HONDA MOTOR CO., LTD.

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PRINTED IN JAPAN

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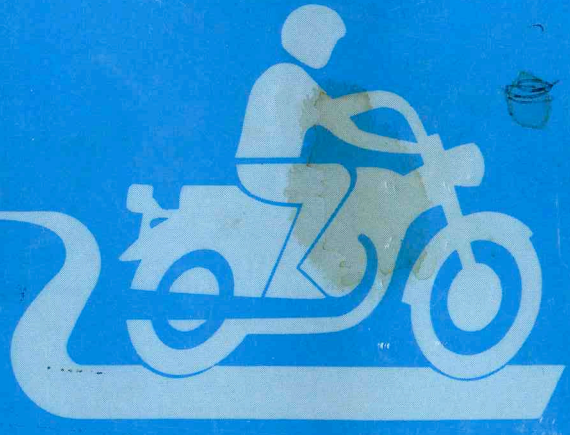
OWNER'S MANUAL

HONDA C70

READ BEFORE YOU RIDE!



IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load as shown on the tire information label.

- **ON-ROAD USE**

  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.

- **READ OWNER'S MANUAL CAREFULLY**

  Pay special attention to statements preceded by the following words:

WARNING

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

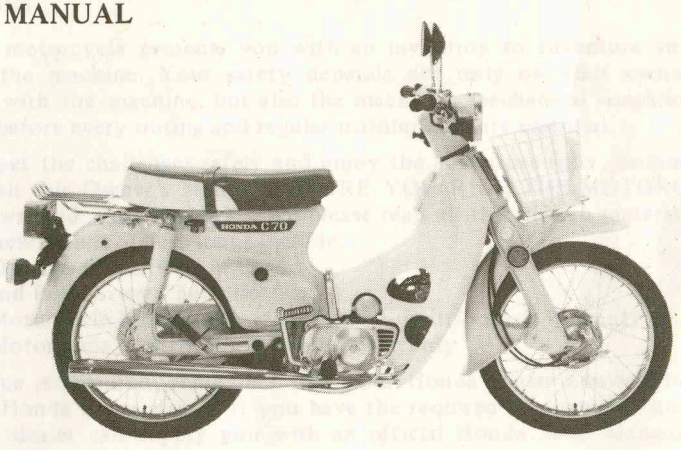
NOTE:

Gives helpful information.

This manual should be considered a permanent part of the vehicle and should remain with the vehicle when resold.

HONDA C70
OWNER'S MANUAL

1980



WELCOME,

Your new motorcycle presents you with an invitation to adventure and a challenge to master the machine. Your safety depends not only on your own alertness and familiarity with the machine, but also the machine's mechanical condition. A pre-ride inspection before every outing and regular maintenance are essential.

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE. Also, for your own and your Honda's sake, please read all the written material which came with your new Honda. These items include:

* Honda Owner's Identification Card
* Set-up and Predelivery Checklist
* Honda Motorcycle Emission Control System, Distributor's Warranty
* Honda Motorcycle, Distributor's Limited Warranty

When service is required, remember that your Honda dealer knows what it takes to keep your Honda going strong. If you have the required mechanical "know how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding and thank you for choosing a Honda!

CONTENTS

MOTORCYCLE SAFETY

WARNING

* *Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride.*

SAFE RIDING RULES

1. Always make a preride inspection (page 23) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't ride in another motorist's "blind spot".
   - Don't ride on the roadway shoulder.
4. Obey all federal, state, and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding.
7. The luggage rack and basket are primarily for light weight items. Make sure cargo is secure and will not shift while riding.
   See Loading and Accessories.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, kickstarter, footpegs, or wheels.

LOADING AND ACCESSORIES

WARNING

* ***A motorcycle is sensitive to changes in weight distribution. Improper loading of cargo and mounting of accessories can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when mounting accessories and riding with cargo.***

These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safety.
The vehicle load limit is 300 lbs (136 kg). The combined weight of the rider, passenger, and cargo must not exceed this limit.

1. The luggage rack and basket are for light weight items. Do not exceed:

Front	Rear
7 lbs (3 kg)	7 lbs (3 kg)

   Overloading the luggage rack and basket will adversely affect stability and handling.
2. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
3. All cargo and accessories must be secure for stable handling. Re-check security frequently.
4. Do not carry items that protrude through the basket or block the headlight.
5. Do not carry children or pets in the basket or on the rack.

TIRES

Proper air pressure will provide maximum traction, stability, riding comfort and tire life.

Check tire pressures frequently and adjust if necessary.

NOTE:

* Tire pressure should be checked when the tires are "cold", before you ride.

Cold tire Pressures kg/cm² (psi)	Front: 2.0 (28)
	Rear: 2.8 (40)
Vehicle capacity load	136 kg (300 lbs)
Tire size	Front: 2.25-17-4PR
	Rear: 2.50-17-6PR

Check the tires for cuts, imbedded nails, or other sharp objects. See your authorized Honda dealer for replacement of damaged tires or punctured inner tubes.

WARNING

* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
* *Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.*
* *Replace tires before tread depth at the center of the tires reaches the following limit:*

Minimum tread depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

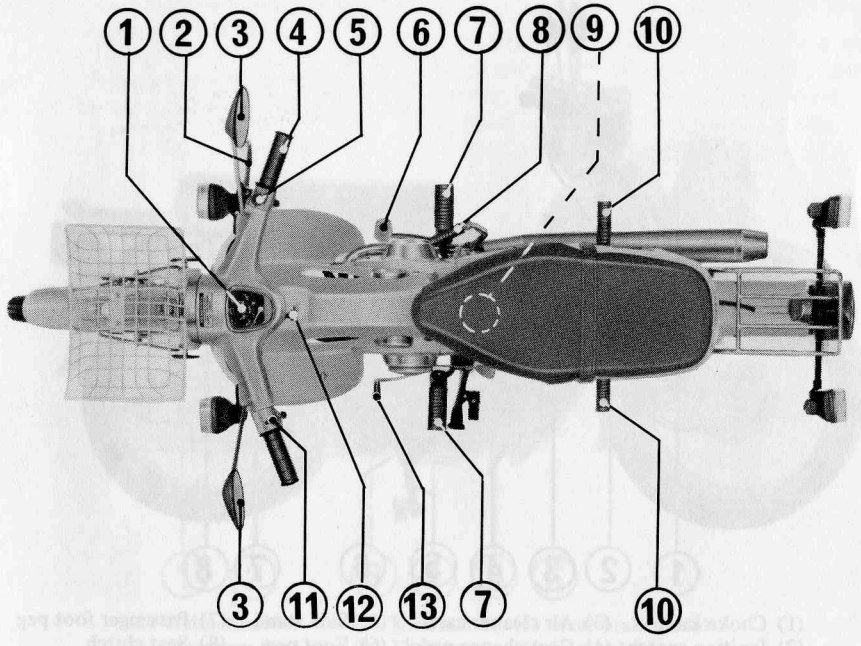
MODIFICATIONS

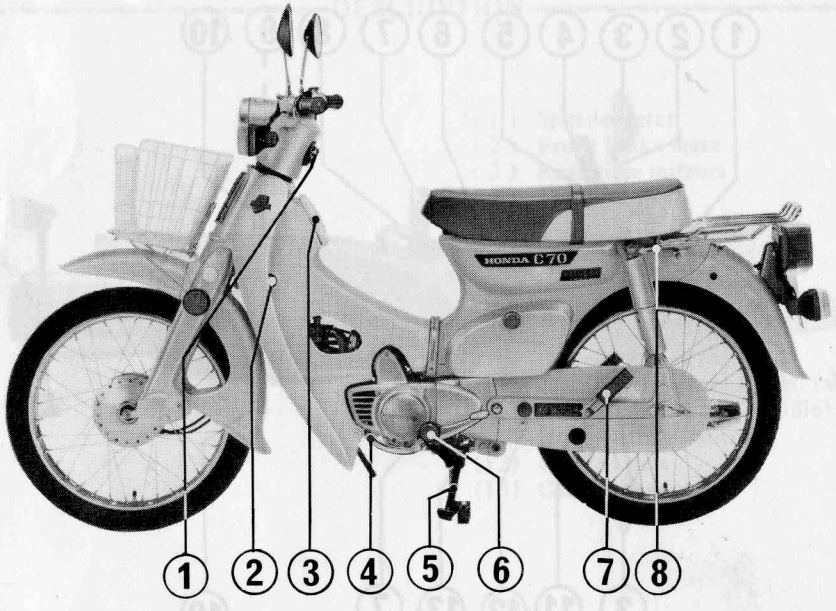
WARNING

* *Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all federal, state, and local equipment regulations.*

