Honda CRF125F/FB

OWNER'S MANUAL

IMPORTANT INFORMATION

The information in this publication relates to the Honda CRF125F/FB, a single-track two-wheeled motor vehicle, powered by a spark ignited internal combustion engine and driven by a mounted rider.
This motorcycle is not suitable for novice riders. This motorcycle shall only be used by trained and experienced riders.
Please receive instructions from your dealer to service and use your vehicle. Also, we recommend that you obtain from the dealer the pre-delivery document.

- **OPERATOR ONLY. NO PASSENGER**
  This motorcycle is designed and constructed as an operator-only model. The seating configuration does not safely permit the carrying of a passenger. Never exceed the maximum weight capacity.

- **FOR OFF-ROAD USE ONLY**
  This motorcycle is designed and manufactured for off-road use only.

- **PARENTS : READ IMPORTANT MESSAGE ON PAGE 1.**

- **READ THIS OWNER'S MANUAL CAREFULLY**
  Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the "Contents" page.

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

Honda CRF125F/FB
OWNER'S MANUAL
(Original instructions)

WELCOME

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

To help meet the challenges safely and enjoy the adventure fully, become thoroughly familiar with this Owner's Manual BEFORE YOU RIDE THE MOTORCYCLE.

As you read this manual, you will find information that is preceded by a NOTICE symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

Pleasant riding, and thank you for choosing a Honda !

- The following codes in this manual indicate each country.

ED	European direct sales
U	Australia New Zealand

- The specifications may vary with each locale.
- The illustrations herein are based on the ED type.
- This vehicle pictured in this owner's manual may not match your actual vehicle.

A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the motorcycle.
- **Safety Messages** — preceded by a safety alert symbol ⚠ and one of three signal words: **DANGER**, **WARNING**, or **CAUTION**.

These signal words mean:

⚠ DANGER	**You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.**
⚠ WARNING	**You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.**
⚠ CAUTION	**You CAN be HURT if you don't follow instructions.**

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

OPERATION

MAINTENANCE

MOTORCYCLE SAFETY

IMPORTANT MESSAGE TO PARENTS

Your child's safety is very important to Honda. That's why we urge you to read this message before you let any young person ride this motorcycle. Off-road riding can be fun. But as with riding a bicycle, bad judgements can result in injuries, and we don't want that to happen ! As a parent, you can help prevent crashes by making good decisions about if, when, and how your youngster rides this motorcycle.

Riding Readiness

The first decision you'll need to make is whether your youngster is ready to ride. Riding readiness varies widely from one person to another, and age and size are not the only factors.

PHYSICAL ABILITY is an important consideration. For example, riders must be big enough to hold the motorcycle up, get on, and comfortably sit on the seat with both feet touching the ground. They should also be able to easily reach and work the brakes, the throttle and all other controls.

ATHLETIC ABILITY is necessary for riding a motorcycle. Generally speaking, your youngster should be good at riding a bicycle before getting on a motorcycle. Can your youngster judge speeds and distances on a bicycle and react with proper hand and foot actions ? Anyone who does not have good coordination,balance, and agility is not ready to ride this motorcycle.

MENTAL AND EMOTIONAL MATURITY are requirements for safe riding. Does your youngster think through problems and come to logical solutions ? On a bicycle, does your youngster obey safe riding rules ? Be honest ! Young people who take unnecessary risks, make bad judgements and don't obey rules are not ready to ride this motorcycle.

Instruction and Supervision

If you decide that your youngster is ready to safely operate this motorcycle, make sure both of you carefully read and understand the Owner's Manual before riding. Also be sure that your youngster has a helmet and other appropriate riding equipment and always wears it when operating the vehicle or sitting on it. And, it is important for your youngster to finish the training course.

GOOD INSTRUCTION is an important part of hands-on training. The teacher can either be you or another responsible adult who has experience with off-road motorcycle riding. (For help in finding a qualified instructor, talk with your dealer.) Even if you're not the main teacher, it's up to you to ensure your youngster's safety. Remember, learning to ride a motorcycle is a gradual step-by-step process. It takes time, patience and practice – many hours over a period of weeks or months.

SUPERVISION is another important obligation of parents. Even after youngsters have become skilled off-road riders, they should always ride with adult supervision. It helps to regularly remind young riders of basic safety rules and cautions. And remember, it's your responsibility to see that the vehicle is properly maintained and kept in safe operating condition.

SAFE AND RESPONSIBLE RIDING must be an ongoing commitment – by you and your youngster. When you both put safety first, you can enjoy more peace of mind, and your youngster can enjoy more hours of safe off-road riding.

For your convenience, this CRF125F/FB comes with an ignition switch and key. Remove the key when the motorcycle is parked to help prevent unauthorized use.

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure – if you take responsibility for your own safety and understand the challenges you can meet while riding.

This motorcycle has been designed for younger riders, as well as for smaller adults. However, not all youngsters are physically or emotionally ready to ride. Therefore, before parents allow any youngster to ride this motorcycle, we urge them to carefully read the Important Message to Parents on page 1.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider to be most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear (page 6).

Never Carry a Passenger

Your motorcycle is designed for one person only. There are no handholds, footrests, or seat for a second person - so never carry a passenger. A passenger could interfere with your ability to move around to maintain your balance and control of the motorcycle.

Ride Off-Road Only

Your motorcycle is designed and manufactured for off-road use only. The tyres are not made for pavement, and the motorcycle does not have turn signals and other features required for use on public roads. If you need to cross a paved or public road, get off and walk your motorcycle across.

Take Time to Learn and Practice

Developing appropriate off-road riding skills is important to your safety and is a gradual, step-by-step process. You can start by practicing at low speeds in a safe area and slowly build your skills. Getting personal instruction from an experienced rider or a qualified riding instructor can also be very valuable. If you need assistance in locating a training course closest to you, contact your dealer or the member organization of the International Motorcycle Federation (FIM) in your country. Contact information can be found at: www.fim-live.com under “affiliated federations.”

Be Alert for Off-Road Hazards

The terrain can present a variety of challenges when you ride off-road. Continually "read" the terrain for unexpected turns, drop-offs, rocks, ruts, and other hazards. Always keep your speed low enough to allow time to see and react to hazards.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle crashes. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 8 for more details.

Others

- This motorcycle is not equipped with lights. Don't ride at night.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, trousers, and a long-sleeved jersey, shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.
Following are suggestions to help you choose proper gear.

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and have a chin strap that can be tightened securely.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

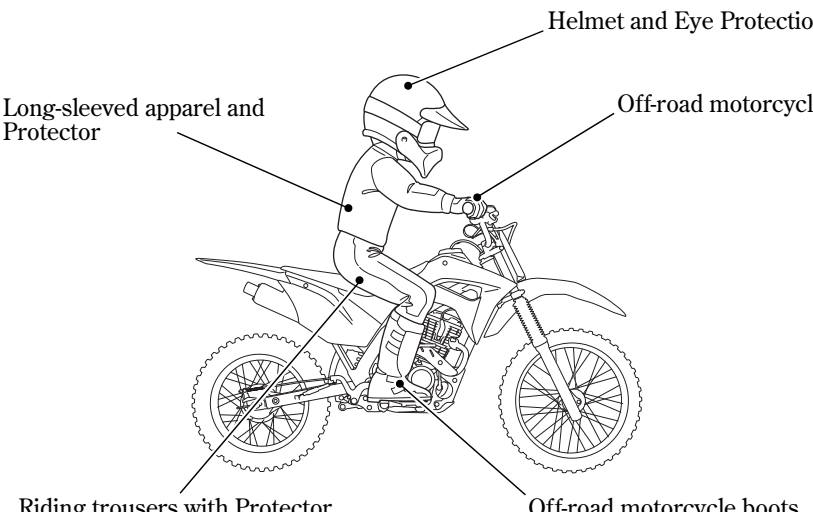
Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy off-road motorcycle boots to help protect your feet, ankles, and lower legs.
- Off-road motorcycle gloves to help protect your hands.
- Riding trousers with knee and hip pads, a riding jersey with padded elbows, and a chest/shoulder protector.

RIDING POSITION AND SAFETY EQUIPMENT

Sit on the vehicle as shown below, keeping your hands on the handlebars and feet on the footpegs.



LOAD LIMITS AND GUIDELINES

Your Honda was designed as a rider-only motorcycle. It was not designed to carry a passenger or cargo. A passenger or cargo could interfere with your ability to move around to maintain your balance and control of the motorcycle.

In addition, exceeding the weight limits or carrying an unbalanced load can seriously affect your motorcycle's handling, braking, and stability. Adding accessories or making modifications that change this motorcycle's design and performance can also make it unsafe. Also, the weight of any accessories will reduce the maximum load the motorcycle can carry.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. If you decide to carry cargo, you should be aware of the following information.

⚠ WARNING

Overloading or carrying a passenger can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:
CRF125F: 80 kg (176 lb)
CRF125FB: 88 kg (194 lb)
Includes the weight of the rider and any accessories

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

As discussed on page 8, we recommend that you do not carry any cargo on this motorcycle. However, if you decide to carry cargo, ride at reduced speeds and follow these common-sense guidelines:

- Keep cargo small and light. Make sure it cannot easily be caught on brush or other objects, and that it does not interfere with your ability to shift position to maintain balance and stability.
- Place weight as close to the centre of the motorcycle as possible.
- Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebar, fork, or front fender.
- Make sure that all cargo is tied down securely.
- Never exceed the maximum weight limit.
- Check that both tyres are properly inflated (page 35).

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Accessories

We strongly recommend that you use only Honda Genuine Accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not reduce ground clearance and lean angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 108).

Modifications

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Because safety, vehicle movement, and clearance must be taken into consideration, you must consult your tyre maker or Honda dealer before changing your tyre model type.

Removing or modifying your exhaust system (such as the spark arresters or mufflers) or other equipment can also make your motorcycle illegal.

LABELS

The following pages describe the label locations and their meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

If a label comes off or becomes hard to read, contact your dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.

	Read instructions contained in Owner's Manual carefully.
	Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.
	**DANGER (with RED background)** You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.
	**WARNING (with ORANGE background)** You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.
	**CAUTION (with YELLOW background)** You CAN be HURT if you don't follow instructions.

BATTERY LABEL

DANGER

- Keep flames and sparks away from the battery. The battery produces explosive gas that can cause an explosion.
- Wear eye protection and rubber gloves when handling the battery to avoid risk of burns or loss of eyesight if exposed to battery electrolyte.
- Do not allow children to handle the battery, under any circumstance. Ensure that anyone handling the battery has a proper understanding of the hazards and correct handling procedures involved.
- Handle battery electrolyte with extreme care, as it contains dilute sulfuric acid. Exposure to eyes or skin can cause burns or loss of eyesight.
- Read this manual carefully, and understand it before handling the battery. Failure to do so can cause personal injury and damage to the vehicle.
- Do not use the battery if the level of electrolyte is at or below the recommended level. Using the battery with low electrolyte can cause it to explode, causing serious injury.

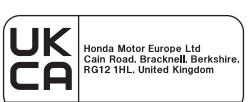
	**USE CAUTION LABEL** Operator only. No passengers. This vehicle is designed and manufactured for off-road use only. Operation on public streets, roads, or highways is illegal. Children should only use this vehicle under the permanent supervision of an adult responsible of their safety. Operating this vehicle if you are under the age of 6 increases your chance of severe injury or death. NEVER operate this vehicle if you are under age 6. For your protection, always wear a helmet, eye protection, and protective gear while riding.
	**FUEL LABEL (ED type only)** Unleaded petrol only ETHANOL up to 10% by volume
	**DRIVE CHAIN LABEL** Keep chain adjusted and lubricated. 25 – 35 mm (1.0 – 1.4 in) Freeplay

REAR CUSHION LABEL
GAS FILLED
Do not open.
Do not heat.

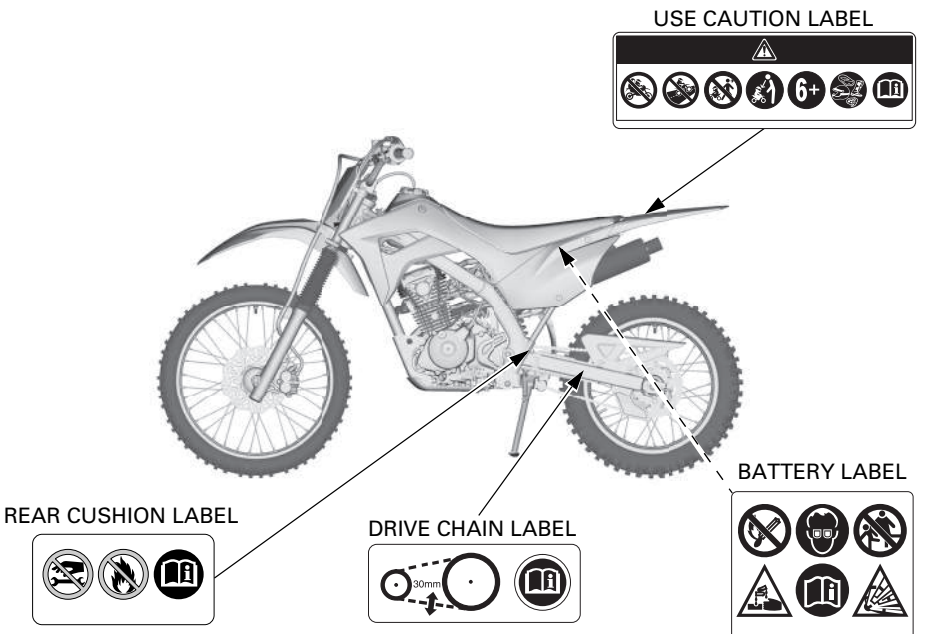
CRF125F:

CRF125FB:

CE MARK (ED type only)
CRF125F:
Engine net power: 6.7 kW
Machine mass: 88 kg
CRF125FB:
Engine net power: 6.7 kW
Machine mass: 90 kg



UKCA MARK (ED type only)
Some vehicles do not have UKCA mark


USE CAUTION LABEL
6+
BATTERY LABEL
REAR CUSHION LABEL
DRIVE CHAIN LABEL
30mm

FUEL LABEL (ED type only)

