Honda CRF50F

OWNER'S MANUAL

USO E MANUTENZIONE

MANUAL DEL PROPIETARIO

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IMPORTANT INFORMATION

The information in this publication relates to the Honda CRF50F, a single-track two-wheeled motor vehicle, powered by a spark ignited internal combustion engine and driven by a mounted rider.

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 as shown on the tyre information label.

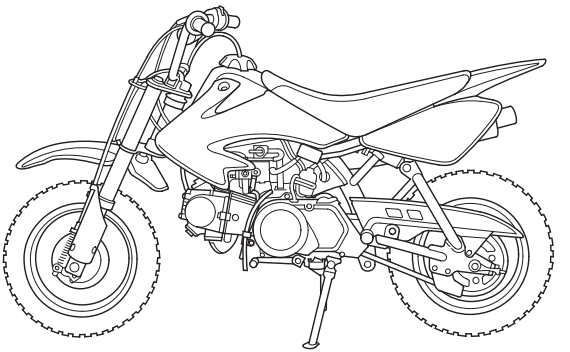
- **FOR OFF-ROAD USE ONLY**
  This motorcycle is designed and manufactured for off-road use only.

- **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 CRF50F
OWNER'S MANUAL
(Original instructions)



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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, II U	Australia, New Zealand

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

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 judgement.

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

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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 CRF50F 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.

Speed Restrictor for New Riders

This motorcycle is equipped with a throttle limiter which has been adjusted to its lowest setting to restrict top speed, when shipped from the factory. The throttle limiter screw in the lower throttle housing can be adjusted to limit throttle grip movement (page 67).

Use the throttle limiter with the transmission set in first gear until your youngster becomes familiar with operating the motorcycle. Adjustment of the throttle limiter thereafter should be in accordance with the ability of the rider.

It is important for the safety of a child rider that the throttle limiter is set according to the ability, experience and maturity of the rider.

While age provides a guide to general ability to ride and throttle limiter setting, there are other factors such as individual ability, training and the level of supervision provision provided. The following table provides a guide to performance limiting device settings for general use.

Age range	Speed limiting device setting		Throttle limiter screw measurement	
years	km/h	mph	mm	in
6 to 8	20	12	2.0	0.08
8 to 11	30	19	4.0	0.16
11 to 14	50	31	14.0	0.55

At all times, the maximum weight capacity limit of 40kg should be respected.

Throttle limiter settings will also need to take into account requirements for safe use by an experienced rider.

The maximum speeds attainable with a particular setting can vary considerably on different surfaces.

Performance requirements on soft rough ground will be greater than those required on dry hard tracks; reducing performance unnecessarily may affect ability to climb gradients or overcome obstacles, leading to instability.

Before each ride, check the throttle limiter screw measurement and the restriction of throttle grip movement.

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 7).

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 9 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.

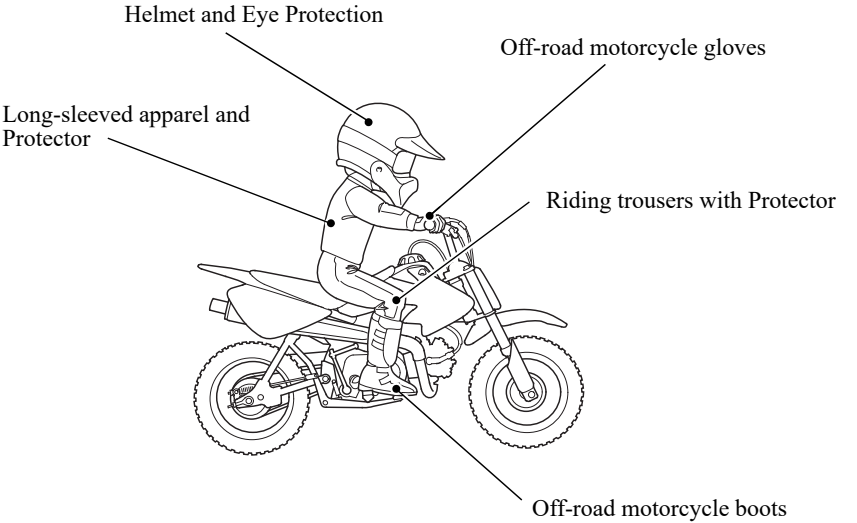
Additional Riding Gear

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:
40 kg (88 lb)
Includes the weight of the rider and any accessories

Loading Guidelines

As discussed on page 9, 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 32).

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.

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.

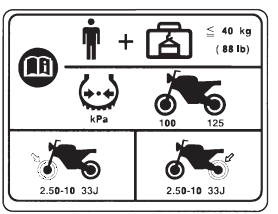
There is a specific symbol on each label. The meanings of each symbol and label are as follows.

	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.



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 these vehicles 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.



TYRE INFORMATION LABEL

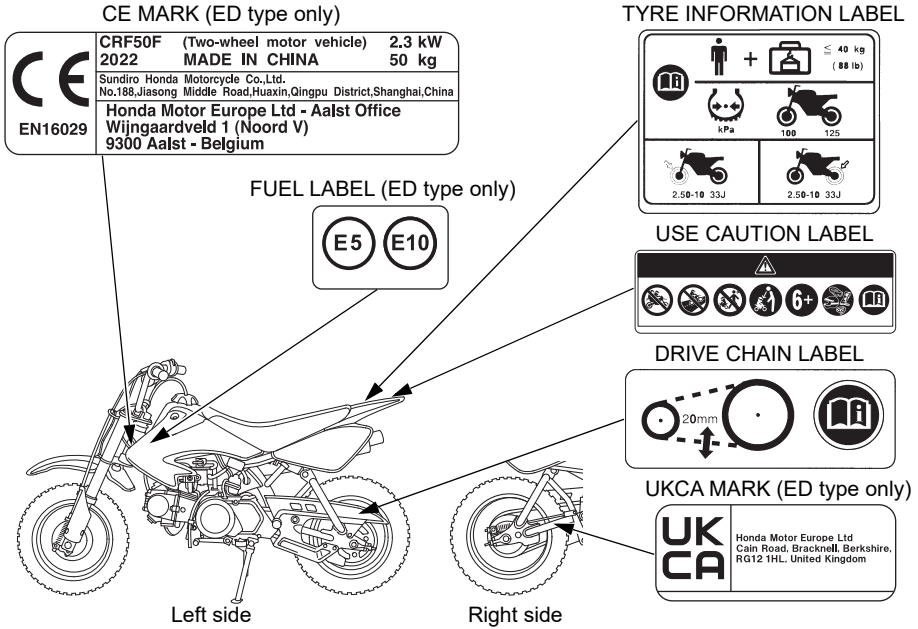
Maximum weight capacity: 40 kg (88 lb)
Cold tyre pressure:

Front	100 kPa (1.00 kgf/cm^2, 15 psi)
Rear	125 kPa (1.25 kgf/cm^2, 18 psi)