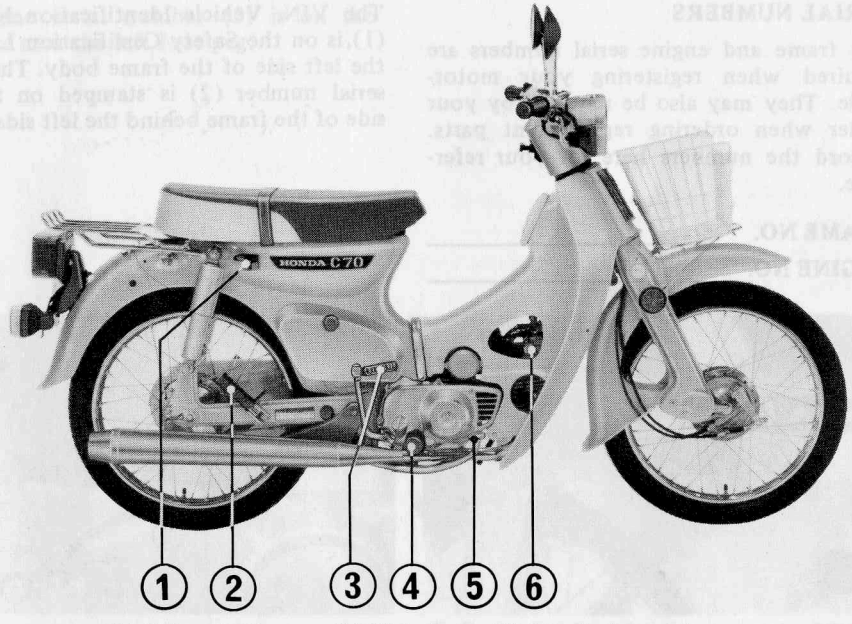
PARTS LOCATION

(1) Speedometer
(2) Front brake lever
(3) Rear view mirrors
(4) Throttle grip
(5) Engine stop switch
(6) Rear brake pedal
(7) Foot pegs
(8) Kick starter
(9) Fuel tank cap
(10) Passenger foot pegs
(11) Headlight dimmer switch (above)
Turn signal switch (middle)
Horn button (below)
(12) Choke knob
(13) Gear change pedal





(1) Choke knob
(2) Ignition switch
(3) Air cleaner case
(4) Gear change pedal
(5) Side stand
(6) Foot peg
(7) Passenger foot peg
(8) Seat clutch



(1) Helmet holder
(2) Passenger foot peg
(3) Kick starter
(4) Foot peg
(5) Rear brake pedal
(6) Fuel valve

SERIAL NUMBERS

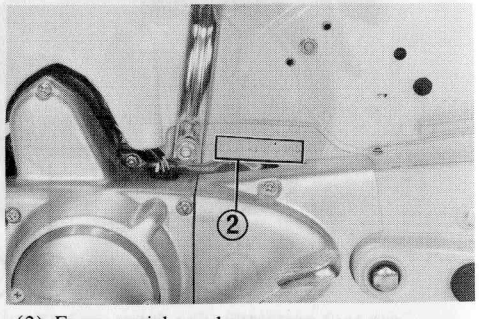
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

FRAME NO._____

ENGINE NO._____

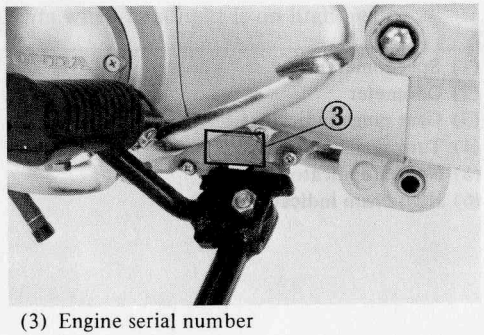
The VIN, Vehicle Identification Number (1), is on the Safety Certification Label on the left side of the frame body. The frame serial number (2) is stamped on the left side of the frame behind the left side cover.

(1) VIN number



(2) Frame serial number

The engine serial number (3) is on the crankcase near the left foot peg.



(3) Engine serial number

PARTS FUNCTION

Instruments and Indicators

The indicators are in the speedometer above the headlight. Their functions are described in the table on the following page.

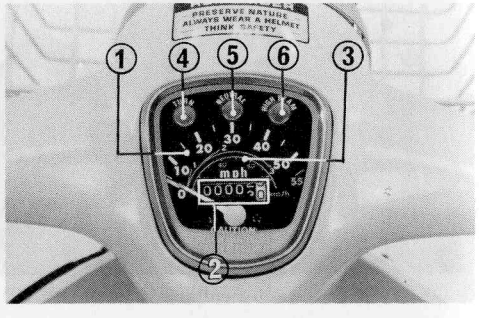
U.S.A. model:

Odometer reads in miles.

Canadian model:

Odometer reads in kilometers.

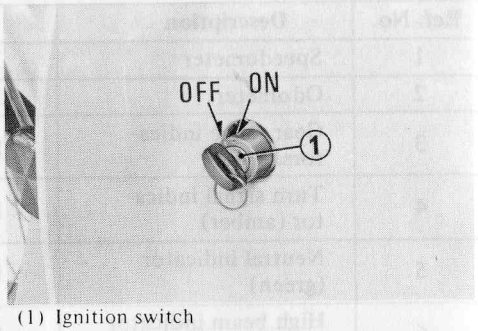
(1) Speedometer
(2) Odometer
(3) Gear range indicators
(4) Turn signal indicator
(5) Neutral indicator (green)
(6) High beam indicator (blue)



Ref. No.	Description	Function
1	Speedometer	Indicates driving speed, 0 to 55 mph.
2	Odometer	Shows accumulated mileage.
3	Gear range indicators.	Show speed range for each gear.
4	Turn signal indicator (amber)	Flashes when either turn signal operates.
5	Neutral indicator (green)	Lights when transmission is in neutral.
6	High beam indicator (blue)	Lights when headlight is on high beam.

Ignition Switch

The ignition switch (1) is in the left side of the leg shield.



(1) Ignition switch

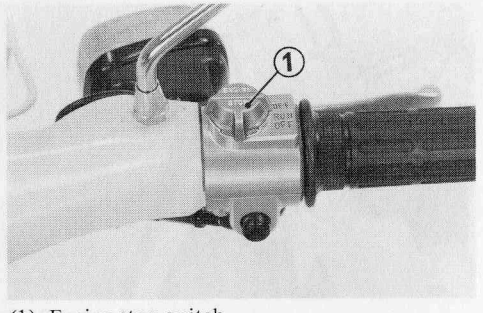
Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Remove the key.
ON	Taillight will be on and other lights can be operated. The engine can be started. NOTE: * The headlight and meter light operate whenever the engine is running.	Key cannot be removed.

Engine Stop Switch

The three position engine stop switch (1) is next to the throttle grip. In RUN the engine will operate. In either OFF position the engine will not operate.
This switch is intended primarily as a safety or emergency switch and should normally remain in RUN.

NOTE:

* If your motorcycle is stopped with the ignition switch ON and the engine stop switch OFF, the taillight will still be on, resulting in battery discharge.



