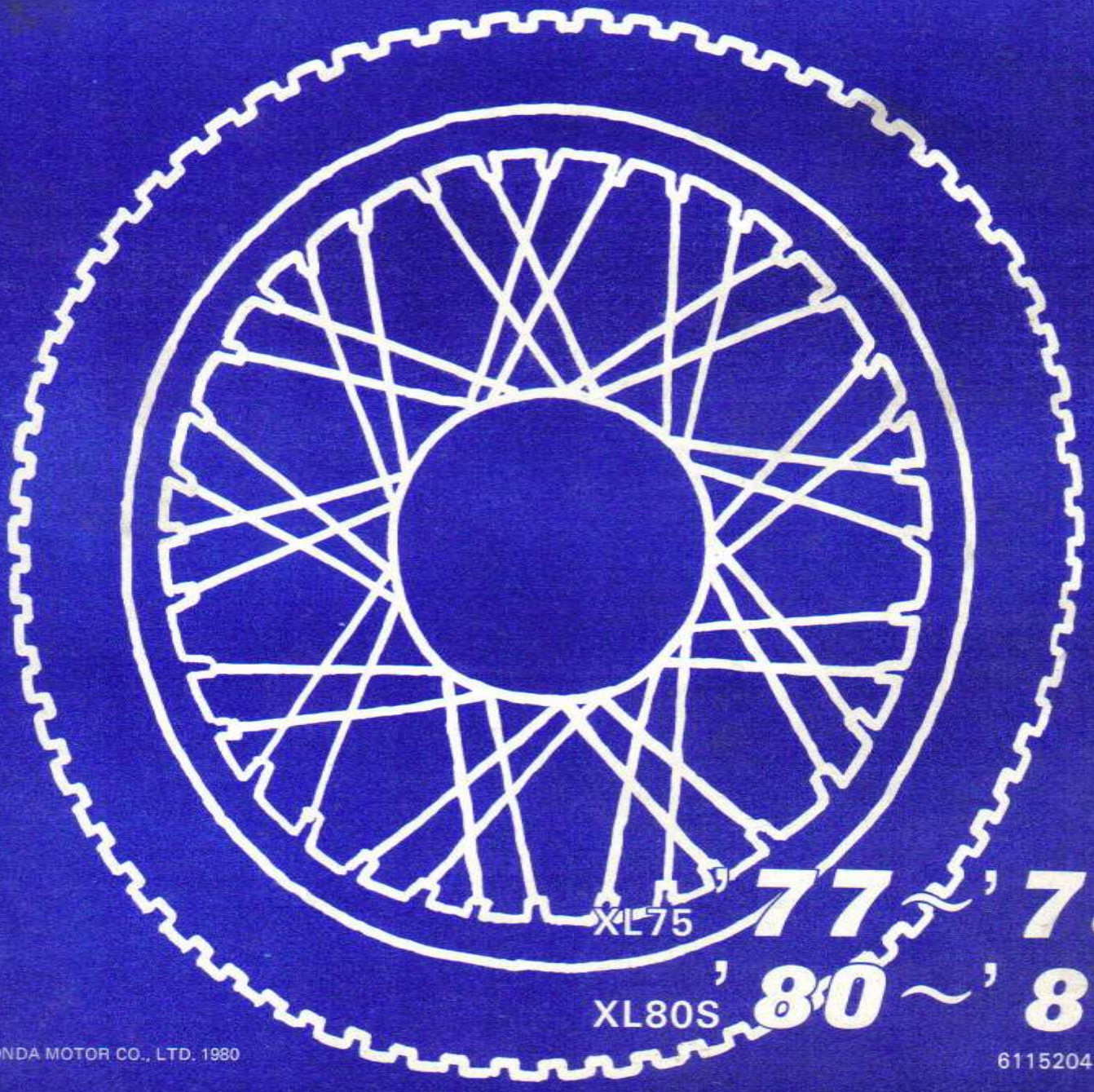
Official

# HONDA

# SHOP MANUAL

# XL75 /XL80S



XL75 '77~'79

XL80S '80~'81

©HONDA MOTOR CO., LTD. 1980

6115204

## IMPORTANT SAFETY NOTICE

**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.*

Detailed descriptions of standard workshop procedures, safety principles and service operations are not included. It is important to note that this manual contains *some* warnings and cautions against some specific service methods which could cause **PERSONAL INJURY** to service personnel or could damage a vehicle or render it unsafe. Please understand that those warnings could not cover all conceivable ways in which service, whether or not recommended by Honda might be done or of the possible hazardous consequences of each conceivable way, nor could Honda investigate all such ways. Anyone using service procedures or tools, whether or not recommended by Honda *must satisfy himself thoroughly* that neither personal safety nor vehicle safety will be jeopardized by the service method or tools selected.

# HONDA XL80S

This shop manual covers the following HONDA MODELS: 1977–1979 XL75 and 1980–1981 XL80S

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

NO PART OF THIS PUBLICATION MAY BE REPRODUCED WITHOUT WRITTEN PERMISSION.

Date of Issue: September, 1980

© American Honda Motor Co., Inc. 1980 - All Rights Reserved

# TABLE OF CONTENTS

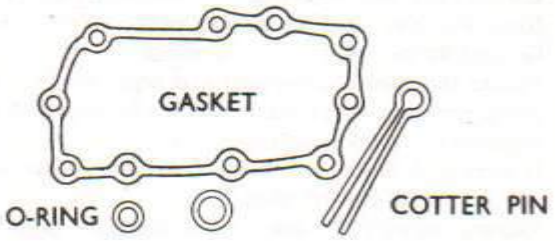

I. SERVICING PROCEDURES . . . . . 1–1
II. INSPECTION AND ADJUSTMENT . . . . . 2–1
III. ENGINE DISASSEMBLY CHART . . . . . 3–1
IV. ENGINE REMOVAL/INSTALLATION . . . . . 4–1
V. ENGINE . . . . . 5–1
1. CYLINDER HEAD . . . . . 5–1
2. CYLINDER AND PISTON . . . . . 6–1
3. LUBRICATION SYSTEM . . . . . 6–6
4. CLUTCH, OIL PUMP AND GEARSHIFT MECHANISM . . . . . 7–1
5. A.C. GENERATOR . . . . . 8–1
6. TRANSMISSION, CRANKSHAFT AND KICK STARTER . . . . . 9–1
7. CARBURETOR . . . . . 10–1
VI. ELECTRICAL . . . . . 11–1
1. CHARGING SYSTEM . . . . . 11–1
2. IGNITION SYSTEM . . . . . 11–4
3. OTHER ELECTRICAL PARTS . . . . . 11–7
VII. FRAME . . . . . 12–1
1. FRONT WHEEL, STEERING STEM, FRONT SHOCK ABSORBER . . . 12–1
2. REAR WHEEL, REAR SHOCK ABSORBER . . . . . 13–1
3. FUEL VALVE, REAR FENDER, TAILLIGHT . . . . . 14–1
VIII. ROUTING OF CABLES AND WIRES . . . . . 15–1
IX. SERVICE DATA . . . . . 16–1
1. SPECIAL TOOLS . . . . . 16–1
2. TORQUE SPECIFICATIONS . . . . . 17–1
3. SERVICE DATA . . . . . 18–1
4. SPECIFICATIONS . . . . . 19–1
5. TROUBLE SHOOTING . . . . . 20–1
6. WIRING DIAGRAM . . . . . 21–1
X. 1978 XL75 ADDENDUM . . . . . 22–1
XI. 1979 XL75 ADDENDUM (USA and Canada only) . . . . . 23–1
XII. 1980 XL80S ADDENDUM . . . . . 24–1
XIII. 1981 XL80S ADDENDUM. . . . . 25–1


Date of Issue: September 1980

© American Honda Motor Co., Inc. 1980 - All Rights Reserved

# I. SERVICING PROCEDURES

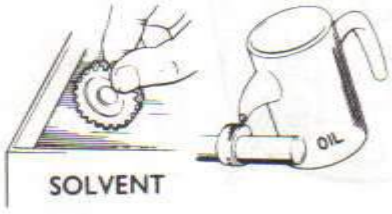
- Always replace gaskets, O-rings and cotter pins when reassembling.



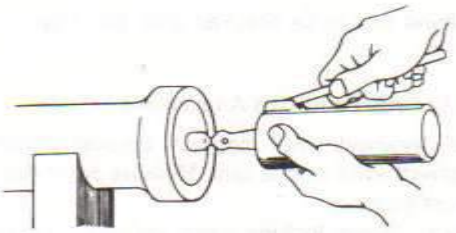

- Tighten fasteners, beginning with the center or larger dia. bolts to specs, where the sequence is not specified, in a X pattern.



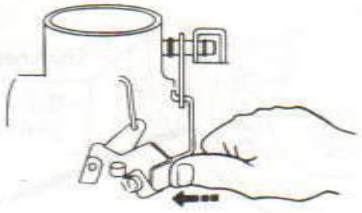

- Wash all disassembled parts in solvent. Lubricate their sliding surfaces when disassembling.




- Grease by coating or filling where specified.



- After reassembling, check every part for proper installation, movement or operation.



- Always check mutual safety when working with a partner.



**–SYMBOLS–**

These symbols are used throughout the manual to show specific kinds of operation, sequence of service procedures etc.

①, ②, ③ ···· : Indicates sequence of service operations.

**WARNING** : Indicates there is a possibility of personal injury.

**CAUTION** : Indicates there is a possibility of damage to the motorcycle.

**NOTE** : Indicates points of particular interest for more efficient and convenient operation.


© HONDA MOTOR CO., LTD.

# II. INSPECTION AND ADJUSTMENT

## • Contact Breaker Point Gap, Ignition Timing

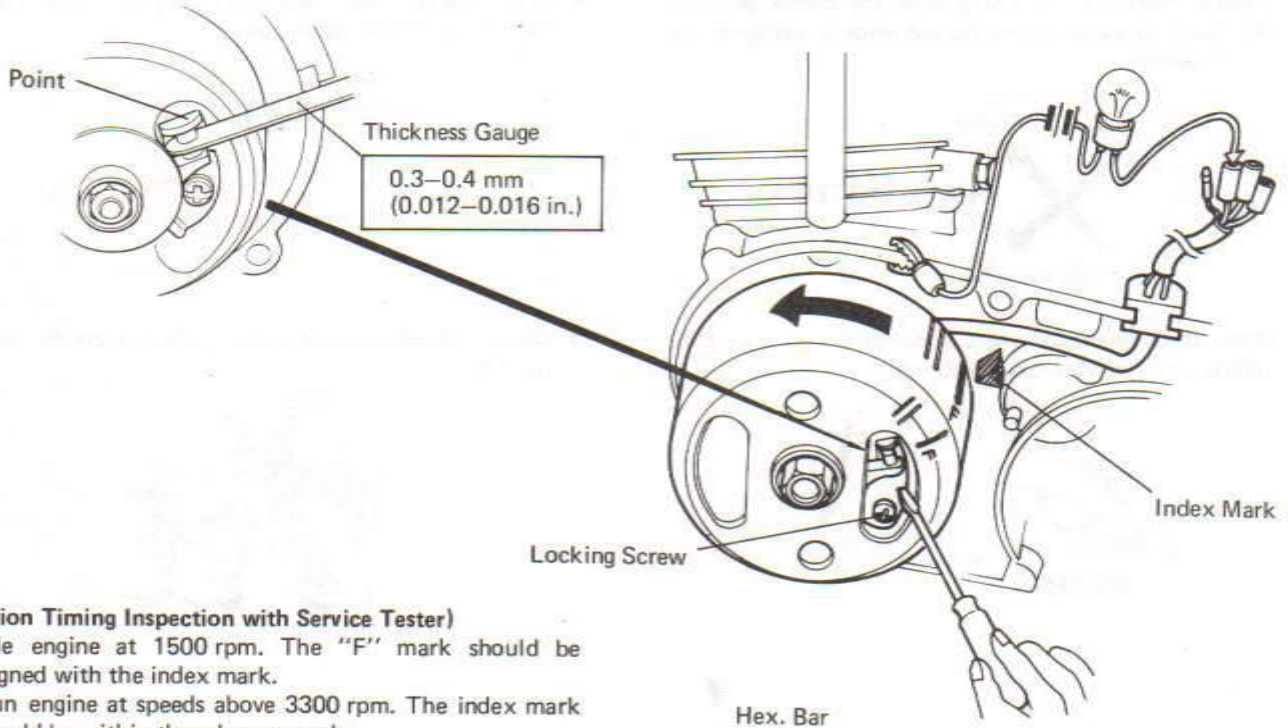
Ignition timing should be checked after point gap has been adjusted.

### • Contact Breaker Point Gap Adjustment

(1) Rotate flywheel until contact breaker aligns with the highest point of the cam. Measure point gap with a thickness gauge.
(2) To adjust, loosen locking screw and move breaker base plate.

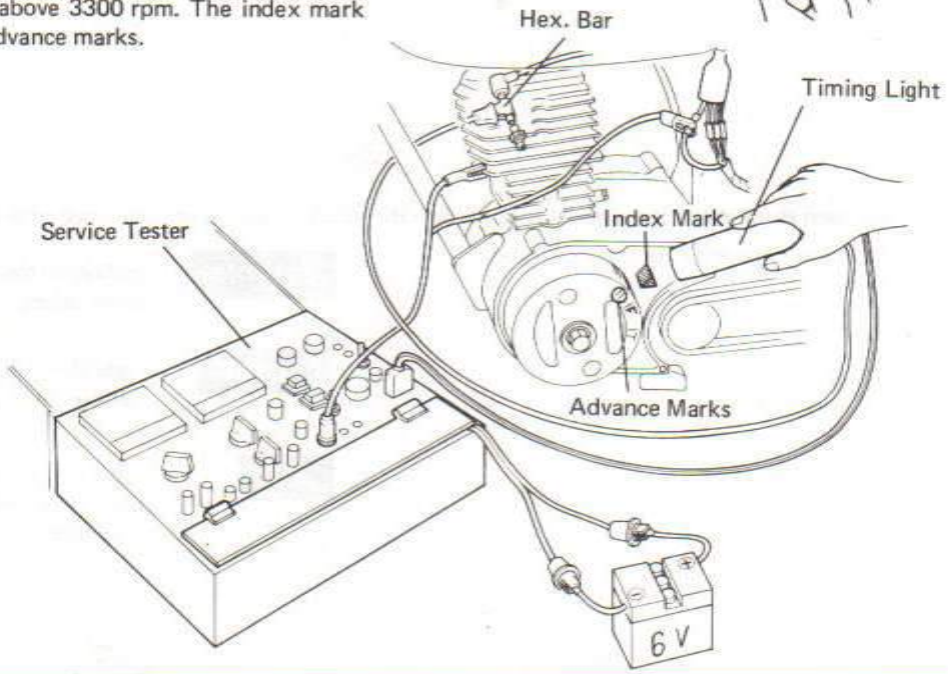
### • Ignition Timing Inspection with a Lamp

(1) Connect one lead of primary windings to a 6V 3W test lamp and the other to battery positive (+) terminal. Ground Battery negative (–) terminal.
(2) Rotate flywheel counterclockwise until the "F" mark aligns with the index mark. Timing is correct if lamp becomes dim when marks align.
(3) If timing is incorrect, recheck contact breaker point gap and repeat step (2) above.
(4) Replace contact breaker if the standard point gap cannot be achieved.




**(Ignition Timing Inspection with Service Tester)**

- Idle engine at 1500 rpm. The "F" mark should be aligned with the index mark.
- Run engine at speeds above 3300 rpm. The index mark should be within the advance marks.





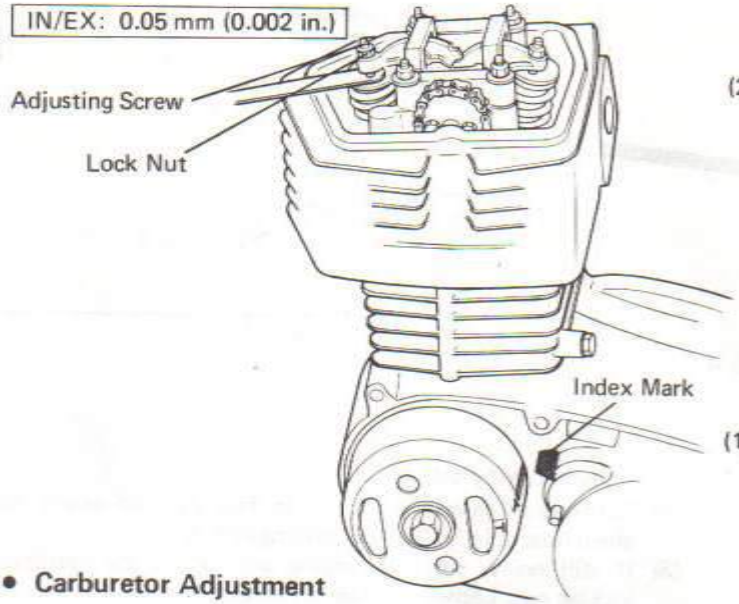

Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## • Valve Tappet Clearance Adjustment

Valve tappet clearance should be checked when the engine is cold.

Clearance

IN/EX: 0.05 mm (0.002 in.)




(2) To adjust, loosen adjusting screw lock nut and turn adjusting screw so that valve clearance offers a slight resistance when the feeler gauge is inserted.

(1) Align the "T" mark on the flywheel with the index mark on the case with the piston at the top of the compression stroke.

## • Carburetor Adjustment

Do not perform this operation until the following items have been inspected or corrected:

(1) Valve tappet clearance (2) Ignition timing (3) Spark plug (4) Throttle cable play (5) Warming-up (about 5 minutes)

**(Idle Speed Adjustment)**

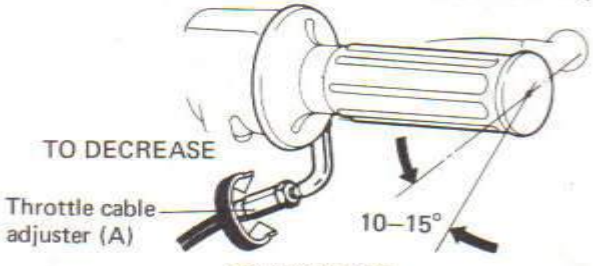


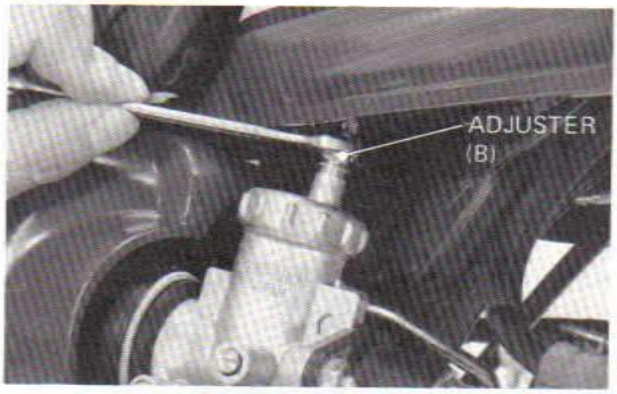

(1) Turn stop screw counterclockwise to get lowest steady engine rpm.
(2) Turn air screw in or out to find highest engine rpm.
(3) Turn stop screw to run engine at idle speed.
(4) Turn air screw to see if the engine speed increases.
(5) If engine speed increases, repeat steps (3) and (4) to run engine at idle speed.
(6) Do not back off air screw more than 1-1/2 rotations.

Idle speed: 1500 rpm

**(Throttle Cable Adjustment)**

Check the throttle cable for proper free play and adjust by turning the throttle cable adjuster (A) first, if necessary.

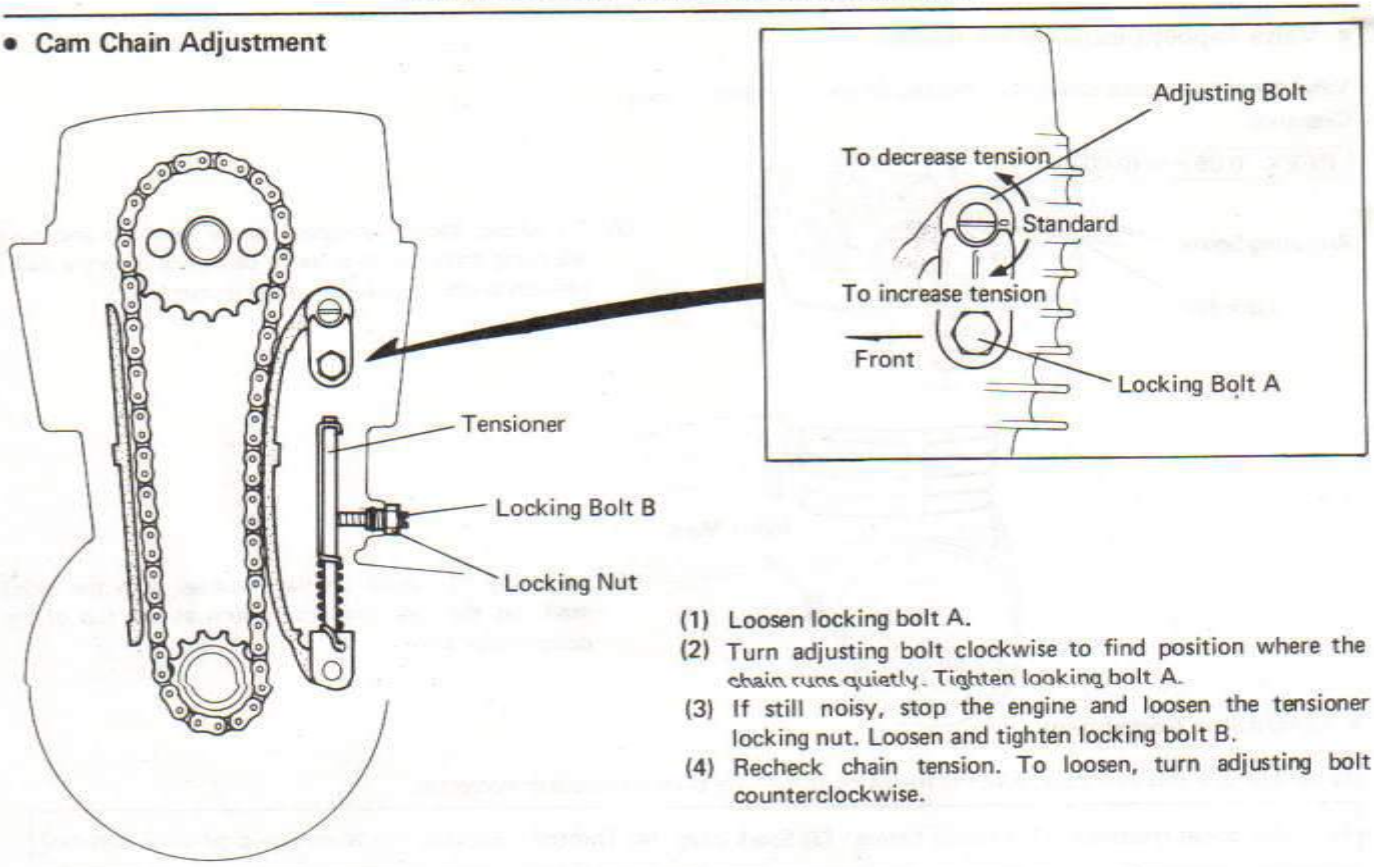



Replace throttle cable if it is not corrected by turning the adjuster (B).


© HONDA MOTOR CO., LTD.

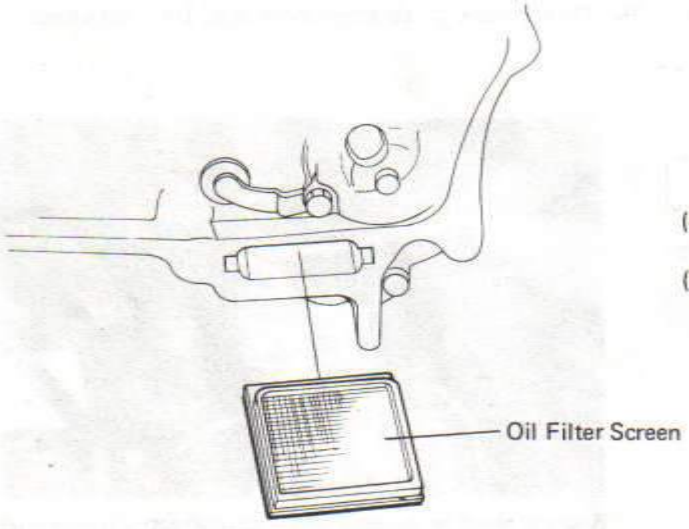
- **Cam Chain Adjustment**




(1) Loosen locking bolt A.
(2) Turn adjusting bolt clockwise to find position where the chain runs quietly. Tighten locking bolt A.
(3) If still noisy, stop the engine and loosen the tensioner locking nut. Loosen and tighten locking bolt B.
(4) Recheck chain tension. To loosen, turn adjusting bolt counterclockwise.

- **Oil Filter Screen Cleaning**

(1) Remove drain plug to drain oil from engine.
(2) Remove muffler assembly.
(3) Remove R-crankcase cover.




(4) Remove oil filter screen from the underside of the R-crackcase.
(5) Wash oil filter screen in clean solvent.

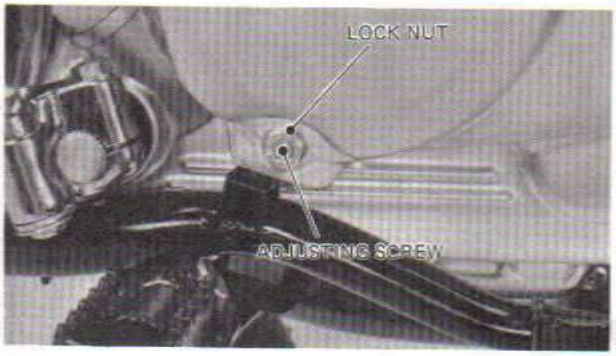


Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## • Clutch Adjustment

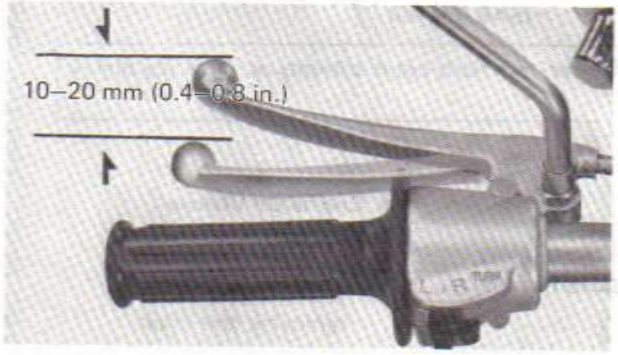



Adjust the clutch so that the clutch lever is in line with the lowest point of head of the 6 mm screw on the R-crankcase cover as shown.

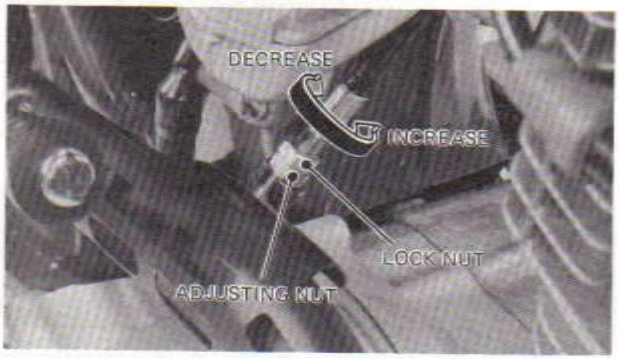



To adjust the clutch, loosen the lock nut and turn the adjusting screw counterclockwise until the resistance is felt. Then turn the screw clockwise 1/8 to 1/4 turns. Then tighten the lock nut.

## • Clutch Cable Free Play Adjustment




Free play should be 10–20 mm measured at the outer end of the clutch lever.




**NOTE**

After adjustment, start the engine and make sure that the motorcycle does not creep with the clutch disengaged. Readjust the clutch if the engine stalls when shifting or if shifting is difficult.


© HONDA MOTOR CO., LTD.

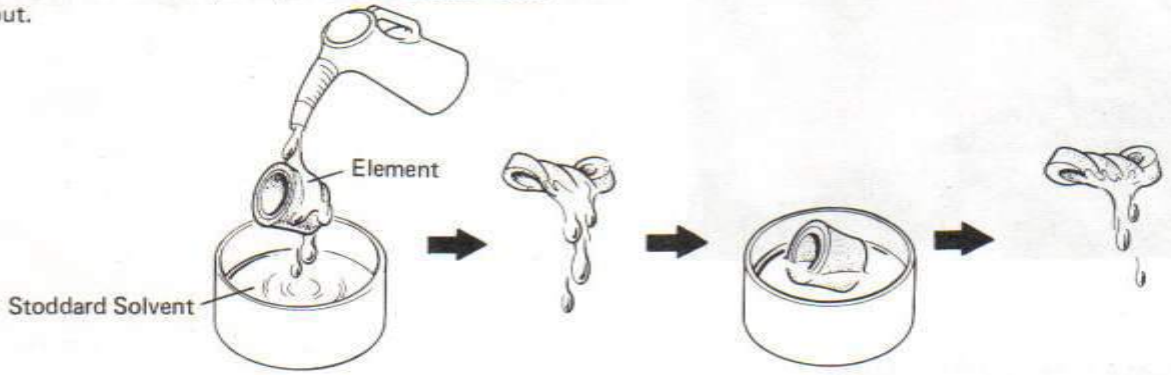
## • Air Cleaner Maintenance




(1) Remove the right side cover.
(2) Remove the three wing nuts on the air cleaner cover and slide the air cleaner tube band back. Then slide off the turn signal relay suspension rubber from the air cleaner cover, and pull the air cleaner cover out.




(3) Remove the 6 mm nut and the element cap. Then slide the element of the cover.




(4) Wash in clean stoddard solvent. (5) Dry (6) Soak in gear oil. (SAE 80–90) (7) Squeeze out the excess oil.

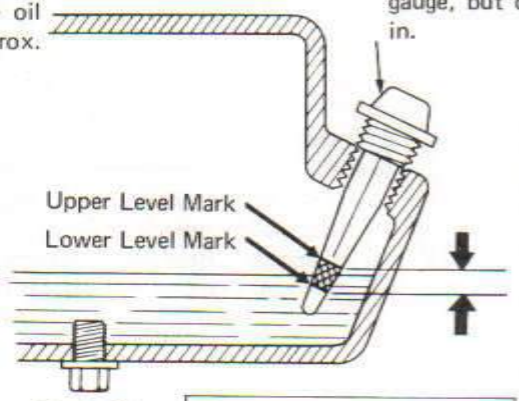
**WARNING**

Do not use gasoline or low flash point solvents as these are highly flammable.

## • Engine Oil Level, Engine Oil Change

### • Engine Oil Level

(1) Place motorcycle in an upright position.
(2) Shut off the engine and check the oil level after approx. 3 minutes.
(3) To check oil level, insert gauge, but do not screw in.




Oil level should be between these limits.

Oil Capacity: 0.9ℓ (0.95 qt.)

**NOTE**

Torque:
200–300 kg-cm (14.5–21.7 lbs.-ft.)

### • Engine Oil Change

Change engine oil while the engine is still warm.
(1) Drain engine oil by removing the drain plug.
(2) Reinstall drain plug and refill up to the upper level.

**OIL SPECIFICATION**

Use HONDA 4-STROKE OIL or equivalent.
API service classification–SE Viscosity–General, All temp. SAE 10W–40

| | |
|---|---|
| above 15°C/59°F | SAE 30 |
| 0°C/32°F–15°C/59°F | SAE 20 or SAE 20W |
| below 0°C/32°F | SAE 10W |

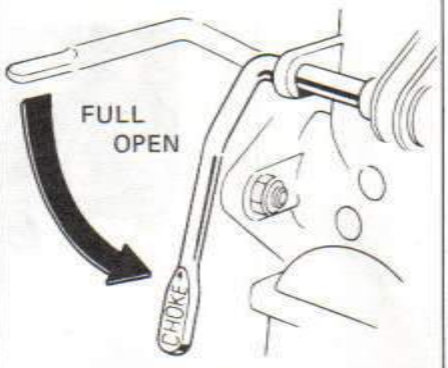


Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## • Cylinder Compression

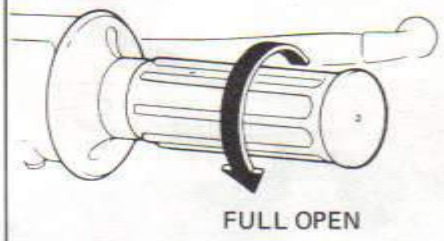
(1) Do not perform this operation until the engine reaches normal operating temperature.

(2)

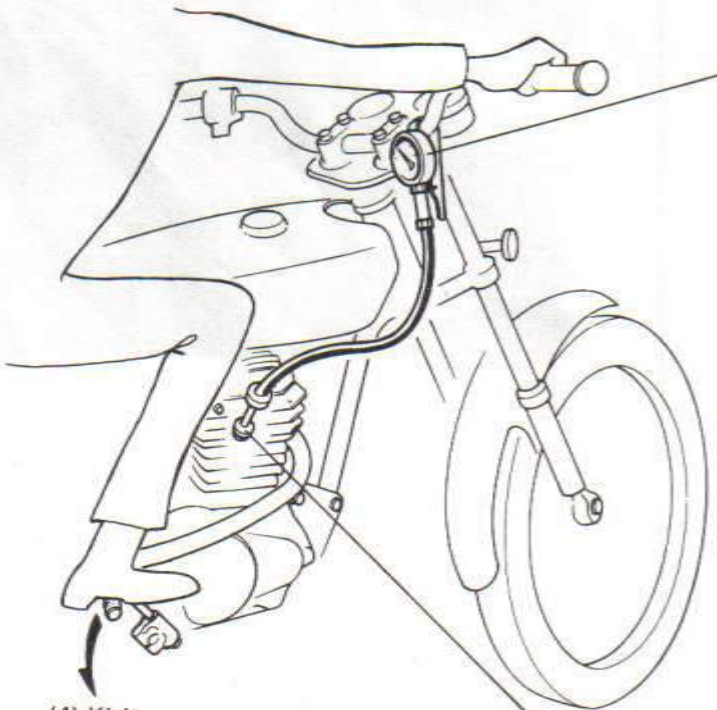



Choke

(3)




Throttle Grip



(4) Kick

Cylinder Compression

10.0–12.0 kg/cm² (142–171 PSI)

- Common causes of loss of compression are:
  - Poor valve contact
  - Worn piston ring
  - Blown-out cylinder head gasket
  - Improper tappet clearance
- Common causes of excessive cylinder compression are:
  - Excessive accumulation of carbon on piston head
  - Excessive accumulation of carbon in combustion chamber

**NOTE**

Kick with rapid, full strokes until the gauge needle reaches the highest point.

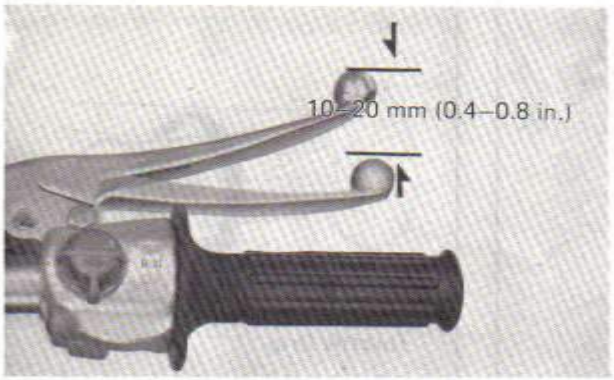
**NOTE**

Tighten securely to prevent leaks.


© HONDA MOTOR CO., LTD.

## • Brake Adjustment

1. Front Brake Lever Free Play

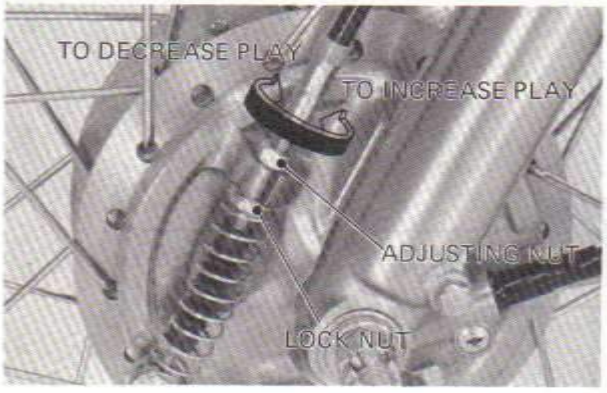



If free play is not within specification, adjust as follows.

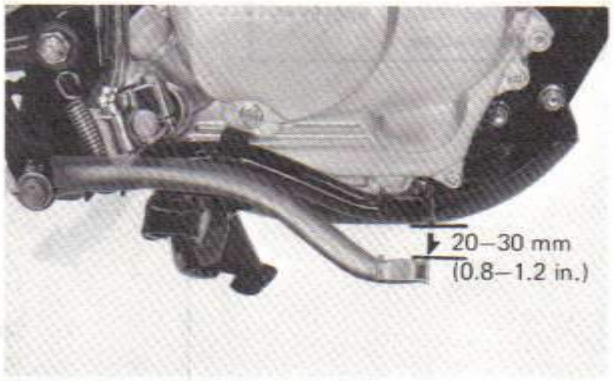
Minor front brake adjustments can be made by the adjuster on the front brake lever.




Major adjustments can be made with the adjusting nut on the front wheel.




2. Rear Brake Pedal Free Play




If out of specs, adjust by adjusting nut.

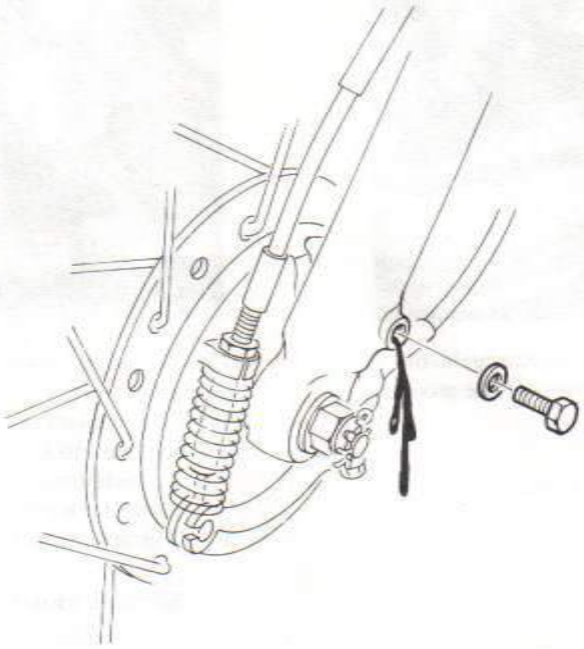





Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Front Fork Oil Change**

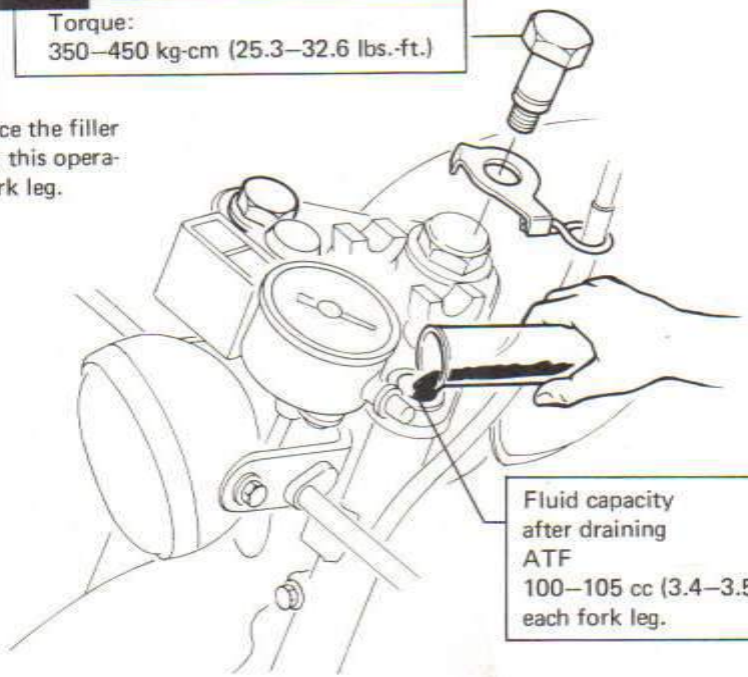
Place a pan under the fork to be drained. Remove the drain plug and allow the fork to drain. Work the suspension up and down several times to completely drain the fork.



NOTE

Torque:
350–450 kg-cm (25.3–32.6 lbs.-ft.)

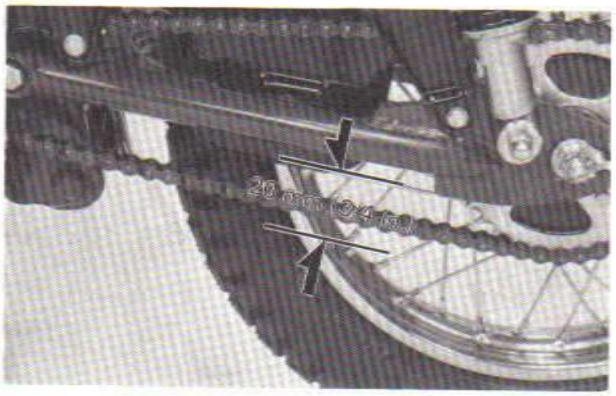
Refill the fork and replace the filler bolt and torque. Repeat this operation on the remaining fork leg.



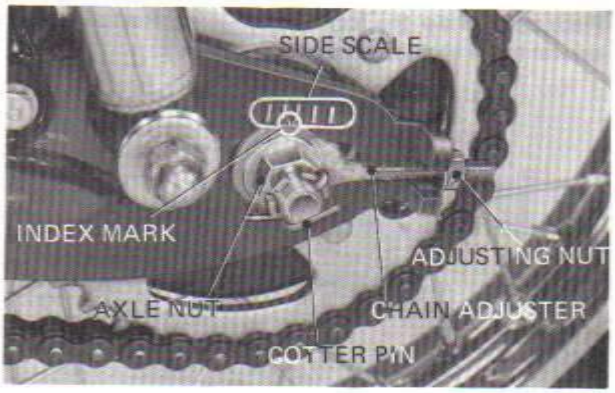
Fluid capacity
after draining
ATF
100–105 cc (3.4–3.5 oz)
each fork leg.


© HONDA MOTOR CO., LTD.

• **Drive Chain Maintenance**



(1) Stop the engine and place the motorcycle on a support block to raise the rear wheel off the ground.
(2) Check chain slack.



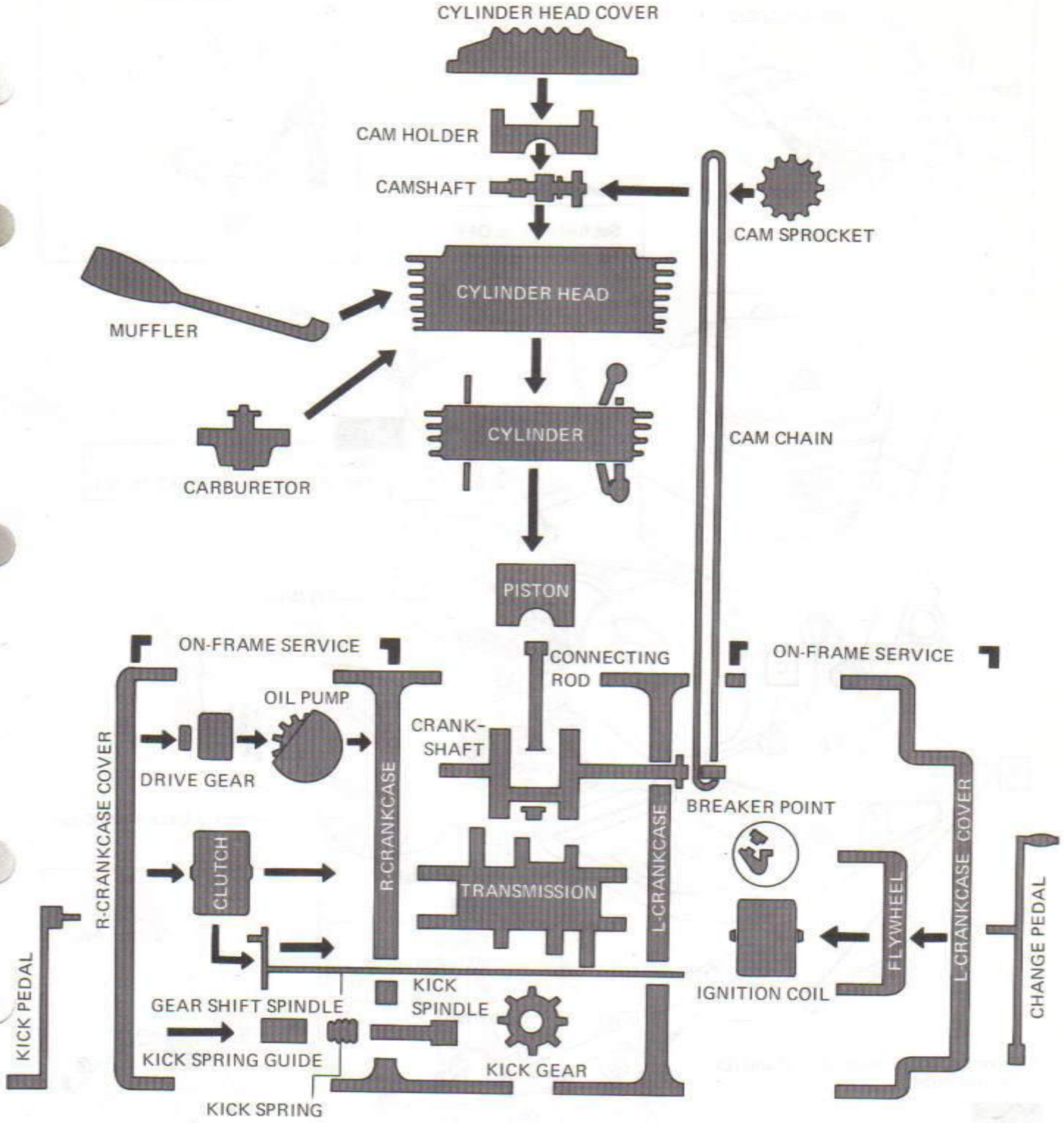

(3) To adjust, remove cotter pin and loosen the rear axle nut.
(4) Turn adjusting nuts on both right and left chain adjusters to increase or decrease chain tension. Align the index marks with side scale graduations on both sides of the rear fork.
(5) Tighten the axle nut and secure the nut with a new cotter pin.

Specified torque: 180–250 kg-cm (13.0–18.1 lbs.-ft.)



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# III. ENGINE DISASSEMBLY CHART

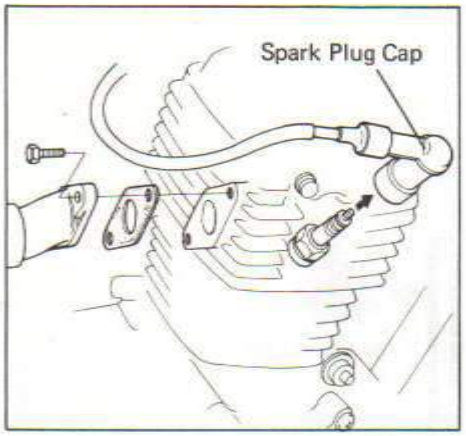


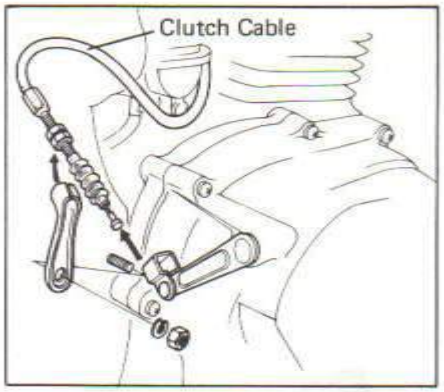


© HONDA MOTOR CO., LTD.

HONDA XL75

# Ⅳ. ENGINE REMOVAL/INSTALLATION




Carburetor Assy.

Set fuel cock to OFF.

A.C. Generator Cord

NOTE

Torque:
200–250 kg-cm (14.5–18.1 lbs.-ft.)

D

E

(2) Drive Chain

C

B

HONDA

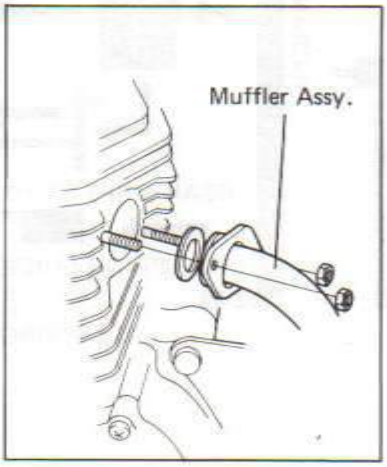
(1) L-crankcase Cover

Change Pedal

NOTE

Torque:
300–400 kg-cm
(21.7–28.9 lbs.-ft.)

Step bar




(3) Remove hanger bolts (A), (B) and (C) ··· in that order.

NOTE

Torque:
200–250 kg-cm (14.5–18.1 lbs.-ft.)

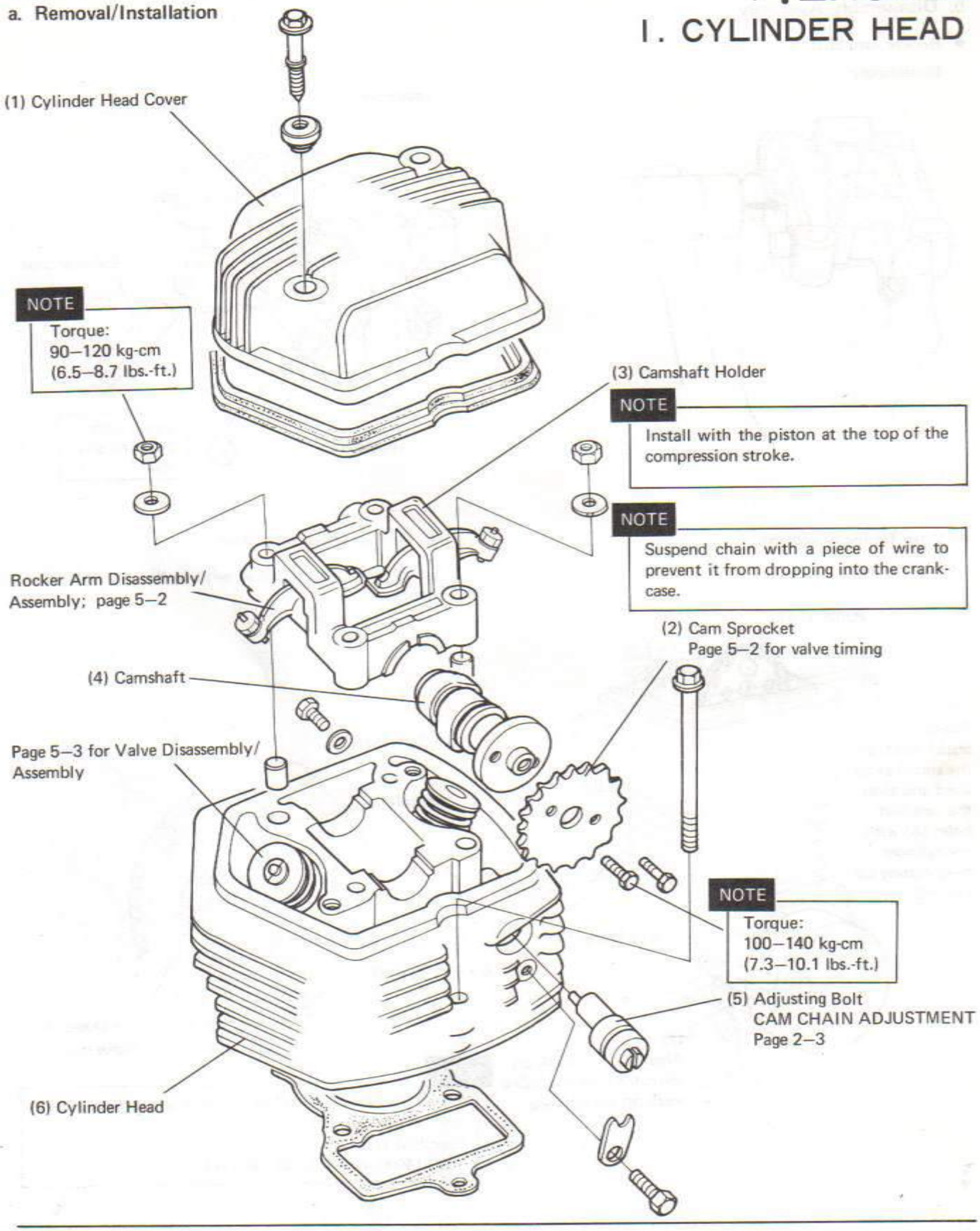
A



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# V. ENGINE
## I. CYLINDER HEAD

a. Removal/Installation



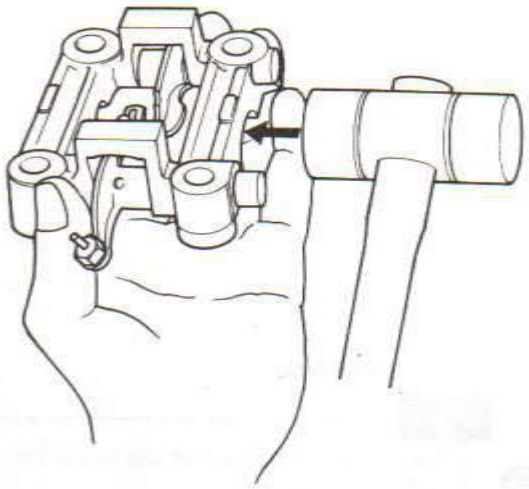


© HONDA MOTOR CO., LTD.