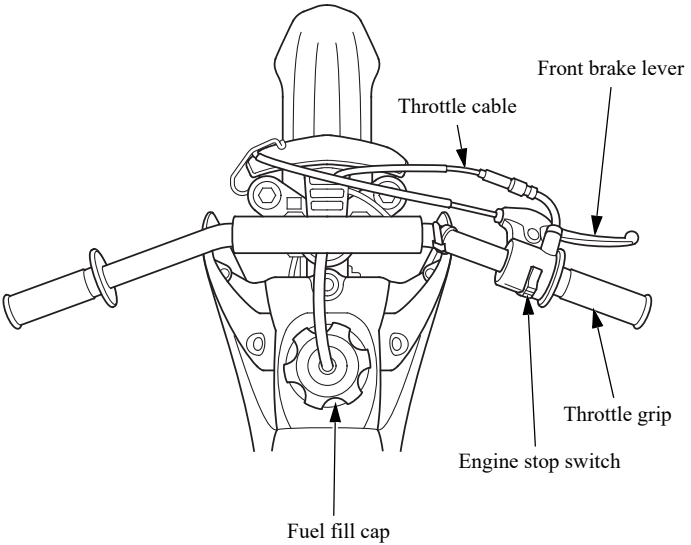
Tyre size:

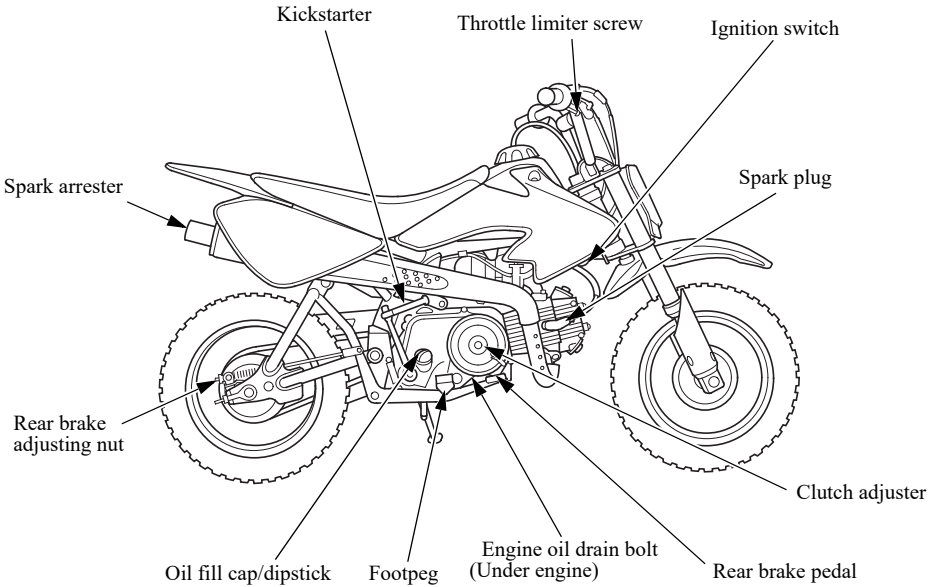
Front	2.50-10 33J
Rear	2.50-10 33J

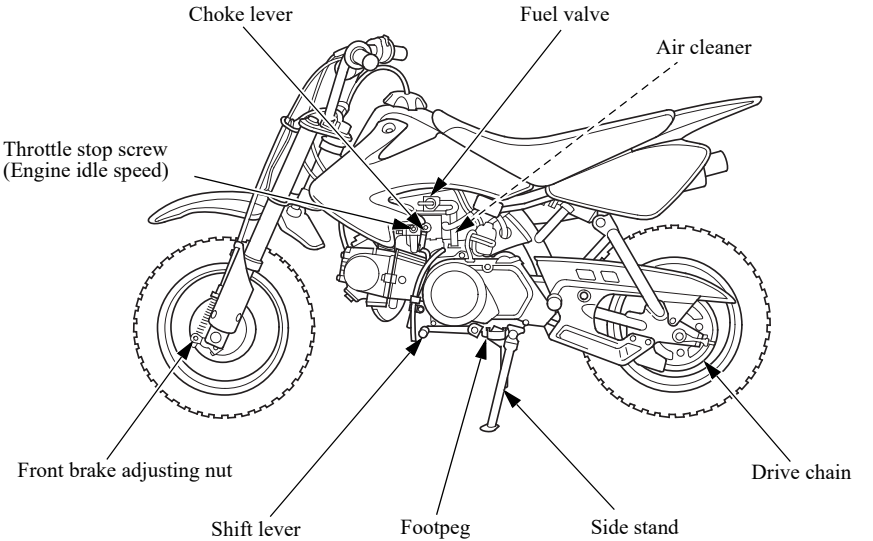
	**DRIVE CHAIN LABEL** Keep chain adjusted and lubricated. 15 – 25 mm (0.6 – 1.0 in) Freeplay
	**CE MARK (ED type only)** Engine net power: 2.3 kW Machine mass: 50 kg
	**FUEL LABEL (ED type only)** Unleaded petrol only ETHANOL up to 10 % by volume


CE MARK (ED type only)
CRF50F (Two-wheel motor vehicle) 2.3 kW
2022 MADE IN CHINA 50 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
TYRE INFORMATION LABEL
≤ 40 kg
(88 lb)
kPa
100
125
2.50-10 33J
2.50-10 33J
FUEL LABEL (ED type only)
E5
E10
USE CAUTION LABEL
6+
DRIVE CHAIN LABEL
20mm
UKCA MARK (ED type only)
UK
CA
Honda Motor Europe Ltd
Cain Road, Bracknell, Berkshire,
RG12 1HL, United Kingdom
Left side
Right side

PARTS LOCATION




Kickstarter
Throttle limiter screw
Ignition switch
Spark arrester
Spark plug
Rear brake
adjusting nut
Clutch adjuster
Oil fill cap/dipstick
Footpeg
Engine oil drain bolt
(Under engine)
Rear brake pedal


Choke lever
Fuel valve
Air cleaner
Throttle stop screw
(Engine idle speed)
Front brake adjusting nut
Shift lever
Footpeg
Side stand
Drive chain

MAJOR COMPONENTS
(Information you need to operate this motorcycle)

BRAKES

Front Brake

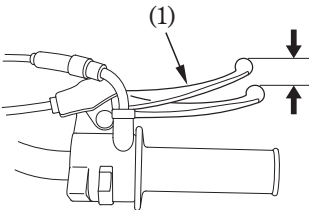
Brakes are items of personal safety and should always be maintained in proper adjustment.
The distance the front brake lever or rear brake pedal moves before the brake starts to engage is called freeplay.
Measured at the tip of the front brake lever (1), freeplay should be maintained at:

10 – 20 mm (0.4 – 0.8 in)

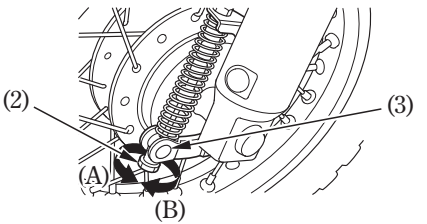
Adjust the freeplay of the brake lever with the front wheel pointed straight ahead.