(1) Engine stop switch

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

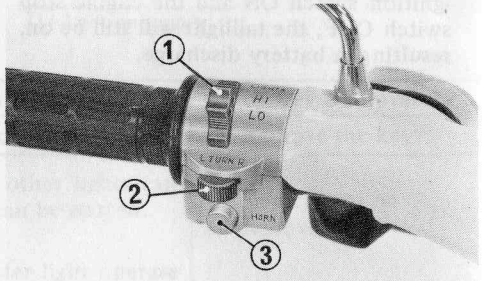
Select Hi for high beam, Lo for low beam.

Turn Signal Switch (2)

Move to L to signal a left turn, R to signal a right turn. Return to the center (off) when finished.

Horn Button (3)

Press the button to sound the horn.



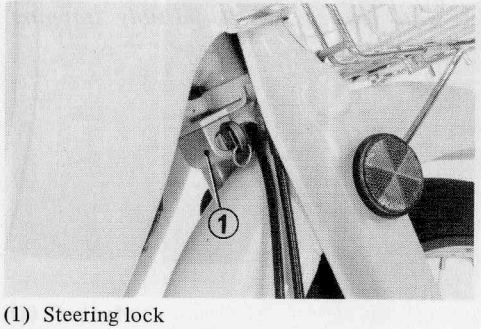
(1) Headlight dimmer switch (3) Horn button
(2) Turn signal switch

Steering Lock

The steering lock (1) is on the steering stem.

To Lock:

Turn the handlebars all the way to the left, insert the key into the lock, turn the key clockwise and remove it.



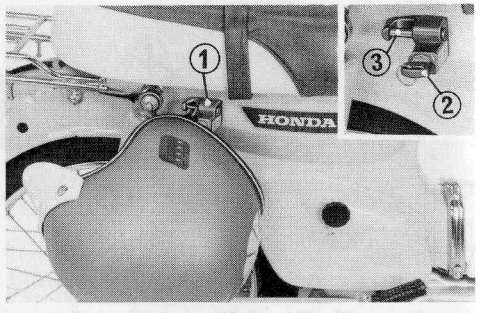
(1) Steering lock

Helmet Holder

The helmet holder (1) is on the lower right side of the seat. Insert the ignition key (2) and turn it counterclockwise to unlock. Hang your helmet on the lock and push in the holder pin (3).

WARNING

* *The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*



(1) Helmet holder
(2) Ignition key
(3) Holder pin

FUEL

Fuel Valve

The three way fuel valve (1) is on the right side of the carburetor.

OFF

At OFF, fuel cannot flow from the tank to the carburetor. Turn the valve off whenever the motorcycle is not in use.

ON

At ON, fuel will flow from the main fuel supply to the carburetor.

RES

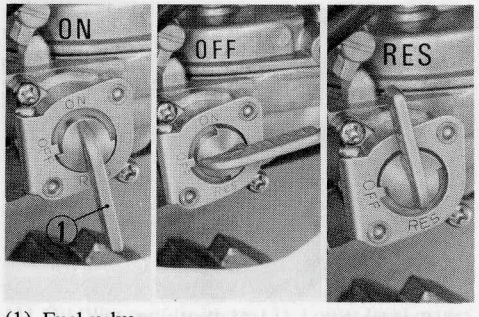
At RES, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES. The reserve fuel supply is 0.8ℓ (0.21 U.S. gal.).

NOTE:

* Do not operate the machine with the fuel valve in the RES position after refueling. You may run out of fuel, with no reserve.

WARNING

* *Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.*

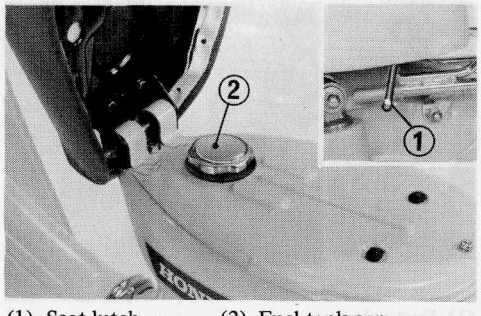


(1) Fuel valve

Fuel Tank

Fuel tank capacity is 4.0ℓ (1.05 U.S. gal.) including 0.8ℓ (0.21 U.S. gal.) in the reserve supply. Pull back the seat lutch (1) and open the seat. The fuel tank cap (2) is removed by twisting counterclockwise.

Any automotive gasoline with a pump octane number $\left(\frac{R + M}{2}\right)$ of 86 or higher, or research octane number of 91 or higher may be used.



(1) Seat lutch (2) Fuel tank cap

If "knocking" or "pinging" occurs, try a different brand of gasoline or a higher octane grade.

After refueling, be sure to tighten the fuel tank cap firmly by turning clockwise and close the seat.

WARNING

* *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.*
* *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the filler cap is closed securely.*
* *Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.*

ENGINE OIL

Engine Oil Level Check

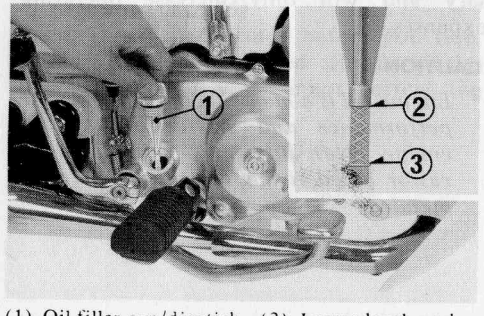
Check engine oil level each day before operating the motorcycle.

The oil filler cap (1) is on the right crankcase cover and contains a dipstick for measuring oil level. Oil level must be maintained between the upper (2) and lower (3) level marks on the dipstick.

1. With the motorcycle standing upright on level ground, remove the oil filler cap/dipstick and wipe it clean.
2. Reinsert the dipstick without screwing it in and check the oil level.
3. Add the specified oil up to the upper level mark, if required.
4. Replace the filler cap/dipstick, and check for oil leaks.

CAUTION:

* *Running the engine with insufficient oil can cause serious engine damage.*



(1) Oil filler cap/dipstick (3) Lower level mark
(2) Upper level mark

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE.

Motor oils intended for Service SE will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

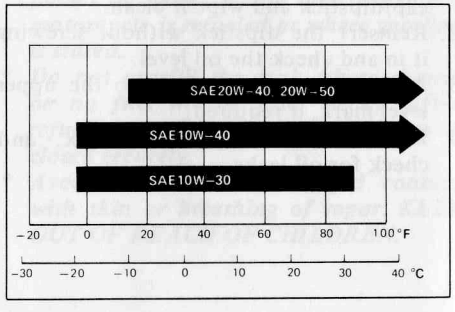
CAUTION:

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*

Recommended Oil Viscosity:

SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



PRE-RIDE INSPECTION

WARNING

* ***If the Pre-ride Inspection is not performed, serious damage or an accident may result.***

Inspect your motorcycle every day before you start the engine. The items listed here will only take a few minutes, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level – add engine oil if required (page 21). Check for leaks.
2. Fuel level – fill fuel tank when necessary (page 20). Check for leaks.
3. Front and rear brakes – check operation. Adjust free play if necessary (pages 47–49).
4. Tires – check condition and pressure (page 4).
5. Drive chain – check condition and slack (pages 50–52). Adjust and lubricate if necessary.
6. Throttle – check for smooth opening and closing in all steering positions.
7. Lights and horn – check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch – check for proper function (page 15).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

STARTING THE ENGINE

WARNING

* *Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.*

NOTE:

* Do not use the electric starter for more than 5 seconds at a time.
  Release the starter button for approximately 10 seconds before pressing it again.

PREPARATION

Make sure the transmission is in neutral, and the engine stop switch is at RUN. Turn the fuel valve ON. Insert the key and turn the ignition switch ON.

STARTING PROCEDURE

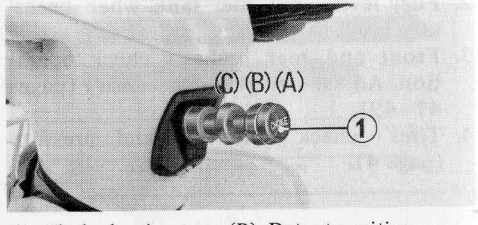
To restart a warm engine, follow the procedure for "High Air Temperature".