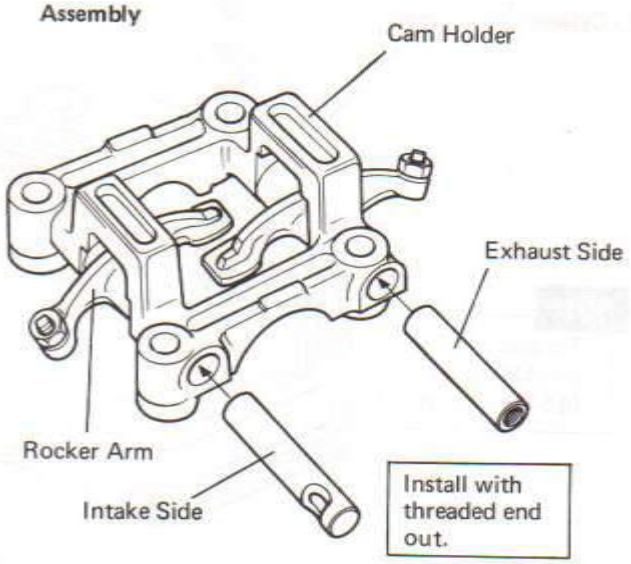
## b. Disassembly/Assembly

- **Rocker Arm Shaft**

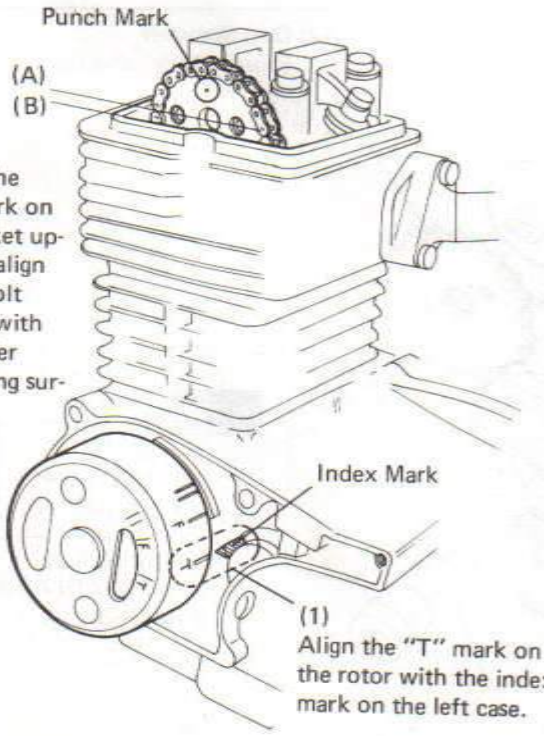
**Disassembly**



**Assembly**




- **Valve Timing Alignment**

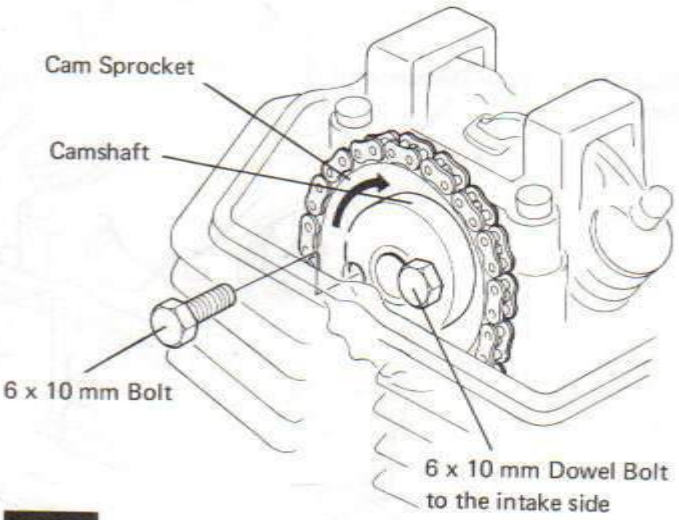



(2) Position the punch mark on the sprocket upward and align the two bolt holes (A) with the cylinder head mating surface (B).

(1) Align the "T" mark on the rotor with the index mark on the left case.

- **Cam Sprocket Installation**

Install the cam sprocket with both bolt holes downward.



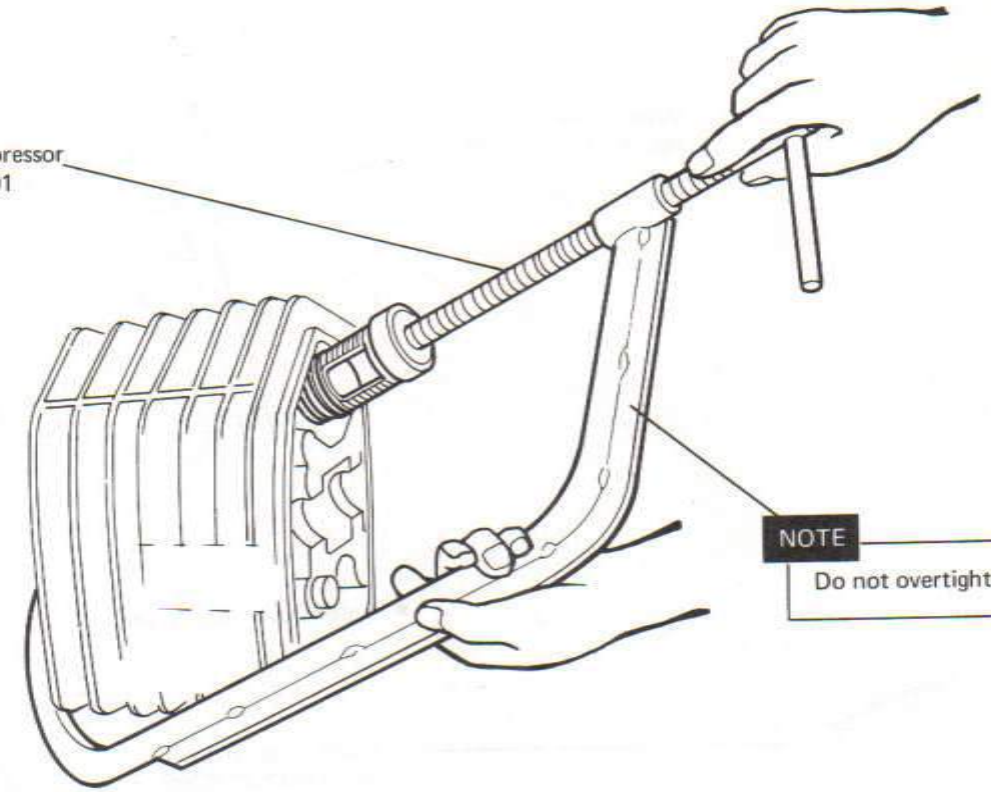

**NOTE**

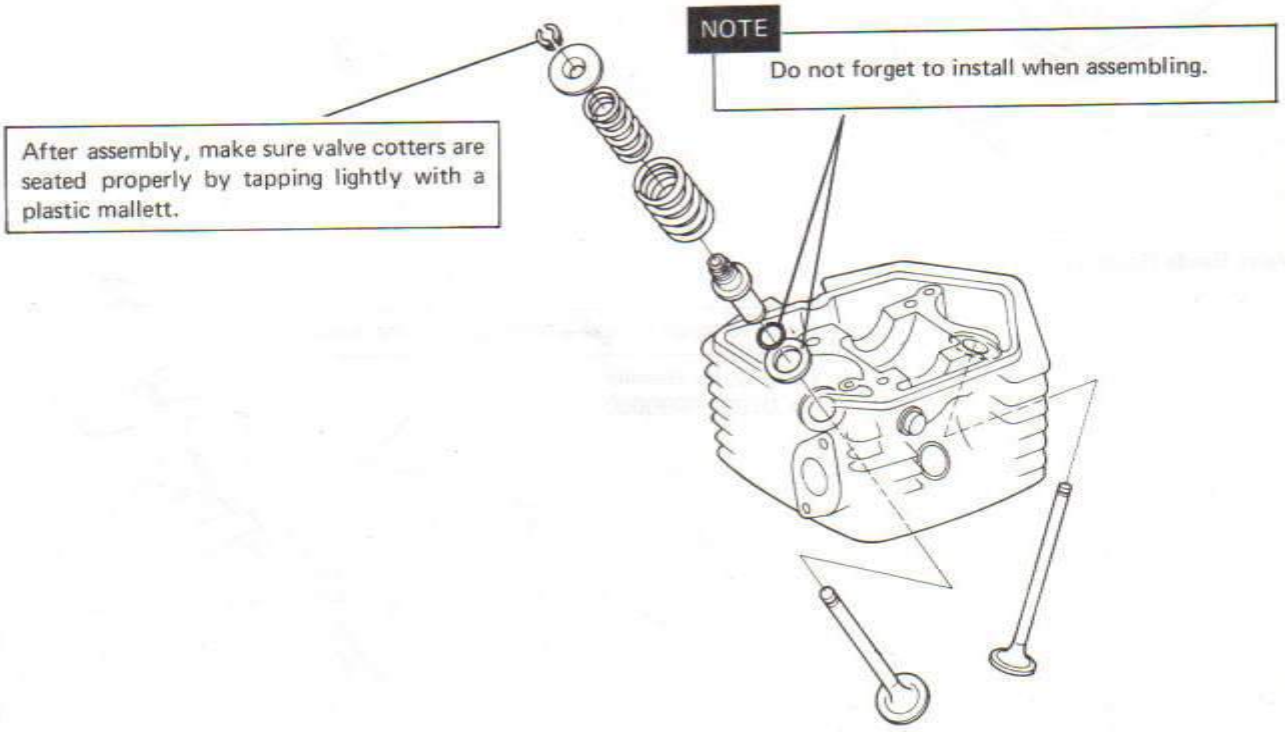
Install 6 x 10 mm dowel bolt on inlet side and 6 x 10 mm bolt on exhaust side.
Specified Torque:
100–140 kg-cm (7.3–10.1 lbs.-ft.)



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Valve and Valve Guide Disassembly/Assembly**

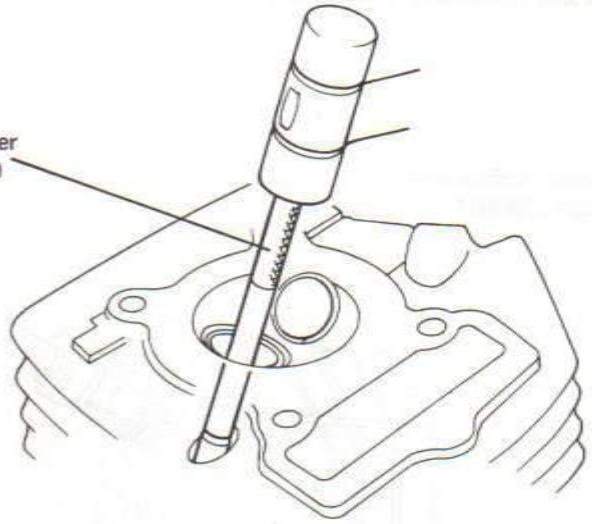


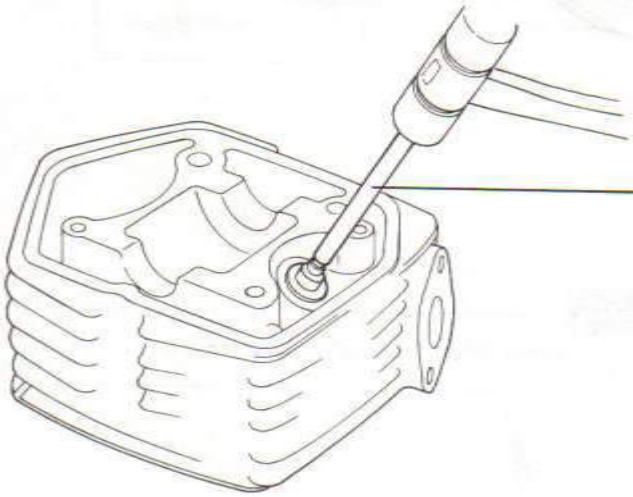


© HONDA MOTOR CO., LTD.

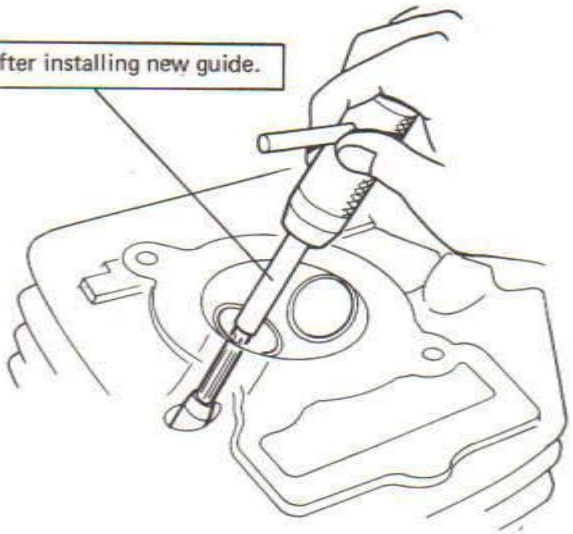
- **Valve Guide Removal**




- **Valve Guide Installation**




- **Valve Guide Reaming**

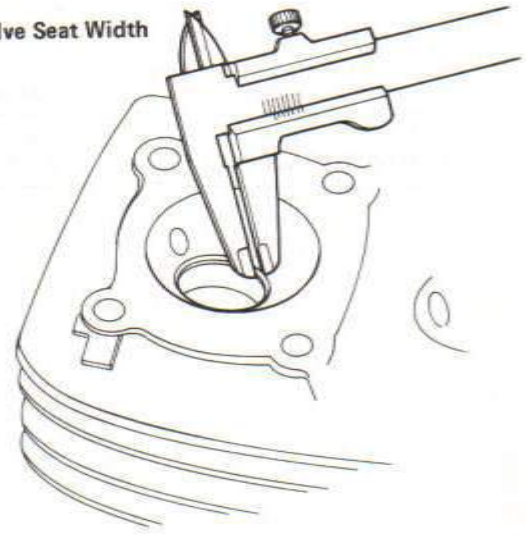





Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

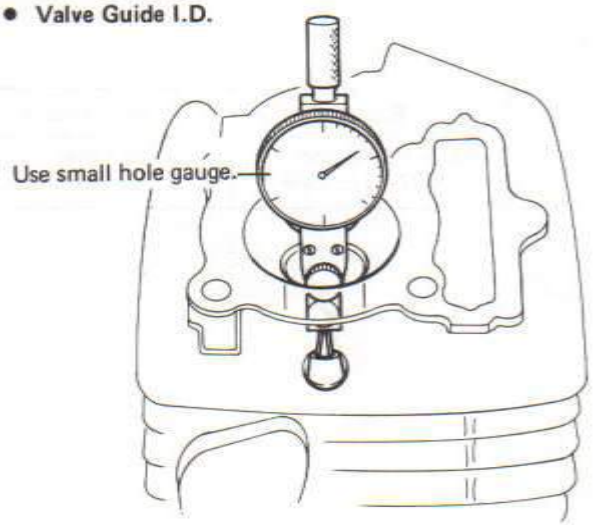
c. Inspection

- Valve Seat Width



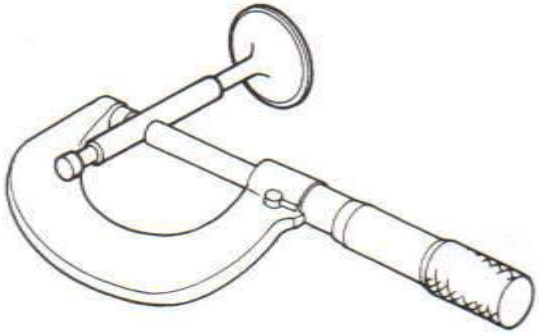
| Standard | Service limit |
|---|---|
| 1.0 mm (0.0394 in.) | 1.5 mm (0.0590 in.) |

- Valve Guide I.D.




| | Standard | Service limit |
|---|---|---|
| IN | 5.475–5.485 mm (0.2155–0.2159 in.) | 5.50 mm (0.2165 in.) |
| EX | 5.475–5.485 mm (0.2155–0.2159 in.) | 5.50 mm (0.2165 in.) |

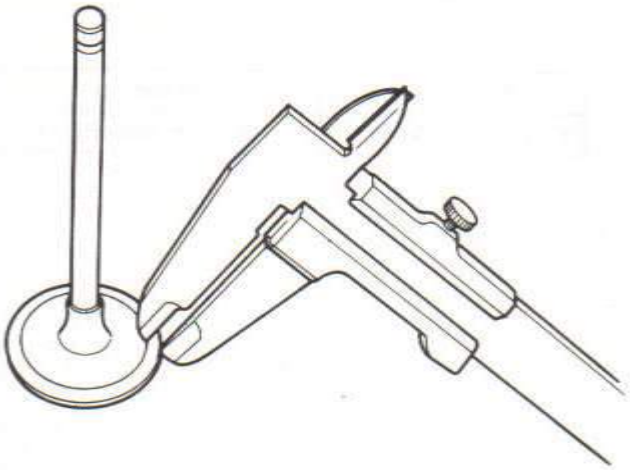
- Valve Stem O.D.



| | Standard | Service limit |
|---|---|---|
| IN | 5.450–5.465 mm (0.2145–0.2151 in.) | 5.42 mm (0.2134 in.) |
| EX | 5.430–5.445 mm (0.2137–0.2143 in.) | 5.40 mm (0.2126 in.) |

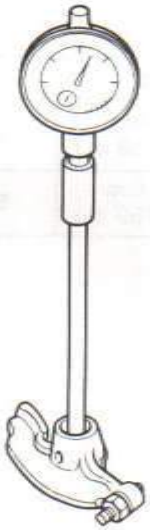

© HONDA MOTOR CO., LTD.

- Valve face width



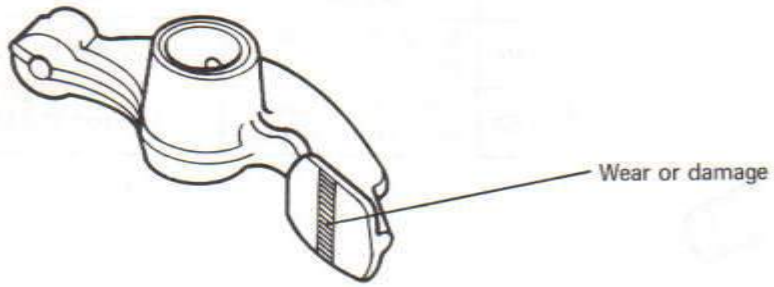
| Standard | Service limit |
|---|---|
| 1.1–1.5 mm (0.0433–0.0590 in.) | 1.8 mm (0.0709 in.) |

- Rocker Arm I.D.



| Standard | Service limit |
|---|---|
| 10.0–10.015 mm (0.3937–0.3943 in.) | 10.1 mm (0.3976 in.) |

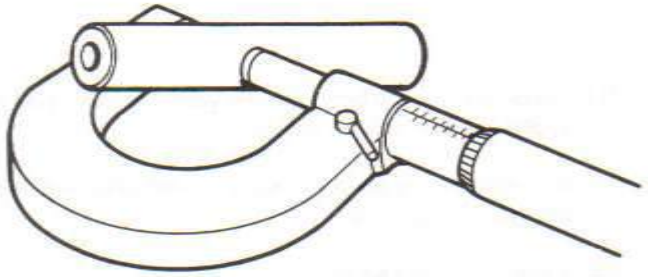
- Rocker Arm Wear or Damage





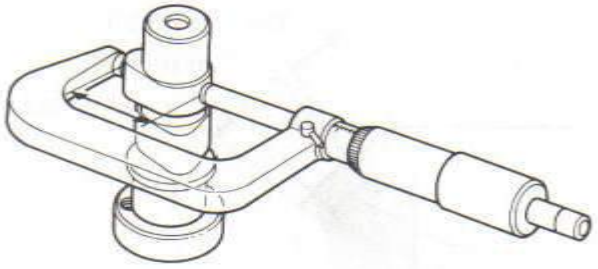

Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Rocker Arm Shaft O.D.**



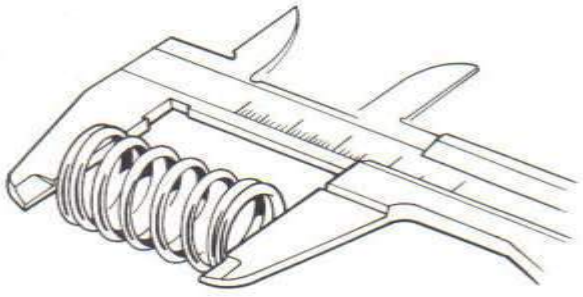
| Standard | Service limit |
|---|---|
| 9.978–9.987 mm (0.3928–0.3931 in.) | 9.17 mm (0.3610 in.) |

- **Cam Height**



| | Standard | Service limit |
|---|---|---|
| IN | 27.005 mm (1.0632 in.) | 26.0 mm (1.0236 in.) |
| EX | 27.005 mm (1.0632 in.) | 26.0 mm (1.0236 in.) |

- **Valve Spring Free Length**



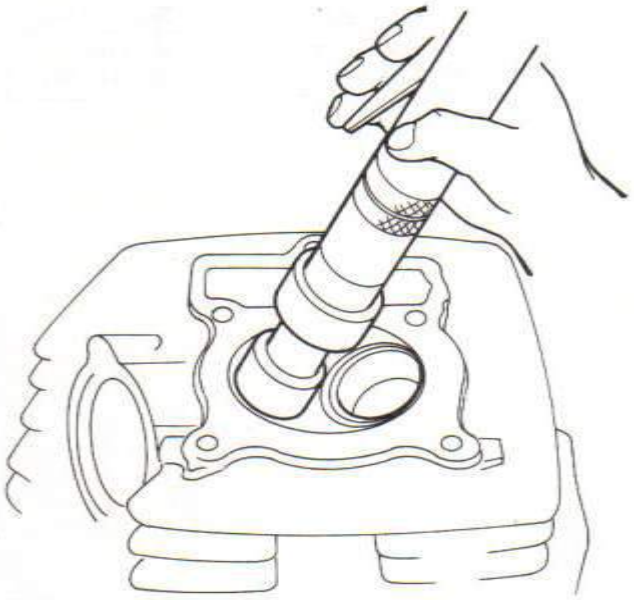
Free Length

| | Standard | Service limit |
|---|---|---|
| Inner | 28.05 mm (1.1043 in.) | 27.6 mm (1.0866 in.) |
| Outer | 34.8 mm (1.3701 in.) | 33.7 mm (1.3267 in.) |


© HONDA MOTOR CO., LTD.

d. Repair

- **Valve Seat Refacing**

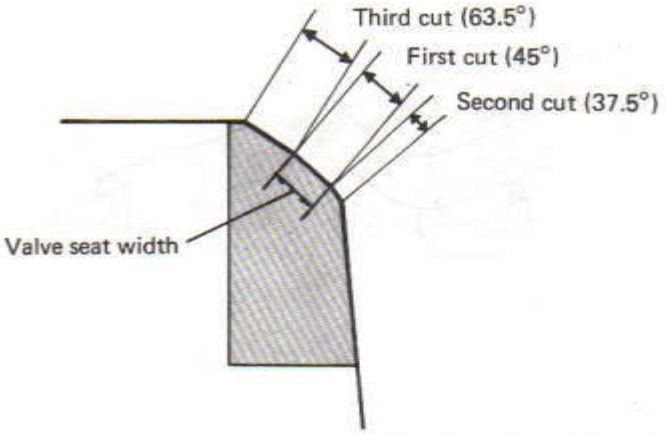


Follow instructions given in manual provided with the grinder.
Then lap each valve and check to see if the valves are making good contact.

(1) Check contact surface between valve face and seat by applying a thin coat of red lead.

(2) If contact is uneven or excessive, reface valve seat using the valve seat grinder.

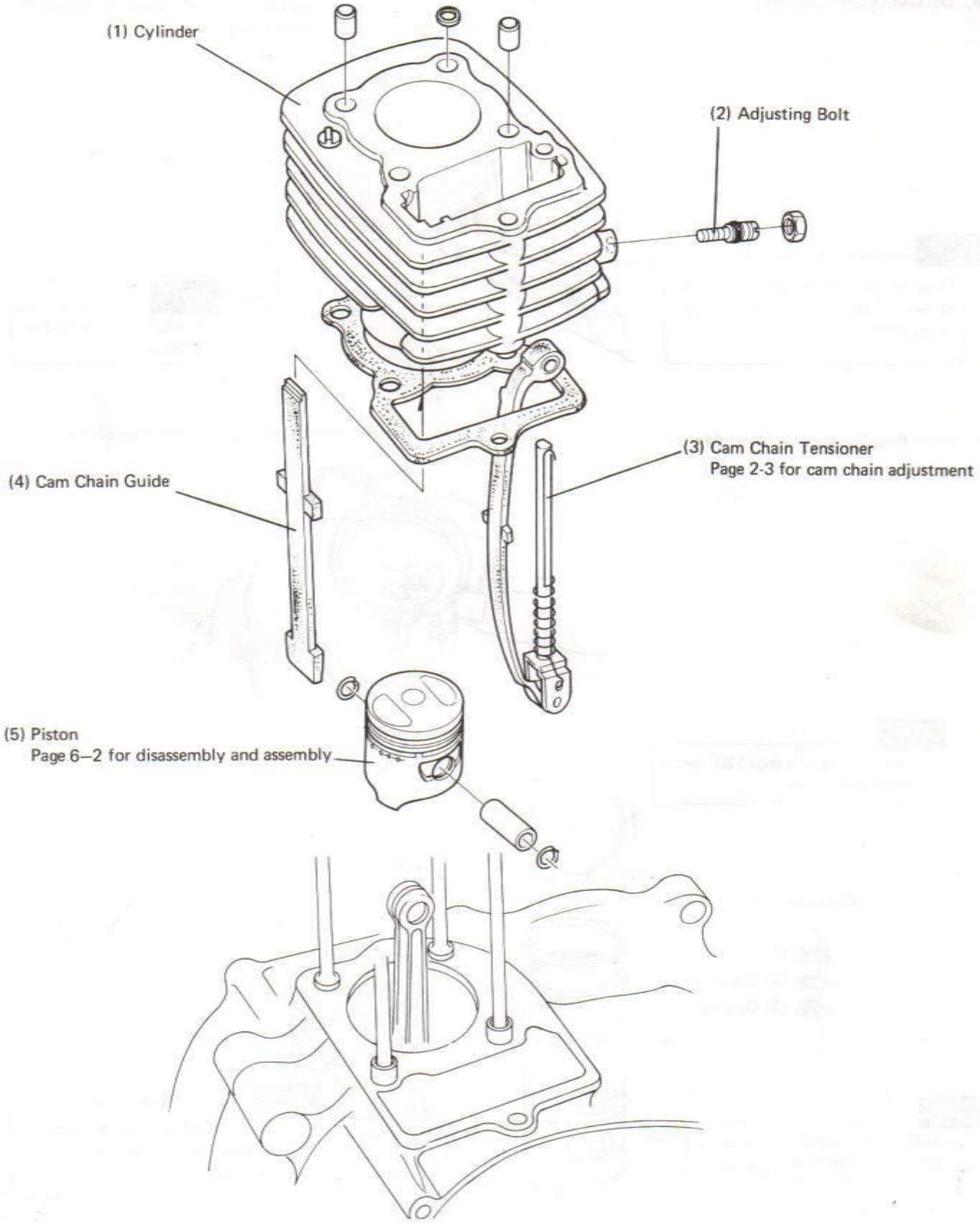
(3) Recheck contact surface.






Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## 2. CYLINDER AND PISTON

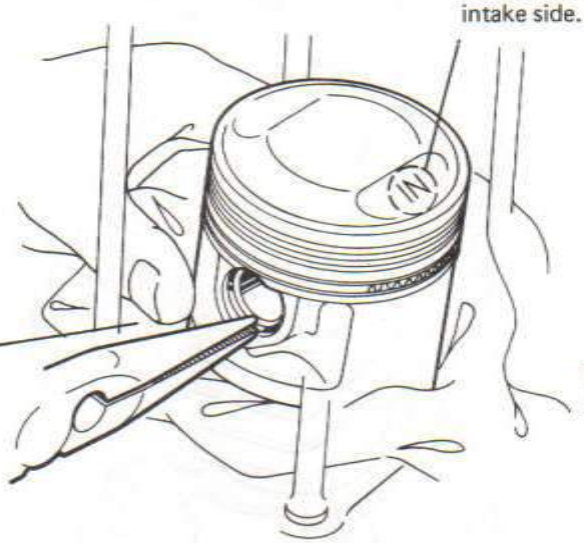




© HONDA MOTOR CO., LTD.

### a. Disassembly/Assembly

Install with "IN" marking toward the intake side.




**NOTE**

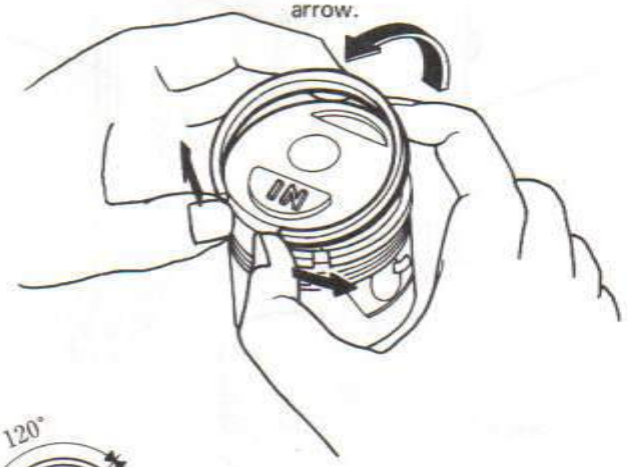
Place rag over crankcase opening to prevent piston pin clips from dropping inside.

**NOTE**

Avoid damage to the piston.

- **Piston Ring Disassembly/Assembly**

Remove ring by lifting it in direction of the arrow.

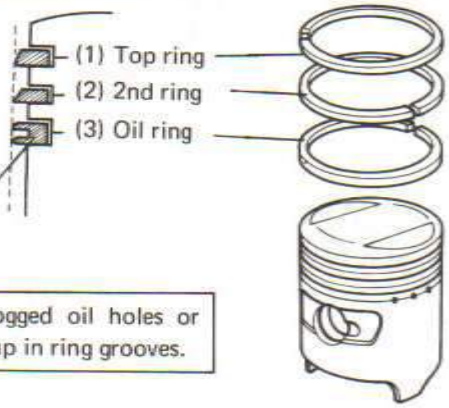



**NOTE**

Stagger ring end gaps 120° away from each other.




(Sectional View)




**NOTE**

Check for clogged oil holes or carbon build-up in ring grooves.

Install with marking up.



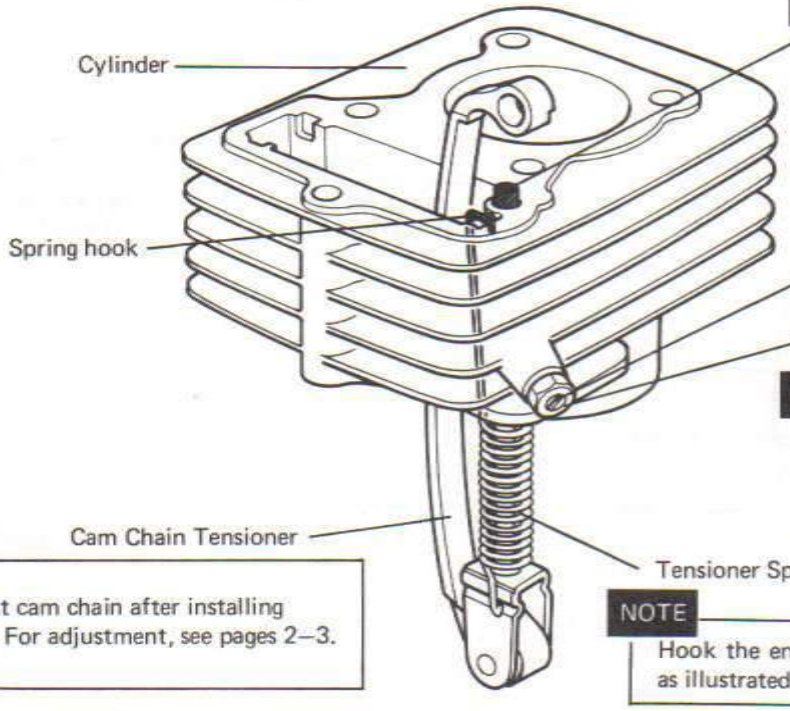
**NOTE**

Check fit of ring in ring groove by rotating the ring around in the groove.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Cam Chain Tensioner Assembly**




**NOTE**

Press down to facilitate installation of tensioner adjusting bolt.

**NOTE**

Loosen adjusting bolt after valve timing has been adjusted correctly.

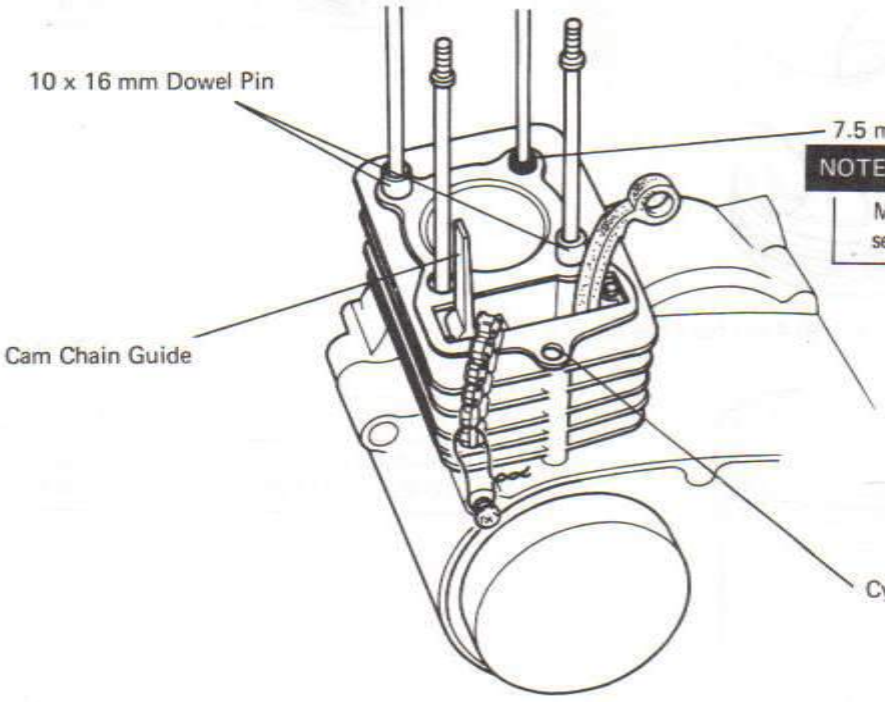
**NOTE**

Adjust cam chain after installing head. For adjustment, see pages 2–3.

**NOTE**

Hook the end of the tensioner spring on the cylinder as illustrated.

- **Cylinder Assembly**



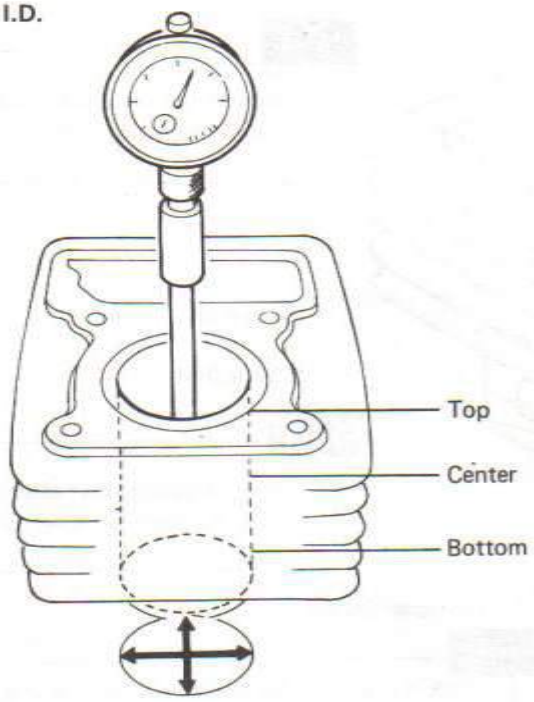

**NOTE**

Make sure the rubber gasket is seated properly.


© HONDA MOTOR CO., LTD.

## b. Inspection

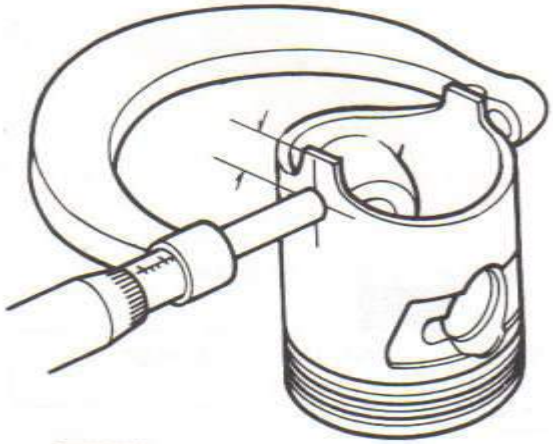
- **Cylinder I.D.**




Measure at all six positions.

| Standard | Service limit |
|---|---|
| 48.00–48.01 mm (1.8897–1.8901 in.) | 48.10 mm (1.8937 in.) |

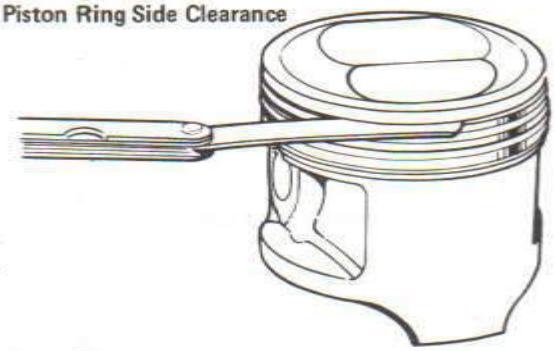
- **Piston Skirt O.D.**



| Standard | Service limit |
|---|---|
| 47.965–47.990 mm (1.8883–1.8894 in.) | 47.80 mm (1.8819 in.) |

NOTE Measure at a point 10 mm (0.4 in.) from the bottom.

- **Piston Ring Side Clearance**

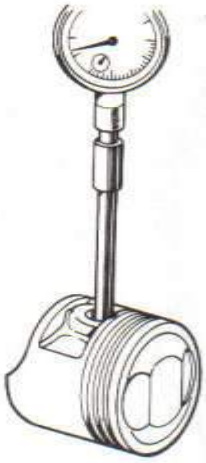


| Standard | Service limit |
|---|---|
| 0.15–0.45 mm (0.0059–0.0177 in.) | 0.12 mm (0.0047 in.) |



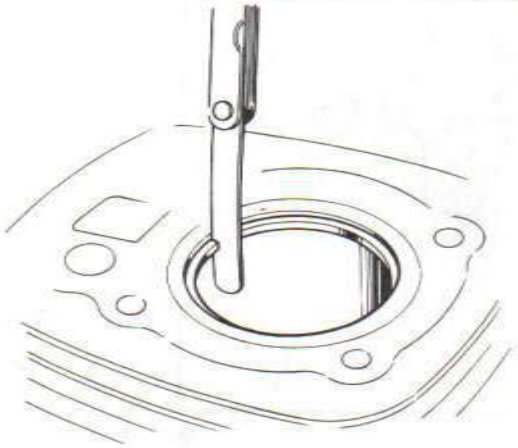
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Piston Pin Hole I.D.**



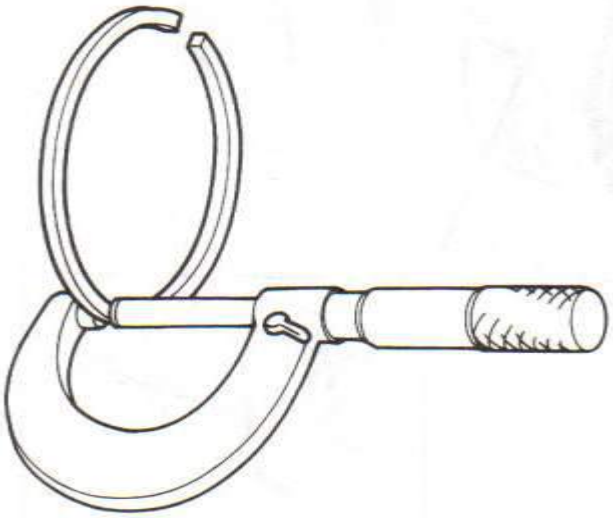
| Standard | Service limit |
|---|---|
| 13.002–13.008 mm (0.5118–0.5121 in.) | 13.055 mm (0.5139 in.) |

- **Piston Ring End Gap**



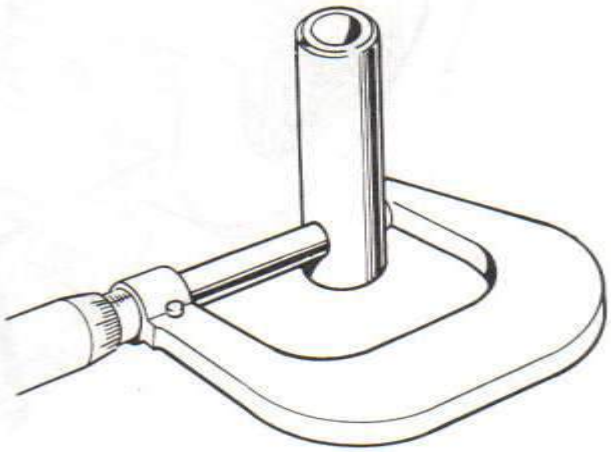
| Standard | Service limit |
|---|---|
| 0.15–0.35 mm (0.0059–0.0137 in.) | 0.5 mm (0.0197 in.) |

- **Piston Ring Thickness**



| | Standard | Service limit |
|---|---|---|
| Top Second | 1.180–1.195 mm (0.0464–0.0470 in.) | 1.12 mm (0.0441 in.) |
| Oil | 2.480–2.495 mm (0.0976–0.0982 in.) | 2.42 mm (0.0953 in.) |

- **Piston Pin O.D.**

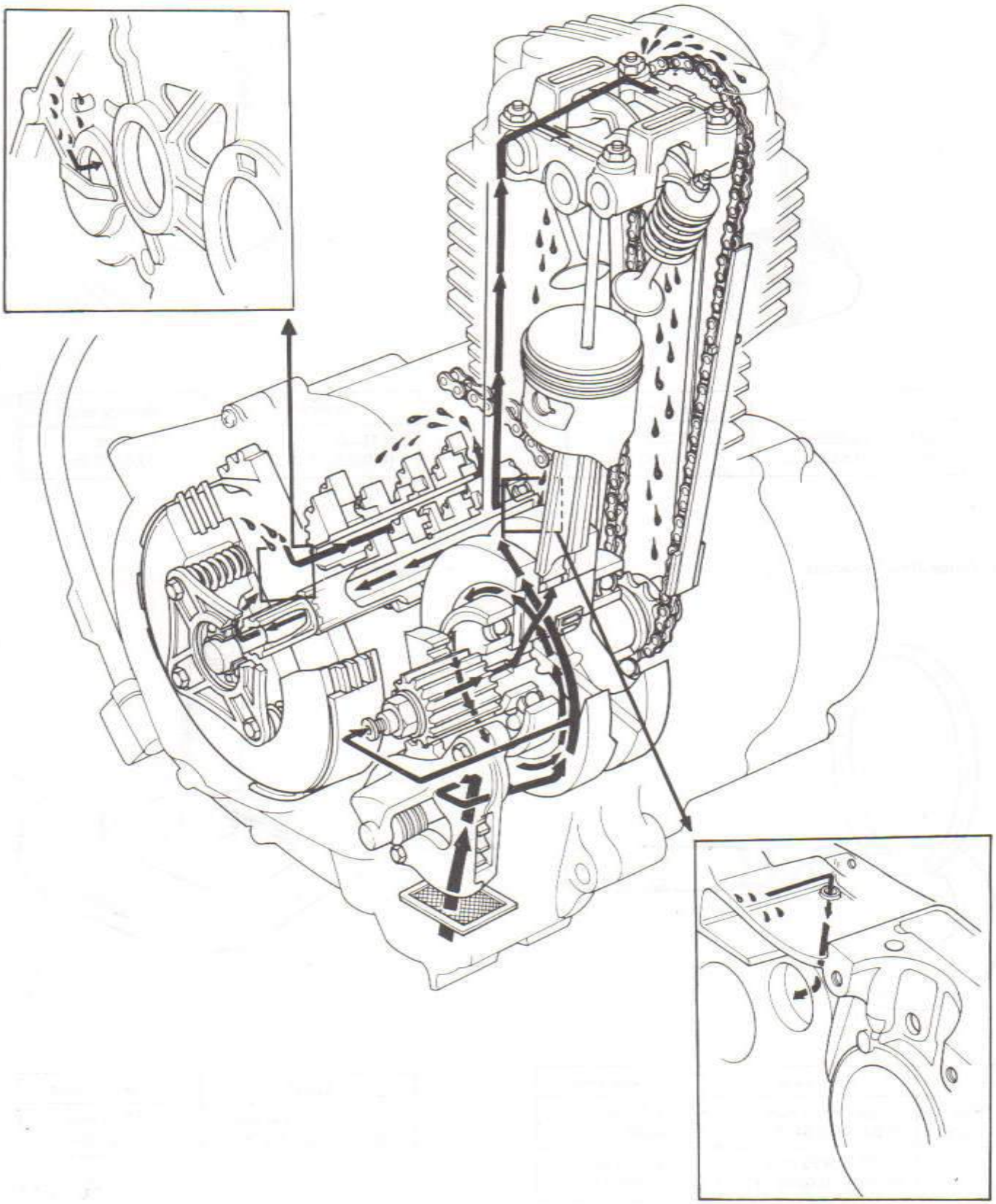


| Standard | Service limit |
|---|---|
| 12.994–13.000 mm (0.5115–0.5118 in.) | 12.98 mm (0.5110 in.) |


© HONDA MOTOR CO., LTD.

## 3. LUBRICATION SYSTEM

- **Lubrication Circuit**

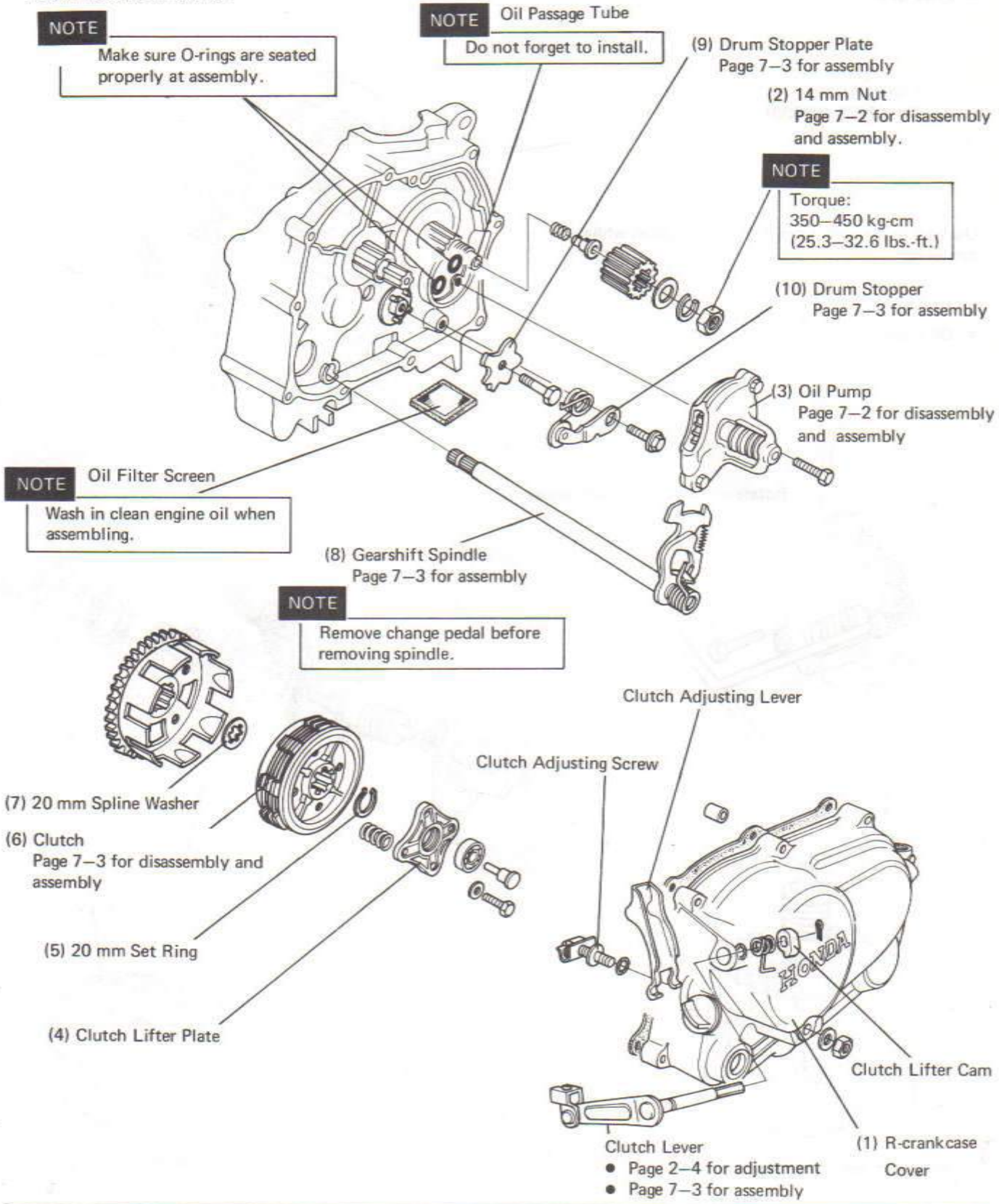




Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 4. CLUTCH, OIL PUMP AND GEARSHIFT MECHANISM

- Before operation, drain oil from engine.
- Disconnect clutch cables.

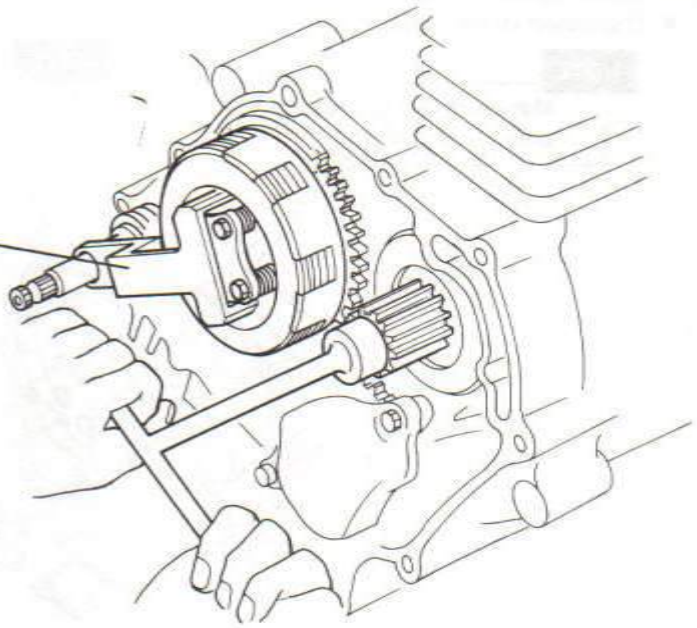




© HONDA MOTOR CO., LTD.

## a. Disassembly/Assembly

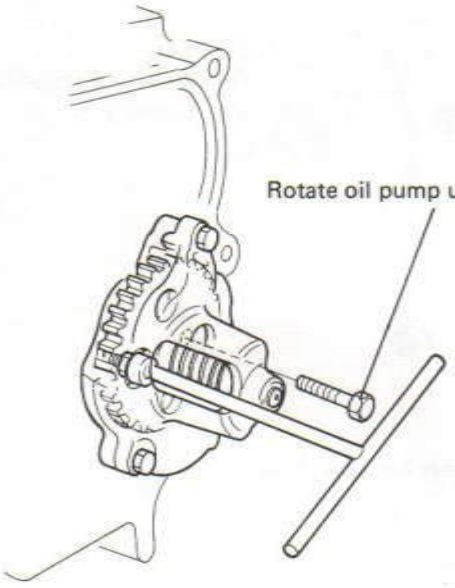
- **Drive Gear**



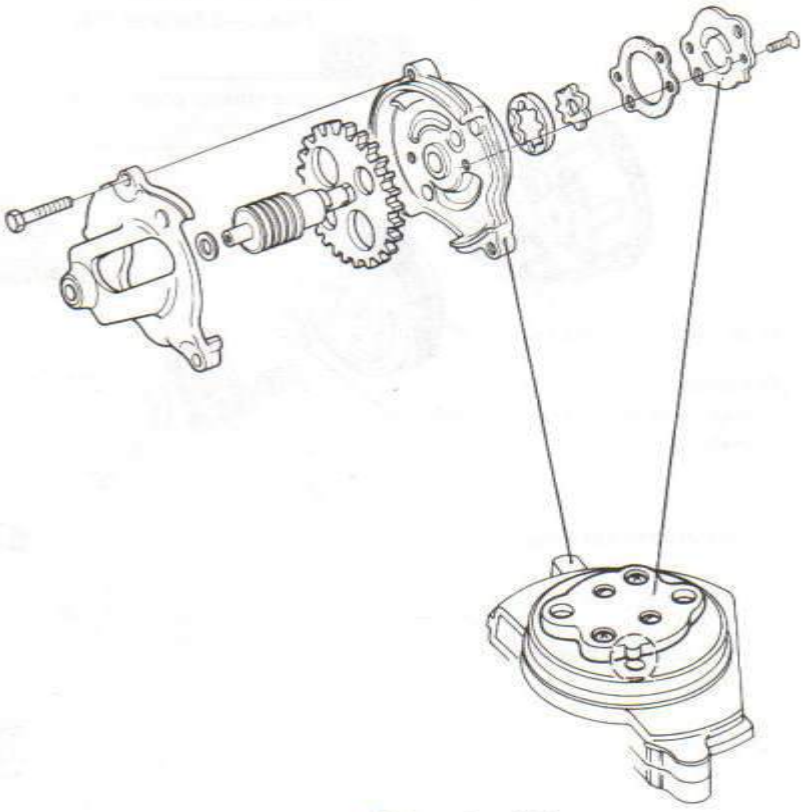
Clutch Holder
No. 07923-1070001

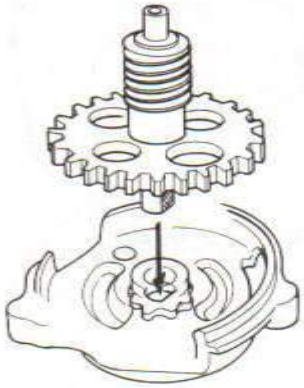
Use tool to prevent clutch from being turned while operating.

- **Oil Pump**



Rotate oil pump until bolts appear.





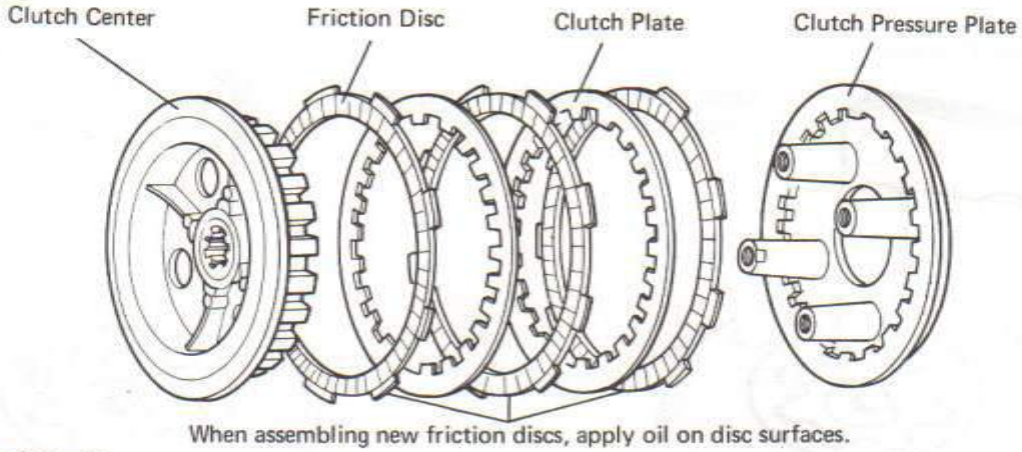
Align with cutout in inner rotor.

Fit locating tab in recess.