Adjustment:

1. Adjust by turning the front brake adjusting nut (2) a half-turn at a time. Make sure the cut-out on the adjusting nut is seated on the brake arm pin (3). Check the adjustment.



(1) Front brake lever

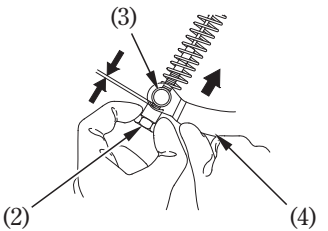


(2) Front brake adjusting nut
(3) Brake arm pin
(A) Decrease freeplay
(B) Increase freeplay

2. Apply the brake several times and check for free wheel rotation after the brake lever is released.

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

After adjustment, push the brake arm (4) to confirm that there is a gap between the adjusting nut (2) and the brake arm pin (3).



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

After adjustment, confirm the freeplay of the brake lever.

Other Checks:
Check the brake cable for kinks or signs of wear that could cause sticking or failure.
Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion.
Make sure the brake arm, spring and fasteners are in good condition.

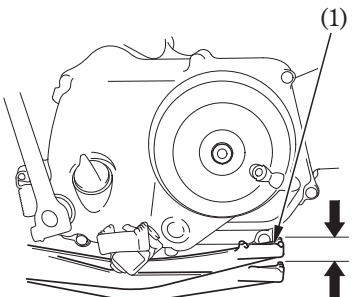
Rear Brake

Brake Adjustment:

1. Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.

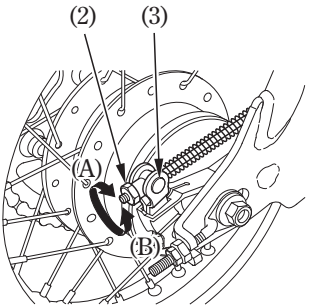
   Freeplay should be:

   10 – 20 mm (0.4 – 0.8 in)



(1) Rear brake pedal

3. If adjustment is necessary, turn the rear brake adjusting nut (2).



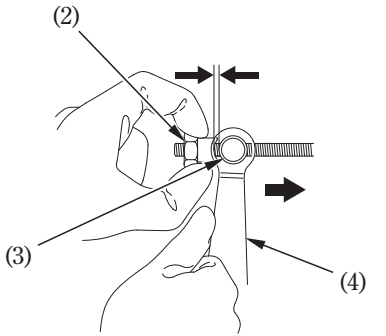
(2) Rear brake adjusting nut
(3) Brake arm pin
(A) Decrease freeplay
(B) Increase freeplay

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 (3) 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 (4) to confirm that there is a gap between the adjusting nut (2) and the brake arm pin (3).



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

After adjustment, confirm the freeplay of the brake pedal.

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

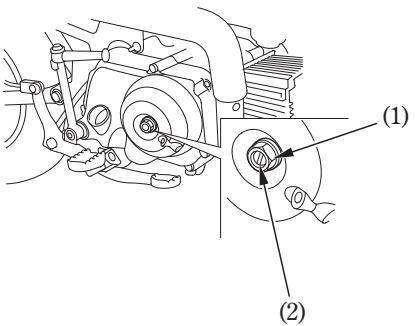
CLUTCH

Adjustment:

1. Loosen the adjuster lock nut (1).
2. Turn the clutch adjuster (2) clockwise one turn; do not turn excessively.
3. Slowly turn the adjuster counterclockwise until a slight resistance is felt.
4. From this position, turn the adjuster clockwise 1/8 to 1/4 turn, and tighten the lock nut.
5. After adjustment, test ride the motorcycle to be certain the clutch operates properly.

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

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



(1) Lock nut (2) Clutch adjuster

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side near the carburetor.

OFF

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

ON

With the fuel valve in the ON position, fuel will flow from the main fuel supply to the carburetor.

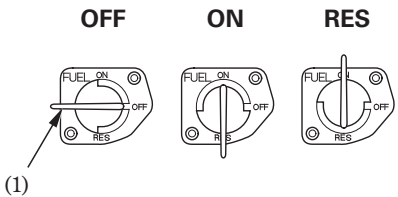
RES

With the fuel valve in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

0.7 ℓ (0.18 US gal, 0.15 Imp gal)

Remember to check that the fuel valve is in the ON position each time you refuel. If the valve is left in the RES position, you may run out of fuel with no reserve.



(1) Fuel valve

Fuel Tank

The fuel tank capacity including the reserve supply is:

2.6 ℓ (0.69 US gal, 0.57 Imp gal)

To open the fuel fill cap (1), pull the breather tube (2) from the front number plate (3). Turn the fuel fill cap counterclockwise.

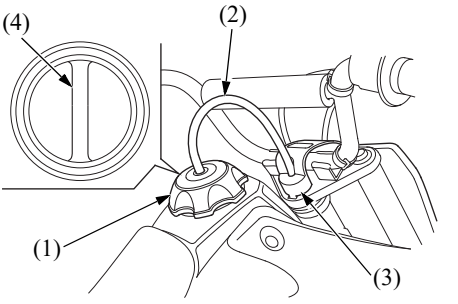
Do not overfill the tank. There should be no fuel in the level plate (4).

After refueling, be sure to tighten the fuel fill cap firmly by turning it clockwise. Insert the breather tube into the front number plate.

⚠ 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) Front number plate
(4) Level plate

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

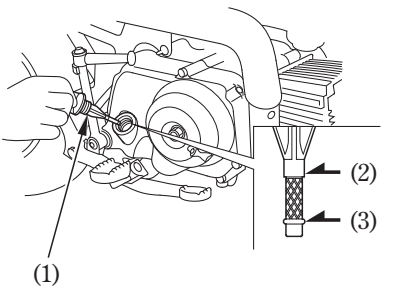
Check the engine oil level each day before operating the motorcycle.

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 58) 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	125 kPa (1.25 kgf/cm^2, 18 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.

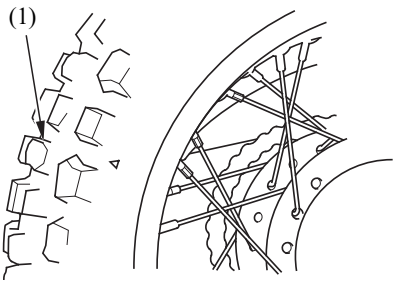
Also, if you hit a pothole or hard object, pull to the side of the road as soon as you can safely and carefully inspect the tyres for damage.

Tread Wear

You must periodically confirm the tread wear depth.

Replace tyres before tread depth 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) Tyre 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 33.

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: 2.50-10 33J

Rear: 2.50-10 33J

Type: bias-ply, tube

The recommended wheels for your motorcycle are:

Front: 10 × 1.4

Rear: 10 × 1.4

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.