Normal Air Temperature–
10°–35°C (50°–95°F)

1. Pull the choke knob (1) out all the way to Fully Closed (A).
2. Open the throttle slightly.
3. Start the engine.
4. Immediately after the engine starts, push the choke knob (1) in to the Detent Position (B).
5. Warm up the engine by opening and closing the throttle slightly.
6. About a half minute after the engine starts, push the choke knob (1) in all the way to Fully Open (C).
7. If idling is unstable, open the throttle slightly.

High Air Temperature–
35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.



(1) Choke knob
(A) Full closed
(B) Detent position
(C) Fully open

Low Air Temperature–
10°C (50°F) or below

1. Follow steps 1-3 as given by "Normal Air Temperature."
2. Warm up the engine by opening and closing the throttle slightly while gradually pushing in the choke knob (1).
3. Continue warming up the engine until it will idle smoothly with the choke knob (1) pushed in all the way to Fully Open (C).

CAUTION:

* *Extended use of the choke may impair piston and cylinder wall lubrication.*

Kickstarting

If the engine does not start with the electric starter, use the kickstarter.

CAUTION:

* *Fold up the right passenger footpeg before using the kickstarter, or you may injure your leg.*

1. Fold up the right passenger footpeg, fold out the kickstarter pedal, and place your instep on the pedal.
2. Push the pedal down slowly until you feel resistance, then step down briskly to turn the engine over.

CAUTION:

* *Do not try to kickstart the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.*
* *Do not allow the kickstarter to snap back against the pedal stop. Engine case damage may result.*

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the ignition switch OFF and push the choke knob in to Fully Open (C). Open the throttle fully and crank the engine several times with the kickstarter pedal. Turn the ignition switch ON and follow the "High Air Temperature" Starting Procedure.

BREAK-IN

During the first 600 miles (1,000 km), do not operate the motorcycle at more than 80% of the maximum speed in any gear. Avoid full throttle operation, and do not operate for a long time at one speed.

During initial break-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in maintenance at 600 miles (1,000 km) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

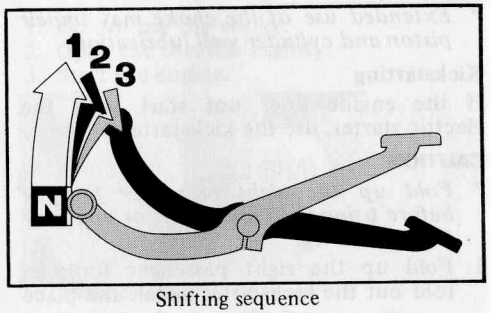
NOTE: (U.S.A. ONLY)

* After break-in maintenance, remove the "BREAK-IN" caution label from the speedometer lens.

RIDING

WARNING

* *Review Motorcycle Safety (pages 1-5) before you ride.*
* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*



Shifting sequence

The C70 is equipped with an automatic clutch.

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use the shift points recommended by Honda as follows.

Shifting up:

From 1st to 2nd: 9 mph (15 km/h)
From 2nd to 3rd: 19 mph (30 km/h)

Shifting down:

Below 6 mph (10 km/h), shift down to 1st gear for acceleration.

WARNING

* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

CAUTION:

* *Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*

NOTE

* The battery will not charge while the engine speed is below 1,550 rpm. Avoid idling for prolonged periods.

High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. The carburetor can be modified to compensate for this high altitude richness. However, the carburetor must be returned to standard factory specifications when lower altitude riding is desired.

CAUTION:

* *Sustained operation at altitudes below 5,000 feet (1,500 m) with high altitude carburetor modifications may cause engine overheating and damage.*

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly.

WARNING

* ***Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.***
* ***When possible reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.***
* ***When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.***
* ***When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***

PARKING

After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve OFF, turn the ignition switch OFF and remove the key.

CAUTION:

* *Park the motorcycle on firm, level ground to prevent overturning.*

ANTI-THEFT TIPS

1. Never leave the key in the ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an anti-theft device of good quality.

SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to TIRES on page 4.

Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

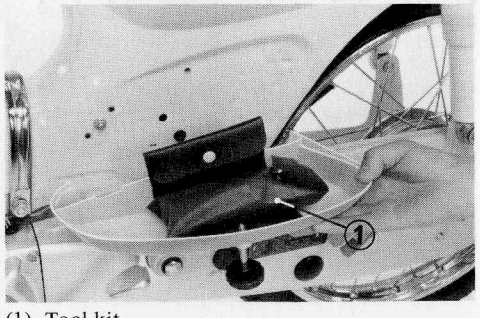
WARNING

* ***Stop the engine and support the motorcycle securely on a level surface before performing these procedures.***

Tool Kit

The tool kit (1) is in the compartment inside the left side cover.
Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 8 x 10 mm open end wrench
- 10 x 14 mm open end wrench
- Spark plug wrench
- Pliers
- No. 3 phillips screwdriver
- No. 2 phillips screwdriver
- No. 2 screwdriver
- Screwdriver grip
- 23 mm box wrench
- Tool bag
- Handle bar A



(1) Tool kit

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Unscrew the nut and remove the speedometer cable (1).
3. Remove the front brake adjusting nut (2), then disconnect the brake cable (3) from the brake arm (4) and the brake panel (5).
4. Pull out the cotter pin (6) and remove the axle nut (7).
5. Remove the axle. Remove the wheel.

Installation Notes:

- Reverse the removal procedure.
- Install the front wheel between the fork legs. Make sure the tang on the right fork leg is located in the brake panel.
- Tighten the axle nut and install a new cotter pin.

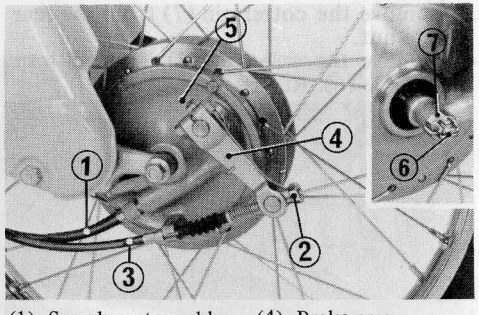
  Axle nut torque:
  3.5–5.0 kg-m (25–36 ft-lbs)
- Adjust the brake (page 47).
- After installing the wheel, apply the brake several times and check for free wheel rotation when released.

CAUTION:

* *Always replace used cotter pins with new ones.*

WARNING

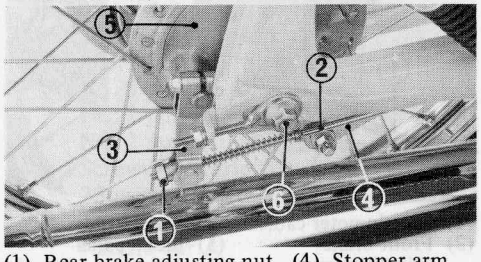
* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***



(1) Speedometer cable
(2) Front brake adjusting nut
(3) Front brake cable
(4) Brake arm
(5) Brake panel
(6) Axle nut cotter pin
(7) Axle nut

Rear Wheel Removal

1. Place a support block under the motorcycle to raise the rear wheel off the ground.
2. Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down on the brake pedal. Disconnect the stopper arm (4) from the brake panel (5).
3. Remove the cotter pin (7) from the rear axle nut.
4. Remove the axle nut (8), and pull out the axle (6). Remove the wheel.



(1) Rear brake adjusting nut
(2) Rear brake rod
(3) Brake arm
(4) Stopper arm
(5) Brake panel
(6) Rear axle

Installation Notes:

- Reverse the removal procedure.
- Axle nut torque: 3.5-5.0 kg-m (25–36 ft-lbs).