E5 E10

CE MARK (ED type only)

CRF125F:

CRF125F (Two-wheel motor vehicle) 6.7 kW
2021 MADE IN CHINA 88 kg
Sundiro Honda Motorcycle Co.,Ltd.
No.188,Jiasong Middle Road,Huaxin,Qingpu District,Shanghai,China
EN16029
Honda Motor Europe Ltd - Aalst Office
Wijngaardveld 1(Noord V)
9300 Aalst- Belgium

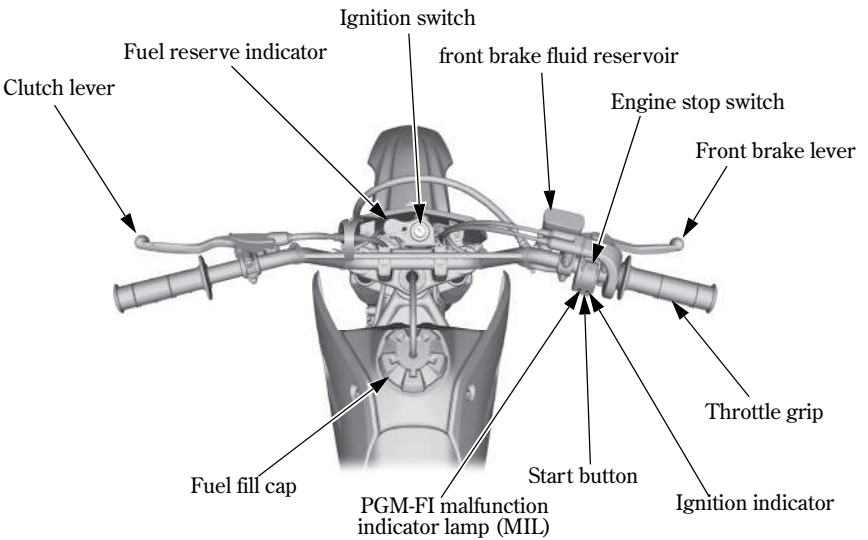
CRF125FB:

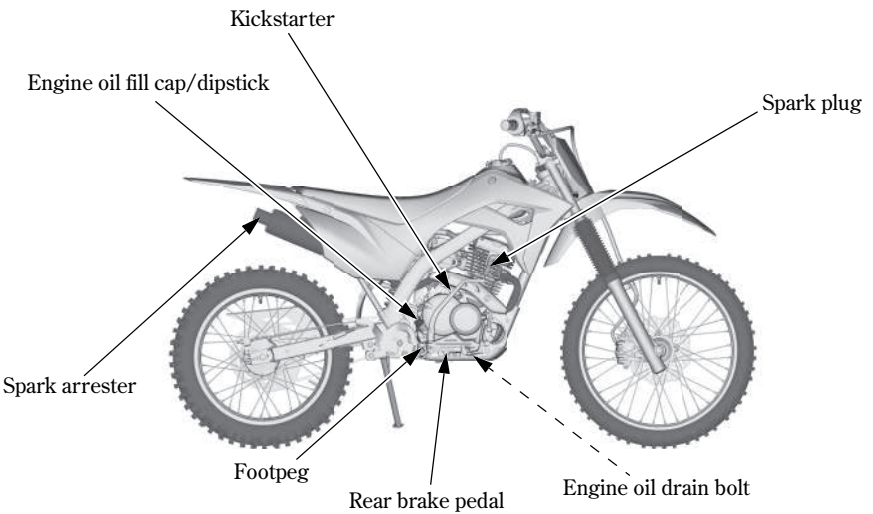
CRF125FB (Two-wheel motor vehicle) 6.7 kW
2021 MADE IN CHINA 90 kg
Sundiro Honda Motorcycle Co.,Ltd.
No.188,Jiasong Middle Road,Huaxin,Qingpu District,Shanghai,China
EN16029
Honda Motor Europe Ltd - Aalst Office
Wijngaardveld 1(Noord V)
9300 Aalst- Belgium

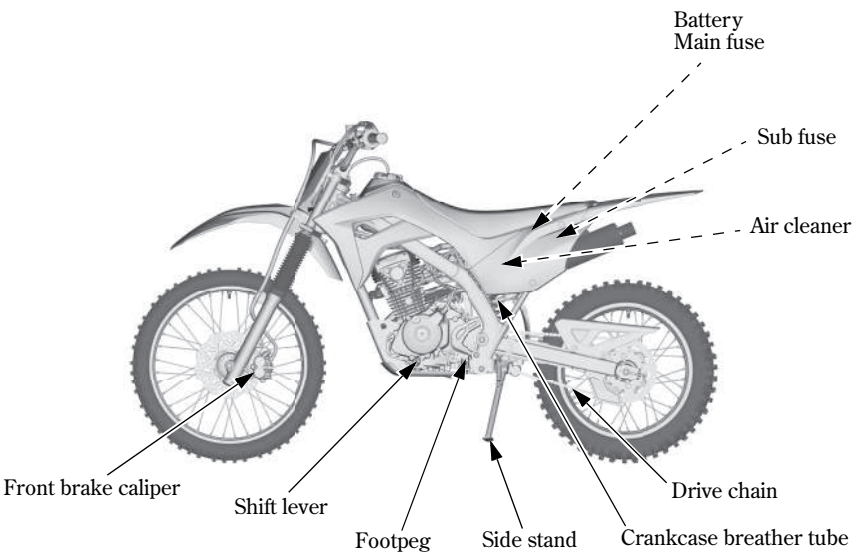
UKCA MARK (ED type only)

UK CA
Honda Motor Europe Ltd
Cain Road, Bracknell, Berkshire.
RG12 1HL. United Kingdom

PARTS LOCATION

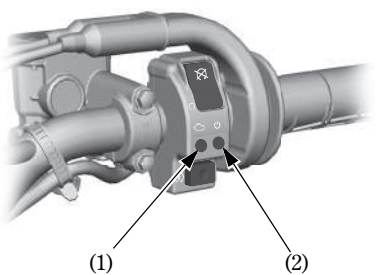



Kickstarter
Engine oil fill cap/dipstick
Spark plug
Spark arrester
Footpeg
Rear brake pedal
Engine oil drain bolt

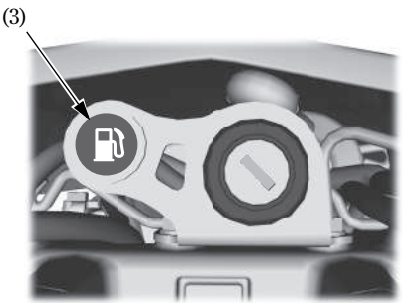

Battery
Main fuse
Sub fuse
Air cleaner
Front brake caliper
Shift lever
Footpeg
Side stand
Crankcase breather tube
Drive chain

INDICATORS

The indicators are equipped to the locations as shown in the illustrations. Their functions are described in the tables.



(1) PGM-FI malfunction indicator lamp (MIL)
(2) Ignition Indicator



(3) Fuel reserve indicator

(Ref.No.) Description	Function
(1) PGM-FI malfunction indicator lamp (MIL)	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. The indicator should also light for a few seconds and then go off when the ignition switch is turned to the ❙ (ON) position with the engine stop switch in the ◯ (RUN) position. If the indicator does not come on when it should, have your dealer check for problems. If it comes on at any other time, reduce speed and take the motorcycle to your dealer as soon as possible.
(2) Ignition Indicator	When the ignition switch is turned on, the ignition indicator comes on. If the indicator does not come on when it should, have your dealer check for problems.
(3) Fuel reserve indicator	When this indicator comes on while riding, fuel reserved in the tank is about: 0.7 ℓ (0.18 US gal, 0.15 Imp gal) The indicator should also light for a few seconds and then go off when the ignition switch is turned to the ❙ (ON) position with the engine stop switch in the ◯ (RUN) position. If the indicator does not come on when it should, have your dealer check for problems.

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

BRAKES

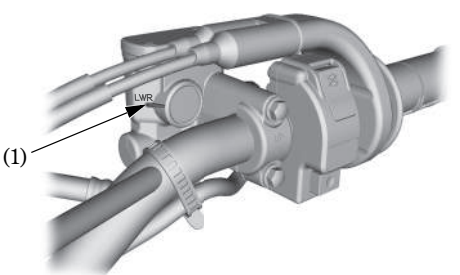
Front Brake

This motorcycle has a hydraulic front disc brake.
As the brake pads wear, brake fluid level drops.
There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the brake lever free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 86), there is probably air in the brake system and it must be bled. See your dealer for this service.

Brake Fluid Level:
With the motorcycle in an upright position, check the fluid level. It should be above the LWR mark (1). If the level is at or below the LWR mark, check the brake pads for wear (page 86).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 3 or DOT 4 brake fluid from a sealed container, or an equivalent.

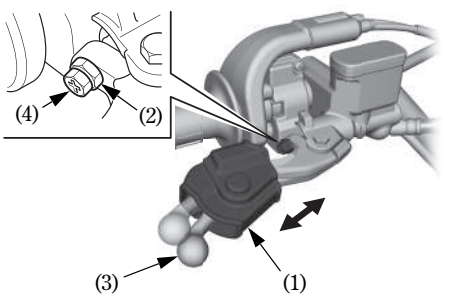


(1) LWR mark

Adjusting the Front Brake Lever Position:
Never use adjusters other than those designed for this motorcycle. Install a new adjuster from the lever side with the lock nut under the head of the adjuster.

1. Pull back the rubber dust cover (1).
2. Loosen the lock nut (2).
3. To position the front brake lever (3) farther away from the handgrip, turn the adjuster (4) clockwise.
   To position the front brake lever closer to the handgrip, turn the adjuster counterclockwise.
4. Tighten the lock nut. Return the dust cover to its normal position.
   Lock nut torque:
   5.9 N·m (0.6 kgf·m, 4.4 lbf·ft)
5. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.
6. Check freeplay by pulling in slowly on the front brake lever until the brake starts to engage.
   Freeplay:
   LESS THAN 20 mm (0.8 in)

If brake lever freeplay is not within this range, see your dealer.



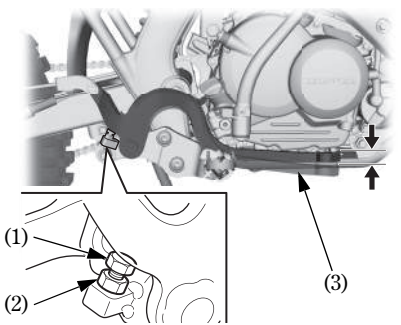
(1) Rubber dust cover
(2) Lock nut
(3) Front brake lever
(4) Adjuster

Other Checks:
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake

Adjusting the Rear Brake Pedal Height:

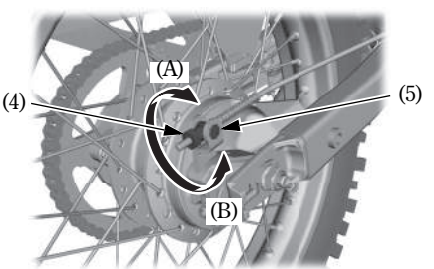
1. Place the motorcycle on its side stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height.
   To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt. Tighten the lock nut.



(1) Stopper bolt
(2) Lock nut
(3) Rear brake pedal

Adjusting the Rear Brake Pedal Freeplay:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold.
   Freeplay should be:
   10 – 20 mm (0.4 – 0.8 in)
3. If adjustment is necessary, turn the rear brake adjusting nut (4).



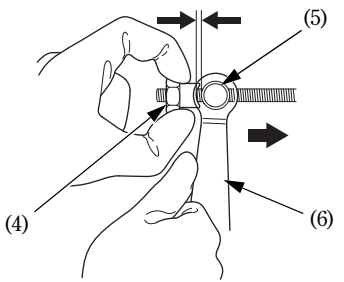
(4) Rear brake adjusting nut
(5) Brake arm pin
(A) Decrease freeplay
(B) Increase freeplay

Adjust by turning the rear brake adjusting nut a half-turn at a time. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final freeplay adjustment.

4. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

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

After adjustment, push the brake arm (6) to confirm that there is a gap between the rear brake adjusting nut and the brake arm pin.



(4) Rear brake adjusting nut (6) Brake arm
(5) Brake arm pin

After adjustment, confirm the freeplay of the rear brake pedal.

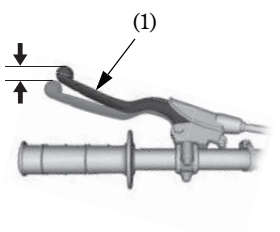
Other Checks:
Make sure the brake rod, brake arm, spring and fasteners are in good condition.

CLUTCH

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the clutch lever (1).

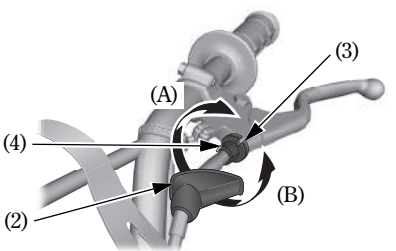
Normal clutch lever freeplay is:

10 – 20 mm (0.4 – 0.8 in)



(1) Clutch lever

1. Pull back the rubber dust cover (2).
2. Loosen the lock nut (3) and turn the clutch cable adjuster (4). Tighten the lock nut and check the adjustment.
3. If the adjuster is threaded out near its limit or if the correct freeplay cannot be obtained, loosen the lock nut and turn in the clutch cable adjuster completely. Tighten the lock nut and install the rubber dust cover.

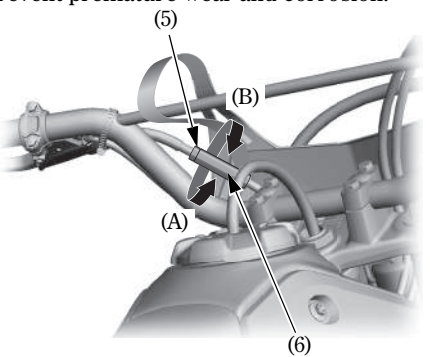


(2) Rubber dust cover
(3) Lock nut
(4) Clutch cable adjuster
(A) Increase freeplay
(B) Decrease freeplay

4. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified freeplay. Tighten the lock nut and check the adjustment.
5. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

If proper adjustment cannot be obtained or the clutch does not work correctly, see your dealer.