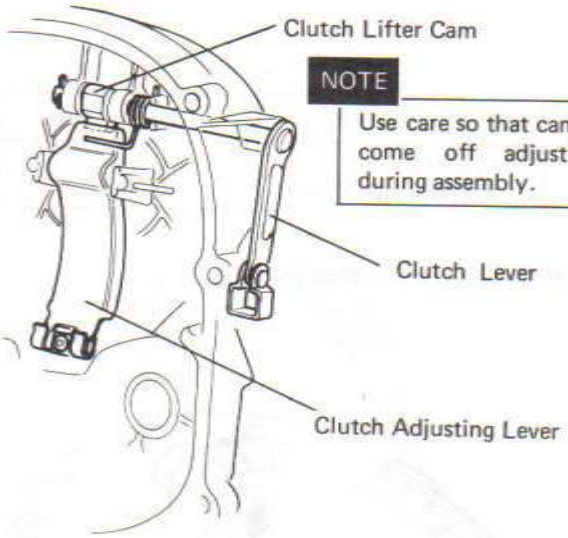
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Clutch Disassembly/Assembly**




When assembling new friction discs, apply oil on disc surfaces.

- **Clutch Arm Assembly**

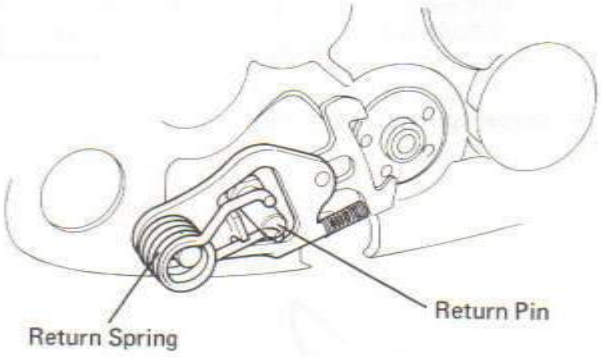



**NOTE**

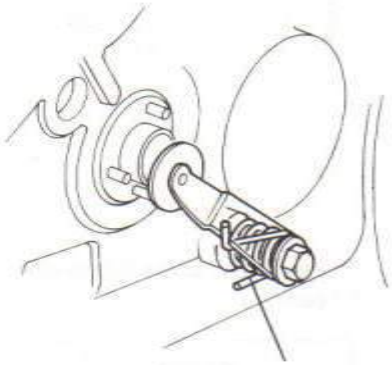
Use care so that cam does not come off adjusting lever during assembly.

- **Gearshift Spindle Installation**

· Slide ends of return spring over return pin.




- **Drum Stopper Plate Assembly**

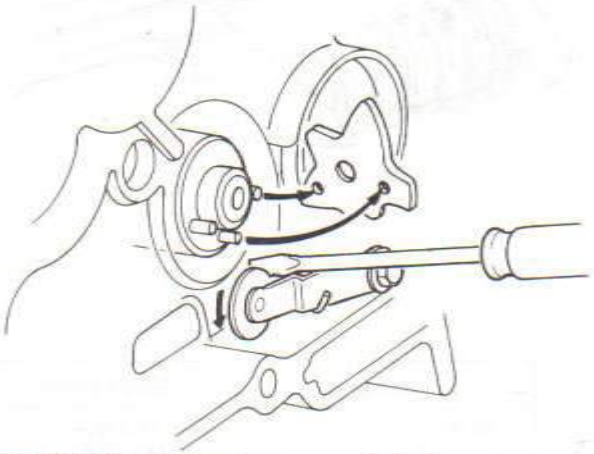


Install stopper spring as shown.

**NOTE**

Check operation after assembling.

- **Drum Stopper Assembly**

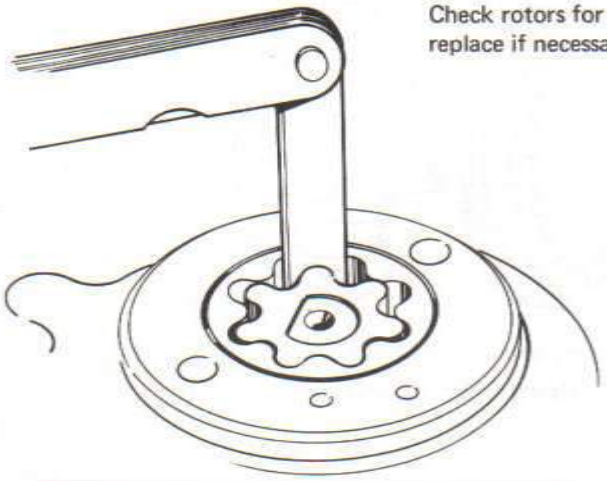


Install stopper so that pins engage pin holes properly.


© HONDA MOTOR CO., LTD.

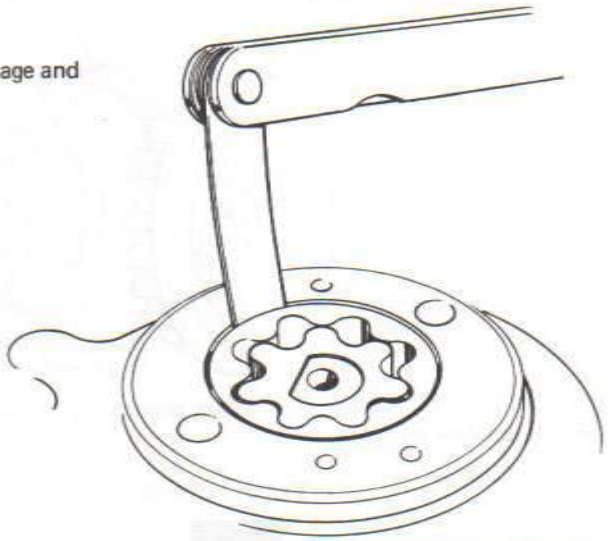
## b. Inspection

- **Oil Pump Rotor Clearance**



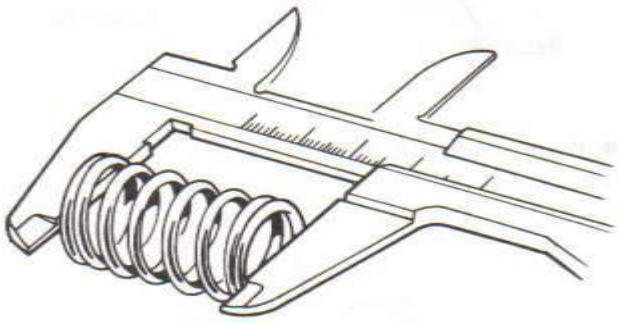
Check rotors for signs of damage and replace if necessary.

| Standard | Service limit |
|---|---|
| 0.15 mm (0.0059 in.) | 0.2 mm (0.0079 in.) |



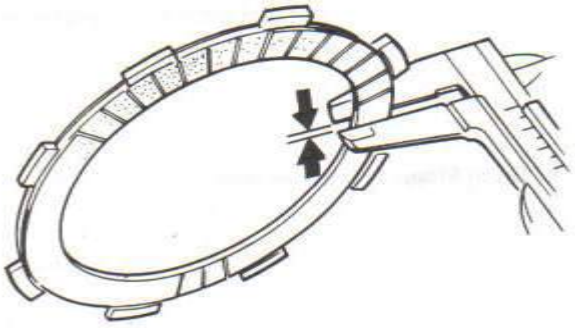
| Standard | Service limit |
|---|---|
| 0.15–0.20 mm (0.0059–0.0079 in.) | 0.25 mm (0.0098 in.) |

- **Clutch Spring Free Length**



| Standard | Service limit |
|---|---|
| 28.4 mm (1.1181 in.) | 26.3 mm (1.0354 in.) |

- **Clutch Friction Disc Thickness**



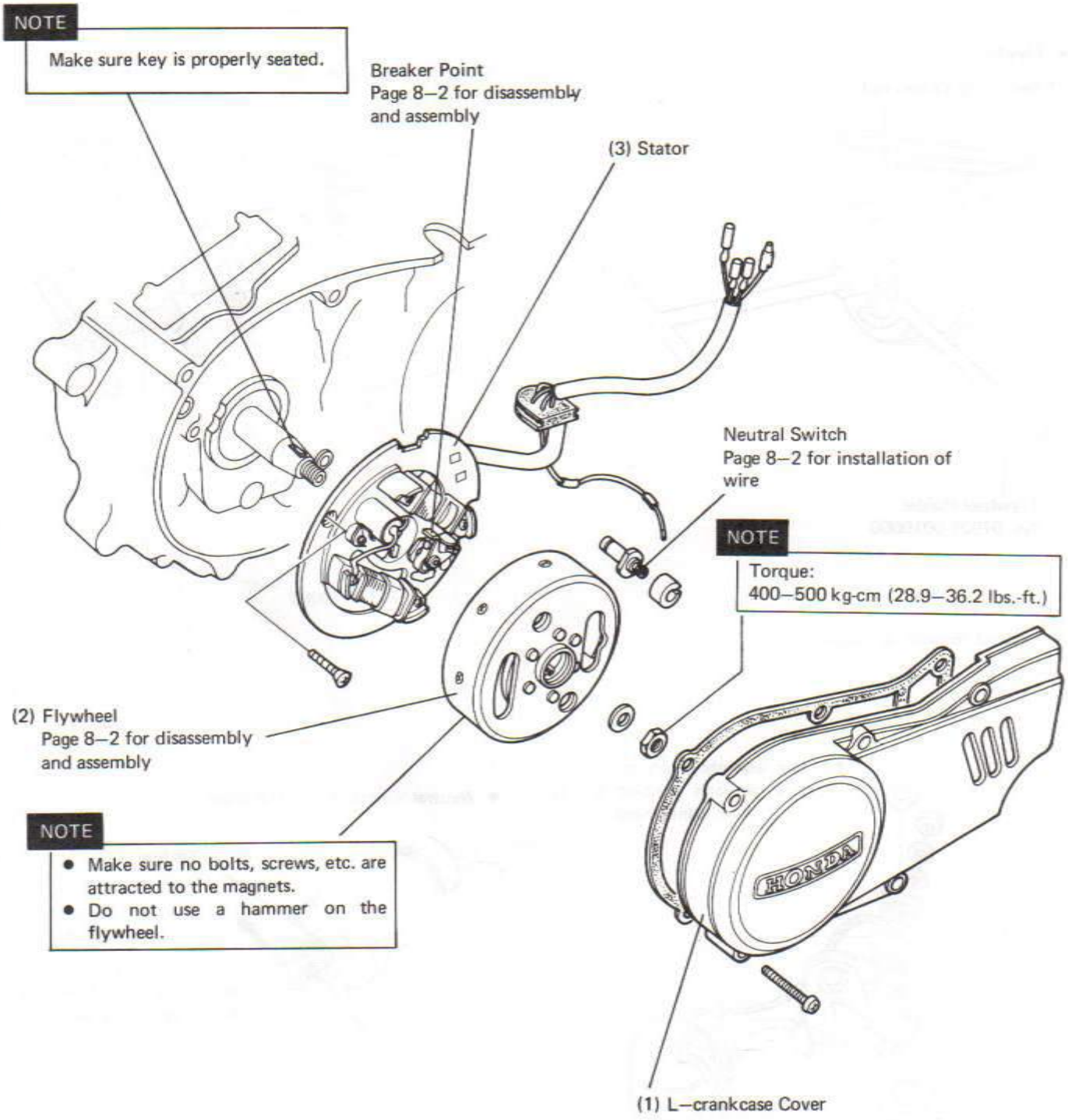
Check clutch facings for damage or burning and replace if necessary.

| Standard | Service limit |
|---|---|
| 3.0 mm (0.1181 in.) | 2.6 mm (0.1024 in.) |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 5. A.C. GENERATOR



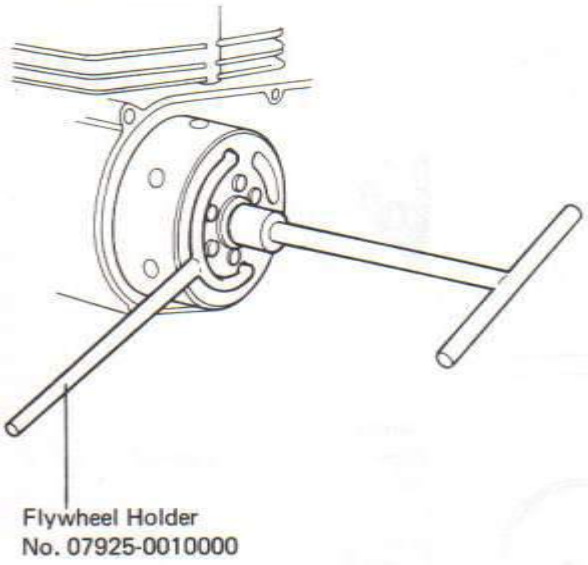


© HONDA MOTOR CO., LTD.

## a. Disassembly/Assembly

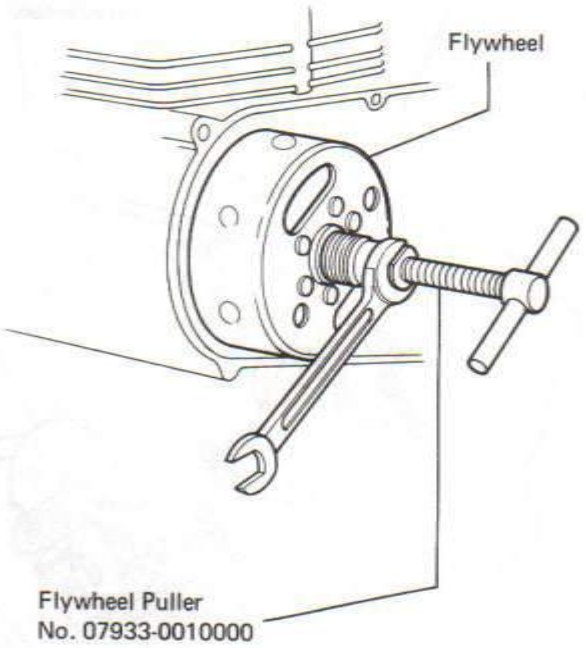
- **Flywheel**

(1) Removing 12 mm nut



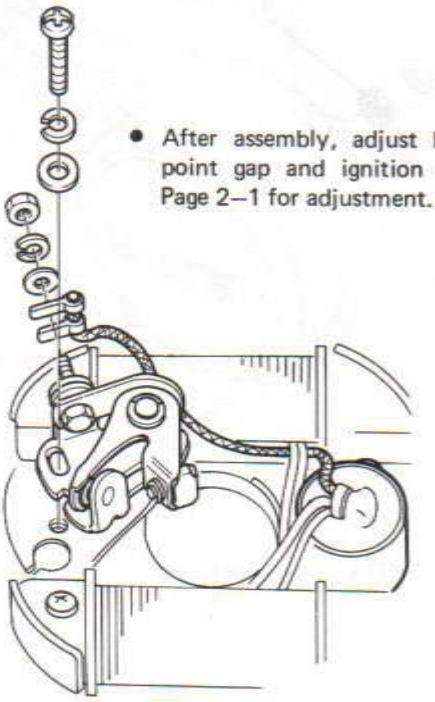
Flywheel Holder
No. 07925-0010000

(2) Removing flywheel



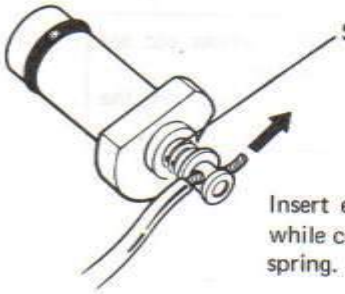

Flywheel Puller
No. 07933-0010000

- **Contact Breaker Disassembly**



- After assembly, adjust breaker point gap and ignition timing. Page 2–1 for adjustment.

- **Neutral Switch Wire Installation**



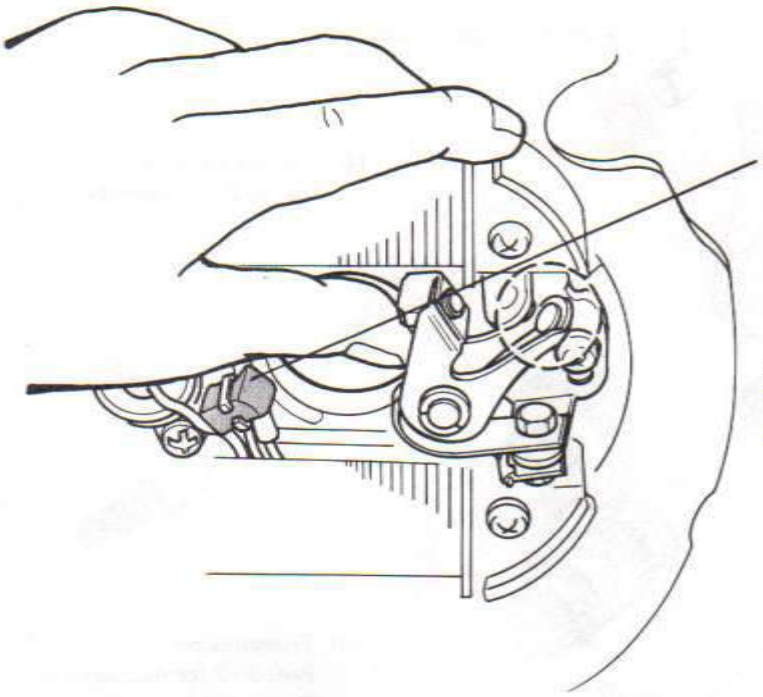

Insert exposed end of wire while compressing the spring.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## b. Inspection

- Contact Breaker Point



- Moisten with clean point grease if dry.

Point Gap

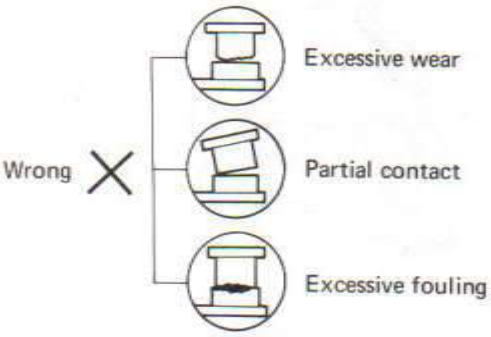
Standard: 0.3–0.4 mm (0.012–0.016 in.)




**NOTE**

Use point file to remove irregularities or high spots.

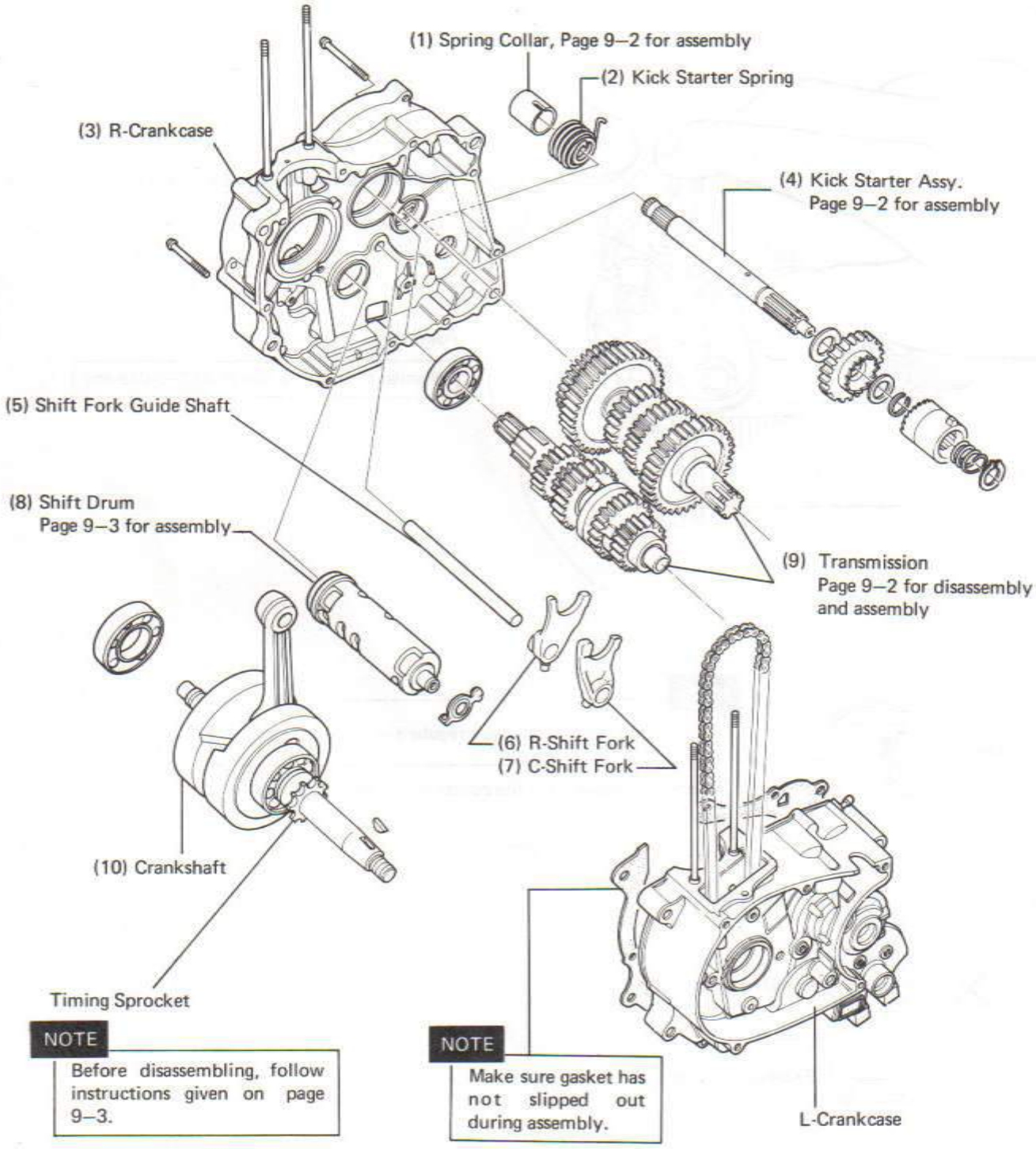
Check the condenser if the points are excessively pitted.





© HONDA MOTOR CO., LTD.

# 6. TRANSMISSION, CRANKSHAFT AND KICK STARTER —




**NOTE**

Before disassembling, follow instructions given on page 9–3.

**NOTE**

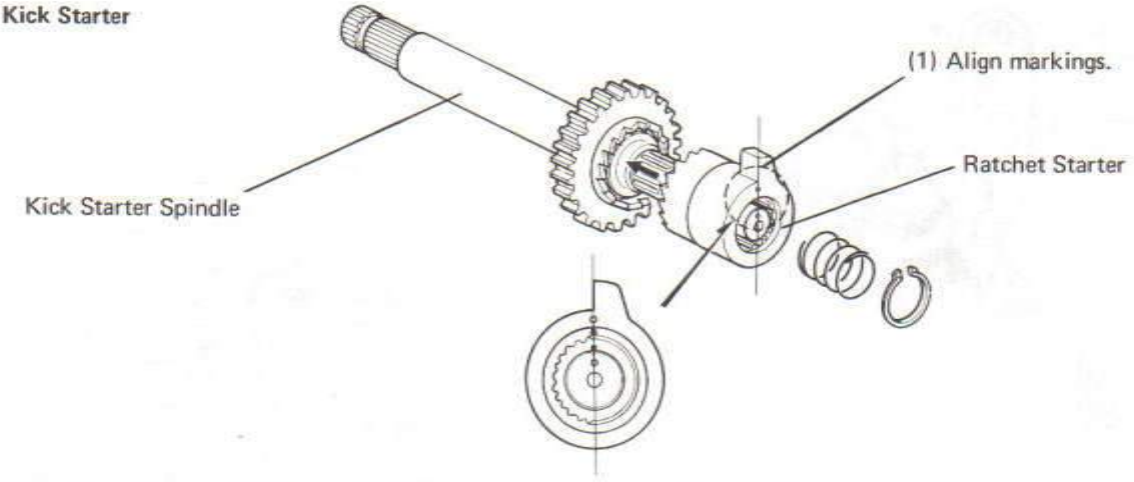
Make sure gasket has not slipped out during assembly.



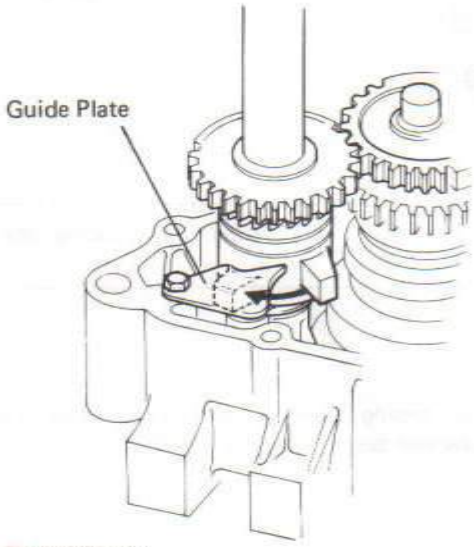
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## a. Disassembly/Assembly

- **Kick Starter**

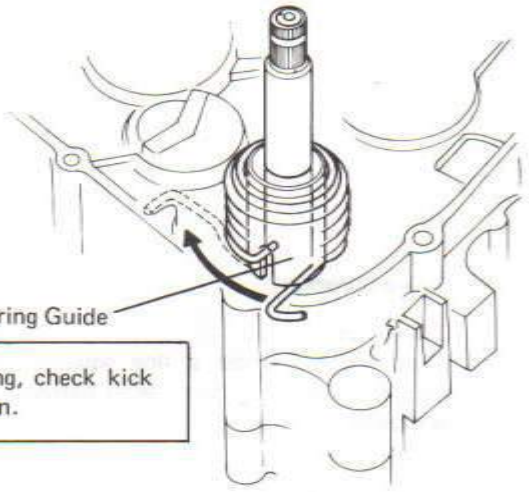



(2) Set ratchet starter on guide plate in direction of arrow.




(3) After putting right and left cases together, install spring on spindle.

(4) Insert one end of spring in groove in spring guide and hook the other end on the case boss.




**NOTE**

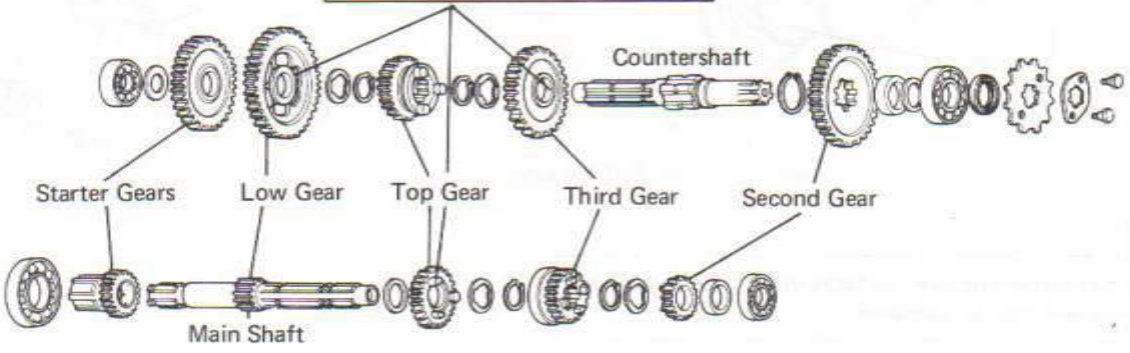
After assembling, check kick starter operation.

- Transmission

When replacing a transmission shaft and gears simultaneously, be sure to apply a coat of molybdenum disulfide on all sliding surfaces on the shaft. (If engine is revved up rapidly after starting, in some cases not enough lubrication may be provided.)

**NOTE**

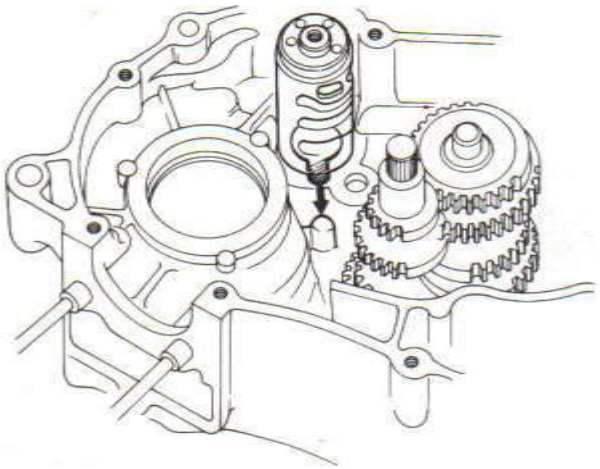
Apply on rotating parts.





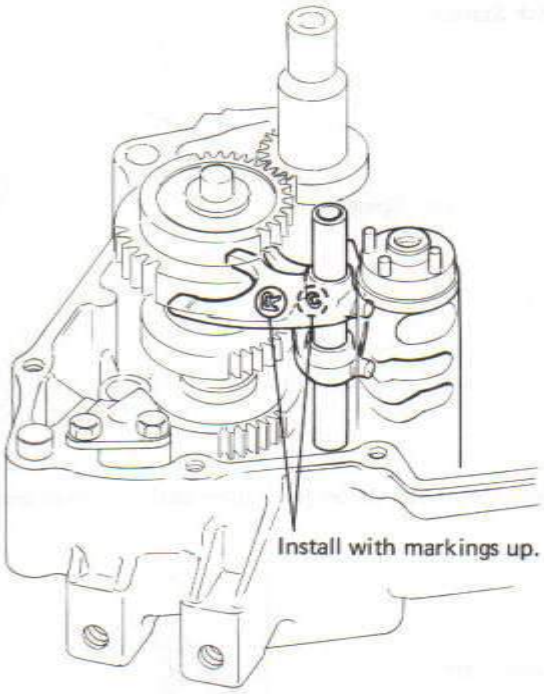
© HONDA MOTOR CO., LTD.

- **Shift Drum Assembly**



- Install neutral switch rotor in direction of arrow.

- **Shift Fork Assembly**

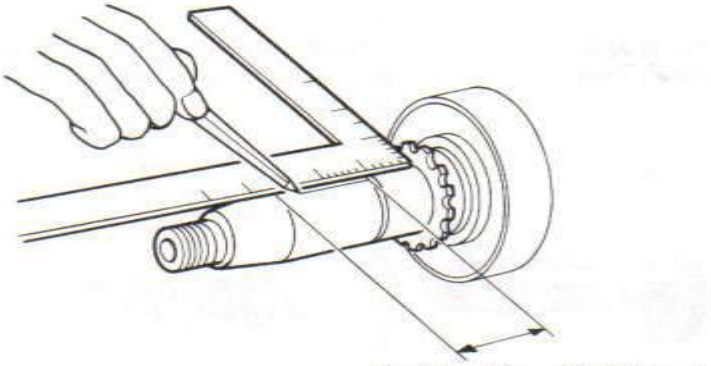



NOTE

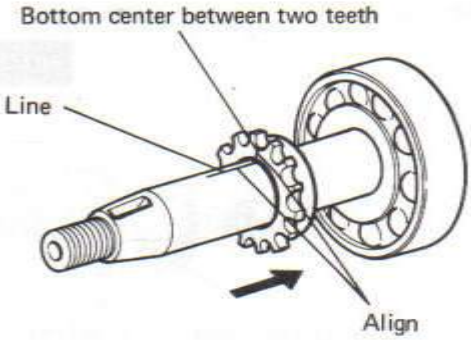
Check that gears rotate freely by rotating the mainshaft.

- **Timing Sprocket**

- Disassembly
  Using scriber, scribe a line squarely against timing sprocket through bottom center between any two teeth as shown.




- Assembly
  Install new timing sprocket so that bottom center between any two teeth aligns with the scribed line.




NOTE

Do not scribe line over surfaces other than shown or the oil seal may be damaged.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

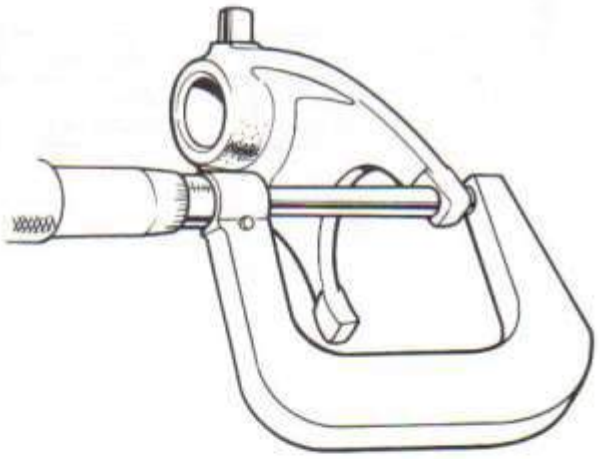
b. Inspection

- Gearshift Fork I.D.



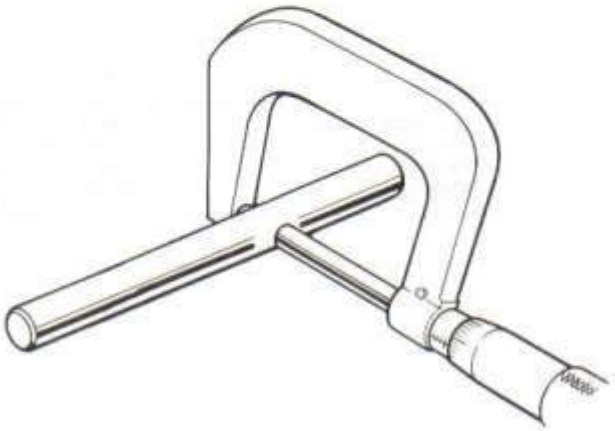
| Standard | Service limit |
|---|---|
| 12.000–12.018 mm (0.4724–0.4731 in.) | 12.05 mm (0.4744 in.) |

- Gearshift Fork Thickness



| Standard | Service limit |
|---|---|
| 4.93–5.00 mm (0.1941–0.1968 in.) | 4.70 mm (0.1850 in.) |

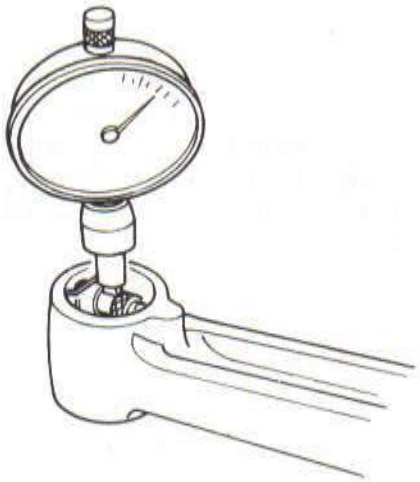
- Gearshift Fork Guide O.D.



| Standard | Service limit |
|---|---|
| 11.976–11.994 mm (0.4715–0.4722 in.) | 11.96 mm (0.4709 in.) |

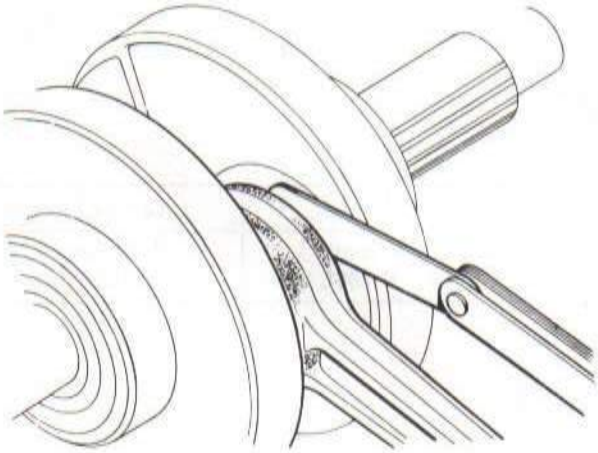

© HONDA MOTOR CO., LTD.

- **Connecting Rod Small End I.D.**



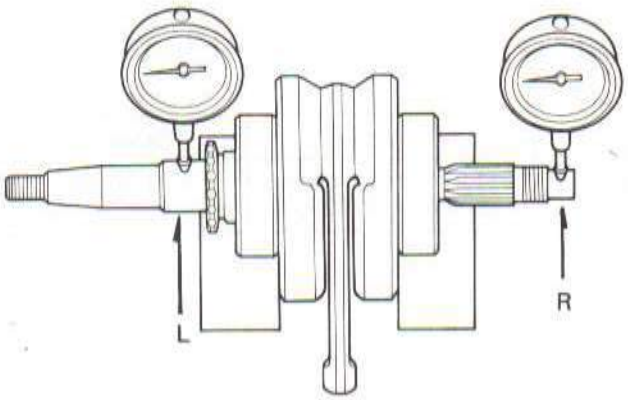
| Standard | Service limit |
|---|---|
| 13.016–13,034 mm (0.5124–0.5131 in.) | 13.08 mm (0.5150 in.) |

- **Connecting Rod Big End Axial Clearance**



| Standard | Service limit |
|---|---|
| 0.1–0.35 mm (0.0039–0.0138 in.) | 0.6 mm (0.0236 in.) |

- **Crankshaft Runout**

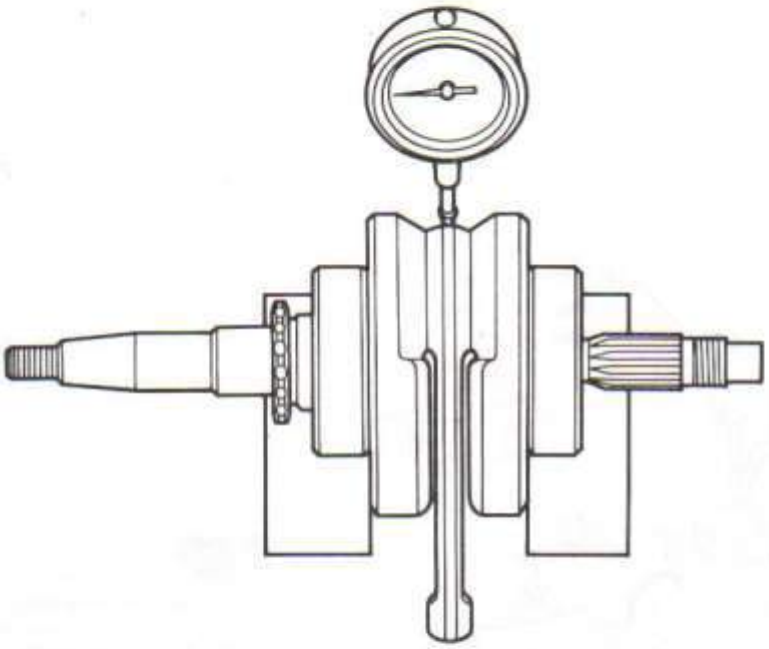



| Standard | Service limit |
|---|---|
| 0.015 mm (0.0006 in.) | 0.1 mm (0.0039 in.) |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Connecting Rod Big End Radial Play**

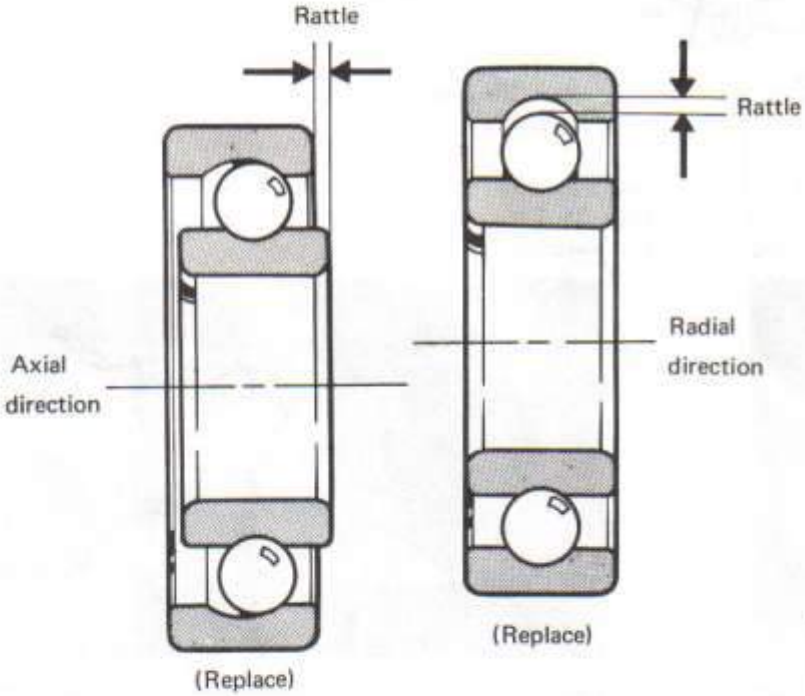


Measure at two points in arrow directions.



| Standard | Service limit |
|---|---|
| 0–0.012 mm (0–0.0005 in.) | 0.05 mm (0.0020 in.) |

- **Crankshaft Ball Bearing Rattle**




- **Kick Starter Pinion I.D.**



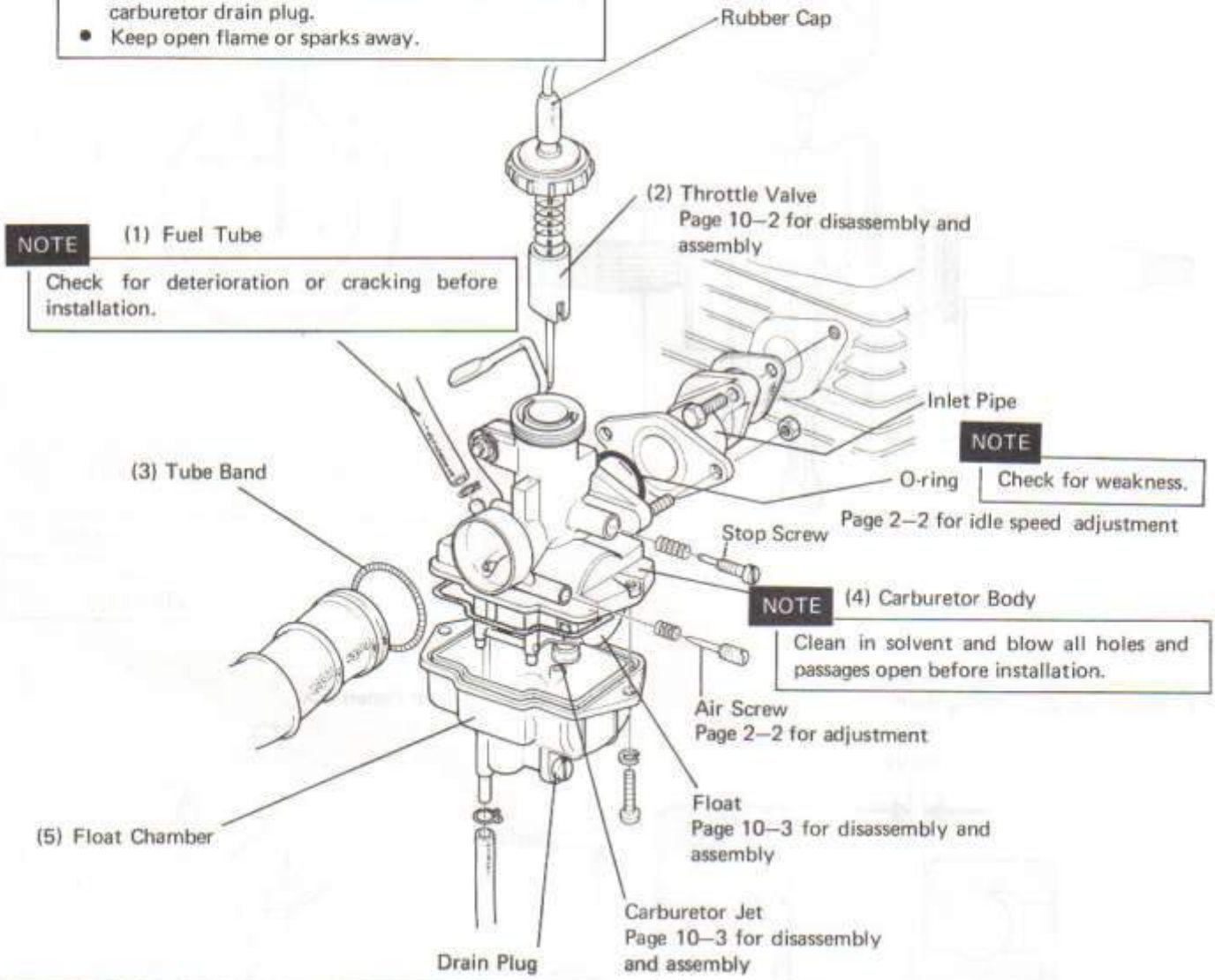
| Standard | Service limit |
|---|---|
| 18.020–18.041 mm (0.7094–0.7102 in.) | 18.07 mm (0.7114 in.) |


© HONDA MOTOR CO., LTD.

# 7. CARBURETOR

**WARNING**

- Set fuel valve in OFF position.
- Drain fuel from the carburetor by removing carburetor drain plug.
- Keep open flame or sparks away.







Install the throttle valve with the groove on the right side.



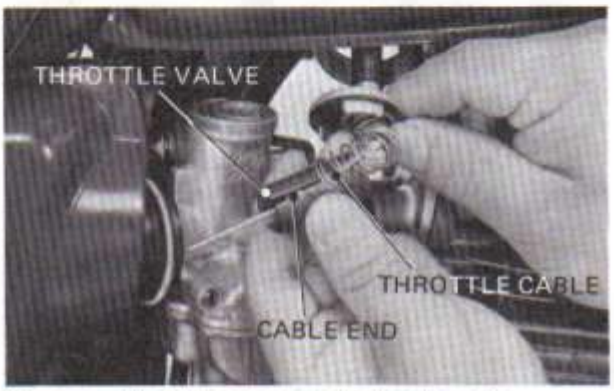

Align lugs on carburetor top with recesses in carburetor body.



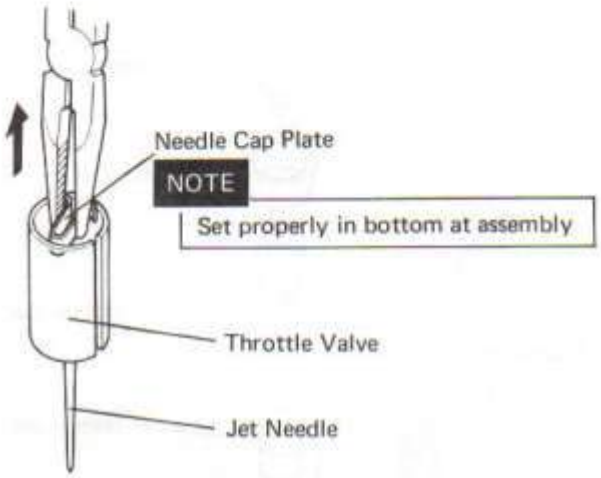
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

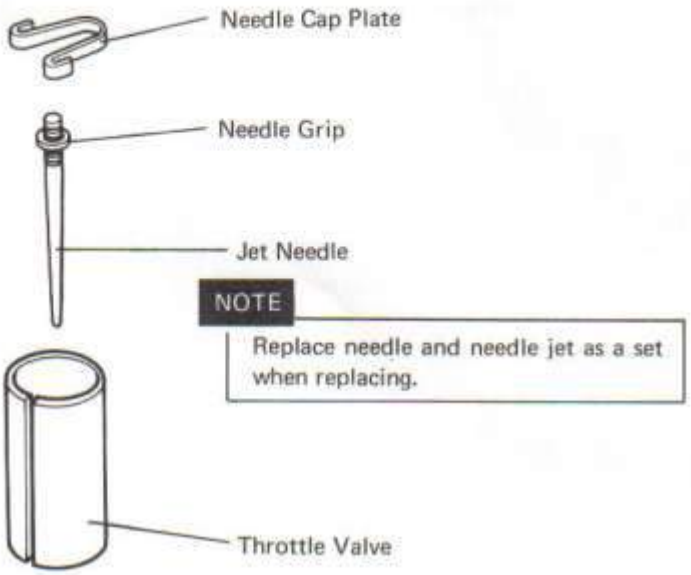
## a. Disassembly/Assembly

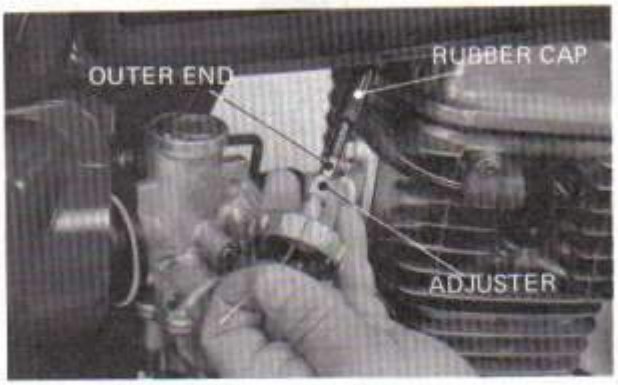
- **Carburetor Top/Throttle Valve**




Remove cable end from groove in throttle valve.




- Turn adjuster all the way in at assembly.
- Make sure outer end of cable seats in adjuster fully.
- Install rubber cap properly.

- Float Valve



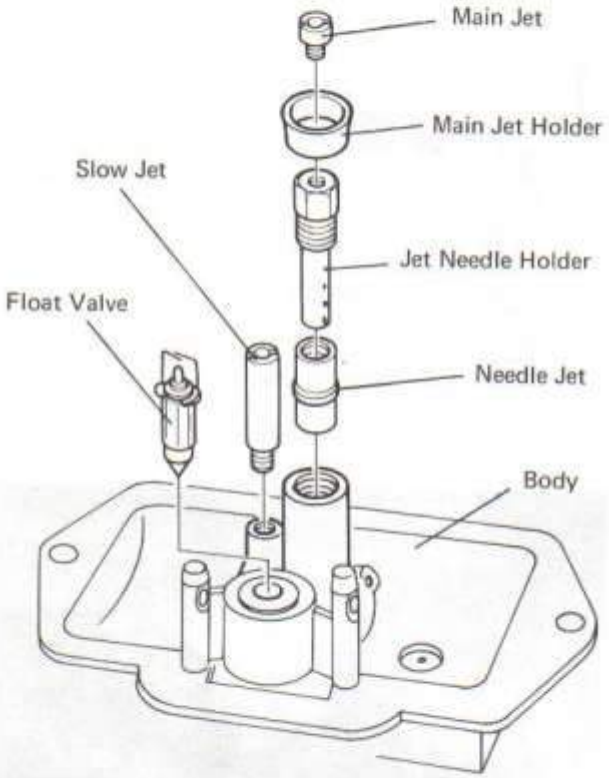

- Pull float pin out to separate float from the float valve.

NOTE

At assembly, check to see that valve and seat are not worn or clogged.


© HONDA MOTOR CO., LTD.

- **Carburetor Jets**




NOTE

- Replace needle jet and jet needle as a set.

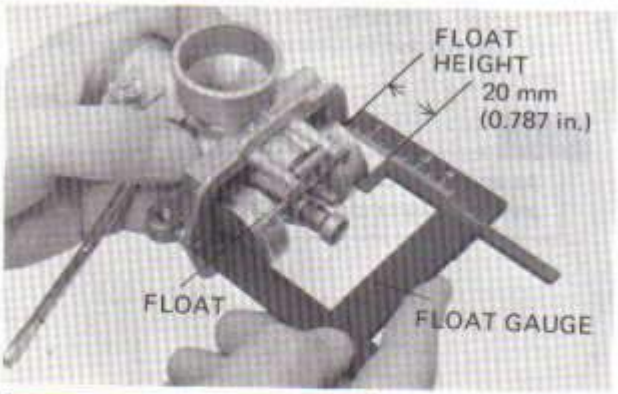



NOTE

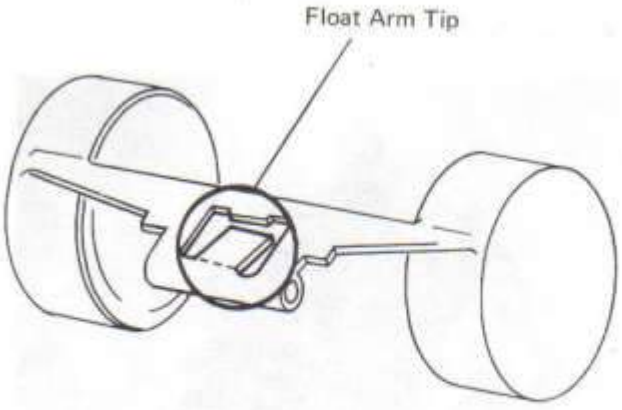
- Carefully handle jets and needles.
- Clean in solvent and air-dry. Make sure all jets are not clogged.

## b. Inspection

- **Float Height**




Float Level: 20 mm (0.787 in.)




- Carefully bend float arm tip to adjust float level.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

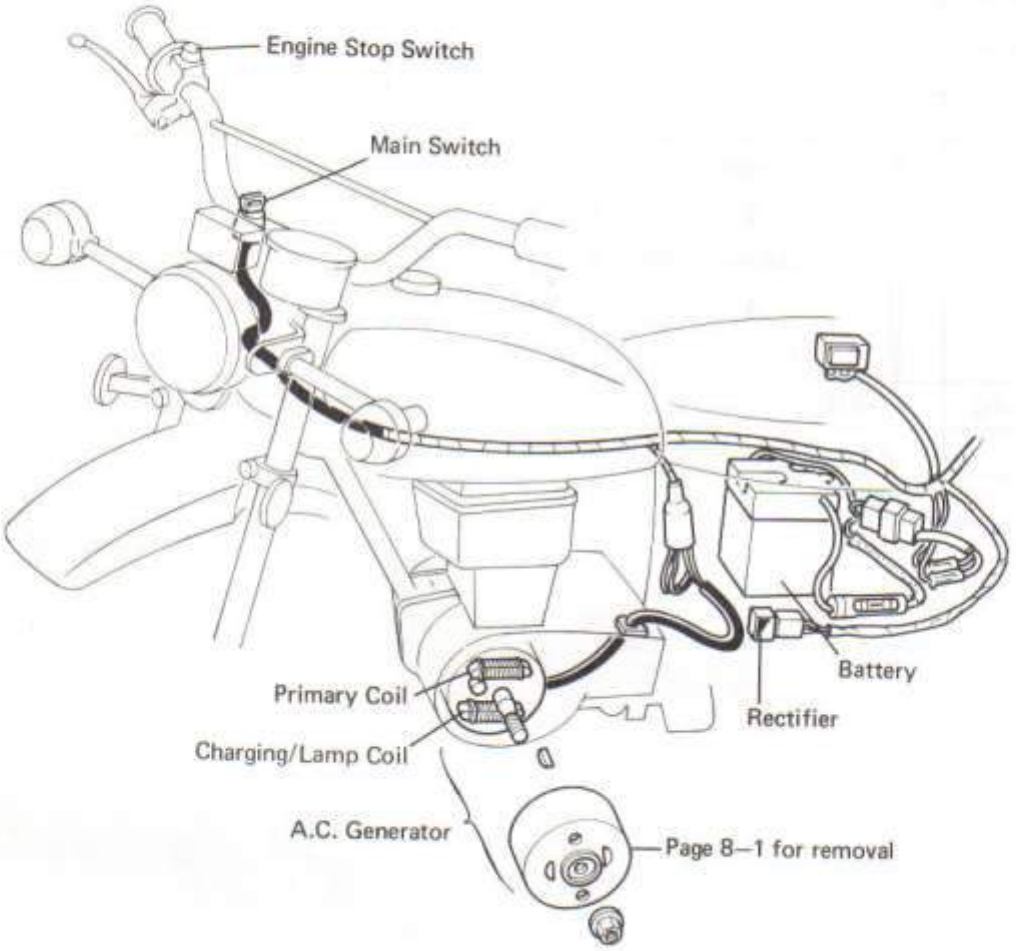
- **Carburetor Setting**

| Item | XL75 |
|---|---|
| Setting Mark | PCO8B |
| Main jet | #78 |
| Slow jet | #35 |
| Jet needle setting |  ③ To lean ⬆ 2nd notch (Std.) ⬇ To enrich |
| Air screw opening | 2 1/2 (Standard) |
| Float level | 20 mm (0.787 in.) |
| Idle speed | 1,500 rpm |

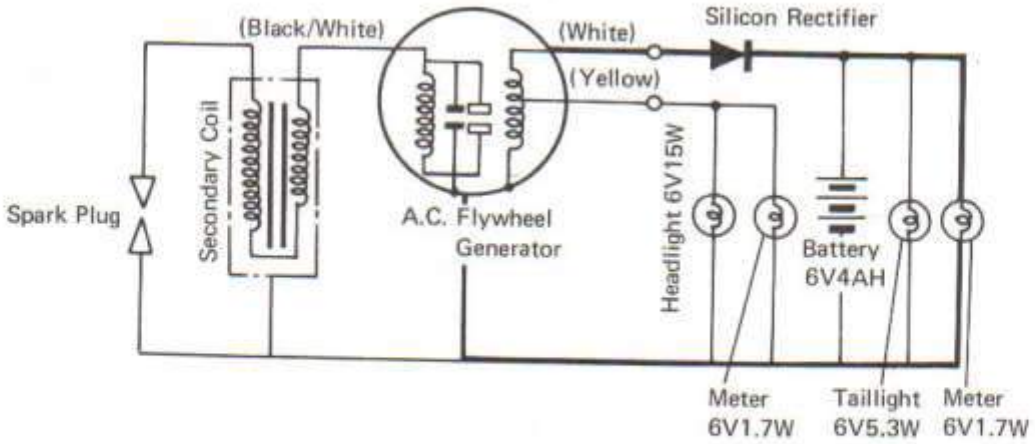

© HONDA MOTOR CO., LTD.