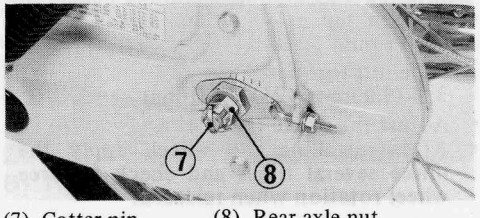
  Stopper arm nut torque:
  1.8–2.5 kg-m (13–18 ft-lbs)
- Adjust the brake (Page 52).
- After installing the wheel, apply the brake several times and check for free wheel rotation when released.

CAUTION:

* *Always replace used cotter pins with new ones.*

WARNING

* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***



(7) Cotter pin
(8) Rear axle nut

Fuse Replacement

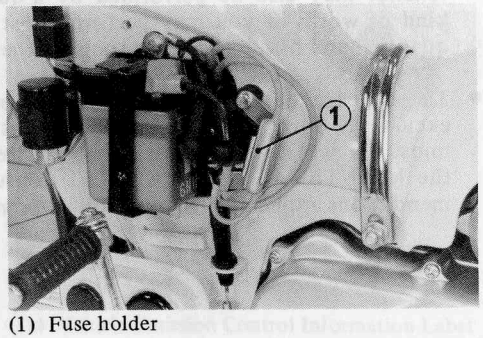
The fuse holder (1) is by the battery.
The specified fuse is 10A.
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

WARNING

* ***Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.***

CAUTION:

* *Turn the ignition switch OFF before checking or replacing the fuse to prevent accidental short-circuiting.*



(1) Fuse holder

MAINTENANCE

- The U.S. Environmental Protection Agency requires manufacturers to certify that motorcycles built after December 31, 1977 will comply with applicable emissions standards during their useful life, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (U.S.A. ONLY)

- When service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.

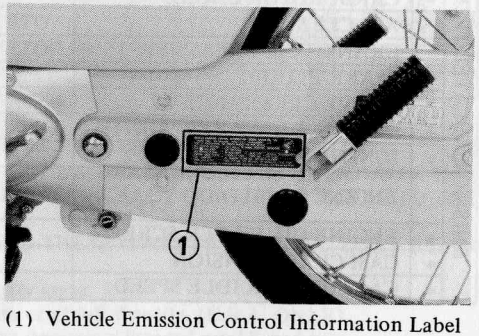
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

WARNING

* *If your motorcycle is overturned or involved in a collision, inspect control levers and pedals, cables, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your Honda dealer inspect the major components including frame, suspension, and steering parts for misalignment and damage that you may not be able to detect.*
* *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
* *Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.*

The vehicle Emission Control Information Label (1) is attached to the left side of the swingarm.

(U.S.A. ONLY)



(1) Vehicle Emission Control Information Label

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (Page 23) at each maintenance period.
I: Inspect, and Clean, Adjust, Lubricate or Replace if necessary.
C: Clean R: Replace A: Adjust L: Lubricate

		ITEM / FREQUENCY	WHICHEVER COMES FIRST ➡ EVERY	ODOMETER READING [NOTE (3)] 600 mi (1,000 km)	2,500 mi (4,000 km)	5,000 mi (8,000 km)	7,500 mi (12,000 km)	Refer to
EMISSION RELATED ITEMS	*	FUEL LINES			I	I	I	
	*	THROTTLE OPERATION		I	I	I	I	
	*	CARBURETOR CHOKE			I	I	I	
		AIR CLEANER	NOTE (1)		C	C	R	Page 43
		CRANKCASE BREATHER	NOTE (2)		C	C	C	Page 45
		SPARK PLUG			R	R	R	Page 42
	*	VALVE CLEARANCE		I	I	I	I	
	*	CONTACT BREAKER POINTS		I	I	R	I	
	*	IGNITION TIMING		I	I	I	I	
		ENGINE OIL	YEAR	R	REPLACE EVERY 1,250 mi (2,000 km)			Page 41
	*	ENGINE OIL FILTER SCREEN				C		
	*	CAM CHAIN TENSION		A	A	A	A	
	*	CARBURETOR IDLE SPEED		I	I	I	I	Page 44

		ITEM / FREQUENCY	WHICHEVER COMES FIRST ➡ EVERY	ODOMETER READING [NOTE (3)] 600 mi (1,000 km)	2,500 mi (4,000 km)	5,000 mi (8,000 km)	7,500 mi (12,000 km)	Refer to
NON-EMISSION RELATED ITEMS		DRIVE CHAIN		I, L EVERY 1,200 mi (2,000 km)				Pages 50-53
		BATTERY	MONTH	I	I	I	I	Pages 54-56
		BRAKE SHOE WEAR			I	I	I	Pages 50-51
		BRAKE SYSTEM		I	I	I	I	Pages 49-51
	*	BRAKE LIGHT SWITCH		I	I	I	I	
	*	HEADLIGHT AIM		I	I	I	I	
		CLUTCH		I	I	I	I	Page 46
		SIDE STAND			I	I	I	Page 53
	*	SUSPENSION		I	I, L	I, L	I, L	
	*	NUTS, BOLTS, FASTENERS		I	I	I	I	
	**	WHEELS/SPOKES		I	I	I	I	
	**	STEERING HEAD BEARING		I			I	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTE: (1) Service more frequently when riding in dusty areas.
(2) Service more frequently when riding in rain or at full throttle. (U.S.A. ONLY)
(3) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed by	Odometer	Date
600			
2,500			
5,000			
7,500			

- Make sure that whoever performs the maintenance completes this record. All scheduled maintenance including the 600 mile (1000km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

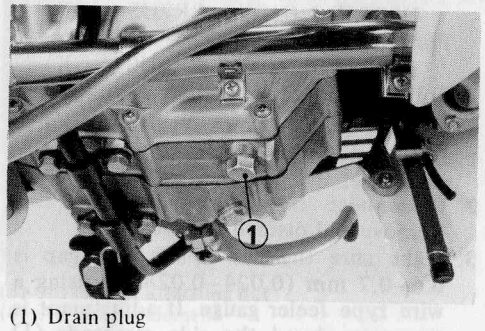
Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the Maintenance Schedule.

NOTE:

* Change engine oil with the engine warm and the motorcycle held upright to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap/dipstick and drain plug (1).
2. After the oil is completely drained, make sure that the sealing washer is in good condition and reinstall the drain plug.
3. Fill the crankcase through the oil filler opening with approximately 0.6ℓ (0.6 U.S. qt.), of the recommended grade oil, (see page 22).
4. Reinstall the oil filler cap/dipstick.
5. Start the engine and allow it to idle for a few minutes.
6. Stop the engine.
7. Make sure that the oil level is at the upper level mark with the motorcycle in an upright position, and that there are no oil leaks.



(1) Drain plug

Spark Plug

Recommended plugs:

U.S.A. model

Standard:

U22FS (ND) or C7HS (NGK)

For cold climate:

U20FS (ND) or C6H (NGK)

For extended high speed driving:

U24FB (ND) or C9H (NGK)

Canadian model

Standard:

U22FSR-L (ND) or CR7HS (NGK)

For cold climate:

U20FSR-L (ND) or CR6HS (NGK)

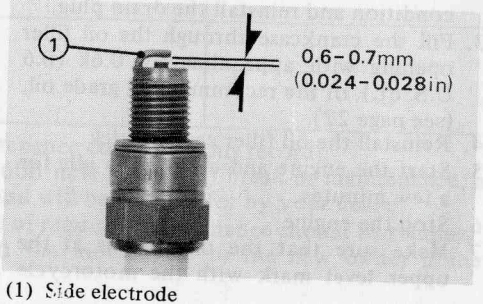
For extended high speed driving:

U24FSR-L (ND) or CR8HS (NGK)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap. Remove and discard the spark plug.
3. Make sure the new spark plug gap is 0.6–0.7 mm (0.024–0.028 in) using a wire type feeler gauge. If adjustment is necessary, bend the side electrode (1) carefully.
4. With the plug washer attached, thread the new spark plug in by hand to prevent crossthreading.
5. Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer.
6. Reinstall the spark plug cap.