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



(5) Lock nut
(6) Adjusting nut
(A) Increase freeplay
(B) Decrease freeplay

FUEL

Fuel Tank

The fuel tank capacity:

3.7 ℓ (0.98 US gal, 0.81 Imp gal)

To open the fuel fill cap (1), pull out the breather tube (2) from the steering stem nut (3). Then turn the fuel fill cap counterclockwise.

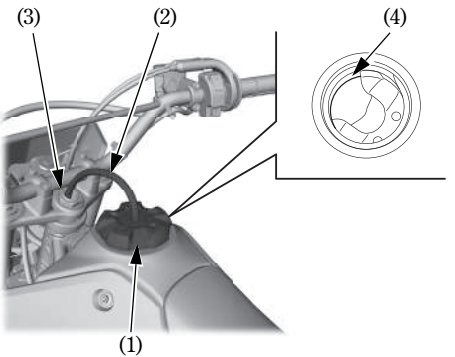
Do not overfill the tank. There should be no fuel in the filler neck (4).

After refuelling, turn the fuel fill cap clockwise until it clicks. Insert the breather tube into the steering stem nut.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Do not spill the petrol. If you do, wipe up the spills immediately.



(1) Fuel fill cap
(2) Breather tube
(3) Steering stem nut
(4) Filler neck

Use unleaded petrol with a research octane number of 91 or higher.

NOTICE

If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.

Occasionally you may experience light spark knock while operating under heavy loads. This is no cause for concern, it simply means your engine is operating efficiently.

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. Do not use petrol that contains more than 10 % ethanol.

The use of petrol containing more than 10 % ethanol may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

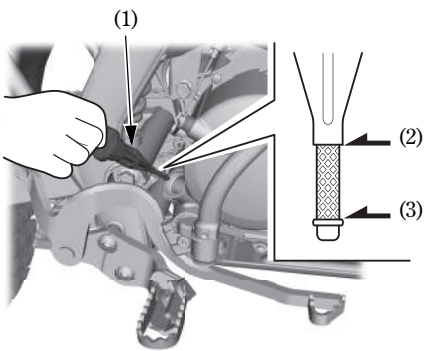
Check the engine oil level each day before operating the motorcycle.

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

1. Hold the motorcycle upright on firm level ground.
2. Start the engine and let it idle for 3 – 5 minutes.
3. Stop the engine. After 2 – 3 minutes, remove the oil fill cap/dipstick, wipe it clean, and reinsert the oil fill cap/dipstick without screwing it in. Remove the oil fill cap/dipstick. The oil level should be between the upper and lower level marks on the oil fill cap/dipstick.
4. If required, add the specified oil (see page 65) up to the upper level mark. Do not overfill.
5. Reinstall the oil fill cap/dipstick. Check for oil leaks.

NOTICE

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



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

WHEELS & TYRES

The tyres are the only point of contact between your motorcycle and the road. Safety under any riding conditions is dependant upon this small point of contact. Please understand that the tyres will have less grip, as the tread wear decreases.

To safely operate your motorcycle, the wheels and tyres must be the proper type (off-road) and size, in good condition with adequate tread, and correctly inflated.

It is important to properly replace parts according to the replacement schedule. We recommend that you leave this work to the experts with the proper equipment and experience.

Wheels that are deformed or damaged must be replaced. And when the tyre is punctured, it is essential to stop as soon as possible, and inspect the tyre by removing the tyre.
Please consult your dealer for tyre repair and replacement.

Tyres age, even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is an evidence of ageing. Old and aged tyres must be checked by experts to determine the suitability for further use.

⚠ WARNING

Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Air Pressure

Properly inflated tyres are most important for safety, and will provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tyres can also cause wheel damage in rocky terrain. Overinflated tyres make your motorcycle ride harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install new caps.

Always check air pressure when your tyres are “cold.” If you check air pressure when your tyres are “warm” – even if your motorcycle has only been ridden for a few miles – the readings will be higher. If you let air out of warm tyres to match the recommended cold pressures, the tyres will be underinflated.

The recommended “cold” tyre pressures are:

Front	100 kPa (1.00 kgf/cm^2, 15 psi)
Rear	100 kPa (1.00 kgf/cm^2, 15 psi)

Inspection

Whenever you check the tyre pressures, you should also examine the tyre treads and sidewalls for wear, damage, and foreign objects:

Look for:

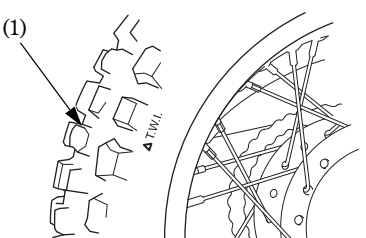
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you can safely and carefully inspect the tyres for damage.

Tread Wear

You must periodically confirm the tread wear depth.
Replace tyres before tread depth (1) at the centre of the tyre reaches the following limit:

Minimum tread depth	
Front:	3.0 mm (0.12 in)
Rear:	3.0 mm (0.12 in)



(1) Tread depth

Tube Repair and Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A tube that is repaired may not have the same reliability as a new one, and it may fail while you are riding.

If you need to make a temporary repair by patching a tube or using an aerosol sealant, ride cautiously at reduced speed and have the tube replaced before you ride again. Any time a tube is replaced, the tyre should be carefully inspected as described on page 36.

Wheel & Tyre Replacement

The tyres that came on your motorcycle were designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

Installing improper tyres on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

Used tyres should not be installed if the previous usage record is unknown.

The recommended tyres for your motorcycle are:

Front: CRF125F: 70/100-17M/C 40M
CRF125FB: 70/100-19M/C 42M

Rear: CRF125F: 90/100-14M/C 49M
CRF125FB: 90/100-16M/C 51M

Type: bias-ply, tube

The recommended wheels for your motorcycle are:

Front: CRF125F: 17 × 1.4
CRF125FB: 19 × 1.4

Rear: CRF125F: 14 × 1.85
CRF125FB: 16 × 1.85

Whenever you replace a tyre, use one that is equivalent to the original and be sure the wheel is balanced after the new tyre is installed.

Also remember to replace the inner tube whenever you replace a tyre. The old tube will probably be stretched, and if installed in a new tyre, it could fail.

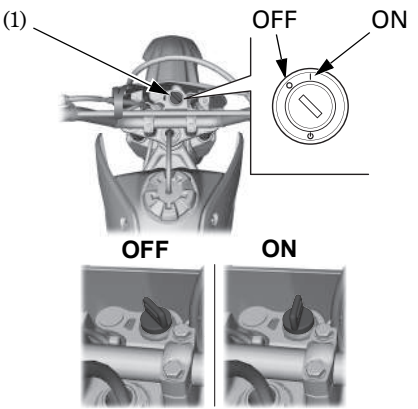
ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is located in front of handlebar.

The ignition switch is used to prevent unauthorized use of the motorcycle. Before riding, insert the key and turn it to the | (ON) position.

After parking the motorcycle, remove the key.



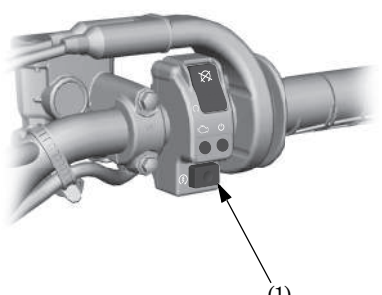
(1) Ignition switch

Key Position	Function	Key Removal
○ (OFF)	The engine cannot be operated.	Key can be removed
| (ON)	With the engine stop switch at ○ (RUN) and the transmission in neutral, the engine can be started.	Key cannot be removed

START BUTTON

The start button (1) is next to the throttle grip.

When the start button is pressed, the starter motor cranks the engine. See page 46 for the starting procedure.

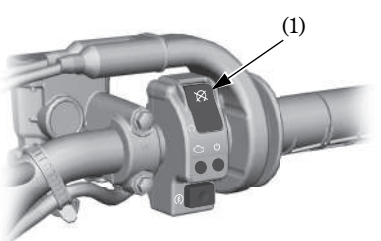


(1) Start button

ENGINE STOP SWITCH

The engine stop switch (1) is next to the throttle grip.

When the switch is in the ⟳ (RUN) position, the engine will operate. When the switch is in the ⊗ (STOP) position, the engine will not operate. This switch is intended primarily as an emergency switch and should normally remain in the ⟳ (RUN) position.



(1) Engine stop switch

FEATURES
(Not required for operation)
LEFT SIDE COVER

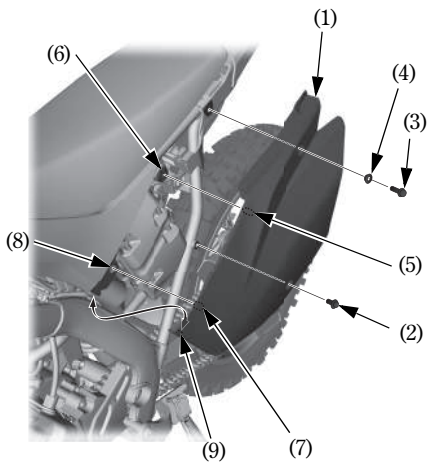
The left side cover (1) must be removed for air cleaner and sub fuse maintenance.

Removal:

1. Remove the bolt A (2), bolt B (3) and collar (4).
2. Pull out the prong (5) from the rubber grommet (6), and the boss (7) from the hole (8) on the shroud.

Installation:

1. Hook the tab (9) to the shroud and slide the top of the side cover under the bottom edge of the seat.
2. Align the prong with the rubber grommet, and also the boss with the hole on the shroud.
3. Install the collar onto the bolt B.
4. Install the bolt B and bolt A and tighten them securely.



(1) Left side cover
(2) Bolt A
(3) Bolt B
(4) Collar
(5) Prong
(6) Grommet
(7) Boss
(8) Hole
(9) Tab

SEAT

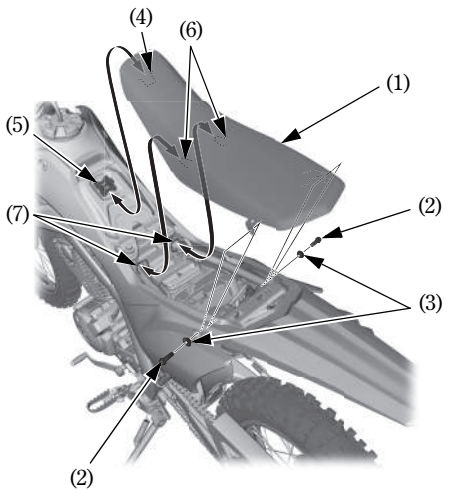
The seat (1) must be removed for battery and main fuse maintenance.

Removal:

1. Remove the bolts (2) and collars (3).
2. Remove the seat backward.

Installation:

1. Insert the front recess (4) into the front prong (5) and the rear prong (6) into the rear recess (7).
2. Install the collars onto the bolts. Tighten the bolts securely.



(1) Seat
(2) Bolts
(3) Collars
(4) Front recess
(5) Front prong
(6) Rear prong
(7) Rear recess

OPERATION

PRE-RIDE INSPECTION

For your safety, it is very important to take a few moments before each ride to walk around your motorcycle and check its condition. If you detect any problem, be sure you take care of it, or have it corrected by your dealer.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

- Engine oil level – add engine oil if required (page 33). Check for leaks.
- Fuel level – fill fuel tank when necessary (page 30). Check for leaks.
- Brakes – check operation;
  Front: Make sure there is no brake fluid leakage (page 24).
  Rear: Adjust freeplay if necessary (pages 26 – 27)
- Tyres – check condition and pressure (pages 34 – 37).
- Spokes and rim lock – check and tighten if necessary (page 81).
- Drive chain – check condition and slack (page 76). Adjust and lubricate if necessary.
- Chain slider – check slider wear (page 77).

- Throttle – check for smooth opening and full closing in all steering positions. Adjust freeplay if necessary (pages 73 – 74).
- Indicators – check for normal operation of the indicators (page 22 – 23).
- Clutch – check operation, and adjust if necessary (pages 28 – 29).
- Spark plug and high tension terminal – check for looseness (pages 71 – 72).
- Engine stop switch – check for proper function (page 40).
- Nuts, bolts, fasteners – check the front and rear wheels to see that the axle nuts are tightened securely. Check security of all other nuts, bolts, and fasteners.

STARTING THE ENGINE

Always follow the proper starting procedure described below.

This motorcycle can be started with the transmission in gear by disengaging the clutch before operating the starter.

Your motorcycle's exhaust contains poisonous carbon monoxide gas. High levels of carbon monoxide can collect rapidly in enclosed areas such as a garage. Do not run the engine with the garage door closed. Even with the door open, run the engine only long enough to move your motorcycle out of the garage.

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

Preparation

Before starting, insert the key and turn the ignition switch to | (ON), and confirm the following:

- The transmission is in neutral.
- The engine stop switch is at ⟳ (RUN).
- The PGM-FI malfunction indicator lamp (MIL) is off.

Starting Procedure

This motorcycle has a fuel-injected engine. Follow the procedure indicated below.

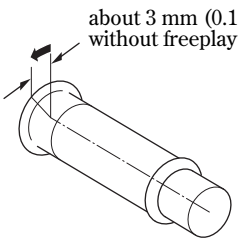
Any Air Temperature

1. Using the start button
   With the throttle completely closed, press the start button.
   Using the kickstarter
   Lightly depress the kickstarter until resistance is felt.
   Then let the kickstarter return to the top of its stroke.
   With the throttle completely closed, operate the kickstarter starting from the top of the stroke, kick through to the bottom with a rapid, continuous motion.

NOTICE

Allowing the kickstarter to snap back freely against the pedal stop can damage the engine case.

2. If you cannot start the engine, open the throttle slightly (about 3 mm (0.1 in), without freeplay).



Flooded Engine

(Using the start button)
If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, open the throttle fully and press the start button for 5 seconds. Follow the normal engine starting procedure (page 46).

