HONDA 50

MODEL Z50A

OWNER'S MANUAL

■ READ OWNER'S MANUAL CAREFULLY :

THIS VEHICLE WAS MANUFACTURED FOR OFF-THE-ROAD USE ONLY.
DO NOT OPERATE ON PUBLIC STREETS, ROADS, OR HIGHWAYS.

NOTICE : BEFORE TRANSPORTING THIS VEHICLE ;

1. TURN FUEL VALVE TO **OFF** POSITION.
2. TURN GAS CAP VENT TO **OFF** POSITION.
3. OPEN CARBURETOR DRAIN VALVE, DRAIN CARBURETOR FLOAT BOWL, CLOSE DRAIN VALVE.

FOREWORD

It is with great pleasure that we welcome you as a new owner of the HONDA Mini-Trail. Further, we wish to thank you for selecting a HONDA product.

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

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

Your HONDA dealer will provide you with complete periodic inspection and, furthermore, he is always happy to give you assistance in case you have any problem.

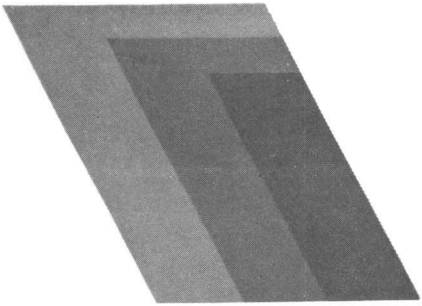
We wish you many miles of safe and happy trail riding.

CONTENTS

SPECIFICATIONS

DIMENSIONS	
Overall length	50.4 in. (1,280 mm)
Overall width	22.8 in. (580 mm)
Overall height	34.1 in. (865 mm)
Wheel base	34.7 in. (880 mm)
CAPACITIES	
Engine oil	1.7 US pt. (0.8 liter)
Fuel tank	0.7 US gal. (2.5 liter)
ENGINE	
Bore and stroke	1.535×1.63 in. (39×41.4 mm)
Compression ratio	8.8 : 1
Displacement	3.0 cu in. (49 cc)
Contact breaker point gap	0.012~0.014 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve clearance	0.002 in. (0.05 mm)

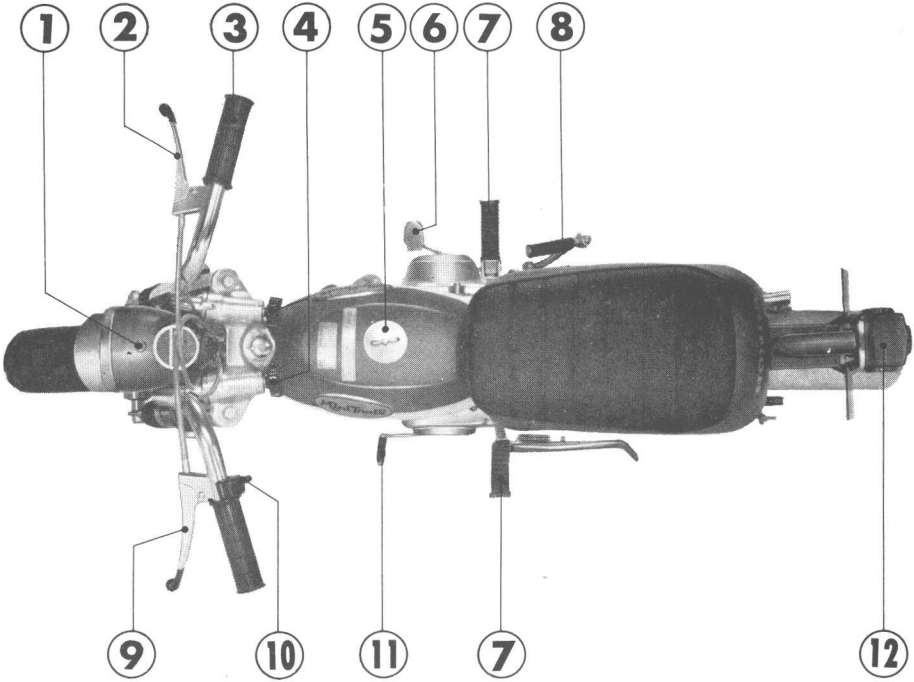
CHASSIS AND SUSPENSION	
Caster	67°
Trail	1.57 in. (40 mm)
Tire size, front	3.50~8 (2 PR)
Tire size, rear	3.50~8 (2 PR)
POWER TRANSMISSION	
Primary reduction	3.722
Final reduction	2.917
Gear ratio, 1 st.	3.182
2 nd.	1.824
3 rd.	1.190
ELECTRICAL	
Generator	Flywheel
LIGHTS	
Headlight	6 V-15/15 W
Tail/stoplight	6 V-5.3/17 W



