1. GENERAL INFORMATION

GENERAL SAFETY

WARNING

If the engine must by running to do some work, make sure the area is well-ventilated. Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in your working area.

WARNING

The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact, flush thoroughly with water and call a doctor if electrolyte gets in your eyes.

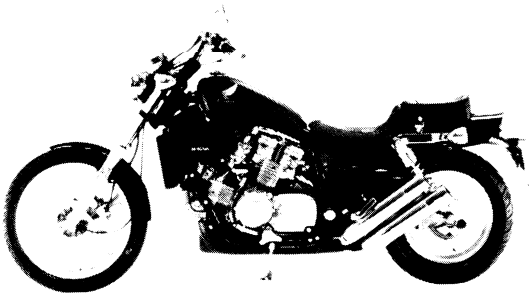
WARNING

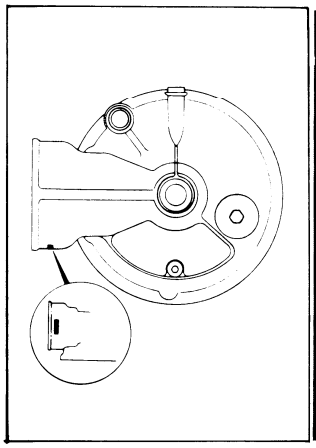
The battery generates hydrogen gas which can be highly explosive. Do not smoke or allow flames or sparks near the battery, especially while charging it.

SERVICE RULES

1. Use genuine HONDA or HONDA-recommended parts and lubricants or their equivalents. Parts that do not meet HONDA'S design specifications may damage the motorcycle.
2. Use the special tools designed for this product.
3. Install new gaskets, O-rings, cotter pins, lock plates, etc. when reassembling.
4. When torquing a series of bolts or nuts, begin with the larger-diameter or inner bolts first, and tighten to the specified torque diagonally, unless a particular sequence is specified.
5. Clean parts in non-flammable or high flash point solvent upon disassembly. Lubricate any sliding surfaces before reassembly.
6. After reassembly, check all parts for proper installation and operation.
7. Use only metric tools when servicing this motorcycle. Metric bolts, nuts, and screws are not interchangeable with English fasteners. The use of incorrect tools and fasteners may damage the motorcycle.
8. Route all electrical wires as shown on pages 1-9 through 1-12 Cable and Harness Routing.

MODEL IDENTIFICATON

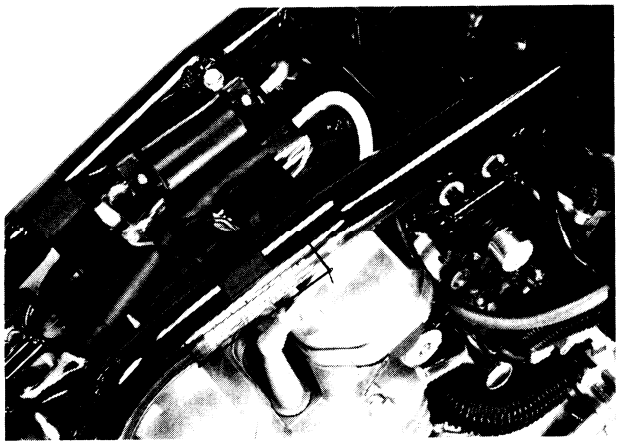




Differential number is on the final drive case.

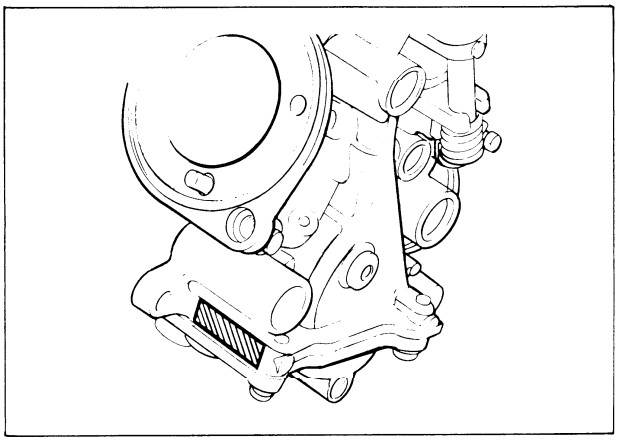
The color label is attached inside off the right side frame.

The frame serial number is stamped on the steering head right side.



The vehicle identification number (VIN) is on the right side tube.

The engine serial number is stamped on the crankcase right side.



The carburetor identification number is on the carburetor body.

SPECIFICATIONS

ITEM				
DIMENSIONS	Overall length			2,360 mm (92.9 in)
	Overall width			800 mm (31.5 in)
	Overall height			1,155 mm (43.9 in)
	Wheel base			1,660 mm (65.4 in)
	Seat height			705 mm (27.8 in)
	Foot peg height			275 mm (10.1 in)
	Ground clearance			152 mm (6.0 in)
	Dry weight			226 kg (498 lb), 227,5 kg (502 lb)[California model]
	Curb weight			242.5 kg (535 lb), 244 kg (538 lb)[California model]
FRAME	Type			Double cradle
	Front suspension, travel			Telescopic fork 155 mm (6.1 in)
	Rear suspension, travel			Swingarm/Shoke absorber 102 mm (4.0 in)
	Front tire size			100/90—19 57H
	Rear tire size			150/80—15 70H
	Cold tire pressure	Up to 90 kg (200 lbs) load	Front	33 psi (225 kPa, 2.25 kg/cm²)
			Rear	33 psi (225 kPa, 2.25 kg/cm²)
		Up to vehicle capacity load	Front	33 psi (225 kPa, 2.25 kg/cm²)
			Rear	41 psi (280 kPa, 2.80 kg/cm²)
	Front brake, lining swept area			Single disc 517 cm² (80.1 sq in)
	Rear brake, lining swept area			Drum 890 cm² (138 sq in)
	Fuel capacity			13.0 liters (3.43 U.S. gal, 3.0 Imp gal)
	Fuel reserve capacity			2.8 liters (0.74 U.S. gal, 0.6 Imp gal)
	Caster angle			55°
	Trail			152 mm (6.0 in)
	Fork oil capacity			Right/Left 415 cc (14.0 U.S. oz, 14.6 Imp oz)
ENGINE	Type			Water cooled twin 4-stroke DOHC engine
	Cylinder arrangement			4 cylinders 90°V
	Bore and stroke			70.0 x 45.4 mm (2.76 x 1.79 in)
	Displacement			699 cm³ (42.6 cu in)
	Compression ratio			10.2 : 1
	Valve train			Silent, multi-link chain drive OHC with rocker arms
	Oil capacity			3.0 liters (3.2 U.S.qt., 2.6 Imp qt) after disassembly
				2.9 liters (3.1 U.S.qt., 2.5 Imp qt) after draining
	Coolant capacity			2.8 liters (3.0 U.S.qt., 2.4 Imp qt) after draining
	Lubrication system			Forced pressure and wet sump
	Air filtration			Paper filter
	Cylinder compression			1,300 ± 200 kPa (13 ± 2 kg-cm², 184 ± 28 psi)
	Intake valve	Opens		0° (BTDC) }
		Closes		35° (ABDC) } at 1 mm lift
	Exhaust valve	Opens		40° (BBDC) } at 1 mm lift
		Closes		0° (ATDC) } at 1 mm lift
	Valve clearance (cold)			IN/EX 0.15 mm (0.006 in)
	Engine weight (at dry weight)			87.7 kg (193.3 lb)
	Idle speed			1,200 rpm
	Cylinder numbering			No. 1—Left rear
				No. 2—Left front
				No. 3—Right rear
				No. 4—Right front