# VI. ELECTRICAL

## I. CHARGING SYSTEM




• **Electric Wiring Diagram**

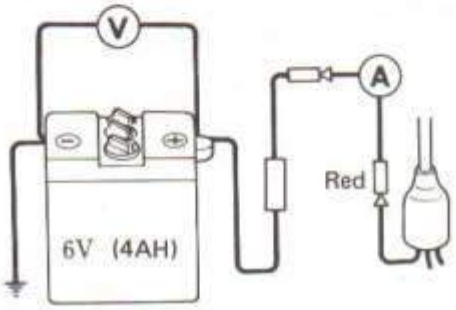





Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

- **Charging Test**

Perform after engine is fully warmed up.




Check battery, generator and/or rectifier if out of specs:

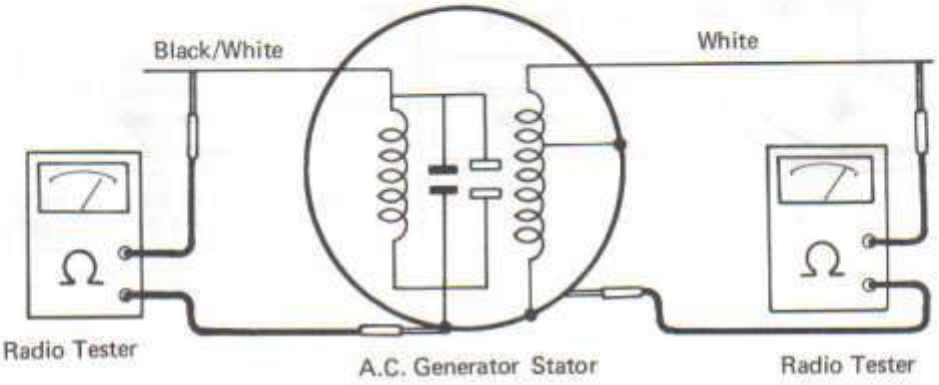
| Main switch | Initial charging rpm | 4000 rpm | 8000 rpm |
|---|---|---|---|
| ON | 1600 | 1.0±0.3A | 1.8±0.4A |

Specific Gravity of Battery Electrolyte
(1.260–1.280) 20°C (68°F)

**NOTE**

Raise engine speed gradually while observing volt meter indicator. Do not rev up engine rapidly.

- **Continuity test of stator coil**

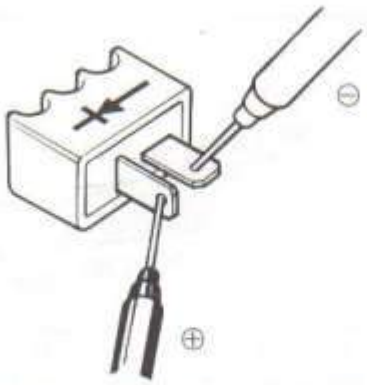






(Testing with stator mounted)

If continuity exists the stator is grounded. Replace.

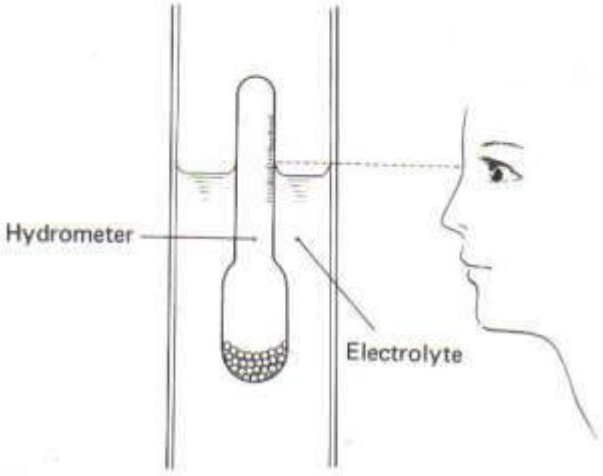



- Normal if continuity exists only in direction of arrow.
- Replace if there is continuity in reverse polarity.


© HONDA MOTOR CO., LTD.

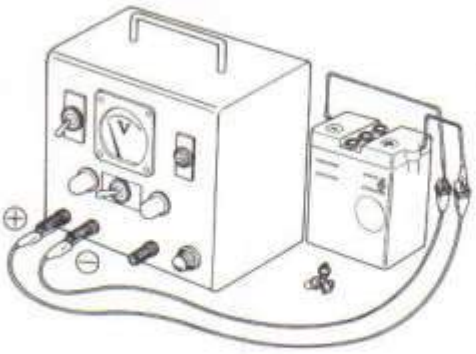
## Battery Maintenance

- **Specific Gravity**




1.260–1.280 (at 20°C/68°F): Fully charged
Below 1.200 : Charging necessary

- **Charging Battery**



**WARNING**

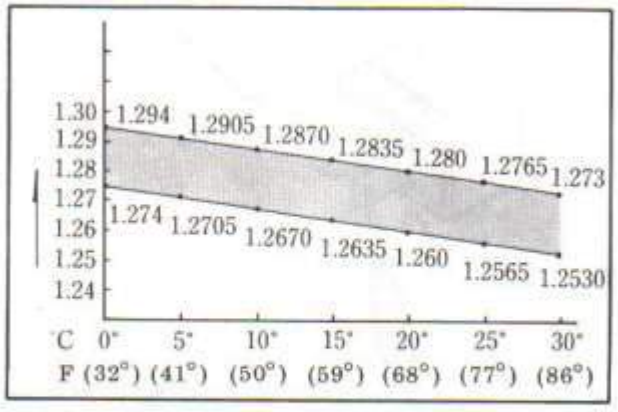
Keep away sparks and open flames while charging.

Avoid quick-charging if possible.

| | |
|---|---|
| Connecting method | Charger positive (+) terminal to battery positive (+) terminal.<br>Charger negative (–) terminal to battery negative (–) terminal. |
| Charging current | 0.2A |
| Charging | Charge battery until S.G. (Specific gravity) becomes 1.26–1.28 (at 20°C/68°F). Bubbles will be produced at end of the charge. |
| Charging time | 12–13 hours for batteries with S.G. below 1.22 (20°C/68°F). |

- **Battery**

Relationship between S.G. and Electrolyte Temperature



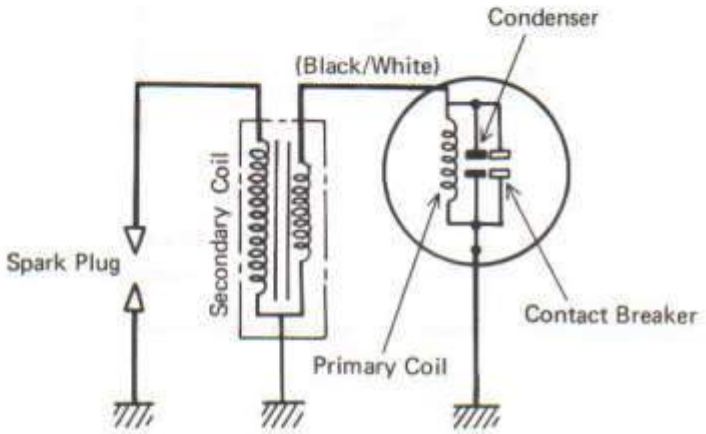

**NOTE**

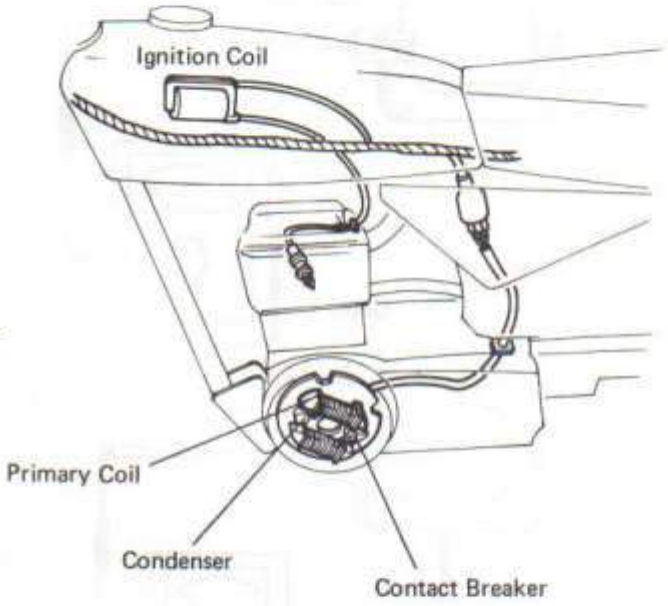
- Replace battery if sulfation is observed.
- Replace battery if paste has settled at the bottom.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

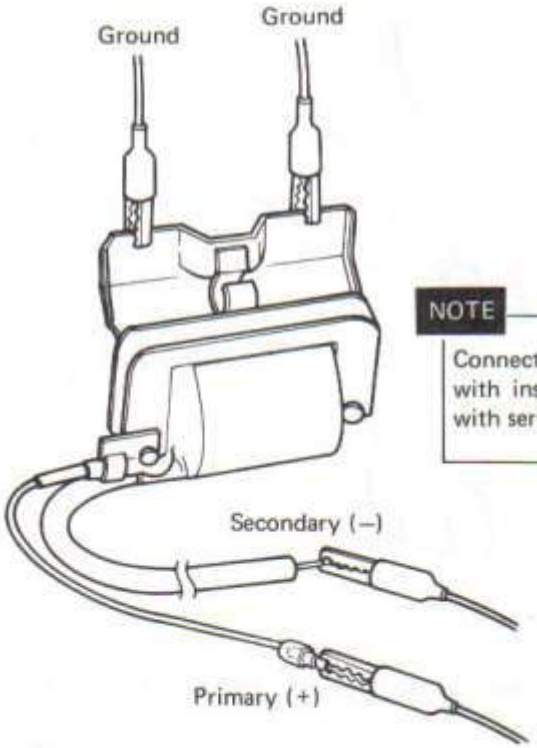
- Ignition Circuit




## Ignition Coil Inspection

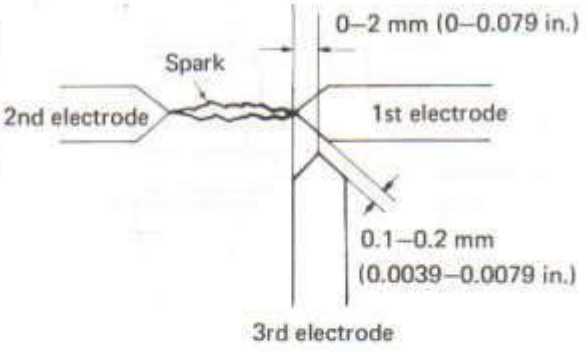
- 3-Point Spark Test




NOTE

Connect in accordance with instructions provided with service tester.

Coil is normal if spark jumps at least 7 mm electrode-gap on tester.

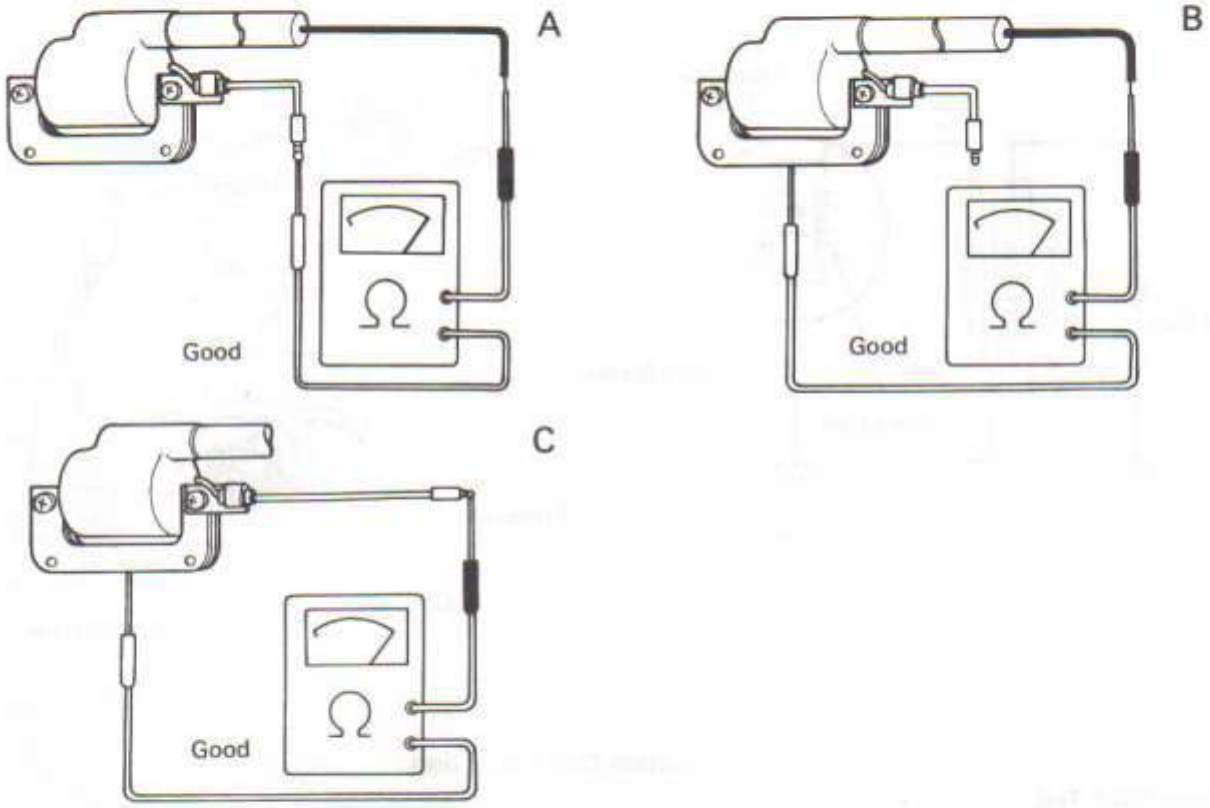




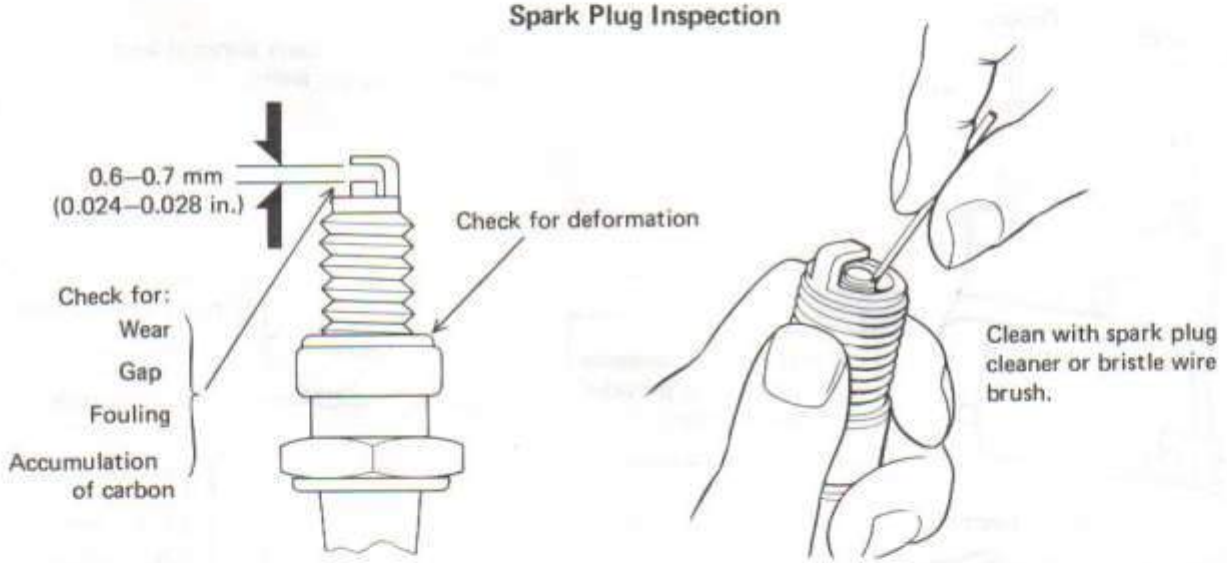
© HONDA MOTOR CO., LTD.

- **Continuity Test**

Check for continuity per instructions given below.
Reference: Resistances for A and B are 4–5 kΩ




**Spark Plug Inspection**




**NOTE**

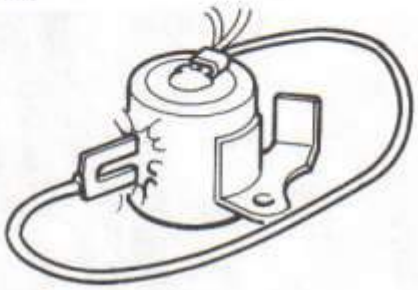
To install, tighten finger tight then turn 1/2 to 3/4 turns.

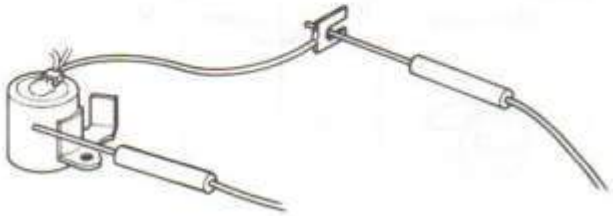


Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

### Condenser Inspection

#### Condenser





NOTE

Discharge by shorting before measuring capacity.

| Capacity | 0.21–0.26μF |
|---|---|

MEMO

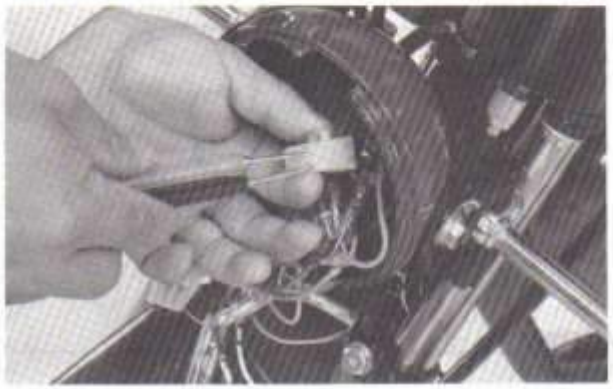

© HONDA MOTOR CO., LTD.

# 3. OTHER ELECTRICAL PARTS

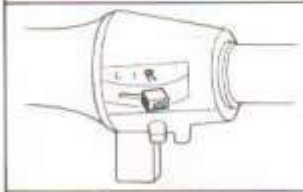
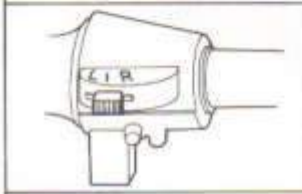
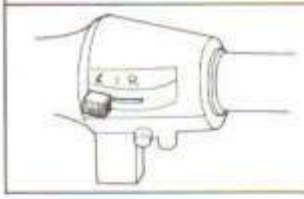
**Main Switch**

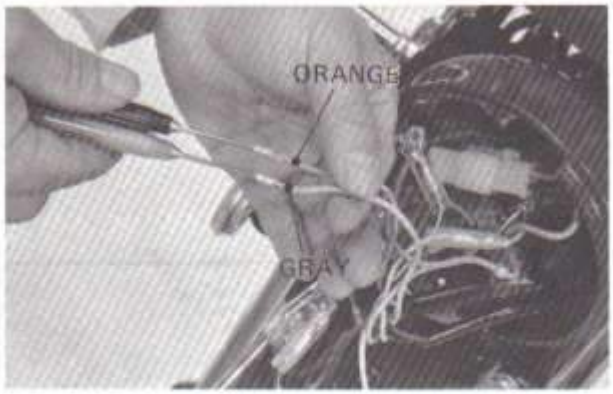
| Terminal | IG | E | BAT | HO |
|---|---|---|---|---|
| Wire Color | Black/ White | Green | Red | Black |
| OFF  | ○ | ○ | | |
| ON  | | | ○ | ○ |

Switch is normal if there is continuity in circuits (O–O).



**Turn Signal Switch**

| Terminal | W | R | L |
|---|---|---|---|
| Wire Color | Gray | Blue | Orange |
|  | ○ | ○ | |
|  | | | |
|  | ○ | | ○ |







**Horn Button**

| Terminal | HO | E |
|---|---|---|
| Wire Color | Light green | To body ground |
|  | ○ | ○ |

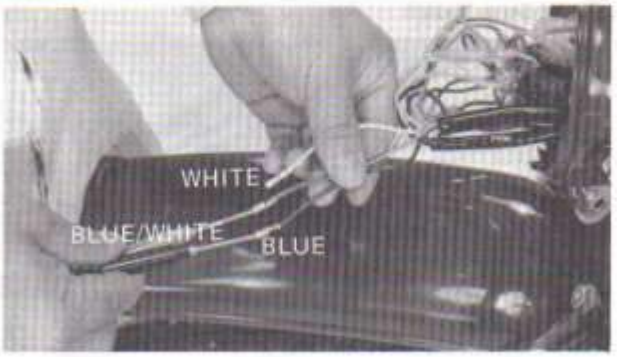


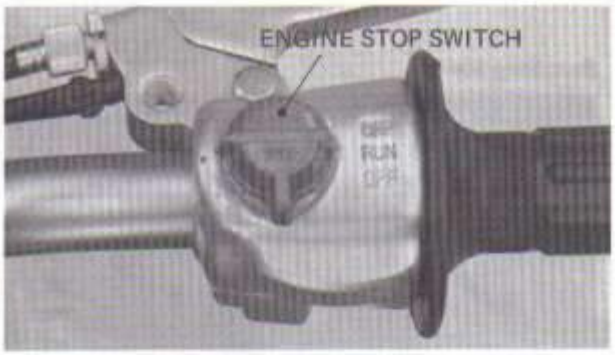
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# OTHER ELECTRICAL PARTS

**Headlight Dimmer Switch**

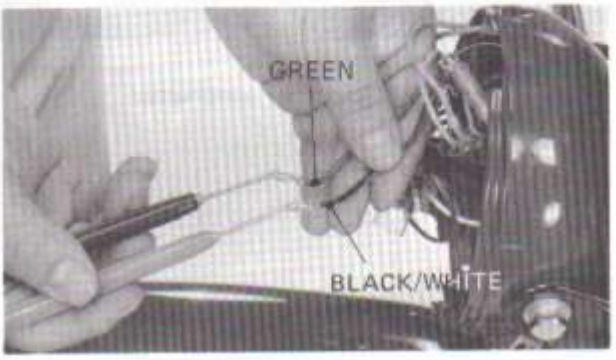
| Terminal | HL | Lo | Hi |
|---|---|---|---|
| Wire Color | Blue/white | White | Blue |
| Lo | ○ | ○ | |
| (N) | ○ | ○ | ○ |
| Hi | ○ | | ○ |




**Engine Stop Switch**

| Terminal | IG | E |
|---|---|---|
| Wire Color Codes | Black/White | Green |
| OFF | ○ | ○ |
| RUN | | |
| OFF | ○ | ○ |

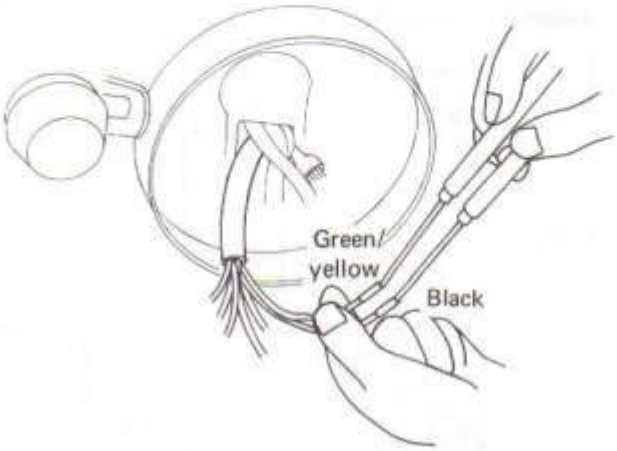




© HONDA MOTOR CO., LTD.

**Front Stop Switch**

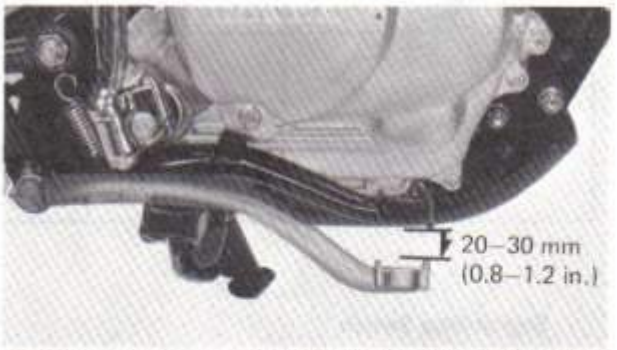



**Rear Stop Switch**




**Check for continuity with tester.**
Pull on the switch to check for continuity.

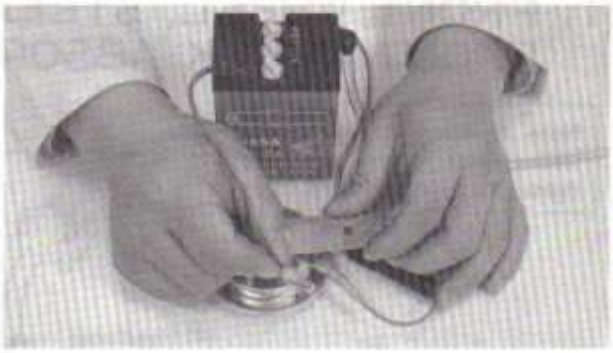



Switch is normal if stop light comes on when pedal is depressed 20–30 mm (0.8–1.2 in.).
Switch can be adjusted.



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

**Horn Inspection**

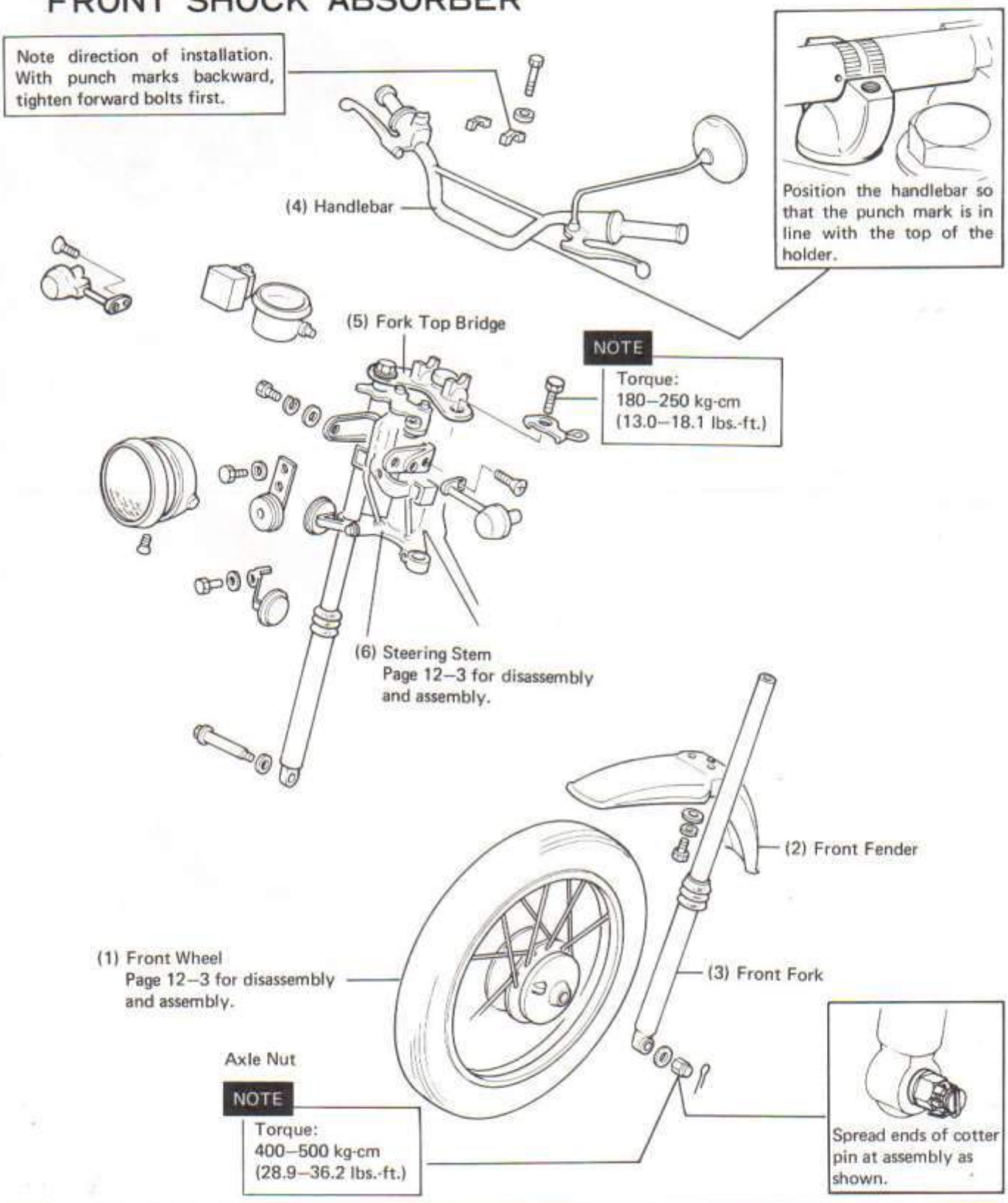


MEMO


© HONDA MOTOR CO., LTD.

# VII. FRAME

## 1. FRONT WHEEL, STEERING STEM, FRONT SHOCK ABSORBER

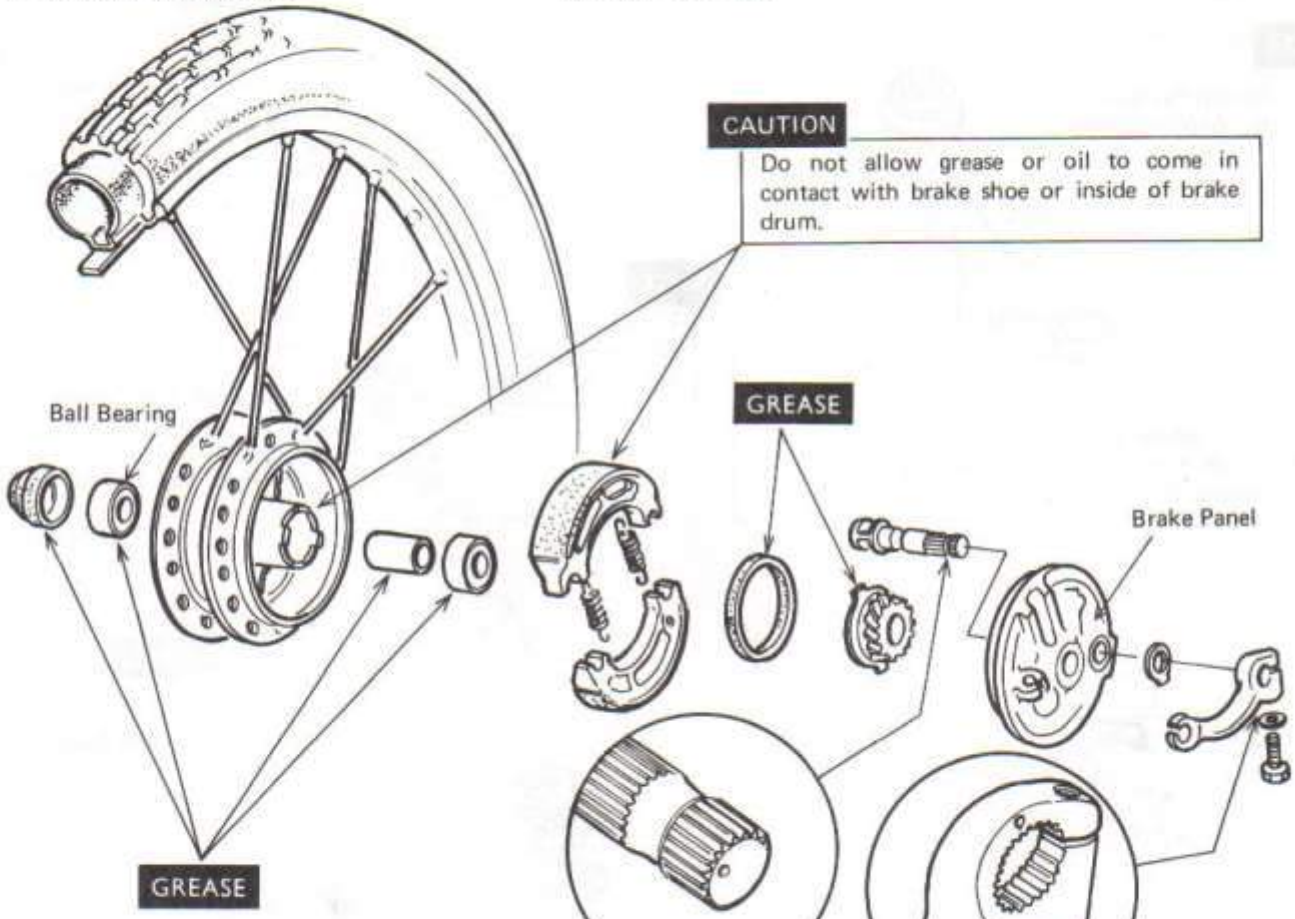





Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

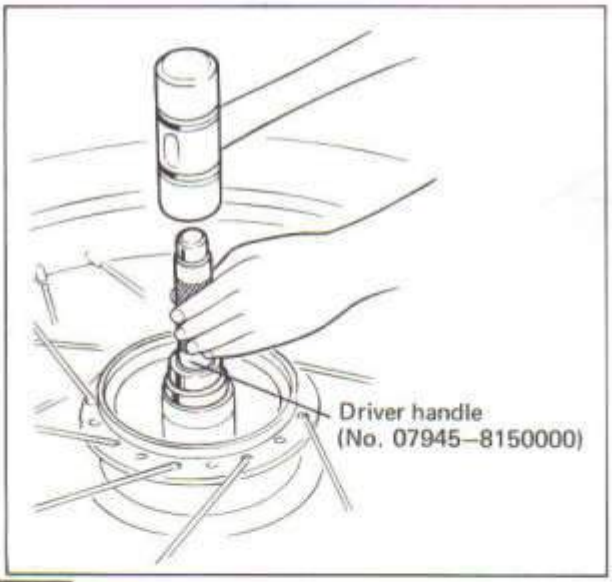
a. Disassembly/Assembly

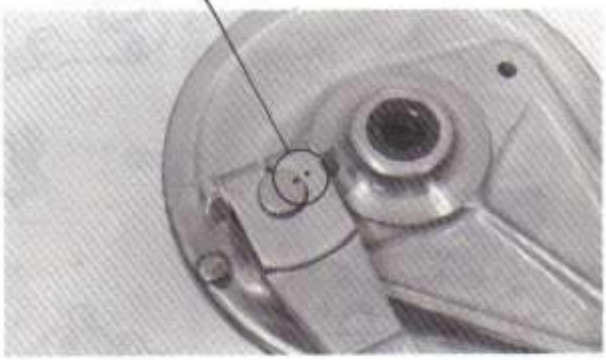
## FRONT WHEEL




**CAUTION**

Do not allow grease or oil to come in contact with brake shoe or inside of brake drum.



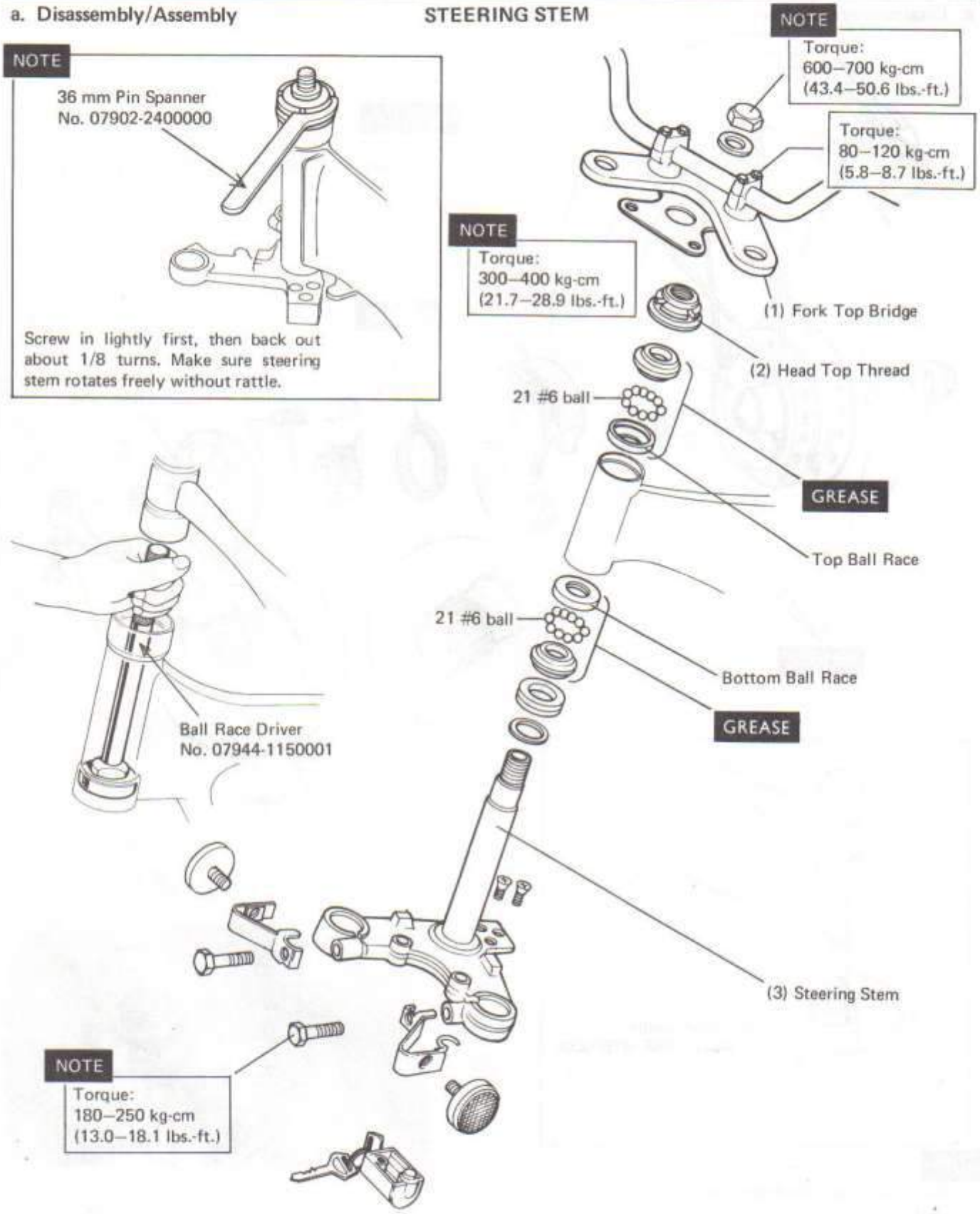
**NOTE**

Drive bearing squarely into place in hub.


© HONDA MOTOR CO., LTD.

a. Disassembly/Assembly

## STEERING STEM





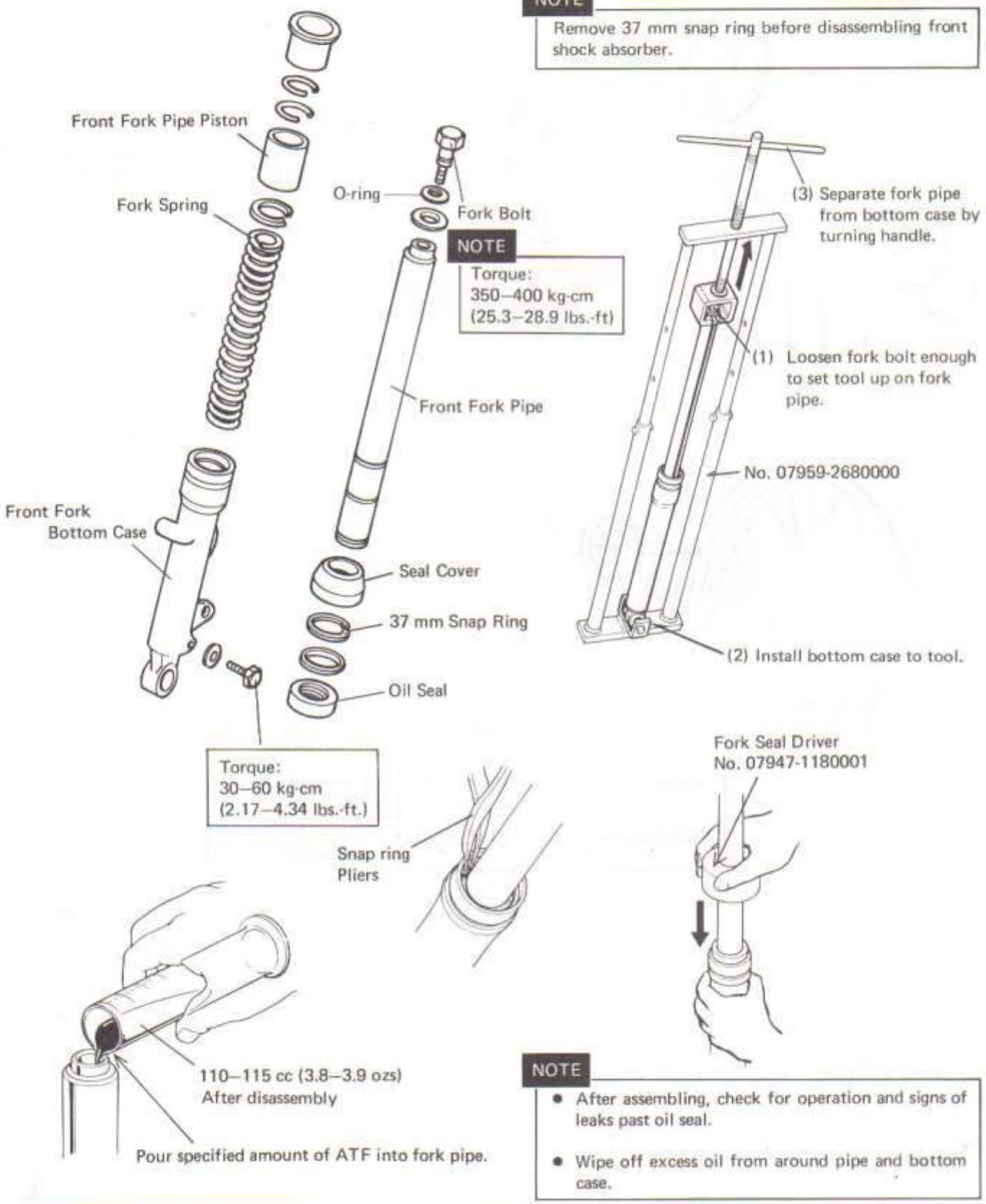

Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

a. Disassembly/Assembly

## FRONT SHOCK ABSORBER

**NOTE**

Remove 37 mm snap ring before disassembling front shock absorber.



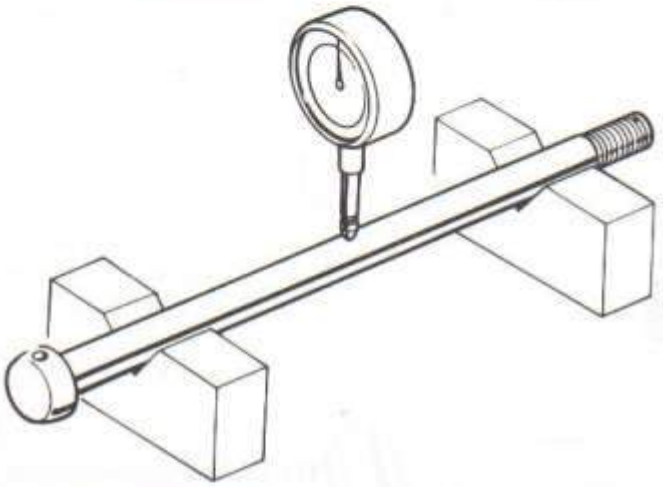

**NOTE**

- After assembling, check for operation and signs of leaks past oil seal.
- Wipe off excess oil from around pipe and bottom case.


© HONDA MOTOR CO., LTD.

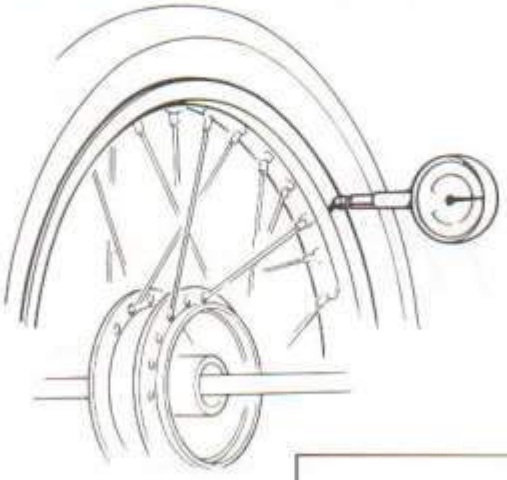
b. Inspection · Measurement

(Front Axle Runout)



| Standard | Service limit |
|---|---|
| 0.05 mm (0.002 in.) | 0.2 mm (Replace) (0.008 in.) |

(Front Wheel Runout)

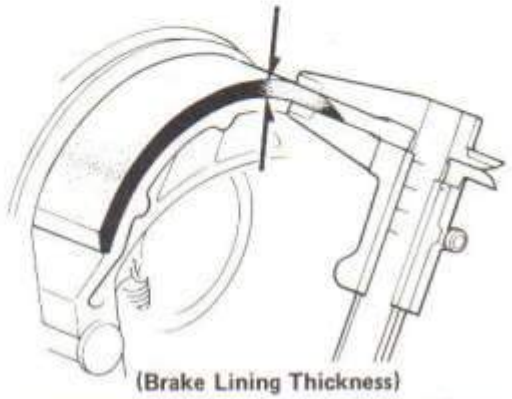


| Standard | Service limit |
|---|---|
| Surface runout 0.5 mm (0.0197 in.) | 2.0 mm (Replace) (0.0787 in.) |
| Radial runout 0.5 mm (0.0197 in.) | 2.0 mm (Replace) (0.0787 in.) |



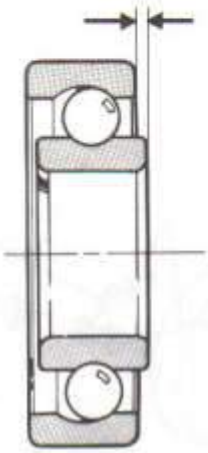
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

(Ball Bearing Rattle)

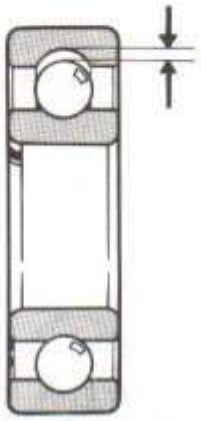


(Brake Lining Thickness)

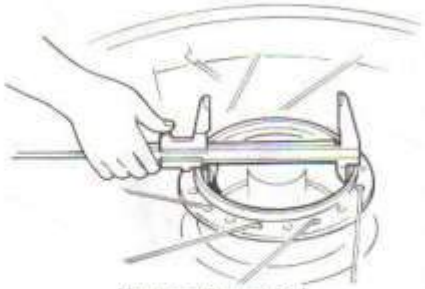
| Standard | Service limit |
|---|---|
| 3.9–4.1 mm (0.1535–0.1614 in.) | 2.0 mm (0.0787 in.) |



(Replace)

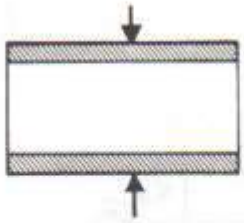


(Replace)



(Brake Drum I.D.)

| Standard | Service limit |
|---|---|
| 110 mm (4.3307 in.) | 111 mm (4.3700 in.) |



(Front Fork Piston O.D.)

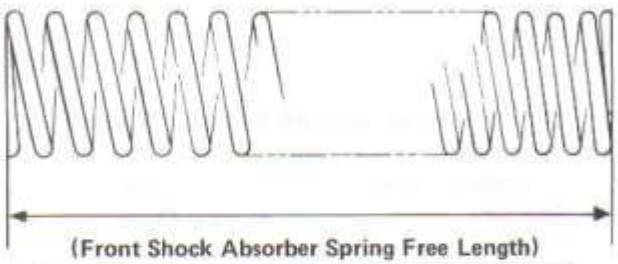
| Standard | Service limit |
|---|---|
| 30.927–30.960 mm (1.2176–1.2189 in.) | 30.90 mm (1.2165 in.) |

(Front Fork Pipe)

NOTE

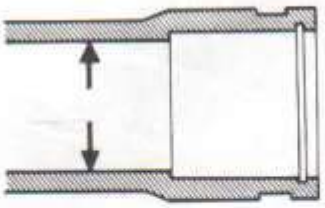
Check for bending, scratches or scores.





(Front Shock Absorber Spring Free Length)

| Standard | Service limit |
|---|---|
| 397.7 mm (15.657 in.) | 370 mm (14.5669 in.) |

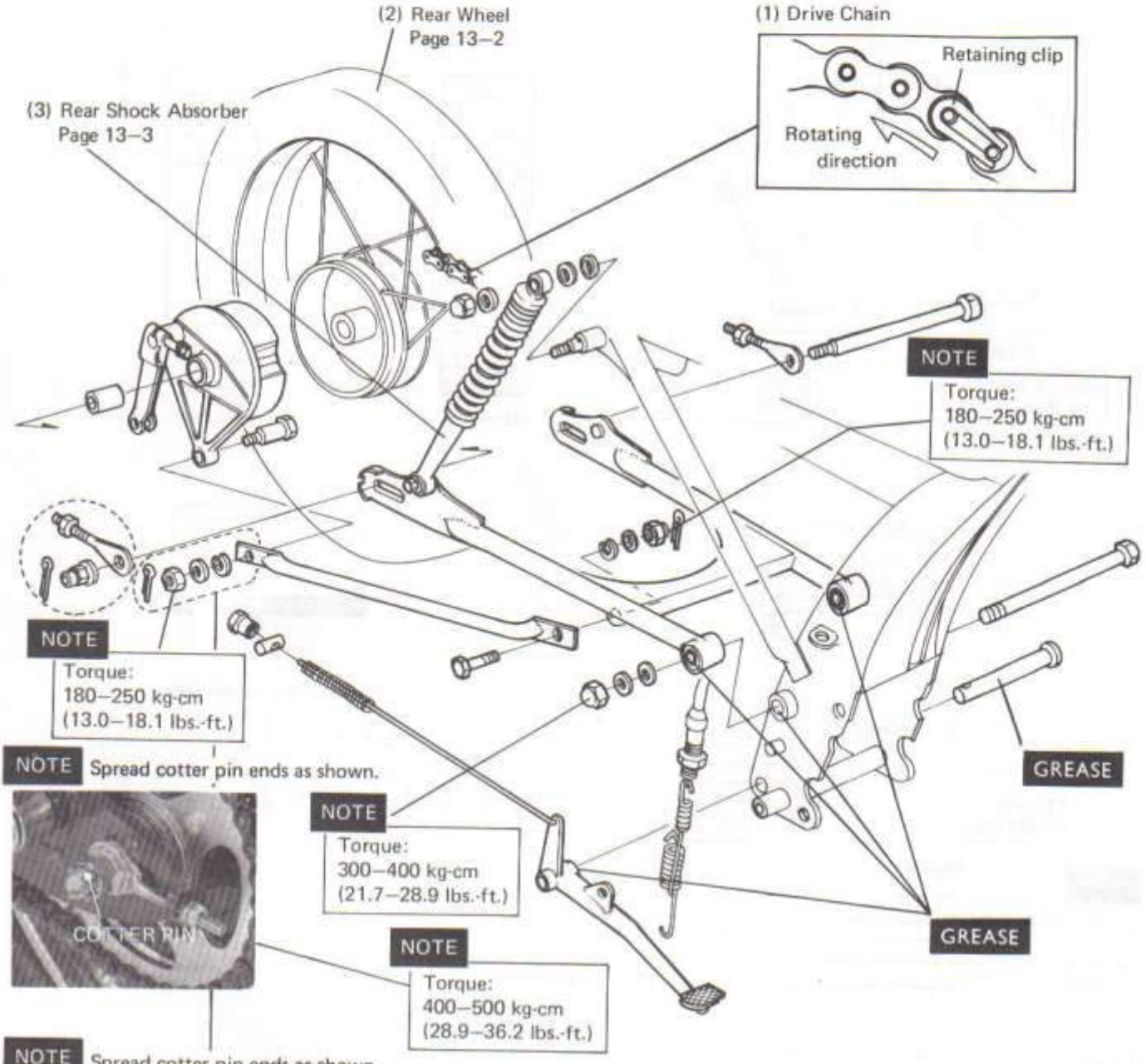


(Front Shock Absorber Spring Free Length)

| Standard | Service limit |
|---|---|
| 31.025–31.064 mm (1.2215–1.2230 in.) | 31.1 mm (1.2244 in.) |

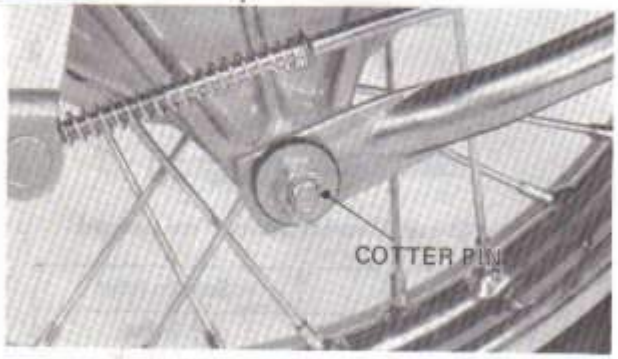

© HONDA MOTOR CO., LTD.