(Using the kickstarter)
If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, open the throttle fully and crank the engine several times with the kickstarter. Follow the normal engine starting procedure (page 46).

Ignition Cut Off

Your motorcycle is designed to automatically stop the engine and fuel pump if the motorcycle is over-turned (a banking sensor cuts off the ignition system).

RUNNING-IN

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first operating day or 25 km (15 miles). During this period, avoid full-throttle starts and rapid acceleration.

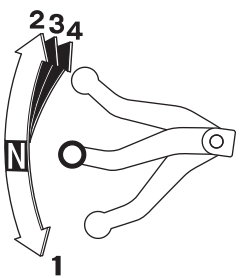
RIDING

Review Motorcycle Safety (pages 1 – 18) before you ride.

Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the shift lever to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the shift lever. This sequence is repeated to progressively shift to 3rd and 4th (top) gears.

5. Raise the shift lever to shift to a higher gear and depress the shift lever to shift to a lower gear. Each stroke of the shift lever engages the next gear in sequence. The shift lever automatically returns to the horizontal position when released.



- Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear; the rear wheel may lose traction, resulting in a possible loss of vehicle control.
- Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.
- Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.
- Do not run the engine at high rpm with the transmission in neutral or the clutch lever pulled in. Serious engine damage may result.

BRAKING

For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

Important Safety Reminders:

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

PARKING

Touching the brakes after long hours or heavy usage, can cause burn injuries. Also, depending on the section, the engine can be hot, and cause burn injuries.

1. After stopping the motorcycle, shift the transmission into neutral, turn the ignition switch OFF and remove the key.
2. Use the side stand to support the motorcycle while parked.

Park the motorcycle on firm, level ground to prevent it from falling over.
If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.

ANTI-THEFT TIPS

1. Be sure the registration information for your motorcycle is accurate and current.
2. Park your motorcycle in a locked garage whenever possible.
3. Use an additional anti-theft device of good quality.
4. Put your name, address and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals which are still with them.

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO:_____

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A well-maintained motorcycle is essential for safe, economical, and trouble-free riding. It will also help reduce air pollution. Careful pre-ride inspections and good maintenance are especially important because your motorcycle is designed to be ridden over rough off-road terrain.

To help you properly care for your motorcycle, this section of the manual provides a Maintenance Schedule.

The service intervals in this schedule are based on average riding conditions.

More frequent service is needed if you subject your motorcycle to severe use (such as competition) or ride in unusually wet or dusty areas.

Frequent servicing of the air cleaner is especially important to help you avoid a possible costly engine repair.

If your motorcycle overturns or becomes involved in a crash, be sure your dealer inspects all major parts, even if you are able to make some repairs.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided – if you have basic mechanical skills.

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Honda technician or other qualified mechanic; instructions are included in this manual only to assist in emergency service.

Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

SAFETY PRECAUTIONS

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:
  - * **Carbon monoxide poisoning from engine exhaust.**
    Be sure there is adequate ventilation whenever you operate the engine.
  - * **Burns from hot parts.**
    Allow the engine, muffler, brakes and other high-temperature parts to cool before servicing as you can get burned.
  - * **Injury from moving parts.**
    Do not run the engine unless instructed to do so.
- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using the side stand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around petrol. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from all fuel-related parts.

Remember that your dealer knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure the best quality and reliability, use only new Honda Genuine Parts or their equivalents for repair and replacement.

Changing parts can affect your health and safety. We recommend that you consult your dealer if you do not have the proper skill and tools to change parts on your own.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 43) at each scheduled maintenance period.
I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE
The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your dealer meets all of these requirements.

* Should be serviced by your dealer, unless the owner has proper tools and service data and is mechanically qualified. Refer to the Official Honda Shop Manual.
** In the interest of safety, we recommend these items be serviced only by your dealer.

Honda recommends that your dealer should road test your motorcycle after each periodic maintenance is carried out.

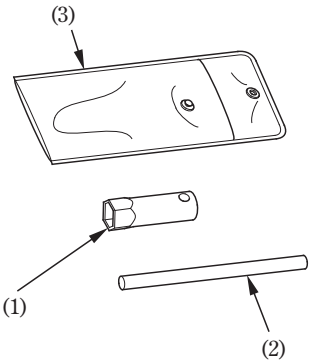
NOTE: (1) Service more frequently when ridden in wet or dusty conditions.
(2) Replace every 2 years. Replacement requires mechanical skill.

ITEMS		FREQUENCY / WHICHEVER COMES FIRST →		INITIAL MAINT.	REGULAR MAINT. INTERVAL				
			km	150	1,000	2,000	3,000	4,000	REFER TO PAGE
			mi	100	600	1,200	1,800	2,400	
		NOTE	MONTH	1	6	12	18	24	
*	FUEL LINE					I		I	–
**	FUEL FILTER			Every 8,000 km (4,800 mi): R					–
*	THROTTLE OPERATION					I		I	73
	AIR CLEANER	NOTE (1)			C	C	C	C	61
	CRANKCASE BREATHER				I	I	I	I	64
	SPARK PLUG				I	I	I	I	71
**	VALVE CLEARANCE			I	I	I	I	I	–
	ENGINE OIL			R	R	R	R	R	65
**	ENGINE OIL STRAINER SCREEN					C		C	–
**	ENGINE OIL CENTRIFUGAL FILTER					C		C	–
**	ENGINE IDLE SPEED			I	I	I	I	I	–

	ITEMS	FREQUENCY / WHICHEVER COMES FIRST →		INITIAL MAINT.	REGULAR MAINT. INTERVAL				
			km	150	1,000	2,000	3,000	4,000	REFER TO PAGE
			mi	100	600	1,200	1,800	2,400	
		NOTE	MONTH	1	6	12	18	24	
	DRIVE CHAIN	NOTE (1)		I, L	Every 500 km (300 mi) or every 3 months: I,L				76
	DRIVE CHAIN SLIDER				I	I	I	I	77
	BRAKE FLUID	NOTE (2)			I	I	I	I	24
	BRAKE SHOES/PADS WEAR				I	I	I	I	86, 87
	BRAKE SYSTEM			I	I	I	I	I	25, 86, 87
	CLUTCH SYSTEM			I	I	I	I	I	28
	SIDE STAND					I		I	95
*	SUSPENSION					I		I	93, 94
*	SPARK ARRESTER			Every 1,600 km (1,000 mi) or every 100 operating hours: C					75
*	NUTS, BOLTS, FASTENERS			I		I		I	–
**	WHEELS/TYRES			I	I	I	I	I	34, 81
**	STEERING HEAD BEARINGS			I		I		I	–

TOOL KIT

The spark plug wrench (1) and its handle (2) are stored in the tool bag (3).



(1) Spark plug wrench
(2) Handle
(3) Tool bag

SERIAL NUMBERS

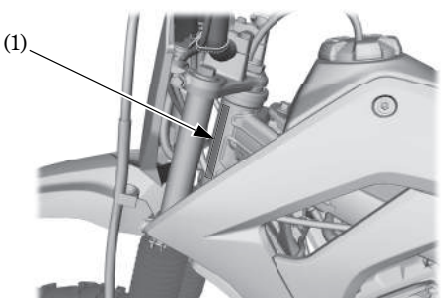
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

FRAME NO._____

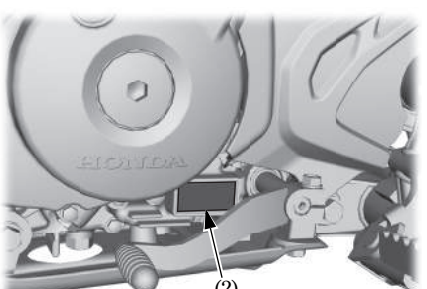
The frame number (1) is stamped on the left side of the steering head.

The engine number (2) is stamped on the left side of the engine.

ENGINE NO. _____



(1) Frame number



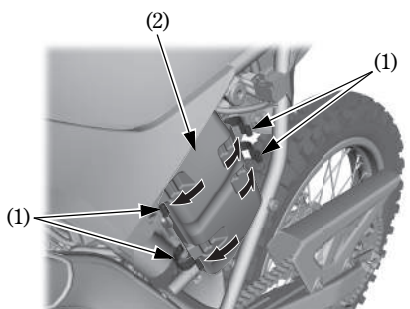
(2) Engine number

AIR CLEANER

Refer to the Safety Precautions on page 55.

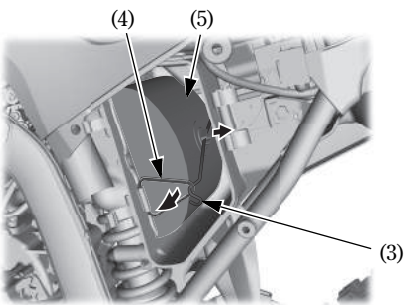
The air cleaner should be serviced at regular intervals (page 57). Service more frequently when riding in unusually wet or dusty areas.

1. Remove the left side cover (page 41).
2. Unlatch the retainer clips (1), and remove the air cleaner housing cover(2).



(1) Retainer clips (2) Air cleaner housing cover

3. Unhook the set spring (3), take care to avoid bending the set spring and set spring holder (4).
4. Remove the air cleaner (5).

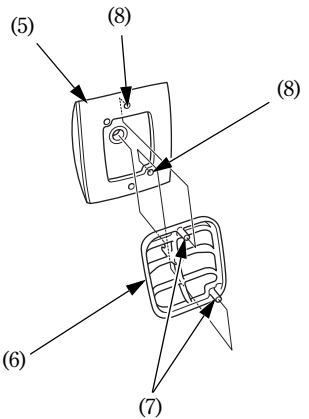


(3) Set spring
(4) Set spring holder
(5) Air cleaner

5. Remove the air cleaner holder (6) from the air cleaner (5).
6. Wash the air cleaner in clean, nonflammable or high flash point solvent and let it dry thoroughly.

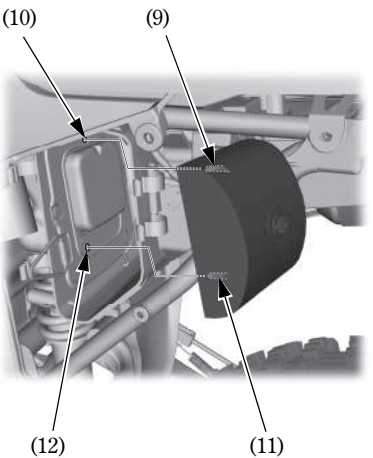
Never use petrol or low flash point solvents for cleaning the air cleaner. A fire or explosion could result.

7. Soak the air cleaner in gear oil (SAE 80 – 90) until saturated, then squeeze out the excess oil.
8. Assemble the air cleaner and holder. Insert the tabs (7) in the air cleaner holes (8).



(5) Air cleaner
(6) Air cleaner holder
(7) Tabs
(8) Holes

9. Clean the inside of the air cleaner housing.
10. Apply a thin coat of grease to the sealing surface of the air cleaner.
11. Install the air cleaner assembly by inserting the upper tab (9) on the cleaner into the upper hole (10) in the air cleaner housing, and the lower tab (11) into the lower hole (12).
    Hook the set spring.
    Check that the air cleaner is properly seated.
12. Install the air cleaner housing cover and set the retainer clips.
13. Install the left side cover (page 41).



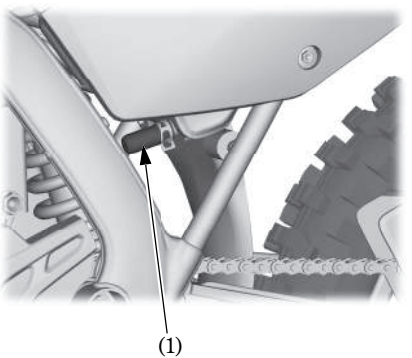
(9) Upper tab
(10) Upper hole
(11) Lower tab
(12) Lower hole

CRANKCASE BREATHER

Refer to the Safety Precautions on page 55.

Service more frequently if your motorcycle is ridden in the rain or often at full throttle. If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance.

1. Place a suitable container under the crankcase breather tube.
2. Remove the crankcase breather drain tube (1).
3. Drain deposits into a suitable container.
4. Install the crankcase breather drain tube.



(1) Crankcase breather drain tube

ENGINE OIL

Refer to the Safety Precautions on page 55.

Oil Recommendation

A P I classification	SJ or higher except oils labeled as energy conserving or resource conserving on the circular API service label
Viscosity	SAE 10W-30
JASO T 903 standard	MA

Suggested Oil
Honda “4-STROKE MOTORCYCLE OIL” or an equivalent.

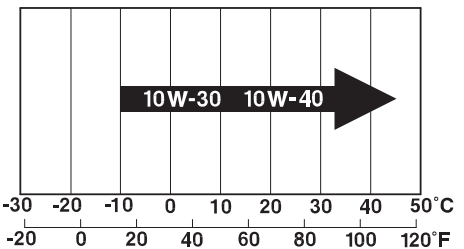
- Your motorcycle does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SJ or higher oils displaying a circular API “energy conserving” or “resource conserving” service label on the container. They may affect lubrication and clutch performance.

NOT RECOMMENDED RECOMMENDED

- Do not use non-detergent, vegetable, or castor based racing oils.

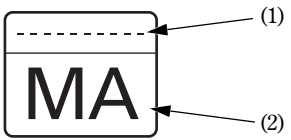
Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.



JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB.
Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



(1) Oil code
(2) Oil classification

Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 57).
When running in very dusty conditions, oil changes should be performed more frequently than specified in the maintenance schedule.

Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling centre or service station for reclamation. Do not throw it in the trash or pour it on the ground or down a drain.

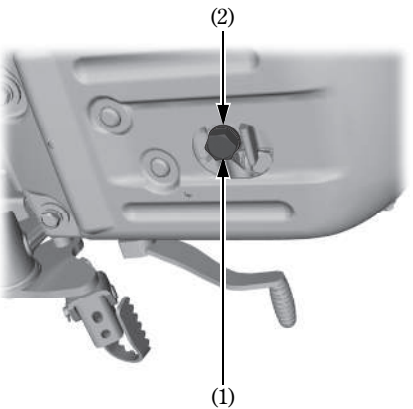
Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Changing the oil requires a torque wrench. If you do not have it and the necessary skill, we recommend that you have your dealer perform this service.