ITEM		
CARBURETION	Carburetor type	VD—V4 Horizontal and vertical
	Identification number	VD—ECA (VD—EDA California madel)
	Pilot screw initial setting	See page 4-13
	Float level	8.9 mm (0.35 in)
DRIVE TRAIN	Clutch	Wet, multi-plate
	Transmission	5-speed with over drive
	Primary reduction	1.811 : 1
	Secondary reduction	1.188 : 1
	Final reduction	3.182 : 1
	Gear ratio I	2.294 : 1
	Gear ratio II	1.619 : 1
	Gear ratio III	1.292 : 1
	Gear ratio IV	1.074 : 1
	Gear ratio V	0.897 : 1
	Over drive	0.750 : 1
	Gear shift pattern	Left foot operated return system, 1—N—2—3—4—5—OD
	Final drive gear oil capacity	150 cc (5.1 oz) after disassembly 130 cc (4.4 oz) after draining
ELECTRICAL	Ignition	Full transistor ignition system
	Ignition timing "F" mark	15° BTDC at idle
	Full advance	40° BTDC at 3,500 rpm
	Pulse air gap	0.3—0.9 mm (0.012—0.035 in)
	Starting system	Starting motor
	Alternator	0.345 kw/5,000 rpm
	Battery capacity	12V—12AH
	Spark plug	See table below
	Spark plug gap	0.8—0.9 mm (0.031—0.035 in)
	Firing order	1—2—3—4
	Fuse/Main fuse	10A x 6, 15A x 1, 30A (Main fuse) x 1
LIGHTS	Headlight (high/low beam)	60/55 W
	Tail/stop light	5/21W
	Front turn signal	21W x 2
	Rear turn signal	21W x 2
	Speedometer light	1.7W x 2
	Tachometer light	1.7W x 2
	Neutral indicator	3W
	Turn signal indicator	3W
	High beam indicator	3W
	Oil pressure warning light	3W
	Temperature warning light	3W

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

TORQUE VALUES

STANDARD TORQUE VALUES

Item	N·m (kg-m, ft-lb)	Item	N·m (kg-m, ft-lb)
5 mm bolt and nut	4.5–6 (0.45–0.6, 3–4)	5mm screw	3.5–5 (0.35–0.5, 2–4)
6 mm bolt and nut	8–12 (0.8–1.2, 6–9)	6 mm screw and 6 mm bolt with small head	7–11 (0.7–1.1, 5–8)
8 mm bolt and nut	18–25 (1.8–2.5, 13–18)	6 mm flange bolt and nut	10–14 (1.0–1.4, 7–10)
10 mm bolt and nut	30–40 (3.0–4.0, 22–29)	8 mm flange bolt and nut	24–30 (2.4–3.0, 17–22)
12 mm bolt and nut	50–60 (5.0–6.0, 36–43)	10 mm flange bolt and nut	35–45 (3.5–4.5, 25–33)

ENGINE

Item	Q'ty	Thread Dia. (mm)	Torque N·m (kg-m, ft-lb)	Remarks
Cylinder head cover	8	6	8–12 (0.8–1.2, 6–9)	
Camshaft holder	24	6	10–14 (1.0–1.4, 7–10)	
Cylinder head	8	8	21–25 (2.1–2.5, 15–18)	–Apply 3-BOND®
	16	9	43–47 (4.3–4.7, 31–34)	1105 or equivalent
Cam sprocket	8	7	18–20 (1.8–2.0, 13–14)	
Spark plugs	4	12	12–16 (1.2–1.6, 9–12)	
Crankcase	14	9	30–34 (3.0–3.4, 22–25)	
	3	8	21–25 (2.1–2.5, 15–18)	
	15	6	10–14 (1.0–1.4, 7–10)	
Connecting rod	8	8	30–34 (3.0–3.4, 22–25)	
Alternator	1	12	80–100 (8.0–10.0, 58–72)	
Starting clutch	1	12	80–100 (8.0–10.0, 58–72)	
Oil filter boss	1	20	15–20 (1.5–2.0, 11–14)	
Oil pressure switch	1	–	10–14 (1.0–1.4, 7–10)	–Apply 3 BOND®
Oil control bolts	2	8	18–20 (1.8–2.0, 13–14)	sealant or equivalent
	1	10	20–25 (2.0–2.5, 14–18)	
Crankcase drain plug	1	12	35–40 (3.5–4.0, 25–29)	
Cylinder drain plug	1	6	10–14 (1.0–1.4, 7–10)	
Clutch lock nut	1	22	80–100 (8.0–10.0, 58–72)	
Rocker arm shaft	8	20	45–50 (4.5–5.0, 33–36)	–Apply LOCTITE®
Tappet adjustment nuts	16	7	21–25 (2.1–2.5, 15–18)	271 or equivalent
Shift fork center	1	7	16–20 (1.6–2.0, 12–14)	
Drum stopper pivot shaft	1	6	8–12 (0.8–1.2, 6–9)	
Starter clutch flange bolts	3	8	26–30 (2.6–3.0, 19–22)	–Apply LOCTITE®
Cam chain guide bolt	1	12	21–25 (2.1–2.5, 15–18)	271 or equivalent
Oil filter	1	20	15–20 (1.5–2.0, 11–14)	
Slave cylinder bleeder	1	8	7–10 (0.7–1.0, 5–7)	
Thermo case bleeder	1	8	7–10 (0.7–1.0, 5–7)	
Side gear case	7	8	21–25 (2.1–2.5, 15–18)	
Mainshaft bearing set plate	3	6	7–11 (0.7–1.1, 5–8)	Apply 3-BOND®
Drum set plate	3	6	7–11 (0.7–1.1, 5–8)	1323B or #2415
Oil pump driven sprocket	1	6	15–20 (1.5–2.0, 11–14)	
R. crankcase cover cap	1	45	15–20 (1.5–2.0, 11–14)	