# 2. REAR WHEEL, REAR SHOCK ABSORBER










After disassembling, check the following items:

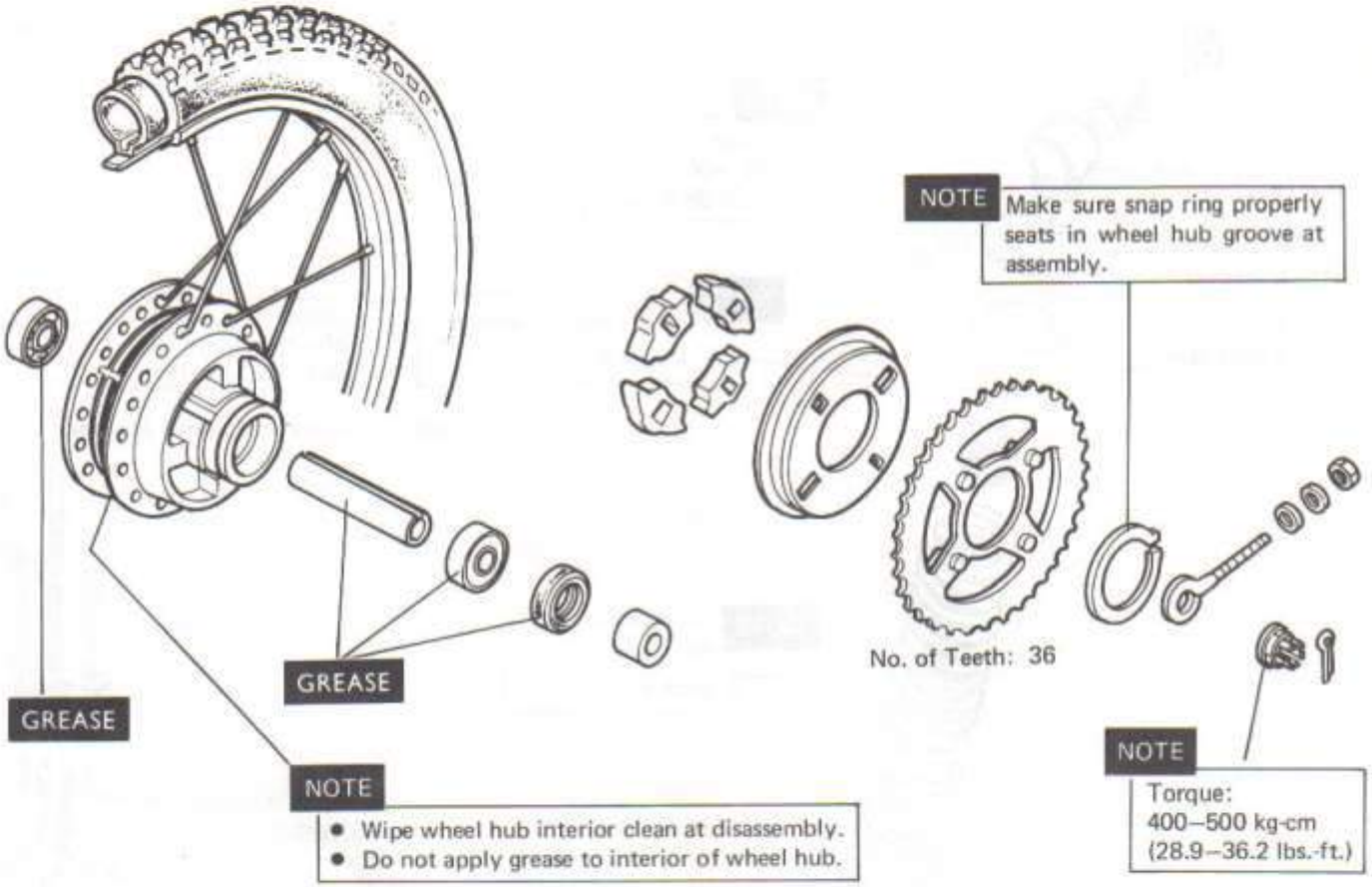
1. Rear brake . . . . . Page 2–7
2. Drive chain tension. . . . . Page 2–9
3. Stop light switch . . . . . Page 11–9



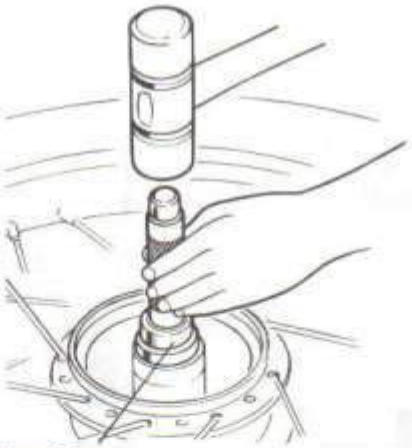
Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

a. Disassembly/Assembly

## REAR WHEEL




Driving Ball Bearing



Bearing Driver
No. 07946-9370100

NOTE
Drive bearing squarely into place in hub.

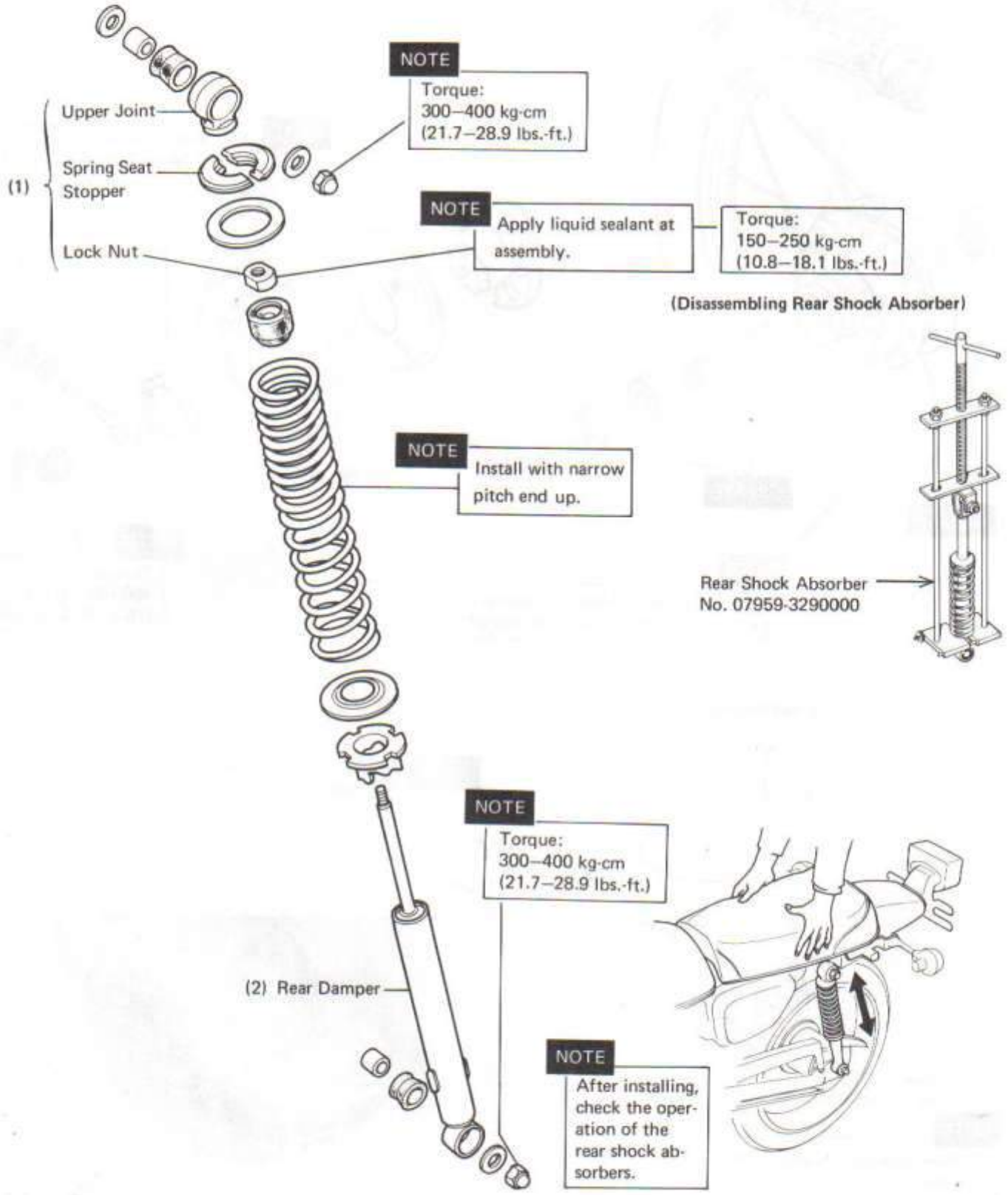
NOTE
Align punch marks at assembly.




© HONDA MOTOR CO., LTD.

a. Disassembly/Assembly

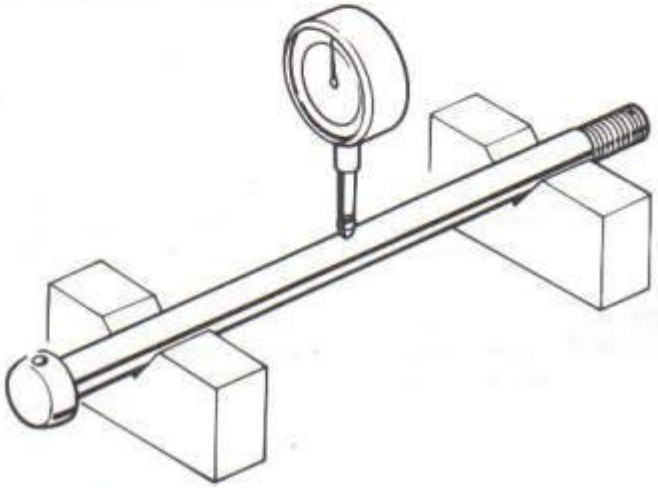
## REAR SHOCK ABSORBER






Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

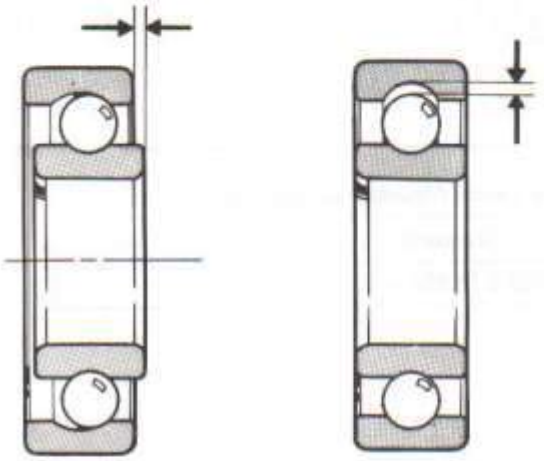
b. Inspection · Measurement



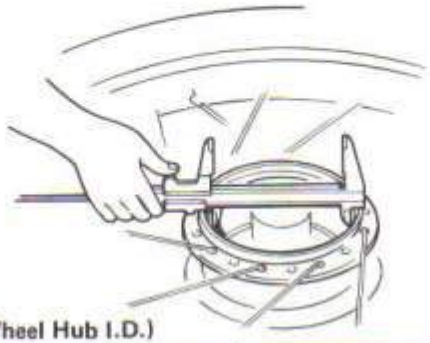
(Rear Wheel Axle Runout)

| Standard | Service limit |
|---|---|
| 0.05 mm (0.002 in.) | 0.2 mm (0.008 in.) |

(Ball Bearing Rattle)



(Replace) (Replace)



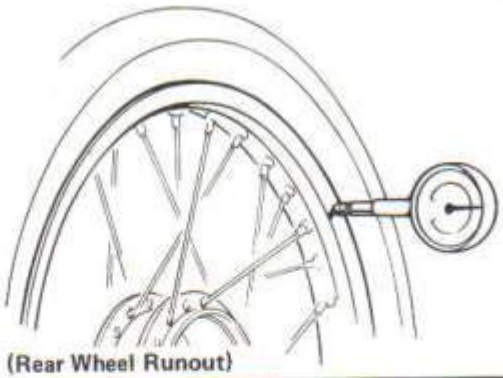
(Wheel Hub I.D.)

| Standard | Service limit |
|---|---|
| 110 mm (4.3307 in.) | 111 mm (4.3700 in.) |



(Brake Lining Thickness)

| Standard | Service limit |
|---|---|
| 3.9–4.1 mm (0.1535–0.1614 in.) | 2.0 mm (0.0787 in.) |



(Rear Wheel Runout)

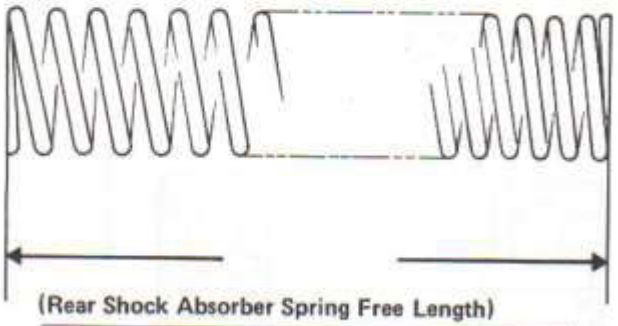
| Standard | Service limit |
|---|---|
| 0.5 mm (0.0197 in.) | 2.0 mm (0.0787 in.) |

NOTE Check for damage or embedded nails in the tire.

Spoke Looseness:

Retighten spoke nipples or repair.

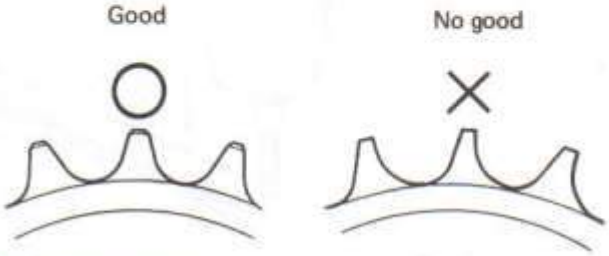

© HONDA MOTOR CO., LTD.



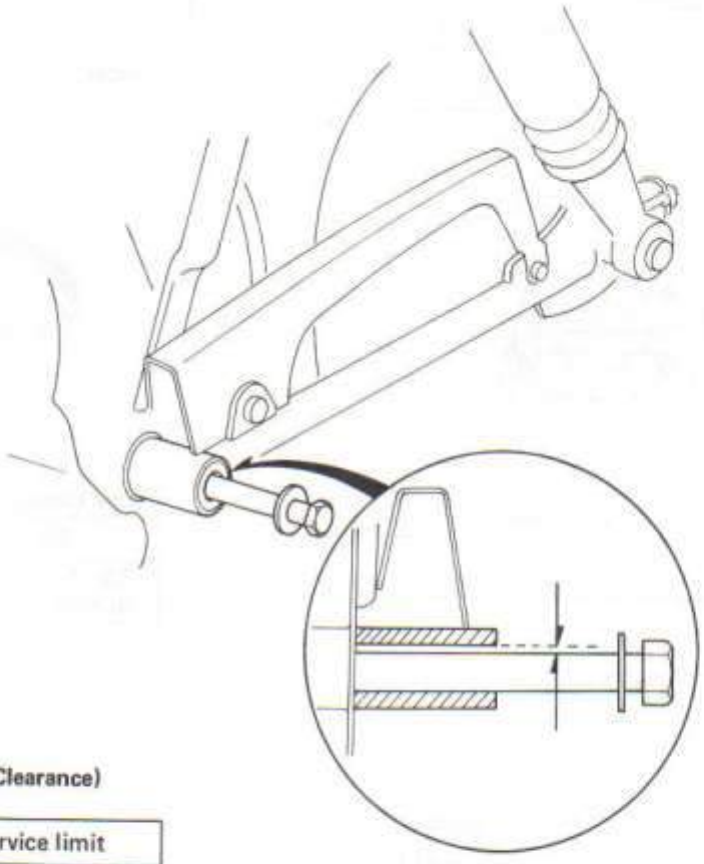
(Rear Shock Absorber Spring Free Length)

| Standard | Service limit |
|---|---|
| 226.0 (8.898 in.) | ——— |

(Final Driven Sprocket Wear)




NOTE: Check drive sprocket and drive chain wear at the same time.



(Rear Fork Pivot Bolt-to-Bushing Clearance)

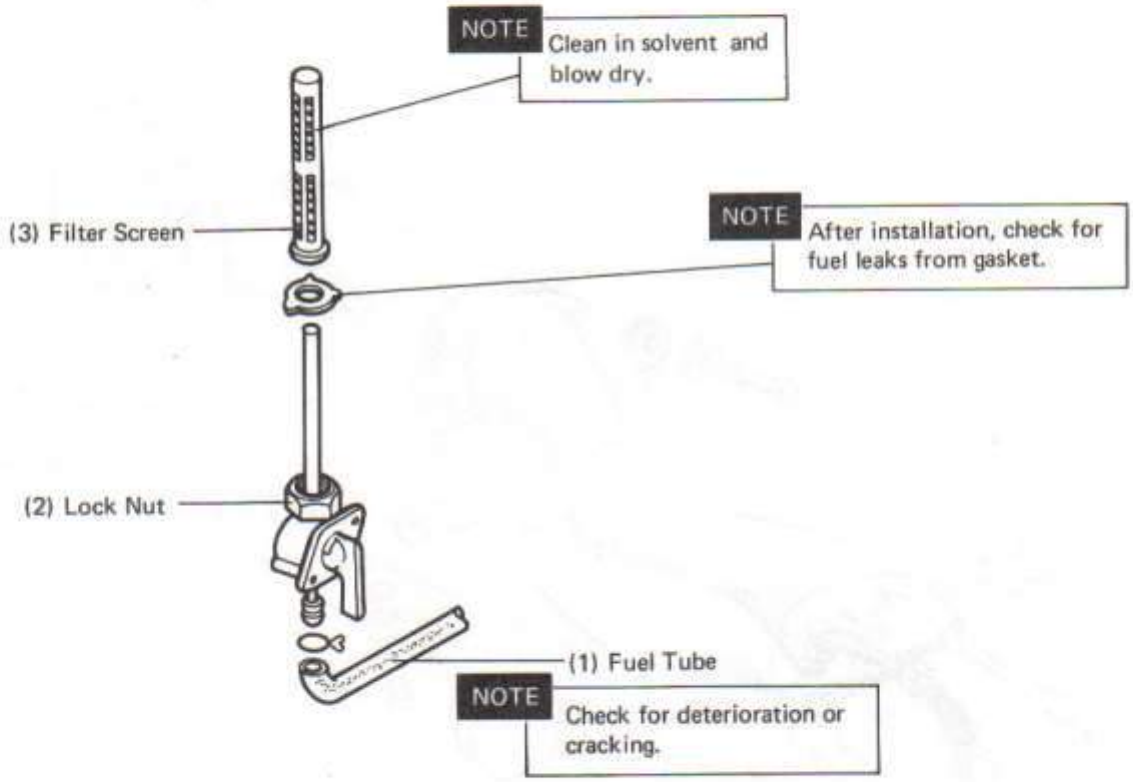
| Standard | Service limit |
|---|---|
| 0.2–0.3 mm (0.0079–0.0118 in.) | 0.5 mm (0.0197 in.) |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 3. FUEL VALVE, REAR FENDER, TAILLIGHT

## FUEL VALVE



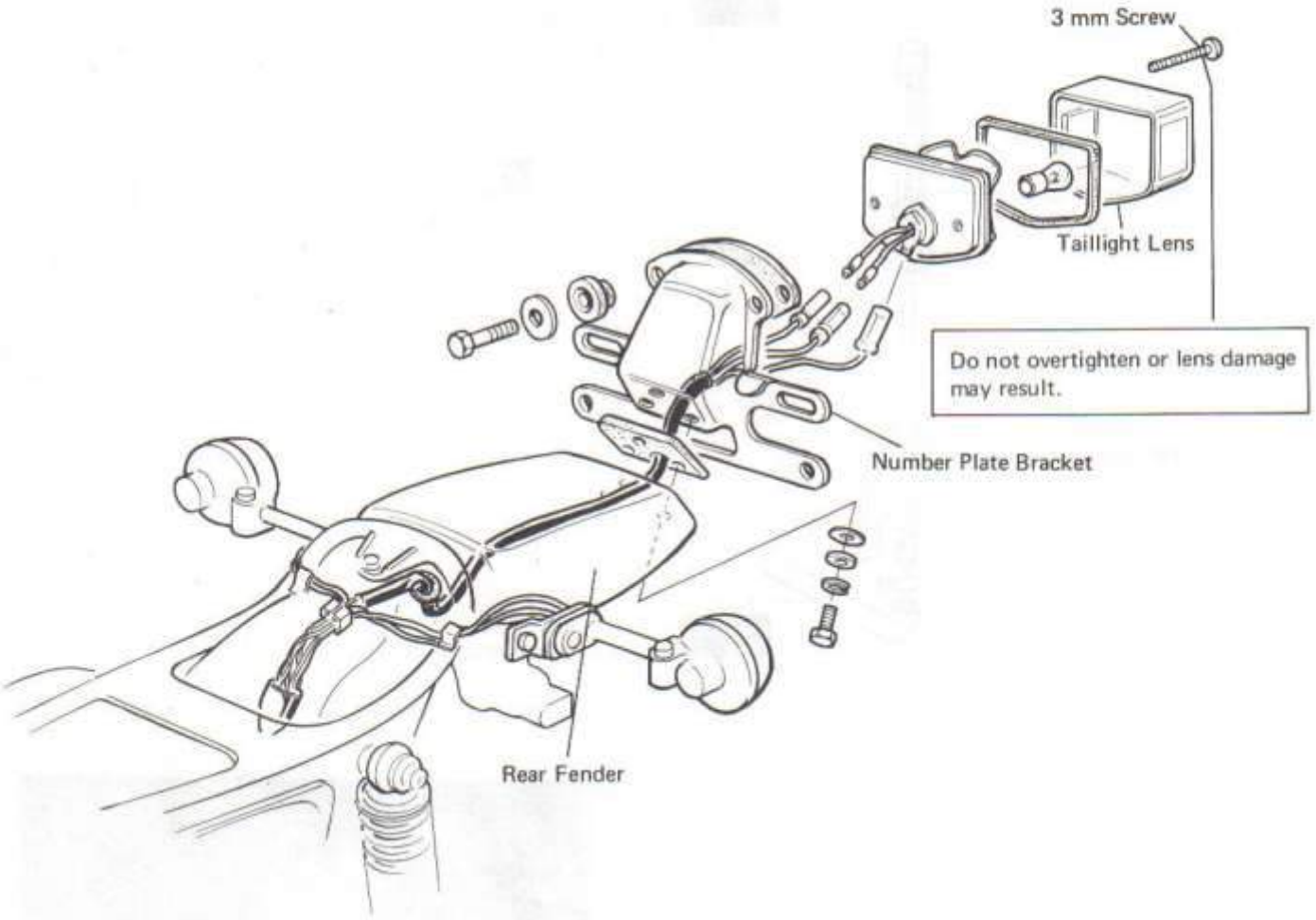




© HONDA MOTOR CO., LTD.

a. Disassembly/Assembly

## REAR FENDER/TAILLIGHT

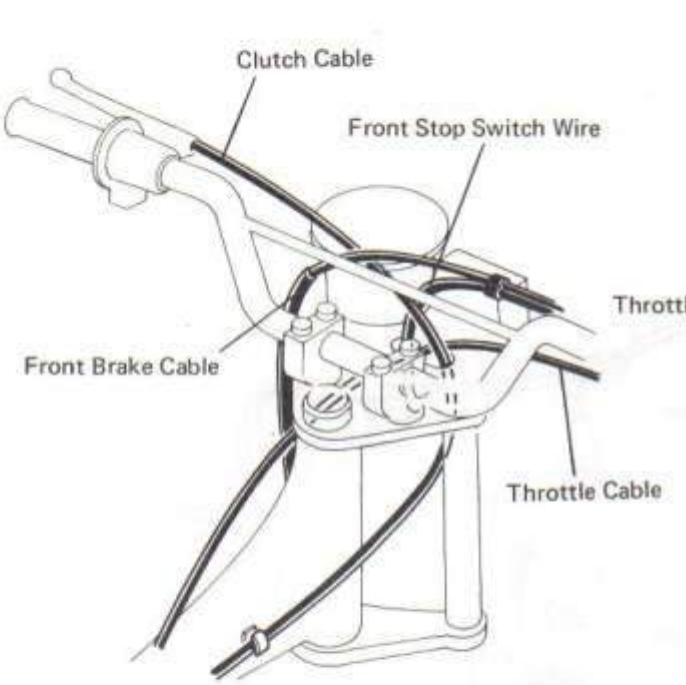


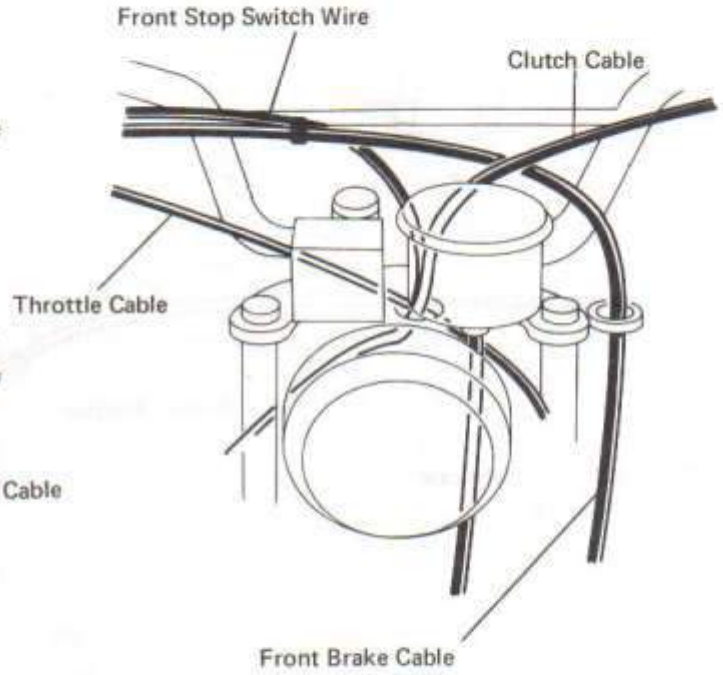

- Check lamps for operation after assembling.

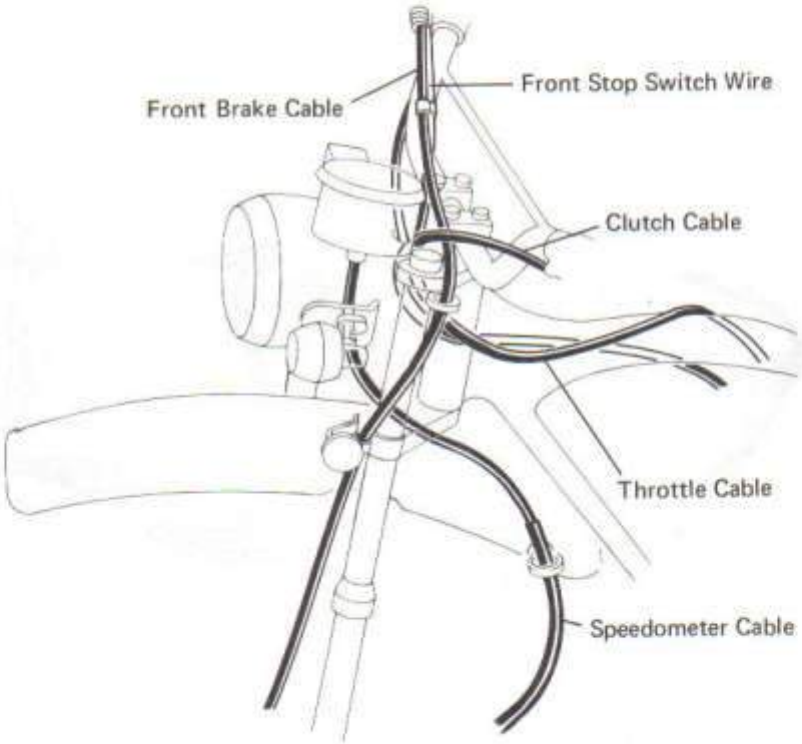


Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# VIII. ROUTING OF CABLES AND WIRE



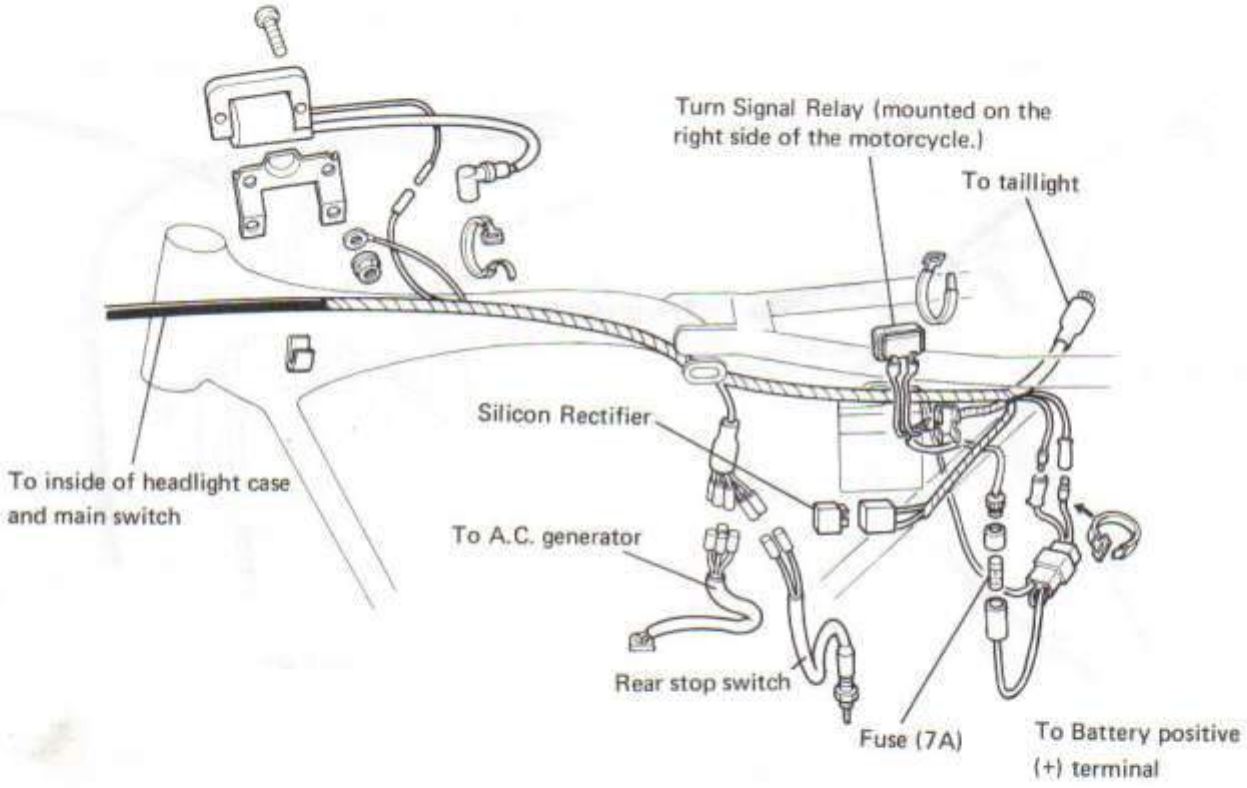



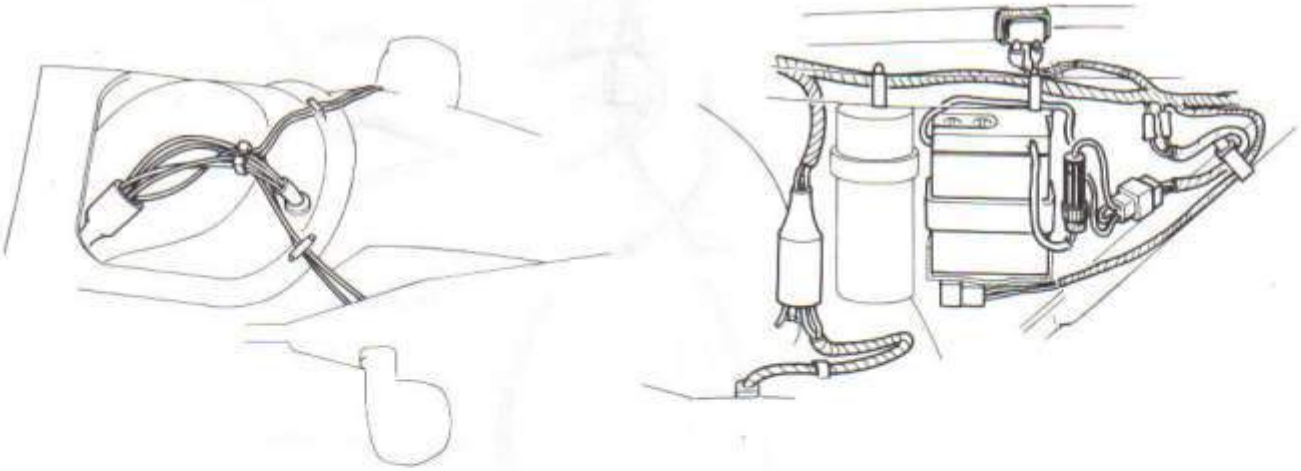





© HONDA MOTOR CO., LTD.

**Wire Harness Routing**



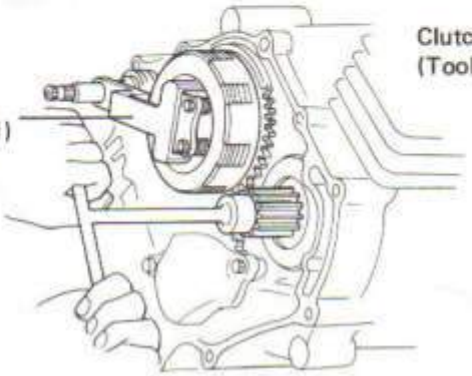


Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# IX. SERVICE DATA

## 1. SPECIAL TOOLS

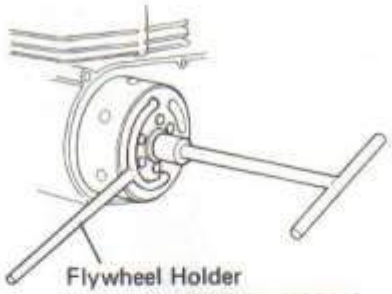
**Engine**



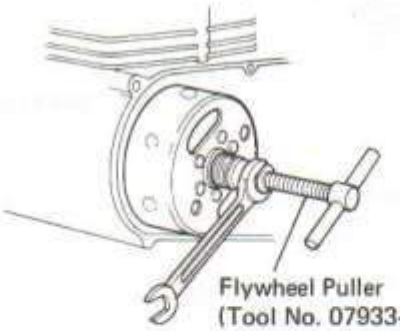
Clutch Holder
(Tool No. 07923-107001)

Clutch Holder
(Tool No. 07923-107001)

**(Flywheel)**

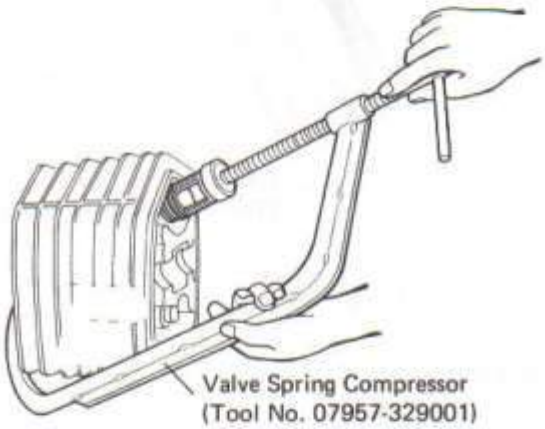


Flywheel Holder
(Tool No. 07925-0010000)

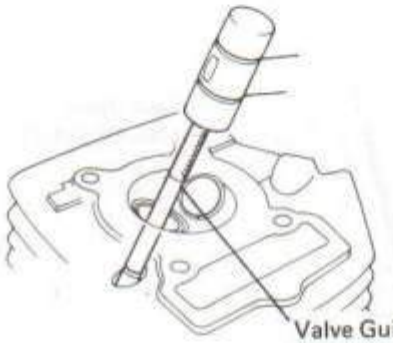


Flywheel Puller
(Tool No. 07933-0010000)

**(Cylinder Head)**



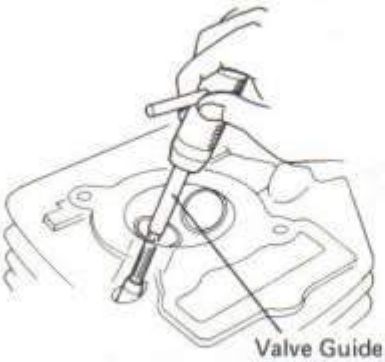
Valve Spring Compressor
(Tool No. 07957-329001)



Valve Guide Remover
(Tool No. 07942-3290100)



Valve Guide Driver
(Tool No. 07942-3290200)



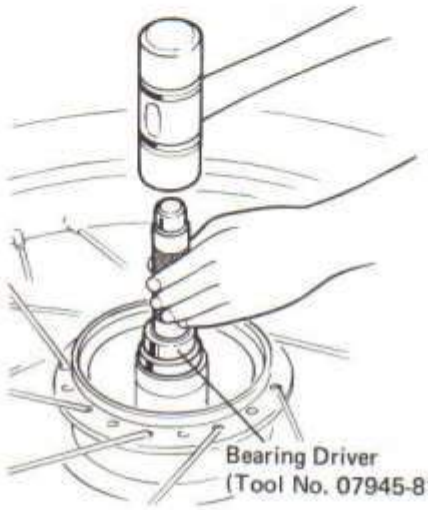
Valve Guide Reamer
(Tool No. 07984-0980000)


© HONDA MOTOR CO., LTD.

## SPECIAL TOOLS

Frame

(Front/Rear Ball Bearings)




(Steering Stem)



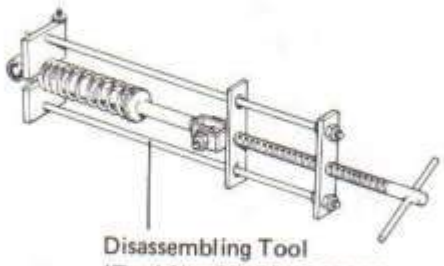

(Top Bottom Race)




(Front Shock Absorber)




(Rear Shock Absorber)




(Front Fork)






Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# SPECIAL TOOLS

| Ref. No. | Description | Tool No. |
|---|---|---|
| 1 | 36 mm Pin Spanner | 07902-0010000 |
| 2 | Tappet Adjusting Wrench | 07908-0010000 |
| 3 | Flywheel Holder | 07925-0010000 |
| 4 | Flywheel Puller | 07933-0010000 |
| 5 | Valve Guide Driver | 07942-3290200 |
| 6 | Valve Guide Remover | 07942-3290100 |
| 7 | Ball Race Driver | 07944-1150001 |
| 8 | Bearing Driver | 07945-8150000 |
| 9 | Fork Seal Driver | 07947-1180001 |
| 10 | Valve Spring Compressor | 07957-3290001 |
| 11 | 5.48 mm Valve Guide Reamer | 07984-0980000 |
| 12 | Special Tool Case | 07797-2920300 |

**Optional Special Tools**

| | | |
|---|---|---|
| 1 | Front Fork Disassembling Tool | 07965-2860000 |
| 2 | Rear Shock Absorber Disassembling Tool | 07959-3290000 |
| 3 | Spring Attachment Holder | 07967-1150000 |


© HONDA MOTOR CO., LTD.

# 2. TORQUE SPECIFICATIONS

**(Engine)**

| No. | Tightening point | Q'ty | Thread dia. mm | Torque | | Page |
|---|---|---|---|---|---|---|
| | | | | kg-cm | lbs-ft | |
| 1 | Camshaft holder nut | 4 | 6 | 90-120 | 6.5- 8.7 | 5-1 |
| 2 | A.C. flywheel nut | 1 | 12 | 400-500 | 28.9-36.2 | 8-1 |
| 3 | Crankcase (cover) screw | 6 | 6 | 70-110 | 5.1- 8.0 | — |
| 4 | Camsprocket bolt | 2 | 6 | 100-140 | 7.3-10.1 | 5-1 |
| 5 | Tappet adjusting nut | 2 | 5 | 70-110 | 5.1- 8.0 | 5-1 |
| 6 | Drive gear nut | 1 | 14 | 350-450 | 25.3-32.6 | 7-1 |

**(Frame)**

| No. | Tightening point | Q'ty | Thread dia. mm | Torque | | Page |
|---|---|---|---|---|---|---|
| | | | | kg-cm | lbs-ft | |
| 1 | Steering stem nut | 1 | 22 | 600-700 | 43.4-50.6 | 12-3 |
| 2 | Fork top bridge nut | 2 | 10 | 300-400 | 21.7-28.9 | 12-3 |
| 3 | Steering lock bolt | 1 | 6 | 80-120 | 5.8- 8.7 | — |
| 4 | Handle holder bolt | 4 | 6 | 80-120 | 5.8- 8.7 | 12-3 |
| 5 | Front fork bottom bridge bolt | 2 | 8 | 180-250 | 13.0-18.1 | 12-3 |
| 6 | Front fork axle nut | 1 | 12 | 400-500 | 28.9-36.2 | 12-1 |
| 7 | Engine hanger bolt | 6 | 8 | 200-250 | 14.5-18.1 | 4-1 |
| 8 | Rear axle nut | 1 | 12 | 400-500 | 28.9-36.2 | 13-1 |
| 9 | Rear brake torque link nut | 1 | 8 | 180-250 | 13.0-18.1 | 13-1 |
| 10 | Rear shock absorber upper and lower nuts | 4 | 10 | 300-400 | 21.7-28.9 | 13-3 |
| 11 | Step bar bolt | 4 | 8 | 200-250 | 14.5-18.1 | 4-1 |
| 12 | Change pedal and kick arm bolt | 1 | 10 | 80-120 | 5.8- 8.7 | |
| 13 | Rear fork pivot bolt | 1 | 10 | 300-400 | 21.7-28.9 | 13-1 |
| 14 | Side stand pivot bolt | 1 | 10 | 300-400 | 21.7-28.9 | 4-1 |

Torque specifications listed above are important tightening points. Other should be torqued to standard torque below.

**Standard Tightening Torques**

Unit: kg-cm (lbs-ft)

| No. | Type | Torque |
|---|---|---|
| 1 | 6 mm screw | 90-110 ( 6.5- 8.7) |
| 2 | 6 mm bolt | 100-140 ( 7.3-10.1) |
| 3 | 8 mm bolt | 200-250 (14.5-18.1) |
| 4 | 10 mm bolt | 300-400 (21.7-28.9) |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 3. SERVICE DATA

**(Engine)**

Unit: mm (in)

| No. | Item | | | Standard | | Service Limit | | Page |
|---|---|---|---|---|---|---|---|---|
| 1 | Cylinder I.D. | | | 48.00 -48.01 | (1.8897-1.8901) | 48.10 | (1.8937) | 6-4 |
| 2 | Piston O.D. | | | 47.965-47.990 | (1.8883-1.8894) | 47.80 | (1.8819) | 6-4 |
| 3 | Piston Pin O.D. | | | 12.994-13.00 | (0.5115-0.5118) | 12.98 | (0.5110) | 6-5 |
| 4 | Piston Pin Hole I.D. | | | 13.002-13.008 | (0.5119-0.5121) | 13.055 | (0.5139) | 6-5 |
| 5 | Piston Ring End Gap | Top, second | | 0.15-0.35 | (0.0059-0.0137) | 0.50 | (0.0197) | 6-5 |
| | | Oil | | 0.15-0.35 | (0.0059-0.0137) | 0.50 | (0.0197) | 6-5 |
| 6 | Piston Ring Side Clearance | Top, second | | 0.15-0.45 | (0.0059-0.0177) | 0.12 | (0.0047) | 6-4 |
| | | Oil | | 0.15-0.45 | (0.0059-0.0177) | 0.12 | (0.0047) | 6-4 |
| 7 | Piston Ring Thickness | Top, second | | 1.180-1.195 | (0.0465-0.0470) | 1.12 | (0.0441) | 6-5 |
| | | Oil | | 2.480-2.495 | (0.0976-0.0982) | 2.42 | (0.0953) | 6-5 |
| 8 | Valve O.D. | IN | | 5.450-5.465 | (0.2145-0.2151) | 5.42 | (0.2134) | 5-5 |
| | | EX | | 5.430-5.445 | (0.2137-0.2143) | 5.40 | (0.2126) | 5-5 |
| 9 | Valve Guide I.D. | IN | | 5.475-5.485 | (0.2155-0.2159) | 5.50 | (0.2165) | 5-5 |
| | | EX | | 5.475-5.485 | (0.2155-0.2159) | 5.50 | (0.2165) | 5-5 |
| 10 | Valve-to-Valve Guide Clearance | | | | | | | |
| | | IN | | 0.010-0.035 | (0.0004-0.0013) | 0.08 | (0.0031) | — |
| | | EX | | 0.030-0.055 | (0.0012-0.0022) | 0.1 | (0.0039) | — |
| 11 | Valve Spring | Free length | Outer | 34.8 | (1.3701) | 33.7 | (1.3268) | 5-7 |
| | | | Inner | 28.05 | (1.1043) | 27.6 | (1.0866) | 5-7 |
| | | As installed load/length | Outer | 29.65/13.8 kg | | — | | 5-7 |
| | | | Inner | 25.65/5.25 kg | | — | | 5-7 |
| 12 | Valve Face Width | IN | | 1.1-1.5 | (0.0433-0.0590) | 1.8 | (0.0709) | 5-6 |
| | | EX | | 1.1-1.5 | (0.0433-0.0590) | 1.8 | (0.0709) | 5-6 |
| 13 | Valve Seat Width | IN | | 1.0 | (0.0394) | 1.5 | (0.0590) | 5-5 |
| | | EX | | 1.0 | (0.0394) | 1.5 | (0.0590) | 5-5 |
| 14 | Clutch Disc Thickness | | | 3.0 | (0.1181) | 2.6 | (0.1024) | 7-4 |
| 15 | Cam Height | IN | | 27.005 | (1.0632) | 26.0 | (1.0236) | 5-7 |
| | | EX | | 27.005 | (1.0632) | 26.0 | (1.0236) | 5-7 |
| 16 | Clutch Spring | Free length | | 28.4 | (1.1181) | 26.3 | (1.0354) | 7-4 |
| | | As installed load/length | | 16-19kg/18 mm | | — | | — |
| 17 | Crankshaft Runout R/L | | | 0.015 | (0.0006) | 0.1 | (0.0039) | 9-5 |
| 18 | Connecting Rod Small End I.D. | | | 13.016-13.034 | (0.5124-0.5131) | 13.08 | (0.5150) | 9-5 |
| 18 | Connecting Rod Big End Side Clearance | | | 0.1-0.35 | (0.0039-0.0138) | 0.6 | (0.0236) | 9-5 |
| 20 | Connecting Rod Big End Bearing Clearance | | | 0-0.012 | (0-0.0005) | 0.05 | (0.0020) | 9-6 |
| 21 | Rocker Arm Shaft O.D. | | | 9.978-9.987 | (0.3930-0.3931) | 9.91 | (0.3902) | 5-7 |
| 22 | Rocker Arm I.D. | | | 10.00-10.015 | (0.3937-0.3943) | 10.1 | (0.3976) | 5-6 |

Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

Unit : mm (in)

| No. | Item | | Standard | Service Limit | Page |
|---|---|---|---|---|---|
| 23 | Oil Pump | Rotor-to-rotor clearance | 0.15 (0.0059) | 0.2 (0.0079) | 7-4 |
| | | Outer rotor-to-body clearance | 0.15-0.20 (0.0059-0.0079) | 0.25 (0.0098) | 7-4 |
| 24 | Shift Fork I.D. | | 12.000-12.018 (0.4724-0.4731) | 12.05 (0.4744) | 9-4 |
| 25 | Shift Fork Guide Shaft O.D. | | 11.976-11.994 (0.4715-0.4722) | 11.96 (0.4709) | 9-4 |
| 26 | Shift Fork Thickness | | 4.93-5.00 (0.1941-0.1968) | 4.70 (0.1850) | 9-4 |
| 27 | Kick Starter Pinion Gear I.D. | | 18.020-18.041 (0.7094-0.7102) | 18.07 (0.7114) | — |

**(Frame)**

Unit : mm (in)

| No. | Item | Standard | Service Limit | Page |
|---|---|---|---|---|
| 1 | Front/Rear Axle Runout | 0.05 (0.0020) | 0.2 (0.008) | 12-5 |
| 2 | Front/Rear Wheel Hub I.D. | 110 (4.3307) | 111 (4.3700) | 12-6 |
| 3 | Front/Rear Brake Lining Thickness | 3.9-4.1 (0.1535-0.1614) | 2.0 (0.0787) | 12-6 |
| 4 | Rim Runout | 0.5 (0.0197) | 2.0 (0.0787) | 12-5 |
| 5 | Front Fork Spring Free Length | 397.7 (15.657) | 370 (14.5669) | 12-6 |
| 6 | Rear Fork Pivot Bolt-to-Bushing Clearance | 0.2-0.3 (0.0079-0.0118) | 0.5 (0.0197) | 13-5 |
| 7 | Rear Shock Absorber Spring Free Length | 226.0 (8.898) | — | 13-5 |
| 8 | Front Fork Bottom Case I.D. | 31.025-31.064 (1.2215-1.2230) | 31.1 (1.2244) | 12-6 |
| 9 | Front Fork Piston O.D. | 30.927-30.960 (1.2176-1.2189) | 30.90 (1.2165) | 12-6 |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 4. SPECIFICATIONS

| | Item | | Metric | | English |
|---|---|---|---|---|---|
| Dimension | Overall length | | 1,710 mm | | 67.3 in. |
| | Overall width | | 710 mm | | 27.9 in. |
| | Overall height | | 940 mm | | 37.0 in. |
| | Wheel base | | 1,110 mm | | 43.7 in. |
| | Seat height | | 710 mm | | 28.0 in. |
| | Foot peg height | | 260 mm | | 10.2 in. |
| | Ground clearance | | 190 mm | | 7.5 in. |
| | Dry weight | | 73 kg | | 161 lbs. |
| Frame | Type | | Diamond frame | | |
| | F. suspension, travel | | Telescopic fork, travel 126 mm (4.96 in.) | | |
| | R. suspension, travel | | Swing arm, travel 95 mm (3.74 in.) | | |
| | F. tire size, pressure | | 2.50-16 (4PR), 25 psi (1.75 kg/sq-cm) | | |
| | R. tire size, pressure | | 3.00-14 (4PR), 28 psi (2.00 kg/sq-cm) | | |
| | F. brake, lining area | | Internal expanding shoes, swept area 86.4 cm² (7.74 sq-in) | | |
| | R. brake, lining area | | Internal expanding shoes, swept area 86.4 cm² (7.74 sq-in) | | |
| | Fuel capacity | | 6.0 lit. | 1.6 US gal. | 1.37 Imp. gal. |
| | Fuel reserve capacity | | 1.0 lit. | 0.27 US gal. | 0.22 Imp. gal. |
| | Caster angle | | 63-degree | | |
| | Trail length | | 68.3 mm | | 2.69 in. |
| Engine | Type | | Air cooled, 4-stroke OHC engine | | |
| | Cylinder arrangement | | Single cylinder 12° inclined from vertical | | |
| | Bore and stroke | | 48×41.4 mm | | 1.889×1.629 in. |
| | Displacement | | 74.9 cc | | 4.57 cu-in |
| | Compression ratio | | 9.0 : 1 | | |
| | Valve train | | Chain driven over head camshaft | | |
| | Oil capacity | | 0.9 lit. | 0.95 US qt. | 0.88 Imp. qt. |
| | Lubrication system | | Forced and wet sump | | |
| | Cylinder head compression pressure | | 12 kg/sq-cm | | 170 psi |
| | Intake valve | Opens | BTDC 5° | | |
| | | Closes | ABDC 15° | | |
| | Exhaust valve | Opens | BBDC 15° | | |
| | | Closes | ATDC 5° | | |
| | Valve tappet clearance | | 0.05 mm | | 0.002 in. |
| | Idle speed | | 1,500 rpm | | |


© HONDA MOTOR CO., LTD.