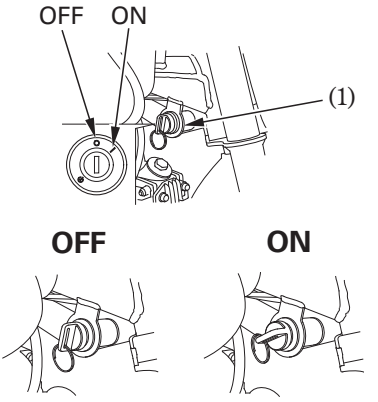
ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is located below the fuel tank.

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.

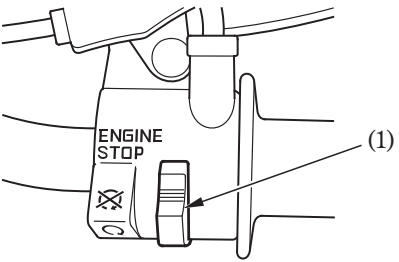


(1) Ignition switch

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

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 ⊠ (OFF) 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

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.

1. Engine oil level – add engine oil if required (page 58). Check for leaks.
2. Fuel level – fill fuel tank when necessary (page 27). Check for leaks.
3. Front and rear brakes – check operation and if necessary, adjust freeplay (pages 21 – 24).
4. Tyres – check condition and pressure (pages 32 – 35).
5. Spokes – check and tighten if necessary (page 74).
6. Drive chain – check condition and slack (page 69). Adjust and lubricate if necessary.
7. Chain slider – check slider wear (page 70).
8. Throttle – check for smooth opening and full closing in all steering positions. Adjust freeplay if necessary (pages 65 – 67).

9. Spark plug and high tension terminal – check for looseness.
10. Engine stop switch – check for proper function (page 37).
11. Nuts, bolts, fasteners – check the front wheel to see that the axle nuts are tightened securely. Check security of all other nuts, bolts, and fasteners.

STARTING & STOPPING THE ENGINE

Always follow the proper starting procedure described below.

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.

Preparation

Before starting, insert the key and turn the ignition switch ❙ (ON).
Make sure that the transmission is in neutral.
Turn the engine stop switch to ◯ (RUN) and the fuel valve ON.

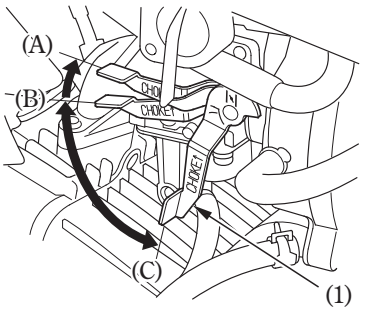
Starting Procedure

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

Normal Air Temperature

10° – 35°C (50° – 95°F)

1. Pull the choke lever (1) up all the way to Fully ON (A).



(1) Choke lever

(A) Fully ON
(B) Detent position
(C) Fully OFF

2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke 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.

3. Immediately after the engine starts, push the choke lever (1) down to the Detent Position (B).
4. Warm up the engine by opening and closing the throttle slightly.
5. About a 15 seconds after the engine starts, push the choke lever (1) down all the way to Fully OFF (C).
6. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. With the throttle slightly open, operate the kickstarter. Kick from the top of the stroke through to the bottom with a rapid, continuous motion.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 – 4 under ‘‘Normal Air Temperature’’.
2. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) down all the way to fully OFF (C).

NOTICE

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

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch to ⊠ (OFF) and push the choke lever down to Fully OFF (C). Open the throttle fully and crank the engine several times with the kickstarter. Turn the engine stop switch to ○ (RUN) and follow the "High Air Temperature" Starting Procedure (page 42).

How To Stop the Engine

To stop the engine, shift into neutral, turn the engine stop switch to ⊠ (OFF).

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

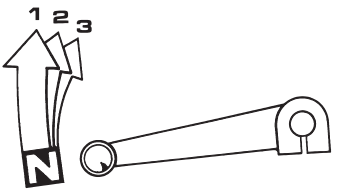
Review Motorcycle Safety (pages 1 – 17) before you ride.

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.

Make sure you understand the function of the side stand mechanism.
(See MAINTENANCE SCHEDULE on page 53 and explanation for SIDE STAND on page 82).

1. After the engine has warmed up, the motorcycle is ready for riding.
2. Close the throttle and raise the shift lever to shift into 1st (low) gear.
3. Increase engine speed by gradually opening the throttle.
4. When your speed increases, close the throttle and shift to 2nd gear by raising the shift lever.
5. This sequence is repeated to shift to 3rd gear.

6. 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.



Shifting pattern

- 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 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. 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.

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 down-shifting, 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 and turn the fuel valve OFF. Turn the engine stop switch ⊠ (OFF).
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.

3. Turn the ignition switch ◯ (OFF) and remove the key.

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 Honda 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 38) 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.

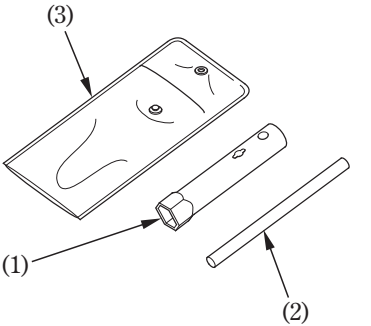
NOTE: (1) Service more frequently when ridden in wet or dusty conditions.

	ITEMS	FREQUENCY / WHICHEVER COMES FIRST → NOTE		INITIAL MAINT.	REGULER MAINT. INTERVAL				
			km	150	1,000	2,000	3,000	4,000	REFER TO PAGE
			mi	100	600	1,200	1,800	2,400	
			MONTH	1	6	12	18	24	
*	FUEL LINE					I		I	–
*	THROTTLE OPERATION					I		I	65
	AIR CLEANER	NOTE (1)			C	C	C	C	56
	SPARK PLUG				I	I	I	I	62
**	VALVE CLEARANCE			I	I	I	I	I	–
	ENGINE OIL			R	R	R	R	R	58
**	ENGINE OIL STRAINER SCREEN					C		C	–
**	ENGINE OIL CENTRIFUGAL FILTER					C		C	–
**	ENGINE IDLE SPEED			I	I	I	I	I	64

	ITEMS \ FREQUENCY	WHICHEVER COMES FIRST → NOTE		INITIAL MAINT.	REGULER MAINT. INTERVAL				
			km	150	1,000	2,000	3,000	4,000	REFER TO PAGE
			mi	100	600	1,200	1,800	2,400	
			MONTH	1	6	12	18	24	
	DRIVE CHAIN	NOTE (1)		I, L	Every 500 km (300 mi) or every 3 months: I,L				69
	DRIVE CHAIN SLIDER				I	I	I	I	70
	BRAKE SHOE WEAR				I	I	I	I	79
	BRAKE SYSTEM			I	I	I	I	I	21, 23, 79
	CLUTCH SYSTEM			I	I	I	I	I	25
	SIDE STAND					I		I	82
*	SUSPENSION					I		I	80, 81
*	SPARK ARRESTER				Every 1,600 km (1,000 mi) or every 100 operating hours: C				68
*	NUTS, BOLTS, FASTENERS			I		I		I	–
**	WHEELS/TYRES			I	I	I	I	I	32, 74
**	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

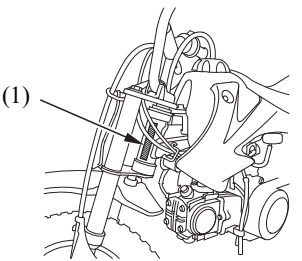
The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts.
Record the numbers here for your reference.