CHASSIS

Item	Q'ty	Thread Dia. (mm)	Torque N·m (kg-m, ft-lb)	Remarks
Handlebar upper holder	4	8	25–35 (2.5–3.5, 18–25)	
Front axle	1	12	55–65 (5.5–6.5, 40–47)	
Front axle pinch bolts	4	8	18–25 (1.8–2.5, 13–18)	
Fork bolts	2	35	15–30 (1.5–3.0, 11–22)	
Steering bearing adjustment nut	1	26	23–27 (2.3–2.7, 17–20)	
Steering stem nut	1	26	90–120 (9.0–12.0, 65–87)	
Fork top pinch bolts	2	7	9–13 (0.9–1.3, 7–9)	
Fork bottom pinch bolts	2	10	50–60 (5.0–6.0, 36–43)	
Rear axle nut	1	18	85–105 (8.5–10.5, 61–76)	
Rear axle pinch bolt	1	8	20–30 (2.0–3.0, 14–22)	
Shock absorber bolts	3	10	20–30 (2.0–3.0, 14–22)	
nut (Lower)	1	10	30–40 (3.0–4.0, 22–29)	
Swingarm left pivot bolt	1	30	90–120 (9.0–12.0, 65–87)	
Swingarm right pivot bolt	1	30	16–20 (1.6–2.0, 12–14)	
Swingarm pivot lock nut	1	30	100–130 (10.0–13.0, 72–94)	
Front brake caliper bracket	2	10	30–45 (3.0–4.5, 22–33)	
Brake hose bolt	2	8	25–35 (2.5–3.5, 18–25)	
Engine hanger bolt	2	8	20–30 (2.0–3.0, 14–22)	
	4	10	35–45 (3.5–4.5, 25–33)	
Final gear case nut	3	10	60–70 (6.0–7.0, 43–51)	UBS nut
Final gear case	2	10	45–50 (4.5–5.0, 33–36)	
Attaching nut	6	8	23–28 (2.3–2.8, 17–20)	
Exhaust pipe joint nut	8	6	8–12 (0.8–1.2, 6–9)	
Muffler stay	2	8	24–30 (2.4–3.0, 17–22)	
Exhaust pipe band bolt	2	8	18–28 (1.8–2.8, 13–20)	
Sub-frame bolt (upper)	2	10	60–70 (6.0–7.0, 43–51)	–Apply oil to the
(lower)	2	10	35–45 (3.5–4.5, 25–33)	equivalent
Pinion nut	1	16	100–120 (10.0–12.0, 72–87)	
Pinion bearing retainer	1	64	100–120 (10.0–12.0, 72–87)	
Caliper bleeder	2	7	4–7 (0.4–0.7, 3–5)	
Master cylinder holder	4	6	10–14 (1.0–1.4, 7–10)	
Master cylinder cap	4	4	1–2 (0.1–0.2, 0.7–1.4)	
Final drive gear oil filler cap		30	10–14 (1.0–1.4, 7–10)	
Brake pedal pinch bolt	1	8	24–30 (2.4–3.0, 17–22)	
Gearshift pinch bolt	1	6	10–15 (1.0–1.5, 7–11)	
Side stand pivot nut	1	10	35–45 (3.5–4.5, 25–33)	
Ignition switch stay	2	6	10–15 (1.0–1.5, 7–11)	
Main stop holder	1	8	24–30 (2.4–3.0, 17–22)	
Rear seat bolt	1	8	18–25 (1.8–2.5, 13–18)	
Handle lock bolt	1	6	7–11 (0.7–1.1, 5–8)	
Air cleaner case	1	4	1–2 (0.1–0.2, 0.7–1.4)	
Thremostatic switch	1	16	15–20 (1.5–2.0, 11–14)	

Torque specifications listed above are for specific fasteners. Others should be tightened to standard torque values listed below.

TOOLS

SPECIAL

Description	Part No.	Remarks/Alternative tool	Ref. Sect.
Oil filter wrench	07912—6110001		2
Oil pressure gauge	07506—3000000	or equivalent commercially available	2
Oil pressure gauge attachment	07510—4220100	in U.S.A.	2
Valve adjuster lock nut wrench	07908—MB00100	or Equivalent commercially available	3
Carburetor adjusting wrench	07908—4730000		3
Vacuum gauge set	07404—0020000	or M937B-021-XXXX (U.S.A. only)	3
Hand vacuum pump gauge	ST-AH-260-MC7	or A937X-041-XXXX (U.S.A. only)	4
Hand pressure pump	ST-AH-255-MC7		4
Valve guide driver, 7 mm	07942—8230000	(U.S.A. only)	
Timing inspection cover	07998—MB40000		3
Valve guide reamer, 5.5 mm	07984—2000000	or 07984—200000A (U.S.A. only)	9
Snap ring pliers			7, 13, 15
Lock nut wrench, 30 x 64 mm	07906—MB00000		11
Bearing remover handle	07936—3710100		11, 14
Bearing remover weight	07741—0010201	or 07936—3710200	11, 14
Bearing remover, 17 mm	07936—3710300		11, 14
Dis/assembly tool (A)	07965—3710101	or 07965—3710100	11
Preload inspection tool	07998—MC70000		11
Shaft holder	07923—6890101		11
Retainer wrench	07910—4630100		12
Pinion joint holder	07926—ME90000		12
Pinion puller attachment	07931—4630300	or 07931—4630200 or 07935—MB00000	12
Bearing attachmetn puller/driver	07934—MB00000		12
Attachemnt	07945—3330300		11, 12
Driver	07949—3710001	or 07949—3710000	11, 12
Attachment A	07964—MB00100		12
Attachment C	07964—MB00300		12
Steering stem socket	07916—3710100		13
6 mm hex wrench	07917—3230000	Commercially available in U.S.A.	13
Bearing race remover	07946—3710500		13
Steering stem driver	07946—MB00000	or 07946—3710100 or 07964—MB00200	13
Fork seal driver	07947—4630100		13
Ball race remover	07953—MJ1000A		13
Swingarm pivot lock nut wrench	07908—4690001	or KS-HBA-08-469	14
Bearing outer race remover	07936—4150000	or 07936—3710500	14
Bearing remover set	07936—8890101	or 07736—A01000A (U.S.A. only)	14
—bearing remover	07736—8890300		14
—weight	07741—0010201		14
—handle	07936—3710100		14
Shock absorber compressor attachment	07959—MB10000		14
Driver	07949—3710001		11