OPERATING TIPS

CONTROL AND INSTRUMENT LAYOUT

① Headlight highbeam pilot lamp
② Front brake lever
③ Throttle grip
④ Handle bar knob
⑤ Fuel filler cap
⑥ Rear brake pedal
⑦ Foot rests
⑧ Kick starter pedal
⑨ Rear brake lever
⑩ Headlight beam selector switch
⑪ Gear change pedal
⑫ Tail/stop light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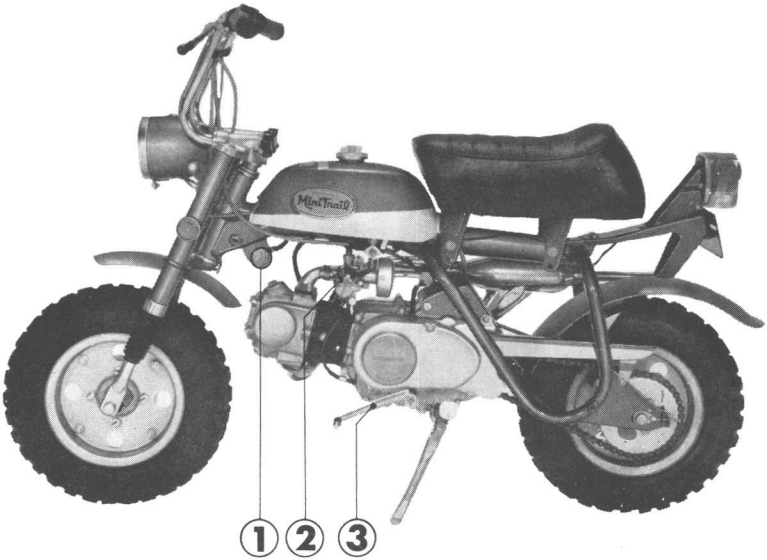
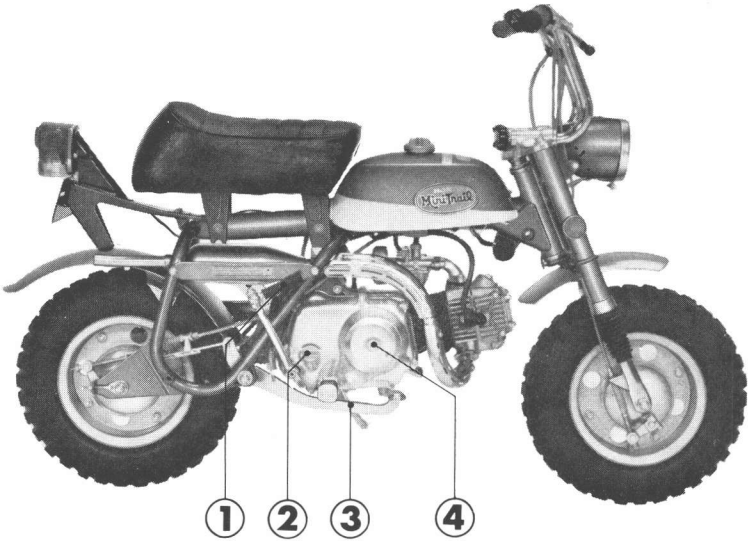
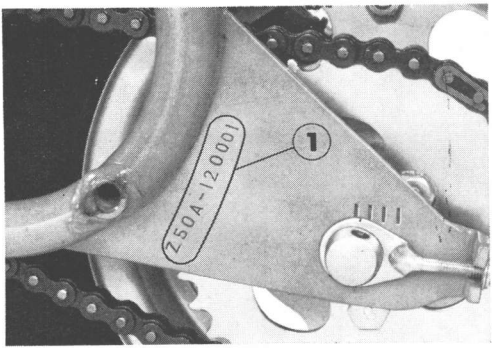
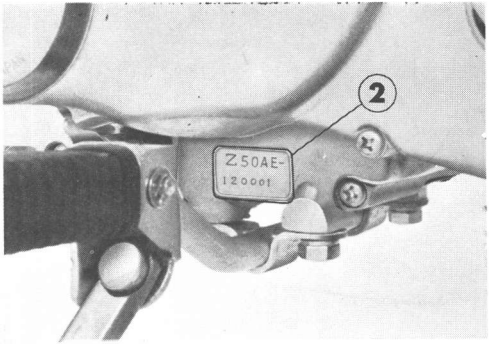


① Main switch ② Choke lever ③ Gear change pedal



① Kick starter pedal ② Oil filler cap ③ Rear brake pedal ④ Clutch adjuster





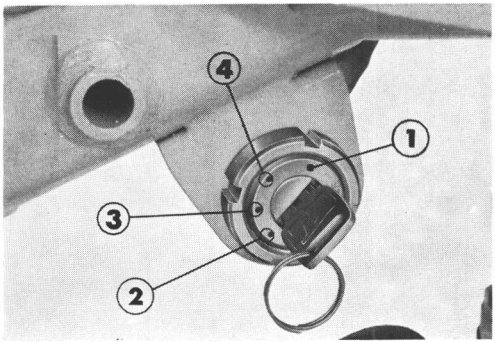
① Frame serial number
② Engine serial number

Frame and Engine Serial Numbers

The frame No. ① is stamped on the left side of the rear wheel axle bracket. The engine No. ② is located on the left side of the engine at the bottom. These serial numbers are required for registering the Mini-Trail, further, when applying for warranty claims or ordering parts, the frame No. should be stated to assure receiving the proper parts.

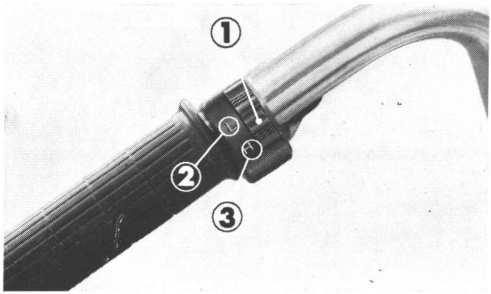
Main Switch

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.



① Main switch

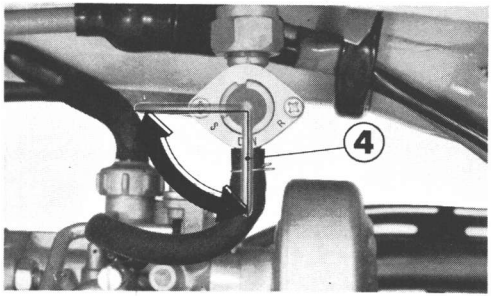
Key position	Function	Key removal
② OFF	Electrical circuit is opened, engine will not start.	Key can be removed.
③	Electrical circuit is closed, engine can be started (for day time operation).	Key can not be removed.
④	Electrical circuit is closed, engine can be started (for night time operation).	Key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



Headlight Beam Selector Switch

① Headlight beam selector switch
② Low beam position
③ High beam position

This switch is mounted on the left handle grip bracket. "L" Position ② is for low beam or dim. "H" Position ③ is the high beam. The red high beam pilot lamp on the headlight case will be lit whenever the headlight is on high beam. The headlight will only come on when the main switch is in the on position (refer to page 11).



Fuel Valve

④ Fuel valve

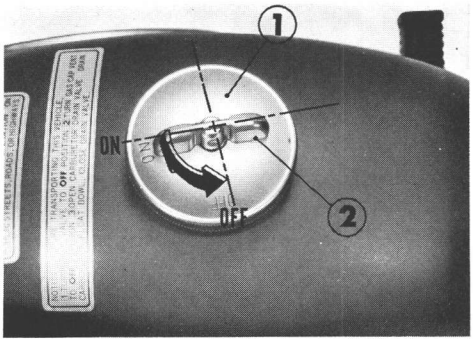
The fuel valve ④ is located on the left side under the fuel tank.
Turning the lever to the vertical position will allow fuel to flow from the fuel tank.
This lever should be turned to the horizontal position to shut off the fuel from the tank wherever the engine is stopped.

Fuel Tank

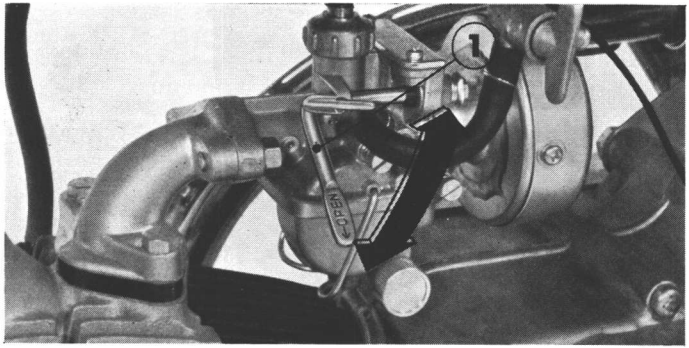
The fuel tank has a capacity of 0.7 U. S gal (2.5 lit.). A full tank of fuel is sufficient to travel about 110 miles (175 km) at 12 mph (20 kph).