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

Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.

1. Place a drain pan under the crankcase.
2. To drain the oil, remove the oil fill cap/dipstick, oil drain bolt (1), and sealing washer (2).
3. Install the oil drain bolt with a new sealing washer.
   Oil drain bolt torque:
   24 N·m (2.4 kgf·m, 18 lbf·ft)
4. Fill the crankcase with the recommended grade oil; approximately:
   0.85 ℓ (0.90 US qt, 0.75 Imp qt)



(1) Oil drain bolt (2) Sealing washer

5. Install the oil fill cap/dipstick.
6. Start the engine and let it idle for 3 – 5 minutes.
7. 2 – 3 minutes after stopping the engine, check that the oil level is at the upper level mark on the oil fill cap/dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTICE

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

SPARK PLUG

Refer to the Safety Precautions on page 55.

Recommended plug:
Standard:
CPR6EA-9 (NGK)

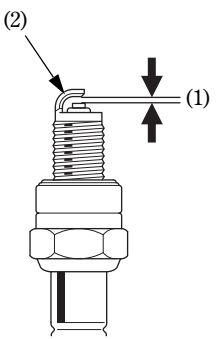
For most riding conditions this spark plug heat range number is satisfactory.

NOTICE

Never use a spark plug with an improper heat range. Severe engine damage could result.

1. Disconnect the spark plug cap.
2. Clean any dirt from around the spark plug base.
3. Remove the spark plug using a spark plug wrench provided in the tool kit.
4. Visually inspect the spark plug electrodes for wear. The centre electrode should have square edges and the side electrode should not be eroded.
5. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.

6. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
   The gap should be:
   0.8 – 0.9 mm (0.03 – 0.04 in)



(1) Spark plug gap (2) Side electrode

7. Make sure the plug washer is in good condition.
8. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
9. Tighten the spark plug:
   - If the old plug is good:
     1/8 turn after it seats.
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
     1/2 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
     1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

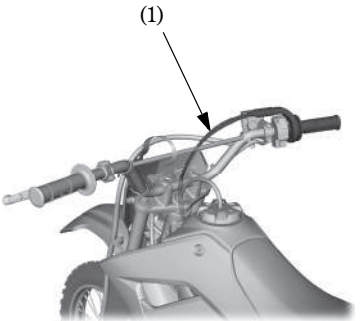
10. Reinstall the spark plug cap. Take care to avoid pinching any cables or wires.

THROTTLE OPERATION

Refer to the Safety Precautions on page 55.

Cable Inspection:

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Inspect the condition of the throttle cables (1) from the throttle grip down to the throttle body. If the cable is kinked, chafed or improperly routed, it should be replaced and/or rerouted.
3. Lubricate the cable with a commercially available cable lubricant to prevent premature wear and corrosion.

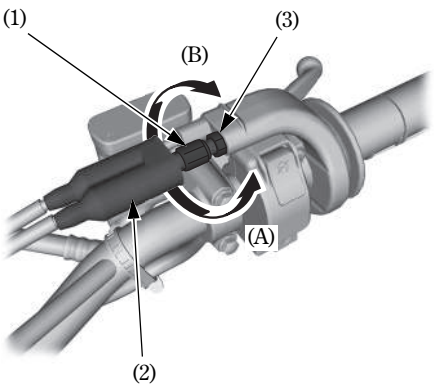


(1) Throttle cables

Freeplay Adjustment:

1. Adjust freeplay with the throttle cable adjuster (1). Measured in grip rotation, the standard throttle grip freeplay is:
   2 – 6 mm (0.1 – 0.2 in)
2. To adjust the freeplay, slide the throttle cable boot (2), then loosen the lock nut (3) and turn the cable adjuster.
3. After adjustment, check again for smooth rotation of the throttle grip from the fully closed to the fully open position with the steering to the full right and left as well as straight ahead.

If proper throttle freeplay cannot achieved, contact your dealer.



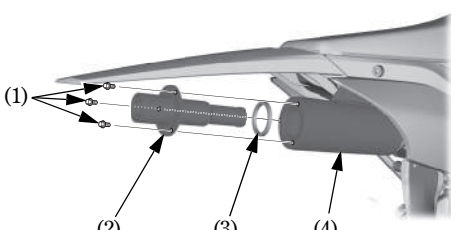
(1) Cable adjuster
(2) Cable boot
(3) Lock nut
(A) Decrease freeplay
(B) Increase freeplay

SPARK ARRESTER

Refer to the Safety Precautions on page 55.

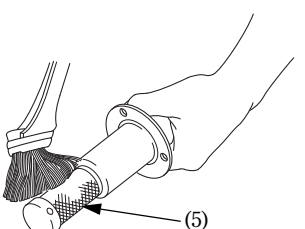
The exhaust system spark arrester must be purged of accumulated carbon periodically (see Maintenance Schedule for servicing period, page 58).

The exhaust system becomes very hot during operation and remains hot for a period of time after stopping the engine. Allow the exhaust system to cool before performing this operation.



(1) Bolts
(2) Spark arrester
(3) Gasket
(4) Muffler

1. Remove the bolts (1), the spark arrester (2), and the gasket (3) from the muffler (4).
2. Use a brush to remove carbon deposits from the spark arrester screen (5). Be careful to avoid damaging the spark arrester screen. The spark arrester must be free of breaks and holes. Replace, if necessary. Check the gasket. Replace, if necessary.
3. Install the spark arrester and a new gasket in the muffler and tighten the bolts to the specified torque.
   Spark arrester bolt torque:
   10 N·m (1.0 kgf·m, 7 lbf·ft)



(5) Spark arrester screen

DRIVE CHAIN

Refer to the Safety Precautions on page 55.

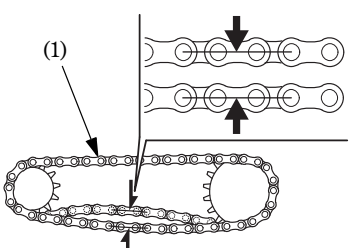
The service life of the drive chain (1) is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.
The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 43). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain slack should be adjusted to allow the following vertical movement by hand:
   25 – 35 mm (1.0 – 1.4 in)
3. Roll the motorcycle forward. Stop. Check the drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.

NOTICE

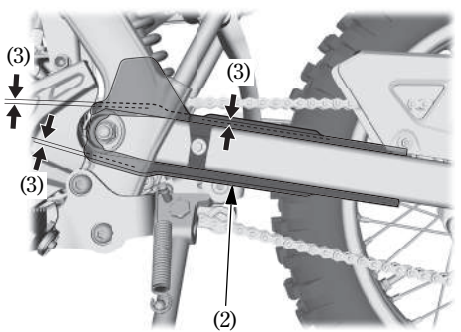
Excessive chain slack may allow the drive chain to damage the engine cases.



(1) Drive chain

4. Check the chain slider (2) for wear. If the depth (3) of the chain slider reaches the service limit, have your dealer replace the chain slider.

Service Limit:
3 mm (0.1 in)

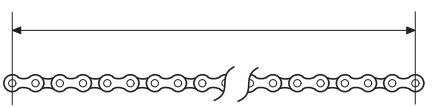


(2) Chain slider
(3) Depth

5. Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Remove the drive chain and measure the distance between a span of pins from pin centre to pin centre. If the distance exceeds the service limit, the chain is worn out and should be replaced.

New Chain:
508 mm (20.0 in)

Service Limit:
518 mm (20.4 in)

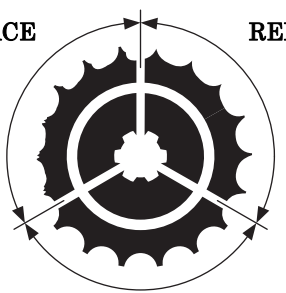


Measure a span of : 41 pins.

6. Inspect the sprocket teeth for possible wear or damage.

Damaged Sprocket Teeth — **REPLACE**

Worn Sprocket Teeth — **REPLACE**



Normal Sprocket Teeth

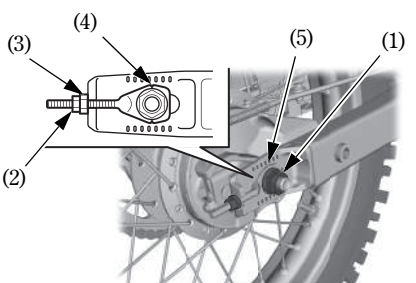
GOOD

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

Adjustment:

If the drive chain requires adjustment, the procedure is as follows:

1. Place a support block under the engine to raise the rear wheel off the ground.
2. Loosen the rear axle nut (1).
3. Loosen the lock nuts (2) on both right and left chain adjusters.



(1) Rear axle nut
(2) Lock nut
(3) Adjusting nut
(4) Notch
(5) Graduated scale

4. Turn the adjusting nut (3) on both the right and left chain adjusters an equal number of turns to increase or decrease chain slack.
   Align the Notches (4) on the chain adjusters with the graduated scales (5) on both sides of the swingarm.

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

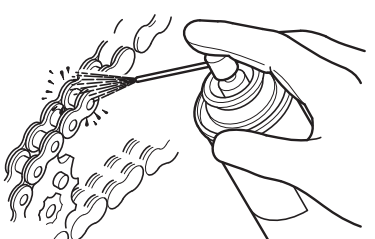
5. Tighten the rear axle nut to:
   62 N·m (6.3 kgf·m, 46 lbf·ft)
6. Tighten the adjusting nuts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.
7. Recheck drive chain slack.
8. Rear brake pedal freeplay is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal freeplay and adjust as necessary (page 26).

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

Lubrication:
Lubricate every 500 km (300 miles) or sooner if chain appears dry.

Recommended lubricant:
Drive chain lubricant
If not available, use SAE 80 or 90 gear oil.

Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.

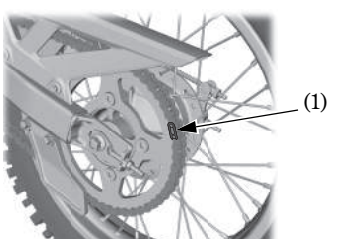


Removal and Cleaning:
When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in high flash-point solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
   Chain:
   DID428HD

Never use petrol or low flash point solvents for cleaning the drive chain. A fire or explosion could result.

3. Inspect the sprocket teeth for possible wear or damage.
4. Lubricate the drive chain (page 79).
5. Pass the chain over the sprockets and join the ends of the chain with the master link.
   For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.
   The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled.
   Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.



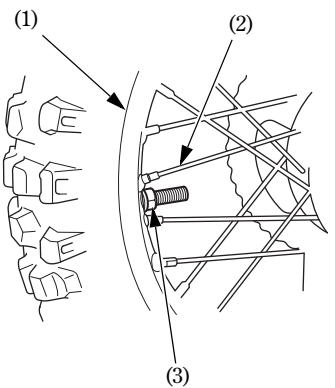
(1) Retaining clip

WHEEL RIMS AND SPOKES

Refer to the Safety Precautions on page 55.

1. Inspect the wheel rims (1) and spokes (2) for damage.
2. Tighten any loose spokes and rim lock (3).
3. Check wheel rim runout. If runout is noticeable, see your dealer for inspection.

Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 150 km (100 miles), spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.



(1) Wheel rim
(2) Spoke
(3) Rim lock

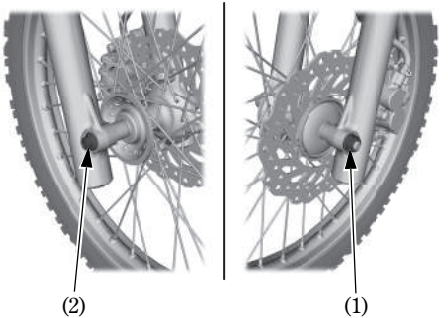
WHEEL REMOVAL

Refer to the Safety Precautions on page 55.

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the axle nut (1).
3. Remove the front axle shaft (2), wheel, and side collars.

Do not depress the brake lever when the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your dealer for this service.



(1) Axle nut
(2) Front axle shaft

Installation:

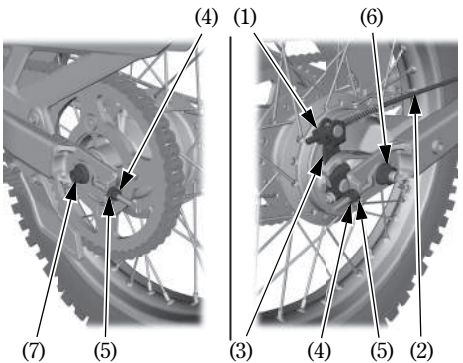
- Reverse the removal procedure.

1. Install the side collars into the left and right side wheel hub. Carefully fit the brake disc between the pads to avoid scratching them.
2. Insert the front axle shaft from the right side, through the right fork leg and wheel hub.
3. Tighten the front axle nut to the specified torque.
   Front axle nut torque:
   62 N·m (6.3 kgf·m, 46 lbf·ft)
4. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.
   Check front brake adjustment (page 25).

If the torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Unscrew the rear brake adjuster (1).
3. Press and release the rear brake pedal and disconnect the brake rod (2) from the brake arm (3).
4. Loosen the lock nuts (4) and adjusting nuts (5) on the chain adjusters on both sides.
5. Unscrew the axle nut (6) and pull out the axle shaft (7). Push the wheel forward and derail the drive chain from the rear sprocket. Remove the wheel.