FRAME NO. _____

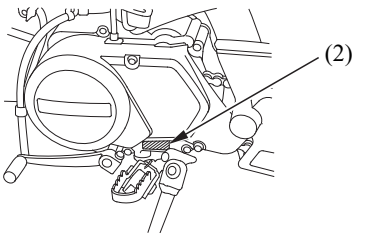
The frame number (1) is stamped on the left side of the steering head.

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

ENGINE NO._____



(1) Frame number

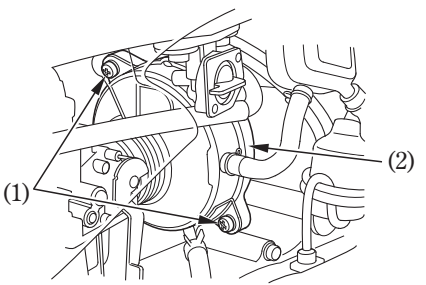


(2) Engine number

AIR CLEANER

Refer to the Safety Precautions on page 50.

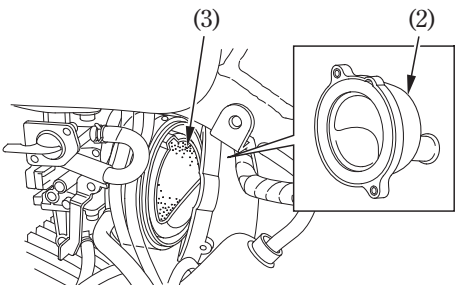
The air cleaner element should be serviced at regular intervals (page 52). If your motorcycle is operated in dusty areas, more frequent servicing will be required. Your dealer can help you to determine the correct service interval for your particular riding conditions.



(1) Attaching screws
(2) Air cleaner housing cover

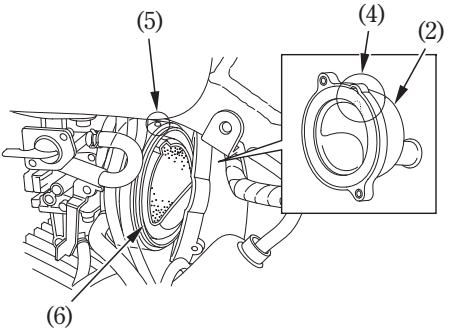
1. Remove the two attaching screws (1), the air cleaner housing cover (2) and air cleaner (3).
2. Wash the air cleaner in clean, nonflammable or high flash point solvent and let it dry thoroughly.

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



(3) Air cleaner

3. Soak the air cleaner in gear oil (SAE 80 – 90) until saturated, then squeeze out the excess oil.
4. Reinstall the air cleaner.
5. Reinstall the air cleaner housing cover (2), aligning its projection (4) with the projection (5) on the air cleaner housing (6).



(2) Air cleaner housing cover
(4) Projection
(5) Projection
(6) Air cleaner housing

ENGINE OIL

Refer to the Safety Precautions on page 50.

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 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.

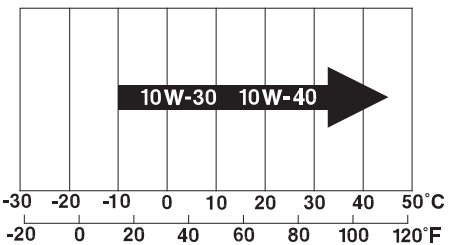
Do not use API SJ or higher oils displaying a circular API “energy conserving” or ‘‘resource conserving’’ service label on the container. They may affect lubrication and clutch performance.



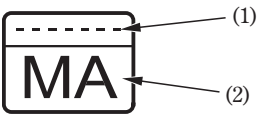
NOT RECOMMENDED RECOMMENDED

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 52).

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.

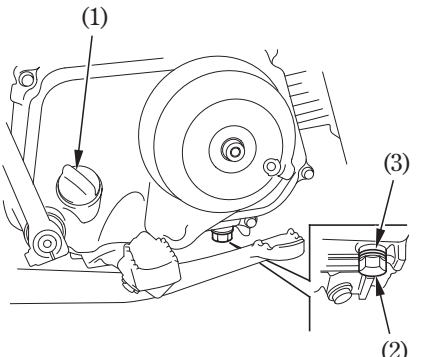
Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

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. Remove the oil fill cap/dipstick (1) from the right crankcase cover.
2. Place a drain pan under the crankcase and remove the oil drain bolt (2).
3. Operate the kickstarter several times while turned the engine stop switch at ⊠ (OFF) to drain any oil which may be left in the engine.
4. Check that the sealing washer (3) on the drain bolt is in good condition and install the bolt. Replace the sealing washer every other time the oil is changed, or each time if necessary.
   Oil drain bolt torque:
   24 N·m (2.5 kgf·m, 18 lbf·ft)
5. Fill the crankcase with the recommended grade oil; approximately:
   0.6 ℓ (0.6 US qt, 0.5 Imp qt)
6. Reinstall the oil fill cap/dipstick.
7. Start the engine and let it idle for 3 – 5 minutes.
8. Stop the engine and wait 2 – 3 minutes. 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.



(1) Oil fill cap/dipstick (3) Sealing washer
(2) Oil drain bolt

SPARK PLUG

Refer to the Safety Precautions on page 50.

Recommended plugs:
Standard:
CR6HSA (NGK) or
U20FSR-U (DENSO)
For cold climate: (Below 5°C, 41°F)
CR5HSA (NGK) or
U16FSR-U (DENSO)
For extended high speed riding:
CR7HSA (NGK) or
U22FSR-U (DENSO)

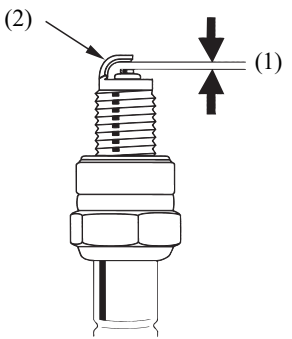
For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range (a higher number).

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.
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:
   0.60 – 0.70 mm (0.024 – 0.028 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:
        NGK: 1 turn after it seats.
        DENSO: 3/4 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.

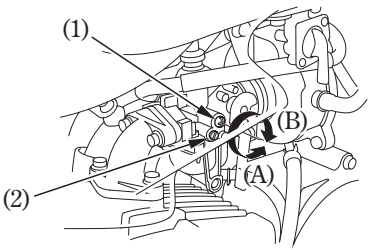
IDLE SPEED

Refer to the Safety Precautions on page 50.

Idle Speed:

The engine must be at normal operating temperature for accurate idle speed adjustment. 10 minutes of stop-and-go riding is sufficient.