Fuel Filler Cap

The fuel filler cap ① has a lever ② with "ON" and "OFF" position to open or close the tank vent.
The fuel filler cap lever ② should be turned to "ON" to allow fuel to flow when running the engine.
Turning the lever to "OFF" will prevent fuel from flowing out the vent hole when transporting the Mini-Trail.



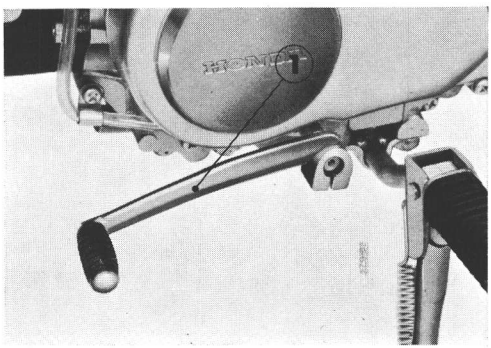
① Fuel filler cap ② Fuel filler cap lever

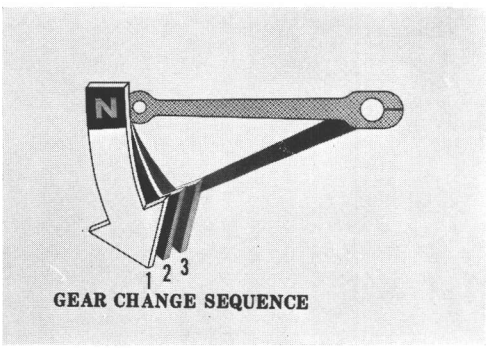


① Choke lever

Choke Lever

The choke lever ① is located on the left side of the carburetor.
Raising the lever will close the carburetor choke. Placing the lever in the lowered position will open the choke valve fully. Refer to page 16 for operating instruction of the choke valve.





GEAR CHANGE SEQUENCE

① Gear change pedal

Gear Change Pedal

The gear change pedal ① is located on the left center of the bike.

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

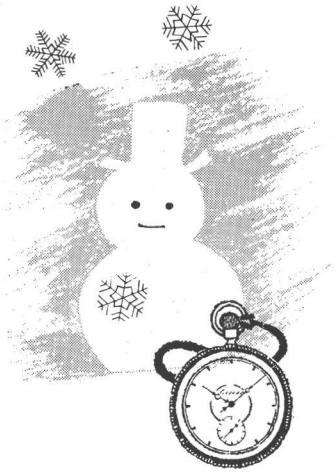
Shifting down in gear is accomplished by lifting up the gear change pedal in successive sequence. The shifting sequence pattern is shown in the figure.

STARTING ENGINE

Starting a Cold Engine

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

1. Switch the fuel valve to the vertical position.
2. Switch the fuel filler cap lever to "ON" position.
3. Turn the main switch to "ON".
4. Raise the choke lever to choke the carburetor choke valve.
5. Step on the kick starter pedal with a rapid kick stroke and at the same time, open the throttle valve slightly by twisting the throttle grip inward approximately 15°~20°.
   Perform the kick starting until the engine starts.
   If the engine does not start by the above procedure, turn the main switch to the "OFF" position, set the choke valve to the full "OPEN" position (choke lever in the down position) and then crank the engine several times with the kick starter, holding the throttle grip turned fully inward.
   Next, position the main switch to "ON" and then follow the normal starting procedure.



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

Starting in Extreme Cold Weather

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

Starting a Warm Engine

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

■ RIDING TIPS ■

Changing Gears

After the engine has been warmed up, it is now ready for riding.

First, return the throttle to the idling position, depress the gear change pedal to shift into low gear.

Increase the engine speed by twisting the throttle grip inward.

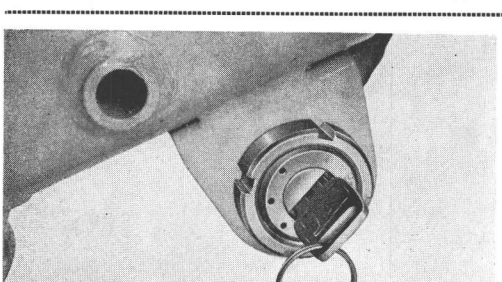
When the Mini-Trail attains a speed of approximetely 10 mph (15 kph), **close the throttle** and shift to 2 nd gear by depressing the gear change pedal.

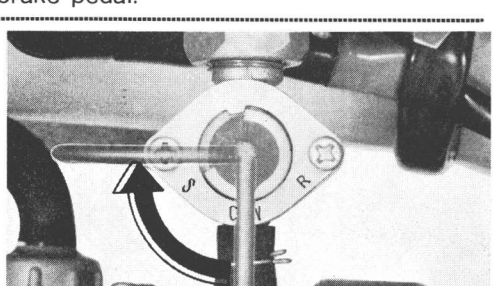
This sequence is repeated to progressively shift into the next higher gear. (refer to page 15 for operation of gear change pedal).

NOTE; When shifting gears either up or down, the throttle must be closed. This is to prevent damage to the gears due to the engine torque of this small vehicle shifting gears while the throttle is open may cause the rider to lose control.

Brakes

The most important point to keep in mind when applying brakes is to apply both the front and rear brakes together.
The front brake is operated by the front brake lever located on the right side of handle bar, the rear brake is operated by the rear brake lever located on the left side of the handle bar and rear brake pedal.

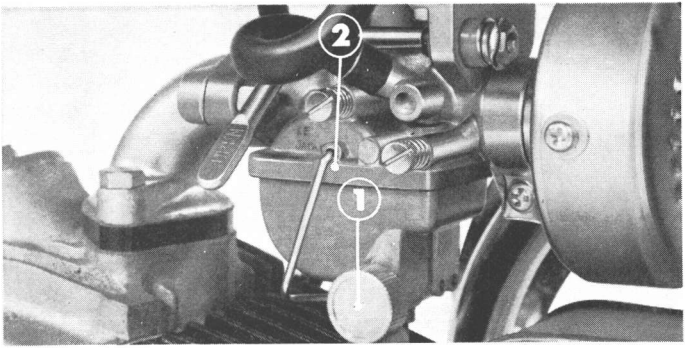




Parking

Whenever parking the Mini-Trail for a long period, position the main switch to the "OFF" position and the fuel valve lever to the horizontal position to shut off the flow of fuel.