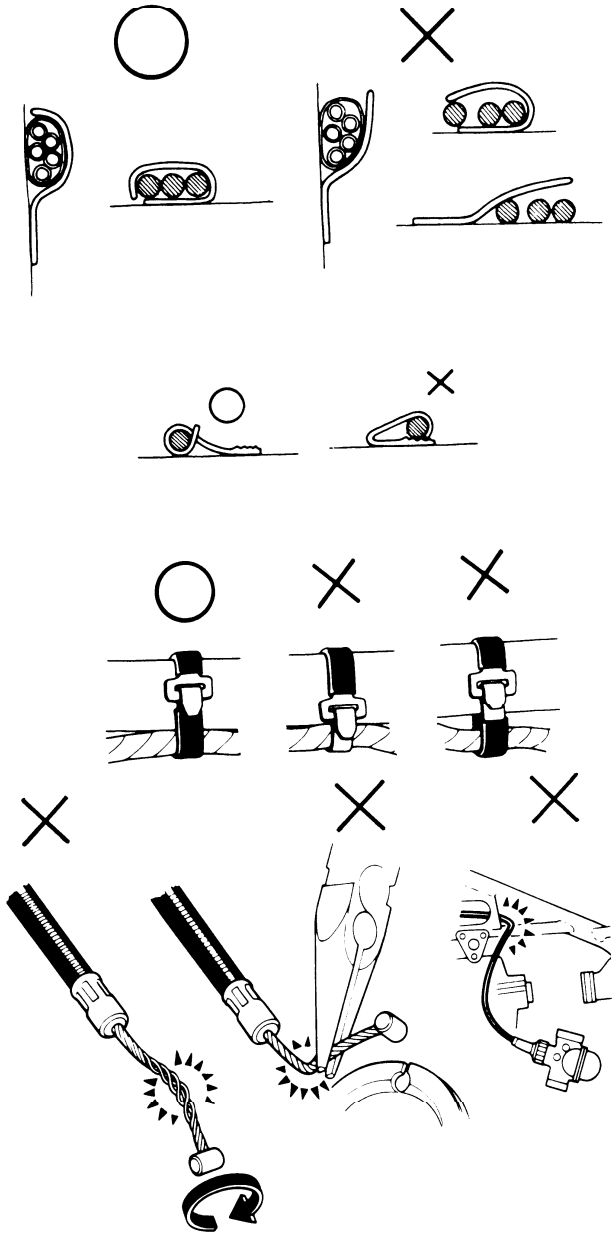
COMMON

Description	Part No.	Remarks/Alternative tool	Ref. Sect.
Float level gauge	07401—0010000		4
Lock nut wrench, 17 x 27 mm	07716—0020300	Equivalent commercially available in U.S.A.	7
Extension bar	07716—0020500		7, 13
Clutch center holder	07724—0050000		7
Flywheel holder	07725—0040000	or Band strap wrench (commercially)	8
Rotor puller	07733—0020001	or 07933—3950000	8
Valve guide remover/driver 5.5 mm	07742—0010100	or 07942—6570100	9
Valve spring compressor	07757—0010000	or 07957—3290001	9
Driver	07749—0010000		11, 12, 13 14
Attachment, 37 x 40 mm	07746—0010200		12, 14
Remover weight	07741—0010201	or 07936—3710200	14
Attachment, 32 x 35 mm	07746—0010100		11, 12, 14
Attachment, 42 x 47 mm	07746—0010300		11, 12, 13
Valve adjusting wrench	07708—0030200	or Equivalent commercially available in U.S.A.	14
Attachment, 52 x 55 mm	07746—0010400	or 07944—3710701	11, 12, 13
Pilot, 17 mm	07746—0040400		11, 14
Pilot, 20 mm	07746—0040500		14
Pilot, 30 mm	07746—0040700		11, 12
Driver	07746—0030100	or 07945—3710200	11, 12
Attachment, 25 mm I.D.	07746—0030200		11, 12
Lock nut wrench, 30 x 32 mm	07716—0020400	Equivalent commercially available in U.S.A.	13
Pilot, 15 mm	07746—0040300		13
Bearing remover shaft	07746—0050100	Equivalent commercially available in U.S.A.	13, 14
Bearing remover 15 mm	07746—0050400		13
Shock absorber compressor	07959 3290001		12, 14
Bearing remover, 20 mm	07746—0050600	or Equivalent commercially available in U.S.A.	14
Socket bit, 17 mm	07703—0020500	or Equivalent commercially available in U.S.A.	14