Do not attempt to compensate for faults in other systems by adjusting idle speed. See your dealer for regularly scheduled carburetor adjustments.



(1) Throttle stop screw
(2) Air screw
(A) Decrease
(B) Increase

1. Warm up the engine and hold the motorcycle upright.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).
   Idle speed (In neutral):
   1,700 ± 100 min^{-1} (rpm)

Idle Mixture:

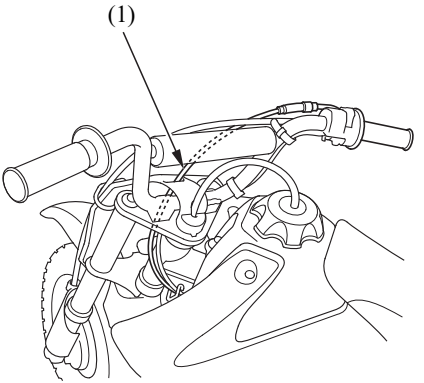
1. Adjust the fuel mixture by turning the air screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Set the air screw exactly between these two extreme positions.
   From a fully closed position, the correct setting (between extremes of rich and lean) will be approximately:
   1 1/2
2. If the idle speed changes after adjusting fuel mixture, readjust the idle speed by turning the throttle stop screw.

THROTTLE OPERATION

Refer to the Safety Precautions on page 50.

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 cable (1) from the throttle grip down to the carburetor. 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.

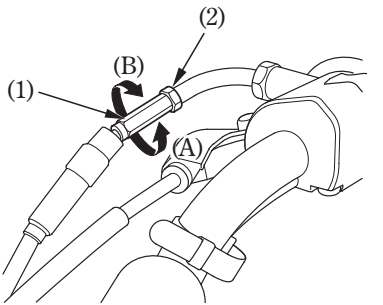


(1) Throttle cable

Freeplay Adjustment:

1. Adjust freeplay with the throttle cable adjuster (1). Measured in grip rotation, the standard throttle grip freeplay is:
   2.0 – 4.0 mm (0.08 – 0.16 in)
2. To adjust the freeplay, loosen the lock nut (2) and turn the 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.

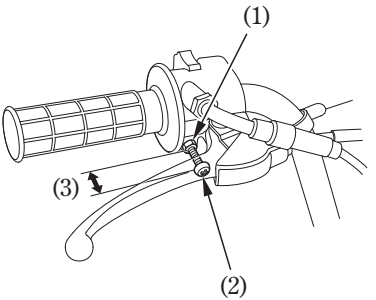


(1) Throttle cable adjuster
(2) Lock nut
(A) Decrease freeplay
(B) Increase freeplay

Throttle Limiter Adjustment:

1. Loosen the lock nut (1).
2. Turn the throttle limiter screw (2) clockwise to reduce throttle grip movement or counterclockwise to increase throttle grip movement.
   The throttle limiter screw measurement (3) is 21 mm (0.83 in) when the throttle is fully open; less than 21 mm (0.83 in) when the throttle opening (and maximum engine speed) is restricted.
   For more information on throttle limiter adjustment, see pages 3-4.
3. Hold the screw in place and tighten the lock nut.

To prevent moisture or debris (dirt, sand, pebbles, sticks, etc.) from entering the throttle housing, do not remove the throttle limiter screw.
Moisture and debris may interfere with proper throttle operation.



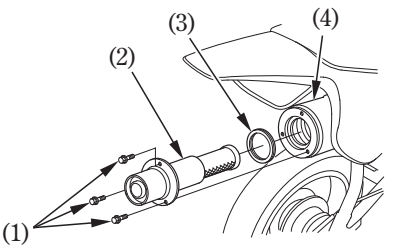
(1) Lock nut
(2) Throttle limiter screw
(3) Throttle limiter screw measurement

SPARK ARRESTER

Refer to the Safety Precautions on page 50.

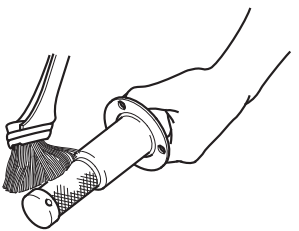
The exhaust system spark arrester must be purged of accumulated carbon periodically (see Maintenance Schedule for servicing period, page 53).

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. 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 the gasket in the muffler and tighten the bolts securely.



DRIVE CHAIN

Refer to the Safety Precautions on page 50.

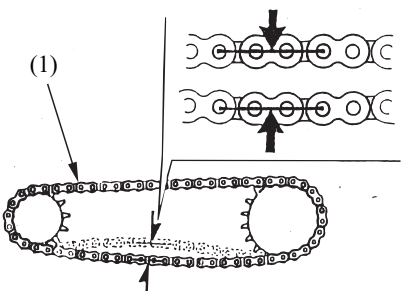
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets. The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 38). Under severe usage, or when the 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:
   15 – 25 mm (0.6 – 1.0 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.

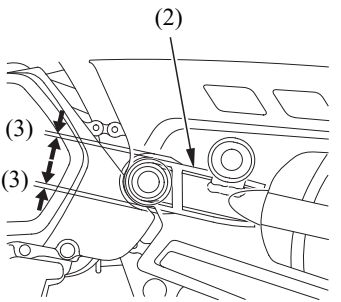
NOTICE

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 ridge (3) in the centre of the slider is worn, have your dealer replace the chain slider.

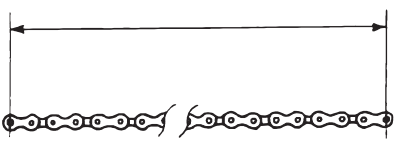


(2) Chain slider
(3) Ridge

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:
978 mm (38.5 in)

Service Limit:
997 mm (39.3 in)

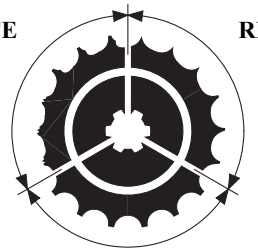


Measure a span of : 78 pins.

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

Damaged Sprocket Teeth — **REPLACE**

Worn Sprocket Teeth — **REPLACE**



Normal Sprocket Teeth

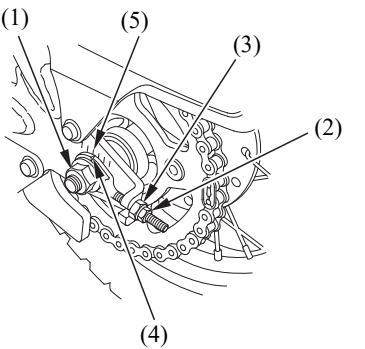
GOOD

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) Adjuster index mark
(5) Graduated scale

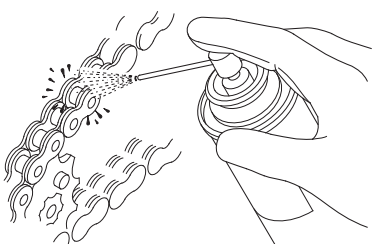
4. Turn the adjusting nut (3) on both the right and left chain adjusters an equal number of turns to increase or decrease chain slack. Align the chain adjuster index marks (4) with the corresponding scale graduations (5) on both sides of the swingarm.