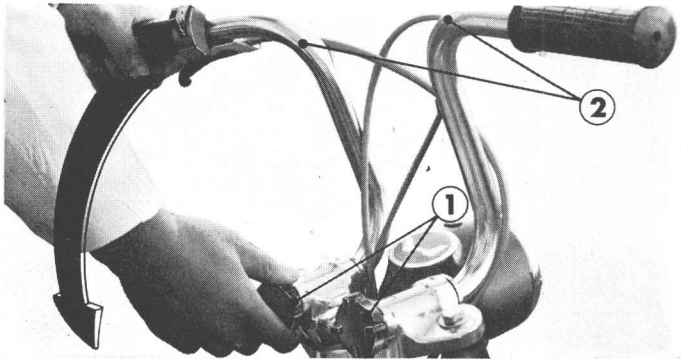
CARRYING TIPS



① Fuel drain valve ② Carburetor

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

1. Turn the fuel filler cap lever (refer to page 13) to "OFF" and the fuel valve lever (refer to page 12) to the horizontal position.



① **Handle bar knob** ② **Handle bar**

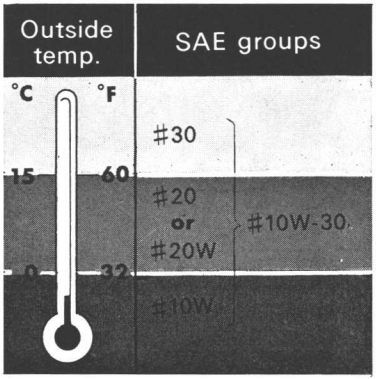
2. Screw out the fuel drain valve located on left side of the carburetor to empty the fuel contained in the carburetor and then close the valve.
3. Remove the battery and keep in upright position.
4. Unscrew both handle bar knobs, fold the handle bars ② down and retighten both handle bar knobs ①.
5. The two foot rests and side steps can be folded up to occupy less space.

FUEL AND LUBRICANTS

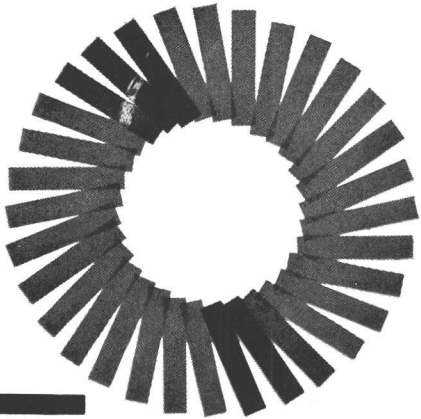
Fuel

Always use premium grade gasoline with a min imum octane number of 80.
The engine is a 4-stroke cycle, therefore, do not use gasoline mixed with oil.

Oil



Use only reliable quality oil of the **MS, DG** or **DM** grade (API service classification) or its equivalent. Select proper oil viscosity accord- ing to the outside temperature by referring to the chart.
However, S.A.E. group 10W-30 is an all tem- perature oil and may be used over the normal range of outside temperature.
Oil should be changed at the prescribed inter- nals according to Maintenance Schedule (on page 26~27) and change procedure in the Maintenance Operations (on page 29~30).



MAINTENANCE

PRE-RIDING INSPECTION

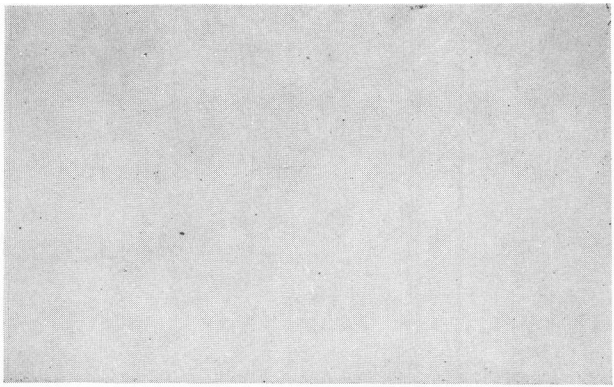
Prior to starting your Mini-Trail, it is advised that you perform a general inspection as matter of habit to make sure that the bike is in good, safe riding condition.

Check the following items and if adjustment or servicing is necessary, refer to the approriate section in this manual.

1. Engine oil level— add engine oil if it is below the lower mark on dipstick (page 29)
2. Fuel level— fill gasoline when it is not enough for travel.
3. Front and rear brakes— adjust free play in the front brake lever and brake pedal if it is incorreet. (page 41~43)
4. Tire air pressure— inflate tires if it is too low. (page 44)
5. Drive chain— adjust chain tension when it is too sloppy. (page 39)
6. Throttle operation— repair if it is not smooth. (page 36)
7. Tail/stoplight and headlight— repair when they do not light properly. (page 48~49)

MAINTENANCE SCHEDULE

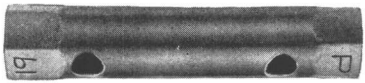
Perform the periodic inspections on the scheduled operating days shown in the chart to maintain your Mini-Trail in the peak of condition and be assured of extended trouble free service.
Your HONDA dealer will assist you in carrying out the scheduled maintenance work.



Service Required / Operating Days	First 5	Second 30	Third 60	Thereafter Repeat Every 30	Thereafter Repeat Every 60	Page Reference
Engine Oil-change	○	○	○	○		29~30
Spark Plug-clean and adjust or replace			○		○	31
Contact Breaker Points-check or service			○		○	32~33
Ignition Timing-check or adjust			○		○	
Valve Tappet Clearance-check or adjust		○			○	33~34
Air Cleaner-clean		○	○	○		35
Carburetor-check or adjust			○		○	36~37
Fuel Tank and Fuel Lines-check			○		○	13

Service Required / Operating Days	First	Second	Third	Thereafter Repeat Every		Page Reference
	5	30	60	30	60	
Clutch-check or adjust		○			○	38
Drive Chain and Sprockets-adjust and lubricate or replace		○		○		39~40
Front and Rear Brake-adjust		○			○	41~43
Front and Rear Brake Shoes-check and replace if necessary			○		○	—
Front and Rear Brake Links-check		○			○	—
Steering Head Bearing-check or adjust			○		○	—

TOOL KIT



①

②

The spark plug wrench is attached under the seat.

① **Spark plug wrench:** For spark plug and axle nut
② **Handle bar:** For spark plug wrench

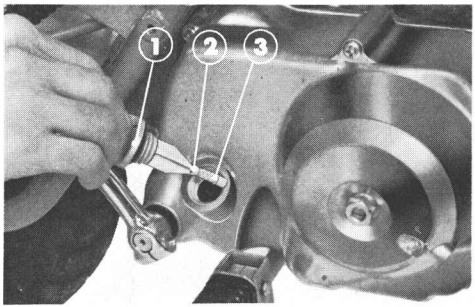
Engine Oil Replenishment

Check engine oil level at pre-riding inspection (refer to page 24) and replenish engine oil when the level is limit mark. Check the level with the oil filler cap dipstick without screwing it in.