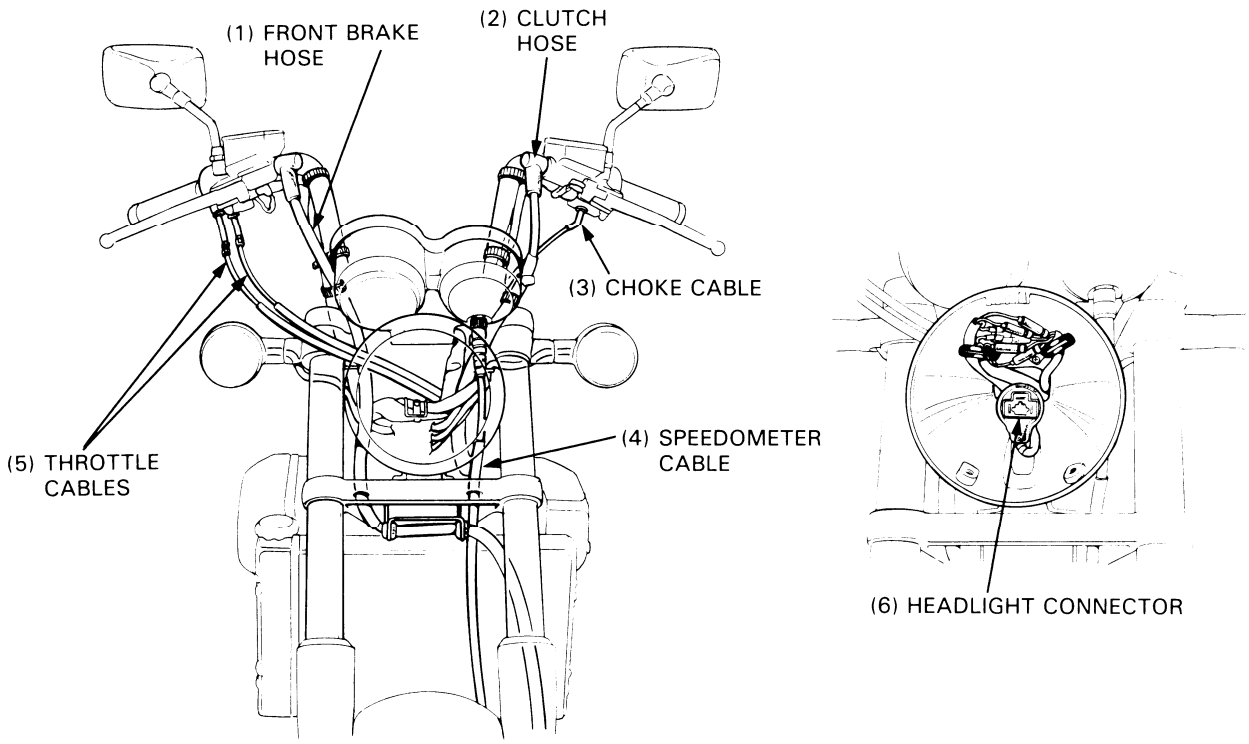
CABLE & HARNESS ROUTING

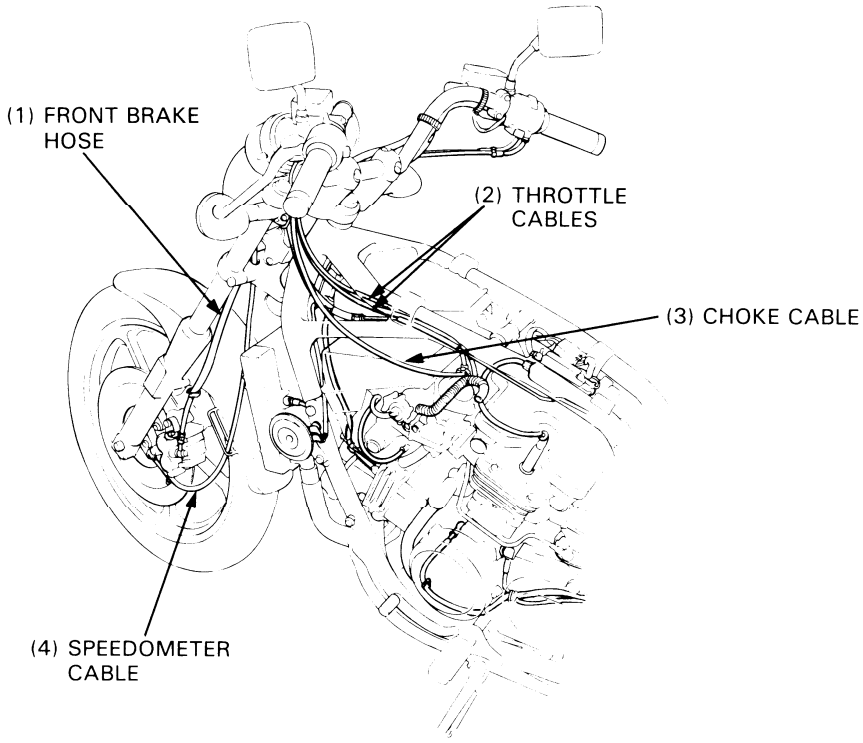
Note the following when routing cables and wire harnesses:

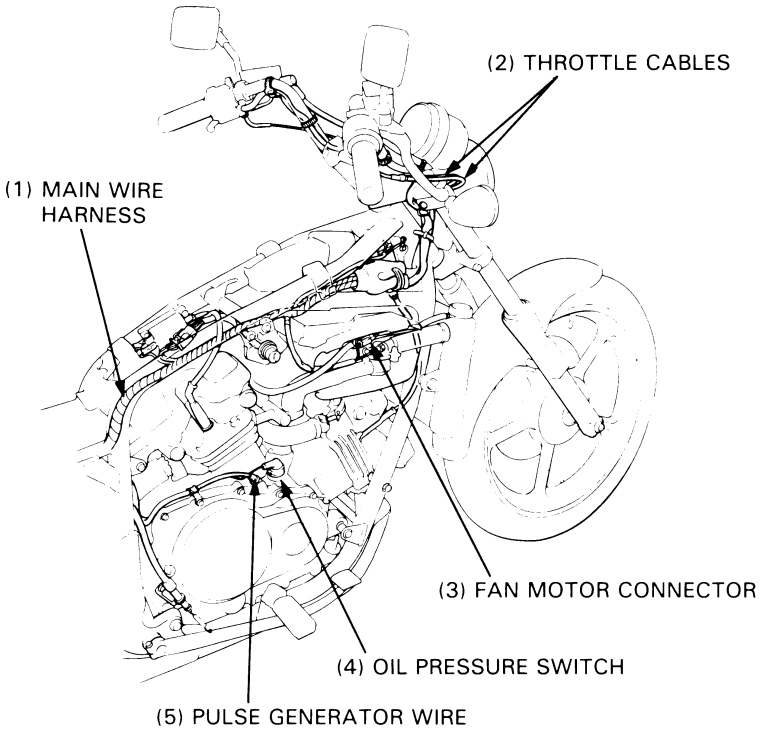
- A loose wire, harness or cable can be a safety hazard. After clamping, check each wire to be sure it is secure.
- Do not squeeze wires against a weld or the end of a clamp.
- Secure wires and wire harnesses to the frame with bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.
- Route harnesses so they are not pulled taut or have excessive slack.
- Protect wires and harnesses with electrical tape or tubing where they contact a sharp edge or corner.
- Do not use wires or harnesses with damaged insulation. Repair by wrapping them with protective tape or replace them.
- Route wire harnesses to avoid sharp edges or corners.
- Also avoid the projected ends of bolts and screws.
- Keep wire harnesses away from the exhaust pipes and other hot parts.
- Be sure grommets are seated in their grooves properly.
- After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts.
- After routing, check that the wire harnesses are not twisted or kinked.
- Wire harnesses routed along the handlebar should not be pulled taut, have excessive slack, or interfere with adjacent or surrounding parts in all steering positions.
- Do not bend or twist control cables. Damaged control cables will not operate smoothly and may stick or bind.