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:
   46 N·m (4.8 kgf·m, 35 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 23).

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 appers 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.

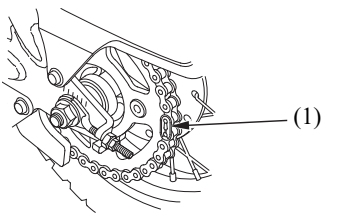


Removal and Cleaning:
When the drive chain becomes dirty, it should be removed and cleaned prior to lubrication.

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.

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 72).
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.



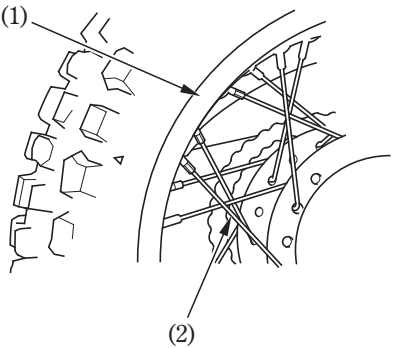
(1) Retaining clip

WHEEL RIMS AND SPOKES

Refer to the Safety Precautions on page 50.

1. Inspect the wheel rims (1) and spokes (2) for damage.
2. Tighten any loose spokes.
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.



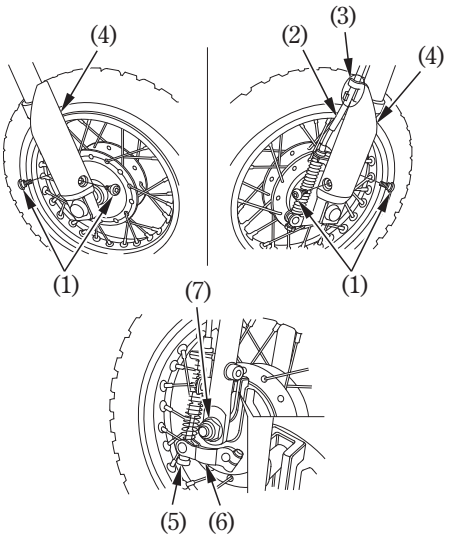
(1) Wheel rim
(2) Spoke

WHEEL REMOVAL

Refer to the Safety Precautions on page 50.

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the bolts (1) securing the front fork protector.
3. Remove the front brake cable (2) from the cable guide (3).
4. Remove the front fork protectors (4).
5. Unscrew the front brake adjusting nut (5).
6. Pull the front brake lever in and disconnect the front brake cable from the brake arm (6).
7. Remove the front axle nut (7) and front axle. The front wheel can now be removed.

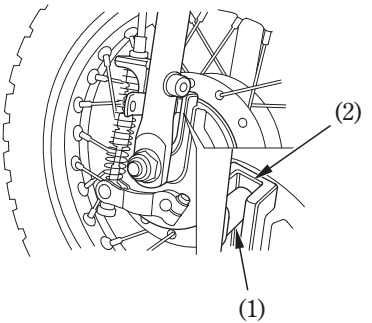


(1) Bolts
(2) Front brake cable
(3) Cable guide
(4) Front fork protector
(5) Adjusting nut
(6) Brake arm
(7) Front axle nut

Installation:

1. Reverse the removal procedure. Make sure that the lug (1) on the fork leg is located in the slot (2) in the brake panel.
   Be sure to tighten the front axle nut to:
   46 N·m (4.8 kgf·m, 35 lbf·ft)
2. Check front brake adjustment.
3. 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.

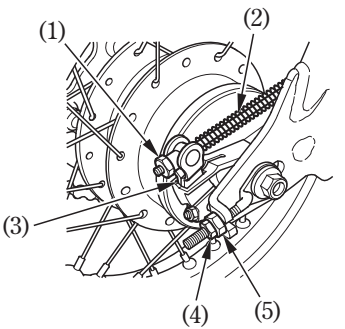
If a torque wrench is not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



(1) Lug (2) Slot

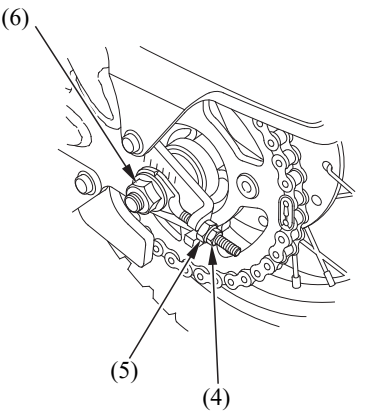
Rear Wheel Removal

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 nut (4) and adjusting nut (5) on the chain adjuster on both sides.



(1) Brake adjuster
(2) Brake rod
(3) Brake arm
(4) Lock nut
(5) Adjusting nut

5. Unscrew the axle nut (6) and pull out the axle. Push the wheel forward and derail the drive chain from the rear sprocket. Remove the wheel.

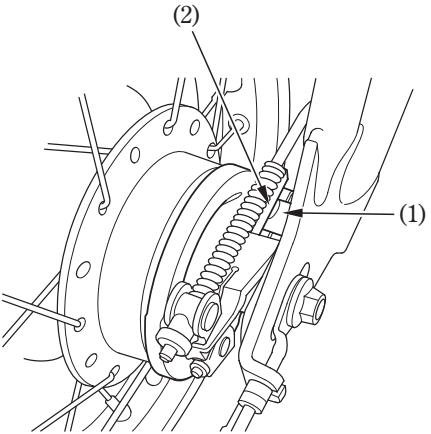


(6) Axle nut

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 rear axle nut to:
   46 N·m (4.8 kgf·m, 35 lbf·ft)
2. Adjust the drive chain (pages 71 – 72).
3. Adjust the brake (page 23).
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

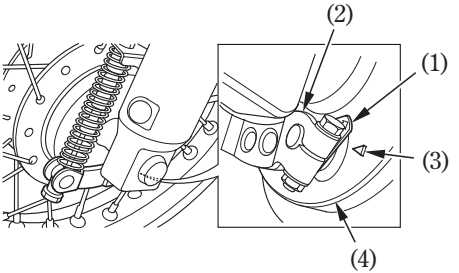
BRAKE SHOE WEAR

Refer to the Safety Precautions on page 50.

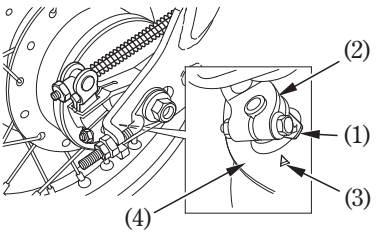
The front and rear brakes are equipped with brake wear indicators.
When the brake is applied, an arrow (1) attached to the brake arm (2) moves toward a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.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

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

<FRONT BRAKE>



<REAR BRAKE>

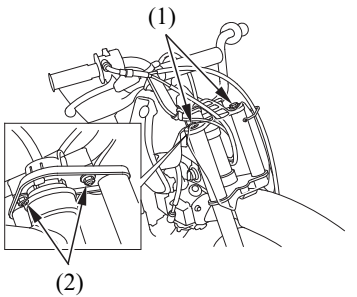


(1) Arrow
(2) Brake arm
(3) Reference mark
(4) Brake panel

FRONT SUSPENSION

Refer to the Safety Precautions on page 50.