Engine Oil Change

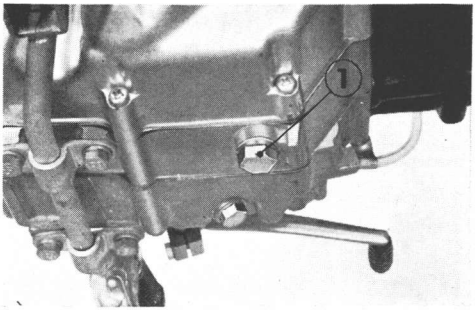
As the effectiveness of engine oil is limited to a certain period it is necessary to perform oil changes at suggested intervals shown in the MAINTENANCE SCHEDULE

When draining the oil, it should be performed while the engine is still warm as this will assure complete and rapid draining, saving much time.



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

1. Remove the oil filler cap ① from the right crankcase cover.
2. Place a drip pan under the crankcase to catch the oil and then remove the drain plug ① (refer to page 30).



① Drain plug

After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the engine.

When the oil has been completely drained, reinstall the drain plug ①, making sure that the packing used on the plug is in good condition.

crankcase through the oil filler opening with approximately 1.7 US pts. (0.8 liter) of recommended grade oil. Check the oil level with filler cap dipstick. Oil level should be between the upper ② and lower ③ oil level marks on the dipstick.

(refer to page 29)

NOTE :

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

Spark Plug

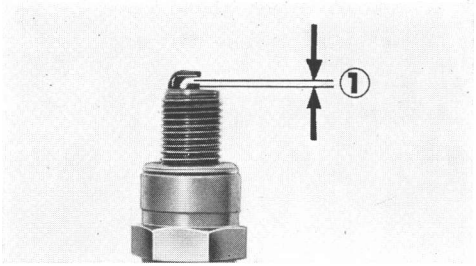
NGK C-6 H or ND-U 20 FS spark plug is used on this model. Servicing of the spark plug is as follows.

1. Remove the spark plug with the spark plug wrench which is attached under the seat after removing the high tension cord terminal cap.

2. Check tip of the spark plug for fouling or deposit.
   Clean the spark plug with a spark plug cleaner, however, if it .is not available, use a stiff pin or wire to remove the deposited substance, and wash in gasoline, followed by drying with a rag.

3 Adjust the spark plug gap ① to 0.024~0.028 in.(0.6~0.7 mm) with a clearance gauge.
   The adjustment is made by bending the negative electrode.

4. When installing the spark plug, it should be first screwed in finger tight and then torqued with the spark plug wrench for further 1/2 to 3/4 turn.



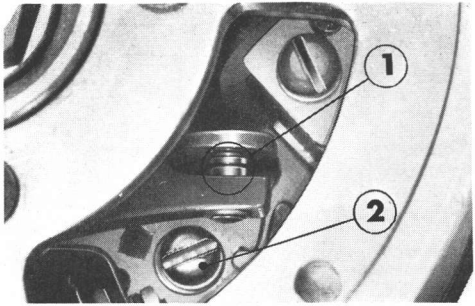
① Spark plug gap

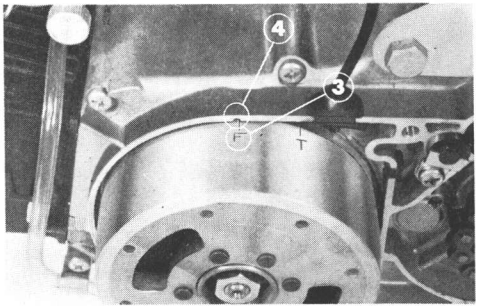
NOTE :
- **Never use an improper heat range spark plug.**
- **Do not attempt to dry or remove soot from the spark plug by burning.**

Ignition Timing

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

1. Remove the left crankcase cover.
2. Rotate the flywheel counterclockwise to find the point where the breaker point gap is at maximum and check if the gap is correct using a clearance gauge
3. The standard gap ① is 0.012-0.016 in. (0.3-0.4 mm.).
4. When adjustment is necessary, loosen the breaker locking screw ② and move the breaker base in either clockwise or counterclockwise direction to obtain the standard point gap setting.





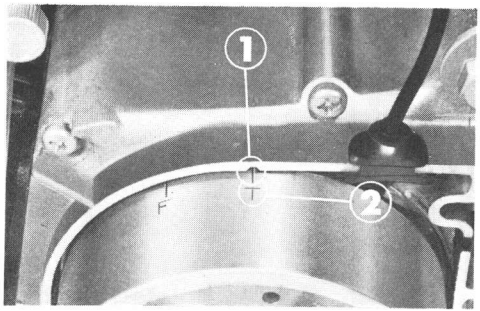
① Breaker point gap ② Breaker locking screw ③ "F" mark ④ Timing index

5. After completing the breaker point gap adjustment, recheck the ignition timing. To perform the check, rotate the flywheel so that when "F" timing mark ③ on the flywheel is aligned to the timing index ④ on the left crankcase, the breaker points just begin to open.

Valve Tappet Clearance

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

1. Remove the tappet adjusting hole caps.
2. Remove the left crankcase cover.

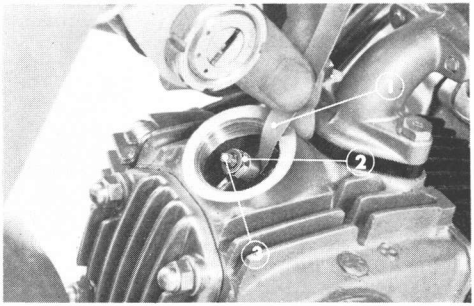


① Timing index ② "T" mark

3. Rotate the flywheel counterclockwise until the "T" mark ② on the flywheel lines up with the timing index ① on the crankcase flange.
   In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on the top dead center of the compression stroke,

that is when both valves are closed. This condition can be determined by shifting the tappets with fingers through the tappet adjusting holes and if the tappets are free, it is an indication that the valves are closed and the piston is on the compression stroke.

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



① Clearance gauge ② Adjusting screw lock nut ③ Adjusting screw

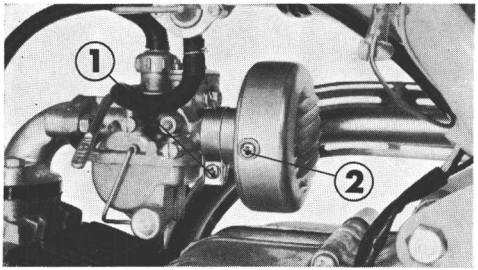
4. The valve tappet clearance is measured between the valve stem and tappet adjusting screw. Both the inlet and the exhaust valves should be adjusted to 0.002 in. (0.05 mm). To perform the adjustment, loosen the lock nut ② and turn the adjusting screw ③. Turning the adjusting screw in the clockwise direction will reduce the clearance.