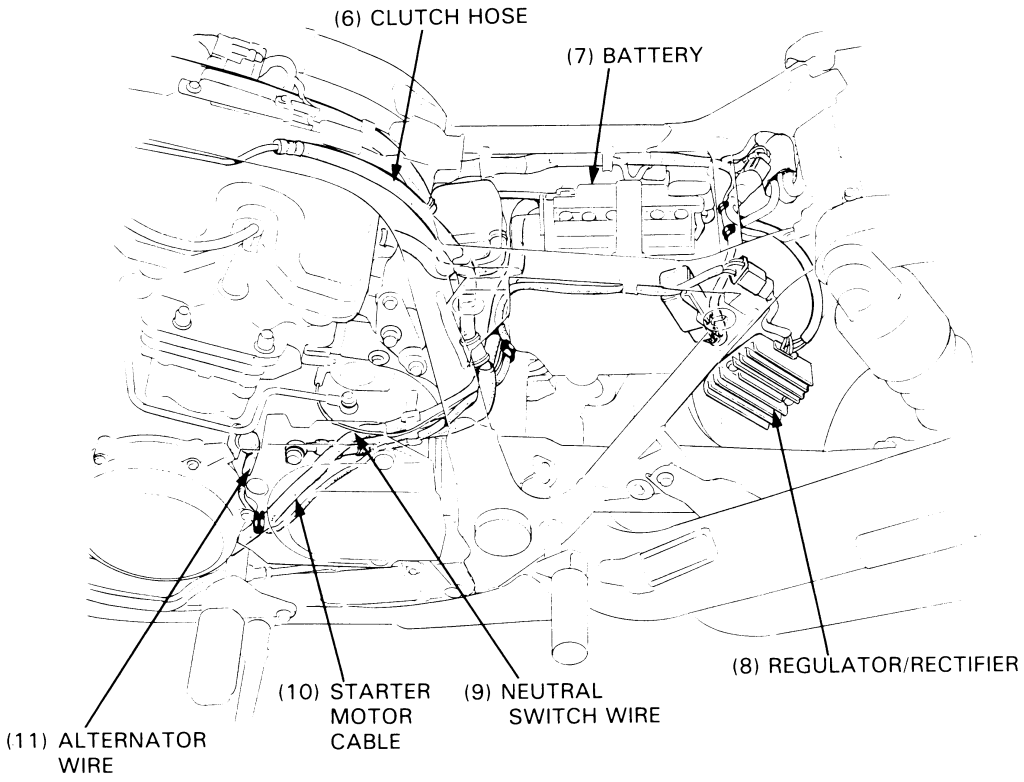


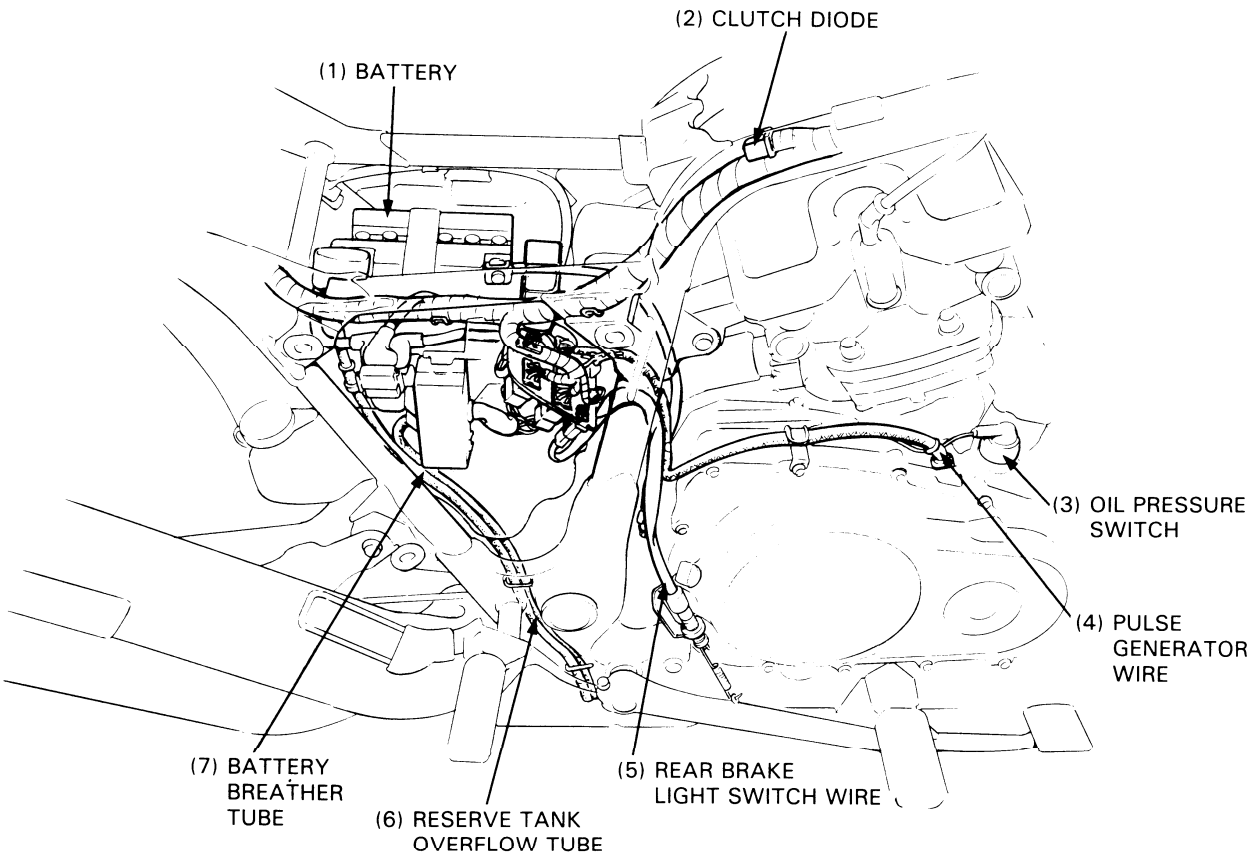
O: CORRECT
×: INCORRECT

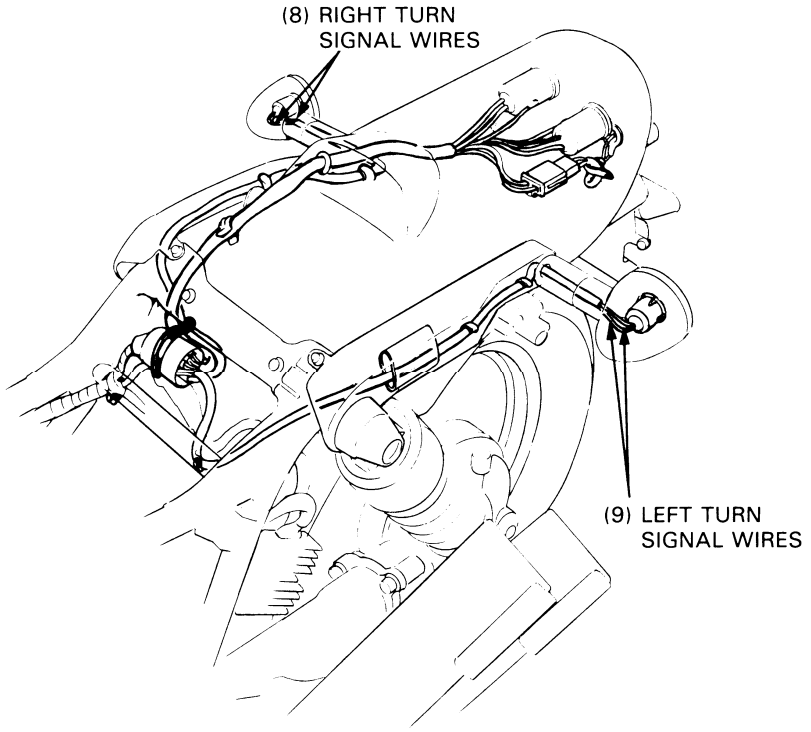

(1) FRONT BRAKE HOSE
(2) CLUTCH HOSE
(3) CHOKE CABLE
(4) SPEEDOMETER CABLE
(5) THROTTLE CABLES
(6) HEADLIGHT CONNECTOR


(1) FRONT BRAKE HOSE
(2) THROTTLE CABLES
(3) CHOKE CABLE
(4) SPEEDOMETER CABLE


(2) THROTTLE CABLES
(1) MAIN WIRE HARNESS
(3) FAN MOTOR CONNECTOR
(4) OIL PRESSURE SWITCH
(5) PULSE GENERATOR WIRE


(6) CLUTCH HOSE
(7) BATTERY
(8) REGULATOR/RECTIFIER
(10) STARTER MOTOR CABLE
(9) NEUTRAL SWITCH WIRE
(11) ALTERNATOR WIRE


(2) CLUTCH DIODE
(1) BATTERY
(3) OIL PRESSURE SWITCH
(4) PULSE GENERATOR WIRE
(7) BATTERY BREATHER TUBE
(6) RESERVE TANK OVERFLOW TUBE
(5) REAR BRAKE LIGHT SWITCH WIRE


(8) RIGHT TURN SIGNAL WIRES
(9) LEFT TURN SIGNAL WIRES

EMISSION CONTROL SYSTEM

The U.S. Environmental Protection Agency and California Air Resources Board (CARB) require manufacturers to certify that their motorcycles comply with applicable exhaust emission standards during their useful life, when operated and maintained according to the instructions provided, and that motorcycles built after January 1, 1983 comply with applicable noise emission standards for one year or 6,000 km (3,730 miles) after the time of sale to the ultimate purchaser, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Limited Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect.