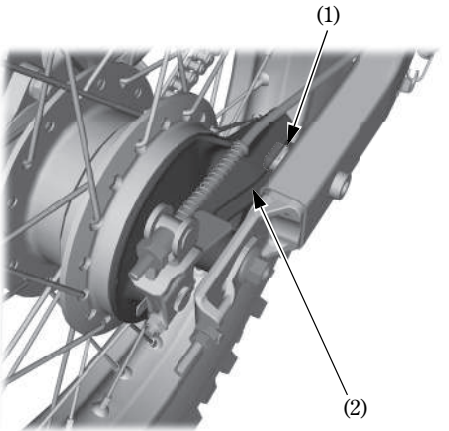


(1) Brake adjuster
(2) Brake rod
(3) Brake arm
(4) Lock nut
(5) Adjusting nut
(6) Axle nut
(7) Axle shaft

Installation:

1. Reverse the removal procedure. Make sure that the lug (1) on the swingarm is located in the slot (2) in the brake panel. Tighten the axle nut to:
   62 N·m (6.3 kgf·m, 46 lbf·ft)
2. Adjust the drive chain (pages 78 – 79).
3. Adjust the rear brake (page 26).
4. Apply the brake several times and check for free wheel rotation after the brake pedal is released.

If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(1) Lug (2) Slot

BRAKE PADS WEAR

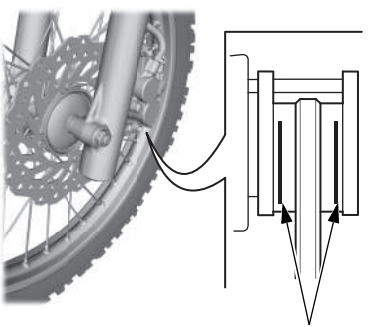
Refer to the Safety Precautions on page 55.

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)
Inspect the pads at each regular maintenance interval (page 58).

Front Brake

Check the wear limit groove (1) in each pad. If either pad is worn to the groove, replace both pads as a set. See your dealer for this service.

<FRONT BRAKE>



(1) Wear limit grooves

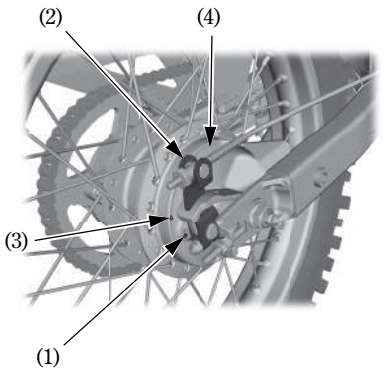
BRAKE SHOES WEAR

Refer to the Safety Precautions on page 55.

The rear brake is equipped with a brake wear indicator.
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.
See your dealer for this service.

When the brake service is necessary, see your dealer. Use only Honda Genuine Parts or its equivalent.

<REAR BRAKE>



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

BATTERY

Refer to the Safety Precautions on page 55.

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your dealer.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.

This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health.
Always confirm local regulations for battery disposal.

⚠ WARNING

The battery gives off explosive hydrogen gas during normal operation.

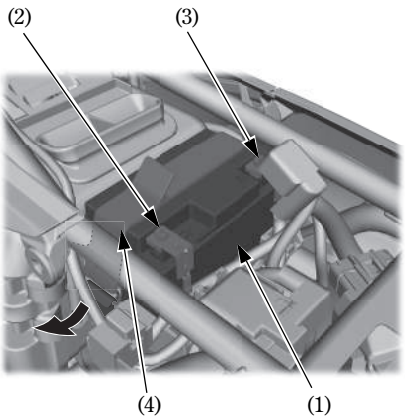
A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

The battery (1) is in the battery compartment under the seat.

Removal:
1. Make sure the ignition switch is OFF.
2. Remove the seat (page 42).
3. Disconnect the negative (–) terminal lead (2) from the battery.
4. Disconnect the positive (+) terminal lead (3) from the battery.
5. Release the battery holder band (4) from the hook, then remove the battery taking care not to drop the terminal nuts.

Installation:
1. Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (–) terminal.
2. Check all bolts and other fasteners are secure.



(1) Battery
(2) Negative (–) terminal lead
(3) Positive (+) terminal lead
(4) Battery holder band

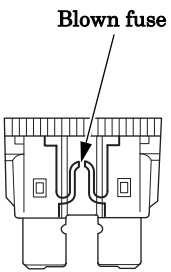
FUSE REPLACEMENT

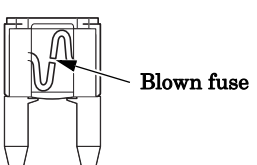
Refer to the Safety Precautions on page 55.

When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your dealer for repair.

NOTICE

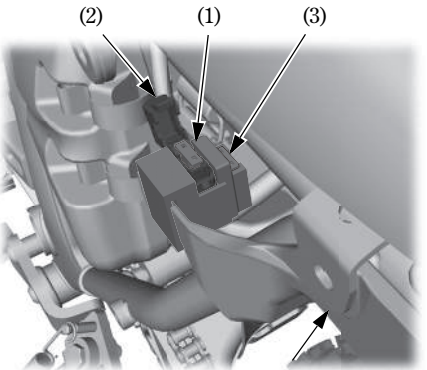
Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.





Sub Fuse:
The sub fuse (1) is located behind the left side cover.
The specified fuses are:
5 A

1. Turn the ignition switch OFF before checking or replacing the fuses to prevent an accidental short-circuit.
2. Remove the left side cover (page 41).
3. Open the fuse case cover (2) and pull the sub fuse out. If the fuse is blown, replace it with a spare fuse (3).
4. Close the fuse case cover and install the left side cover.



(1) Sub fuse
(2) Fuse case cover
(3) Spare fuse

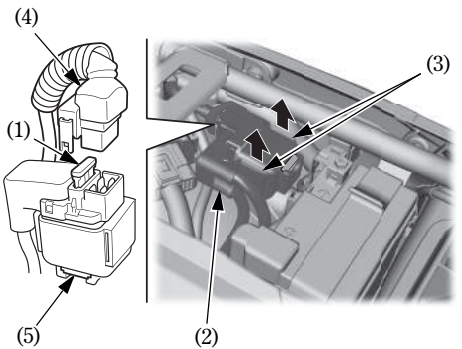
Main Fuse:
The main fuse (1) is located under the seat.
The specified fuse is:

15 A

1. Turn the ignition switch OFF before checking or replacing the fuses to prevent an accidental short-circuit.
2. Remove the seat (page 42).
3. Remove the starter magnetic switch (2) from the ribs (3).
4. Disconnect the wire connector (4) of the starter magnetic switch.
5. Pull out the fuse. If the main fuse is blown, install the spare main fuse (5). The spare main fuse is located under the starter magnetic switch.
6. Reconnect the wire connector and install the starter magnetic switch.
7. Install the seat.

NOTICE

If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

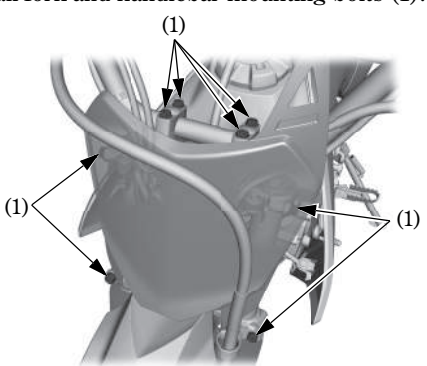


(1) Main fuse
(2) Starter magnetic switch
(3) Ribs
(4) Wire connector
(5) Spare main fuse

FRONT SUSPENSION

Refer to the Safety Precautions on page 55.

Check the fork operation by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly, with no oil leakage from the fork legs. Damaged, binding, or leaking fork should be repaired before the motorcycle is operated. Check security of all fork and handlebar mounting bolts (1).



(1) Mounting bolts

Operating the motorcycle with loose, worn, or damaged steering or front suspension components may adversely affect vehicle handling and stability.
If any suspension components appear worn or damaged, consult your dealer for further inspection. The suspension components are directly related to safety and your dealer is qualified to determine whether or not replacement parts or repairs are needed.

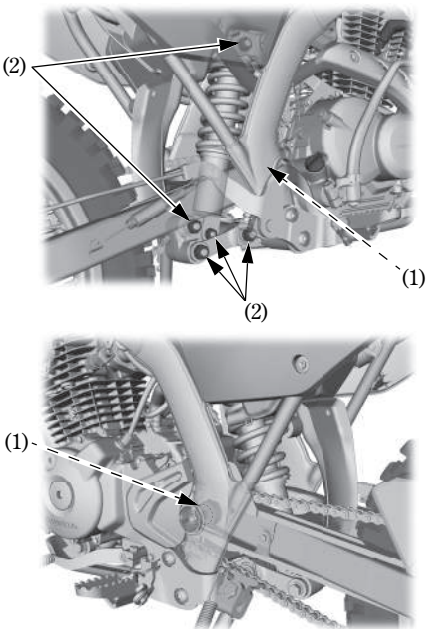
REAR SUSPENSION

Refer to the Safety Precautions on page 55.

Check the rear suspension periodically by careful visual examination. Note the following items:

1. Swingarm bearings (1) should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block. Freeplay indicates worn bearings.
2. Check all suspension component attachment points (2) for security of their fasteners.
3. Check for oil leaks in the shock absorber units.

If any suspension components appear worn or damaged, consult your dealer for further inspection. The suspension components are directly related to safety and your dealer is qualified to determine whether or not replacement parts or repairs are needed.

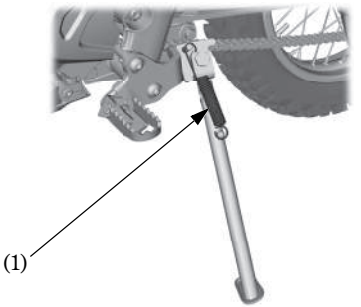


(1) Swingarm bearings (2) Attachment points

SIDE STAND

Refer to the Safety Precautions on page 55.

Check the side stand spring (1) for damage and loss of tension, and the side stand assembly for freedom of movement.
If the side stand is squeaky or stiff, clean the pivot area and lubricate the pivot bolt with clean engine oil.



(1) Side stand spring

CLEANING

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

Avoid cleaning products that are not specifically designed for motorcycle or automobile surfaces.
They may contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your motorcycle.

If your motorcycle is still warm from recent operation, give the engine and exhaust system time to cool off.

We recommend the use of a low pressure garden hose to wash your motorcycle.

NOTICE

High pressure water (or air) can damage certain parts of the motorcycle.

High pressure washers (like those at coin-operated car washes) can damage certain parts of your motorcycle. If you use a high pressure washer, avoid spraying the following areas:

Wheel Hubs
Muffler Outlet
Under Seat
Engine Stop Switch
Under Fuel Tank
Drive Chain
Throttle Body
Ignition Switch

Washing the Motorcycle

1. Rinse the motorcycle thoroughly with cool water to remove loose dirt.
2. Clean the motorcycle with a sponge or soft cloth using cool water.
   Avoid directing water to muffler outlets and electrical parts.
3. Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
   Take care to keep brake fluid or chemical solvents off the motorcycle. They will damage the plastic and painted surfaces.
4. After cleaning, rinse the motorcycle thoroughly with plenty of clean water and dry with a soft, clean cloth. Strong detergent residue can corrode alloy parts.
5. Dry the motorcycle, start the engine, and let it run for several minutes.
6. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
7. Lubricate the drive chain immediately after washing and drying the motorcycle.

Braking efficiency may be temporarily impaired immediately after washing the motorcycle.
Anticipate longer stopping distance to avoid a possible accident.

Finishing Touches

After washing your motorcycle, consider using a commercially-available spray cleaner/polish or quality liquid or paste wax to finish the job. Use only a non-abrasive polish or wax made specifically for motorcycles or automobiles. Apply the polish or wax according to the instructions on the container.

Clean the Seat

Due to the top coat design, the seat surface tends to catch and trap dirt or dust in its texture.

Using plenty of water, clean the seat with a sponge and mild detergent.

After washing, dry with a soft, clean cloth.

Clean the Mat Painted Surface

Using plenty of water, clean the mat painted surface with a soft cloth or sponge. Dry with a soft, clean cloth.

Use neutral detergent to clean mat painted surface.

Do not use waxes containing compounds.

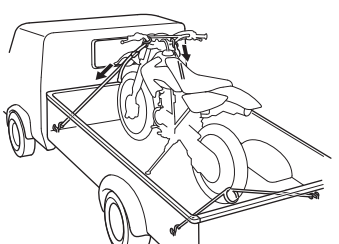
Exhaust Pipe and Muffler Maintenance

When the exhaust pipe and muffler are painted, do not use a commercially available abrasive kitchen cleaning compound. Use a neutral detergent to clean the painted surface on the exhaust pipe and muffler. If you are not sure if your exhaust pipe and muffler are painted, contact your dealer.

TRANSPORTING

If you use a truck or motorcycle trailer to transport your motorcycle, we recommend that you follow these guidelines:

- Use a loading ramp.
- Secure the motorcycle in an upright position, using motorcycle tie-down straps.
  Avoid using rope, which can loosen and allow the motorcycle to fall over.



To secure your motorcycle, brace the front wheel against the front of the truck bed or trailer rail. Attach the lower ends of two straps to the tie-down hooks on your vehicle.
Attach the upper ends of the straps to the handlebar (one on the right side, the other on the left), close to the fork.

Check that the tie-down straps do not contact any control cables or electrical wiring.

Tighten both straps until the front suspension is compressed about half-way. Too much pressure is unnecessary and could damage the fork seals.

Use another tie-down strap to keep the rear of the motorcycle from moving.

We recommend that you do not transport your motorcycle on its side. This can damage the motorcycle, and leaking petrol could be a hazard.

STORAGE GUIDE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

STORAGE

1. Change the engine oil.
2. Fill the fuel tank. Make sure the fuel fill cap is properly installed.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.

3. To prevent rusting in the cylinder, perform the following:
   - Remove the spark plug cap from the spark plug. Using tape or string, secure the cap to any convenient plastic body part so that it is positioned away from the spark plug.
   - Remove the spark plug from the engine and store it in a safe place. Do not connect the spark plug to the spark plug cap.
   - Pour a tablespoon (15 – 20 cm^3) of clean engine oil into the cylinder and cover the spark plug hole with a piece of cloth.
   - Crank the engine several times to distribute the oil.
   - Reinstall the spark plug and spark plug cap.
4. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
   Slow charge the battery once a month.
5. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
6. Lubricate the drive chain (page 79).
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation.
   Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Charge the battery as required. Install the battery.
4. If your motorcycle has been stored for more than two months–drain and replace the fuel.
5. Perform all Pre-ride Inspection checks (page 43).
6. Test ride the motorcycle at low speeds in a safe riding area away from traffic.

