted.
2. Turn on the ignition switch (ignition position "Red" dot.)
3. Adjust the stop light switch ② so that the stop light will come on when the brake pedal, or rear brake lever, is depressed to the point where the brake just starts to take hold. If the stop light switch is late in switching on the stop light, screw in ① the switch adjusting nut and if the stop light comes on too early screw out ③ the switch adjusting nut.



- ① Adjusting nut
② Stoplight switch

● REPLACING LIGHT BULBS

When exchanging the light bulbs, always replace the bulb with that of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning.

1. Headlight bulb replacement procedure

- Loosen the cross screw at the bottom of the headlight and remove the headlight rim.
- Remove the socket assembly ① by pushing down on the socket and twisting counterclockwise to unhook from the reflector ②.
- Pull the bulb ③ out and replace.



① Headlight socket ② Reflector



③ Headlight bulb.

| Item | Light bulb |
|---------------------|------------|
| Headlight bulb | 6V-15/15W |
| Tail/stoplight bulb | 6V-5.3/17W |

2. Tail/stoplight bulb replacement procedure

- Remove the two screws retaining the tail/stoplight lens.
- Press the bulb inward and twist to the left, and the bulb can be removed.
- When installing the taillight lens, do not over tighten the screws, as this may damage the lens.



① Tail/stoplight bulb

TOOL KIT

The tool kit ① is contained in the compartment located under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with the tools in the kit should be referred to your Honda dealer.



① Tool kit

- Listed below are the items included in the tool kit
 - ① Spark plug wrench: For spark plug, front and rear axle nut
 - ② 14×17 mm open end wrench
 - ③ 10×12 mm open end wrench
 - ④ 8 mm spanner
 - ⑤ Pliers
 - ⑥ No. 2 screw driver
 - ⑦ No. 3 cross point screw driver
 - ⑧ No. 2 cross point screw driver
 - ⑨ 9 mm spanner: For valve tappet clearance adjustment, screw driver
 - ⑩ Screw driver grip: For screw driver
 - ⑪ Valve tappet adjust wrench: For valve tappet clearance adjustment
 - ⑫ Thickness gauge: For valve tappet clearance adjustment
 - ⑬ Tool bag

- Items attached to the motorcycle is a separate package
 - ① A can of touch-up paint
 - ② Spare battery fuse



①



⑤



⑧



②



⑥



⑨



③



⑦



⑩



④



⑬



⑪



⑫

TECHNICAL DATA

ITEM

DIMENSIONS

| | |
|-----------------------|--------------------|
| Overall length | 59.8 in (1,510 mm) |
| Overall width | 22.8 in (580 mm) |
| Overall height | 37.8 in (960 mm) |
| Wheel base | 40.7 in (1,035 mm) |
| Min. ground clearance | 7.1 in (180 mm) |
| Curb weight | 143.3 lb (65 kg) |

FRAME

| | |
|-------------------|--------------------|
| Suspension, front | Telescopic fork |
| Suspension, rear | Swinging arm |
| Brakes | Internal expansion |

Trail length

2.3 in (58 mm)

Caster

65°

Tire size & air pressure (F)

4.00-10 17 lbs/in² (1.2 kg/cm²)

Tire size & air pressure (R)

4.00-10 20 lbs/in² (1.4 kg/cm²)

ENGINE

Cylinder layout

Single, 80° inclined from vertical

Valve arrangement

Overhead camshaft

Bore and stroke

1.85 × 1.63 in (47 × 41.4 mm)

Compression ratio

8.8

Displacement

4.4 cu-in (72 cc)

Carburetor

Keihin, piston valve type

Oil capacity

1.5 U.S. pt., (0.7 lit)

Lubrication

Forced and wet sump

Oil strainer
Reduction ratios

Primary

Centrifugal and filtering mesh

3.722

Secondary

2.533

Gear ratios

1st

3.364

2nd

1.722

3rd

1.190

PERFORMANCE

Max. speed

47 mph (75 kph)

Min. turning circle

10.5 ft (3.2 m)

Braking distance

23 ft at 22 mph (7 m at 50 kph)

ELECTRICAL SYSTEM

Ignition

Spark plug

Headlight bulb

Tail/stoplight bulb

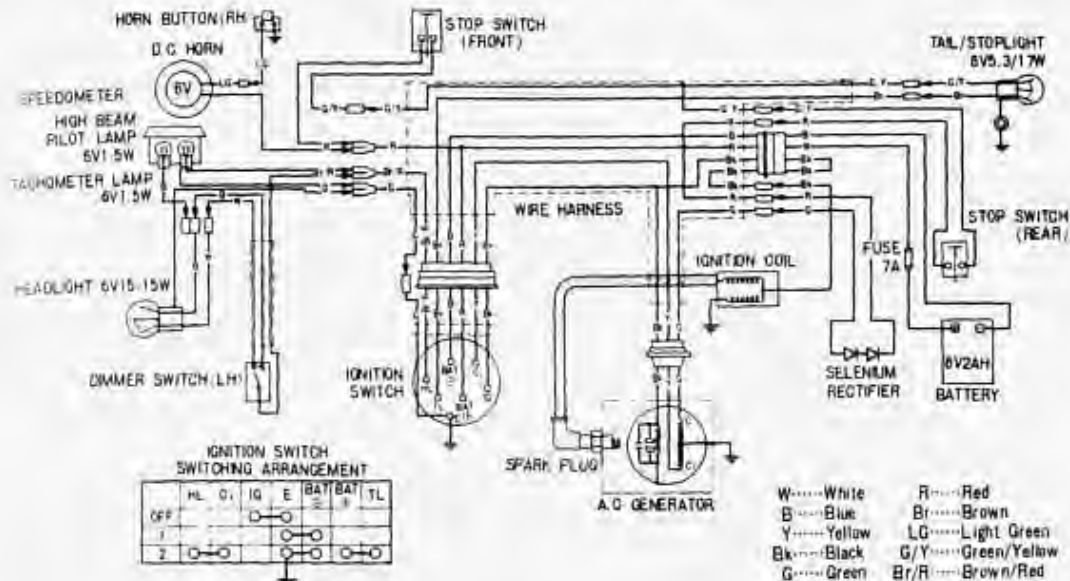
Flywheel magneto

NGK C-7 HS or ND U-22 FS

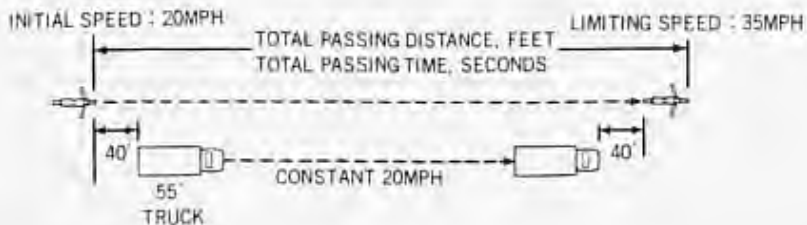
6 V-15/15 W

6 V-5.3/17 W

WIRING DIAGRAM



LOW- SPEED



HIGH- SPEED