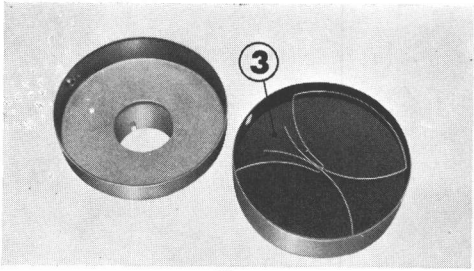
NOTE: Make sure that the adjustment has not been disturbed while tightening the lock nut, by rechecking the clearance after the lock nut has been tightened.

Air Cleaner

Air cleaner element cleaning and or replacement depends on the motorcycle operating conditions. Your HONDA dealer can help you to determine the frequency of cleaning or replacing the element.

1. Unscrew the air cleaner tube setting screw ① and remove the air cleaner from the carburetor.
2. Unscrew the two air cleaner cover screws ② and separate the air cleaner cover.
3. Remove the air cleaner element ③.
4. Clean the air cleaner element with clean solvent and dry it.





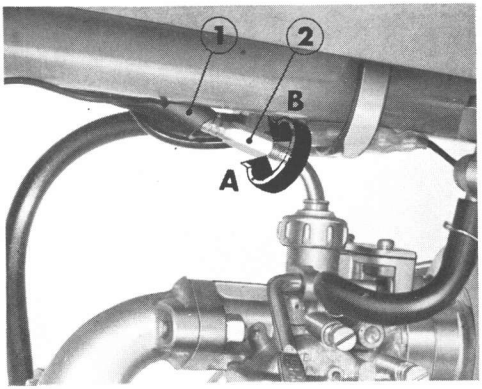
① Air cleaner tube setting screw ② Air cleaner cover screw ③ Air cleaner element

Throttle Grip Play

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

1. Check for the smooth rotation of the throttle control grip from the full open to the full close positions. Check when at full left and full right steering positions.

2. Standard throttle grip free play is approximatery 10~15° of the grip rotation.
   If grip free play rotation exceeds, this adjustment of the throttle cable adjuster ② is necessary.
   Turn the cable adjuster until grip free play rotation is reduced to 10~15°.

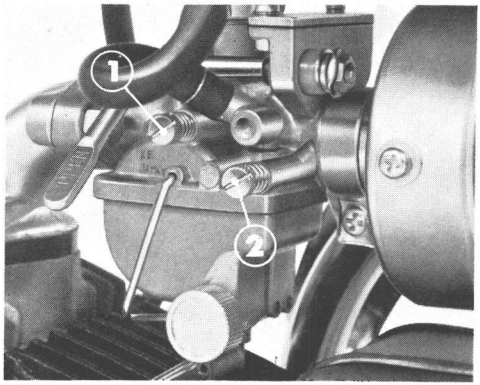


① Rubber cap ② Throttle cable adjuster

Carburetor

Perform the carburetor adjustment periodically as necessary. Make the carburetor adjustment after the engine attains operating temperature.

1. Adjust the engine idle speed to approximately 1,300 rpm with the throttle stop screw ①.
2. Turn the air screw ② slowly back and forth to obtain the point of the highest engine rpm.
3. If the idling speed increases excessively, reduce the speed with the throttle stop screw, then recheck the air screw.
   Repeat the above procedure again if necessary to obtain a stable adjustment.

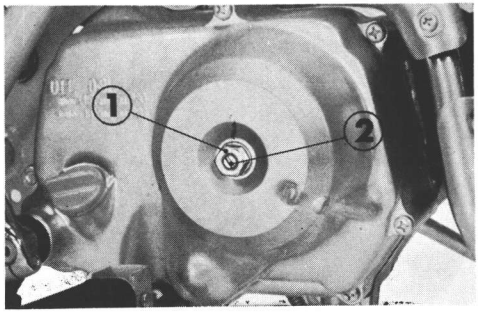


① Throttle stop screw ② Air screw

Clutch

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

1. Clutch must be adjusted with the engine shut off. Loosen the adjuster lock nut ①.
2. Turn the adjuster screw ② clockwise about one turn; do not turn excessively.
3. Next, slowly turn the adjuster screw counterclockwise and stop when the screw starts to turn heavy.
4. From this point, back off the adjuster in the clockwise direction 1/8 to 1/4 turn, and then tighten the lock nut.
5. Check to make sure that the clutch operates properly after adjustment.
   1) The engine should start easily with the kick starter without the clutch slipping.
   2) When changing gear, the clutch operation should be smooth and light, especially when shifting down in gear to the neutral position.

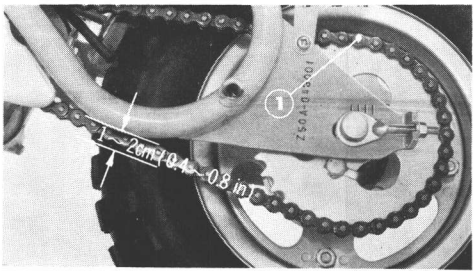


① Lock nut ② Clutch adjuster screw

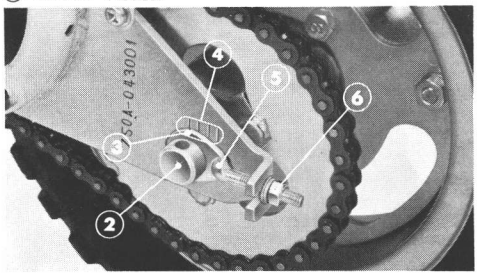
Drive Chain

The tension of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel and on the life of the chain itself. Therefore, the chain should always be maintained at the proper slack, in other words, not too tight and not too loose. Whenever adjustment is made, make it habit to lubricate the chain with engine oil.

1. The maximum amount of the drive chein slack is measured by pressing the chain up and down at the mid-point between the sprockets. The maximum slack of the chain should be **0.4~0.8 in. (10~20 mm)**.
2. If adjustment is necessary, loosen the rear axle nut.
3. Adjust the chain slack with the lock nut ⑥ by turning it in the clockwise, this will decrease the chain slack;



① **Drive chain**



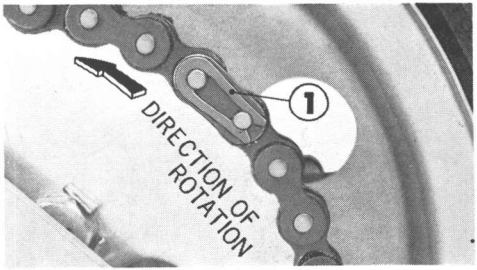
② **Rear axle** ③ **Index mark**
④ **Reference mark** ⑤ **Chain adjuster**
⑥ **Chain adjuster lock nut**

turning the counterclockwise will loosen the chain. Upon completion of adjustment, the index mark ③ on the both the right and left chain adjusters ⑤ should be at the same reference marks ④ on the rear forks. (page 39)

4. Finally, tighten the axle nut securely to prevent the nut from loosening.
5. When the drive chain is dirty excessively, it is recommended that the drive chain be cleaned as following steps.