## SPECIFICATIONS

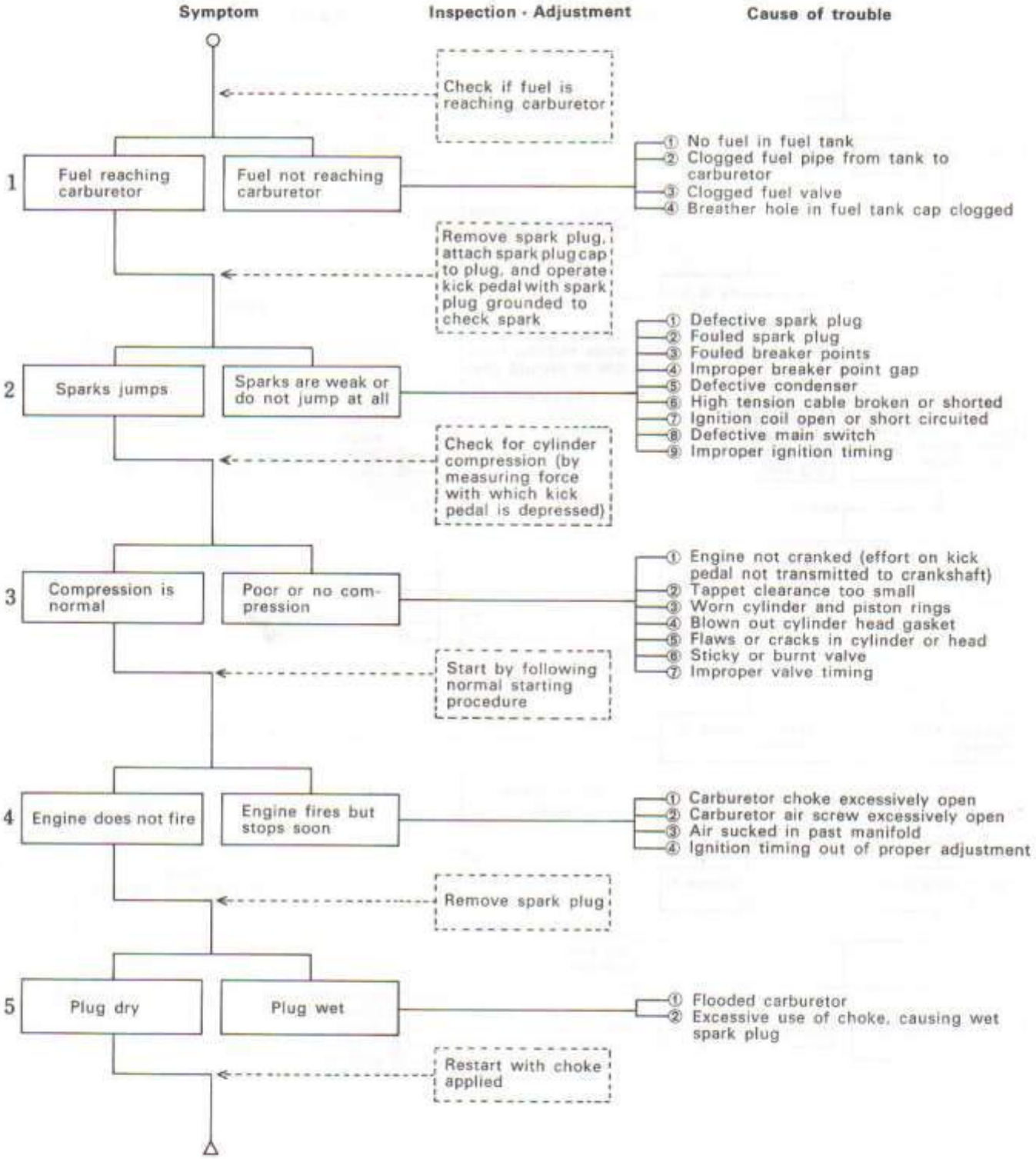
| | Item | Metric | English |
|---|---|---|---|
| Drive train | Clutch | Wet, multi plates | |
| | Transmission | 4-speed constant mesh | |
| | Primary reduction | 4.437 | |
| | Gear ratio I | 3.083 | |
| | Gear ratio II | 1.882 | |
| | Gear ratio III | 1.333 | |
| | Gear ratio IV | 1.042 | |
| | Final reduction | 2.571 Drive sprocket 14T, driven sprocket 36T | |
| | Gear shift pattern | Left foot operated return system | |
| Electrical | Ignition | Magneto and ignition coil | |
| | Starting system | Primary kick starter | |
| | Alternator | A.C. generator | |
| | Spark plug | NGK C 7HS or ND U 22FS | |



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# 5. TROUBLE SHOOTING

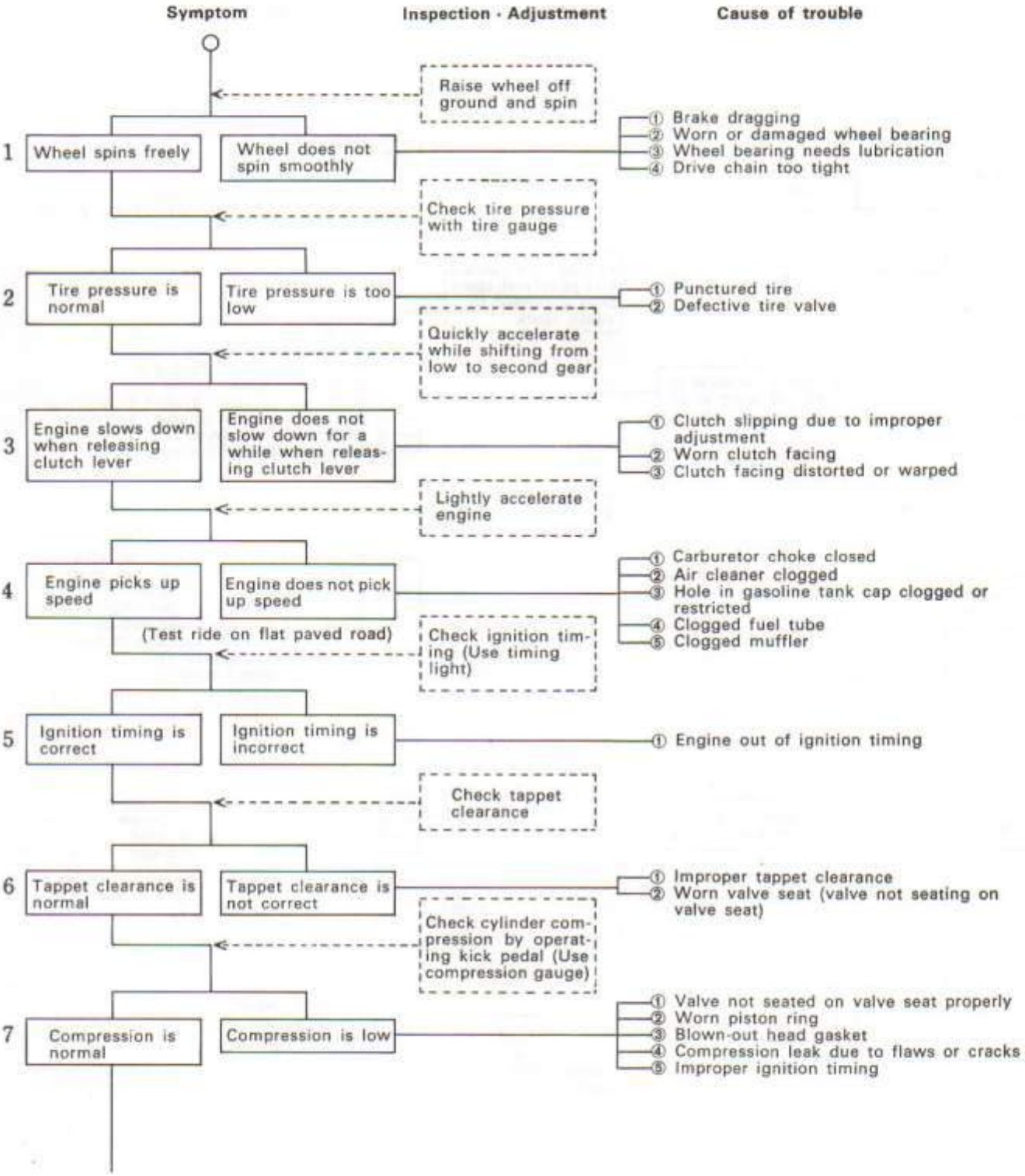
## A. Engine does not start or is hard to start





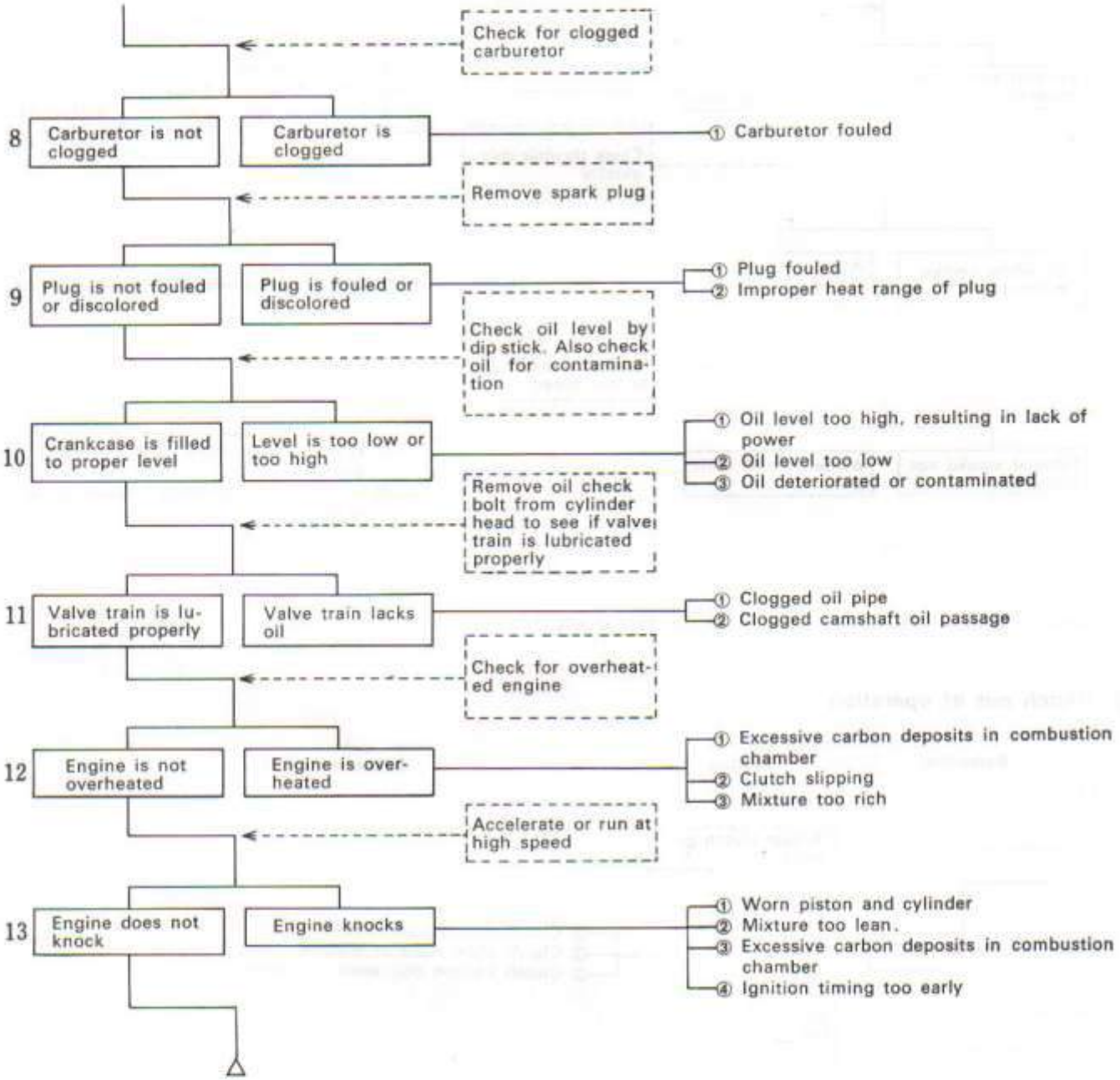
© HONDA MOTOR CO., LTD.

## B. Engine lacks power





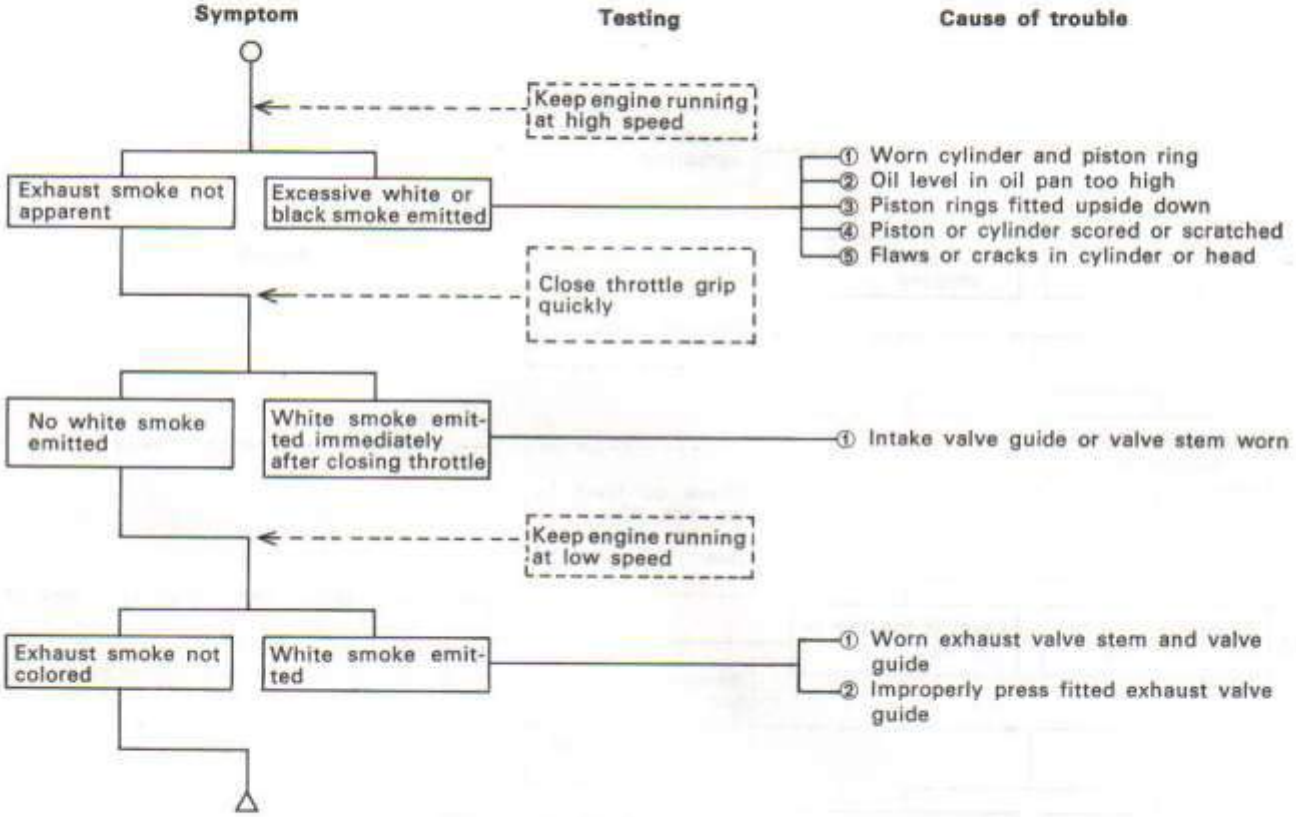

Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.





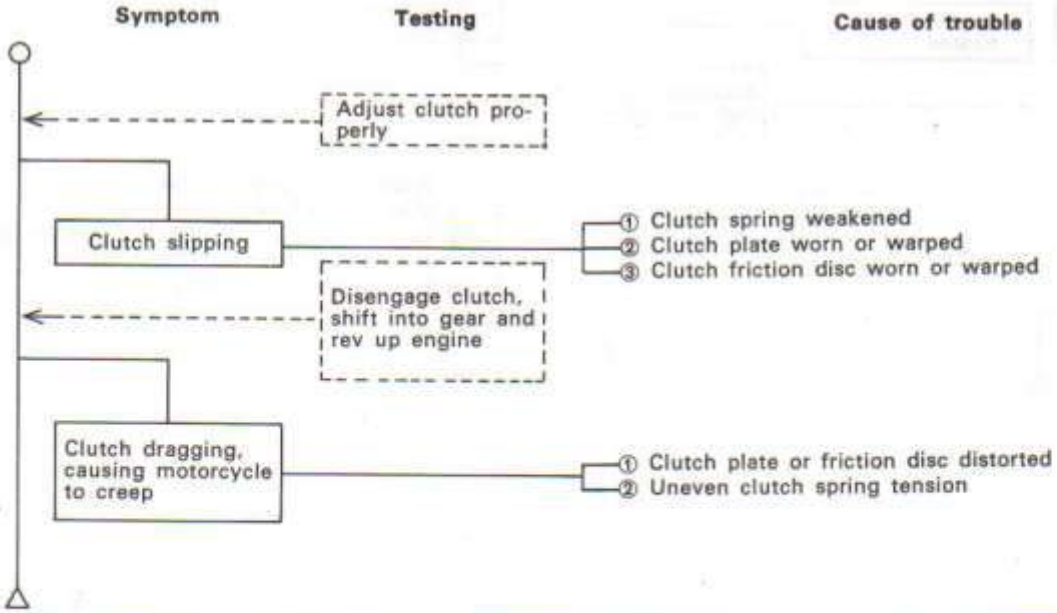
© HONDA MOTOR CO., LTD.

## C. Oil-up (Excessive exhaust smoke)




NOTE: White smoke will persist if exhaust muffler is not cleaned although above measures are taken.

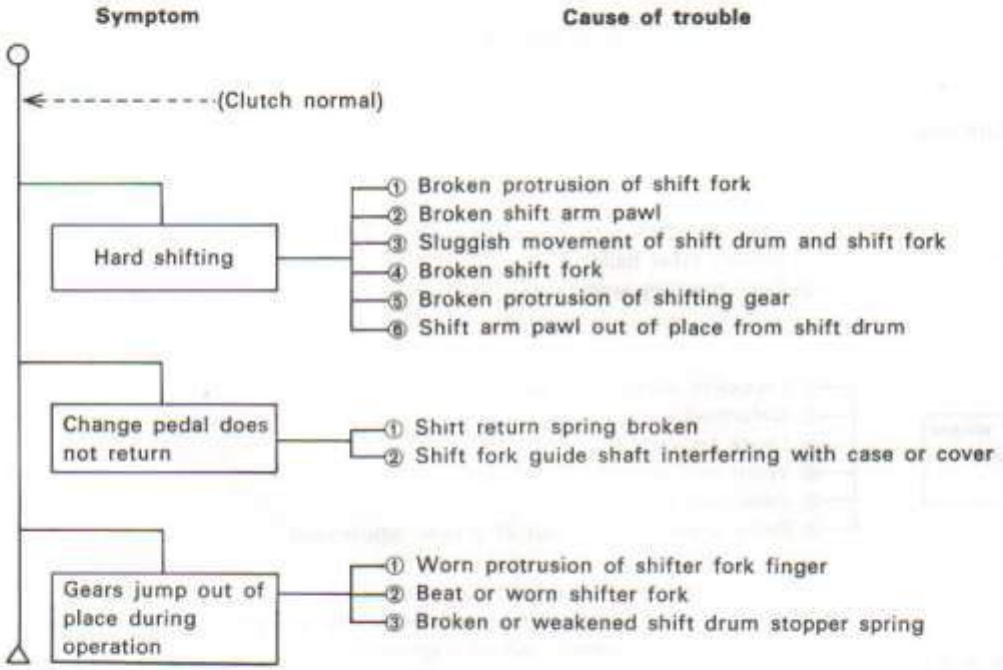
## D. Clutch out of operation



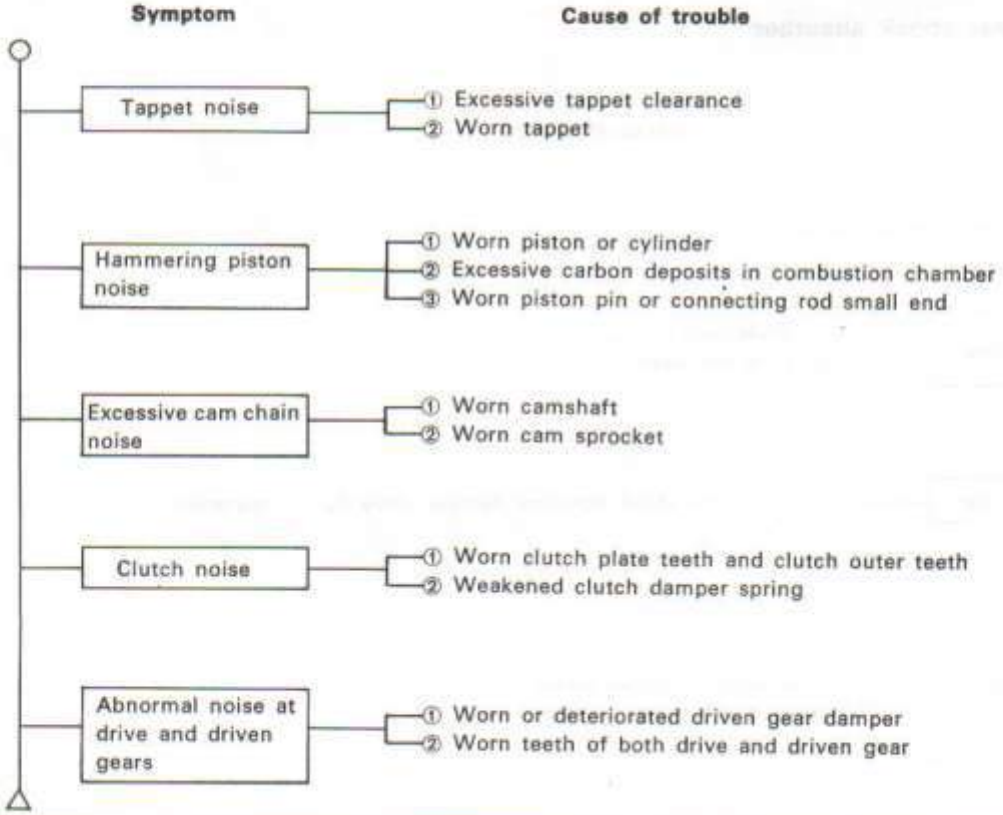



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## E. Improper shifting



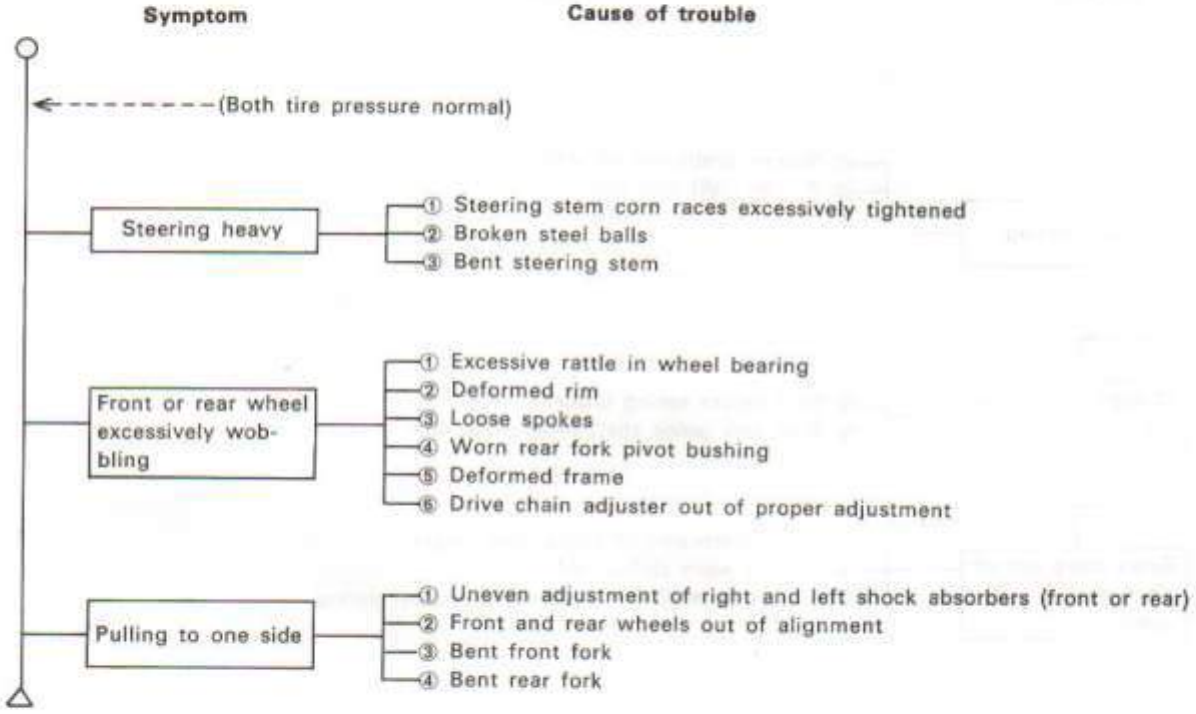

## F. Engine noisy



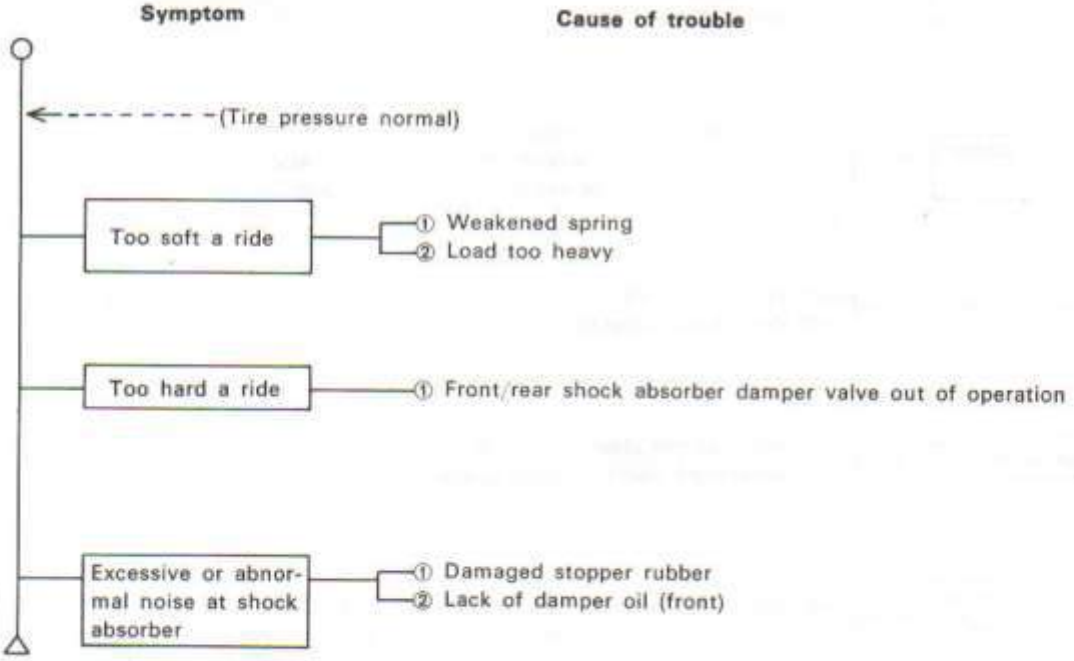


© HONDA MOTOR CO., LTD.

## G. Motorcycle pulls to one side



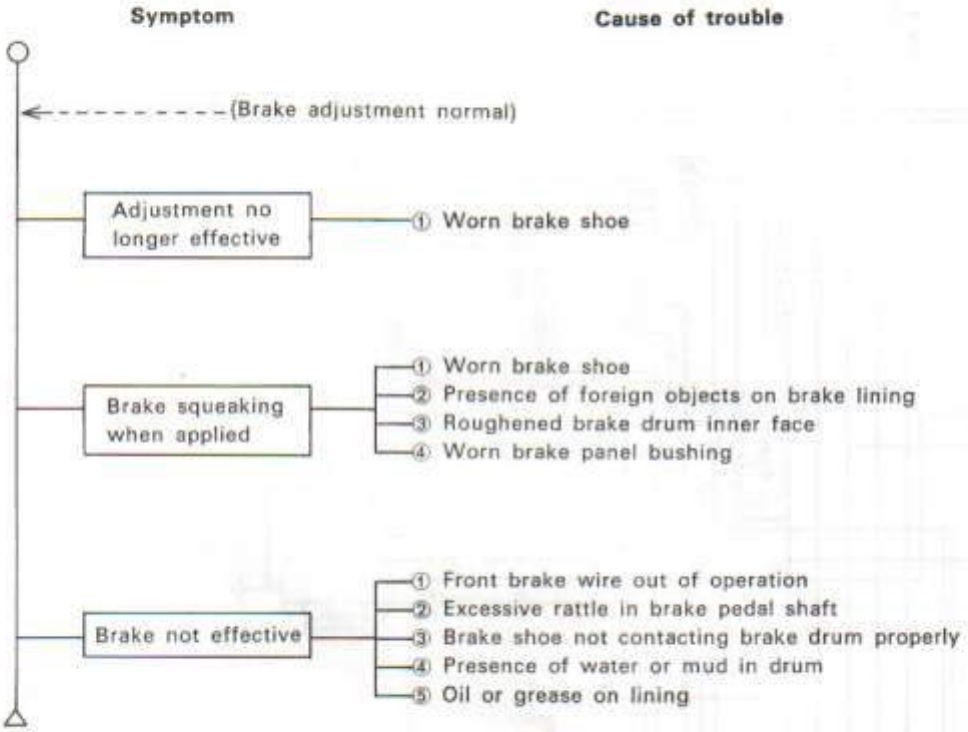

## H. Improper front/rear shock absorber



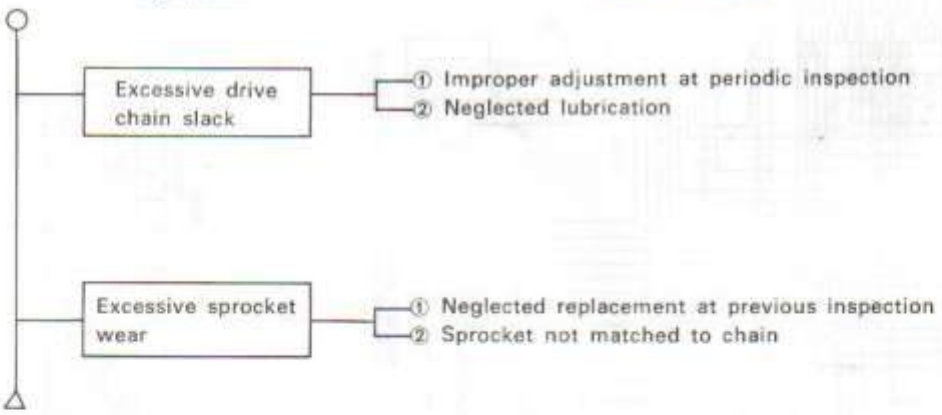



Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

## I. Improper braking




## J. Accelerated elongation of drive chain

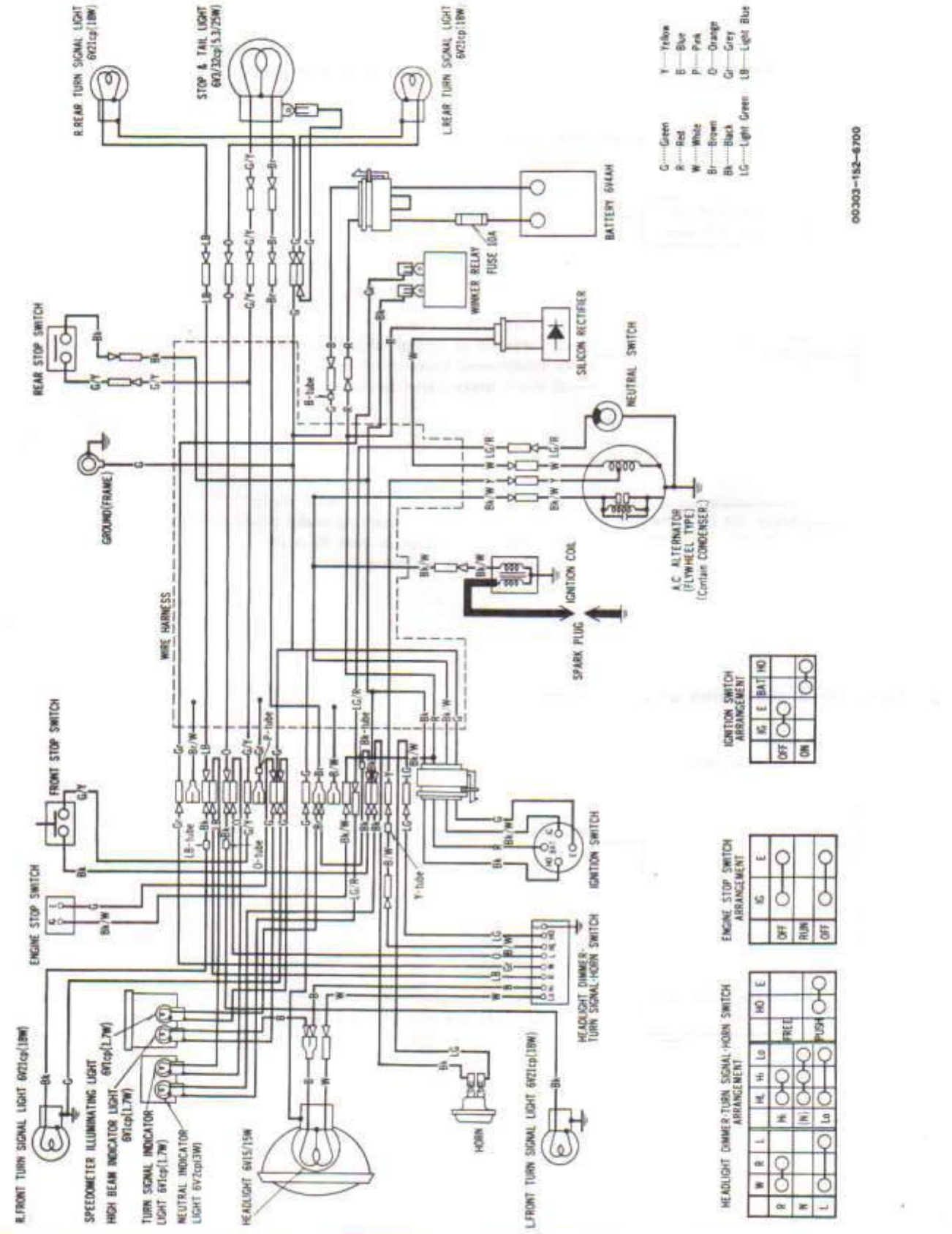




© HONDA MOTOR CO., LTD.

HONDA
XL75

# 6. WIRING DIAGRAM






Date of Issue: Feb. 1977
© HONDA MOTOR CO., LTD.

# X. '78 ADDENDUM

**This addendum applies to XL75 ('78)**

**Frame No. XL75-1100001 and subsequent,**

**manufactured before January 1, 1978.**

# ENGINE

## I. PISTON/RING

### a. ASSEMBLY

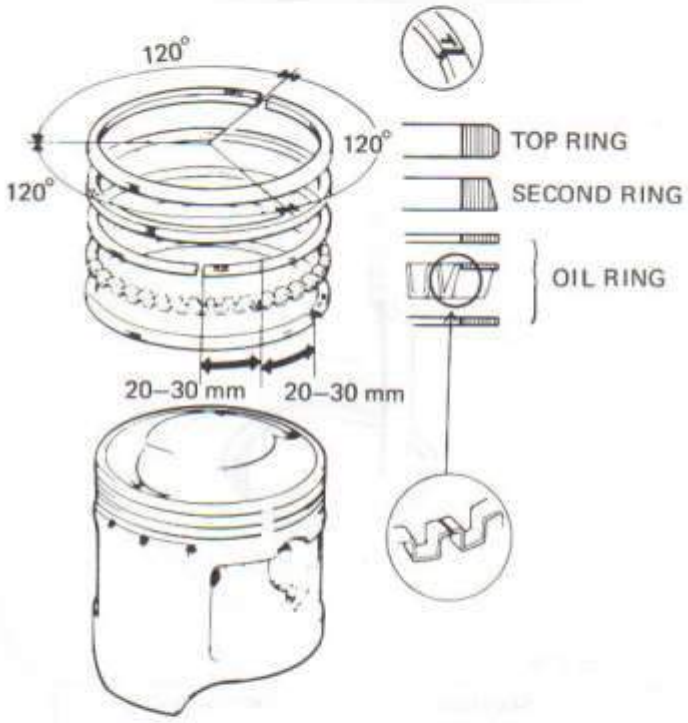
(1) To install the oil control ring, install the spacer and the rails in the order shown. Stagger the spacer and rail gaps 20–30 mm apart.
(2) Install the second and top rings with the ring marks facing up.

NOTE:

(1) Do not interchange the top and second rings between ring lands.
(2) After installing all rings hand-rotate them and check that they move smoothly without binding.
(3) The ring gaps must be staggered 120 degrees and not be facing the piston pin boss or at a right angle to piston pin.

NOTE:
On three-piece oil ring, stagger spacer gaps.

Install top and second rings with "T", "R" or "N". mark up.





© HONDA MOTOR CO., LTD. 1977

ADDENDUM SHEET XL75 '78

# 3. MAINTENANCE SCHEDULE

Perform the Pre-Ride Inspection described in the owner's manual at each maintenance period.

| | ITEM \ FREQUENCY | WHICHEVER COMES FIRST ➡ / EVERY ⬇ | ODOMETER READING [NOTE (2)] 600 mi. (1,000 km) | 2,400 mi. (4,000 km) | 4,800 mi. (8,000 km) | 7,200 mi. (12,000 km) | REFER TO |
|---|---|---|---|---|---|---|---|
| | ENGINE OIL | YEAR | R | REPLACE EVERY 1,200 mi. (2,000 km) | | | Page 2–5 |
| * | ENGINE OIL FILTER SCREEN | | | | C | | Page 2–3 |
| | AIR CLEANER | NOTE (1) | | C | C | C | Page 2–5 |
| * | FUEL LINES | | | I | I | I | Page 14–1 |
| | SPARK PLUG | | | I | I | R | Page 11–5 |
| * | VALVE CLEARANCE | | I | I | I | I | Page 2–2 |
| * | CONTACT BREAKER POINTS | | I | I | I | I | Page 2–1 |
| * | IGNITION TIMING | | I | I | I | I | Page 2–1 |
| * | CAM CHAIN TENSION | | A | A | A | A | Page 2–3 |
| * | THROTTLE OPERATION | | I | I | I | I | Page 2–2 |
| * | CARBURETOR IDLE SPEED | | I | I | I | I | Page 2–2 |
| * | CARBURETOR CHOKE | | | I | I | I | Page 22–6 |
| | DRIVE CHAIN | NOTE (3) | INSPECT EVERY 600 mi. (1,000 km) | | | | Page 2–9 |
| | BATTERY ELECTROLYTE | MONTH | I | I | I | I | Page 11–3 |
| | BRAKE SHOE WEAR | | | I | I | I | Page 22–6 |
| | BRAKE FREE PLAY | | I | I | I | I | Page 2–7 |
| * | BRAKE LIGHT SWITCH | | I | I | I | I | Page 11–9 |
| * | HEADLIGHT AIM | | I | I | I | I | Page 22–6 |
| | CLUTCH FREE PLAY | | I | I | I | I | Page 2–4 |
| | SIDE STAND | | | I | I | I | Page 22–6 |
| * | SUSPENSION | | I | I | I | I | Page 12–4, 13–3 |
| * | SPARK ARRESTOR | | | I | I | I | Page 22–6 |
| * | NUTS, BOLTS, FASTENERS | | I | I | I | I | —— |
| ** | WHEELS/SPOKES | | I | I | I | I | Page 13–4 |
| ** | STEERING HEAD BEARING | | I | | | I | Page 12–3 |

I : INSPECTION, CLEAN, ADJUST, OR REPLACE IF NECESSARY.
C: CLEAN
R: REPLACE
A: ADJUST

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

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

NOTES: (1) More frequent service may be required when riding in dusty areas.
(2) For higher odometer readings, repeat at the frequency interval established here.
(3) Initial service period 200 miles.

Date of Issue: July, 1977
© HONDA MOTOR CO., LTD. 1977

# 4. SPECIFICATIONS

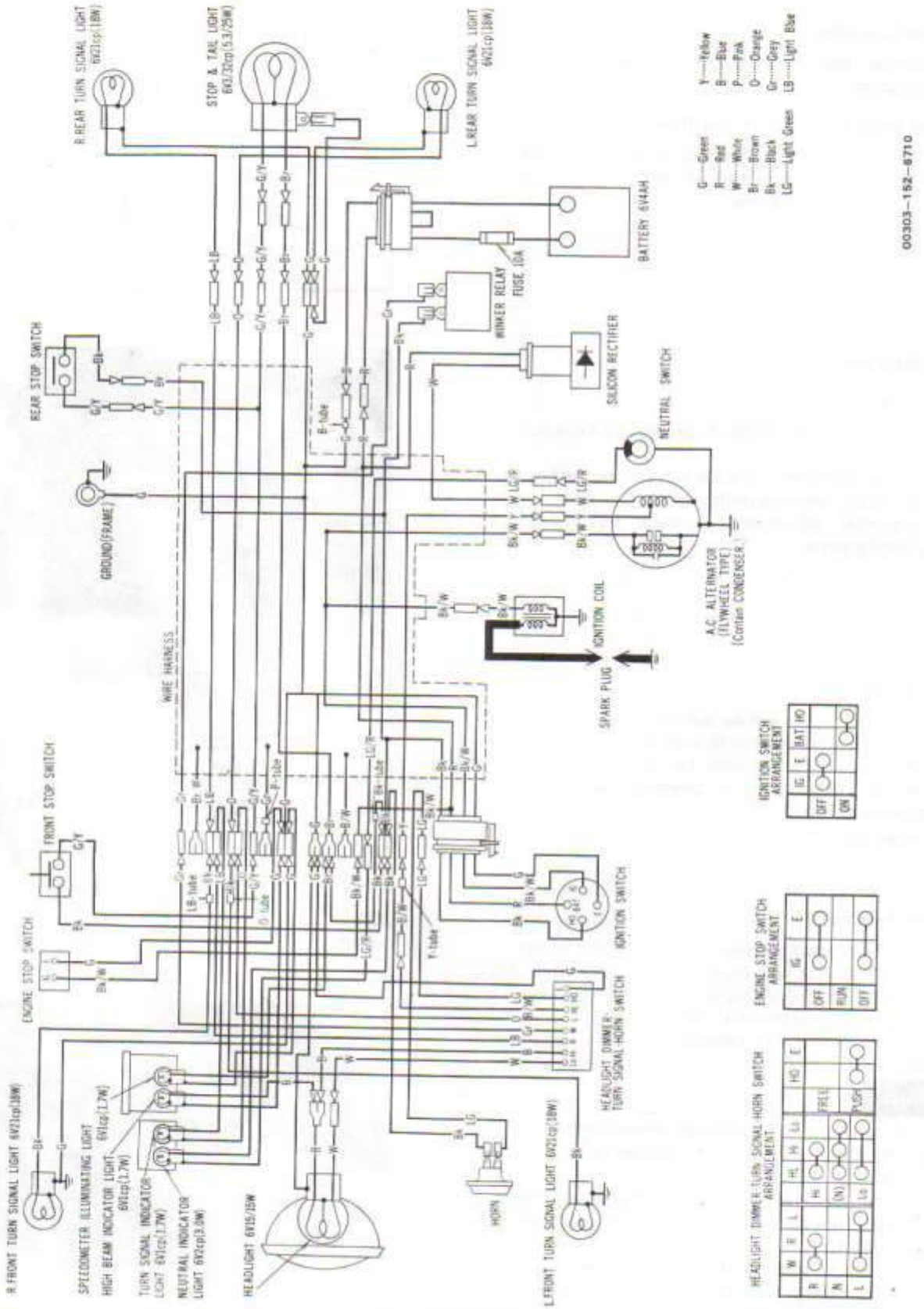
ADDENDUM SHEET XL75 '78

| | Item | | Metric | | English |
|---|---|---|---|---|---|
| Dimension | Overall length | | 1,710 mm | | 67.3 in. |
| | Overall width | | 710 mm | | 27.9 in. |
| | Overall height | | 950 mm | | 37.4 in. |
| | Wheel base | | 1,110 mm | | 43.7 in. |
| | Seat height | | 710 mm | | 28.0 in. |
| | Foot peg height | | 260 mm | | 10.2 in. |
| | Ground clearance | | 190 mm | | 7.5 in. |
| | Dry weight | | 73 kg | | 161 lbs. |
| Frame | Type | | Diamond frame | | |
| | F. suspension, travel | | Telescopic fork, travel 126 mm (4.96 in.) | | |
| | R. suspension, travel | | Swing arm, travel 95 mm (3.74 in.) | | |
| | F. tire size, pressure | | 2.50–16 (4PR), 25 psi (1.75 kg/sq-cm) | | |
| | R. tire size, pressure | | 3.00–14 (4PR), 28 psi (2.00 kg/sq-cm) | | |
| | F. brake, lining area | | Internal expanding shoes, swept area 86.4 $cm^2$ (7.74 sq-in.) | | |
| | R. brake, lining area | | Internal expanding shoes, swept area 86.4 $cm^2$ (7.74 sq-in.) | | |
| | Fuel capacity | | 6.0 lit. | 1.6 US gal. | 1.34 Imp. gal. |
| | Fuel reserve capacity | | 1.0 lit. | 0.27 US gal. | 0.22 Imp. gal. |
| | Caster angle | | 63-degree | | |
| | Trail length | | 68 mm | | 2.69 in. |
| Engine | Type | | Air cooled, 4-stroke OHC engine | | |
| | Cylinder arrangement | | Single cylinder 12° inclined from vertical | | |
| | Bore and stroke | | 48 x 41.4 mm | | 1.889 x 1.629 in. |
| | Displacement | | 74.9 cc | | 4.57 cu-in. |
| | Compression ratio | | 9.0 : 1 | | |
| | Valve train | | Chin driven over head camshaft | | |
| | Oil capacity | | 0.9 lit. | 0.95 US qt. | 0.79 Imp. qt. |
| | Lubrication system | | Forced and wet sump | | |
| | Cylinder head compression pressure | | 12 kg/sq. cm | | 170 psi |
| | Intake valve | Opens | 5° BTDC | | |
| | | Closes | 15° ABDC | | |
| | Exhaust valve | Opens | 15° BBDC | | |
| | | Closes | 5° ATDC | | |
| | Valve tappet clearance | | 0.05 mm | | 0.002 in. |
| | Idle speed | | 1,500 rpm | | |
| Drive train | Clutch | | Wet, multi plates | | |
| | Transmission | | 4-speed constant mesh | | |
| | Primary reduction | | 4.437 | | |
| | Gear ratio I | | 3.083 | | |
| | Gear ratio II | | 1.882 | | |
| | Gear ratio III | | 1.333 | | |
| | Gear ratio IV | | 1.042 | | |
| | Final reduction | | 2.571 Drive sprocket 14T, driven sprocket 36T | | |
| | Gear shift pattern | | Left foot operated return system | | |
| Electrical | Ignition | | Magneto and ignition coil | | |
| | Starting system | | Primary kick starter | | |
| | Alternator | | A.C. generator | | |
| | Spark plug | | NGK C7HS or ND U22FS (U.S.A. model)<br>MGL CR7HS or ND U22FSR-L (Canada model) | | |



Date of Issue: July, 1977
© HONDA MOTOR CO., LTD. 1977

# 5. WIRING DIAGRAM

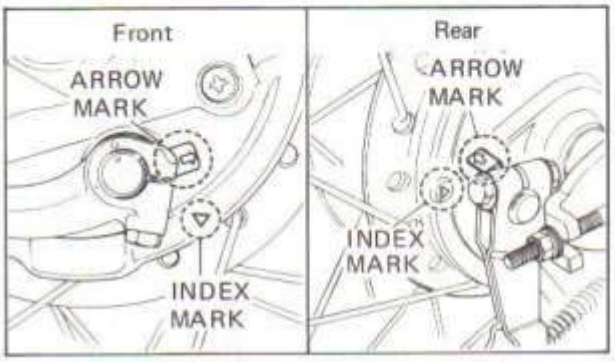




© HONDA MOTOR CO., LTD. 1977

# 6. INSPECTION

- **Choke Operation**
  - Operate the choke lever and check for smooth operation.
- **Brake Shoes Inspection (Front/Rear)**
  - Replace the shoes if the arrow mark on the brake arm aligns with the index mark on the brake panel, on full application of the brake.



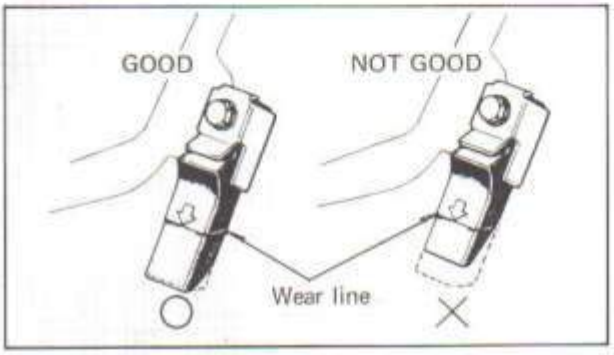

- **Headlight Aim**

CAUTION

Adjust the headlight beam as specified by local laws and regulations.
- Vertical adjustment is made by pivoting the headlight case on its mounting bolts.
- Horizontal adjustment is made by turning the adjusting screw.




- **Side Stand**
  - Check the rubber pad for deterioration or wear. Replace if wear extends to wear line as shown.
  - Check side stand spring for damage and loss of tension, and side stand assembly for freedom of movement. Repair as necessary.




- **Spark Arrestor**

(1) Remove the spark arrestor from the muffler outlet.
(2) Start the engine and expel accumulated carbon from the muffler by momentarily revving up the engine.
(3) Clean the spark arrestor of carbon.
(4) Stop the engine and reinstall the spark arrestor and mounting bolt.

WARNING

- Do not perform this operation immediately after the engine has been run because the exhaust system becomes very hot.
- Because of the increased fire hazard ensure that there are no combustible materials in the area when purging the spark arrestor.
- Exhaust gases contain poisonous carbon monoxide. Perform this operation only in a well ventilated area.
- Wear eye protection.






Date of Issue: July, 1977
© HONDA MOTOR CO., LTD. 1977

HONDA
XL75

# XI. '79 ADDENDUM

## INTRODUCTION

This addendum contains mandatory emissions maintenance for XL75's manufactured after December 31, 1977. (USA only)

Follow the Maintenance Schedule recommendations (Page. 6) to ensure that the vehicle is always in peak operating condition and the emission levels are within the standards set by U.S. Environmental Protection Agency. Performing the first scheduled maintenance is very important. It compensates for the initial wear that occurs during the break-in period.

Refer to the base XL75 Shop Manual for service items not described in this addendum.

**ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.**

**NO PART OF THIS PUBLICATION MAY BE REPRODUCED WITHOUT WRITTEN PERMISSION.**

HONDA MOTOR CO., LTD.
Service Publications Office

## CONTENTS

I. SPECIFICATIONS ..... 23– 2

II. EMISSION CONTROL SYSTEM (USA only) ..... 23– 4

CONTROL SYSTEM ..... 23– 4
EMISSION CONTROL INFORMATION LABEL (USA only) ..... 23– 5

III. MAINTENANCE SCHEDULE ..... 23– 6

IV. INSPECTION AND ADJUSTMENT ..... 23– 7

ENGINE OIL ..... 23– 7
ENGINE OIL FILTER SCREEN ..... 23– 8
CRANKCASE BREATHER (USA only) .... 23– 9
AIR CLEANER ..... 23– 9
FUEL LINE ..... 23–10
SPARK PLUG ..... 23–10
VALVE CLEARANCE ..... 23–11
IGNITION TIMING/CONTACT POINTS ... 23–11
IGNITION TIMING ADVANCE ..... 23–13
CAM CHAIN TENSION ..... 23–13
THROTTLE OPERATION ..... 23–14
CARBURETOR CHOKE ..... 23–14
CARBURETOR IDLE SPEED ..... 23–14
DRIVE CHAIN ..... 23–15
BATTERY ..... 23–16
BRAKE SHOE WEAR ..... 23–17
BRAKE SYSTEM ..... 23–17
BRAKE LIGHT SWITCH ..... 23–19
HEADLIGHT AIM ..... 23–19
CLUTCH FREE PLAY ..... 23–20
SIDE STAND ..... 23–20
SUSPENSION ..... 23–20
SPARK ARRESTER ..... 23–21
NUTS, BOLTS, FASTENERS ..... 23–22
WHEELS ..... 23–22
STEERING HEAD BEARING ..... 23–23

V. CARBURETOR ..... 23–24

CARBURETOR SPECIFICATIONS ..... 23–24
DISASSEMBLY AND ASSEMBLY ..... 23–24
AIR SCREW ADJUSTMENT ..... 23–24
HIGH ALTITUDE ADJUSTMENT ..... 23–25

VI. BREATHER SYSTEM (USA only) ..... 23–26

VII. TROUBLESHOOTING ..... 23–27

Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# I. SPECIFICATIONS

| | Item | | Metric | | English |
|---|---|---|---|---|---|
| **Dimension** | Overall length | | 1,710 mm | | 67.3 in |
| | Overall width | | 710 mm | | 27.9 in |
| | Overall height | | 950 mm | | 37.0 in |
| | Wheel base | | 1,110 mm | | 44.0 in |
| | Seat height | | 710 mm | | 28.0 in |
| | Foot peg height | | 260 mm | | 10.2 in |
| | Ground clearance | | 190 mm | | 7.5 in |
| | Dry weight | | 73 kg | | 161 lbs |
| **Frame** | Type | | Diamond frame | | |
| | F. suspension, travel | | Telescopic fork, travel 126 mm (5.0 in) | | |
| | R. suspension, travel | | Swing arm, travel 95 mm (3.74 in). | | |
| | F. tire size, pressure | | 2.50–16 (4PR), 24 psi (1.75 kg/sq-cm) | | |
| | R. tire size, pressure | | 3.00–14 (4PR), 28 psi (2.00 kg/sq-cm) | | |
| | F. brake, lining area | | Internal expanding shoes, swept area 86.4 $cm^2$ (13.4 sq-in) | | |
| | R. brake, lining area | | Internal expanding shoes, swept area 86.4 $cm^2$ (13.4 sq-in) | | |
| | Fuel capacity | | 5.5 lit | 1.5 US gal | 1.21 Imp gal |
| | Fuel reserve capacity | | 1.0 lit | 0.26 US gal | 0.22 Imp gal |
| | Caster angle | | 63-degree | | |
| | Trail length | | 68 mm | | 2.7 in |
| **Engine** | Type | | Air cooled, 4-stroke OHC engine | | |
| | Cylinder arrangement | | Single cylinder 12° in clined from vertical | | |
| | Bore and stroke | | 48 x 41.4 mm | | 1.889 x 1.629 in |
| | Displacement | | 75 cc | | 4.57 cu in |
| | Compression ratio | | 9.0 : 1 | | |
| | Valve train | | Chain driven over head camshaft | | |
| | Oil capacity | | 0.9 lit | 0.95 US qt | 0.88 Imp qt |
| | Lubrication system | | Forced and wet sump | | |
| | Cylinder head compression pressure | | 12 kg/sq-cm | | 170 psi |
| | Intake valve | Opens | 5° ATDC (at 1 mm lift), 42° ATDC (at 0 lift) | | |
| | | Closes | 15° ABDC (at 1 mm lift), 82° ABDC (at 0 lift) | | |
| | Exhaust valve | Opens | 15° BBDC (at 1 mm lift), 65° BBDC (at 0 lift) | | |
| | | Closes | 5° BTDC (at 1 mm lift), 60° BTDC (at 0 lift) | | |
| | Valve clearance | | 0.05 mm | | 0.002 in |
| | Idle speed | | 1,500 ± 100 rpm | | |
| | Dry weight | | 18.3 kg | | 40.4 lb |



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

| | Item | Metric | English |
|---|---|---|---|
| **Drive Train** | Clutch | Wet multi-plate | |
| | Transmission | 4-speed constant mesh | |
| | Primary reduction | 4.437 | |
| | Gear ratio I | 3.083 | |
| | Gear ratio II | 1.882 | |
| | Gear ratio III | 1.333 | |
| | Gear ratio IV | 1.042 | |
| | Final reduction | 2.571 | |
| | Gear shift pattern | Left foot operated return system | |
| | Drive chain | RK420S or DID420 94 links | |
| **Electrical** | Ignition | Magneto and ignition coil | |
| | Ignition advance "F" mark | 15° BTDC, Static and idle speed | |
| | Full advance mark | 28.5°–31.5° BTDC | |
| | RPM from "F" to max. advance | 1800–3250 rpm | |
| | Starting system | Kick starter | |
| | Alternator | A.C. generator, 58 W/5,000 rpm | |
| | Battery capacity | 6 V–4 AH | |
| | Fuse capacity | 10 A | |
| | Spark plug (USA) | Usage / Brand: For cold climate (below 5°C 41°F) / Standard / For extended high speed driving | |
| | | NGK: C6H / C7HS / C9H | |
| | | ND: U20FS / U22FS / U24FB | |
| | Spark plug (for Canada) | NGK: CR7HS<br>ND: U22FSR-L | |
| | Spark plug gap | 0.6–0.7 (0.024–0.028 in) | |
| | Condenser capacity | 0.21–0.26 μF | |


© HONDA MOTOR CO., LTD.