SOURCE OF EMISSIONS

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

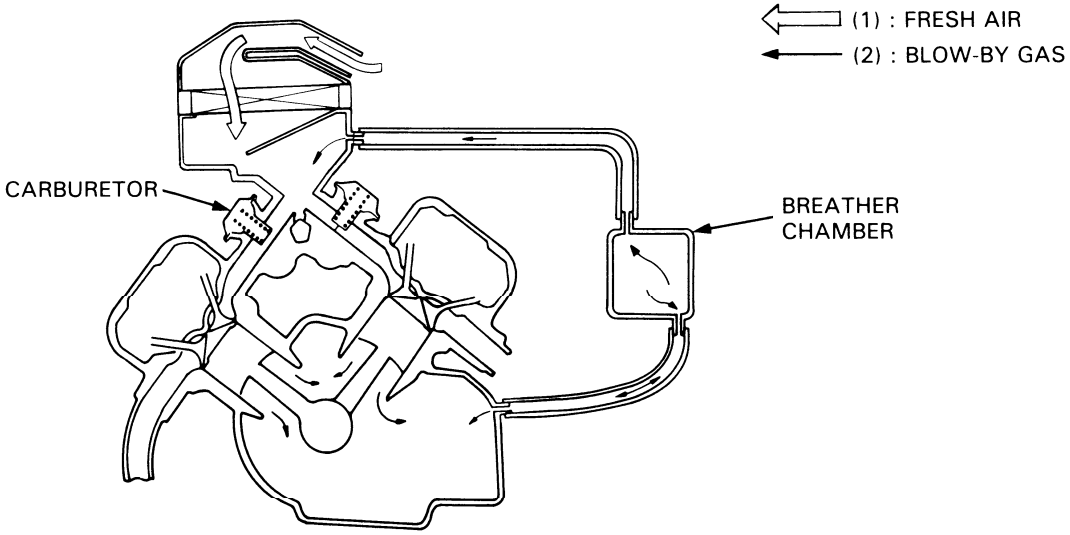
Honda Motor Co., Ltd. utilizes a secondary air supply system for california and lean carburetor settings for 49-state models, as well as other systems, to reduce carbon monoxide and hybrocarbons.

EXHAUST EMISSION CONTROL SYSTEM

The exhaust emission control system is composed of a lean carburetor setting for 49-state and a secondary air supply system for california model, and no adjustments should be made except idle speed adjustment with the throttle stop screw.
The exhaust emission control system is separate from the crankcase emission control system.

CRANKCASE EMISSION CONTROL SYSTEM

This engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.



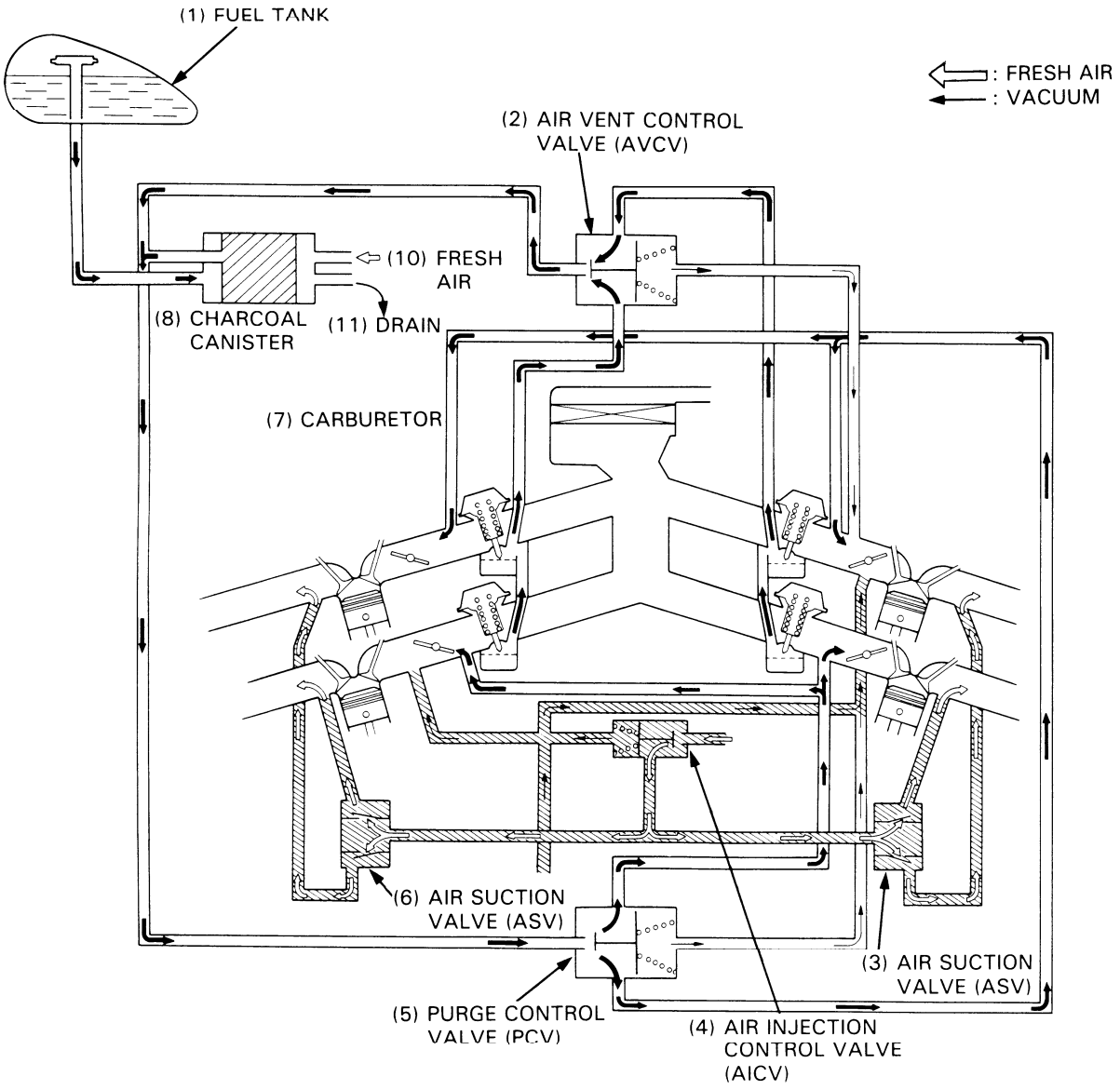
EXHAUST EMISSION CONTROL SYSTEM (SECONDARY AIR SUPPLY SYSTEM)

California model

The exhaust emission control system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port. Fresh air is drawn into the exhaust port whenever there is a negative pressure pulse in the exhaust system. This charge of fresh air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water.