   1). Remove the chain by taking off the joint clip ① and wash in solvent with a stiff brush to take dirt and old grease off.
   After drying it thoroughly, place the chain in a vessel containing a mixture of good grade engine oil and petroleum jelly (1/2 qt. oil to 5 oz. petroleum jelly), and heat for 10 minutes at a temperature of 50° to 120°C (120° to 250°F) while agitating.
   Remove the chain and hang. After the grease hardens, wipe off the excess with a clean rag and assemble on the machine.

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

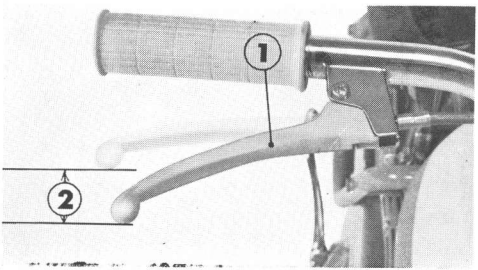


① Drive chain joint clip

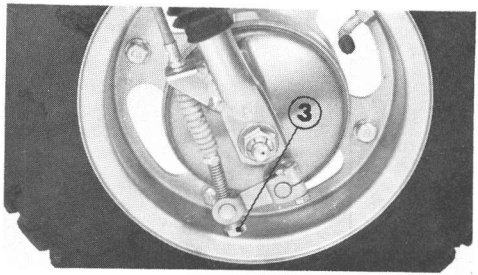
Front Brake Brakes are items of personal safety and should always be maintained in proper adjustment.

1. Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the amount. The front brake lever ① must be moved before the brake starts to take hold. The lever free play ② should be 0.4~0.8 in. (10~20 mm) at the end of the brake lever

2. When brake adjustment becomes necessary, perform the task with the front brake adjusting nut ③.
Turning the nut in the clockwise direction will decrease the play of the lever and turning the nut counterclockwise will increase the play.



① Front brake lever ② Free play



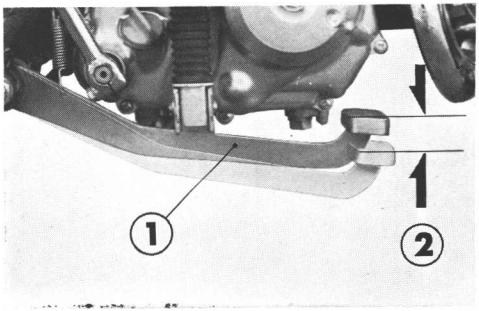
③ Front brake adjusting nut

Rear Brake

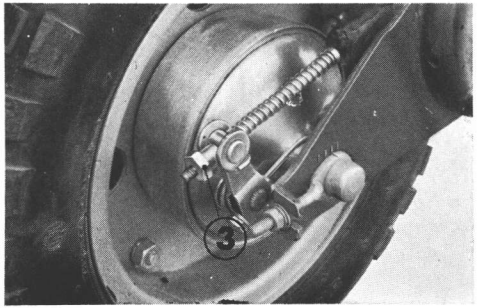
1. Raise the rear wheel off the ground by placing the support block under the motorcycle.

2. Rotate the rear wheel by hand and note distance the rear brake pedal tip travel ② before the brake holds.

3. Nominal free travel is 0.4~0.8 in. (10~20 mm).
   If the adjustment is necessary, make the adjustment by turning the rear brake adjusting nut ③.Turn clockwise for less free travel, counterclockwise for greater free travel.



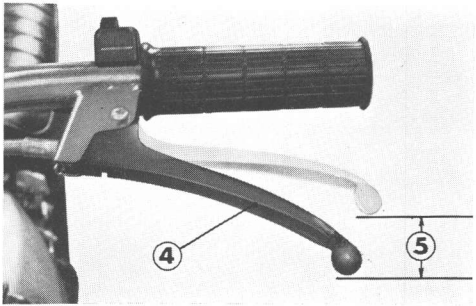
① Rear brake pedal ② Pedal tip travel

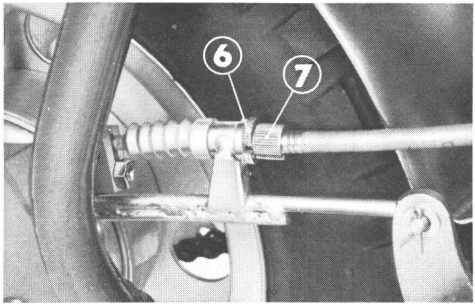


③ Rear brake adjusting nut

4. The adjustment of the rear brake lever ④ can be made independently by the adjuster at the lower end of the brake cable.
   The nominal free play ⑤ approximately 1.2~1.6 in. (30~40 mm).

5. If the adjustment is necessary, loosen the circular lock nut ⑥ and turn the cable adjuster ⑦ clockwise to increase the play.





④ Rear brake lever ⑤ Free play ⑥ Circular lock nut ⑦ Cable adjuster

Tire Inflation Pressure

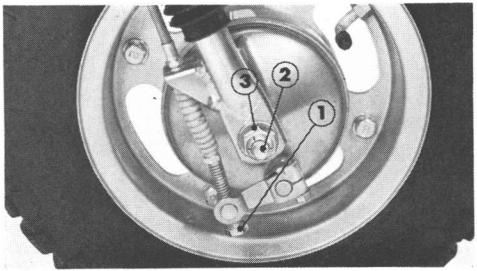
Correct tire inflation pressure will provide maximum stability, riding comfort and tire life. Keep tires properly inflated, and check the inflation pressure before riding.

	Tire inflation pressure
Front	14 psi, 1.0 kg/cm²
Rear	14 psi, 1.0 kg/cm²

Front Wheel Removal

Removal of front wheel is performed in the following manner.

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Remove the front brake adjusting nut ① and remove the front brake cable from the brake arm.
3 Remove the front wheel axle nut ③ and pull out the front wheel axle ②.
4. The front wheel can be removed from the frame.
5 Installation of front wheel is performed in the reverse order of described above

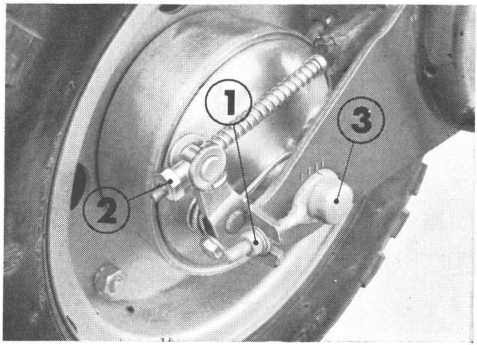


① Front brake adjusting nut
② Front wheel axle ③ Front axle nut

Rear wheel Removal

Removal of rear wheel is performed in the following manner.