# II. EMISSION CONTROL SYSTEM

## CONTROL SYSTEM (USA only)

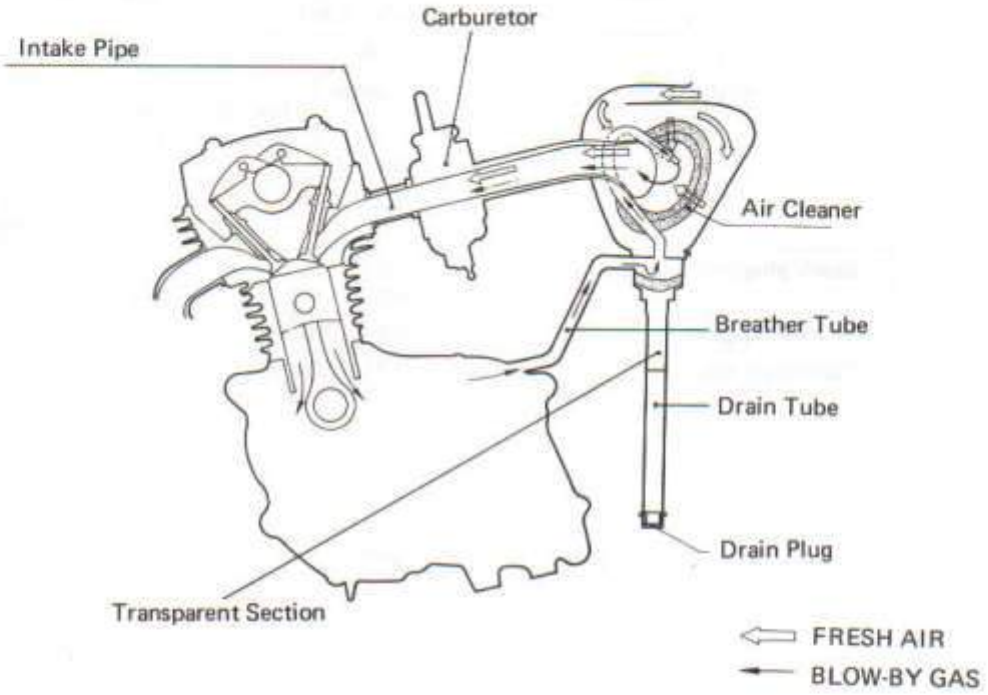
XL75's Manufactured after December 31, 1977 are equipped with two Emission Control Systems.

- **Exhaust Emission Control System**
  The exhaust emission control system is composed of a factory pre-set carburetor. No adjustment should be made except idle speed with the throttle stop screw.

  This system is separate from the crankcase emission control system.

- **Crankcase Emission Control System**
  Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.

Crankcase Emission Control System






Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# EMISSION CONTROL INFORMATION LABEL (USA only)

XL75's manufactured after December 31, 1977 have an Emission Control Information Label on the frame as shown. It contains basic tune-up specifications.




EMISSION INFORMATION LABEL


© HONDA MOTOR CO., LTD.

# III. MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each maintenance period.
I : INSPECT, CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY.
C: CLEAN
R: REPLACE
A: ADJUST
L: LUBRICATE

| | | ITEM / FREQUENCY | WHICHEVER COMES → FIRST ↓ EVERY | ODOMETER READING NOTE (4) 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 | | ENGINE OIL | YEAR | R | REPLACE EVERY 1,250 mi. (2,000 km) | | | Page 23- 7 |
| | * | ENGINE OIL FILTER SCREEN | | | | C | | Page 23- 8 |
| | | CRANKCASE BREATHER (USA ONLY) | NOTE (1) | | C | C | C | Page 23- 9 |
| | | AIR CLEANER | NOTE (2) | | C | C | C | Page 23- 9 |
| | * | FUEL LINES | | | I | I | I | Page 23-10 |
| | | SPARK PLUG | | | I | I | R | Page 23-10 |
| | * | VALVE CLEARANCE | | I | I | I | I | Page 23-11 |
| | * | IGNITION TIMING/CONTACT POINTS | | I | I | I | I | Page 23-12 |
| | * | CAM CHAIN TENSION | | A | A | A | A | Page 23-13 |
| | * | THROTTLE OPERATION | | I | I | I | I | Page 23-14 |
| | * | CARBURETOR IDLE SPEED | | I | I | I | I | Page 23-14 |
| | * | CARBURETOR CHOKE | | | I | I | I | Page 23-14 |
| NON-EMISSION RELATED ITEMS | | DRIVE CHAIN | NOTE (3) | I, L EVERY 300 mi. (500 km) | | | | Page 23-15 |
| | | BATTERY | MONTH | I | I | I | I | Page 23-16 |
| | | BRAKE SHOE WEAR | | | I | I | I | Page 23-17 |
| | | BRAKE SYSTEM | | I | I | I | I | Page 23-17 |
| | * | BRAKE LIGHT SWITCH | | I | I | I | I | Page 23-19 |
| | * | HEADLIGHT AIM | | I | I | I | I | Page 23-19 |
| | | CLUTCH FREE PLAY | | I | I | I | I | Page 23-20 |
| | | SIDE STAND | | | I | I | I | Page 23-20 |
| | * | SUSPENSION | | I | I | I | I | Page 23-20 |
| | ** | SPARK ARRESTER (USA ONLY) | | | C | C | C | Page 23-21 |
| | * | NUTS, BOLTS, FASTENERS | NOTE (3) | I | I | I | I | Page 23-22 |
| | ** | WHEELS/SPOKES | NOTE (3) | I | I | I | I | Page 23-22 |
| | ** | STEERING HEAD BEARING | | I | | | I | Page 23-23 |

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED.
** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED **ONLY** BY AN AUTHORIZED HONDA DEALER.

NOTES: (1) Service more frequently when riding in rain or at full throttle. (USA ONLY)
(2) Service more frequently when riding in dusty areas.
(3) Service more frequently when riding OFF-ROAD.
(4) For higher odometer readings, repeat at the frequency interval established here.



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# IV. INSPECTION AND ADJUSTMENT

## ENGINE OIL

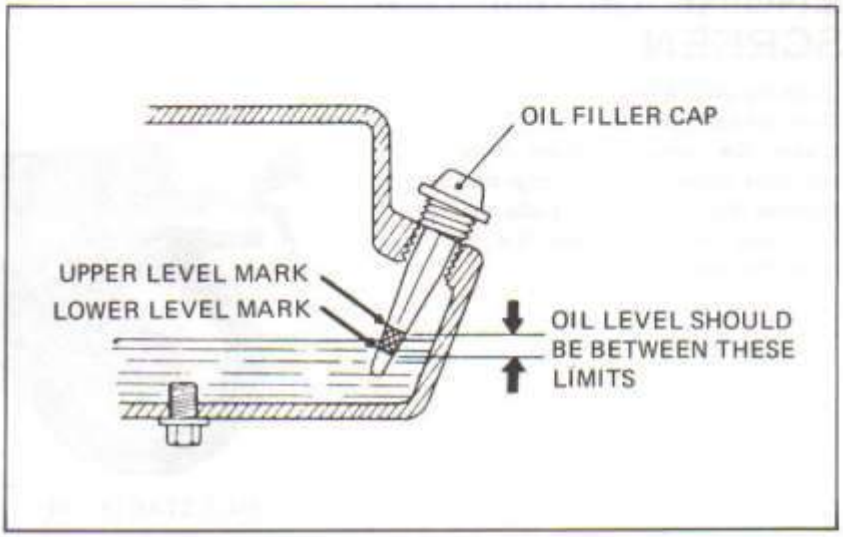
### • ENGINE OIL LEVEL CHECK

Support the motorcycle upright on level ground, and remove the oil filler cap/dipstick and wipe it clean.
Insert the dipstick and check the oil level.

NOTE

Do not screw in the dipstick when making this check.

If the oil level is below the lower level mark, fill to the upper level mark with the recommended oil.




### • ENGINE OIL CHANGE

Remove the oil filler cap and drain plug after the engine is warm, and drain the oil. Install the drain plug, and make sure that the sealing washer is in good condition.
**TORQUE: 2–3 kg-m (15–22 ft-lb)**

Fill the crankcase with the recommended oil.

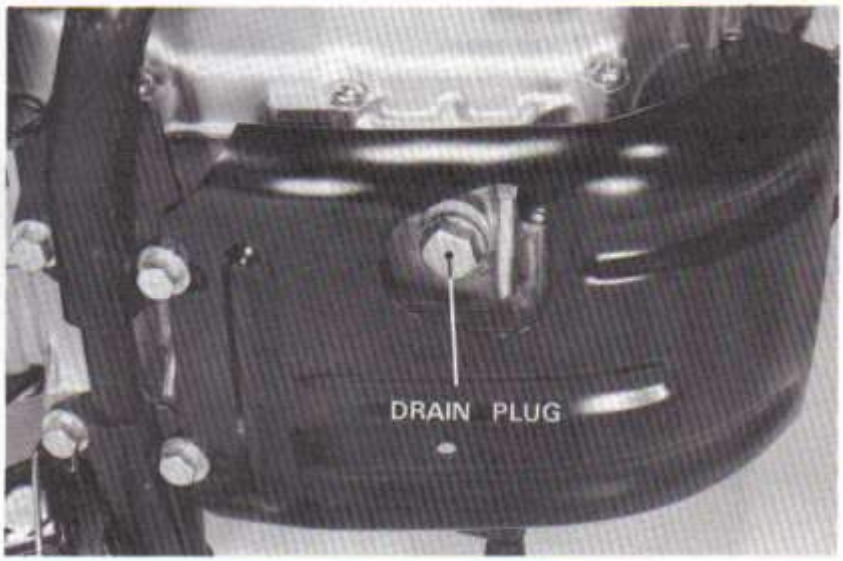
**OIL CAPACITY: 0.9 lit (0.95 US qt)**

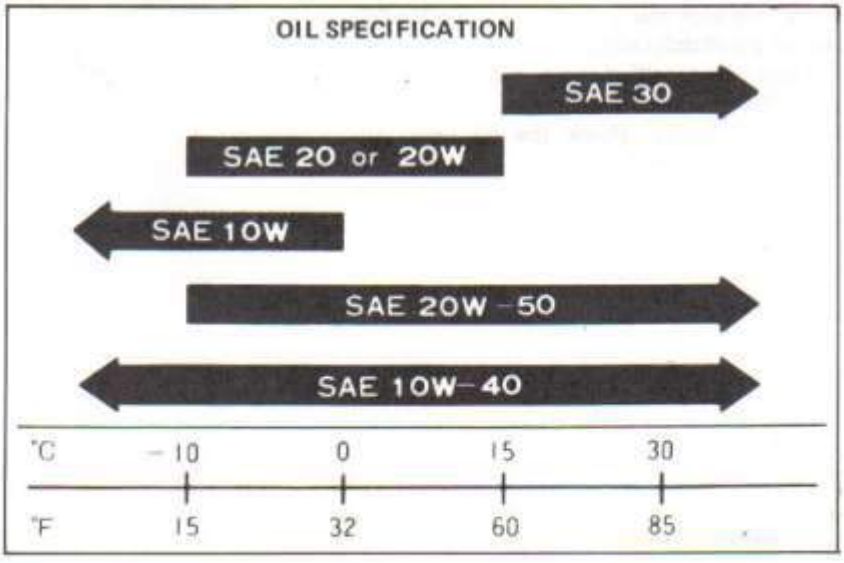
RECOMMENDED OIL:
Use HONDA 4-STROKE OIL or equivalent
API SERVICE CLASSIFICATION: SE
VISCOSITY:
General, all temperatures; SAE 10W–40

Alternate:

| | |
|---|---|
| Above 15°C/60°F | SAE 30 |
| −10°C/15°F–15°C/60°F | SAE 20 or SAE 20W |
| Below 0°C/32°F | SAE 10W |
| Above −10°C/15°F | SAE 20W–50 |

Install the oil filler cap.
Start the engine and allow it to idle for 2-3 minutes.
Stop the engine, and make sure that the oil level is at the upper level mark with the vehicle in an upright position, and that there are no oil leaks.



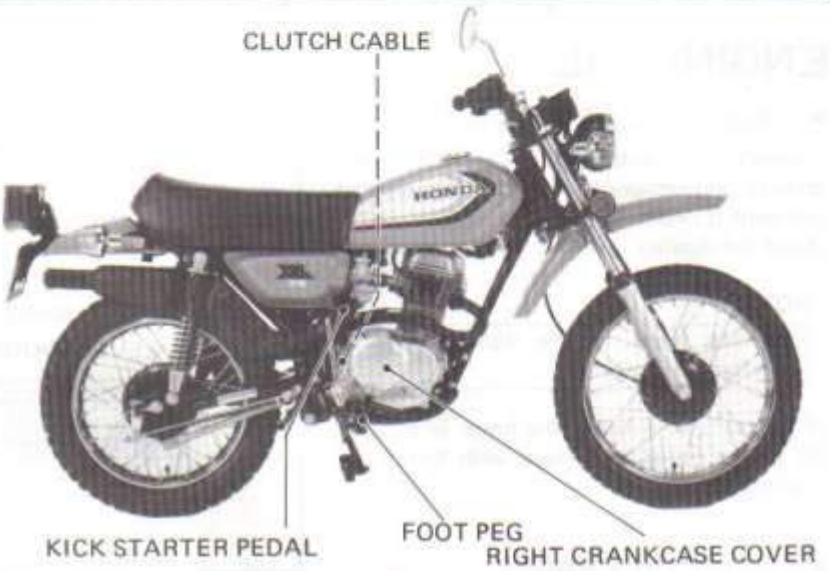





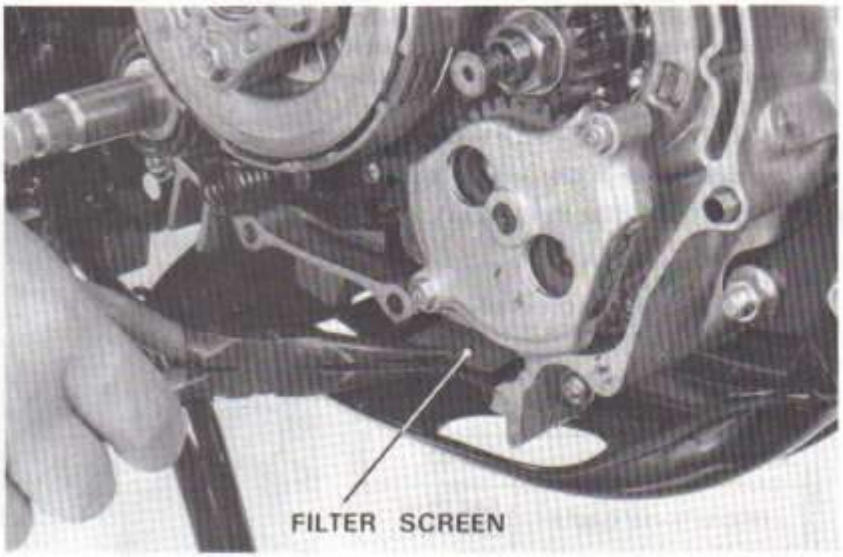
© HONDA MOTOR CO., LTD.

# ENGINE OIL FILTER SCREEN

Drain the engine oil.
Turn the fuel valve lever "OFF"
Loosen the carburetor drain screw and drain the float chamber, then retighten the screw.
Remove the kick starter pedal and the right foot peg, and disconnect the clutch cable from the clutch arm.




Remove the right crankcase cover.
Remove and clean the oil filter screen.
Install the oil filter screen and right crankcase cover.
Install the foot peg.




Install the kick starter pedal and clutch cable.
Adjust the clutch cable.
Fill with the specified engine oil, turn the fuel valve "ON", and start the engine.
Stop the engine, check the oil level, and inspect for oil leaks.



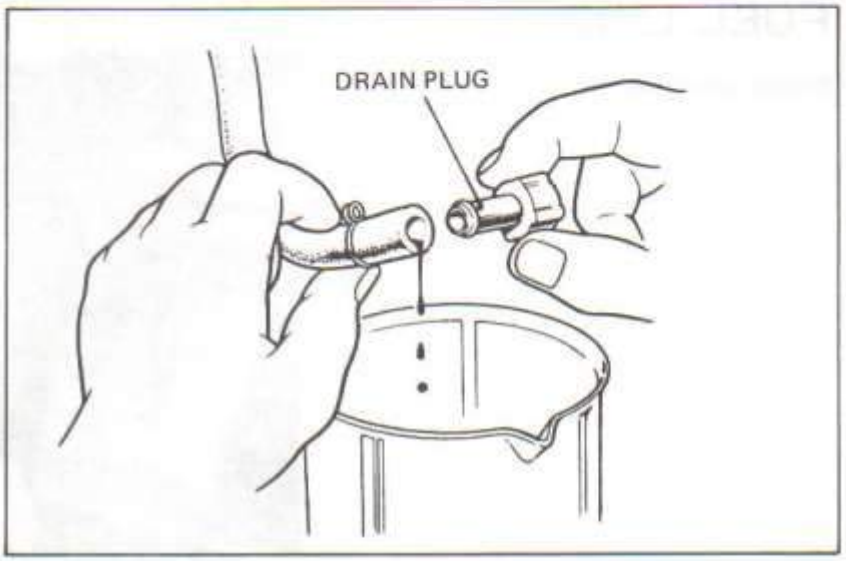
Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

## CRANKCASE BREATHER (USA only)

Remove the drain plug from the drain tube, and drain deposits.
Install the drain plug.

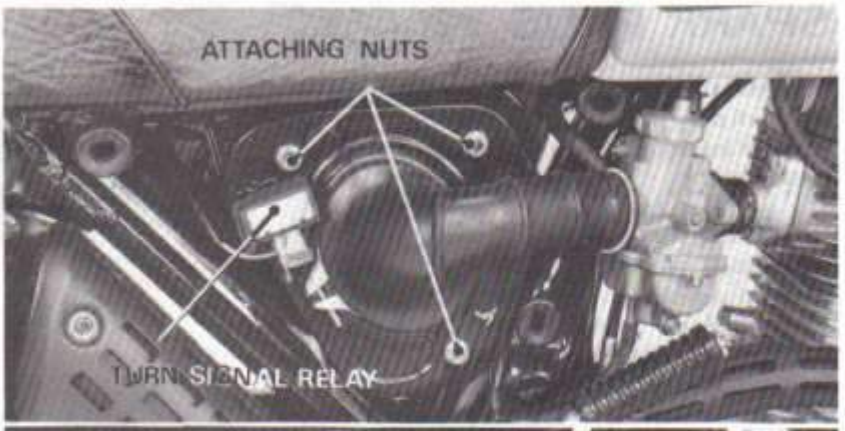
NOTE

Service more frequently when driven in rain or at full throttle or if the deposit level can be seen in the transparent section of the drain tube.



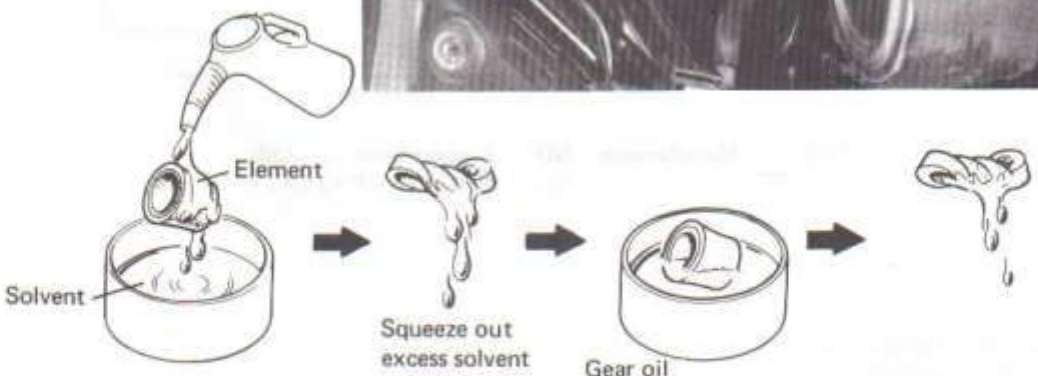

## AIR CLEANER

Remove the right side cover.
Remove the turn signal relay.
Remove the air cleaner cover attaching nuts and cover.
Pull out the air cleaner element retainer and element.
Wash the element in nonflammable or high flash point solvent and allow to dry.
Soak the air cleaner element in clean gear oil (SAE 80 - 90), and squeeze out the excess.
Install the air cleaner element and retainer.
Install the air cleaner cover, turn signal relay, and right side cover.







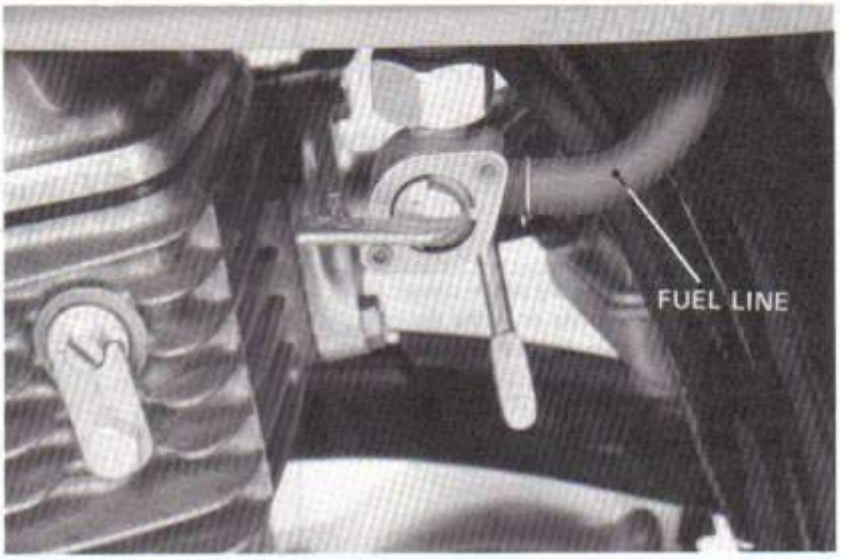




© HONDA MOTOR CO., LTD.

## FUEL LINE

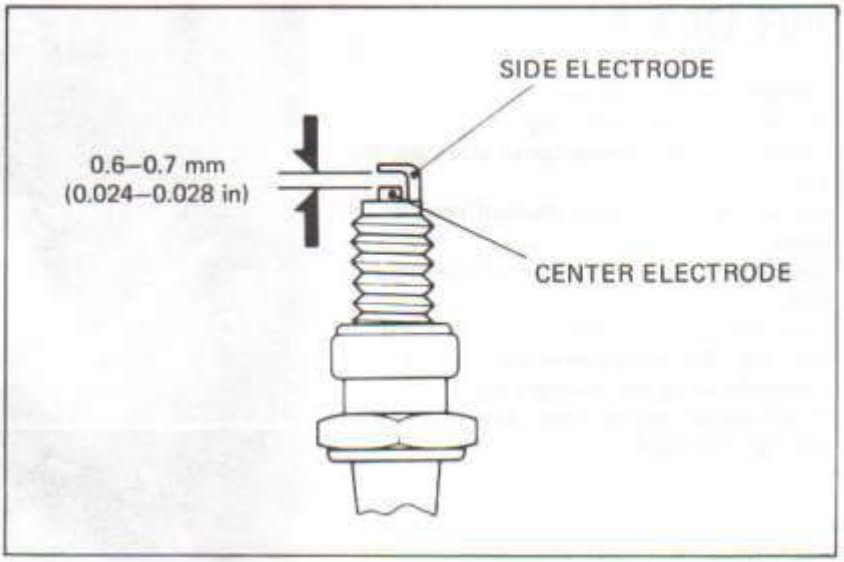
Replace worn, damaged or leaking any parts.




## SPARK PLUG

Disconnect the spark plug cap, and remove the spark plug.
Visually inspect the spark plug electrodes for wear.
The center electrode should have square edges and the side electrode should have a constant thickness. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped. If the spark plug deposits can be removed by sandblasting the spark plug can be reused. Adjust the spark plug gap by bending the side electrode.

**SPARK PLUG GAP: 0.6–0.7 mm (0.024–0.028 in)**




**RECOMMENDED SPARK PLUG**

**USA model**

| Usage / Manufacturer | For cold climate (below 5°C) | Standard | For extended high speed riding |
|---|---|---|---|
| ND | U20FS | U22FS | U24FB |
| NGK | C6H | C7HS | C9H |

**CANADA model**

**ND: U22FSR-L NGK: CR7HS**

**Manufacturer: ND: Nippondenso Co., Ltd.**
**NGK: NGK Spark Plug Co., Ltd.**

Install the spark plug, tighten it by hand, then tighten with a spark plug wrench.
Connect the spark plug cap.



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

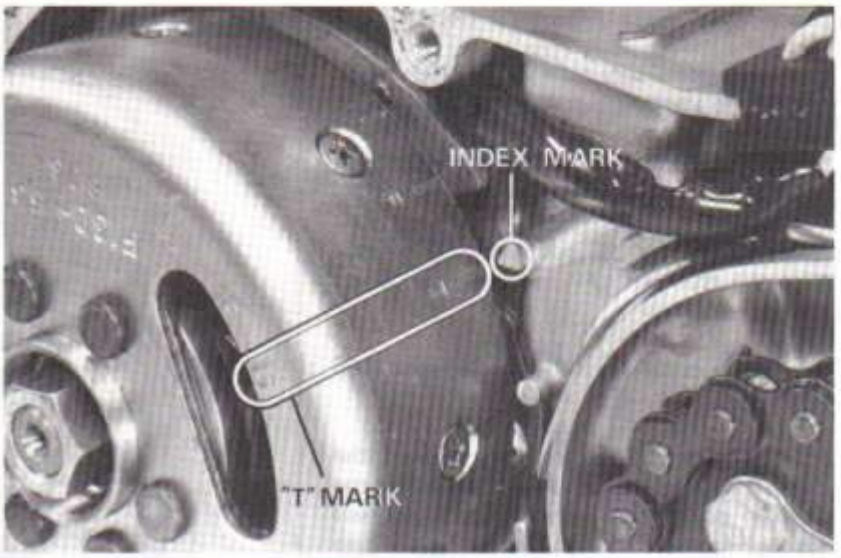
# VALVE CLEARANCE

NOTE

Valve clearance adjustment must be performed while the engine is cold. (below 35°C/95°F).

Remove the left crankcase cover and cylinder head cover.

Rotate the flywheel counterclockwise and align the "T" mark on the flywheel with the index mark on the left crankcase. The piston must be at T.D.C. of the compression stroke.




Measure the intake and exhaust valve clearances with a 0.05 mm (0.002 in) feeler gauge. Insert the gauge between the valve adjusting screw and valve stem.

Adjust by loosening the valve adjusting screw lock nut and turning the screw until there is a slight drag on the feeler gauge.

Hold the adjusting screw and tighten the lock nut.

Recheck the clearance.

Install the left crankcase cover and cylinder head cover.



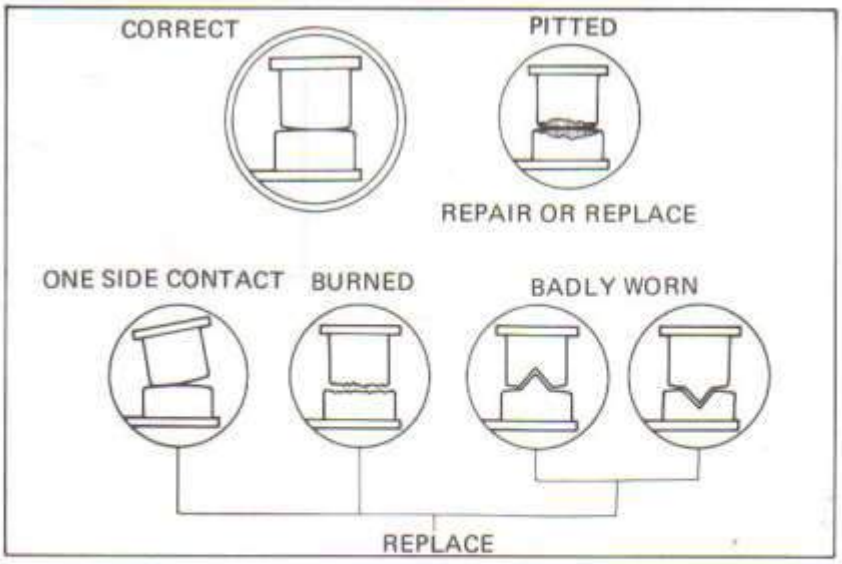

# IGNITION TIMING/ CONTACT POINTS

NOTE

Point gap and ignition timing adjustments are made at the same time.

Remove the left crankcase cover.

Inspect the contact point surfaces. If they are level but grayish in color or are slightly pitted, file or sand them lightly. If they have a noticeable transfer of metal from one surface to the other, have evidence of heavy arcing, or are worn at an angle, the point set should be replaced.





© HONDA MOTOR CO., LTD.

Disconnect the A.C. generator wires.

Connect a continuity light to the black/white lead and to a battery positive terminal.

Connect the negative battery terminal to a convenient frame or engine ground.

Rotate the flywheel counterclockwise and align the flywheel "F" and crankcase index marks.

The timing is correct if the light becomes dim when both marks align.

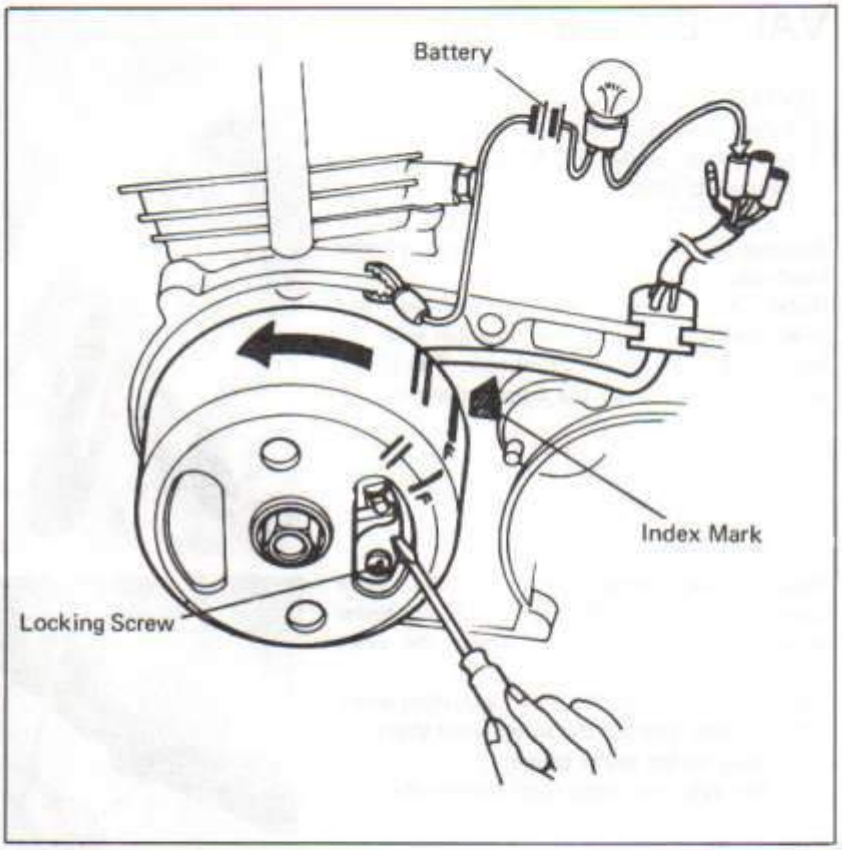
If ignition timing is incorrect, loosen the contact breaker locking screw and adjust the breaker point gap. Increasing the gap will advance ignition timing. Decreasing the gap will retard ignition timing.

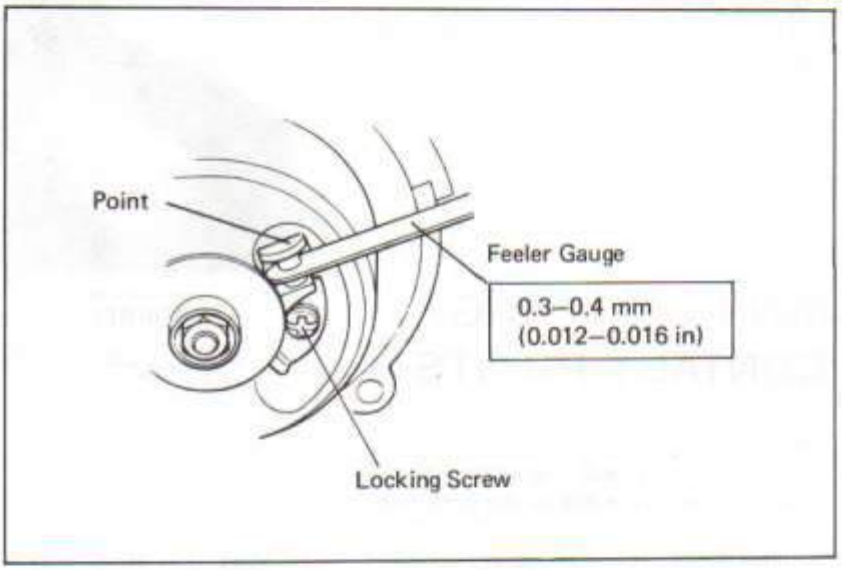
Tighten the locking screw and recheck the ignition timing.

NOTE

Replace the contact breaker points if the timing cannot be correctly adjusted while maintaining a minimum point gap of 0.3 - 0.4 mm (0.012 - 0.016 in).

Connect the A.C. generator wires.
Install the left crankcase cover.





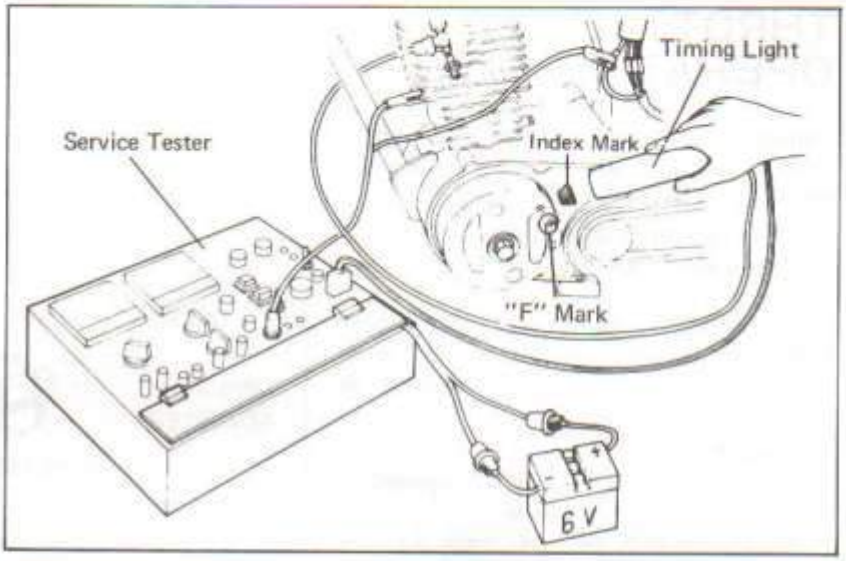

Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

- DYNAMIC TIMING
- Using a Stroboscpic Timing Light

NOTE

Adjust the contact breaker point gap before this adjustment.

Connect a tachometer and a timing light.
Start the engine and make sure that the engine idle speed is 1,500 ± 100 rpm.
The timing is correct, if the "F" mark on the flywheel aligns with the index mark on the left crankcase cover.
Adjust the timing, using the same procedures as for the continuity light.




## IGNITION TIMING ADVANCE

NOTE

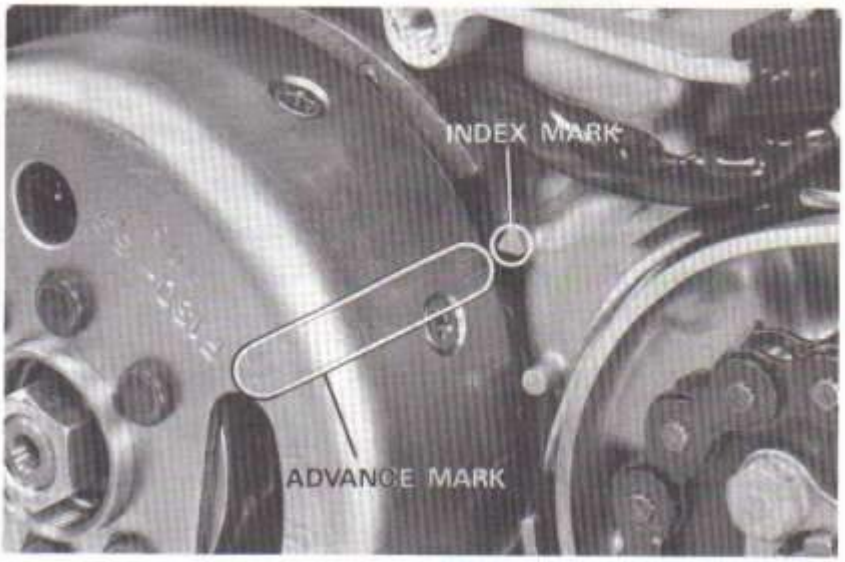
Before performing this test, check and adjust the ignition timing.

1. Connect a tachometer and a timing light.
2. Start the engine.

Increase engine speed to 3,400 rpm.

**FULL ADVANCE: 3,400 rpm.**

Check that the index mark aligns with the advance marks, at 3,400 rpm as shown. If the index mark does not align between the advance marks, check the spark advance mechanism.
Replace if necessary.

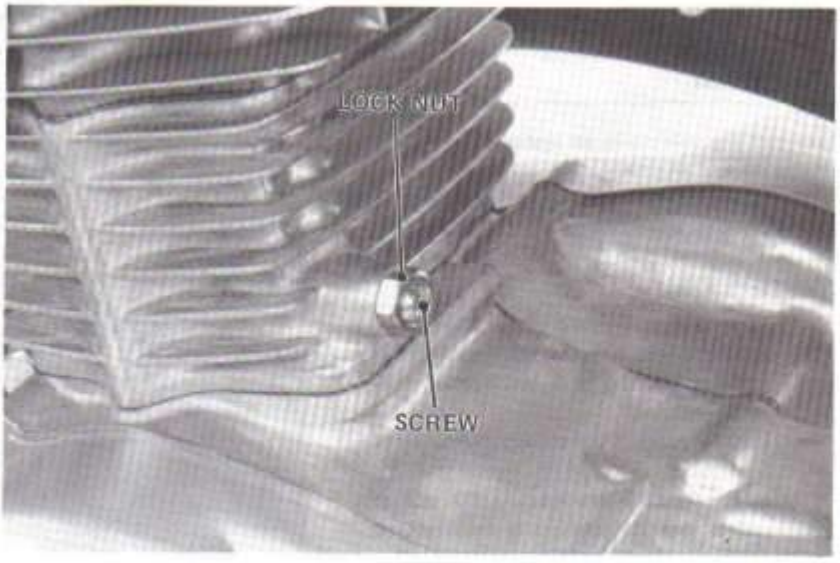



## CAM CHAIN TENSION

Start the engine and let it idle.
Loosen the cam chain tensioner lock nut and screw.
The tensioner will automatically position itself to provide the correct tension.
Tighten the cam chain tensioner screw and lock nut.

NOTE

When tightening the lock nut, hold the adjusting bolt to prevent it from turning with the lock nut.





© HONDA MOTOR CO., LTD.

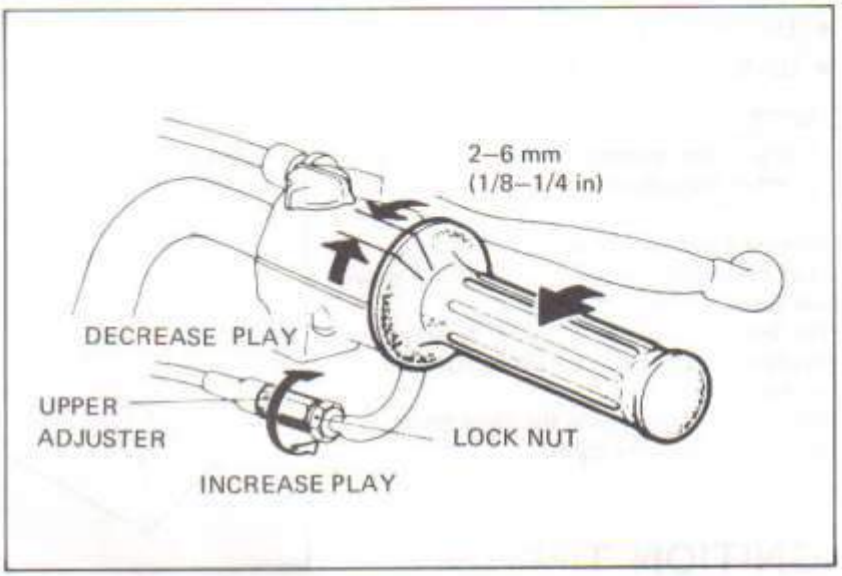
# THROTTLE OPERATION

Inspect the throttle cable for deterioration, damage or kinks, and measure the throttle grip free play at the flange.

**THROTTLE GRIP FREE PLAY:**
**2–6 mm (1/8–1/4 in)**

Check for smooth throttle grip rotation from fully open to automatic full closing in all steering positions. Adjust or replace as necessary.

**ADJUSTMENT:**
Throttle grip free play can be adjusted at either end of the throttle cable.
Minor adjustments can be made by the adjuster at the right handlebar.
Loosen the lock not and turn the adjuster.
Tighten the Lock nut.
Recheck the operation of the throttle grip.




# CARBURETOR CHOKE

Operate the choke lever and check for smooth operation.




# CARBURETOR IDLE SPEED

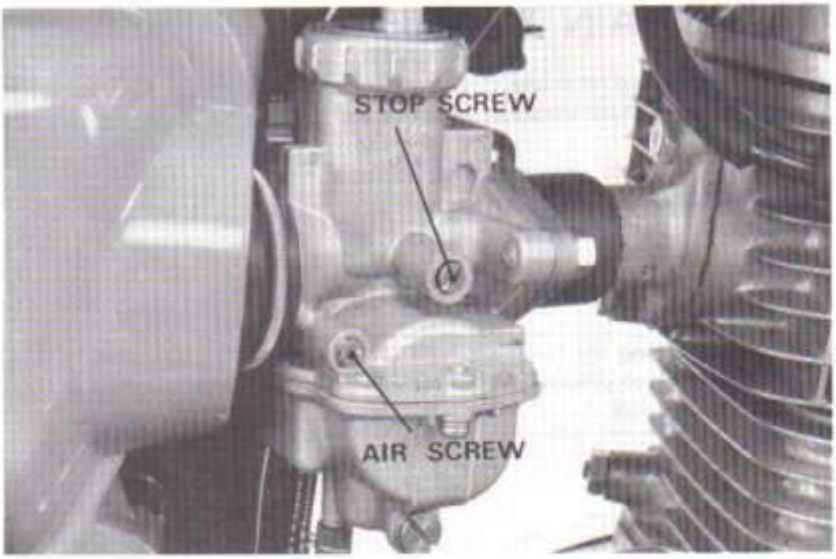
NOTE

Check the idle speed after all other maintenance items have been performed.

Support the vehicle in an upright position.
Warm up the engine.
Turn the throttle stop screw as required to obtain an idle speed of 1,500 ± 100 rpm.

NOTE

- The engine must be warm for accurate idle speed adjustment. Stop and go driving for ten minutes is sufficient.
- Motorcycles manufactured after December 31, 1977 have the air screw factory pre-set. Do not adjust unless the carburetor is overhauled.






Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# DRIVE CHAIN

NOTE

Perform this maintenance with the ignition switch off.

## • DRIVE CHAIN FREE PLAY

Place the vehicle on its side stand and shift the transmission into neutral.
Measure the drive chain free play midway between sprockets on the lower chain run.

**FREE PLAY: 15–25 mm (5/8–1 in)**

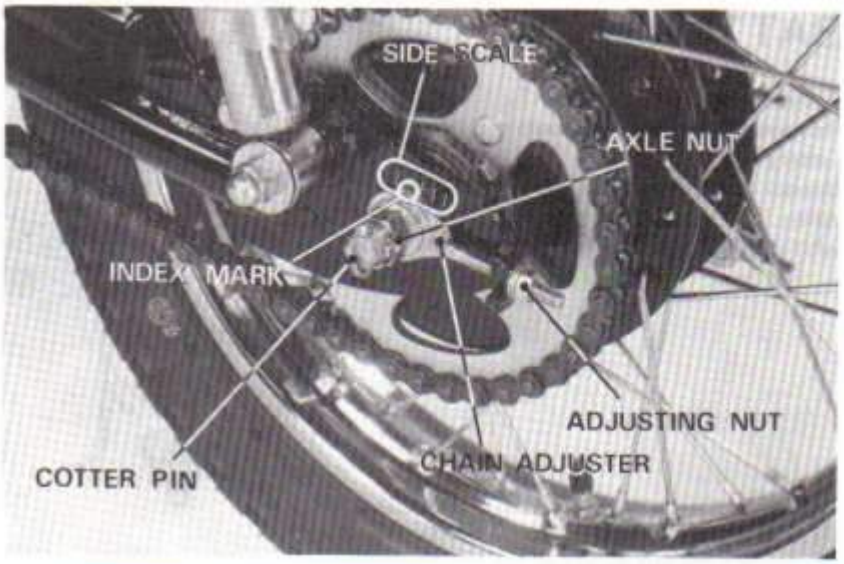



## • ADJUSTMENT

Remove the cotter pin from the rear axle nut and loosen the nut.
Turn nuts on both adjusters as required until the correct free play is obtained.

NOTE

Be sure that the index mark aligns with the same scale graduation on both sides.




Tighten the axle nut and install a new cotter pin.

**TORQUE: 4.0–5.0 kg-m (29–36 ft-lb)**

Lubricate the drive chain.

## • CLEANING/LUBRICATION

When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.
Remove the master link retaining clip.

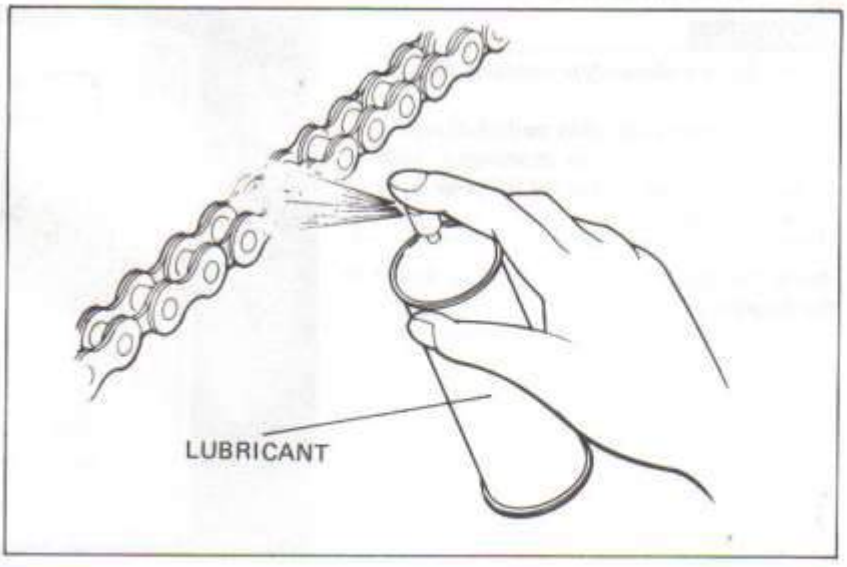
NOTE

Do not bend or twist the clip.

Remove the master link. Remove the drive chain. Clean the chain with nonflammable or high flash point solvent and brush, and allow to dry. Inspect the drive chain for possible wear or damage. Replace any chain that is damaged or excessively worn. Inspect the sprocket teeth for excessive wear or damage. Replace if necessary.

NOTE

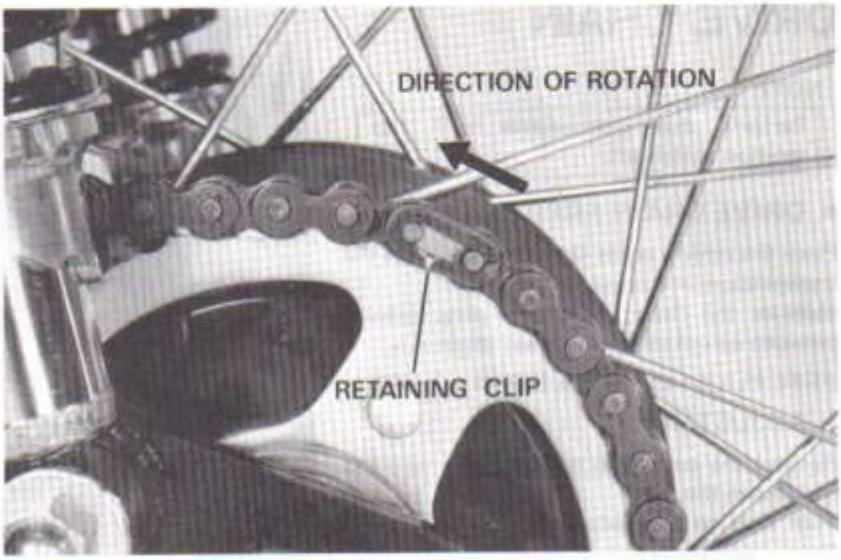
- Never install a new drive chain on worn sprockets or a worn chain on new sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprockets will wear rapidly.
- Aerosol type drive chain lubricants are recommended.





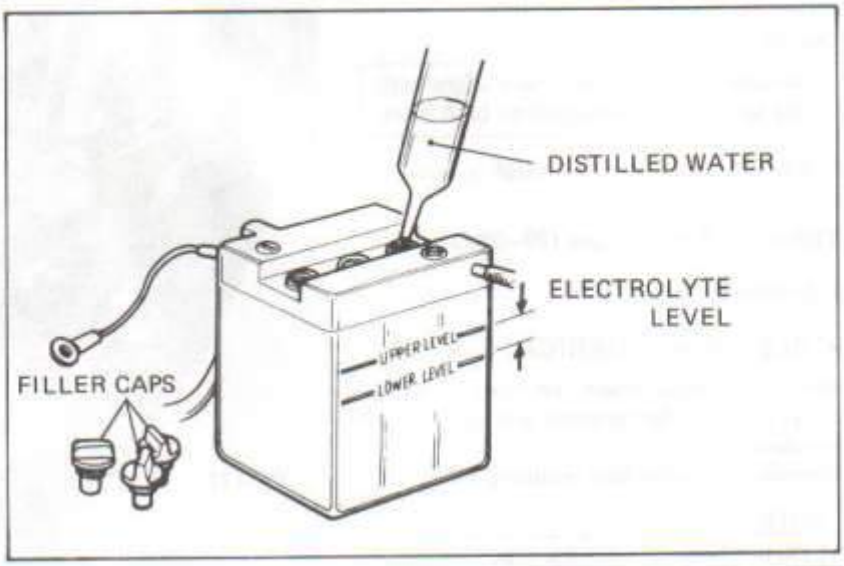
© HONDA MOTOR CO., LTD.

Lubricate the drive chain. Saturate each chain link joint. Install the drive chain and the master link. Install the master link retaining clip so that the closed end faces the direction of forward wheel rotation. Master links are reusable if they remain in excellent condition, but it is recommended that a new master link be installed whenever the drive chain is reassembled.
Adjust the drive chain (See page 23–15).




## BATTERY

Remove the left side cover.
Remove the battery band bolt and remove the battery.
Inspect the battery fluid level.
When the fluid nears the lower level, refill with distilled water to the upper level.



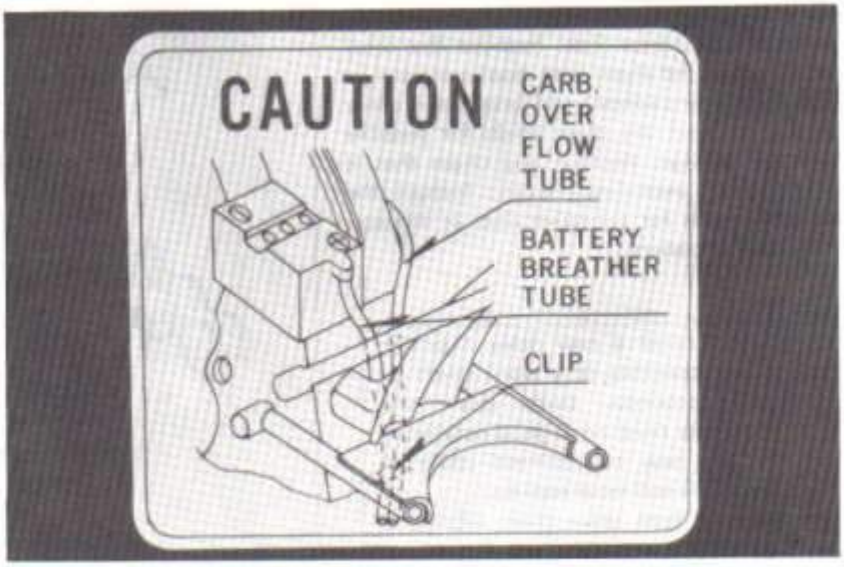

NOTE

Add distilled water only. Tap water will shorten the service life of the battery.

**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 your eyes were exposed.*

Route the battery breather tube as shown in the diagram.

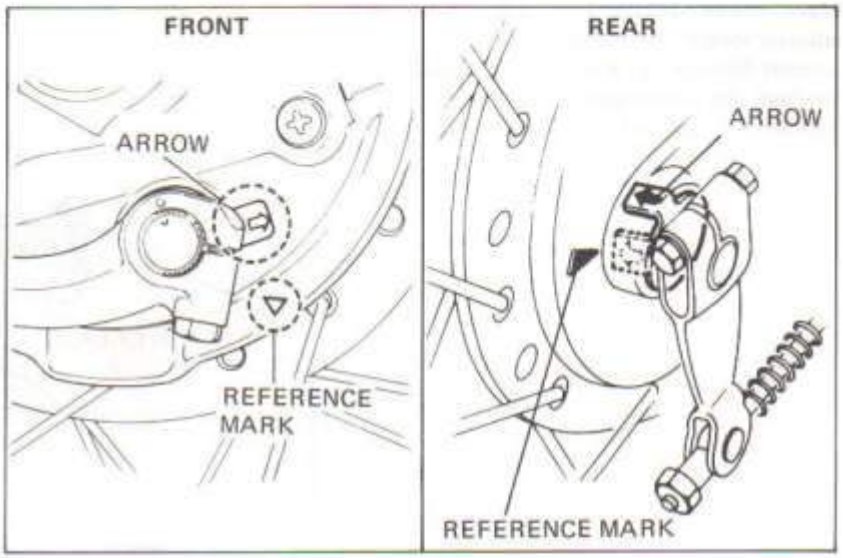





Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

## BRAKE SHOE WEAR

Replace the brake shoes if the arrow on the brake arm aligns with the reference mark "▲" on the backing plate at full application of the brake.