The reed valve prevents reverse air flow through the system. The air injection control valve reacts to high intake manifold vacuum and will cut off the supply of fresh air during engine deceleration, thereby preventing after burn in the exhaust system.

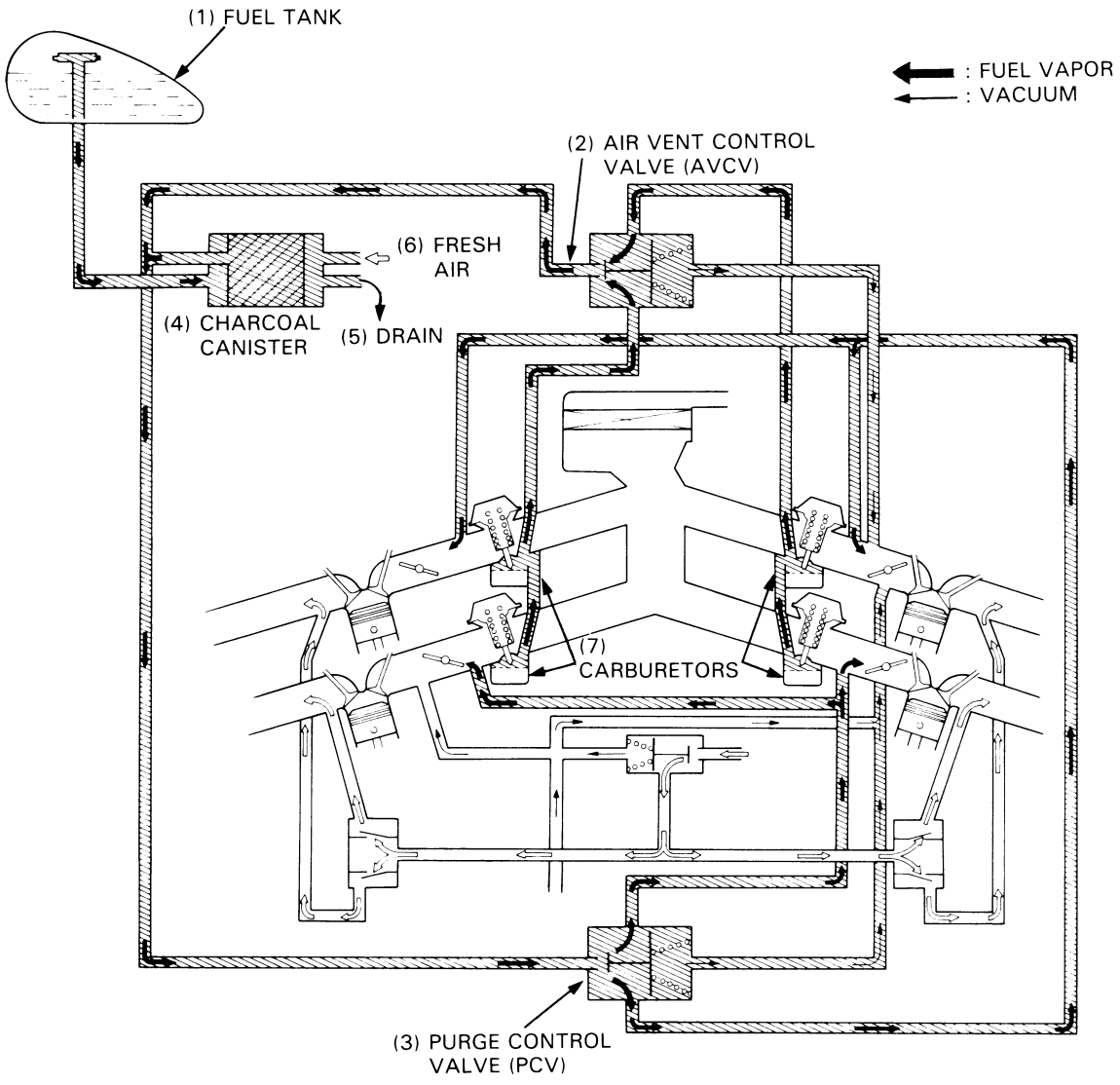
No adjustments to the secondary air supply system should be made, although periodic inspection of the components is recommended.



EVAPORATIVE EMISSION CONTROL SYSTEM

California model
This model complies with California Air Resources Board evaporative emission requirements.

Fuel vapor from the fuel tank is directed into the charcoal canister where it is adsorbed and stored while the engine is stopped. When the engine is running and the purge control diaphragm valve is open, fuel vapor in the charcoal canister is drawn into the engine through the carburetor.



NOISE EMISSION CONTROL SYSTEM

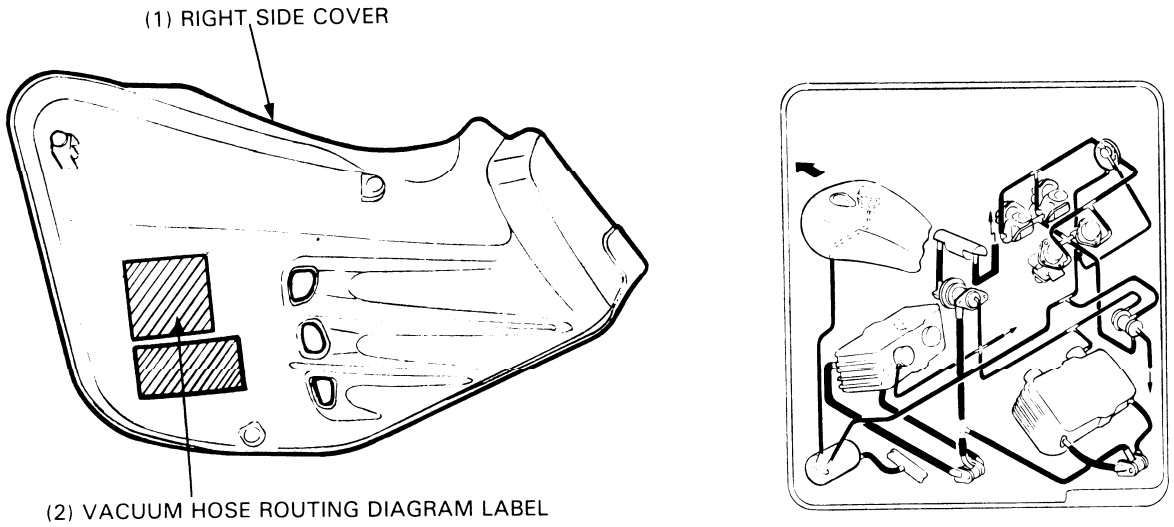
TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Federal law prohibits the following acts or the causing thereof: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing of the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

VACUUM HOSE ROUTING DIAGRAM LABEL (California model only)

The Vacuum Hose Routing Diagram Label is attached to the inside of the right side cover.
Route the vacuum hoses as shown on this label.



EMISSION CONTROL INFORMATION LABEL

The Vehicle Emission Control Information Label is attached to the right frame main tube below the fuel tank.