1. Place the motorcycle on a support block under the engine to raise the rear wheel off the ground.
2. Unscrew the drive chain adjusting nut ① and rear wheel axle nut.
3. Remove the chain joint clip and drive chain.
4. Unscrew the rear brake adjusting nut ② and separate the rear brake rod from the rear brake arm.
5. Pull out the rear wheel axle ④ and then the rear wheel can be disassembled from the frame.
6. Installation of rear wheel is performed in the reverse order of described above.



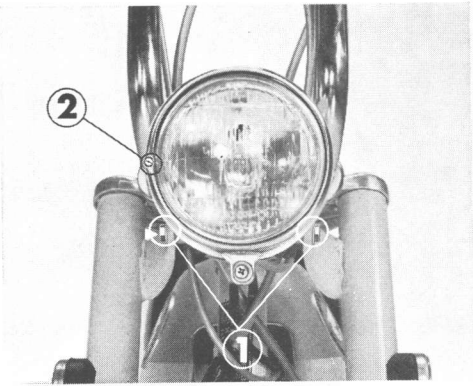
① Drive chain adjusting nut
② Rear brake adjusting nut
③ Rear wheel axle

Headlight Beam

Headlight beam can be adjusted vertically and horizontally.

1. The vertical adjustment is made by loosening the bolts ① which mount the headlight.

2. The horizontal beam adjustment is made with the beam adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider.

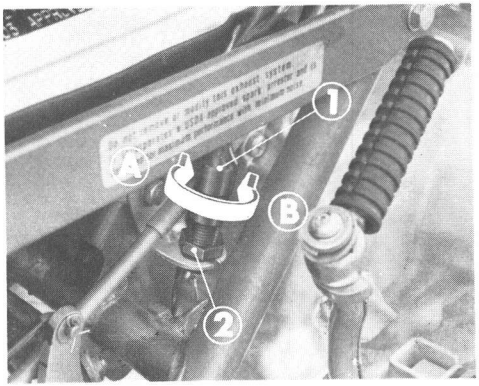


① **Headlight mounting bolts**
② **Adjusting screw**

Stoplight Switch

The stoplight switch adjustment is made at the stoplight switch ① located on the right side toward the rear of the engine.

1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 42 to make sure that the brakes are properly adjusted.
2. Turn on the main switch.
3. Adjust the stoplight switch ① so that the stop light will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stop light switch is late in switching on the stop light, screw in Ⓐ the switch adjusting nut ② and if the stoplight comes on too early screw out Ⓑ the switch adjusting nut.



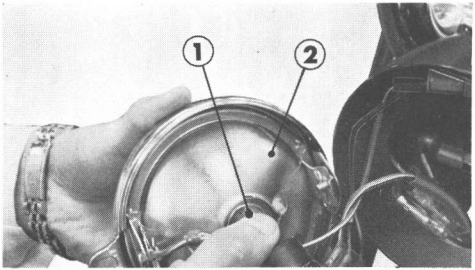
① **Stoplight switch**
② **Adjusting nut**

Headlight Bulb

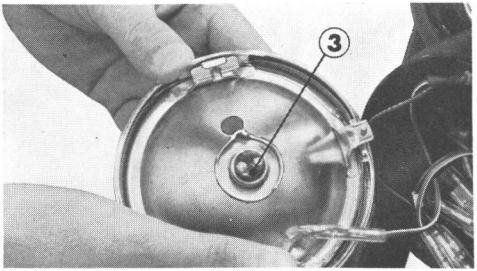
When exchanging the headlight bulb, perform the following manner.

1 Loosen the mounting screw at the bottom of the headlight and remove the headlight rim.

2. Remove the socket assembly ① by pushing down on the socket and twisting counterclockwise to unhook from the reflector ②.
3. Pull the bulb ③ out and replace.



① **Headlight socket**

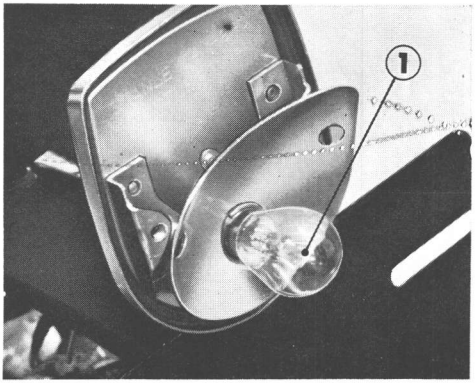


② **Reflector** ③ **Headlight bulb**

Tail/stoplight Bulb

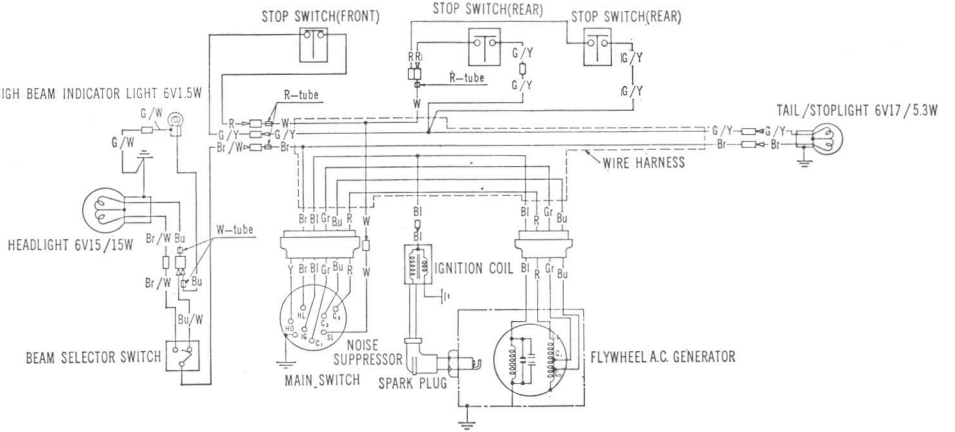
When exchanging the tail/stoplight bulb, perform the following manner.

1. Remove the two screws retaining the tail/stoplight lens.
2. Press the bulb ① inward and twist to the left, and the bulb can be removed.
3. When installing the taillight lens, do not over tighten the screws, as this may damage the lens.



① **Tail/stoplight bulb**

WIRING DIAGRAM



MAIN SWITCH ARRANGEMENT									
	IG	E	C_1	C_2	SL	HO	C_3	HL	Key removal
OFF	○	○				○			Key can be removed
I					○	○			Key can not be removed
II			○		○	○	○		

Bl ..... Black	G /W ..... Green with White spiral
Bu ..... Blue	Br/W ..... Brown with White spiral
Br ..... Brown	G /Y ..... Green with Yellow spiral
Gr ..... Grey	Bl /W ..... Black with White spiral
R ..... Red	Bu/W ..... Blue with White spiral
W ..... White	

memo