TAKING CARE OF THE UNEXPECTED

IF YOU CRASH

Personal safety is your first priority after a crash. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. If you cannot ride safely, send someone for help. Do not ride if you will risk further injury.

If you decide that you are capable of riding safely, first evaluate the condition of your motorcycle. If the engine is still running, turn it off and look it over carefully; inspect it for fluid leaks, check the tightness of critical nuts and bolts, and secure such parts as the handlebar, control levers, brakes, and wheels.

If there is minor damage, or you are unsure about possible damage, ride slowly and cautiously. Sometimes, crash damage is hidden or not immediately apparent, so you should have your motorcycle thoroughly checked at a qualified service facility as soon as possible. Also, be sure to have your dealer check the frame and suspension after any serious crash.

UNSTABLE ENGINE OPERATION OCCURS INTERMITTENTLY

If the fuel pump filter is clogged, unstable engine operation will occur intermittently while riding.

Even if this symptom occurs, you can continue to ride your motorcycle.

If unstable engine operation occurs even if sufficient fuel is available, have your motorcycle inspected by your dealer as soon as possible.

SPECIFICATIONS

DIMENSIONS

Overall length	CRF125F:	1,770 mm (69.7 in)
	CRF125FB:	1,855 mm (73.0 in)
Overall width	CRF125F:	740 mm (29.1 in)
	CRF125FB:	770 mm (30.3 in)
Overall height	CRF125F:	1,000 mm (39.4 in)
	CRF125FB:	1,070 mm (42.1 in)
Wheelbase	CRF125F:	1,220 mm (48.0 in)
	CRF125FB:	1,255 mm (49.4 in)

CAPACITIES

Engine oil	After draining	0.85 ℓ (0.90 US qt, 0.75 Imp qt)
	After disassembly	1.0 ℓ (1.1 US qt, 0.9 Imp qt)
Fuel tank		3.7 ℓ (0.98 US gal, 0.81 Imp gal)
Fuel containing alcohol		ETHANOL up to 10 % by volume
Passenger capacity		Operator only; no passenger
Maximum weight capacity	CRF125F:	80 kg (176 lb)
	CRF125FB:	88 kg (194 lb)
Technical permissible weight	CRF125F:	168 kg (370 lb)
	CRF125FB:	178 kg (392 lb)

ENGINE

Bore and stroke	52.4 × 57.9 mm (2.06 × 2.28 in)
Compression ratio	9.0 : 1
Displacement	125 cm^3 (7.6 cu-in)
Spark plug	
Standard	CPR6EA-9 (NGK)
Spark plug gap	0.8 – 0.9 mm (0.03 – 0.04 in)
Idle speed	1,400 ±100 min^{-1} (rpm)
Valve clearance (Cold)	Intake 0.10 mm (0.004 in) Exhaust 0.15 mm (0.006 in)

CHASSIS AND SUSPENSION

Caster	27°30′
Trail	CRF125F: 81 mm (3.2 in) CRF125FB: 94 mm (3.7 in)
Tyre size, front	CRF125F: 70/100-17M/C 40M CRF125FB: 70/100-19M/C 42M
Tyre size, rear	CRF125F: 90/100-14M/C 49M CRF125FB: 90/100-16M/C 51M
Tyre type	bias-ply, tube
Wheel size, front	CRF125F: 17 × 1.4 CRF125FB: 19 × 1.4
Wheel size, rear	CRF125F: 14 × 1.85 CRF125FB: 16 × 1.85

POWER TRANSMISSION

Primary reduction		3.250
Gear ratio,	1st	3.181
	2nd	1.705
	3rd	1.238
	4th	0.916
Final reduction		CRF125F: 3.538
		CRF125FB: 3.769

ELECTRICAL

Battery	YTZ4V 12 V – 3.0 Ah (10 HR)/3.2 Ah (20 HR)
Alternator	0.125 kW / 5,000 min^{-1} (rpm)

FUSE

Main fuse	15 A
Sub fuse	5 A

NOISE LEVEL AND VIBRATIONS

Noise level EN16029 Operating Conditions : Annex A Uncertainty of measurement	76 dB(A) 3 dB(A)
Vibration on seat EN1032 Operating conditions : UN R41, stationary noise Uncertainty of measurement	Not exceed 0.5 m/s^2 N/A
Vibration on handlegrip ISO5349 : 2001 Operating conditions : UN R41, stationary noise Uncertainty of measurement	Not exceed 2.5 m/s^2 N/A

MANUFACTURER, AUTHORIZED REPRESENTATIVE AND IMPORTER

Manufacturer	Sundiro Honda Motorcycle Co., Ltd. No. 188, Jiasong Middle Road, Huaxin, Qingpu District, Shanghai, China
Authorized representative and importer for EU market	Honda Motor Europe Ltd - Aalst Office Wijngaardveld 1 (Noord V) 9300 Aalst - Belgium
Authorized representative and importer for UK market	Honda Motor Europe Ltd Cain Road, Bracknell, Berkshire, RG12 1HL, United Kingdom

HONDA

EC Declaration of Conformity

1. The undersigned, Peter Neckebroeck, on behalf of the authorized representative, herewith declares that the machinery described below fulfils all the relevant provisions of :
   - Directive 2006/42/EC on machinery
   - Directive 2014/30/EU on electromagnetic compatibility

2. Description of the machinery
   a) Generic denomination: Single-track two-wheel motor vehicle not intended for use on public roads
   b) Function: Transportation of persons

c) Commercial name	d) Type	e) Serial number
CRF125F/FB	JE03	*LALJE03A*N3300001- LALJE03A*N3399999*

3. Manufacturer
   Sundiro Honda Motorcycle Co., Ltd.
   No.188,Jiasong Middle Road,Huaxin,
   Qingpu District,Shanghai,China

4. Authorized representative and able to compile the technical documentation
   Honda Motor Europe Ltd - Aalst Office
   Wijngaardveld 1 (Noord V)
   9300 Aalst - Belgium

5. References to harmonized standards
   EN16029:2012
   EN 55012:2007/A1:2009

6. Other standards or specifications
   ISO10605:2008

7. Done at: Aalst, Belgium

8. Date: 31 March 2021

Peter Neckebroeck
Head of Certification

HONDA

UK Declaration of Conformity

1. The undersigned, Peter Neckebroeck, on behalf of the authorized representative, herewith declares that the machinery described below fulfils all the relevant provisions of:

   - The Supply of Machinery (Safety) Regulations 2008 — S.I. 2008 No. 1597
   - The Electromagnetic Compatibility Regulations 2016 — S.I. 2016 No. 1091

2. Description of the machinery
   a) Generic denomination: Single-track two-wheel motor vehicle not intended for use on public roads
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c) Commercial name	d) Type	e) Serial number
CRF125F/FB	JE03	LALJE03A*N3300001- LALJE03A*N3399999

3. Manufacturer
   Sundiro Honda Motorcycle Co.,Ltd.
   No.188,Jiasong Middle Road,Huaxin,
   Qingpu District,Shanghai,China

4. Authorized representative and able to compile the technical documentation
   Honda Motor Europe Ltd
   Cain Road, Bracknell, Berkshire,
   RG12 1HL, United Kingdom

5. References to designated standards
   EN 16029:2012
   EN 5512:2007/A1:2009
6. Other standards or specifications
   ISO 10605:2008

7. Done at: Aalst, Belgium

8. Date: 15 July 2021

Peter Neckebroeck
Head of Certification
Honda Motor Europe Ltd – Aalst Office

	French	Italian	German
	Déclaration CE de Conformité	Dichiarazione CE di Conformità	EG-Konformitätserklärung
1	Le sous signé, Peter Neckebroeck, de la part du représentant autorisé, déclare que la machine décrit ci-dessous répond à toutes les dispositions applicables de	Il sottoscritto, Peter Neckebroeck, in qualità di rappresentante autorizzato, dichiara qui di seguito che la macchina sotto descritta soddisfa tutte le disposizioni pertinenti delle:	Der Unterzeichner, Peter Neckebroeck erklärt hiermit im Namen der Bevollmächtigten, dass das hierunter genannte Maschine allen einschlägigen Bestimmungen der * entspricht.
	* Directive Machine 2006/42/CE	* Direttiva macchine 2006/42/CE	* Maschinenrichtlinie 2006/42/EG
	* Directive 2014/30/UE en lien avec la compatibilité électromagnétique	* Direttiva 2014/30/UE sulla compatibilità elettromagnetica	* Richtlinie 2014/30/EU über die elektromagnetische Verträglichkeit
2	Description de la machine	Descrizione della macchina	Beschreibung der Maschine
	a) Denomination générique	a) Denominazione generica	a) Allgemeine Bezeichnung
	2 roues Motorisé non autorisé à circuler sur la voie publique	Veicoli a motore monotraccia a due ruote non destinati ad essere utilizzati su strade pubbliche	Motorrad nicht für den Straßenverkehr vorgesehen
	b) Fonction	b) Funzione	b) Funktion
	Transport de personnes	Trasporto di persone	Personenbeförderung
	c) Nom Commercial	c) Denominazione commerciale	c) Handelsbezeichnung
	d) Type	d) Tipo	d) Typ
	e) Numéro de série	e) Numero di serie	e) Seriennummer
3	Constructeur	Costruttore	Hersteller
4	Représentant autorisé et en charge des éditions de documentation technqiues	Rappresentante autorizzato e competente per la compilazione della documentazione tecnica	Bevollmächtigter und in der Position, die technische Dokumentation zu erstellen
5	Référence aux normes harmonisées	Riferimento agli standard armonizzati	Verweis auf harmonisierte Normen
6	Autres normes et spécifications	Altri standard o specifiche	Andere Normen oder Spezifikationen
7	Fait à	Fatto a	Ort
8	Date	Data	Datum

	Dutch	Danish	Greek
	EG-verklaring van overeenstemming	EF OVERENSTEMMELSEERKLÆRING	ΕΚ-Δήλωση συμμόρφωσης
1	Ondergetekende, Peter Neckebroeck, in naam van de gemachtigde van de fabrikant, verklaart hiermee dat het hieronder beschreven machine voldoet aan alle toepasselijke bepalingen van :	UNDERTEGNEDE, PETER NECKEBROECK, PÅ VEGNE AF DEN AUTORISEREDE REPRÆSETANT, ERKLÆRER HERMED AT MASKINEN, SOM ER BESKREVET NEDENFOR, OPFYLDER ALLE RELEVANTE BESTEMMELSER IFØLGE:	Ο κάτωθι υπογεγραμμένος , Peter Neckebroeck, εκ μέρους του εξουσιοδοτημένου αντιπροσώπου με το παρών δηλώνω ότι το παρακάτω περιγραφόμενο όχημα πληροί όλες τις σχετικές προδιαγραφές του:
	* Richtlijn 2006/42/EG betreffende machines	* MASKINDIREKTIV 2006/42/EF	* Οδηγία 2006/42/ΕΚ για μηχανές
	* Richtlijn 2014/30/EU betreffende elektromagnetische overeenstemming	* Direktiv 2014/30/EU om elektromagnetisk kompatibilitet	* Οδηγία 2014/30/ΕΕ σχετικά με την ηλεκτρομαγνητική συμβατότητα
2	Beschrijving van de machine	BESKRIVELSE AF PRODUKTET	Περιγραφή μηχανήματος
	a) Algemene benaming	a) FÆLLESBETEGNELSE	a) Γενική ονομασία
	Twee wielig (single track) motor voertuig niet bedoeld voor gebruik op de openbare weg.	Enkeltsporet, tohjulet motorkøretøj, der ikke er beregnet til brug på offentlig vej	Μοτοσικλέτα η οποία δεν είναι σχεδιασμένη για χρήση σε δημόσιους δρόμους
	b) Functie	b) Anvendelse	b) Λειτουργία
	Vervoer van personen	Persontransport	Μεταφορά επιβατών
	c) Handelsbenaming	c) Handelsbetegnelse	c) Εμπορική ονομασία
	d) Type	d) Type	d) Τύπος
	e) Serienummer	e) Serienummer	e) Αριθμός σειράς παραγωγής
3	Fabrikant	Producent	Κατασκευαστής
4	Gemachtigde van de fabrikant en in staat om de technische documentatie samen te stellen	AUTORISERET REPRÆSENTANT OG I STAND TIL AT UDARBEJDE DEN TEKNISKE DOKUMENTATION	Εξουσιοδοτημένος αντιπρόσωπος και είναι σε θέση να καταρτίσει τον τεχνικό φάκελο
5	Refereert naar geharmoniseerde normen	Reference til harmoniserede standarder	Αναφορά σε εναρμονισμένα πρότυπα
6	Andere normen of specificaties	Andre standarder eller specifikationer	Λοιπά πρότυπα ή προδιαγραφές
7	Plaats	Sted	Η δοκιμή έγινε
8	Datum	Dato	Ημερομηνία