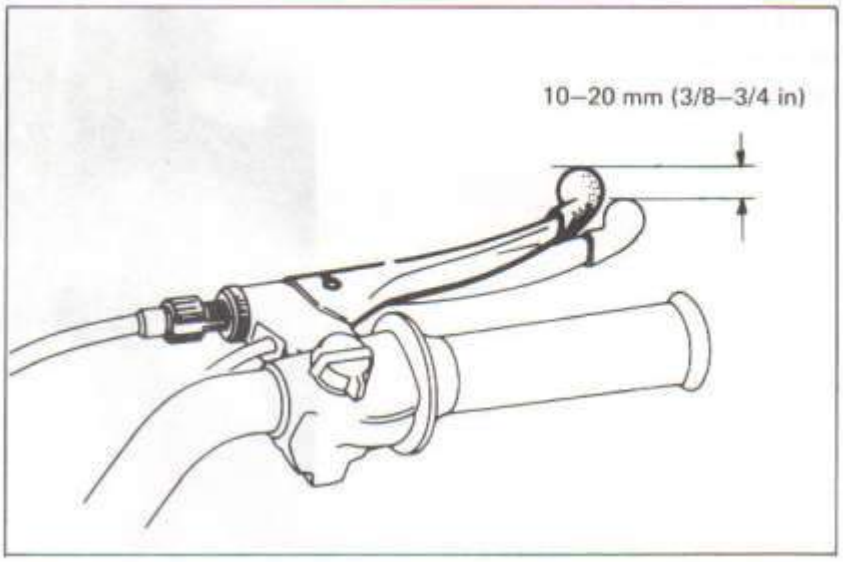



## BRAKE SYSTEM

- FRONT BRAKE LEVER FREE PLAY

Measure the brake lever free play at the lever end

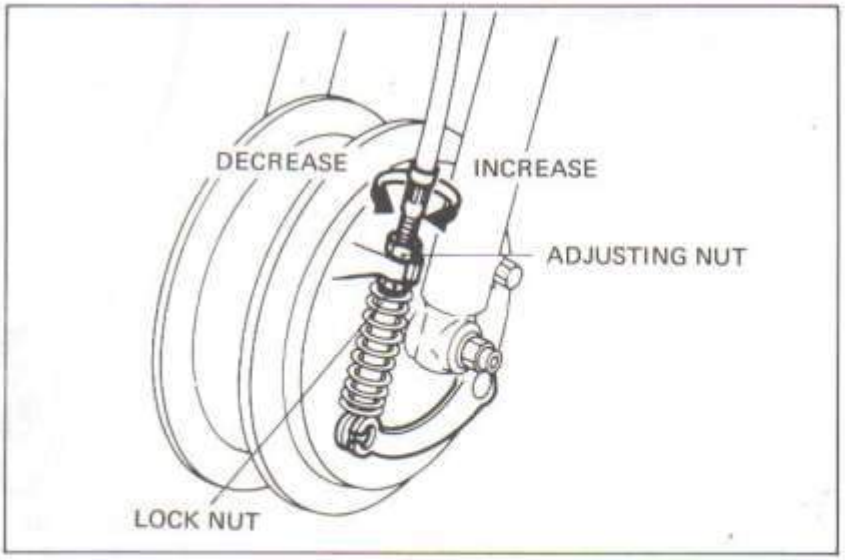
**FREE PLAY: 10–20 mm (3/8–3/4 in)**




Make major adjustments with the adjuster located at the front wheel hub. Loosen the lock nut and turn the adjusting nut.
Tighten the lock nut.

NOTE

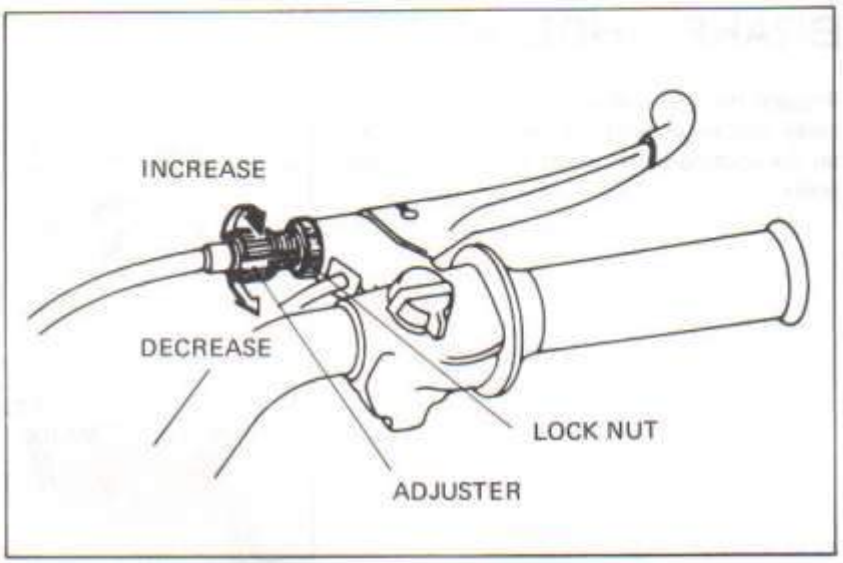
Turn in the upper adjuster on the brake lever before adjusting at the wheel hub.





© HONDA MOTOR CO., LTD.

Make minor adjustments with the upper adjuster located on the brake lever.
Loosen the lock nut and turn the adjuster.
Recheck the brake operation.
Tighten the lock nut.



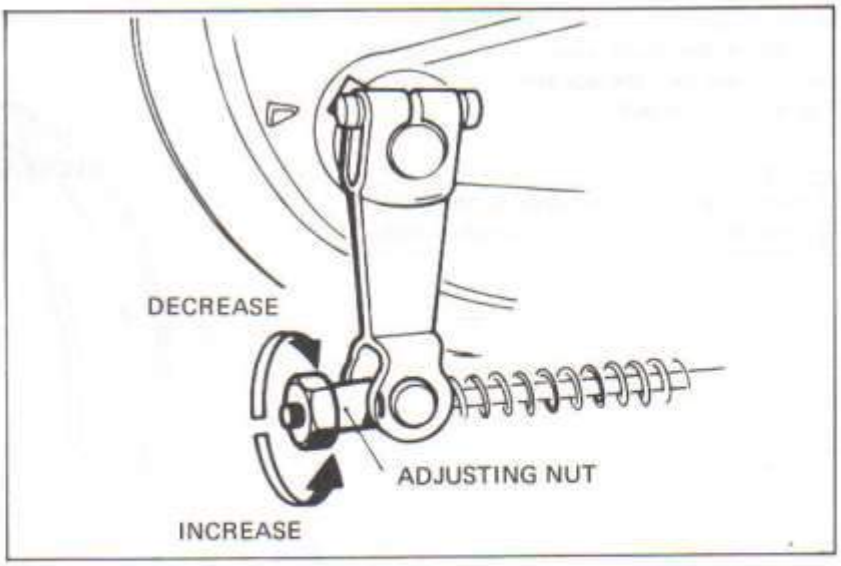

## • REAR BRAKE FREE PLAY

Check the brake pedal free play.

**FREE PLAY: 20–30 mm (3/4–1-1/4 in)**




If adjustment is necessary, turn the rear brake adjusting nut.

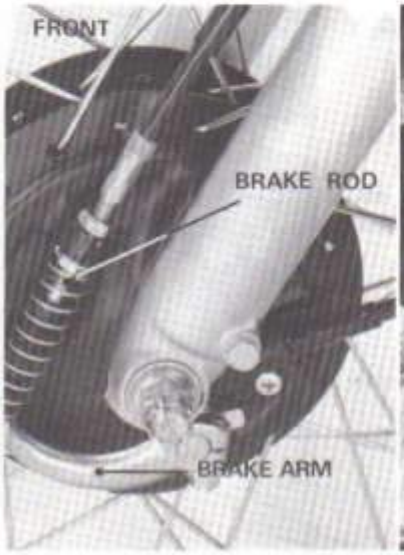


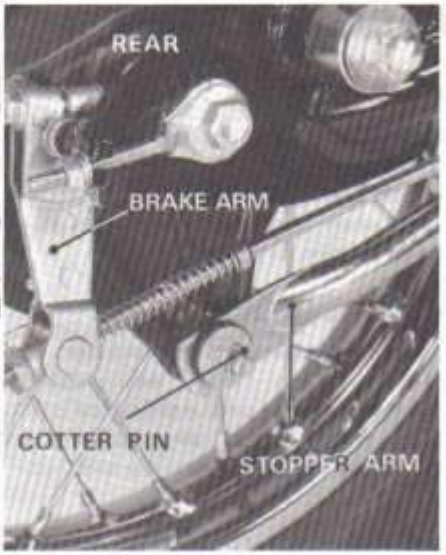



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

- BRAKE LINKAGE

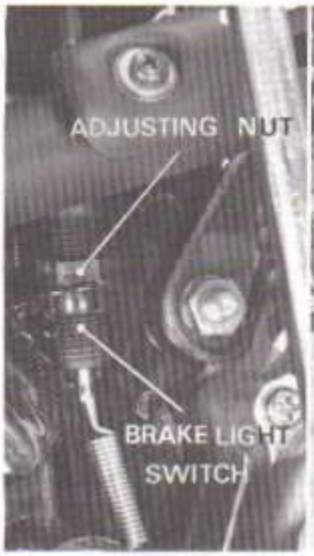
Check the brake rod/cable and brake lever/pedal for loose connections, excessive play, bending or damage. Replace or repair if necessary. Inspect the brake and stopper arms for loose connections or damage. Check that the cotter pin is installed properly.

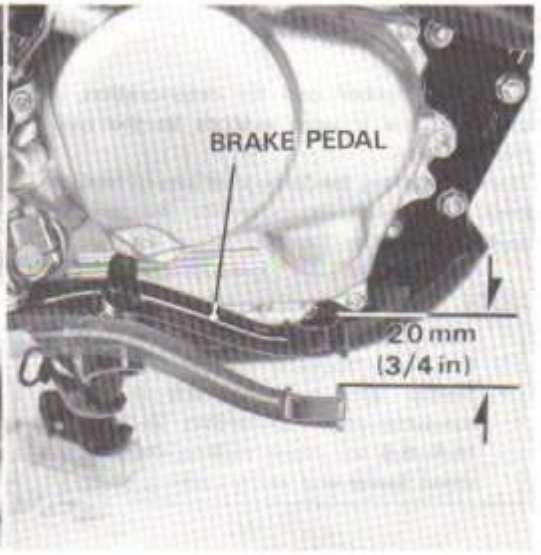



## BRAKELIGHT SWITCH

Adjust the brake light switch so that the light will come on when the brake pedal is depressed 20 mm (3/4 in), where the brake begins engagement. Adjust by turning the switch adjusting nut.




## HEADLIGHT AIM

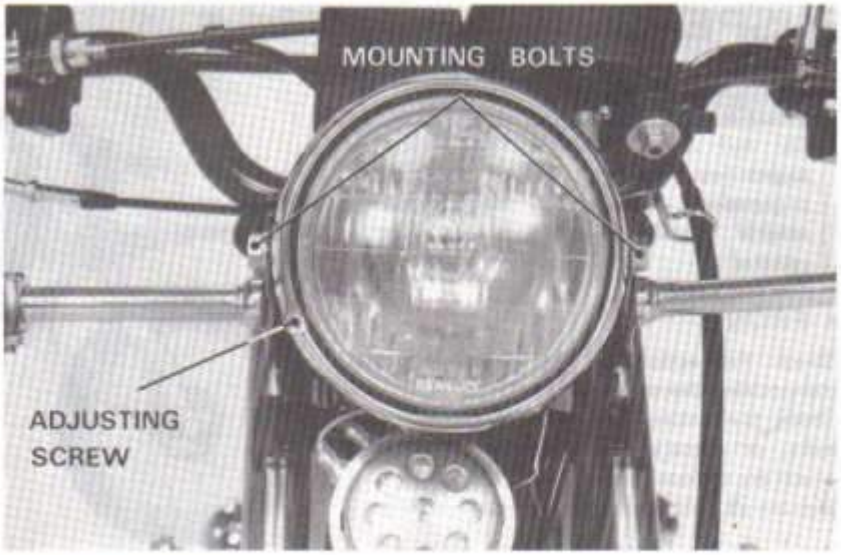
The headlight beam can be adjusted vertically and horizontally.
Adjust vertically by loosening the headlight mounting bolts.
Adjust the horizontal beam with the beam adjusting screw shown.

NOTE

Adjust the headlight beam as specified by local laws and regulations.

**WARNING**

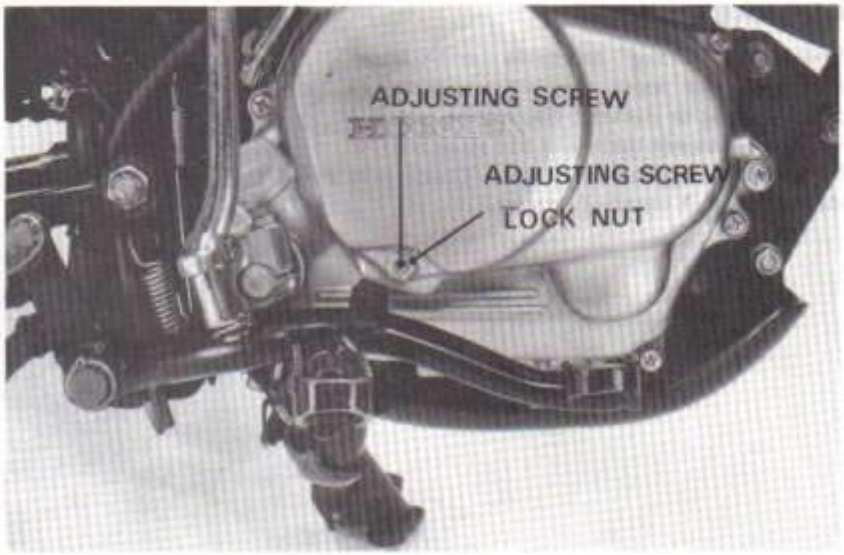
*An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.*





© HONDA MOTOR CO., LTD.

# CLUTCH FREE PLAY



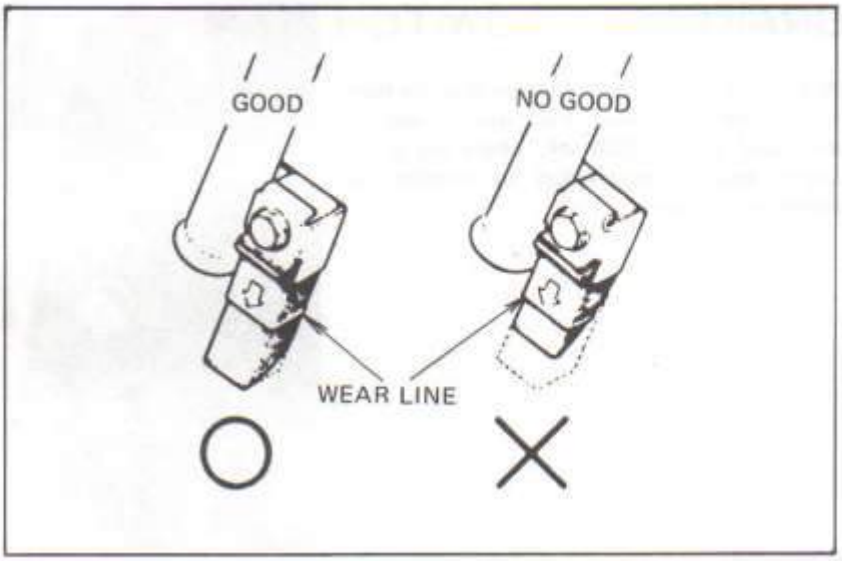

- INSPECTION

Check that the engine starts easily without the clutch slipping.
Check that clutch operation is smooth and light when changing gears, especially when down shifting to neutral.

- ADJUSTMENT

Loosen the adjusting screw lock nut.
Slowly turn the adjusting screw counterclockwise until a resistance is felt.
Then turn the adjusting screw clockwise 1/8–1/4 turn, and tighten the lock nut.

# SIDE STAND




Check the rubber pad for deterioration or wear. Replace if wear extends to the wear line, as shown.
Check the spring for damage or loss of tension check the enter assembly for freedom of movement and bending.

NOTE

- When replacing the pad use one with the mark "BELOW 259 lbs ONLY".
- Spring tension is correct if the measurements fall within 2–3 kg (4.4–6.6 lb) when pulling the side stand lower end using a spring scale.

# SUSPENSION

**WARNING**

*Do not ride a vehicle with faulty suspension. Loose, worn or damaged suspension components may impair vehicle stability, safety and rider control.*




- FRONT

Check the action of the front forks by compressing them several times.
Check the entire fork assembly for signs of leaks, or damage. Replace any components which are unrepairable.
Tighten all bolts and nuts (See page 17–1).



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

• REAR

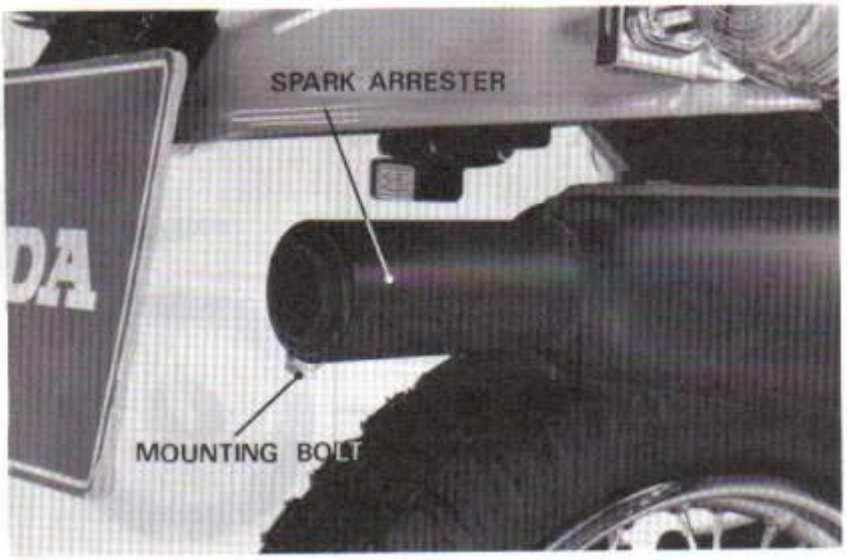
Place the vehicle on its side stand.
Move the rear wheel sideways with force to see if the swing arm bushings are worn.
Replace if excessively worn.
Check the entire suspension assembly to see if it is securely mounted, damaged or bent.




## SPARK ARRESTER

**WARNING**

- *Do not perform this maintenance immediately after the engine has been run because the exhaust system becomes very hot.*
- *Because of the fire hazard ensure that there are no combustible materials near by.*
- *Exhaust gases contain poisonous carbon monoxide. Perform this operation only in a well ventilated area.*
- *Wear eye protection.*




Remove the spark arrester mounting bolt and spark arrester.
Start the engine and remove carbon from the muffler by momentarily increasing engine speed.
Clean the spark arrester with a wire brush.
Install the spark arrester and mounting bolt.


© HONDA MOTOR CO., LTD.

# NUTS, BOLTS, FASTENERS

Check that all chassis nuts, bolts and fasteners are tightened to their correct torque values (See page 17–1).



# WHEELS

## • TIRE PRESSURE

Check the tires for cuts, imbedded nails, or other sharp objects.

NOTE

Tire pressure should be checked when the tires are COLD.

| | |
|---|---|
| Cold tire pressure kg/cm² (psi) | Front: 1.75 (24) |
| | Rear: 2.0 (28) |
| Vehicle capacity load limit kg(lbs) | 100 (220) |
| Tire size | Front: 2.50–16-4PR |
| | Rear: 3.00–14-4PR |



**WARNING**

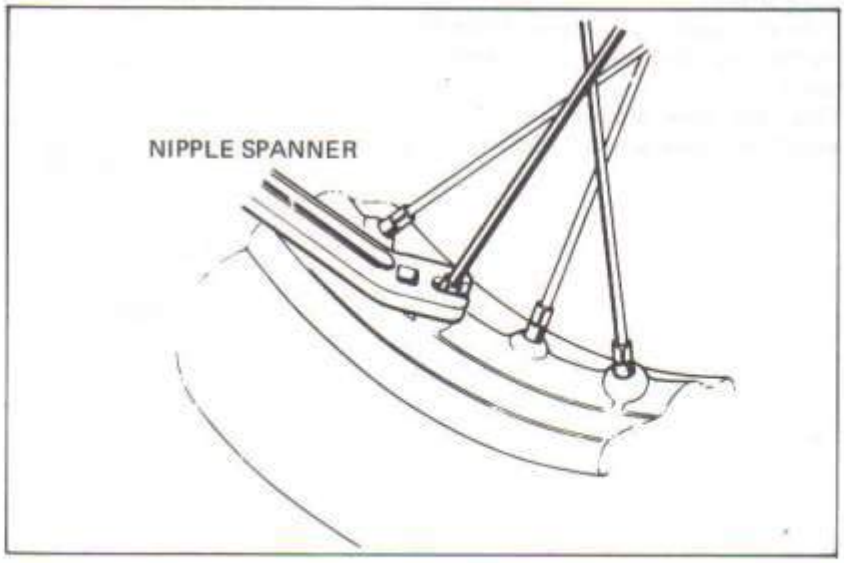
*Replace tires when tread depth becomes less than 3 mm (1/8 in).*

## • WHEEL SPOKE RETIGHTENING

Tighten the wheel spokes periodically.

**TORQUE: 0.15–0.30 kg-m (1.1–2.2 ft-lb)**

Check front and rear wheel trueness.






Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# STEERING HEAD BEARING

NOTE

Check that the control cables do not interfere with handlebar movement.

Raise the front wheel off the ground. Check that the handlebar moves freely.

If the handlebar moves unevenly, binds or has vertical movement, adjust the steering head bearing by turning the steering head adjusting nut with a pin spanner.





© HONDA MOTOR CO., LTD.

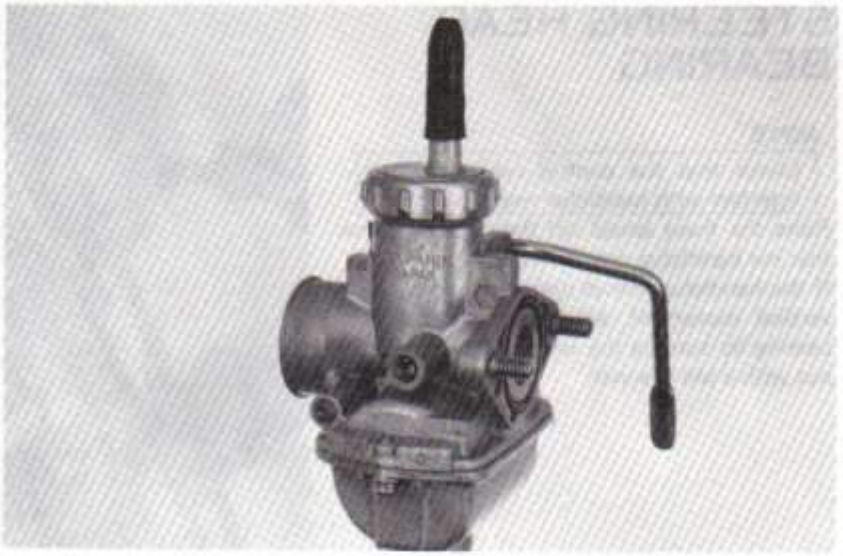
# V. CARBURETOR

## CARBURETOR SPECIFICATIONS

**WARNING**

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

| Item | Standard spec. (2,000 m 6,500 ft max.) | High altitude spec. (1,500 m 5,000 ft min.) |
|---|---|---|
| Identification number | PC11A | ← |
| Main jet | #78 | #72 (optional) |
| Jet needle mark | 17B | ← |
| Float height | 20 mm (3/4 in) | ← |
| Idle speed | 1,500 ± 100 rpm | ← |



## DISASSEMBLY AND ASSEMBLY

Refer to the base XL75 Shop Manual for carburetor disassembly and assembly procedures.

NOTE

When disassembling fuel system parts, note the locations of the O-rings. Replace them with new ones on reassembly. The float bowl has a drain plug that can be loosened to drain residual gasoline.

## AIR SCREW ADJUSTMENT

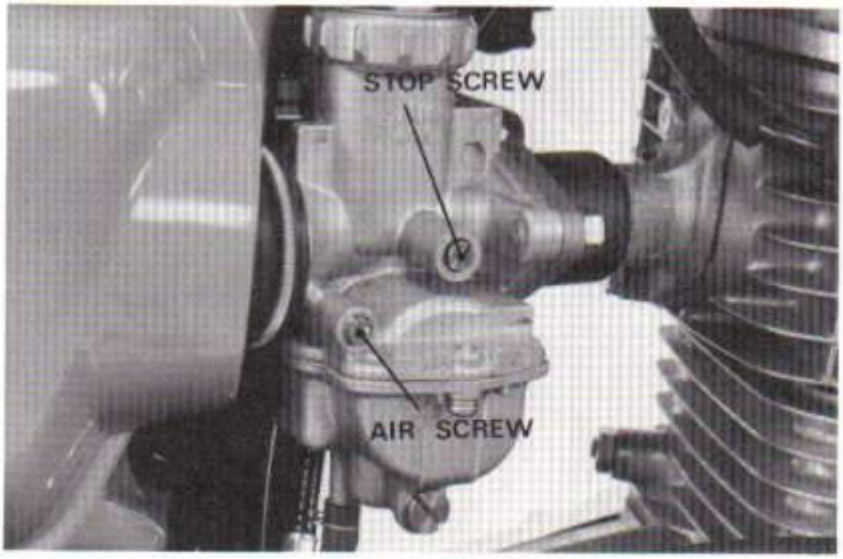
NOTE

The air screw is factory pre-set. Adjustment is not necessary unless the carburetor is overhauled or a high altitude main jet is installed.

Turn the air screw clockwise until it seats lightly and back it out 2-1/8 turns. This is a preliminary setting prior to the final Air Screw Adjustment.

**CAUTION**

*Damage to the air screw seat will occur if the air screw is tightened against it.*



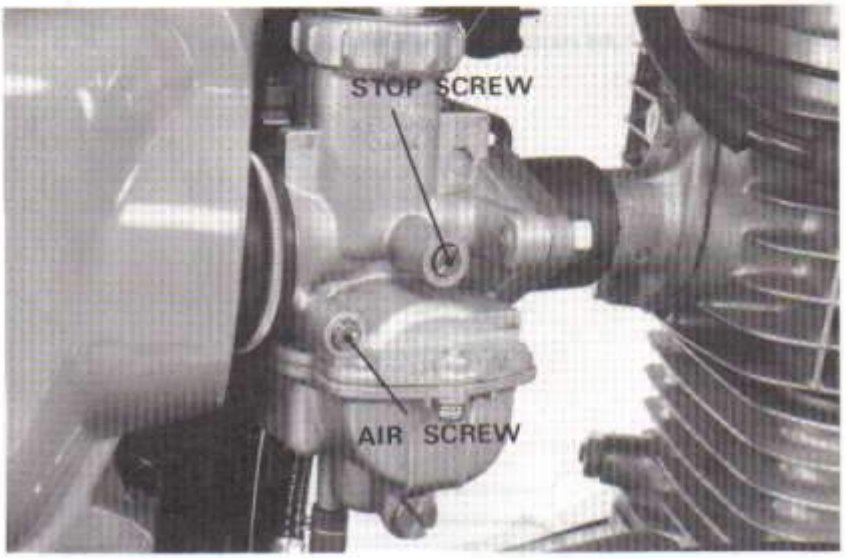



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

Warm up the engine to operating temperature. Stop and go driving for ten minutes is sufficient.
Attach a tachometer.
Adjust the idle speed with the throttle stop screw.

**IDLE SPEED: 1,500 ± 100 rpm**

Screw the air screw in gradually until the engine stops.
Turn the air screw 1 turn out from this position.
Start the engine and readjust the throttle stop screw, if necessary.




## HIGH ALTITUDE ADJUSTMENT

The carburetor must be adjusted for high altitude riding (above 2000 m 6500 ft)

**STANDARD SETTING: 2000 m (6500 ft) maximum**
**HIGH ALTITUDE SETTING: 1500 m (5000 ft) minimum**

Turn the fuel valve "OFF".
Remove the carburetor and drain the float chamber.
Remove the float chamber.
Remove the standard main jet (No. 78) and install the high altitude main jet (No. 72).
Install the float chamber.
Turn the air screw counterclockwise 1/2 turn from the factory pre-set position.
Install the carburetor.
Start the engine and adjust the idle speed to 1,500 ± 100 rpm.




NOTE

- Adjust the idle speed at high altitude to ensure proper high altitude operation.
- Readjust the air screw if the engine idles rough, misses, or stalls, according to the instructions on page 23 - 24.

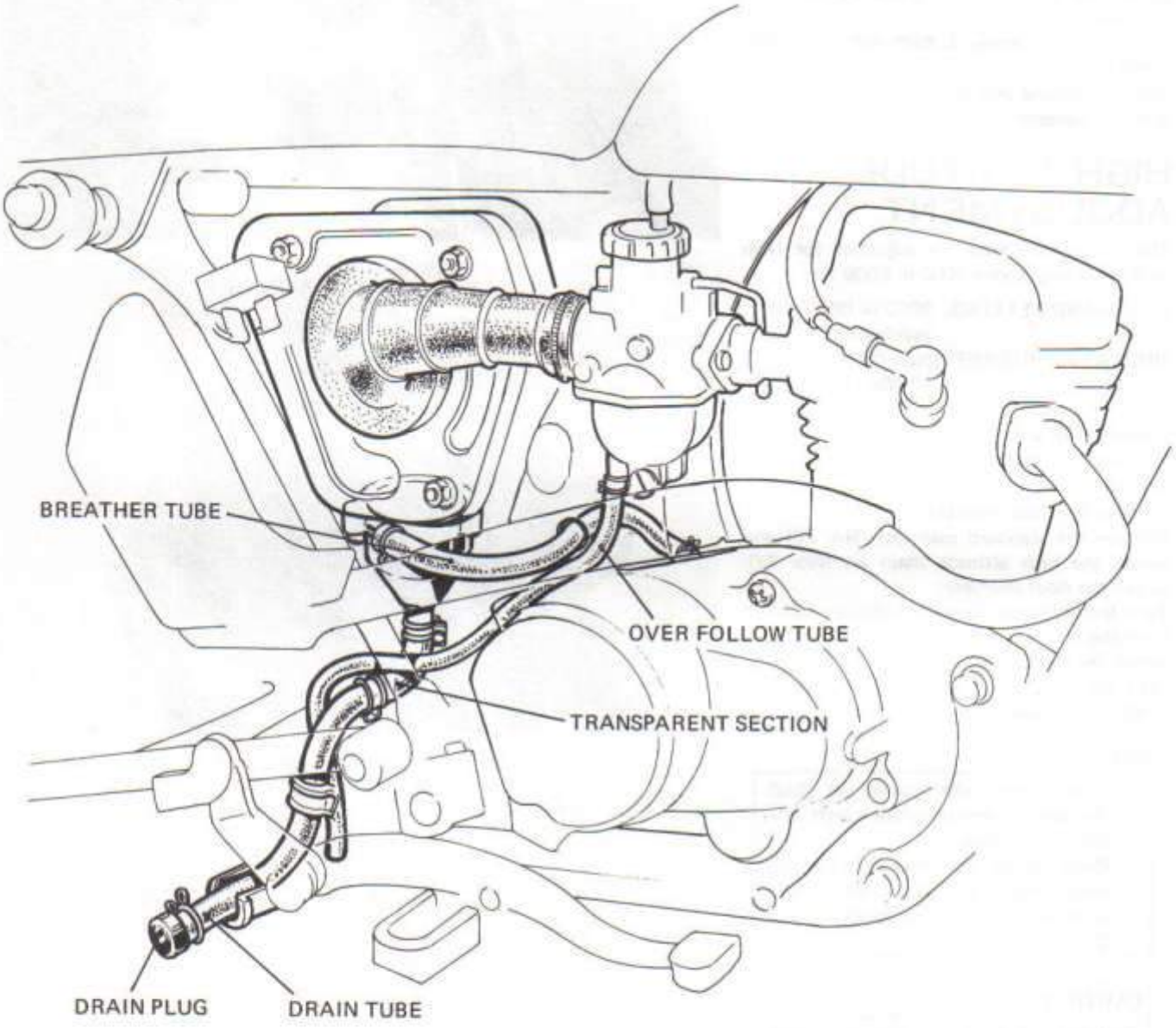
**CAUTION**

*Sustained operation at altitudes lower than 1,500 m (5,000 ft) with the high altitude specifications may cause engine overheating and damage.*
*Install the standard main jet and turn the air screw 1/2 turn clockwise when operating the vehicle below 1,500 m (5,000 ft).*


© HONDA MOTOR CO., LTD.

# VI. BREATHER SYSTEM (USA only)

Check the breather tube routing and the drain plug tightness.






Date of Issue: September 1978
© HONDA MOTOR CO., LTD.

# VII. TROUBLESHOOTING

**1. Engine cranks but won't start**
- No spark at plug – Ref. 2
- Ignition malfunction
- No fuel in tank
- No fuel to carburetor
- Engine flooded with fuel
- Air cleaner clogged
- Intake air leak
- Improper choke operation
- Improper throttle operation
- Low oil level – Ref. 6
- No or low oil pressure – Ref. 8, 10

**2. Hard starting or stalling after starting**
- Worn spark plug and/or breaker points
- Ignition timing incorrect – Ref. 1
- Ignition malfunction
- Idle speed incorrect
- Carburetor malfunction
- Fuel contaminated
- Improper choke operation
- Low compression – Ref. 3
- Clogged muffler
- Oil level low – Ref. 6
- No or low oil pressure – Ref. 8, 10

**3. Rough idle**
- Worn spark plug and/or breaker points
- Ignition timing incorrect – Ref. 1
- Ignition malfunction
- Idle speed incorrect
- Carburetor malfunction
- Fuel contaminated
- Low compression – Ref. 3

**4. Misfiring during acceleration**
- Worn spark plug, breaker points and/or ignition wires
- Incorrect ignition timing – Ref. 1
- Ignition malfunction

**5. Backfiring**
- Ignition timing incorrect – Ref. 1
- Ignition malfunction
- Carburetor malfunction

**6. Poor performance (Driveability) and poor fuel economy**
- Ignition timing incorrect – Ref. 1
- Ignition malfunction
- Fuel system clogged
- Low compression – Ref. 3
- Oil level too low – Ref. 6
- Oil contamination – Ref. 7
- Low oil pressure – Ref. 8
- High oil pressure – Ref. 9

☆ Reference Nos. 1 ~ 10 are described on page 28.


© HONDA MOTOR CO., LTD.

**Ref. 1: Ignition timing incorrect**
- Incorrect breaker point gap
- Faulty spark advancer

**Ref. 2: No spark at plug**
- Poorly connected, broken or shorted wires
- Faulty ignition switch
- Faulty ignition coil
- Faulty high tension cord
- Faulty A.C. generator
- Battery charge low
- Burned or pitted contact breaker points
- Faulty spark plug
- Ignition timing incorrect

**Ref. 3: Low compression**
- Incorrect valve adjustment
- Burned or bent valves
- Incorrect valve timing
- Weak valve spring
- Leaking or damaged head gasket
- Warped or cracked cylinder head
- Improper valve seating
- Worn piston rings and/or cylinder

**Ref. 4: Lean mixture**
- Clogged fuel jets
- Faulty float valve
- Float level low
- Fuel cap vent blocked
- Fuel strainer screen clogged
- Restricted fuel line
- Intake air leak
- Air screw misadjusted

**Ref. 5: Rich mixture**
- Clogged air jets
- Faulty float valve
- Float valve too high
- Choke stuck closed
- Clogged air cleaner

**Ref. 6: Oil level low**
- External oil leaks
- Worn piston rings
- Worn valve guide and/or stem seal

**Ref. 7: Oil contamination**
- Oil or filter not changed regularly
- Centrifugal filter (filter chamber) needs cleaning
- Worn piston rings

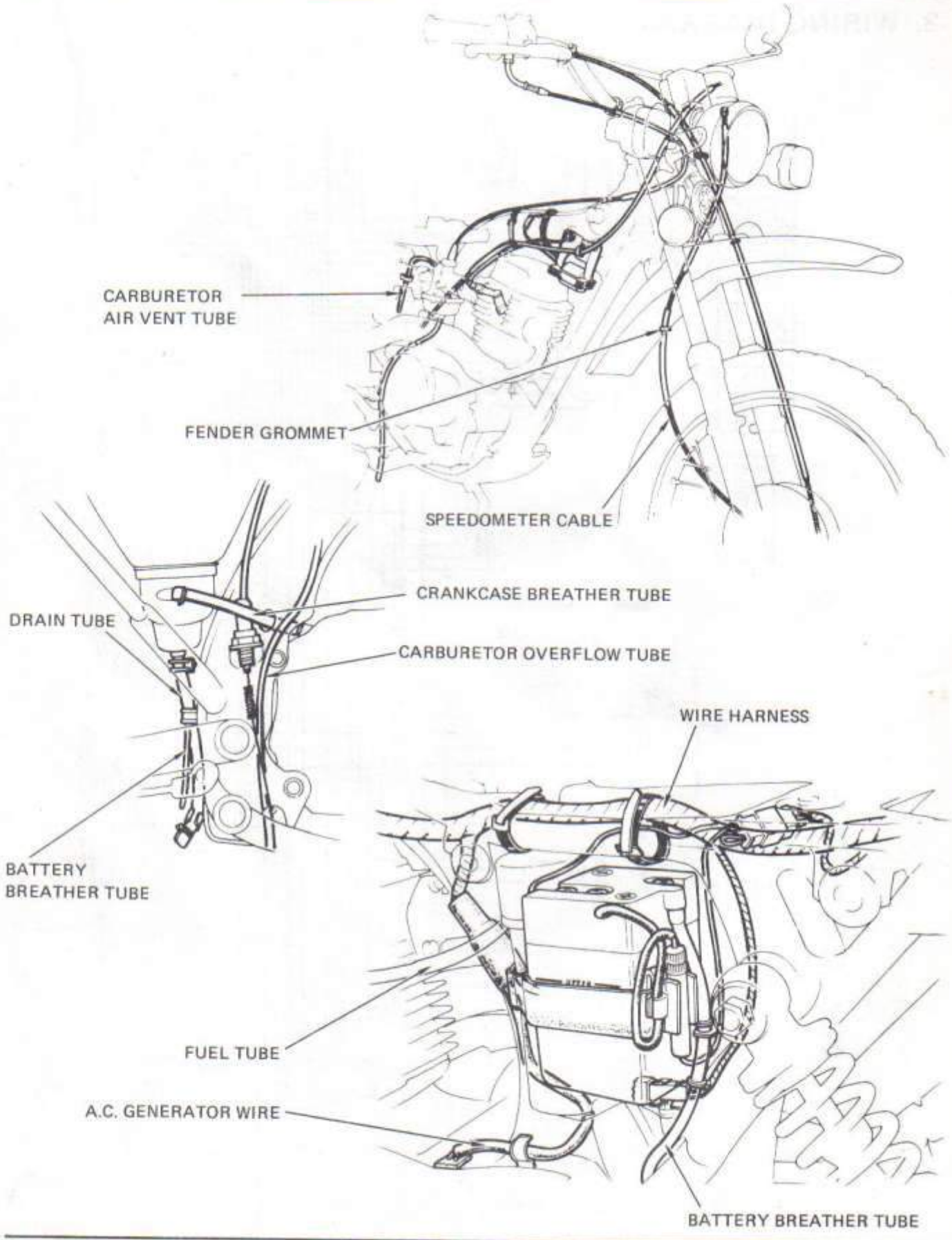
**Ref. 8: Low oil pressure; Oil pressure lamp lights on.**
- Plugged oil filter screen
- Worn oil pump
- Oil level low

**Ref. 9: High oil pressure; Broken oil ring or gasket**
- Incorrect oil being used

**Ref. 10: No oil pressure**
- No oil in crankcase
- Faulty oil pump
- Leaks from oil circuit



Date of Issue: September 1978
© HONDA MOTOR CO., LTD.




Date of Issue: September 1980
© American Honda Motor Co., Inc. 1980 - All Rights Reserved

## INTRODUCTION

This addendum covers only the minor changes between the 1980 and 1981 models. Refer to the base shop manual and other addendums for information not included here, especially to section 24 for emissions and maintenance.

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

NO PART OF THIS PUBLICATION MAY BE REPRODUCED WITHOUT WRITTEN PERMISSION.

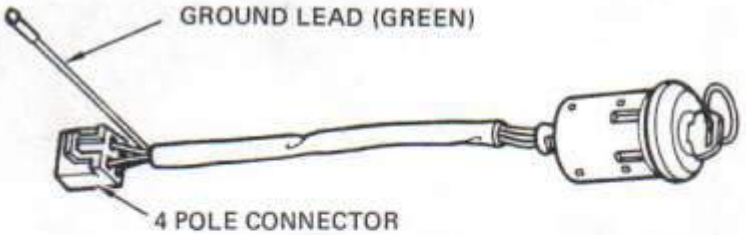
HONDA MOTOR CO., LTD.
Service Publications Office

# 1. GENERAL INFORMATION

A. Fuel capacity has been increased to 4.5 liters (1.19 US gal; 0.99 Imp gal)

B. The ignition switch has been changed from a four to a five lead connection. Before proceeding with a complete continuity test, make sure there is continuity between the black/white leads.

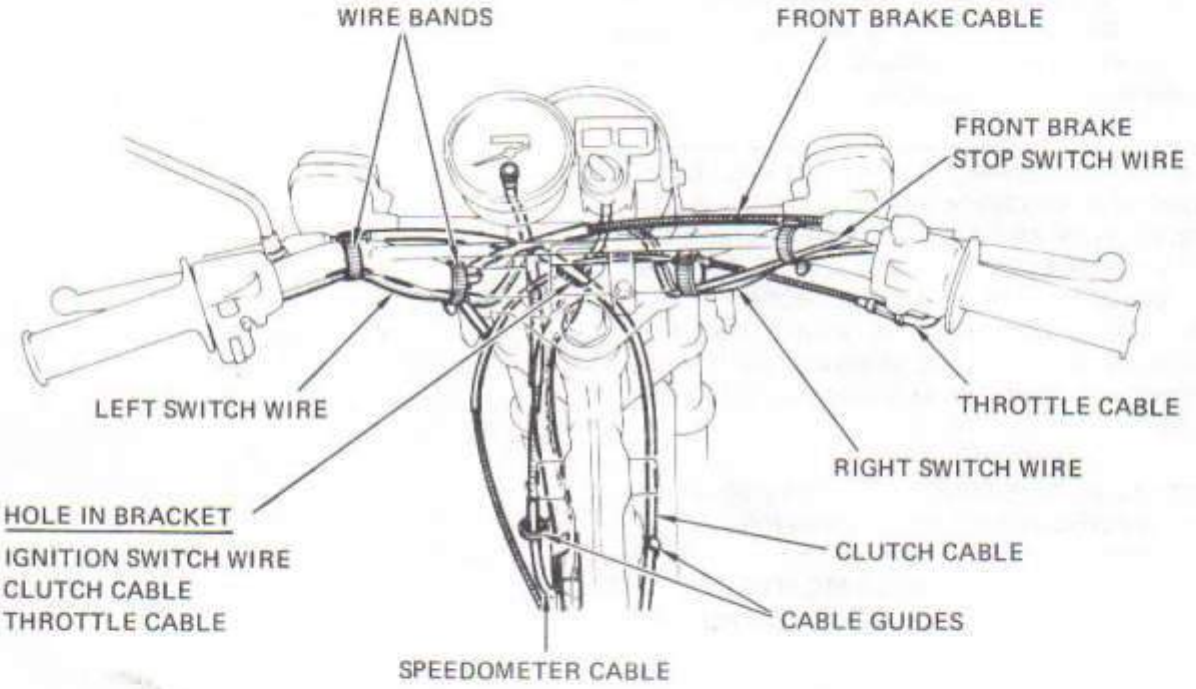
| Color / Position | Black/ White | Green | Red | Black |
|---|---|---|---|---|
| OFF | ○ | ○ | | |
| •(ON) | | | ○ | ○ |

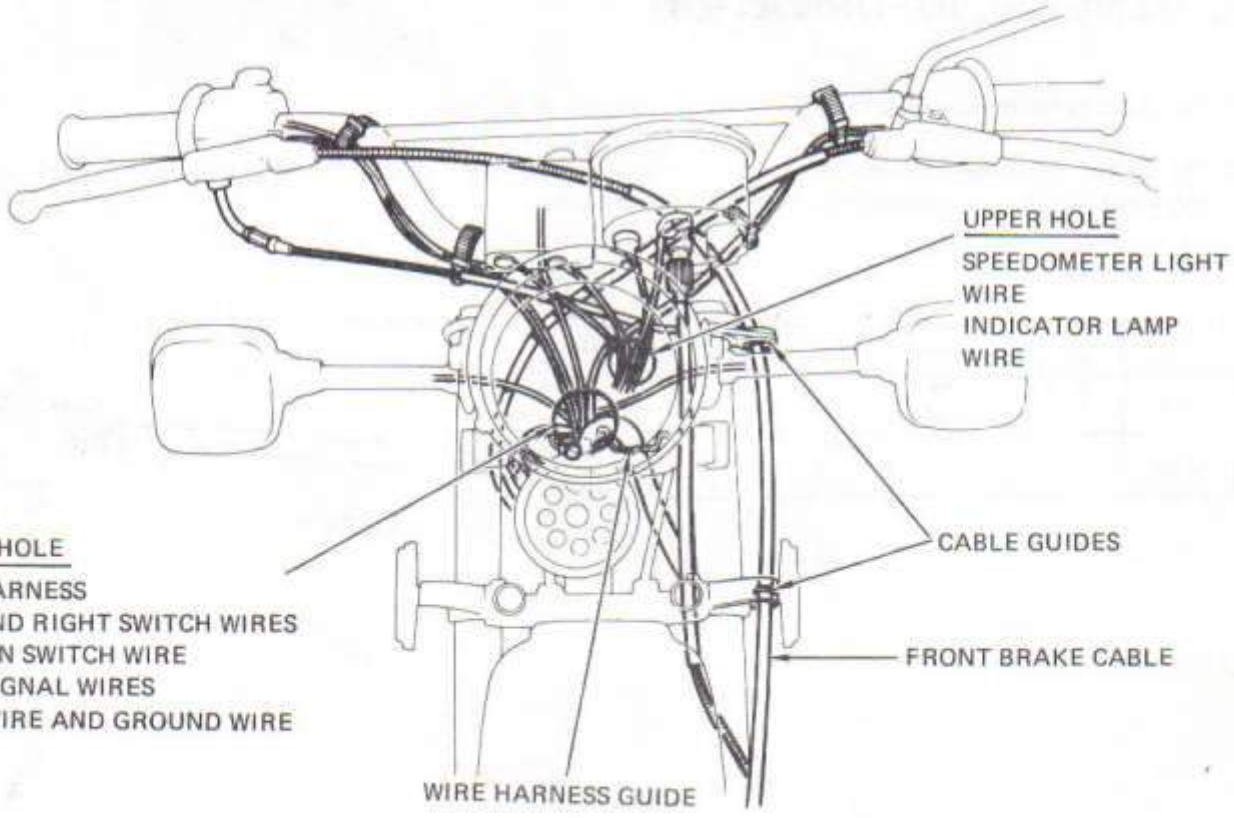




© American Honda Motor Co., Inc. 1980 - All Rights Reserved

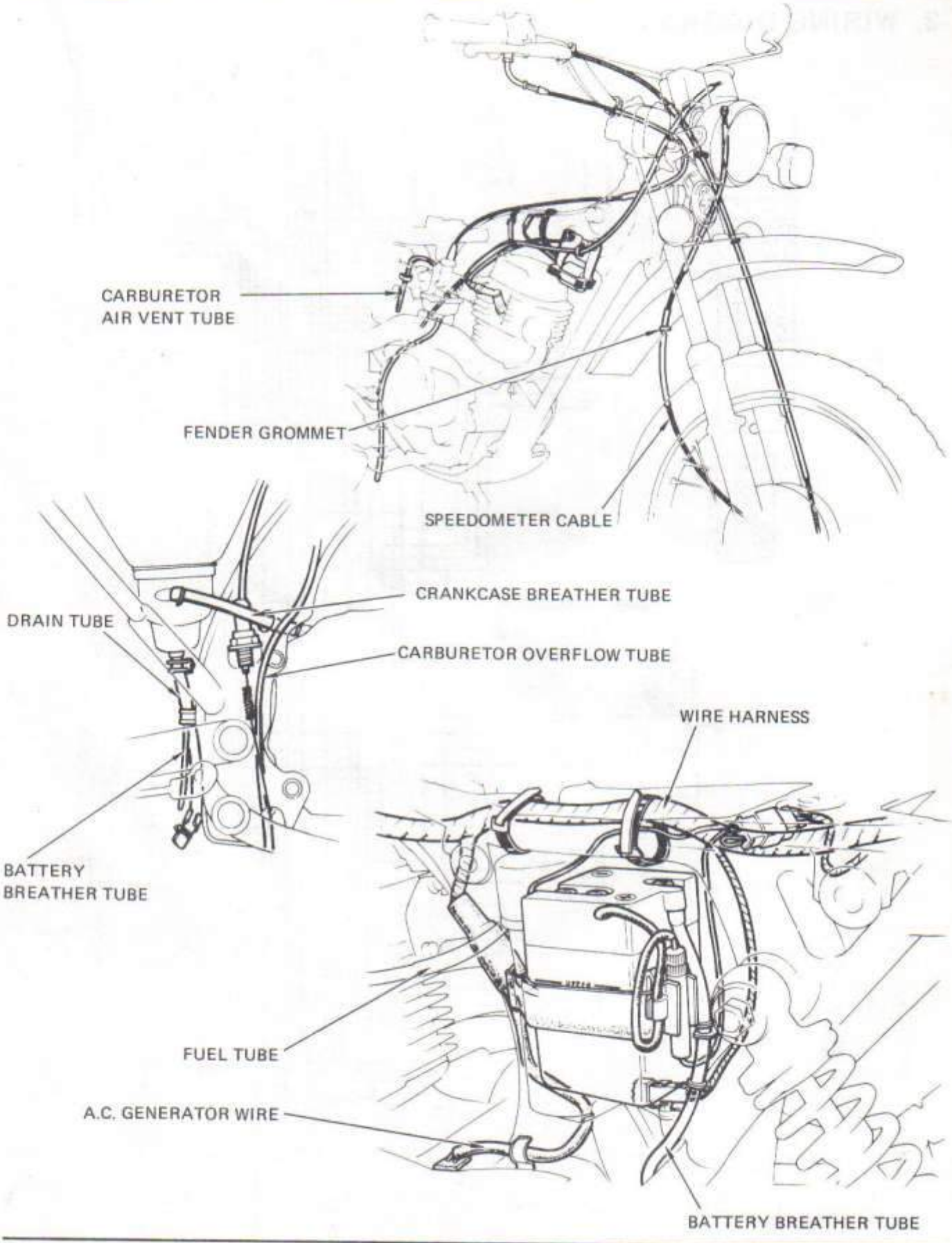
## 2. CABLE AND HARNESS ROUTING



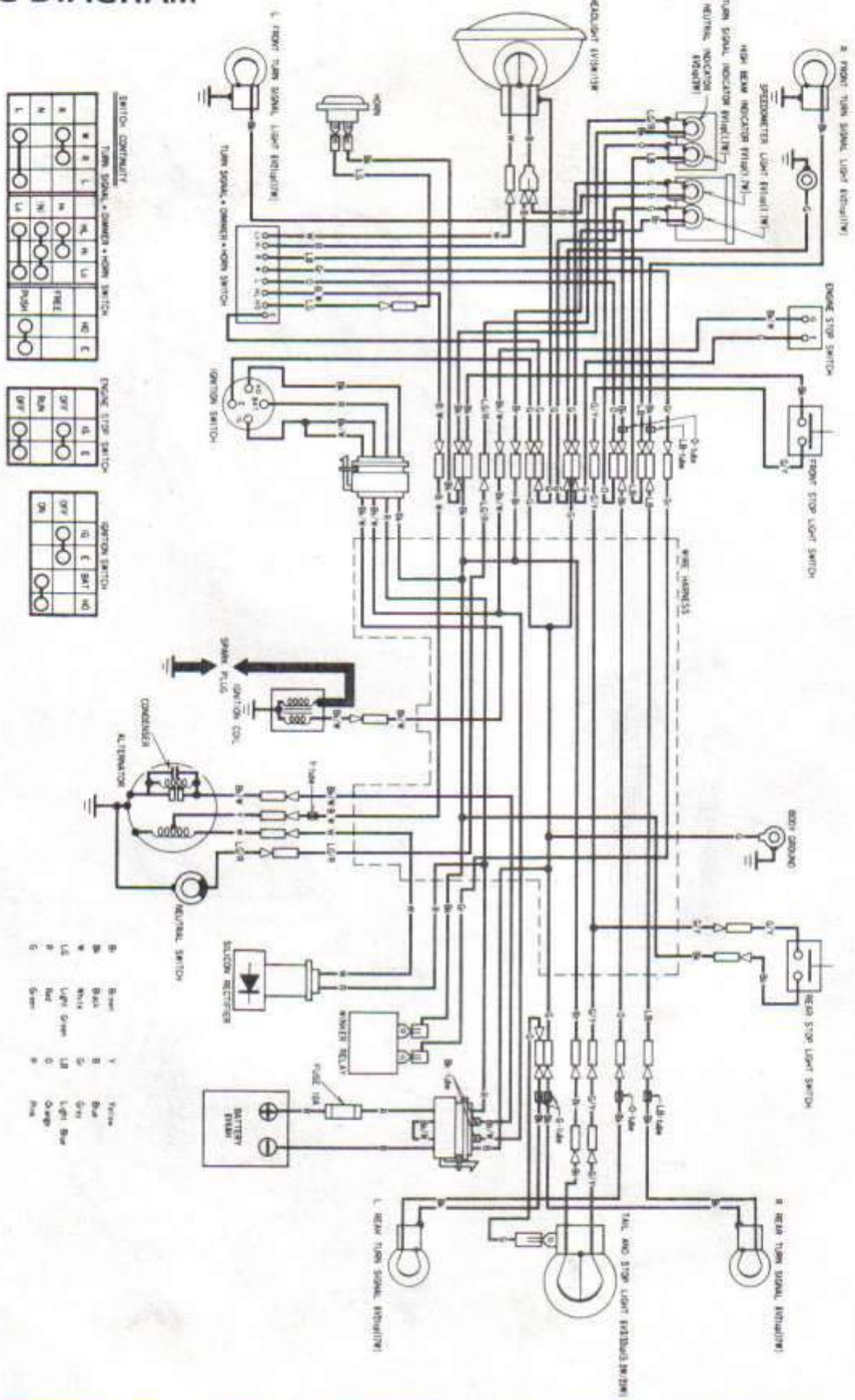


Date of Issue: September, 1980
© American Honda Motor Co., Inc. 1980 - All Rights Reserved




Date of Issue: September 1980
© American Honda Motor Co., Inc. 1980 - All Rights Reserved

# 3. WIRING DIAGRAM



0030Z-195-7700



Date of Issue: September, 1980

© American Honda Motor Co., Inc. 1980 - All Rights Reserved