CAUTION:

* *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*
* *Never use a spark plug with an improper heat range.*

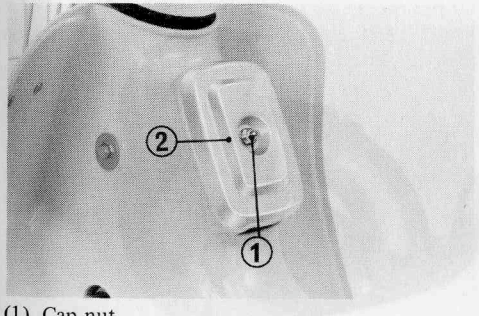


(1) Side electrode

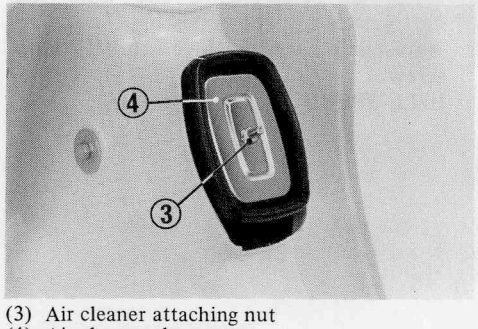
Air Cleaner

The air cleaner should be serviced at regular intervals (page 38). Service more frequently when riding in dusty areas.

1. Remove the cap nut (1) and the air cleaner cover (2).
2. Remove the air cleaner attaching nut (3) and pull out the air cleaner element (4).
3. Clean the element by tapping it lightly to loosen dust. Blow away the remaining dust by applying compressed air from the inside of the element. Replace the element if it is excessively dirty, torn or damaged.
4. Reinstall the air cleaner element and tighten the air cleaner attaching nut. Reinstall the air cleaner cover and cap nut.



(1) Cap nut
(2) Air cleaner cover



(3) Air cleaner attaching nut
(4) Air cleaner element

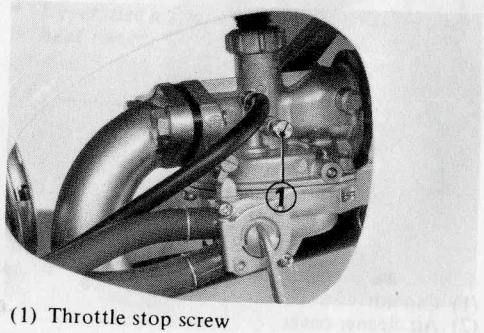
Idle Speed

NOTE:

* Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments.
* The engine must be warm for accurate idle adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine and hold the motorcycle upright.
2. Adjust idle speed with the throttle stop screw.

   IDLE SPEED: 1,500 ± 100 rpm.



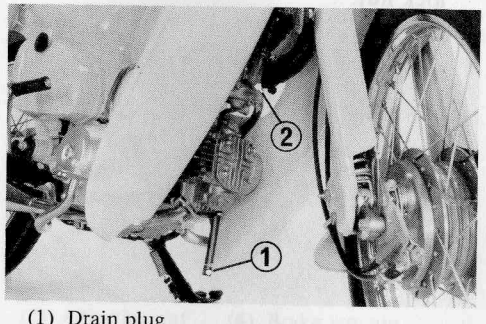
(1) Throttle stop screw

Crankcase Breather (U.S.A. ONLY)

1. Remove the drain plug (1) to drain the deposits.
2. Reinstall the drain plug.

NOTE:

* Service more frequently when driven in rainy conditions or at wide open throttle, or when deposits can be seen in the transparent section (2) of the drain tube.



(1) Drain plug
(2) Transparent section

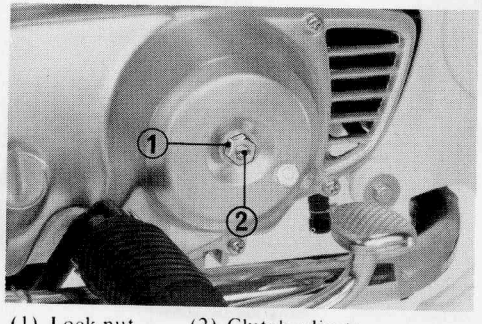
Clutch

Adjust the clutch with the engine off.

1. Loosen the adjuster lock nut (1) and turn the clutch adjuster (2) clockwise one turn; do not turn excessively.
2. Next, slowly turn the adjuster counterclockwise and stop when the screw meets resistance.
3. From this point, turn the adjuster clockwise 1/8 to 1/4 turn, and tighten the lock nut.

Make sure that the clutch operates properly after adjustment.

1. The engine should start easily with the kickstarter without the clutch slipping.
2. When shifting gears, the clutch operation should be smooth and light, especially when shifting down to neutral.

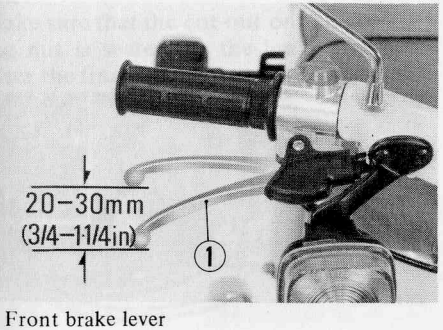


(1) Lock nut (2) Clutch adjuster

Front Brake

Adjustment:

1. Measure the distance the front brake lever (1) moves before the brake starts to take hold. Free play should be 20–30mm (3/4–1-1/4 in) at the tip of the brake lever.
2. Make free play adjustments by turning the adjusting nut (2) at the front brake arm (3).



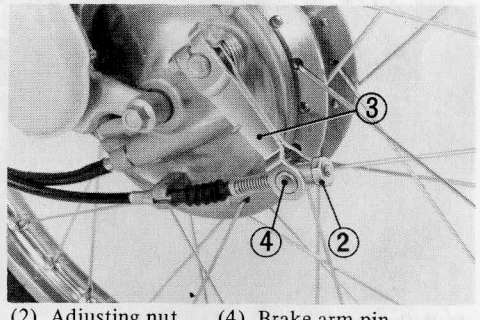
(1) Front brake lever

Make sure the cut-out on the adjusting nut is seated on the brake arm pin (4) after making final free play adjustment.

3. Apply the brake several times and check for free wheel rotation when released.

NOTE:

* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

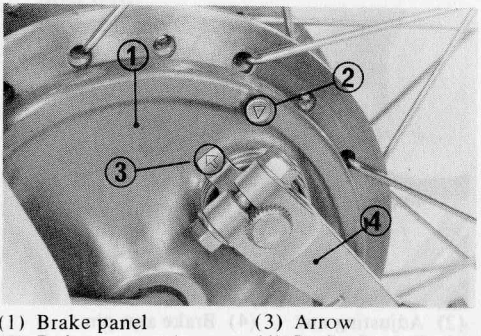


(2) Adjusting nut (4) Brake arm pin
(3) Front brake arm

Wear Indicator:

When the brake is applied, an arrow (3), attached to the brake arm (4), moves toward a reference mark (2) on the brake panel (1).

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.



(1) Brake panel
(2) Reference mark
(3) Arrow
(4) Brake arm

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure. Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion.

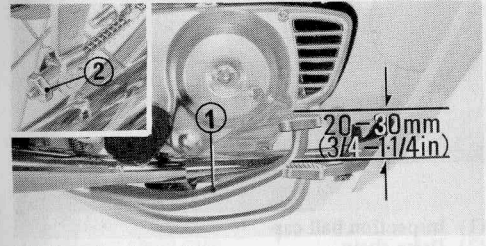
Make sure the brake arm, spring and fasteners are in good condition.

Rear Brake

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold. Free play should be 20–30 mm (3/4–1-1/4 in).
3. If adjustment is necessary, turn the rear brake adjusting nut (2).
4. Apply the brake several times and check for free wheel rotation when released.

NOTE:

* Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made.