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 mounting bolts (1) and handlebar mounting nuts (2).



(1) Fork mounting bolts
(2) Handlebar mounting nuts

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.

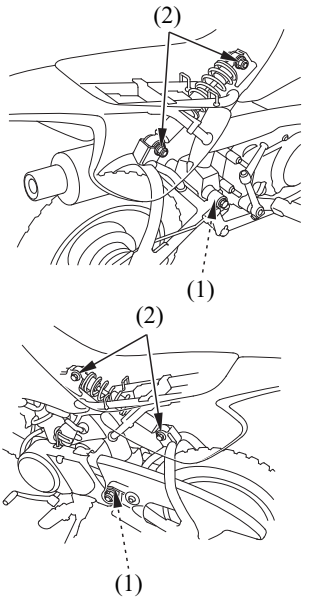
REAR SUSPENSION

Refer to the Safety Precautions on page 50.

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

1. Swingarm bushings (1) should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the bushings.
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.

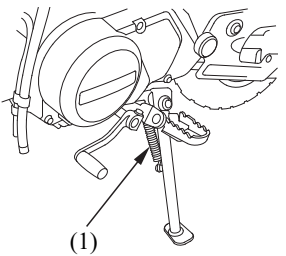


(1) Bushings (2) Attachment points

SIDE STAND

Refer to the Safety Precautions on page 50.

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 washer spray 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
Carburetor
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.

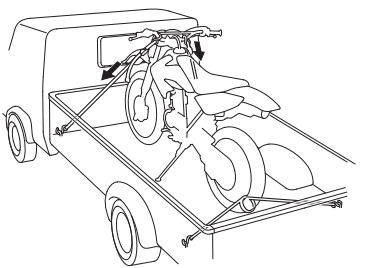
Exhaust Pipe and Muffler Maintenance

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.
- Make sure the fuel valve is off.
- 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. Drain the fuel tank and carburetor into an approved petrol container.
   Reinstall the fuel fill cap on the tank.

To assure proper performance after storage lasting more than one month, it is important to drain the carburetor.

⚠ 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. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rust-inhibiting oil.
5. Lubricate the drive chain (page 72).
6. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
7. 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. Change the engine oil if more than 4 months have passed since the start of storage.
2. Perform all Pre-ride Inspection checks (page 38).
3. 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.

SPECIFICATIONS

DIMENSIONS

Overall length	1,300 mm (51.2 in)
Overall width	580 mm (22.8 in)
Overall height	775 mm (30.5 in)
Wheelbase	910 mm (35.8 in)

CAPACITIES

Engine oil	After draining	0.6 ℓ (0.6 US qt, 0.5 Imp qt)
	After disassembly	0.8 ℓ (0.8 US qt, 0.7 Imp qt)
Fuel tank		2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Fuel reserve		0.7 ℓ (0.18 US gal, 0.15 Imp gal)
Passenger capacity		Operator only; no passenger
Maximum weight capacity		40 kg (88 lb)
Technical permissible weight		90 kg (198 lb)

ENGINE

Bore and stroke	39.0 × 41.4 mm (1.54 × 1.63 in)
Compression ratio	10.0 : 1
Displacement	49 cm^3 (3.0 cu-in)
Fuel	Unleaded petrol Research octane number of 91 or higher
Fuel containing alcohol	ETHANOL up to 10 % by volume
Spark plug	
Standard	CR6HSA (NGK) or U20FSR-U (DENSO)
For cold climate (Below 5°C, 41°F)	CR5HSA (NGK) or U16FSR-U (DENSO)
For extended high speed riding	CR7HSA (NGK) or U22FSR-U (DENSO)
Spark plug gap	0.60 – 0.70 mm (0.024 – 0.028 in)
Idle speed	1,700 ±100 min^{-1} (rpm)
Valve clearance (Cold)	Intake 0.05 mm (0.002 in) Exhaust 0.05 mm (0.002 in)

CHASSIS AND SUSPENSION

Caster	25°00’
Trail	32 mm (1.3 in)
Tyre size, front	2.50-10 33J
Tyre size, rear	2.50-10 33J
Tyre type	bias-ply, tube
Wheel size, front	10 × 1.4
Wheel size, rear	10 × 1.4

POWER TRANSMISSION

Primary reduction		4.058
Gear ratio,	1st	3.272
	2nd	1.666
	3rd	1.190
Final reduction		2.642

NOISE LEVEL AND VIBRATIONS (ED type only)

Noise level EN16029 Operating Conditions : Annex A Uncertainty of measurement	78 dB(A) 3 dB(A)
Vibration on seat EN1032 Operating conditions : 97/24/EC Chapter 9, stationary noise Uncertainty of measurement	1.32 m/s^2 0.8 m/s^2
Vibration on handlegrip ISO5349 : 2001 Operating conditions : 97/24/EC Chapter 9, stationary noise Uncertainty of measurement	6.9 m/s^2 0.7 m/s^2

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
CRF50F	AE04	*LALAE04A*P3400001- LALAE04A*P3499999*

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

4. Authorized representative
   Honda Motor Europe Ltd - Aalst Office
   Wijngaardveld 1 (Noord V)
   9300 Aalst – Belgium

5. References to harmonized standards
   EN16029:2012
   EN55012:2007/A1:2009

6. Other standards or specifications
   ISO10605:2008

7. Done at: Aalst, Belgium

8. Date: 3 February 2022

Peter Neckebroeck
Head of Certification

	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	Rappresentante Autorizzato	Bevollmächtigter
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 REPRÆSENTANT, 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	Prodecent	Κατασκευαστής
4	Gemachtigde van de fabrikant	Autoriseret Repræsentant	Εξουσιοδοτημένος αντιπρόσωπος
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	Representante autorizado	Reprezentantul Autorizat
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	Upoważniony Przedstawiciel	VALMISTAJAN EDUSTAJAN
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
	* Irányelvek 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	Jogosult képviselő	Autorizovaná osoba	Autorizētais pārstāvis
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 alljärgnevate 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	Volitatud esindaja	Pooblaščeni predstavnik
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	Упълномощен представител	Autorisert representant
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 hükümlülüklerin 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	Yetkili temsilci	Ovlašteni predstavnik
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

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
   b) Function: Transportation of persons

c) Commercial name	d) Type	e) Serial number
CRF50F	AE04	LALAE04A*P3400001- LALAE04A*P3499999

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
   EN16029:2012
   EN55012:2007/A1:2009

6. Other standards or specifications
   ISO10605:2008

7. Done at: Aalst, Belgium

8. Date: 3 February 2022

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