	Swedish	Spanish	Romanian
	EG-försäkran om överensstämmelse	Declaración de Conformidad CE	CE -Declaratie de Conformitate
1	Undertecknad, Peter Neckebroeck, på uppdrag av auktoriserad representant, deklarerar härmed att maskinen beskriven nedan fullföljer alla relevanta bestämmelser enl :	El abajo firmante, Peter Neckebroeck, en representación del representante autorizado, adjunto declara que la máquina abajo descrita, cumple las cláusulas relevantes de:	Subsemnatul Peter Neckebroeck, in numele reprezentantului autorizat, declar prin prezenta faptul ca echipamentul descris mai jos indeplineste toate conditiile necesare din:
	* Direktiv 2006/42/EG gällande maskiner	* Directiva 2006/42/CE de maquinaria	* Directiva 2006/42/CE privind echipamentul
	* Direktiv 2014/30/EU på elektromagnetisk kompatibilitet	* Directiva 2014/30/UE sobre compatibilidad electromagnética	* Directiva 2014/30/UE privind compatibilitatea electromagnetică
2	Maskinbeskrivning	Descripción de la máquina	Descrierea echipamentului
	a) Allmän benämning	a) Denominación genérica	a) Denumire generica
	Tvåhjulig motorcykel ej avsedd för användning på allmän väg	Vehículo a motor de 2 ruedas no destinado para el uso por vías públicas	Motocicleta interzisa utilizarii pe drumurile publice
	b) Funktion	b) Función	b) Domeniu de utilizare
	Persontransport	Transporte de personas	Transportul de persoane
	c) Och varunamn	c) Denominación comercial	c) Denumire comerciala
	d) Typ	d) Tipo	d) Tip
	e) Serienummer	e) Número de serie	e) Serie produs
3	Tillverkare	Fabricante	Producator
4	Auktoriserad representant och ska kunna sammanställa teknisk dokumentationen	Representante autorizado que puede compilar el expediente técnico	Reprezentant autorizat şi abilitat să realizeze documentaţie tehnică
5	referens till överensstämmande standarder	Referencia de los estándar harmonizados	Referinta la standardele armonizate
6	Andra standarder eller specifikationer	Otros estándar o especificaciones	Alte standarde sau norme
7	Utfärdat vid	Realizado en	Emisa la
8	Datum	Fecha	Data

	Portuguese	Polish	Finnish
	Declaração CE de Conformidade	Deklaracja zgodności WE	EY-VAATIMUSTENMUKAISUUSVAKUUTUS
1	O abaixo assinado, Peter Neckebroeck, declara deste modo, em nome do mandatário, que o máquina abaixo descrito cumpre todas as estipulações relevantes da:	Niżej podpisany, Peter Neckebroeck, w imieniu upoważnionego przedstawiciela, niniejszym deklaruje, że urządzenie opisane poniżej spełnia wszystkie odpowiednie postanowienia:	Allekirjoittanut, Peter Neckebroeckv altuutettu valmistajan edustaja, vakuuttaa täten että alla mainittu kone/tuote täyttää kaikki seuraavia määräyksiä:
	* Directiva 2006/42/CE de máquina	* Dyrektywa Maszynowa 2006/42/WE	* Konedirektiivi 2006/42/EY
	* Directiva 2014/30/UE relativa à compatibilidade electromagnética	* Dyrektywa 2014/30/UE Kompatybilności Elektromagnetycznej	* Direktiivi 2014/30/EU sähkömagneettinen yhteensopivuus
2	Descrição da máquina	Opis urządzenia	TUOTTEEN KUVAUS
	a) Denominação genérica	a) Ogólne określenie	a) Yleisarvomäärä
	Veículo motorizado de duas rodas de rasto único não adequado para utilização nas vias públicas	Jednośladowy dwukołowy pojazd mechaniczny nieprzeznaczony do jazdy po drogach publicznych	Kaksipyöräinen moottoriajoneuvo (moottoripyörä). Ei tarkoitettu yleiseen tieliikenteeseen
	b) Função	b) Funkcja	b) Toiminto
	Transporte de pessoas	Transport osób	Henkilökuljetusta varten
	c) Marca	c) Nazwa handlowa	c) KAUPALLINEN NIMI
	d) Tipo	d) Typ	d) TYYPPI
	e) Número de série	e) Numery seryjne	e) SARJANUMERO
3	Fabricante	Producent	VALMISTAJA
4	Mandatário com capacidade para compilar documentação técnica	Upoważniony Przedstawiciel oraz osoba upoważniona do przygotowania dokumentacji technicznej	Valmistajan edustaja ja teknisten dokumettien laatia
5	Referência a normas harmonizadas	Zastosowane normy zharmonizowane	VIITTAUS YHTEISIIN STANDARDEIHIN
6	Outras normas ou especificações	Pozostałe normy i przepisy	MUU STANDARDI TAI TEKNISET TIEDOT
7	Feito em	Miejsce	TEHTY
8	Data	Data	PÄIVÄMÄÄRÄ

	Hungarian	Czech	Latvian
	EK-megfelelőségi nyilatkozata	ES – Prohlášení o shodě	EK atbilstības deklarācija
1	Alulírott Peter Neckebroeck, a gyártó cég törvényes képviselőjeként nyilatkozom, hogy az általunk gyártott gép megfelel az összes, alább felsorolt direktívának:	Podepsaný Peter Neckebroeck, jako autorizovaná osoba zde potvrzuje, že stroj popsaný níže splňuje požadavky příslušných opatření:	Peter Neckebroeck ar savu parakstu zem šī dokumenta, autorizētā pārstāvja vārdā, paziņo, ka zemāk aprakstītie mašīna, atbilst visām zemāk norādīto direktīvu sadaļām:
	* 2006/42/EK Direktívának berendezésekre	* Směrnice 2006/42/ES pro strojní zařízení	* Direktīva 2006/42/EK par mašīnām
	* Irányelv 2014/30/EU megfelelnek az elektromágneses	* Směrnice 2014/30/EU týkající se elektromagnetické kompatibility	* Direktīva 2014/30/ES par elektromagnētisko saderību
2	A gép leírása	Popis zařízení	Iekārtas apraksts
	a) Általános megnevezés	a) Všeobecné označení	a) Vispārējais nosukums
	Egynyomvonalú kétkerekű motorkerékpár nem közúti használatra tervezve	Jednonápravová dvoukolá motorová vozidla, která nejsou určená pro provoz na veřejných komunikacích	Motorizēts divriteņu transporta līdzeklis ar vienas sliedes nospiedumu, kas nav paredzēts braukšanai uz kopļietošanas ceļiem.
	b) Funkció	b) Funkce	b) Funkcija
	Személyszállítás	Přeprava osob	Cilvēku pārvadāšana
	c) Kereskedelmi nevét	c) Obchodní název	c) Komercnosaukums
	d) Tipus	d) Typ	d) Tips
	e) Sorozatszám	e) Výrobní číslo	e) Sērijas numurs
3	Gyártó	Výrobce	Ražotājs
4	Meghatalmazott képviselője és képes összeállítani a műszaki dokumentációt	Zplnomocněný zástupce a osoba pověřená kompletací technické dokumentace	Autorizētais pārstāvis, kas spēj sastādīt tehnisko dokumentāciju
5	Hivatkozással a szabványokra	Odkazy na harmonizované normy	Atsauce uz saskaņotajiem standartiem
6	Más előírások, megjegyzések	Ostatní použité normy a specifikace	Citi noteiktie standarti vai specifikācijas
7	Keltezés helye	Podepsáno v	Vieta
8	Keltezés ideje	Datum	Datums

	Slovak	Estonian	Slovenian
	ES vyhlásenie o zhode	EÜ vastavusdeklaratsioon	ES izjava o skladnosti
1	Dolupodpísaný, Peter Neckebroeck, ako autorizovaný zástupca výrobcu, týmto vyhlasuje, že uvedený strojové je v zhode s nasledovnými smernicami:	Käesolevaga kinnitab allakirjutanu, Peter Neckebroeck, volitatud esindaja nimel, et allpool kirjeldatud masina vastab kõikidele aljärgnevate direktiivide sätetele:	Spodaj podpisani, Peter Neckebroeck, ki je pooblaščena oseba in v imenu proizvajalca izjavlja, da spodaj opisana stroj ustreza vsem navedenim direktivam:
	* Smernica 2006/42/ES (Strojné zariadenia)	* Masinate direktiiv 2006/42/EÜ	* Direktiva 2006/42/ES o strojih
	* Smernica 2014/30/EÚ na elektromagnetickú kompatibilitu	* Elektromagnetilise ühilduvuse direktiiv 2014/30/EL	* Direktiva 2014/30/EU o elektromagnetni združljivosti
2	Popis stroja	Seadmete kirjeldus	Opis naprave
	a) Druhové označenie	a) Üldnimetus	a) Vrsta stroja
	Jednostopé dvojkolesové motorové vozidlo určené pre prevádzku mimo verejných komunikácií	Ühe sõidujäljega kaherattaline mootorsõiduk mis ei ole avalikel teedel kasutamiseks	Enosledno dvokolesno vozilo, ki ni namenjeno uporabi na javnih cestah
	b) Funkcia	b) Funktsiooon	b) Funkcija
	Preprava osôb	Inimeste transpordiks	Transport oseb
	c) Obchodný názov	c) Kaubanduslik nimetus	c) Trgovski naziv
	d) Typ	d) Tüüp	d) Tip
	e) Výrobné číslo	e) Seerianumber	e) Serijska številka
3	Výrobca	Tootja	Proizvajalec
4	Autorizovaný zástupca schopný zostaviť technickú dokumentáciu	Volitatud esindaja, kes on pädev täitma tehnilist dokumentatsiooni	Pooblaščeni predstavnik ki lahko predloži tehnično dokumentacijo
5	Referencia k harmonizovaným štandardom	Viide ühtlustatud standarditele	Upoštevani harmonizirani standardi
6	Ďalšie štandardy alebo špecifikácie	Muud standardid ja spetsifikatsioonid	Ostali standardi ali specifikacij
7	Miesto	Koht	Kraj
8	Dátum	Kuupäev	Datum

	Lithuanian	Bulgarian	Norwegian
	EB atitikties deklaracija	ЕО декларация за съответствие	EF- Samsvarserklæring
1	Įgaliotojo atstovo vardu pasirašęs Peter Neckebroeck patvirtina, kad žemiau aprašyta mašina atitinka visas išvardintų direktyvų nuostatas:	Долуподписаният Петер Некебрьок, от името на упълномощения представител, с настоящото декларирам, че машините, описани по-долу, отговарят на всички съответни разпоредби на:	Undertegnede Peter Neckebroeck på vegne av autorisert representant herved erklærer at maskineri beskrevet nedenfor innfrir relevant informasjon fra følgende forskrifter.
	* Mechanizmų direktyva 2006/42/EB	* Директива 2006/42/ЕО относно машините	* Maskindirektivet 2006/42/EF
	* Direktyva 2014/30/ES dėl elektromagnetinio suderinamumo	* Директива 2014/30/ЕС за Електромагнитна съвместимост	* Direktiv 2014/30/EU om Elektromagnetisk kapabilitet
2	Prietaiso aprašymas	Описание на машините	Beskrivelse av produkt
	a) Bendras pavadinimas	а) Общо наименование	a) Felles benevnelse
	Vienbėgė dviratė motorinė transporto priemonė, neskirta važinėti viešo naudojimo keliais	Двуколесното превозно средство не е предназначено за използуване по републиканската пътна мрежа	To-hjuls cross motorsykkel ikke beregnet for bruk på offentlig vei
	b) Funkcija	b) Функция	b) Funksjon
	Žmonių transportavimas	Превоз на хора	Transport av personer
	c) Komercinis pavadinimas	с) Търговско наименование	c) Handelsnavn
	d) Tipas	d) Тип	d) Type
	e) Serijos numeris	е) Сериен номер	e) Serienummer
3	Gamintojas	Производител	Produsent
4	Įgaliotasis atstovas ir galintis sudaryti techninę dokumentaciją	Упълномощен представител и отговорник за съставяне на техническа документация	Autorisert representant og i stand til å utarbeide den tekniske dokumentasjonen
5	Nuorodos į suderintus standartus	Съответствие с хармонизирани стандарти	Referanse til harmoniserte standarder
6	Kiti standartai ir specifikacija	Други стандарти или спецификации	Øvrige standarder eller spesifikasjoner
7	Vieta	Място на изготвяне	Sted
8	Data	Дата на изготвяне	Dato

	Icelandic	Turkish	Croatian
	EB-Samræmisyfirlýsing	AT Uygunluk Beyanı	EK Izjava o sukladnosti
1	Undirritaður Peter Neckebroeck staðfestir hér með fyrir hönd löggiltra aðila að upplýsingar um vélbúnað hér að neðan eru tæmandi hvað varðar alla tilheyrandi málaflokka, svo sem :	Aşağıda imzası bulunan Peter Neckebroeck, yetkili temsilci adına, bu yazıyla birlikte aşağıdaki makine ile ilgili tüm hükümlülükler in yerine getirildiğini beyan etmektedir :	Potpisani, Peter Neckebroeck, u ime ovlaštenog predstavnika, ovime izjavljuje da strojevi navedeni u nastavku ispunjavaju sve važeće odredbe:
	* Leiðbeiningar fyrir vélbúnað 2006/42/EB	* Makina Emniyet Yönetmeliği 2006/42/AT	* Propisa za strojeve 2006/42/EK
	* TILSKIPUN 2014/30/EU VARÐANDI SAMHÆFNI RAFSEGULSVIÐS	* Elektromanyetik uyumlulukla ilgili 2014/30/AB no'lu yönetmelik	* Propisa 2014/30/EU na elektromagnetsku kompatibilnost
2	Lýsing á vélbúnaði	Makinanın tarifi	Opis strojeva
	a) Flokkur	a) Kapsamlı adlandırma	a) Općeniti naziv
	Tveggja hjóla vélhjól ekki til notkunar í almenna vegakerfinu.	Belirlenmiş yolda kullanılan İki tekerlekli motorlu araçların karayollarında kullanılması amaçlanmamaktadır.	
	b) Virkni	b) İşlevi	b) Funkcija
	Flutningur farþega	Yolcu taşınması	
	c) Nafn	c) Ticari adı	c) Trgovački naziv
	d) Tegund	d) Tipi	d) Tip
	e) Serial númer	e) Seri numarası	e) Serijski broj
3	Framleiðandi	İmalatçı	Proizvođač
4	Löggildir aðilar og fær um að taka saman tækniskjölin	Teknik dosyayı hazırlamakla yetkili olan Toplulukta yerleşik yetkili temsilci	Ovlašteni predstavnik i osoba za sastavljanje tehničke dokumentacije
5	Tilvísun um heildar staðal	Uyumlaştırılmış standartlara atıf	Reference na usklađene norme
6	Aðrir staðlar eða sérstöður	Diğer standartlar veya spesifikasyonlar	Ostale norme i specifikacije
7	Gert hjá	Beyanın yeri :	U
8	Dagsetning	Beyanın tarihi :	Datum