(1) Rear brake pedal
(2) Rear brake adjusting nut

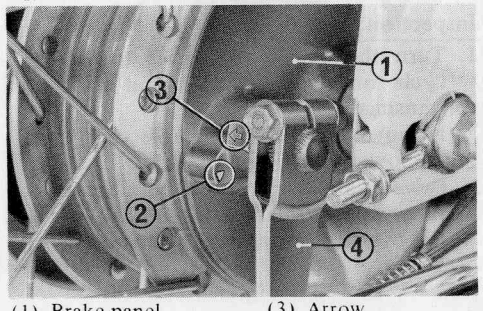
Wear indicator:

When the rear brake is applied, an arrow (3), attached to the rear brake arm (4), moves toward a reference mark (2) on the rear brake panel (1).

If the arrow aligns with the reference mark on full application of the rear brake, the brake shoes must be replaced.

Other checks:

Make sure that the brake rod, brake arm, spring and fasteners are in good condition.



(1) Brake panel
(2) Reference mark
(3) Arrow
(4) Brake arm

Drive Chain

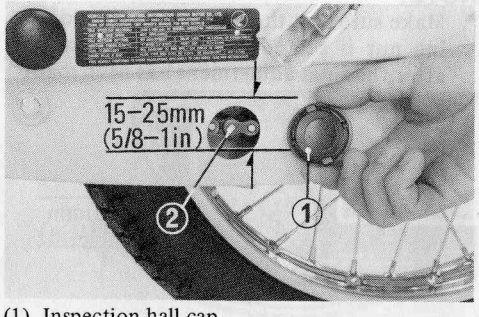
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 23). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection:

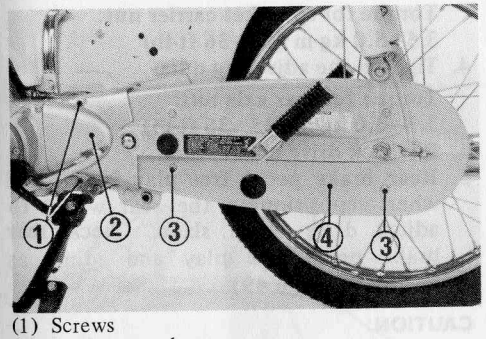
1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Remove the inspection hole cap (1) on the lower chain case.
3. Drive chain slack should be adjusted to allow approximately 15–25 mm (5/8–1 in) vertical movement by hand.

Roll the motorcycle and check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



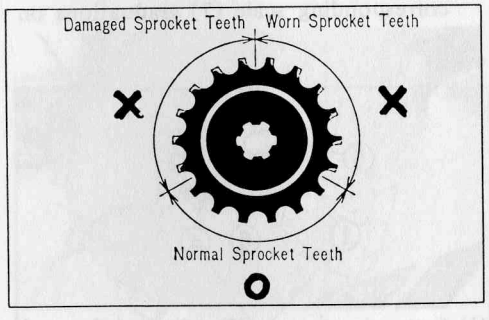
(1) Inspection hall cap
(2) Drive chain

4. Remove the left side cover. Remove the two screws (1) and engine sprocket cover (2). Remove the two bolts (3) and the lower chain case (4).
   Inspect the sprocket teeth for wear or damage.



(1) Screws
(2) Engine sprocket cover
(3) Bolts
(4) Lower chain case

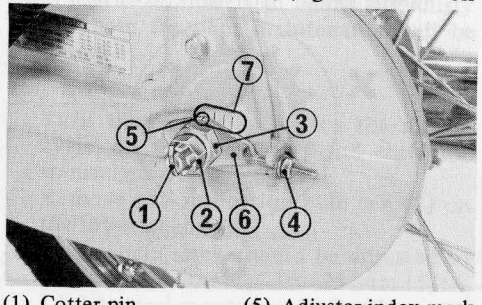
5. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.



Adjustment:

To adjust the drive chain:

1. Remove the cotter pin (1) and loosen the rear axle nut (2). Loosen the sprocket carrier nut (3).
2. Turn the adjusting nut (4) on both the right and left chain adjusters (6) to increase or decrease chain slack. Align the chain adjuster index marks (5) with corresponding scale (7) graduations on both sides of swing arm.



(1) Cotter pin
(2) Rear axle nut
(3) Sprocket carrier nut
(4) Adjusting nut
(5) Adjuster index mark
(6) Chain adjuster
(7) Scale

NOTE:

* If drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.

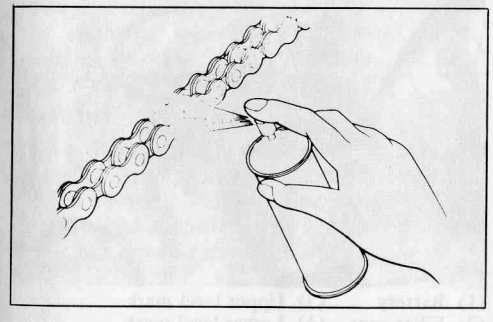
3. Tighten the sprocket carrier nut and rear axle nut. Secure the axle nut with a new cotter pin.
   Torque for sprocket carrier nut:
   3.5–5.0 kg-m (25–36 ft-lb)
4. Tighten the adjusting nuts.
   Torque for rear axle nut:
   3.5–5.0 kg-m (25–36 ft-lb)
5. Recheck drive chain slack.
6. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 49).

CAUTION:

* *Always replace used cotter pins with new ones.*

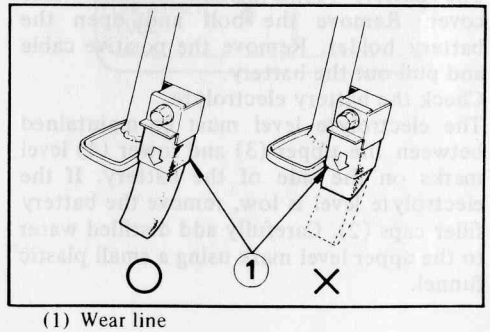
Lubrication:

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



Side Stand

Check the rubber pad for deterioration or wear. Replace if any wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

Battery

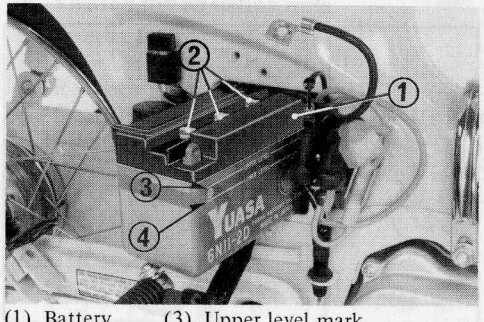
If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.
If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery electrolyte:

The battery (1) is behind the right side cover. Remove the bolt and open the battery holder. Remove the positive cable and pull out the battery.
Check the battery electrolyte.
The electrolyte level must be maintained between the upper (3) and lower (4) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps (2). Carefully add distilled water to the upper level mark using a small plastic funnel.

NOTE:

* Use only distilled water in the battery. Tap water will shorten the service life of the battery.



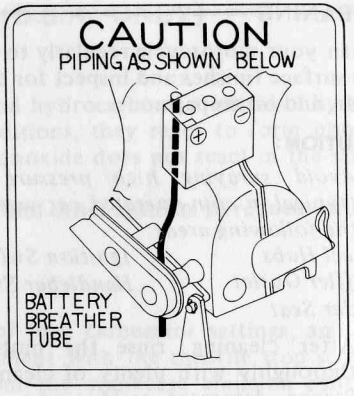
(1) Battery (3) Upper level mark
(2) Filler caps (4) Lower level mark

WARNING

* *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries. KEEP OUT OF REACH OF CHILDREN.*

CAUTION:

* *The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*



CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil seepage.

CAUTION:

* *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*

Wheel Hubs
Muffler Outlet
Under Seat
Ignition Switch
Handlebar Switches

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

WARNING

* *Braking performance may be impaired immediately after washing the motorcycle.*

STORAGE

Storage for more than a month, or winter storage requires maintenance to prevent deterioration of the fuel, tires, battery, and corrosion.
See your authorized Honda dealer for this service.

EMISSION CONTROL SYSTEM (U.S.A. ONLY)

- **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 lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

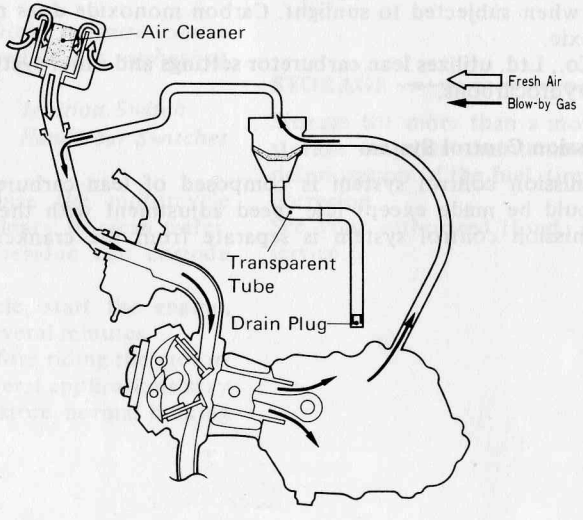
- **Exhaust Emission Control System**

The exhaust emission control system is composed of lean carburetor settings, 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

The 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.



• Problems Which May Affect Motorcycle Emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Honda Motorcycle Dealer.

Symptoms:

1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

CONSUMER INFORMATION

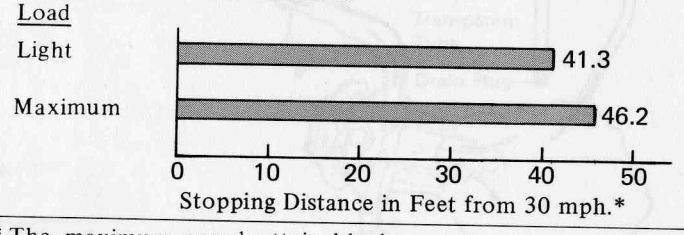
VEHICLE STOPPING DISTANCE

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 C70**

Fully Operational Service Brake



* 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.

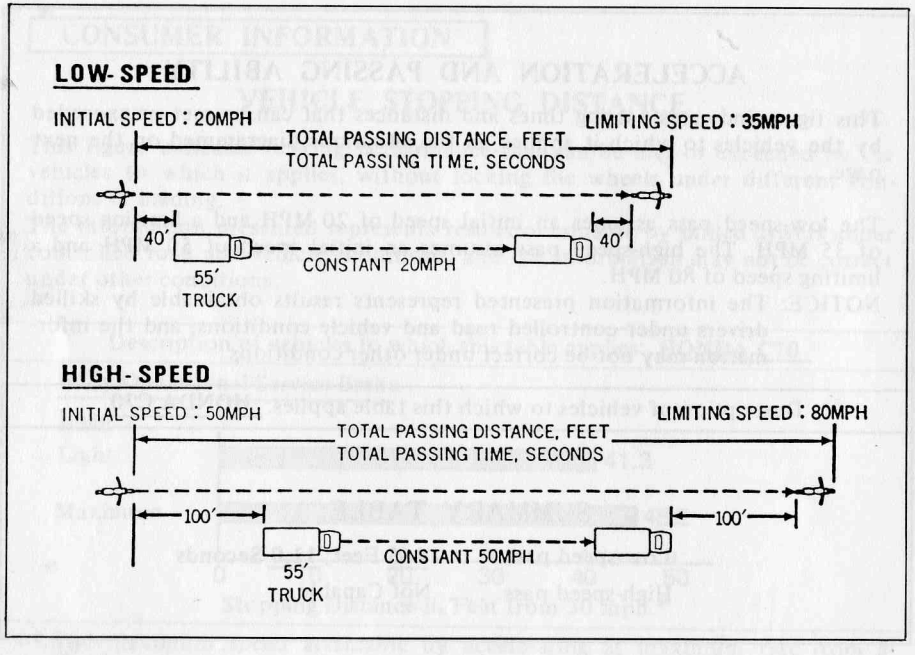
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA C70**

SUMMARY TABLE:

Low-speed pass . . . . . **465** Feet; **11.0** Seconds

High-speed pass. . . . .Not Capable



SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	1,805 mm (71.1 in.)
Overall width	665 mm (26.2 in.)
Overall height	990 mm (39.0 in.)
Wheel base	1,180 mm (46.5 in.)
WEIGHT	
Dry weight	83.5 kg (184 lbs)
CAPACITIES	
Engine oil	0.6 ℓ (0.6 U.S. qt.) After draining
Fuel tank	4.0 ℓ (1.05 U.S. gal.)
Fuel reserve tank	0.8 ℓ (0.21 U.S. gal.)
Vehicle capacity load	136 kg (300 lbs)
Passenger capacity	Operator and passenger

ITEM	
ENGINE	
Bore and stroke	47.0 x 41.4 mm (1.85 x 1.63 in.)
Compression ratio	8.8 : 1
Displacement	72 cc (4.4 cu-in.)
Contact breaker point gap	0.3 ~ 0.4 mm (0.012 ~ 0.016 in.)
Spark plug	

	U.S.A. model	Canadian model
Standard	C7HS (NGK) U22FS (ND)	CR7HS (NGK) U22FSR-L (ND)
For cold climate	C6H (NGK) U20FS (ND)	CR6HS (NGK) U20FSR-L (ND)
For extended high speed riding	C9H (NGK) U24FB (ND)	CR8HS (NGK) U24FSR-L (ND)

Spark plug gap	0.6 ~ 0.7 mm (0.024 ~ 0.028 in.)
Valve clearance	0.05 mm (0.002 in.)
Idle speed	1,500 ± 100 rpm
CHASSIS AND SUSPENSION	
Caster	64°
Trail	70 mm (2.8 in.)
Tire size, front	2.25–17–4PR
Tire size, rear	2.50–17–6PR

ITEM	
POWER TRANSMISSION	
Primary reduction	4.058
Final reduction	2.571
Gear ratio, 1 st.	3.272
2 nd.	1.722
3 rd.	1.190
ELECTRICAL	
Battery	6 V – 11 AH
Generator	A.C. Generator
Fuse	10 amp
LIGHTS	
Headlight Hight/Low	6 V – 15/15 W
Tail/stoplight	6 V – 3/32 cp
Turn signal light	6 V – 21 cp (SAE NO. 1,129)
Meter lamp	6 V – 1 cp (SAE NO. 51)
Neutral indicator	6 V – 1 cp (SAE NO. 55)
High beam indicator	6 V – 1 cp (SAE NO. 51)
Turn signal indicator	6 V – 1 cp (SAE NO. 51)

MEMO

MEMO

MEMO

OWNER SATISFACTION

Your satisfaction and goodwill are important to your dealer and to us. Normally, any problems with the operation of your vehicle will be handled by your dealer's Service Department. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you take the following action:

* **Discuss your problem with a member of dealership management. Often complaints can be** quickly resolved at that level. If the problem has already been reviewed with the Service Manager, contact the owner of the dealership or the General Manager.
* If your problem still has not been resolved to your satisfaction, contact the Motorcycle Customer Service Department, AMERICAN HONDA MOTOR CO., INC. 100 West Alondra Boulevard, Gardena, California 90247 (213) 327-8280, and provide them with:
  - Your name, address and telephone number
  - Vehicle frame number
  - Dealer's name and location
  - Vehicle delivery date and present mileage
  - Nature of problem

After reviewing all the facts involved, you will be advised of what action can be **taken.**

Please bear in mind that your problem will likely be resolved in the dealership, using the dealer's facilities, equipment and personnel. So it is very important that your initial contact be with the dealer.

Your purchase of a Honda product is greatly appreciated by both your dealer and American Honda Motor Co., Inc. We want to assist you in every way possible to assure your complete satisfaction with your purchase.